

Meeting Date: Tuesday 20 February 2018
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 5.00pm

NOTICE OF BUSINESS

Item		Page
1	CONFIRMATION OF MINUTES - Meeting held on 21 November 2017.....	1
2	WEST RYDE TOWN CENTRE AND MEADOWBANK STATION WEST PEDESTRIAN ACCESS AND MOBILITY PLANS 2017.....	9
3	MEMORANDUM OF UNDERSTANDING BETWEEN CITY OF RYDE COUNCIL AND RIVERSIDE BUSINESS CHAMBER	351
4	WEST DENISTONE PARK - Future of Playgrounds.....	361
5	OUTCOMES OF FOOD TRUCK TRIAL.....	385
6	REVIEW OF COMMUNITY GRANTS POLICY AND GUIDELINES	404
7	TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 16 NOVEMBER 2017	434

1 CONFIRMATION OF MINUTES - Meeting held on 21 November 2017

Report prepared by: Senior Coordinator - Governance**File No.:** CLM/17/1/1/2 - BP17/1306

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 8/17, held on 21 November 2017, be confirmed.

ATTACHMENTS

1 MINUTES - Works and Community Committee Meeting - 21 November 2017

ITEM 1 (continued)

ATTACHMENT 1

**Works and Community Committee
MINUTES OF MEETING NO. 8/17**

Meeting Date: Tuesday 21 November 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.

Note: Councillor Lane arrived at the meeting at 5.23pm during discussion on Item 4. He was not present for consideration or voting on Items 1, 2 and 3.

Apologies: Nil.

Staff Present: Acting General Manager, Acting Director – Customer and Community Services, Director – Corporate and Organisational Support Services, Acting Director – City Works and Infrastructure, General Counsel, Chief Financial Officer, Manager – Environment, Health and Building, Manager – Ryde Aquatic Leisure Centre (RALC), Manager – Community Services, Manager – Traffic, Transport and Development, Senior Coordinator – Environment, Senior Coordinator – City Activation, Team Leader – Traffic Services, Senior Traffic and Development Engineer, Traffic and Development Engineer, Traffic Engineer, Technical Coordinator – Traffic Services and Senior Coordinator – Governance.

DISCLOSURES OF INTEREST

Councillor Gordon disclosed a Significant Non-Pecuniary Interest in Item 2 – Small Grants Scheme – Allocation of Funding November 2017, for the reason that he has previously been a composer-in-residence with the Ryde Hunters Hill Symphony Orchestra (RHHSO).

1 CONFIRMATION OF MINUTES - Meeting held on 17 October 2017

Note: Councillor Lane was not present for consideration or voting on this Item.

RESOLUTION: (Moved by Councillors Purcell and Clifton)

That the Minutes of the Works and Community Committee 7/17, held on 17 October 2017, be confirmed.

ITEM 1 (continued)

ATTACHMENT 1

Record of Voting:

For the Motion: Unanimous

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

2 SMALL GRANTS SCHEME- ALLOCATION OF FUNDING NOVEMBER 2017

Note: Councillor Gordon disclosed a Significant Non-Pecuniary Interest in this Item for the reason that he has previously been a composer-in-residence with the Ryde Hunters Hill Symphony Orchestra (RHHSO). He left the meeting at 5.05pm and was not present for consideration or voting on this Item.

Note: Councillor Lane was not present for consideration or voting on this Item.

RECOMMENDATION: (Moved by Councillors Kim and Purcell)

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

Organisation	Project Name	Amount
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.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **28 NOVEMBER 2017** as it is outside the Committee's delegations.

Note: Councillor Gordon returned to the meeting at 5.06pm.

ITEM 1 (continued)

ATTACHMENT 1

3 ENVIRONMENT PROGRAM ANNUAL UPDATE 2016/17

Note: Councillor Lane was not present for consideration or voting on this Item.

RESOLUTION: (Moved by Councillors Purcell and Clifton)

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

Record of Voting:

For the Motion: Unanimous

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

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

Note: Councillor Lane arrived at the meeting at 5.23pm during discussion on this Item.

RESOLUTION: (Moved by Councillors Purcell and Kim)

- (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'.

Record of Voting:

For the Motion: Unanimous

RESOLUTION: (Moved by Councillors Purcell and Kim)

- (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'.

Record of Voting:

For the Motion: Unanimous

ITEM 1 (continued)

ATTACHMENT 1

RESOLUTION: (Moved by Councillors Purcell and Kim)

- (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.

Record of Voting:

For the Motion: Unanimous

RECOMMENDATION: (Moved by Councillors Purcell and Kim)

- (d) That Council does not install traffic calming devices along Donovan Street, Eastwood, Tallwood Avenue, Eastwood and Watts Road, Eastwood.

Record of Voting:

For the Motion: Unanimous

RESOLUTION: (Moved by Councillors Purcell and Kim)

- (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.

Record of Voting:

For the Motion: Unanimous

RESOLUTION: (Moved by Councillors Purcell and Kim)

- (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.

Record of Voting:

For the Motion: Unanimous

ITEM 1 (continued)

ATTACHMENT 1

RESOLUTION: (Moved by Councillors Purcell and Kim)

(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'.
 - 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.

Record of Voting:

For the Motion: Unanimous

RESOLUTION: (Moved by Councillors Purcell and Kim)

(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

ITEM 1 (continued)

ATTACHMENT 1

- (ii) installs two kerb blisters on the south-western side of Bank Street, at Union Street, West Ryde, as shown in the attached diagram.

Record of Voting:

For the Motion: Unanimous

RESOLUTION: (Moved by Councillors Purcell and Kim)

- (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).

Record of Voting:

For the Motion: Unanimous

RESOLUTION: (Moved by Councillors Purcell and Kim)

- (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.*

Record of Voting:

For the Motion: Unanimous

ITEM 1 (continued)

ATTACHMENT 1

Note: Part (d) will be dealt with at the Council Meeting to be held on **28 NOVEMBER 2017** as substantive changes were made to the published recommendation.

Note: Parts (a), (b), (c), (e), (f), (g), (h), (i) and (j) are now resolutions of Council in accordance with the Committee's delegated powers.

The meeting closed at 5.27pm.

CONFIRMED THIS 20TH DAY OF FEBRUARY 2018.

Chairperson

2 WEST RYDE TOWN CENTRE AND MEADOWBANK STATION WEST PEDESTRIAN ACCESS AND MOBILITY PLANS 2017

Report prepared by: Senior Sustainability Transport Coordinator
File No.: ENV/08/3/8/36 - BP17/1188

REPORT SUMMARY

The West Ryde Town Centre and Meadowbank Station West Pedestrian Access and Mobility Plans (PAMPs) 2017 are submitted to Council for adoption. These Plans describe a framework and provide a strategic list of actions for developing safe and convenient pedestrian routes and fostering improvements in pedestrian mobility in the West Ryde Town Centre and Meadowbank Station West area.

The West Ryde Town Centre and Meadowbank Station West PAMPs (**ATTACHMENTS 1 and 2**) have prioritised improvements for pedestrian facilities such as footpath renewals, new footpath construction, kerb ramp renewals and new kerb ramp construction over the short (0-5 years), medium (5-10 years) and long-term (10-25 years) to meet existing needs, to cater for emergent demand through forecasted population and development growth, and to meet the global challenge in sustainable design.

Council allocates a significant amount each year in its budget on public domain improvements and this plan will help guide the priority of improvements to pedestrian access and mobility in the West Ryde Centre and Meadowbank Station West precincts. The Plans will also enable access to greater grant funding opportunities to help fund implementation of key works.

Stakeholder and targeted community consultation was undertaken using a suite of approaches including surveys, presentations, public workshops and through public exhibition from 11 October 2017 to 9 November 2017. The former Ryde Access and Bicycles Committees were actively involved in the development of these PAMPs.

The staged implementation of the high and medium priority actions listed in both Plans will be considered in future Delivery Plans of Council. Other actions will be considered as other funding sources become available.

The implementation of the PAMPs will improve pedestrian access and safety within the study areas and both are being recommended for adoption.

RECOMMENDATION:

- (a) That Council adopt the West Ryde Town Centre and Meadowbank Station West Pedestrian Access and Mobility Plans 2017 as a guide to future prioritisation of capital works relating to Access and Mobility in the above precincts.

ITEM 2 (continued)

- (b) That resourcing of high and medium priority actions listed in the West Ryde Town Centre and Meadowbank Station West Pedestrian Access and Mobility Plans 2017 are to be considered through future Delivery Plans of Council.
- (c) That resourcing of remaining actions listed in the West Ryde Town Centre and Meadowbank Station West Pedestrian Access and Mobility Plans 2017 are to be subject to the other external funding sources becoming available and a separate report to Council.

ATTACHMENTS

- 1 Meadowbank Station West PAMP 5/12/2017- Final Report
- 2 West Ryde Centre PAMP 5/12/2017- Final Report

Report Prepared By:

Rafael Chemke
Senior Sustainability Transport Coordinator

Report Approved By:

Kylie McMahon
Senior Coordinator - Environment

Sam Cappelli
Acting Director - City Planning and Development

ITEM 2 (continued)

Discussion

The West Ryde Town Centre and Meadowbank Station West Pedestrian Access and Mobility Plans (PAMPs) 2017 were prepared by consultants GHD with oversight by various Council staff.

The completed West Ryde Town Centre and Meadowbank Station West PAMPs 2017 are attached as (**ATTACHMENTS 1 and 2**) together with executive summaries.

The process to prepare the PAMPs included:

- The identification of key pedestrian issues, concerns and hazardous locations through an in-depth stakeholder consultation process.
- Site observations of the study area by GHD, Council staff and the Ryde Access Committee.
- The development of a pedestrian route hierarchy by examining the existing available information and analysing feedback received from stakeholders throughout the process.
- Conducting a physical and photographic field audit to confirm the path and access issues along high priority routes.
- Analysis of site specific audit data to develop categories of issues based on severity and importance.
- Development of a recommended work program for the PAMPs based on the findings of the study.

To date, PAMP's for Eastwood, Gladesville, Macquarie Park, Top Ryde and North Ryde Small Centres have been completed. Having successfully these PAMP's, Council had programmed to complete a PAMP for Meadowbank and sought funding from the RMS to complete this.

Council was successful in winning a shared grant and it was agreed with the RMS that due to the extent of development and urban renewal taking place on the eastern side of Meadowbank train station, that the focus for the west side of the station should be the priority for the Meadowbank PAMP and include Meadowbank TAFE.

This decision allowed for the plans to complete a separate PAMP for the West Ryde Town Centre to be brought forward and be completed concurrently with the Meadowbank Station West PAMP under the same grant.

ITEM 2 (continued)

Stakeholder and community consultation was undertaken covering both the West Ryde Town Centre and the Meadowbank Station West PAMP's areas using a range of methods including:

- Online community survey - questionnaire
- Social Pinpoint – an online map based community survey
- Social media – comments provided to Council on the City of Ryde Facebook page
- Individual discussions with key stakeholders – letters were sent to key stakeholders providing information on the projects and seeking their feedback and input
- Written responses from the community provided to the City of Ryde
- “Pop-up” community consultation sessions outside West Ryde Library and on the corner of Bank Street and Constitution Road West, Meadowbank
- Letter box drop of all residences within study areas inviting them to attend a community workshop
- Community workshop

A representative of the former Ryde Access Committee was actively involved in the site audits conducted in the preparation of these PAMPs.

The following issues from the PAMPs are highlighted:

- The PAMP found many locations within the West Ryde Centre study area which require improved pedestrian infrastructure. This includes upgrades to existing infrastructure that is either of poor quality/damaged or has non-standard design. The study also found that additional pedestrian crossing facilities and new footpath connections are also required.
- The condition of pedestrian facilities within close proximity to major pedestrian generators and attractors, such as shopping centres and schools were generally of a higher standard however this is not the case in every instance.
- Facilities along connecting routes to these centres are of a lower standard.

ITEM 2 (continued)

- The most common issues identified throughout the auditing process were cracked footpaths that hinder pedestrian movement and kerb ramps that are non-compliant or lack connectivity.
- The most common problems on footpaths audited in West Ryde Centre and Meadowbank Station West were cracks and raised joints. There were minor incidences of narrowed footpaths and missing links.
- Many kerb ramps, although functional for most, are difficult to use for pedestrians with mobility issues. The main defects include; vegetation growth, alignment issues, and various obstacles.
- Bus stop facilities in and around the West Ryde Centre and Meadowbank Station West were generally found to be of a high standard. Bus stops away from centre of the study areas commonly lack seats and paved access to the kerbside. Tactile Ground Surface Indicators are rarely applied. Generally however, bus stop facilities within each precinct are largely inconsistent and many do not comply with DDA Guidelines.
- The highest priority issues are located on the intersection of Victoria Road and West Parade West Ryde and the intersection of Constitution Road West and Railway Road. Council is working with Roads and Maritime Services to deliver improvements to this intersection.

Each of the measures recommended in the PAMPs have been prioritised into High (short-term works 0-5 years) Medium (medium-term work 5-10 years) and Low (long-term works 10-25 years) priorities.

Overall cost estimates for works identified in both PAMPs total \$3,515,630. This is made up of the works for the West Ryde Town Centre to the value of \$2,194,400 and for Meadowbank Station West works to the value of \$1,321,230. In the West Ryde Town Centre high priority works account for \$894,452, medium priority works account for \$886,775 and low priority works account for \$413,200.

On Meadowbank Station West, high priority works account for \$18,000, medium priority works account for \$429,260 and low priority works account for \$873,970.

Notwithstanding, the actions under either PAMP are non-binding on Council and will always be subject to the priorities, funding and resources of Council under its normal four year service delivery planning and budgetary processes.

The completed PAMPs do however provide the opportunity to deliver more cost effective outcomes and improved alignment with other existing transport and traffic program funding initiatives. The PAMP's also provide Council with the ability to qualify for substantial grant funding to carry out priority listed works.

ITEM 2 (continued)

The adoption of the PAMPs will enable Council to apply for 50:50 funding for selected pedestrian infrastructure items under RMS' block funding allocation.

The implementation of the PAMPs will improve pedestrian access and safety within the study areas.

Financial Implications

The West Ryde Town Centre and Meadowbank Station PAMPs cost \$100,000 (including GST) and were funded on a 50:50 basis by the RMS Grant and from the Council 2016/17 Operational Budget. This expenditure covered the preparation and production, printing and advertising and exhibition costs for these PAMPs.

The anticipated financial implications in future financial years towards implementation works are summarised below for Council to consider. Council has allocated a rolling budget in the order of \$250k each year towards implementation of PAMP works. This year for instance, footpath works including pedestrian refuges and kerb ramps are being implemented arising from the Top Ryde PAMP.

Should Council adopt the West Ryde and Meadowbank Station West PAMPs 2017, the implementation of the high and medium actions will occur via the normal project bid process and be incorporated in future Service Delivery Plans of Council usually under a staged implementation program funded from Section 94 funding. Where appropriate these PAMPs will also inform the existing capital works program and associated budget expenditure to improve service delivery and ensure benefits are maximised and efficient.

Completion of the lower priority actions will be subject to availability of external funding sources and a future report to Council as opportunities present themselves.

Table 1: West Ryde Centre/Meadowbank Station West PAMPs 2017 Work Program - Indicative Cost Summary

Area	Total	Priority		
		High	Medium	Low
West Ryde Centre	\$2,194,400	\$894,452	\$886,775	\$413,200
Meadowbank Station West	\$1,321,230	\$18,000	\$429,260	\$873,970

ITEM 2 (continued)

Each of the measures recommended in the PAMPs has been prioritised into High (short-term works 0-5 years) Medium (medium-term work 5-10 years) and Low (long-term works 10-25 years) priorities.

Notwithstanding, the actions under either PAMP are non-binding on Council and will always be subject to the priorities, funding and resources of Council under its normal four year service delivery planning and budgetary processes.

Consultation with relevant external bodies

The following key stakeholders in the study areas were contacted for their feedback via emails and phone calls:

Sydney buses,
Tafe NSW,
West Ryde Public School,
Meadowbank Public School,
St Michaels Catholic Primary School,
Ryde Police,
BikeNorth,
Guide Dogs Australia
West Ryde Progress Association,
Roads and Maritime Services.

The former City of Ryde Access Advisory Committee were involved throughout the consultation process to create the PAMPs and was actively involved in the site condition audits for the PAMPs.

Internal consultation

Internal consultation was also undertaken during the preparation of the PAMPs. This group consisted of a representative from the following Council Departments and Units:

- Traffic, Transport and Development:
- Environment Building and Health
- Civil Infrastructure and Coordination

ITEM 2 (continued)**Options**

1. Council does not adopt the West Ryde Centre and Meadowbank Station West PAMPs. This option is not recommended. There would be the risk that if the PAMPs are not adopted that stakeholders and members of the community will feel that the issues they have raised to improve pedestrian access and mobility within the study area has been ignored by Council and the issues of concern will remain. In addition, opportunities for grant funding for capital works could be denied and Council would be required to expend twice as much to provide equivalent infrastructure items. Failure to endorse would also provide barriers for the plan to incorporate into future delivery plans for works.
2. That Council adopt the West Ryde Town Centre and Meadowbank Station West Pedestrian Access and Mobility Plans 2017 as a guide to future prioritisation of capital works relating to Access and Mobility in the above precincts. This is the preferred option.



City of Ryde Council
Meadowbank Station West
Pedestrian Access and Mobility Plan (PAMP)

5 December 2017

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

This report: has been prepared by GHD for City of Ryde Council and may only be used and relied on by City of Ryde Council for the purpose agreed between GHD and the City of Ryde Council as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than City of Ryde Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section 1.3 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

Executive Summary

Purpose and Scope

The purpose of this Pedestrian Access and Mobility Plan (PAMP) is to review the current pedestrian needs in the Meadowbank Station West area, to improve the walking environment for all pedestrians.

A PAMP provides a list of prioritised pedestrian infrastructure improvements for safer, more attractive transport choices for residents and visitors, to increase pedestrian activity, and to improve the amenity for all in the Meadowbank Station West area. The specific objectives of a PAMP are to:

- increase use of the pedestrian network for short trips (0 – 2 kilometres)
- reduce the number of missing links within the pedestrian network
- reduce the number of pedestrian crashes
- improve pedestrian connectivity with other transport modes, primarily train, bus, bicycle, and car
- provide pedestrian facilities which cater for the needs of all pedestrians, including people with disabilities, commuters, children, seniors and recreational walkers
- complement existing and planned pedestrian and bicycle facilities

This PAMP has been prepared in accordance with the Roads and Maritime guidance document *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, March 2002).

Existing Conditions

Meadowbank is located approximately 12 kilometres north-west of Sydney CBD, and has a resident population of approximately 5,460 people, based on preliminary information from the Australian Bureau of Statistics.

A key issue for pedestrians within the study area is conflicts with vehicles at the existing pedestrian crossings on both sides of Meadowbank Station (at Bank Street on the western side and Railway Road on the eastern side). The current arrangement can cause long delays to traffic, particularly during the weekday PM peak when large numbers of people are alighting from trains and walking across the crossing in large groups. Drivers were observed to be impatient at both crossings, resulting in an increased safety risk for pedestrians.

Other existing issues generally include poor footpath quality or lack of footpaths and kerb ramps.

Ensuring a High Quality Walking Environment

This PAMP has been prepared for the City of Ryde Council (CoR) to provide a framework for existing pedestrian needs, future management, use and enhancement for pedestrians of all ages and mobility.

A PAMP is a strategic document that identifies the pedestrian network hierarchy and associated action plan for management. The strategic, high-level, objectives of this PAMP are based around:

- Integrating walking into the transport system as the first and last leg of all transport journeys to encourage people to walk more often and further

- Providing appropriate pedestrian facilities where required, enhancing accessibility and mobility
- Identifying clusters and patterns of pedestrian crashes, to address safety issues,
- Developing and integrating pedestrian concentration routes that complement *Safer Routes to School* projects and Local Area Traffic Management schemes

A review of previous relevant planning policies was conducted to:

- Ensure that this PAMP aligns with National, State Government and Local Council policy directions in relation to the development of not only pedestrian access and mobility plans, but also the wider context of transport and urban planning
- Identify any deficiencies within the current network and develop a strategy that will guide the importance of the proposed measures to improve the access, amenity and safety for pedestrians

Recommendations

The study found many locations within the Meadowbank Station West study area, which require improved pedestrian infrastructure. This includes upgrades to existing infrastructure that are either of poor quality/damaged or have non-standard design, additional pedestrian crossing facilities and new footpath connections.

Major Projects

Two locations were identified as requiring a major upgrade to improve amenity and safety for pedestrians and drivers. These two locations play a significant role in the local community. These were:

- Bank Street/Constitution Road West intersection:
 - Non-standard pedestrian crossing (zebra crossing) is provided, which crosses two approach lanes in a northbound direction.
 - The pedestrian crossing impacts traffic operations, resulting in long queues along Bank Street (northbound) and Railway Road.
 - Poor quality footpath surfaces and kerb ramps exist at this location.
 - The community consultation process and site audits identified the intersection as an issue for both pedestrians and drivers
- Railway Street / Constitution Road intersection:
 - Located in Meadowbank Station precinct.
 - The pedestrian crossing impacts traffic operations, resulting in long queues
 - The community consultation process and site audits identified the intersection as an issue for both pedestrians and drivers

Pedestrian Routes

A hierarchy of pedestrian routes has been established based on observed pedestrian demand and proximity to pedestrian attractors, such as the train station, commercial land uses, schools/TAFE, and key walking routes. This walking route hierarchy was used as part of the scoring method to determine the priority for proposed pedestrian infrastructure upgrades.

Footpath Works

Identified locations for new footpath connections at 10 locations as shown in Figure 0-1.

Identified locations for new footpath connections include:

- Grand Avenue
- Federal Road
- Mons Avenue
- Station Street
- Macpherson Street, between Mellor Street and Forsyth Street
- Maxim Street, west of Union Street
- Deakin Street
- Huxley Street
- Darwin Street
- Hibble Street
- Angus Street

Pedestrian Crossings

Upgrade or provide new pedestrian refuges/kerb blisters (extensions) at the following locations:

- Bank Street, south of Meadowbank Station
- Constitution Road West/Ross Smith Avenue intersection
- Constitution Road/Federal Road intersection
- Constitution Road/Adelaide Street intersection
- Adelaide Street/Andrew Street intersection
- Adelaide Street/Andrew Street intersection
- Bank Street/Union Street intersection
- Andrew Street, west of Adelaide Street

Priorities

The *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, 2002) provides guidance on what is important in providing pedestrian infrastructure upgrades. This method was used to determine the priority of the proposed improvements.

Table 0-1 provides a summary of the high priority proposed upgrades that were identified, with scores of 60 or higher.

Table 0 - 1 PAMP High Priority Projects – Proposed Upgrades

PAMP ID	Location (Street / Intersection)	Description of Proposed Treatment	RMS Priority	RMS Rank
106	Constitution Road/Railway Road	Intersection re-design. Council is currently working with Roads and Maritime to deliver a signal controlled pedestrian crossing at this location	76	1
34	Meadow Crescent, west of Bank Street	Re-design the intersection and resurface footpaths	74	2
33	Meadow Crescent (western side)	Resurface the footpath (approximately 80m in length)	62	3
65	Maxim Street, west of Union Street	Pedestrian crossing is to be replaced with a new crossing in 2017/18 (Roads and Maritime grant). Introduce AS.1428 compliant ramp on the northern side of the crossing	60	4

Cost

Where possible, unit rates provided by CoR have been used directly. For items where costs were not available, previous studies, estimation and professional judgement have been used. These costs are indicative and are subject to change and make no allowances for contingencies or actual site design and installation (including site establishment, excavation and disposal).

The total costs for the proposed upgrades for the PAMP is in the order of **\$1,321,230** including:

- \$894,020 for footpath reconstruction and improvements
- \$427,210 for PAMP works

Additional studies would be required for intersection re-design projects. The costs for these projects are not included in the above costs.

The cost breakdown for high, medium and low priority projects is as follows:

- \$18,000 for high priority works (note, this does not include costs associated with intersection re-design projects, as further investigations would be required)
- \$429,260 for medium priority works
- \$873,970 for low priority works

Table of contents

	Purpose and Scope.....	ii
	Existing Conditions.....	ii
	Ensuring a High Quality Walking Environment.....	ii
	Recommendations.....	iii
1.	Introduction.....	1
	1.1 Background.....	1
	1.2 Purpose and Scope.....	2
	1.3 Study Limitations.....	5
	1.4 Consultation.....	5
	1.5 Report Structure.....	5
2.	Background Review.....	6
	2.1 Planning Review.....	6
	2.2 National.....	6
	2.3 State.....	8
	2.4 City of Ryde Council Planning.....	13
	2.5 Existing Travel Characteristics and Demographics.....	19
	2.6 Existing Land Use and Infrastructure.....	27
	2.7 Crash Statistics.....	31
3.	Existing Pedestrian and Mobility Audit.....	37
	3.1 Key Results from Community Survey.....	39
	3.2 Existing Issues and Constraints Audit.....	41
4.	Planning for Pedestrians.....	44
	4.1 Creating a Safe and Attractive Environment for Walking.....	44
	4.2 Best Practice Standards.....	45
	4.3 Methodology for Identifying Pedestrian Needs.....	51
5.	Proposed Pedestrian Improvements.....	54
	5.1 Types of Pedestrian Improvements.....	54
	5.2 Proposed Pedestrian Improvements.....	56
6.	Priorities for Pedestrian Improvements.....	67
	6.1 Methodology to Prioritise Pedestrian Requirements.....	67
	6.2 Ranking of the Pedestrian Improvements.....	71
7.	Conclusions and Recommendations.....	78
	7.1 Conclusions.....	78
	7.2 Recommendations.....	80

Table index

Table 2-1	City of Ryde Bicycle Network – Bicycle Routes.....	17
Table 2-2	Functional Classification of Roads.....	28
Table 2-3	Recorded Crashes with Pedestrians in West Ryde (2011 – 2015)	32
Table 2-4	Recorded Crashes Involving Vehicles in Meadowbank (2011 – 2015).....	35
Table 3-1	Overview of Community Engagement	39
Table 3-2	Summary of Issues Corresponding to IDs	43
Table 4-1	Minimum Footpath Widths	46
Table 4-2	Maximum Grades.....	47
Table 4-3	Infrastructure Provision Goals for Urban Areas	52
Table 5-1	Potential Pedestrian Infrastructure Initiatives	54
Table 5-2	Indicative Cost Estimate Assumptions.....	55
Table 5-3	Identified Issues and Proposed Upgrades.....	57
Table 6-1	RMS Weighted Criteria Scoring System.....	67
Table 6-2	Weighted Scoring Criteria to Prioritise the PAMP Initiatives	68
Table 6-3	Infrastructure Provision Goals for Meadowbank.....	71
Table 7-1	PAMP Priorities – Proposed Upgrades.....	81

Figure index

Figure 1-1	Study Area	4
Figure 2-1	Main Mode of Travel to Work.....	7
Figure 2-2	Walking as a Mode of Travel in Metropolitan Sydney	10
Figure 2-3	Opportunity for Growth in the Walk Mode Share in Sydney	10
Figure 2-4	Walking Mode Share by Age Group in Sydney	11
Figure 2-5	City of Ryde – Bicycle Network.....	18
Figure 2-6	Comparison of Age Profiles in Meadowbank and Greater Sydney (2011).....	20
Figure 2-7	Employment Status for Workers Residing in Meadowbank.....	21
Figure 2-8	Location of Travel Zone 1589, 1590, 1591	21
Figure 2-9	Resident Locations of People Employed in Travel Zone 1589, 1590, 1591.....	22
Figure 2-10	Journey to Work Method of People Employed in Travel Zones 1589, 1590, 1591	23
Figure 2-11	Work Places of People Living in Travel Zone 1589, 1590, 1591.....	23
Figure 2-12	Journey to Work Method of People Living in Travel Zone 2004.....	24
Figure 2-13	Motor Vehicle Ownership.....	25
Figure 2-14	Forecast Population in Meadowbank Travel Zones	25

Figure 2-15 Workforce forecast in Meadowbank Travel Zones	26
Figure 2-16 Employment forecast in Meadowbank Travel Zone	27
Figure 2-17 Land Use of Study Area.....	28
Figure 2-18 Bank Street, viewed northwards towards Meadowbank Station.....	29
Figure 2-19 Constitution Road West, viewed westwards.....	30
Figure 2-20 Bus Network.....	31
Figure 2-21 Crashes Involving Pedestrians Between 2011 - 2015.....	32
Figure 2-22 Bank Street and Constitution Road West, Viewed Northwards from West Ryde Parade	33
Figure 2-23 Crashes Involving Vehicles Between 2011 - 2015	36
Figure 3-1 Existing Pedestrian Infrastructure.....	38
Figure 3-2 Locations of Existing Issues and Constraints for Pedestrians.....	42
Figure 4-1 Path Width Requirements for Various Users.....	46
Figure 4-2 Kerb Ramp Design.....	48
Figure 4-3 Pedestrian Refuge Design.....	49
Figure 4-4 Typical Details of a Wombat Crossing.....	50
Figure 6-1 Walking Route Hierarchy	70

Appendices

Appendix A – Consultation Summary Report

Appendix B – Weighted PAMP Scoring

1. Introduction

1.1 Background

Walking is a fundamental and direct means of access to most places and to the goods, services and information available at these places. Those creating public and private space or facilities must give priority to 'walk in' access, which is attractive, safe, convenient, and accessible for everyone. All responsible agencies should respect the pedestrians' inalienable right-of-way on footpaths and recognise the importance of constructing and maintaining them for transport, health, safety, leisure and social purposes. In recent years the City of Ryde (CoR) has prepared Pedestrian Access and Mobility Plans (PAMPs) for key centres namely:

- Eastwood
- Macquarie Park
- Gladesville
- Top Ryde
- North Ryde Small Centres

The Meadowbank Station West PAMP is a continuation of that work. This PAMP focuses on the western side of Meadowbank train station, due to the extensive development taking place on the eastern side of the station, and the expectation that any new pedestrian infrastructure associated with that development will comply with the appropriate standards.

Meadowbank Station West Pedestrian Access and Mobility Plan (PAMP), has been prepared for CoR to provide a framework for existing pedestrian needs, future management, use and enhancement for pedestrians of all ages and mobility. This *PAMP* is a strategic document that identifies the pedestrian network hierarchy and associated action plan for management.

The strategic, high-level, objectives of this *PAMP* are to:

- Integrate walking into the transport system, as a legitimate form of transport to encourage more walking
- Provide appropriate pedestrian facilities where required, to enhance accessibility and mobility
- Identify clusters and patterns of pedestrian crashes, to address safety issues
- Develop and integrate pedestrian routes that complement *Safer Routes to School* projects and Local Area Traffic Management schemes

An important function of the Meadowbank Station West PAMP is to identify pedestrian needs and clearly indicate CoR's direction for the management and improvement of pedestrian needs within the Meadowbank Station West study area.

Different land uses require pedestrian facilities for a range of users. Pedestrians, including commuters and recreational walkers, need to be catered for as well as the elderly, the mobility and visually impaired, residents, school children, and tourists.

The guidance document *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, March 2002) states that:

'A PAMP is a comprehensive strategic and action plan to develop pedestrian policies and build pedestrian facilities. PAMPs aim to co-ordinate investment in safe, convenient and connected pedestrian routes. A PAMP provides a framework for developing pedestrian routes or areas identified by the community as important for enhanced, sustainable safety, convenience and mobility.'

1.1.1 Definition of Pedestrian

A pedestrian is (for the purposes of this PAMP):

- A person driving a motorised wheelchair that cannot travel over 10 km/h on ground level
- A person in a non-motorised wheelchair
- A person pushing a motorised or non-motorised wheelchair
- A person in or on a wheeled recreational device or toy

1.2 Purpose and Scope

The purpose of this PAMP is to review the current and future pedestrian needs in the Meadowbank Station West area to provide facilities for pedestrians. This PAMP provides a list of prioritised pedestrian infrastructure improvements for safer, more attractive transport choices for residents and visitors. This comes with the aim of increasing pedestrian activity and improving the amenity for all local residents and visitors to the study area.

The Meadowbank Station West PAMP has been prepared in accordance with the Roads and Maritime guidance document *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, March 2002).

This study has focused upon reviewing the existing and proposed pedestrian network, with the aim of extending and improving the existing network of pedestrian facilities. As part of this report, it is recommended that CoR develop a program for the maintenance of existing facilities. This study therefore aims to add greatest value to Council's strategies and works program by identifying the gaps in existing networks and extending the networks where appropriate.

1.2.1 PAMP Objectives

The objectives of PAMPs are:

- To facilitate improvements in level of pedestrian access and priority, particularly in areas of pedestrian concentration
- To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads
- To identify and resolve pedestrian crash clusters
- To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians
- To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards
- To ensure pedestrian facilities are employed in a consistent and appropriate manner throughout NSW

- To link existing vulnerable road users plans in a co-ordinated manner, such as bike plans, maintenance programs and accessible public transport
- To ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups
- To accommodate special event needs of pedestrians
- To meet obligations under the *Commonwealth Disability Discrimination Act (1992)*

1.2.2 Study Area

Meadowbank is located approximately 12 kilometres north-west of Sydney CBD, and has population of approximately 5,460 people, based on preliminary information from the Australian Bureau of Statistics.

The study area for this PAMP is shown at Figure 1-1, which includes:

- An approximately two kilometre walking catchment to the west of Meadowbank Railway Station
- Local businesses, TAFE Meadowbank campus and Meadowbank Park to the west of the station.

The study mainly focuses on the pedestrian network located to the west of Meadowbank train station, due to the extensive urban renewal taking place on the eastern side of the station.

ITEM 2 (continued)

Figure 1-1 Study Area



1.3 Study Limitations

The study has been limited by the following:

- Crash data sourced from the Transport for NSW Centre for Road Safety website http://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga_stats.html?tablg a=4
- Traffic count data obtained from Roads and Maritime Services
- Cost estimates for proposed infrastructure are strategic only, and are based on unit rates provided by CoR (where available)

1.4 Consultation

Consultation for this PAMP included the following:

- Community surveys, that were available through Council's website between December 2016 and February 2017
- A Social Pinpoint website, which enabled members of the community to map current issues and ideas for improving walking in Meadowbank, which were accessible through Council's website from December 2016 until February 2017
- A Footpath Pop-up Session, which was held on 24 October 2016, at Bank Street adjacent to Meadowbank Station
- A community workshop in March 2017
- Additional feedback sent from members of the community by email to CoR
- Exhibition of the draft PAMP report for a period of four weeks in October and November 2017

1.5 Report Structure

The remaining sections of this report are structured as follows:

- **Section 2 – Background Review:** provides a summary of the previous pedestrian planning and related policies from Council and various NSW Government agencies
- **Section 3 – Existing Pedestrian and Mobility Audit:** provides a detailed list of the issues, constraints and opportunities for pedestrian access and movement
- **Section 4 – Planning for Pedestrians:** provides an overview of best practice standards that apply to the treatment of pedestrian facilities
- **Section 5 – Proposed Pedestrian Improvements:** a list of potential pedestrian improvements is given with the different types of infrastructure to improve safety, amenity, and access for pedestrians
- **Section 6 – Priorities for Pedestrian Improvements:** an assessment of the pedestrian requirements was conducted and is provided with short, medium and long term infrastructure projects. An indicative cost and level of difficulty to implement them is included
- **Section 7 – Conclusions and Recommendations:** provides the key findings in the PAMP, with a list of recommendations and priorities in the PAMP for the pedestrian access and mobility improvements

2. Background Review

This section includes a review of existing relevant State and Federal Government planning documents, Council's disability and access policies and reports and other relevant Council policies including the Local Environmental Plans (LEP), and Development Control Plans (DCPs).

A summary of the demographic, transport and pedestrian crash statistics and the existing land use and transport infrastructure for the Meadowbank Station West area was also used to show the strategic context, relevance and importance for the PAMP.

2.1 Planning Review

The review of previous relevant planning policies was conducted:

- To ensure that the PAMP aligns with National, State Government and Local Council policy directions in relation to the development of not only pedestrian access and mobility plans, but also the wider context of transport and urban planning.
- To identify any deficiencies within the current network and strategy that will guide the importance of the proposed measures to improve the access, amenity and safety for pedestrians.

These policies provide a strategic framework to improve the pedestrian network so that it encourages and supports walking within, to and from the study area.

2.2 National

2.2.1 Australian Transport Assessment and Planning Guidelines

The Australian Transport Assessment and Planning Guidelines (ATAP) provide a comprehensive framework for planning, assessing and developing transport systems and related initiatives. This document has been considered in the preparation of this PAMP, to ensure that the PAMP aligns with national policy directions.

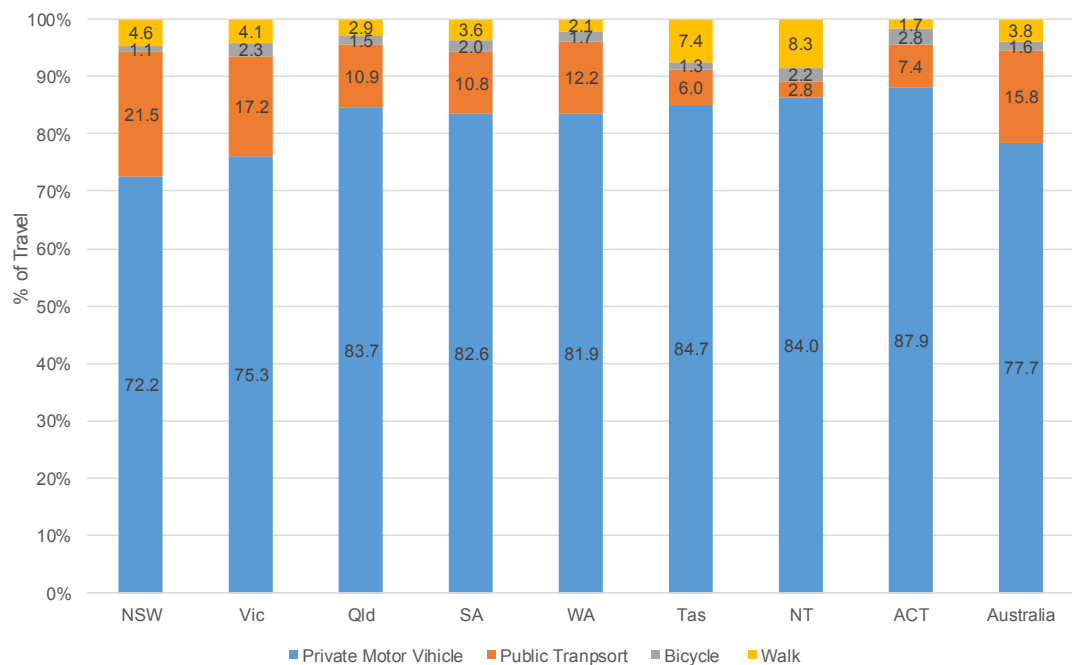
ATAP identifies that walking is probably the most common form of travel as it is involved to some degree in all trips undertaken by all other modes. However, only about four percent of work or study trips in Australia rely solely on walking - making it the third most common mode, as indicated at Figure 2-1.

ATAP also identifies a number of factors that are likely to determine the propensity for people to choose walking and cycling over other modes, including:

- Infrastructure: Good quality, appropriately designed active travel infrastructure with meaningful network connectivity will maximise levels of active travel and improve safety, given the underlying demand for walking and cycling
- Land use: some land uses tend to have a higher incidence of walk trips, for example, outdoor recreation facilities, indoor sports facilities, schools, and public transport interchanges
- Complementary uses/facilities: propensity for active travel can be enhanced by the proximity of complementary land uses and facilities, such as a public transport interchange located close to a regional shopping centre or university
- Scale and proximity: the propensity for active travel would be expected to increase with the scale of development, while active travel would be expected to increase with the proximity of related uses

- Safety: such as trip hazards, inadequate path width, location of power/light poles and paths not navigable by wheelchairs, prams and the elderly
- Security: personal security can be a major factor in limiting walking and cycling
- Topography and climate: hot or cold temperatures, humidity, steep hills and rain can make walking and cycling less attractive compared to other travel modes
- Ancillary infrastructure: including seating, drink fountains, shade planting, and directional signage
- Awareness: potential active travel users might be unaware of the availability and advantages of active travel networks
- End of trip facilities: including bicycle parking/storage and showers could make bicycle riding more appealing

Figure 2-1 Main Mode of Travel to Work



Source: http://atap.gov.au/mode-specific-guidance/active-travel/files/m4_active_travel.pdf

The ATAP provides a framework for planning and developing transport systems and identifies key factors that are likely to encourage people to walk more for short trips. These factors have been considered in the development of this PAMP.

2.2.2 Australian Model Code of Residential Development

Australian Model Code of Residential Development (Commonwealth of Australia, 1997) was produced to advance the planning, design, assessment and implementation of residential development. It is for use by designers, builders, developers and government officers responsible for housing development. It states that:

In the planning of residential areas there must be a careful balance between transport needs and protection of the environment. There should be accessibility, choice in mode of transport (private vehicle transport, public transport, walking and cycling).

The guide identifies that a well-defined community should feature design principles including reduced travel to local employment and activities (e.g. interconnected street networks and local activity centres within walking distance). One of the key performance criteria in relation to travel mode choice is that street networks facilitate walking and cycling within the neighbourhood and to local activity centres. Source: <http://www.creationcorporation.com.au/AMCORD/AMCORD/AMCORD.PDF>

The *Australian Model Code of Residential Development* identifies that planning for residential development should consider sustainable transport options, including walking, which have social and environmental benefits.

2.3 State

Sydney's Walking Future, released in 2013 is the strategic transport document for walking in NSW. It aims to promote and improve the safe, convenient and efficient movement of walking in Sydney. *Sydney's Walking Future* is a subset document of the *NSW Long Term Transport Master Plan. NSW 2021* sets out NSW Government's objectives for increasing walking to achieve improved environmental outcomes, health benefits and to reduce traffic congestion.

The NSW Government has also prepared two state-wide strategies for road safety and transport that have implications for pedestrian planning and strategies for the CoR.

The proposed improvements to the walking network identified as part of this PAMP will help support the State Government's objectives for increasing walking for short trips.

The proposed improvements to the walking network identified as part of this PAMP will help support the State Government's objectives for increasing walking for short trips.

NSW 2021

NSW 2021 is the NSW Government's ten-year plan to guide policy and budget decision making and to deliver on community priorities. It sets long-term goals and targets, and outlines actions that will help achieve these goals.

The key objectives for transport outlined in *NSW 2021* are to:

- Reduce travel times
- Grow patronage on public transport by making it a more attractive choice
- Improve customer experience with transport services
- Improve road safety

The *NSW 2021* plan identifies increasing walking and cycling as active modes of transport that will help reduce road congestion and promote healthy lifestyles.

The target for walking set out in the *NSW 2021* plan is to increase the mode share of walking trips made in the greater Sydney region, at a local and district level, to 25 per cent by 2016. In order to achieve the targets for increasing walking and cycling, the plan states that the NSW Government will develop and implement a *NSW Walking Strategy* to encourage and promote walking for travel and recreation, and to enhance walking environments in NSW.

The recommendations developed for this PAMP will help support the objectives of the *NSW 2021 State Plan* for increasing the travel mode share by sustainable transport options, including walking.

A Plan for Growing Sydney

A Plan for Growing Sydney, released in December 2014, is the NSW Government's plan for the future of the Sydney metropolitan area over the next 20 years. The plan provides key directions and actions to guide Sydney's productivity, environmental management, and liveability – including the delivery of housing, employment, infrastructure, and open space.

To support the actions outlined in *A Plan for Growing Sydney*, this PAMP will align with the NSW Government's direction for improving accessibility and liveability in an area of mixed land uses.

North District Plan

The draft North District Plan is one of six draft District Plans developed by the Greater Sydney Commission for each of Sydney's districts. To achieve the vision for the North District, the draft plan sets out priorities and actions that will shape the district's future and guide policy decisions.

The Plan states that: *'better connections will reduce the commute time to work, and allow people living in the District's communities to live closer to great places for shopping, lively main streets, sporting facilities and some of the best that nature has to offer.'*

The vision for the plan also includes that community facilities, open space and cultural facilities will be available to all, linked by more public transport options, safe walking and cycling routes.

The vision of the *North District Plan* for providing safe walking access, including to public transport facilities and community facilities will be delivered through the development of active travel plans including PAMPs.

NSW Long Term Transport Master Plan, Transport for NSW

The *NSW Long Term Transport Master Plan*, released by Transport for NSW in December 2012 has objectives for increased walking, particularly for short local trips, to achieve improved environmental outcomes, health benefits and to reduce traffic congestion.

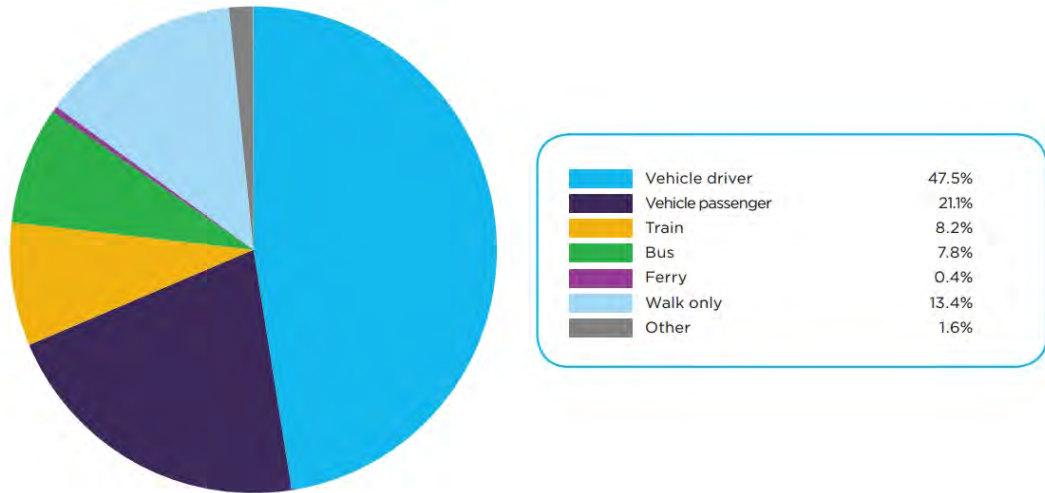
Since many transport journeys start and end with a walk trip, walking helps to reduce traffic congestion. When homes and jobs are within walking distance of each other and within easy walking distance of public transport, accessibility to jobs and services increases and commuting is easier. More people walking to catch the train, bus or ferry also means less pressure on town centre streets, busy bus services and commuter car parking.

When planning new developments, the surrounding transport infrastructure should have a network of pedestrian connections that consider:

- Personal safety and security, including adequate lighting and activated public spaces
- Adequate footpath widths
- Safe and convenient pedestrian crossings of roads at intersections and mid-block crossings
- Convenient and legible access to public transport stations or bus stops
- Good signage and wayfinding to support efficient pedestrian movement

Walking accounts for 13.4 per cent of all daily trips in the greater Sydney area as shown in Figure 2-2. Across the city, mode share for walking is highest in inner Sydney (39 per cent) and lowest in outer Sydney (10 per cent in outer South West Sydney, 12 per cent in the outer Western Sydney and 13 per cent in Liverpool/Fairfield).

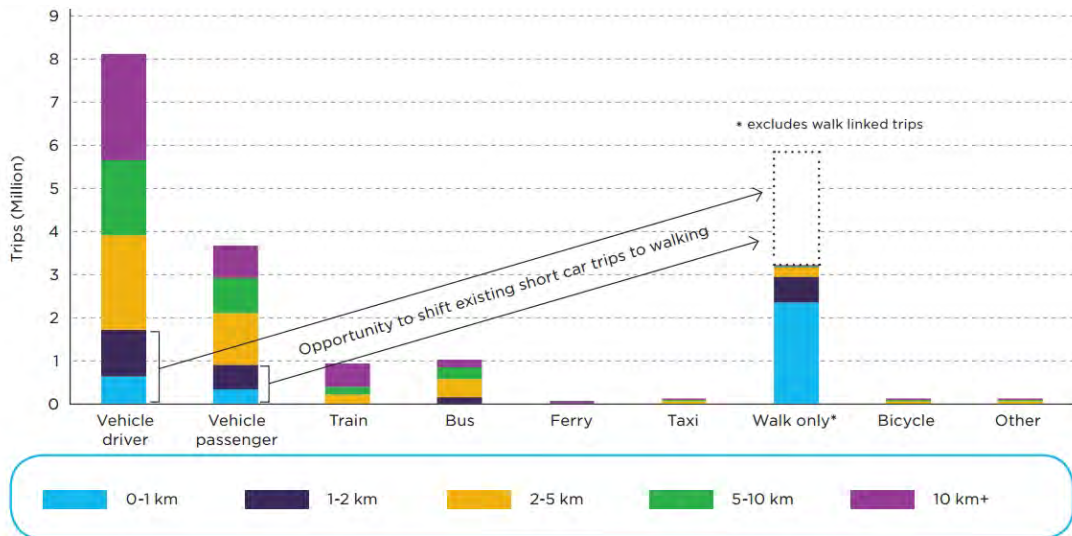
Figure 2-2 Walking as a Mode of Travel in Metropolitan Sydney



Source: TfNSW, 2012

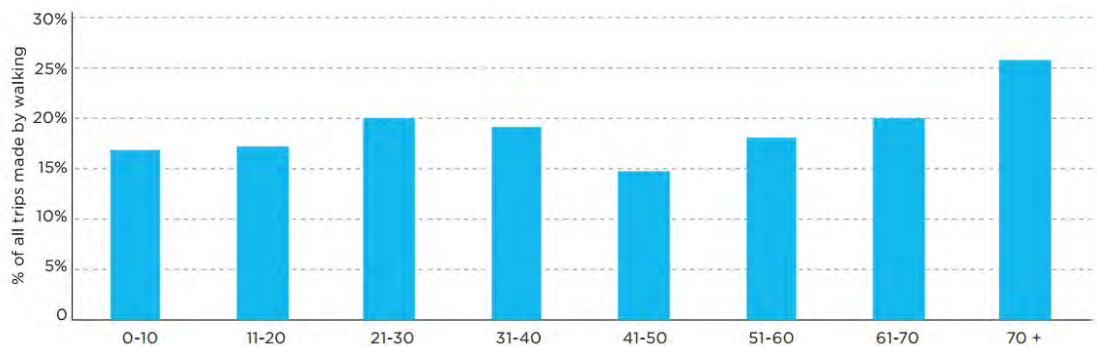
More than two million of the daily car trips in Sydney are less than two kilometres long, which is generally considered a comfortable walking distance for most people. Therefore walking instead of driving, could be significantly more popular as shown in Figure 2-3.

Figure 2-3 Opportunity for Growth in the Walk Mode Share in Sydney



Source: TfNSW, 2012 (statistics from 2010-2011)

Walking mode share by age group in Sydney is shown in Figure 2-4. These statistics show that walking is most popular with the over 60 age group, which suggests that walking may increase as the population ages. Therefore, it is even more important to provide safe and convenient facilities for elderly pedestrians. Other statistics show that fewer school children are walking and cycling compared to 20 years ago.

Figure 2-4 Walking Mode Share by Age Group in Sydney

Source: TfNSW, 2012 (statistics from 2010-2011)

The proposed improvements to the walking network identified as part of this PAMP will help support the State Government's objectives for increasing the number of people walking for short trips.

Sydney's Walking Future

The actions set out in *Sydney's Walking Future* aim to encourage people to walk by making walking a safer, more convenient and better connected mode of transport. The key objective of the walking strategy is for walking to be the primary transport choice for trips under two kilometres. It aims to encourage walking as part of the public transport journey by improving pedestrian access and amenity at interchanges.

Sydney's Walking Future aims to support the integration of walking into the transport system through three pillars of activity:

- Promote the benefits of walking and provide quality information to customers, which includes but is not limited to:
 - Increase walking trips to schools, workplaces and universities through programs that encourage more sustainable transport
 - Enhance online trip planner walking options and provide more information about walking at www.transportnsw.info
 - Improve the quality and consistency of wayfinding and signage for pedestrians.
 - Continue to support the Road Safety Education Program
- Connect communities by delivering safe walking infrastructure and completing networks, which includes but is not limited to:
 - Help councils deliver missing links to connect local centres through the Walking Communities Program
 - Improve pedestrian access to and amenity around interchanges, particularly through the Transport Access Program
 - Provide walking links through bridges at key locations
- Engage with partners across the NSW Government, with local government, non-government organisations and the private sector to develop initiatives and policies, which includes but is not limited to:
 - Adopt a whole-of-government approach to increasing rates of walking across Sydney
 - Develop policies to ensure places and major transport developments are designed around safe walking
 - Support programs that promote walking from a health and community perspective

The actions set out *Sydney's Walking Future* to integrate walking into the transport system are directly supported the development of PAMP and Walking Plan strategies developed by local councils.

NSW Road Safety Strategy

Transport for NSW prepared the *NSW Road Safety Strategy* in 2012. The potential to address fatal and serious injury crashes on the road network exists through improved intersection design, eliminating or shielding road users from roadside objects or from opposing vehicles, and by considering pedestrians, particularly in urban areas. Implementing the Safe System approach will bring positive road safety outcomes.

Pedestrians are considered at risk road users due to the lack of protection provided in the event of a crash, which results in more severe outcomes. Pedestrians account for 14 per cent of the NSW road toll and are a significant group among road users killed in the Sydney region. At least 33 per cent of pedestrian fatalities between 2008 and 2010 were alcohol impaired and 40 per cent of pedestrian fatalities were aged 60 years or more. A strong desire for pedestrian safety exists across the road network. This includes the provision of 40 km/h High Pedestrian Activity Areas which are being progressively rolled out at identified locations and 10 km/h Shared Use Zones, pedestrian fencing and other infrastructure treatments, along with safer vehicles which are pedestrian friendly. These will all contribute to the achievement of the targets of this strategy.

The key measures in the *NSW Roads Strategy* to improve pedestrian safety are:

- Improve pedestrian crossing safety, including reviewing signal phasing for pedestrians
- Work with local government to undertake road safety audits to address the maintenance and upgrade of pedestrian facilities
- Support the *NSW Long Term Transport Master Plan* and the walking investment program to address the infrastructure needs of pedestrians
- Trial innovative technology solutions to address pedestrian safety, including vehicle to person systems and vehicle based pedestrian detection systems
- Land use planning guidelines to consider pedestrian requirements, especially at transport hubs, new residential developments
- Research pedestrian distraction devices and the effects within the road environment
- Develop communications and awareness campaigns to promote safety with pedestrians and other road users
- Review the application of shared paths and safer interaction between pedestrians and bicycle riders

A strong need to maintain mobility and access for older road users is required with a large proportion living in suburban locations. Some of the proposed measures are to:

- Work with road authorities to provide facilities for older road users including improved pedestrian access, longer green light phasing and local education campaigns
- Deliver communication campaigns to target the safety of older pedestrians
- Utilise lower speed limit schemes for high pedestrian activity areas and roads with high volumes of on-road cyclists
- Improve the safety of pedestrians and bicycle riders through the utilisation of lower speed limit schemes, including 40 km/h high pedestrian activity areas and shared zones

These key measures for improving pedestrian safety should to be considered when developing PAMP strategies.

2020 Aging Strategy

Older pedestrians are over represented in fatal crashes. This is due to frailty and a reduced tolerance from the force of a crash, rather than risk taking. Therefore, it is critically important to promote safe walking routes that are designed with consideration for the older age groups.

The *NSW Ageing Strategy*, released in 2012 identifies that the fastest growing population group in NSW is the cohort of people aged over 65. In NSW, an estimated two million community transport trips are provided each year to help older people access recreation, shopping, medical care, community services, and social activities. This travel demand will continue to grow with this population group forecast to double by 2050.

PAMP strategies need to ensure that the walking network is designed to support active lives as people age and this part of the population increase.

2.4 City of Ryde Council Planning

The following documents provide the local planning context for the pedestrian access in Meadowbank.

Ryde 2025 Community Strategic Plan (2013)

The *Ryde 2025 Community Strategic Plan* was prepared in 2013, to provide direction and long-term planning for the economic, social and environmental growth for Ryde. The aims of the plan are to:

- Protect and enhance natural and built environments
- Address social inclusion and community needs
- Plan for well designed and welcoming neighbourhoods
- Stimulate economic growth and local job opportunities
- Provide sustainable infrastructure and development

The second goal of the plan is to provide a ‘city of connections’ so ‘our community has the option to safely and conveniently drive, park, cycle or walk around their city.’

The *Ryde 2025 Community Strategic Plan* provides Council’s direction for implementing sustainable infrastructure in the LGA, including for walking and mobility access.

Integrated Transport Strategy (2016-2031)

CoR developed the *Integrated Transport Strategy* (ITS), which provides a framework to plan for an integrated transport network to support the growth in residents and jobs. The ITS is an update to Council’s existing Integrated Land Use and Transport Strategy. The ITS is shaped around five key policy positions relating to integrated land use, parking, active transport (walking and cycling) public transport, roads, and freight.

The strategy identifies that “*walking and cycling will be encouraged for commute to work or to travel for education or recreational purposes. Pedestrian and cyclist safety will be paramount, and better connections will link facilities provided for each user group.*”

The *Local Centres Strategy* for Meadowbank identifies that the Constitution Road corridor is evolving into a key supporting traffic link, as the connection across the railway line currently has limited capacity and is a key pinch point for traffic. In addition, the Shepherd’s Bay development is changing the character of Meadowbank and changing its traffic, transport and parking needs.

The strategy identifies the following recommendations for the *Meadowbank Station West PAMP* study area:

- Investigate signalling the intersection of Bowden Street with Constitution Road
- Investigate signalling the intersection of Railway Road and Constitution Road
- Investigate a pedestrian priority scheme through the locals roads in Shepherd's Bay and through to the Meadowbank Station

These proposed recommendations have been reviewed in the development of this PAMP.

CoR Integrated Land Use Strategy (2007)

The *Integrated Land Use Strategy* is a strategic plan integrating transport options with land use planning requirements. It provides a series of actions and recommendations, structured around the City of Ryde and six key centre reports.

The actions listed in the strategy in relation to walking in Meadowbank include:

- Improve pedestrian and bicycle linkages between Meadowbank Station and foreshore path
- Potential new footpaths at:
 - Station Street (west side) between Rex Street and Constitution Road
 - Sherbrooke Road (on both sides) between Mons Avenue and Station Street
 - Grand Avenue (on both side) between Constitution Road and Annie Lane
 - Union Street (north side) between Maxim and Bank Streets
 - Bowden Street (east side) between Meadowbank Wharf and Constitution Road
- Potential for new pedestrian connections between:
 - Porter Street and Belmore Street
 - Church Street and Porter Street
 - Nancarrow Avenue and Rothesay Avenue
 - Belmore Street and Nancarrow Avenue
 - Nancarrow Avenue and Rothesay Avenue
 - Avenue as detailed in *Meadowbank Employment Area Masterplan*
 - Improving pedestrian connection and visual connectivity from ferry wharf to train station
- Developing a cycle link from Meadowbank Station to West Ryde Station

The recommendations by CoR in the *Integrated Land Use Strategy* have been considered in the development of this PAMP, including potential new footpaths and pedestrian connections

Local Environmental Plan (2014)

The *Ryde Local Environmental Plan (LEP) 2014* is the statutory planning tool that establishes what forms of development and land use are permissible and/or prohibited on all land within the City of Ryde. The provisions are made in accordance with the relevant standard environmental planning instrument under section 33A of the Act.

The particular aims of the plan include the following:

- To foster the environmental, economic, social and physical development of Ryde so that it develops as an integrated, balanced and sustainable city
- To improve access to the city, minimise vehicle kilometres travelled, facilitate the maximum use of public transport and encourage walking and cycling
- To preserve and improve the existing character, amenity and environmental quality of the land to which this plan applies

The current zoning in the study area include Business Development, Infrastructure, Low and High Density Residential and Public Recreation. Objectives of the various land use zones under the new LEP applicable to this study include:

- Business Development (Zone B5)
 - To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres
- Infrastructure (Zone SP2)
 - To provide for infrastructure and related uses
 - To prevent development that is not compatible with or that may detract from the provision of infrastructure
 - To ensure the orderly development of land so as to minimise any adverse effect of development on other land uses
- Low Density Residential (Zone R2)
 - To provide for the housing needs of the community within a low density residential environment
 - To enable other land uses that provide facilities or services to meet the day to day needs of residents
 - To provide for a variety of housing types
- High Density Residential (Zone R4)
 - To provide for the housing needs of the community within a high density residential environment
 - To provide a variety of housing types within a high density residential environment
 - To enable other land uses that provide facilities or services to meet the day to day needs of residents
- Public Recreation (Zone RE1)
 - To enable land to be used for public open space or recreational purposes
 - To provide a range of recreational settings, activities, and compatible land uses
 - To protect and enhance the natural environment for recreational purposes

The land use zoning information in the LEP has informed the development this PAMP, including the prioritisation of proposed pedestrian infrastructure.

Ryde Development Control Plan (2014)

The *Ryde Development Control Plan 2014* (DCP) is a statutory planning document, which came into effect in September 2014. It provides guidelines, objectives and controls for persons wanting to carry out development on land in the City of Ryde. The DCP is to be read in conjunction with the LEP and together they form the framework for how the LGA will develop.

The objectives of the DCP include:

- To achieve a responsible development control system that has sustainable environmental outcomes
- To enhance the existing amenity and character of the City of Ryde
- To create vibrant, viable and economically sound employment and living centres
- To ensure new development is appropriate for its site and context
- To ensure that urban centres and special areas are identified and their special qualities protected and enhanced
- To provide guidelines for specific development types and development sites to ensure appropriate high quality development

The DCP also provides guidance to the requirements for access by people with disabilities to and within buildings, the streetscape and open areas in the City of Ryde. The objectives of which include the following:

- Ensure that builders, developers and others provide access for people with disabilities in new and refurbished premises as required by the *Disability Discrimination Act 1992* and the new *Commonwealth Disability (Access to Premises-Buildings) Standards*
- Provide design criteria that achieves access for people with disabilities
- Promote the concept of an accessible environment for the entire community

In accordance with the DCP, PAMP strategies need to ensure that an accessible environment for the community can be achieved through the implementation of appropriate pedestrian infrastructure.

City of Ryde Bicycle Strategy (2014)

The *City of Ryde Bicycle Strategy* is a plan that intendeds to improve the environment for people who cycle for transport, health and fitness. This strategy consolidates and updates all previous plans associated with cycling and aims to increase bicycle use in the City of Ryde over the next decade.

The strategy is a two-point action plan comprising a bicycle network plan and a bicycle-use support plan. The aims of which include the following:

- Build a coherent network of bicycle routes: regional routes for quicker, longer trips; local routes for shorter, localised trips; and, low-traffic local streets for easy access to all destinations
- Make recommendations on integrating ongoing network development with Council's asset management systems and wider planning processes
- Improve station accessibility and rider and walker safety around station entrances in conjunction with Council traffic calming programs

The proposed Ryde Bicycle Network is made up of a series of interconnected bicycle routes, which provide access to residential areas and trip generators within the City of Ryde and surrounding region. The routes are categorised into three types; they include the following:

- Regional routes
- Local routes
- Local links

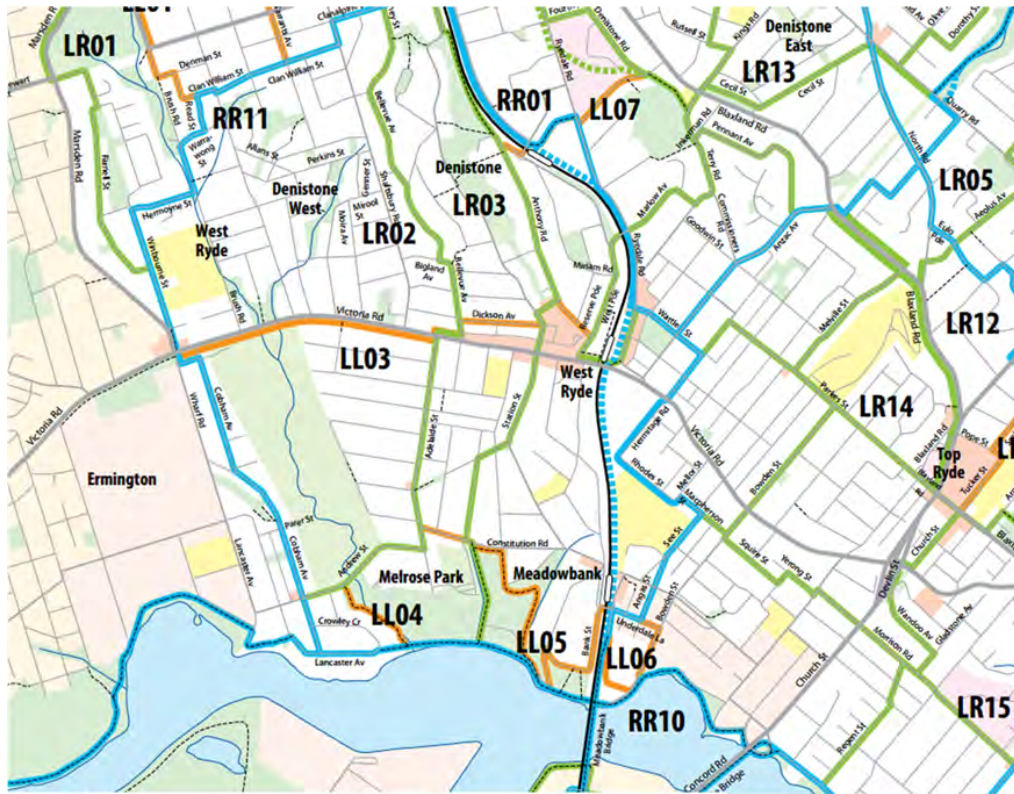
Table 2-1 summarises the routes from the strategy that are applicable to the Meadowbank Station West PAMP study area.

Proposed bicycle network improvements identified in Bike Plans needs to be considered in the development of PAMP strategies, to ensure a consistent and integrated approach to the planning and implementation of active transport infrastructure.

Table 2-1 City of Ryde Bicycle Network – Bicycle Routes

Link name	Route	Description	Links in Study Area
Hornsby to Strathfield Rail Trail	RR01	Via the northern railway corridor between Eastwood and Meadowbank. Ryde Council will progress the construction of the proposed Eastwood to Strathfield Rail Trail between Eastwood and Meadowbank in or beside the rail corridor with an on-road alternative to be developed in the interim	Via Bay Drive, Railway Road, Underdale Lane, Angas Street, See Street, Macpherson Street, Mellor Street, Rhodes Street, Hermitage Road, Wattle Street, Ryedale Road
Parramatta Valley Cycleway (PVC)	RR10	Via Wharf Road, Lancaster Avenue, Parramatta Valley Cycleway, Waterview Street, Delange Street, Pelliser Road, Jetty Road, Morrison Road, Meriton Street and Ashburn Place	Via Lancaster Ave, Meadowbank Park, Bowden Street
Eastwood to Parramatta River	LR02	Via Rowe Street, Trelawney Street, Bellevue Avenue, Victoria Road, Adelaide Street and Andrew Street	Via Andrew Street, Adelaide Street, Victoria Road, Bellevue Avenue
Eastwood to PVC via West Ryde	LR03	Via West Parade, Railway Corridor, Anthony Road, Betts Street, Chatham Road, Station Street, Rex Street, Federal Road and Meadowbank Memorial Park Paths	Via Meadowbank Park, Federal Road, Rex Street, Station Street, Chatham Street, Betts Street, Anthony Road
Meadowbank Memorial Park Links	LL05	Via Constitution Road, Meadowbank Memorial Park paths and Bank Street	Via Constitution Road, Meadowbank Memorial Park paths and Bank Street
Meadowbank Station Eastern Links	LL06	Bay Street (and ramp to Meadowbank Bridge), Bowden Street and Underdale Lane	Bay Street (and ramp to Meadowbank Bridge), Bowden Street and Underdale Lane

Figure 2-5 City of Ryde – Bicycle Network



Legend

- | | | |
|-----------------------------------|--|------------------------------------|
| Roads and streets | | Schools, colleges and universities |
| Route siting | | Retail, cafes and entertainment |
| Path | | Government buildings |
| On-road lanes or path adj shared | | Parks and privatised open space |
| Off-road path adj to road | | Commercial & industrial usage |
| Planned or existing routes | | |
| Regional bicycle routes | | |
| Local bicycle routes | | |
| Local links | | |
- Lifestyle and opportunity @ your doorstep

Source: City of Ryde Bicycle Strategy

Travel Plan Guidelines (2015)

The *Travel Plan Guidelines* outline the requirements for the preparation for Travel Plans. These plans aim to effect a shift away from single occupancy car use towards more sustainable forms of transport for the benefit of the community. It does this by outlining a range of actions and incentives to increase the uptake of walking, cycling, public transport, car-sharing and car-pooling to reduce dependency on private cars.

These plans can have significant benefits including:

- Reducing congestion and pollution in the local area
- Reducing greenhouse gas emissions
- Reducing costs associated with car parking, fleet maintenance and travel
- Reducing journey times
- Increasing physical activity, leading to greater productivity, and improved health and wellbeing
- Increasing accessibility to a site.

A Framework Travel Plan is required for all developments that exceed 10,000 square metres of new floor space. This includes residential developments. The Travel Plan should be submitted along with the Development Application. Conditions of consent may also require that a Travel Plan be provided for any new development that Council believes has the potential to generate significant traffic and transport impacts.

The proposed improvements to the pedestrian network identified as part of this PAMP will help encourage people to walk more for short trips, which is in accordance with the objectives of Travel Plans.

Infrastructure improvements such as new footpaths and pedestrian crossing facilities can help encourage people to walk more by making walking routes safer and more convenient. This aligns with the overall objectives of a Travel Plan, which is to promote and encourage sustainable modes of travel to access employment, educational and residential development. .

Local Planning Study (2015)

The *Local Planning Study* (LPS) was developed to help guide the preparation of the LEP for CoR. Objectives of the study include:

- Articulating a vision for land use planning in the whole of the City of Ryde
- Providing a single mechanism that coordinates and focuses Council's planning activities

Part of the LPS involves the assessment of transport options. The assessment involved a focus on the implementation of transport integration and land use principles; and accessibility planning at a local level across the City of Ryde. Accessibility planning seeks to encourage travel by environmentally sustainable modes, such as active transport. This includes walking and cycling - forms of transport that are based on human propulsion.

Sustainable modes of transport are those that have lower environmental, economic and social impacts than single occupant, private use vehicles. PAMP recommendations will help to encourage travel by environmentally sustainable modes, which is an objective of the *Local Planning Study*.

2.5 Existing Travel Characteristics and Demographics

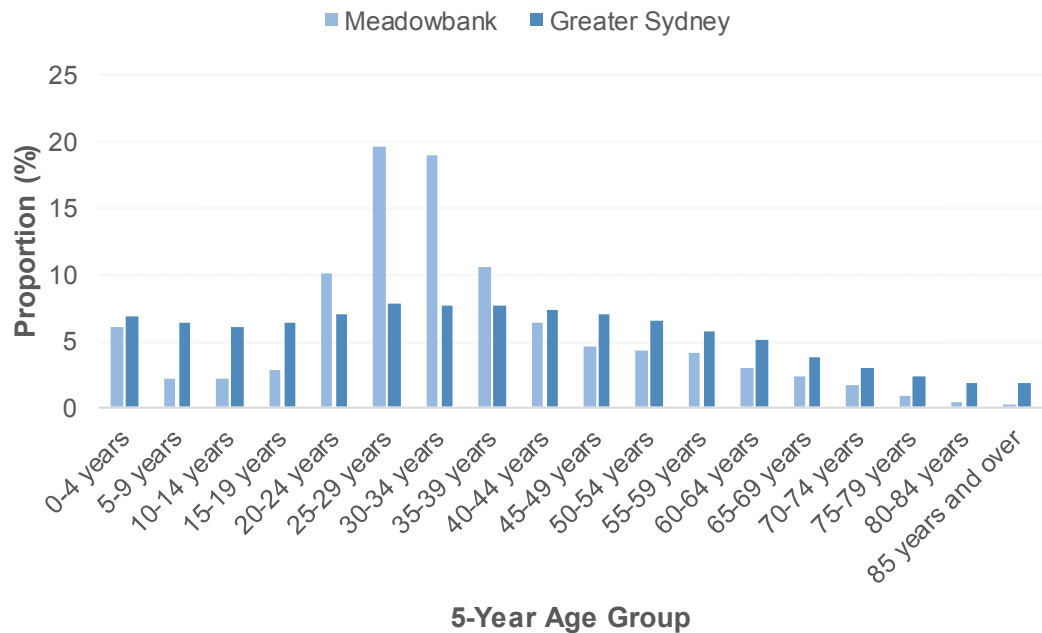
2.5.1 Population

The population of the study area was 5,152 in 2011. The current population estimate (2017) is 5,467. This represents eight per cent of the total City of Ryde population (at 64,514 people). This is a relatively small proportion of the total population of the City of Ryde LGA.

2.5.2 Age Group Demographics

The age group profile of Meadowbank and the average age profile of Greater Sydney is shown in Figure 2-6, which is based on 2011 census data as 2016 census data was not yet available at the time this plan was developed.

Figure 2-6 Comparison of Age Profiles in Meadowbank and Greater Sydney (2011)



Source: Australian Bureau of Statistics, Census of Population and Housing 2011

These population statistics show:

- The proportion of age groups between 20 to 39 years old in Meadowbank is significantly greater than compared to the Greater Sydney average, with this age group consisting of 59 per cent of the population and 30 per cent of the population in Greater Sydney
- The proportion of people in Meadowbank aged between five and 19 is significantly lower than that of Greater Sydney, with this age group consisting of seven per cent compared to 19 per cent in Greater Sydney. This indicates that there is a lower proportion of primary and secondary school students.
- The proportion of people in Meadowbanks aged 45 and over is lower than that of Greater Sydney. The proportion of people in Meadowbank within this age group is 21 per cent, while the proportion in Greater Sydney is 37 per cent.

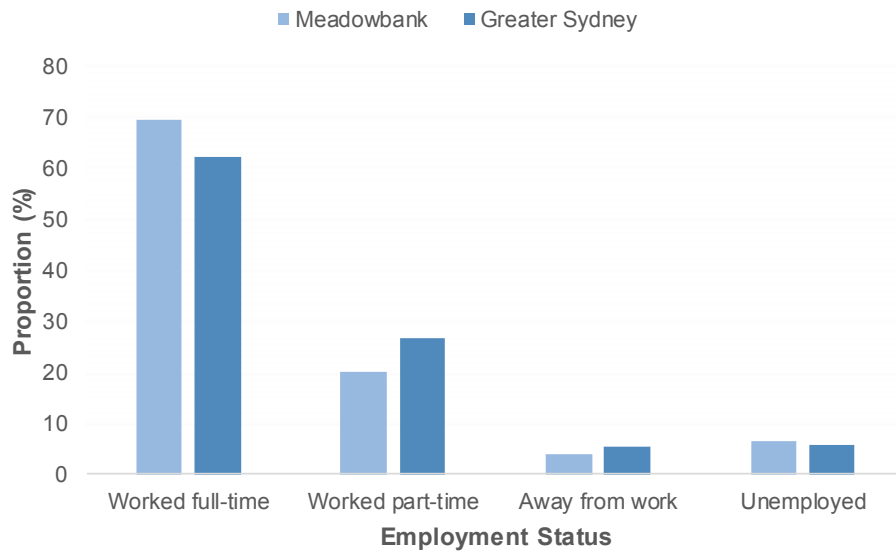
2.5.3 Employment in Meadowbank

A comparison of employment rates for the population aged above 15 years old in Meadowbank and the Greater Sydney area is provided at Figure 2-7.

According to the 2011 Australian Bureau of Statistics data for Meadowbank, Code SSC11502 (SSC) 2,331 people were identified as being in the labour force. Of these, 69 per cent were employed full time, which is greater than the 62 per cent in Greater Sydney. 20 per cent were employed part time which is less than the 27 per cent in Greater Sydney.

The level of unemployment in Meadowbank is slightly greater at seven per cent compared to the six per cent in Greater Sydney.

Figure 2-7 Employment Status for Workers Residing in Meadowbank

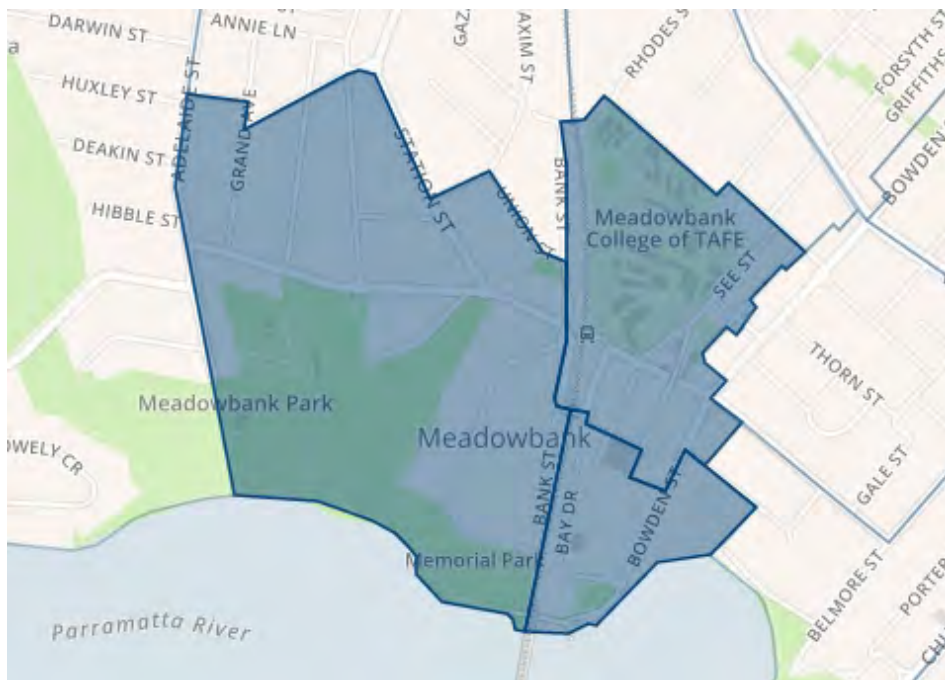


Source: Australian Bureau of Statistics, Census of Population and Housing 2011

2.5.4 Journey to Work Data

Data from the Transport for NSW *Transport Performance and Analytics (TPA)* website was obtained and assessed for the Meadowbank area. Travel Zones 1589, 1590 and 1591 were used to estimate the employment demography in the study area and their commuting behaviour as shown in Figure 2-8.

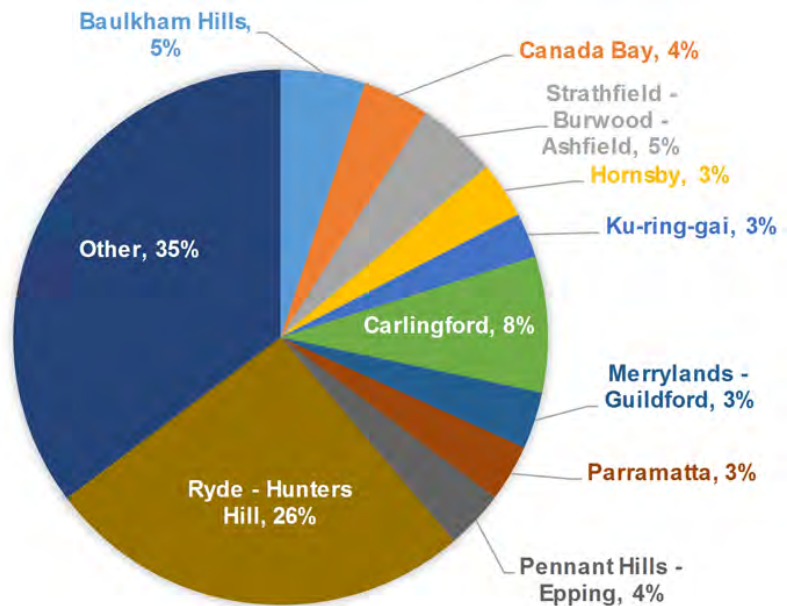
Figure 2-8 Location of Travel Zone 1589, 1590, 1591



Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1589,1590,1591>

According to the 2011 Australian Bureau of Statistics Journey to Work data, a total of 1,741 people work in the selected travel zones. Of this total, the greatest proportion (26 per cent) live in Ryde – Hunters Hill as shown at Figure 2-9.

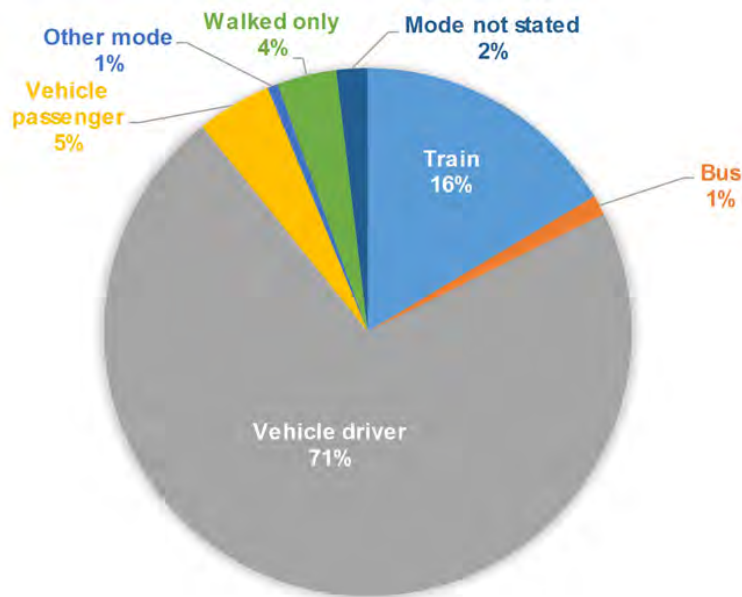
Figure 2-9 Resident Locations of People Employed in Travel Zone 1589, 1590, 1591



Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1589,1590,1591>

Journey to work data of the 1,741 people working in the selected travel zones was also analysed and is shown at Figure 2-10. The most common form of transport is driving to work, with 76 per cent making up this proportion (car driver or passenger). The next most common form of transport was train with 16 per cent. This emphasises the need to create an efficient pedestrian network for the Meadowbank area and enable better connectivity to the train network.

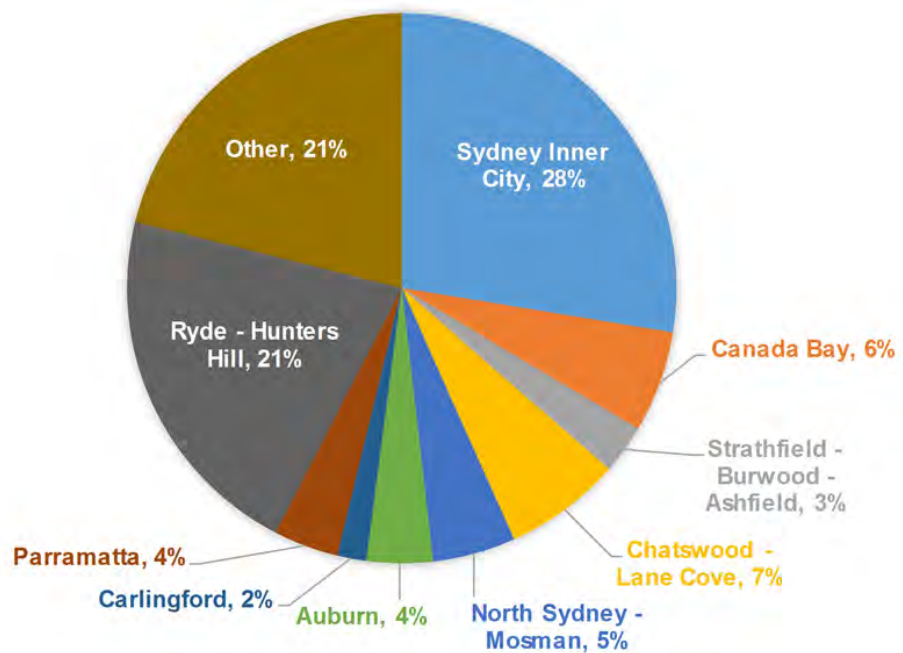
Figure 2-10 Journey to Work Method of People Employed in Travel Zones 1589, 1590, 1591



Source: <http://visual.bts.nsw.gov.au/ftwbasic/#1589,1590,1591>

Of the residents within the selected travel zones, 2,802 were employed. As shown at Figure 2-11, the highest portion of employees worked in Sydney Inner City. The next highest portion worked in the Ryde and Hunters Hill (21 per cent).

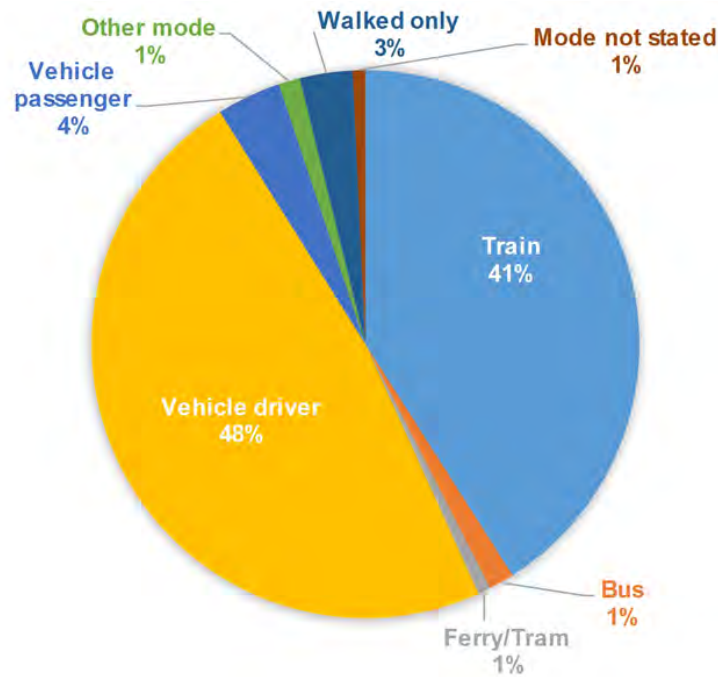
Figure 2-11 Work Places of People Living in Travel Zone 1589, 1590, 1591



Source: <http://visual.bts.nsw.gov.au/ftwbasic/#1589,1590,1591>

Journey to work mode share data for the resident workers is shown at Figure 2-12. The data indicates a significant mode share for private vehicle, with 52 per cent of all journeys to work taking place by motor vehicle, and only four per cent of the workers travelling as a car passenger, there is a low effective utilisation of the road capacity. Train as the main mode was the only other significant mode. There is a low rate of walking only for the journey to work at three per cent which is representative of the low employment within the area.

Figure 2-12 Journey to Work Method of People Living in Travel Zone 2004



Source: <http://visual.bts.nsw.gov.au/twbasic/#2004>

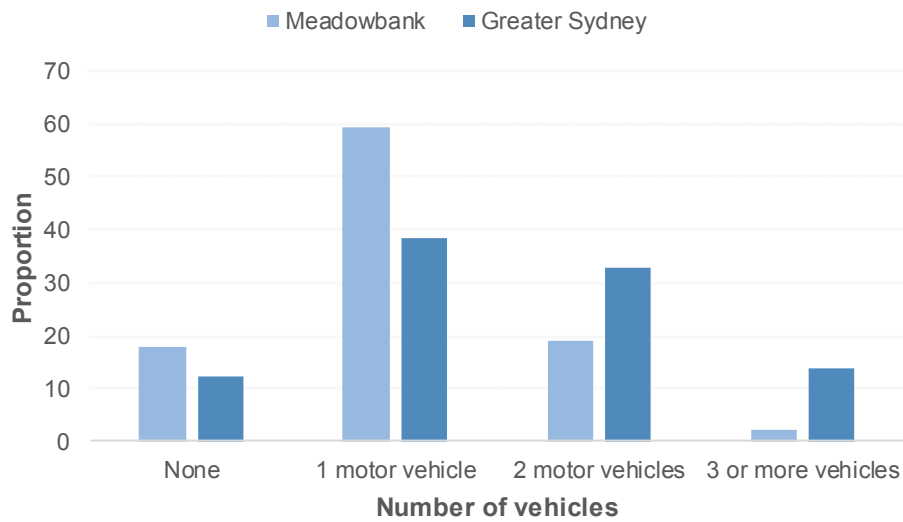
The low walking mode share for journeys to work in the local area reinforces the need to improve the environment for pedestrians and integrate land use and transport planning to provide more jobs closer to home.

2.5.5 Car Ownership

Data for the number of motor vehicles parked at residential addresses in Meadowbank and Greater Sydney (from the 2011 Census) is summarised in Figure 2-13. This indicates the following:

- 18 per cent of households in Meadowbank do not have a motor vehicle, compared to 12 per cent in Greater Sydney
- 59 per cent of households in Meadowbank have one vehicle, compared to 38 per cent in Greater Sydney, 21 per cent of households in Meadowbank have two or more vehicles, compared to 50 per cent in Greater Sydney

Figure 2-13 Motor Vehicle Ownership



Source: <http://visual.bts.nsw.gov.au/ftwbasic/#2004>

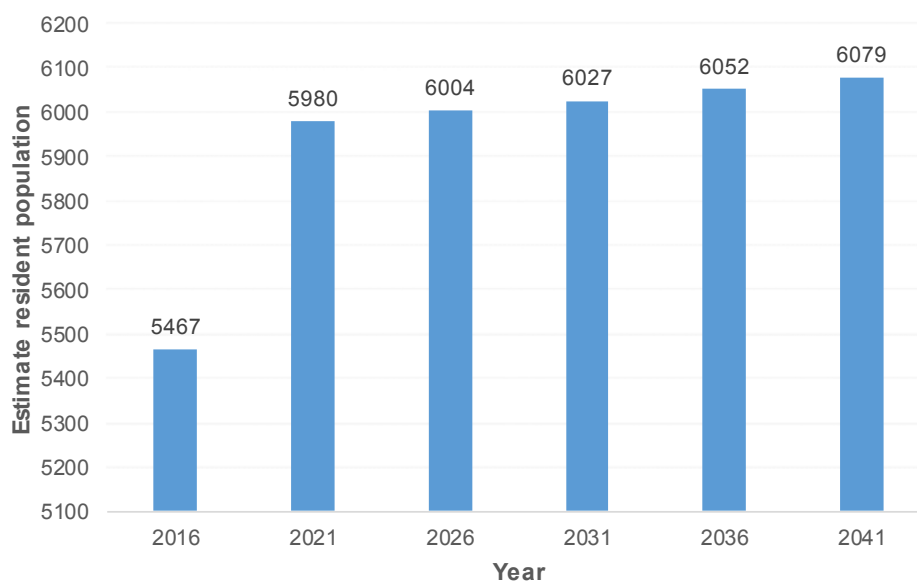
The lower than average car ownership provides an opportunity to encourage the usage of modes other than driving for getting to work and other trips.

2.5.6 Future Population and Employment

Population Forecast

Approximately 5,467 people currently live within the Meadowbank travel zones. This is forecast to grow to around 6,079 people by 2041, as shown in Figure 2-14. This is an increase of around 11 per cent from the current population, most of which is forecast to occur between now and 2021.

Figure 2-14 Forecast Population in Meadowbank Travel Zones

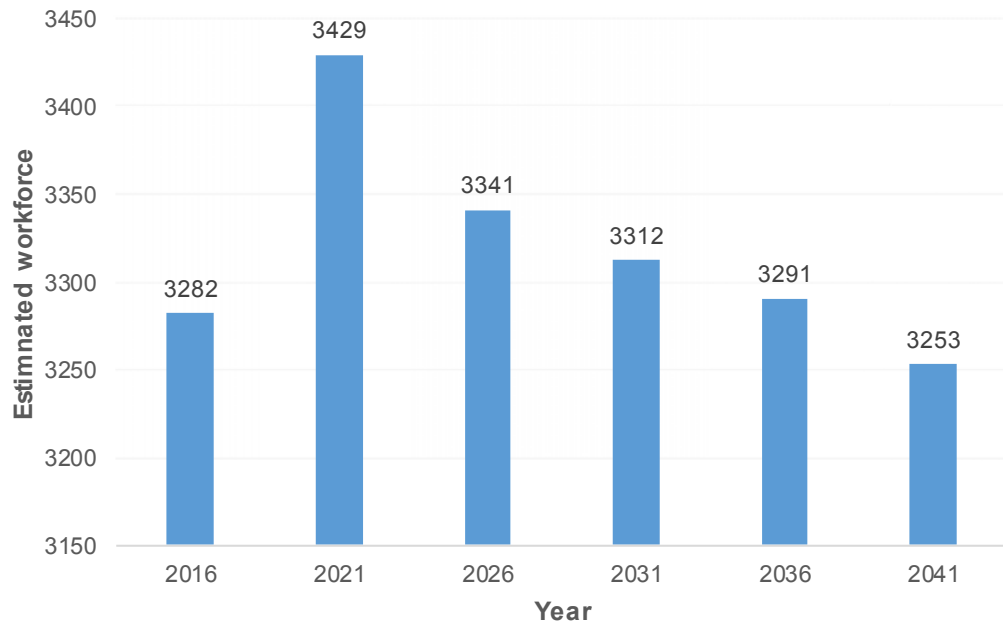


Source: [NSW](#) Transport Performance and Analytics employment forecasts

Forecast Workforce

Approximately 3,282 people currently are employed and reside within the Meadowbank travel zones. This is forecast to grow to around 3,429 people by 2021, as shown in Figure 2-15 but decrease thereafter. By 2041 it is expected that 3,523 people will be in the workforce. This is a decrease of around one per cent from the current workforce number.

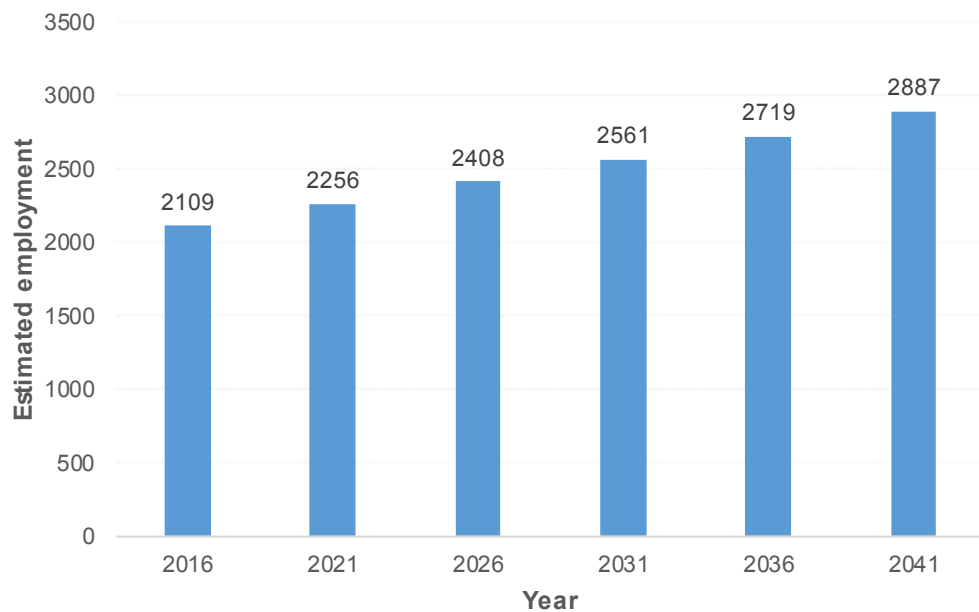
Figure 2-15 Workforce forecast in Meadowbank Travel Zones



Source: [NSW Transport Performance and Analytics employment forecasts](#)

Forecast Employment

Approximately 2,109 people are currently employed within the Meadowbank travel zones. This is forecast to grow to 2,887 by 2041, as shown in Figure 2-16. This indicates that there is likely to be an increased demand for walking in the vicinity of key employment land uses in the study area, such as the TAFE.

Figure 2-16 Employment forecast in Meadowbank Travel Zone

Source: NSW Transport Performance and Analytics employment forecasts

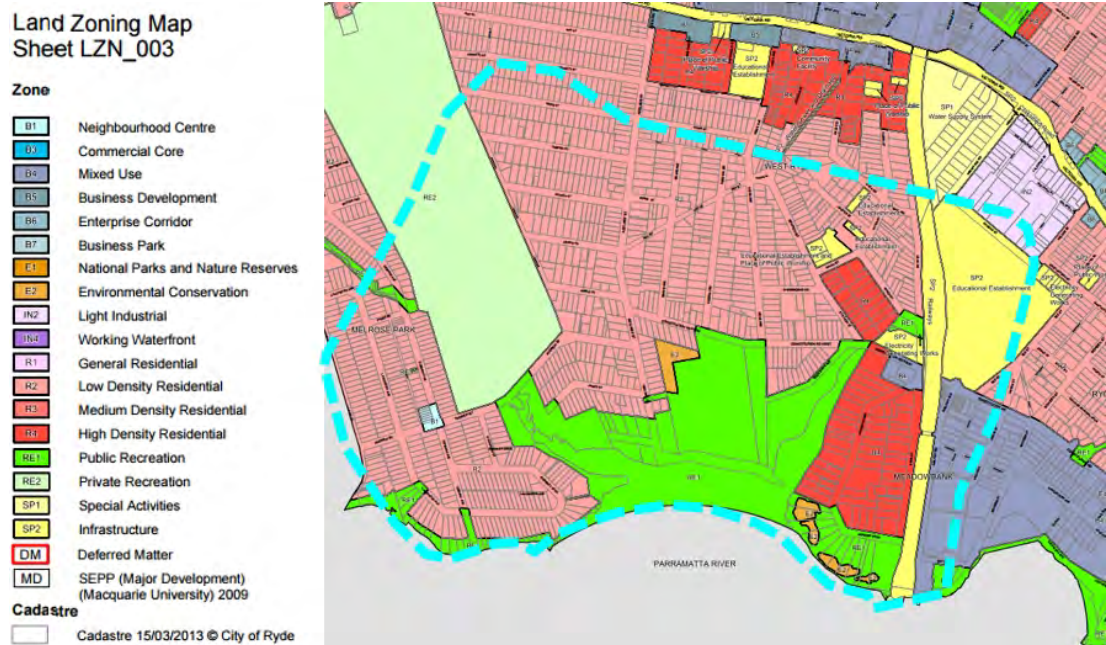
2.6 Existing Land Use and Infrastructure

2.6.1 Land Use

An extract of the land use plan for the study area is shown at Figure 2-17. Land uses within the study area include low density residential (primarily to the west of the station) and high density residential, mixed use and educational land uses located near Meadowbank Station. There is a large amount of open space recreation (passive and active) along and close to the Parramatta River shoreline. The western parts of the study area are separated from the eastern parts, by the Parramatta Golf Course and open space at Meadowbank Park.

