

Meeting Date: Tuesday 14 May 2019
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 6.00pm

NOTICE OF BUSINESS

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1 CONFIRMATION OF MINUTES - Meeting held on 9 April 2019

Report prepared by: Civic Services Manager**File No.:** CLM/19/1/2/2 - BP19/441

REPORT SUMMARY

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

RECOMMENDATION:

That the Minutes of the Works and Community Committee Meeting 3/19, held on 9 April 2019, be confirmed.

ATTACHMENTS

- 1 MINUTES - Works and Community Committee Meeting - 9 April 2019**

ITEM 1 (continued)

ATTACHMENT 1

**Works and Community Committee
MINUTES OF MEETING NO. 3/19**

Meeting Date: Tuesday 9 April 2019

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

Time: 6.00pm

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

Apologies: Nil.

Absent: Councillors Moujalli and Zhou.

Staff Present: General Manager, Director – Customer and Community Services, Director – Corporate Services, Director – City Planning and Environment, Director – City Works, Executive Manager – Strategy and Innovation, General Counsel, Manager – Communications and Engagement, Manager – RALC, Manager – Parks, Manager – Business Infrastructure, Manager – Community and Rangers, Manager – Operations, Manager – Library Services, Senior Coordinator – Resource Recovery, Senior Coordinator – Community Engagement, Senior Coordinator – Tree Management, Team Leader – Community Services, Civic Services Manager and Civic Support Officer.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

1 CONFIRMATION OF MINUTES - Meeting held on 12 March 2019

RESOLUTION: (Moved by Councillors Purcell and Kim)

That the Minutes of the Works and Community Committee Meeting 2/19, held on 12 March 2019, be confirmed.

Record of Voting:

For the Motion: Unanimous

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

ITEM 1 (continued)

ATTACHMENT 1

2 ITEMS PUT WITHOUT DEBATE

RESOLUTION: (Moved by Councillors Kim and Purcell)

That the Committee adopt Items 5, 7, 8, 9 and 11 on the Agenda as per the recommendations in the reports.

Record of Voting:

For the Motion: Unanimous

5 STREET ART IN CITY OF RYDE

RECOMMENDATION: (Moved by Councillors Kim and Purcell)

- (a) That Council deliver a new mural in the Eastwood pedestrian underpass; funded from the 2018/19 and 2019/20 Art Project budget (total of \$40,000).
- (b) That Council implements additional street art projects funded by the 2019/20 Street Art Project budget in order of priority, as listed in this report.
- (c) That Council officers continue to explore additional funding sources such as sponsorship, grant monies, or project funding to fund the delivery of future street art projects in order of priority, as listed in this report.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **30 APRIL 2019** as it is outside the Committee's delegations.

7 AMENDMENTS TO DELIVERY PLAN LISTING 2018 - 2019

RECOMMENDATION: (Moved by Councillors Kim and Purcell)

- (a) That Council endorse the following projects within the Footpath Construction Expansion Program to be deferred:
 - Marsden Road, West Ryde (Lawson Street - Rutledge Street)
 - Donald Street, North Ryde (Blenheim Road - Morshead Street)
- (b) That Council endorse the following projects to be included to the Footpath Construction Expansion Program:
 - Watt Avenue, Ryde (Smith Street - Pratten Avenue)
 - 330 Pittwater Road Shared Use Path (SUP), North Ryde

ITEM 1 (continued)

ATTACHMENT 1

- (c) That Council endorse the following project within the Road Resurfacing Renewal Program to be deferred:
- SRV-College Street, Gladesville from Orient Street to Frank Street
- (d) The Council endorse the following project to be included to the Road Resurfacing Renewal Program:
- Bank Street, Meadowbank from Constitution Road to 14 Bank Street

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **30 APRIL 2019** as it is outside the Committee's delegations.

8 GRANT FUNDING APPLICATION APPROVALS - ROADS AND MARITIME SERVICES - 2019-20

RECOMMENDATION: (Moved by Councillors Kim and Purcell)

That Council accept the funding received from the RMS Safer Roads Program (2019-2020) - \$145,000 being for the projects:

- i. Badajoz Road and Twin Road, North Ryde – Traffic Calming and Pedestrian fencing at existing roundabout (\$70,000)
- ii. Bay Drive, Meadowbank – Proposed Raised Pedestrian Crossing (\$75,000)

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **30 APRIL 2019** as it is outside the Committee's delegations.

9 RECONCILIATION ACTION PLAN

RESOLUTION: (Moved by Councillors Kim and Purcell)

- (a) That Council endorses the development of a four staged Reconciliation Action Plan (RAP) framework established by Reconciliation Australia for the City of Ryde.
- (b) That Council notes that a Reconciliation Action Working Group will only be established after the endorsement by Reconciliation Australia of the Reflect RAP in accordance with the process outlined by Reconciliation Australia.