The land use plan can be used to identify areas of expected higher pedestrian demand, such as:

- Educational facilities, including the TAFE
- High density residential land uses to the west of the rail line
- Mixed use land uses to the east of the rail line
- Public recreation land uses, with pedestrian demand highest on weeknights and weekends.

Figure 2-17 Land Use of Study Area

Source: City of Ryde Local Environmental Plan 2014, (modified by GHD)

2.6.2 Road Network

Road Hierarchy

State Roads perform a state function and are fully funded and managed by RMS. Council maintains local and regional streets or roads.

The classification of roads within the existing road network is as an indication of the functional role each road plays and the volume of traffic they should appropriately carry. Roads and Maritime have developed a set of road hierarchy classifications detailed in Table 2-2, which indicate typical nominal average annual daily traffic (AADT) volumes for various classes of roads.

Table 2-2 Functional Classification of Roads

Type of Road	Traffic Volume (vpd*)	Peak Hour Volume (vph*)
Motorways/Freeways	>15,000	>5,600
Arterial Road	>15,000	1,500 – 5,600
Sub-Arterial Road	5,000 – 20,000	500 – 2,000
Collector Road	2,000 – 10,000	200 – 1,000
Local Road	<2,000	0 – 200

Source: NSW Roads and Maritime Service (formerly NSW RTA), Road Design Guide and AMCORD

*Note vpd = vehicles per day, vph = vehicles per hour

Roads in the study area have been appraised based on the classification provided in Table 2-2. The outcomes of the AADT data assessment was limited to the availability of daily traffic volume datasets, which were previously collected in 2009.

Bank Street

Bank Street provides direct access to Meadowbank Station for pedestrians and motorists. It functions as a regional road to the north of the rail overbridge (and a local road to the south of the bridge) with a two-way traffic flow of approximately 13,000 vehicles per day.

Although its orientation is in a north-south direction and runs parallel to the railway line it provides an overpass link to the other side of the railway. This link is located south of Meadowbank Station.

On-street parking is available on both sides of the street. No time restrictions apply.

Figure 2-18 Bank Street, viewed northwards towards Meadowbank Station



Constitution Road and Constitution Road West

Constitution Road is a regional road and functions as a collector road. It provides access to Meadowbank Station for pedestrians and motorists. It is made up of two sections and is separated by Meadowbank Station. The section west of the station is named Constitution Road West.

It is a two-way road with one traffic lane in each direction. Constitution Road West has provision for on-street parking on both sides of the road with a 30 minute parking restriction in effect between Station Street and Bank Street.

On the eastern side of the station there is a bus stop on Constitution Road servicing routes 81T1, 507 and N80. The bus stop is located south of TAFE NSW Meadowbank Campus.

Constitution Road West provides a links to educational, retail and residential land uses.

Figure 2-19 Constitution Road West, viewed westwards



2.6.3 Public Transport Network

The public transport network within the study area consist of the following:

- T1 North Shore, Northern and Western train services, operating from Meadowbank Station accessed from Bank Street and Railway Road
- F3 Parramatta River ferry services operating from Meadowbank Ferry Wharf, at Bowden Street
- Buses operate along the following roads within the study area, as shown at Figure 2-20:
 - Adelaide Street
 - Andrew Street
 - Cobham Avenue
 - Constitution Road West
 - Bowden Street

Figure 2-20 Bus Network



Source: http://www.sydneybuses.info/routes/15326_STA_region_web_map_west_20160905.pdf

2.7 Crash Statistics

2.7.1 Pedestrian crashes

Crash statistics for incidents involving pedestrians at roads within the study area over a five-year period between 2011 and 2015 were obtained from TfNSW. This crash data was used to determine the main factors contributing to crashes within the study area.

A summary of the recorded crashes along each street in the study area during this five-year period is shown at Figure 2-21.

Table 2-3 Recorded Crashes with Pedestrians in West Ryde (2011 – 2015)

Street	Location	Location / Nearest Intersecting Street	Time of day	Crash Type	Injuries	Severity
Maxim Street	Mid block	Union Street	Night	Pedestrian far side	1	Moderate
Bank Street	T-junction	Constitution Road	Day	Pedestrian near side	1	Minor
Bank Street	T-junction	Constitution Road	Day	Pedestrian far side	1	Moderate
Railway Road	T-junction	Constitution Road	Day	Pedestrian far side	2	Moderate

Figure 2-21 Crashes Involving Pedestrians Between 2011 - 2015

Source: TfNSW Centre for Road Safety

*note that two separate incidents occurred at one location as shown on the above plan.

The crash data indicates that there were four crashes involving pedestrians over the five-year period between 2011 to 2015 (it should be noted that two crashes occurred at the same location).

Figure 2-21 shows that the majority of crashes occurred around Meadowbank Station where pedestrian activity would be higher when compared to other parts of the study area:

- Three out of the four crashes involving pedestrians occurred during daytime, with one crash (at Maxim Street) occurring at night
- Three of the incidents resulted in injury to one person (each), with the other incident resulting in two person injuries
- All of the crashes involved a pedestrian emerging from the footpath on the far side of the road to the vehicle involved in the crash

It should be noted that the crash data presented is based on NSW Police reports, which generally under represent the incidence of pedestrian and cyclist related crashes due to some of these incidents not being reported. This is due to the fact that many minor pedestrian incidents do not result in tow-away crashes where police are called and the incident therefore goes unrecorded.

Bank Street

Two crashes were recorded at the Bank Street and Constitution Road West T-junction. These incidents resulted in one minor and one moderate injury. The pair of crashes at this location within the study area indicates that this is a higher risk zone for pedestrians.

During the site audit, it was noted that there is pedestrian and vehicle conflict at the existing pedestrian crossing, as there were a large number of pedestrians crossing Bank Street when egressing trains at Meadowbank Station during the PM peak. This can cause long delays to traffic and result in impatient driver behaviour, which can be a risk to pedestrians.

Figure 2-22 shows a photograph of the intersection and zebra crossing. There is heavy congestion at all legs of the intersection including on Constitution Road West, Bank Street and Meadow Crescent in peak hours. There is also an influx of pedestrians using the crossing in these periods presenting a safety issue and contributing to the congestion.

Figure 2-22 Bank Street and Constitution Road West, Viewed Northwards from West Ryde Parade



Railway Road

One crash occurred during the day on the east side of Meadowbank Station. This crash resulted in two injuries, one minor and one major.

Maxim Road

One incident involving a pedestrian occurred on Maxim Road. This incident occurred at a mid-block location between Station Street and Union Street and resulted in a minor injury.

2.7.2 Vehicle Crash Data Review

Crash statistics for roads within the study area over a five-year period between 2011 and 2015 were obtained from TfNSW. This crash data was used to determine the main factors contributing to crashes within the study area.

A summary of the notable recorded crash clusters in the study area during this five year period is presented at Table 2-4, which summarises crashes by crash types and the location of the incident. The notable crash clusters are in areas which have experienced relatively more crashes over the same time period when compared to other locations within the study area. The majority of crashes resulted in non-casualties. There were two crashes that resulted in minor injuries and two that resulted in moderate injuries. No fatalities were recorded in the cluster zones.

Two incidents were recorded at the T-junction of Adelaide Street and Annie Lane including:

- One crash which was a left near crash
- One crash which was a rear end crash

Two incidents were recorded at the T-junction of Station Street and Maxim Street including:

- Both incidents involved vehicles turning right and colliding with other vehicles on the near side.

Two incidents were recorded on Station Street near Constitution Road including:

- One crash which involved a vehicle emerging from driveway resulting in two moderate injuries
- One crash which involved a vehicle turning left off the carriageway into an object or parked vehicle

Three incidents were recorded on Constitution Road near Station Street including:

- Two crashes involved a vehicle turning left off the carriageway into an object or parked vehicle
- One crash involved a vehicle emerging from a driveway resulting in a minor injury

Two incidents were recorded at the T-junction of Railway Road and Constitution Road including:

- One crash involved a vehicle turning right off the carriageway and into a parked vehicle or object
- One crash involved a vehicle striking another vehicle's open door

Two incidents were recorded on Railway Road near Constitution Road including:

- Both incidents involved a vehicle turning left off carriageway into parked vehicle or object

Table 2-4 Recorded Crashes Involving Vehicles in Meadowbank (2011 – 2015)

Street	Location	Location . Nearest Intersecting Street	Time of day	Type	Injuries	Severity
Adelaide Street	T-junction	Annie Lane	Day	Left near	-	Non-casualty
Adelaide Street	T-junction	Annie Lane	Day	Rear end	-	Non-casualty
Station Street	T-junction	Maxim Street	Day	Right near	-	Non-casualty
Station Street	T-junction	Maxim Street	Day	Right near	-	Non-casualty
Station Street	2-way undivided	Constitution Road	Day	Emerging from driveway	2	Moderate
Station Street	2-way undivided	Constitution Road	Night	Left off carriageway into object/parked vehicle	-	Non-casualty
Constitution Road	2-way undivided	Station Street	Night	Left off carriageway into object/parked vehicle	-	Non-casualty
Constitution Road	2-way undivided	Station Street	Day	Left off carriageway into object/parked vehicle	-	Non-casualty
Constitution Road	2-way undivided	Station Street	Night	Emerging from drive	1	Minor
Railway Road	T-junction	Constitution Road	Day	Right off carriageway into object parked vehicle	1	Moderate
Railway Road	T-junction	Constitution Road	Day	Struck open vehicle door	1	Moderate
Railway Road	2-way undivided	Constitution Road	Day	Left off carriageway into object/parked vehicle	-	Non-casualty
Railway Road	2-way undivided	Constitution Road	Day	Left off carriageway into object/parked vehicle	-	Non-casualty

Locations of crashes involving pedestrians is shown at Figure 2-23.

3. Existing Pedestrian and Mobility Audit

This section builds on the investigations undertaken in previous sections in order to define a set of user and functional requirements to be developed for the PAMP. The outputs of this section constitute the brief for the development of pedestrian infrastructure improvement options.

Existing traffic calming and pedestrian facilities in the study area are shown in Figure 3-1.

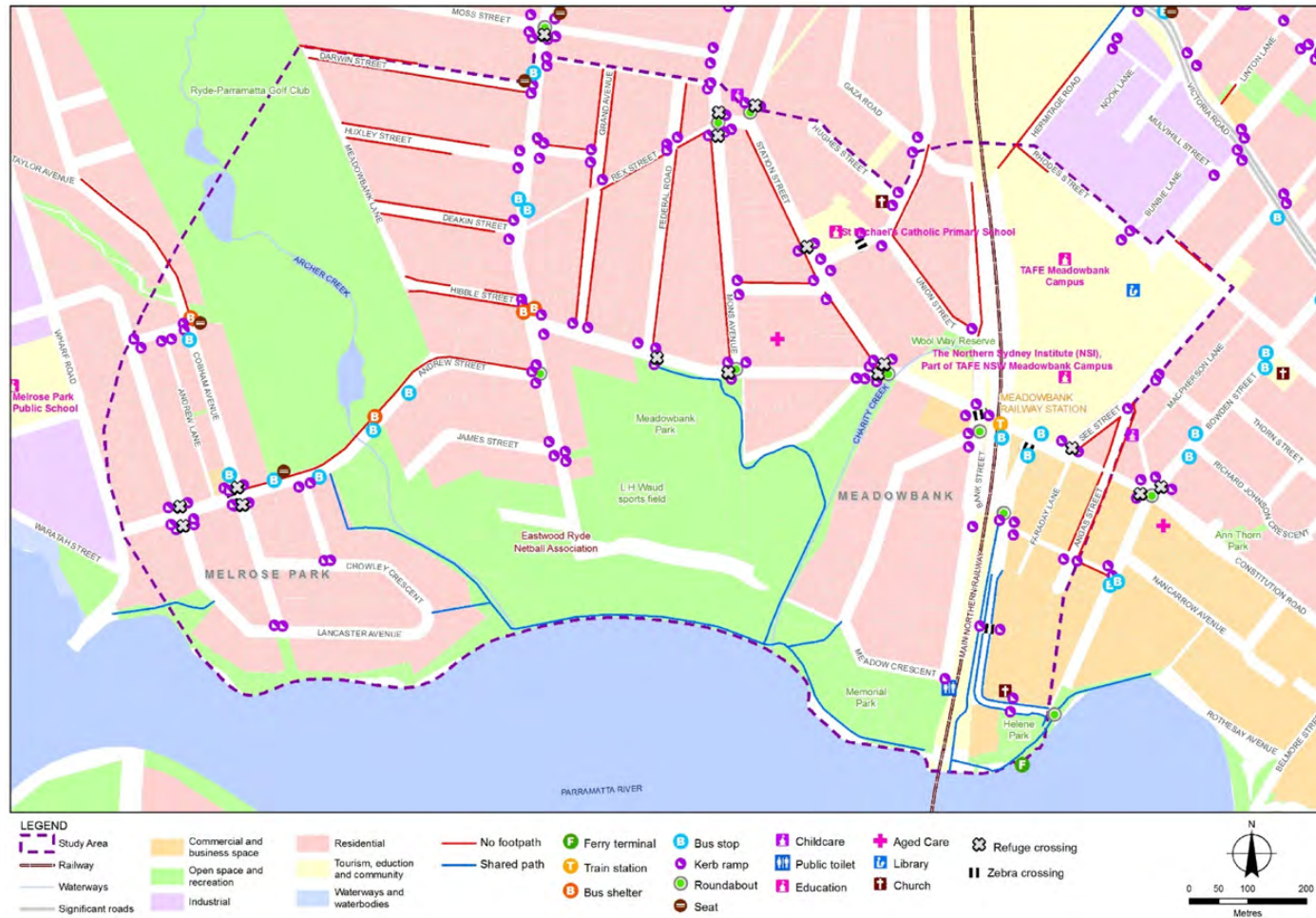
An audit of existing conditions was undertaken in the study area. The audit focused on identifying existing facilities, land uses, any shortcomings in the pedestrian environment and potential safety issues.

The audit has been developed through:

- Site inspections, which were conducted on 4 November and 21 December 2016
- Community consultation as summarised in Section 3.1

A significant amount of anecdotal or qualitative feedback was received via the Social Pinpoint site, open questions on the community surveys and discussions with stakeholders and members of the community.

Figure 3-1 Existing Pedestrian Infrastructure



3.1 Key Results from Community Survey

To identify current pedestrian accessibility and mobility needs, community engagement was undertaken from November 2016 until March 2017 to determine the community's views, concerns, and ideas, relating to pedestrian facilities, including a survey to allow the community to provide information about existing transport and walking behaviours and issues. The draft PAMP report was on public exhibition during October and November 2017.

A summary of each consultation activity and the number of people who were engaged for each activity is provided in Table 3-1.

Table 3-1 Overview of Community Engagement

Activity	Date	Number of People Engaged
Online community survey - questionnaire	30 November to 7 March 2017	136
Social Pinpoint - online map based community survey	30 November to 7 March 2017	80
Social media - comments provided to Council on the CoR Facebook site	2 February to 28 February 2017	75
Individual discussions with key Stakeholders. A letter was also sent to stakeholders to provide information of the project and consultation, which was prepared by GHD.	March to April 2017	10
Written responses from the community provided to CoR	January to March 2017	9
'PopUp' community consultation session near Meadowbank Station	12 December 2016	15
Community workshop	21 March 2017	5
Exhibition of the draft PAMP report - written responses from the community provided to CoR	October/November 2017	5

The PAMP and consultation activities were promoted through:

- Newspaper advertisements in the Northern District Times on 30 November 2016 and 8 March 2017
- CoR Have Your Say website
- CoR Facebook site
- A flyer letter drop, which was delivered to all households within the study area to promote the online surveys/Social Pinpoint mapping tool and to invite residents to the community workshop

Further details of the consultation and findings undertaken for this PAMP are provided within the consultation report, provided at Appendix A.

3.1.1 Stakeholder Consultation

Key stakeholders were contacted via email and phone calls to gain insight and potential concerns regarding the pedestrian network in the Meadowbank study area. The following stakeholders were contacted:

- Roads and Maritime
- Sydney Buses
- TAFE NSW
- West Ryde Public School
- Meadowbank Public School
- St Michaels Catholic Primary School
- Ryde Police
- BikeNorth
- Guide Dogs Australia
- West Ryde Progress Association

The majority of issues identified through consultations with key stakeholders relate to the need for pedestrian crossings. These include:

- Limited crossing facilities at Belmore Street
- Limited crossing facilities at Bowden Street
- There are no safe crossings near the roundabout on Constitution Road

3.1.2 Community Consultation - Online Survey

The key results of the online survey include:

- The majority of survey respondents (91 per cent) have access to a motor vehicle. Driving was generally the most popular mode of transport when travelling to participate in most activities.
- Walking has a high mode share for accessing local shops and recreational areas. Other modes of transport (cycle, train, bus and ferry) had lower mode share for access to local shops and recreational areas although higher rates for commuting to/from work or school.
- The reason most survey respondents do not walk more often was that there is too much traffic along roads within the study area. The weather also rated highly as a reason for not walking more often.
- When asked what sort of changes would encourage more walking on a regular basis, the top response was additional road crossings for pedestrians (70 per cent).

3.1.3 Community Consultation - Social Pinpoint/Community Workshop

In the Social Pinpoint online mapping tool and during the community workshop, the most commonly identified issues/gaps in the PAMP study area walking network were:

- There is a need for improved visibility and reduced foliage near Constitution Road
- There is a need for a pedestrian bridge/underpass or traffic lights to replace the existing pedestrian crossings at Meadowbank Station
- The footpath from the train station to Meadowbank Park along the eastern side of Bank Street needs to be improved

3.1.4 Community Consultation - Written Responses

The key issues/ideas provided via email submissions to CoR and provided on the CoR Facebook social media site include:

- A traffic light controlled pedestrian crossing or overbridge for pedestrians at Meadowbank Station (western side)
- Potentially improving train frequency and scheduling of trains to arrive at different times, which could improve traffic flow and pedestrian safety in the area around Meadowbank Station.

3.1.5 Community Consultation - Written Responses during Public Exhibition

The key issues and ideas provided by community members to CoR during the exhibition of the draft PAMP report are listed below.

- Pedestrian crossing adjacent to Meadowbank Station at Bank Street:
 - Pedestrian and vehicle conflicts, results in traffic impacts and safety issues for pedestrians. This issue has been addressed as part of this PAMP, with an intersection re-design recommended (refer to item 34 in Table 5-3)
- Pedestrian crossing adjacent to Meadowbank Station at Railway Road:
 - Pedestrian and vehicle conflicts, results in traffic impacts and safety issues for pedestrians. This issue has been addressed as part of this PAMP, with an intersection re-design recommended (refer to item 106 in Table 5-3)
- Constitution Road/See Street intersection:
 - Pedestrian and vehicle conflicts at this intersection. This is expected to be addressed as part of a future road upgrade (refer to item two in Table 5-3)
- Station Street, along the western side of the road:
 - There is no footpath currently provided along the western side of the road. This issue has been addressed as part of this PAMP, with a new footpath proposed along the western side of Station Street (refer to item 52 in Table 5-3)
- Station Street:
 - A new pedestrian crossing could be provided south of Sherbrook Street. The proposed footpath along the western side of Station Street (refer to item 52 in Table 5-3) would allow pedestrians to cross Station Street using the existing pedestrian refuge at the intersection with Constitution Road
- General - improvements to footpath quality is required
- General - traffic impacts resulting from new development in the area.

3.2 Existing Issues and Constraints Audit

The issues and constraints for pedestrian access and mobility were determined through field survey conducted in November and December 2016. During this survey, GHD staff were accompanied by a Council staff member and a member of Council's Access Committee. A summary of the constraint locations are shown in Figure 3-2 and a description of the corresponding issues can be found in Table 3-2.

A detailed list of these issues, together with photos of existing mobility issues is provided at Appendix B.

Table 3-2 Summary of Issues Corresponding to IDs

Issue Type	PAMP ID Reference	Total Issue Locations
Bus stop	41, 71	2
Intersection design	68, 59, 60, 106	4
Kerb ramps	5, 17, 18, 21, 35, 43, 55, 59, 64, 75, 81, 88, 89, 95, 97, 99, 101, 104	18
Missing link	9, 28, 45, 46, 47, 48, 52, 58, 62, 65, 69, 90, 98, 100, 103, 107, 108	17
Narrow footpath	3, 24, 32	3
Non standard pedestrian refuge	42, 83, 85	3
Obstruction in footpath	15	1
Overgrown vegetation	19, 37, 49	3
Poor quality footpath	1, 2, 4, 11, 16, 20, 27, 29, 30, 33, 50, 162, 56, 57, 61, 67, 72, 74, 80, 86, 87, 91, 93, 94, 96, 102	26
Signage	14, 19	2
Steps		1
Trip hazard	6, 7, 8, 10, 12, 22, 23, 25, 26, 27, 31, 36, 39, 44, 51, 53, 63, 66, 70, 76, 77, 78, 79, 184, 105	25
Wide crossing point	38, 40, 68, 73, 82, 84, 99	7

4. Planning for Pedestrians

Walking is the simplest form of transportation. It is available to most people, including those who use mobility aids; is free and has significant environmental and health benefits. Furthermore, all trips involve some walking component, even if they are only from the car park to the shop. Therefore, planning for safe and convenient pedestrian access is very important in transportation planning.

This section provides some introductory guidance on planning for walking.

4.1 Creating a Safe and Attractive Environment for Walking

Pedestrians use every part of the public domain, including roads, footpaths, nature strips, shopping centres and other public spaces. Some planners and engineers incorrectly assume that planning for pedestrians will follow the same logic as traffic planning:

- Car → 'trips' → 'routes' → 'traffic network'

The planning scale for pedestrians is detailed to accommodate the local nature of the trips. Pedestrian movement can be better conceptualised in terms of:

- Pedestrian → 'activity' → 'areas of activity' → 'pedestrian environment'

Rather than conforming to traditional traffic engineering concepts like turning radii and design speeds, pedestrians are far more attuned to the environment in which they are moving.

Therefore, planners need to consider the needs of pedestrians in regards to design, amenity, and personal security. Pedestrians are particularly vulnerable to cars and other motorised traffic.

Pedestrian Needs

The provision of pedestrian infrastructure should not only aim to fulfil the requirements of existing users or to comply with relevant standards, but should also promote walking for transport, recreation and health, and increase the number of trips taken by foot. Such an outcome would result in fewer car trips, healthier residents and a more active (and safe) public domain. A number of elements are required in order to provide a high quality pedestrian environment.

Safety

Perceived and actual safety is very important to pedestrians. Road crossings present the greatest danger to pedestrians. Therefore, safe crossing locations should be provided at regular intervals along major streets, or at the location where key desire lines cross major streets. Pedestrians will rarely walk along an indirect route to access safe crossing points, so frequent, direct crossing points should be provided.

Lighting in open space is important for security. Pedestrians of all ages and genders need to feel that it is safe to walk whenever they choose to do so.

Directness

Pedestrians do not like to walk out of their way to reach a destination. This is a natural response to avoid the extra effort involved in walking extra distance. Pedestrian facilities serving desire lines between major centres of activity need to be direct and legible in order to provide for and encourage walking trips.

Wherever possible, barriers should be overcome, with additional crossing points such as grade separated or signalised crossings. However, grade separation does not always provide the most direct access.

Engineering solutions to direct pedestrians for safety reasons (such as fencing) should only be used when no other solution is possible.

Amenity

Pedestrians are particularly sensitive to the quality of the urban environment. Areas with high volumes of traffic, excessive noise, and poor pavements will discourage walking. Additionally, urban areas should be maintained at a human scale that provides an attractive walking environment.

While it would be extremely costly to improve the amenity of all pedestrian areas, targeted works can achieve a great improvement in areas of high pedestrian activity (such as shopping streets, areas around commercial, employment and public buildings, and recreation areas). Spot improvement programs can also target localised areas of high need.

Suitable for all users

Quality pedestrian environments must be available to all who choose to use them. This requires compliance with Austroads Guide to Traffic Management and Guide to Road Design and AS1428.1-2001 - Design for Access and Mobility. Paths must be of a suitable width to accommodate the number of pedestrians (and other users, such as mobility scooters) expected and be of an appropriate gradient, including ramps. The path should be continuous and free of obstructions such as signage and street furniture. The needs of hearing and vision impaired users must be considered and provided for; especially where user safety is an issue.

Pedestrian Strategies

Council should support and encourage walking in the study area through the following actions:

- Provide an environment where the personal, social and environmental benefits of walking are recognised as paramount and that the needs of pedestrians are considered as a primary element in any projects affecting the urban landscape
- Ensure that all planning and redevelopment includes walking as a safe, healthy and accessible form of transport
- Incorporate the needs of people with a disability into all levels of planning and implementation of the transportation network and public domain improvements

4.2 Best Practice Standards

This sub-section provides a brief overview of best practice standards that apply to the treatment of pedestrian facilities.

Minimum Footpath Widths

The *Austroads Guide to Road Design Part 6A 2009 – Pedestrians and Cyclist Paths* states that:

'As a guide, the desirable minimum width of a footpath that has a very low demand is 1.2m with an absolute minimum of 1.0m. These widths should be increased at locations where:

- *high pedestrian volumes are anticipated*
- *a footpath is adjacent to a traffic or parking lane*
- *a footpath is combined with bicycle facilities*
- *the footpath is to cater for people with disabilities.'*

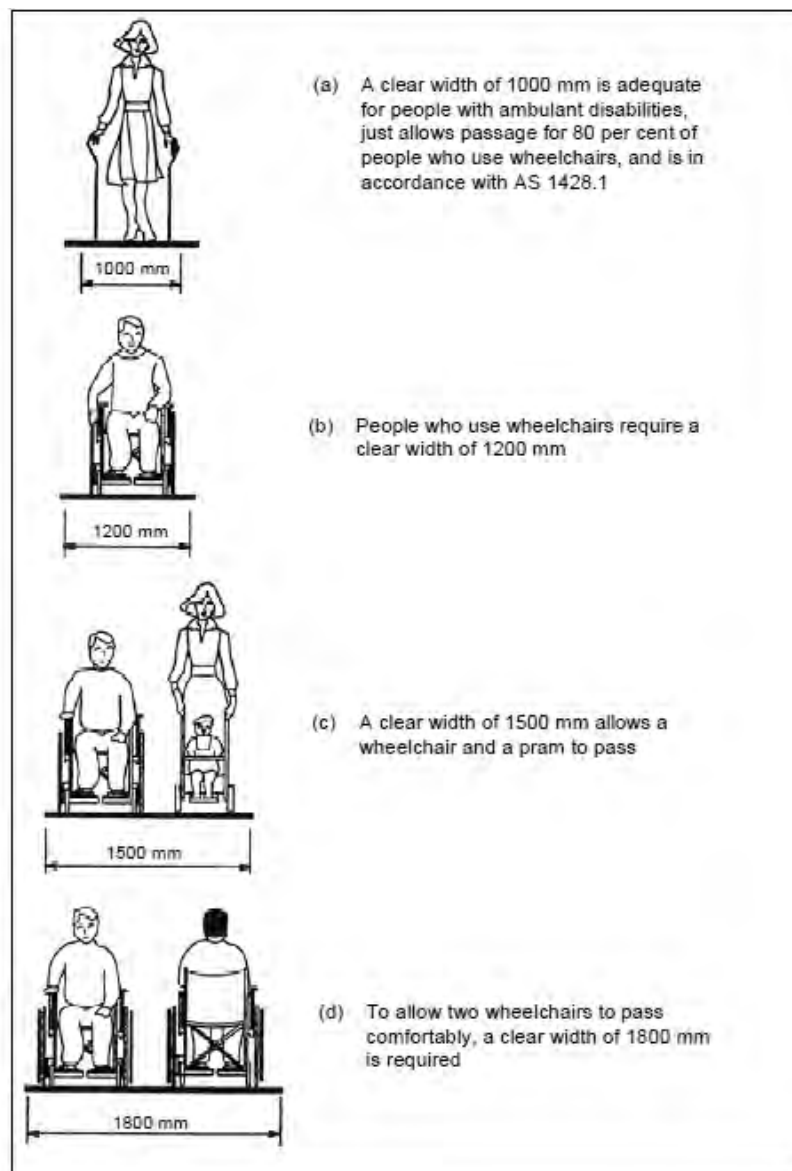
Figure 4-1 and Table 4-1 show the minimum widths for various types of footpath users.

Table 4-1 Minimum Footpath Widths

Situation	Desired width (m)	Comments
General low demand	1.2 to 1.0 (absolute minimum)	General minimum is 1.2 m for most roads and streets. Clear width required for one wheelchair. Not adequate for commercial or shopping environments.
High pedestrian volumes	2.4 m (or higher based on demand)	Generally commercial and shopping areas.
For wheelchairs to pass	1.8 to 1.5 (desired minimum)	Allow for two wheelchairs to pass (1.8 m comfortable, 1.5 m minimum) Narrower width (1.2 m) can be tolerated for short distances.
For people with other disabilities	1.8 to 1.0	

Source: Austroads Guide to Road Design Part 6A 2009 – Pedestrians

Figure 4-1 Path Width Requirements for Various Users



Source: Austroads Guide to Road Design Part 6A 2009 – Pedestrians

Maximum Grades

Grades of footpaths and drop kerbs are important as they affect the usability and safety of pedestrian facilities. Long sections of high grade footpath can be extremely difficult for mobility impaired users to negotiate.

High grade kerb ramps can also cause safety issues for mobility impaired users. Users can become vulnerable to general traffic as they attempt leave the carriageway and proceed up steep ramps.

It is noted that AS 1428.1 – 1993, specifies that any footpath should not exceed a gradient of 1:8 as wheelchairs may tip backwards. This is considered as an absolute maximum ramp gradient and should only be used in extenuating circumstances.

Table 4-2 shows the maximum desirable grades for footpaths and kerb ramp treatments.

Table 4-2 Maximum Grades

Footpaths	Grade
Recommended maximum grade (footpaths)	1:10 (2.5% cross fall)
Absolute maximum grade (kerb ramps)	1:8

Source: *Austrroads Guide to Road Design Part 6A 2009 – Pedestrians*.

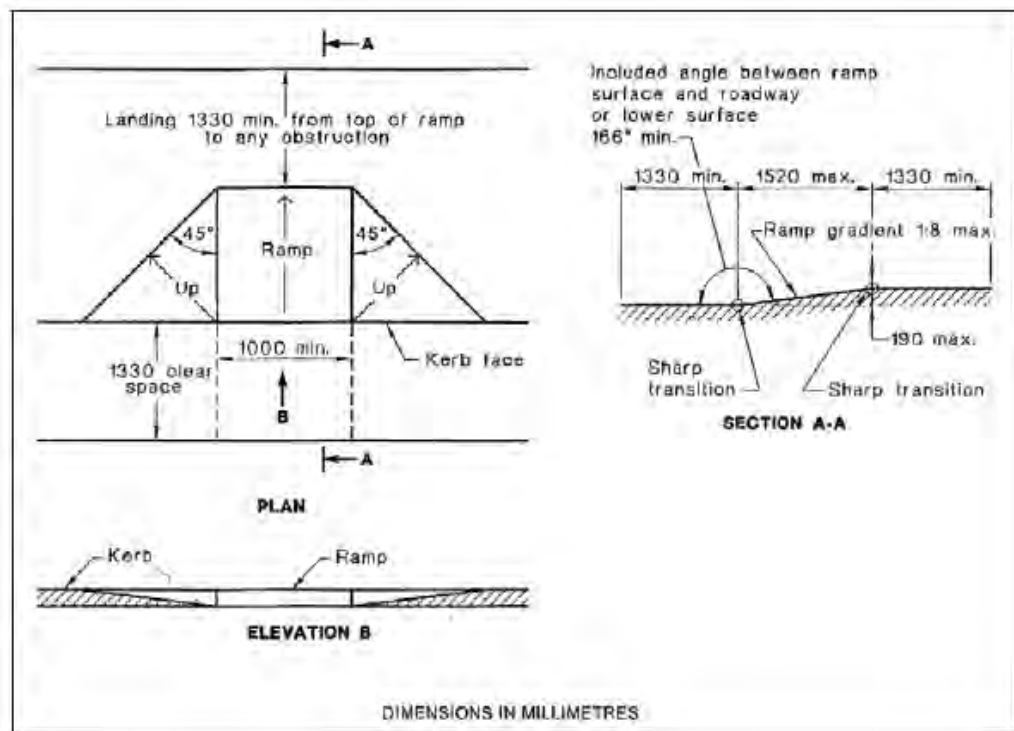
In hilly areas, these gradients are not always achievable and where possible consideration to alternative routes should be made.

Kerb Ramps

The difference in the level between the footpath and the roadway is a common situation that poses difficulties for pedestrians, particularly with mobility and vision impairments. A drop kerb or kerb ramp provides a smooth change in the level between the footpath and the roadway (maximum grade of 1:8).

The general dimensions of a drop kerb are illustrated in Figure 4-2. The *Austrroads Guide to Road Design Part 4 – Intersections and Crossings* states that: 'A minimum footway width of 1330 mm should be provided beyond the top of the ramp, to ensure that users of the footway along the street are not inconvenienced by the ramp.'

Figure 4-2 Kerb Ramp Design



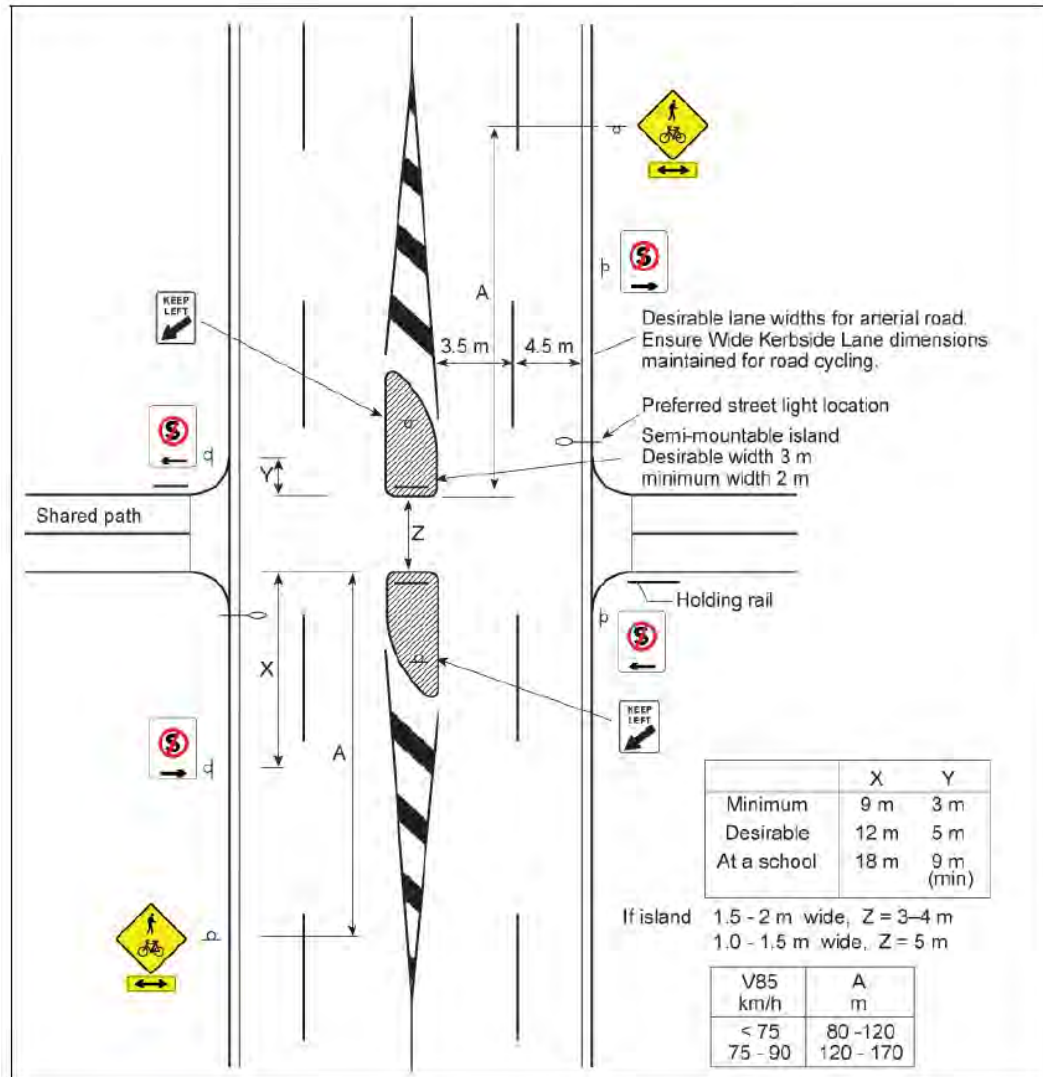
Source: Austroads Guide to Road Design Part 4 – Intersections and Crossings.

Pedestrian Refuges

Pedestrian refuges allow a safe point for pedestrians to wait at when crossing wide or busy roads. It is noted that many people do not feel safe when using refuges and should the funds be available kerb extensions should be considered to reduce the width of the road at the crossing points rather than using refuges.

The general dimensions of a pedestrian refuge are illustrated in Figure 4-3. Pedestrian refuges should in all cases be adequately illuminated in accordance with AS/NZS 1158 – 2007 and careful positioning of street lights should be considered in accordance with AS 1158.4: 2007. *Austroads Guide to Road Design Part 4 – Intersections and Crossings* also recommends a refuge width of at least 2 metres to allow storage for a person with a pram or bicycle needs.

Figure 4-3 Pedestrian Refuge Design

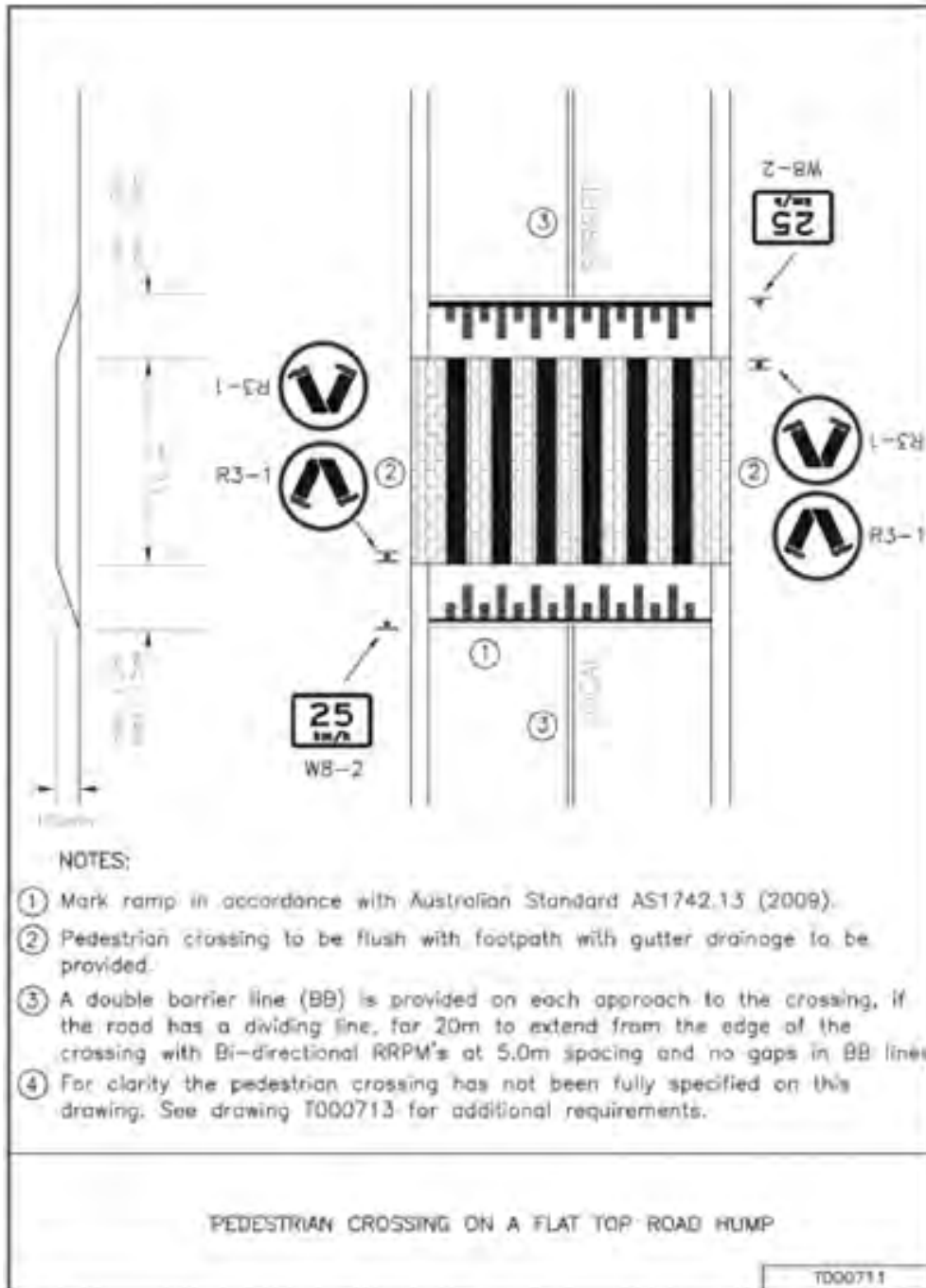


Source: Austroads Guide to Road Design Part 4 – Intersections and Crossings.

Wombat Crossings

Wombat crossings are generally the same dimensions as flat top road humps (with pedestrian priority provided with the use of ‘zebra’ style line markings) as shown in Figure 4-4. It provides priority to pedestrians as well as acting as a traffic calming measure. The minimum length of the device including ramps is 6 metres and the desirable minimum height of the platform is 100 millimetres. Wombat crossings generally have ramp gradients of 1:15 to 1:20 to be bicycle and/or bus friendly. Wombat crossings can be used when the warrant for such a traffic control is met as required in AS 1742.10

Figure 4-4 Typical Details of a Wombat Crossing



Source: RMS Australian Standards Supplement AS1742 Manual of Uniform Traffic Control Devices Parts 1-16 (RMS, July, 2013)

Tactile Ground Surface Indicators (TGSI's)

TGSI's should also be provided to indicate the edge of the roadway to sight impaired pedestrians.

Roads and Maritime Requirements for Pedestrian (Zebra) Crossings

The Roads and Maritime *Australian Standard Supplements 2013, section 6.3*, provides practice for numerical warrants for a pedestrian (zebra) crossing. It is warranted where in each of three separate one hour periods in a typical day where:

- The pedestrian flow per hour (P) crossing the road is greater than or equal to 30 and;
- The vehicular flow per hour (V) through the site is greater than or equal to 500 and;
- The product PV is greater than or equal to 60,000.

Special Warrants may also be considered where consideration can be given to a potential pedestrian crossing site. In such circumstances, council should justify why this location is in need of special consideration. The special warrant conditions state that:

- $PV \geq 45,000$ and;
- $P \geq 30$ and;
- $V \geq 500$.

4.3 Methodology for Identifying Pedestrian Needs

4.3.1 Identification of Activity Generators and Primary Routes

The following approach was used to develop a hierarchy of pedestrian needs:

Primary Pedestrian Activity Zone

This is typically the main commercial street, i.e. Railway Road in this case. Throughout the day, pedestrians are attracted to this zone from surrounding residential areas: therefore, it is an important trip attractor. Also, there are high levels of pedestrian activity occurring within this zone, making it an important area for internal pedestrian movements (between shops and to car parking).

Secondary Pedestrian Activity Generators

This includes shops, schools, TAFEs, sporting facilities, clubs, hospitals and community facilities such as churches that are not located within the Primary Pedestrian Activity Zone. These land uses will attract people, but possibly only at certain times of the day or week.

Tertiary Pedestrian Activity Generators

These include the above land uses from the Secondary Activity Generators, but differentiate them based on a lower level of activity. Again, these are not located within the Primary Pedestrian Activity Zone.

Primary Pedestrian Routes

These are routes from residential areas to the Primary, Secondary and Tertiary Activity Zones and Generators. They are trunk or collector level routes, which do not reach every property but instead form a network of routes that are accessible to a significant catchment of population. These routes take account of the existing street network and topographical constraints, aiming to provide a direct and convenient route to the major trip generators. The demographic use of connecting generators is considered when defining the routes (i.e. schools and playing fields, aged care facilities and return service league clubs).

4.3.2 Identification of Infrastructure Provision Goals

The hierarchy above provides a basis for applying standard treatments, ensuring the development of a comprehensive and structured pedestrian network. Specific treatments may be required in some of these areas to accommodate the user needs or where other community suggestions are made.

These treatments form the basis of the proposed improvements. While this standard may not be achievable in the short-term due to the capital investment required, it is nevertheless a useful guide to work towards.

Desirable scenarios for potential infrastructure responses are outlined in Table 4-3.

Table 4-3 Infrastructure Provision Goals for Urban Areas

Hierarchy Feature	Desirable Route Infrastructure	Minimum Route Infrastructure
Primary Pedestrian Activity Zone	Footpaths on both sides of the road adjacent to the generators within the Primary Pedestrian Activity Zone of full width between the property line and kerb line (typically 3-4m).	Footpaths on both sides of the road adjacent to the Primary Pedestrian Activity Zone of 2m widths.
	Multiple assisted road crossings (pedestrian crossings or refuges).	Assisted road crossings where required by high traffic volumes.
Secondary Pedestrian Activity Generators	Footpath on the side of the road adjacent to the Activity Generator of 2m widths.	Footpath on the side of the road adjacent to the Activity Generator of 1.2m widths.
	Assisted road crossings at all Activity Generators.	Assisted road crossings where required by high traffic volumes and/or pedestrian types.
Tertiary Pedestrian Activity Generators	Footpath on the side of the road adjacent to the Activity Generator of 1.2m widths.	Footpath on the side of the road adjacent to the Activity Generator of 1.0m widths.
	Assisted road crossings where required by high traffic volumes and/or pedestrian types.	Assisted road crossings where required by high traffic volumes and/or pedestrian types.
Primary Pedestrian Routes	Footpath on one side of the road of 2m widths, footpath on other side of the road of 1.2m widths.	Footpath on one side of the road of 1.2 m widths.
	Assisted road crossings at most cross streets.	Assisted road crossings at major cross streets with high traffic volumes.
	Directional signage to Primary Pedestrian Activity Zones, Secondary and Tertiary Activity Generators for pedestrians.	Directional signage to Primary Pedestrian Activity Zones for pedestrians.

4.3.3 Aims in the Development of Infrastructure Recommendations

Major aims of the proposed improvement works, in decreasing order of priority, are:

- Fill any shortcomings in the Primary Pedestrian Activity Zone area through new footpaths and crossing points, particularly if safety issues have been raised
- Establish a network of key pedestrian routes in the town centre and between major trip generators including schools. Prioritised routes are those that serve a wide range of community users and can remove pedestrians from unsafe environments
- Broaden the extent of the network to areas outside of the Primary Pedestrian Activity Zones
- Provide additional pedestrian routes for primarily recreational or tourism purposes

Additionally, crossing points are generally catered for via pedestrian refuges, rather than a zebra crossing or signalised crossing. This is because there are onerous requirements to install marked pedestrian crossings in terms of pedestrian and vehicle warrants, as described by the Australian Standards requirements of AS 1742 Part 10. Refuges are of benefit to pedestrians as they allow for a staged crossing of a road and provide a visual cue for motorists that pedestrians can be expected in the vicinity of a refuge.

5. Proposed Pedestrian Improvements

This section identifies the pedestrian improvements proposed as part of this PAMP.

5.1 Types of Pedestrian Improvements

Pedestrian infrastructure initiatives are classified under the following categories:

- **Amenity** which is the attractiveness of an area for pedestrians. Improvements could involve upgrading an existing footpath surface or introducing landscaping or art feature along walkways
- **Safety** along the route to address safety issues for pedestrians from traffic or other physical hazards including trip hazards. This also includes perceived safety issues for pedestrians such as walking along or crossing busy roads
- **Information** that includes wayfinding signage, maps, brochures and pamphlets.
- **Disabled/pram access** along the routes that do not comply with Disabled Discrimination Act (DDA) standards and other issues including steep gradients and access via steps
- **Connectivity** with new links between streets and land uses
- **Severance** for pedestrians to cross busy roads, railway lines or waterways
- **Access to adjacent land uses** with new pedestrian access to land uses being blocked by fences or walls

These pedestrian improvements can include the types of projects shown in Table 5-1, which also indicates the benefits of each pedestrian improvement.

Table 5-1 Potential Pedestrian Infrastructure Initiatives

Initiative	Amenity	Safety along the Route	Information	Security	Disabled/ Pram Access	Connectivity	Severance	Access to Adjacent Land Use
Footpath Resurfacing	✓	✓			✓			
Footpath Replacement	✓	✓			✓			
New Footpath	✓	✓			✓		✓	✓
Bridge Crossing		✓			✓	✓	✓	✓
Underpass Crossing		✓			✓	✓	✓	✓
Lighting	✓	✓		✓				
Ramps					✓	✓		
Lifts					✓	✓		
Stairs						✓		
Pedestrian Actuated Signal Crossing		✓			✓	✓	✓	
Zebra Crossing		✓			✓	✓	✓	
Wombat Crossing		✓			✓	✓	✓	
Shared Zone	✓	✓			✓			

Initiative	Amenity	Safety along the Route	Information	Security	Disabled/ Pram Access	Connectivity	Severance	Access to Adjacent Land Use
Reduced Traffic Speed Limit		✓						
Traffic Calming	✓	✓						
Wayfinding/ Signage			✓	✓				
Information			✓	✓				

5.1.1 Cost Estimate Assumptions

The indicative unit costs shown in Table 5-3 for the purposes of costing the prioritised pedestrian improvement works.

Table 5-2 Indicative Cost Estimate Assumptions

PAMP / Footpath Treatment	Unit cost
New footpaths – 1.5m wide, no reinforcement (per sqm)	\$130
Footpath upgrade/resurfacing (per sqm)	\$150
Shared path – 2.5m wide, reinforced (per sqm)	\$160
Line marked footpath (per 100m)	\$500
Footpath grinding (each for a minimum of 20)	\$50
Kerb ramp – to suit a standard 1.5m wide path	\$1,800
Kerb blister/extension	\$13,500
Pedestrian refuge	\$15,000
Pedestrian Refuge + 2 blisters (kerb extensions)	\$43,500
Service lid repair	\$500
Zebra crossing	\$15,000
Wombat crossing	\$40,000
Traffic signal controlled crossing	\$500,000
Traffic signal controlled crossing (existing signal intersection)	\$100,000
Tactile Ground Surface Indicators (per sqm)	\$500
Road signage	\$300
Bus stop seats	\$1,500
Bus stop pad	\$8,400
Public seating	\$3,000
Pedestrian fence (handrail) per m	\$150
Pedestrian fence (guard rail) per m	\$300
Removal of pedestrian infrastructure and upgrade	\$13,500
Replace stair (per step)	\$400
Vegetation trimming (per site + one hour site establishment)	\$200

Where possible, unit rates provided by CoR have been used directly. For items where costs were not available previous studies, estimation and professional judgement have been used. These costs are indicative and are subject to change and make no allowances for contingencies or actual site design and installation.

5.2 Proposed Pedestrian Improvements

A full list of the proposed improvements is provided in Table 5-3. The issues and constraints identification (ID) references relate to those provided in Figure 3-2.

Table 5-3 Identified Issues and Proposed Upgrades

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
1	Constitution Road, west of See Street	Area around service lids are infilled with asphalt causing the surface to be indent and act as a trip hazard Described as 'appalling' by member of public	Resurface footpath	0	20	9,000
2	Constitution Road, east of See Street	High drop-off along footpath edge	The road is to be reconstructed in the future. Cross falls will be addressed in the new design. Temporary upgrade to include new asphalt and painted edge	0	20	NA
3	Constitution Road, east of See Street	Narrow walkway due to barrier may inhibit access to pedestrians with prams and/or wheelchairs	The road is to be reconstructed in the future. This issue will be addressed in the new design	0	50	NA
4	Constitution Road, west of Bowden Street	High drop-off along footpath edge creates inconsistent surface level and trip hazard	The road is to be reconstructed in the future. Cross falls will be addressed in the new design. Temporary upgrade to include soil topping	0	10	10,000
5	Constitution Road/Bowden St intersection	Non-standard pedestrian refuge is (missing safety bollards) and unaligned kerb ramps	The road is to be reconstructed in the future. This issue will be addressed in the new design	1	0	N/A
6	Bowden Street, south of Constitution Road	Raised footpath tile at the joint presents a trip hazard to pedestrians	Grind the footpath or asphalt banding to remove trip hazard	3	0	150
7	Bowden Street, south of Underdale Lane	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	2	0	100
8	Bowden Street, south of Underdale Lane	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians	Upgrade the service access lid to remove trip hazard	1	N/A	500
9	Underdale Lane, west of Bowden Street	No footpath on western side of the street. Footpath provided on eastern side only	Provide a new footpath	65	65	12,675
10	Bay Drive, south of Underdale Lane	Service lid is lopsided and creates an inconsistent surface level is trip hazard	Upgrade the service access lid to remove trip hazard	1	N/A	500

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
11	Railway Road, south of Underdale Lane	Footpath outside of development area is narrow and poor quality	Resurface and widen footpath. This will be addressed as part of the public domain upgrade for this development	0	60	13500
12	Railway Road, north of Underdale Lane	Raised section of footpath resulting in a trip hazard	Fill in the verge	0	10	10,000
14	Bay Drive	Shared path ends at footpath. No signage to indicate where the shared path starts/ends	Install shared path start/ends signage	1	0	600
16	Bank Street	Bridge has been identified by public as an issue, with the decking not being sturdy	TfNSW to consider upgrading the footpath on the bridge. To be considered for future renewal in S94 plan	1	30	TBC
17	Bank Street, south of Meadowbank Station	No kerb ramp provided on either side of the road, with footpath on eastern side facing a driveway. This is one of only three east-west connections across the rail line at Meadowbank (alternative via Meadowbank Station or shared path along Parramatta River).	Provide a new kerb blister and kerb ramp on the western side, which requires the removal of one parking space. Realign footpath and provision of a kerb ramp on the eastern side	1	N/A	18,900
18	Bank Street	Kerb ramp has a high lip	Provide a new kerb ramp	1	N/A	1,800
19	Bank Street	Footpath is unsightly as it is covered in dirt and fallen leaves	Vegetation trimming / clearing	0	0	200
19	Bank Street	Pedestrian route is through the car park	Create a shared zone through the provision of signage	1	0	600
20	Bank Street	Service lid is sunken in creating a trip hazard to pedestrians	Resurface the footpath	0	2	450
21	Bank Street	No kerb ramp on the opposite side of the street to provide link	Provide a new kerb ramps	2	N/A	3,600
22	Bank Street	Raised section of footpath resulting in a trip hazard	Resurface the footpath	0	10	2,250
23	Bank Street	Service lid is not secure and moves when walked on - may act as a trip hazard	Upgrade the service access lid to remove trip hazard	1	N/A	500
24	Bank Street	Footpath is narrow with a width of approximately 0.7metres	Widen/upgrade footpath	0	30	6,750

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
25	Bank Street	Service lid is not secure and moves when walked on - may act as a trip hazard	Upgrade the service access lid to remove trip hazard	3	N/A	1,500
26	Meadow Crescent	Raised section of footpath resulting in a trip hazard	Resurface the footpath	0	10	2,250
27	Meadow Crescent	Footpath narrows from 1.2metres to approximately 0.7metres	Widen/upgrade footpath	0	80	18,000
28	Meadow Crescent	Missing link - Goat track indicates pedestrians desire line to footpath within Memorial Park from Meadow Crescent	Provide a new footpath	0	10	1,950
29	Meadow Crescent	Service lid is sunken in creating a trip hazard	Resurface the footpath	0	5	1,125
30	Meadow Crescent	The asphalt infill around the service lid is at a lower level than the surface	Resurface the footpath	0	5	1,125
31	Meadow Crescent	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	5	0	250
32	Meadow Crescent	Section of narrow footpath (approximately 1 m)	Widen/upgrade footpath	0	20	4,500
33	Meadow Crescent	Footpath is uneven in sections and asphalt infill results in changes in the surface level - trip hazard	Resurface the footpath	0	80	18,000
34	Meadow Crescent, west of Bank Street	Poor visibility at crossing location behind a tree. Poor quality kerb ramps provided and the brick footpath paving is uneven and patched with asphalt infill in sections. This results in changes in the surface level and is a trip hazard	Re-design the intersection and resurface footpaths.	0	0	TBC
35	Constitution Rd West / Ross Smith Avenue intersection	Kerb ramp is not aligned with the one opposite	Provide kerb blister / extension and kerb ramps	1	0	17,100
36	Ross Smith Avenue	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	2	0	100

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
37	Ross Smith Avenue	Overgrown foliage reduces the effective width of footpath	Trim the vegetation	0	0	200
38	Constitution Road/Federal Road intersection	Wide crossing point at intersection. High radius kerb return. Allows higher vehicle turning speeds	Reduce radius - kerb extension using raised pavement markers and line marking	1	0	17,100
39	Constitution Road/Federal Road	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	5	0	250
40	Constitution Road/Adelaide Street intersection	No pedestrian refuge island provided across a wide crossing point (side street) at the intersection	Provide a new pedestrian refuge island and kerb extensions on both Adelaide Street and Constitution Road, and upgrade kerb ramps	2	0	43,500
41	Adelaide Street, south of Hibble Street	Bus shelter not located at the bus stop landing.	Consider moving the bus shelter to the bus landing	1	0	10,400
42	Adelaide Street/Andrew Street intersection	No provision of physical pedestrian island - only a gap in the raised pavement markers are provided.	Provide a new pedestrian refuge island and upgrade the kerb ramps	1	0	43,500
43	James Street/Adelaide Street	Kerb ramps not aligned	Replace and realign the kerb ramp(s)	1	N/A	1,800
44	Constitution Road West, east of Adelaide Street	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	4	0	200
45	Grand Avenue	No footpath on either side of the street	Provide new footpath and kerb ramps. Council have identified this is a proposal in the 2017/18 footpath expansion program.	0	440	85,800
46	Grand Avenue	No footpath on either side of the street	Provide new footpath and kerb ramps. Council have identified this is a proposal in the 2017/18 footpath expansion program.	0	440	85,800
47	Federal Road	No footpath provided along the eastern side of the street (existing footpath provided on the western side of the street). 'Goat track' observed on the eastern side of the street, indicate pedestrian desire line	Provide new footpath and kerb ramps	0	450	87,750

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
48	Mons Avenue	No footpath provided along the western side of the street (existing footpath provided on the eastern side of the street). 'Goat track' observed on the western side of the street, indicate pedestrian desire line.	Provide new footpath and kerb ramps	0	400	78,000
49	Constitution Road West	Overgrown foliage reduces the effective width of footpath	Trim the vegetation	0	0	200
50	Constitution Road West, east of Mons Ave	Footpath is steep and grading downwards towards the street in sections. May be difficult for some pedestrians to walk along this footpath.	Resurface the footpath	0	20	4,500
51	Constitution Road West, west of Station Street	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	2	0	100
52	Station Street	No footpath provided along the western side of the street (existing footpath provided on the eastern side of the street). 'Goat track' observed on the western side of the street, indicate pedestrian desire line.	Provide new footpath and kerb ramps	0	460	89,700
53	Constitution Road West, east of Station Street	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	2	0	100
54	See Street, south of Macpherson Street	Poor quality footpath	Resurface the footpath	0	150	33,750
55	Macpherson Street/Forsyth Street intersection	Kerb ramps not aligned	Replace and realign the kerb ramp(s)	2	N/A	3,600
56	Macpherson Street	Broken footpath due to tree root	Resurface the footpath	0	30	6,750
57	Macpherson Street	Poor quality footpath	Resurface the footpath	0	5	1125
58	Macpherson Street, between Mellor Street and Forsyth Street	No footpath on northern side. 'Goat track' observed indicating desire line for pedestrians.	Provide a new footpath	0	80	15,600
59	Macpherson Street/Mellor Street intersection	No stop line or give way lines at intersection. Unclear as to which intersection approach has the priority, which could be confusing to	Provide stop line or give way line at Macpherson St approach	1	N/A	TBC

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
		motorists and pedestrians crossing at this location				
59	Macpherson Street/Mellor Street intersection	Kerb ramps are unaligned	Replace and realign the kerb ramp(s)	1	N/A	1,800
60	Rhodes Street, south of Mellor Street	Pedestrians have the priority across the driveway. However, the provision of the yellow refuge island makes it unclear as to whether drivers or pedestrians have priority at this location	Remove the pedestrian refuge and consider replacing with zebra crossing	1	0	TBC
61	Rhodes Street, east of Hermitage Road	Poor quality footpath	Provide a shared path as per Bicycle Strategy	0	100	N/A funding as part of Bike Plan
62	Rhodes Street, east of Hermitage Road	Footpath ends at substation	Provide a shared path as per Bicycle Strategy	0	0	N/A funding as part of Bike Plan
63	Union Street	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	8	0	400
64	Union Street/Maxim Street intersection	Kerb ramp is facing into drain on the opposite side of the street	Provide a new kerb ramp and ramp to connect with footpath on northern side of Maxim Street	1	N/A	3,360
65	Maxim Street, west of Union Street	Pedestrians are required to access the pedestrian crossing from Union Street via a driveway and steps. Access to the northern side of the crossing via steps (no kerb ramp provided)	Pedestrian crossing is to be replaced with a new crossing in 2017/18 (Roads and Maritime grant). Introduce AS.1428 compliant ramp on the northern side of the crossing	0	30	N/A - Funding already provided
66	Maxim Street, east of Union Street	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	4	0	200
67	Bank Street	Poor quality footpath	Resurface the footpath	0	25	5,625

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
68	Bank Street/Union Street	Kerb ramps not aligned with crossing point. No kerb ramp provided on the Bank Street approach	Provide new kerb ramps and kerb blister (extension). Potential issue with storm water drains in this area. Kerb extension design to consider impacts to storm water drainage	1	N/A	17,100
69	Andrew Street, west of Adelaide Street	No footpath along the southern side of the street	Consider providing a new footpath along southern side of the road	0	160	31,200
70	Andrew Street, west of Adelaide Street	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	4	0	200
71	Andrew Street, west of Adelaide Street	No pad area or tactile ground surface indicators at bus stop	Provide bus stop pad area and tactile ground surface indicators at bus stop	1	0	8,900
72	Andrew Street, west of Adelaide Street	Poor quality footpath	Resurface the footpath	0	40	9,000
73	Andrew Street, west of Adelaide Street	No pedestrian crossing facility to bus stop on western side of the street (adjacent to Meadowbank Park)	Provide kerb blister/extension and kerb ramps	1	0	17,100
74	Macintosh Street	Raised footpath tile at the joint presents a trip hazard to pedestrians	Resurface the footpath	0	20	4,500
75	Macintosh Street/Crowley Crescent intersection	Kerb ramps not aligned	Replace and realign the kerb ramp(s)	2	N/A	3,600
76	Macintosh Street	Raised sections of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	11	0	550
77	Crowley Crescent	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	5	0	250
78	Crowley Crescent	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	5	0	250
79	Crowley Crescent	Overgrown foliage reduces the effective width of footpath	Trim the vegetation	0	0	200
80	Lancaster Avenue	Poor quality footpath with cracked paving.	Resurface the footpath	0	150	33,750

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
81	Lancaster Ave/Cobham Avenue intersection	Kerb ramps not aligned	Replace and realign the kerb ramp(s)	2	N/A	3,600
82	Lancaster Avenue	No pedestrian crossing facility to shared path. Crossing location is at a bend in the road, which could be unsafe for pedestrians.	Provide kerb blister/extension and kerb ramps to reduce the crossing distance and improve pedestrian safety	1	0	17,100
83	Lancaster Avenue/Andrew Street intersection	Non standard pedestrian refuge island	Upgrade pedestrian refuge island	1	0	43,500
84	Lancaster Avenue/ Andrew Street intersection	Long crossing across Andrew Street	Provide a kerb blister/extension and kerb ramps on each side of Andrew Street to reduce road crossing distance	2	0	17,100
85	Lancaster Avenue/ Andrew Street intersection	Non standard pedestrian refuge island	Upgrade pedestrian refuge island	1	0	43,500
86	Lancaster Avenue, north of Andrew Street	Poor quality footpath with cracked paving.	Resurface the footpath	0	100	22,500
87	Parer Street, east of Lancaster Avenue	Poor quality footpath	Resurface the footpath	0	20	4,500
88	Parer Street/ Andrew Lane intersection	Kerb ramps not aligned	Replace and realign the kerb ramp(s)	2	N/A	3,600
89	Cobham Avenue/Parer Street intersection	Kerb ramps not aligned	Replace and realign the kerb ramp(s)	2	N/A	3,600
90	Cobham Avenue/ Parer Street intersection	No footpath connection to the bus stop	Provide a new footpath, with landing and tactile ground surface indicators at bus stop	0	30	14,250
91	Cobham Avenue, south of Parer Street intersection	Sunken section of footpath forming a trip hazard	Resurface the footpath	0	4	900
92	Cobham Avenue, south of Parer Street intersection	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	4	0	200
93	Cobham Avenue, north of Andrew Street	Poor quality footpath, with cracked and uneven sections which could be a trip hazard.	Resurface the footpath	0	45	10,125

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
94	Cobham Avenue, north of Andrew Street	Poor quality footpath, with cracked and uneven sections which could be a trip hazard	Resurface the footpath	0	50	11,250
95	Adelaide Street/Hibble Street intersection	Kerb ramps not aligned	Replace and realign the kerb ramp(s)	2	N/A	3,600
96	Adelaide Street	Footpath terrain is uneven especially at the interface with the newer concrete surface	Resurface the footpath	0	15	3,375
97	Adelaide Street/Deakin Street intersection	Kerb ramp is not aligned with the one opposite	Replace and realign the kerb ramp(s)	1	0	1,800
98	Deakin Street	Footpath does not continue to the end of the street	Provide a new footpath on one side of the road	0	180	35,100
99	Adelaide Street near Huxley Street	No pedestrian refuge crossing point along Adelaide Street for around 600 metres. Adelaide Street is a wide street, with bus stops along both sides of the street	Improve pedestrian connectivity across Adelaide Street by providing a new pedestrian refuge and kerb ramps	1	0	43,500
99	Adelaide Street/Huxley Street intersection	Kerb ramp is not aligned with the one opposite	Replace and realign the kerb ramp(s)	1	0	1,800
100	Huxley Street	Footpath does not continue to the end of the street	Provide a new footpath on one side of the road. Council have advised that this footpath on northern side of street is listed in the 2020/21 footpath expansion program	0	270	52,650
101	Adelaide Street/Huxley Street intersection	Kerb ramps are unaligned	Replace and realign the kerb ramp(s)	2	0	3,600
102	Adelaide Street between Darwin Street and Huxley Street	Footpath is deteriorating due to its age	Resurface the footpath	0	100	22,500
103	Darwin Street	No footpath along the southern side of the street. However, there is a footpath along the northern side of the street.	None	0	0	0
104	Adelaide Street/Darwin Street	Kerb ramp is not aligned with the one opposite	Replace and realign the kerb ramp(s)	1	0	1,800

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost (\$)
105	Lancaster Avenue	Raised section of footpath resulting in a trip hazard	Grind the footpath or asphalt banding to remove trip hazard	15	0	750
106	Constitution Road/Railway Parade	Meadowbank Station Precinct - traffic and pedestrian conflicts, with long queues observed due to pedestrian crossing. Driver impatience also observed at the crossing, which can be a safety issue for pedestrians	Intersection re-design. Council is currently working with Roads and Maritime to deliver a signal controlled pedestrian crossing at this location	1	0	TBC
107	Angus Street	No footpath on either side of street	Provide a new footpath on one side of the road, two kerb extensions and a pedestrian refuge island	2	120	23,400
108	Angus Street	No footpath on bridge	Provide a new shared zone	1	0	600
109	Hibble Street	Footpath does not continue to the end of the street	Provide a new footpath on one side of the road (northern side) to complete the footpath along this street	0	130	25,350

6. Priorities for Pedestrian Improvements

6.1 Methodology to Prioritise Pedestrian Requirements

The *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, 2002) provides guidance on what is important in providing footpaths. This method was used to determine the prioritisation of the proposed improvements.

Scores were derived for each of the recommended pedestrian improvements for the purpose of prioritising projects. The Weighted Criteria Scoring System from the Roads and Maritime publication *How to Prepare a Pedestrian Access and Mobility Plan* (2002) was used to prioritise each proposed improvement as shown in Table 6-1.

Table 6-1 RMS Weighted Criteria Scoring System

Category	Criteria
Land Use	Number of Attractors/Generators
	Land Use Type
	Proximity to Attractors/Generators
	Future Development with Attractors/Generators
Traffic Impact	Road Hierarchy
Safety	Identified as Hazardous Area (from consultation)
	Identified Pedestrian Crashes
Facility Benefits	Demonstrated Path
Continuity of Routes	Addition to Existing Facility
Priority	Pedestrian Route Hierarchy

The RMS defines the overall work prioritisation as:

- High (100 – 70)
- Medium (<70 – 40)
- Low (<40)

In order to determine the priorities of the pedestrian access improvement items in a PAMP, the infrastructure initiatives or studies are given a priority rating to be accommodated in the Council budget cycle. A possible weighted scoring system is provided in Table 6-2. However, a system could be customised to suit specific council areas according to local needs.

Table 6-2 Weighted Scoring Criteria to Prioritise the PAMP Initiatives

Category	Criteria	Performance Conditions 1	Score 2, 3	
Land Use	Number of attractors/generators (locations)	more than 5 locations	10	
		3-5 locations	8	
		1-2 locations	5	
		0 locations	0	
Land use type		schools	10	
		commercial/retail	8	
		residential	5	
		other	0	
Proximity to generators/attractors		less than 250 metres	10	
		>250-500 metres	8	
		>500-1000 metres	5	
		>1000 metres	0	
Future development with attractors/generators		High	5	
		medium	3	
		low	1	
Traffic Impact	Road hierarchy	State Road	15	
		Regional Road	10	
		Local Road	8	
		Special use	5	
		Other	0	
Safety	Identified as hazardous area (from audit or consultation)	High	10	
		Medium	8	
		Low	5	
		None	0	
	Identified pedestrian crashes		>3 reported crashes per year	15
			3 reported crashes per year	10
2 reported crashes per year			8	
1 reported crash per year			5	
0 reported crashes per year	0			
Facility Benefits	Demonstrated path	High usage	10	
		Medium usage	8	
		Low usage	5	
		No demonstrated use	0	
Continuity of routes	Addition to existing facility	Link existing facilities	10	
		Extension of facilities	8	
		Addition to facilities	5	
		Other	0	
Priority	Pedestrian route hierarchy	High use	5	
		Medium use	3	
		Low use	1	

Notes:

¹ Only one performance condition is to be selected for each criteria e.g. Land use type residential = 5.

^{2,3} The maximum score achievable overall is 100.

The overall work prioritisation is then determined by adding up each criteria scores to reflect the environment of the specific area. e.g. High (100-60), Medium (<60-40), Low (<40) or Considering (not scored).

Source: *How to Prepare a Pedestrian Access and Mobility Plan*, Roads and Traffic Authority of NSW (RTA), 2002

Limitations of Roads and Maritime Services Methodology

Please note that there are limitations to the Roads and Maritime based methodology for prioritising each proposed improvement. For example, the Weighted Criteria Scoring System does not include the presence of existing footpaths on the opposite side of the street. This results in the proposed improvement having a higher priority using the RMS method (as it is assumed there is no footpath on the route).

In addition, at some key generators, pedestrian facilities may be urgently required (outside an aged care facility for example). However, the weighting system may not provide a score that is significantly higher for the same type of facility at a less critical location. Therefore, consideration needs to be taken when assessing priorities in conjunction with the Roads and Maritime methodology.

6.1.1 Walking Route Hierarchy

A hierarchy of pedestrian routes has been established, based on observed pedestrian demand and proximity to pedestrian attractors, such as town centre land uses and schools, and key walking routes. This walking route hierarchy was used as part of the scoring method to determine the priority for proposed pedestrian infrastructure upgrades.

Figure 6-1 shows the walking route hierarchy used for the PAMP scoring assessment. The figure shows high and medium use walking routes, with all other routes being low use.

Figure 6-1 Walking Route Hierarchy



6.2 Ranking of the Pedestrian Improvements

Results from the Roads and Maritime weighted prioritisation are provided in Table 6-3. The issues and constraints identification (ID) references relate to those provided in Figure 3-2. Recommendations are based on GHD site based prioritisation. Roads and Maritime weighted prioritisations are provided in full in 0.

The overall work prioritisation has been determined for high, medium and low priority projects, by using the following prioritisation scoring ranges:

- High priority: 100-60
- Medium priority: <60-40
- Low priority: <40

Table 6-3 Infrastructure Provision Goals for Meadowbank

PAMP ID	Street / Intersection	Description of Proposed Treatment	Roads & Maritime Priority	Roads & Maritime Rank	Priority
106	Constitution Road/Railway Parade	Intersection re-design. Council is currently working with Roads and Maritime to deliver a signal controlled pedestrian crossing at this location	76	1	High
34	Meadow Crescent, west of Bank Street	Re-design the intersection and resurface footpaths	74	2	High
33	Meadow Crescent	Resurface the footpath	62	3	High
65	Maxim Street, west of Union Street	Pedestrian crossing is to be replaced with a new crossing in 2017/18 (Roads and Maritime grant). Introduce AS.1428 compliant ramp on the northern side of the crossing	60	4	High
17	Bank Street, south of Meadowbank Station	Provide a new kerb blister (extension) and kerb ramp on the western side, which requires the removal of one parking space. Realign footpath and provision of a kerb ramp on the eastern side	58	5	Medium
62	Rhodes Street, east of Hermitage Road	Provide a shared path as per Bicycle Strategy	58	5	Medium
64	Union Street/Maxim Street intersection	Provide a new kerb ramp and ramp to connect with footpath on northern side of Maxim Street	58	5	Medium
1	Constitution Road, west of See Street	Resurface footpath	55	8	Medium
2	Constitution Road, east of See Street	The road is to be reconstructed in the future. Cross falls will be addressed in the new design. Temporary	55	8	Medium

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Proposed Treatment	Roads & Maritime Priority	Roads & Maritime Rank	Priority
		upgrade to include new asphalt and painted edge			
59	Macpherson Street/Mellor Street intersection	Provide stop line or give way line at Macpherson Street approach	55	8	Medium
60	Rhodes Street, south of Mellor Street	Remove the pedestrian refuge and consider replacing with zebra crossing	55	8	Medium
61	Rhodes Street, east of Hermitage Road	Provide a shared path as per Bicycle Strategy	55	8	Medium
107	Angus Street	Provide a new footpath on one side of the road, 2 kerb extensions and a pedestrian refuge island	55	8	Medium
108	Angus Street	Provide a new shared zone	55	8	Medium
28	Meadow Crescent	Provide a new footpath	53	15	Medium
3	Constitution Road, east of See Street	The road is to be reconstructed in the future. This issue will be addressed in the new design	52	16	Medium
59	Macpherson Street/Mellor Street intersection	Replace and realign the kerb ramp(s)	52	16	Medium
14	Bay Drive	Install shared path start/ends signage	51	18	Medium
16	Bank Street	TfNSW to consider upgrading the footpath on the bridge. To be considered for future renewal in S94 plan	51	18	Medium
55	Macpherson Street/Forsyth Street intersection	Replace and realign the kerb ramp(s)	50	20	Medium
66	Maxim Street, east of Union Street	Grind the footpath or asphalt banding to remove trip hazard	50	20	Medium
32	Meadow Crescent	Widen/upgrade footpath	48	23	Medium
4	Constitution Road, west of Bowden Street	The road is to be reconstructed in the future. Cross falls will be addressed in the new design. Temporary upgrade to include soil topping	47	24	Medium
58	Macpherson Street, between Mellor Street and Forsyth Street	Provide a new footpath	47	24	Medium
10	Bay Drive, south of Underdale Lane	Upgrade the service access lid to remove trip hazard	46	26	Medium
11	Railway Road, south of Underdale Lane	Resurface and widen footpath. This will be	46	26	Medium

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Proposed Treatment	Roads & Maritime Priority	Roads & Maritime Rank	Priority
		addressed as part of the public domain upgrade for this development			
12	Railway Road, north of Underdale Lane	Fill in the verge	46	26	Medium
21	Bank Street	Provide a new kerb ramps	45	29	Medium
40	Constitution Road/Adelaide Street intersection	Provide a new pedestrian refuge island and kerb extensions on both Adelaide Street and Constitution Road, and upgrade kerb ramps	45	29	Medium
41	Adelaide Street, south of Hibble Street	Consider moving the bus shelter to the bus landing	45	29	Medium
42	Adelaide Street/Andrew Street intersection	Provide a new pedestrian refuge island and upgrade the kerb ramps	45	29	Medium
54	See Street, south of Macpherson Street	Resurface the footpath	45	29	Medium
56	Macpherson Street	Resurface the footpath	45	29	Medium
57	Macpherson Street	Resurface the footpath	45	29	Medium
73	Andrew Street, west of Adelaide Street	Provide kerb blister/extension and kerb ramps	45	29	Medium
9	Underdale Lane, west of Bowden Street	Provide a new footpath	44	37	Medium
99	Adelaide Street near Huxley Street	Improve pedestrian connectivity across Adelaide Street by providing a new pedestrian refuge and kerb ramps	44	37	Medium
19	Bank Street	Create a shared zone through the provision of signage	43	39	Medium
24	Bank Street	Widen/upgrade footpath	43	39	Medium
27	Meadow Crescent	Widen/upgrade footpath	43	39	Medium
29	Meadow Crescent	Resurface the footpath	43	39	Medium
30	Meadow Crescent	Resurface the footpath	43	39	Medium
31	Meadow Crescent	Grind the footpath or asphalt banding to remove trip hazard	43	39	Medium
5	Constitution Road/Bowden Street intersection	The road is to be reconstructed in the future. This issue will be addressed in the new design	42	46	Medium
6	Bowden Street, south of Constitution Road	Grind the footpath or asphalt banding to remove trip hazard	42	46	Medium

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Proposed Treatment	Roads & Maritime Priority	Roads & Maritime Rank	Priority
8	Bowden Street, south of Underdale Lane	Upgrade the service access lid to remove trip hazard	42	46	Medium
35	Constitution Road West/Ross Smith Avenue intersection	Provide kerb blister / extension and kerb ramps	42	46	Medium
38	Constitution Road/Federal Road intersection	Reduce radius - Kerb extension using raised pavement markers and line marking	42	46	Medium
90	Cobham Avenue/Parer Street intersection	Provide a new footpath, with landing and tactile ground surface indicators at bus stop	42	46	Medium
43	James Street/Adelaide Street	Replace and realign the kerb ramp(s)	40	52	Medium
68	Bank Street/Union Street	Provide new kerb ramps and kerb blister. Potential issue with storm water drains in this area. Kerb extension design to consider impacts to storm water drainage.	40	52	Medium
84	Lancaster Avenue/Andrew Street intersection	Provide a kerb blister / extension and kerb ramps on each side of Andrew Street to reduce road crossing distance	39	54	Low
85	Lancaster Avenue/Andrew Street intersection	Upgrade pedestrian refuge island	39	54	Low
7	Bowden Street, south of Underdale Lane	Grind the footpath or asphalt banding to remove trip hazard	37	56	Low
39	Constitution Road/Federal Road	Grind the footpath or asphalt banding to remove trip hazard	37	56	Low
52	Station Street	Provide new footpath and kerb ramps	37	56	Low
71	Andrew Street, west of Adelaide Street	Provide bus stop pad area and tactile ground surface indicators at bus stop	37	56	Low
83	Lancaster Avenue/Andrew Street intersection	Upgrade pedestrian refuge island	37	56	Low
88	Parer Street/Andrew Lane intersection	Replace and realign the kerb ramp(s)	37	56	Low
89	Cobham Avenue/Parer Street intersection	Replace and realign the kerb ramp(s)	37	56	Low
102	Adelaide Street between Darwin Street and Huxley Street	Resurface the footpath	37	56	Low
95	Adelaide Street/Hibble Street intersection	Replace and realign the kerb ramp(s)	36	64	Low
96	Adelaide Street	Resurface the footpath	36	64	Low

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Proposed Treatment	Roads & Maritime Priority	Roads & Maritime Rank	Priority
97	Adelaide Street/Deakin Street intersection	Replace and realign the kerb ramp(s)	36	64	Low
18	Bank Street	Provide a new kerb ramp	35	67	Low
19	Bank Street	Vegetation trimming/clearing	35	67	Low
20	Bank Street	Resurface the footpath	35	67	Low
22	Bank Street	Resurface the footpath	35	67	Low
23	Bank Street	Upgrade the service access lid to remove trip hazard	35	67	Low
25	Bank Street	Upgrade the service access lid to remove trip hazard	35	67	Low
26	Meadow Crescent	Resurface the footpath	35	67	Low
44	Constitution Road West, east of Adelaide Street	Grind the footpath or asphalt banding to remove trip hazard	35	67	Low
53	Constitution Road West, east of Station Street	Grind the footpath or asphalt banding to remove trip hazard	35	67	Low
69	Andrew Street, west of Adelaide Street	Consider providing a new footpath along southern side of the road	35	67	Low
98	Deakin Street	Provide a new footpath on one side of the road	35	67	Low
100	Huxley Street	Provide a new footpath on one side of the road. Council have advised that this footpath on northern side of street is listed in the 2020/21 footpath expansion program.	35	67	Low
103	Darwin Street	None	35	67	Low
109	Hibble Street	Provide a new footpath on one side of the road (northern side) to complete the footpath along this street.	35	67	Low
93	Cobham Ave, north of Andrew Street	Resurface the footpath	34	80	Low
94	Cobham Ave, north of Andrew Street	Resurface the footpath	34	80	Low
99	Adelaide Street / Huxley Street intersection	Replace and realign the kerb ramp(s)	34	80	Low
101	Adelaide Street/Huxley Street intersection	Replace and realign the kerb ramp(s)	34	80	Low
104	Adelaide Street / Darwin Street	Replace and realign the kerb ramp(s)	34	80	Low
45	Grand Avenue	Provide new footpath and kerb ramps. Council have identified this is a proposal in the 2017/18	33	85	Low

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Proposed Treatment	Roads & Maritime Priority	Roads & Maritime Rank	Priority
		footpath expansion program.			
72	Andrew Street, west of Adelaide Street	Resurface the footpath	32	86	Low
82	Lancaster Avenue	Provide kerb blister / extension and kerb ramps to reduce the crossing distance and improve pedestrian safety	32	86	Low
91	Cobham Avenue, south of Parer Street intersection	Resurface the footpath	32	86	Low
92	Cobham Avenue, south of Parer Street intersection	Grind the footpath or asphalt banding to remove trip hazard	32	86	Low
46	Grand Avenue	Provide new footpath and kerb ramps. Council have identified this is a proposal in the 2017/18 footpath expansion program.	30	90	Low
47	Federal Road	Provide new footpath and kerb ramps	30	90	Low
48	Mons Avenue	Provide new footpath and kerb ramps	30	90	Low
63	Union Street	Grind the footpath or asphalt banding to remove trip hazard	30	90	Low
67	Bank Street	Resurface the footpath	30	90	Low
36	Ross Smith Avenue	Grind the footpath or asphalt banding to remove trip hazard	29	95	Low
37	Ross Smith Avenue	Trim the vegetation	29	95	Low
70	Andrew Street, west of Adelaide Street	Grind the footpath or asphalt banding to remove trip hazard	27	97	Low
75	Macintosh Street / Crowley Crescent intersection	Replace and realign the kerb ramp(s)	27	97	Low
81	Lancaster Avenue / Cobham Avenue intersection	Replace and realign the kerb ramp(s)	27	97	Low
86	Lancaster Avenue, north of Andrew Street	Resurface the footpath	27	97	Low
87	Parer Street, east of Lancaster Avenue	Resurface the footpath	27	97	Low
74	Macintosh Street	Resurface the footpath	22	102	Low
76	Macintosh Street	Grind the footpath or asphalt banding to remove trip hazard	22	102	Low

ITEM 2 (continued)

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Proposed Treatment	Roads & Maritime Priority	Roads & Maritime Rank	Priority
77	Crowley Crescent	Grind the footpath or asphalt banding to remove trip hazard	22	102	Low
78	Crowley Crescent	Grind the footpath or asphalt banding to remove trip hazard	22	102	Low
79	Crowley Crescent	Trim the vegetation	22	102	Low
80	Lancaster Avenue	Resurface the footpath	22	102	Low
105	Lancaster Avenue	Grind the footpath or asphalt banding to remove trip hazard	22	102	Low
49	Constitution Road West	Trim the vegetation	20	109	Low
50	Constitution Rd West, east of Mons Avenue	Resurface the footpath	20	109	Low
51	Constitution Road West, west of Station Street	Grind the footpath or asphalt banding to remove trip hazard	20	109	Low

7. Conclusions and Recommendations

7.1 Conclusions

GHD was engaged by CoR to prepare a Pedestrian Access and Mobility Plan (PAMP) for the Meadowbank Station West area, to improve the walking environment for all pedestrians. The development of this study included the following:

- Review relevant background report, policies and plans
- Undertake community and stakeholder consultation
- Undertake site audits of current pedestrian infrastructure
- Identify, cost and priorities improvements for walking infrastructure.

Background review

The background review concluded that:

- The majority of State and Local Government planning policy documents reviewed as part of this study aim to encourage sustainable travel modes, including walking. The strategies identified in this PAMP will help to support this objective by providing improved walking connections.
- The proportion of age groups between 20 to 39 years old in Meadowbank is significantly greater than compared to the Greater Sydney average, with this age group consisting of 59 per cent of the population and 30 per cent of the population in Greater Sydney
- The proportion of people in Meadowbank aged between five and 19 is significantly lower than that of Greater Sydney. This indicates that there is a lower proportion of primary and secondary school students.
- A review of crash data for the study area indicates that there were four crashes involving pedestrians over the five-year period between 2011 to 2015 (inclusive).

Community consultation

Community consultation was completed across a range of media platforms as discussed in Section 3. From this, GHD concluded that:

- The majority of respondents to the online community survey undertaken for this PAMP (91 per cent) have access to a motor vehicle. Driving was generally the most popular mode of transport when travelling to participate in most activities. Walking has a high mode share for accessing local shops and recreational areas.
- The reason most survey respondents do not walk more often was that there is too much traffic along roads within the study area. Additional road crossings for pedestrians were identified as the most important change for encouraging more walking on a regular basis.

The most commonly identified issues/gaps in the PAMP study area walking network were:

- There is a need for a pedestrian bridge/underpass or traffic lights to replace the existing pedestrian crossings at Meadowbank Station
- There is a need for improved visibility and reduced foliage near Constitution Road
- The footpath from the train station to Meadowbank Park along the eastern side of Bank Street needs to be improved

Stakeholder Consultation

Key stakeholders were contacted via email and phone calls to gain insight and into concerns about the pedestrian network in the Meadowbank study area. The majority of issues identified through consultation with key stakeholders relate to the need for pedestrian crossings. These include:

- Limited crossing facilities at Belmore Street
- Limited crossing facilities at Bowden Street
- No safe crossings near the roundabout on Constitution Road

Site Audit

An audit of existing issues and constraints for pedestrians was undertaken in the study area. The audit focused on identifying existing facilities, land uses, any shortcomings in the pedestrian environment and potential safety issues. The key issues and constraints included:

- Poor quality footpath surfaces
- Pedestrians crossing busy roads at non-permitted crossing locations
- Missing pedestrian links
- Lack of pedestrian crossings
- Poor quality pedestrian crossings
- Street furniture or overgrown vegetation in footpaths, blocking the path of pedestrians
- Lack of disabled or pram access

A key issue for pedestrians within the study area is conflicts with vehicles at the existing pedestrian crossings on both sides of Meadowbank Station (at Bank Street on the western side and Railway Road on the eastern side). The current arrangement can cause long delays to traffic, particularly during the weekday PM peak when large numbers of people are alighting from trains and walking across the crossing in large groups. Drivers were observed to be impatient at both crossings, resulting in an increased safety risk for pedestrians.

7.2 Recommendations

Pedestrian access and mobility improvement works were identified and prioritised for the study area. The highest ranking projects that are considered worthwhile for progression into the detailed concept planning, design and implementation stage are listed under the categories of:

- Further investigations and concept planning
- Footpath works to improve the safety for pedestrians along the streets
- Upgrades to allow for safer pedestrian movements to cross busy streets

Investigations and Concept Planning

- Bank Street/Constitution Road West intersection:
 - Non-standard pedestrian crossing (zebra crossing) is provided, which crosses two approach lanes in a northbound direction
 - Pedestrian crossing impacts traffic operations, resulting in long queues along Bank Street (northbound) and Railway Road
 - Poor quality footpath surfaces and kerb ramps exist at this location
 - The intersection was identified as an issue for both pedestrians and drivers as part of the community consultation process and through the site audits
- Railway Street/Constitution Road intersection:
 - Located at Meadowbank Station precinct
 - Traffic and pedestrian conflicts, with long queues observed due to pedestrian crossing. Driver impatience also observed at the crossing, which can be a safety issue for pedestrians
 - The intersection was identified as an issue for both pedestrians and drivers as part of the community consultation process and through the site audits

Footpath Works

Identified locations for new footpath connections include:

- Grand Avenue
- Federal Road
- Mons Avenue
- Station Street
- Macpherson Street, between Mellor Street and Forsyth Street
- Maxim Street, west of Union Street
- Deakin Street
- Huxley Street
- Darwin Street
- Hibble Street
- Angus Street

Pedestrian Crossings

Upgrade or provide new pedestrian refuges/kerb blisters (extensions) at the following locations:

- Bank Street, south of Meadowbank Station
- Constitution Road West/Ross Smith Avenue intersection
- Constitution Road/Federal Road intersection
- Constitution Road/Adelaide Street intersection
- Adelaide Street/Andrew Street intersection
- Adelaide Street/Andrew Street intersection
- Bank Street/Union Street intersection
- Andrew Street, west of Adelaide Street
- Lancaster Avenue, at access to shared path
- Lancaster Avenue/Andrew Street intersection
- Adelaide Street near Huxley Street

Priorities

Table 7-1 provides a summary of the highest priority proposed upgrades that were identified (with scores of 60 or higher using the Roads and Maritime scoring system).

Table 7-1 PAMP Priorities – Proposed Upgrades

PAMP ID	Street / Intersection	Description of Proposed Treatment	RMS Priority	RMS Rank
106	Constitution Road/Railway Parade	Intersection re-design	76	1
34	Meadow Crescent, west of Bank Street	Intersection re-design and resurface footpaths.	74	2
33	Meadow Crescent	Resurface footpath	62	3
65	Maxim Street, west of Union Street	Provide footpath behind a kerb barrier along the southern side of the road, from Union Street to the pedestrian crossing. Introduce AS.1428 compliant ramp on the northern side of the crossing.	60	4

Appendices

Appendix A – Consultation Summary Report



City of Ryde

Meadowbank Station West Pedestrian Access and Mobility
Plan (PAMP)

Consultation Outcomes Report

29 December 2017

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

This report: has been prepared by GHD for City of Ryde Council and may only be used and relied on by City of Ryde Council for the purpose agreed between GHD and the City of Ryde Council as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than City of Ryde Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section 1.2 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

Table of contents

1.	Introduction.....	1
1.1	Background.....	1
1.2	Purpose of this Report	2
2.	Key Results	4
2.1	Stakeholder Consultation.....	4
2.2	Community Consultation - Online Survey.....	4
2.3	Community Consultation - Social Pinpoint / Community Workshop.....	5
2.4	Community Consultation - Written Responses.....	5
2.5	Community Consultation - Written Responses during Public Exhibition	5
3.	Online Survey.....	6
3.1	Profile of Respondents.....	6
3.2	Reasons for Not Walking	8
3.3	Gaps in the Walking Network	11
3.4	Pedestrian Improvements.....	11
3.5	Other Feedback	12
4.	Social Pinpoint	13
5.	Community Workshop and Pop-Up Session.....	15
5.1	Community Workshop.....	15
5.2	'Pop-up' Community Consultation Session.....	16
6.	Stakeholder Consultation	17
7.	Other Feedback	19
7.1	Written Submissions	19
7.2	Comments on Social Media.....	19

Table index

Table 1-1 Overview of Community Engagement	2
Table 4-1 Social Pinpoint Commentary.....	14
Table 5-1-1 - Workshop Feedback.....	15
Table 6-1 Stakeholder Telephone Consultations	17

Figure index

Figure 1-1 Study Area	1
Figure 3-1 - Age Groups of Respondents	6
Figure 3-2 - Gender of Respondents	7

Figure 3-3 - Transport Usage by Activity Type.....	8
Figure 3-4 - Reasons Why Respondents do not Walk More Often, by Journey Type	9
Figure 3-5 – Which Changes Would Make Respondents More Likely to Walk on a Regular Basis?	12
Figure 4-1 Social Pinpoint comment map	13

Appendices

Appendix A - Community Flyer

Appendix B - Survey Questions and Results

Appendix C – Letter to Stakeholders

1. Introduction

1.1 Background

GHD is working with the City of Ryde Council (CoR) to develop a Pedestrian Access and Mobility Plan (PAMP) for Meadowbank Station West. A PAMP is a comprehensive strategic and action plan to develop pedestrian policies and facilities.

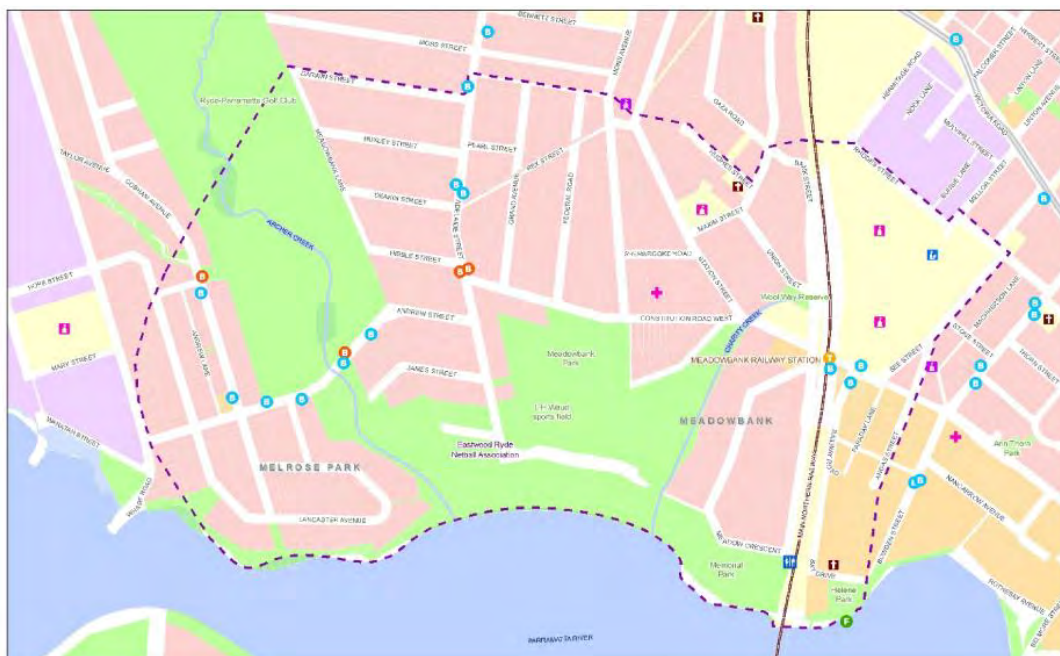
The PAMP provides an important framework for pedestrian of all ages and mobility. It assess existing pedestrian needs, facilities management and enhancement.

The PAMP is a strategic document that identifies the pedestrian network hierarchy and associated action plan for management. The strategic, high-level, objectives of this PAMP are to:

- Integrate walking into the transport system as a legitimate form of transport to encourage it more
- Provide appropriate pedestrian facilities where required to improve accessibility and mobility
- Identify clusters and patterns of pedestrian crashes, to address safety issues
- Development and integration of pedestrian routes that complement 'Safer Routes to School' projects and Local Area Traffic Management schemes

The study area for the PAMP is shown in Figure 1-1.

Figure 1-1 Study Area



The PAMP has been prepared according to the following stages:

- Stage one - GHD carried out a comprehensive site audit of the existing path network and pedestrian facilities within the area
- Stage two - Collection and development of spatial data
- Stage three – Stakeholder and community consultation
- Stage four – Public exhibition and finalisation of the PAMP

GHD are also preparing a PAMP for West Ryde Centre on behalf of CoR. The consultation activities for both PAMPs have been undertaken concurrently.

1.2 Purpose of this Report

This report provides a summary of the outcomes of the stakeholder and community consultation activities undertaken to inform preparation of the Meadowbank Station West PAMP.

A number of consultation activities were undertaken for this PAMP, including discussions with stakeholders and the community, and an online survey. The purpose of the consultation process was to allow the community and stakeholders to provide input into the PAMP by identifying their views, concerns, and ideas, relating to pedestrian facilities and the walking network in Meadowbank.

A summary of each consultation activity and the number of people who were engaged for each activity is provided in Table 1-1.

Table 1-1 Overview of Community Engagement

Activity	Date	Number of People Engaged
Online community survey - questionnaire	30 November to 7 March 2017	136
Social Pinpoint - online map based community survey	30 November to 7 March 2017	80
Social media - comments provided to Council on the CoR Facebook site	2 February to 28 February 2017	75
Individual discussions with key Stakeholders. A letter was also sent to stakeholders to provide information of the project and consultation, which was prepared by GHD.	March to April 2017	10
Written responses from the community provided to CoR	January to March 2017	9
'Pop-up' community consultation session near Meadowbank Station	12 December 2016	15
Community workshop	21 March 2017	5
Exhibition of the draft PAMP report - - Written responses from the community provided to CoR	October to November 2017	5

The PAMP and consultation activities were promoted through:

- Newspaper advertisements in the Northern District Times on 30 November 2016 and 8 March 2017
- CoR Have Your Say website

- CoR Facebook site
- A flyer letter drop, which was delivered to all households within the study area (refer to Appendix A) to promote the online surveys/Social Pinpoint mapping tool and to invite residents to the community workshop

2. Key Results

This section of the report provides a summary of the key findings from the consultation activities. Detailed results from the consultation activities are provided in Sections 4, 5, 6 and 7.

2.1 Stakeholder Consultation

Key stakeholders were contacted via email and phone calls, to gain insight and an understanding of potential concerns regarding the pedestrian network in the Meadowbank study area. The following stakeholders were contacted:

- Roads and Maritime
- Sydney Buses
- TAFE NSW
- West Ryde Public School
- Meadowbank Public School
- St Michaels Catholic Primary School
- Ryde Police
- BikeNorth
- Guide Dogs Australia
- West Ryde Progress Association

The majority of issues identified through consultations with key stakeholders relate to the need for pedestrian crossings. These include:

- Limited crossing facilities at Belmore Street
- Limited crossing facilities at Bowden Street
- There are no safe crossings near the roundabout on Constitution Road

2.2 Community Consultation - Online Survey

The key results of the online survey include:

- The majority of survey respondents (91 per cent) have access to a motor vehicle. Driving was generally the most popular mode of transport when travelling to participate in most activities
- Walking has a high mode share for accessing local shops and recreational areas. Other modes of transport (cycle, train, bus and ferry) had lower mode share for access to local shops and recreational areas although higher rates for commuting to/from work or school
- The reason most survey respondents do not walk more often was that there is too much traffic along roads within the study area. The weather also rated highly as a reason for not walking more often.
- When asked what sort of changes would encourage more walking on a regular basis, the top response was additional road crossings for pedestrians (70 per cent).

2.3 Community Consultation - Social Pinpoint / Community Workshop

In the Social Pinpoint online mapping tool and during the community workshop, the most commonly identified issues/gaps in the PAMP study area walking network were:

- There is a need for improved visibility and reduced foliage near Constitution Road
- There is a need for a pedestrian bridge/underpass or traffic lights to replace the existing pedestrian crossings at Meadowbank Station
- The footpath from the train station to Meadowbank Park along the eastern side of Bank Street needs to be improved

2.4 Community Consultation - Written Responses

The key issues/ideas provided via email submissions to CoR and provided on the CoR Facebook social media site include:

- A traffic light controlled pedestrian crossing or overbridge for pedestrians at Meadowbank Station (western side)
- Potentially improving train frequency and scheduling of trains to arrive at different times, which could improve traffic flow and pedestrian safety in the area around Meadowbank Station

2.5 Community Consultation - Written Responses during Public Exhibition

The key issues/ideas provided by community members to CoR during the exhibition of the draft PAMP report are listed below.

- Pedestrian crossing adjacent to Meadowbank Station at Bank Street:
 - Pedestrian and vehicle conflicts, results in traffic impacts and safety issues for pedestrians. This issue has been addressed as part of this PAMP, with an intersection re-design recommended.
- Pedestrian crossing adjacent to Meadowbank Station at Railway Road:
 - Pedestrian and vehicle conflicts, results in traffic impacts and safety issues for pedestrians. This issue has been addressed as part of this PAMP, with an intersection re-design recommended.
- Constitution Road/See Street intersection:
 - Pedestrian and vehicle conflicts at this intersection. This is expected to be addressed as part of a future road upgrade.
- Station Street, along the western side of the road:
 - There is no footpath currently provided along the western side of the road. This issue has been addressed as part of this PAMP, with a new footpath proposed along the western side of Station Street.
- Station Street: A new pedestrian crossing could be provided south of Sherbrook Street. The proposed footpath along the western side of Station Street would allow pedestrians to cross Station Street using the existing pedestrian refuge at the intersection with Constitution Road
- General - improvements to footpath quality is required
- General - Traffic impacts resulting from new development in the area

3. Online Survey

A survey questionnaire was available online between 30 November and 7 March 2017, which allowed the community to identify existing gaps and issues in the walking network in the Meadowbank Station West PAMP study area. The survey consisted of nine multiple-choice and open-ended short answer questions. Feedback from the survey will help the CoR to understand walking behaviours and will provide the CoR with information to identify opportunities for improving the walking route network in Meadowbank.

The survey was advertised on Council's website through the 'Have Your Say' link, It was also promoted on Council's Facebook page and through a flyer which was delivered to residents within the study area.

As an incentive for community members to participate in the survey, CoR offered six pairs of movie tickets to members of the community who participated in the survey. A total of 136 responses were received to the online survey.

This section provides an analysis of the general survey results. A full summary of survey results is provided at Appendix B.

3.1 Profile of Respondents

3.1.1 Age Profile

Respondents were asked to identify their age group. Sixty seven per cent of respondents were 35 years and older. The highest number of respondents was aged between 35 and 49 years old (41 per cent).

It was noted from the age profile of the surveys resonant, that the proportion of respondents in the 35 to 49 age range is much higher than proportion of Meadowbank residents within this age range. While the sample is not representative, it does give an indication of the attitudes of community members within certain age groups who are engaged with Council's Facebook page and website.

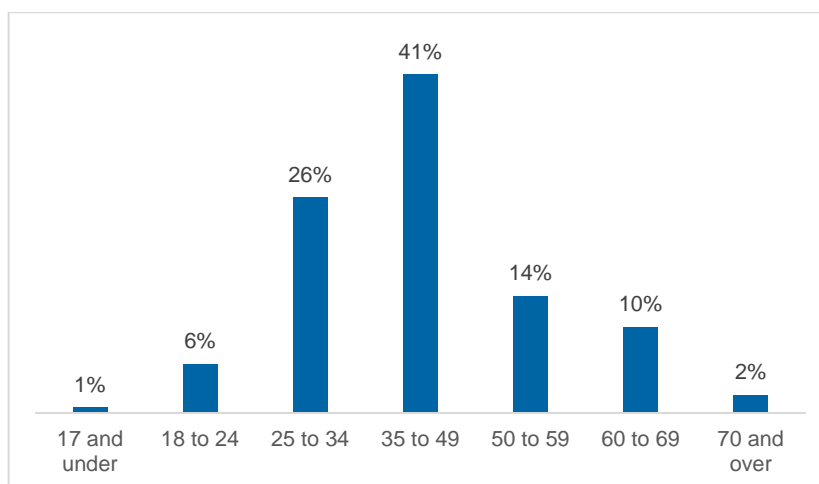


Figure 3-1 - Age Groups of Respondents

3.1.2 Gender

Around two-thirds of respondents were female (63 per cent) and around a third were male (37 per cent). Two respondents did not answer this question.

The proportion of women who responded to the survey was much higher than the proportion of women in the general population. While the sample is not representative of the area, it does give an indication of the attitudes amongst men and women who are engaged with Council via Council's Facebook page and website.

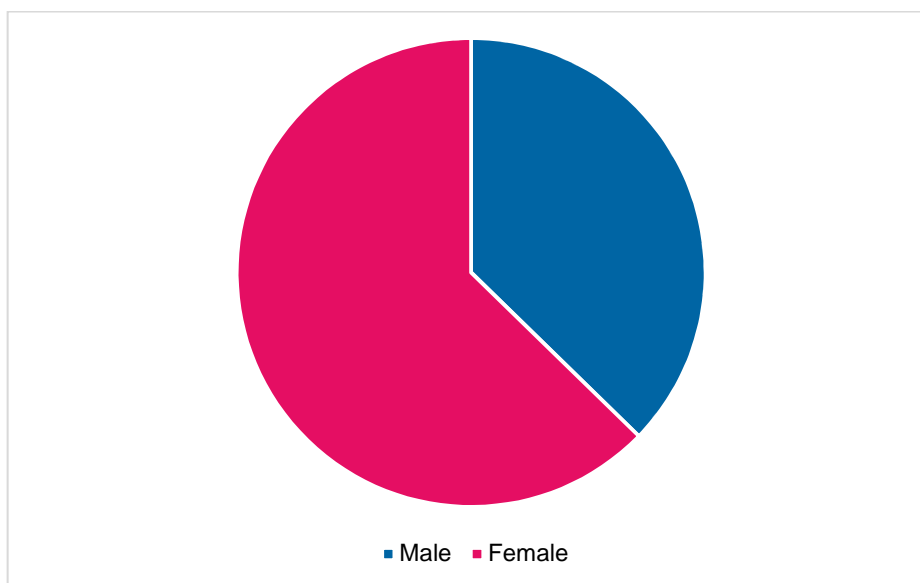


Figure 3-2 - Gender of Respondents

3.1.3 Access to a Motor Vehicle

Respondents were asked if they have access to a motor vehicle. The survey found that the majority of respondents (91 per cent) have access to a motor vehicle.

3.1.4 Transport usage

Respondents were asked what type of transport they typically use for a variety of travel activities. Respondents were able to choose more than one mode of transport for each activity type:

- Commuting to/from home to work, school or other - majority of respondents drive (66 per cent)
- Commuting to/from the bus stop - majority of respondents walk (85 per cent)
- Accompanying a child/children to school - majority of respondents drive (67 per cent) and 51 per cent walk
- For recreational activities - majority of respondents drive (73 per cent) and 71 per cent walk
- Travelling to/from local shops - majority of respondents drive (75 per cent)

Cycling, the ferry and the bus were the least popular modes of transport across all activities.

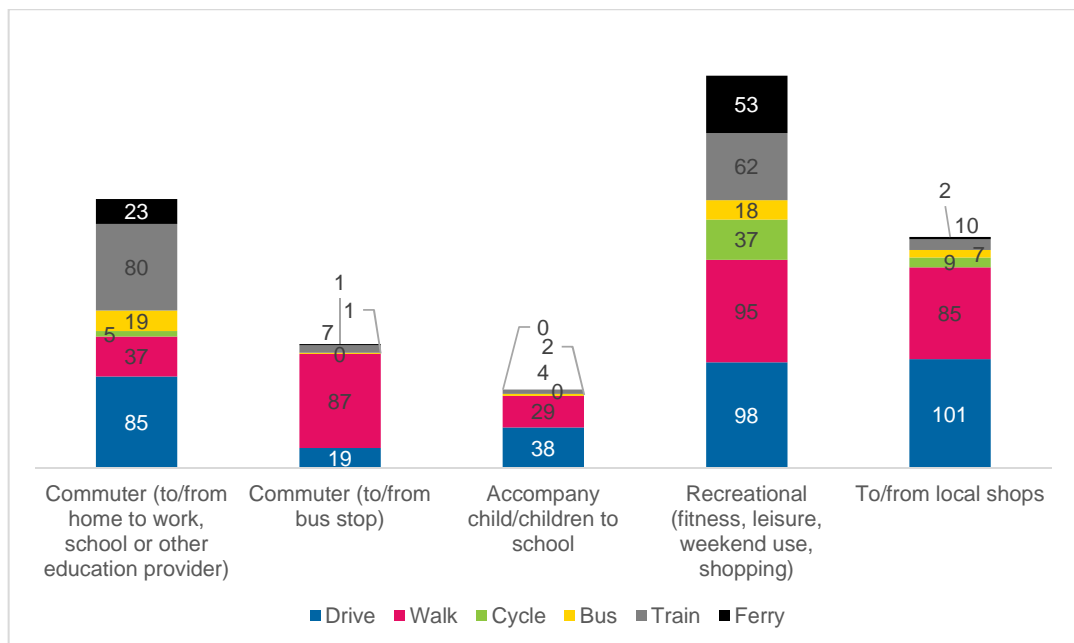


Figure 3-3 - Transport Usage by Activity Type

3.2 Reasons for Not Walking

Respondents were asked to provide the reasons why they do not walk more often for four different journey types (to shops, school, work and recreation). Four respondents did not answer this question.

The top reasons why respondents do not walk more often for all four journey types, were:

- For walking to the shops, the weather (e.g. too hot, too cold) was rated the highest reason for not walking more often (by 39 respondents)
- For walking to school, too much traffic along the roads was rated the highest reason for not walking more often (by 24 respondents)
- For walking to work, distance is too long to walk as rated the highest reason for not walking more often (by 61 respondents)

For walking for recreational activities, 56 respondents indicated that they already walk to recreational activities

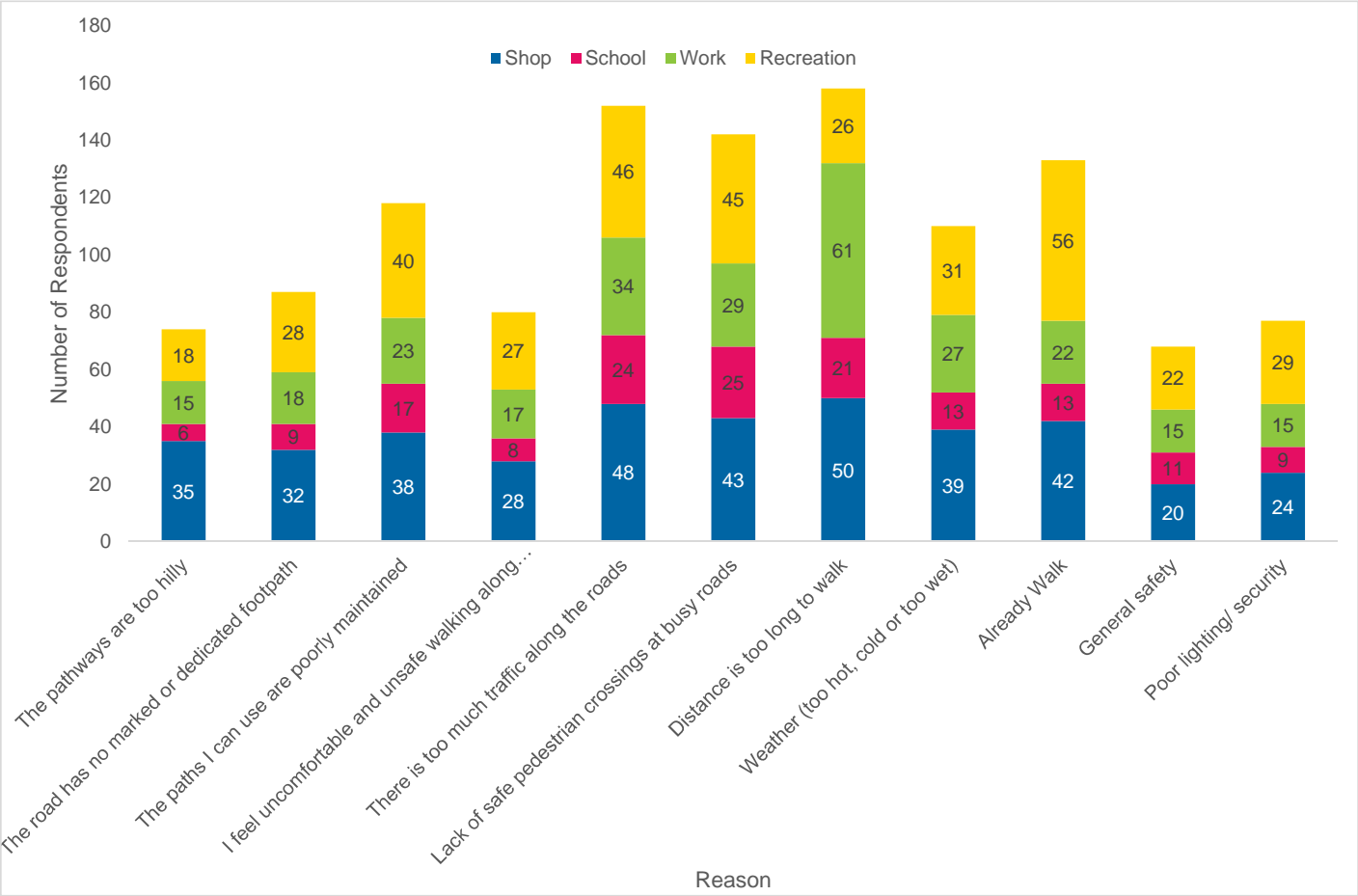


Figure 3-4 - Reasons Why Respondents do not Walk More Often, by Journey Type

3.3 Gaps in the Walking Network

Respondents were asked to identify the top three gaps in the Meadowbank walking network that they would like to see improved in the future. Fifty two respondents (38 per cent) did not answer this question.

Some of the most commonly identified gaps in the Meadowbank walking network were:

- A shared cycle and pedestrian path on the south side of Constitution Road
- A footbridge over, or set of traffic lights either side of the station
- Upgrade pedestrian crossing at See Street
- Need footpaths along Mons Avenue and Federal Street to link up with footpaths
- Connecting footpaths between Meadowbank Park and the playground on Constitution Road/Ross Smith Avenue
- A safety island along Adelaide Street
- Upgrade footpaths near TAFE and Forsyth Street
- Speed humps on Andrew Street approaching the pedestrian crossing would improve safety of pedestrians

3.4 Pedestrian Improvements

Respondents were asked what changes to pedestrian infrastructure would make them more likely to walk on a more regular basis for everyday local trips, or to commute to work/study.

The proposed changes that was most likely to make respondents walk more was additional road crossings for pedestrians (70 per cent). The survey found that audible/tactile crossing facilities at traffic signals would make no difference as to whether respondents were more likely to walk (68 per cent). Responses for the 'I might walk more' category were varied.

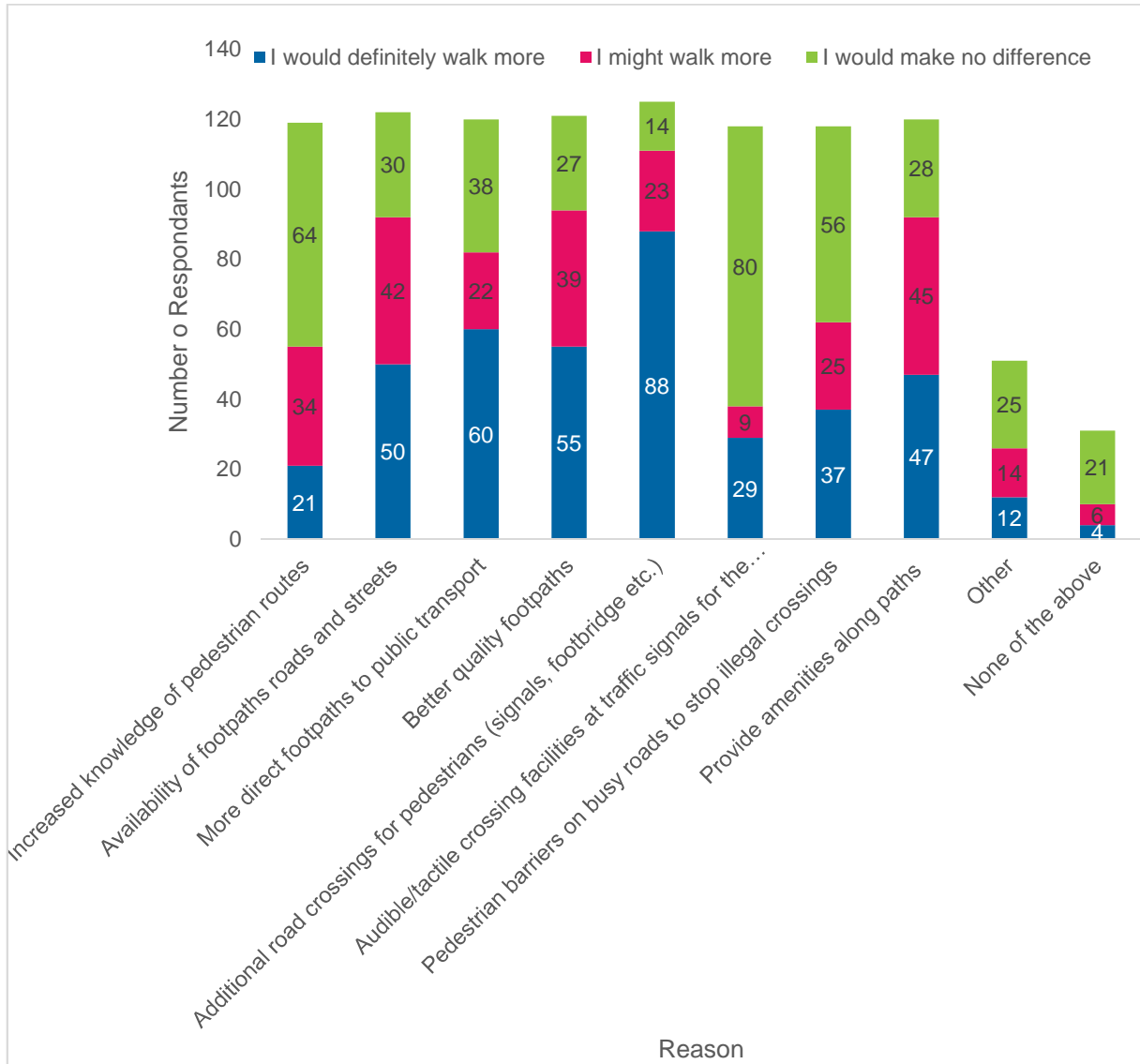


Figure 3-5 – Which Changes Would Make Respondents More Likely to Walk on a Regular Basis?

3.5 Other Feedback

Respondents were asked if there is anything else that they would like to say about pedestrian access around Meadowbank.

A full list of responses from the survey is in Appendix A.

4. Social Pinpoint

The Social Pinpoint online mapping tool was used for both the Meadowbank Station West and West Ryde Centre PAMP projects. Figure 4-1 shows the location of the study areas, which overlap.

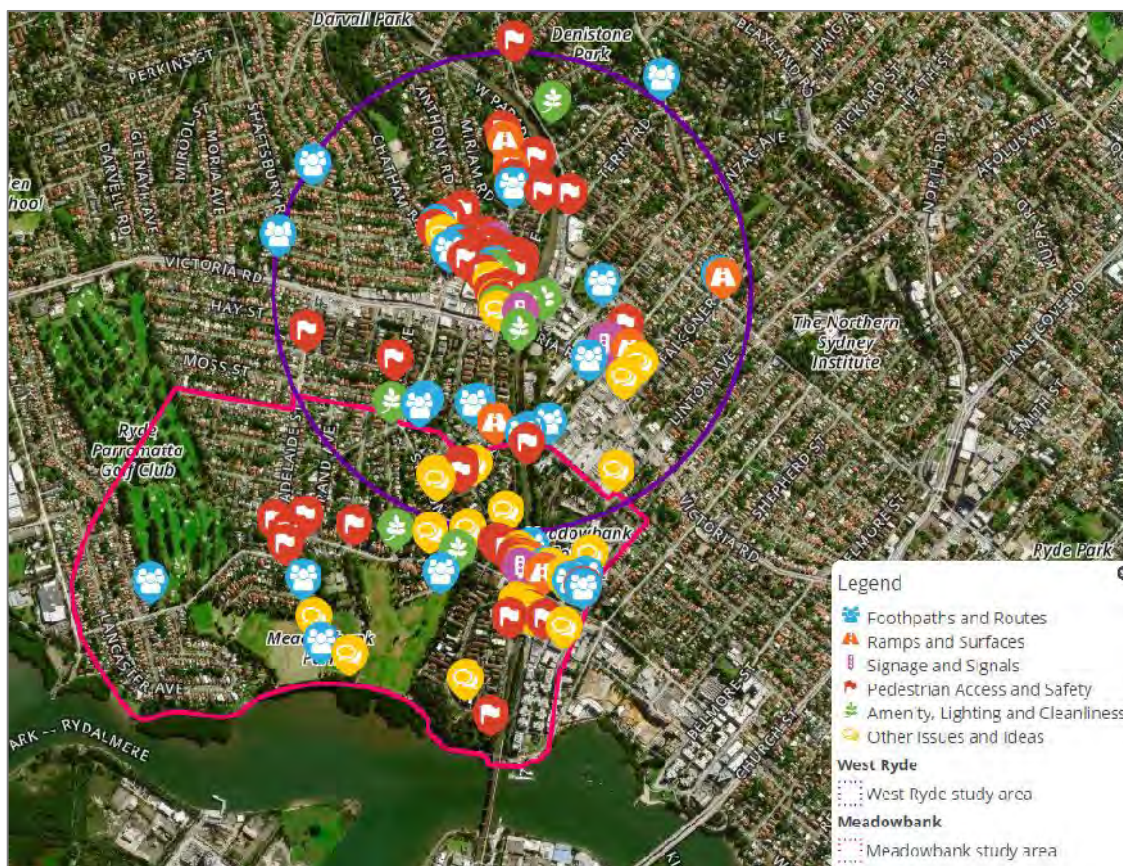


Figure 4-1 Social Pinpoint comment map

(Source: Social Pinpoint 2017)

Over 150 people provided comments on Social Pinpoint across the two PAMP projects between 30 November 2016 and 7 March 2017. Of these, 80 submissions related to the Meadowbank Station West pedestrian network. Some comments overlap with the West Ryde Centre PAMP.

Figure 4-1, shows how respondents provide their comments according to categories and positioned at the location of where the issue occurs. Table 4-1 provides a summary of the key comments for each theme.

The theme with the most comments was 'Other Issues and Ideas' with 26 comments. The majority of these related to the need for an overpass or footbridge at Meadowbank Station for pedestrian use. This was followed by 'Pedestrian Access and Safety' with 22 responses. These were primarily related to poor visibility of pedestrians by oncoming vehicles at Constitution Road and Banks Street. The third highest category was 'Footpaths and Routes' with 21 responses that related to the need for a pedestrian bridge or underpass at the station.

Table 4-1 Social Pinpoint Commentary

Issue	Number of comments	Overview of comments
Other Issues and Ideas	26	<ul style="list-style-type: none">) Overpass at the station is needed to ease traffic congestion) Cars should not be able to turn right onto Constitution Road due to safety concerns
Pedestrian Access and Safety	22	<ul style="list-style-type: none">) Visibility of pedestrians to oncoming vehicles at Constitution Road and Banks Street is poor) Footpaths along Constitution Road are poor or non-existent and this road carries a large amount of through-traffic) Median traffic island on Constitution Road needs to be upgraded or removed) Poor signage and lighting along Bank Street to indicate station access
Foot paths and Routes	21	<ul style="list-style-type: none">) Hughes Street/Station Street could be acquired for a park/bicycle path) Pedestrian bridge or underpass is required at the station) Need for improved footpath from the station to Meadowbank Park
Ramps and Surfaces	5	<ul style="list-style-type: none">) The right turning bay at Bank Street and Constitution Road is poorly located and results in poor lane adherence for cars; suggested to remove and block the right turn to Bank Street from Constitution Road) Upgrade the kerb along Bank Street that limits the traffic to local traffic only; numerous motorists parked on Bank Street
Amenity, Lighting and Cleanliness	3	<ul style="list-style-type: none">) Need for improved visibility and reduced foliage near Constitution Road) Need for improved playground facilities
Signage and Signals	3	<ul style="list-style-type: none">) Traffic signals or an overpass near Meadowbank Station are required to deal with the gridlock traffic when northbound and southbound trains stop at the same time

5. Community Workshop and Pop-Up Session

5.1 Community Workshop

A community workshop was held on 21 March 2017 at the West Ryde Hall for both the Meadowbank Station West and West Ryde Centre PAMPs. GHD facilitated discussions with members of the public to identify existing issues and identify improvements in the pedestrian network for Meadowbank Station West and West Ryde Centre study areas. Members of the community were able to drop by and discuss their issues, and identify problematic locations within the pedestrian network.

Community members and stakeholders were invited to the workshop, which was advertised online (CoR website and Facebook page) and through a flyer letter drop, which was delivered to all properties within the PAMP study area. (Appendix A).

A letter was also sent to key stakeholders to invite them to a stakeholder workshop. (Appendix C). In addition to this workshop, individual phone calls were made to ten key stakeholders to discuss any further concerns or input they had (Section 6).

A total of five community members attended the community workshop, with two GHD team members and a CoR representative also attending.

Key issues and comments were recorded at the workshop relating to both PAMPs. The comments relating to Meadowbank Station West PAMP are summarised in Table 5-1.

Table 5-1-1 - Workshop Feedback

Issue	Comments
Introduction of a shared path for pedestrian and bicycle access near Meadowbank Station and TAFE	<ul style="list-style-type: none">) The existing footpath stops at the parking area of the TAFE campus) Request to link path to existing path on Hermitage Road as it provides a direct link to Hermitage Road without having to go through the TAFE) Potential to become high volume shared path if missing link is connected) Main concern being the feasibility of a three metre wide shared path in the area (within TAFE land)
Safety on shared paths at Meadowbank Park	<ul style="list-style-type: none">) Currently no speed limit for bicycle riders along shared path – safety issue for pedestrians) All age groups of pedestrians use the shared paths) Bicycle riders tend to use the path more frequently and are more dominant within the area) Speed humps are present in certain areas but are not proving to be effective) Request for more signage in the area (so that it is clear that it is a shared path and not just for bicycle riders)) Council recently upgraded the quality of the shared paths) Volume of people have risen since the upgrades which create a higher risk of an incident/accident to occur) Uneven ground of the path prior to the upgrade used to act as traffic calming but since the upgraded, the quality of the path allows cyclists to speed through it) General consensus is that more appropriate signage is required so that people can be informed better of the shared paths and any speed limits

Issue	Comments
Safety of pedestrians at the Pedestrian Crossing near Meadowbank Railway Station	<ul style="list-style-type: none">) It was highlighted that the pedestrian crossing is a top priority within the PAMP) Possibility of having traffic signal controlled pedestrian crossing as it will force gaps in traffic and pedestrian can cross safely) Existing pedestrian crossing was deemed not to comply with Australian Standards as it crosses two lanes on one side, and one lane on the other side (Australian Standard require that it should only cross one lane in an each direction)) Lack of visibility from pedestrians and motorists due to the tight angle of the road
The location of a shared path along Rhodes Street	<ul style="list-style-type: none">) A two metre wide concrete path was recently constructed by Meadowbank TAFE (within the TAFE campus), which opened in December 2016) This footpath is located within the TAFE campus only, providing access between the TAFE buildings and the car park
General Comments	<ul style="list-style-type: none">) The idea of having trees along local streets in the area is supported, however they pose complications with tree branches falling on the paths and tree roots damaging the footpaths and creating trip hazards) The presence of medium to large tree roots has hindered the upgrading/construction of concrete paths) Bitumen paths are currently more prevalent rather than concrete paths - these paths are black in colour, they are not visible during the night) Paths have become a trip hazard in recent times

5.2 'Pop-up' Community Consultation Session

GHD and CoR held a 'pop-up' community consultation session on both sides of Meadowbank Station on 12 December 2016. Four people provided comment on pedestrian issues within the study area. All of these comments related to the existing pedestrian crossing provided at Bank Street.

6. Stakeholder Consultation

Key stakeholders were contacted via email and phone calls to gain insight and potential concerns regarding the pedestrian network in the Meadowbank study area. The following stakeholders were contacted:

- Roads and Maritime
- Sydney Buses
- TAFE NSW
- West Ryde Public School
- Meadowbank Public School
- St Michaels Catholic Primary School
- Ryde Police
- BikeNorth
- Guide Dogs Australia
- West Ryde Progress Association

Of the contacted organisations, Meadowbank Public School and the West Ryde Progress Association, provided issues and suggestions for this PAMP. The key issues from these stakeholders are summarised in Table 6-1.

Table 6-1 Stakeholder Telephone Consultations

Organisation	Issues to be addressed	Suggestions for Walking Infrastructure
Meadowbank Public School	<ul style="list-style-type: none">) Students travelling from Sheperd's Bay area via Constitution Road and Bowden Street are not safe as there are no crossings) A lot of students reside along Railway Road and there are no safe crossings) Gale Street (back of the school) has a crossing on the corner, which is unsafe and only uses flags) Many cars tend to ignore the school zone and crossings and speeds through – the 'lollipop man' and Principal herself have to constantly be at crossings to make sure students are safe) Belmore Street has no crossing) At the very top of Bowden Street, there is no way to cross) Near the roundabout on Constitution Road, there are no safe crossings) As commuters come out of the train station, they could cross for 10-15 minutes as there is only a crossing there. The traffic jam flows all the way back to our 	<ul style="list-style-type: none">) More parking spaces for buses) Traffic lights outside the station would be great to balance pedestrian traffic and car traffic) As the school is growing in student population we are in need of more 'kiss and ride' areas around the school

ITEM 2 (continued)

ATTACHMENT 1

Organisation	Issues to be addressed	Suggestions for Walking Infrastructure
	<p>school which causes issues for safety</p> <ul style="list-style-type: none">) There are no areas for parking buses - it is difficult to safely escort the students to the buses during excursions) There are two car spots in front of the school and two car spots behind designated 'kiss and ride' - there's not enough space for cars to be pulling in and picking up children safely 	
West Ryde Progress Association	<ul style="list-style-type: none">) Getting to Meadowbank Station from Constitution Road is difficult as there is no footpath) Rhodes Street to Victoria Road - no footpath on the western side) There is a bridge over a river in Meadowbank on top of a hill on Bay Drive - it's difficult to get to the footpath) Inadequate cycling facilities 	<ul style="list-style-type: none">) Make walkways from railway bridge overpass accessible to prams and wheelchairs) Hermitage Road link to Victoria Road to the underpass) More cycling parking spots at Meadowbank Station) Hermitage Road link to Meadowbank Station along railway

7. Other Feedback

7.1 Written Submissions

CoR received nine emails about the Meadowbank and West Ryde PAMPs. The main issues identified in the emails are summarised below.

- More signage is needed for pedestrians on Constitution Road. There also needs to be better visibility of pedestrians crossing on the other side of the station
- There is not enough car parking spaces along Sherbrooke Road and the footpaths along this road also need to be re-surfaced
- Construct a pedestrian crossing on Constitution Road West, on the eastern side of Charity Creek
- Construct concrete footpaths in the following streets:
 - Northern side of Sherbrooke Road
 - Western side of Station Street between Dunmore Road and Sherbrooke Road
Western side of Station Street between Sherbrooke Road and Constitution Road

7.2 Comments on Social Media

The CoR Facebook account received 75 comments and 28 shares on a post promoting the two PAMPs. The post included a link to the online survey. The majority of comments submitted on the Facebook page related to the following:

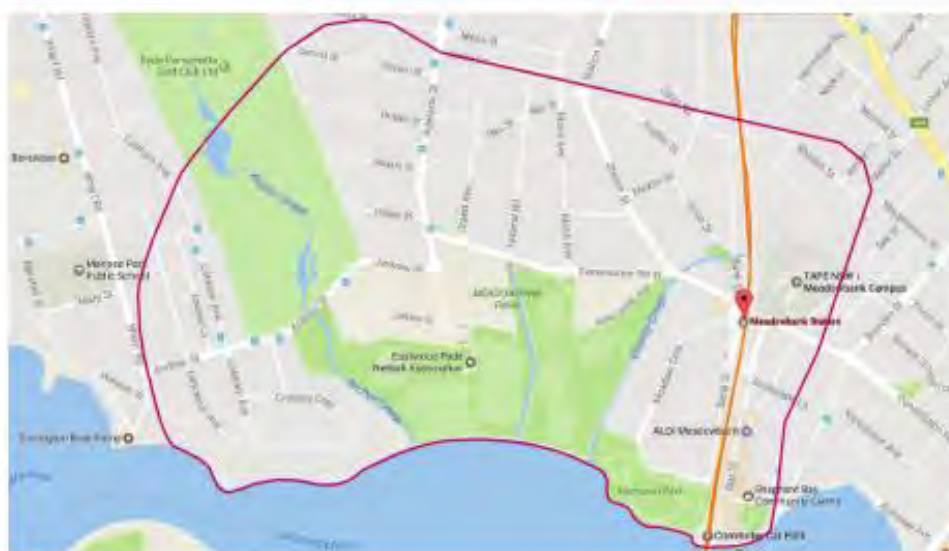
- A traffic light controlled pedestrian crossing or overpass for pedestrians at Meadowbank Station is required
- The extension and widening of footpaths near Meadowbank Station and along Constitution Road
- A pedestrian crossing on Bank Street and on Belmore and Bouden Street
- Improved train frequency and scheduling of trains to arrive at different times

Appendices

Appendix A - Community Flyer

Meadowbank Station West Pedestrian Access and Mobility Plan

 City of Ryde
Lifestyle and opportunity
@ your doorstep



© Google Maps

The City of Ryde would like your feedback to improve pedestrian facilities around Meadowbank Station and towards the west. The input you provide will go towards the development of a draft Pedestrian Access and Mobility Plan (PAMP) for the area. The purpose of a PAMP is to provide a framework for developing a safe and accessible pedestrian network. The PAMP will contain an overview of pedestrian issues as well as a recommended program for future capital works.

Have
YOUR SAY

To Have Your Say, please complete the online survey at www.ryde.nsw.gov.au/haveyoursay and show us on the online map exactly where there are issues with walking in your area. The survey will be open until 7 March 2017.

Let's
TALK

MAR
Tuesday
21

Community Workshop

When: Tuesday 21 March 2017
Time: 6.00 - 7.30pm
Where: West Ryde Hall,
1A Station Street, West Ryde
RSVP: www.pamp.eventbrite.com.au

Further Information:

If you have any queries please contact us at rydePAMP@ryde.nsw.gov.au or call 9952 8206.

Appendix B - Survey Questions and Results

Question 1

Age		
Answer Options	Response Per cent	Response Count
17 and under	0.7%	1
18 to 24	5.9%	8
25 to 34	25.9%	35
35 to 49	40.7%	55
50 to 59	14.1%	19
60 to 69	10.4%	14
70 and over	2.2%	3
Answered question		135
Skipped question		1

Question 2

Gender		
Answer Options	Response Per cent	Response Count
Male	37.3%	50
Female	62.7%	84
Answered question		134
Skipped question		2

Question 3

Do you have access to a motor vehicle?		
Answer Options	Response Per cent	Response Count
Yes	91.1%	123
No	8.9%	12
Answered question		135
Skipped question		1

ITEM 2 (continued)

ATTACHMENT 1

Question 4

What type of transport do you typically use for the following activities? (Please select all that apply)							
Answer Options	Drive	Walk	Cycle	Bus	Train	Ferry	Response Count
Commuter (to/from home to work, school or other education provider)	85	37	5	19	80	23	129
Commuter (to/from bus stop)	19	87	0	1	7	1	102
Accompany child/children to school	38	29	0	2	4	0	57
Recreational (fitness, leisure, weekend use, shopping)	98	95	37	18	62	53	134
To/from local shops	101	85	9	7	10	2	134
Answered question							135
Skipped question							1

Question 5

Please select the reasons why you do not walk more often from the list below for each journey type (Please select all that apply)					
Answer Options	Shop	School	Work	Recreation	Response Count
The pathways are too hilly	35	6	15	18	52
The road has no marked or dedicated footpath	32	9	18	28	49
The paths I can use are poorly maintained	38	17	23	40	58
I feel uncomfortable and unsafe walking along the route	28	8	17	27	48
There is too much traffic along the roads	48	24	34	46	70
Lack of safe pedestrian crossings at busy roads	43	25	29	45	73
Distance is too long to walk	50	21	61	26	88
Weather (too hot, cold or too wet)	39	13	27	31	56
Already walk	42	13	22	56	77
General safety	20	11	15	22	39
Poor lighting/ security	24	9	15	29	41
Answered question					132
Skipped question					4

Question 6

ITEM 2 (continued)

ATTACHMENT 1

In your opinion please state the top three most hazardous and unsafe locations for pedestrians within the study area. Please state the street name, nearest cross street and reason for concern

Answer Options	Response Percent	Response Count
1.	100.0%	115
2.	77.4%	89
3.	55.7%	64
Answered question		115
Skipped question		21

Question 7

Please indicate whether the following changes would make you more likely to walk on a more regular basis for everyday local trips or to commute to work/study (Please provide an answer for each option)

Answer Options	I would definitely walk more	I might walk more	I would make no difference	Response Count
Increased knowledge of pedestrian routes	21	34	64	119
Availability of footpaths roads and streets	50	42	30	122
More direct footpaths to public transport	60	22	38	120
Better quality footpaths	55	39	27	121
Additional road crossings for pedestrians (signals, footbridge etc.)	88	23	14	125
Audible/tactile crossing facilities at traffic signals for the hearing and visually impaired	29	9	80	118
Pedestrian barriers on busy roads to stop illegal crossings	37	25	56	118
Provide amenities along paths (benches, drinking fountains, shade area etc.)	47	45	28	120
Other	12	14	25	51
None of the above	4	6	21	31
Answered question				131
Skipped question				5

ITEM 2 (continued)

ATTACHMENT 1

Question 8

Do you have any other comments you would like to make in relation to pedestrian facilities with the study area and ways of improving them? Please specify the location wherever possible

Answer Options	Response Count
	84
Answered question	84
Skipped question	52

Question 9

If you would like to go into the running to win a pair of movie tickets or to be kept informed about the progress of the Meadowbank Station West PAMP, please provide your contact details below

Answer Options	Response Percent	Response Count
Name	98.3%	59
Organisation	10.0%	6
Address	90.0%	54
Address 2	11.7%	7
City/Town	88.3%	53
ZIP/Postal Code	95.0%	57
Email Address	95.0%	57
Phone Number	78.3%	47
Answered question		60
Skipped question		76

Appendix C – Letter to Stakeholders

XX February 2017

Name
Company

Dear **Name**,

Pedestrian Access Mobility Plans - Meadowbank Station West and West Ryde Centre

The City of Ryde is seeking your feedback to improve pedestrian facilities at Meadowbank Station West and West Ryde Centre. The input you provide will go toward development of draft Pedestrian Access and Mobility Plans (PAMP) for these areas.

The purpose of the PAMP is to provide a strategic framework for developing safe and accessible pedestrian routes and fostering improvements in pedestrian mobility. The PAMP will contain a comprehensive overview of pedestrian issues in the study area as well as a recommended program of works that will guide future prioritisation of capital works.

The objectives of a PAMP are to:

- Encourage pedestrian activity for short trips (1.5 - 2 km)
- Reduce the number of missing connections within the pedestrian network
- Improve pedestrian safety
- Improve pedestrian connectivity with other transport modes, including train, bus, bicycle and car
- Provide facilities which cater for the needs of all pedestrians, including people with disabilities, commuters, children, seniors and recreational walkers
- Complement existing and future planned walking and cycling facilities in the area

Stakeholder Workshop

You are invited to attend a workshop to discuss existing issues and brainstorm ideas for proposed improvements.

Details for the workshop are:

- **Date:** **Tuesday, 21 March 2017**
- **Time:** **3pm to 4.30pm**
- **Location:** **West Ryde Hall, 1A Station Street, West Ryde**
- **RSVP:** **by 7 March 2017 at <https://pampworkshop.eventbrite.com.au>**

You can also submit your feedback by going online to **<http://www.ryde.nsw.gov.au/haveyoursay>** and completing the online survey and showing us on the online map exactly where there are issues within the study area that you know of. The online survey will be available until 7 March 2017.

For more information on the Meadowbank Station West PAMP and West Ryde Centre PAMP, please visit **<http://www.ryde.nsw.gov.au/haveyoursay>** or call us on **1800 810 680**

Sincerely
Name

ITEM 2 (continued)**ATTACHMENT 1**

GHD

Level 15

333 Castlereagh Street, Sydney, NSW, 2000

T: +61 2 9239 7100 F: +61 2 9239 7199 E: sydmail@ghd.com

© GHD 2017

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

N:\AU\Sydney\Projects\21\25871

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Rev 1		Lauren Harding	On File	G McCabe	On File	30/05/2017
Rev 2		Lauren Harding	On File	G McCabe	On File	07/06/2017
Rev 3	OP	S Rosewell	On File	G McCabe	On File	29/11/2017

www.ghd.com



Appendix B – Weighted PAMP Scoring

ITEM 2 (continued)

Meadowbank Station West PAMP

Summary

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	RMS Priority	RMS Rank	Priority
106	Constitution Road / Railway Parade	Meadowbank Station Precinct - Traffic and pedestrian conflicts, with long queues observed due to pedestrian crossing. Driver impatience also observed at the crossing, which can be a safety issue for pedestrians.	Intersection design	Intersection re-design. Council is currently working with Roads and Maritime to deliver a signal controlled pedestrian crossing at this location.		N/A	Council / RMS	TBC	76	1	High
34	Meadow Crescent, west of Bank Street	Poor visibility at crossing location behind a tree. Poor quality kerb ramps provided and the brick footpath paving is uneven and patched with asphalt infill in sections. This results in changes in the surface level and is a trip hazard	Intersection design	Re-design the intersection and resurface footpaths.		N/A	Council / RMS	TBC	74	2	High
33	Meadow Crescent	Footpath is uneven in sections and asphalt infill results in changes in the surface level - trip hazard	Poor quality footpath	Resurface the footpath		80	Council	18,000	62	3	High
65	Maxim St, west of Union St	Pedestrians are required to access the pedestrian crossing from Union Street via a driveway and steps. Access to the northern side of the crossing via steps (no kerb ramp provided)	Missing link	Pedestrian crossing is to be replaced with a new crossing in 2017/18 (Roads and Maritime grant). Introduce AS.1428 compliant ramp on the northern side of the crossing.		30	Council	N/A - Funding already provided	60	4	High
17	Bank St, south of Meadowbank Station	No kerb ramp provided on either side of the road, with footpath on eastern side facing a driveway. This is one of only three east-west connection across the rail line at Meadowbank (alternative via Meadowbank Station or shared path along Parramatta River).	Kerb ramps	Provide a new kerb blister and kerb ramp on the western side, which requires the removal of one parking space. Realign footpath and provision of a kerb ramp on the eastern side.	1		Council	18,900	58	5	Medium
62	Rhodes St, east of Hermitage Rd	Footpath ends at substation	Missing link	Provide a shared path as per Bicycle Strategy			Council / RMS	N/A funding as part of Bike Plan	58	5	Medium
64	Union St / Maxim St intersection	Kerb ramp is facing into drain on the opposite side of the street	Kerb ramps	Provide a new kerb ramp and ramp to connect with footpath on northern side of Maxim Street.	1		Council	3,360	58	5	Medium
1	Constitution Rd, west of See St	Area around service lids are infilled with asphalt causing the surface to be indented and act as a trip hazard Described as 'appalling' by member of public	Poor quality footpath	Resurface footpath		20	Council	9,000	55	8	Medium
2	Constitution Rd, east of See St	High drop-off along footpath edge	Poor quality footpath	The road is to be reconstructed in the future. Cross falls will be addressed in the new design. Temporary upgrade to include new asphalt and painted edge.		20	Council	NA	55	8	Medium
59	Macpherson St / Mellor St intersection	No stop line or give way lines at intersection. Unclear as to which intersection approach has the priority, which could be confusing to motorists and pedestrians crossing at this location.	Intersection design	Provide stop line or give way line at Macpherson St approach.	1		Council	TBC	55	8	Medium
60	Rhodes St, south of Mellor St	Pedestrians have the priority across the driveway. However, the provision of the yellow refuge island makes it unclear as to whether drivers or pedestrians have priority at this location.	Intersection design	Remove the pedestrian refuge and consider replacing with zebra crossing	1		Council	TBC	55	8	Medium
61	Rhodes St, east of Hermitage Rd	Poor quality footpath	Poor quality footpath	Provide a shared path as per Bicycle Strategy		100	Council	N/A funding as part of Bike Plan	55	8	Medium
107	Angus St	No footpath on either side of street	Missing link	Provide a new footpath on one side of the road, kerb x2 extensions and a pedestrian refuge island	2	120	Council	23,400	55	8	Medium
108	Angus St	No footpath on bridge	Missing link	Provide a new shared zone	1		Council	600	55	8	Medium
28	Meadow Crescent	Missing link - Goat track indicates pedestrians desire line to footpath within Memorial Park from Meadow Crescent	Missing link	Provide a new footpath		10	Council	1,950	53	15	Medium
3	Constitution Rd, east of See St	Narrow walkway due to barrier may inhibit access to pedestrians with prams and/or wheelchairs	Narrow footpath	The road is to be reconstructed in the future. This issue will be addressed in the new design.		50	Council	NA	52	16	Medium
59	Macpherson St / Mellor St intersection	Kerb ramps are unaligned	Kerb ramps	Replace and realign the kerb ramp(s)	1		Council	1,800	52	16	Medium
14	Bay Dr	Shared path ends at footpath. No signage to indicate where the shared path starts / ends	Signage	Install shared path start / ends signage	1		Council / RMS	600	51	18	Medium
16	Bank St	Bridge has been identified by public as an issue, with the decking not being sturdy.	Poor quality footpath	TfNSW to consider upgrading the footpath on the bridge. To be considered for future renewal in S94 plan.	1	30	TfNSW / RMS	TBC	51	18	Medium
55	Macpherson St / Forsyth St intersection	Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	2		Council	3,600	50	20	Medium
66	Maxim St, east of Union St	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	4		Council	200	50	20	Medium
15	Railway Rd, south of Bank St	Electrical infrastructure obstructing footpath	Obstruction in footpath	Remove redundant pole	1		Council / service provider	TBC	49	22	Medium
32	Meadow Crescent	Section of narrow footpath (approximately 1 m)	Narrow footpath	Widen / upgrade footpath		20	Council	4,500	48	23	Medium
4	Constitution Rd, west of Bowden St	High drop-off along footpath edge creates inconsistent surface level and trip hazard	Poor quality footpath	The road is to be reconstructed in the future. Cross falls will be addressed in the new design. Temporary upgrade to include soil topping.		10	Council	10,000	47	24	Medium
58	Macpherson St, between Mellor St and Forsyth St	No footpath on northern side. "Goat track" observed indicating desire line for pedestrians.	Missing link	Provide a new footpath		80	Council	15,600	47	24	Medium
10	Bay Dr, south of Underdale Ln	Service lid is lopsided and creates an inconsistent surface level is trip hazard	Trip hazard	Upgrade the service access lid to remove trip hazard	1		Council / service provider	500	46	26	Medium
11	Railway Rd, south of Underdale Ln	Footpath outside of development area is narrow and poor quality	Poor quality footpath	Resurface and widen footpath. This will be addressed as part of the public domain upgrade for this development.		60	Developer	13500	46	26	Medium
12	Railway Rd, north of Underdale Ln	Raised section of footpath resulting in a trip hazard	Trip hazard	Fill in the verge		10	Council	10,000	46	26	Medium
21	Bank St	No kerb ramp on the opposite side of the street to provide link	Kerb ramps	Provide a new kerb ramps	2		Council	3,600	45	29	Medium
40	Constitution Rd / Adelaide St intersection	No pedestrian refuge island provided across a wide crossing point (side street) at the intersection	Wide crossing point	Provide a new pedestrian refuge island and kerb extensions on both Adelaide Street and Constitution Road, and upgrade kerb ramps	2		Council	43,500	45	29	Medium
41	Adelaide St, south of Hibble St	Bus shelter not located at the bus stop landing.	Bus stop	Consider moving the bus shelter to the bus landing	1		TfNSW / Sydney Buses	10,400	45	29	Medium
42	Adelaide St / Andrew St intersection	No provision of physical pedestrian island - only a gap in the raised pavement markers are provided.	Non standard pedestrian refuge	Provide a new pedestrian refuge island and upgrade the kerb ramps	1		Council	43,500	45	29	Medium
54	See St, south of Macpherson St	Poor quality footpath	Poor quality footpath	Resurface the footpath		150	Council	33,750	45	29	Medium
56	Macpherson St	Broken footpath due to tree root	Poor quality footpath	Resurface the footpath		30	Council	6,750	45	29	Medium
57	Macpherson St	Poor quality footpath	Poor quality footpath	Resurface the footpath		5	Council	1125	45	29	Medium
73	Andrew St, west of Adelaide St	No pedestrian crossing facility to bus stop on western side of the street (adjacent to Meadowbank Park).	Wide crossing point	Provide kerb blister / extension and kerb ramps	1		Council	17,100	45	29	Medium
9	Underdale Ln, west of Bowden St	No footpath on western side of the street. Footpath provided on eastern side only.	Missing link	Provide a new footpath	65	65	Developer	12,675	44	37	Medium
99	Adelaide St near Huxley St	No pedestrian refuge crossing point along Adelaide Street for around 600 metres. Adelaide Street is a wide street, with bus stops along both sides of the street.	Wide crossing point	Improve pedestrian connectivity across Adelaide Street by providing a new pedestrian refuge and kerb ramps	1		Council	43,500	44	37	Medium
19	Bank St	Pedestrian route is through the car park	Signage	Create a shared zone through the provision of signage	1		Council	600	43	39	Medium
24	Bank St	Footpath is narrow with a width of approximately 0.70m	Narrow footpath	Widen / upgrade footpath		30	Council	6,750	43	39	Medium
27	Meadow Cres	Footpath narrows from 1.20m to approximately 0.7m	Poor quality footpath	Widen / upgrade footpath		80	Council	18,000	43	39	Medium
29	Meadow Crescent	Service lid is sunken in creating a trip hazard	Poor quality footpath	Resurface the footpath		5	Council	1,125	43	39	Medium
30	Meadow Crescent	The asphalt infill around the service lid is at a lower level than the surface	Poor quality footpath	Resurface the footpath		5	Council	1,125	43	39	Medium

ITEM 2 (continued)

Meadowbank Station West PAMP

Summary

ATTACHMENT 1

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	RMS Priority	RMS Rank	Priority
31	Meadow Crescent	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	5		Council	250	43	39	Medium
5	Constitution Rd / Bowden St intersection	Non-standard pedestrian refuge is (missing safety bollards) and unaligned kerb ramps	Kerb ramps	The road is to be reconstructed in the future. This issue will be addressed in the new design.	1		Council	N/A	42	46	Medium
6	Bowden St, south of Constitution Rd	Raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	3		Council	150	42	46	Medium
8	Bowden St, south of Underdale Ln	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Upgrade the service access lid to remove trip hazard	1		Council / service provider	500	42	46	Medium
35	Constitution Rd West / Ross Smith Avenue intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Provide kerb blister / extension and kerb ramps	1		Council	17,100	42	46	Medium
38	Constitution Rd / Federal Rd intersection	Wide crossing point at intersection. High radius kerb return. Allows higher vehicle turning speeds	Wide crossing point	Reduce radius - Kerb extension using raised pavement markers and line marking	1		Council	17,100	42	46	Medium
90	Cobham Ave / Parer St intersection	No footpath connection to the bus stop	Missing link	Provide a new footpath, with landing and tactile ground surface indicators at bus stop		30	Council	14,250	42	46	Medium
43	James St / Adelaide St	Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	1		Council	1,800	40	52	Medium
68	Bank St / Union St	Kerb ramps not aligned with crossing point. No kerb ramp provided on the Bank Street approach.	Wide crossing point	Provide new kerb ramps and kerb blister. Potential issue with storm water drains in this area. Kerb extension design to consider impacts to storm water drainage.	1		Council	17,100	40	52	Medium
84	Lancaster Ave / Andrew St intersection	Long crossing across Andrew Street	Wide crossing point	Provide a kerb blister / extension and kerb ramps on each side of Andrew Street to reduce road crossing distance	2		Council	17,100	39	54	Low
85	Lancaster Ave / Andrew St intersection	Non standard pedestrian refuge island	Non standard pedestrian refuge	Upgrade pedestrian refuge island	1		Council	43,500	39	54	Low
7	Bowden St, south of Underdale Ln	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	2		Council	100	37	56	Low
39	Constitution Rd / Federal Rd	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	5		Council	250	37	56	Low
52	Station St	No footpath provided along the western side of the street (existing footpath provided on the eastern side of the street). "Goat track" observed on the western side of the street, indicate pedestrian desire line.	Missing link	Provide new footpath and kerb ramps		460	Council	89,700	37	56	Low
71	Andrew St, west of Adelaide St	No pad area or tactile ground surface indicators at bus stop	Bus stop	Provide bus stop pad area and tactile ground surface indicators at bus stop	1		Council	8,900	37	56	Low
83	Lancaster Ave / Andrew St intersection	Non standard pedestrian refuge island	Non standard pedestrian refuge	Upgrade pedestrian refuge island	1		Council	43,500	37	56	Low
88	Parer St / Andrew Ln intersection	Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	2		Council	3,600	37	56	Low
89	Cobham Ave / Parer St intersection	Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	2		Council	3,600	37	56	Low
102	Adelaide St between Darwin Street and Huxley Street	Footpath is deteriorating due to its age	Poor quality footpath	Resurface the footpath		100	Council	22,500	37	56	Low
95	Adelaide St / Hibble St intersection	Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	2		Council	3,600	36	64	Low
96	Adelaide St	Footpath terrain is uneven especially at the interface with the newer concrete surface	Poor quality footpath	Resurface the footpath		15	Council	3,375	36	64	Low
97	Adelaide St / Deakin St intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Replace and realign the kerb ramp(s)	1		Council	1,800	36	64	Low
18	Bank St	Kerb ramp has a high lip	Kerb ramps	Provide a new kerb ramp	1		Council	1,800	35	67	Low
19	Bank St	Footpath is unsightly as it is covered in dirt and fallen leaves	Overgrown vegetation	Vegetation trimming / clearing			Council	200	35	67	Low
20	Bank St	Service lid is sunken in creating a trip hazard to pedestrians	Poor quality footpath	Resurface the footpath		2	Council	450	35	67	Low
22	Bank St	Raised section of footpath resulting in a trip hazard	Trip hazard	Resurface the footpath		10	Council	2,250	35	67	Low
23	Bank St	Service lid is not secure and moves when walked on - may act as a trip hazard	Trip hazard	Upgrade the service access lid to remove trip hazard	1		Council / service provider	500	35	67	Low
25	Bank St	Service lid is not secure and moves when walked on - may act as a trip hazard	Trip hazard	Upgrade the service access lid to remove trip hazard	3		Council / service provider	1,500	35	67	Low
26	Meadow Cres	Raised section of footpath resulting in a trip hazard	Trip hazard	Resurface the footpath		10	Council	2,250	35	67	Low
44	Constitution Rd West, east of Adelaide St	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	4		Council	200	35	67	Low
53	Constitution Rd West, east of Station Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	2		Council	100	35	67	Low
69	Andrew St, west of Adelaide St	No footpath along the southern side of the street	Missing link	Consider providing a new footpath along southern side of the road		160	Council	31,200	35	67	Low
98	Deakin St	Footpath does not continue to the end of the street	Missing link	Provide a new footpath on one side of the road		180	Council	35,100	35	67	Low
100	Huxley St	Footpath does not continue to the end of the street	Missing link	Provide a new footpath on one side of the road. Council have advised that this footpath on northern side of street is listed in the 2020/21 footpath expansion program.		270	Council	52,650	35	67	Low
103	Darwin St	No footpath along the southern side of the street. However, there is a footpath along the northern side of the street.	Missing link	None			Council	0	35	67	Low
109	Hibble St	Footpath does not continue to the end of the street	Missing link	Provide a new footpath on one side of the road (northern side) to complete the footpath along this street.		130	Council	25,350	35	67	Low
109	Hibble St	Footpath does not continue to the end of the street	Missing link	Provide a new footpath on one side of the road (northern side) to complete the footpath along this street.		130	Council	25350	35	67	Low
93	Cobham Ave, north of Andrew St	Poor quality footpath, with cracked and uneven sections which could be a trip hazard.	Poor quality footpath	Resurface the footpath		45	Council	10,125	34	80	Low
94	Cobham Ave, north of Andrew St	Poor quality footpath, with cracked and uneven sections which could be a trip hazard.	Poor quality footpath	Resurface the footpath		50	Council	11,250	34	80	Low
99	Adelaide St / Huxley St intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Replace and realign the kerb ramp(s)	1		Council	1,800	34	80	Low
101	Adelaide St / Huxley St intersection	Kerb ramps are unaligned	Kerb ramps	Replace and realign the kerb ramp(s)	2		Council	3,600	34	80	Low
104	Adelaide St / Darwin St	Kerb ramp is not aligned with the one opposite	Kerb ramps	Replace and realign the kerb ramp(s)	1		Council	1,800	34	80	Low
45	Grand Ave	No footpath on either side of the street	Missing link	Provide new footpath and kerb ramps. Council have identified this is a proposal in the 2017/18 footpath expansion program.		440	Council	85,800	33	85	Low
72	Andrew St, west of Adelaide St	Poor quality footpath	Poor quality footpath	Resurface the footpath		40	Council	9,000	32	86	Low
82	Lancaster Ave	No pedestrian crossing facility to shared path. Crossing location is at a bend in the road, which could be unsafe for pedestrians.	Wide crossing point	Provide kerb blister / extension and kerb ramps to reduce the crossing distance and improve pedestrian safety	1		Council	17,100	32	86	Low
91	Cobham Ave, south of Parer St intersection	Sunken section of footpath forming a trip hazard	Poor quality footpath	Resurface the footpath		4	Council	900	32	86	Low
92	Cobham Ave, south of Parer St intersection	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	4		Council	200	32	86	Low
46	Grand Ave	No footpath on either side of the street	Missing link	Provide new footpath and kerb ramps. Council have identified this is a proposal in the 2017/18 footpath expansion program.		440	Council	85,800	30	90	Low

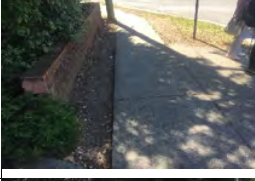
ITEM 2 (continued)










Meadowbank Station West PAMP


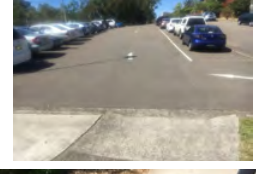
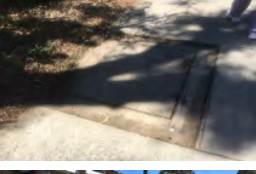



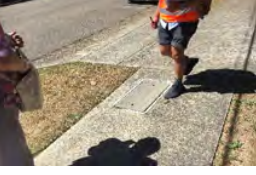


Summary










ATTACHMENT 1










PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	RMS Priority	RMS Rank	Priority
47	Federal Rd	No footpath provided along the eastern side of the street (existing footpath provided on the western side of the street). "Goat track" observed on the eastern side of the street, indicate pedestrian desire line.	Missing link	Provide new footpath and kerb ramps		450	Council	87,750	30	90	Low
48	Mons Ave	No footpath provided along the western side of the street (existing footpath provided on the eastern side of the street). "Goat track" observed on the western side of the street, indicate pedestrian desire line.	Missing link	Provide new footpath and kerb ramps		400	Council	78,000	30	90	Low
63	Union St	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	8		Council	400	30	90	Low
67	Bank St	Poor quality footpath	Poor quality footpath	Resurface the footpath		25	Council	5,625	30	90	Low
36	Ross Smith Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	2		Council	100	29	95	Low
37	Ross Smith Ave	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim the vegetation	1		Council	200	29	95	Low
70	Andrew St, west of Adelaide St	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	4		Council	200	27	97	Low
75	Macintosh St / Crowley Cres intersection	Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	2		Council	3,600	27	97	Low
81	Lancaster Ave / Cobham Ave intersection	Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	2		Council	3,600	27	97	Low
86	Lancaster Ave, north of Andrew St	Poor quality footpath with cracked paving.	Poor quality footpath	Resurface the footpath		100	Council	22,500	27	97	Low
87	Parer St, east of Lancaster Ave	Poor quality footpath	Poor quality footpath	Resurface the footpath		20	Council	4,500	27	97	Low
74	Macintosh St	Raised footpath tile at the joint presents a trip hazard to pedestrians	Poor quality footpath	Resurface the footpath		20	Council	4,500	22	102	Low
76	Macintosh St	Raised sections of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	11		Council	550	22	102	Low
77	Crowley Cres	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	5		Council	250	22	102	Low
78	Crowley Cres	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	5		Council	250	22	102	Low
79	Crowley Cres	Overgrown foliage reduces the effective width of footpath	Trip hazard	Trim the vegetation	1		Council	200	22	102	Low
80	Lancaster Ave	Poor quality footpath with cracked paving.	Poor quality footpath	Resurface the footpath		150	Council	33,750	22	102	Low
105	Lancaster Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	15		Council	750	22	102	Low
49	Constitution Rd West	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim the vegetation	1		Council	200	20	109	Low
50	Constitution Rd West, east of Mons Ave	Footpath is steep and grading downwards towards the street in sections. May be difficult for some pedestrians to walk along this footpath.	Poor quality footpath	Resurface the footpath		20	Council	4,500	20	109	Low
51	Constitution Rd West, west of Station St	Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	2		Council	100	20	109	Low
13	Railway Rd	Access to pedestrian refuge via steps from eastern side, with no kerb ramp on the western side	Steps	No upgrade - alternative crossing location provided to the north			Council	0	0	112	Low










PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits Demonstrated Path	Continuity of Routes Addition to existing facility	Ped Route Hierarchy	Priority	
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Road Hierarchy	Hazardous Area	Pedestrian Crashes				RMS Priority	RMS Rank
1	Constitution Rd, west of See St	Northern side		Area around service lids are infilled with asphalt causing the surface to be indent and act as a trip hazard. Described as 'appalling' by member of public.	Poor quality footpath	Resurface footpath	Footpath upgrade	Footpath		20	Council	9000	8	10	10	3	8	5	0	8	0	3	55	8	
2	Constitution Rd, east of See St	Northern side		High drop-off along footpath edge	Poor quality footpath	The road is to be reconstructed in the future. Cross falls will be addressed in the new design. Temporary upgrade to include new asphalt and painted edge.	Footpath upgrade	Footpath		20	Council	NA	5	10	10	3	8	8	0	8	0	3	55	8	
3	Constitution Rd, east of See St	Northern side		Narrow walkway due to barrier may inhibit access to pedestrians with prams and/or wheelchairs	Narrow footpath	The road is to be reconstructed in the future. This issue will be addressed in the new design.	none	Footpath		50	Council	NA	5	10	10	3	8	5	0	8	0	3	52	16	
4	Constitution Rd, west of Bowden St	Northern side		High drop-off along footpath edge creates inconsistent surface level and trip hazard	Poor quality footpath	The road is to be reconstructed in the future. Cross falls will be addressed in the new design. Temporary upgrade to include soil topping.	Verge upgrade	Footpath		10	Council	10000	5	5	10	3	8	5	0	8	0	3	47	24	
5	Constitution Rd / Bowden St intersection			Non-standard pedestrian refuge is (missing safety bollards) and unaligned kerb ramps	Kerb ramps	The road is to be reconstructed in the future. This issue will be addressed in the new design.	none	PAMP	1		Council	N/A	0	5	8	3	8	5	0	5	5	3	42	46	
6	Bowden St, south of Constitution Rd	Western side		Raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	3		Council	150	0	5	8	3	8	5	0	5	5	3	42	46	
7	Bowden St, south of Underdale Ln	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	0	5	8	3	8	5	0	5	0	3	37	56	
8	Bowden St, south of Underdale Ln	Western side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Upgrade the service access lid to remove trip hazard	Service access	Footpath	1	N/A	Council / service provider	500	0	5	8	3	8	5	0	5	5	3	42	46	
9	Underdale Ln, west of Bowden St	S		No footpath on western side of the street. Footpath provided on eastern side only.	Missing link	Provide a new footpath	New footpath	Footpath	65	65	Developer	12675	5	5	8	5	8	0	0	5	5	3	44	37	

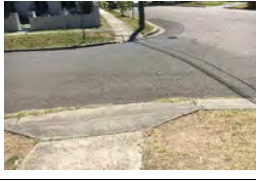
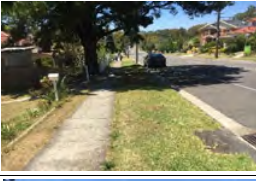
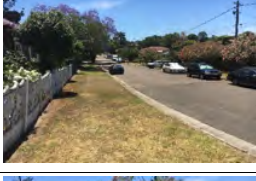
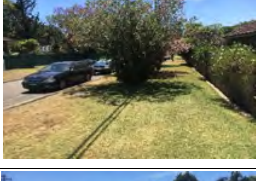




PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits Demonstrated Path	Continuity of Routes Addition to existing facility	Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Road Hierarchy	Hazardous Area			Pedestrian Crashes	Ped Route Hierarchy	RMS Priority
10	Bay Dr, south of Underdale Ln	Eastern side		Service lid is lopsided and creates an inconsistent surface level is trip hazard	Trip hazard	Upgrade the service access lid to remove trip hazard	Service access	Footpath	1	N/A	Council / service provider	500	5	5	8	5	8	0	0	5	5	5	46	26
11	Railway Rd, south of Underdale Ln	Eastern side		Footpath outside of development area is narrow and poor quality	Poor quality footpath	Resurface and widen footpath. This will be addressed as part of the public domain upgrade for this development.	Footpath upgrade	Footpath		60	Developer	13500	5	5	8	5	8	0	0	5	5	5	46	26
12	Railway Rd, north of Underdale Ln	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Fill in the verge	Verge upgrade	Footpath		10	Council	10000	5	5	10	5	8	0	0	8	0	5	46	26
13	Railway Rd	Eastern side		Access to pedestrian refuge via steps from eastern side, with no kerb ramp on the western side	Steps	No upgrade - alternative crossing location provided to the north	none															0	112	
14	Bay Dr	W		Shared path ends at footpath. No signage to indicate where the shared path starts / ends	Signage	Install shared path start / ends signage	Signage	PAMP	1		Council / RMS	600	5	5	10	5	8	0	0	8	5	5	51	18
15	Railway Rd, south of Bank St	Western side		Electrical infrastructure obstructing footpath	Obstruction in footpath	Remove redundant pole	Footpath upgrade	Footpath	1		Council / service provider	TBC	5	5	10	5	8	0	0	8	5	3	49	22
16	Bank St	Western side		Bridge has been identified by public as an issue, with the decking not being sturdy.	Poor quality footpath	TINSW to consider upgrading the footpath on the bridge. To be considered for future renewal in S94 plan.	Footpath upgrade	Footpath	1	30	TINSW / RMS	TBC	5	5	10	5	10	0	0	8	5	3	51	18
17	Bank St, south of Meadowbank Station	Eastern side		No kerb ramp provided on either side of the road, with footpath on eastern side facing a driveway. This is one of only three east-west connections across the rail line at Meadowbank (alternative via Meadowbank Station or shared path along Parramatta River).	Kerb ramps	Provide a new kerb blister and kerb ramp on the western side, which requires the removal of one parking space. Realign footpath and provision of a kerb ramp on the eastern side.	Kerb ramps and kerb extension / blister	PAMP	1	N/A	Council	18900	5	5	8	1	10	8	0	8	10	3	58	5
18	Bank St	Eastern side		Kerb ramp has a high lip	Kerb ramps	Provide a new kerb ramp	Kerb ramps	PAMP	1	N/A	Council	1800	5	5	5	1	8	0	0	8	0	3	35	67



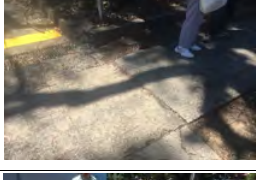






PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits Demonstrated Path	Continuity of Routes Addition to existing facility	Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Road Hierarchy	Hazardous Area	Pedestrian Crashes			Ped Route Hierarchy	RMS Priority	RMS Rank
19	Bank St	Eastern side		Footpath is unsightly as it is covered in dirt and fallen leaves	Overgrown vegetation	Vegetation trimming / clearing	Vegetation trimming	Footpath			Council	200	5	5	5	1	8	0	0	8	0	3	35	67	
19	Bank St	Eastern side		Pedestrian route is through the car park	Signage	Create a shared zone through the provision of signage	Shared zone	PAMP	1		Council	600	5	5	5	1	8	8	0	8	0	3	43	39	
20	Bank St	Eastern side		Service lid is sunken in creating a trip hazard to pedestrians	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		2	Council	450	5	5	5	1	8	0	0	8	0	3	35	67	
21	Bank St	Northern side		No kerb ramp on the opposite side of the street to provide link	Kerb ramps	Provide a new kerb ramps	Kerb ramps	PAMP	2	N/A	Council	3600	5	5	5	1	8	0	0	8	10	3	45	29	
22	Bank St	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Resurface the footpath	Footpath upgrade	Footpath		10	Council	2250	5	5	5	1	8	0	0	8	0	3	35	67	
22	Bank St	Western side		Raised section of footpath resulting in a trip hazard		Resurface the footpath	Footpath upgrade	Footpath		10	Council												0	112	
23	Bank St	Western side		Service lid is not secure and moves when walked on - may act as a trip hazard	Trip hazard	Upgrade the service access lid to remove trip hazard	Service access	Footpath	1	N/A	Council / service provider	500	5	5	5	1	8	0	0	8	0	3	35	67	
24	Bank St	Western side		Footpath is narrow with a width of approximately 0.70m	Narrow footpath	Widen / upgrade footpath	Footpath upgrade	Footpath		30	Council	6750	5	5	5	1	8	0	0	8	8	3	43	39	
25	Bank St	Western side		Service lid is not secure and moves when walked on - may act as a trip hazard	Trip hazard	Upgrade the service access lid to remove trip hazard	Service access	Footpath	3	N/A	Council / service provider	1500	5	5	5	1	8	0	0	8	0	3	35	67	





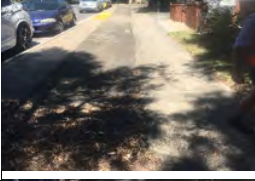




PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Routes		Priority			
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank				
25	Bank St	Western side		Service lid is not secure and moves when walked on - may act as a trip hazard		Upgrade the service access lid to remove trip hazard	Service access	Footpath		N/A	Council / service provider															0	112	
25	Bank St	Western side		Service lid is not secure and moves when walked on - may act as a trip hazard		Upgrade the service access lid to remove trip hazard	Service access	Footpath		N/A	Council / service provider																0	112
26	Meadow Cres	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Resurface the footpath	Footpath upgrade	Footpath		10	Council	2250	5	5	5	1	8	0	0	8	0	3			35	67		
27	Meadow Cres	Southern side		Footpath narrows from 1.20m to approximately 0.7m	Poor quality footpath	Widen / upgrade footpath	Footpath upgrade	Footpath		80	Council	1800	5	5	8	1	8	5	0	8	0	3			43	39		
27	Meadow Cres	Southern side		Large crack in footpath surface with one side elevated which acts as a trip hazard		Resurface the footpath	Footpath upgrade	Footpath			Council															0	112	
27	Meadow Cres	Southern side		Asphalt infill along footpath deteriorated and is a trip hazard		Resurface the footpath	Footpath upgrade	Footpath			Council															0	112	
27	Meadow Cres	Southern side		Raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	8	1	8	5	0	8	0	3			43	39		
27	Meadow Cres	Southern side		Broken section of footpath		Resurface the footpath	Footpath upgrade	Footpath		10	Council															0	112	
28	Meadow Crescent	Western side		Missing link - Goat track indicates pedestrians desire line to footpath within Memorial Park from Meadow Crescent	Missing link	Provide a new footpath	New footpath	Footpath		10	Council	1950	5	5	8	1	8	5	0	8	10	3			53	15		






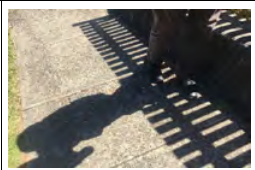


PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits Demonstrated Path	Continuity of Routes Addition to existing facility	Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Road Hierarchy	Hazardous Area	Pedestrian Crashes			Ped Route Hierarchy	RMS Priority	RMS Rank
29	Meadow Crescent	Western side		Service lid is sunken in creating a trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		5	Council	1125	5	5	8	1	8	5	0	8	0	3	43	39	
30	Meadow Crescent	Western side		The asphalt infill around the service lid is at a lower level than the surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		5	Council	1125	5	5	8	1	8	5	0	8	0	3	43	39	
31	Meadow Crescent	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	5		Council	250	5	5	8	1	8	5	0	8	0	3	43	39	
32	Meadow Crescent	Western side		Section of narrow footpath (approximately 1 m)	Narrow footpath	Widen / upgrade footpath	Footpath upgrade	Footpath		20	Council	4500	5	5	8	1	8	5	0	8	5	3	48	23	
33	Meadow Crescent	Western side		Footpath is uneven in sections and asphalt infill results in changes in the surface level - trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		80	Council	18000	5	8	10	1	10	8	5	10	0	5	62	3	
34	Meadow Crescent, west of Bank Street	Western side		Poor visibility at crossing location behind a tree. Poor quality kerb ramps provided and the brick footpath paving is uneven and patched with asphalt infill in sections. This results in changes in the surface level and is a trip hazard	Intersection design	Re-design the intersection and resurface footpaths.	Intersection re-design	PAMP / Footpath			Council / RMS	TBC	5	8	10	1	10	10	5	10	10	5	74	2	
34	Constitution Rd West, west of Bank Street	Southern side		Kerb ramps with no gap for pedestrians in median.		Re-design the intersection and resurface footpaths.	Intersection re-design	PAMP / Footpath			Council / RMS												0	112	
33	Constitution Rd West, west of bank Street	Southern side		Brick footpath paving is uneven and patched with asphalt infill in sections. This results in changes in the surface level and is a trip hazard		Re-design the intersection and resurface footpaths.	Intersection re-design	PAMP / Footpath			Council / RMS												0	112	
33	Constitution Rd West, west of bank Street	Southern side		Service lid is not secure and moves when walked on - may act as a trip hazard		Upgrade the service access lid to remove trip hazard	Service access	Footpath	2	N/A	Council / service provider	1000											0	112	










PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Routes Addition to existing facility		Priority			
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Ped Route Hierarchy	RMS Priority	RMS Rank					
33	Constitution Rd West, west of bank Street	Southern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.		Upgrade the service access lid to remove trip hazard	Service access	Footpath		N/A	Council / service provider																0	112
35	Constitution Rd West / Ross Smith Avenue intersection	Southern side		Kerb ramp is not aligned with the one opposite	Kerb ramps	Provide kerb blister / extension and kerb ramps	Kerb ramps and kerb extension / blister	PAMP	1		Council	17100	5	5	5	1	8	5	0	5	5	3					42	46
36	Ross Smith Ave	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	5	0	0	5	0	3					29	95
37	Ross Smith Ave	Western side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim the vegetation	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	5	0	0	5	0	3					29	95
38	Constitution Rd / Federal Rd intersection	Eastern side		Wide crossing point at intersection. High radius kerb return. Allows higher vehicle turning speeds	Wide crossing point	Reduce radius - Kerb extension using raised pavement markers and line marking	Kerb ramps and kerb extension / blister	PAMP	1		Council	17100	5	5	5	1	8	5	0	5	5	3					42	46
39	Constitution Rd / Federal Rd	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	5		Council	250	5	5	5	1	8	5	0	5	0	3					37	56
40	Constitution Rd / Adelaide St intersection			No pedestrian refuge island provided across a wide crossing point (side street) at the intersection	Wide crossing point	Provide a new pedestrian refuge island and kerb extensions on both Adelaide Street and Constitution Road, and upgrade kerb ramps	Kerb ramps and pedestrian refuge and kerb extension	PAMP	2		Council	43500	5	5	5	1	8	8	0	5	5	3					45	29
41	Adelaide St, south of Hibble St	Western side		Bus shelter not located at the bus stop landing.	Bus stop	Consider moving the bus shelter to the bus landing	Bus stop upgrade	PAMP	1		TINSW / Sydney Buses	10400	5	5	5	1	8	8	0	5	5	3					45	29
42	Adelaide St / Andrew St intersection	Northern side		No provision of physical pedestrian island - only a gap in the raised pavement markers are provided.	Non standard pedestrian refuge	Provide a new pedestrian refuge island and upgrade the kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1		Council	43500	5	5	5	1	8	8	0	5	5	3					45	29




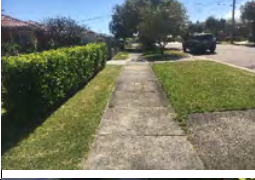
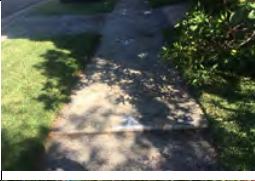



PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits Demonstrated Path	Continuity of Routes Addition to existing facility	Priority			
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Road Hierarchy	Hazardous Area	Pedestrian Crashes			Ped Route Hierarchy	RMS Priority	RMS Rank	
42	Adelaide St / Andrew St intersection	Western side		No provision of physical pedestrian island.		Provide a new pedestrian refuge island and upgrade the kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1		Council	43500													0	112
43	James St / Adelaide St	SW		Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	1	N/A	Council	1800	5	5	5	1	8	5	0	5	5	1			40	52
44	Constitution Rd West, east of Adelaide St	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	5	1	8	5	0	5	0	1			35	67
45	Grand Ave	Western side		No footpath on either side of the street	Missing link	Provide new footpath and kerb ramps. Council have identified this is a proposal in the 2017/18 footpath expansion program.	New footpath	Footpath		440	Council	85800	0	5	0	1	8	5	0	5	8	1			33	85
46	Grand Ave	Eastern side		No footpath on either side of the street	Missing link	Provide new footpath and kerb ramps. Council have identified this is a proposal in the 2017/18 footpath expansion program.	New footpath	Footpath		440	Council	85800	0	5	0	1	8	5	0	5	5	1			30	90
47	Federal Rd	Eastern side		No footpath provided along the eastern side of the street (existing footpath provided on the western side of the street). "Goat track" observed on the eastern side of the street, indicate pedestrian desire line.	Missing link	Provide new footpath and kerb ramps	New footpath	Footpath		450	Council	87750	0	5	0	1	8	5	0	5	5	1			30	90
48	Mons Ave	Western side		No footpath provided along the western side of the street (existing footpath provided on the eastern side of the street). "Goat track" observed on the western side of the street, indicate pedestrian desire line.	Missing link	Provide new footpath and kerb ramps	New footpath	Footpath		400	Council	78000	0	5	0	1	8	5	0	5	5	1			30	90
49	Constitution Rd West	Northern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim the vegetation	Vegetation trimming	Footpath	1		Council	200	0	5	0	1	8	0	0	5	0	1			20	109
50	Constitution Rd West, east of Mons Ave	Northern side		Footpath is steep and grading downwards towards the street in sections. May be difficult for some pedestrians to walk along this footpath.	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	0	5	0	1	8	0	0	5	0	1			20	109










PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Routes		Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank			
51	Constitution Rd West, west of Station St	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	0	5	0	1	8	0	0	5	0	1	20	109			
52	Station St	Western side		No footpath provided along the western side of the street (existing footpath provided on the eastern side of the street). "Goat track" observed on the western side of the street, indicate pedestrian desire line.	Missing link	Provide new footpath and kerb ramps	New footpath	Footpath		460	Council	89700	5	5	5	1	8	0	0	5	5	3	37	56			
53	Constitution Rd West, east of Station Street	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	8	1	8	0	0	5	0	3	35	67			
54	See St, south of Macpherson St	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		150	Council	33750	5	10	10	1	8	0	0	8	0	3	45	29			
54	See St	Western side		Asphalt infill adjacent to concrete footpath pavement is at a lower level and presents a trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath			Council												0	112			
54	See St	Western side		Broken footpath creates an uneven terrain for pedestrians and can be awkward to traverse	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath			Council												0	112			
55	Macpherson St / Forsyth St intersection	NW		Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	2	N/A	Council	3600	5	10	10	1	8	0	0	8	5	3	50	20			
56	Macpherson St	Southern side		Broken footpath due to tree root	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	10	10	1	8	0	0	8	0	3	45	29			
57	Macpherson St	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		5	Council	1125	5	10	10	1	8	0	0	8	0	3	45	29			








PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact		Safety			Facility Benefits		Continuity of Routes Addition to existing facility		Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Ped Route Hierarchy	RMS Priority	RMS Rank					
58	Macpherson St. between Mellor St and Forsyth St	Northern side		No footpath on northern side. "Goat track" observed indicating desire line for pedestrians.	Missing link	Provide a new footpath	New footpath	Footpath		80	Council	15600	5	10	10	1	8	0	0	5	5	3	47	24				
59	Macpherson St / Mellor St intersection	Eastern side		Kerb ramps are unaligned	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	1	N/A	Council	1800	5	10	10	1	8	5	0	5	5	3	52	16				
59	Macpherson St / Mellor St intersection			No stop line or give way lines at intersection. Unclear as to which intersection approach has the priority, which could be confusing to motorists and pedestrians crossing at this location.	Intersection design	Provide stop line or give way line at Macpherson St approach.	Intersection re-design	PAMP	1	N/A	Council	TBC	5	10	10	1	8	8	0	5	5	3	55	8				
60	Rhodes St. south of Mellor St	Southern side		Pedestrians have the priority across the driveway. However, the provision of the yellow refuge island makes it unclear as to whether drivers or pedestrians have priority at this location.	Intersection design	Remove the pedestrian refuge and consider replacing with zebra crossing	Intersection re-design	PAMP	1		Council	TBC	5	10	10	1	8	8	0	5	5	3	55	8				
61	Rhodes St. east of Hermitage Rd	Southern side		Poor quality footpath	Poor quality footpath	Provide a shared path as per Bicycle Strategy	Shared path	Bicycle Strategy		100	Council	N/A funding as part of Bike Plan	5	10	10	1	8	5	0	8	5	3	55	8				
61	Rhodes St	Southern side		Poor quality footpath		Resurface the footpath	Footpath upgrade	Footpath			Council												0	112				
61	Rhodes St. east of Hermitage Rd	Southern side		Poor quality footpath		Resurface the footpath	Footpath upgrade	Footpath			Council												0	112				
61	Rhodes St. east of Hermitage Rd	Southern side		Yellow line marking potentially at driveway is confusing for pedestrians and motorists		Remove yellow line across pedestrian path at driveway	Footpath upgrade	Footpath			Council												0	112				
62	Rhodes St. east of Hermitage Rd	Southern side		Footpath ends at substation	Missing link	Provide a shared path as per Bicycle Strategy	Shared path	Bicycle Strategy			Council / RMS	N/A funding as part of Bike Plan	5	10	10	1	8	5	0	8	8	3	58	5				







PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Routes Addition to existing facility		Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Ped Route Hierarchy	RMS Priority	RMS Rank				
63	Union St	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	8		Council	400	5	5	5	1	8	0	0	5	0	1	30	90			
63	Union St	Southern side		Section of the footpath is quite steep		None					Council												0	112			
63	Union St	Southern side		Raised section of footpath resulting in a trip hazard		Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	5		Council	250											0	112			
64	Union St / Maxim St intersection	Southern side		Kerb ramp is facing into drain on the opposite side of the street	Kerb ramps	Provide a new kerb ramp and ramp to connect with footpath on northern side of Maxim Street.	Kerb ramps	PAMP	1	N/A	Council	3360	5	10	10	1	8	5	0	8	8	3	58	5			
64	Maxim St, west of Union St	Western side		Steps leading from footpath to street		None																	0	112			
65	Maxim St, west of Union St	SE		Pedestrians are required to access the pedestrian crossing from Union Street via a driveway and steps. Access to the northern side of the crossing via steps (no kerb ramp provided)	Missing link	Pedestrian crossing is to be replaced with a new crossing in 2017/18 (Roads and Maritime grant). Introduce AS:1428 compliant ramp on the northern side of the crossing.	New crossing, footpath and AS:1428 compliant ramp	Footpath		30	Council	N/A - Funding already provided	5	10	10	1	8	5	0	8	10	3	60	4			
66	Maxim St, east of Union St	NW		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	10	10	1	8	5	0	8	0	3	50	20			
67	Bank St	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		25	Council	5625	5	5	5	1	8	0	0	5	0	1	30	90			
68	Bank St / Union St			Kerb ramps not aligned with crossing point. No kerb ramp provided on the Bank Street approach.	Wide crossing point	Provide new kerb ramps and kerb blister. Potential issue with storm water drains in this area. Kerb extension design to consider impacts to storm water drainage.	Kerb ramps and kerb extension / blister	PAMP	1	N/A	Council	17100	5	5	5	1	8	5	0	5	5	1	40	52			







PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits Demonstrated Path	Continuity of Routes Addition to existing facility	Ped Route Hierarchy	Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Hazardous Area	Pedestrian Crashes	RMS Priority				RMS Rank		
34	Bank St / Constitution Rd West			Non-standard pedestrian crossing, which crosses two approach lanes in a northbound direction. Crossing impacts traffic operations, resulting in long queues along Bank Street (northbound) and Railway Road.	Intersection design	Intersection re-design. Council is currently working with Roads and Maritime to deliver a signal controlled pedestrian crossing at this location.	Intersection re-design	PAMP	1	N/A	Council														0	112
69	Andrew St, west of Adelaide St	Northern side		No footpath along the southern side of the street	Missing link	Consider providing a new footpath along southern side of the road	New footpath	Footpath		160	Council	31200	0	5	0	1	10	5	0	5	8	1			35	67
70	Andrew St, west of Adelaide St	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	0	5	0	1	10	5	0	5	0	1			27	97
70	Andrew St, west of Adelaide St	Southern side		Raised section of footpath resulting in a trip hazard		Resurface the footpath	Footpath upgrade	Footpath	15		Council														0	112
70	Andrew St, west of Adelaide St	Southern side		Raised section of footpath resulting in a trip hazard		Resurface the footpath	Footpath upgrade	Footpath			Council														0	112
71	Andrew St, west of Adelaide St	Southern side		No pad area or tactile ground surface indicators at bus stop	Bus stop	Provide bus stop pad area and tactile ground surface indicators at bus stop	Bus stop upgrade	PAMP	1		Council	8900	5	5	0	1	10	5	0	5	5	1			37	56
72	Andrew St, west of Adelaide St	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		40	Council	9000	5	5	0	1	10	5	0	5	0	1			32	86
73	Andrew St, west of Adelaide St			No pedestrian crossing facility to bus stop on western side of the street (adjacent to Meadowbank Park).	Wide crossing point	Provide kerb blister / extension and kerb ramps	Kerb ramps and kerb extension / blister	PAMP	1		Council	17100	5	5	0	1	10	8	0	5	10	1			45	29
74	Macintosh St	Western side		Raised footpath tile at the joint presents a trip hazard to pedestrians	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	5	5	0	1	5	0	0	5	0	1			22	102

PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits Demonstrated Path	Continuity of Routes Addition to existing facility	Ped Route Hierarchy	Priority			
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Hazardous Area	Pedestrian Crashes	RMS Priority				RMS Rank			
74	Macintosh St	Western side		Raised section of footpath resulting in a trip hazard		Resurface the footpath	Footpath upgrade	Footpath																	0	112	
74	Macintosh St	Western side		Poor quality footpath quality		Resurface the footpath	Footpath upgrade	Footpath																		0	112
75	Macintosh St / Crowley Cres intersection	NW		Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	2	N/A	Council	3600	5	5	0	1	5	0	0	5	5	1			27	97	
76	Macintosh St	Eastern side	NA	Raised sections of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	11		Council	550	5	5	0	1	5	0	0	5	0	1			22	102	
77	Crowley Cres	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	5		Council	250	5	5	0	1	5	0	0	5	0	1			22	102	
78	Crowley Cres	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	5		Council	250	5	5	0	1	5	0	0	5	0	1			22	102	
79	Crowley Cres	Western side		Overgrown foliage reduces the effective width of footpath	Trip hazard	Trim the vegetation	Vegetation trimming	Footpath	1		Council	200	5	5	0	1	5	0	0	5	0	1			22	102	
80	Lancaster Ave	Northern side		Poor quality footpath with cracked paving.	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		150	Council	33750	5	5	0	1	5	0	0	5	0	1			22	102	
80	Lancaster Ave	Northern side		Poor quality footpath		Resurface the footpath	Footpath upgrade	Footpath																		0	112

PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety		Facility Benefits	Continuity of Routes	Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
81	Lancaster Ave / Cobham Ave intersection			Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	2	N/A	Council	3600	5	5	0	1	5	0	0	5	5	1	27	97
82	Lancaster Ave			No pedestrian crossing facility to shared path. Crossing location is at a bend in the road, which could be unsafe for pedestrians.	Wide crossing point	Provide kerb blister / extension and kerb ramps to reduce the crossing distance and improve pedestrian safety	Kerb ramps and kerb extension / blister	PAMP	1		Council	17100	5	5	5	1	5	0	0	5	5	1	32	86
83	Lancaster Ave / Andrew St intersection	Southern side		Non standard pedestrian refuge island	Non standard pedestrian refuge	Upgrade pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1		Council	43500	5	5	5	1	5	5	0	5	5	1	37	56
84	Lancaster Ave / Andrew St intersection	Eastern side		Long crossing across Andrew Street	Wide crossing point	Provide a kerb blister / extension and kerb ramps on each side of Andrew Street to reduce road crossing distance	Kerb ramps and kerb extension / blister	PAMP	2		Council	17100	5	5	5	1	5	5	0	5	5	3	39	54
85	Lancaster Ave / Andrew St intersection	Northern side		Non standard pedestrian refuge island	Non standard pedestrian refuge	Upgrade pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1		Council	43500	5	5	5	1	5	5	0	5	5	3	39	54
86	Lancaster Ave, north of Andrew St	Eastern side		Poor quality footpath with cracked paving.	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		100	Council	22500	5	5	5	1	5	0	0	5	0	1	27	97
87	Parer St, east of Lancaster Ave	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	5	5	5	1	5	0	0	5	0	1	27	97
88	Parer St / Andrew Ln intersection			Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	2	N/A	Council	3600	5	5	5	1	5	5	0	5	5	1	37	56
89	Cobham Ave / Parer St intersection	Western side		Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	2	N/A	Council	3600	5	5	5	1	5	5	0	5	5	1	37	56

PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact		Safety			Facility Benefits		Continuity of Routes		Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank				
90	Cobham Ave / Parer St intersection	Eastern side		No footpath connection to the bus stop	Missing link	Provide a new footpath, with landing and tactile ground surface indicators at bus stop	New footpath	Footpath		30	Council	14250	5	5	5	1	5	5	0	5	10	1	42	46				
91	Cobham Ave, south of Parer St intersection	Western side		Sunken section of footpath forming a trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		4	Council	900	5	5	5	1	5	5	0	5	0	1	32	86				
92	Cobham Ave, south of Parer St intersection	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	5	1	5	5	0	5	0	1	32	86				
92	Cobham Ave, south of Parer St intersection	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	Footpath	2		Council	100											0	112				
93	Cobham Ave, north of Andrew St	Western side		Poor quality footpath, with cracked and uneven sections which could be a trip hazard.	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		45	Council	10125	5	5	5	1	5	5	0	5	0	3	34	80				
94	Cobham Ave, north of Andrew St	Eastern side		Poor quality footpath, with cracked and uneven sections which could be a trip hazard.	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		50	Council	11250	5	5	5	1	5	5	0	5	0	3	34	80				
94	Cobham Ave, north of Andrew St	Eastern side		Poor quality footpath, with cracked and uneven sections which could be a trip hazard.		Resurface the footpath	Footpath upgrade															0	112					
95	Adelaide St / Hibble St intersection			Kerb ramps not aligned	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	2	N/A	Council	3600	2	5	0	1	10	5	0	5	5	3	36	64				
96	Adelaide St	Western side north of Hibble St		Footpath terrain is uneven especially at the interface with the newer concrete surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		15	Council	3375	2	5	0	1	10	5	0	5	5	3	36	64				

PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits Demonstrated Path	Continuity of Routes Addition to existing facility	Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Road Hierarchy	Hazardous Area	Pedestrian Crashes			Ped Route Hierarchy	RMS Priority	RMS Rank
97	Adelaide St / Deakin St intersection			Kerb ramp is not aligned with the one opposite	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	1		Council	1800	2	5	0	1	10	5	0	5	5	3	36	64	
98	Deakin St	Southern side		Footpath does not continue to the end of the street	Missing link	Provide a new footpath on one side of the road	New footpath	Footpath		180	Council	35100	2	5	0	1	8	5	0	5	8	1	35	67	
98	Deakin St	Northern side		Footpath does not continue to the end of the street		Provide a new footpath	New footpath	Footpath			Council												0	112	
99	Adelaide St / Huxley St intersection			Kerb ramp is not aligned with the one opposite	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	1		Council	1800	2	5	0	1	10	5	0	5	5	1	34	80	
99	Adelaide St near Huxley St			No pedestrian refuge crossing point along Adelaide Street for around 600 metres. Adelaide Street is a wide street, with bus stops along both sides of the street.	Wide crossing point	Improve pedestrian connectivity across Adelaide Street by providing a new pedestrian refuge and kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1		Council	43500	2	5	0	1	10	8	0	5	10	3	44	37	
100	Huxley St	Southern side		Footpath does not continue to the end of the street	Missing link	Provide a new footpath on one side of the road. Council have advised that this footpath on northern side of street is listed in the 2020/21 footpath expansion program.	New footpath	Footpath		270	Council	52650	2	5	0	1	8	5	0	5	8	1	35	67	
100	Huxley St	Northern side		Footpath ends		Provide a new footpath on one side of the road. Council have advised that this footpath on northern side of street is listed in the 2020/21 footpath expansion program.	New footpath	Footpath			Council												0	112	
100	Huxley St	Southern side		Footpath does not continue to the end of the street		Provide a new footpath on one side of the road. Council have advised that this footpath on northern side of street is listed in the 2020/21 footpath expansion program.	New footpath	Footpath			Council												0	112	
101	Adelaide St / Huxley St intersection			Kerb ramps are unaligned	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	2		Council	3600	2	5	0	1	10	5	0	5	5	1	34	80	

PAMP ID	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost Range	Land Use				Traffic Impact	Safety			Facility Benefits Demonstrated Path	Continuity of Routes Addition to existing facility	Priority		
													No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Road Hierarchy	Hazardous Area	Pedestrian Crashes			Ped Route Hierarchy	RMS Priority	RMS Rank
102	Adelaide St between Darwin Street and Huxley Street	Western side		Footpath is deteriorating due to its age	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		100	Council	22500	2	5	0	1	10	5	0	5	8	1	37	56	
103	Darwin St	Southern side		No footpath along the southern side of the street. However, there is a footpath along the northern side of the street.	Missing link	None	none	Footpath			Council	0	2	5	0	1	8	5	0	5	8	1	35	67	
104	Adelaide St / Darwin St			Kerb ramp is not aligned with the one opposite	Kerb ramps	Replace and realign the kerb ramp(s)	Kerb ramps	PAMP	1		Council	1800	2	5	0	1	10	5	0	5	5	1	34	80	
105	Lancaster Ave	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Grind the footpath or asphalt banding to remove trip hazard	Footpath grinding	PAMP	15		Council	750	5	5	0	1	5	0	0	5	0	1	22	102	
106	Constitution Road / Railway Parade			Meadowbank Station Precinct - Traffic and pedestrian conflicts, with long queues observed due to pedestrian crossing. Driver impatience also observed at the crossing, which can be a safety issue for pedestrians.	Intersection design	Intersection re-design. Council is currently working with Roads and Maritime to deliver a signal controlled pedestrian crossing at this location.	Intersection re-design	PAMP	1		Council / RMS	TBC	8	10	10	5	8	10	5	10	5	5	76	1	
107	Angus St			No footpath on either side of street	Missing link	Provide a new footpath on one side of the road, kerb x2 extensions and a pedestrian refuge island	New footpath	PAMP / Footpath	2	120	Council	23400	5	10	10	3	8	5	0	5	8	1	55	8	
108	Angus St	Angus St		No footpath on bridge	Missing link	Provide a new shared zone	Shared zone	PAMP	1		Council	600	5	10	10	3	8	5	0	5	8	1	55	8	
109	Hibble St	Northern side		Footpath does not continue to the end of the street	Missing link	Provide a new footpath on one side of the road (northern side) to complete the footpath along this street.	New footpath	Footpath		130	Council	25350	2	5	0	1	8	5	0	5	8	1	35	67	

GHD

133 Castlereagh St Sydney NSW 2000

-

T: +61 2 9239 7100 F: +61 2 9239 7199 E: sydmal@ghd.com.au

© GHD 2017

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

https://projects.ghd.com/oc/Sydney/westrydeandmeadowban/Delivery/Documents/2125871_REP-REV2_Meadowbank PAMP_FINAL REPORT.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Rev 1	M Tran O Peel	S Rosewell	On File	G McCabe	On File	29/11/17
Rev 2	M Tran O Peel	S Rosewell	On File	G McCabe	On File	05/12/17

www.ghd.com





City of Ryde Council

West Ryde Centre Pedestrian Access and Mobility Plan (PAMP)

5 December 2017

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

This report: has been prepared by GHD for City of Ryde and may only be used and relied on by City of Ryde Council the purpose agreed between GHD and the City of Ryde Council as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than City of Ryde Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section 1.3 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

Executive Summary

Purpose and Scope

The purpose of this Pedestrian Access and Mobility Plan (PAMP) is to review the current pedestrian needs in the West Ryde Centre to improve the walking environment for all pedestrians.