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.

11 NEW NOMINEE FOR FESTIVAL AND EVENTS ADVISORY COMMITTEE

RESOLUTION: (Moved by Councillors Kim and Purcell)

- (a) That council endorses the nomination of Jaewoo Kim for a position on the Festival and Events Advisory Committee.
- (b) That council note the resignation of Maria Zappia representing the Gladesville Chamber of Commerce.

Record of Voting:

For the Motion: Unanimous

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

3 SINGLE USE PLASTICS REDUCTION FROM COUNCIL OPERATIONS AND SPONSORED EVENTS - PHASE OUT IMPLEMENTATION PLAN

Note: This Item was considered later in the meeting as detailed in these Minutes.

4 COMMUNITY GRANTS PROGRAM - ALLOCATION OF FUNDING ROUND 1, 2019

Note: This Item was considered later in the meeting as detailed in these Minutes.

ORDER OF BUSINESS

RESOLUTION: (Moved by Councillors Purcell and Gordon)

That the Committee now consider the following Item:

- Item 10 – Request for Removal of Trees

Record of Voting:

For the Motion: Unanimous

ITEM 1 (continued)

ATTACHMENT 1

10 REQUEST FOR REMOVAL OF TREES

Note: Phil Lester addressed the Committee in relation to this Item.

Note: Photographs regarding a dangerous tree were tabled in relation to this Item and a copy is ON FILE.

RESOLUTION: (Moved by Councillors Kim and Purcell)

- (a) That Council support the retention of the Eucalyptus Saligna (Sydney Blue Gum located on the nature strip verge at the front of 32 Osborne Street, Putney.
- (b) That a bi-annual inspection of the tree be undertaken by a Council arborist and all necessary pruning works be undertaken as required and in accordance with the relevant Australian Standards.

Record of Voting:

For the Motion: Unanimous

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

3 SINGLE USE PLASTICS REDUCTION FROM COUNCIL OPERATIONS AND SPONSORED EVENTS - PHASE OUT IMPLEMENTATION PLAN

RECOMMENDATION: (Moved by Councillors Purcell and Kim)

- (a) That Council endorse the "Reduce Single-Use Plastic" Policy with an amendment to point (3) under the heading of 'Purpose' which should be amended to read as follows:-
 - (3) Phasing out the use of plastic bottles, single use plastic serving containers and utensils, and single use plastic bags, at all council operations and council sponsored events with a final ban date of 29 February 2020.
- (b) That Council note that \$50,000 from the Better Waste and Recycling Fund has been provided to engage a consultant to work with community and local businesses to reduce/eliminate the amount of single use plastics where possible.
- (c) That under the heading of 'Review Process and Endorsement', the wording be amended to read as follows:-

This Policy should be reported annually.

Record of Voting:

For the Motion: Unanimous

ITEM 1 (continued)

ATTACHMENT 1

Note: This matter will be dealt with at the Council Meeting to be held on **30 APRIL 2019** as substantive changes were made to the published recommendation and it is outside the Committee's delegations.

4 COMMUNITY GRANTS PROGRAM - ALLOCATION OF FUNDING ROUND 1, 2019

RECOMMENDATION: (Moved by Councillors Gordon and Kim)

- (a) That Council endorse funding to the following organisations in round 1 of the 2019 Community Grants as follows:

Category 1- Community Projects			
Organisation	Project	Amount Requested	Amount Recommended
Live Life Get Active	Live Life Get Active- free community fitness classes.	\$5,000	\$5,000
Christian Community Aid	Connecting to Life- creating opportunities for seniors to stay connected, experience the benefits of living longer and enjoy opportunities to participate in their communities.	\$10,000- lesser amount recommended - capital equipment such as computers and wi-fi are ineligible.	\$3,500
North Ryde Community Church	Twilight Community Market- A welcoming and inclusive community event.	\$3,000	\$3,000
Special Children Services Centre Inc.	Fun at School Holidays— Kids yoga and dancing and an excursion to Taronga Zoo for children with special needs.	\$5,000	\$5,000
Australian Association of Cancer Care Inc.	Cancer Care and Nursing Home Entertainment- Assistance and support to patients suffering from cancer and monthly entertainment at nursing homes.	\$5,000	\$5,000
Australian Korean Theatre Company	Musical "Sound of Music"- auditions, weekly rehearsals and final performance in the local theatre.	\$5,000	\$5,000
Relationships Australia (NSW) Ltd	Senior Abuse Drama Project (Cantonese) - addresses family domestic violence in ethnic and seniors'	\$5,000	\$5,000

ITEM 1 (continued)