A PAMP provides a list of prioritised pedestrian infrastructure improvements for safer, more attractive transport choices for residents and visitors to increase pedestrian activity, and to improve the amenity for all in the West Ryde area. The specific objectives of a PAMP are to:

- Increase use of the pedestrian network for short trips (0 - 2 kilometres)
- Reduce the number of missing links within the pedestrian network
- Reduce the number of pedestrian crashes
- Improve pedestrian connectivity with other transport modes, primarily train, bus, bicycle and car
- Provide pedestrian facilities which cater for the needs of all pedestrians, including people with disabilities, commuters, children, seniors and recreational walkers
- Complement existing and planned pedestrian and bicycle facilities

This PAMP has been prepared in accordance with the Roads and Maritime guidance document *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, March 2002).

Existing Conditions

West Ryde is located approximately 13 kilometres north of Sydney CBD, and has a resident population of approximately 13,860 people, based on preliminary information from the Australian Bureau of Statistics.

Existing issues generally include poor footpath quality or lack of footpaths and kerb ramps. Other key issues include pedestrians crossing at an informal location at West Parade, between Victoria Road and West Ryde Station and poor quality footpaths along both sides of Victoria Road.

Ensuring A High Quality Walking Environment

This PAMP has been prepared for the City of Ryde Council (CoR) to provide a framework for existing pedestrian needs, future management and enhancement for pedestrians of all ages and mobility.

A PAMP is a strategic document that identifies the pedestrian network hierarchy and associated action plan for management. The strategic, high-level, objectives of this PAMP are based around:

- Integrating walking into the transport system as the first and last leg of all transport journeys to encourage people to walk more often and further
- Providing appropriate pedestrian facilities where required, enhancing accessibility and mobility
- Identifying clusters and patterns of pedestrian crashes, to address safety issues
- Developing and integrating pedestrian concentration routes that complement 'Safer Routes to School' projects and Local Area Traffic Management schemes

A review of previous relevant planning policies was conducted to:

- Ensure that this PAMP aligns with National, State Government and Local Council policy directions in relation to the development of not only pedestrian access and mobility plans, but also the wider context of transport and urban planning
- Identify any deficiencies within the current network and develop a strategy that will guide the importance of the proposed measures to improve the access, amenity and safety for pedestrians

Recommendations

The study found many locations within the West Ryde Centre study area which require improved pedestrian infrastructure. This includes upgrades to existing infrastructure that is either of poor quality/damaged or has non-standard design, additional pedestrian crossing facilities and new footpath connections.

Pedestrian Routes

A hierarchy of pedestrian routes has been established based on observed pedestrian demand and proximity to pedestrian attractors, such as in the vicinity of West Ryde Station and town centre, commercial land uses, schools, and key walking routes. This walking route hierarchy was used as part of the scoring method to determine the priority for proposed pedestrian infrastructure upgrades.

Footpath Works

Identified locations for new footpath connections are shown in Figure 0-1 and Figure 0-2. It should be noted that the study area for this PAMP overlaps with the study area for the Meadowbank Station West PAMP, with proposed works associated with the Meadowbank Station West PAMP are also shown in Figure 0-2.

Identified locations for new footpath connections include:

- Anthony Road/West Parade intersection
- West Parade
- Bellevue Avenue/Dickson Road intersection
- Miriam Street
- Anzac Avenue, between Herbert Street and Wattle Street
- Brigland Avenue, west of Bellevue Avenue
- Shaftsbury Road, between Hall Street and Dickson Avenue

- Victoria Road, west of Linton Avenue
- Ryedale Road, north of Terry Road
- Terry Road, east of Ryedale Road
- Marlow Avenue

It is also proposed to upgrade the footpaths along both sides of Victoria Road within the commercial area of West Ryde, where footpaths are of poor quality.

Investigations and Concept Planning

The bus interchange at West Ryde Station provides significant challenges for pedestrians crossing the site to the West Ryde town centre. However, the site is owned by Transport for NSW. It is recommended that CoR advocate to TfNSW that the interchange be redesigned to be more functional for all users and to improve movement and accessibility for pedestrians, including people with mobility issues.

Pedestrian Crossings

Upgrade or provide new pedestrian refuges and kerb blisters (extensions) at the following locations:

- New mid block signal controlled pedestrian crossing at West Parade, between Victoria Road and West Ryde Station
- Kerb blisters (extensions) or pedestrian refuge crossings at the following locations:
 - Victoria Road/Mons Avenue intersection
 - Victoria Road/Endeavour Street intersection
 - Victoria Road/Bellevue Avenue intersection
 - Victoria Road/Falconer Street intersection
 - Ryedale Road, north of Marlow Avenue
 - Market Street, east of Chatham Road

Identified locations for new pedestrian refuges and kerb blisters (extensions) are shown in Figure 0-1 and Figure 0-2.

Cost

Where possible, unit rates provided by CoR have been used directly. For items where costs were not available from previous studies, estimation and professional judgement have been used. These costs are indicative and are subject to change and make no allowances for contingencies or actual site design and installation (including site establishment, excavation and disposal).

The total costs for the proposed upgrades for the PAMP is in the order of **\$2,194,400** including:

- \$860,800 for footpath construction/reconstruction and improvements
- \$1,333,600 for PAMP works

Additional studies would be required for intersection re-design projects. The costs for these projects is not included in the above costs.

The costs breakdown for high, medium and low priority projects is as follows:

- \$894,452 for high priority works (note, this does not include costs associated with intersection re-design/public transport interchange projects, as further investigations would be required)
- \$886,775 for medium priority works
- \$413,200 for low priority works

Priorities

The *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, 2002) provides guidance on what is important in providing footpaths. This method was used to determine the priority of the proposed improvements.

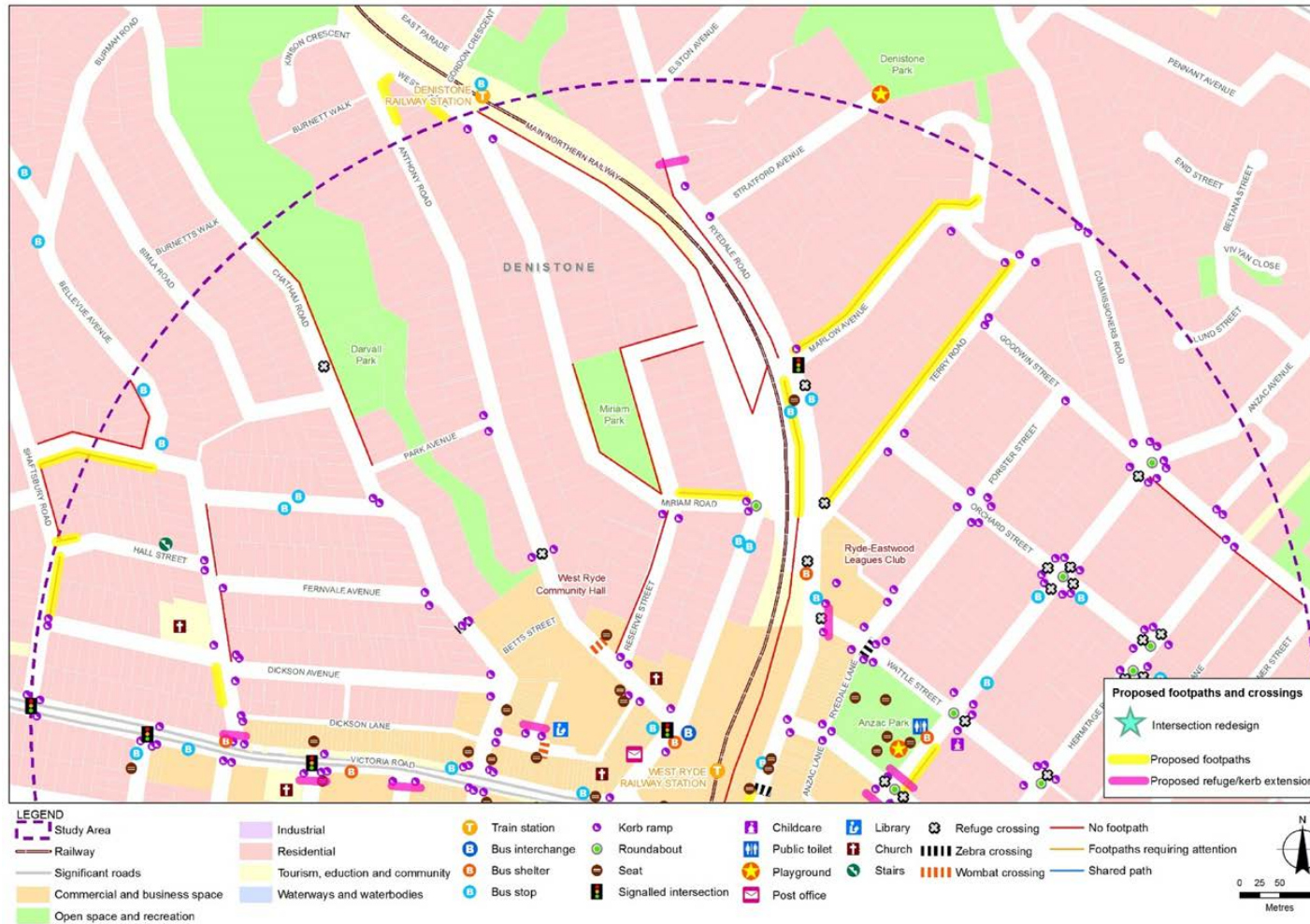
Table 0-1 provides a list of the most critical pedestrian improvement projects.

Table 0-1 PAMP Priorities – Proposed Upgrades

PAMP ID	Street/Intersection	Description of Proposed Treatment	RMS Priority	RMS Rank
61	Victoria Road/West Parade intersection	Realignment of kerb ramp	82	1
62	Victoria Road/Chatham Road intersection	Realignment of kerb ramp	82	1
79	Victoria Road, between Mons Avenue and Station Street	Resurface footpath	71	7
78	Victoria Road/Mons Avenue intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters	71	7
6	West Parade, north of Victoria Road	Consider providing new mid-block signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	68	13
84	Market Street (eastern side)	Provide stop line at crossing point and add 'STOP' pavement marking. Change zebra crossing to white paint	68	13
63	Victoria Road between West Parade and Bellevue Avenue	Resurface footpath	66	16

PAMP ID	Street/Intersection	Description of Proposed Treatment	RMS Priority	RMS Rank
72	Victoria Road/Endeavour Street intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters	66	16
8	Victoria Road, east of West Parade	Upgrade lighting and refresh painting within the pedestrian tunnel	65	18
1	Anthony Road/West Parade intersection	Realignment of kerbs and provide tactile surfacing	63	19
2	Anthony Road/West Parade intersection	Realignment of kerb ramp and provide tactile surfacing	63	19
3	West Parade, at bus interchange egress intersection	Realignment of kerb ramp	63	19
4	Bus interchange	Advocate pedestrian improvements with Sydney Trains	63	19
67	Victoria Road/Adelaide Street intersection	Realignment of kerb ramp	63	19
68	Victoria Road/Adelaide Street intersection	Realignment of kerb ramp	63	19
80	Chatham Road/Graf Avenue intersection	Realignment of kerb ramp and provide tactile surface ground indicators (TGSIs)	62	25
81	Chatham Road	Remove tactile surface indicators	62	25
71	Victoria Road, between Riverview Street and Endeavour Street	Resurface footpath	61	27
88	Graf Avenue	Consider changing the street to a shared zone	61	27
64	Victoria Road/Bellevue Avenue intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters (extensions)	60	29

Figure 0-1 Location of Proposed Footpaths (northern section)



ITEM 2 (continued)

Figure 0-2 Location of Proposed Footpaths (southern section)

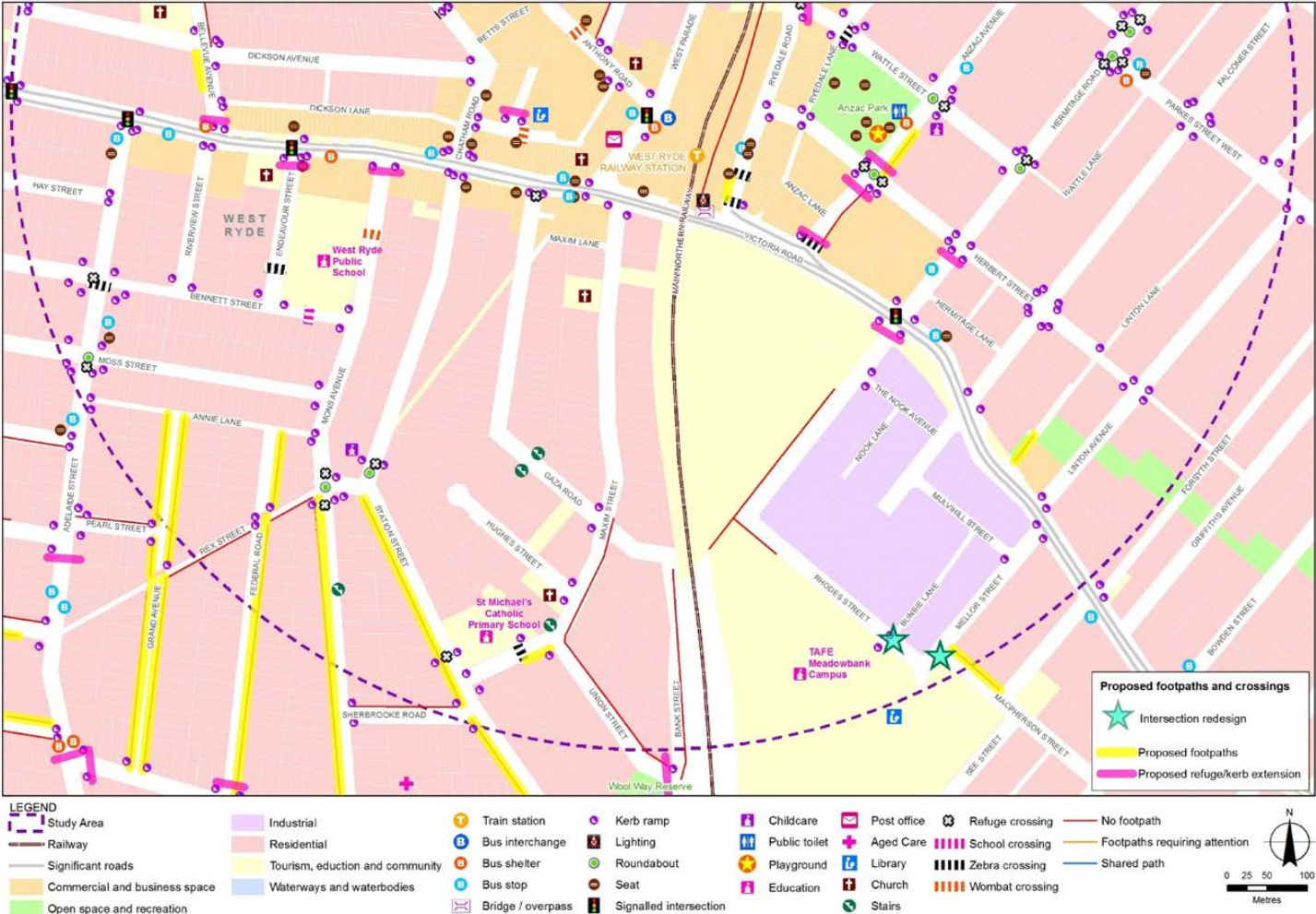


Table of contents

Purpose and Scope.....	ii
Existing Conditions.....	ii
Ensuring A High Quality Walking Environment.....	ii
Recommendations	iii
Table of contents	
1. Introduction.....	1
1.1 Background.....	1
1.2 Purpose and Scope	2
1.3 Study Limitations.....	5
1.4 Consultation	5
1.5 Report Structure.....	5
2. Background Review	6
2.1 Planning Review	6
2.2 National.....	6
2.3 State Government.....	8
2.4 City of Ryde Council Planning	13
2.5 Existing Travel Characteristics and Demographics	20
2.6 Existing land use and infrastructure.....	27
2.7 Crash statistics.....	32
3. Existing Pedestrian and Mobility Audit.....	40
3.1 Key Results Community and Stakeholder Consultation	43
3.2 Existing Issues and Constraints Audit	44
4. Planning for Pedestrians	48
4.1 Creating a Safe and Attractive Environment for Walking	48
4.2 Best Practice Standards	49
4.3 Methodology for Identifying Pedestrian Needs.....	55
5. Proposed Pedestrian Improvements.....	58
5.1 Types of Pedestrian Improvements.....	58
5.2 Proposed Pedestrian Improvements	60
6. Priorities for Pedestrian Improvements.....	77
6.1 Methodology to Prioritise Pedestrian Requirements	77
6.2 Ranking of the Pedestrian Improvements.....	82
7. Conclusions and Recommendations	93
7.1 Conclusions	93
7.2 Recommendations	95

Table index

Table 0-1	PAMP Priorities – Proposed Upgrades.....	v
Table 2-1	City of Ryde Bicycle Network – Bicycle Routes.....	18
Table 2-2	Functional Classification of Roads.....	28
Table 2-3	Recorded Crashes with Pedestrians in West Ryde (2011 – 2015)	32
Table 2-4	Recorded Vehicle Crashes along Victoria Road in West Ryde (2011-2015)	35
Table 3-1	Overview of Community Engagement	43
Table 3-2	Summary of Issues Corresponding to IDs	47
Table 4-1	Minimum Footpath Widths	50
Table 4-2	Maximum Grades.....	51
Table 4-3	Infrastructure Provision Goals for Urban Areas	56
Table 5-1	Potential Pedestrian Infrastructure Initiatives	59
Table 5-2	Indicative Cost Estimate Assumptions.....	59
Table 5-3	Identified Issues and Proposed Upgrades.....	61
Table 6-1	Roads and Maritime Weighted Criteria Scoring System	77
Table 6-2	Weighted Scoring Criteria to Prioritise the PAMP Initiatives	78
Table 6-3	Infrastructure Provision Goals for West Ryde Centre.....	82
Table 7-1	PAMP Priorities – Proposed Upgrades.....	96

Figure index

Figure 0-1	Location of Proposed Footpaths (northern section)	vii
Figure 0-2	Location of Proposed Footpaths (southern section).....	viii
Figure 1-1	West Ryde Centre PAMP - Study Area	4
Figure 2-1	Main Mode Of Travel To Work.....	7
Figure 2-2	Walking as a Mode of Travel in Metropolitan Sydney	10
Figure 2-3	Opportunity for Growth in the Walk Mode Share in Sydney.....	10
Figure 2-4	Walking Mode Share by Age Group in Sydney	11
Figure 2-5	Local Centre Strategy – West Ryde	14
Figure 2-6	City of Ryde – Bicycle Network.....	19
Figure 2-7	Comparison of Age Profiles in West Ryde and Greater Sydney (2011).....	21
Figure 2-8	Employment Status for Workers Residing in West Ryde	22
Figure 2-9	Location of Travel zone 1583, 1584, 1585, 1586, 1587, 1512 and 1511	22
Figure 2-10	Resident locations of people employed in Travel Zones 1583, 1584, 1585, 1586, 1587, 1512 and 1511.....	23

Figure 2-11 Journey to Work method of people employed in Travel Zones 1583, 1584, 1585, 1586, 1587, 1512 and 1511	23
Figure 2-12 Work places of people living in Travel Zone 1583, 1584, 1585, 1586, 1587, 1512 and 1511	24
Figure 2-13 Journey to Work method of people living in Travel Zone 2004	24
Figure 2-14 Motor vehicle ownership	25
Figure 2-15 Forecast Population in West Ryde Travel Zone	26
Figure 2-16 Forecast workforce in West Ryde	26
Figure 2-17 Forecast employment in West Ryde	27
Figure 2-18 Land Use of Study Area	28
Figure 2-19 Victoria Road, looking east at Endeavour Street	29
Figure 2-20 West Parade, looking south from West Ryde Station Bus Interchange	30
Figure 2-21 Ryedale Road, Looking North from West Ryde Station Entrance	30
Figure 2-22 Bus Network	31
Figure 2-23 Crashes Involving Pedestrians between 2011 - 2015	33
Figure 2-24 Crashes Involving Vehicles between 2011 - 2015	39
Figure 3-1 Existing Pedestrian Infrastructure (Northern Section)	41
Figure 3-2 Existing Pedestrian Infrastructure (Southern Section)	42
Figure 3-3 Locations of Existing Issues and Constraints for Pedestrians	45
Figure 3-4 Locations of Existing Issues and Constraints for Pedestrians	46
Figure 4-1 Path Width Requirements for Various Users	50
Figure 4-2 Kerb Ramp Design	52
Figure 4-3 Pedestrian Refuge Design	53
Figure 4-4 Typical Details of a Wombat Crossing	54
Figure 6-1 Walking Route Hierarchy (northern section)	80
Figure 6-2 Walking Route Hierarchy (southern section)	81

Appendices

Appendix A – Consultation Summary Report

Appendix B – Weighted PAMP Scoring

1. Introduction

1.1 Background

Walking is a fundamental and direct means of access to most places and to the goods, services and information available at those places. Those creating public and private space or facilities must give priority to 'walk in' access which is attractive, safe, convenient and accessible for everyone. All responsible agencies should respect the pedestrians' inalienable right-of-way on footpaths and recognise the importance of constructing and maintaining them for transport, health, safety, leisure and social purposes. In recent years the City of Ryde (CoR) has prepared Pedestrian Access and Mobility Plans (PAMPs) for key centres namely:

- Eastwood
- Macquarie Park
- Gladesville
- Top Ryde
- North Ryde Small Centres

This West Ryde Centre PAMP is a continuation of that work. It has been prepared for CoR to provide a framework for existing pedestrian needs, future management, use and enhancement for pedestrians of all ages and mobility.

This PAMP is a strategic document that identifies the pedestrian network hierarchy and associated action plan for management.

The strategic, high-level, objectives of this PAMP are to:

- Integrate walking into the transport system as a legitimate form of transport to encourage more walking
- Provide appropriate pedestrian facilities where required to enhance accessibility and mobility
- Identify clusters and patterns of pedestrian crashes, to address safety issues
- Develop and integrate pedestrian routes that complement *Safer Routes to Schools* projects and Local Area Traffic Management schemes

An important function of the West Ryde Centre PAMP is to identify pedestrian needs and clearly indicate, CoR's direction with respect to the management and improvement of pedestrian needs within the West Ryde Centre study area.

Different land uses require pedestrian facilities for a range of users. Pedestrians, including commuters and recreational walkers, need to be catered for as well as the elderly, the mobility and visually impaired, residents, school children, and tourists.

The guidance document *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, March 2002) states that:

'A PAMP is a comprehensive strategic and action plan to develop pedestrian policies and build pedestrian facilities. PAMPs aim to co-ordinate investment in safe, convenient and connected pedestrian routes. A PAMP provides a framework for developing pedestrian routes or areas identified by the community as important for enhanced, sustainable safety, convenience and mobility.'

1.1.1 Definition of Pedestrian

A Pedestrian is (for the purposes of this PAMP):

- A person driving a motorised wheelchair that cannot travel over 10 km/h on ground level
- A person in a non-motorised wheelchair
- A person pushing a motorised or non-motorised wheelchair
- A person in or on a wheeled recreational device or toy

1.2 Purpose and Scope

The purpose of this PAMP is to review the current and future pedestrian needs in the West Ryde area to provide facilities for pedestrians.

The West Ryde Centre PAMP has been prepared in accordance with the Roads and Maritime guidance document *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, March 2002).

This study has focused upon reviewing the existing and proposed pedestrian network with the aim of extending and improving the existing network of pedestrian facilities. As part of this report, it is recommended that CoR develop a program for the maintenance of existing facilities. This study therefore aims to add greatest value to Council's strategies and works program by identifying the gaps in existing networks and extending the networks where appropriate.

1.2.1 Objectives

The objectives of this PAMP are:

- To facilitate improvements in level of pedestrian access and priority, particularly in areas of pedestrian concentration
- To reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads
- To identify and resolve pedestrian crash clusters
- To facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians
- To provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards
- To ensure pedestrian facilities are consistent and appropriate throughout NSW
- To link existing vulnerable road users plans in a co-ordinated manner, such as bike plans, maintenance programs and accessible public transport
- To ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups
- To meet obligations under the *Commonwealth Disability Discrimination Act (1992)*

1.2.2 Study Area

West Ryde is located approximately 13 kilometres north of Sydney CBD, and has an estimated resident population of approximately 13,860 people, based on preliminary information from the Australian Bureau of Statistics.

The study area for this PAMP includes an approximately one kilometre walking catchment from West Ryde Station and town centre, including local businesses, schools, and surrounding residential areas. The study area for this PAMP is illustrated in Figure 1-1.

Figure 1-1 West Ryde Centre PAMP - Study Area



1.3 Study Limitations

The study has been limited by the following:

- Crash data sourced from the Transport for NSW Centre for Road Safety website http://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga_stats.html?tablg a=4
- Traffic count data obtained from Roads and Maritime Services (Roads and Maritime)
- Cost estimates for proposed infrastructure are strategic only, and based on unit rates provided by CoR (where available)

1.4 Consultation

Consultation for this PAMP included the following:

- Community surveys, that were available through Council's website between December 2016 and February 2017
- A Social Pinpoint website, which enabled members of the community to map current issues and ideas for improving walking in West Ryde Centre, which were accessible online through Council's website between December 2016 and February 2017
- Footpath 'Pop-up' community consultation session outside West Ryde Library on 12 December 2017
- A community workshop in March 2017
- Additional feedback sent from members of the community by email to CoR
- Exhibition of the draft PAMP report for a period of four weeks in October and November 2017

1.5 Report Structure

The remaining sections of this report are structured as listed below.

- **Section 2** – Background Review: provides a summary of the previous pedestrian planning and related policies from the Council and the various State Government agencies
- **Section 3** – Existing Pedestrian and Mobility Audit: provides a detailed list of the issues, constraints and opportunities for pedestrian access and movement
- **Section 4** – Planning for Pedestrians: provides an overview of best practice standards that apply to the treatment of pedestrian facilities
- **Section 5** – Proposed Pedestrian Improvements: a list of potential pedestrian improvements is given with the different types of infrastructure to improve safety, amenity and access for pedestrians
- **Section 6** – Priorities for Pedestrian Improvements: an assessment of the pedestrian requirements was conducted and is provided with short, medium and long-term infrastructure projects. An indicative cost and level of difficulty to implement them is included
- **Section 7** – Conclusions and Recommendations: provides the key findings in the PAMP, with a list of recommendations and priorities in the PAMP for the pedestrian access and mobility improvements

2. Background Review

This section includes a review of existing relevant State and Federal Government planning documents, Council's disability and access policies and reports and other relevant Council policies including the Local Environmental Plan (LEP), and Development Control Plans (DCPs).

A summary of the demographic, transport and pedestrian crash statistics and the existing land use and transport infrastructure for the West Ryde area was also used to show the strategic context, relevance and importance for the PAMP.

2.1 Planning Review

The review of previous relevant planning policies was conducted:

- To ensure that the PAMP aligns with National, State Government and Local Council policy directions in relation to the development of not only pedestrian access and mobility plans, but also the wider context of transport and urban planning
- To identify any deficiencies within the current network and strategy that will guide the importance of the proposed measures to improve the access, amenity and safety for pedestrians

These policies provide a strategic framework to improve the pedestrian network so that it encourages and supports walking within, to and from the study area.

2.2 National

2.2.1 Australian Transport Assessment and Planning Guidelines

The Australian Transport Assessment and Planning Guidelines (ATAP) provide a comprehensive framework for planning, assessing and developing transport systems and related initiatives. This document has been considered in the preparation of this PAMP, to ensure that the PAMP aligns with national policy directions.

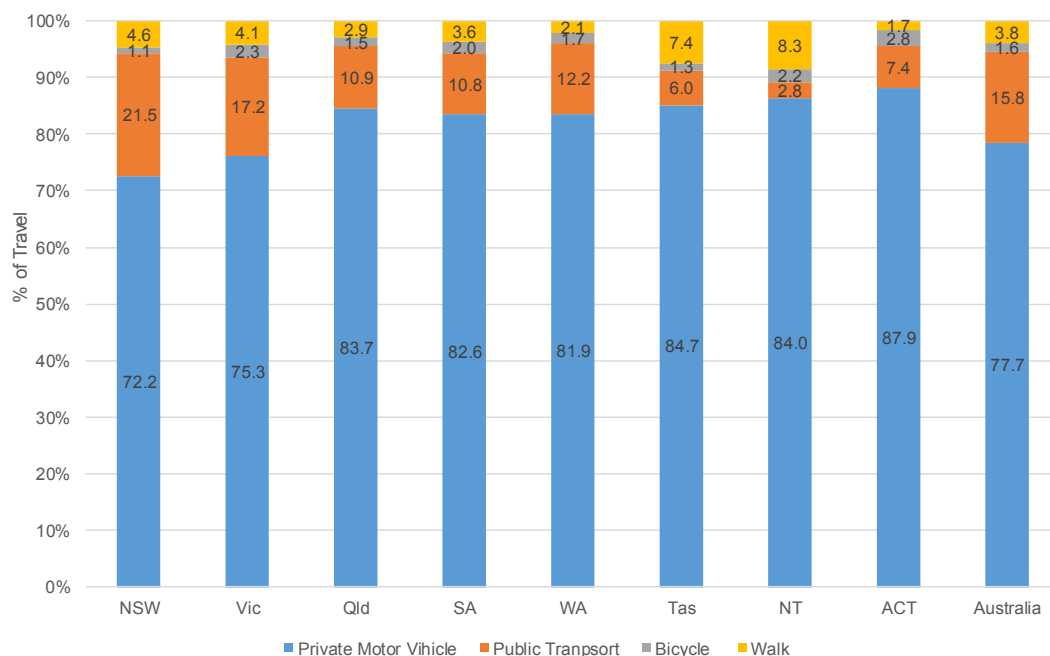
ATAP identifies that walking is probably the most common form of travel as it is involved to some degree in all trips undertaken by all other modes. However, only about four per cent of work or study trips in Australia rely solely on walking - making it the third most common mode, as indicated at Figure 2-1.

ATAP also identifies a number of factors that are likely to determine the propensity for people to choose walking and cycling over other modes, including:

- Infrastructure: Good quality, appropriately designed active travel infrastructure with meaningful network connectivity will maximise levels of active travel and improve safety given the underlying demand for walking and cycling
- Land use: some land uses tend to have a higher incidence of walk trips, for example, outdoor recreation facilities, indoor sports facilities, schools and public transport interchanges
- Complementary uses/facilities: propensity for active travel can be enhanced by the proximity of complementary land uses and facilities such as a public transport interchange located close to a regional shopping centre or university
- Scale and proximity: the propensity for active travel would be expected to increase with the scale of development, while active travel would be expected to increase with proximity of related uses

- Safety: such as trip hazards, inadequate path width, location of power/light poles and paths not navigable by wheelchairs, prams and the elderly
- Security: personal security can be a major factor in limiting walking and cycling
- Topography and climate: hot or cold temperatures, humidity, steep hills and rain can make walking and cycling less attractive compared to other travel modes
- Ancillary infrastructure: including seating, drink fountains, shade planting, and directional signage
- Awareness: potential active travel users might be unaware of the availability and advantages of active travel networks
- End of trip facilities: including bicycle parking/storage and showers could make bicycle riding more appealing

Figure 2-1 Main Mode Of Travel To Work



Source: http://atap.gov.au/mode-specific-guidance/active-travel/files/m4_active_travel.pdf

The ATAP provides a framework for planning and developing transport systems and identifies key factors that are likely to encourage people to walk more for short trips. These factors have been considered in the development of this PAMP.

2.2.2 Australian Model Code of Residential Development

Australian Model Code of Residential Development (Commonwealth of Australia, 1997) was produced to advance the planning, design, assessment and implementation of residential development. It is for use by designers, builders, developers and government officers responsible for housing development. It states that:

'In the planning of residential areas there must be a careful balance between transport needs and protection of the environment. There should be accessibility, choice in mode of transport (private vehicle transport, public transport, walking and cycling).'

Source: <http://www.creationcorporation.com.au/AMCORD/AMCORD/AMCORD.PDF>

The guide identifies that a well-defined community should feature design principles including reduced travel to local employment and activities (e.g. interconnected street networks and local activity centres within walking distance).

One of the key performance criteria in relation to travel mode choice is that street networks facilitate walking and cycling within the neighbourhood and to local activity centres.

The *Australian Model Code of Residential Development* identifies that planning for residential development should consider sustainable transport options, including walking, which have social and environmental benefits.

2.3 State Government

Sydney's Walking Future, released in 2013 is the strategic transport document for walking in NSW. It aims promote and improve the safe, convenient and efficient movement of walking in this city. *Sydney's Walking Future* is a subset document of the *NSW Long Term Transport Master Plan. NSW 2021* sets out the State Government's objectives for increasing walking to achieve improved environmental outcomes, health benefits, and to reduce traffic congestion.

The NSW Government has also prepared two statewide strategies for road safety and transport that have implications for pedestrian planning and strategies for the CoR.

The proposed improvements to the walking network identified as part of this PAMP will help support the State Government's objectives for increasing walking for short trips.

NSW 2021 State Plan

NSW 2021 State Plan is the NSW Government's ten-year plan to guide policy and budget decision making and to deliver on community priorities. It sets long-term goals and targets, and outlines actions that will help achieve these goals.

The key objectives for transport outlined in *NSW 2021* are to:

- Reduce travel times
- Grow patronage on public transport by making it a more attractive choice
- Improve customer experience with transport services
- Improve road safety

The *NSW 2021 Plan* identifies increasing walking and cycling as active modes of transport that will help reduce road congestion and promote healthy lifestyles.

The targets for walking set out in the *NSW 2021 Plan* is to increase the mode share of walking trips made in the Greater Sydney region, at a local and district level, to 25 per cent by 2016. In order to achieve this target for increasing walking and cycling the Plan states that the NSW Government will develop and implement a *NSW Walking Strategy* to encourage and promote walking for travel and recreation, and to enhance walking environments in NSW.

The recommendations developed for this PAMP will help support the objectives of the *NSW 2021 State Plan* for increasing the travel mode share by sustainable transport options, including walking.

A Plan for Growing Sydney

A Plan for Growing Sydney, released in December 2014, is the NSW Government's plan for the future of the Sydney Metropolitan Area over the next 20 years. The plan provides key directions and actions to guide Sydney's productivity, environmental management, and liveability – including the delivery of housing, employment, infrastructure, and open space.

To support the actions outlined in *A Plan for Growing Sydney*, this PAMP will align with the NSW Government's direction for improving accessibility and liveability in an area of mixed land uses.

North District Plan

The draft *North District Plan* is one of six draft District Plans developed by the Greater Sydney Commission for each of Sydney's Districts (the study area is located within the North District).

The vision for the plan also includes that community facilities, open space and cultural facilities will be available to all, linked by more public transport options, safe walking, and cycling routes.

To achieve the vision for the North District, the draft plan sets out priorities and actions that will shape the District's future and guide policy decisions.

The plan states that: '*better connections will reduce the commute time to work, and allow people living in the District's communities to live closer to great places for shopping, lively main streets, sporting facilities and some of the best that nature has to offer.*'

The vision of the *North District Plan* for providing safe walking access, including to public transport facilities and community facilities will be delivered through the development of active travel plans including PAMPs.

NSW Long Term Transport Master Plan, Transport for NSW

The *NSW Long Term Transport Master Plan*, released by Transport for NSW in December 2012 has objectives for increased walking, particularly for short local trips, to achieve improved environmental outcomes, health benefits, and to reduce traffic congestion.

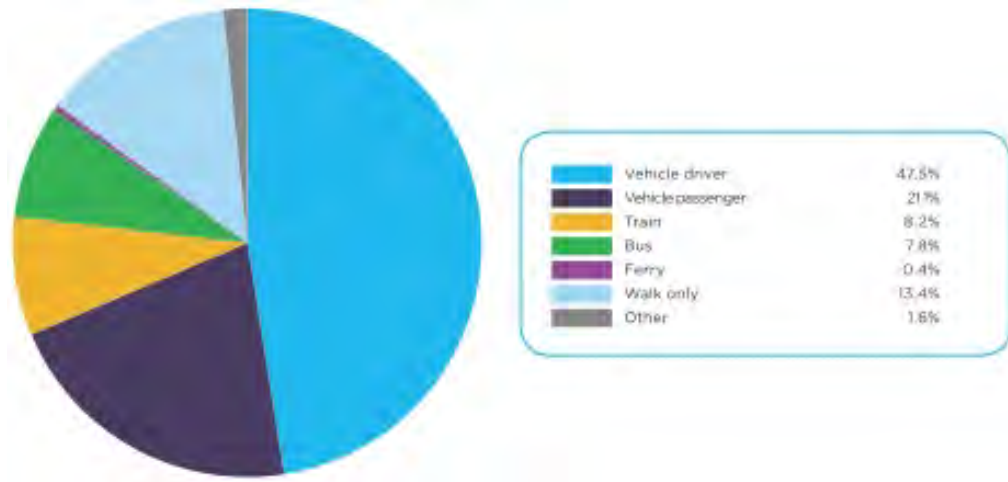
Since many transport journeys start and end with a walk trip, walking helps to reduce traffic congestion. When homes and jobs are within walking distance of each other and within easy walking distance of public transport, accessibility to jobs and services increases, and commuting is easier. More people walking to catch the train, bus or ferry also means less pressure on town centre streets, busy bus services, and commuter car parking.

When planning new developments, the surrounding transport infrastructure should have a network of pedestrian connections that consider:

- Personal safety and security, including adequate lighting and activated public spaces
- Adequate footpath widths
- Safe and convenient pedestrian crossings of roads at intersections and mid-block crossings
- Convenient and legible access to public transport stations or bus stops
- Good signage and wayfinding to support efficient pedestrian movement

Walking accounts for 13.4 per cent of all daily trips in the greater Sydney area as illustrated in Figure 2-2. Across the city, mode share for walking is highest in Inner Sydney (39 per cent) and lowest in Outer Sydney (10 per cent in outer South West Sydney, 12 per cent in the outer Western Sydney and 13 per cent in Liverpool/Fairfield).

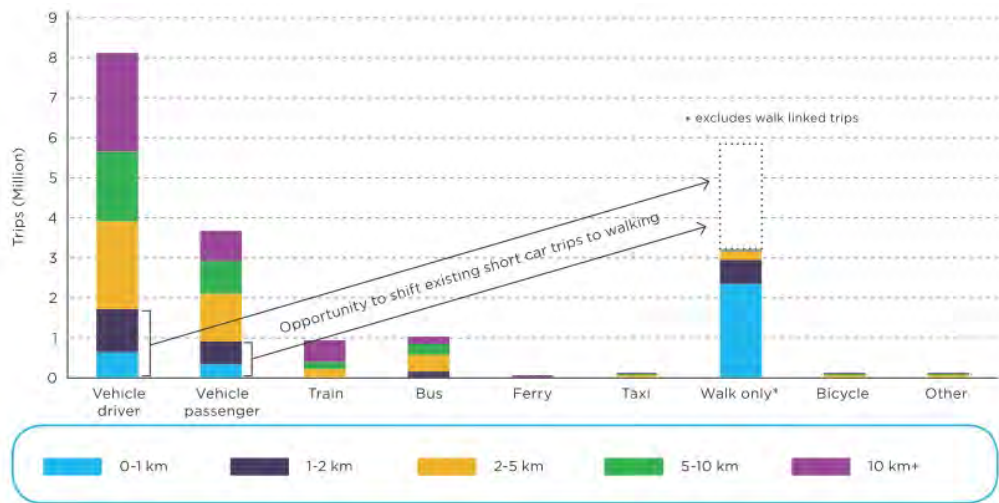
Figure 2-2 Walking as a Mode of Travel in Metropolitan Sydney



Source: TfNSW, 2012

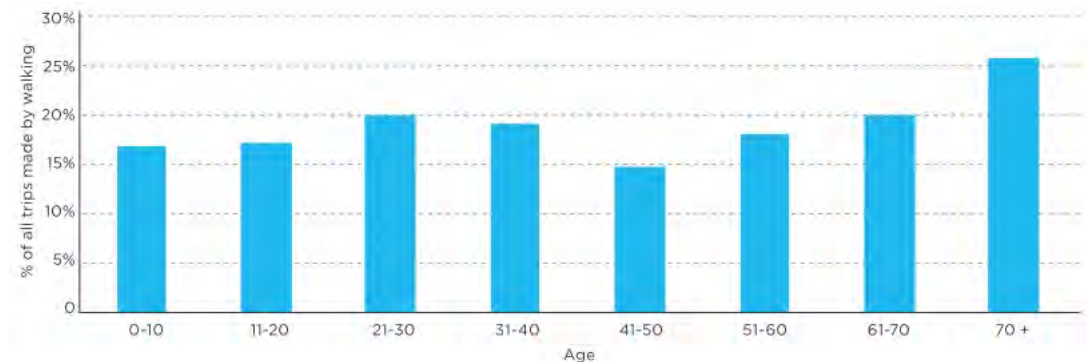
With more than two million of the daily car trips less than two kilometres, which is generally considered a comfortable walking distance for most people, walking, instead of driving, could be significantly more popular as illustrated in Figure 2-3.

Figure 2-3 Opportunity for Growth in the Walk Mode Share in Sydney



Source: TfNSW, 2012 (statistics from 2010-2011)

Walking mode share by age group in Sydney is illustrated in Figure 2-4. These statistics show that walking is most popular with the over 60 age group which suggests that walking may increase as the population ages. Therefore, it is very important to provide safe and convenient facilities for elderly pedestrians. Other statistics show that fewer school children are walking and cycling compared to 20 years ago.

Figure 2-4 Walking Mode Share by Age Group in Sydney

Source: TfNSW, 2012 (statistics from 2010-2011)

The proposed improvements to the walking network identified as part of this PAMP will help support the State Government's objectives for increasing the number of people walking for short trips.

Sydney's Walking Future

The actions set out in *Sydney's Walking Future* aim to encourage people to walk by making walking a safer, more convenient and better connected mode of transport. The key objective of the walking strategy is for walking to be the primary transport choice for trips under 2 kilometres and to improve pedestrian access and amenity at interchanges, to encourage walking as part of the public transport journey.

Sydney's Walking Future aims to support the integration of walking into the transport system through three pillars of activity as listed below.

- Promote the benefits of walking and provide quality information to customers, which includes but is not limited to:
 - Increase walking trips to schools, workplaces and universities through programs that encourage more sustainable transport
 - Enhance online trip planner walking options and provide more information about walking at www.transportnsw.info
 - Improve the quality and consistency of wayfinding and signage for pedestrians
 - Continue to support the Road Safety Education Program
- Connect communities by delivering safe walking infrastructure and completing networks, which includes but is not limited to:
 - Help councils deliver missing links to connect local centres through the Walking Communities Program
 - Improve pedestrian access to and amenity around interchanges, particularly through the Transport Access Program
 - Provide walking links through bridges at key locations
- Engage with partners across the NSW Government, with local government, non-government organisations and the private sector to develop initiatives and policies, which includes but is not limited to:
 - Adopt a whole-of-government approach to increasing rates of walking across Sydney
 - Develop policies to ensure places and major transport developments are designed around safe walking

- Support programs that promote walking from a health and community perspective

The actions set out *Sydney's Walking Future* to integrate walking into the transport system are directly supported the development of PAMP and Walking Plan strategies developed by local councils.

NSW Road Safety Strategy

Transport for NSW prepared the *NSW Road Safety Strategy* in 2012. The potential to address fatal and serious injury crashes on the road network exists through improved intersection design, eliminating or shielding road users from roadside objects or from opposing vehicles and by considering pedestrians, particularly in urban areas. Following implementing the Safe System approach will bring positive road safety outcomes within West Ryde.

Pedestrians are considered at risk road users due to the lack of protection provided in the event of a crash, which results in more severe outcomes. Pedestrians account for 14 per cent of the NSW road toll and are a significant group among road users killed in the Sydney Region. At least 33 per cent of pedestrian fatalities between 2008 and 2010 were alcohol impaired and 40 per cent of pedestrian fatalities were aged 60 years or more. A strong desire for pedestrian safety exists across the road network. This includes the provision of 40 km/h High Pedestrian Activity Areas which are being progressively rolled out at identified locations and 10 km/h Shared Use Zones, pedestrian fencing and other infrastructure treatments, along with safer vehicles which are pedestrian friendly. These will all contribute to the achievement of the targets of this strategy.

The key measures in the *NSW Road Safety Strategy* to improve pedestrian safety are:

- Improve pedestrian crossing safety, including reviewing signal phasing for pedestrians
- Work with local government to undertake road safety audits to address the maintenance and upgrade of pedestrian facilities
- Support the *NSW Long Term Transport Master Plan* and the walking investment program to address the infrastructure needs of pedestrians
- Trial innovative technology solutions to address pedestrian safety, including vehicle to person systems and vehicle based pedestrian detection systems
- Land use planning guidelines to consider pedestrian requirements, especially at transport hubs, new residential developments
- Research pedestrian distraction devices and the effects within the road environment
- Develop communications and awareness campaigns to promote safety with pedestrians and other road users
- Review the application of shared paths and safer interaction between pedestrians and bicycle riders

A strong need to maintain mobility and access for older road users is required with a large proportion living in suburban locations. Some of the proposed measures are to:

- Work with road authorities to provide facilities for older road users including improved pedestrian access, longer green light phasing and local education campaigns
- Deliver communication campaigns to target the safety of older pedestrians
- Utilise lower speed limit schemes for high pedestrian activity areas and roads with high volumes of on-road cyclists
- Improve the safety of pedestrians and bicycle riders through the utilisation of lower speed limit schemes, including 40 km/h high pedestrian activity areas and shared zones

These key measures for improving pedestrian safety should to be considered when developing PAMP strategies.

2020 Aging Strategy

Older pedestrians are over represented in fatal crashes. This is due to frailty and a reduced tolerance from the force of a crash, rather than risk taking. Therefore, it is critically important to promote safe walking routes that are designed with consideration for the older age groups.

The *NSW Ageing Strategy*, released in 2012 identifies that the fastest growing population group in NSW is the cohort of people aged over 65. In NSW, an estimated two million community transport trips are provided each year to help older people access recreation, shopping, medical care, community services, and social activities. This travel demand will continue to grow with this population group forecast to double by 2050.

PAMP strategies need to ensure that the walking network is designed to support active lives as people age and this part of the population increase.

2.4 City of Ryde Council Planning

The following CoR documents provide the planning context for the pedestrian access in West Ryde.

Ryde 2025 Community Strategic Plan (2013)

The *Ryde 2025 Community Strategic Plan* was prepared in 2013, to provide direction and long-term planning for the economic, social and environmental growth for Ryde. The aims of the plan are to:

- Protect and enhance natural and built environments
- Address social inclusion and community needs
- Plan for well designed and welcoming neighbourhoods
- Stimulate economic growth and local job opportunities
- Provide sustainable infrastructure and development

Goal two of the plan, in order to provide a 'City of Connections' is '*Our community has the option to safely and conveniently drive, park, cycle or walk around their city.*'

The *Ryde 2025 Community Strategic Plan* provides Council's direction for implementing sustainable infrastructure in the LGA, including for walking and mobility access.

Integrated Transport Strategy (2016-2031)

CoR developed the Integrated Transport Strategy (ITS), which provides a framework to plan for an integrated transport network to support the growth in residents and jobs. The ITS provides an update to Council's existing Integrated Land Use and Transport Strategy. The ITS is shaped around five key policy positions relating to integrated land use, parking, active transport (walking and cycling) public transport, roads and freight.

The Strategy identifies that '*walking and cycling will be encouraged for commute to work or to travel for education or recreational purposes. Pedestrian and cyclist safety will be paramount, and better connections will link facilities provided for each user group.*'

The Local Centres Strategy for West Ryde identifies is shown in Figure 2-5.

Figure 2-5 Local Centre Strategy – West Ryde

Source: CoR Integrated Transport Strategy (2016-2031)

The ITS identifies the following recommendations for the West Ryde Centre PAMP study area:

- Improve pedestrian permeability and connections from Dickson Lane to Victoria Road, in the Market Street-Graf Avenue area and from the station across to Rydedale Lane
- Improve the quality of the pedestrian connection from Anthony Road through the bus interchange to West Ryde Station
- Upgrade the Victoria Road/West Parade intersection upgrade to introduce a bus-only right turn from Victoria Road into West Parade in order to significantly reduce bus travel times. Buses accessing West Ryde Station from Victoria Road, east of the station do so via Ryedale Road, Marlow Avenue and West Parade
- Investigate implementing a High Pedestrian Activity Area or shared zones at Graf Avenue and Anthony Lane
- Investigate upgrading the Herbert Street/Rydedale Road intersection to traffic signals, including signal-controlled pedestrian crossings

These proposed recommendations have been reviewed in the development of this PAMP.

CoR Integrated Land Use Strategy (2007)

The *Integrated Land Use Strategy* is a strategic plan integrating transport options with land use planning requirements, providing a series of actions and recommendations, structured around a citywide approach with six key centre reports, including West Ryde.

The strategy identifies that the CoR Management Plan 2006-2009 and Council's capital works program commits Council to the following pedestrian facilities:

- New footpath from Adelaide Street to Grand Avenue along Pearl Street
- Adelaide Street and Bennett Street: pedestrian refuge

- West Ryde Town Centre upgrade (which at this stage largely consists of the upgrade of footpaths with new consistent paving)

The actions listed in the strategy in relation to walking in West Ryde Centre include:

- Improve pedestrian and bicycle linkages between West Ryde and Ryde along the Charity Creek corridor, with the provision of a shared pedestrian cycleway
- Investigate opportunities to provide pedestrian crossing opportunities at:
 - Victoria Road (east of railway line) to link with segment of footpath between Hermitage Road and Ryedale Road and in the interim sign pedestrians to cross at intersection of Victoria Road/Hermitage Road)
 - Across railway line between Victoria Road and Meadowbank Station
- New footpath along the western side of Hermitage Road
- Ensure future development of bus station adjacent to West Ryde Station provide clear, legible and well lit pedestrian paths with an emphasis on personal security
- Undertake detailed analysis of pedestrian accidents and design of mitigating measures including:
 - Separate pedestrian phases (green time not shared with turning traffic)
 - Longer green times
 - Pedestrian refuges
 - Pedestrian barriers/guard rail
 - Reduced vehicle speeds
 - Speed limit enforcement
 - Improve street lighting
- Provide signage for pedestrians to Northern Sydney TAFE Ryde Campus, and other local destinations from the rail station, meeting Roads and Maritime guidelines.

The strategy also identifies the following key locations where footpaths are missing:

- Hermitage Road (west side) between Rhodes Street and Victoria Road
- West Parade (east side) between Marlow Avenue and Denistone Station
- Victoria Road (south side) between Maxim Street and Ryde Pump Station
- Ryedale Road (west side) between Stratford Avenue and Terry Road

The recommendations by CoR in the *Integrated Land Use Strategy* have been considered in the development of this PAMP, including potential new footpaths and pedestrian connections.

Local Environmental Plan (2014)

The Ryde Local Environmental Plan (LEP) 2014 is the statutory planning tool that establishes what forms of development and land use are permissible and/or prohibited on all land within the City of Ryde. The provisions are made in accordance with the relevant standard environmental planning instrument under section 33A of the Act.

The particular aims of the plan include the following:

- To foster the environmental, economic, social and physical development of Ryde so that it develops as an integrated, balanced and sustainable city
- To improve access to the city, minimise vehicle kilometres travelled, facilitate the maximum use of public transport and encourage walking and cycling

- To preserve and improve the existing character, amenity and environmental quality of the land to which this plan applies

The current zoning in the study area include Business Development, Infrastructure, Low and High Density Residential and Public Recreation. Objectives of the various land use zones under the new LEP applicable to this study include:

- Business Development (Zone B5)
 - To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres
- Infrastructure (Zone SP2)
 - To provide for infrastructure and related uses
 - To prevent development that is not compatible with or that may detract from the provision of infrastructure
 - To ensure the orderly development of land so as to minimise any adverse effect of development on other land uses
- Low Density Residential (Zone R2)
 - To provide for the housing needs of the community within a low density residential environment
 - To enable other land uses that provide facilities or services to meet the day to day needs of residents
 - To provide for a variety of housing types
- High Density Residential (Zone R4)
 - To provide for the housing needs of the community within a high density residential environment
 - To provide a variety of housing types within a high density residential environment
 - To enable other land uses that provide facilities or services to meet the day to day needs of residents
- Public Recreation (Zone RE1)
 - To enable land to be used for public open space or recreational purposes
 - To provide a range of recreational settings and activities and compatible land uses
 - To protect and enhance the natural environment for recreational purposes

The land use zoning information in the LEP has informed the development this PAMP, including the prioritisation of proposed pedestrian infrastructure.

Ryde Development Control Plan (2014)

The Ryde *Development Control Plan 2014* (DCP) is a statutory planning document, which came into effect in September 2014. It provides guidelines, objectives and controls for persons wanting to carry out development on land in the City of Ryde. The DCP is to be read in conjunction with the LEP and together they form the framework for how the LGA will develop.

The objectives of the DCP include:

- To achieve a responsible development control system that has sustainable environmental outcomes
- To enhance the existing amenity and character of the City of Ryde
- To create vibrant, viable and economically sound employment and living centres

- To ensure new development is appropriate for its site and context
- To ensure that urban centres and special areas are identified and their special qualities protected and enhanced
- To provide guidelines for specific development types and development sites to ensure appropriate high quality development

The DCP also provides guidance to the requirements for access by people with disabilities to and within buildings, the streetscape and open areas in the City of Ryde. The objectives of which include the following:

- Ensure that builders, developers and others provide access for people with disabilities in new and refurbished premises as required by the *Disability Discrimination Act 1992* and the new Commonwealth Disability (Access to Premises-Buildings) Standards
- Provide design criteria that achieves access for people with disabilities
- Promote the concept of an accessible environment for the entire community

In accordance with the DCP, PAMP strategies need to ensure that an accessible environment for the community can be achieved through the implementation of appropriate pedestrian infrastructure.

City of Ryde Bicycle Strategy (2014)

The City of Ryde Bicycle Strategy is a plan that intendeds to improve the environment for people who cycle for transport, health and fitness. This strategy consolidates and updates all previous plans associated with cycling and aims to increase bicycle use in the City of Ryde over the next decade.

The strategy is a two-point action plan comprising of a bicycle network plan and a bicycle-use support plan. The aims of which include the following:

- Build a coherent network consisting of system of bicycle routes: regional routes for quicker, longer trips; local routes for shorter, localised trips; and, low-traffic local streets for easy access to all destinations
- Make recommendations on integrating ongoing network development with Council's asset management systems and wider planning processes
- Improve station accessibility and rider and walker safety around station entrances in conjunction with Council traffic calming programs

The proposed Ryde Bicycle Network is made up of a series of interconnected bicycle routes, which provides access to residential areas and trip generators within the City and surrounding region. The routes are categorised into three types; they include the following:

- Regional routes
- Local routes
- Local links

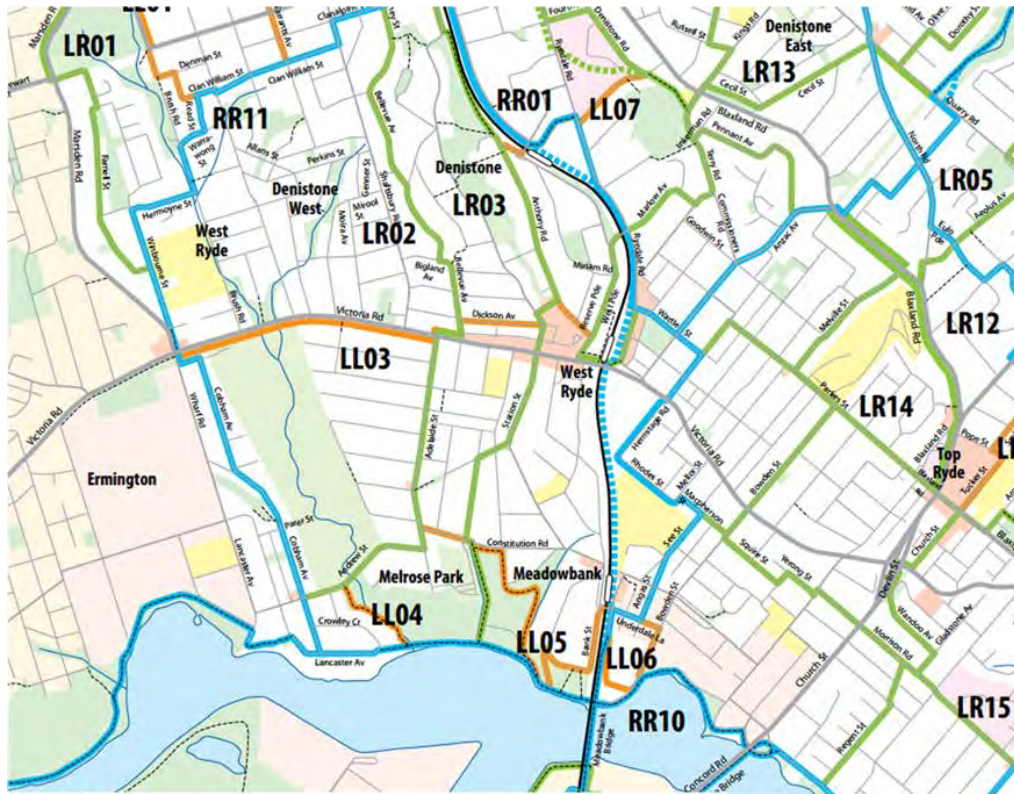
Table 2-1 summarises the routes from the strategy that are located within the West Ryde Centre PAMP study area.

Proposed bicycle network improvements identified in Bike Plans needs to be considered in the development of PAMP strategies, to ensure a consistent and integrated approach to the planning and implementation of active transport infrastructure.

Table 2-1 City of Ryde Bicycle Network – Bicycle Routes

Link name	Route	Description	Links in Study Area
Hornsby to Strathfield Rail Trail	RR01	Via the northern railway corridor between Eastwood and Meadowbank. Ryde Council will progress the construction of the proposed Eastwood to Strathfield Rail Trail between Eastwood and Meadowbank in or beside the rail corridor with an on-road alternative to be developed in the interim	Via Macpherson Street, Mellor Street, Rhodes Street, Hermitage Road, Wattle Street and Ryedale Road
Mona Vale to West Ryde	RR03	Via De Burghs Bridge, Fontenoy Road, Khartoum Road, Waterloo Road, Shrimptons Creek Path, Heath Street, Rickard Street, Anzac Avenue and Wattle Street.	Via Anzac Avenue, Wattle Street and Hermitage Road
Eastwood to Parramatta River	LR02	Via Rowe Street, Trelawney Street, Bellevue Avenue, Victoria Road, Adelaide Street and Andrew Street	Via Victoria Road and Bellevue Avenue
Eastwood to PVC via West Ryde	LR03	Via West Parade, Railway Corridor, Anthony Road, Betts Street, Chatham Road, Station Street, Rex Street, Federal Road and Meadowbank Memorial Park Paths	Via Chatham Street, Betts Street and Anthony Road
North Ryde to West Ryde	LR04	Via Sobraon Road, Valda Place, Wilga Place, Abuklea Road, Kingsford Avenue, North Road, Norma Avenue, Grove Street, Boronia Lane, Russell Street, Kings Road, Terry Road, Marlowe Lane, Marlowe Avenue, West Parade, pathway along Victoria Road and Ryedale Road	Via Terry Road, Marlowe Lane, Marlowe Avenue, West Parade, pathway along Victoria Road and Ryedale Road
Marsden Road to West Ryde Link	LL03	Via Victoria Road shared path, Bellevue Avenue, Dickson Avenue, Chatham Road, Betts Street and Anthony Road	Via Dickson Avenue, Chatham Road, Betts Street and Anthony Road

Figure 2-6 City of Ryde – Bicycle Network



Legend

- | | | |
|-----------------------------------|--|---|
| Roads and streets | | Schools, colleges and universities |
| Route siting | | Retail, cafes and entertainment |
| Path | | Government buildings |
| On-road lanes or shared | | Parks and privatised open space |
| Off-road path adj to road | | Commercial & industrial usage |
| Planned or existing routes | | |
| Regional bicycle routes | | |
| Local bicycle routes | | |
| Local links | | |
| | | Lifestyle and opportunity @ your doorstep |

Source: City of Ryde Bicycle Strategy

Travel Plan Guidelines (2015)

The Travel Plan Guidelines outlines the requirements for the preparation for Travel Plans. These plans aim to effect a shift away from single occupancy car use towards more sustainable forms of transport for the benefit of the community. It does this by outlining a range of actions and incentives to increase the uptake of walking, cycling, public transport, car-sharing and car-pooling to reduce dependency on private cars.

These plans can have significant benefits including:

- Reducing congestion and pollution in the local area
- Reducing greenhouse gas emissions
- Reducing costs associated with car parking, fleet maintenance and travel
- Reducing journey times
- Increasing physical activity, leading to greater productivity and improved health and wellbeing
- Increasing accessibility to a site.

A Framework Travel Plan is required for all developments that exceed 10,000 square metres of new floor space. This includes residential developments. The Travel Plan should be submitted along with the Development Application. Conditions of consent may also require that a Travel Plan be provided for any new development that Council believes has the potential to generate significant traffic and transport impacts.

Infrastructure improvements such as new footpaths and pedestrian crossing facilities can help encourage people to walk more by making walking routes safer and more convenient. This aligns with the overall objectives of a Travel Plan, which is to promote and encourage sustainable modes of travel to access employment, educational and residential development. .

Local Planning Study (2015)

The Local Planning Study (LPS) was developed to help guide the preparation of the LEP for CoR. Objectives of the study include:

- Articulating a vision for land use planning in the whole of the City of Ryde
- Providing a single mechanism that coordinates and focuses Council's planning activities

Part of the LPS involves the assessment of transport options. The assessment involves a focus on the implementation of transport integration and land use principles and accessibility planning at local level across the City of Ryde. Accessibility planning seeks to encourage travel by environmentally sustainable modes, such as active transport. This includes walking and cycling - forms of transport that are based on human propulsion.

Sustainable modes of transport are those that have lower environmental, economic and social impacts than single occupant, private use vehicles. PAMP recommendations will help to encourage travel by environmentally sustainable modes, which is an objective of the *Local Planning Study*.

2.5 Existing Travel Characteristics and Demographics

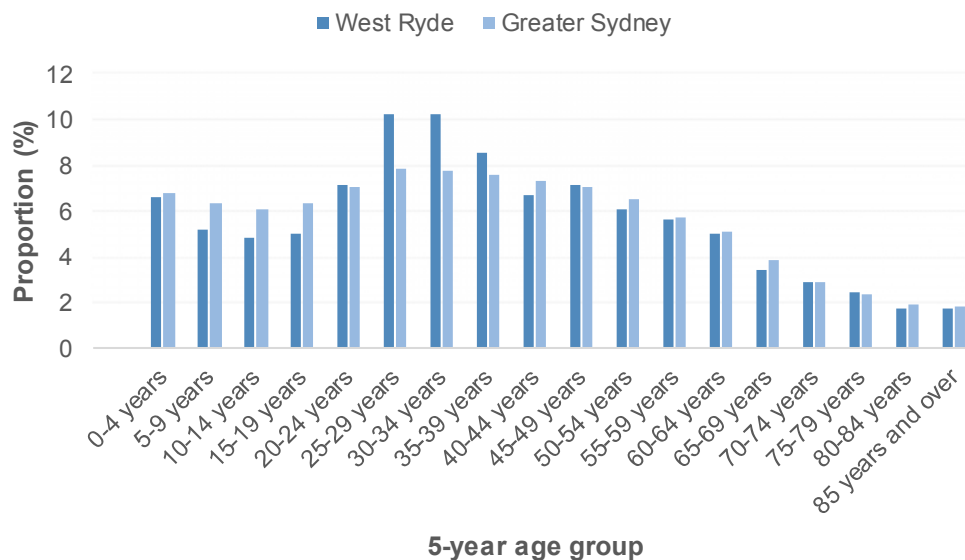
2.5.1 Population

The population of the West Ryde Centre Study area was 12,292 in 2011. The current population estimate (2017) is 13,858. This represents around 21 per cent of the total City of Ryde population (at 64,514 people). This is a significant proportion of the total population of the City of Ryde LGA.

2.5.2 Demographics for age groups

The age group profile of West Ryde and the average age profile for Greater Sydney is illustrated in Figure 2-7, which is based on 2011 census data, as 2016 census data was not yet available at the time this plan was developed.

Figure 2-7 Comparison of Age Profiles in West Ryde and Greater Sydney (2011)



Source: Australian Bureau of Statistics, Census of Population and Housing 2011

These population statistics show:

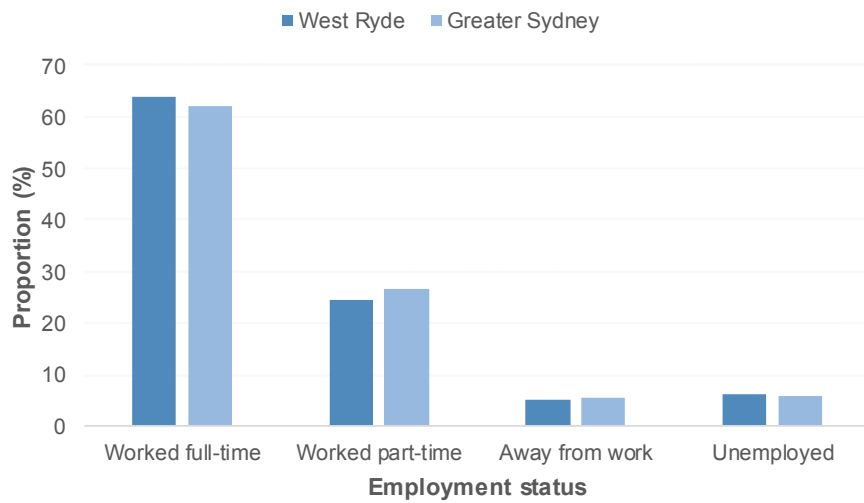
- The proportion of age groups between 0 to 19 years old in West Ryde is lower than compared to the Greater Sydney average, with this age group consisting of 22 per cent of the population and 26 per cent of the population in Greater Sydney
- The proportion of people in West Ryde aged between 20 and 39 is higher than that of Greater Sydney, with this group consisting of 36 per cent of the population and 30 per cent of the population in Greater Sydney
- The average proportion of people in West Ryde aged between 40 to 85 years and over is lower than that of Greater Sydney. The proportion of people in West Ryde within this age group is 42 per cent, whereas the proportion in Greater Sydney is 44 per cent

2.5.3 Employment in West Ryde

A comparison of employment rates for the population aged above 15 years old in West Ryde and the Greater Sydney area is provided at Figure 2-8.

According to the 2011 Australian Bureau of Statistics data for West Ryde, Code SSC12477 (SSC), 6,475 people were identified as being in the labour force. Of these, 64.1 percent were employed full time, which is more than the 62.1 per cent in Greater Sydney and 24.6 percent were employed part time, which is lower than the 26.7 per cent in Greater Sydney. The level of unemployment in West Ryde is higher, where the proportion is 6.3 per cent, compared to 5.7 per cent in Greater Sydney.

Figure 2-8 Employment Status for Workers Residing in West Ryde

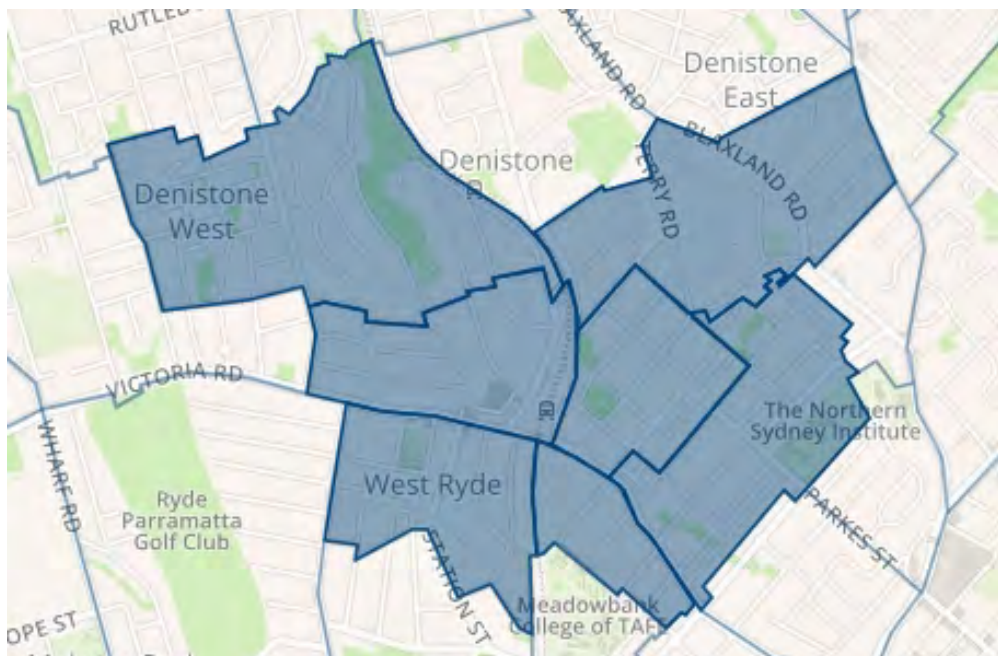


Source: Australian Bureau of Statistics, Census of Population and Housing 2011

2.5.4 Journey to Work Data

Data from the Transport for NSW Transport Performance and Analytics (TPA) website was obtained and was assessed for the West Ryde area. Travel Zones 1583, 1584, 1585, 1586, 1587, 1512 and 1511 were used to estimate the employment demography in the West Ryde Centre study area as illustrated in Figure 2-9.

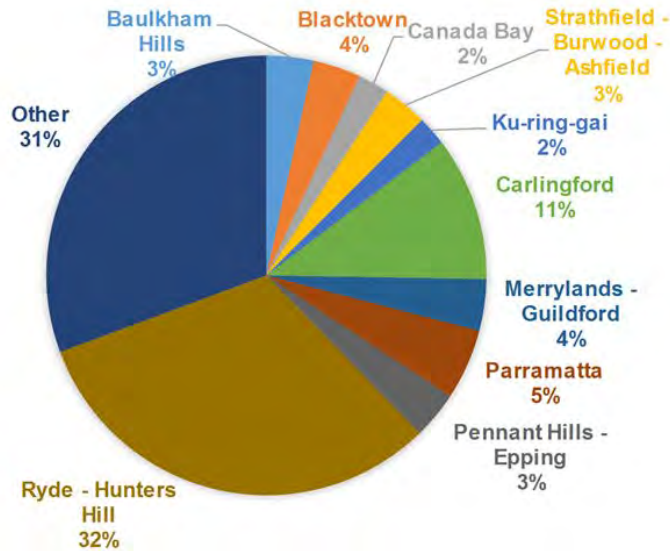
Figure 2-9 Location of Travel zone 1583, 1584, 1585, 1586, 1587, 1512 and 1511



Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1583,1584,1585,1586,1587,1512,1511>

According to the 2011 Australian Bureau of Statistics Journey to Work data, a total of 3,558 people work in the selected travel zone. Of this total, the greatest proportion (32 per cent) live in Ryde – Hunters Hill, as illustrated at Figure 2-10.

Figure 2-10 Resident locations of people employed in Travel Zones 1583, 1584, 1585, 1586, 1587, 1512 and 1511

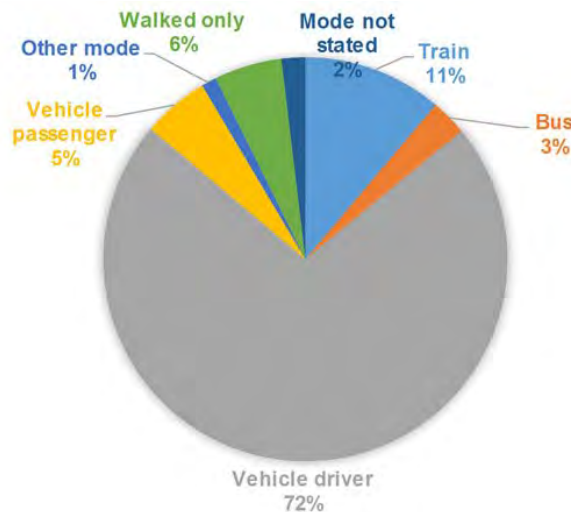


Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1583,1584,1585,1586,1587,1512,1511>

Journey to work data of the 3,558 people working in the selected travel zones was also analysed and is illustrated in Figure 2-11. There were 510 people who either worked at home or did not go to work. The most common form of transport is driving to work, making up 77 per cent of the proportion (car driver or passenger).

The next most common form of transport was by train making up 11 per cent of the proportion. This shows that people are accessing and egressing the train station, which in turn indicates that walking will form some part of the journey to work.

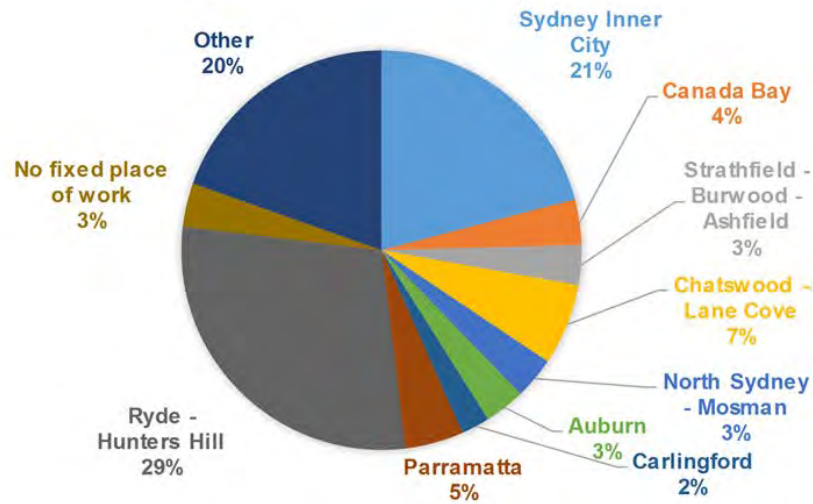
Figure 2-11 Journey to Work method of people employed in Travel Zones 1583, 1584, 1585, 1586, 1587, 1512 and 1511



Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1583,1584,1585,1586,1587,1512,1511>

A total of 5,961 residents living within the selected travel zones there are employed. As illustrated in Figure 2-12, the highest portion of employees work in Ryde – Hunters Hill, with this portion making up 29 per cent. The next highest is Sydney Inner City at 21 per cent.

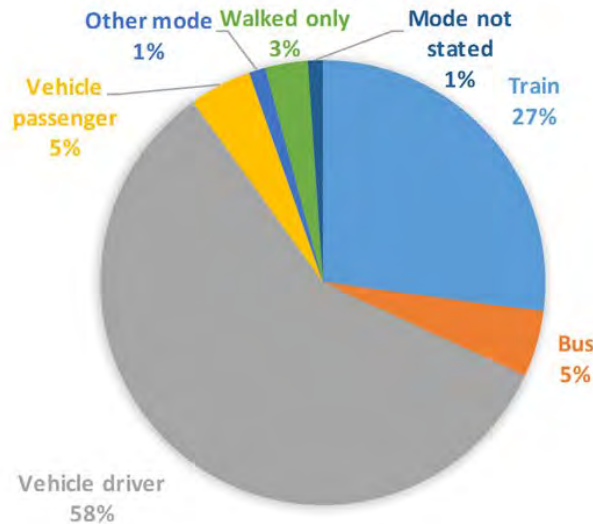
Figure 2-12 Work places of people living in Travel Zone 1583, 1584, 1585, 1586, 1587, 1512 and 1511



Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1583,1584,1585,1586,1587,1512,1511>

Journey to work mode share data for the resident workers is illustrated in Figure 2-13. The data indicates that there is a high mode share for private vehicles, with 58 per cent of all journeys to work taking place by motor vehicle. Travel by train was the second highest mode, which accounted for 27 per cent of the total mode share, followed by bus with five per cent.

Figure 2-13 Journey to Work method of people living in Travel Zone 2004



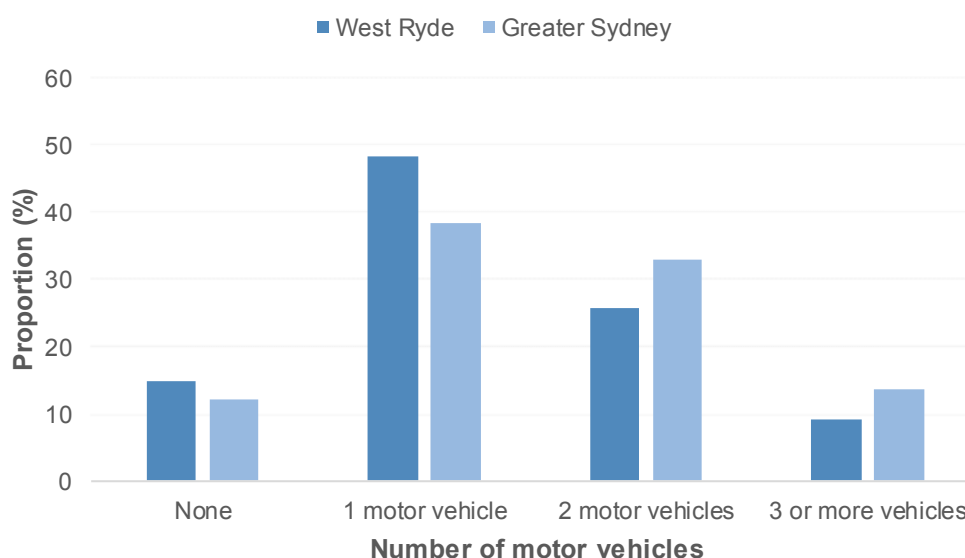
Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1583,1584,1585,1586,1587,1512,1511>

2.5.5 Car ownership

Data for the number of motor vehicles parked at residential addresses in West Ryde and Greater Sydney (from the 2011 Census) is summarised in Figure 2-14. This indicates the following:

- Three percent of households in West Ryde do not have a motor vehicle, compared to 12 per cent in Greater Sydney
- Thirty per cent of households in West Ryde have one vehicle, compared to 38 percent in Greater Sydney
- Sixty-four percent of households in West Ryde have two or more vehicles, compared to 50 per cent in Greater Sydney

Figure 2-14 Motor vehicle ownership



Source: NSW Transport Performance and Analytics employment forecasts

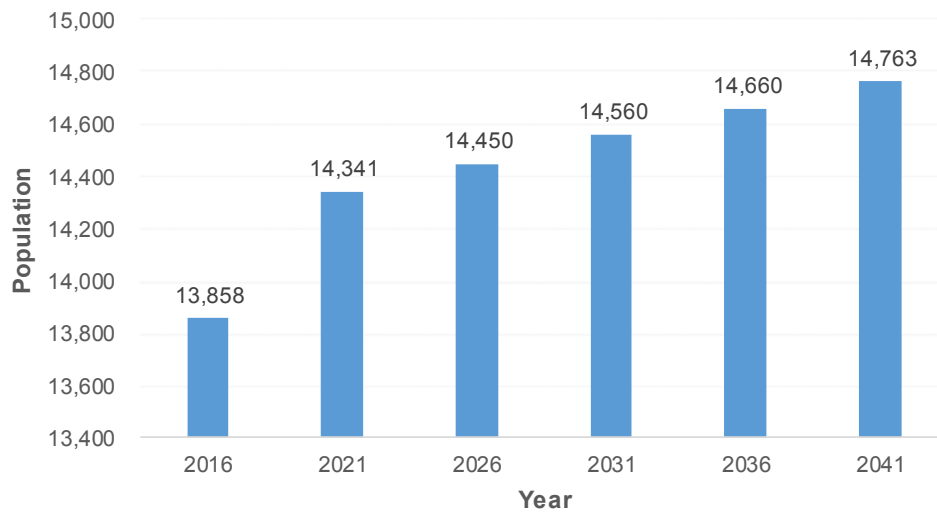
The lower than average car ownership provides an opportunity to encourage the usage of modes other than driving for getting to work and other trips.

2.5.6 Future Population and Employment

Population Forecast

Approximately 13,858 people currently live within the travel zone for West Ryde. This is forecast to grow to around 14,763 people by 2041, as illustrated in Figure 2-15. This is an increase of approximately seven per cent from the current population, most of which is forecast to occur between now and 2021.

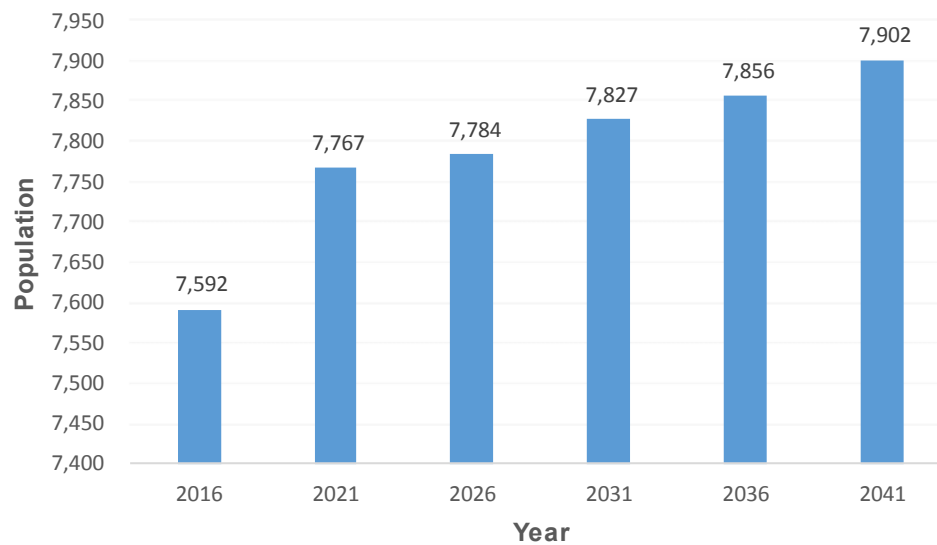
Figure 2-15 Forecast Population in West Ryde Travel Zone



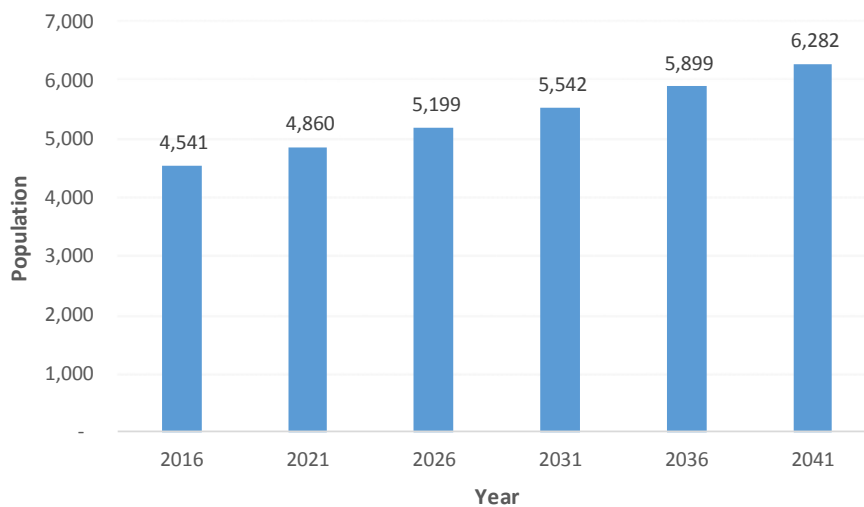
Source: NSW Transport Performance and Analytics employment forecasts

Forecast workforce and employment in West Ryde is illustrated in Figure 2-16 and Figure 2-17 respectively. The data indicates that the forecast workforce is around 8,000 people in 2041, with the forecast number of people employed in the area expected to be around 6,300 people.

Figure 2-16 Forecast workforce in West Ryde



Source: NSW Transport Performance and Analytics employment forecasts

Figure 2-17 Forecast employment in West Ryde

Source: NSW Transport Performance and Analytics employment forecasts

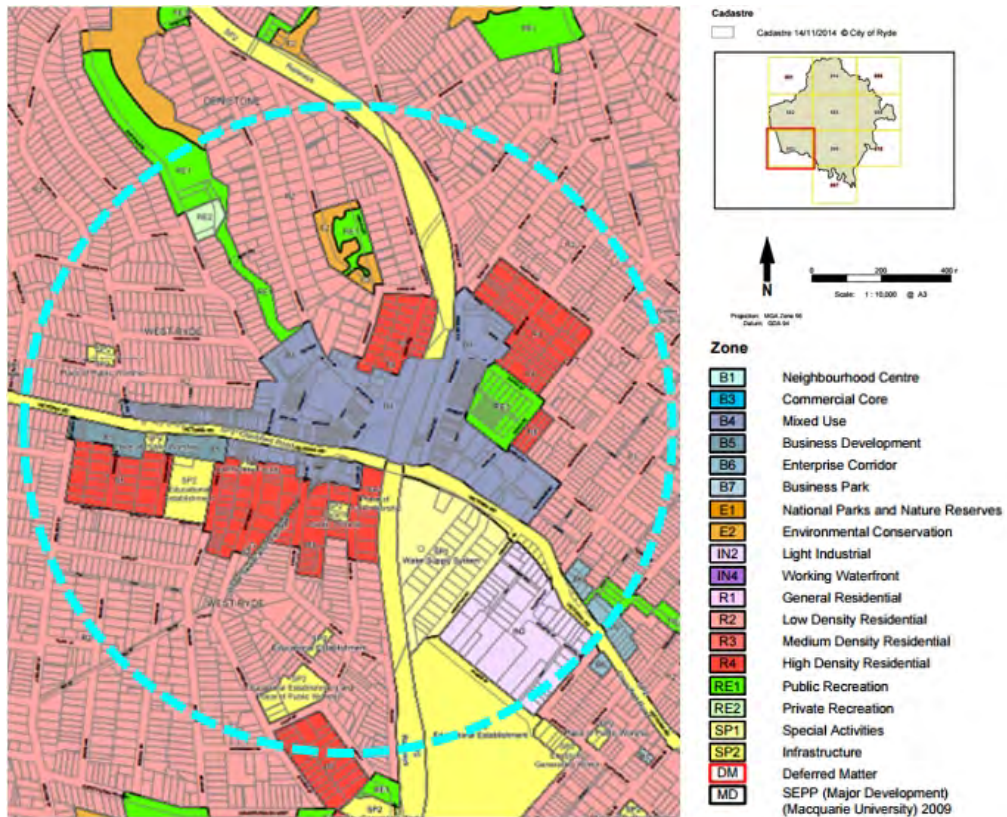
2.6 Existing land use and infrastructure

2.6.1 Land use

An extract of the land use plan for the West Ryde Centre study area is illustrated in Figure 2-18. The land uses within the study area are predominantly low density residential with mixed retail and high density residential land uses located around the centre of the study area.

There are also public recreation, environmental conservation and special activities zones located north and south of Victoria Road respectively. A light industrial area is located in the south-east corner of the study area.

Figure 2-18 Land Use of Study Area



Source: City of Ryde Local Environmental Plan 2014, (modified by GHD)

2.6.1 Road Network

Road Hierarchy

State Roads perform a state function and are fully funded and managed by Roads and Maritime. Council maintains local and regional streets or roads. Roads and Maritime funds the maintenance of travel lanes on some regional roads.

The classification of roads within the existing road network can be used as an indication of the functional role each road plays with respect to the volume of traffic they should appropriately carry. Roads and Maritime have developed a set of road hierarchy classifications, shown in Table 2-2, which indicate typical nominal Average Annual Daily Traffic (AADT) volumes for various classes of roads.

Table 2-2 Functional Classification of Roads

Type of Road	Traffic Volume (vpd*)	Peak Hour Volume (vph*)
Motorways/Freeways	> 15,000	> 5,600
Arterial Road	> 15,000	1,500 – 5,600
Sub-Arterial Road	5,000 – 20,000	500 – 2,000
Collector Road	2,000 – 10,000	200 – 1,000
Local Road	< 2,000	0 – 200

Source: NSW Roads and Maritime Service (formerly NSW RTA), Road Design Guide and AMCORD
 *Note vpd = vehicles per day, vph = vehicles per hour

Victoria Road

Victoria Road is a State Road and major arterial road providing a link and key public transport (bus) corridor between Parramatta and Sydney CBD. Through the West Ryde Centre PAMP study area. Victoria Road has two general traffic lanes and a bus lane in the westbound direction, as illustrated in Figure 2-19.

Victoria Road has a daily traffic flow of around 58,000 vehicles. On-street parking is available on both the northern and southern side of Victoria Road between Bellevue Avenue and Chatham Road, during non-clearway operations.

Bus routes 188, 513, 520, 523, 524 and M52 operate from bus stops along Victoria Road. A dedicated bus lane is provided on the southern side of Victoria Road (eastbound) between Riverview Street and Station Street

Victoria Road currently has a sign posted speed limit of 60 km/h within the West Ryde Centre PAMP study area.

Figure 2-19 Victoria Road, looking east at Endeavour Street



West Parade

West Parade is a Regional Road, which functions as a collector road and provides generally one traffic lane in each direction, with provision of dedicated turning lanes at intersection approaches as illustrated in Figure 2-20.

On-street parallel parking spaces are available on the western side between Victoria Road and Anthony Road, with parking provided on both sides between Anthony Road and Miriam Road.

West Parade provides access to the West Ryde Station and bus interchange. There are also three bus stops located along West Ryde Parade within the study area, with bus routes 501, 513, 520, 524 and 534 operating from these bus stops.

West Parade has a sign posted speed limit of 50 km/h.

Figure 2-20 West Parade, looking south from West Ryde Station Bus Interchange



Ryedale Road

Ryedale Road functions as a collector road and provides one traffic lane in each direction. On-street parallel parking spaces are available on both sides of the street, as illustrated in Figure 2-21.

There are six bus stops located along Ryedale Road (three bus stops in each direction) within the study area, with bus routes 501, 513, 520, 524 and 534 operating from these bus stops.

Within the study area, Ryedale Road mainly provides access to West Ryde station and commuter car park, retail, residential and recreational land uses, including Ryde-Eastwood Leagues Club. It has a sign posted speed limit of 50 km/h.

Figure 2-21 Ryedale Road, Looking North from West Ryde Station Entrance



2.7 Crash statistics

2.7.1 Pedestrian crashes

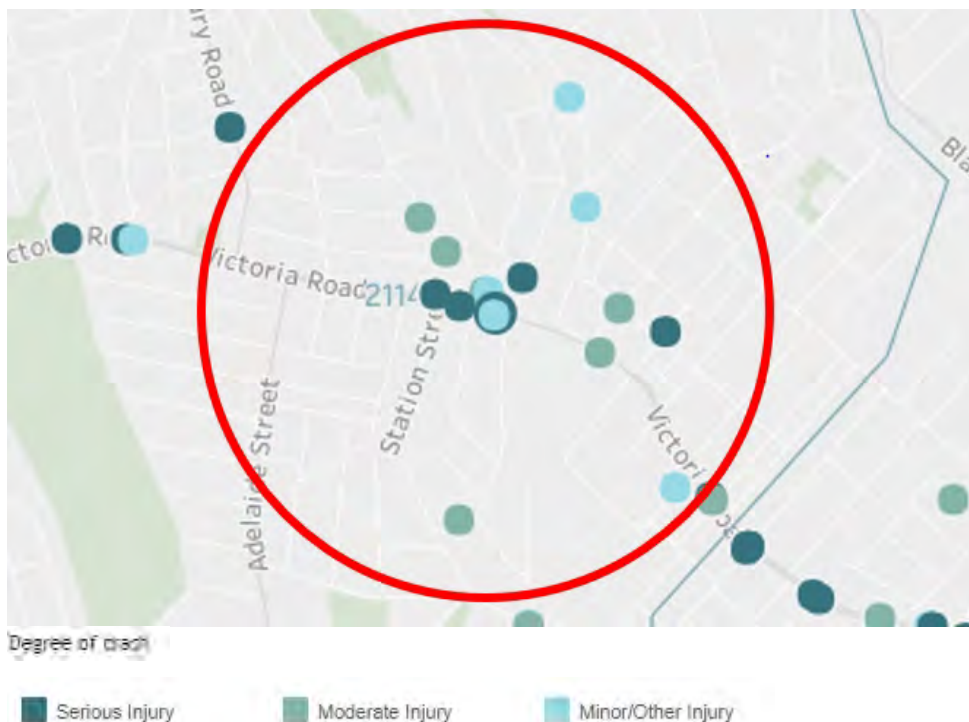
Crash statistics for incidents involving pedestrians at roads within the study area over a five-year period between 2011 and 2015 were obtained from TfNSW. This crash data was used to determine the main factors contributing to crashes within the study area.

A summary of the recorded crashes along each street in the study area during this five-year period is illustrated in Figure 2-23. The crash locations are listed in Table 2-3.

Table 2-3 Recorded Crashes with Pedestrians in West Ryde (2011 – 2015)

Street	Location	Location - Nearest Intersecting Street	Time of day	Crash Type	Injuries	Severity
Ryedale Road	Mid-block	Marlow Avenue	Night	Pedestrian far side	1	Minor
Ryedale Road	Mid-block	Terry Road	Night	Pedestrian far side	1	Minor
Fernvale Avenue	Intersection	Chatham Road	Night	Pedestrian on carriageway	1	Moderate
Dickson Avenue	Roundabout	Chatham Road	Day	Pedestrian nearside	1	Moderate
West Parade	T-junction	Anthony Road	Night	Pedestrian far side	1	Serious
Victoria Road	T-junction	Station Street	Day	Pedestrian far side	1	Serious
Victoria Road	Mid-block	Gaza Road	Day	Pedestrian nearside	1	Serious
Graf Avenue	L-junction	Anthony Road	Day	Pedestrian nearside	1	Minor
Victoria Road	T-junction	West Parade	Day	Pedestrian nearside	1	Serious
Victoria Road	T-junction	West Parade	Day	Pedestrian nearside	1	Serious
Victoria Road	T-junction	West Parade	Day	Pedestrian nearside	1	Minor
Anzac Avenue	Roundabout	Herbert Street	Day	Pedestrian nearside	1	Moderate
Hermitage Road	Mid-block	Herbert Street	Day	Pedestrian other	1	Serious
Victoria Road	Mid-block	Anzac Avenue	Day	Pedestrian far side	1	Moderate
Mellor Street	Driveway	Victoria Road	Day	Driveway	1	Minor
Maxim Street	Mid-block	Union Road	Night	Pedestrian far side	1	Moderate

Source: http://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga_stats.html?tblga=4

Figure 2-23 Crashes Involving Pedestrians between 2011 - 2015

Source: Transport for NSW Centre for Road Safety (modified by GHD)

Over the five-year period from 2011 to 2015 there were 16 crashes that involved pedestrians. Each of those incidents resulted in an injury ranging from minor to serious. No fatalities were recorded.

Victoria Road experienced the highest number of recorded crashes with six accidents occurring along Victoria road within the study area. The types of crashes is summarised below:

- Four crashes with a pedestrian on the near side of the road

Two crashes with a pedestrian coming from the far side of the road. The high incidence of crashes involving pedestrians on Victoria Road highlights that there is potential for enhancement of pedestrian infrastructure along Victoria Road to improve pedestrian safety.

Other incidents involving pedestrian accidents are as a result of pedestrians not having enough time to cross the road or stepping off the footpath and were widely distributed. Other pedestrian accident types are summarised below:

- Fernvale Avenue/Chatham Road intersection
 - One crash with a pedestrian standing on the carriageway
- Mellor Street
 - One crash involving a collision with pedestrian at driveway point

It should be noted that the crash data presented is based on NSW Police reports, which generally under-represent the incidence of pedestrian and cyclist related crashes due to some of these incidents not being reported. This is due to the fact that many minor pedestrian incidents do not result in tow-away crashes where police are called and the incident therefore goes unrecorded.

2.7.2 Vehicle crashes

Crash statistics for roads within the study area over a five-year period between 2011 and 2015 were obtained from TfNSW. This crash data was used to determine the main factors contributing to crashes within the study area.

A summary of the recorded crash clusters in the study area during this five-year period is listed in Table 2-4, which summarises crashes by crash types and whether the incident occurred at an intersection or mid-block street section. As illustrated in Figure 2-24, the majority of crashes occurred on Victoria Road.

In total, there were 118 crashes recorded along Victoria Road within the five-year period, within the study area, including:

- Thirty eight crashes recorded were rear end crashes, indicating poor driver awareness
- Twelve crashes involved vehicles colliding head on, indicating sight distance issues
- Nine crashes involved right through collisions, indicating potential intersection design issues
- Eight crashes involved vehicles changing lanes
- Six crashes involved vehicles colliding with off-carriageway objects or parked vehicle on the left hand side (nearside), which could pose a risk for pedestrians
- Five crashes involved left nearside collisions
- Three crashes involved vehicles travelling in the same direction, indicating poor driver awareness
- Three crashes involved a left sideswipe into a vehicle
- Five crashes involved a vehicle turning off the carriageway left on left bend into object/parked vehicle
- One crash for each of the following crash types:
 - a vehicle being out of control off the carriageway
 - a vehicle being out of control on the carriageway
 - a vehicle crashing off the carriageway left on right bend

Design improvements to locations where there are identified crash cluster could also improve pedestrian safety through the provision of upgraded pedestrian facilities, for example:

- Improving locations with head-on collisions can improve pedestrian facilities through the provision of a median to separate opposing traffic
- Improving locations with right-turn opposed crashes at unsignalised intersections can improve pedestrian facilities through the provision of new traffic signals with signal controlled pedestrian crossings
- Improving locations with rear end crashes at unsignalised intersections can improve pedestrian facilities through providing channelized turn bays with a pedestrian refuge

Table 2-4 Recorded Vehicle Crashes along Victoria Road in West Ryde (2011-2015)

Street	Location	Location . Nearest Intersecting Street	Time of day	Crash Type	No. Crashes	Total Injuries	Severity
Victoria Road	T-junction	Adelaide Street	Darkness	Lane change left		-	Non-casualty
Victoria Road	T-junction	Adelaide Street	Day	Lane change left		1	Moderate
Victoria Road	Intersection	Adelaide Street	Night	Lane change right		1	Serious
Victoria Road	Intersection	Adelaide Street	Night	Lane sideswipe		2	Minor
Victoria Road	Divided road	Adelaide Street	Day	Left off carriageway into object/parked vehicle		1	Moderate
Victoria Road	Divided road	Adelaide Street	Night	Other straight		-	Non-casualty
Victoria Road	Divided road	Adelaide Street	Dawn	Rear end		1	Serious injury
Victoria Road	Divided road	Adelaide Street	Dusk	Rear end		3	Minor
Victoria Road	Divided road	Adelaide Street	Day	Rear end		1	Serious
Victoria Road	Divided road	Adelaide Street	Day	Rear end		1	Minor
Victoria Road	Divided road	Adelaide Street	Day	Rear end	3	-	Non-casualty
Victoria Road	Divided road	Adelaide Street	Night	Rear end		-	Non-casualty
Victoria Road	Intersection	Adelaide Street	Day	Rear end		1	Serious
Victoria Road	T-junction	Adelaide Street	Dawn	Rear end		-	Non-casualty
Victoria Road	T-junction	Adelaide Street	Day	Rear end		1	Minor
Victoria Road	Intersection	Adelaide Street	Dusk	Right near		-	Non-casualty
Victoria Road	Intersection	Adelaide Street	Dusk	Right through		-	Non-casualty
Victoria Road	Divided road	Endeavour Street	Night	Lane change left		-	Non-casualty
Victoria Road	Divided road	Endeavour Street	Dusk	Vehicle door		-	Non-casualty
Victoria Road	Divided road	Endeavour Street	Day	Lane change right		1	Minor
Victoria Road	T-junction	Endeavour Street	Day	Left near		1	Moderate
Victoria Road	T-junction	Endeavour Street	Night	Rear end		-	Non-casualty
Victoria Road	T-junction	Endeavour Street	Day			-	Non-casualty
Victoria Road	Divided road	Falconer Street	Dawn	Head on		1	Serious

ITEM 2 (continued)

ATTACHMENT 2

Street	Location	Location . Nearest Intersecting Street	Time of day	Crash Type	No. Crashes	Total Injuries	Severity
Victoria Road	Divided road	Falconer Street	Day	Head on		-	Non-casualty
Victoria Road	Divided road	Falconer Street	Day	Head on		2	Moderate
Victoria Road	Divided road	Falconer Street	Dusk	Lane change left		-	Non-casualty
Victoria Road	Divided road	Falconer Street	Night	Off carriageway left on right bend into object/parked vehicle		-	Non-casualty
Victoria Road	Divided road	Falconer Street	Day	Off carriageway left on right bend into object/parked vehicle	2	-	Non-casualty
Victoria Road	Divided road	Falconer Street	Night	Out of control on bend		1	Serious
Victoria Road	Divided road	Falconer Street	Dawn	Parked vehicle run away into object/parked vehicle		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Cross traffic		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Cross traffic	2	2	Moderate
Victoria Road	Divided road	Hermitage Road	Dusk	Emerging from drive		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Head on		1	Moderate injury
Victoria Road	Divided road	Hermitage Road	Dawn	Lane change left		1	Moderate
Victoria Road	Intersection	Hermitage Road	Day	Lane change left		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Lane change left		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Left turn sideswipe		1	Moderate
Victoria Road	Divided road	Hermitage Road	Day	Rear end	5	-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Night	Rear end		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Right / left		1	Minor
Victoria Road	Intersection	Hermitage Road	Day	Right through		-	Non-casualty
Victoria Road	T-junction	Maxim Street	Night	Left near		1	Moderate
Victoria Road	T-junction	Maxim Street	Day	Rear end		-	Non-casualty
Victoria Road	T-junction	Maxim Street	Night	Head on		6	Serious

ITEM 2 (continued)

ATTACHMENT 2

Street	Location	Location . Nearest Intersecting Street	Time of day	Crash Type	No. Crashes	Total Injuries	Severity
Victoria Road	Divided road	Mons Avenue	Dusk	Emerging from drive		-	Non-casualty
Victoria Road	T-junction	Mons Avenue	Dusk	Left near		-	Non-casualty
Victoria Road	T-junction	Mons Avenue	Day	Left near		-	Non-casualty
Victoria Road	T-junction	Mons Avenue	Night	Left turn sideswipe		1	Moderate
Victoria Road	T-junction	Mons Avenue	Day	Left turn sideswipe		1	Moderate
Victoria Road	Divided road	Mons Avenue	Day	Rear end	2	-	Non-casualty
Victoria Road	Divided road	Mons Avenue	Night	Rear end		-	Non-casualty
Victoria Road	T-junction	Shaftsbury Road	Night	Off carriageway left on right bend into object/parked vehicle		-	Non-casualty
Victoria Road	T-junction	Shaftsbury Road	Day	Other same direction		1	Moderate injury
Victoria Road	T-junction	Shaftsbury Road	Day	Rear end	3	3	Minor
Victoria Road	T-junction	Shaftsbury Road	Day	Rear end	3	-	Non-casualty
Victoria Road	T-junction	Shaftsbury Road	Day	Right through	4	-	Non-casualty
Victoria Road	T-junction	Shaftsbury Road	Day	Right through		1	Moderate injury
Victoria Road	Intersection	Station Street	Day	Cross traffic		1	Moderate
Victoria Road	Intersection	Station Street	Night	Cross traffic		1	Serious
Victoria Road	Intersection	Station Street	Night	Cross traffic		1	Minor
Victoria Road	Intersection	Station Street	Day	Cross traffic		1	Minor
Victoria Road	Divided road	Station Street	Night	Left off carriageway into object/parked vehicle		1	Serious
Victoria Road	Intersection	Station Street	Day	Left off carriageway into object/parked vehicle		1	Moderate
Victoria Road	Intersection	Station Street	Night	Off carriageway left on left bend into object/parked vehicle		-	Non-casualty
Victoria Road	Divided road	Station Street	Day	Other same direction		-	Non-casualty

ITEM 2 (continued)

ATTACHMENT 2

Street	Location	Location . Nearest Intersecting Street	Time of day	Crash Type	No. Crashes	Total Injuries	Severity
Victoria Road	Intersection	Station Street	Day	Other same direction		1	Minor
Victoria Road	Divided road	Station Street	Day	Rear end		1	Minor
Victoria Road	Divided road	Station Street	Day	Rear end		1	Moderate
Victoria Road	Intersection	Station Street	Night	Right through		1	Moderate
Victoria Road	Intersection	Station Street	Day	Right through		-	Non-casualty
Victoria Road	T-junction	West Parade	Night	Lane sideswipe		-	Non-casualty
Victoria Road	T-junction	West Parade	Day	Left near		2	Serious
Victoria Road	T-junction	West Parade	Day	Rear end		1	Minor
Victoria Road	T-junction	West Parade	Day	Rear end		-	Non-casualty
Victoria Road	T-junction	West Parade	Dawn	Rear end		1	Minor
Victoria Road	T-junction	West Parade	Dusk	Rear end		-	Non-casualty
Victoria Road	T-junction	West Parade	Day	Right through		-	Non-casualty

Figure 2-24 Crashes Involving Vehicles between 2011 - 2015



Source: Transport for NSW Centre for Road Safety (modified by GHD)

3. Existing Pedestrian and Mobility Audit

This section builds on the investigations undertaken in previous sections in order to define a set of user and functional requirements to be developed for the PAMP. The outputs of this section constitute the brief for the development of pedestrian infrastructure improvement options.

Existing traffic calming and pedestrian facilities in the study area are illustrated in Figure 3-1 and Figure 3-2.

An audit of existing conditions was undertaken for the study area. The audit focused on identifying existing facilities, land uses, any shortcomings in the pedestrian environment and potential safety issues.

The audit has been developed through:

- Site inspections, which were conducted on 11 November and 21 December 2016
- Community consultation as summarised in Section 3.1

A significant amount of anecdotal or qualitative feedback was received via the Social Pinpoint site, open questions on the community surveys and discussions with stakeholders and members of the community.

Figure 3-1 Existing Pedestrian Infrastructure (Northern Section)

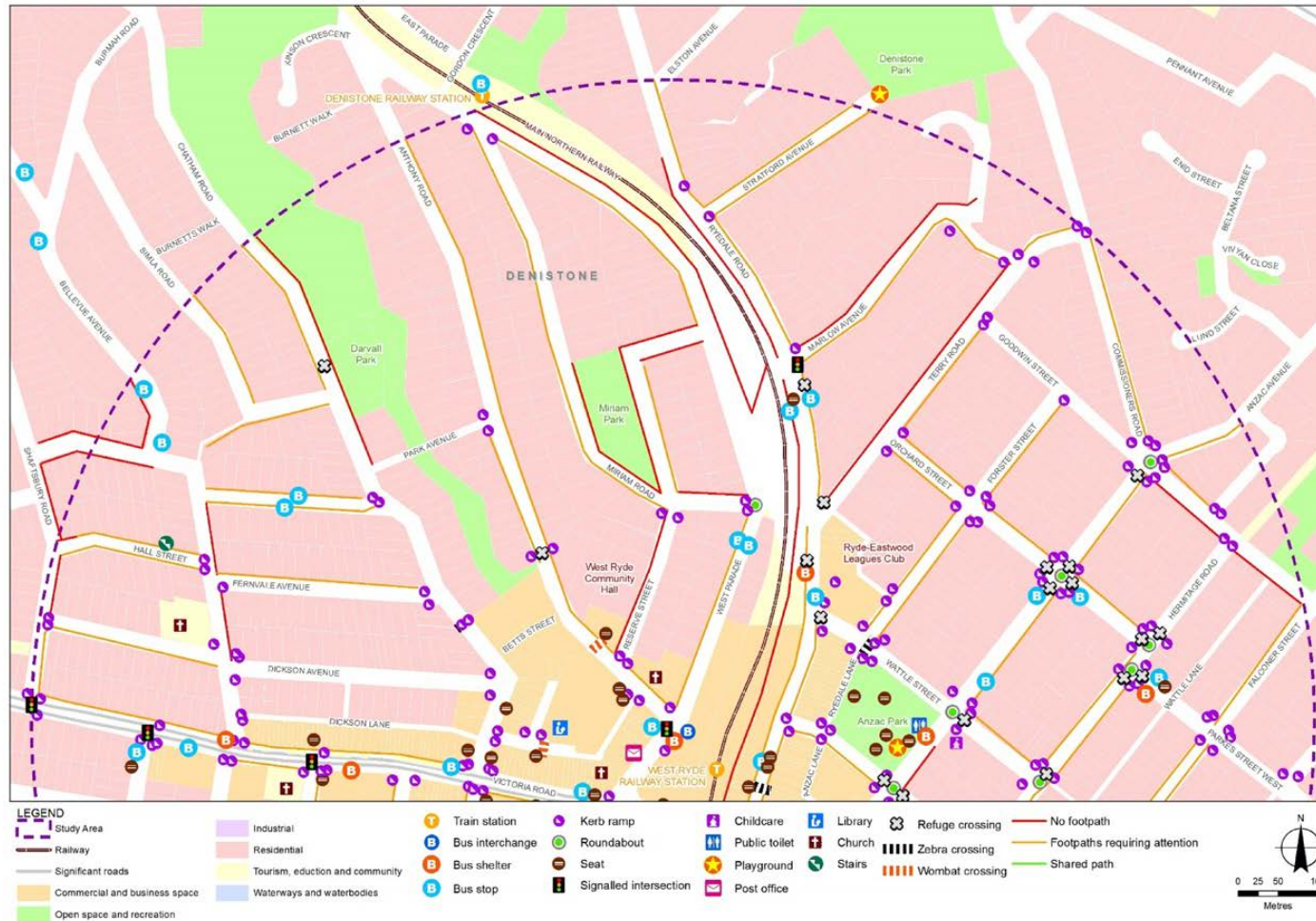
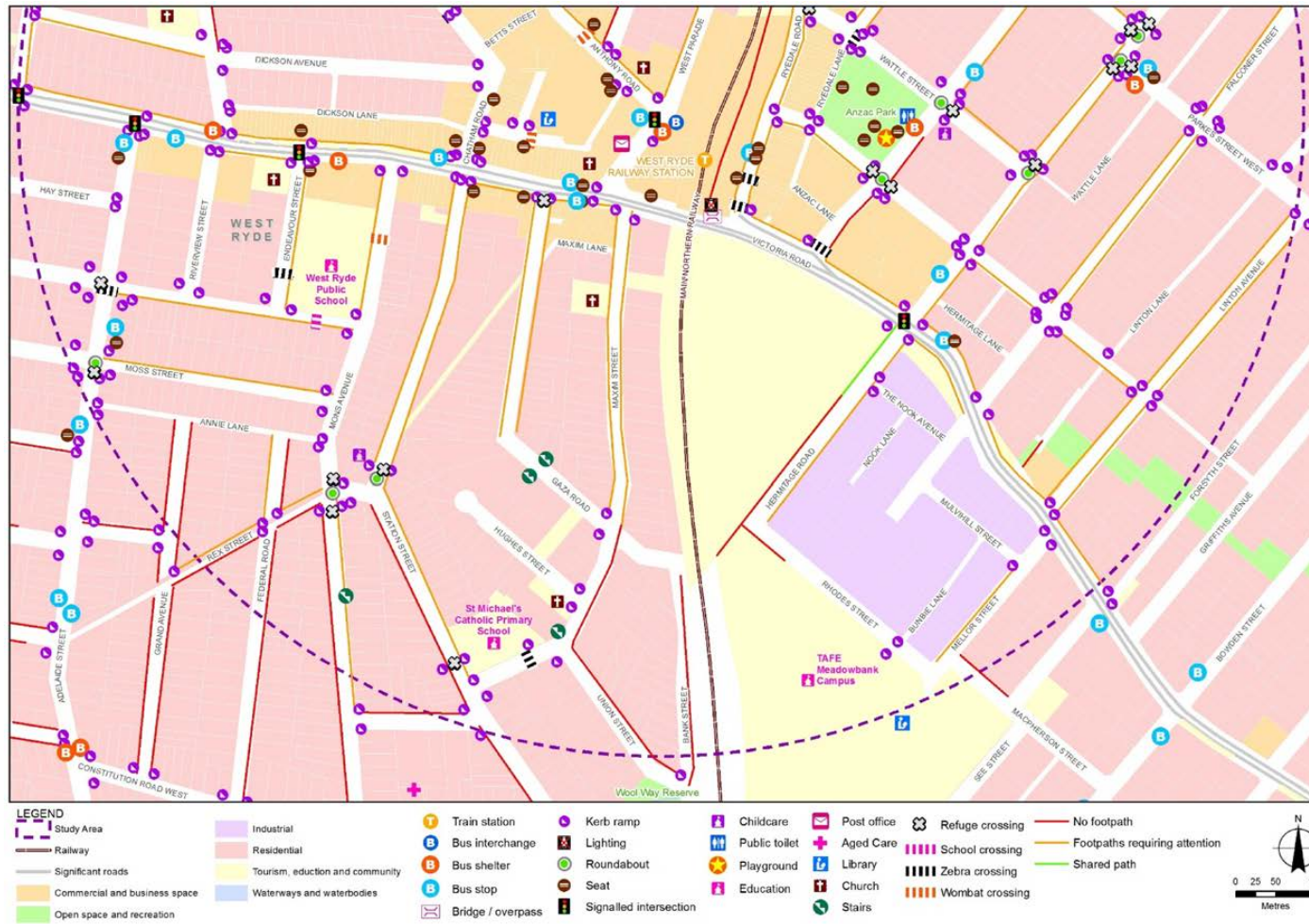


Figure 3-2 Existing Pedestrian Infrastructure (Southern Section)



3.1 Key Results Community and Stakeholder Consultation

Community Consultation

To identify current pedestrian accessibility and mobility needs, community engagement was undertaken between November 2016 and March 2017. This engagement was designed to determine the community's views, concerns, and ideas relating to pedestrian facilities, including a survey to allow the community to provide information about existing transport and walking behaviours and issues. The draft PAMP report was on public exhibition during October and November 2017.

A summary of each consultation activity and the number of people who were engaged for each activity is provided in Table 3-1.

Table 3-1 Overview of Community Engagement

Activity	Date	Number of People Engaged
Online community survey – questionnaire	30 November to 7 March 2017	85
Social Pinpoint - online map based community survey	30 November to 7 March 2017	91
Social media - comments provided to Council on the CoR Facebook site	2 February to 28 February 2017	75
Individual discussions with key Stakeholders. A letter was also sent to stakeholders to provide information of the project and consultation, which was prepared by GHD.	March to April 2017	10
Written responses from the community provided to CoR	January to March 2017	9
'Pop-up' community consultation session outside West Ryde Library	12 December 2016	15
Community workshop	21 March 2017	5
Exhibition of the draft PAMP report - written responses from the community provided to CoR	October/November 2017	5

The PAMP and consultation activities were promoted through:

- Newspaper advertisements in the Northern District Times on 30 November 2016 and 8 March 2017
- CoR Have Your Say website
- CoR Facebook site
- A flyer letter drop, which was delivered to all households within the study area (refer to Appendix A) to promote the online surveys/Social Pinpoint mapping tool and to invite residents to the community workshop

Further details of the consultation and findings undertaken for this PAMP are provided within the consultation report, provided at Appendix B.

The key results of the community consultation include:

- The majority of general survey respondents (84 per cent) have access to a motor vehicle. Driving was generally the most popular mode of transport when travelling to participate in most activities. Walking was also rated high for all categories. Other modes of transport (cycle, train, bus and ferry) had low rates except for utilising the train to commute to/from work or school
- The most popular reason why general survey respondents do not walk more often was the distance was too long to walk (52 per cent to the shops; 32 per cent to school and 65 per cent to work). The weather also rated highly as a reason why respondents did not walk more often
- When asked what sort of changes would encourage survey respondents to walk on a regular basis, the top response was additional road crossings for pedestrians (73 per cent)

In Social Pinpoint and the Community Workshop, some of the most commonly identified gaps in the West Ryde Centre walking network were identified as:

- Improved visibility on the corner of Victoria Road
- The pedestrian crossing on Ryedale Road from the station ramp needs more lighting and the pedestrian area needs to be more clearly marked. The crossing also needs repair as it has large cracks and holes
- Improved safety on Mons Avenue near West Ryde Public School through a second pedestrian crossing

Comments provided by community members to CoR during the exhibition of the draft PAMP report included:

- Anthony Road intersection with West Parade – car speeds at this location is a safety issue
- Betts Street, near intersections with Chatham Road and Anthony Road – railings block the pedestrian path at these locations
- General – improvements to footpath quality is required

Stakeholder Consultation

Key stakeholders were contacted via email and phone calls to gain insight and potential concerns regarding the pedestrian network in the West Ryde Centre study area. The majority of issues identified through consultations with key stakeholders relate to the need for pedestrian crossings. The key stakeholder consultation outcomes include:

- There is no footpath on the western side of Rhodes Street to Victoria Road
- There is no access to a walkway from Railway Bridge along Victoria Road in West Ryde

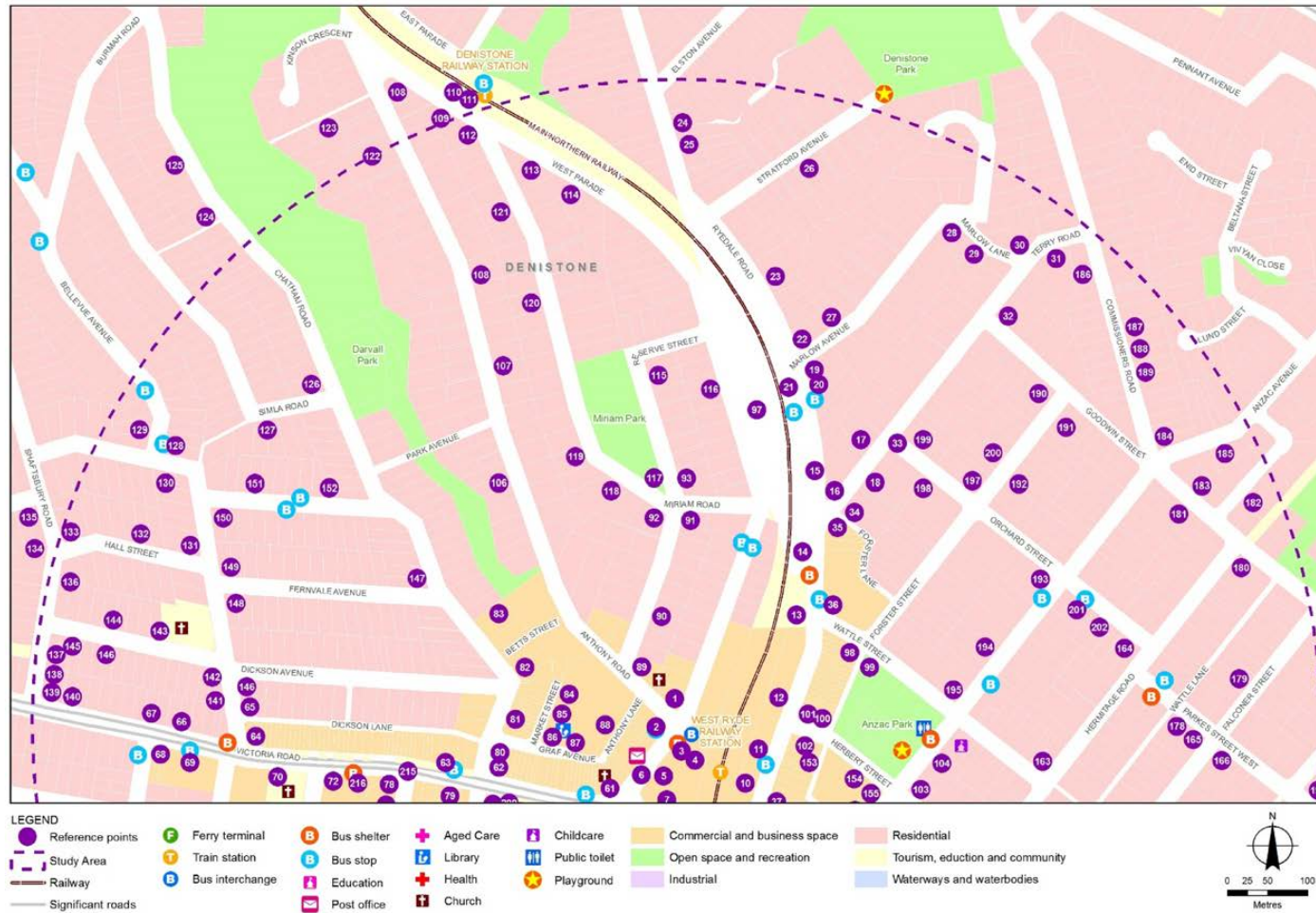
Further details of the consultation and findings undertaken for this PAMP are provided within the Consultation report, provided at Appendix A.

3.2 Existing Issues and Constraints Audit

The issues and constraints for pedestrian access and mobility were determined in a field survey conducted in November and December 2016. The constraint locations are shown in Figure 3-3 and Figure 3-4, with a description of the corresponding ID issues in Table 3-2.

A detailed list of these issues, together with photos of existing mobility issues, is provided at Appendix B.

Figure 3-3 Locations of Existing Issues and Constraints for Pedestrians



ITEM 2 (continued)

Figure 3-4 Locations of Existing Issues and Constraints for Pedestrians

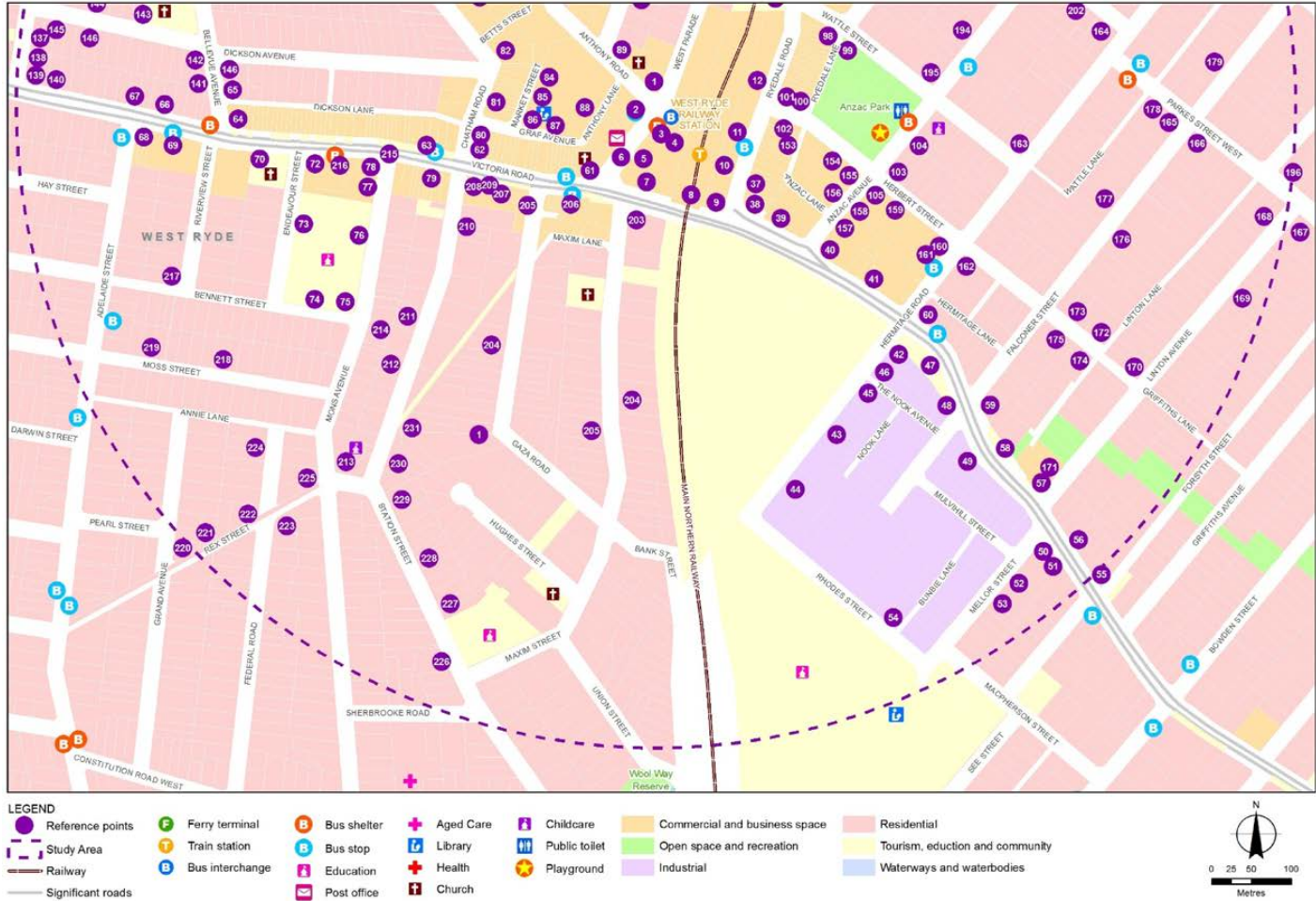


Table 3-2 Summary of Issues Corresponding to IDs

Issue Type	PAMP ID Reference	Total Issue Locations
Bus stop	201	1
Driveway crossing	82, 84	2
Kerb ramps	3, 21, 22, 28, 33, 45, 50, 55, 57, 75, 81, 87, 91, 98, 99, 100, 105, 108, 110, 111, 112, 117, 124, 137, 142, 146, 147, 148, 149, 150, 155, 160, 162, 164, 165, 166, 167, 170, 172, 178, 180, 193, 196, 197, 203, 213, 214, 217, 220, 222, 223	51
Kerb ramps and TGSIs	1, 2, 19, 60, 61, 62, 67, 68, 80, 139, 140, 208, 209	13
Poor quality lighting	8	1
Missing link	9, 15, 17, 27, 59, 88, 92, 94, 104, 109, 114, 121, 126, 128, 129, 130, 133, 134, 136, 181, 182, 190	22
Narrow footpath	31, 74, 221	3
No pedestrian crossing	6	1
Non-standard crossing	40	1
Obstruction in footpath	14, 43, 83, 85	4
Overgrown vegetation	26, 38, 52, 93, 108, 114, 115, 116, 119, 121, 135, 141, 146, 152, 169, 173, 175, 186, 187, 204, 225, 227, 231	23
Pedestrian issues at bus interchange	4	1
Poor quality pedestrian refuge and kerb ramps	16, 103, 161, 184, 205, 226	6
Poor quality footpath	10, 11, 12, 13, 18, 23, 29, 30, 32, 35, 37, 39, 41, 46, 47, 49, 56, 63, 65, 66, 71, 73, 76, 77, 79, 89, 95, 102, 106, 107, 118, 123, 125, 132, 145, 147, 151, 153, 158	53
Poor quality speed hump	124	1
Trip hazard	10, 11, 12, 13, 18, 23, 29, 30, 32, 35, 37, 39, 41, 46, 47, 49, 56, 63, 65, 66, 71, 73, 76, 77, 79, 89, 95, 102, 106, 107, 118, 123, 125, 132, 145, 147, 151, 153, 158, 176, 189, 200, 202, 204, 206, 207, 210, 211, 216, 219, 224, 228, 230	48
Wide crossing point	24, 36, 48, 64, 72, 78, 86	9

4. Planning for Pedestrians

Walking is the simplest form of transportation. It is available to most people, including those who use mobility aids; is free and has significant environmental and health benefits. Furthermore, all trips involve some walking component, even if they are only from the car park to the shop. Therefore, planning for safe and convenient pedestrian access is very important in transportation planning.

This section provides some introductory guidance on planning for walking.

4.1 Creating a Safe and Attractive Environment for Walking

Pedestrians use every part of the public domain, including roads, footpaths, nature strips, shopping centres and other public spaces. Some planners and engineers incorrectly assume that planning for pedestrians will follow the same logic as traffic planning:

- Car → 'trips' → 'routes' → 'traffic network'

The planning scale for pedestrians is detailed to accommodate the local nature of the trips. Pedestrian movement can be better conceptualised in terms of:

- Pedestrian → 'activity' → 'areas of activity' → 'pedestrian environment'

Rather than conforming to traditional traffic engineering concepts like turning radii and design speeds, pedestrians are far more attuned to the environment in which they are moving. Therefore, planners need to consider the needs of pedestrians with regards to design, amenity, and personal security. Pedestrians are particularly vulnerable to cars and other motorised traffic.

Pedestrian Needs

The provision of pedestrian infrastructure should not only aim to fulfil the requirements of existing users or to comply with relevant standards, but should also promote walking for transport, recreation and health and increase the number of trips taken by foot. Such an outcome would result in fewer car trips, healthier residents and a more active (and safe) public domain. A number of elements are required in order to provide a high quality pedestrian environment:

Safety

Perceived and actual safety is very important to pedestrians. Road crossings present the greatest danger to pedestrians. Therefore, safe crossing locations should be provided at regular intervals along major streets or at the location where key desire lines cross major streets. Pedestrians will rarely walk along an indirect route to access safe crossing points, so frequent, direct crossing points should be provided.

Lighting and open space is important for security. Pedestrians of all ages and genders need to feel that it is safe to walk whenever they choose to do so.

Directness

Pedestrians do not like to walk out of their way to reach a destination. This is a natural response to avoid the extra effort involved in walking extra distance. Pedestrian facilities serving desire lines between major centres of activity need to be direct and legible in order to provide for and encourage walking trips.

Wherever possible, barriers should be overcome with additional crossing points such as grade separated or signalised crossings, although grade separation does not always provide the most direct access.

Engineering solutions to direct pedestrians for safety reasons (such as fencing) should only be used when no other solution is possible.

Amenity

Pedestrians are particularly sensitive to the quality of the urban environment. Areas with high volumes of traffic, excessive noise, and poor pavements will discourage walking. Additionally, urban areas should be maintained at a human scale that provides an attractive walking environment.

While it would be extremely costly to improve the amenity of all pedestrian areas, targeted works can achieve a great improvement in areas of high pedestrian activity (such as shopping streets, areas around commercial, employment and public buildings, and recreation areas). Spot improvement programs can also target localised areas of high need.

Suitable for all Users

Quality pedestrian environments must be available to all who choose to use them. This requires compliance with Austroads Guide to Traffic Management and Guide to Road Design and AS1428.1-2001 - Design for Access and Mobility. Paths must be of a suitable width to accommodate the number of pedestrians (and other users, such as mobility scooters) expected and be of an appropriate gradient, including ramps. The path should be continuous and free of obstructions such as signage and street furniture. The needs of hearing and vision-impaired users must be considered and provided for, especially where user safety is an issue.

Pedestrian Strategies

Council should support and encourage walking in the West Ryde area through the following actions:

- Provide an environment where the personal, social and environmental benefits of walking are recognised as paramount and that the needs of pedestrians are considered as a primary element in any projects affecting the urban landscape
- Ensure that all planning and redevelopment includes walking as a safe, healthy and accessible form of transport
- Incorporate the needs of people with a disability into all levels of planning and implementation of the transportation network and public domain improvements

4.2 Best Practice Standards

This sub-section provides a brief overview of best practice standards that apply to the treatment of pedestrian facilities.

Minimum Footpath Widths

The *Austroads Guide to Road Design Part 6A 2009 – Pedestrians and Cyclist Paths* states that:

'As a guide, the desirable minimum width of a footpath that has a very low demand is 1.2 m with an absolute minimum of 1.0 m. These widths should be increased at locations where:

- *high pedestrian volumes are anticipated*
- *a footpath is adjacent to a traffic or parking lane*
- *a footpath is combined with bicycle facilities*
- *the footpath is to cater for people with disabilities'*

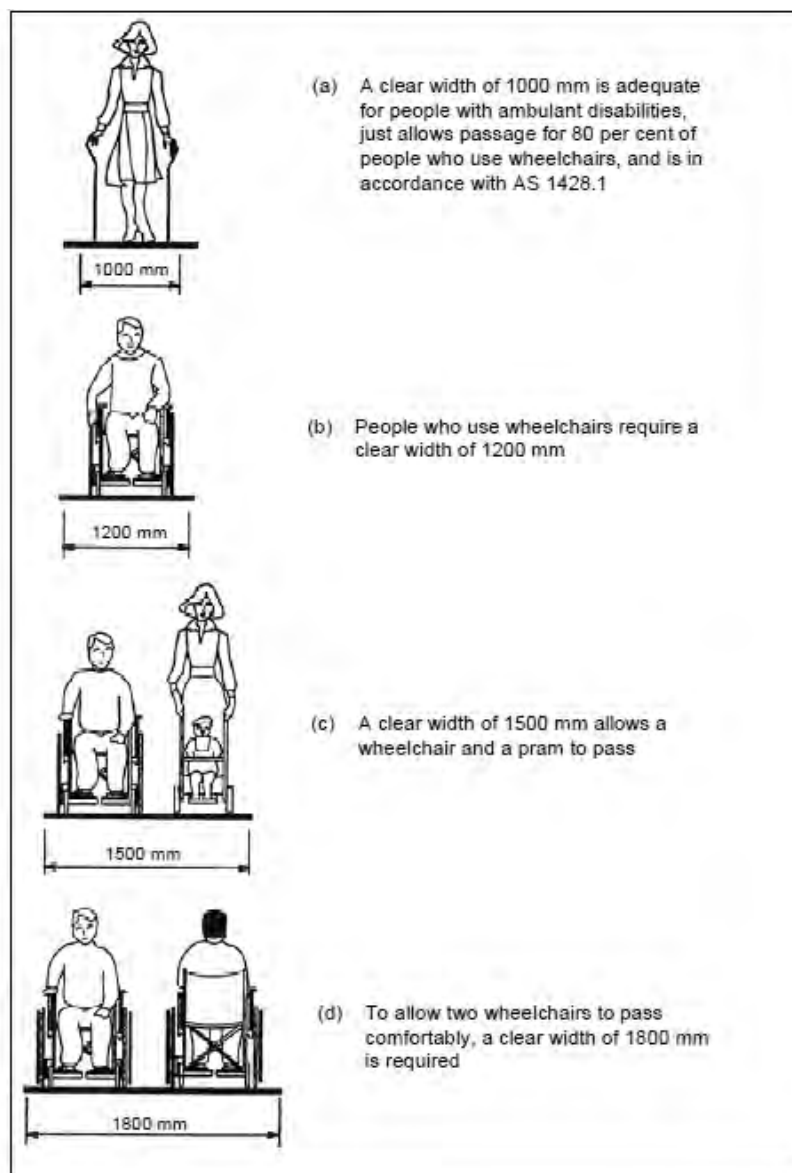
Table 4-1 and Figure 4-1 show the minimum widths for various types of footpath users.

Table 4-1 Minimum Footpath Widths

Situation	Desired width (m)	Comments
General low demand	1.2 to 1.0 (absolute minimum)	General minimum is 1.2 m for most roads and streets. Clear width required for one wheelchair. Not adequate for commercial or shopping environments.
High pedestrian volumes	2.4 m (or higher based on demand)	Generally commercial and shopping areas.
For wheelchairs to pass	1.8 to 1.5 (desired minimum)	Allow for two wheelchairs to pass (1.8 m comfortable, 1.5 m minimum) Narrower width (1.2 m) can be tolerated for short distances.
For people with other disabilities	1.8 to 1.0	

Source: Austroads Guide to Road Design Part 6A 2009 – Pedestrians

Figure 4-1 Path Width Requirements for Various Users



Source: Austroads Guide to Road Design Part 6A 2009 – Pedestrians

Minimum Grades

Grades of footpaths and drop kerbs are important as they affect the usability and safety of pedestrian facilities. Long sections of high grade footpath can be extremely difficult for mobility impaired users to negotiate.

High grade kerb ramps can also cause safety issues for mobility impaired users. Users can become vulnerable to general traffic as they attempt leave the carriageway and proceed up steep ramps.

It is noted that AS 1428.1 – 1993, specifies that any footpath should not exceed a gradient of 1:8 as wheelchairs may tip backwards. This is considered as an absolute maximum ramp gradient and should only be used in extenuating circumstances.

Table 4-2 shows the maximum desirable grades for footpaths and kerb ramp treatments.

Table 4-2 Maximum Grades

Footpaths	Grade
Recommended maximum grade (footpaths)	1:10 (2.5% cross fall)
Absolute maximum grade (kerb ramps)	1:8

Source: *Austrroads Guide to Road Design Part 6A 2009 – Pedestrians*.

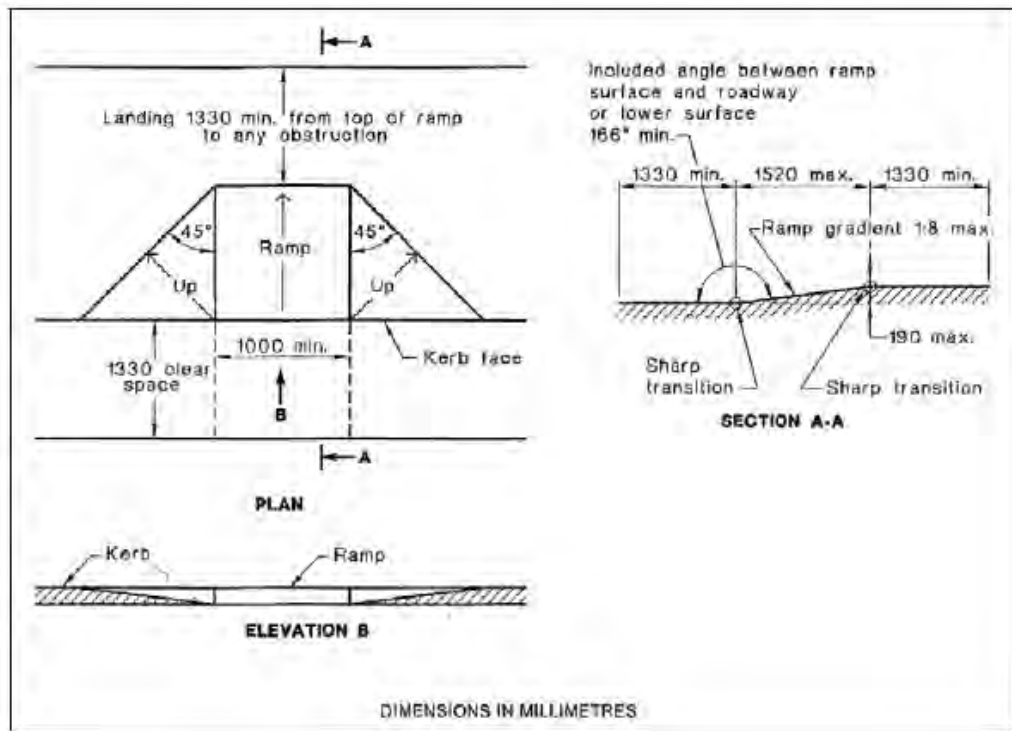
In hilly areas, these gradients are not always achievable and where possible consideration to alternative routes should be made.

Kerb Ramps

The difference in the level between the footpath and the roadway is a common situation that poses difficulties for pedestrians, particularly with mobility and vision impairments. A drop kerb or kerb ramp provides a smooth change in the level between the footpath and the roadway (maximum grade of 1:8).

The general dimensions of a drop kerb are illustrated in Figure 4-2. The Austrroads Guide to Road Design Part 4 – Intersections and Crossings states that: 'A minimum footway width of 1330 mm should be provided beyond the top of the ramp, to ensure that users of the footway along the street are not inconvenienced by the ramp.'

Figure 4-2 Kerb Ramp Design



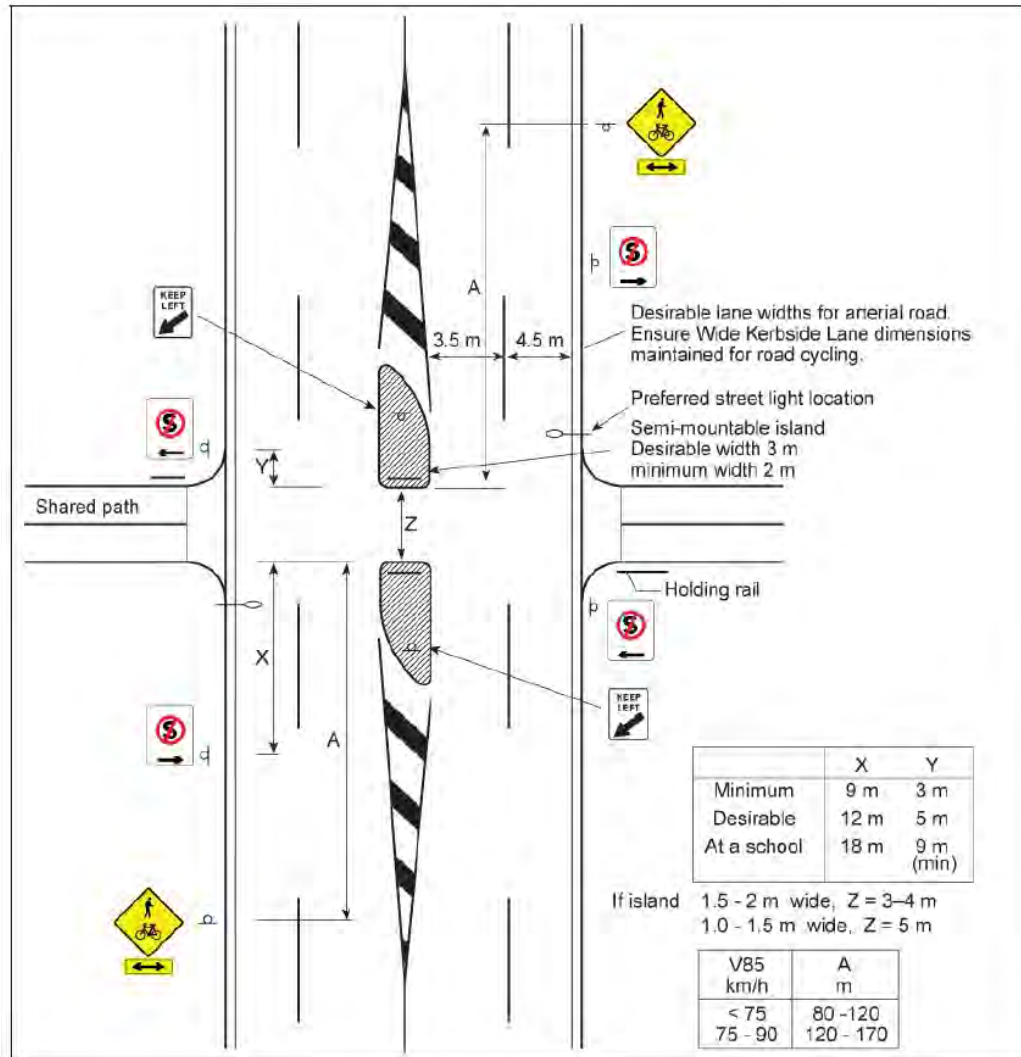
Source: Austroads Guide to Road Design Part 4 – Intersections and Crossings.

Pedestrian Refuges

Pedestrian refuges provide a safe point for pedestrians to wait at when crossing wide or busy roads. It is noted that many people do not feel safe when using refuges and should the funding be available kerb extensions should be considered to reduce the width of the road at the crossing points rather than using refuges.

The general dimensions of a pedestrian refuge are illustrated in Figure 4-3. Pedestrian refuges should in all cases be adequately illuminated in accordance with AS/NZS 1158 – 2007 and careful positioning of street lights should be considered in accordance with AS 1158.4: 2007. Austroads Guide to Road Design Part 4 – Intersections and Crossings also recommends a refuge width of at least 2 metres to allow storage for a person with a pram or bicycle needs.

Figure 4-3 Pedestrian Refuge Design

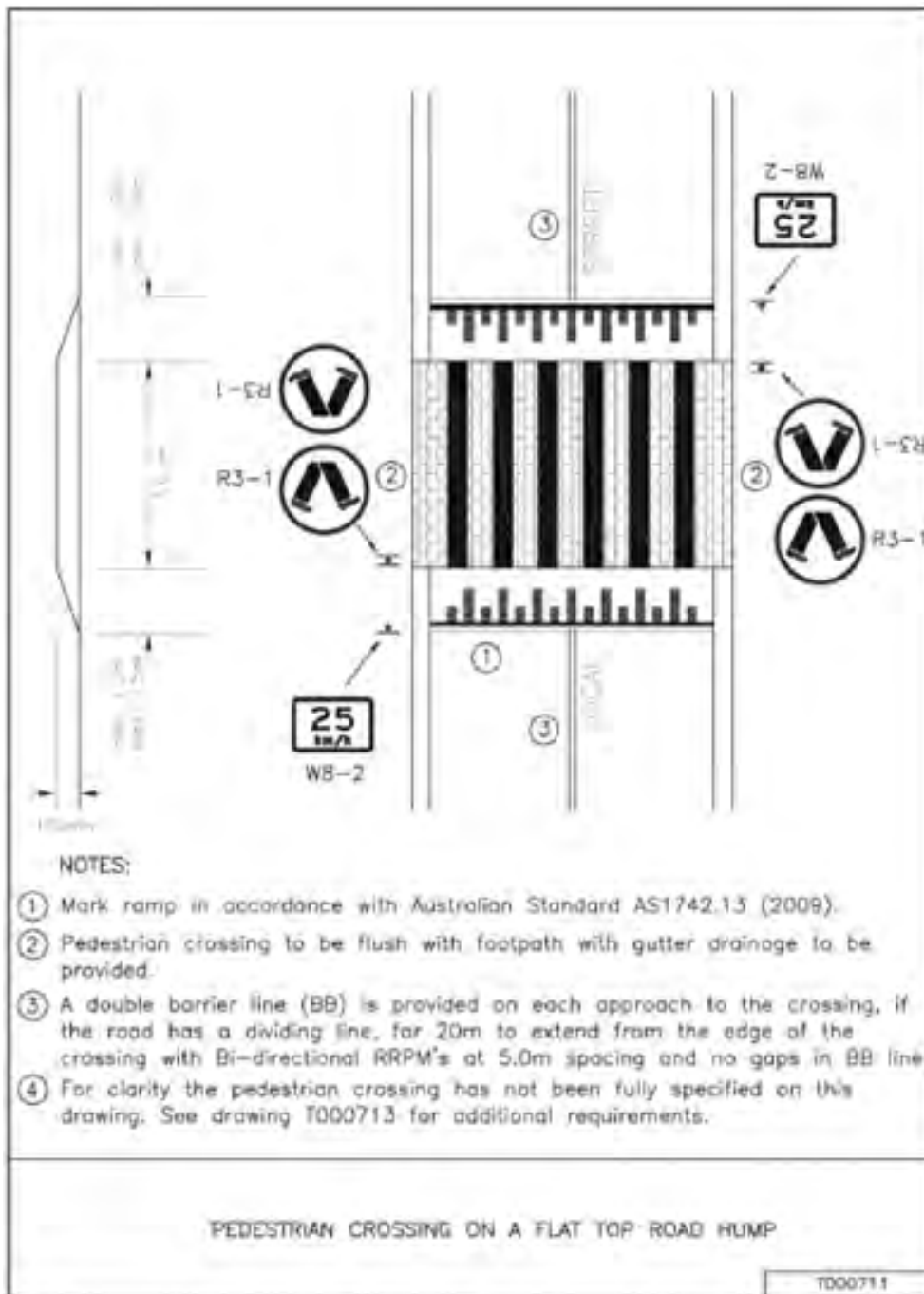


Source: Austroads Guide to Road Design Part 4 – Intersections and Crossings.

Wombat Crossings

Wombat crossings are generally the same dimensions as flat top road humps (with pedestrian priority provided with the use of 'zebra' style line markings) as illustrated in Figure 4-4. It provides priority to pedestrians as well as acting as a traffic calming measure. The minimum length of the device including ramps is 6 metres and the desirable minimum height of the platform is 100 millimetres. Wombat crossings generally have ramp gradients of 1:15 to 1:20 to be bicycle and/or bus friendly. Wombat crossings can be used when the warrant for such a traffic control is met as required in AS 1742.10.

Figure 4-4 Typical Details of a Wombat Crossing



Source: Roads and Maritime Australian Standards Supplement AS1742 Manual of Uniform Traffic Control Devices Parts 1-16 (RMS, July, 2013)

Tactile Ground Surface Indicators (TGSI's)

TGSI's should also be provided to indicate the edge of the roadway to assist sight impaired pedestrians at crossing locations.

Roads and Maritime Requirements for Pedestrian (Zebra) Crossings

The Roads and Maritime *Australian Standard Supplements 2013, section 6.3*, provides practice for numerical warrants for a pedestrian (zebra) crossing. It is warranted where in each of three separate one hour periods in a typical day where:

- The pedestrian flow per hour (P) crossing the road is greater than or equal to 30 and;
- The vehicular flow per hour (V) through the site is greater than or equal to 500 and;
- The product PV is greater than or equal to 60,000.

Special Warrants may also be considered where consideration can be given to a potential pedestrian crossing site. In such circumstances, council should justify why this location is in need of special consideration. The special warrant conditions state that:

- $PV \geq 45,000$ and;
- $P \geq 30$ and;
- $V \geq 500$.

4.3 Methodology for Identifying Pedestrian Needs

4.3.1 Identification of Activity Generators and Primary Routes

The following approach was used to develop a hierarchy of pedestrian needs:

Primary Pedestrian Activity Zone

This is typically the main commercial street, i.e. Victoria Road, West Parade, Anthony Road and Rydale Road in this case. Throughout the day, pedestrians are attracted to this zone from surrounding residential areas: therefore, it is an important trip attractor. Also, there are high levels of pedestrian activity occurring within this zone, making it an important area for internal pedestrian movements (between shops and to car parking).

Secondary Pedestrian Activity Generators

This includes shops, schools, TAFEs, sporting facilities, clubs, hospitals and community facilities such as churches that are not located within the Primary Pedestrian Activity Zone. These land uses will attract people, but possibly only at certain times of the day or week.

Tertiary Pedestrian Activity Generators

These include the above land uses from the Secondary Activity Generators, but differentiate them based on a lower level of activity. Again, these are not located within the Primary Pedestrian Activity Zone.

Primary Pedestrian Routes

These are routes from residential areas to the Primary, Secondary and Tertiary Activity Zones and Generators. They are trunk or collector level routes, which do not reach every property but instead form a network of routes that are accessible to a significant catchment of population. These routes take account the existing street network and topographical constraints, aiming to provide a direct and convenient route to the major trip generators. The demographic use of connecting generators is considered when defining the routes (i.e. schools and playing fields, aged care facilities and return service league clubs).

4.3.2 Identification of Infrastructure Provision Goals

The hierarchy above provides a basis for applying standard treatments, ensuring the development of a comprehensive and structured pedestrian network. Specific treatments may be required in some of these areas to accommodate the user needs or where other community suggestions are made.

These treatments form the basis of the proposed improvements. While this standard may not be achievable in the short-term due to the capital investment required, it is nevertheless a useful guide to work towards.

Desirable scenarios for potential infrastructure responses are outlined in Table 4-3.

Table 4-3 Infrastructure Provision Goals for Urban Areas

Hierarchy Feature	Desirable Route Infrastructure	Minimum Route Infrastructure
Primary Pedestrian Activity Zone	Footpaths of both sides of the road adjacent to the generators within the Primary Pedestrian Activity Zone of full width between the property line and kerb line (typically 3-4 metre).	Footpaths of both sides of road adjacent to the Primary Pedestrian Activity Zone of 2 metre widths.
	Multiple assisted road crossings (pedestrian crossings or refuges).	Assisted road crossings where required by high traffic volumes.
Secondary Pedestrian Activity Generators	Footpath on the side of the road adjacent to the Activity Generator of 2 metre widths.	Footpath on the side of the road adjacent to the Activity Generator of 1.2 metre widths.
	Assisted road crossings at all Activity Generators.	Assisted road crossings where required by high traffic volumes and/or pedestrian types.
Tertiary Pedestrian Activity Generators	Footpath on the side of the road adjacent to the Activity Generator of 1.2 metre widths.	Footpath on the side of the road adjacent to the Activity Generator of 1.0 metre widths.
	Assisted road crossings where required by high traffic volumes and/or pedestrian types.	Assisted road crossings where required by high traffic volumes and/or pedestrian types.
Primary Pedestrian Routes	Footpath on one side of the road of 2 metre widths, footpath on other side of the road of 1.2 metre widths.	Footpath on one side of the road of 1.2 metre widths.
	Assisted road crossings at most cross streets.	Assisted road crossings at major cross streets with high traffic volumes.
	Directional signage to Primary Pedestrian Activity Zones, Secondary and Tertiary Activity Generators for pedestrians.	Directional signage to Primary Pedestrian Activity Zones for pedestrians.

4.3.3 Aims in the Development of Infrastructure Recommendations

Major aims of the proposed improvement works, in decreasing order of priority, are:

- Fill any shortcomings in the Primary Pedestrian Activity Zone area through new footpaths and crossing points, particularly if safety issues have been raised
- Establish a network of key pedestrian routes in the town centre and between major trip generators including schools. Prioritised routes are those that serve a wide range of community users and can remove pedestrians from unsafe environments

- Broaden the extent of the network to areas outside of the Primary Pedestrian Activity Zones
- Provide walking connections to public transport services
- Provide additional pedestrian routes for primarily recreational or tourism purposes

Additionally, crossing points are generally catered for via pedestrian refuges, rather than a zebra crossing or signalised crossing. This is because there are onerous requirements to install marked pedestrian crossings in terms of pedestrian and vehicle warrants, as described by the Australian Standards requirements of AS 1742 Part 10. Refuges are of benefit to pedestrians as they allow for a staged crossing of a road and provide a visual cue for motorists that pedestrians can be expected in the vicinity of a refuge.

5. Proposed Pedestrian Improvements

This section identifies the pedestrian improvements proposed as part of this PAMP.

5.1 Types of Pedestrian Improvements

Pedestrian infrastructure initiatives are classified under the following categories:

- **Amenity** which is the attractiveness of an area for pedestrians. Improvements could involve upgrading an existing footpath surface, introducing landscaping or art features along walkways
- **Safety** along the route to address safety issues for pedestrians from traffic or other physical hazards including trip hazards. This also includes perceived safety issues for pedestrians such as walking along or crossing busy roads
- **Information** that includes wayfinding signage, maps, brochures and pamphlets
- **Disabled/pram access** along the routes that do not comply with *Disabled Discrimination Act* (DDA) standards and other issues including steep gradients and access via steps
- **Connectivity** with new links between streets and land uses
- **Severance** for pedestrians unable to cross busy roads, railway lines or waterways
- **Access to adjacent land uses** with new pedestrian access to land uses being blocked by fences or walls

These pedestrian improvements can include the types of projects illustrated in Table 5-1, which also indicates the benefits of each pedestrian improvement.

Table 5-1 Potential Pedestrian Infrastructure Initiatives

Initiative	Amenity	Safety along the Route	Information	Security	Disabled/ Pram Access	Connectivity	Severance	Access to Adjacent Land Use
Footpath Resurfacing	✓	✓			✓			
Footpath Replacement	✓	✓			✓			
New Footpath	✓	✓			✓		✓	✓
Bridge Crossing		✓			✓	✓	✓	✓
Underpass Crossing		✓			✓	✓	✓	✓
Lighting	✓	✓		✓				
Ramps					✓	✓		
Lifts					✓	✓		
Stairs						✓		
Pedestrian Actuated Signal Crossing		✓			✓	✓	✓	
Zebra Crossing		✓			✓	✓	✓	
Wombat Crossing		✓			✓	✓	✓	
Shared Zone	✓	✓			✓			
Reduced Traffic Speed Limit		✓						
Traffic Calming	✓	✓						
Wayfinding/ Signage			✓	✓				
Information			✓	✓				

5.1.1 Cost Estimate Assumptions

The indicative unit costs illustrated in Table 5-2 for the purposes of costing the prioritised pedestrian improvement works,

Table 5-2 Indicative Cost Estimate Assumptions

PAMP/Footpath Treatment	Unit cost*
New footpaths – 1.5 metres wide, no reinforcement (per sqm)	\$130
Footpath upgrade /resurfacing (per sqm)	\$150
Shared path – 2.5 metres wide, reinforced (per sqm)	\$160
Line marked footpath (per 100 metres)	\$500
Footpath grinding (each for a minimum of 20)	\$50
Kerb ramp – to suit a standard 1.5 metres wide path	\$1,800
Kerb blister / extension	\$13,500
Pedestrian refuge	\$15,000
Pedestrian Refuge + 2 blisters (kerb extensions)	\$43,500
Service lid repair	\$500
Zebra crossing	\$15,000

PAMP/Footpath Treatment	Unit cost*
Wombat crossing	\$40,000
Traffic signal controlled crossing	\$500,000
Traffic signal controlled crossing (existing signal intersection)	\$100,000
Tactile Ground Surface Indicators (per sqm)	\$500
Road signage	\$300
Bus stop seats	\$1,500
Bus stop pad	\$8,400
Public seating	\$3,000
Pedestrian fence (handrail) per m	\$150
Pedestrian fence (guardrail) per m	\$300
Removal of pedestrian infrastructure and upgrade	\$13,500
Replace stair (per step)	\$400
Vegetation trimming (per site + one hour site establishment)	\$200

**Note - Where possible, unit rates provided by CoR have been used directly. For items where costs were not available previous studies, estimation and professional judgement have been used. These costs are indicative and are subject to change and make no allowances for contingencies or actual site design and installation.*

5.2 Proposed Pedestrian Improvements

A full list of the proposed improvements is provided in Table 5-3. The issues and constraints identification (ID) references relate to those provided in Figure 3-3 and Figure 3-4.

Table 5-3 Identified Issues and Proposed Upgrades

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
1	Anthony Road/West Parade intersection	Kerb ramp is unaligned with the one opposite	Realign kerb ramp and provide tactile surfacing	1		\$2,300
2	Anthony Road/West Parade intersection	Kerb ramp is unaligned with the adjacent kerb ramp and in poor condition (cracked surface)	Realign kerb ramp and provide tactile surfacing	1		\$2,300
3	West Parade, at bus interchange egress intersection	Kerb ramp is unaligned with the adjacent kerb ramp	Realign the kerb ramp	1		\$1,800
4	Bus interchange	Pedestrian crossing issues within the bus interchange - conflicts with buses and taxis	Advocate pedestrian improvements with Sydney Trains	1		TBC
5	West Parade, south of the bus interchange	Lid of service access pit is protruding from footpath, creating a trip hazard for pedestrians.	Regrade footpath/service access lid to remove trip hazard	1		\$500
6	West Parade, north of Victoria Road	High number of pedestrians observed crossing at informal crossing location.	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	1		\$500,000
7	Victoria Road, west of West Parade	Loose paving slab within the roadway, creating an unstable surface for pedestrians	Upgrade road surface		5	\$1,125
8	Victoria Road, east of West Parade	Poor lighting provided within the pedestrian tunnel creates uninviting pedestrian link/perceived safety issue for pedestrians.	Upgrade lighting and refresh painting within the pedestrian tunnel	1		TBC
9	Ryedale Road, north of Victoria Road	Non-uniform steps and non-accessible path	Upgrade stairs and extend footpath on western side of Ryedale Road to crossing.		15	\$2,925
10	Ryedale Road, near West Ryde Station entrance	Poor quality footpath surface, with broken and uneven kerb	Upgrade the footpath		5	\$1,125
11	Ryedale Road, north of West Ryde Station entrance	Poor quality footpath surface	Upgrade the footpath		35	\$7,875
12	Ryedale Road, north of West Ryde Station	Poor quality footpath surface	Upgrade the footpath		40	\$9,000

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
13	Ryedale Road, north of West Ryde Station	Footpath across carpark access is unaligned	Re-align section of the footpath on the southern side of the access driveway		10	\$2,250
14	Ryedale Road, south of Terry Road	Telegraph pole is obstructing walkway	Widen footpath - extent kerb blister (kerb extension) from roundabout to the north		30	\$6,750
15	Ryedale Road, north of Terry Road	No footpath, goat track observed indicating pedestrian desire line	Install a new footpath		150	\$29,250
16	Terry Road, east of West Parade	Non-compliant pedestrian refuge and kerb ramps not aligned	Realign the kerb ramps and upgrade pedestrian refuge	2		\$18,600
17	Terry Road, east of Ryedale Road	No footpath on western side on street. However, there is a footpath on the adjacent side of the street	Provide new footpath and kerb ramps		380	\$74,100
18	Ryedale Road, east of West Parade	Poor quality footpath surface	Upgrade the footpath		25	\$5,625
19	Marlow Avenue/Ryedale Road intersection	Kerb ramps are unaligned at signal controlled pedestrian crossing	Realign the kerb ramps and provide tactile surfacing	2		\$4,100
20	Marlow Avenue/Ryedale Road intersection	Lid of service access protruding from footpath, creating a trip hazard for pedestrians	Provide new service access lid to remove trip hazard	1		\$500
21	Marlow Avenue/Ryedale Road intersection	Poor quality footpath surface, with broken and uneven kerb	Upgrade footpath and kerb ramps	1	10	\$4,050
22	Marlow Avenue/Ryedale Road intersection	Poor quality footpath surface and kerb ramp	Upgrade footpath and kerb ramp	1	5	\$2,925
23	Ryedale Road, north of Marlow Avenue	Footpath is very uneven, creating trip hazard	Upgrade the footpath		20	\$4,500
24	Ryedale Road, north of Marlow Avenue	No pedestrian refuge provided at this crossing location to new footpath along the western side of Ryedale Road	Consider providing a new pedestrian refuge and kerb blister (extension) to assist crossing at this location	1		\$43,500
25	Ryedale Road, north of Stratford Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
26	Stratford Avenue, west of Ryedale Road	Overgrown vegetation from reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
27	Marlow Avenue	No footpath on western side on street. However, there is a footpath on the adjacent side of the street.	Install a new footpath		300	\$58,500
28	Marlow Avenue / Marlow Lane intersection	No kerb on one side, with no kerb ramp or footpath provided on the opposite side	Consider providing kerb ramp, if a new footpath is installed.	1		\$1,800
29	Marlow Lane, west of Terry Road	Poor quality footpath surface adjacent to construction site	Upgrade the footpath		30	\$6,750
30	Terry Road, north of Marlow Avenue	Footpath is sloped towards road and a telegraph pole is obstructing walkway	Upgrade footpath and provide kerb blister around footpath		45	\$10,125
31	Terry Road, south of Marlow Avenue	Narrow footpath along section between guardrail/crash barrier and fence. This section is not wide enough for pedestrians with prams/wheelchairs.	Widen footpath		35	\$7,875
32	Terry Road, south of Marlow Avenue	Poor quality footpath surface	Upgrade the footpath		5	\$1,125
33	Terry Road/Orchard Street intersection	kerb ramp has a high lip presenting difficulty to pedestrians with prams and/or wheelchairs	Upgrade kerb ramp	1		\$1,800
34	Terry Road, south of Orchard Street	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Regrade footpath/service access lid to remove trip hazard	1		\$500
35	Terry Road, south of Orchard Street	Tree root has created uneven footpath surface	Upgrade the footpath		8	\$1,800
36	Ryedale Road/Wattle Street intersection	Kerb ramp is unaligned with the adjacent ramp and wide crossing point for pedestrians	Provide kerb blister/extension and new kerb ramps	1		\$17,100
37	Ryedale Road, north of Victoria Road	Poor quality and the sections which have previously been filled in with asphalt - unsightly and presents trip hazard	Upgrade the footpath		10	\$2,250
38	Ryedale Road, north of Victoria Road	Overgrown vegetation from reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
39	Ryedale Road, north of Victoria Road	Poor quality footpath surface - uneven surface and trip hazard	Upgrade the footpath		8	\$1,800

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
40	Victoria Road/Anzac Avenue intersection	Fast vehicle speed at zebra crossing creating unsafe crossing environment. Long crossing distance.	Upgrade zebra crossing to provide kerb blisters and shorten crossing distance	1 refuge, x2 kerb ramps		\$15,000
41	Victoria Road, east of Forster Street	Poor quality footpath surface - uneven surface and trip hazard	Upgrade the footpath		30	\$6,750
42	Hermitage Road, south of Victoria Road	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
43	Hermitage Road, south of Victoria Road	Trucks observed to be parked within the footpath area, blocking path for pedestrians	Council ranger/police to monitor illegal parking along footpath	1		N/A
44	Hermitage Road, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
45	Hermitage Road, south of Victoria Road	Raised lip at kerb ramps	Upgrade kerb ramps	1		\$1,800
46	Hermitage Road, south of Victoria Road	Poor quality footpath surface - footpath is severely broken creating an uneven surface and trip hazard	Upgrade the footpath		100	\$22,500
47	Victoria Road, west of Hermitage Road	Poor quality footpath surface - footpath is severely broken creating an uneven surface and trip hazard	Resurface the footpath		5	\$1,125
48	Victoria Road/Falconer Street intersection	Wide crossing is unsafe for pedestrians, especially with the slip lane on the southern side of Victoria Road	Provide a new pedestrian refuge and kerb blisters	1 refuge, 2 kerb ramps		\$43,500
49	Victoria Road, west of Hermitage Road	Poor quality footpath surface - uneven surface and trip hazard	Resurface the footpath		4	\$900
50	Victoria Road/Mellor Street intersection	Poor quality footpath surface - uneven surface and trip hazard	Resurface footpath		5	\$2,925
51	Victoria Road, west of Mellor Road	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
52	Mellor Street	Overgrown vegetation reducing the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
53	Mellor Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
54	Rhodes Street	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500

ITEM 2 (continued)

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
55	Victoria Road/Forsyth Street	Kerb ramps not aligned and of poor quality	Realign the kerb ramp	2		\$3,600
56	Victoria Road, west of Forsyth Street	Poor quality footpath	Resurface the footpath		20	\$4,500
57	Victoria Road/Linton Avenue intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
58	Victoria Road, east of Linton Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
59	Victoria Road, west of Linton Avenue	Observed informal pedestrian route (goat track)	Install a new footpath		30	\$5,850
60	Victoria Road/Hermitage Rd intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramps	2		\$4,600
61	Victoria Road/West Parade intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramps	2		\$4,600
62	Victoria Road/Chatham Road intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramps	2		\$4,600
63	Victoria Road between West Parade and Bellevue Avenue	Poor quality footpath	Resurface the footpath		400	\$90,000
64	Victoria Rd/Bellevue Avenue intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	2		\$47,100
65	Bellevue Avenue, north of Victoria Road	Poor quality footpath	Resurface the footpath		2	\$450
66	Victoria Road, west of Bellevue Avenue	Poor quality footpath	Resurface the footpath		20	\$4,500
67	Victoria Road/Adelaide Street intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramps	2		\$4,600
68	Victoria Road/Adelaide Street intersection	Kerb ramps not aligned	Realign kerb ramp	1		\$2,300
69	Victoria Road, east of Adelaide Street	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
70	Victoria Road, east of Adelaide Street	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
71	Victoria Road, between Riverview Street and Endeavour Street	Poor quality footpath	Resurface the footpath		95	\$21,375

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
72	Victoria Road/Endeavour Street intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	2		\$47,100
73	Endeavour Street, south of Victoria Road	Poor quality footpath	Resurface the footpath		130	\$29,250
74	Bennett Street, east of Endeavour Street	Narrow footpath	Upgrade footpath (widen)		90	\$20,250
75	Bennett Street/Mons Avenue intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
76	Mons Avenue	Poor quality footpath	Resurface the footpath		150	\$33,750
77	Bennett Street	Poor quality footpath	Resurface the footpath		95	\$21,375
78	Victoria Road/Mons Avenue intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	2		\$47,100
79	Victoria Road, between Mons Avenue and Station Street	Poor quality footpath	Resurface the footpath		70	\$15,750
80	Chatham Road/Graf Avenue intersection	Kerb ramps not aligned	Realign of kerb ramps and provide tactile surface ground indicators (TGSIs)	2		\$4,600
81	Chatham Road	Kerb ramp filled in, although tactile surface indicators have been retained - this could be confusing and dangerous to vision impaired pedestrians	Remove tactile surface indicators		2	\$450
82	Market Street, east of Chatham Road	Temporary/poor quality kerb ramps provided	Provide proper driveway cross over (re-instate footpath and driveway)	2		\$40,000
83	Betts Street	Fencing blocking pedestrian access along the street	Re-instate footpath	1		N/A
84	Market Street	Limited sight distance for vehicle drivers to see pedestrian crossing driveway entrance to car park. In addition, signage is confusing for pedestrians "caution cars exiting".	Provide stopline at crossing point and add "STOP" pavement marking . Change zebra crossing to white paint	1		\$600
85	Market Street	Shopping trolleys observed blocking footpath	Enforce trolley collection	1		N/A

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
86	Market Street/Graf Avenue intersection	Kerb ramps not aligned	Realign the kerb ramp and provide kerb blisters	2		\$30,600
87	Graf Avenue	Pedestrian crossing with kerb ramps has been removed from a location adjacent to the library entrance	Consider re-instating the pedestrian crossing and kerb ramps	2		\$3,600
88	Graf Avenue	Footpath ends	Consider changing the street to a shared zone	1		\$600
89	Reserve Street, north of Anthony Road	Poor quality footpath	Resurface the footpath		5	\$1,125
90	Reserve Street, north of Anthony Road	Poor quality footpath with trip hazards	Footpath grinding to remove trip hazard	10		\$500
91	Reserve Street/Miriam Road intersection	Missing section of footpath and kerb ramps	provide a new footpath and kerb ramps	4	10	\$9,450
92	Reserve Street/Miriam Road	Missing section of footpath and kerb ramp	Provide a new footpath/kerb ramps - provides access to park and children's playground from West Ryde town centre	1	5	\$2,925
93	Reserve Street	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
94	Miriam Road	No footpath	Install a new footpath		85	\$16,575
95	Miriam Road, west of West Parade	Poor quality footpath	Resurface the footpath		15	\$3,375
96	Miriam Road, west of West Parade	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
97	Marlow Avenue	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
98	Wattle Street/Forster Street intersection	Kerb ramps not aligned	Realign the kerb ramp	1		\$1,800
99	Wattle Street/Forster Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600

ITEM 2 (continued)

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
100	Herbert Street/Ryedale Lane intersection	Kerb ramps not aligned	Realign the kerb ramp. Potential issue for implementation - stormwater drain	1		\$1,800
101	Herbert Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
102	Herbert Street	Poor quality footpath	Resurface the footpath		30	\$6,750
103	Herbert Street/Anzac Avenue intersection	Non standard pedestrian refuge, near day care	Upgrade pedestrian refuge and kerb ramps	1 refuge, x2 kerb ramps		\$15,000
104	Anzac Avenue, between Herbert Street and Wattle Street	No footpath	Install a new footpath		60	\$11,700
105	Anzac Avenue/Herbert Street intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
106	Anthony Road	Poor quality footpath	Resurface the footpath		30	\$6,750
107	Anthony Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
107	Anthony Road, south of Park Avenue	Poor quality footpath at tree root	Resurface the footpath		40	\$9,000
108	Anthony Road/West Parade intersection	Missing section of footpath and kerb ramp - kerb ramp provided at adjacent side of road	Provide a new footpath and kerb ramp	1	10	\$4,050
108	Anthony Road, south of Park Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
108	Anthony Road	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
109	West Parade	Missing link for pedestrians - goat track observed, indicating a pedestrian desire line	Install a new footpath		10	\$1,950
110	West Parade/Gordon Cres interaction	Steep and non-compliant kerb ramps	Upgrade the kerb ramps	1		\$1,800
111	West Parade	No kerb ramp on one side of the street, with existing kerb ramp on adjacent side	Provide a new kerb ramp	1		\$1,800
112	West Parade/Miriam Road intersection	Kerb ramps not aligned	Realign the kerb ramp	2		\$3,600

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
113	West Parade, east of Miriam Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
114	Reserve Street	No footpaths provided along this street	Consider providing a new footpath or implement a shared zone	1	100	\$600
114	West Parade	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
115	Reserve Street	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
116	West Parade	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
117	Miriam Road/Reserve Street intersection	Missing section of footpath and kerb ramp on both sides of Miriam Road, north of Reserve Street. Provides access to children's playground from West Ryde Centre - number of pedestrians with prams were observed along this desire line during the site audit.	Provide a new footpath and kerb ramps	2	10	\$5,850
118	Miriam Road, west of Reserve Street	Poor quality footpath surface	Resurface the footpath		10	\$2,250
119	Miriam Road, west of Reserve Street	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
120	Miriam Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	10		\$500
121	Miriam Road	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
121	Park Avenue	No footpath along southern side of the street. However there is a footpath along the northern side of Park Avenue.	No action - there is a footpath along the northern side of Park Avenue, serving the properties along this street.			\$-
122	Anthony Road, south of West Parade	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
123	Burnett Walk	Poor quality footpath surface	Resurface the footpath		130	\$29,250
124	Chatham Road	Kerb ramp on eastern side of Chatham Road, with no kerb ramp provided at the adjacent side	Remove kerb ramp	1		TBC
124	Chatham Road	Non-standard pedestrian refuge crossing at the speed cushion. A preferred location for	Refresh paint at speed hump	1		TBC

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
		the pedestrian refuge crossing would be at the ramp to Burnett Walk.				
125	Chatham Road	Poor quality footpath surface	Resurface the footpath		4	\$900
126	Chatham Road, north of Silma Road	Steep kerb ramps at gutter difficult for manoeuvrability - non standard kerb ramps and no footpath connection on eastern side.	Upgrade kerb ramps and provide new footpath between speed hump and bowling club	2	45	\$12,375
127	Silma Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
128	Bellevue Avenue/Bigland Avenue intersection	Missing section of footpath and no kerb ramps on either side of the street	Provide a new footpath/kerb ramps	2	10	\$5,850
129	Bellevue Avenue	No footpath on western side on street, where there is a bus stop located on this site, however, there is a footpath on the eastern side of street.	Provide bus stop pads at bus stops with kerb ramps.	2	30	\$10,350
130	Bigland Avenue, west of Bellevue Avenue	No footpath on either side of the road between Bellevue Avenue and Shaftsbury Road	Install a new footpath along one side of the street		150	\$29,250
132	Hall Street	Filled in hole in the footpath presents a trip hazard	Resurface the footpath		30	\$6,750
133	Hall Street	Footpath ends at Hall Street and does not connect to Shaftsbury Road	Install a new footpath and kerb ramps	2	10	\$1,950
134	Shaftsbury Road/Hall Street intersection	Missing section of footpath and kerb ramp northern side of Hall Street, east of Shaftsbury Street.	Provide a new footpath/kerb ramps	4	10	\$9,450
135	Shaftsbury Road	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
136	Shaftsbury Road, between Hall Street and Dickson Avenue	Missing section of footpath between Hall Street and Dickson Avenue	Install a new footpath		80	\$15,600
137	Shaftsbury Road/Dickson Avenue intersection	Kerb ramp is unaligned with the one opposite	Upgrade kerb ramps	2		\$3,600
138	Shaftsbury Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	1		\$50
139	Victoria Road/Shaftsbury Road intersection	Kerb ramp is unaligned with the one opposite	Realign kerb ramp	1		\$2,300

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
140	Victoria Road/Shafsbury Road intersection	Kerb ramp is unaligned with the one opposite	Realign kerb ramp	1		\$2,300
141	Bellevue Avenue, north of Victoria Road	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction			\$200
142	Bellevue Avenue/Dickson Road intersection	Missing section of footpath and kerb ramp along Bellevue Avenue.	Provide a new footpath/kerb ramps	1	5	\$2,925
143	Dickson Avenue	raised footpath tile at the joint presents a trip hazard to pedestrians	Footpath grinding to remove trip hazard	2		\$100
144	Dickson Avenue	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	2		\$1,000
145	Dickson Avenue, east of Bellevue Avenue	Poor quality footpath	Resurface the footpath		20	\$4,500
146	Bellevue Avenue, south of Dickson Avenue	Poor quality kerb ramp	Upgrade kerb ramp	1		\$1,800
146	Dickson Avenue, west of Bellevue Avenue	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
147	Chatham Road/Fernvale Avenue intersection	Poor quality footpath and kerb ramp	Upgrade kerb ramp	1		\$1,800
147	Chatham Road/Fernvale Avenue intersection	Poor quality footpath and kerb ramp	Resurface footpath and upgrade kerb ramp		10	\$4,050
148	Bellevue Avenue/Fernvale Avenue intersection	Kerb ramps not aligned	Realign the kerb ramp	2		\$3,600
149	Bellevue Avenue/Fernvale Avenue intersection	Missing kerb ramp and poor quality kerb ramp	Provide new kerb ramps	2		\$3,600
150	Bellevue Avenue/Bencoolen Avenue intersection	Missing kerb ramp and poor quality kerb ramp	Provide new kerb ramps	2		\$3,600
151	Becoolen Avenue	Poor quality footpath at development site	Resurface the footpath		30	\$6,750
152	Becoolen Avenue	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
153	Herbert Street east of Hermitage Road	Poor quality footpath	Resurface the footpath		30	\$6,750

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
154	Herbert Street, west of Anzac Avenue	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
155	Herbert Street/Anzac Avenue	No formal pedestrian refuge provided at southern approach to the intersection. A "goat track" is observed, with pedestrians walking across grassed verge section, along desire line. A kerb ramp is provided approximately 8 metres back from the intersection.	Upgrade kerb ramps and pedestrian refuge island	1 refuge, 2 kerb ramps		\$15,000
156	Anzac Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
157	Anzac Avenue	raised footpath tile at the joint presents a trip hazard to pedestrians	Footpath grinding to remove trip hazard	2		\$100
158	Anzac Avenue, south of Herbert Street	Poor quality footpath	Resurface the footpath		10	\$2,250
159	Herbert Street, east of Anzac Parade	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	1		\$50
160	Hermitage Road/Herbert Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
161	Hermitage Road/Herbert Street	Kerb ramps and pedestrian island are not aligned	Upgrade to refuge and realignment of kerb ramps	1 refuge, 2 kerb ramps		\$15,000
162	Hermitage Road/Herbert Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
163	Hermitage Road, north of Wattle Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
164	Hermitage Road/Orchard Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
165	Falconer Street/Parkes Street intersection	Missing section of footpath and kerb ramps	Provide a new footpath/kerb ramps	2	6	\$4,950
166	Falconer Street/Parkes Street	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
167	Linton Avenue/Parkes Street	High lip at kerb ramp	Provide new kerb ramp	1		\$1,800
168	Linton Avenue, south of Parkes Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
169	Linton Avenue, south of Parkes Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
170	Linton Avenue/Griffiths Ln intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
171	Linton Avenue, north of Victoria Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
172	Herbert Street/Linton Lane intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
173	Herbert Street, east of Falconer Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
174	Linton Lane, south of Griffiths Lane	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
175	Griffiths Lane, west of Linton Lane	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
176	Falconer Street, south of Parkes Street	Poor quality footpath adjacent to development site	Resurface the footpath		20	\$4,500
177	Falconer Street, south of Parkes Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
178	Falconer Street/Parkes Street intersection	Missing section of footpath and kerb ramps	Provide a new footpath/kerb ramps	2	5	\$4,725
179	Falconer Street, north of Parks Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
180	Goodwin Street/Hermitage Road intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
181	Goodwin Street, between Falconer Street and Anzac Avenue	No footpath on southern side of Goodwin Street between Falconer Street and Anzac Avenue. Footpath is provided along the northern side of this street.	Install a new footpath		250	\$48,750
182	Mahon Street	No footpaths on either side of Mahon Street	Install a new footpath on one side of street		150	\$29,250
183	Goodwin Street, east of Anzac Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
184	Anzac Avenue/Commissioners Road intersection	Kerb ramps not aligned and non-standard or non-existent pedestrian refuges at each approach	Realign the kerb ramps and provide pedestrian refuge islands at each approach (x5)	1 refuge, 2 kerb ramps		\$75,000
185	Anzac Avenue, north of Goodwin Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
186	Commissioners Road, south of Terry Road	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
187	Commissioners Road, south of Terry Road	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
188	Commissioners Road, south of Terry Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
189	Commissioners Road, south of Terry Road	Poor quality footpath	Resurface the footpath		30	\$6,750
190	Goodwin Street between Forster Street and Terry Road	No footpath between Goodwin Street between Forster Street and Terry Road	Install a new footpath	0	125	\$24,375
191	Forster Street, south of Goodwin Street	Trip hazard at drain	Footpath grinding to remove trip hazard	2		\$100
192	Forster Street, south of Goodwin Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
193	Orchard Street, east of Anzac Avenue	Steep kerb ramp	Upgrade kerb ramp	1		\$1,800
194	Anzac Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
195	Anzac Avenue/Wattle Street intersection	Poor quality kerb ramps and no pedestrian refuge provided at north approach to the roundabout	Upgrade kerb ramps and pedestrian refuge island	1 refuge, 2 kerb ramps		\$15,000
196	Clarke Street/Parkes Street intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
197	Forster Street/Orchard Street intersection	Missing section of footpath and kerb ramps on both sides of Orchard Street	Provide a new footpath/kerb ramps	2	10	\$5,850
198	Orchard Street, west of Forster Street	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
199	Orchard Street, east of Terry Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
200	Orchard Street, west of Forster Street	Poor quality footpath	Resurface the footpath		15	\$3,375
201	Orchard Street, east of Anzac Avenue	No bus stop pad	Provide a new pad at bus stop		15	\$8,400

ITEM 2 (continued)

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
202	Orchard Street, west of Hermitage Road	Poor quality footpath	Resurface the footpath		10	\$2,250
203	Maxim Street/Victoria Road intersection	Kerb ramps not aligned	Realign the kerb ramp	1		\$1,800
204	Gaza Road	Poor quality footpath	Resurface the footpath		20	\$4,500
204	Maxim Street, south of Victoria Road	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	2		\$400
205	Gaza Road/Victoria Road intersection	Poor quality kerb ramps and no pedestrian refuge provided	Upgrade kerb ramps and pedestrian refuge island	1 refuge, 2 kerb ramps		\$400
205	Maxim Street, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	8		\$15,000
206	Victoria Road, between Maxim Street and Gaza Road	Poor quality footpath	Resurface the footpath		85	\$19,125
207	Victoria Road, between Gaza Road and Station Street	Poor quality footpath	Resurface the footpath		75	\$16,875
208	Victoria Road/Station Street	Kerb ramps not aligned	Realign kerb ramps	2		\$4,600
209	Victoria Road/Station Street	Kerb ramps not aligned	Realign kerb ramps	2		\$4,600
210	Station Street, south of Victoria Road	Poor quality footpath	Resurface the footpath		15	\$3,375
211	Station Street, south of Victoria Road	Poor quality footpath	Resurface the footpath		10	\$2,250
212	Station Street, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
213	Mons Avenue/Rex Avenue intersection	Missing section of footpath and kerb ramps on both sides of Mons Avenue	Provide a new footpath/kerb ramps	2	10	\$5,850
214	Bennett Street/Mons Avenue intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
215	Victoria Road/Mons Avenue intersection	Kerb ramps not aligned	Realign kerb ramps and provide a pedestrian refuge	1 refuge, 2 kerb ramps		\$15,000
216	Victoria Road, between Endeavour Street and Mons Avenue	Poor quality footpath	Resurface the footpath		90	\$20,250

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
217	Bennett Street/Riverview Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
218	Moss Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
219	Moss Street	Poor quality footpath adjacent to development site	Resurface the footpath		30	\$6,750
220	Rex Street/Grand Avenue intersection	Missing section of footpath and kerb ramp	Provide a new footpath/kerb ramps	2	5	\$4,725
221	Rex Street	Footpath is narrow with a width of approximately 0.7 m	Widen the footpath		60	\$13,500
222	Rex Street/Federal Road intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
223	Rex Street/Federal Road intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
224	Federal Road	Poor quality footpath adjacent to development site	Resurface the footpath		20	\$4,500
225	Rex Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
226	Station Street	Non standard slow point (traffic island), near school	Upgrade kerb ramps and pedestrian refuge island	1 refuge, 2 kerb ramps		\$15,000
227	Station Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
228	Station Street	Poor quality footpath	Resurface the footpath		20	\$4,500
229	Station Street, south of Rex Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
230	Station Street, north of Rex Street	Poor quality footpath	Resurface the footpath		8	\$1,800
231	Station Street, north of Rex Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200

6. Priorities for Pedestrian Improvements

6.1 Methodology to Prioritise Pedestrian Requirements

The *How to Prepare a Pedestrian Access and Mobility Plan* (Roads and Maritime, 2002) provides guidance on what is important in providing footpaths. This method was used to determine the prioritisation of the proposed improvements.

Scores were calculated for each of the recommended pedestrian improvements for the purpose of prioritising projects. The Weighted Criteria Scoring System from the Roads and Maritime publication *How to Prepare a Pedestrian Access and Mobility Plan* (2002) was used to prioritise each proposed improvement as illustrated in Table 6-1.

Table 6-1 Roads and Maritime Weighted Criteria Scoring System

Category	Criteria
Land use	Number of attractors/generators
	Land use type
	Proximity to attractors/generators
	Future development with attractors/generators
Traffic impact	Road hierarchy
Safety	Identified as hazardous area (from consultation)
	Identified pedestrian crashes
Facility benefits	Demonstrated path
Continuity of routes	Addition to existing facility
Priority	Pedestrian route hierarchy

Roads and Maritime defines the overall work prioritisation as:

- High (100 – 70)
- Medium (<70 – 40)
- Low (<40)

In order to determine the priorities of the pedestrian access improvement items in a PAMP, the infrastructure initiatives or studies are given a priority rating to be accommodated in the Council budget cycle. A possible weighted scoring system is provided in Table 6-2. However, a system could be customised to suit specific council areas according to local needs.

Table 6-2 Weighted Scoring Criteria to Prioritise the PAMP Initiatives

Category	Criteria	Performance Conditions 1	Score 2, 3
Land use	Number of attractors/generators (locations)	More than 5 locations	10
		3-5 locations	8
		1-2 locations	5
		0 locations	0
	Land use type	Schools	10
	Commercial/retail	8	
	Residential	5	
	Other	0	
Proximity to generators/attractors	Less than 250 metres	10	
	>250-500 metres	8	
	>500-1000 metres	5	
	>1000 metres	0	
Future development with attractors/ generators	High	5	
	Medium	3	
	Low	1	
Traffic impact	Road hierarchy	State road	15
		Regional road	10
		Local road	8
		Special use	5
		Other	0
Safety	Identified as hazardous area (from audit or consultation)	High	10
		Medium	8
		Low	5
		None	0
	Identified pedestrian crashes	>3 reported crashes per year	15
	3 reported crashes per year	10	
	2 reported crashes per year	8	
	1 reported crash per year	5	
	0 reported crashes per year	0	
Facility benefits	Demonstrated path	High usage	10
		Medium usage	8
		Low usage	5
		No demonstrated use	0
Continuity of routes	Addition to existing facility	Link existing facilities	10
		Extension of facilities	8
		Addition to facilities	5
		Other	0
Priority	Pedestrian route hierarchy	High use	5
		Medium use	3
		Low use	1

Notes:

¹ Only one performance condition is to be selected for each criteria e.g. Land use type residential = 5.

² The overall work prioritisation is then determined by adding up each criteria scores to reflect the environment of the specific area. e.g. High (100-70), Medium (<70-40), Low (<40) or Considering (not scored).

³ The maximum score achievable overall is 100.

Source: How to Prepare a Pedestrian Access and Mobility Plan, Roads and Maritime, 2002

Limitations of Roads and Maritime Methodology

Please note that there are limitations to the Roads and Maritime based methodology for prioritising each proposed improvement. For example, the Weighted Criteria Scoring System does not include the presence of existing footpaths on the opposite side of the street. This results in the proposed improvement having a higher priority using the Roads and Maritime method (as it is assumed there is no footpath on the route).

In addition, at some key generators, pedestrian facilities may be urgently required (outside an aged care facility for example) but as the weighting system may not provide a score that is significantly higher for the same facility for a less critical location. Therefore, consideration needs to be taken when assessing priorities in conjunction with the Roads and Maritime methodology.

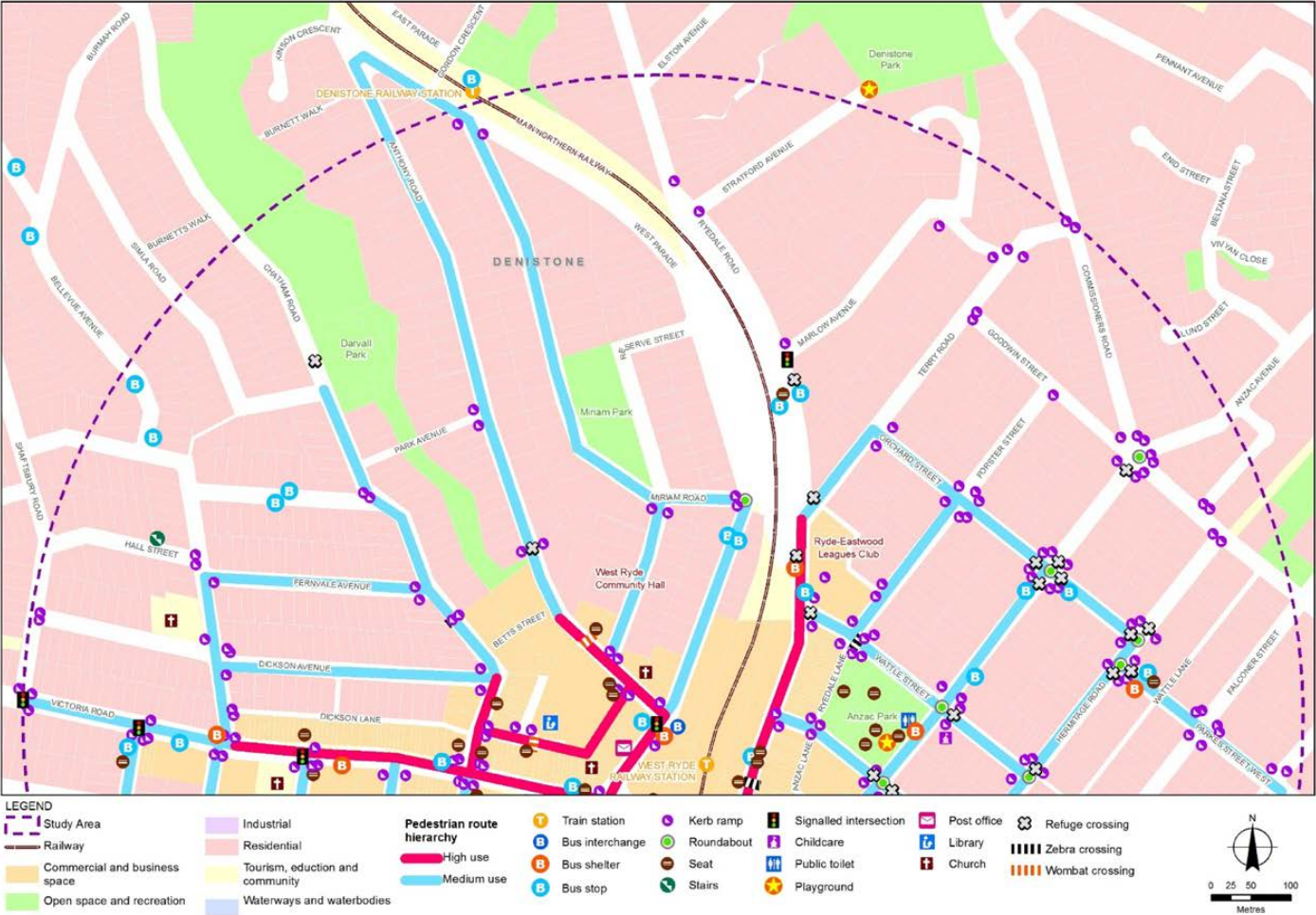
6.1.1 Walking Route Hierarchy

A hierarchy of pedestrian routes has been established, based on observed pedestrian demand and proximity to pedestrian attractors, such as town centre land uses and schools, and key walking routes. This walking route hierarchy was used as part of the scoring method to determine the priority for implanting proposed pedestrian infrastructure upgrades.

Figure 6-1 and Figure 6-2 show the walking route hierarchy used for the PAMP scoring assessment. The figure shows high and medium use walking routes, with all other routes being low use.

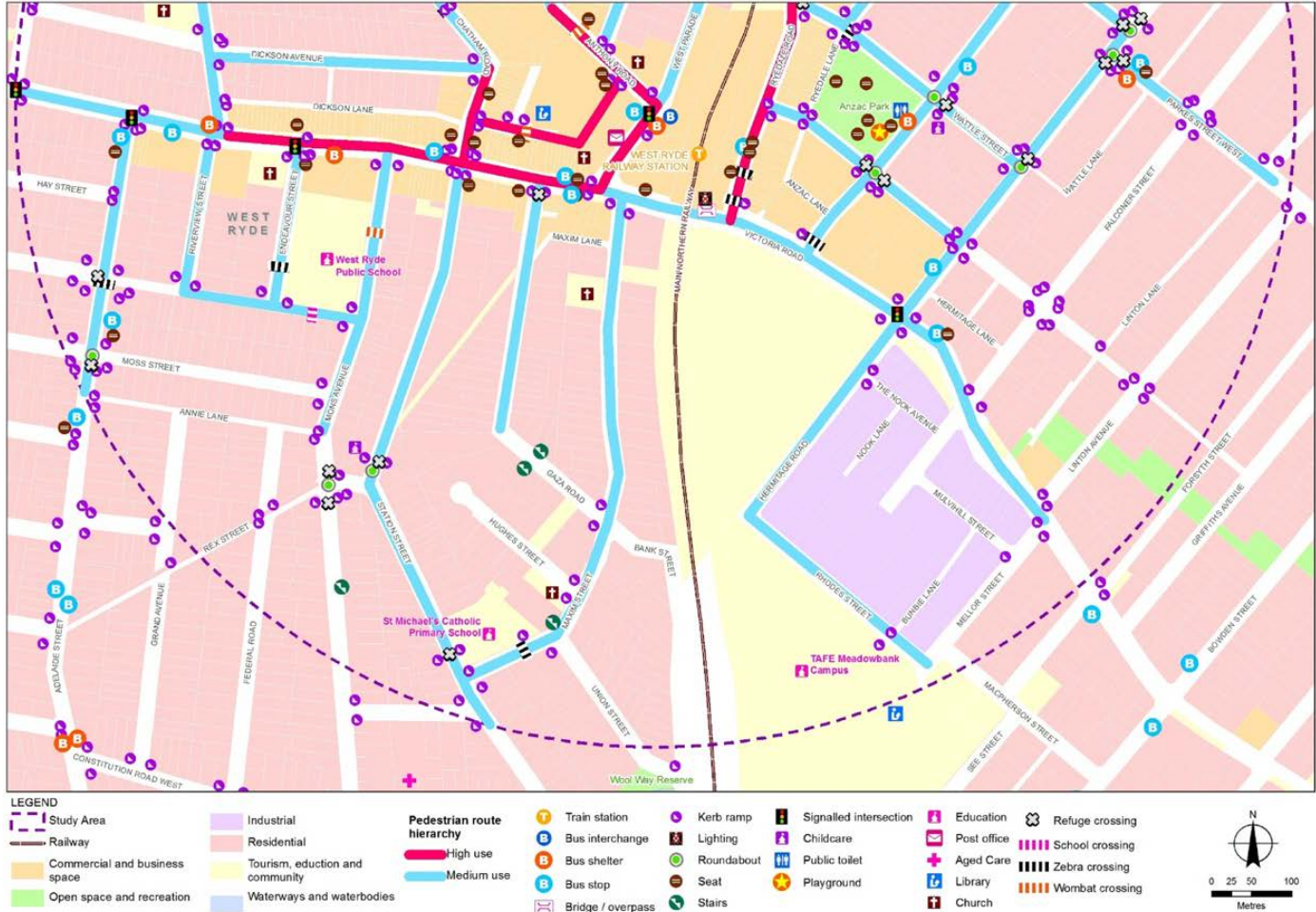
ITEM 2 (continued)

Figure 6-1 Walking Route Hierarchy (northern section)



ITEM 2 (continued)

Figure 6-2 Walking Route Hierarchy (southern section)



6.2 Ranking of the Pedestrian Improvements

Results from the Roads and Maritime weighted prioritisation are provided in Table 6-3. The issues and constraints identification (ID) references relate to those provided in Figure 3-3 and Figure 3-4. Recommendations are based on GHD site based prioritisation. Roads and Maritime weighted prioritisations are provided in full in Appendix B.