ATTACHMENT 1

	communities through culturally appropriate performing art.		
Sub-Total		\$38,000	\$31,500

Category 2- Capacity Building			
Organisation	Project	Amount Requested	Amount Recommended
Riding for the Disabled	Impact Volunteers- implementation of a volunteer management system.	\$5,000	\$5,000
SydneySiders Express Incorporated	SydneySiders Express Harmony Chorus Open Night Membership Drive- outreach event to attract members and a free five week 'learn to sing in harmony' course.	\$4060	\$3760
The Northern Centre	Building Cultural Competency- 6 month online cultural competence program for all staff working at the West Ryde Community Centre. Modules will include Chinese, Korean, Indian, LGBTIQ and Aboriginal and Torres Strait Islanders.	\$4940	\$4940
Sub-Total		\$14,000	\$13,700

Category 3- Events			
Organisation	Project	Amount Requested	Amount Recommended
City of Ryde Art Society	City of Ryde Art Society 59 th Annual Art Exhibition. Requested \$5,000	\$5,000	\$5000
The Happy Hens Social Enterprise Inc.	Bedlam at the Bay- A fete which focuses on destigmatizing mental health including mental health providers, Lifeline and Beyond Blue.	\$7500- lesser amount recommended based on attendance at last year's event (under 5000 attendees)	\$5,000

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Riverside Business Chamber	Putney Street Fest- street festival showcasing businesses in Putney.	\$7,500	\$7,500
West Ryde Chamber of Commerce	Christmas Carols in West Ryde, ANZAC Park	\$7,500- lesser amount recommended based on previous year's attendance (under 5000 attendees)	\$5,000
Morling College	Saunders Close Spring Fair- family-friendly festival to celebrate diversity and create a safe, accessible and inclusive space.	\$5,000- lesser amount recommended based on attendance of 400 people.	\$2,500
Sub-Total		\$32,500	\$25,000

Category 4- Sports & Recreation			
Organisation	Project	Amount Requested	Amount Recommended
Eastwood Ryde Netball Association Inc.	Net Set Go Program- National Junior Development Program to introduce netball to primary school aged children.	\$3,500	\$3,500
Usman Khawaja Foundation Ltd.	City of Ryde Chance to Shine Cricket Program - alleviate disadvantage youth through the provision of educational and cricketing opportunities. A free introductory 6 week off-season cricket program for boys and girls aged 6-12.	\$3,500	\$3,500
Australian Skateboarding Federation	King of Concrete Ryde Skatepark – state/national level skateboarding competition that will promote City of Ryde's new state of the art skate	\$3,500	\$3,500

ITEM 1 (continued)

ATTACHMENT 1

	park. It will give locals a stage to compete against some of Australia's best skaters.		
Homenetmen Antranig Scouts And Sportsclub	Amateur Football Competition – support for Syrian Armenian refugees interested in playing soccer.	\$2,400	\$2,400
Sub-Total		\$12,900	\$12,900

Category 5- Seniors			
Organisation	Project	Amount Requested	Amount Recommended
Italian Women's Group Marsfield	Promotes Health Initiatives – support group that meets weekly providing social connections.	\$1,500	\$1,500
Korean Harmony Culture Group	Seniors Activities for Local Korean Seniors- Activities include line dancing, singing, English language classes and social outings.	\$2,000	\$2,000
Italian Leisure Group	Weekly Social and Recreational Activities for Italian Seniors.	\$2,000	\$2,000
Eastwood Chinese Senior Citizens Club	Building Friendship Among CALD Seniors - hosting cross cultural performances with games and food aimed at connecting Chinese seniors with other CALD seniors.	\$2,000	\$2,000
Sub-Total		\$7,500	\$7,500

Category 6- Social Support			
Organisation	Project	Amount Requested	Amount Recommended
Mahboba's Promise	Marsfield Mother's Support Network-	\$9,828.40	\$9,828.40

ITEM 1 (continued)

ATTACHMENT 1

	family centred social and financial support program that assists disadvantaged single mothers from CALD backgrounds.		
Differently Abled People Association Incorporated	Our Ryde Social Harmony Game-development of "Our Ryde" App by people with disability for people with disability. Improving connections with community facilities, providers of services and those who may require additional assistance.	\$10,000	\$10,000
Kick Start Mentoring Program	Streetwork Australia Limited- KickStart provides one-on-one mentoring to 'at risk' young people aged 11-18.	\$10,000	\$10,000
Sydney Korean Women's Association	Helping Hands- face to face and telephone services to assist with accessing mainstream services and education seminars and family events.	\$10,000	\$10,000
Learning Links	Reading for Life - supporting disadvantaged children at Truscott Street Public School.	\$7,895	\$7,895
Yourside	Friendship Space Project- accessible place making initiative for isolated elderly. Volunteers will create a disability accessible space in shopping centres to support and initiate social connections.	\$10,000	\$10,000