The overall work prioritisation has been determined for high, medium and low priority projects, by using the following scoring ranges:

- High priority: 100-60
- Medium priority: <60-40; and
- Low priority: <40.

Table 6-3 Infrastructure Provision Goals for West Ryde Centre

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
61	Victoria Road/West Pde intersection	Realign kerb ramps	82	1	High
62	Victoria Road/Chatham Road intersection	Realign kerb ramps	82	1	High
205	Gaza Road/Victoria Road intersection	Upgrade kerb ramps and pedestrian refuge island	77	3	High
208	Victoria Road/Station Street	Realign kerb ramps	75	4	High
209	Victoria Road/Station Street	Realign kerb ramps	75	4	High
215	Victoria Road/Mons Avenue intersection	Realign kerb ramps and provide a pedestrian refuge	74	6	High
78	Victoria Road/Mons Avenue intersection	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	71	7	High
79	Victoria Road, between Mons Avenue and Station Street	Resurface the footpath	71	7	High
206	Victoria Road, between Maxim Street and Gaza Road	Resurface the footpath	71	7	High
207	Victoria Road, between Gaza Road and Station Street	Resurface the footpath	71	7	High
216	Victoria Road, between Endeavour Street and Mons Avenue	Resurface the footpath	69	11	High
6	West Parade, north of Victoria Road	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	68	12	High
84	Market Street	Provide stopline at crossing point and add 'STOP' pavement marking. Change zebra crossing to white paint	68	12	High
203	Maxim Street/Victoria Road intersection	Realign the kerb ramp	68	12	High
63	Victoria Rd between West Parade and Bellevue Avenue	Resurface the footpath	66	15	High

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
72	Victoria Road/Endeavour Street intersection	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	66	15	High
8	Victoria Road, east of West Parade	Upgrade lighting and refresh painting within the pedestrian tunnel	65	17	High
1	Anthony Road/West Parade intersection	Realign kerb ramp and provide tactile surfacing	63	18	High
2	Anthony Road/West Parade intersection	Realign kerb ramp and provide tactile surfacing	63	18	High
3	West Parade, at bus interchange egress intersection	Realign the kerb ramp	63	18	High
4	Bus interchange	Advocate pedestrian improvements with Sydney Trains	63	18	High
67	Victoria Road/Adelaide Street intersection	Realign kerb ramps	63	18	High
68	Victoria Road/Adelaide Street intersection	Realign kerb ramp	63	18	High
80	Chatham Road/Graf Avenue intersection	Realign of kerb ramps and provide tactile surface ground indicators (TGSIs)	62	24	High
81	Chatham Road	Remove tactile surface indicators	62	24	High
71	Victoria Road, between Riverview Street and Endeavour Street	Resurface the footpath	61	26	High
88	Graf Avenue	Consider changing the street to a shared zone	61	26	High
64	Victoria Road/Bellevue Avenue intersection	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	60	28	High
74	Bennett Street, east of Endeavour Street	Upgrade footpath (widen)	59	29	Medium
75	Bennett Street/Mons Avenue intersection	Realign the kerb ramps	59	29	Medium
48	Victoria Road/Falconer Street intersection	Provide a new pedestrian refuge and kerb blisters	58	31	Medium
86	Market Street/Graf Avenue intersection	Realign the kerb ramp and provide kerb blisters	58	31	Medium
87	Graf Avenue	Consider re-instating the pedestrian crossing and kerb ramps	58	31	Medium
155	Herbert Street/Anzac Avenue	Upgrade kerb ramps and pedestrian refuge island	58	31	Medium
70	Victoria Road, east of Adelaide Street	Provide new service access lid to remove trip hazard	57	35	Medium
10	Ryedale Road, near West Ryde Station entrance	Upgrade the footpath	56	36	Medium

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
13	Ryedale Road, north of West Ryde Station	Re-align section of the footpath on the southern side of the access driveway	56	36	Medium
36	Ryedale Road/Wattle Street intersection	Provide kerb blister/extension and new kerb ramps	56	36	Medium
40	Victoria Road/Anzac Avenue intersection	Upgrade zebra crossing to provide kerb blisters and shorten crossing distance	56	36	Medium
60	Victoria Road/Hermitage Road intersection	Realign kerb ramps	56	36	Medium
158	Anzac Avenue, south of Herbert Street	Resurface the footpath	56	36	Medium
50	Victoria Road/Mellor Street intersection	Resurface footpath	55	42	Medium
69	Victoria Road, east of Adelaide Street	Provide new service access lid to remove trip hazard	55	42	Medium
82	Market Street, east of Chatham Road	Provide proper driveway cross over (re-instate footpath and driveway)	55	42	Medium
89	Reserve Street, north of Anthony Road	Resurface the footpath	55	42	Medium
214	Bennett Street/Mons Avenue intersection	Realign the kerb ramp	55	42	Medium
226	Station Street	Upgrade kerb ramps and pedestrian refuge island	55	42	Medium
73	Endeavour Street, south of Victoria Road	Resurface the footpath	54	48	Medium
76	Mons Avenue	Resurface the footpath	54	48	Medium
77	Bennett Street	Resurface the footpath	54	48	Medium
11	Ryedale Road, north of West Ryde Station entrance	Upgrade the footpath	53	51	Medium
12	Ryedale Road, north of West Ryde Station	Upgrade the footpath	53	51	Medium
37	Ryedale Road, north of Victoria Road	Upgrade the footpath	53	51	Medium
46	Hermitage Road, south of Victoria Road	Upgrade the footpath	53	51	Medium
210	Station Street, south of Victoria Road	Resurface the footpath	53	51	Medium
38	Ryedale Road, north of Victoria Road	Trim/clear the vegetation to remove the obstruction	51	56	Medium
39	Ryedale Road, north of Victoria Road	Upgrade the footpath	51	56	Medium
41	Victoria Road, east of Forster Street	Upgrade the footpath	51	56	Medium
43	Hermitage Road, south of Victoria Road	Council ranger/police to monitor illegal parking along footpath	51	56	Medium
9	Ryedale Road, north of Victoria Road	Upgrade stairs and extend footpath on western side of Ryedale Road to crossing.	50	60	Medium

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
47	Victoria Road, west of Hermitage Road	Resurface the footpath	50	60	Medium
49	Victoria Road, west of Hermitage Road	Resurface the footpath	50	60	Medium
153	Herbert Street east of Hermitage Road	Resurface the footpath	50	60	Medium
154	Herbert Street, west of Anzac Avenue	Provide new service access lid to remove trip hazard	50	60	Medium
156	Anzac Avenue	Footpath grinding to remove trip hazard	50	60	Medium
157	Anzac Avenue	Footpath grinding to remove trip hazard	50	60	Medium
227	Station Street	Trim/clear the vegetation to remove the obstruction	50	60	Medium
230	Station Street, north of Rex Street	Resurface the footpath	50	60	Medium
5	West Parade, south of the bus interchange	Regrade footpath/service access lid to remove trip hazard	49	69	Medium
139	Victoria Road/Shafsbury Road intersection	Realign kerb ramp	49	69	Medium
140	Victoria Road/Shafsbury Road intersection	Realign kerb ramp	49	69	Medium
184	Anzac Avenue/Commissioners Road intersection	Realign the kerb ramps and provide pedestrian refuge islands at each approach (x5)	49	69	Medium
14	Ryedale Road, south of Terry Road	Widen footpath - extent kerb blister from roundabout to the north	48	73	Medium
42	Hermitage Road, south of Victoria Road	Provide new service access lid to remove trip hazard	48	73	Medium
44	Hermitage Road, south of Victoria Road	Footpath grinding to remove trip hazard	48	73	Medium
45	Hermitage Road, south of Victoria Road	Upgrade kerb ramps	48	73	Medium
51	Victoria Road, west of Mellor Road	Provide new service access lid to remove trip hazard	48	73	Medium
65	Bellevue Avenue, north of Victoria Road	Resurface the footpath	48	73	Medium
66	Victoria Road, west of Bellevue Avenue	Resurface the footpath	48	73	Medium
91	Reserve Street/Miriam Road intersection	provide a new footpath and kerb ramps	48	73	Medium
92	Reserve Street/Miriam Road	Provide a new footpath/kerb ramps - provides access to park and children's playground from West Ryde town centre	48	73	Medium

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
117	Miriam Road/Reserve Street intersection	Provide a new footpath and kerb ramps	48	73	Medium
118	Miriam Road, west of Reserve Street	Resurface the footpath	48	73	Medium
160	Hermitage Road/Herbert Street intersection	Realign the kerb ramps	48	73	Medium
161	Hermitage Road/Herbert Street	Upgrade to refuge and realignment of kerb ramps	48	73	Medium
162	Hermitage Road/Herbert Street intersection	Realign the kerb ramps	48	73	Medium
83	Betts Street	Re-instate footpath	46	87	Medium
159	Herbert Street, east of Anzac Parade	Footpath grinding to remove trip hazard	46	87	Medium
56	Victoria Road, west of Forsyth Street	Resurface the footpath	45	89	Medium
57	Victoria Road/Linton Avenue intersection	Realign the kerb ramp	45	89	Medium
85	Market Street	Enforce trolley collection	45	89	Medium
98	Wattle Street/Forster Street intersection	Realign the kerb ramp	45	89	Medium
99	Wattle Street/Forster Street intersection	Realign the kerb ramps	45	89	Medium
100	Herbert Street/Ryedale Lane intersection	Realign the kerb ramp. Potential issue for implementation - stormwater drain	45	89	Medium
103	Herbert Street/Anzac Avenue intersection	Upgrade pedestrian refuge and kerb ramps	45	89	Medium
108	Anthony Road/West Parade intersection	Provide a new footpath and kerb ramp	45	89	Medium
109	West Parade	Install a new footpath	45	89	Medium
110	West Parade/Gordon Crescent interaction	Upgrade the kerb ramps	45	89	Medium
111	West Parade	Provide a new kerb ramp	45	89	Medium
112	West Parade/Miriam Road intersection	Realign the kerb ramp	45	89	Medium
124	Chatham Road	Remove kerb ramp	45	89	Medium
124	Chatham Road	Refresh paint at speed hump	45	89	Medium
126	Chatham Road, north of Silma Road	Upgrade kerb ramps and provide new footpath between speed hump and bowling club	45	89	Medium
142	Bellevue Avenue/Dickson Road intersection	Provide a new footpath/kerb ramps	45	89	Medium

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
164	Hermitage Road/Orchard Street intersection	Realign the kerb ramps	45	89	Medium
197	Forster Street/Orchard Street intersection	Provide a new footpath/kerb ramps	45	89	Medium
201	Orchard Street, east of Anzac Avenue	Provide a new pad at bus stop	45	89	Medium
211	Station Street, south of Victoria Road	Resurface the footpath	45	89	Medium
212	Station Street, south of Victoria Road	Footpath grinding to remove trip hazard	45	89	Medium
213	Mons Avenue/Rex Avenue intersection	Provide a new footpath/kerb ramps	45	89	Medium
228	Station Street	Resurface the footpath	45	89	Medium
229	Station Street, south of Rex Street	Footpath grinding to remove trip hazard	45	89	Medium
231	Station Street, north of Rex Street	Trim/clear the vegetation to remove the obstruction	45	89	Medium
7	Victoria Road, west of West Parade	Upgrade road surface	43	114	Medium
19	Marlow Avenue/Ryedale Road intersection	Realign the kerb ramps and provide tactile surfacing	43	114	Medium
30	Terry Road, north of Marlow Avenue	Upgrade footpath and provide kerb blister around footpath	43	114	Medium
31	Terry Road, south of Marlow Avenue	Widen footpath	43	114	Medium
94	Miriam Road	Install a new footpath	43	114	Medium
104	Anzac Avenue, between Herbert Street and Wattle Street	Install a new footpath	43	114	Medium
130	Bigland Avenue, west of Bellevue Avenue	Install a new footpath along one side of the street	43	114	Medium
133	Hall Street	Install a new footpath and kerb ramps	43	114	Medium
134	Shaftsbury Road/Hall Street intersection	Provide a new footpath/kerb ramps	43	114	Medium
165	Falconer Street/Parkes Street intersection	Provide a new footpath/kerb ramps	43	114	Medium
190	Goodwin Street between Forster Street and Terry Road	Install a new footpath	43	114	Medium
217	Bennett Street/Riverview Street intersection	Realign the kerb ramps	43	114	Medium
146	Bellevue Avenue, south of Dickson Avenue	Upgrade kerb ramp	42	126	Medium
147	Chatham Road/Fernvale Avenue intersection	Upgrade kerb ramp	42	126	Medium
147	Chatham Road/Fernvale Avenue intersection	Resurface footpath and upgrade kerb ramp	42	126	Medium
148	Bellevue Avenue/Fernvale Avenue intersection	Realign the kerb ramp	42	126	Medium

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
149	Bellevue Avenue/Fernvale Avenue intersection	Provide new kerb ramps	42	126	Medium
195	Anzac Avenue/Wattle Street intersection	Upgrade kerb ramps and pedestrian refuge island	42	126	Medium
196	Clarke Street/Parkes Street intersection	Realign the kerb ramp	42	126	Medium
204	Gaza Road	Resurface the footpath	42	126	Medium
205	Maxim Street, south of Victoria Road	Footpath grinding to remove trip hazard	42	126	Medium
53	Mellor Street	Footpath grinding to remove trip hazard	41	135	Medium
21	Marlow Avenue/Ryedale Road intersection	Upgrade footpath and kerb ramps	40	136	Medium
22	Marlow Avenue/Ryedale Road intersection	Upgrade footpath and kerb ramp	40	136	Medium
24	Ryedale Road, north of Marlow Avenue	Consider providing a new pedestrian refuge and kerb blister to assist crossing at this location.	40	136	Medium
58	Victoria Road, east of Linton Avenue	Footpath grinding to remove trip hazard	40	136	Medium
90	Reserve Street, north of Anthony Road	Footpath grinding to remove trip hazard	40	136	Medium
101	Herbert Street	Footpath grinding to remove trip hazard	40	136	Medium
102	Herbert Street	Resurface the footpath	40	136	Medium
105	Anzac Avenue/Herbert Street intersection	Realign the kerb ramp	40	136	Medium
114	Reserve Street	Consider providing a new footpath or implement a shared zone	40	136	Medium
125	Chatham Road	Resurface the footpath	40	136	Medium
128	Bellevue Avenue/Bigland Avenue intersection	Provide a new footpath/kerb ramps	40	136	Medium
129	Bellevue Avenue	Provide bus stop pads at bus stops with kerb ramps.	40	136	Medium
136	Shaftsbury Road, between Hall Street and Dickson Avenue	Install a new footpath	40	136	Medium
137	Shaftsbury Road/Dickson Avenue intersection	Upgrade kerb ramps	40	136	Medium
150	Bellevue Avenue/Bencoolen Avenue intersection	Provide new kerb ramps	40	136	Medium
163	Hermitage Road, north of Wattle Street	Footpath grinding to remove trip hazard	40	136	Medium
166	Falconer Street/Parkes Street	Realign the kerb ramps	40	136	Medium
167	Linton Avenue/Parkes Street	Provide new kerb ramp	40	136	Medium
171	Linton Avenue, north of Victoria Road	Footpath grinding to remove trip hazard	40	136	Medium

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
180	Goodwin St/Hermitage Road intersection	Realign the kerb ramp	40	136	Medium
193	Orchard Street, east of Anzac Avenue	Upgrade kerb ramp	40	136	Medium
221	Rex Street	Widen the footpath	40	136	Medium
222	Rex Street/Federal Road intersection	Realign the kerb ramp	40	136	Medium
223	Rex Street/Federal Road intersection	Realign the kerb ramp	40	136	Medium
59	Victoria Road, west of Linton Avenue	Install a new footpath	39	161	Low
204	Maxim Street, south of Victoria Road	Trim/clear the vegetation to remove the obstruction	39	161	Low
15	Ryedale Road, north of Terry Road	Install a new footpath	38	163	Low
52	Mellor Street	Trim/clear the vegetation to remove the obstruction	38	163	Low
55	Victoria Road/Forsyth Street	Realign the kerb ramp	38	163	Low
113	West Parade, east of Miriam Road	Footpath grinding to remove trip hazard	38	163	Low
114	West Parade	Trim/clear the vegetation to remove the obstruction	38	163	Low
218	Moss Street	Footpath grinding to remove trip hazard	38	163	Low
219	Moss Street	Resurface the footpath	38	163	Low
119	Miriam Road, west of Reserve Street	Trim/clear the vegetation to remove the obstruction	37	170	Low
120	Miriam Road	Footpath grinding to remove trip hazard	37	170	Low
122	Anthony Road, south of West Pde	Footpath grinding to remove trip hazard	37	170	Low
141	Bellevue Avenue, north of Victoria Road	Trim/clear the vegetation to remove the obstruction	37	170	Low
144	Dickson Avenue	Provide new service access lid to remove trip hazard	37	170	Low
178	Falconer Street/Parkes Street intersection	Provide a new footpath/kerb ramps	37	170	Low
198	Orchard Street, west of Forster Street	Provide new service access lid to remove trip hazard	37	170	Low
199	Orchard Street, east of Terry Road	Footpath grinding to remove trip hazard	37	170	Low
202	Orchard Street, west of Hermitage Road	Resurface the footpath	37	170	Low
54	Rhodes Street	Provide new service access lid to remove trip hazard	36	179	Low

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
16	Terry Road, east of West Parade	Realign the kerb ramps and upgrade pedestrian refuge	35	180	Low
28	Marlow Avenue/Marlow Lane intersection	Consider providing kerb ramp, if a new footpath is installed.	35	180	Low
32	Terry Road, south of Marlow Avenue	Upgrade the footpath	35	180	Low
33	Terry Road/Orchard Street intersection	Upgrade kerb ramp	35	180	Low
93	Reserve Street	Trim/clear the vegetation to remove the obstruction	35	180	Low
97	Marlow Avenue	Provide new service access lid to remove trip hazard	35	180	Low
115	Reserve Street	Trim/clear the vegetation to remove the obstruction	35	180	Low
116	West Parade	Trim/clear the vegetation to remove the obstruction	35	180	Low
127	Silma Road	Footpath grinding to remove trip hazard	35	180	Low
132	Hall Street	Resurface the footpath	35	180	Low
135	Shaftsbury Road	Trim/clear the vegetation to remove the obstruction	35	180	Low
138	Shaftsbury Road	Footpath grinding to remove trip hazard	35	180	Low
143	Dickson Avenue	Footpath grinding to remove trip hazard	35	180	Low
145	Dickson Avenue, east of Bellevue Avenue	Resurface the footpath	35	180	Low
146	Dickson Avenue, west of Bellevue Avenue	Trim/clear the vegetation to remove the obstruction	35	180	Low
151	Becoolen Avenue	Resurface the footpath	35	180	Low
152	Becoolen Avenue	Trim/clear the vegetation to remove the obstruction	35	180	Low
168	Linton Avenue, south of Parkes Street	Footpath grinding to remove trip hazard	35	180	Low
170	Linton Avenue/Griffiths Lane intersection	Realign the kerb ramps	35	180	Low
172	Herbert Street/Linton Lane intersection	Realign the kerb ramps	35	180	Low
174	Linton Lane, south of Griffiths Lane	Footpath grinding to remove trip hazard	35	180	Low
177	Falconer Street, south of Parkes Street	Footpath grinding to remove trip hazard	35	180	Low
179	Falconer Street, north of Parks Street	Footpath grinding to remove trip hazard	35	180	Low
181	Goodwin Street, between Falconer Street and Anzac Avenue	Install a new footpath	35	180	Low
182	Mahon Street	Install a new footpath on one side of street	35	180	Low

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
183	Goodwin Street, east of Anzac Avenue	Footpath grinding to remove trip hazard	35	180	Low
185	Anzac Avenue, north of Goodwin Street	Footpath grinding to remove trip hazard	35	180	Low
188	Commissioners Road, south of Terry Road	Footpath grinding to remove trip hazard	35	180	Low
189	Commissioners Road, south of Terry Road	Resurface the footpath	35	180	Low
191	Forster Street, south of Goodwin Street	Footpath grinding to remove trip hazard	35	180	Low
192	Forster Street, south of Goodwin Street	Footpath grinding to remove trip hazard	35	180	Low
194	Anzac Avenue	Footpath grinding to remove trip hazard	35	180	Low
220	Rex Street/Grand Avenue intersection	Provide a new footpath/kerb ramps	35	180	Low
224	Federal Road	Resurface the footpath	35	180	Low
225	Rex Street	Trim/clear the vegetation to remove the obstruction	35	180	Low
17	Terry Road, east of Ryedale Road	Provide new footpath and kerb ramps	33	215	Low
18	Ryedale Road, east of West Parade	Upgrade the footpath	33	215	Low
27	Marlow Avenue	Install a new footpath	33	215	Low
106	Anthony Road	Resurface the footpath	32	218	Low
107	Anthony Road	Footpath grinding to remove trip hazard	32	218	Low
107	Anthony Road, south of Park Avenue	Resurface the footpath	32	218	Low
108	Anthony Road, south of Park Avenue	Footpath grinding to remove trip hazard	32	218	Low
108	Anthony Road	Trim/clear the vegetation to remove the obstruction	32	218	Low
121	Miriam Road	Trim/clear the vegetation to remove the obstruction	32	218	Low
200	Orchard Street, west of Forster Street	Resurface the footpath	32	218	Low
20	Marlow Avenue/Ryedale Road intersection	Provide new service access lid to remove trip hazard	30	225	Low
23	Ryedale Road, north of Marlow Avenue	Upgrade the footpath	30	225	Low
25	Ryedale Road, north of Stratford Avenue	Footpath grinding to remove trip hazard	30	225	Low
26	Stratford Avenue, west of Ryedale Road	Trim/clear the vegetation to remove the obstruction	30	225	Low
29	Marlow Lane, west of Terry Road	Upgrade the footpath	30	225	Low
34	Terry Road, south of Orchard Street	Regrade footpath/service access lid to remove trip hazard	30	225	Low

ITEM 2 (continued)

ATTACHMENT 2

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
35	Terry Road, south of Orchard Street	Upgrade the footpath	30	225	Low
95	Miriam Road, west of West Parade	Resurface the footpath	30	225	Low
96	Miriam Road, west of West Parade	Footpath grinding to remove trip hazard	30	225	Low
169	Linton Avenue, south of Parkes Street	Trim/clear the vegetation to remove the obstruction	30	225	Low
173	Herbert Street, east of Falconer Street	Trim/clear the vegetation to remove the obstruction	30	225	Low
175	Griffiths Lane, west of Linton Lane	Trim/clear the vegetation to remove the obstruction	30	225	Low
176	Falconer Street, south of Parkes Street	Resurface the footpath	30	225	Low
186	Commissioners Road, south of Terry Road	Trim/clear the vegetation to remove the obstruction	30	225	Low
187	Commissioners Road, south of Terry Road	Trim/clear the vegetation to remove the obstruction	30	225	Low
123	Burnett Walk	Resurface the footpath	22	240	Low
121	Park Avenue	No action - there is a footpath along the northern side of Park Avenue, serving the properties along this street.		241	Low

7. Conclusions and Recommendations

7.1 Conclusions

GHD was engaged by CoR to prepare a Pedestrian Access and Mobility Plan (PAMP) for the West Ryde Centre area, to improve the walking environment for all pedestrians. The development of this study included the following:

- Review relevant background report, policies and plans
- Undertake community and stakeholder consultation
- Undertake site audits of current pedestrian infrastructure
- Identify, cost and priorities improvements for walking infrastructure.

Background review

The background review concluded that:

- The majority of State and Local Government planning policy documents reviewed as part of this study aim to encourage sustainable travel modes, including walking. The strategies identified in this PAMP will help to support this objective by providing improved walking connections.
- The proportion of age groups between 0 to 19 years old in West Ryde is lower than compared to the Greater Sydney average, which indicates that there is a lower proportion of primary and secondary school students in the area.
- The proportion of people in West Ryde aged between 20 and 39 is higher than that of Greater Sydney, with this group consisting of 36 per cent of the population and 30 per cent of the population in Greater Sydney.
- A review of crash data for the study area indicates that there were 16 crashes involving pedestrians over the five-year period between 2011 to 2015 (inclusive). Each of those incidents resulted in an injury ranging from minor to serious. No fatalities were recorded.

Community consultation

Community consultation was completed across a range of media platforms as discussed in Section 3. From this, GHD concluded that:

- The majority of respondents to the online community survey undertaken for this PAMP (84 per cent) have access to a motor vehicle. Driving was generally the most popular mode of transport when travelling to participate in most activities. Walking was also rated high for all categories, including accessing local shops and recreational areas.
- The reason most survey respondents do not walk more often was that the distance was too long to walk. Additional road crossings for pedestrians were identified as the most important change for encouraging more walking on a regular basis.

The most commonly identified issues/gaps in the PAMP study area walking network were:

- Improved visibility on the corner of Victoria Road
- The pedestrian crossing on Ryedale Road from the station ramp needs more lighting and the pedestrian area needs to be more clearly marked. The crossing also needs repair as it has large cracks and holes
- Improved safety on Mons Avenue near West Ryde Public School through a second pedestrian crossing

Stakeholder Consultation

Key stakeholders were contacted via email and phone calls to gain insight and potential concerns regarding the pedestrian network in the West Ryde Centre study area. The key stakeholder consultation outcomes include:

- There is no footpath on the west side of Rhodes Street/Hermitage Road to Victoria Road
- There is no access to a walkway from Railway Bridge down Victoria Road in West Ryde

Site Audit

An audit of existing issues and constraints for pedestrians was undertaken in the study area. The audit focused on identifying existing facilities, land uses, any shortcomings in the pedestrian environment and potential safety issues. The key issues and constraints included:

- Poor quality footpath surfaces
- Pedestrians crossing busy roads at non-permitted crossing locations
- Missing pedestrian links
- Lack of pedestrian crossings
- Poor quality pedestrian crossings
- Street furniture or overgrown vegetation in footpaths, blocking the path of pedestrians
- Lack of disabled or pram access

Existing issues generally include poor footpath quality or lack of footpaths and kerb ramps. Other key issues include pedestrians crossing at an informal location at West Parade, between Victoria Road and West Ryde Station and poor quality footpaths along both sides of Victoria Road.

7.2 Recommendations

Pedestrian access and mobility improvement works were identified and prioritised for the study area. The highest ranking projects that are considered worthwhile progressing into the detailed concept planning, design and implementation stage are listed under the categories of:

- Further investigations and concept planning;
- Footpath works to improve the safety for pedestrians along the streets; and
- Upgrades to allow for safer pedestrian movements to cross busy streets.

Investigations and Concept Planning

The bus interchange at West Ryde Station provides significant challenges for pedestrians crossing the site to the West Ryde town Centre. However, the site is owned by Transport for NSW. It is recommended that CoR advocate to TfNSW that the interchange be redesigned to be more functional for all users to improve movement and accessibility for pedestrians, including people with mobility issues.

Footpath Works

Identified locations for new footpath connections include:

- Anthony Road/West Parade intersection
- West Parade
- Bellevue Avenue/Dickson Road intersection
- Miriam Street
- Anzac Avenue, between Herbert Street and Wattle Street
- Brigland Avenue, west of Bellevue Avenue
- Shaftsbury Road, between Hall Street and Dickson Avenue
- Victoria Road, west of Linton Avenue
- Ryedale Road, north of Terry Road
- Terry Road, east of Ryedale Road
- Marlow Avenue

It is also proposed to upgrade the footpaths along both sides of Victoria Road within the commercial area of West Ryde, where footpaths are of poor quality

Pedestrian Crossings

Upgrade or provision of new pedestrian refuges and kerb blisters is recommended at the following locations:

- New midblock signal controlled pedestrian crossing at West Parade, between Victoria Road and West Ryde Station
- Kerb blisters or pedestrian refuge crossings at the following locations:
 - Victoria Road/Mons Avenue intersection
 - Victoria Road/Endeavour Street intersection
 - Victoria Road/Bellevue Avenue intersection
 - Victoria Road/Falconer Street intersection
 - Ryedale Road, north of Marlow Avenue

- Market Street, east of Chatham Road

Priorities

Table 7-1 provides a summary of the high priority proposed upgrades that were identified, with scores of 60 or higher.

Table 7-1 PAMP Priorities – Proposed Upgrades

PAMP ID	Street/Intersection	Description of Proposed Treatment	RMS Priority	RMS Rank
61	Victoria Road/West Parade intersection	Realignment of kerb ramp	82	1
62	Victoria Road/Chatham Road intersection	Realignment of kerb ramp	82	1
78	Victoria Road/Mons Avenue intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters	71	7
79	Victoria Road, between Mons Avenue and Station Street	Resurface footpath	71	7
6	West Parade, north of Victoria Road	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	68	13
84	Market Street	Provide stopline at crossing point and add "STOP" pavement marking. Change zebra crossing to white paint	68	13
63	Victoria Road between West Parade and Bellevue Avenue	Resurface footpath	66	16
72	Victoria Road/Endeavour Street intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters	66	16
8	Victoria Road, east of West Parade	Upgrade lighting and refresh painting within the pedestrian tunnel	65	18
1	Anthony Road/West Parade intersection	Realignment of kerbs and provide tactile surfacing	63	19
2	Anthony Road/West Parade intersection	Realignment of kerb ramp and provide tactile surfacing	63	19
3	West Parade, at bus interchange egress intersection	Realignment of kerb ramp	63	19
4	Bus interchange	Advocate pedestrian improvements with Sydney Trains	63	19
67	Victoria Road/Adelaide Street intersection	Realignment of kerb ramp	63	19
68	Victoria Road/Adelaide Street intersection	Realignment of kerb ramp	63	19
80	Chatham Road/Graf Avenue intersection	Realignment of kerb ramp and provide tactile surface ground indicators (TGSIs)	62	25
81	Chatham Road	remove tactile surface indicators	62	25
71	Victoria Road, between Riverview Street and Endeavour Street	Resurface footpath	61	27
88	Graf Avenue	Consider changing the street to a shared zone	61	27
64	Victoria Road/Bellevue Avenue intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters	60	29

Appendices

Appendix A – Consultation Summary Report



Ryde City Council

West Ryde Centre Pedestrian Access Management Plan Draft Consultation Outcomes Report

29 December 2017

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

This report: has been prepared by GHD for City of Ryde and may only be used and relied on by City of Ryde Council the purpose agreed between GHD and the City of Ryde Council as set out in section 1.2 of this report.

GHD otherwise disclaims responsibility to any person other than City of Ryde Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section 1.2 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

Table of contents

1.	Introduction.....	1
1.1	Background.....	1
1.2	Purpose of this report.....	2
2.	Key Results	3
2.1	Stakeholder Consultation.....	3
2.2	Community Consultation - Online Survey.....	3
2.3	Community Consultation - Social Pinpoint / Community Workshop.....	4
2.4	Community Consultation - Written Responses.....	4
3.	Online Survey.....	5
3.1	Profile of Respondents.....	5
3.2	Reasons for not walking.....	7
3.3	Gaps in the walking network.....	9
3.4	Proposed changes	9
3.5	Other Feedback	10
4.	Social Pinpoint	11
5.	Community Workshop.....	13
6.	Stakeholder Consultations	14
7.	Other Feedback	16

Appendices

Appendix A – Community Flyer

Appendix B - Survey Questions and Results

Appendix C – Letter to stakeholders

1. Introduction

1.1 Background

GHD is working with the City of Ryde Council (CoR) to develop a Pedestrian Access and Mobility Plan (PAMP) for West Ryde Centre. A PAMP is a comprehensive strategic and action plan to develop pedestrian policies and facilities.

The PAMP provides an important framework for pedestrian of all ages and mobility. It assess existing pedestrian needs, facilities management and enhancement.

The PAMP is a strategic document that identifies the pedestrian network hierarchy and associated action plan for management. The strategic, high-level, objectives of this PAMP are to:

- Integrate walking into the transport system as a legitimate form of transport to encourage it more
- Provide appropriate pedestrian facilities where required to improve accessibility and mobility
- Identify clusters and patterns of pedestrian crashes, to address safety issues
- Development and integration of pedestrian routes that complement 'Safer Routes to School' projects and Local Area Traffic Management schemes

The study area for the PAMP is shown in Figure 1-1.

Figure 1-1 Study Area



The PAMP has been prepared according to the following stages:

- Stage one - GHD carried out a comprehensive site audit of the existing path network and pedestrian facilities within the area
- Stage two - Collection and development of spatial data
- Stage three – Stakeholder and community consultation
- Stage four – Public exhibition and finalisation of the PAMP

The CoR is preparing a PAMP for Meadowbank Station at the same time as the West Ryde PAMP given the close proximity of the two areas. The consultation activities have therefore been undertaken at the same time.

1.2 Purpose of this Report

This report provides a brief summary of the outcomes of the stakeholder and community consultation activities undertaken to inform preparation of the West Ryde PAMP.

The consultation activities and the number of people who were engaged are outlined in Table 1-1.

Table 1-1-Overview of Community Engagement

Activity	Date	Number of People Engaged
Online community survey – questionnaire	30 November to 7 March 2017	85
Social Pinpoint - online map based community survey	30 November to 7 March 2017	91
Social media - comments provided to Council on the CoR Facebook site	2 February to 28 February 2017	75
Individual discussions with key Stakeholders. A letter was also sent to stakeholders to provide information of the project and consultation, which was prepared by GHD.	March to April 2017	10
Written responses from the community provided to CoR	January to March 2017	9
'Pop-up' community consultation session outside West Ryde Library	12 December 2016	15
Community workshop	21 March 2017	4
Exhibition of the draft PAMP report - Written responses from the community provided to CoR	October / November 2017	5

The PAMP and consultation activities were promoted through:

- Newspaper advertisements in the Northern District times on 30 November 2016 and 8 March 2017
- CoR Have Your Say website
- CoR Facebook site
- A flyer letter drop, which was delivered to all households within the study area (refer to Appendix A) to promote the online surveys/Social Pinpoint mapping tool and to invite residents to the community workshop

2. Key Results

This section of the report provides a summary of the key findings from the consultation activities. Detailed results from the consultation activities are provided in Sections 4, 5, 6 and 7.

2.1 Stakeholder Consultation

Key stakeholders were contacted via email and phone calls to gain insight and potential concerns regarding the pedestrian network in the West Ryde Centre study area. The following stakeholders were contacted:

- Roads and Maritime
- Sydney Buses
- TAFE NSW
- West Ryde Public School
- Meadowbank Public School
- St Michaels Catholic Primary School
- Ryde Police
- BikeNorth
- Guide Dogs Australia
- West Ryde Progress Association

The key stakeholder consultation outcomes include:

- There is no footpath on the west side from Rhodes Street to Victoria Road
- There is no access to a walkway from Railway Bridge down Victoria Road in West Ryde

2.2 Community Consultation - Online Survey

The key results of the online survey include:

- The majority of general survey respondents (84 per cent) have access to a motor vehicle. Driving was generally the most popular mode of transport when travelling to participate in most activities. Walking was also rated high for all categories. Other modes of transport (cycle, train, but and ferry) had low rates except for utilising the train to commute to/from work or school.
- The most popular reason why general survey respondents do not walk more often was the distance was too long to walk (52 per cent to the shops; 32 per cent to school and 65 per cent to work). The weather also rated highly as a reason why respondents did not walk more often.
- When asked what sort of changes would encourage survey respondents to walk on a regular basis, the top response was additional road crossings for pedestrians (73 per cent).

2.3 Community Consultation - Social Pinpoint/Community Workshop

In Social Pinpoint and the Community Workshop, some of the most commonly identified gaps in the West Ryde Centre walking network were:

- Improved visibility on the corner of Victoria Road
- The pedestrian crossing on Ryedale Road from the station ramp needs more lighting and the pedestrian area needs to be more clearly marked. The crossing also needs repair as it has large cracks and holes
- Improved safety on Mons Avenue near West Ryde Public School through a second pedestrian crossing

2.4 Community Consultation - Written Responses

The key issues/ideas provided via email submissions to CoR and provided on the COR Facebook social media site include:

- Reduced accessibility and amenity for pedestrians due to the recent development in West Ryde town centre (e.g. in the form of buildings, the public domain, and changes to the road network)
- Improved train frequency and scheduling of trains to arrive at different times

Detailed results are discussed in Section 4, 5, 6 and 7

2.5 Community Consultation - Written Responses during Public Exhibition

A summary of the comments provided by community members provided to CoR during the exhibition of the draft PAMP report included:

- Anthony Road intersection with West Parade – car speeds at this location is a safety issue
- Betts Street, near intersections with Chatham Road and Anthony Road – railings block the pedestrian path at these locations
- General – improvements to footpath quality is required

3. Online Survey

A survey questionnaire was available online between 6 February to 13 March 2017, which allowed the community to identify existing gaps and issues in the walking network in the West Ryde Centre PAMP study area. The survey consisted of nine multiple-choice and open-ended short answer questions. Feedback from the survey will help the CoR to understand walking behaviours and will provide the CoR with information to identify opportunities for improving the walking route network in West Ryde Centre.

The survey was advertised on Council's Website through the 'Have Your Say' link. It was also promoted on Council's Facebook page, through a flyer which was delivered to residents within the study area and also through an advertisement in the Northern District Times in November 2016.

As an incentive for community members to participate in the survey, CoR offered six pairs of movie tickets to members of the community who participated in the survey. A total of 85 responses were received to the online surveys.

This section provides an analysis of the general survey results. A full summary of survey results is provided at Appendix B.

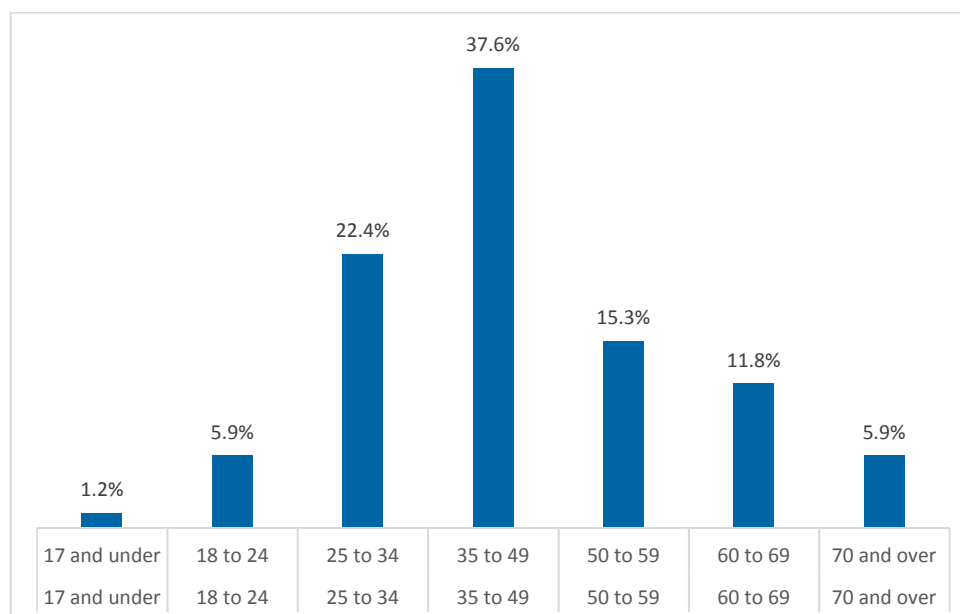
3.1 Profile of Respondents

3.1.1 Age Profile

Respondents were asked to provide their age group and gender. The majority of respondents were 35 years old and older (71 per cent) with only a small number of respondents aged 17 to 34 years old (29 per cent).

The highest number of respondents were aged between 35 and 49 years old (38 per cent).

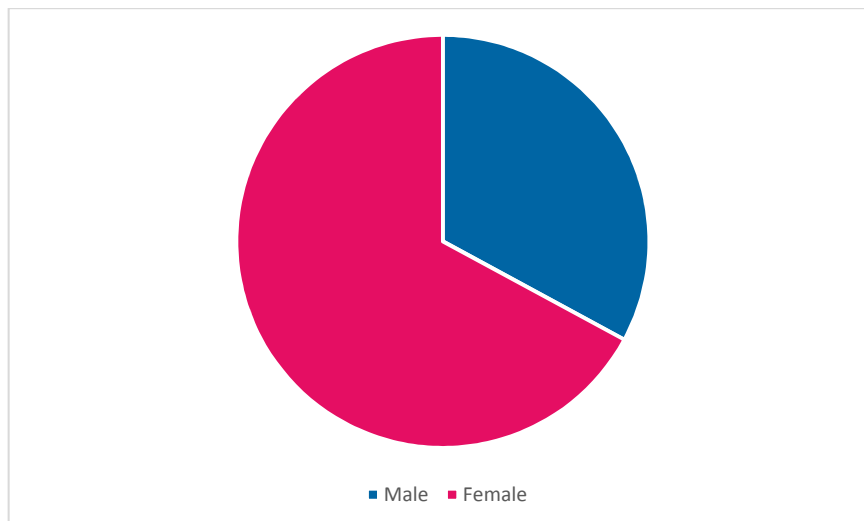
Figure 3-1 - Age groups of respondents



3.1.2 Gender

Around two-thirds of respondents were female (67 per cent) and around a third were male (33 per cent).

Figure 3-2 – Gender of respondents



3.1.3 Access to a motor vehicle

Respondents were asked if they have access to a motor vehicle. The majority of respondents (84 per cent) have access to a motor vehicle.

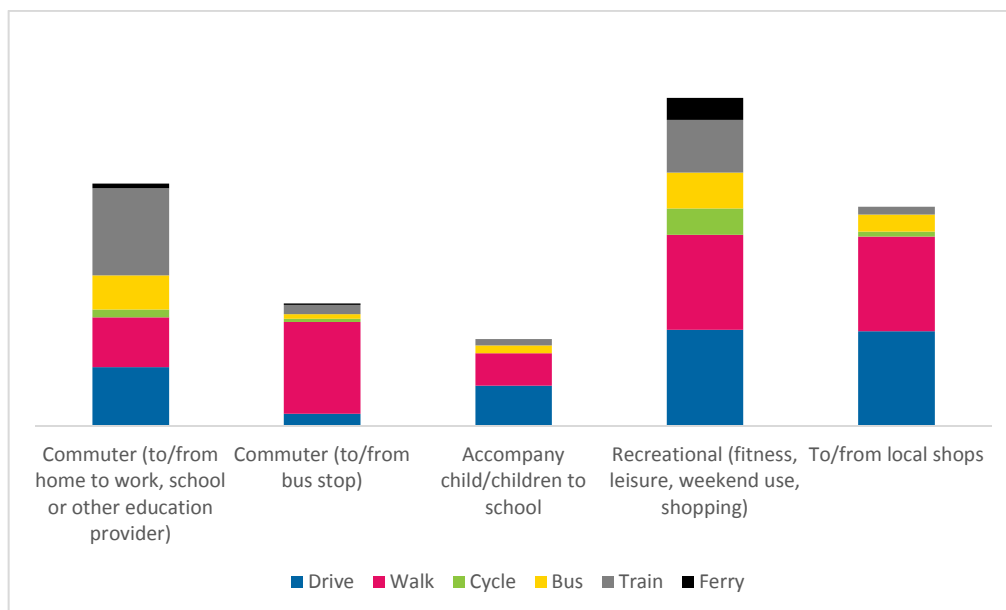
3.1.4 Transport usage

Respondents were asked what type of transport they typically use for a variety of travel activities. Respondents were able to choose more than one mode of transport for each activity type:

- Commuting to/from home to work, school or other – the highest number of respondents catch the train
- Commuting to/from the bus stop - majority of respondents walk (89 per cent)
- To accompany a child/children to school - majority of respondents drive or walk
- For recreational activities - majority of respondents drive or walk
- To travel to/from local shops - majority of respondents equally drive and walk

Bicycle, ferry and bus were the least popular modes of transport across all activities

Figure 3-3 – Transport usage by activity type



3.2 Reasons for not walking

Respondents were asked to provide the reasons why they do not walk more often, for four different journey types (to shops, school, work and recreation) (see figure 3-4). Three respondents did not answer this question.

The top reasons why respondents do not walk more often, for all four journey types (to shops, school, work and recreation), were:

- The distance being too long to walk was rated the highest reason for not walking more to the shops by 28 people, to school by 17 people and to work by 35 people
- The lack of safe pedestrian crossings at busy roads was highly rated by 38 respondents for why they did not walk more often to the shops, and 21 respondents for recreation
- For walking to the shops, there is too much traffic along the roads for 25 respondents
- Thirty three respondents do not walk more often to the shops and 27 respondents to recreation because the paths are poorly maintained
- Twenty eight respondents already walk to the shops and 18 walk to work

ITEM 2 (continued)

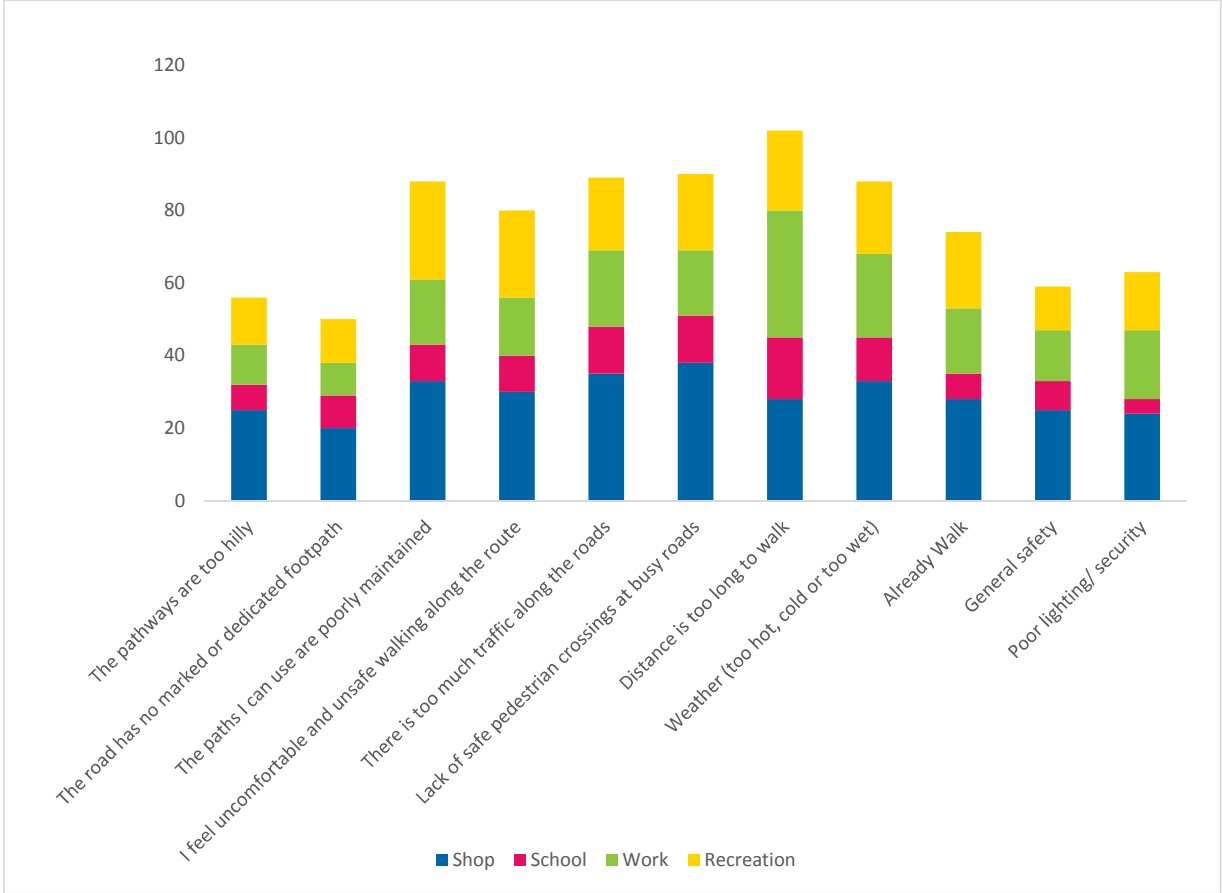


Figure 3-4 – Reasons why respondents do not walk more often, by journey type

3.3 Gaps in the walking network

Respondents were asked to identify the top three gaps in the West Ryde walking network that they would like to see improved in the future. Eighteen respondents (21 per cent) did not answer this question.

Some of the most commonly identified gaps in the West Ryde walking network were:

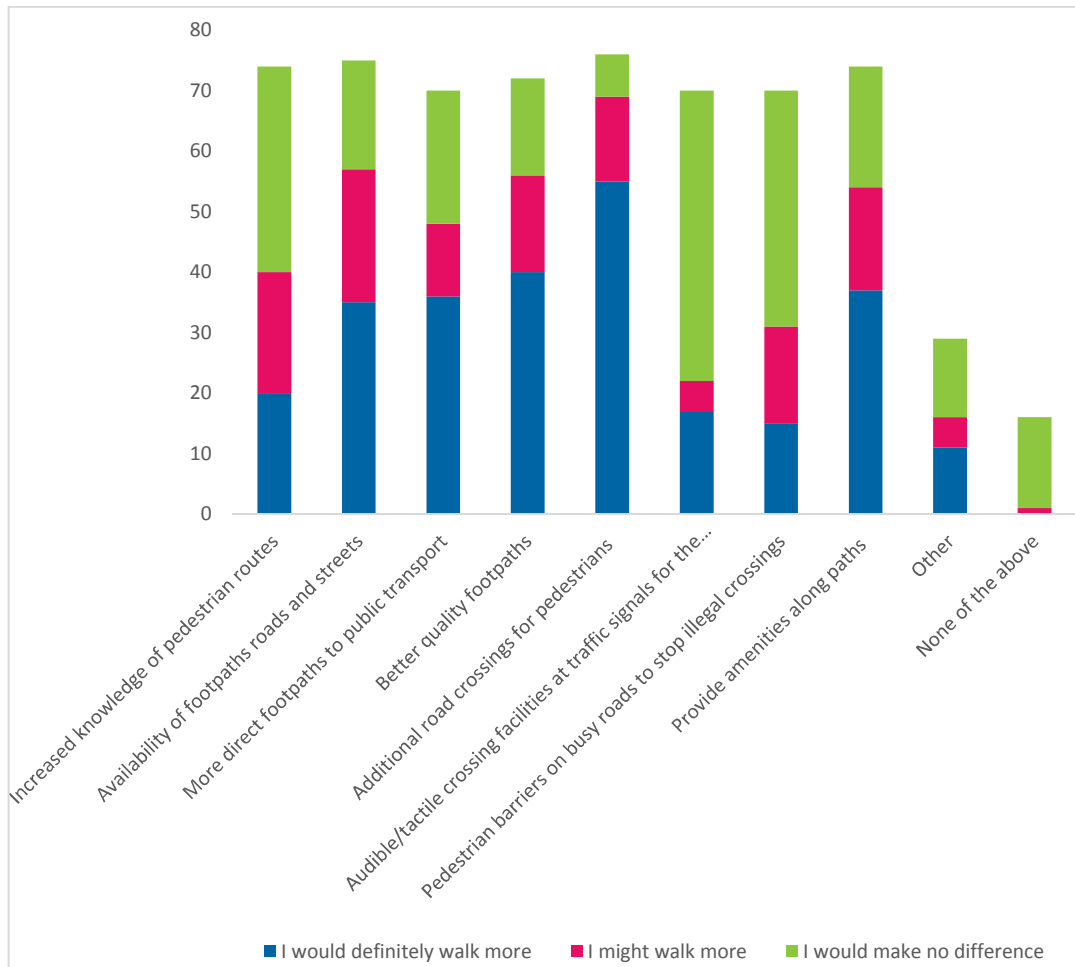
- Dangerous and not well lit pedestrian crossings at the West Ryde shopping centre on Chatham Road
- Upgrade the footpath on Forsyth Street
- Poorly located traffic lights on Adelaide Street causing concern for motor vehicles and pedestrians' safety
- Ryedale Road is poorly maintained and is not well lit leading to unsafe conditions
- The intersection of Miriam Road and Reserve Street has no pedestrian crossing, there is also a lack of footpaths/pedestrian ramps
- Victoria Road has a blind corner before the pedestrian crossing making it a hazardous crossing point

3.4 Proposed changes

Respondents were asked what proposed changes would make them more likely to walk on a more regular basis for everyday local trips, or to commute to work/study.

The proposed changes that was most likely to make respondents walk more was additional road crossings for pedestrians (including signals, footbridge etc.) (73 per cent). Audible/tactile crossing facilities at traffic signals would make no difference as to whether respondents were more likely to walk for 70 per cent of respondents. Responses for the 'I might walk more' category were varied.

Figure 3-5 – Whether the following proposed changes would make respondents more likely to walk on a regular basis



3.5 Other Feedback

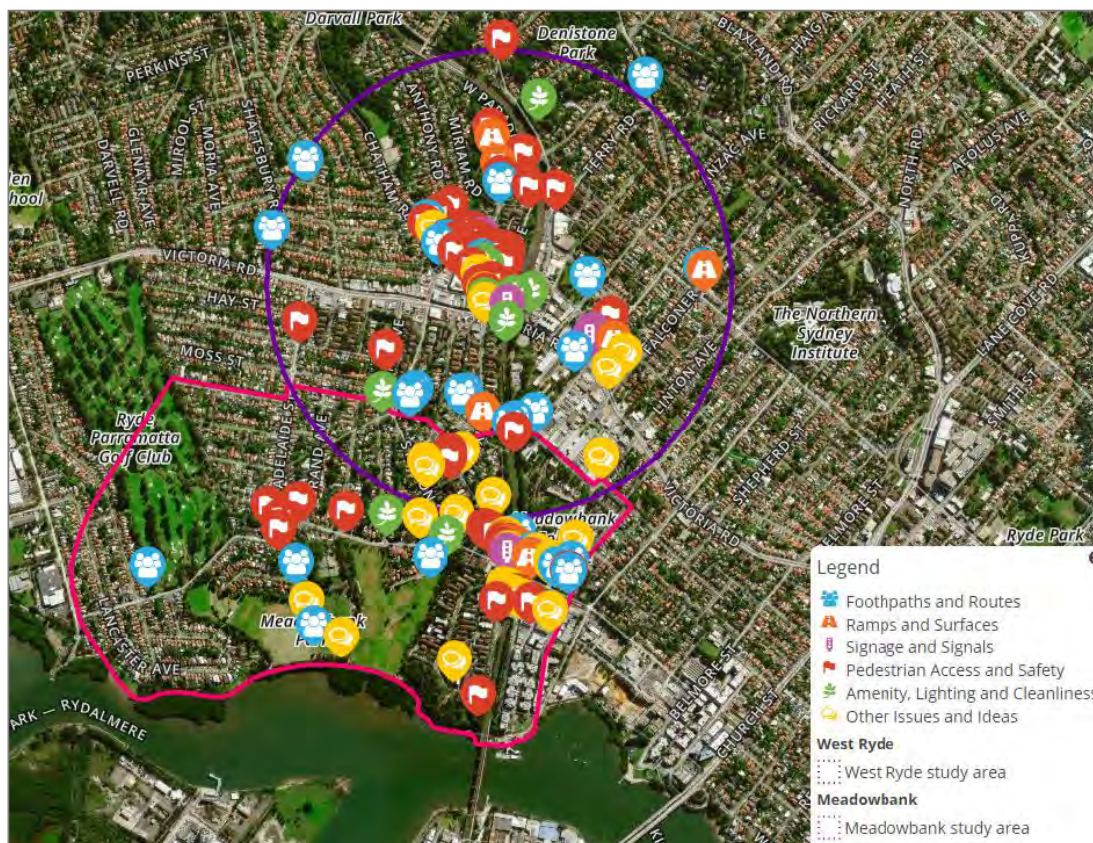
Respondents were asked if there is anything else that they would like to say about pedestrian access around West Ryde.

A full list of these answers are included in Appendix A.

4. Social Pinpoint

Social Pinpoint was used for both the Meadowbank Station West and West Ryde PAMP projects. Figure 4-1 shows the location of the study areas, which overlap.

Figure 4-1 Social Pinpoint Comment Map



(Source: Social Pinpoint 2017)

Over 150 people provided comments on Social Pinpoint across the two PAMP projects between 3 February to 12 March 2017. Of these, 91 related to the West Ryde pedestrian network. Some comments overlap with the Meadowbank Station West PAMP.

Figure 4-1 shows how respondents provide their comments according to categories and positioned at the location of where the issue occurs. Table 4-1 provides a summary of the key comments for each theme.

The theme with the most comments was 'Pedestrian Access and Safety' with 36 comments. The majority of these related to the need for upgraded footpaths and an increased number of pedestrian crossings. This was followed by 'Footpaths and Routes' with 27 responses. These were primarily related to the need for stroller and/or wheelchair access to Mt Saint Michaels School as many people have to walk on Gaza road as the footpath is not wide enough and does not have stair access.

Table 4-1 Social Pinpoint commentary

Issue	Number of comments	Overview of comments
Pedestrian Access and Safety	36	<ul style="list-style-type: none"> • Betts Street footpath is too narrow and this is made worse by steel railings • Footpath on north side of Graff Avenue disappears making pedestrian access difficult and sometimes dangerous • Anthony Road footpath narrows from mall to beside the shops creating a pinch point • A second pedestrian crossing on Mons Avenue would improve safety around West Ryde Public School
Footpaths and Routes	27	<ul style="list-style-type: none"> • There is no stroller or wheelchair access to St Michaels School, and many people have to walk on Gaza Road as the footpath is not wide enough and does not have stair access • Bigland Avenue has no concrete path on either side making access difficult • Safer access to Lions Park is suggested. A zebra crossing at here is recommended. • Footpath on western side of Hermitage Road stops abruptly, forcing pedestrians to walk on industrial side where forklifts are operating • Hughes Street/Station Street could be acquired for a park/bicycle path. This creates a recreational linkage and improves West Ryde's very poor provision of passive open space
Other Issues and Ideas	10	<ul style="list-style-type: none"> • There is a sharp turn at the intersection of Falconer Street and Victoria Street; there are many accidents involving cars and pedestrians at this location
Amenity, Lighting and Cleanliness	9	<ul style="list-style-type: none"> • Poor visibility on Victoria Road corner • The rail overpass and laneway at the station is not well maintained and is not clean • Increased visibility is needed in the railway tunnel • Pedestrian crossing over Ryedale Road from the station ramp needs more lighting, and the pedestrian area should be more clearly marked. The crossing also needs repair as it has large cracks and holes
Ramps and Surfaces	5	<ul style="list-style-type: none"> • Reserve Street requires kerb and guttering, adequate drainage and proper on street parking
Signage and Signals	4	<ul style="list-style-type: none"> • On Victoria Road the left lane should be a left turn/straight lane only • The signalling of the traffic lights is not well-timed; pedestrians do not have enough time to cross Victoria Road. • Road marks are needed on Hermitage Road and Victoria Road for turning cars.

5. Community Workshop

A community workshop was held on 21 March 2017 at the West Ryde Hall for both the Meadowbank Station West and West Ryde Centre PAMPs. GHD facilitated discussions with members of the public to identify existing issues in the pedestrian network and to promote ideas on the enhancement of Ryde and Meadowbank West. People were able to drop by and discuss their issues, and identify problematic locations within the pedestrian network.

Ten phone calls to key stakeholders were made after the workshop to discuss any further concerns or input they had (section 6).

Community members and stakeholders were engaged through a flyer promoting the workshop (Appendix A and Appendix C).

A total of four community members attended the workshop, with two GHD team members and a City of Ryde representative.

Key issues and comments were recorded at the workshop relating to both PAMPs. Those comments specific to West Ryde Centre are summarised Table 5-1.

Table 5-1 Workshop feedback

Issue	Comments
Introduction of a shared path for pedestrian and bicycle access near Meadowbank Station and TAFE	<ul style="list-style-type: none"> • Current path stops at the parking area of the TAFE campus • Request to link path to existing path on Hermitage Road as it provides a direct link to Hermitage Road without having to go through the TAFE • Potential to become high volume shared path if missing link is connected • Main concern being the feasibility of a 3 metre wide shared path in the area
The location of a shared path along Rhodes Street	<ul style="list-style-type: none"> • 2 metre concrete path was laid by Meadowbank TAFE • Currently present within the vicinity of the TAFE car park
General comments	<ul style="list-style-type: none"> • The idea of having trees in the area is supported, however they pose complications with tree branches falling on the paths • The presence of medium to large tree roots has hindered the upgrading/construction of concrete paths • Bitumen paths are currently more prevalent rather than concrete paths – Since these bitumen paths are black in colour, they are not visible during the night – Have become a trip hazard in recent times

6. Stakeholder Consultation

Key stakeholders were contacted via email and phone calls to gain insight and potential concerns regarding the pedestrian network in West Ryde. Organisations that were contacted include:

- Sydney Buses
- TAFE NSW
- West Ryde Public School
- Meadowbank Public School
- St Michaels Catholic Primary School
- Ryde Police
- BikeNorth
- Guide Dogs Australia
- West Ryde Progress Association
- Roads and Maritime

Of the contacted organisations, Meadowbank Public School and the West Ryde Progress Association, provided issues and suggestions for this PAMP. The key issues from these stakeholders are summarised in Table 6-1.

Table 6-1 Stakeholder telephone consultations

Organisation	Issues to be addressed	Suggestions for Walking Infrastructure
Meadowbank Public School	<p>Students travelling from Sheperds Bay area via Constitution Road and Bowden Street are not safe as there are no crossings</p> <p>A lot of students reside along Railway Road and there are no safe crossings</p> <p>Gale Street (back of the school) has a crossing on the corner, which is unsafe and only uses flags</p> <p>Many cars tend to ignore the school zone and crossings and speeds through – ‘lollipop man’ and Principal herself have to constantly be at crossings to make sure students are safe</p> <p>Belmore Street has no crossing</p> <p>At the very top of Bowden Street, there is no way to cross</p> <p>Near the roundabout on Constitution Road, there are no safe crossings</p> <p>As commuters come out of the train station, they could cross for 10-15 minutes as there is only a crossing there. The traffic jam flows all the way back to our school which causes issues for safety</p> <p>There are no areas for parking buses - it is difficult to safely escort the students to the buses during excursions</p> <p>There are two car spots in front of the school and two car spots behind designated ‘kiss and ride’ - there’s not enough space for cars to be pulling in and picking up their children safely</p>	<p>More parking spaces for buses</p> <p>Traffic lights outside the station would be great to balance pedestrian traffic and car traffic</p> <p>As the school is growing in student population we are in need of more kiss and ride areas around the school</p>
West Ryde Progress Association	<p>Getting to Meadowbank Station from Constitution Road is difficult as there is no footpath</p> <p>Rhodes Street to Victoria Road - No footpath on the west side</p> <p>No access to walkway from Railway Bridge down Victoria Road in Ryde</p> <p>There is a bridge over a river in Meadowbank on top of a hill on Bay Drive - it’s difficult to get to the footpath</p> <p>Inadequate cycling facilities</p>	<p>Installation of pedestrian walkway from Hermitage Road to the Station</p> <p>Make walkways from railway bridge overpass accessible to prams and wheelchairs</p> <p>Hermitage Road link to Victoria Road to the underpass</p> <p>More cycling parking spots at Meadowbank Station</p> <p>Hermitage Road link to Meadowbank Station along railway</p>

7. Other Feedback

Emails

The City received nine emails about the Meadowbank and West Ryde Centre PAMPs. The main issues identified in the emails are summarised below:

- Recent development in West Ryde town centre (e.g. in the form of buildings, the public domain, and changes to the road network) have resulted in reduced accessibility and amenity for pedestrians
- The design of vehicle entry and exit points to the Coles carpark has resulted in very poor accessibility outcomes for pedestrians
- Additional town centre locations which should be investigated for improved pedestrian crossings include:
 - the western end of Graf Avenue - at the intersection of Chatham Road
 - the eastern end of Graf Avenue - at the intersection of Anthony Road
 - the southern end of Reserve Street - at the intersection of Anthony Road
- A solution to ease traffic congestion is to construct a road around the railway, after the Commuter Carpark at Bowden Street
- Railings and plants obstruct the pedestrian crossing on Anthony Road by the West Ryde Market
- The roundabout on Chatham Road and Betts Street has railings intended to direct pedestrians to the western footpath and then to a crossing on Chatham Road. However, this is counter intuitive and does not allow pedestrians to cross the road
- More signage is needed for pedestrians on Constitution Road. There also needs to be better visibility of pedestrians crossing on the other side of the station
- There is not enough parking in Sherbrooke Road, West Ryde and the footpaths along this road also need to be re-surfaced
- Construct a pedestrian crossing on Constitution Road West on the eastern side of Charity Creek
- Construct concrete footpaths in the following streets:
 - Northern side of Sherbrooke Road
 - Western side of Station Street between Dunmore Road and Sherbrooke Road
 - Western side of Station Street between Sherbrooke Road and Constitution Road
- The footpath along Victoria Road from Bellevue Road to Chatham Road needs to be resurfaced

Facebook Comments

The City of Ryde's Facebook account received 75 comments and 28 shares on a post promoting the PAMPs. The post included a link to the online survey. The majority of comments related to the need for the following:

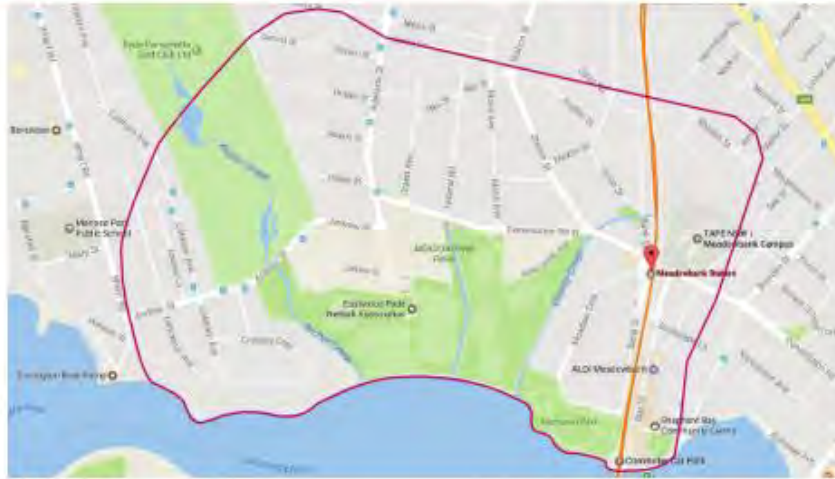
- A traffic light or overpass system for pedestrians at Meadowbank Station
- The extension and widening of footpaths at the Station and on Constitution Road
- A pedestrian crossing on Bank Street and on Belmore and Bowden Street
- Improved train frequency and scheduling of trains to arrive at different times



Appendices

Appendix A – Community Flyer

Meadowbank Station West Pedestrian Access and Mobility Plan



© Google Maps

The City of Ryde would like your feedback to improve pedestrian facilities around Meadowbank Station and towards the west. The input you provide will go towards the development of a draft Pedestrian Access and Mobility Plan (PAMP) for the area. The purpose of a PAMP is to provide a framework for developing a safe and accessible pedestrian network. The PAMP will contain an overview of pedestrian issues as well as a recommended program for future capital works.



To Have Your Say, please complete the online survey at www.ryde.nsw.gov.au/haveyoursay and show us on the online map exactly where there are issues with walking in your area. The survey will be open until 7 March 2017.

Community Workshop

When: Tuesday 21 March 2017
 Time: 6.00 - 7.30pm
 Where: West Ryde Hall,
 1A Station Street, West Ryde
 RSVP: www.pamp.eventbrite.com.au

Further Information:
 If you have any queries please contact us at rydePAMP@ryde.nsw.gov.au or call 9952 8206.

Appendix B - Survey Questions and Results

Question 1

Age		
Answer Options	Response Per cent	Response Count
17 and under	1.2 per cent	1
18 to 24	5.9 per cent	5
25 to 34	22.4 per cent	19
35 to 49	37.6 per cent	32
50 to 59	15.3 per cent	13
60 to 69	11.8 per cent	10
70 and over	5.9 per cent	5
Answered question		85
Skipped question		0

Question 2

Gender		
Answer Options	Response Per cent	Response Count
Male	32.9 per cent	28
Female	67.1 per cent	57
Answered question		85
Skipped question		0

Question 3

Do you have access to a motor vehicle?		
Answer Options	Response Per cent	Response Count
Yes	83.5 per cent	71
No	16.5 per cent	14
Answered question		85
Skipped question		0

ITEM 2 (continued)

ATTACHMENT 2

Question 4

What type of transport do you typically use for the following activities? (Please select all that apply)							
Answer Options	Drive	Walk	Cycle	Bus	Train	Ferry	Response Count
Commuter (to/from home to work, school or other education provider)	38	32	5	22	56	3	80
Commuter (to/from bus stop)	8	59	2	3	6	1	66
Accompany child/children to school	26	21	0	5	4	0	38
Recreational (fitness, leisure, weekend use, shopping)	62	61	17	23	34	14	84
To/from local shops	61	61	3	11	5	0	85
Answered question							85
Skipped question							0

Question 5

Please select the reasons why you do not walk more often from the list below for each journey type (Please select all that apply)

Answer Options	Shop	School	Work	Recreation	Response Count
The pathways are too hilly	25	7	11	13	38
The road has no marked or dedicated footpath	20	9	9	12	28
The paths I can use are poorly maintained	33	10	18	27	41
I feel uncomfortable and unsafe walking along the route	30	10	16	24	42
There is too much traffic along the roads	35	13	21	20	43
Lack of safe pedestrian crossings at busy roads	38	13	18	21	42
Distance is too long to walk	28	17	35	22	54
Weather (too hot, cold or too wet)	33	12	23	20	38
Already Walk	28	7	18	21	41
General safety	25	8	14	12	30
Poor lighting/ security	24	4	19	16	37
Answered question					82
Skipped question					3

Question 6

In your opinion please state the top three most hazardous and unsafe locations for pedestrians within the study area. Please state the street name, nearest cross street and reason for concern

Answer Options	Response Per cent	Response Count
1.	100.0 per cent	67
2.	74.6 per cent	50
3.	43.3 per cent	29
Answered question		67
Skipped question		18

ITEM 2 (continued)

ATTACHMENT 2

Question 7

Please indicate whether the following changes would make you more likely to walk on a more regular basis for everyday local trips or to commute to work/study (Please provide an answer for each option)

Answer Options	I would definitely walk more	I might walk more	I would make no difference	Response Count
Increased knowledge of pedestrian routes	20	20	34	73
Availability of footpaths roads and streets	35	22	18	73
More direct footpaths to public transport	36	12	22	70
Better quality footpaths	40	16	16	71
Additional road crossings for pedestrians (signals, footbridge etc.)	55	14	7	75
Audible/tactile crossing facilities at traffic signals for the hearing and visually impaired	17	5	48	69
Pedestrian barriers on busy roads to stop illegal crossings	15	16	39	70
Provide amenities along paths (benches, drinking fountains, shade area etc.)	37	17	20	73
Other	11	5	13	28
None of the above	0	1	15	16
Answered question				83
Skipped question				2

Question 8

Do you have any other comments you would like to make in relation to pedestrian facilities with the study area and ways of improving them? Please specify the location wherever possible

Answer Options	Response Count
	42
Answered question	42
Skipped question	43

Question 9

If you would like to go into the running to win a pair of movie tickets or to be kept informed about the progress of the West Ryde Centre PAMP, please provide your contact details below

Answer Options	Response Per cent	Response Count
Name	97.3 per cent	36
Organisation	8.1 per cent	3
Address	86.5 per cent	32
Address 2	8.1 per cent	3
City/Town	91.9 per cent	34
ZIP/Postal Code	94.6 per cent	35
Email Address	94.6 per cent	35
Phone Number	70.3 per cent	26
Answered question		37
Skipped question		48

Appendix C – Letter to stakeholders

ToContact

Our ref: 2125871

ToTitle

Your ref:

Company

ToStreet

ToSuburb ToState ToPostCode

Dear XX

Meadowbank Station West PAMP and West Ryde Centre PAMP Invitation to Stakeholder Workshop

The City of Ryde Council is preparing Pedestrian Access and Mobility Plans (PAMP) for the Meadowbank Station West and the West Ryde Centre areas. A PAMP provides a list of prioritised pedestrian infrastructure improvements for safer, more attractive transport choices for residents and visitors, to increase pedestrian activity and to improve the amenity for all local residents and visitors.

The objectives of a PAMP are to:

Increase use of the pedestrian network for short trips (1.5 - 2 km)

Reduce the number of missing links within the pedestrian network

Reduce the number of pedestrian accidents

Improve pedestrian connectivity with other transport modes, primarily train, bus, bicycle and car

Provide pedestrian facilities which cater for the needs of all pedestrians, including people with disabilities, commuters, children, seniors and recreational walkers

Complement existing and planned pedestrian and bicycle facilities

Stakeholder workshop

We are seeking your feedback so that Council can understand current issues for pedestrians within each study area and identify opportunities for improving pedestrian access and encouraging people to walk more. We would be grateful if you could attend a stakeholder workshop to discuss existing issues for pedestrians and brainstorm ideas for proposed improvements.

Details for the workshop are:

Date – 21 March 2017

Time – 3 to 4.30 pm

Location – xxxxx

RSVP – by 27 February 2017 to xxxx

For more information on the Meadowbank Station West PAMP and West Ryde Centre PAMP, please visit <http://www.ryde.nsw.gov.au/haveyoursay/Have-your-Say/Pedestrian-Access-Mobility-Plans-Meadowbank-Station-West-and-West-Ryde-Centre>.

The above website also provides a link to online **community surveys** and a **Social Pinpoint mapping site**, which allows stakeholders and members of the community to identify and map the exact location of issues for pedestrians.

GHD

Level 15

333 Castlereagh Street, Sydney, NSW, 2000

T: +61 2 9239 7100 F: +61 2 9239 7199 E: sydmail@ghd.com

© GHD 2017

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

https://projects.ghd.com/oc/Sydney/westrydeandmeadowban/Delivery/Documents/2125871-REP-RevA_West Ryde PAMP_LJ.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Rev 1	CL	S Rosewell	On file	G McCabe	On file	29/11/17

www.ghd.com



Appendix B – Weighted PAMP Scoring

ITEM 2 (continued)

West Ryde Centre PAMP

Summary

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
61	Victoria Rd / West Pde intersection	Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	82	1	High
62	Victoria Rd / Chatham Rd intersection	Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	82	1	High
205	Gaza Rd / Victoria Road intersection	Poor quality kerb ramps and no pedestrian refuge provided	Pedestrian refuge and kerb ramps	Upgrade kerb ramps and pedestrian refuge island		PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	77	3	High
208	Victoria Rd / Station St	Kerb ramps not aligned	Kerb ramps and TGSIs	Realign kerb ramps		PAMP	2		Council	\$ 4,600	75	4	High
209	Victoria Rd / Station St	Kerb ramps not aligned	Kerb ramps and TGSIs	Realign kerb ramps		PAMP	2		Council	\$ 4,600	75	4	High
215	Victoria Rd / Mons Ave intersection	Kerb ramps not aligned	Wide crossing point	Realign kerb ramps and provide a pedestrian refuge	Council		1 refuge, x2 kerb ramps		Council	\$ 15,000	74	6	High
79	Victoria Rd, between Mons Avenue and Station Street	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		70	Council	\$ 15,750	71	7	High
206	Victoria Rd, between Maxim St and Gaza Road	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		85	Council	\$ 19,125	71	7	High
207	Victoria Rd, between Gaza Road and Station Street	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		75	Council	\$ 16,875	71	7	High
78	Victoria Rd / Mons Ave intersection	Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	\$ 47,100	71	7	High
216	Victoria Rd, between Endeavour Street and Mons Avenue	Poor quality footpath	Poor quality footpath	Resurface the footpath	Council	Footpath		90	Council	\$ 20,250	69	11	High
6	West Parade, north of Victoria Road	High number of pedestrians observed crossing informal crossing location.	No pedestrian crossing	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	Signal controlled pedestrian crossing	PAMP	1		Council / RMS	\$ 500,000	68	12	High
84	Market St	Limited sight distance for vehicle drivers to see pedestrian crossing driveway entrance to car park. In addition, signage is confusing for pedestrians "caution cars exiting"	Driveway crossing	Provide stopline at crossing point and add "STOP" pavement marking. Change zebra crossing to white paint	Signage	PAMP	1		Council / developer	\$ 600	68	12	High
203	Maxim St / Victoria Road intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp		PAMP	1		Council	\$ 1,800	68	12	High
63	Victoria Rd between West Parade and Bellevue Avenue	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		400	Council	\$ 90,000	66	15	High
72	Victoria Rd / Endeavour St intersection	Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	\$ 47,100	66	15	High
8	Victoria Rd, east of West Parade	Poor lighting provided within the pedestrian tunnel creates uninviting pedestrian link / perceived safety issue for pedestrians.	Lighting	Upgrade lighting and refresh painting within the pedestrian tunnel	Lighting	PAMP	1		Council	TBC	65	17	High
1	Anthony Rd / West Parade intersection	Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp and provide tactile surfacing	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	63	18	High
2	Anthony Rd / West Parade intersection	Kerb ramp is unaligned with the adjacent kerb ramp and in poor condition (cracked surface)	Kerb ramps and TGSIs	Realign kerb ramp and provide tactile surfacing	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	63	18	High
3	West Parade, at bus interchange egress intersection	Kerb ramp is unaligned with the adjacent kerb ramp	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	63	18	High
4	Bus interchange	Pedestrian crossing issues within the bus interchange - conflicts with buses and taxis	Pedestrian improvements at interchange	Advocate pedestrian improvements with Sydney Trains	Improve pedestrian access through interchange	PAMP	1		TfNSW	TBC	63	18	High
67	Victoria Rd / Adelaide St intersection	Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	63	18	High
68	Victoria Rd / Adelaide St intersection	Kerb ramps not aligned	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	63	18	High
80	Chatham Rd / Graf Ave intersection	Kerb ramps not aligned	Kerb ramps and TGSIs	Realign of kerb ramps and provide tactile surface ground indicators (TGSIs)	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	62	24	High
81	Chatham Rd	Kerb ramp filled in, although tactile surface indicators have been retained - this could be confusing and dangerous to vision impaired pedestrians	Kerb ramps	Remove tactile surface indicators	Footpath upgrade	PAMP		2	Council	\$ 450	62	24	High
71	Victoria Rd, between Riverview Street and Endeavour Street	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		95	Council	\$ 21,375	61	26	High
88	Graf Ave	Footpath ends	Missing link	Consider changing the street to a shared zone	Shared zone	PAMP	1		Council	\$ 600	61	26	High
64	Victoria Rd / Bellevue Ave intersection	Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	\$ 47,100	60	28	High
74	Bennett St, east of Endeavour Street	Narrow footpath	Narrow footpath	Upgrade footpath (widen)	Footpath upgrade	Footpath		90	Council	\$ 20,250	59	29	Medium
75	Bennett St / Mons Ave intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	59	29	Medium
48	Victoria Rd / Falconer St intersection	Wide crossing is unsafe for pedestrians, especially with the slip lane on the southern side of Victoria Rd	Wide crossing point	Provide a new pedestrian refuge and kerb blisters	Pedestrian refuge and kerb blisters	PAMP	1 refuge, x2 kerb ramps		Council	\$ 43,500	58	31	Medium
86	Market St / Graf Ave intersection	Kerb ramps not aligned	Wide crossing point	Realign the kerb ramp and provide kerb blisters	Kerb blisters and kerb ramps	PAMP	2		Council	\$ 30,600	58	31	Medium
87	Graf Ave	Pedestrian crossing with kerb ramps has been removed from a location adjacent to the library entrance	Kerb ramps	Consider re-instating the pedestrian crossing and kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	58	31	Medium
155	Herbert St / Anzac Ave	No formal pedestrian refuge provided at southern approach to the intersection. A "goat track" is observed, with pedestrians walking across grassed verge section, along desire line. A kerb ramp is provided approximately 8m back from the intersection.	kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	58	31	Medium

ITEM 2 (continued)

ATTACHMENT 2

West Ryde Centre PAMP

Summary

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
70	Victoria Rd, east of Adelaide St	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	57	35	Medium
10	Ryedale Rd, near West Ryde Station entrance	Poor quality footpath surface, with broken and uneven kerb	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		5	Council	\$ 1,125	56	36	Medium
13	Ryedale Rd, north of West Ryde Station	Footpath across carpark access is unaligned	Poor quality footpath	Re-align section of the footpath on the southern side of the access driveway	Footpath upgrade	Footpath		10	Council	\$ 2,250	56	36	Medium
158	Anzac Ave, south of Herbert St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	\$ 2,250	56	36	Medium
36	Ryedale Rd / Wattle St intersection	Kerb ramp is unaligned with the adjacent ramp and wide crossing point for pedestrians	Wide crossing point	Provide kerb blister / extension and new kerb ramps	Kerb ramps and kerb extension / blister	PAMP	1		Council	\$ 17,100	56	36	Medium
40	Victoria Rd / Anzac Ave intersection	Fast vehicle speed at zebra crossing creating unsafe crossing environment. Long crossing distance.	Non standard crossing	Upgrade zebra crossing to provide kerb blisters and shorten crossing distance	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	56	36	Medium
60	Victoria Rd / Hermitage Rd intersection	Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	56	36	Medium
50	Victoria Rd / Mellor St intersection	Poor quality footpath surface - uneven surface and trip hazard	Kerb ramps	Resurface footpath	Footpath / kerb ramps	Footpath		5	Council	\$ 2,925	55	42	Medium
69	Victoria Rd, east of Adelaide St	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	55	42	Medium
89	Reserve St, north of Anthony Rd	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		5	Council	\$ 1,125	55	42	Medium
82	Market St, east of Chatham Road	Temporary / poor quality kerb ramps provided	Driveway crossing	Provide proper driveway cross over (re-instate footpath and driveway)	Driveway treatment	PAMP	2		Council / developer	\$ 40,000	55	42	Medium
214	Bennett St / Mons Ave intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Council	PAMP	1		Council	\$ 1,800	55	42	Medium
226	Station St	Non standard slow point (traffic island), near school	Pedestrian refuge and kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Council	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	55	42	Medium
73	Endeavour St, south of Victoria Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		130	Council	\$ 29,250	54	48	Medium
76	Mons Ave	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	PAMP		150	Council	\$ 33,750	54	48	Medium
77	Bennett St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	PAMP		95	Council	\$ 21,375	54	48	Medium
11	Ryedale Rd, north of West Ryde Station entrance	Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		35	Council	\$ 7,875	53	51	Medium
12	Ryedale Rd, north of West Ryde Station	Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		40	Council	\$ 9,000	53	51	Medium
37	Ryedale Rd, north of Victoria Road	Poor quality and the sections which have previously been filled in with asphalt - unsightly and presents trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		10	Council	\$ 2,250	53	51	Medium
46	Hermitage Rd, south of Victoria Road	Poor quality footpath surface - footpath is severely broken creating an uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		100	Council	\$ 22,500	53	51	Medium
210	Station St, south of Victoria Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		15	Council	\$ 3,375	53	51	Medium
38	Ryedale Road, north of Victoria Road	Overgrown vegetation from reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	51	56	Medium
39	Ryedale Road, north of Victoria Road	Poor quality footpath surface - uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		8	Council	\$ 1,800	51	56	Medium
41	Victoria Rd, east of Forster St	Poor quality footpath surface - uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	51	56	Medium
43	Hermitage Rd, south of Victoria Road	Trucks observed to be parked within the footpath area, blocking path for pedestrians	Obstruction in footpath	Council ranger / police to monitor illegal parking along footpath	Monitor illegal parking	PAMP	1		Council / NSW Police	N/A	51	56	Medium
9	Ryedale Rd, north of Victoria Road	Non-uniform steps and non-accessible path	Missing link	Upgrade stairs and extend footpath on western side of Ryedale Rd to crossing.	New footpath	Footpath		15	Council	\$ 2,925	50	60	Medium
47	Victoria Rd, west of Hermitage Rd	Poor quality footpath surface - footpath is severely broken creating an uneven surface and trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		5	Council	\$ 1,125	50	60	Medium
49	Victoria Rd, west of Hermitage Rd	Poor quality footpath surface - uneven surface and trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		4	Council	\$ 900	50	60	Medium
153	Herbert St east of Hermitage Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	50	60	Medium
154	Herbert St, west of Anzac Avenue	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	50	60	Medium
156	Anzac Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	50	60	Medium
157	Anzac Ave	raised footpath tie at the joint presents a trip hazard to pedestrians	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	50	60	Medium
227	Station St	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	50	60	Medium
230	Station St, north of Rex St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Council	Footpath		8	Council	\$ 1,800	50	60	Medium
5	West Parade, south of the bus interchange	Lid of service access pit is protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Regrade footpath / service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	49	69	Medium

ITEM 2 (continued)

ATTACHMENT 2

West Ryde Centre PAMP

Summary

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
139	Victoria Rd / Shaftsbury Rd intersection	Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	49	69	Medium
140	Victoria Rd / Shaftsbury Rd intersection	Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	49	69	Medium
184	Anzac Ave / Commissioners Road intersection	Kerb ramps not aligned and non-standard or no existent pedestrian refuges at each approach	Pedestrian refuge and kerb ramps	Realign the kerb ramps and provide pedestrian refuges at each approach (x5)	Council	PAMP	1 refuge, x2 kerb ramps		Council	\$ 75,000	49	69	Medium
45	Hermitage Rd, south of Victoria Road	Raised lip at kerb ramps	Kerb ramps	Upgrade kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	48	73	Medium
14	Ryedale Rd, south of Terry Road	Telegraph pole is obstructing walkway	Obstruction in footpath	Widen footpath - extent kerb blister from roundabout the north	Footpath upgrade	Footpath		30	Council	\$ 6,750	48	73	Medium
42	Hermitage Rd, south of Victoria Road	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	48	73	Medium
44	Hermitage Rd, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	48	73	Medium
51	Victoria Rd, west of Mellor Rd	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	48	73	Medium
65	Bellevue Ave, north of Victoria Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	2		Council	\$ 450	48	73	Medium
66	Victoria Road, west of Bellevue Ave	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	20		Council	\$ 4,500	48	73	Medium
118	Miriam Rd, west of Reserve Street	Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	\$ 2,250	48	73	Medium
91	Reserve St / Miriam Rd intersection	Missing section of footpath and kerb ramps	Kerb ramps	provide a new footpath and kerb ramps	Footpath / kerb ramps	Footpath / PAMP	4	10	Council	\$ 9,450	48	73	Medium
92	Reserve St / Miriam Rd	Missing section of footpath and kerb ramp	Missing link	Provide a new footpath / kerb ramps - provides access to park and children's playground from West Ryde town centre	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	\$ 2,925	48	73	Medium
117	Miriam Rd / Reserve St intersection	Missing section of footpath and kerb ramp on both sides of Miriam Road, north of Reserve Street. Provides access to children's playground from West Ryde Centre - number of pedestrians with prams were observed along this desire line during the site audit.	Kerb ramps	Provide a new footpath and kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	\$ 5,850	48	73	Medium
160	Hermitage Rd / Herbert St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	48	73	Medium
161	Hermitage Rd / Herbert St	Kerb ramps and pedestrian island are not aligned	Pedestrian refuge and kerb ramps	Upgrade to refuge and realignment of kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	48	73	Medium
162	Hermitage Rd / Herbert St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	48	73	Medium
159	Herbert St, east of Anzac Parade	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	1		Council	\$ 50	46	87	Medium
83	Betts St	Fencing blocking pedestrian access along the street	Obstruction in footpath	Re-instate footpath	Re-instate footpath	PAMP	1		Council / developer	N/A	46	87	Medium
57	Victoria Rd / Linton Ave intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
56	Victoria Rd, west of Forsyth St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	20		Council	\$ 4,500	45	89	Medium
109	West Pde	Missing link for pedestrians - goat track observed indicating a pedestrian desire line	Missing link	Install a new footpath	New footpath	Footpath		10	Council	\$ 1,950	45	89	Medium
211	Station St, south of Victoria Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath	Footpath		10	Council	\$ 2,250	45	89	Medium
212	Station St, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	45	89	Medium
228	Station St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Council	Footpath		20	Council	\$ 4,500	45	89	Medium
229	Station St, south of Rex St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	45	89	Medium
231	Station St, north of Rex St	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	45	89	Medium
85	Market St	Shopping trolleys observed blocking footpath	Obstruction in footpath	Enforce trolley collection	Enforcement	PAMP	1		Developer	N/A	45	89	Medium
98	Wattle St / Forster St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
99	Wattle St / Forster St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	45	89	Medium
100	Herbert St / Ryedale Ln intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp. Potential issue for implementation - stormwater drain	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
103	Herbert St / Anzac Ave intersection	Non standard pedestrian refuge, near day care	Pedestrian refuge and kerb ramps	Upgrade pedestrian refuge and kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	45	89	Medium
108	Anthony Rd / West Parade intersection	Missing section of footpath and kerb ramp - kerb ramp provided at adjacent side of road	Kerb ramps	Provide a new footpath and kerb ramp	Footpath / kerb ramps	Footpath / PAMP	1	10	Council	\$ 4,050	45	89	Medium

ITEM 2 (continued)

ATTACHMENT 2

West Ryde Centre PAMP

Summary

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
110	West Pde / Gordon Cres interaction	Steep and non-compliant kerb ramps	Kerb ramps	Upgrade the kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
111	West Pde	No kerb ramp on one side of the street, with existing kerb ramp on adjacent side	Kerb ramps	Provide a new kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
112	West Pde / Miriam Rd intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	\$ 3,600	45	89	Medium
124	Chatham Rd	Kerb ramp on eastern side of Chatham Road, with no kerb ramp provided at the adjacent side	Kerb ramps	Remove kerb ramp	Remove kerb ramp	PAMP	1		Council	TBC	45	89	Medium
124	Chatham Rd	Non-standard pedestrian refuge crossing at the speed cushion. A preferred location for the pedestrian refuge crossing would be at the ramp to Burnett Walk.	Poor quality speed hump	Refresh paint at speed hump	Upgrade speed hump	PAMP	1		Council	TBC	45	89	Medium
126	Chatham Rd, north of Silma Rd	Sleep kerb ramps at gutter difficult for manoeuvrability - non standard kerb ramps and no footpath connection on eastern side.	Missing link	Upgrade kerb ramps and provide new footpath between speed hump and bowling club	Kerb ramps and new footpath	PAMP / footpath	2	45	Council	\$ 12,375	45	89	Medium
142	Bellevue Ave / Dickson Road intersection	Missing section of footpath and kerb ramp along Bellevue Ave.	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	\$ 2,925	45	89	Medium
164	Hermitage Rd / Orchard St intersection	Kerb ramps not aligned	kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	45	89	Medium
197	Forster St / Orchard St intersection	Missing section of footpath and kerb ramps on both sides of Orchard Street	Kerb ramps	Provide a new footpath / kerb ramps		Footpath / PAMP	2	10	Council	\$ 5,850	45	89	Medium
201	Orchard St, east of Anzac Ave	No bus stop pad	Bus stop	Provide a new pad at bus stop			15		Council / TNSW	\$ 8,400	45	89	Medium
213	Mons Ave / Rex Avenue intersection	Missing section of footpath and kerb ramps on both sides of Mons Ave	Kerb ramps	Provide a new footpath / kerb ramps	Council	Footpath / PAMP	2	10	Council	\$ 5,850	45	89	Medium
7	Victoria Rd, west of West Parade	Loose paving slab within the roadway, creating unstable surface for pedestrians	Trip hazard	Upgrade road surface	Upgrade road surface	PAMP		5	Council	\$ 1,125	43	114	Medium
19	Marlow Ave / Ryedale Rd intersection	Kerb ramps are unaligned at signal controlled pedestrian crossing	Kerb ramps and TGSIs	Realign the kerb ramps and provide tactile surfacing	Kerb ramps	PAMP	2		Council	\$ 4,100	43	114	Medium
30	Terry Rd, north of Marlow Avenue	Footpath is sloped towards road and a telegraph pole is obstructing walkway	Poor quality footpath	Upgrade footpath and provide kerb blister around footpath	Footpath upgrade	Footpath		45	Council	\$ 10,125	43	114	Medium
31	Terry Rd, south of Marlow Avenue	Narrow footpath along section between guardrail/crash barrier and fence. This section is not wide enough for pedestrians with prams / wheelchairs.	Narrow footpath	Widen footpath	Footpath upgrade	Footpath		35	Council	\$ 7,875	43	114	Medium
94	Miriam Rd	No footpath	Missing link	Install a new footpath	New footpath	Footpath		85	Council	\$ 16,575	43	114	Medium
104	Anzac Ave, between Herbert St and Wattle St	No footpath	Missing link	Install a new footpath	New footpath	Footpath		60	Council	\$ 11,700	43	114	Medium
130	Bigland Avenue, west of Bellevue Ave	No footpath on either side of the road between Bellevue Avenue and Shaftsbury Road	Missing link	Install a new footpath along one side of the street	New footpath	Footpath		150	Council	\$ 29,250	43	114	Medium
133	Hall St	Footpath ends at Hall Street and does not connect to Shaftsbury Road	Missing link	Install a new footpath and kerb ramps	New footpath	Footpath	2	10	Council	\$ 1,950	43	114	Medium
190	Goodwin Street between Forster St and Terry Road	No footpath between Goodwin Street between Forster St and Terry Road	Missing link	Install a new footpath	Council	Footpath		125	Council	\$ 24,375	43	114	Medium
134	Shaftsbury Rd / Hall St intersection	Missing section of footpath and kerb ramp northern side of Hall Street, east of Shaftsbury St	Missing link	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	4	10	Council	\$ 9,450	43	114	Medium
165	Falconer St / Parkes St intersection	Missing section of footpath and kerb ramps	Kerb ramps	Provide a new footpath / kerb ramps	Kerb ramps	Footpath / PAMP	2	6	Council	\$ 4,950	43	114	Medium
217	Bennett St / Rview St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Council	PAMP	2		Council	\$ 3,600	43	114	Medium
204	Gaza Rd	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		20	Council	\$ 4,500	42	126	Medium
205	Maxim St, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard		Footpath	8		Council	\$ 400	42	126	Medium
146	Bellevue Ave, south of Dickson Avenue	Poor quality kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	Footpath / PAMP	1		Council	\$ 1,800	42	126	Medium
147	Chatham Rd / Fernvale Ave intersection	Poor quality footpath and kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	Footpath / PAMP	1		Council	\$ 1,800	42	126	Medium
147	Chatham Rd / Fernvale Ave intersection	Poor quality footpath and kerb ramp	Poor quality footpath	Resurface footpath and upgrade kerb ramp	Resurface footpath and upgrade kerb ramp	Footpath / PAMP		10	Council	\$ 4,050	42	126	Medium
148	Bellevue Ave / Fernvale Ave intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	\$ 3,600	42	126	Medium
149	Bellevue Ave / Fernvale Ave intersection	Missing kerb ramp and poor quality kerb ramp	Kerb ramps	Provide new kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	42	126	Medium
195	Anzac Ave / Wattle St intersection	Poor quality kerb ramps and no pedestrian refuge provided at north approach to the roundabout.	Wide crossing point	Upgrade kerb ramps and pedestrian refuge island		PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	42	126	Medium
196	Clarke St / Parkes St intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp		PAMP	1		Council	\$ 1,800	42	126	Medium
53	Mellor St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	41	135	Medium
22	Marlow Ave / Ryedale Rd intersection	Poor quality footpath surface and kerb ramp	kerb ramps	Upgrade footpath and kerb ramp	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	\$ 2,925	40	136	Medium
24	Ryedale Rd, north of Marlow Ave	No pedestrian refuge provided at this crossing location to new footpath along the western side of Ryedale Road.	Wide crossing point	Consider providing a new pedestrian refuge and kerb blister to assist crossing at this location.	Kerb blisters and pedestrian refuge	PAMP	1		Council	\$ 43,500	40	136	Medium

ITEM 2 (continued)