ITEM 1 (continued)

ATTACHMENT 1

National Centre for Childhood Grief Counselling	Grief Counselling Education BEST Kids Program- free and unlimited specialist bereavement counselling for children and teenagers aged 3-18 to up-skill those who work in direct contact with bereaved children and their families.	\$9,317	\$9,317
Sub-Total		\$67,040.40	\$67,040.40

Category 7- Social Inclusion			
Organisation	Project	Amount Requested	Amount Recommended
The Shepherd Centre	'In the Shoes of a Child with Hearing Loss' - virtual reality training experience for students and teachers in Ryde.	\$795	\$795
Sub-Total		\$795	\$795

- (b) That funding of \$124,894 is available within the Community and Ranger Services budget to partially fund the recommended applications totaling \$158,435.40. The remaining funding of \$33,541.40 be allocated from the Community Grants Reserve.
- (c) That Council does not endorse the following three applications due to ineligibility in line with the Community Grants Policy:

Organisation	Project	
Kevinwood Orchestra	Spread the Bells- extending the range of hand-bells and bell-chimes (\$4,724)	Capital equipment is not eligible and musical instruments have been assessed as capital equipment. Alternate grant opportunities will be discussed with the applicant.
North Ryde Community Aid Inc.	Creation of a New Website (\$5,000)	Day-to-day operational expenses are not eligible and the development of a new website has been assessed as operational. Alternate grant opportunities will be discussed with the applicant.

ITEM 1 (continued)

ATTACHMENT 1

1 st East Ryde Scout Group	Purchase of BBQ and New Shelving (\$3,978)	Capital equipment is not eligible and shelving and a BBQ have been assessed as capital equipment. Alternate grant opportunities will be discussed with the applicant.
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- (d) That the successful and unsuccessful grant applicants be informed in writing of the outcome of their applications.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **30 APRIL 2019** as it is outside the Committee's delegations.

5 STREET ART IN CITY OF RYDE

Note: This Item was considered earlier in the meeting as detailed in these Minutes.

6 SANITARY BINS AND HAND SOAP DISPENSERS

RECOMMENDATION: (Moved by Councillors Purcell and Gordon)

- (a) That Council initiates a trial of installing twenty six (26) hand soap dispensers and sanitary bins at selected amenity facilities for a trial period of twelve (12) months.
- (b) That staff report the results back to Council at the conclusion of the trial.
- (c) That Council note the funding for the trial consisting of;
- I. \$2,500 as a one-off cost for the procurement and installation of twenty six (26) hand soap dispensers;
 - II. \$10,800pa for servicing of sanitary bins and hand soap dispensers during the trial;
 - III. That expenditure be funded from savings only for the trial and note that any extension will require additional funding.

Record of Voting:

For the Motion: Unanimous

ITEM 1 (continued)

ATTACHMENT 1

Note: This matter will be dealt with at the Council Meeting to be held on **30 APRIL 2019** as it is outside the Committee's delegations.

7 AMENDMENTS TO DELIVERY PLAN LISTING 2018 - 2019

Note: This Item was considered earlier in the meeting as detailed in these Minutes.

8 GRANT FUNDING APPLICATION APPROVALS - ROADS AND MARITIME SERVICES - 2019-20

Note: This Item was considered earlier in the meeting as detailed in these Minutes.

9 RECONCILIATION ACTION PLAN

Note: This Item was considered earlier in the meeting as detailed in these Minutes.

10 REQUEST FOR REMOVAL OF TREES

Note: This Item was considered earlier in the meeting as detailed in these Minutes.

11 NEW NOMINEE FOR FESTIVAL AND EVENTS ADVISORY COMMITTEE

Note: This Item was considered earlier in the meeting as detailed in these Minutes.

12 LIBRARY SERVICES STRATEGIC PLAN

RECOMMENDATION: (Moved by Councillors Kim and Gordon)

- (a) That the Library Services strategic plan *Great Libraries Great Communities 2019-2024* be approved by Council and placed on public exhibition for 28 days subject to the following additions:-

UNDER THE HEADING 'OUR GUIDING PRINCIPLES' (Page 17)

Fostering Multiculturalism:

We strive to provide culturally and linguistically appropriate library services to our multicultural community

ITEM 1 (continued)

ATTACHMENT 1

UNDER THE HEADING 'CATALYTS FOR CHANGE'

Scenario 1 (Page 44)

Relocation and/or expansion of Eastwood Library as a Town Centre Library.

(b) That Councillors are informed of the results of the public exhibition.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **30 APRIL 2019** as substantive changes were made to the published recommendation.

The meeting closed at 7.12pm.

CONFIRMED THIS 14TH DAY OF MAY 2019.

Chairperson

2 ITEMS PUT WITHOUT DEBATE

Report prepared by: Civic Services Manager

File No.: CLM/19/1/2/2 - BP19/442

REPORT SUMMARY

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

RECOMMENDATION:

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

OR

That the Committee determine all Items on the Agenda.

3 PIANO FOR WEST RYDE COMMUNITY HALL

Report prepared by: Senior Coordinator - Community Services
File No.: GRP/15/1/8 - BP19/274

REPORT SUMMARY

At its meeting held on 26 February 2019, Council resolved as follows:

- (a) That Council staff investigate the costs and options associated with the purchase and maintenance of a grand or upright piano for the West Ryde Community Hall, and the practicalities of its storage in the hall.*
- (b) That a report be presented to Council following investigations into the various options.*

This report provides the outcomes of an investigation that was undertaken to establish the feasibility of having a piano at the venue including interest from current venue users, cost of purchasing and maintaining a piano and the practicality of storing a piano at the hall.

RECOMMENDATION:

- (a) That Council purchase a suitable, lockable upright piano for the West Ryde Community Hall with funding allocated from the Community and Ranger Services 2018/19 base budget.
- (b) That a suitable system for providing access to the piano for user groups is implemented.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:
Tania Gamble
Senior Coordinator - Community Services

Report Approved By:
Sue Verhoek
Senior Coordinator - Social Development & Capacity Building

Lindsay Godfrey
Manager - Community and Ranger Services

Angela Jones-Blayney
Director - Customer and Community Services

ITEM 3 (continued)

Background

At its meeting on 26 February 2019, Council resolved that staff investigate the costs and options associated with the purchase and maintenance of a grand or upright piano for the West Ryde Community Hall.

The West Ryde Community Hall is a multipurpose community facility hall, which is heavily utilised by community groups and individuals within the City of Ryde. There are currently 18 community groups which regularly access the West Ryde Community Hall and a significant amount of casual users.

Currently there is a piano located at both the Civic Hall and North Ryde School of Arts.

Discussion

Feedback from Current Venue Users

There are currently 18 community groups which regularly access the West Ryde Community Hall. Each group was contacted to establish their interest in having a piano at the venue with 11 groups providing a response. That feedback is summarised below:

- Five groups were interested in having a piano at the venue including a choir, seniors group, two church groups and a Probus Club. The piano would be used for singing and dancing activities, church services and rehearsals. One group stated that they would not use the piano if there was an associated cost.
- Five groups stated that they would not use a piano, as they do not require one for their activities.
- One group (a playgroup) commented that they did not want a piano at the venue. This group meets three times per week and were concerned that a piano may create a hazard or be damaged by the children. This group requested that the piano be placed in an alternative venue.

Casual Hirers

There are a number of casual hirers that use the venue throughout the year. Users include, but are not limited to, birthday parties, baby showers, christenings, meetings, workshops and Council events. Due to the casual status of these hirers it cannot be established whether a piano at the West Ryde Community Hall would be utilised. Due to the multipurpose nature of the venue, maintaining a flexible floor space is important to continue to accommodate a variety of activities.

ITEM 3 (continued)

Cost to Purchase a Piano and Regular Maintenance

Following is a table outlining approximate costs and sizes of various types of pianos:

	Cost	Size
Grand Piano	\$11,995- \$18,999	213cm x 154cm
Baby Grand Piano	\$6,195- \$13,495	167cm x 150cm
Upright Piano	\$5,999- \$8,999	155cm x 65 cm

Piano maintenance would be approximately \$600 per annum, assuming the piano is tuned bi-annually. If additional tuning is required this would increase the cost of annual maintenance.

Practicalities and Storage

The flexibility of the floor space needs to be considered due to the range of activities that occur at the venue. The current floor space is approximately 15m x 17m.

A grand piano or baby grand piano would take up a floor space of approximately 2.5m x 2m, including circulation space, and will need to be located away from emergency exits and existing storage cupboards. On review of the location options for a grand piano or baby grand piano it has been determined that this would limit the available floor space and compromise the venue's flexibility.

An upright piano could be located along one of the side walls in the hall and would be approximately 1.6m x 1m, including circulation space. Alternative arrangements would need to be made for stacking the chairs if a piano is located against a wall. Rubber wheels should be considered to minimise damage to the floor as groups may try to move the piano. In addition the upright piano will need to have a secure lockable cover to alleviate the concerns of some user groups. This is the preferred option.

Financial Implications

There are sufficient funds available in the Community and Ranger Services 2018/19 base budget to purchase an upright piano.