West Ryde Centre PAMP

Summary

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
105	Anzac Ave / Herbert St intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	40	136	Medium
21	Marlow Ave / Ryedale Rd intersection	Poor quality footpath surface, with broken and uneven kerb	kerb ramps	Upgrade footpath and kerb ramps	Footpath / kerb ramps	Footpath	1	10	Council	\$ 4,050	40	136	Medium
58	Victoria Rd, east of Linton Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	40	136	Medium
90	Reserve St, north of Anthony Rd	Poor quality footpath with trip hazards	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	10		Council	\$ 500	40	136	Medium
101	Herbert St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	40	136	Medium
102	Herbert St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	40	136	Medium
114	Reserve St	No footpaths provided along this street	Missing link	Consider providing a new footpath or implement a shared zone	Shared zone	Footpath	1	100	Council	\$ 600	40	136	Medium
125	Chatham Rd	Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	4		Council	\$ 900	40	136	Medium
136	Shaftsbury Rd, between Hall Street and Dickson Avenue	Missing section of footpath between Hall Street and Dickson Avenue	Missing link	Install a new footpath	New footpath	Footpath		80	Council	\$ 15,600	40	136	Medium
163	Hermitage Rd, north of Wattle Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	40	136	Medium
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
171	Linton Ave, north of Victoria Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	40	136	Medium
221	Rex St	Footpath is narrow with a width of approximately 0.7m	Narrow footpath	Widen the footpath	Council	Footpath		60	Council	\$ 13,500	40	136	Medium
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
128	Bellevue Ave / Bigland Ave intersection	Missing section of footpath and no kerb ramps either side of the street	Missing link	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	\$ 5,850	40	136	Medium
129	Bellevue Ave	No footpath on western side on street, where there is a bus stop located on this site, however, there is a footpath on the eastern side of street.	Missing link	Provide bus stop pads at bus stops with kerb ramps.	Footpath / kerb ramps	Footpath / PAMP	2	30	Council	\$ 10,350	40	136	Medium
137	Shaftsbury Rd / Dickson Ave intersection	Kerb ramp is unaligned with the one opposite	Kerb ramps	Upgrade kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	40	136	Medium
150	Bellevue Ave / Bencoolen Ave intersection	Missing kerb ramp and poor quality kerb ramp	Kerb ramps	Provide new kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	40	136	Medium
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
166	Falconer St / Parkes St	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Council	PAMP	2		Council	\$ 3,600	40	136	Medium
167	Linton Ave / Parkes St	High lip at kerb ramp	Kerb ramps	Provide new kerb ramp	Council	PAMP	1		Council	\$ 1,800	40	136	Medium
180	Goodwin St / Hermitage Rd intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Council	PAMP	1		Council	\$ 1,800	40	136	Medium
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
193	Orchard Street, east of Anzac Avenue	Steep kerb ramp	Kerb ramps	Upgrade kerb ramp	PAMP	1			Council	\$ 1,800	40	136	Medium
222	Rex St / Federal Rd intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Council	PAMP	1		Council	\$ 1,800	40	136	Medium
223	Rex St / Federal Rd intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Council	PAMP	1		Council	\$ 1,800	40	136	Medium
59	Victoria Rd, west of Linton Ave	Observed informal pedestrian route (goat track)	Missing link	Install a new footpath	New footpath	Footpath		30	Council	\$ 5,850	39	161	Low
204	Maxim St, south of Victoria Road	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction		Footpath	2		Council	\$ 400	39	161	Low
55	Victoria Rd / Forsyth St	Kerb ramps not aligned and of poor quality	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	\$ 3,600	38	163	Low
15	Ryedale Rd, north of Terry Road	No footpath, goat track observed indicating pedestrian desire line	Missing link	Install a new footpath	New footpath	Footpath		150	Council	\$ 29,250	38	163	Low

ITEM 2 (continued)

West Ryde Centre PAMP

Summary

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
52	Mellor St	Overgrown vegetation reducing the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	38	163	Low
113	West Pde, east of Miriam Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	\$ 200	38	163	Low
114	West Pde	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	38	163	Low
218	Moss St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	4		Council	\$ 200	38	163	Low
219	Moss St	Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Council	Footpath		30	Developer	\$ 6,750	38	163	Low
119	Miriam Rd, west of Reserve Street	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	37	170	Low
0	Chatham Rd	Access by steps to Chatham Road from Burnett Walk	0	No action - there is a ramp to Chatham Road for pram access	None	0	0	0	0	0	0	241	Low
0	0	0	0	0	0	0	0	0	0	0	241	Low	
120	Miriam Rd	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	10		Council	\$ 500	37	170	Low
122	Anthony Rd, south of West Pde	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	\$ 200	37	170	Low
0	Bellevue Ave / Dickson Ave intersection	Kerb ramp with no kerb ramp at the adjacent side of the road	0	None - issue addressed at adjacent side	0	0	0	0	0	0	0	241	Low
141	Bellevue Ave, north of Victoria Road	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath			Council	\$ 200	37	170	Low
144	Dickson Ave	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	2		Council	\$ 1,000	37	170	Low
198	Orchard St, west of Forster Street	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard		Footpath	1		Council	\$ 500	37	170	Low
199	Orchard St, east of Terry Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard		Footpath	2		Council	\$ 100	37	170	Low
202	Orchard St, west of Hermitage Rd	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		10	Council	\$ 2,250	37	170	Low
178	Falconer St / Parkes St intersection	Missing section of footpath and kerb ramps	Kerb ramps	Provide a new footpath / kerb ramps	Council	Footpath / PAMP	2	5	Council	\$ 4,725	37	170	Low
54	Rhodes St	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	36	179	Low
16	Terry Rd, east of West Parade	Non-compliant pedestrian refuge and kerb ramps not aligned	Pedestrian refuge and kerb ramps	Realign the kerb ramps and upgrade pedestrian refuge	Kerb ramps and pedestrian refuge	PAMP	2		Council	\$ 18,600	35	180	Low
28	Marlow Ave / Marlow Ln intersection	No kerb on one side, with no kerb ramp or footpath provided on the opposite side	kerb ramps	Consider providing kerb ramp, if a new footpath is installed.	Kerb ramps	PAMP	1		Council	\$ 1,800	35	180	Low
33	Terry Rd / Orchard St intersection	kerb ramp has a high lip presenting difficulty to pedestrians with prams and/or wheelchairs	kerb ramps	Upgrade kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	35	180	Low
32	Terry Rd, south of Marlow Avenue	Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		5	Council	\$ 1,125	35	180	Low
93	Reserve St	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
97	Marlow Ave	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	35	180	Low
115	Reserve St	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
116	West Pde	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
127	Silma Rd	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	35	180	Low
132	Hall St	Filled in hole in the footpath presents a trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	35	180	Low
135	Shaftsbury Rd	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
138	Shaftsbury Rd	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	1		Council	\$ 50	35	180	Low
143	Dickson Ave	raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	35	180	Low
145	Dickson Ave, east of Bellevue Ave	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	\$ 4,500	35	180	Low
146	Dickson Ave, west of Bellevue Ave	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
151	Beccoolen Ave	Poor quality footpath at development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Developer	\$ 6,750	35	180	Low
152	Beccoolen Ave	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low

ITEM 2 (continued)

West Ryde Centre PAMP

Summary

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
170	Linton Ave / Griffiths Ln intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Council	PAMP	2		Council	\$ 3,600	35	180	Low
168	Linton Ave, south of Parkes St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
172	Herbert St / Linton Ln intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Council	PAMP	2		Council	\$ 3,600	35	180	Low
174	Linton Lane, south of Griffiths Lane	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
177	Falconer St, south of Parkes Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
179	Falconer St, north of Parks Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
181	Goodwin St, between Falconer Street and Anzac Avenue	No footpath on southern side of Goodwin Street between Falconer Street and Anzac Avenue. Footpath is provided along the northern side of this street.	Missing link	Install a new footpath	Council	Footpath		250	Council	\$ 48,750	35	180	Low
182	Mahon St	No footpaths on either side of Mahon Street	Missing link	Install a new footpath on one side of street	Council	Footpath		150	Council	\$ 29,250	35	180	Low
183	Goodwin St, east of Anzac Avenue	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	4		Council	\$ 200	35	180	Low
185	Anzac Ave, north of Goodwin Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
188	Commissioners Rd, south of Terry Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
189	Commissioners Rd, south of Terry Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Council	Footpath		30	Council	\$ 6,750	35	180	Low
191	Forster St, south of Goodwin Street	Trip hazard at drain	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
192	Forster St, south of Goodwin Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard		Footpath	2		Council	\$ 100	35	180	Low
194	Anzac Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard		Footpath	2		Council	\$ 100	35	180	Low
224	Federal Rd	Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Council	Footpath		20	Developer	\$ 4,500	35	180	Low
225	Rex St	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	35	180	Low
220	Rex St / Grand Ave intersection	Missing section of footpath and kerb ramp	Kerb ramps	Provide a new footpath / kerb ramps	Council	Footpath / PAMP	2	5	Council	\$ 4,725	35	180	Low
17	Terry Rd, east of Ryedale Road	No footpath on western side on street. However, there is a footpath on the adjacent side of the street.	Missing link	Provide new footpath and kerb ramps	New footpath	Footpath		380	Council	\$ 74,100	33	215	Low
18	Ryedale Rd, east of West Parade	Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		25	Council	\$ 5,625	33	215	Low

ITEM 2 (continued)

West Ryde Centre PAMP









Summary

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
27	Marlow Ave	No footpath on western side on street. However there is a footpath on the adjacent side of the street.	Missing link	Install a new footpath	New footpath	Footpath		300	Council	\$ 58,500	33	215	Low
106	Anthony Rd	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	32	218	Low
107	Anthony Rd	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	32	218	Low
107	Anthony Rd, south of Park Ave	Poor quality footpath at tree root	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		40	Council	\$ 9,000	32	218	Low
108	Anthony Rd, south of Park Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	\$ 200	32	218	Low
108	Anthony Rd	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	32	218	Low
121	Miriam Rd	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	32	218	Low
200	Orchard St, west of Forster Street	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		15	Council	\$ 3,375	32	218	Low
20	Marlow Ave / Ryedale Rd intersection	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	30	225	Low
23	Ryedale Rd, north of Marlow Ave	Footpath is very uneven, creating trip hazard.	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		20	Council	\$ 4,500	30	225	Low
25	Ryedale Road, north of Stratford Avenue	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	30	225	Low
26	Stratford Ave, west of Ryedale Road	Overgrown vegetation from reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	30	225	Low
29	Marlow Ln, west of Terry Road	Poor quality footpath surface adjacent to construction site	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath	30		Developer	\$ 6,750	30	225	Low
34	Terry Rd, south of Orchard Street	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Regrade footpath / service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	30	225	Low
35	Terry Rd, south of Orchard Street	Tree root has created uneven footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath	8		Council	\$ 1,800	30	225	Low
95	Miriam Rd, west of West Parade	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		15	Council	\$ 3,375	30	225	Low
96	Miriam Rd, west of West Parade	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	30	225	Low
169	Linton Ave, south of Parkes St	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
173	Herbert St, east of Falconer Street	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
175	Griffiths Lane, west of Linton Lane	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
176	Falconer St, south of Parkes Street	Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Council	Footpath		20	Developer	\$ 4,500	30	225	Low
186	Commissioners Rd, south of Terry Road	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
187	Commissioners Rd, south of Terry Road	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
123	Burnett Walk	Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		130	Council	\$ 29,250	22	240	Low
121	Park Ave	No footpath along southern side of the street. However there is a footpath along the northern side of Park Avenue.	Missing link	No action - there is a footpath along the northern side of Park Avenue, serving the properties along this street.	None	Footpath			N/A	\$ 0		241	Low

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades









PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
1	West Ryde	Anthony Rd / West Parade intersection	NW corner		Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSs	Realign kerb ramp and provide tactile surfacing	Kerb ramps and TGSs	PAMP	1		Council	2300	10	8	10	3	8	8	1	5	5	5	63	18		
2	West Ryde	Anthony Rd / West Parade intersection	SW corner		Kerb ramp is unaligned with the adjacent kerb ramp and in poor condition (cracked surface)	Kerb ramps and TGSs	Realign kerb ramp and provide tactile surfacing	Kerb ramps and TGSs	PAMP	1		Council	2300	10	8	10	3	8	8	1	5	5	5	63	18		
3	West Ryde	West Parade, at bus interchange access intersection	Eastern side		Kerb ramp is unaligned with the adjacent kerb ramp	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	10	8	10	3	8	8	1	5	5	5	63	18		
4	West Ryde	Bus interchange	Southern side		Pedestrian crossing issues within the bus interchange, conflicts with buses and taxis	Pedestrian improvements at interchange	Advocate pedestrian improvements with Sydney Trains	Improve pedestrian access through interchange	PAMP	1		TNSW	TBC	10	8	10	3	8	8	1	5	5	5	63	18		
5	West Ryde	West Parade, south of the bus interchange	Western side		Lid of service access pit is protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Regrade footpath / service access lid to remove trip hazard	Service access	Footpath	1		Council	500	10	8	10	3	8	0	0	5	0	5	49	69		
6	West Ryde	West Parade, north of Victoria Road			High number of pedestrians observed crossing at informal crossing location.	No pedestrian crossing	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	Signal controlled pedestrian crossing	PAMP	1		Council / RMS	500000	10	8	10	3	8	10	1	5	8	5	68	12		
7	West Ryde	Victoria Rd, west of West Parade	Northern side		Loose paving slab within the roadway, creating an unstable surface for pedestrians	Trip hazard	Upgrade road surface	Upgrade road surface	PAMP	5		Council	1125	8	8	8	3	8	5	0	0	0	3	43	114		
8	West Ryde	Victoria Rd, east of West Parade	Northern side		Poor lighting provided within the pedestrian tunnel creates surviving pedestrian link / perceived safety issue for pedestrians.	Lighting	Upgrade lighting and refresh painting within the pedestrian tunnel	Lighting	PAMP	1		Council	TBC	10	8	8	3	15	5	0	8	5	3	65	17		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Continuity of Route - Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
9	West Ryde	Ryedale Rd, north of Victoria Road	SW		Non-uniform steps and non-accessible path	Missing link	Upgrade stairs and extend footpath on western side of Ryedale Rd to crossing.	New footpath	Footpath		15	Council	2925	8	8	8	3	8	5	0	0	5	5	50	60		
10	West Ryde	Ryedale Rd, near West Ryde Station entrance	Western side		Poor quality footpath surface, with broken and uneven kerb	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		5	Council	1125	8	8	8	3	8	8	0	8	0	5	56	36		
11	West Ryde	Ryedale Rd, north of West Ryde Station entrance	Western side		Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		35	Council	7875	8	8	8	3	8	5	0	8	0	5	53	51		
12	West Ryde	Ryedale Rd, north of West Ryde Station	Western side		Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		40	Council	9000	8	8	8	3	8	5	0	8	0	5	53	51		
13	West Ryde	Ryedale Rd, north of West Ryde Station	Western side		Footpath across carpark access is unaligned	Poor quality footpath	Re-align section of the footpath on the southern side of the access driveway	Footpath upgrade	Footpath		10	Council	2250	8	8	8	3	8	8	0	8	0	5	56	36		
14	West Ryde	Ryedale Rd, south of Terry Road	Western side		Telegraph pole is obstructing walkway	Obstruction in footpath	Widen footpath - extend kerb blister from roundabout to the north	Footpath upgrade	Footpath		30	Council	6750	8	8	8	3	8	0	0	8	0	5	48	73		
15	West Ryde	Ryedale Rd, north of Terry Road	Western side		No footpath, goat track observed indicating pedestrian desire line	Missing link	Install a new footpath	New footpath	Footpath		150	Council	29250	5	5	5	1	8	0	0	5	8	1	38	163		
16	West Ryde	Terry Rd, east of West Parade	Eastern side		Non-compliant pedestrian refuge and kerb ramps not aligned	Pedestrian refuge and kerb ramps	Realign the kerb ramps and upgrade pedestrian refuge	Kerb ramps and pedestrian refuge	PAMP	2		Council	18600	5	5	5	1	8	0	0	5	5	1	35	180		

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
17	West Ryde	Terry Rd, east of Ryedale Road	Western side		No footpath on western side on street. However, there is a footpath on the adjacent side of the street.	Missing link	Provide new footpath and kerb ramps	New footpath	Footpath		380	Council	74100	5	5	5	1	8	0	0	0	8	1	33	215		
18	West Ryde	Ryedale Rd, east of West Parade	Eastern side		Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		25	Council	5625	5	5	5	1	8	0	0	0	8	1	33	215		
19	West Ryde	Marlow Ave / Ryedale Rd intersection	SE corner		Kerb ramps are unaligned at signal controlled pedestrian crossing	Kerb ramps and TGSIs	Realign the kerb ramps and provide tactile surfacing	Kerb ramps	PAMP	2		Council	4100	5	5	5	1	8	5	0	5	8	1	43	114		
20	West Ryde	Marlow Ave / Ryedale Rd intersection	SE corner		Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	5	5	1	8	0	0	5	0	1	30	225		
21	West Ryde	Marlow Ave / Ryedale Rd intersection	SW corner		Poor quality footpath surface, with broken and uneven kerb	kerb ramps	Upgrade footpath and kerb ramps	Footpath / kerb ramps	Footpath	1	10	Council	4050	5	5	5	1	8	5	0	5	5	1	40	136		
22	West Ryde	Marlow Ave / Ryedale Rd intersection	NE corner		Poor quality footpath surface and kerb ramp	kerb ramps	Upgrade footpath and kerb ramp	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	2625	5	5	5	1	8	5	0	5	5	1	40	136		
23	West Ryde	Ryedale Rd, north of Marlow Ave	Eastern side		Footpath is very uneven, creating trip hazard.	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		20	Council	4500	5	5	5	1	8	0	0	5	0	1	30	225		
24	West Ryde	Ryedale Rd, north of Marlow Ave	Midblock		No pedestrian refuge provided at this crossing location to new footpath along the western side of Ryedale Road.	Wide crossing point	Consider providing a new pedestrian refuge and kerb bliser to assist crossing at this location.	Kerb blisters and pedestrian refuge	PAMP	1		Council	43500	5	5	5	1	8	0	0	5	10	1	40	136		

ITEM 2 (continued)

West Ryde Centre PAMP









Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
25	West Ryde	Ryedale Road, north of Stafford Avenue	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	0	0	5	0	1	30	225		
26	West Ryde	Stafford Ave, west of Ryedale Road	Southern side		Overgrown vegetation from reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove trip obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225		
27	West Ryde	Marlow Ave	North-western side		No footpath on western side on street. However, there is a footpath on the adjacent side of the street.	Missing link	Install a new footpath	New footpath	Footpath	300		Council	58500	5	5	5	1	8	0	0	0	8	1	33	215		
28	West Ryde	Marlow Ave / Marlow Ln intersection	SE corner		No kerb on one side, with no kerb ramps or footpath provided on the opposite side	kerb ramps	Consider providing kerb ramp, if a new footpath is installed.	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	0	0	5	5	1	35	180		
29	West Ryde	Marlow Ln, west of Terry Road	SW side		Poor quality footpath surface adjacent to construction site	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath	30		Developer	6750	5	5	5	1	8	0	0	5	0	1	30	225		
																									241		
30	West Ryde	Terry Rd, north of Marlow Avenue	Northern side		Footpath is sloped towards road and a telegraph pole is obstructing walkway	Poor quality footpath	Upgrade footpath and provide kerb blister around footpath	Footpath upgrade	Footpath	45		Council	10125	5	5	5	1	8	8	0	5	5	1	43	114		
31	West Ryde	Terry Rd, south of Marlow Avenue	Southern side		Narrow footpath along section between guardrail/crash barrier and fence. This section is not wide enough for pedestrians with prams / wheelchairs.	Narrow footpath	Widen footpath	Footpath upgrade	Footpath	35		Council	7875	5	5	5	1	8	8	0	5	5	1	43	114		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
32	West Ryde	Terry Rd, south of Marlow Avenue	Eastern side		Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath	5	5	Council	1125	5	5	5	1	8	0	0	5	5	1	35	180		
33	West Ryde	Terry Rd / Orchard St intersection	SW corner		kerb ramp has a high lip presenting difficulty to pedestrians with prams and/or wheelchairs	kerb ramps	Upgrade kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	0	0	5	5	1	35	180		
34	West Ryde	Terry Rd, south of Orchard Street	Eastern side		List of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Regrade footpath / service access lid to remove trip hazard	Service access	Footpath	1		Council	900	5	5	5	1	8	0	0	5	0	1	30	225		
35	West Ryde	Terry Rd, south of Orchard Street	Eastern side		Tree root has created uneven footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath	8		Council	1800	5	5	5	1	8	0	0	5	0	1	30	225		
																										241	
																											241
36	West Ryde	Ryedale Rd / Wattle St intersection	North-eastern side		Kerb ramp is unaligned with the adjacent ramp and wide crossing point for pedestrians	Wide crossing point	Provide kerb blister / extension and new kerb ramps	Kerb ramps and kerb extension / blister	PAMP	1		Council	17100	8	8	8	3	8	8	0	8	0	5	56	36		
37	West Ryde	Ryedale Rd, north of Victoria Road	Eastern side		Poor quality and the sections which have previously been filled in with asphalt - unsightly and presents trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath	10		Council	2250	8	8	8	3	8	5	0	8	0	5	53	51		









ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

ATTACHMENT 2

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
38	West Ryde	Ryedale Road, north of Victoria Road	Eastern side		Overgrown vegetation from reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	8	8	8	3	8	5	0	8	0	3	51	56		
39	West Ryde	Ryedale Road, north of Victoria Road	Eastern side		Poor quality footpath surface-uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath	8		Council	1800	8	8	8	3	8	5	0	8	0	3	51	56		
40	West Ryde	Victoria Rd / Anzac Ave intersection			Fast vehicle speed at zebra crossing creating unsafe crossing environment. Long crossing distance.	Non standard crossing	Upgrade zebra crossing to provide kerb bollards and shorten crossing distance	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	8	8	8	3	8	5	0	8	5	3	56	36		
40	West Ryde	Victoria Rd / Anzac Ave intersection			Fast vehicle speed at zebra crossing creating unsafe crossing environment. Long crossing distance.																				241		
41	West Ryde	Victoria Rd, east of Forster St			Poor quality footpath surface-uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath	30		Council	6750	8	8	8	3	8	5	0	8	0	3	51	56		
42	West Ryde	Hermitage Rd, south of Victoria Road	Eastern side		Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	8	10	8	1	8	5	0	5	0	3	48	73		
43	West Ryde	Hermitage Rd, south of Victoria Road	Eastern side		Trucks observed to be parked within the footpath area, blocking path for pedestrians	Obstruction in footpath	Council ranger / police to monitor illegal parking along footpath	Monitor illegal parking	PAMP	1		Council / NSW Police	N/A	8	10	8	1	8	8	0	5	0	3	51	56		
44	West Ryde	Hermitage Rd, south of Victoria Road	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	8	10	8	1	8	5	0	5	0	3	48	73		

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
62	West Ryde	Mellor St	Eastern side		Overgrown vegetation reducing the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	8	8	1	10	0	0	5	0	1	38	163		
63	West Ryde	Mellor St	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	8	8	1	8	5	0	5	0	1	41	135		
64	West Ryde	Rhodes St	NE		List of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	8	8	1	8	0	0	5	0	1	36	179		
65	West Ryde	Victoria Rd / Forsyth St	Northern side		Kerb ramps not aligned and of poor quality	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	3600	5	8	8	1	8	0	0	5	0	3	38	163		
66	West Ryde	Victoria Rd, west of Forsyth St	N		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	20		Council	4500	5	8	8	1	15	0	0	5	0	3	45	89		
67	West Ryde	Victoria Rd / Linton Ave intersection			Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	8	8	1	15	0	0	5	0	3	45	89		
68	West Ryde	Victoria Rd, east of Linton Ave	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	8	8	1	15	0	0	0	0	3	40	136		
69	West Ryde	Victoria Rd, west of Linton Ave	Northern side		Observed informal pedestrian route (goat track)	Missing link	Install a new footpath	New footpath	Footpath	30		Council	5850	5	8	8	1	8	0	0	8	0	1	39	161		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
60	West Ryde	Victoria Rd / Hermitage Rd intersection	Northern side		Kerb ramps not aligned and of poor quality	Kerb ramps and TGSis	Realign kerb ramps	Kerb ramps and TGSis	PAMP	2		Council	4600	5	8	8	3	8	8	0	8	5	3	56	36		
61	West Ryde	Victoria Rd / West Pde intersection	NW corner		Kerb ramps not aligned and of poor quality	Kerb ramps and TGSis	Realign kerb ramps	Kerb ramps and TGSis	PAMP	2		Council	4600	10	8	10	3	15	8	8	10	5	5	82	1		
62	West Ryde	Victoria Rd / Chatham Rd intersection	Northern side		Kerb ramps not aligned and of poor quality	Kerb ramps and TGSis	Realign kerb ramps	Kerb ramps and TGSis	PAMP	2		Council	4600	10	8	10	3	15	8	8	10	5	5	82	1		
63	West Ryde	Victoria Rd between West Parade and Bellevue Avenue	Northern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	400		Council	90000	10	8	10	3	15	5	0	10	0	5	66	15		
64	West Ryde	Victoria Rd / Bellevue Ave intersection			Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	47100	5	8	8	3	15	5	0	8	5	3	60	28		
65	West Ryde	Bellevue Ave, north of Victoria Road	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	2		Council	450	5	8	8	3	8	5	0	8	0	3	48	73		
66	West Ryde	Victoria Road, west of Bellevue Ave	Northern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	20		Council	4500	5	8	8	3	8	5	0	8	0	3	48	73		
67	West Ryde	Victoria Rd / Adelaide St intersection			Kerb ramps not aligned and of poor quality	Kerb ramps and TGSis	Realign kerb ramps	Kerb ramps and TGSis	PAMP	2		Council	4600	5	8	8	3	15	8	0	8	5	3	63	18		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
68	West Ryde	Victoria Rd / Adelaide St intersection			Kerb ramps not aligned	Kerb ramps and TGSs	Realign kerb ramp	Kerb ramps and TGSs	PAMP	1		Council	2300	5	8	8	3	15	8	0	8	5	3	63	18		
69	West Ryde	Victoria Rd, east of Adelaide St	Southern side		List of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	8	8	3	15	5	0	8	0	3	55	42		
70	West Ryde	Victoria Rd, east of Adelaide St			List of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	8	8	3	15	5	0	8	0	5	57	35		
71	West Ryde	Victoria Rd, between Riverview Street and Endeavour Street			Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		96	Council	21375	5	10	10	3	15	5	0	8	0	5	61	26		
72	West Ryde	Victoria Rd / Endeavour St intersection			Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	47100	5	10	10	3	15	5	0	8	5	5	66	15		
73	West Ryde	Endeavour St, south of Victoria Road	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		130	Council	29250	5	10	10	3	8	5	0	8	0	5	54	48		
73	West Ryde	Endeavour St	Eastern side		Poor quality footpath																		0	241			
	West Ryde	Endeavour St			Zebra crossing																		0	241			

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

ATTACHMENT 2

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Continuity of Route	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank	
74	West Ryde	Bennett St, east of Endeavour Street	Northern side		Narrow footpath	Narrow footpath	Upgrade footpath (widen)	Footpath upgrade	Footpath		90	Council	20250	5	10	10	3	8	5	0	8	5	5	5	59	29	
75	West Ryde	Bennett St / Mons Ave intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	10	10	3	8	5	0	8	5	5	5	59	29	
76	West Ryde	Mons Ave	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	PAMP		150	Council	33750	5	10	10	3	8	5	0	8	0	5	54	48		
76	West Ryde	Mons Ave	Western side		Poor quality footpath																			0	241		
77	West Ryde	Bennett St	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	PAMP		95	Council	21375	5	10	10	3	8	5	0	8	0	5	54	48		
78	West Ryde	Victoria Rd / Mons Ave intersection			Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and kerb ramps	PAMP	2		Council	47100	8	10	10	3	15	5	0	10	5	5	71	7		
79	West Ryde	Victoria Rd, between Mons Avenue and Station Street	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		70	Council	15750	8	10	10	3	15	5	0	10	5	5	71	7		
79	West Ryde	Victoria Rd, between Mons Avenue and Station Street	Southern side		Poor quality footpath																			0	241		

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
80	West Ryde	Chatham Rd / Graf Ave intersection			Kerb ramps not aligned	Kerb ramps and TGSs	Realign of kerb ramps and provide tactile surface ground indicators (TGSs)	Kerb ramps and TGSs	PAMP	2		Council	4600	8	8	10	3	8	5	0	10	5	5	5	62	24	
81	West Ryde	Chatham Rd	E		Kerb ramp filled in, although tactile surface indicators have been retained - this could be confusing and dangerous to vision impaired pedestrians	Kerb ramps	Remove tactile surface indicators	Footpath upgrade	PAMP		2	Council	450	8	8	10	3	8	5	0	10	5	5	5	62	24	
82	West Ryde	Market St. east of Chatham Road	Northern side		Temporary / poor quality kerb ramps provided	Driveway crossing	Provide proper driveway cross over (re-instate footpath and driveway)	Driveway treatment	PAMP	2		Council / developer	40000	8	8	10	3	8	5	0	5	5	3	55	42		
82	West Ryde	Chatham Rd	Eastern side		Temporary / poor quality kerb ramps provided																			0	241		
83	West Ryde	Betts St	Southern side		Fencing blocking pedestrian access along the street	Obstruction in footpath	Re-instate footpath	Re-instate footpath	PAMP	1		Council / developer	N/A	8	8	10	3	8	0	0	0	8	1	46	87		
84	West Ryde	Market St	Eastern side		Limited sight distance for vehicle drivers to see pedestrian crossing driveway entrance to car park. In addition, signage is confusing for pedestrians "caution cars exiting".	Driveway crossing	Provide stopline at crossing point and add "STOP" pavement marking. Change zebra crossing to white paint	Signage	PAMP	1		Council / developer	600	8	8	10	3	8	10	5	8	5	3	68	12		
85	West Ryde	Market St	Eastern side		Shopping trolleys observed blocking footpath	Obstruction in footpath	Enforce trolley collection	Enforcement	PAMP	1		Developer	N/A	8	8	10	3	8	5	0	0	0	3	45	89		
86	West Ryde	Market St / Graf Ave intersection			Kerb ramps not aligned	Wide crossing point	Realign the kerb ramp and provide kerb blisters	Kerb blisters and kerb ramps	PAMP	2		Council	30600	8	8	10	3	8	5	0	8	5	3	58	31		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades









PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrates d Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
87	West Ryde	Graf Ave	Northern side		Pedestrian crossing with kerb ramps has been removed from a location adjacent to the library entrance	Kerb ramps	Consider re-installing the pedestrian crossing and kerb ramps	Kerb ramps	PAMP	2		Council	3600	8	8	10	3	8	5	0	8	5	3	58	31		
88	West Ryde	Graf Ave			Footpath ends	Missing link	Consider changing the street to a shared zone	Shared zone	PAMP	1		Council	600	8	8	10	3	8	5	0	8	8	3	61	26		
88	West Ryde	Anthony Ln			No formal footpath provided along either side of the street																		0	241			
	West Ryde	Anthony Ln			None																		0	241			
																								241			
89	West Ryde	Anthony Rd	Northern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	5		Council	1125	8	8	10	3	8	5	0	8	0	5	55	42		
89	West Ryde	Anthony Rd, north of Beets St	Eastern side		Poor quality footpath																		0	241			
90	West Ryde	Reserve St, north of Anthony Rd	Eastern side		Poor quality footpath with trip hazards	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	10		Council	500	5	5	5	1	8	5	0	8	0	3	40	136		


ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

ATTACHMENT 2

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority			
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank				
90	West Ryde	Reserve St, north of Anthony Rd	Eastern side		Poor quality footpath with trip hazards																							0	241
90	West Ryde	Reserve St, south of Minam St	Eastern side		Raised section of footpath resulting in a trip hazard																							0	241
91	West Ryde	Reserve St / Miriam Rd intersection	Eastern side		Missing section of footpath and kerb ramps	Kerb ramps	provide a new footpath and kerb ramps	Footpath / kerb ramps	Footpath / PAMP	4	10	Council	9450	5	5	5	1	8	5	0	8	8	3	48	73				
92	West Ryde	Reserve St / Miriam Rd	Western side		Missing link		Provide a new footpath / kerb ramps - provides access to park and children's playground from West Ryde town centre	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	2925	5	5	5	1	8	5	0	8	8	3	48	73				
93	West Ryde	Reserve St	Eastern side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180				
	West Ryde	Reserve St / Miriam Rd	Eastern side		Missing section of footpath and kerb ramp																							0	241
94	West Ryde	Miriam Rd	Northern side		No footpath	Missing link	Install a new footpath	New footpath	Footpath		85	Council	16575	5	5	5	1	8	5	0	5	8	1	43	114				
	West Ryde	Reserve St / Miriam Rd intersection	SE		Missing section of footpath and kerb ramp																							0	241

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
95	West Ryde	Miriam Rd, west of West Parade	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		15	Council	3375	5	5	5	1	8	0	0	5	0	1	30	225		
96	West Ryde	Miriam Rd, west of West Parade	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	0	0	5	0	1	30	225		
97	West Ryde	Marlow Ave	Eastern side		List of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	5	5	1	8	5	0	5	0	1	35	180		
98	West Ryde	Wattle St / Forster St intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	5	0	5	5	3	45	89		
99	West Ryde	Wattle St / Forster St intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	8	1	8	5	0	5	5	3	45	89		
100	West Ryde	Herbert St / Ryedale Ln intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp. Potential issue for implementation - stormwater drain	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	5	0	5	5	3	45	89		
101	West Ryde	Herbert St	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	8	1	8	5	0	5	0	3	40	136		
102	West Ryde	Herbert St	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	5	8	1	8	5	0	5	0	3	40	136		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
103	West Ryde	Herbert St / Anzac Ave intersection			Non standard pedestrian refuge, near day care	Pedestrian refuge and kerb ramps	Upgrade pedestrian refuge and kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	5	5	8	1	8	5	0	5	5	3	45	89		
104	West Ryde	Anzac Ave between Herbert St and Wattle St	Eastern side		No footpath	Missing link	Install a new footpath	New footpath	Footpath		60	Council	11700	5	5	8	1	8	0	0	5	8	3	43	114		
105	West Ryde	Anzac Ave / Herbert St intersection	Southern side		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	0	0	5	5	3	40	136		
106	West Ryde	Anthony Rd	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	5	5	1	8	0	0	5	0	3	32	218		
107	West Ryde	Anthony Rd	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	0	0	5	0	3	32	218		
106	West Ryde	Anthony Rd, south of Park Ave	Western side		Poor quality footpath																			0	241		
107	West Ryde	Anthony Rd, south of Park Ave	Eastern side		Poor quality footpath at tree root	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		40	Council	9000	5	5	5	1	8	0	0	5	0	3	32	218		
108	West Ryde	Anthony Rd, south of Park Ave	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	5	1	8	0	0	5	0	3	32	218		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority			
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank				
107	West Ryde	Anthony Rd, north of Park Ave	Eastern side		Poor quality footpath at tree root																							0	241
107	West Ryde	Anthony Rd	Eastern side		Poor quality footpath																							0	241
108	West Ryde	Anthony Rd	Eastern side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	3	32	218				
108	West Ryde	Anthony Rd / West Parade intersection			Missing section of footpath and kerb ramp - kerb ramp provided at adjacent side of road	Kerb ramps	Provide a new footpath and kerb ramp	Footpath / kerb ramps	Footpath / PAMP	1	10	Council	4050	5	5	8	1	8	5	0	5	5	3	45	89				
108	West Ryde	West Pde / Anthony Rd intersection	SE corner		Missing section of footpath and kerb ramp - kerb ramp provided at adjacent side of road																						0	241	
109	West Ryde	West Pde	Southern side		Missing link for pedestrians - goat track observed, indicating a pedestrian desire line	Missing link	Install a new footpath	New footpath	Footpath		10	Council	1950	5	5	8	1	8	5	0	5	5	3	45	89				
110	West Ryde	West Pde / Gordon Cres intersection			Steep and non-compliant kerb ramps	Kerb ramps	Upgrade the kerb ramps	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	5	0	5	5	3	45	89				
111	West Ryde	West Pde	Southern side		No kerb ramp on one side of the street, with existing kerb ramp on adjacent side	Kerb ramps	Provide a new kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	5	0	5	5	3	45	89				

ITEM 2 (continued)

West Ryde Centre PAMP






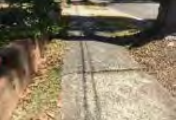


Issues and Proposed Upgrades









PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
112	West Ryde	West Pde / Miriam Rd Intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	3600	5	5	8	1	8	5	0	5	5	3	45	89		
113	West Ryde	West Pde, east of Miriam Road	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	8	1	8	5	0	5	0	1	38	163		
114	West Ryde	West Pde	Southern side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	8	1	8	5	0	5	0	1	38	163		
113	West Ryde	West Pde	Southern side		Raised section of footpath resulting in a trip hazard																		0	241			
114	West Ryde	Reserve St			No footpaths provided along this street	Missing link	Consider providing a new footpath or implement a shared zone	Shared zone	Footpath	1	100	Council	600	5	5	5	1	8	5	0	5	5	1	40	136		
115	West Ryde	Reserve St	Eastern side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180		
116	West Ryde	West Pde	Western side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180		
94	West Ryde	Miriam Rd, east of Reserve Street	Northern side		No footpaths provided along the northern side of this street. However, there is a footpath located along the southern side of the street.																		0	241			


ITEM 2 (continued)









West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits Demonstrated Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	RMS Priority				RMS Rank	
94	West Ryde	Miriam Rd. east of Reserve Street	Northern side		No footpaths provided along the northern side of this street. However, there is a footpath located along the southern side of the street.																				0	241
117	West Ryde	Miriam Rd / Reserve St intersection	Northern side		Missing section of footpath and kerb ramp on both sides of Miriam Road, north of Reserve Street. Provides access to children's playground from West Ryde Centre - number of pedestrians with prams were observed along the desire line during the site audit.	Kerb ramps	Provide a new footpath and kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	5850	5	5	5	1	8	5	0	8	8	3	48	73	
118	West Ryde	Miriam Rd. west of Reserve Street	Southern side		Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	2250	5	5	5	1	8	5	0	8	8	3	48	73	
119	West Ryde	Miriam Rd. west of Reserve Street	Western side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	3	37	170	
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	10		Council	500	5	5	5	1	8	5	0	5	0	3	37	170	
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard																			0	241	
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard																			0	241	
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard																			0	241	

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
121	West Ryde	Miriam Rd	Western side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	3	32	218		
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard																				0	241	
121	West Ryde	Park Ave	Southern side		No footpath along southern side of the street. However there is a footpath along the northern side of Park Avenue.	Missing link	No action - there is a footpath along the northern side of Park Avenue, serving the properties along this street.	None	Footpath																0	241	
122	West Ryde	Anthony Rd, south of West Pde	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	5	1	8	5	0	5	0	3	37	170		
122	West Ryde	Anthony Rd, south of West Pde	Western side		Raised section of footpath resulting in a trip hazard																				0	241	
123	West Ryde	Burnett Walk			Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		130	Council	29250	5	5	5	1	0	0	0	5	0	1	22	240		
	West Ryde	Chatham Rd	NE		Access by steps to Chatham Road from Burnett Walk		No action - there is a ramp to Chatham Road for pram access	None																	0	241	
124	West Ryde	Chatham Rd	NE		Kerb ramp on eastern side of Chatham Road, with no kerb ramp provided at the adjacent side	Kerb ramps	Remove kerb ramp	Remove kerb ramp	PAMP	1		Council	TBC	5	5	5	1	8	8	0	5	5	3	45	89		









PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Continuity of Route - Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
131	West Ryde	Bellevue Ave / Hall St intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2	N/A	Council	3600	5	5	5	1	8	5	0	5	5	1	40	136		
132	West Ryde	Hall St	Northern side		Filled in hole in the footpath presents a trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	5	5	1	8	5	0	5	0	1	35	180		
132	West Ryde	Hall St	Northern side		Raised footpath at the joint presents a trip hazard to pedestrians																		0	241			
133	West Ryde	Hall St	Northern side		Footpath ends at Hall Street and does not connect to Shaftsbury Road	Missing link	Install a new footpath and kerb ramps	New footpath	Footpath	2	10	Council	1950	5	5	5	1	8	5	0	5	8	1	43	114		
134	West Ryde	Shaftsbury Rd / Hall St intersection	Northern side		Missing section of footpath and kerb ramp northern side of Hall Street, east of Shaftsbury St.	Missing link	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	4	10	Council	9450	5	5	5	1	8	5	0	5	8	1	43	114		
135	West Ryde	Shaftsbury Rd	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180		
136	West Ryde	Shaftsbury Rd. between Hall Street and Dickson Avenue	Eastern side		Missing section of footpath between Hall Street and Dickson Avenue	Missing link	Install a new footpath	New footpath	Footpath		80	Council	15600	5	5	5	1	8	5	0	5	5	1	40	136		
137	West Ryde	Shaftsbury Rd / Dickson Ave intersection			Kerb ramp is unaligned with the one opposite	Kerb ramps	Upgrade kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	1	40	136		

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
138	West Ryde	Shaftsbury Rd	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	1		Council	50	5	5	5	1	8	5	0	5	0	1	35	180		
139	West Ryde	Victoria Rd / Shaftsbury Rd intersection	SE corner		Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	2300	5	5	5	1	15	5	0	5	5	3	49	69		
140	West Ryde	Victoria Rd / Shaftsbury Rd intersection	SE corner		Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	2300	5	5	5	1	15	5	0	5	5	3	49	69		
141	West Ryde	Bellevue Ave, north of Victoria Road	Western side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	3	37	170		
142	West Ryde	Bellevue Ave / Dickson Road intersection	Western side		Missing section of footpath and kerb ramp along Bellevue Ave.	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	2925	5	5	5	1	8	5	0	5	8	3	45	89		
143	West Ryde	Dickson Ave	Northern side		raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		
144	West Ryde	Dickson Ave	Northern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	2		Council	1000	5	5	5	1	8	5	0	5	0	3	37	170		
144	West Ryde	Dickson Ave	Northern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.																		0	241			

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
145	West Ryde	Dickson Ave. east of Bellevue Ave	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	5	5	5	1	8	5	0	5	0	1	35	180		
146	West Ryde	Dickson Ave. west of Bellevue Ave	Southern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation thinning	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180		
	West Ryde	Bellevue Ave / Dickson Ave intersection			Kerb ramp with no kerb ramp at the adjacent side of the road		None - issue addressed at adjacent side																0	241			
146	West Ryde	Bellevue Ave. south of Dickson Avenue	Eastern side		Poor quality kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	Footpath / PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	3	42	126		
147	West Ryde	Chatham Rd / Fernvale Ave intersection			Poor quality footpath and kerb ramp	Poor quality footpath	Resurface footpath and upgrade kerb ramp	Resurface footpath and upgrade kerb ramp	Footpath / PAMP		10	Council	4050	5	5	5	1	8	5	0	5	5	3	42	126		
147	West Ryde	Chatham Rd / Fernvale Ave intersection			Poor quality footpath and kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	Footpath / PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	3	42	126		
148	West Ryde	Bellevue Ave / Fernvale Ave intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	3	42	126		
149	West Ryde	Bellevue Ave / Fernvale Ave intersection			Missing kerb ramp and poor quality kerb ramp	Kerb ramps	Provide new kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	3	42	126		









PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
150	West Ryde	Bellevue Ave / Bencoolen Ave intersection			Missing kerb ramp and poor quality kerb ramp	Kerb ramps	Provide new kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	1	40	136		
151	West Ryde	Becoolen Ave	N		Poor quality footpath at development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	30		Developer	6750	5	5	5	1	8	5	0	5	0	1	35	180		
152	West Ryde	Becoolen Ave	Northern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180		
153	West Ryde	Herbert St east of Hermitage Road	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	30		Council	6750	5	8	10	3	8	5	0	8	0	3	50	60		
154	West Ryde	Herbert St, west of Anzac Avenue	Southern side		List of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	8	10	3	8	5	0	8	0	3	50	60		
155	West Ryde	Herbert St / Anzac Ave	SE corner		No formal pedestrian refuge provided at southern approach to the intersection. A "goat track" is observed, with pedestrians walking across grassed verge section, along desire line. A kerb ramp is provided approximately 8m back from the intersection.	kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, 32 kerb ramps		Council	18600	5	8	10	3	8	5	0	8	8	3	58	31		
156	West Ryde	Anzac Ave	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	8	10	3	8	5	0	8	0	3	50	60		
157	West Ryde	Anzac Ave	Eastern side		raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	8	10	3	8	5	0	8	0	3	50	60		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

ATTACHMENT 2







PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
165	West Ryde	Falconer St / Parkes St intersection	Western side		Missing section of footpath and kerb ramps	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	6	Council	4950	5	5	5	1	8	5	0	5	8	1	43	114		
166	West Ryde	Falconer St / Parkes St	Eastern side		Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	1	40	136		
167	West Ryde	Linton Ave / Parkes St	Eastern side		High lip at kerb ramp	Kerb ramps	Provide new kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	136		
168	West Ryde	Linton Ave, south of Parkes St	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		
169	West Ryde	Linton Ave, south of Parkes St	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225		
170	West Ryde	Linton Ave / Griffiths Ln intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	0	1	35	180		
171	West Ryde	Linton Ave, north of Victoria Road	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	5	1	40	136		
172	West Ryde	Herbert St / Linton Ln intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	0	1	35	180		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

ATTACHMENT 2

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
173	West Ryde	Herbert St. east of Falconer Street	Northern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225		
174	West Ryde	Linton Lane, south of Griffiths Lane	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		
175	West Ryde	Griffiths Lane, west of Linton Lane	Southern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225		
176	West Ryde	Falconer St. south of Parkes Street	Eastern side		Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Developer	4500	5	5	5	1	8	0	0	5	0	1	30	225		
177	West Ryde	Falconer St. south of Parkes Street	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		
178	West Ryde	Falconer St / Parkes St intersection	SW corner		Missing section of footpath and kerb ramps	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	5	Council	4725	5	5	5	1	8	0	0	5	5	3	37	170		
179	West Ryde	Falconer St. north of Parkes Street	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		
180	West Ryde	Goodwin St / Hermitage Rd intersection	SE corner		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	136		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades






ATTACHMENT 2

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
181	West Ryde	Goodwin St. between Falconer Street and Anzac Avenue	Southern side		No footpath on southern side of Goodwin Street between Falconer Street and Anzac Avenue. Footpath is provided along the northern side of this street.	Missing link	Install a new footpath	New footpath	Footpath		250	Council	48750	5	5	5	1	8	5	0	0	5	1	35	180		
182	West Ryde	Mahon St			No footpaths on either side of Mahon Street	Missing link	Install a new footpath on one side of street	New footpath	Footpath		150	Council	29250	5	5	5	1	8	5	0	0	5	1	35	180		
183	West Ryde	Goodwin St, east of Anzac Avenue	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	5	1	8	5	0	5	0	1	35	180		
184	West Ryde	Anzac Ave / Commissioners Road intersection	All approaches		Kerb ramps not aligned and non-standard or non-existent pedestrian refuges at each approach	Pedestrian refuge and kerb ramps	Realign the kerb ramps and provide pedestrian refuge islands at each approach (4)	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	93000	5	5	5	1	8	8	0	8	8	1	49	69		
185	West Ryde	Anzac Ave, north of Goodwin Street	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		
186	West Ryde	Commissioners Rd south of Terry Road	Western side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225		
187	West Ryde	Commissioners Rd south of Terry Road	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225		
188	West Ryde	Commissioners Rd south of Terry Road	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
188	West Ryde	Commissioners Rd, south of Terry Road	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	5	5	1	8	5	0	5	0	1	35	180		
190	West Ryde	Goodwin Street between Forster St and Terry Road			No footpath between Goodwin Street between Forster St and Terry Road	Missing link	Install a new footpath	New footpath	Footpath		125	Council	24375	5	5	5	1	8	5	0	5	8	1	43	114		
191	West Ryde	Forster St, south of Goodwin Street	Eastern side		Trip hazard at drain	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		
192	West Ryde	Forster St, south of Goodwin Street	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		
193	West Ryde	Orchard Street, east of Anzac Avenue	Southern side		Sleep kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	138		
194	West Ryde	Anzac Ave	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180		
195	West Ryde	Anzac Ave / Wattle St intersection	NW		Poor quality kerb ramps and no pedestrian refuge provided at north approach to the roundabout	Wide crossing point	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	5	5	5	1	8	5	0	5	5	3	42	126		
196	West Ryde	Clarke St / Parkes St intersection	Northern side		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	3	42	126		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades








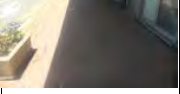
ATTACHMENT 2

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
197	West Ryde	Forster St / Orchard St intersection	SW corner		Missing section of footpath and kerb ramps on both sides of Orchard Street	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	6850	5	5	5	1	8	5	0	5	8	3	45	89		
198	West Ryde	Orchard St, west of Forster Street	Southern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	5	5	1	8	5	0	5	0	3	37	170		
198	West Ryde	Orchard St, west of Forster Street	Southern side		Raised section of footpath resulting in a trip hazard		Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100										0	241			
199	West Ryde	Orchard St, east of Terry Road	Southern side		Raised section of footpath resulting in a trip hazard		Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100										0	241			
199	West Ryde	Orchard St, east of Terry Road	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	3	37	170		
200	West Ryde	Orchard St, west of Forster Street	Northern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	15		Council	3375	5	5	5	1	8	0	0	5	0	3	32	218		
201	West Ryde	Orchard St, east of Anzac Ave	Southern side		No bus stop pad	Bus stop	Provide a new pad at bus stop	New bus stop pad	PAMP	15		Council / TNSW	8400	5	5	5	1	8	5	0	5	8	3	45	89		
202	West Ryde	Orchard St, west of Hermitage Rd	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	10		Council	2250	5	5	5	1	8	5	0	5	0	3	37	170		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
203	West Ryde	Maxim St / Victoria Road intersection	Southern side		Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	10	8	10	3	15	8	1	5	5	3	68	12		
204	West Ryde	Maxim St, south of Victoria Road	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation thinning	Footpath	2		Council	400	5	5	10	3	8	0	0	5	0	3	39	161		
206	West Ryde	Maxim St, south of Victoria Road	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	8		Council	400	5	5	8	3	8	5	0	5	0	3	42	126		
206	West Ryde	Maxim St, north Gaza Road	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath																		
	West Ryde	Gaza Rd, north of Maxim St	Northern side		Steps		None																0	241			
204	West Ryde	Gaza Rd	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	20		Council	4500	5	5	8	3	8	5	0	5	0	3	42	126		
206	West Ryde	Gaza Rd / Victoria Road intersection			Poor quality kerb ramps and no pedestrian refuge provided	Pedestrian refuge and kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	10	8	10	3	15	8	0	10	8	5	77	3		
206	West Ryde	Victoria Rd, between Maxim St and Gaza Road	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	85		Council	19125	10	8	10	3	15	5	0	10	5	5	71	7		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

ATTACHMENT 2







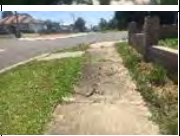
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
207	West Ryde	Victoria Rd. between Gaza Road and Station Street	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		75	Council	16875	10	8	10	3	15	5	0	10	5	5	71	7		
208	West Ryde	Victoria Rd / Station St	Southern side		Kerb ramps not aligned	Kerb ramps and TGSs	Realign kerb ramps	Kerb ramps and TGSs	PAMP	2		Council	4600	10	8	10	3	15	8	1	10	5	5	75	4		
209	West Ryde	Victoria Rd / Station St	Eastern side		Kerb ramps not aligned	Kerb ramps and TGSs	Realign kerb ramps	Kerb ramps and TGSs	PAMP	2		Council	4600	10	8	10	3	15	8	1	10	5	5	75	4		
210	West Ryde	Station St, south of Victoria Road	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		15	Council	3375	8	8	10	3	8	5	0	8	0	3	53	51		
211	West Ryde	Station St, south of Victoria Road	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	2250	8	5	10	1	8	5	0	5	0	3	45	89		
212	West Ryde	Station St, south of Victoria Road	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	8	5	10	1	8	5	0	5	0	3	45	89		
213	West Ryde	Mons Ave / Rex Avenue intersection	Northern side		Missing section of footpath and kerb ramps on both sides of Mons Ave	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	9850	5	5	8	1	8	5	0	5	5	3	45	89		
214	West Ryde	Bennett St / Mons Ave intersection	Eastern side		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	10	10	1	8	5	0	8	5	3	55	42		

ITEM 2 (continued)

West Ryde Centre PAMP

ATTACHMENT 2

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits Demonstrated Path	Continuity of Route Addition to existing facility	Foot Route Hierarchy	Priority		
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	RMS Priority				RMS Rank		
79	West Ryde	Victoria Rd. between Mons Avenue and Station Street	Southern side		Poor quality footpath																					0	241
215	West Ryde	Victoria Rd / Mons Ave intersection			Kerb ramps not aligned	Wide crossing point	Realign kerb ramps and provide a pedestrian refuge	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps			Council	18600	10	8	10	3	15	8	0	10	5	5	74	6	
216	West Ryde	Victoria Rd. between Endeavour Street and Mons Avenue	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		90		Council	20250	10	8	10	3	15	8	0	10	0	5	69	11	
71	West Ryde	Victoria Rd. between Riverview Street and Endeavour Street	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath																		
217	West Ryde	Bennet St / Riverview St intersection	Western side		Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2			Council	3600	5	5	8	1	8	5	0	5	5	1	43	114	
218	West Ryde	Moss St	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4			Council	200	5	5	8	1	8	5	0	5	0	1	38	163	
218	West Ryde	Moss St	Northern side		Raised section of footpath resulting in a trip hazard																				0	241	
219	West Ryde	Moss St	Northern side		Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Developer	6750	5	5	8	1	8	5	0	5	0	1	38	163		

ITEM 2 (continued)

West Ryde Centre PAMP

Issues and Proposed Upgrades

ATTACHMENT 2






PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Continuity of Route	Additional to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank	
220	West Ryde	Rex St / Grand Ave intersection			Missing section of footpath and kerb ramp	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	5	Council	4725	5	5	5	1	8	5	0	5	0	1	35	180		
221	West Ryde	Rex St	Northern side		Footpath is narrow with a width of approximately 0.7m	Narrow footpath	Widen the footpath	Footpath upgrade	Footpath		60	Council	13500	5	5	5	1	8	5	0	5	5	1	40	136		
221	West Ryde	Rex St	Northern side		Raised section of footpath resulting in a trip hazard																		0	241			
222	West Ryde	Rex St / Federal Rd intersection	NW corner		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	136		
223	West Ryde	Rex St / Federal Rd intersection	SE corner		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	136		
224	West Ryde	Federal Rd	Western side		Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Developer	4500	5	5	5	1	8	5	0	5	0	1	35	180		
225	West Ryde	Rex St	Northern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180		
226	West Ryde	Station St			Non standard slow point (traffic island), near school	Pedestrian refuge and kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	5	10	10	1	8	5	0	8	5	3	55	42		

ITEM 2 (continued)

West Ryde Centre PAMP

ATTACHMENT 2

Issues and Proposed Upgrades

PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits		Continuity of Route		Priority	
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Route Addition to existing facility	Foot Route Hierarchy	RMS Priority	RMS Rank		
227	West Ryde	Station St	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	10	10	1	8	5	0	8	0	3	50	60		
228	West Ryde	Station St	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	5	10	8	1	8	5	0	5	0	3	45	89		
229	West Ryde	Station St, south of Rex St	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	10	8	1	8	5	0	5	0	3	45	89		
230	West Ryde	Station St, north of Rex St	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		8	Council	1800	5	10	8	1	8	5	0	5	5	3	50	60		
231	West Ryde	Station St, north of Rex St	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	10	8	1	8	5	0	5	0	3	45	89		

GHD

133 Castlereagh St Sydney NSW 2000

-

T: +61 2 9239 7100 F: +61 2 9239 7199 E: sydmal@ghd.com.au

© GHD 2017

This document is and shall remain the property of GHD. The document may only be used for the purpose for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

https://projects.ghd.com/oc/Sydney/westrydeandmeadowban/Delivery/Documents/2125871_REP_West Ryde PAMP_FINAL REPORT.docx

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Rev 1	M Tran O Peel	S Rosewell	On file	G McCabe	On file	29/11/17
Rev 2	M Tran O Peel	S Rosewell	On file	G McCabe	On file	05/12/17

www.ghd.com



**3 MEMORANDUM OF UNDERSTANDING BETWEEN CITY OF RYDE
COUNCIL AND RIVERSIDE BUSINESS CHAMBER**

Report prepared by: Senior Coordinator - City Activation
File No.: URB/08/1/39 - BP17/1269

REPORT SUMMARY

Since June 2011, City of Ryde Council has had a Memorandum of Understanding (MOU) with Ryde Business Forum.

This arrangement has worked well over six years, with the organisations working collaboratively to support the local business community through the delivery of events, programs and advocacy.

The current MOU expires in April 2018; and with the recent amalgamations of Ryde Business Forum and Ryde Macquarie Park Chamber into the new entity, Riverside Business Chamber, it is timely to update the MOU. Attached is the draft MOU for Council's consideration.

RECOMMENDATION:

- (a) That Council support the continuation of the Memorandum of Understanding (MOU) between Riverside Business Chamber and City of Ryde Council.
- (b) That Council delegate to the General Manager to execute the updated MOU.

ATTACHMENTS

- 1 MOU between City of Ryde and Riverside Business Chamber - January 2018

Report Prepared By:

John Brown
Senior Coordinator - City Activation

Report Approved By:

Dyalan Govender
Manager - City Planning

Sam Cappelli
Acting Director - City Planning and Development

ITEM 3 (continued)**Discussion**

Since June 2011 Council has had a Memorandum of Understanding (MOU) with Ryde Business Forum (now known as Riverside Business Chamber). The key objective of the MOU was to foster a more productive and collaborative relationship between the two organisations.

The MOU provided office space for Ryde Business Forum at Council (workspace for one officer employed by the forum) to promote the cause of economic development and benefit businesses in Ryde by achieving the following outcomes:

- More seamless business support offering to the community as a 'one stop shop';
- Cross-promotion of each organisations services;
- Joint grant applications;
- Facilitate strategic advocacy;
- Sharing of networks and information; and
- Avoiding unnecessary duplication of services.

This arrangement has worked well over six years, with the organisations working collaboratively to support the local business community through the delivery of events, programs and advocacy, including:

- 'Small Business September'
- 'SME Industry Forums'
- Advocacy regarding Council mergers and shortfalls in infrastructure delivery.

The current MOU expires in April 2018 and with the recent amalgamations of Ryde Business Forum and Ryde Macquarie Park Chamber into the new entity, 'Riverside Business Chamber', it is timely to update the MOU.

ITEM 3 (continued)

The updated MOU is based on the previous Agreement (signed in April 2014).
The key changes seek to:

- Confirm the new Chamber of Commerce, the Riverside Business Chamber;
- Explain the physical arrangements for accommodating Riverside Business Chamber staff at Council's North Ryde Office; and
- Highlight the strategic importance of collaborative advocacy to support businesses in the City of Ryde.

Riverside Business Chamber has endorsed the draft Agreement (MOU) and looks forward to working with Council for a further three years to support business community in the City of Ryde.

Financial Implications

Adoption of the recommendations will have no financial impact.

ITEM 3 (continued)

ATTACHMENT 1

**Renewal of Memorandum of Understanding
January 2018**

Entered into between

CITY OF RYDE COUNCIL
ABN 81 621 292 610 (“Ryde”)

and

The Riverside Business Chamber Inc.
ABN 68970548729 (formerly Ryde Business Forum Inc.)

PURPOSE

The purpose of this Agreement is to define the arrangement between the two parties regarding the provision of commercial space by the City of Ryde for use by the Riverside Business Chamber for a three year period.

In addition, this Agreement outlines opportunities that the two entities can work collaboratively together for the betterment of the business community of the City of Ryde.

OBJECTIVES

The objectives of the Collaboration Agreement are to:

- i. Build and consolidate the relationship between the City of Ryde Council and Riverside Business Chamber Inc. (RBC)
- ii. Establish the arrangements for staff RBC at the City of Ryde, The Binary Centre, North Ryde Office.
- iii. Articulate a joint intention for the two parties to work collaboratively together into the future to effect and assist sustainable economic development within the City of Ryde.
- iv. Articulate a joint commitment for the two entities to advocate in the best interests of the City of Ryde and its business community.
- v. Deliver a business advisory service.

DETAILS

1. Relationship

Nothing in this Agreement shall be construed as creating a relationship of lessor and lessee, principal and agent, employer and employee, partners or joint venturers between the parties.

ITEM 3 (continued)

ATTACHMENT 1

2. Term & Currency

This Agreement shall come into force on joint signing of this Collaboration Agreement. It is intended to remain in force for three years from the date of joint signing, and will be subject to annual review during that time.

The Agreement may be extended beyond the original period by mutual agreement. It may be terminated at any time by either party subject to the conditions in section 15.

3. Background

Following a meeting between Riverside Business Chamber Inc. and City of Ryde on 4 July 2017, staff and the Chamber have developed an updated Memorandum of Understanding (MOU) to better reflect the activities and responsibilities of both parties.

This continues the relationship endorsed unanimously by Council as its meeting of 9 December 2014.

(i) City of Ryde North Ryde Office – Binary Centre

In May 2016, City of Ryde moved its key operations to its North Ryde Office at the Binary Centre, 3 Richardson Place. While the Business and Planning Centre is still operational at 1 Pope Street, given the limited space, RBC was accommodated at the new North Ryde Office at the Binary Centre on Level 1.

(ii) Ryde Business Forum

The City of Ryde (CoR) played an instrumental role in getting Ryde Business Forum (RBF) together in 1993, foreseeing the need for an umbrella Chamber of Commerce in the region to support the growing number of large organisations moving into the area and provide services to businesses throughout the city.

The current services of RBC include things such as networking events (e.g. breakfasts, luncheons etc.), seminars and workshops, marketing the City of Ryde and lobbying. To access these services, members pay an annual membership fee or non-members can pay to attend individual events.

(iii) City of Ryde Economic Development Plan 2015 - 2019

The City of Ryde Economic Development Plan 2015-2019 has been prepared to stimulate the local economy and support jobs and business growth in our community. One of the goals of the plan is for small business to thrive in an environment of relevant information, training and networking opportunities.

ITEM 3 (continued)

ATTACHMENT 1

CoR will work in partnership with RBC to deliver programs and services to businesses including local events such as 'Ryde's Small Business September' predominantly aimed at supporting small to medium-sized enterprises.

4. Responsibilities

4.1 Riverside Business Chamber's Role

RBC brings the following to the collaboration:

- Provision of one staff member to be based in the Centre to carry out RBC functions including general administration, event management, handling membership enquiries and providing a touch point with CoR.
- Opportunity for Council officer's and staff to speak and present at any of the Business After Hours events; and
- Waiver all fees otherwise owed by CoR to RBC including such as:
 - Annual membership fees;
 - Monthly meeting attendance fees;
 - Fees associated with hosting meetings; and
 - Annual dinner fees.

4.2 City of Ryde Council's Role

City of Ryde Council brings the following to the collaboration:

- Office space for one RBC staff;
- Standalone desktop computer with Windows operating system, Microsoft Office suite and anti-virus application configured, for one staff. The computer's system administration access will be in RBC's sole control;
- Internet access via a USB dongle for one staff RBC staff access to a standalone printer for minor printing matters (excluding mass mailouts or at a negotiated cost);
- Council IT to provide 3 hour per year support in ensuring the mentioned items are maintained;
- RBC staff access to a phone for "normal" office use (i.e. local calls);
- Reasonable use of the meeting room upon booking as managed by "the Greeter";
- Access cards to the Centre during "normal" office hours of 9am – 5pm;
- One car parking space; and
- CoR hosts the 'Business After Hours' event in June each year, presenting the management plan for the year ahead, as well as a general update of Council activities, achievements and goals.

ITEM 3 (continued)

ATTACHMENT 1

4.3 Joint Responsibilities

In the spirit of the MOU, Riverside Business Chamber and City of Ryde commit to working together to support the business community of Ryde. This advocacy and support could include:

- Events jointly hosted;
- Research undertaken collaboratively; and
- Marketing and advocacy through communication channels.

Opportunities could include:

- Advocacy to State Government on key strategic matters;
- Support Council in lobbying the State Government for infrastructure;
- Joint events supporting the efficiency and effectiveness of local business (for example, Get Connected events); and
- Any other opportunity that RBC and CoR can work together for the benefit of the business community and community at large.

5. Process

The process of RBC and CoR working collaboratively in the Centre will work as follows:

1. **Access to the Centre:** RBC staff will be given 'swipe passes' that permits access to the Centre during normal business hours.
2. **Offices:** RBC staff will have access to an office on Level 1, North Ryde.
3. **Internet Access:** The viewing and/or transmission of any material that might be regarded as indecent, offensive or simply inappropriate for display in the workplace are prohibited. RBC staff and Committee members will not have access to the CoR network.
4. **Printing and Phones:** RBC staff will be provided with a telephone and access to the office printer for 'normal' office use. This does not include interstate or international phone calls.
5. **Work Undertaken:** The RBC staff is provided with office space to conduct work associated with RBC programs. RBC staff, Executive Committee members and Committee Chairs are not granted use of the office space to conduct personal business or other uses.

6. Confidential Information and Intellectual Property

Each party agrees to act in good faith to reasonably comply with respective requests (if any) for security or non-disclosure of confidential information. Neither party accepts any responsibility for any breaches of such good faith. Both parties agree that if required either of the parties may request the other party to enter into a formal Confidentiality Deed.

ITEM 3 (continued)

ATTACHMENT 1

7. Authorisation

RBC to notify City of Ryde Council before making public announcements relating to the Centre that will impact on any other program run by City of Ryde Council.

8. Accuracy

Each party agrees to confirm with the other party the accuracy and appropriateness of any material proposed in relation to joint projects prior to public dissemination.

9. Acknowledgement

Each party agree to acknowledge their collaboration where appropriate, now and at all times in the future, in publications and promotional material relating specifically to this collaboration and associated joint projects.

10. Jurisdiction

The parties agree to submit themselves to the law in force in New South Wales for the duration of this Agreement.

11. Severability

If any clause in this Agreement is held to be void, invalid or otherwise ineffective, that clause shall be amended or deleted, and the remainder of this Agreement will continue in force as that clause has never been included.

12. Termination

Either party may terminate this Agreement by giving 30 days' notice in writing to the other party.

13. Definitions

Collaboration Agreement means this document, including any Schedule or Annexure to it.

14. Agreement

City of Ryde Council and Ryde Business Chamber enter into this Agreement with the intention of building and consolidating a strong working relationship to deliver a business advisory service to the business community of Ryde.

Term: 3 years

Review Period: annual /as required.

ITEM 3 (continued)

ATTACHMENT 1

15. Dispute Resolution

If a dispute arises out of or relates to this MOU, a party cannot commence any court or arbitration proceedings relating to the dispute unless the party has complied with the following clauses except where that part seeks urgent interlocutory relief.

A party claiming that such a dispute has arisen must give notice to the other party specifying the nature of the dispute.

On receipt of that notice by that other party, the parties must endeavour in good faith to resolve the dispute expeditiously using informal dispute resolution techniques such as mediation, expert evaluation or determination or similar techniques agreed by them.

If the parties do not agree within 7 days of receipt of the notice, or any further period agreed in writing by them, as to:

- the dispute resolution technique and procedures to be adopted;
- the timetable for all steps in those procedures;
- the selection and compensation of the independent person required for that technique, the parties; and
- Must mediate the dispute in accordance with the Mediation Rules of the Law Society of New South Wales and must request the President of the Law Society of New South Wales or the President's nominee to select the mediator and determine the mediator's remuneration.

ITEM 3 (continued)

ATTACHMENT 1

Executed as an Agreement

SIGNED for and on behalf
of City of Ryde Council by:

SIGNED for and on behalf of
The Riverside Business Chamber Inc by:

Name:

Name:

Signature:

Signature:

Date:

Date:

4 WEST DENISTONE PARK - Future of Playgrounds

Report prepared by: Open Space Program Coordinator
File No.: GRP/09/3/14 - BP18/2

REPORT SUMMARY

In 2013, Council adopted the Children's Play Implementation Plan (Plan), which established a vision, framework and priority for all playgrounds throughout the City. The Plan analysed the distribution of all playgrounds, identifies areas of the City with either an oversupply or deficiency in playgrounds and provides recommendations to Council on how to address these issues.

The efficient management of playground assets throughout the City is a primary influence on the economic sustainability of playgrounds. Where consolidation of assets is proposed, the Plan couples this with an upgrade of a nearby playground. The hierarchy of the new playground ensures that the design provides for a greater user capacity, thereby holistically increasing the efficiency of provision of play throughout the City.

In accordance with the Plan, the northern playground within West Denistone Park was identified for an upgrade as part of the 2017/2018 Operational Plan Playground and Construction Renewal Program. West Denistone Park contains two playgrounds approximately 300m apart. The Plan identifies that during the upgrade project, the two playgrounds are to be consolidated into a single playground requiring the removal of the southern playground. During community consultation in December 2017 to inform the design of the new playground, some members of the community voiced concerns regarding the decommissioning on the southern playground.

As members of the surrounding community requested Council deviate from the Plan, this report analyses the implication of the proposed deviation. Leading from this analysis, the report recommends that Council proceed with its previously adopted position, to upgrade the northern playground and close the southern playground.

The recommendations of this report are consistent with the actions identified in the Play Implementation Plan. Council does however have the option to resolve to upgrade the northern playground and leave the southern playground in operation until the end of its serviceable life. This option would be in line with the objectives of the play plan, however it does not immediately reduce Council's maintenance burden. Council's existing playground maintenance budget would not be materially impacted should the southern playground remain in operation.

ITEM 4 (continued)**RECOMMENDATION:**

- (a) That Council endorse Option A as outlined in this report.
- (b) That Council write to participants in the consultation thanking them for their submissions and notifying them of this resolution.

ATTACHMENTS

- 1 West Denistone Park Playground - Community Consultation Flyer
- 2 West Denistone Park Playground - Community Consultation Notification Area
- 3 West Denistone Park - Submissions - Redacted

Report Prepared By:

Michael Longworth
Open Space Program Coordinator

Report Approved By:

Simon James
Manager - Parks

Joe So
Acting Director - City Works and Infrastructure

ITEM 4 (continued)

Background

In 2013, Council adopted the Children's Play Implementation Plan to guide Council on the embellishment, upgrades and distribution of playgrounds throughout the City. The Plan involved strategic analysis of;

- Population profile and their distribution
- A range of play theory and the development of a Design Framework,
- Four community consultation sessions with children and adults,
- Public exhibition of the draft Plan for eight weeks,
- Audit of all existing play facilities within the City, and
- A review of the City's annual playground capital and maintenance budgets.

The Plan's recommendations address both the distribution and design of playgrounds, providing holistic approach to play provision within the City. The priorities for the playground recommendations, has been influenced by the consideration of;

- **Safety**
 - o Condition of playground and equipment.
- **Distribution**
 - o 400m walkability catchment,
 - o Ability to best meet the needs of the growing population, and
 - o Equitable distribution across Council wards and suburbs were possible.
- **Site suitability**
 - o Site opportunities and constraints such as slope, location, drainage, access and passive surveillance.
- **Cost efficiencies**
 - o The reuse of as many playground sites as possible,
 - o Rationalising playground in areas of oversupply to efficiently manage maintenance expenditure, and
 - o Ensuring that new and upgraded playgrounds are located and designed so that maintenance is cost effective.

In the 2017/18 Operational Plan, the northern playground in West Denistone Park was identified for major embellishment coupled with the decommissioning of the southern playground in the park.

ITEM 4 (continued)

West Denistone Park

West Denistone Park is a linear landscape approximately 430m in length, with two playgrounds that are approximately 300m apart. The northern area of the park slopes away from the road transitioning to a flatter area in the south of the park. The park follows a historic creek line.



The Plan recommends that Council “*Consolidate two playgrounds within the park. Select new site for playground based on detailed site assessment. Redevelop playground within park, integrating playground into the landscape for better play experience. Include nature and landscape play*”.

ITEM 4 (continued)

A detailed site assessment was carried out and the northern area of the park was identified as the preferred location for the upgraded playground for the following reasons;

- Better passive surveillance than the southern area.

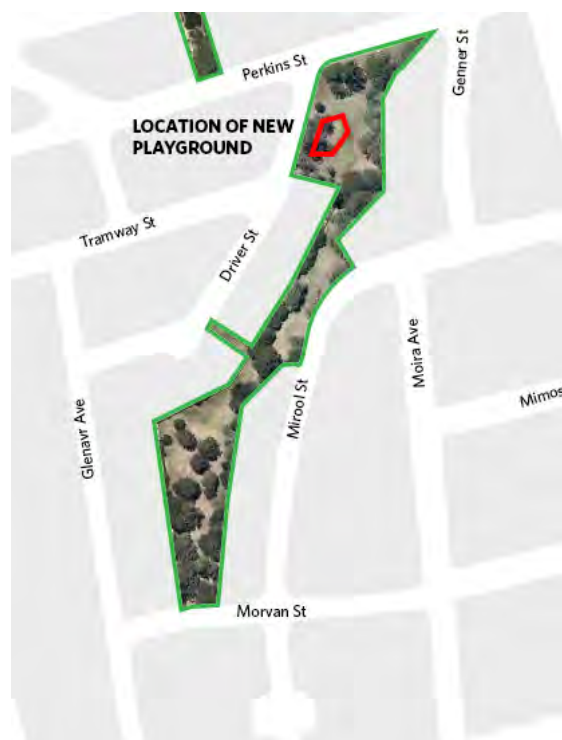
The northern area has a frontage on two streets, totalling over 150Lm. The southern playground, even after clearing established vegetation only has a 25Lm frontage.

- Larger area than the southern area.

The northern area of the park is a larger area, allowing for incidental and non programmed play. It is acknowledge that the northern area of the park is not as flat as the southern area.

- Northern area of the park services an area identified as being undersupplied.

The Plan identifies that the area to the north of West Denistone Park suffers from an undersupply of playgrounds. By locating the playground in the north of the park, more residents will be located within 400m of a playground, a key aim of the Plan. The area to the south of the park will be serviced by the new northern playground and is currently serviced by the recently completed upgrade to Lions Park (2015).



ITEM 4 (continued)

Community Consultation

Council officers commenced community consultation on the implementation of the project with the local community on Tuesday 14 November 2017 via a flyer (**ATTACHMENT 1**) to the distribution area in **ATTACHMENT 2**. The flyer identified that Council was implementing the objectives of the Plan by consolidating the two playgrounds into one, in the northern area of the park.

An onsite consultation meeting was held on Thursday 23 November at 4pm. This meeting was attended by 22 residents and children. During the consultation, officers provided an overview of the objectives of the Plan, with specific discussions regarding West Denistone Park playgrounds and the Plans recommendation to consolidate the two playgrounds into one. To inform the discussions, residents were presented with a conceptual design for the new northern playground and asked to provide feedback on the design.

During the discussion, some residents objected to the Plan's proposed consolidation of the two playgrounds. A range of views was discussed and various members of the community proposed the following;

- The southern playground should be upgraded instead of the northern,
- That both playgrounds should be upgraded,
- That the southern playground should remain if the northern playground is to be upgraded.

Following the meeting, Council received 15 submissions on the project – **ATTACHMENT 3**. The table below is a summary of the submissions received.

	Submissions Received
Upgrade Northern playground and/or comments on concept design	10
Upgrade Southern playground	5

All submissions that suggested various design changes or play experiences have been used to inform the design for the new northern playground. The design has evolved to include 3x custom springers, climbing net structure, swings, slide, scooter path and an area for the community to gather as a group. The design integrates with the natural slope of the land, providing a series of play spaces. Existing and new trees will provide amenity and shade.

ITEM 4 (continued)**Options**

In response to the submissions and feedback during the consultation meeting, the following options have been prepared for Council's consideration.

OPTION A – Upgrade northern playground and decommission southern playground.

This option aligns with Council's adopted position in the Plan, does not require additional budget allocation and improves the sustainability of Council's maintenance burden. No additional budget is required.

This is the recommended option.

OPTION B - Upgrade the northern playground and leave the southern playground until the end of its serviceable life.

This option would achieve the objectives of the Plan, however it does not immediately reduce Council's maintenance burden. The southern playground would remain open and Council would continue to maintain the playground and equipment until the equipment does not comply with Australian Standards. Should Council resolve this Option, all future playground projects that are coupled with playground closures, the playground to be closed will remain open and Council would continue to maintain the playground and equipment until a 5 year review of the Plan is completed.

This option is NOT recommended.

Financial Implications

The recommended option will have no unplanned financial implications. The current funding for this project has been made available in Council's 2017/18 Operational Plan, Playground Construction and Renewal Program. The operating budget implications for the chosen option will be managed within the existing maintenance budget.

ITEM 4 (continued)

ATTACHMENT 1



West Denistone Park Playground Upgrade

The City of Ryde's vision for play is to support and nurture children and family friendly communities through play. Council's **Children's Play Implementation Plan** responds to this vision by ensuring that all families within the City of Ryde have access to safe, accessible and high quality playgrounds.

As part of this Plan, in 2017/2018 we will be upgrading the playground at West Denistone Park (similar to the scale of the Melrose Park playground upgrade in Melrose Park) and we would like to hear your thoughts for the new playground. The new playground will replace the two existing playgrounds in the park.

We would like to hear from you

Have
YOUR SAY

You are invited to meet with the Council's Project Team to discuss the planned upgrade of the West Denistone Park Playground, where you can view our draft ideas, ask questions, and together we can plan a better playground for local children and families.

Date: Thursday 23 November 2017

Time: 4:00pm

Where: West Denistone Park, at the corner of Perkins and Driver St

If you are unable to attend this meeting, you can send your comments and suggestions to Michael Longworth, Parks Program Coordinator (by 26 November 2017) via email to cityofryde@ryde.nsw.gov.au or call Customer Service on 9952 8222 during business hours.



ITEM 4 (continued)

ATTACHMENT 2



ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Friday, 24 November 2017 6:49 PM
To: City of Ryde
Subject: Denistone West Park Upgrade to whom my concern

Hello

I happen to be living in [REDACTED] next door to the park, I looked at your plan and it looks like that new plan is too close to our home, me and family need more privacy and I spoke to my neighbours, opposite to my street.

Since they agree they also feel that it's too close to the street as well and I think that I insist that the old playground should stay like it is and can add more equipment, the playground is not good to be close to the street.

Regards

[REDACTED]

Sent from [Mail](#) for Windows 10

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Monday, 20 November 2017 8:51 AM
To: City of Ryde
Subject: West Denistone Park UPgrade

Dear Michael Longworth

I would like to submit some comments and recommendation for the upgrade of West Denistone park.

Can we please have a scooter or bike track? All the kids in this neighbourhood ride their scooters on the road to park and it would be advantageous and safer to have the ability to ride their scooters in the park. Like Lyons Park this track could be a great asset to the park.

Ideally there should be 2 + swings and 2 + slides. This would make it fun for several kids to play at once.

I would love to see some exercise equipment for adults too. Rather than sitting there and watching, I would love to get a workout at the same time. I think several parents will agree with this.

I think water play and sand play would be a great addition, similar to Melrose Park.

A BBQ area and Pavillion would be the icing on the cake. There are 4 families on Tramway st that get together every Sunday. We rotate houses. It would be amazing if we could take the kids (12 in total) to the park and be able to have a bbq and seated area for us to entertain as well.

Is there an option to have one of those swings where 2-3 kids are on at once?

Some kind of net climbing feature.

I think there are several teens in the vicinity too. Is there an ability to have something suitable for them? Like a basketball or soccer half court for them? Often a group of teens bring their soccer nets down to play

My sons love a theme in the park - like a pirate ship or car. So they can steer the ship and talk to each other through the pipes? This would be so much fun for them

I am so pleased the council have decided to do this. The parents in this neighbourhood are very tight nit and we socialise often. WE have approx 30 kids under 10 within a 2 block radius and constantly see each other walking or at the park weekly. An upgrade to the park will be a great addition to this already wonderful neighbourhood.

Thanks and we look forward to the development

[REDACTED]

Thanks
[REDACTED]

Sent from my iPad

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Monday, 27 November 2017 12:22 PM
To: City of Ryde
Subject: West Denistone Park Playground Upgrade

Thank you for your time spent with residents discussing the new playground proposed at West Denistone and removal of the playground at the southern end.

Two comments:

- the need for extra shade, perhaps with tree planting to add to the one large tree which stands near where the meeting took place and which protects only from the western sun, i.e. shade would definitely be required from midday sun on to the proposed new playground area
- concerns that if the new area is too welcoming to people outside the area (e.g. with large new equipment), that parking will be a problem in Tramway Street which is a main thoroughfare.

Sincerely

[REDACTED]
-

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Thursday, 16 November 2017 8:48 AM
To: City of Ryde
Subject: Att: Michael Longworth - West Denistone Park Playground Upgrade

Dear Michael,

I've read the Pamphlet concerning the upgrade proposal of West Denistone Park Playground, and the suggestion that the two playgrounds will be combined into one.
As a consequence I would seriously suggest that if only one playground is to be kept, the new playground should be on the site of the old playground on the Mirool St end of the park.
My family lives near the Perkins St end, and we are very frequent users of the park, but we constantly walk past the closest (Perkins St end) playground and play at the other as the playground is just too hot and has no shade until at least 4pm during the long hot Spring, Summer and even Autumn months. The Mirool St site can be enjoyed by families all day throughout the year, without the stress of the heat and the constant concern of our children getting burnt.
With climate change and our seasons getting hotter and longer, I believe this problem will only become more extreme.

Thank you for the opportunity for some local input.

Kind Regards
[REDACTED]

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Wednesday, 22 November 2017 11:40 AM
To: City of Ryde
Subject: Attn: Michael Longworth, West Denistone Park Playground Upgrade

Hi

I understand you are seeking comments on the proposed West Denistone Park Playground Upgrade.

We are locals (resident on Tramway Street) and are very excited to see our local park upgraded, well done Council!

We would love to see a water play area and pathway for scooters/bikes in the new playground.

Thanks for the opportunity to provide feedback.

[REDACTED]

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Sunday, 26 November 2017 7:48 PM
To: City of Ryde
Subject: West Denistone Park - replacement of 2 playgrounds with one

Hello

In relation to Council proposal we have the following comments/questions to make:

1. What will replace the Morgan Street Playground - we would prefer an open grassed area so children can play not a garden bed.
2. Re possible reductions in matenance costs, we don't believe that this will be achieved as only one maintenance item has been undertaken on the Morvan St Playground over the last 11 years other than mowing. Mowing will continue.
3. We would prefer that the proposed "combined playground" be of an equivalent size to the combined playgrounds, otherwise it will be too busy.
4. We would prefer the both younger and older children are catered for and even adults. Give that the circuit around the park is used by many for exercise/walking, the addition of exercise stations like those that exist in Dundas would greatly benefit the community. The addition of seating and BBQ facilities for the community would also be beneficial.
5. From what we have seen of the Melrose Park playground it appears to lack colour and therefore may not be as stimulating as other parks.
6. The playground closer to Morvan St is better for smaller children as there is a fence between the playground and the road, no such safety barrier exists at the northern most playground.

Kind regards

[REDACTED]

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Sunday, 26 November 2017 3:22 PM
To: City of Ryde
Subject: West Denistone Park

Attn Michael Longworth

Hi Michael

I came to the meeting at the park but just wanted to follow up. We have three young boys - 4,3 and 1 and use both the parks regularly.

I understand the need to consolidate the parks. I think the plan for equipment looks good- a variety of play areas and covering a range of ages and making use of the topography of the site is a good idea.

Some requests here would be covered seating with BBQ, see saw, low climbing frames, soft fall- not bark, scooter/bike path, flying fox.

Thanks and regards,



ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Sunday, 26 November 2017 9:47 PM
To: City of Ryde
Subject: West Denistone Park

Thank you Michael for your informative talk on Thursday.

My family live at [REDACTED] and our property backs onto West Denistone Park. We would love to see a bubbler installed in the newly renovated park as well as some climbing equipment to suit older children aged 10-15+. In the pictures from your proposal the equipment looked like it would only suit under 5 yr olds. The slide in your proposal didn't look very good as my children have found that it doesn't work very well. A longer steeper slide would be good as well as one of those swinging tyre type things like at Eastwood Park. Also a large climbing rope tower would be great as these are loved by children of all ages.

In regards to the lower part of the park that you intend to clear of play equipment. I wondered if you could remove the low shrubbery as well as it prevents the children from playing ball games which they love to do & if you could install a bubbler in that section as well.

Regards,
[REDACTED]

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Monday, 27 November 2017 4:12 PM
To: City of Ryde
Subject: Att: Michael Longworth - West Denistone Park Playground Upgrade

Dear Michael,

Thank you for the consultation meeting in the park and hearing the proposals for the changing of the playgrounds in West Denistone Park.

After attending the meeting in the park it only reinforced my view that if the two playgrounds are to become one, it should be built on the site of the playground on the Mirool street end of the park.

This site is flat and cool all day, the idea of positioning the playground on the second rate site at the other end of the park just because it is two hundred meters further away from the Lyons Park seems ridiculous.

The Mirool street end playground is the best playground for children that I know of in Ryde, with its natural shading from the trees all year around, and its flat surface within and surrounding the playground.

Children do not confine themselves to the actual playground area, they run in and out of the area so the Perkins street end site would see them subjected to the heat and sun of our climate for most of the day, as well as the terrible uneven terrain. The idea that you can place the site under one tree for protection is not realistic.

Consequently, if the site is not going to be at the Mirool St end of the park, I join the other members at the meeting who do not want any change to the current situation.

Regards
[REDACTED]

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Monday, 20 November 2017 11:19 AM
To: City of Ryde
Subject: West denistone park playground update

Hi Mr Michael Longworth,

Recently we have got notice that the playground is going to be upgraded. We are live nearby the park and also have kid always go to that park play, thus I think there is advice hope can help you.

There are two playgrounds in that park and we always go to the one near Morvan st end. The size and equipment is enough for our kid as she is just about three. We seldom go to the other one as it's a little bit far away from us. Actually a lot of kids likes to play in the one near morvan st end.

For the new upgrades, I have few concerns:

We have been to the melrose park playgrounds before, it's looks beautiful, but it's hard for little kids to play. They don't have swing horse and seesaw which currently have in west denistone park. I wonder if you want to upgrade as same as melrose park one, is it possible also think about little kids who likes seesaw , swing horses and sands.

Secondly the location of the new playgrounds, if it's in the middle of the park, would be better. As it's too far for both sides residents to go each end.

We have been to monash park in gladesville, kids really likes the jumping net hole there, is there any possibility have a similar jumping net holds in the new playgrounds?

Thanks,

[REDACTED]

获取 [Outlook for iOS](#)

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Thursday, 16 November 2017 12:02 PM
To: City of Ryde
Subject: West Denistone Park Upgrade

Dear Michael Longworth,

Thank you for your interest in upgrading West Denistone Park. As a resident since 1988, I have fond memories of my children playing in this park. Now I have two grandchildren and would love to see this park upgraded!

In consultation with my grandson (3 years old), he has a few suggestions to what he would like!

- soft rubber floor
- stepping stones
- slides that he can access and a smaller one for his little baby sister
- bridges
- swings
- bike path so he can use his bike or scooter

Straight from the babes mouth!

[REDACTED]

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Friday, 24 November 2017 12:47 PM
To: City of Ryde
Subject: West Denistone Park

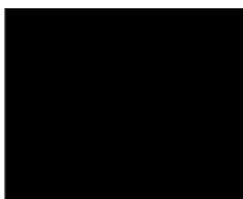
Attention: Michael Longworth

Parks Program Coordinator

WEST DENISTONE PARK PLAYGROUND

I attended a meeting in West Denistone Park on Nov 23 at which Ryde Council representatives advised local residents of proposed changes to the park's playground facilities and invited feedback. I wish to make the following comments.

1. We have been given three days following the meeting to comment on the proposals. This is ridiculously short.
2. We were told the Council intends to reduce the number of playgrounds in its area from 110 to 87, a cut of 21%. One in five is to go because someone on the Council has decided after all these years we don't need so many playgrounds. The playground at the southern end of the park is to be removed on the ground that people in the area would still have access to a playground within 400 metres. This would also remove the minimal cost of maintenance for the southern playground. The reality is that at a time when thousands more residents are coming to live in our city area, courtesy of the apartment building frenzy, the Council is cutting back on playground facilities. The Council spokesman said there is a shortage of playground facilities in Eastwood, but there is no suggestion of replacing the southern West Denistone Park playground with a new playground in Eastwood, or anywhere else. This is obviously just a move by the Council to cut costs by removing an existing facility which has been there since before I came to the area 44 years ago. I object strongly to this.
3. Leave the southern playground as it is. Maintenance costs are minimal, and it would probably cost more to remove the existing facilities and return the area.
4. The southern playground is on flat ground where kids can run around and kick a ball. They can't do this on the sharply sloping northern playground.
5. In deciding to reduce the number of playgrounds in the 400m-long park from two to one, no attempt was made to find out which of the two is more used.
6. We are reminded constantly by health authorities, government spokesmen and others that there is a childhood obesity problem and our children are not getting enough exercise. We need more parks for them to exercise in, not fewer.
7. I have no problem with improving the northern playground, but why not do so at less cost on the existing site. We were told that the new site is more shaded, but a local resident pointed out that for most of the day it is in direct sunlight. Only late in the afternoon when the sun moves to the west is it shaded. The southern playground, incidentally, is heavily shaded throughout the day.
8. We were told that once public comments on the proposed changes are assessed, a decision will be made on the changes to the playgrounds and construction will go ahead without any further contact with the community. This is hardly reassuring that any notice will be taken of what members of the community have to say.



ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Monday, 27 November 2017 8:55 PM
To: City of Ryde
Subject: Attention - Michael Longworth - West Denistone Park Playground Upgrade

Hi Michael,

Thank you for the meeting in the park and outlining the proposed changes for the playgrounds in West Denistone Park.

I would like to agree with most of the other residents and say the Melrose Park Playground would be an absolute eyesore for the park and totally out of place for the understated nature of the park.

Putting aside any development should be placed at the flat and shaded area at the Mirool street end of the park, this monstrosity would be totally out of character for the lush green area. Many people with kids and without kids come to the park for meditative purposes, and the Melrose Park Playground setup would be totally out of character and unsuited. Just a terrible example of a one size fits all approach.

To have all this beautiful nature and be staring at such a concrete and pine post obstacle would be an aesthetic nightmare. This park is entirely different to the Melrose Park setup.

Consequently, if this is the one size fits all approach for our lovely park, I join the other members at the meeting who do not want any change to the current situation.

Regards
[REDACTED]

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Monday, 27 November 2017 9:43 AM
To: City of Ryde
Subject: West Denistone Park

Attention Michael Longworth

Dear Michael,

I live near the Morvan Street end of the park. I grew up there from 1957 to 1987 and returned to my parents house in 2008.

I am happy for the new playground to be at the Driver Avenue end of the park. There should be a mixture of activities for young and older children.

It would be good to have a concrete pathway as the grass is quite steep to the play area.

I would be disappointed to lose the play equipment at the Morvan Street end. There has been playground equipment there since at least 1962 when I was a young child. The maintenance to retain the existing equipment would be absolutely minimal. All the items are in good order and there would be very little expense to maintain it. It would be costly to remove it.

I would like to see some bench seating at both end of the park and perhaps a couple of picnic tables as well.

I don't see the need for any toilet facilities in the park as nearly all the users would live close by (200 to 400 metres away).

It would be good to retain some play equipment at both ends of the park. It has been used well there for over 50 years and it would attract people to use the Morvan Street end.

We have a bubbler at the Morvan Street end but it would be good to install one at the Driver Street end as well.

Regards

[REDACTED]
Sent from my SAMSUNG Galaxy S6 on the Telstra Mobile Network

ITEM 4 (continued)

ATTACHMENT 3

Michael Longworth

From: [REDACTED]
Sent: Wednesday, 22 November 2017 8:52 PM
To: City of Ryde
Subject: Michael Longworth

RE: West Denistone Park (corner Perkins & Driver Street)

Hi Michael

Thanks for the opportunity to correspond via email.

I am a long term resident of Denistone West (20 years now) and would be most grateful to see exercise apparatuses set up at West Denistone Park.

Recently Meadow Bank Park along the river had exercise equipment set up which included chin bars, sit up benches and some you beaut outdoor gym type units which relied on ones own body weight for load bearing.

Hope we can get the same deal here.

Kind Regards

[REDACTED]

5 OUTCOMES OF FOOD TRUCK TRIAL

Report prepared by: Neighbourhood Activation Officer
File No.: GRP/09/3/15 - BP18/13

REPORT SUMMARY

A Food Truck Trial was conducted between 1 January 2017 and 31 December 2017 in response to a Council resolution of 22 November 2016:

- (a) *That a Food Truck trial is conducted within the City of Ryde, commencing 1 January 2017 with an exclusion radius of 100 metres of an existing food business.*
- (b) *That there is no approval fee applied to operate food trucks for the period of the trial. Noting that fees will apply for inspection services as per the City of Ryde – Fees and Charges 2016/17 and 2017/18.*
- (c) *That the City of Ryde will recognise inspection reports issued by other Councils within the past three months.*
- (d) *That the outcomes of the trial be reported back to Council in February 2018.*

The Trial allowed approved food trucks to trade in the public domain at pre-approved locations to ensure public safety and to minimise adverse impact on existing local business operators. The pre-approved locations for the trial included:

- Blenheim Park, North Ryde
- Kissing Point Park, Putney
- Putney Park, Putney
- Fontenoy Park, Macquarie Park
- Cottonwood Cres, Macquarie Park
- Memorial Park, Meadowbank
- Anzac Park, West Ryde

Yamble Reserve was included as an additional approved location during the Trial upon request from a food truck operator and assessment as a suitable site.

During the trial period, 16 approvals were issued, with four of these food trucks being active. Council was notified of 17 occurrences of trading; however, it is understood that there were additional occurrences of trading where Council wasn't notified.

Throughout the Trial, the community was invited to provide feedback via a *Have Your Say* webpage. All submissions received from the community supported food trucks operating in the City of Ryde.

ITEM 5 (continued)

Although the uptake for food truck trading in the public domain was not high; it was consistent with outcomes experienced by other Councils.

Feedback from the food truck operators indicated that there may not currently be any locations in Ryde that offer a level of foot traffic to sustain their business model.

Food truck operators also suggested that their preferred mode of operation is to operate as part of an event where there is a captive customer base. These results align with outcomes from food truck trials conducted by other Sydney Metropolitan Councils.

The results of the trial indicate that there is not a high demand by food truck operators to operate in public domain locations. There is however, demand by food trucks to operate at Council events.

It is recognised that, although there may not currently be a high demand, it is worthwhile for Council to continue to allow food trucks to operate in the public domain and to utilise the same approval model being used when considering mobile food vending vehicles for operation.

There is an opportunity to consolidate food truck related information in one location on Council's website and develop a Food Truck Information Pack for vendors including to update the Food Truck Trial Guidelines used during the Trial. This opportunity is recommended and will assist vendors in navigating the approval process relevant to their preferred mode of operation (trading at an event, on private land, or in the public domain).

RECOMMENDATION:

- (a) That Council endorse the continued operation of Food Trucks within the City of Ryde.
- (b) That Council finalise the Food Truck Guidelines used for the Trial and incorporate these into the existing *Mobile Food Vending Approval* process administered by the Environmental Health Team.
- (c) That Council develop a web page and information pack to promote the Food Truck Guidelines, and the requirements for all modes of food truck operation;
 - a. Operating in the public domain
 - b. Operating on private commercial land
 - c. Operating as part of an event

ITEM 5 (continued)

ATTACHMENTS

1 Guidelines for Food Truck Trial FINAL

Report Prepared By:

Hannah Goodchild
Neighbourhood Activation Officer

Report Approved By:

John Brown
Senior Coordinator - City Activation

Dyalan Govender
Manager - City Planning

Sam Cappelli
Acting Director - City Planning and Development

ITEM 5 (continued)

Background

At its meeting of 22 November 2016, Council resolved:

- (a) *That a Food Truck trial is conducted within the City of Ryde, commencing 1 January 2017 with an exclusion radius of 100 metres of an existing food business.*
- (b) *That there is no approval fee applied to operate food trucks for the period of the trial. Noting that fees will apply for inspection services as per the City of Ryde – Fees and Charges 2016/17 and 2017/18.*
- (c) *That the City of Ryde will recognise inspection reports issued by other Councils within the past three months.*
- (d) *That the outcomes of the trial be reported back to Council in February 2018.*

Definitions

A mobile food vending vehicle is any registered vehicle used on land that is either self-driven or that can be towed on the road and that is used in connection with the sale of food. This definition includes *food vans* and *food trucks*.

A **food van** is a mobile food vending vehicle that serves food which is not potentially hazardous, or that involves low risk practices. An example of a food van could include a Home Ice-Cream, Mr. Whippy or a coffee cart.

A **food truck** is a mobile food vending vehicle that does not have a restricted menu. Food trucks typically have kitchen facilities and sell ready to eat take-away foods such as pasta, tacos, flame-grilled meats or similar street foods.

Council's Environmental Health Team currently administer the *Mobile Food Vending Application process* which applies to food vans which may make brief intermittent (up to 15 minutes) on-street stops to trade. It is noted that this application process does not currently address the operation of food trucks.

Food truck activity currently fits within four main modes of operation:

1. Trading in the public domain

A food truck can operate in the public domain (with approval); that is not part of an organised event. The recent Food Truck Trial responded to this mode of operation.

ITEM 5 (continued)**2. Trading on commercial private land**

One food truck can operate on commercial private land in alignment with relevant state and local planning controls. These controls include:

- A maximum of one truck
- A maximum of 250 patrons
- The activity must not last more than one day
- The activity may only occur twice per year.

Under these circumstances, development consent is not required. For example; a food truck operating regularly on a commercial premise, such as a food truck providing regular lunch or morning/afternoon tea services. Where the land zoning allows, this mode of food truck operation is already permissible and occurs throughout the City of Ryde.

3. Trading as part of an event in the public domain or on private land

One or more food trucks can be invited to participate in an event by an event organiser. This mode of food truck operation currently takes place throughout the City of Ryde. For example, at Council events such as the *Granny Smith Festival* as well as private events such as *Carols on the Common*.

These events are subject to separate processes and not impacted by the Trial or proposed guidelines.

4. Trading with development consent in the public domain or on private land

A food truck may operate outside of these three modes with appropriate development consent (DA). For example, a regular event with more than one food truck, or an event that is not 'exempt development'.

Details of the Food Truck Trial

The Food Truck Trial was conducted between 1 January 2017 and 31 December 2017. The trial was promoted on Council's website, through local Chambers of Commerce, Council's Mayoral column and rates notices, as well as through Council's social media platforms.

The aim of the trial was to provide a practical, streamlined process for food truck operators seeking to trade in the public domain, and to assist in activating appropriate public spaces.