4 PROPOSED WILDLIFE PROTECTION AREAS

Report prepared by: Natural Areas Project Officer

File No.: GRP/09/6/13 - BP19/310

REPORT SUMMARY

Companion Animals (cats and dogs) have a significant impact on native wildlife in bushland areas. To protect native wildlife and to provide Council a platform for community education, it is proposed to declare Wildlife Protection Areas in three high conservation bushland areas.

The declaration of Wildlife Protection Areas will be meeting the vision in 2056 North District Plan (Planning Priority N16), Councils 2028 Community Strategic Plan and meeting targets in Councils adopted Ryde Biodiversity Plan 2016.

This report proposes to commence the process of declaring the following three high conservation bushland corridors as Wildlife Protection Areas in order to afford better protection of native wildlife on Council managed land:

- **Field of Mars Reserve** (Category 1)
- **Kittys Creek Corridor** (Category 2); extent of corridor including Portius Park, Pryor Park and Kitty's Creek Reserve
- **Terrys Creek Corridor** (Category 2); extent of corridor including Forrester Park, Forsyth Park, Pembroke Park, Lucknow Park and Somerset Park

The Companion Animals Act 1998 enables Council to restrict areas where cats and dogs can be present, in any public place, where they have been set aside by the local authority for the protection of wildlife.

The declaration of a Wildlife Protection Area will propose either a category 1 or 2 extent of limitation for each of the bushland corridors under the Companion Animals Act 1998:

- Category 1 lands will prohibit both cats and dogs
- Category 2 lands will prohibit cats. Dogs that are on a leash will be permitted on formed tracks, pathways or roads.

It is intended that this proposal be put on public exhibition for 28 days and that any submissions received be considered and submitted to a future meeting of Council to make the determination. In addition to this public exhibition, Council will undertake a consultation program to engage the community across the city.

It is intended that any newly proposed Wildlife Protection Areas will be reviewed every three years or in the event of any relevant legislative changes.

ITEM 4 (continued)

RECOMMENDATION:

- (a) That Council endorses the proposal to declare the Field of Mars Reserve and the parks and reserves listed within the Kittys Creek and Terrys Creek Corridors as 'Wildlife Protection Areas' and this is to be placed on public exhibition for 28 days.
- (b) That on completion of the public exhibition period, a further report is to be submitted to Council to make the final determination.

ATTACHMENTS

- 1 Map of proposed Wildlife Protection Areas
- 2 Map of Sydney North Councils with adopted Wildlife Protection Areas

Report Prepared By:

Sean Simpson
Natural Areas Project Officer

Report Approved By:

Kylie McMahon
Senior Coordinator - Environment

Sam Cappelli
Manager - Environment, Health and Building

Liz Coad
Director - City Planning and Environment

ITEM 4 (continued)

Discussion

Councils 2028 Community Strategic Plan has committed to 'reducing our impact on our natural systems and strengthening the health of our natural corridors', through 'continuing to invest in programs that protect and enhance City of Ryde's natural areas including our bushlands, waterways and ecosystems'.

The declaration of Wildlife Protection Areas will be meeting the vision of Our Greater Sydney 2056, North District Plan (Planning Priority N16); 'Protecting and enhancing bushland and biodiversity by supporting landscape-scale biodiversity conservation and the restoration of bushland corridors'.

Through the declaration of Wildlife Protection Areas in high conservation bushland areas, Council will improve the conservation opportunity for native wildlife by precluding domesticated dogs and cats in these important, three nominated spaces within the City.

The declaration of Wildlife Protection Areas is intended to highlight and increase education, and awareness around responsible companion animal ownership. It will provide Council a platform for further education opportunities on this important issue and is not intended to increase existing Council enforcement and compliance.

In problematic areas where wildlife is being impacted it will assist Council when enforcement and compliance ultimately needs to occur as a last resort. Council Rangers currently patrol the proposed park and reserves on a regular basis.

City of Ryde Council currently manages 197 parks and reserves covering approximately 560 Hectares. Wildlife Protection Areas will be proposed at only 9 of these parks and reserves in the local government area, covering a total of 78 Hectares.

Ryde's Flora and Fauna studies in 2017 by Applied Ecology consultants identified vulnerable listed fauna species in all three proposed corridors. It is the responsibility of Councils responsibility to act to protect these vulnerable species, as listed in the Biodiversity Conservation Act 2016.

In addition to the sightings of vulnerable species, the studies also recorded domesticated cats and dogs off leash, in key bushland areas numerous times. Recommendations within the study advised Council to 'consider introducing Wildlife Protection Areas for the most significant bushland reserves'.

The Ryde Biodiversity Plan (adopted 2016) has identified regional corridors in these three proposed locations aligning with legislative requirements and in protecting these significant areas. The implementation of Wildlife Protection Areas will greatly assist in meeting targets under the Ryde Biodiversity Plan.

ITEM 4 (continued)

The three proposed corridors have been carefully selected. The proposed parks and reserves are all nominated 'high conservation' bushland areas, have regional biodiversity connectivity to Lane Cove National Park and are key wildlife corridors as identified in the Ryde Biodiversity Plan. The proposed areas have taken into consideration the recreational needs of the community and the adjoining land uses and are not proposed to detrimentally inhibit community use or function by its implementation.

Consultation on this proposal has occurred with internal stakeholders, including:

- Community and Ranger Services,
- Parks Department and
- Communications and Engagement.

Financial Implications

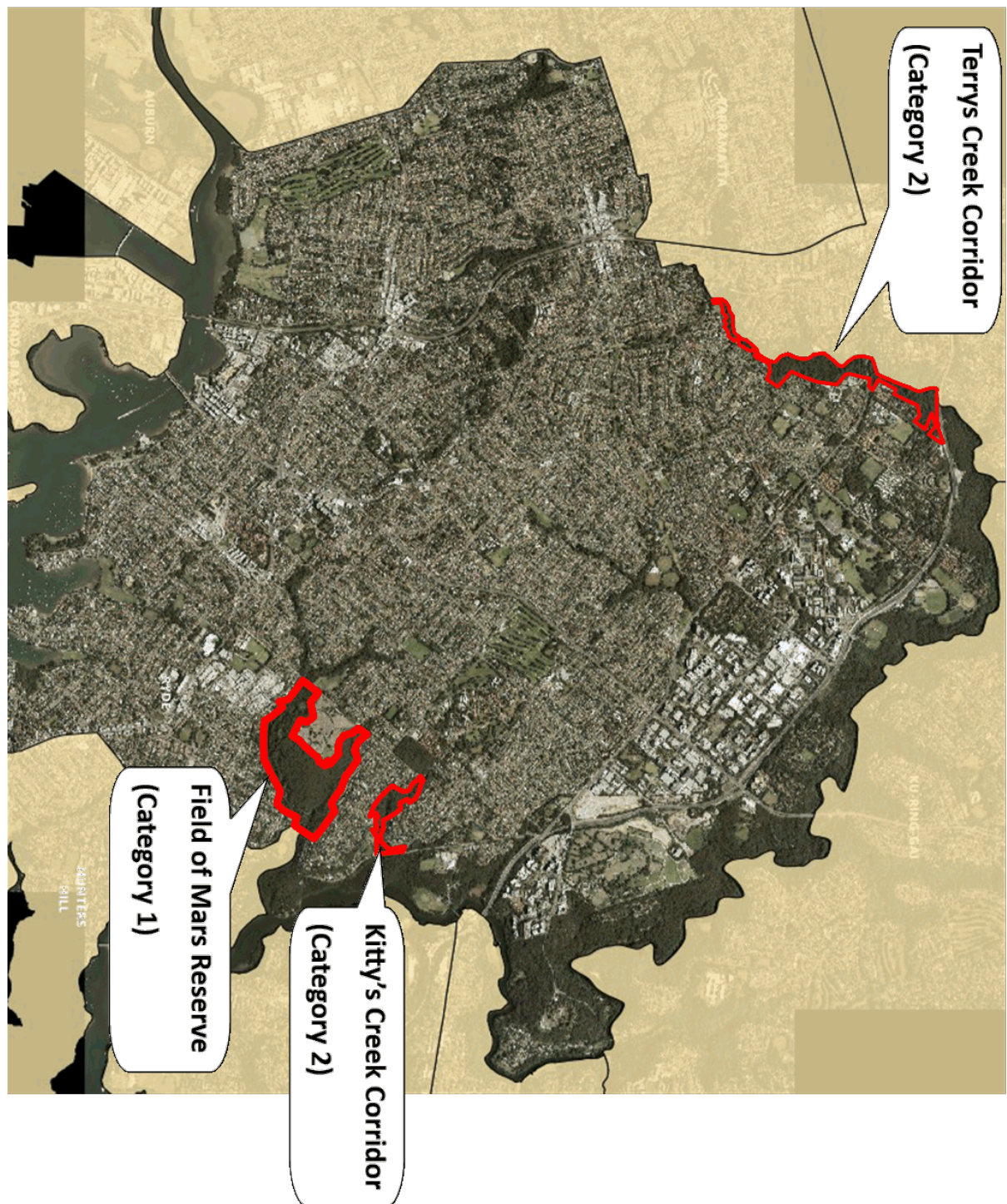
The public exhibition costs are expected to be less than \$2,000 and the cost for implementing any future declaration of Wildlife Protection Areas are expected to be less than \$5,000 per year covering such tasks as community engagement, education around animal ownership and signage. These amounts can be funded from Council's annual base budget.