ITEM 5 (continued)

The Trial allowed approved food trucks to trade in the public domain at pre-approved locations. The approved trading locations were identified based on the following selection criteria:

- Located on land that is under the control and management of Council;
- Assessed as safe for trading to occur;
- More than 100 metres away from existing food businesses;
- Offered potential opportunities for activation;
- Offered potential opportunities for a sustainable level of trade;
- Offered a variety of opportunities (e.g. lunch time, dinner trade, week day and weekend trade).

Site specific operating conditions were developed for each location to minimise safety risks and ensure compliance with site specific factors such as existing uses and *Plans of Management*.

The pre-approved locations chosen for the Trial included:

- Blenheim Park, North Ryde
- Kissing Point Park, Putney
- Putney Park, Putney
- Fontenoy Park, Macquarie Park
- Cottonwood Cres, Macquarie Park
- Memorial Park, Meadowbank
- Anzac Park, West Ryde

These sites were selected as they offered high pedestrian traffic, provision for safe operation, and minimal risk of adverse impact on existing local businesses.

ITEM 5 (continued)

During the Trial, food truck operators were invited to nominate additional sites that they thought might be suitable. While there were several requests to trade on public roads within Macquarie Park, these locations were not deemed to be suitable due to land ownership, parking restrictions, safety factors and proximity to existing food businesses. Food truck Operator *AA Coffee* nominated Yamble Reserve for consideration, and upon assessment, this location was deemed to be suitable and added to the list of approved locations.

Where requests were made for operation on private land, the appropriate assistance was given for trading on private land.

To comply with legislative requirements, the process to issue an approval was comprehensive. However, the application process was comparable to processes implemented by other Councils with respect to issuing approvals. Furthermore, Council accepted inspection reports issued by other Councils where compliance was demonstrated. This is discussed in further detail later in this report.

To ensure compliance with the *Guidelines for Food Truck Trial (Attached)*, the approval process required applicants to provide the following:

- Applicant and business details;
- Vehicle and registration details;
- Food preparation and storage details;
- Vehicle and food premises inspection requirements;
- Insurance requirements; and
- Details of operation and requested trading locations.

During the trial period, 29 applications were received; with 16 approvals issued. The 13 applications that did not progress into approvals were either - unable to provide the required documentation, or, failed to undertake the required vehicle inspection.

In order for Council to monitor food truck activity and assist in their promotion, operators were asked to notify Council of their intent to trade at least seven days prior to trading. Council promoted the Food Truck Trial through social media when notification was provided. During the Trial, Council was notified of 17 occurrences of trading; however, it is understood that there were additional occurrences of trading where Council wasn't notified.

ITEM 5 (continued)

Based on the information provided to Council, the following food trucks operated during the trial:

- Roast By Robyn
- Big Papa's
- Vege For Love
- Brades Burgers

These food trucks operated at the following approved locations:

- Cottonwood Crescent, Macquarie Park
- Kissing Point Park, Putney;
- Blenheim Park, North Ryde;
- Anzac Park, West Ryde; and
- Fontenoy Park, North Ryde.

While the Trial focussed on operating in the public domain, a significant number of vendors did seek information on operating at events or on private land. In these circumstances, Council staff provided the relevant information and directing vendors to the appropriate information.

Vehicle inspections were undertaken by Council's Environmental Health Team with inspection times arranged to suit vendors' availabilities. During peak work times, when the demand for health inspections was high, some operators did experience delays in having their vehicles inspected. However, this did not appear to inhibit operations significantly.

Where applicants provided all the required documentation, an approval could be issued quickly (within seven days). Where applicants could not provide all the necessary documentation, approvals took longer due to the time taken to receive and process information and/or conduct inspections.

It was noted that clarification regarding the different modes of food truck operations was regularly requested throughout the Trial. This suggests that Council may need to communicate this information more clearly.

ITEM 5 (continued)

During the Trial, the community was invited to provide feedback via a *Have Your Say* webpage. All submissions received, supported food trucks operating in the City of Ryde.

Feedback from the food truck operators suggested, that currently, there may not be locations in Ryde that offer a level of foot traffic to generate sales to sustain their businesses. There were multiple requests to operate within Macquarie Park, however the sites identified were either state roads, private land or had parking restrictions. This type of food truck activity occurs outside the scope of the Food Truck Trial and is subject to state and local planning controls.

Feedback also indicated a strong desire for food trucks to be invited to Council events. Council already provides opportunity for food trucks to participate in events (for example the opening of Elouera Reserve on 6 February 2018) and this will continue.

Benchmarking against other areas

To better understand how the City of Ryde's application process compared with other Councils, a benchmarking process was undertaken.

The City of Canada Bay conducted a Food Truck Trial throughout 2015/16 and its application process was comparable with the process applied in the City of Ryde Food Truck Trial. Canada Bay attracted a reasonable take up from food truck operators, however the food trucks did not show continued interest. City of Canada Bay is currently considering opportunities for food truck operations through community events or activations.

In September 2016, the City of Sydney conducted a Food Truck Study which evaluated the Sydney Food Truck Program based on feedback from participating food trucks. The study indicated that most of the food truck operators preferred to trade at events and festivals. The operators tended not to see value in permits for off street locations because the locations were too costly, too restrictive or not suitable to generate satisfactory sales.

The table below provides a comparison regarding food truck approval in City of Ryde and other comparable Councils:

	City of Sydney	Parramatta	Canada Bay	City of Ryde
Approval Fee	\$4000+ per annum	\$1320 per 3 months	\$0	\$0
Permit duration	Annual	Permits issued in response to one off requests	Trial 1 Sept 2015 – 29 Feb 2016	Trial 1 Jan 2017 – 31 Dec 2017

ITEM 5 (continued)

	City of Sydney	Parramatta	Canada Bay	City of Ryde
Exclusion zone (distance from existing businesses)	50m Street vending permit - trading permitted within inclusion zones Off-street vending Permit - Trading permitted in predetermined locations	Distance not specified Locations are assessed on a case-by-case basis	>50m Trading permitted in predetermined on-street and off-street locations	100m Trading permitted in predetermined on-street and off-street locations
Approved sites	Exclusion zones apply based on local activity	No standard approved locations Locations are assessed on a case-by-case basis	Up to 4 sites throughout the trial	8 sites throughout the trial New sites were considered throughout trial
Significant restrictions	Trading permitted in predetermined locations and restricted on-street locations. Cannot trade directly in front of any residential building or buildings that contain residential premises. Cannot trade in nominated restricted areas and exclusion zones (Kings Cross, Property NSW controlled land, Barangaroo, Royal Botanical Gardens, and restricted streets)	Trading locations considered upon request.	Trading permitted in pre-approved locations.	Trading permitted in pre-approved locations. Additional locations considered upon request.
Operation times	City Centre 8am – 3am Other areas 9am – 12am	Determined by approval conditions	Determined by approval conditions	Determined by approval conditions

ITEM 5 (continued)

	City of Sydney	Parramatta	Canada Bay	City of Ryde
Application process	1. Application Form 2. Vehicle Inspection 3. Premises inspection 4. Fee paid 5. Approval with conditions	1. Application Form 2. Vehicle Inspection 3. Premises inspection 4. Fee paid 5. Approval with conditions	Must hold a City of Sydney approval.	1. Application Form 2. Vehicle Inspection* 3. Premises inspection* 4. Approval with conditions *Vehicle and premise inspections from other Councils were accepted.
Current active annual permits / approvals	31 permits issued *approx... 15 permits active (TBC)	16 permits issued 8 approvals active	0 permits issued 0 permits active As a result of its Food Truck Trial, Canada Bay has not pursued formalising food truck approvals. Food trucks however are issued temporary approvals to participate in organised events.	16 permits issued 4 approvals active

In summary, the application process to participate in the City of Ryde Food Truck Trial was similar; if not more accommodating than other Councils.

Although the uptake for food truck trading in the public domain was not high in the City of Ryde, the results were consistent with outcomes experienced by other Councils. The outcomes suggest that this mode of operation does not provide sufficient opportunity for the food truck businesses to generate a satisfactory level of sales. The feedback provided by food truck operators suggested that their preferred mode of operation is as part of an event where there is a captive customer base. These results align with outcomes from food truck trials conducted by other Sydney Metropolitan Councils.

Next Steps

Although the trial indicated that demand to trade is not high, this may change over time; having an established process in place will be beneficial. It is recommended that Council incorporates food truck trading in the public domain into the existing Mobile Food Vending Vehicle process administered by the Environmental Health Team. The proposed fee for an approval for this type of activity would be \$350 per annum (which includes \$80 for the vehicle inspection). The locations that would be used would be the locations specified in the Food Truck Trial.

ITEM 5 (continued)

There is an opportunity to consolidate food truck related information in one location on Council's website and develop a Food Truck Information Pack for vendors. This would assist vendors in navigating the approval process relevant to their preferred mode of operation (trading at an event, on private land, or in the public domain). It is recommended that Council develop a web page and information pack to promote the Food Truck Guidelines and the requirements for all modes of food truck operation.

In order to support all modes of food truck operations, it is also suggested that Council continues to support mobile food vending at Council events and approved external events.

Options

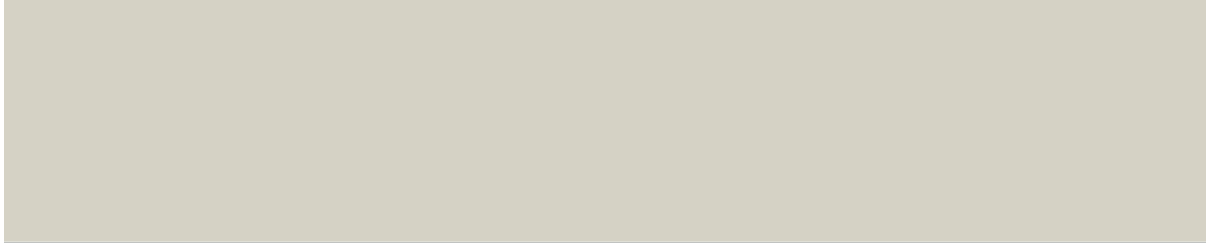
- a) That Council does not proceed with implementing a process that permits food truck trading in the public domain outside of approved events. This is not recommended as there may be occasions where food trucks wish to operate in the public domain, outside approved events.
- b) That Council endorse the continued operation of the Food Trucks within the City of Ryde. This is the preferred option.
- c) That Council review the locations with a view to expanding opportunities in the City of Ryde.

Financial Implications

Adoption of the recommendation will have no financial impact.
The proposed annual fee for a food truck approval has been included in the draft Fees and Charges for the 2018/19 financial year.

ITEM 5 (continued)

ATTACHMENT 1



 City of Ryde

Lifestyle and opportunity @ your doorstep



Guidelines for Food Truck Trial

1 January 2017 – 31 December 2017

ITEM 5 (continued)

ATTACHMENT 1

Contents

Background	3
Purpose	3
Definitions	3
Mobile food vending vehicles	3
Food van	3
Food truck	3
Food Business	3
Event	4
On-street Trading	4
Off-street Trading	4
Scope	4
Framework for Operation	4
Approvals	4
Approval Category 1	4
Approval Category 2	5
Locations	5
Pre Application	6
Inspections	6
Application Process	6
Fees	6
Issuing of Approval	7
Notification of Trading	7
Responsibilities	7
Penalties	7

ITEM 5 (continued)

ATTACHMENT 1

Background

Globally, there is a trend to encourage mobile food vending vehicles, particularly food trucks, to vend in public places independently of organised events. Food Trucks activate spaces, bring people together and provide an exciting range of choices in areas with limited options.

The City of Ryde supports the operation of mobile food vending vehicles to enliven the City of Ryde Local Government Area and encourage diversity in food options. The operation of mobile food vending vehicles supports the outcomes of City of Ryde's Community Strategic Plan as well as the City of Ryde Economic Development Plan.

A Food Truck Trial will be conducted by the City of Ryde between 1 January 2017 and 31 December 2017. The Food Truck Trial will inform an update of the current process for mobile food vending approvals by the City of Ryde and inform the development of a Local Approvals Policy for Mobile Food Vending in the City of Ryde.

The Food Truck Trial aims to:

- Identify opportunities for food truck businesses within the City of Ryde.
- Understand the current demand for mobile food vending in the City of Ryde.
- Investigate and trial locations identified by food truck businesses as preferred locations to sell.
- Understand impacts of food truck businesses on the environment, the community and existing food businesses.
- Understand potential issues that may arise as a result of food truck operations.

Purpose

The purpose of these Guidelines is to provide a framework for the operation of food trucks in the City of Ryde during the trial period.

The Guidelines aim to encourage food truck businesses to operate in the City of Ryde whilst complying with relevant legislation and existing Council policies.

These Guidelines have been developed in alignment with the Sydney Food Truck program which were developed by the City of Sydney.

Definitions

For the purpose of this document, the definitions below apply:

Mobile food vending vehicles

A mobile food vending vehicle is any registered vehicle used on land that is either self-driven or that can be towed down Council-owned roads and that is used in connection with the sale of food.

Food van

A mobile food vending vehicle that serves food that is not potentially hazardous, or that involves low risk practices. This may include frothing milk, ice creams, coffee, cakes, pre-packaged sandwiches, soft drinks, snack foods or the like. An example of a food van may be Home Ice-Cream, Mr Whippy or a coffee cart.

Food truck

A mobile food vehicle that serves food where there is no restriction to the type of food served. Food trucks typically have kitchen facilities and sell ready to eat take-away foods such as dumplings, pasta, tacos, flame-grilled meats, stir fry noodles, grilled skewers, fish & chips, or other similar foods. They may also sell food that is prepared food in a kitchen facility which is off site.

Food Business

A person using a mobile food vending vehicle for the purpose of selling food.

ITEM 5 (continued)

ATTACHMENT 1

Event

An organised activity, occupying a recreation reserve, park, foreshore or playing field for more than one hour and is attended by 50 people or more. Events may require development consent and/or a Section 68 approval from Council.

On-street Trading

Trading from a mobile food vending vehicle whilst parked legally on a public road.

Off-street Trading

Trading from a mobile food vending vehicle on Council controlled land (including public car parks or community land) or private land.

Scope

These Guidelines apply to food trucks participating in the City of Ryde Food Truck Trial within the City of Ryde Local Government Area.

These Guidelines do not apply to food trucks operating on crown land, or private land.

Council currently has a process to govern the street vending of food vans in the City of Ryde (Category 1 Approvals). This process is administered by the Environmental Health and Building department and includes approvals under Section 68 of the Local Government Act. This process does not encompass food trucks or off street vending. This process will not be impacted by the Food Truck Trial.

Council also have a process to govern the operations of mobile food vending vehicles operating as part of an approved event. This process is administered by the Sportsgrounds and Recreation department and defines food vans or food trucks vending as part of the event as Temporary Food Stalls. This process will not be impacted by the Food Truck Trial.

Framework for Operation

Approvals

All mobile food vending vehicles require an approval issued by the City of Ryde prior to operating in public places. The conditions and duration of each approval will be stated in the approval and must be complied with at all times.

All mobile food vending vehicles must comply with the *Guidelines for Mobile food vending vehicles* published by the NSW Food Authority, as well as the requirements of the Food Act 2003 and Food Standards Code.

All applications considered and approvals issued for the Trial will be issued in accordance with the requirements of the *Local Government Act 1993*.

During the Trial, approvals will be issued for food trucks and food vans to trade in specific street and off-street trading locations for up to 5 hours per day. Sites located within a 100 metre radius of an existing food business selling similar take-away food will not be considered.

The existing process for issuing approvals for food vans for on-street trading will not be impacted by the Food Truck Trial.

A maximum of 20 approvals will be issued during the Trial.

Approval Category 1

A Category 1 approval allows a mobile food vending vehicle to trade in any on-street vending location for a maximum of 15 minutes. Mobile food vending vehicles issued with a Category 1 approval are limited to serving food which is not potentially hazardous, or that involves low risk practices. This category of approval is generally applicable to a food van. This category is not part of the Food Truck Trial.

ITEM 5 (continued)

ATTACHMENT 1

Approval Category 2

A Category 2 approval allows a mobile food vending vehicle to trade in a specified on-street or off-street location for a maximum of 5 hours. Mobile food vending vehicles issued with a Category 2 have no restrictions on their menu. This category of approval is generally applicable to a food truck.

Locations

Council has assessed the below locations as suitable for food truck operations during the Trial.

- Anzac Park, West Ryde
- Blenheim Park, North Ryde
- Cottonwood Cres, Macquarie Park
- Fontenoy Park, Macquarie Park
- Kissing Point Park, Putney
- Meadowbank Wharf, Meadowbank
- Putney Park, Putney

During the Food Truck Trial, Council will also consider on-street vending or off-street trading locations proposed by an applicant. Applicants will be requested to propose sites that they would like to operate from.

Council will investigate the site and determine its suitability with respect to safety, traffic, parking, Plans of Management, existing businesses, and the environment. The investigation may include a site inspection and seek further input from the applicant.

If the site is determined to be a suitable location for a food truck to operate, the approval issued will nominate the site, along with specific conditions that apply to that site. Sites located within a 100 metre radius of an existing food business selling similar take-away food will not be considered.

Below is a list of streets within the City of Ryde Local Government Area where mobile food vending vehicles are **not** permitted to operate.

- Balaclava Road
- Blaxland Road
- Brush Road (between Lawson Street and Rutledge Street)
- Delhi Road
- Devlin Street
- Epping Road
- First Avenue
- Goulding Road
- Herring Road (between Epping Road and Talavera Road)
- Lane Cove Road
- Lawson Street
- M2 Hills Motorway
- Marsden Road
- Monash Road (between Ryde Road and Victoria Road)
- Pittwater Road
- Railway Road
- Rutledge Street
- Ryde Road
- Station Street
- Talavera Road (between Christie Avenue and Lane Cove Road)
- Twin Road (between Goulding St and Wicks Rd)
- Victoria Road
- Waterloo Road (between Herring Road and Wicks Road)
- West Parade, Eastwood
- West Parade, West Ryde
- Wicks Road

ITEM 5 (continued)

ATTACHMENT 1

Pre Application

Inspections

All Mobile food vending vehicle operators must have their vehicle inspected for food safety requirements prior to issue of an approval. City of Ryde will recognise inspection assessments issued by other Councils providing they have occurred within three months of the application date. If no such inspection has been conducted, the applicant will be required to make arrangements for a Council Environmental Health Officer to conduct an inspection.

Additional inspection of mobile food vending vehicles may be conducted by Council's Environmental Health Officers during trade. These inspections are subject to inspection fees which are charged to the proprietor of the business in accordance with *Council's Schedule of Fees and Charges*.

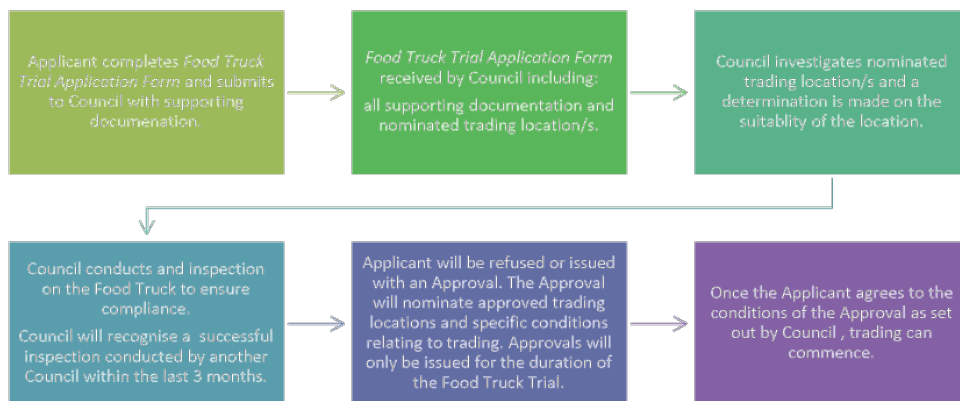
Any separate premises must comply with the Food Act 2003, the Food Standards Code, and AS4674 – Design, Fit Out and Construction of food premises. An inspection report from must be provided with each application that certifies the premises meets these requirements. If no such inspection has been conducted, the applicant will be required to make arrangements for a Council Environmental Health Officer to conduct an inspection. These inspections are subject to inspection fees which are charged to the proprietor of the business in accordance with *Council's Schedule of Fees and Charges*.

Application Process

Applicants must complete a Food Truck Trial Application and submit to Council with all necessary supporting documentation.

All applicants must have public liability and third party property damage insurance where the insurance policies must indemnify Council against any loss or claims.

Figure 1- Application Process



Fees

For the period of the trial there will be no fee applicable for the issuing of an approval. For the period of the trial there will be no fee applicable to a site booking. Inspection fees (as per Fixed Premises) as outlined in Council's *Schedule of Fees and Charges* will be payable if applicable as part of the approval process.

ITEM 5 (continued)

ATTACHMENT 1

Issuing of Approval

All approvals issued under these guidelines are issued in accordance with the requirements of the *Local Government Act 1993*.

Failure to adhere to any condition stated in the approval and/or legislative requirement may result in modification, suspension or revocation of the approval, in addition to prosecution or the issue of fines.

Notification of Trading

Applicants will be required to nominate their trading times and locations via the *Food Truck Trial Notification Form*.

Responsibilities

The implementation of these Guidelines is the responsibility of the City of Ryde City Activation Team and the Environmental Health and Building Team.

The City Activation Team will respond to public enquiries in relation to the Food Truck Trial, assessing the locations proposed by food truck operators, and contribute to the content of the approvals. They will also be the point of contact for all potential food trucks and provide advice and assistance as required.

The Environmental Health Team will issue all approvals and conduct inspections to ensure compliance.

Penalties

Penalties under the *Local Government Act 1993* apply for non-compliance with an approval.

Penalties under the *Food Act 2003* apply for breaches of the *Food Act 2003*, *Food Regulation 2015*, and *Food Standards Code*.

Penalties under the *Roads Act* apply for breaches of the *Roads Act 1993* and parking offences.

6 REVIEW OF COMMUNITY GRANTS POLICY AND GUIDELINES

Report prepared by: Manager - Community Services
File No.: CCS/09/9/2 - BP18/70

REPORT SUMMARY

The City of Ryde Community Grants Program supports organisations and groups operating within the Not-for-Profit sector to deliver projects that align with the Ryde Community Strategic Plan 2028. The program is a strategic tool aimed at building capacity and addressing community needs in line with Council's vision.

Currently Council's Community Grants are administered in line with the Community Grants Policy 2014 and the supporting Community Grants Guidelines. The program consists of the following categories:

- Seniors
- Capacity Building consisting of (emerging groups, general and events)
- Community Projects
- Sports and Recreation
- School Excellence Awards

In addition to this, Council runs both a Small Grants Scheme that is allocated on a quarterly basis and a Historical Grants Program that does not fall under the existing 2014 policy.

In line with feedback received from internal stakeholders, Councillors, community groups and recommendations emanating from an internal Grants Audit undertaken by Council's Governance Department, the Community Grants Policy 2014 and Guidelines were reviewed to ensure that the program remained aligned to community needs and Council's vision.

RECOMMENDATION:

- (a) That Council endorse the Community Grants 2018 Policy, Application Guidelines and the amendments as detailed in this report.
- (b) To minimise the impact on existing applications, that Council endorse that for the financial year 2017/18, the Community Grants 2018 Policy and Application Guidelines run concurrently with the Community Grants 2014 Policy and Guidelines.
- (c) That effective from financial year 2018/19, the existing Community Grants 2014 Policy and Guidelines are superseded by the 2018 Community Grants Policy and Guidelines.

ITEM 6 (continued)**ATTACHMENTS**

- 1 Updated draft Community Grants Policy - December 2017
- 2 Update draft Community Grants Guidelines 2018/19 - December 2017

Report Prepared By:

Paul Chidzero
Manager - Community Services

Report Approved By:

Angela Jones-Blayney
Acting Director - Customer and Community Services

ITEM 6 (continued)

Background

The City of Ryde Community Grants Program is a strategic tool aimed at building capacity and addressing community need in line with Council's vision. The program supports organisations and groups operating within the Not-for-Profit sector to deliver projects that align with the Ryde Community Strategic Plan 2028.

Currently Council's Community Grants are administered in line with the Community Grants Policy 2014 and the supporting Community Grants Guidelines. The program consists of the following categories:

- Seniors
- Capacity Building consisting of (emerging groups, general and events)
- Community Projects
- Sports and Recreation
- School Excellence Awards

In addition to this, Council runs a Small Grants Scheme with Small Grants being allocated on a quarterly basis and a Historical Grants Program that does not fall under the current 2014 policy.

Review of the Grants Program

A review of the Grants Program was undertaken in line with feedback received from internal stakeholders, Councillors, community groups and recommendations emanating from an internal Grants Audit undertaken by the Governance Department.

In line with this review, Community Services has amended the existing Community Grants Policy and Guidelines (**ATTACHED**) to ensure that the program continues to be aligned with community need and Council's vision.

ITEM 6 (continued)

The following were the key issues identified during the review:

Issue	Evidence	Proposal
<p>A more rigorous acquittal process is required which is scaled according to the level of funding given.</p>	<p>An internal audit of the Community Grants made recommendations to strengthen the acquittal process and the evidence required in acquitting. Groups that receive larger amounts of funding should have a more rigorous acquittal process to report on the expenditure of the funding.</p>	<p>As per the draft policy, implement an acquittal process with incremental requirements according to the amount of funding received by an organisation</p>
<p>Social Support Grants are not included in the current policy</p>	<p>At its meeting on 24 May 2016 Council moved a motion to include a Social Support Grants Category in the Community Grants Program. This includes the Social Support (Community Aid) Grants under historical arrangements.</p>	<p>Update the Community Grants Policy to reflect the new category as per the Council resolution.</p>
<p>Annual grant allocation cycle does not meet community need.</p>	<p>Feedback from groups and Council staff indicated that the annual grant allocation cycle does not meet community need. If a group misses the cycle they are unable to submit an application until the following year.</p> <p>Some groups reported that they have the capacity to deliver more than one project annually but are unable to receive this funding under the current Policy.</p> <p>The Small Grants are currently open throughout the year but they are not catering appropriately for the community need as evidenced by the small number of applications throughout the year.</p>	<p>As per the draft policy create two community grant rounds and two small grant rounds annually.</p> <p>As per the draft policy, organisations can be awarded one grant in each cycle. (Excludes Social Support Grants and funding for the same project).</p>

ITEM 6 (continued)

Issue	Evidence	Proposal
Funding limits for events not reflecting current need	Feedback from community groups and Council staff indicate that grant funding for events needs to reflect the current costs incurred. Larger events have additional costs such as security requirements which need to be factored into supporting these events.	As per draft policy, events to be included in a separate category. Funding limits in the category are to be based on attendance figures at the event.
Current budget reserve surplus	Over the past 3 years the Community Grants surplus budget has continued to increase. Currently unspent amounts from the annual allocation process are rolled over into the Small Grants budget. The low number of Small Grant applications received indicate that this model of allocation is not meeting the community need.	As per the draft policy, create 2 community grant rounds and 2 small grant rounds
Requirement for a tool to increase social inclusion	An action identified in the Ryde Disability Inclusion Action Plan is to add an "Inclusion Category" in the Community Grants Program. This would be a key tool to strategically engage with organisations and small businesses to support inclusion. This initiative could link with other strategies Council currently promotes such as the Business Awards.	As per the draft policy, include an additional category of Social Inclusion which is available to Not-for-Profit organisations and small businesses (small businesses must provide matched funding and have no more than 20 employees)

ITEM 6 (continued)

In summation the key notable changes to the existing policy are:

- The incorporation of a robust acquittal system.
- The incorporation into the policy of what is known as the Historical Grant of \$80,000/annum in total. This Grant under a Council resolution was specifically allocated to the following three organisations, being; Christian Community Aid the amount of \$32,000/annum, North Ryde Community Aid the amount of \$24,000/annum and Sydney Community Services formally known as Hunters Hill Ryde Community Services the amount of \$24,000/annum.
- The introduction of a Social Support and Social Inclusion Grant.
- The opening up of the Social Inclusion Grant to local small business employing fewer than 20 employees, on condition that the business matches Council's funding for Social Inclusion.
- The introduction of a separate Events category with an escalating funding scale based on attendance.
- An increase in funding for the Capacity Building category and the Small Grants scheme.
- An increase in funding for the School Excellence Awards from \$100 to \$200 per High School Award and from \$50 to \$100 per Primary School Award, on the condition that the schools that are a recipient of the award invite the Mayor of the City of Ryde or the Mayor's nominated representative to present the award.
- The introduction of an additional Community Grants round; bringing the Community Grants rounds from one a year to two in a calendar year.
- The reduction of the Small Grants Scheme from one a quarter, to two a calendar year. The Small Grant rounds are to fall in-between Community Grant rounds and aim to assist community groups who may have missed applying for a Community Grant.
- Whilst limited to one Grant application per round the policy provides community groups with the opportunity to apply for project funding in other Grant rounds, on the condition that the funding application is not to an existing Community or Small Grant funded program.

ITEM 6 (continued)

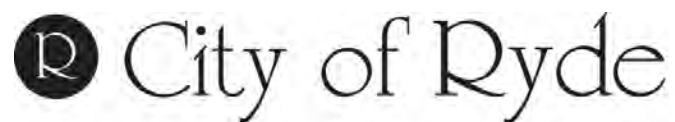
- Amendments to the policy provide groups funded through the Social Support program to roll over that funding into a second year. This rollover is on the proviso that the groups seek Council's permission in advance and that they complete the yearly acquittal as a mid-cycle acquittal update.
- The provision within the guidelines for Religious activities, State or Federal agencies to receive funding through the Grants program where a community need is identified by Council.

Impact and Implications

Updating the Community Grants Policy and Guidelines will provide a Grants Program that is more aligned to the current needs of the community. The updated Policy will provide greater opportunity for community groups to apply for Grants, and a greater opportunity to deliver projects that meet the objectives of the City of Ryde Community Strategic Plan 2028.

Financial Implications

The proposed increase to the Community Grant rounds, funding allocations and the introduction of the Social Inclusion Grant category can be accommodated from the Community Grants operational budget, with any additional funds required being drawn from the Community Grants reserve.



Lifestyle and opportunity @ your doorstep



Community Grants Policy

DRAFT

December 2018

Community Grants Policy December 2018

Scope

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

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

Policy Context

Community Grants are a key tool used by Council to support and meet the needs of its residents and are linked to the priority areas identified in the Ryde 2030 Community Strategic Plan.

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

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

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

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

Community Grants Policy December 2018

Principles

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

Previous receipt of grant funding does not guarantee future funding.

a) Servicing our community:

Community Grants are to:

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

b) Sustainability and Capacity Building:

Community Grants are to:

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

c) Inclusion

Community Grants are to:

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

d) Collaboration and Partnerships

Community Grants are to:

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

e) Equity

Community Grants are to:

Community Grants Policy December 2018

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

Community Grants are to:

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

Objectives

The objectives of this policy are as follows:

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

Strategies

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

- a) Revision of the Community Grants Guidelines (**ATTACHED**) that will clearly articulate the implementation process, eligibility, objectives, selection criteria, and selection process.
- b) Revision of the annual priorities for each grant category in line with Council's strategic documents and identified emerging needs.
- c) Revision of support mechanisms to assist groups and organisations in accessing community grants.

Community Grants Policy December 2018

- d) Development of support mechanisms that assist locally based small business to access grant funding under the Social Inclusion Category only.
- e) Support opportunities to link compatible groups and organisations to collaborate and form partnerships.
- f) Deliver a program to build the capacity of organisations and groups to reduce their reliance on Council.
- g) Implementation of a targeted transparent and effective acquittal process for each grant category.

The Community Grants Cycle

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

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

CATEGORIES OF FUNDING

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

Category	Objective
1. Seniors Funding Limit: Up to \$2,000	<p>This category aims to support social participation activities for seniors.</p> <p>The Seniors Grants are to:</p> <ul style="list-style-type: none"> • Provide local seniors groups in the LGA with financial support that will enhance existing or encourage new programs and activities • To provide seniors with opportunities for social interaction and connectedness to help reduce social isolation.

Community Grants Policy December 2018

<p>2. Capacity Building</p> <p>Funding Limit : Up to \$5,000</p>	<p>This category includes 2 sub-categories.</p>
<p>2.1 Emerging/ Small Groups</p>	<p>This category aims to support small or new community groups to assist them to sustain their activities (eg. groups that have limited funding and/or primarily rely on volunteers).</p> <p>The Emerging Grants are to:</p> <ul style="list-style-type: none"> • Support small or emerging organisations to improve governance, organisational skills or projects to sustain their activities.
<p>2.2 General</p>	<p>This category aims to build the capacity of organisations to provide programs that benefit the community.</p> <p>The General Grants are to:</p> <ul style="list-style-type: none"> • Be open to all groups to access funds to build the capacity of their organisations/ programs. This includes arts and cultural groups.
<p>3. Events</p> <p>Funding Limits are based on attendance figures.</p> <p>Under 1,000 up to \$2,500</p> <p>1000 – 5,000 up to \$5,000</p> <p>Over 5000 up to \$7,500</p>	<p>The aim of this category is to enhance the ability of organisations to sustain their events(eg. to support event management capacity)</p> <p>The Events Grants are to:</p> <ul style="list-style-type: none"> • Provide inclusive events that benefit the community • Contribute to liveable communities • Contribute to a harmonious and culturally diverse community. • Align with objectives outlined in the Ryde 2030 Community Strategic Plan.
<p>4. Community Projects</p> <p>Funding Limit: Up to \$5,000</p>	<p>This is an open category to support eligible one-off community projects.</p> <p>The Community Projects Grants are to:</p> <ul style="list-style-type: none"> • Align with the goals of the Ryde 2030 Community Strategic Plan and focus on responsiveness, collaboration and identified need. • Align with Council's strategies and plans including the Waste Management Strategy, Disability Inclusion Action

Community Grants Policy December 2018

	Plan, Sport and Recreation Plan or the Ryde Biodiversity Plan
5. Sports & Recreation Community Grants Funding Limit : Up to \$3,500	<p>The aim of this category is to enhance the ability of recreational and sporting organisations to promote activities delivered in the community.</p> <p>The Sport & Recreation Grants are to:</p> <ul style="list-style-type: none"> • Increase the opportunity for new participants to engage in sport and recreational activities and for groups to grow sustainably. • Provide inclusive activities and engagement with the community • Contribute to healthy and active lifestyles for CoR residents • Align with objectives of Council Sport and Recreation Strategy 2016- 2026
6. Social Support Grant (Available once a year during the November to February grants cycle) \$40,000 is available per annum and the Funding Limit is: Up to \$10,000	<p>This category aims to support organisations to provide outcome-based projects to address social disadvantage.</p> <p>The Social Support Grants are to:</p> <ul style="list-style-type: none"> • Enhance the capacity of organisations to address key social support services • Assist in ensuring sustainable social support programs into the future • Encourage partnerships and collaborations to address social disadvantage. • Align with objectives outlined in the Ryde 2030 Community Strategic Plan. <p>Social Support Grants are able to be carried over into the next calendar year in some circumstances. Written permission is to be sought by Council in advance. An acquittal form is required after each 12 month period. Organisations that carry over grant funding are not eligible to receive another grant until they have completed and acquitted the project in full.</p> <p>Historical arrangements under this category are:</p> <ul style="list-style-type: none"> • CCA- \$32,000 per annum • NRCA- \$24,000 per annum • SCS- \$24,000 per annum <p>The above organisations are eligible to apply for up to \$10,000 in the general Social Support Category. Under the historical arrangements these grants cannot be carried forward to the next calendar year.</p>
7. Social Inclusion Grants	This category aims to support local Not for Profit organisations and Small Business. Small business will be

Community Grants Policy December 2018

Funding limit \$2,500	<p>required to match the funding to make their premises/ facilities/ services more inclusive for all.</p> <p>The Social Inclusion grants are to:</p> <ul style="list-style-type: none"> • Contribute to the well-being of the community • Be available to local Not for Profit organisations and Small Business • Clearly demonstrate improvements in access and inclusion for local residents • In the case of Small Business be matched by funding from the organisation. • Align with objectives in the Disability Inclusion Plan or Ryde 2030 Community Strategic Plan
8. Small Grants Funding Limit: Up to \$1,000	<p>Enable small projects which emerge outside of the annual grants program time frame.</p> <p>The Small Grants are to:</p> <ul style="list-style-type: none"> • Provide essential support for community, cultural or sustainability projects that that arise outside of the standard grant cycle.
9. School Excellence Award	<p>Recognise excellence, schools can nominate one student by application for a Certificate of Excellence and a Voucher. High School: \$100 primary school \$50</p>

The Acquittal Process

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

The following will be the acquittal process for Community Grants:

Amount funded	Acquittal process
\$0- \$2000	<ul style="list-style-type: none"> • Acquittal form • Receipts, photos, examples of marketing material. • Provide proof of acknowledgement of Council's support.
\$2001- \$5,000	<ul style="list-style-type: none"> • Acquittal form • Report on outcomes achieved • Receipts, photos, examples of marketing material. • Provide proof of acknowledgment of Council's support. • Fundraising activities require proof of donation.
\$5001 and above	<ul style="list-style-type: none"> • Acquittal form • Report on outcomes achieved which would include activities provided , how this has responded to community needs , attendance

Community Grants Policy December 2018

	<ul style="list-style-type: none"> • Upon completion of the project a Statutory Declaration must be prepared detailing the income and expenditure relating to the project. • Receipts, photos and examples of marketing material. • Provide proof of acknowledgment of Council's support. • Fundraising activities require proof of donation.
School Excellence Awards	Number of awards provided and the names of recipients

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

S 377 of the Act states:

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

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

External Considerations

Changes to the state and federal government funding and the Club Grants Scheme may impact local organisations which rely on these funding sources and may increase demand on Council for funding.

Community Grants Policy December 2018

Related Policies/Strategies

- Ryde 2030 Community Strategic Plan

Stakeholders

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

Implementation

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

Only one Grant will be awarded to any one organisation per Grant cycle and an organisation is only eligible for funding for the same project once per calendar year. The exemptions to this are where auspicing arrangements are in place, as an auspicing organisation can support multiple applications and recipients. The other exemption is the Historical Grants arrangement under the Social Support Grant where under Council resolution the current Historical Grants beneficiaries identified in this policy are entitled to apply for an additional \$10,000 under the Social Support Grants. Assessments on the second application will be made in line with the principles of this policy.

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

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

Evaluation and Review

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

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

- a) Feedback from staff and Councillors.

ITEM 6 (continued)**ATTACHMENT 1****Community Grants Policy December 2018**

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

Resource Implications

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

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

Authorisation

Council

Ownership

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

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

Further Information

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

References

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

Attachments

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

2018 Community Grants Application Guidelines DRAFT

Seniors Grant
Social Support Grant
Community Projects Grant
Community Capacity Building Grant
Sports & Recreation Community Grant
Inclusion Grant
Small Grants



Lifestyle and opportunity
@ your doorstep

English

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

Arabic

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

Armenian

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

Chinese

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

Farsi

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

Italian

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

Korean

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

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

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

Key Dates

Community Grants Round 1

- Applications open Monday 20 November 2018
- Applications close Friday 15 February 2019

Community Grants Round 2

- Applications open Monday 8 July 2019
- Applications close Friday 12 August 2019

Small Grant Round 1

- Applications open 4 March 2019
- Applications close Friday 26 April 2019

Small Grant Round 2

- Applications open 2 September 2019
- Applications close 25 October 2019

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

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

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

Application Process

1. Attendance at one of the information sessions is highly recommended. Determine which suits you and register to secure your space.
2. Determine the eligibility of your organisation and project.
3. Please read this document – 2018/19 Community Grants Application Guidelines which can be downloaded from the City of Ryde website <http://www.ryde.nsw.gov.au>.
4. Select ONE of the Community Grant Categories that best suits your project.
5. Answer questions relating to the Assessment Criteria in the application form.
6. Prepare and submit your application together with supporting documentation (as required) by the closing date, midnight Friday 15 February 2019.
7. Application timeframe

Community Grant Round 1

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

Small Grant Round 1

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

Community Grant Round 2

Program publicised, call for applications	July
Closing date for all applications	Mid-August

ITEM 6 (continued)**ATTACHMENT 2**

Assessment of applications	August/September
Report to Council	October
Community Grants Announcement	November

Small Grant Round 2

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

8. How to apply

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

Introduction

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

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

Eligibility

To be eligible for funding an organisation must:

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

Ineligibility

The City of Ryde does not provide grants for:

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

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

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

Grant Categories

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

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

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

1. Seniors Grant

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

Example of previously funded project:

Italo-Australian Senior Citizens Group-

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

2. Capacity Building Grant

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

Emerging / Small Groups

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

Example of previously funded project:

Together We Can

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

General Category

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

Example of previously funded project:

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

3. Event Category

The aim of this category is to enhance the ability of organisations to deliver events that directly benefit the community.

Grants can cover requirements such as on-off waste removal or ground hire charges in some circumstances for Council supported events.

Example of previously funded project: -

Community Christmas Dinner
 "...for people who may otherwise feel isolated and/or economically disadvantaged during the Christmas period....enable new connections...promote a sense of belonging....open to members of the local community"

4. Sports and Recreation Community Grant

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

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

Example of previously funded project:

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

5. Community Projects

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

Example of previously funded project:

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

6. Social Support Grant

This category aims to provide assistance to local groups and organisations in the provision of programs such as information and referrals, food subsidies, financial counselling, financial assistance and reducing social isolation to improve the life and

living conditions of vulnerable people within the community including families and children, people with disability, the elderly, and the disadvantaged.

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

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

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

7. Social Inclusion Grant

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

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

8. Small Grant

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

ITEM 6 (continued)

ATTACHMENT 2

Please select the categories below which best suits your project.

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

	<input type="checkbox"/> Enliven arts and cultural life that promote health and wellbeing
Social Support Grant (Up to \$10,000)	<input type="checkbox"/> Program addresses emerging needs and social issues such as homelessness, social isolation and poverty in Ryde <input type="checkbox"/> Program promotes collaboration and innovation by encouraging organisations to apply jointly <input type="checkbox"/> Program develops an outcomes and evidence based model to measure short, medium and long term outcomes
Inclusion Grant (Up to \$2,500 matched funding)	<input type="checkbox"/> Project must demonstrate how it will improve inclusion for the broader community <input type="checkbox"/> The total amount of grant funding must not exceed more than 50% of the total cost of the project <input type="checkbox"/> A small business is defined as a business with no more than 20 employees
Small Grants (Up to \$1000)	<input type="checkbox"/> Project demonstrates that it meets community need <input type="checkbox"/> Projects address unforeseen situations that have occurred outside of the standard grant cycle

Conditions of Funding

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

Documentation checklist

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

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

7 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 16 NOVEMBER 2017

Report prepared by: Team Leader - Traffic Services
File No.: GRP/09/3/14 - BP17/1168

REPORT SUMMARY

This report discusses each traffic/parking matter separately and provides discussion and recommendations on how Council may proceed with the proposed measures. Seven reports were tabled at the Ryde Traffic Committee (RTC) meeting held on 16 November 2017, proposing traffic and parking measures:

- (A) Pope Street, Ryde – Emergency-vehicle parking
- (B) Stewart Street, Ryde – Parking controls at bend
- (C) Henderson Street, Denistone East – ‘NO STOPPING’ across driveway
- (D) Olive Street, Ryde – Review of parking controls
- (E) Culloden Road, Marsfield – Pedestrian refuge at Abuklea Road
- (F) Hillview Lane, Eastwood – ‘LEFT TURN ONLY’ at West Parade
- (G) 2018 West Ryde Easter Parade and Fair – Special Event Transport Management Plan.

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 six 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.

RECOMMENDATION:

- (a) That Council converts 12 metres of the existing 50 metres of ‘TAXI ZONE’ on the southern side of Pope Street, Ryde to ‘NO PARKING EMERGENCY VEHICLES EXCEPTED’.
- (b) That Council:
 - (i) installs a 59 metre ‘NO STOPPING’ zone on the inner radius of the bend in Stewart Street, outside 1A to 3 Stewart Street, Eastwood.
 - (ii) installs off-set dividing (BB) lines for the length of the bend in Stewart Street, Eastwood.

ITEM 7 (continued)

- (c) That Council installs a 5.2 metre 'NO STOPPING' zone across the driveway access to Denistone East Public School in Henderson Street, Denistone East.
- (d) That Council converts the 6 metres of existing 'NO PARKING' zone outside 8 metre Olive Street, Ryde to unrestricted parking.
- (e) That Council installs a pedestrian refuge in Culloden Road at Abuklea Road, Marsfield, as shown on the attached plan.
- (f) That Council installs a 'LEFT TURN ONLY' in Hillview Lane at West Parade, Eastwood.
- (g) That Council approves the temporary closure of Anthony Road and Graf Avenue, West Ryde, to hold the West Ryde Easter Parade and Fair on 24 March 2018.

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 7 (continued)**ITEM (A) POPE STREET, RYDE**

SUBJECT: EMERGENCY-VEHICLE PARKING
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01510

OVERVIEW

City of Ryde has received representation from NSW Police requesting consideration be given to installing two parking spaces in Pope Street, Ryde to facilitate parking for emergency vehicles.

CONTEXT

1. This section of the Pope Street is a local road with a carriageway width of 11 m.
2. The kerbside parking at this location is currently signposted 'TAXI ZONE'.

REFERENCES

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

COMMUNITY ENGAGEMENT

The local Police have made the request on behalf of all emergency services, which includes NSW Fire and Rescue, and NSW Ambulance Service. The Police have provided a letter of support from Top Ryde Shopping Centre.

NSW Taxi Council has been notified of the recommended changes. Since the RTC meeting, NSW Taxi Council has subsequently responded that they raise no objections to the recommended changes.

DISCUSSION

The local Police have requested these two dedicated parking spaces in order for emergency services, including NSW Fire and Rescue, and NSW Ambulance Service, to attend Top Ryde City Shopping Centre and thence leave emergency vehicles unhindered in an emergency situation. Furthermore, the recommended signposting helps guarantee that on-street parking will be available when they arrive. Police currently park their vehicles in the Loading Dock.

ITEM 7 (continued)

Police and emergency vehicles are exempt from the parking restrictions in the Road Rules if, in the circumstances, the driver is taking reasonable care and it is reasonable that the restriction should not apply. Although this allows Police and emergency vehicles to park in emergency situations, regular visits to Top Ryde City Shopping Centre are not covered under these provisions.

The recommended 12 m length of 'NO PARKING EMERGENCY VEHICLES EXCEPTED' provides enough space for up to two Police cars, two ambulances, or one fire truck.

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 12 m of the existing 50 m of 'TAXI ZONE' on the southern side of Pope Street, Ryde to 'NO PARKING EMERGENCY VEHICLES EXCEPTED'.

RTC RESOLUTION

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

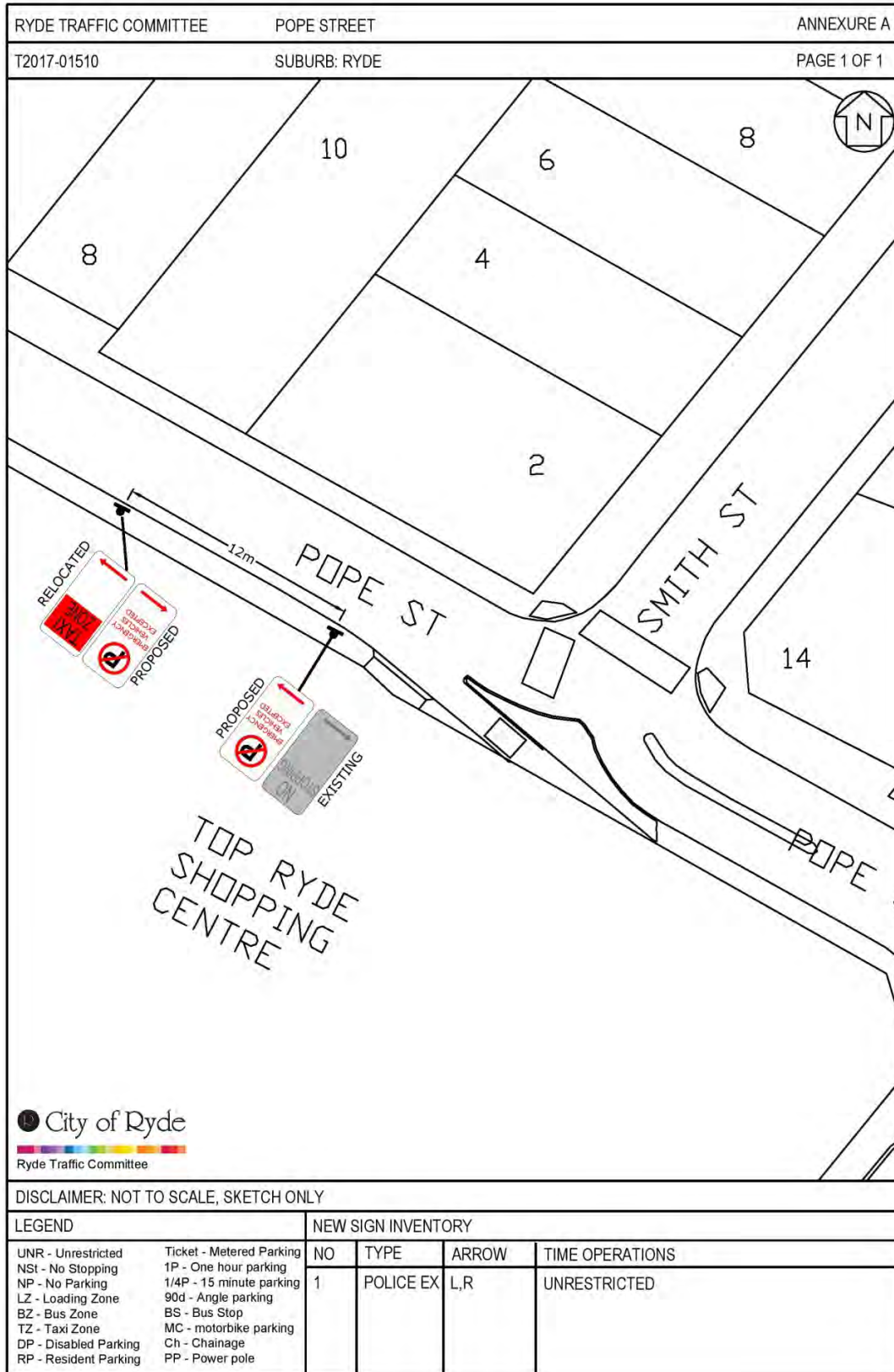
RECOMMENDATION

That Council converts 12 metres of the existing 50 metres of 'TAXI ZONE' on the southern side of Pope Street, Ryde to 'NO PARKING EMERGENCY VEHICLES EXCEPTED'.

ITEM 7 (continued)



ITEM 7 (continued)



ITEM 7 (continued)**ITEM (B) STEWART STREET, EASTWOOD**

SUBJECT: **PARKING CONTROLS AT BEND**
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-11702 & T2017-01112

OVERVIEW

City of Ryde has received representation from a resident of Stewart Street requesting consideration be given to installing parking controls to provide two travel lanes around the horizontal bend in Stewart Street, Eastwood, thereby reducing the likelihood of head-on collisions and improving road safety.

CONTEXT

1. Stewart Street is a two-way local road with a 9.2 m wide carriageway and unrestricted parking on both sides of the street.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs.

COMMUNITY ENGAGEMENT

The recommended changes were distributed to the occupants of sixteen surrounding properties, as shown in *Figure B1*, and no objections have been received in response.

ITEM 7 (continued)



Figure B1 Consultation distribution map

DISCUSSION

In order to address the issues raised, it is recommended that the following measures be installed in Stewart Street:

- a 59 m 'NO STOPPING' zone on the inner radius of the bend, and
- off-set dividing (BB) lines for the length of the bend.

These measures will provide two 3.3 m wide travel lanes and one 2.6 m wide parking lane.

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 7 (continued)**PROPOSAL FOR RTC CONSIDERATION**

1. To install a 59 m 'NO STOPPING' zone on the inner radius of the bend in Stewart Street, outside 1A to 3 Stewart Street, Eastwood.
2. To install off-set dividing (BB) lines for the length of the bend in Stewart Street, Eastwood.

RTC RESOLUTION

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

RECOMMENDATION

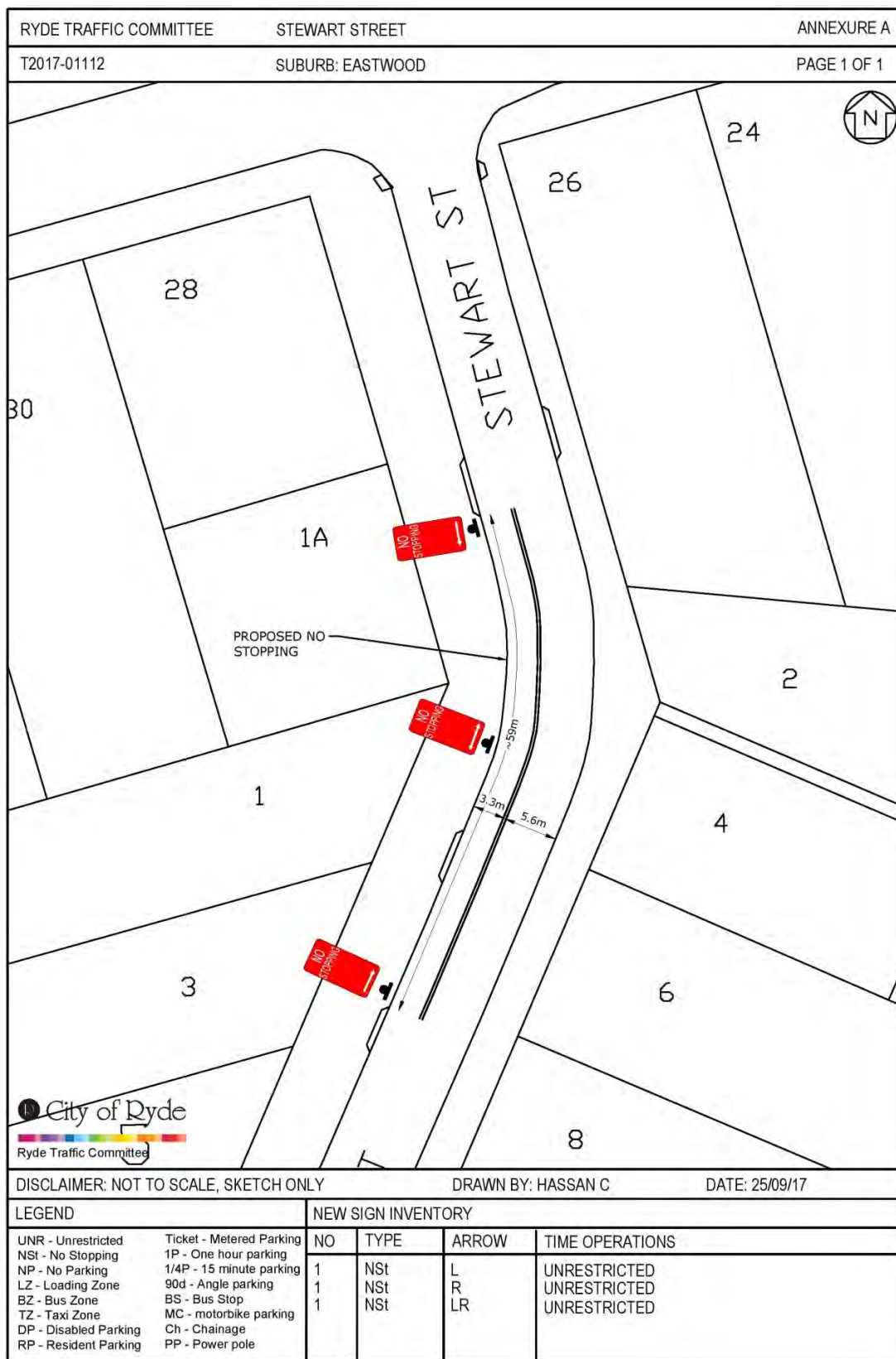
That Council:

1. installs a 59 metre 'NO STOPPING' zone on the inner radius of the bend in Stewart Street, outside 1A to 3 Stewart Street, Eastwood.
2. installs off-set dividing (BB) lines for the length of the bend in Stewart Street, Eastwood.

ITEM 7 (continued)



ITEM 7 (continued)



ITEM 7 (continued)**ITEM (C) HENDERSON STREET, DENISTONE EAST**

SUBJECT: 'NO STOPPING' ACROSS DRIVEWAY
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01492

OVERVIEW

City of Ryde has received representation from Denistone East Public School requesting consideration be given to installing parking controls to help ensure clear access for emergency vehicles into the school driveway in Henderson Street, Denistone East.

CONTEXT

1. Denistone East Public School is located on two sites on both sides of Brabyn Street, which is closed off with boom gates for the duration of school hours.
2. The site located between Brabyn Street and Henderson Street includes classrooms, and before and after school care, which also operates during school holidays.
3. Emergency-vehicle access (and the only vehicular access) to this site is via a gate onto an unsealed access driveway in Henderson Street.
4. Parking is unrestricted in this section of Henderson Street and vehicles are frequently parked across the driveway access.
5. Henderson Street also has 'NO STOPPING 8-9.30PM 2.30-4PM SCHOOL DAYS' signposted in the kerbside parking lane opposite the school.
6. Henderson Street has a speed limit of 50 km/h, outside the standard 40 km/h school zone times.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs.

COMMUNITY ENGAGEMENT

Given that the school is in favour of these low-impact changes, no further consultation has been undertaken.

ITEM 7 (continued)**DISCUSSION**

There were two recent incidents at the school that required emergency vehicles to attend the site. Access was restricted due to vehicles parked across the driveway. As the gated driveway itself may not be immediately obvious as an access point that is in use, clear signposting for vehicles to keep this area clear will help resolve possible confusion.

'Bow-tie' linemarking will be installed across the driveway to help delineate the access point.

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 install a 5.2 m 'NO STOPPING' zone across the driveway access to Denistone East Public School in Henderson Street, Denistone East.

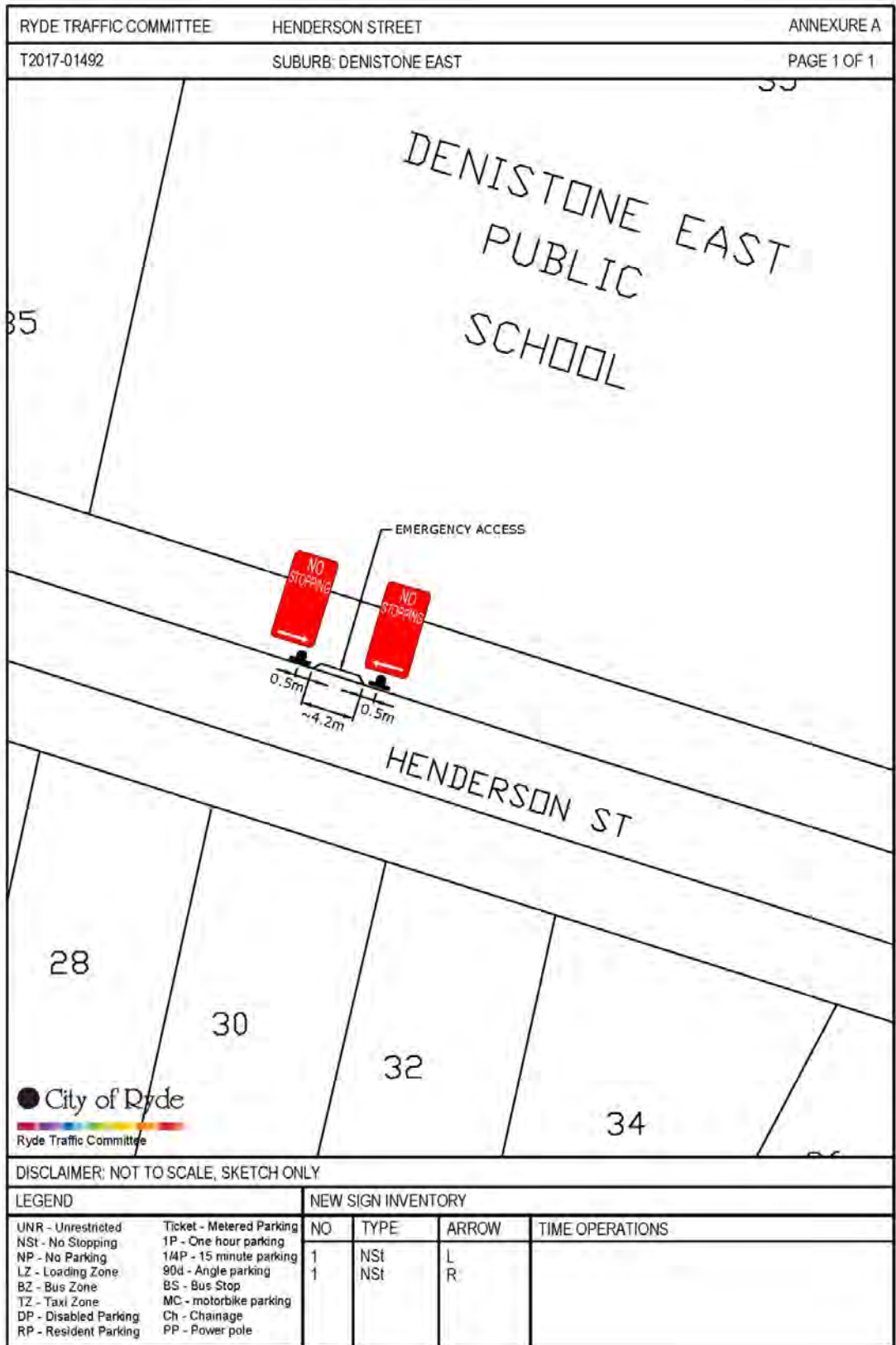
RTC RESOLUTION

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

RECOMMENDATION

That Council installs a 5.2 metre 'NO STOPPING' zone across the driveway access to Denistone East Public School in Henderson Street, Denistone East.

ITEM 7 (continued)



ITEM 7 (continued)**ITEM (D) OLIVE STREET, RYDE**

SUBJECT: REVIEW OF PARKING CONTROLS
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01456

OVERVIEW

City of Ryde has received representation from a resident of Olive Street, Ryde requesting consideration be given to modifying a recently approved 'NO PARKING' zone to allow the resident to park outside their property.

The resident has informed City of Ryde staff that they were unaware of proposed changes, due to being away during the consultation period.

BACKGROUND

The matter of installing a 'NO PARKING' zone on both sides of the reverse curve in Olive Street was tabled at the Ryde Traffic Committee meeting held on 29 June 2017. Subsequently, the following was resolved by Council at the Works and Community Committee meeting held on 18 July 2017:

That Council converts the remaining unrestricted parking to 'NO PARKING' at the reverse curve in Olive Street, Ryde:

1. *outside 11 to 9A Olive Street, and*
2. *outside 8 to 10-12 Olive Street.*

CONTEXT

1. Olive Street has a 7.4 m wide carriageway and currently there is an existing 'NO PARKING' zone along the property frontage of 8 Olive Street.
2. Olive Street has a speed limit of 50 km/h.

REFERENCES

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

ITEM 7 (continued)**DISCUSSION**

Sight lines for drivers to see oncoming vehicles are regularly blocked by parked vehicles around the reverse curve in Olive Street. To improve the safety for road users, the Council approved installing 'NO PARKING' zones on both sides of Olive Street.

Converting 6 m of recently installed 'NO PARKING' zone to unrestricted parking as shown in the attached plan will not impact significantly on sight distance available for motorists at this location. Therefore, it is recommended to convert 6 m of existing 'NO PARKING' zone outside 8 Olive Street in response to this resident's request.

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 6 m of existing 'NO PARKING' zone outside 8 Olive Street, Ryde to unrestricted parking.

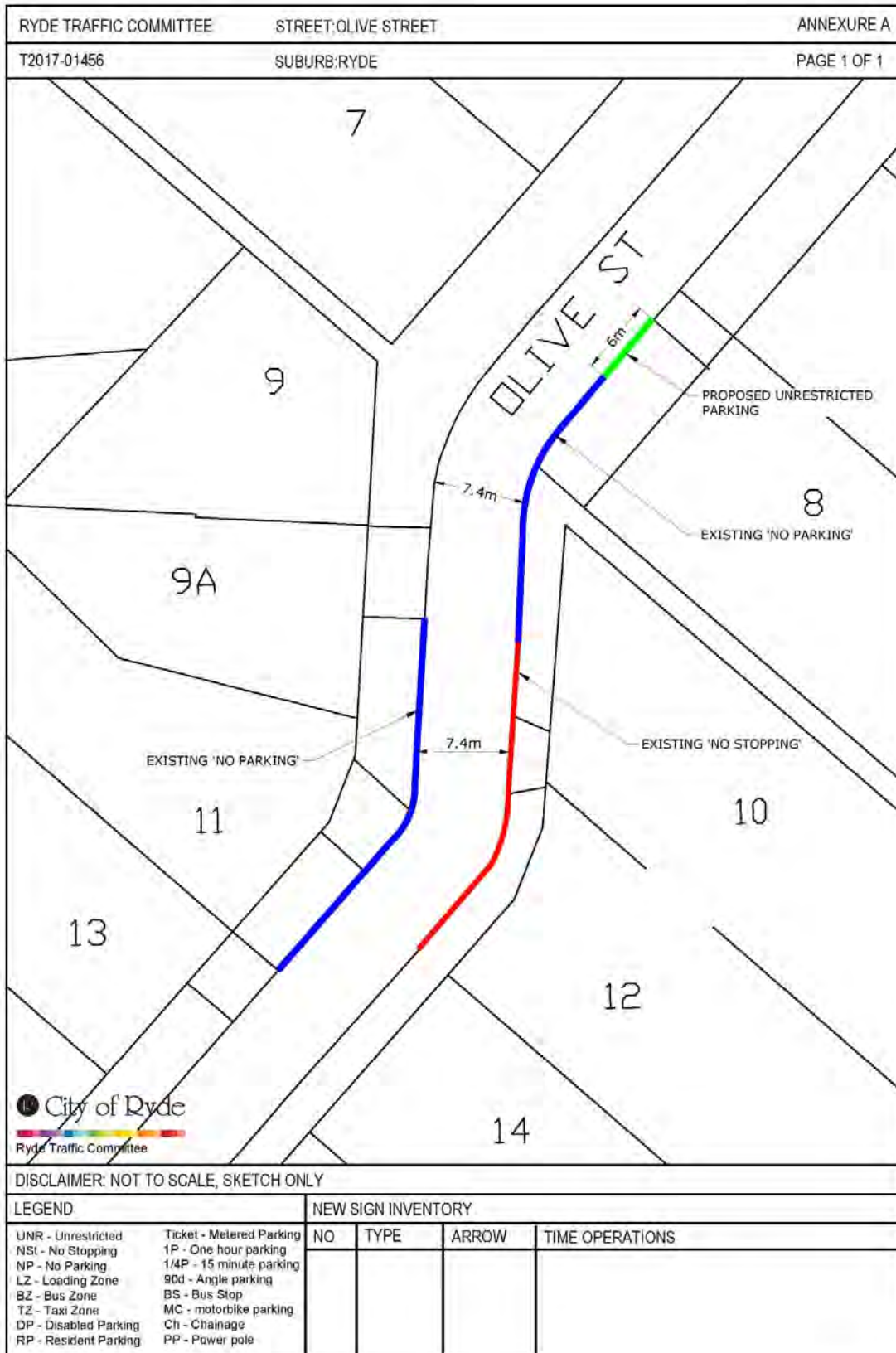
RTC RESOLUTION

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

RECOMMENDATION

That Council converts the 6 metres of existing 'NO PARKING' zone outside 8 Olive Street, Ryde to unrestricted parking.

ITEM 7 (continued)



ITEM 7 (continued)**ITEM (E) CULLODEN ROAD, MARSFIELD**

SUBJECT: PEDESTRIAN REFUGE AT ABUKLEA ROAD
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017 - 01096

OVERVIEW

On 19 July 2017 a three-year-old child was involved in a fatal accident, when crossing Culloden Road near Abuklea Road, Marsfield. A motorist turning right from Abuklea Road into Culloden Road collided with the child and his mother, resulting in the death of the child. Following this, Council received a petition and requests from the local community to install a pedestrian facility at this location.

BACKGROUND

Crash analysis undertaken at the intersection of Culloden Road and Abuklea Road, for the period January 2010 to June 2016, indicates that there had been no recorded crashes of any description in the vicinity of the subject location.

Following the tragic incident, the matter of installing a pedestrian facility at this location was raised as General Business at the Ryde Traffic Committee meeting held on 7 September 2017.

CONTEXT

1. Culloden Road and Abuklea Road are local roads with a 9.4 m and 9.0 m wide carriageways, respectively, and unrestricted parking on both sides.
2. A footpath is provided on the eastern side of Culloden Road and on the northern side of Abuklea Road. There is no footpath on the southern side of Abuklea Road at its intersection with Culloden Road, due to the height of the embankment at this location.
3. Nunook Park is on the northern corner of the intersection, where a playground is located.

REFERENCES

- RMS's Australian Standard Supplement *Australian Standard – AS1742 MUTCD Parts 1-15*

ITEM 7 (continued)

COMMUNITY ENGAGEMENT

The occupants of six surrounding properties, as shown in *Figure E1*, were notified of the proposal. Support has been received from one nearby residential property and no objections have been received.

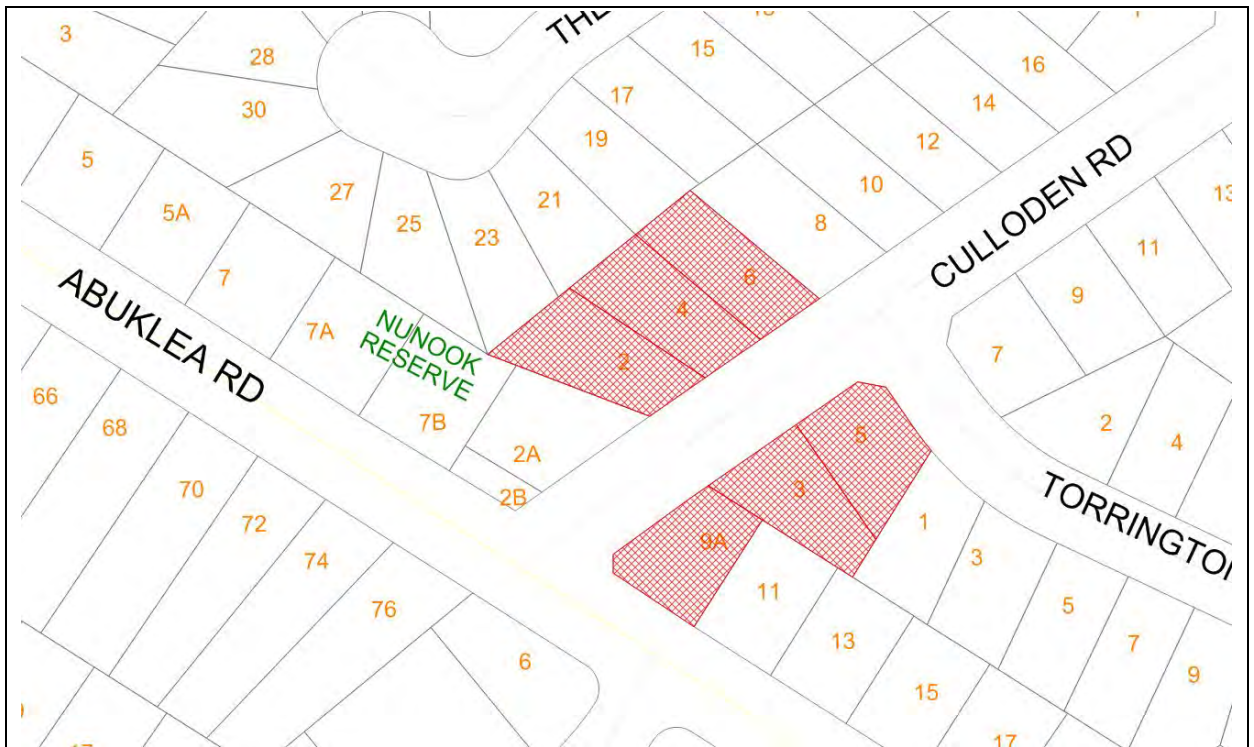


Figure E1 Consultation distribution map

DISCUSSION

RMS has previously indicated that they will only support installing pedestrian crossings in locations that meet minimum pedestrian and vehicular warrants. Initial investigations indicate that this location does not meet these warrants; however, it is considered that the location would benefit from the installation of a pedestrian refuge. The same 'NO STOPPING' restrictions apply in each case, namely 20 m on approach to the pedestrian facility and 10 m on departure side. There will be some minor loss of on-street parking as a result of these restrictions and the location of the device within the existing statutory 'NO STOPPING' restrictions has reduced the loss of on-street parking.

As part of the design a dividing (BB) linemarking will be installed on Abuklea Road on both approaches to Culloden Road to provide motorists with guidance on the correct travel path through the intersection.

ITEM 7 (continued)**FUNDING AND IMPLEMENTATION**

The estimated cost of installation is \$37,000. The measures will be funded by the Traffic and Transport Program – Road Safety Upgrades and Improvements Budget to be implemented as part of Council's Delivery Plan in the 2017/18 financial year.

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 install a pedestrian refuge in Culloden Road at Abuklea Road, Marsfield, as shown on the attached plan.

RTC COMMENTS

The Team Leader Traffic Services advised that swept-wheel paths will be assessed during the detailed design and forwarded to RMS.

RTC RESOLUTION

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

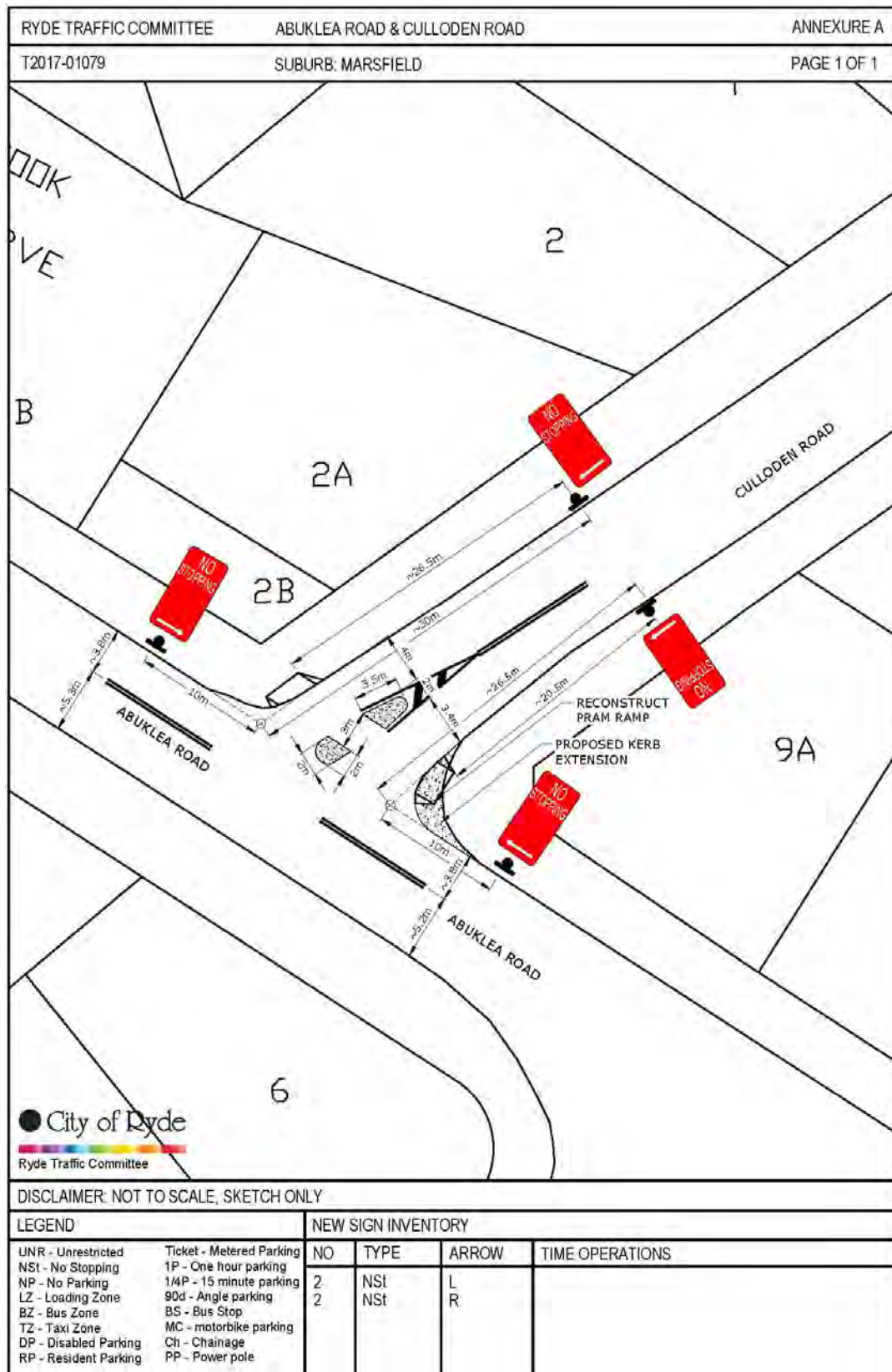
RECOMMENDATION

That Council installs a pedestrian refuge in Culloden Road at Abuklea Road, Marsfield, as shown on the attached plan.

ITEM 7 (continued)



ITEM 7 (continued)



ITEM 7 (continued)**ITEM (F) HILLVIEW LANE, EASTWOOD**

SUBJECT: 'LEFT TURN ONLY' AT WEST PARADE
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-9288 & T2016-02225

OVERVIEW

The Council has resolved to investigate installing a 'LEFT TURN ONLY' in Hillview Lane at West Parade, Eastwood. The matter has been investigated and it is recommended that Council proceed with installing these measures.

BACKGROUND

Following a Notice of Motion from Councillor Li, the following was resolved at the Council meeting held on 25 October 2016:

- (a) *That Council requests staff update previously undertaken traffic and pedestrian surveys and consider, via the Ryde Traffic Committee, installing traffic signals at appropriate crossings with high pedestrian activity within the Eastwood Town Centre area, taking into account wherever possible expected population growth in the future.*
- (b) ***That a report be forwarded to the Ryde Traffic Committee responding to the request from the Eastwood Chamber of Commerce that a "Left Turn Only" restriction be placed on vehicles exiting Hillview Lane onto West Parade.***

Following the summer school-holiday period, investigations were undertaken in March 2017 and tabled at the Ryde Traffic Committee meeting held on 20 April 2017 to seek the committee's agreement with the data analysis.

A Draft Traffic Management Plan, which excluded any community consultation, has been forwarded to RMS for their consideration, which has since been updated with recent community consultation.

CONTEXT

1. West Parade is a collector road with a 50 km/h speed limit.
2. Hillview Lane is an eastbound one-way laneway.
3. The intersection of Hillview Lane and West Parade is controlled by a 'STOP' sign and associated linemarking.

ITEM 7 (continued)

4. The high pedestrian activity at the raised pedestrian crossing located on the southern side of Hillview Lane creates heavy congestion at the either end of Eastwood Plaza on West Parade and Rowe Street and holds up the vehicles movement on West Parade. Previously, signs have been installed to advise pedestrians to cross in groups to alleviate this congestion but this has been ineffective. Vehicles turning right from Hillview Lane onto West Parade wait a significant amount of time for both pedestrians and vehicles to clear resulting in a long queue in Hillview Lane.

REFERENCES

- [NSW] *Road Rules 2014* Rule 88 Left Turn signs
- Austroads' *Guide to Road Design – Part 4A: Un-signalised and Signalised Intersections*.

COMMUNITY ENGAGEMENT

The occupants of 79 surrounding properties, as shown in *Figure F1*, and the three Chambers of Commerce (Eastwood, Korean and Chinese) were notified of the proposal. Two comments have been received in support and three comments have been received against the recommended changes. Occupants that do not support the recommended changes have raised the following concerns:

- It will be very inconvenient if all those who want to turn right have to make a loop. This will congest the area. A better alternative would be to have no parking on the West Parade to allow people to see both sides.

Commentary on the matters raised is provided in *the DISCUSSION*.

ITEM 7 (continued)

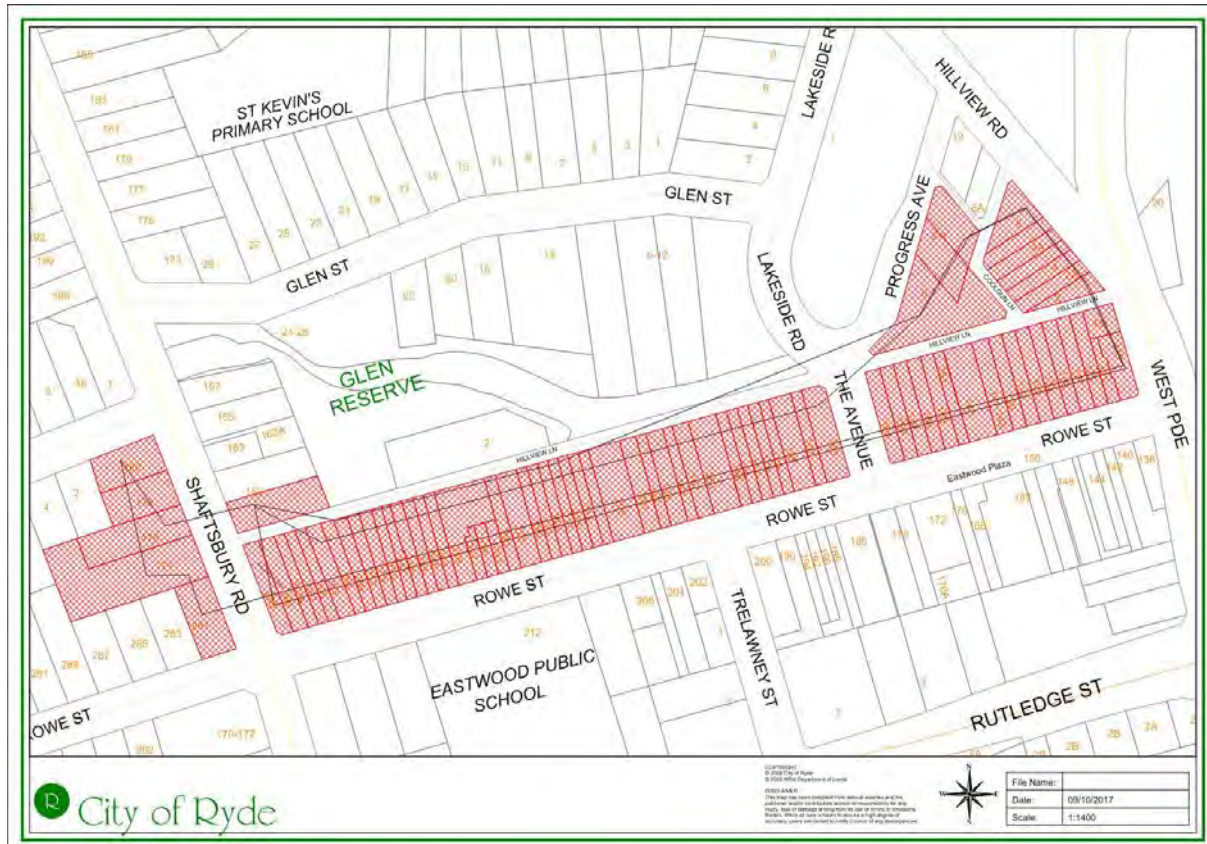


Figure F1 Consultation distribution map

DISCUSSION

Traffic Survey

Traffic counts were undertaken at the intersection for twelve hours on Wednesday 9 March 2017. The results of the peak-hour flows are shown in *Table F1*. The traffic survey results have also revealed that 339 and 358 vehicles turn left and right, respectively, on to West Parade during the period between 7am and 7pm, which is a twelve-hour interval.

Table F1 Peak hour intersection count at Hillview Lane and West Parade - 9 March 2017

	Hillview Lane (east bound)		West Parade (north bound)	West Parade (south bound)
	Left Turn	Right Turn	Through	Through
AM peak	9	10	304	561
PM peak	41	33	460	359

ITEM 7 (continued)

The following site conditions cause drivers difficulty turning right from Hillview Lane into West Parade:

- the sight distance available for drivers exiting Hillview Lane at West Parade is less than 25 m, on the eastern approach, and
- vehicles waiting for pedestrians to use the pedestrian crossing located to the south of Hillview Lane and queue along West Parade, across the intersection.

The resulting queues in Hillview Lane cause significant delays to other motorists turning left out of Hillview Road into Hillview Lane. The level of traffic movements in Hillview Lane indicates that the majority are using the lane for through access.

Crash History

During the period from January 2011 to June 2016 there has been one reported crash at the intersection of Hillview Lane and West Parade.

Options

The following provides commentary on treatments that may improve the situation:

- RMS has previously advised that 'KEEP CLEAR' linemarking is only suitable to assist drivers entering a side road from a major road, where vehicles regularly queue back into a signalised intersection.
- Parking in the Eastwood Town Centre is at a premium and the removal of parking is not supported by the business community unless absolutely necessary.
- In the event a turn ban is installed, it is likely that the most preferred alternative route for right-turning traffic is to turn left into West Parade, circulate the roundabout and return along West Parade.

Therefore, a turn ban is being pursued at this location.

APPROVALS

The recommendation is supported by RMS and 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 install a 'LEFT TURN ONLY' in Hillview Lane at West Parade, Eastwood.

ITEM 7 (continued)

RTC COMMENTS

The Team Leader Traffic Services advised that the final TMP will be forwarded to RMS as soon as practicable.

RTC RESOLUTION

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

RECOMMENDATION

That Council installs a 'LEFT TURN ONLY' in Hillview Lane at West Parade, Eastwood.



ITEM 7 (continued)

RYDE TRAFFIC COMMITTEE	HILLVIEW LANE	ANNEXURE A
T2016-02225	SUBURB:NORTH RYDE	PAGE 1 OF 1

The sketch shows a residential street layout. Hillview Lane runs diagonally from the bottom left to the top right. Hillview Road runs parallel to it, curving at the top. West Pde runs vertically on the right side. Coolgun Lane runs vertically on the left side. Property lots are numbered: 6, 4A, 4, 2A, 2, 43, 11, and 20. Two 'LEFT ONLY' signs are proposed: one at the intersection of Hillview Lane and West Pde, and another further east on West Pde. A 'City of Ryde Ryde Traffic Committee' logo is in the bottom left of the sketch area.

DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
NO	TYPE	ARROW	TIME OPERATIONS		
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking	2	LEFT ONLY		
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 7 (continued)

ITEM (G)	2018 WEST RYDE EASTER PARADE AND FAIR
SUBJECT:	SPECIAL EVENT TRANSPORT MANAGEMENT PLAN
WARD:	WEST
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017 - 01699

OVERVIEW

The West Ryde Easter Parade and Fair is an annual Special Event, held in West Ryde. The Transport Management Plan is normally approved by RMS and Council staff, under Delegated Authority.

In order to address traffic-circulation and congestion issues, the Event Organiser has moved the closure of Market Street to Anthony Road. *This report* seeks Council's approval for the Event Organiser to temporarily close Anthony Road and Graf Avenue, under the *Roads Act 1993*. Should approval be granted, it is intended that future events will be approved by Council staff under Delegated Authority, provide the traffic-control measures are similar.

BACKGROUND

Road closures have previously been implemented in Graf Avenue and Market Street.

CONTEXT

1. The West Ryde Easter Parade and Fair is a Class 2 Special Event, under the RMS's *Guide to Traffic and Transport Management for Special Events*, due to the effect on the non-event community, including the road and transport network.
2. The 2018 West Ryde Easter Parade and Fair will be held on Saturday 24 March 2018.

REFERENCES

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

COMMUNITY ENGAGEMENT

The local business community is heavily involved in the planning and organisation of the Special Event.

ITEM 7 (continued)

State Transit Authority has confirmed that Anthony Road is used by Sydney Buses' 543 Route on weekdays only and therefore, they do not raise any objections to proposed road closures.

DISCUSSION

The proposed traffic control plans and detours for the 2018 West Ryde Easter Parade and Fair are attached. Following advice from Ryde Traffic Committee, the Transport Management Plan and associated traffic control plans will be updated for the 2018 Special Event.

APPROVALS

The Traffic Control for Special Events is approved by RMS and the Council, under the *Roads Act 1993*. Future events are approved by RMS and Council staff, under Delegated Authority from the Council, provided there are no significant changes from previous Special Events.

Given that the changes requested by the Event Organiser are significant, the matter has been tabled at the Ryde Traffic Committee for Traffic Engineering Advice and the matter is now presented to the Works and Community Committee for consideration by the Council, to approve the temporary road closures.

The Event Organiser is still required to prepare a Transport Management Plan, which will be approved by RMS and Council staff.

RTC COMMENTS

- The Sydney Buses representative confirmed that the planned road closures will not disrupt any bus services.
- The RMS representative advised that they will provide full comments on the Special Event Transport Management Plan.
- The Ryde Traffic Committee noted the advisory item and requested that the Transport Management Plan take into account the effect on the State Road network and associated traffic lights.

RECOMMENDATION

That Council approves the temporary closure of Anthony Road and Graf Avenue, West Ryde, to hold the West Ryde Easter Parade and Fair on 24 March 2018.

ITEM 7 (continued)
MINUTES

Subject:	RYDE TRAFFIC COMMITTEE	Page 1
File No:	COR2009/206	
Document Ref:	D17/173968	
Venue:	Committee Meeting Room	
Date:	16 November 2017	
Time:	10.05am	
Chair:	Mr Harry Muker	
Meeting Support:	Ms Linda Smith	
Staff Convenor:	Mr Greg Holding	
Meeting Length:	1 hour	

Representatives

Present	Apology	Name	Position Title	Organisation
x		Mr Harry Muker	Manager Traffic Transport and Development	City of Ryde
x		Mr Jamie Schokman	Network & Safety Officer	RMS
x		Sgt Leonie Abberfield	Sergeant	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 7 (continued)
Attendees

Name	Position Title	Organisation
Councillor Peter Kim	Councillor	City of Ryde
Councillor Simon Zhou	Councillor	City of Ryde
Mr Greg Holding	Team Leader Traffic Services	City of Ryde
Ms Kelly Yoon	Senior Traffic and Development Engineer	City of Ryde
Mr John Begley	Traffic Engineer	City of Ryde
Mr Hassan Choudhry	Traffic Engineer	City of Ryde
Mr Muddasir Ilyas	Traffic Engineer	City of Ryde
Mr Muhammad Abdat	Junior Traffic Engineer	City of Ryde
Mr Jacob Carreon	Junior Traffic Engineer	City of Ryde
Lisa Pears	Road Safety Officer	City of Ryde
David Ngeru	Senior Coordinator Rangers	City of Ryde
Ms Liz Berger	Manager Customer Service Communications, Media	City of Ryde
Ms Michelle Carter	Events Manager	City of Ryde
Ms Laura Dunn	Events Coordinator	City of Ryde
Ms Linda Smith	Executive Assistant - Mayor & Councillors	City of Ryde
Mr Bikram Singh	Traffic Engineering Officer	RMS
Mr Cameron McIntyre	Traffic Engineer	RMS
Mr Egwin Herbert	Western Regional Traffic & Service Manager	Sydney Buses
Ms Kate Moore	Business Manager	Sydney Buses

Gallery

Mr Robert Cauchi – Frasers Property Group
 Mr Mark Santoro - Frasers Property Group

ITEM 7 (continued)

	<p>DISCLOSURES OF INTEREST</p> <p>There were no disclosures of interest.</p>
	<p>CONFIRMATION OF PREVIOUS MINUTES</p> <p>The minutes of the Ordinary Meeting of the Ryde Traffic Committee held on 7 September 2017, previously circulated, were confirmed.</p> <p>Confirmation: Majority</p>
	<p>MATTERS ARISING FROM THE MINUTES</p> <p>The RMS representative raised concerns regarding <i>Item (E) Rowe Street, Eastwood - Driver speeds</i> and it was agreed that RMS will discuss these matters with Council separately.</p>
A	<p>POPE STREET, RYDE</p> <p>SUBJECT: EMERGENCY-VEHICLE PARKING ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-Classified REFERENCE: T2017-01510 OFFICER: M ILYAS</p> <p>PROPOSAL</p> <p>To convert 12 m of the existing 50 m of 'TAXI ZONE' on the southern side of Pope Street, Ryde to 'NO PARKING EMERGENCY VEHICLES EXCEPTED'.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p>VOTING: Unanimous</p>
B	<p>STEWART STREET, EASTWOOD</p> <p>SUBJECT: PARKING CONTROLS AT BEND ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-Classified REFERENCE: HELPDESK-11702 & T2017-01112 OFFICER: H CHOUDHRY</p>

ITEM 7 (continued)

	<p>PROPOSAL</p> <ol style="list-style-type: none"> To install a 59 m 'NO STOPPING' zone on the inner radius of the bend in Stewart Street, outside 1A to 3 Stewart Street, Eastwood. To install off-set dividing (BB) lines for the length of the bend in Stewart Street, Eastwood. <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p>VOTING: Unanimous</p>
C	<p>HENDERSON STREET, DENISTONE EAST</p> <p>SUBJECT: 'NO STOPPING' ACROSS DRIVEWAY ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-01492 OFFICER: L PEARS</p> <p>PROPOSAL</p> <p>To install a 5.2 m 'NO STOPPING' zone across the driveway access to Denistone East Public School in Henderson Street, Denistone East.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p>VOTING: Unanimous</p>
D	<p>OLIVE STREET, RYDE</p> <p>SUBJECT: REVIEW OF PARKING CONTROLS ELECTORATE: RYDE WARD: CENTRAL POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-01456 OFFICER: H CHOUDHRY</p> <p>PROPOSAL</p> <p>To convert the 6 m of existing 'NO PARKING' zone outside 8 Olive Street, Ryde to unrestricted parking.</p> <p>RTC RESOLUTION</p> <p>That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p>

ITEM 7 (continued)

	<p>VOTING: Unanimous</p>
E	<p>CULLODEN ROAD, MARSFIELD</p> <p>SUBJECT: PEDESTRIAN REFUGE AT ABUKLEA ROAD ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017 - 01096 OFFICER: J BEGLEY</p> <p>PROPOSAL To install a pedestrian refuge in Culloden Road at Abuklea Road, Marsfield, as shown on the attached plan.</p> <p>RTC COMMENTS The Team Leader Traffic Services advised that swept-wheel paths will be assessed during the detailed design and forwarded to RMS.</p> <p>RTC RESOLUTION That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p>VOTING: Unanimous</p>
F	<p>HILLVIEW LANE, EASTWOOD</p> <p>SUBJECT: 'LEFT TURN ONLY' AT WEST PARADE ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: HELPDESK-9288 & T2016-02225 OFFICER: M ILYAS</p> <p>PROPOSAL To install a 'LEFT TURN ONLY' in Hillview Lane at West Parade, Eastwood.</p> <p>RTC COMMENTS The Team Leader Traffic Services advised that the final TMP will be forwarded to RMS as soon as practicable.</p> <p>RTC RESOLUTION That the Ryde Traffic Committee agrees to <i>the PROPOSAL</i>.</p> <p>VOTING: Unanimous</p>

ITEM 7 (continued)

G	MATTERS APPROVED UNDER DELEGATION RTC COMMENTS The Ryde Traffic Committee noted this advisory item.
H	2018 WEST RYDE EASTER PARADE AND FAIR SUBJECT: SPECIAL EVENT TRANSPORT MANAGEMENT PLAN ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017 - 01699 OFFICER: G HOLDING RTC COMMENTS The Sydney Buses representative confirmed that the planned road closures will not disrupt any bus services. The RMS representative advised that they will provide full comments on the Special Event Transport Management Plan. The Ryde Traffic Committee noted the advisory item and requested that the Transport Management Plan take into account the effect on the State Road network and associated traffic lights.
I	SCHOOL PEDESTRIAN SAFETY INFRASTRUCTURE PROGRAM SUBJECT: RAISED PEDESTRIAN CROSSINGS ELECTORATE: LANE COVE AND RYDE WARD: WEST, CENTRAL AND EAST POLICE LAC: RYDE ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-00508 & T2016-00979 OFFICER: L PEARS RTC COMMENTS The RMS representative advised that they will provide Council with a feedback on the design shortly. The Ryde Traffic Committee noted this advisory item.
J	ANTHONY ROAD, WEST RYDE SUBJECT: MODIFICATION OF EXISTING RAISED PEDESTRIAN CROSSING ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE

ITEM 7 (continued)

	<p>ROAD CLASS: NON-Classified REFERENCE: D16/172038 & T2016-02219 OFFICER: M ILYAS</p> <p>RTC COMMENTS The Ryde Traffic Committee noted this advisory item and requested that the 'zig zag' linemarking be extended towards the pedestrian crossing.</p>
K	<p>RYDE TRAFFIC COMMITTEE</p> <p>SUBJECT: 2018 MEETING DATES REFERENCE: T2017-01362 OFFICER: G HOLDING</p> <p>RTC COMMENTS The Ryde Traffic Committee noted this advisory item.</p>
	<p>LATE ITEM - INTERSECTION OF MORRISON ROAD AND PRINCES STREET, AND CHARLES STREET, PUTNEY</p> <p>SUBJECT: ROUNDABOUT AND TRAFFIC CALMING DESIGN ELECTORATE: LANE COVE WARD: WEST POLICE LAC: RYDE ROAD CLASS: NON-Classified REFERENCE: D17/142710 & T2017-1595 OFFICER: P BASTAWROUS</p> <p>RTC COMMENTS The Ryde Traffic Committee noted this advisory item and agreed that the traffic calming device along the frontage of 35 to 37 Charles Street would not be effective at reducing the speed of vehicles.</p>

ITEM 7 (continued)**GENERAL BUSINESS****Epping to Chatswood railway closure**

The Manager Transport & Development advised that Transport for NSW has developed a Temporary Transport Plan for the Epping to Chatswood railway closure.

Wicks Road, North Ryde

The NSW Police Force representative advised that south-eastbound motorists are driving on the opposite side of Wicks Road, North Ryde, on approach to the traffic lights at Epping Road, and suggested extending the dividing (BB) lines.

Blenheim Road, North Ryde

The NSW Police Force representative requested that trees on the northern side of Blenheim Road, east of Pittwater Road, be pruned to improve visibility of regulatory signage.

The next ordinary meeting of the Ryde Traffic Committee will be held on 8 February 2017.

The meeting concluded at 11.05am