Options

- 1) That Council approves the recommendation in this report to declare areas of; Field of Mars Reserve and the parks and reserves listed within the Kitty's Creek and Terrys Creek Corridors as 'Wildlife Protection Areas' providing necessary protection to native wildlife in these areas aligned with outcomes for biodiversity protection and undertake consultation with the community.
- 2) That Council does not support the recommendation. If Council chooses to not approve the recommendation for public exhibition the community will not be provided an opportunity to comment on the proposal and vulnerable native wildlife will remain unprotected with Council unable to enact responsibilities for biodiversity protection.

ITEM 4 (continued)

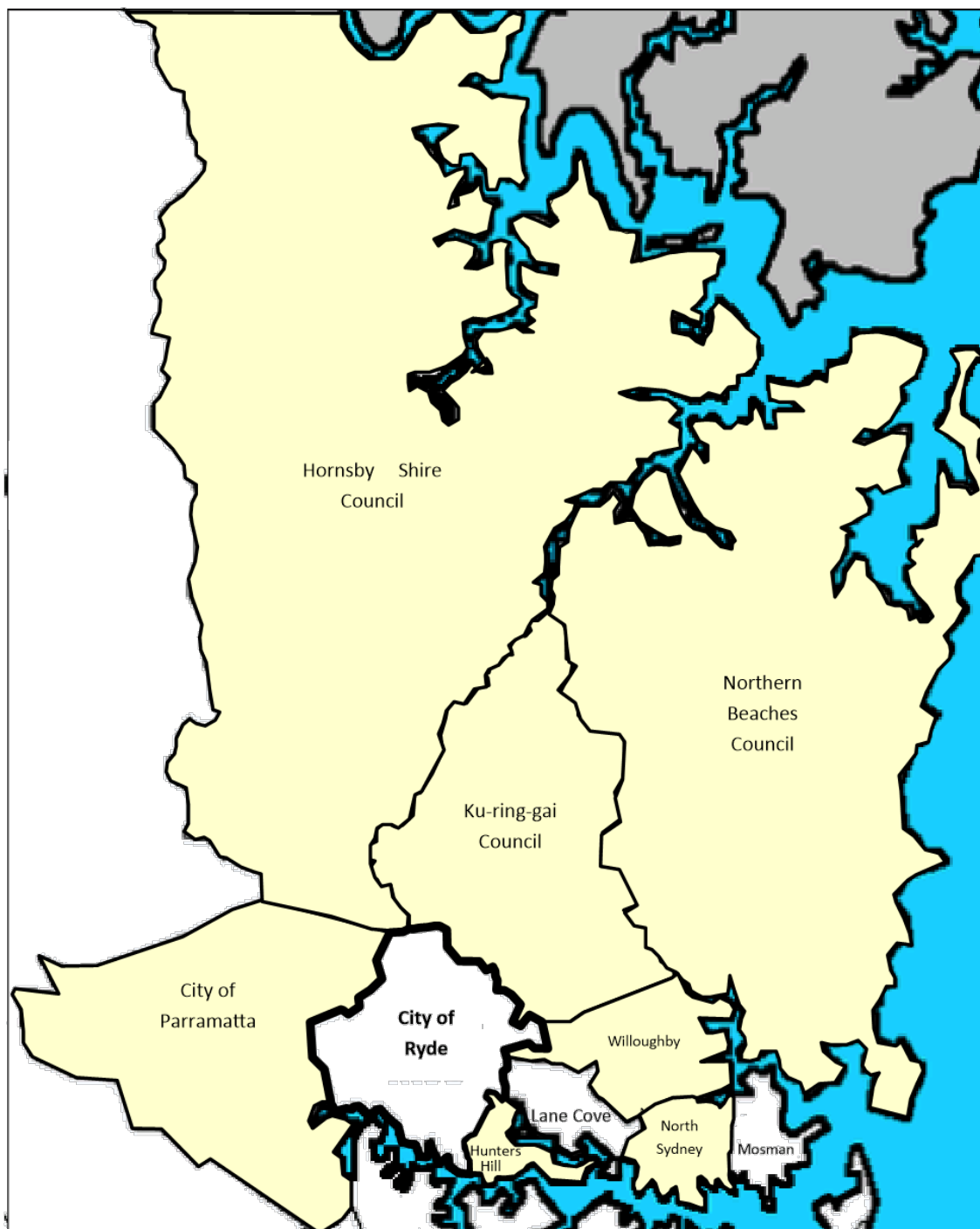
ATTACHMENT 1



ITEM 4 (continued)

ATTACHMENT 2

Map of Sydney North Councils with adopted Wildlife Protection Areas



5 YOUTH AMBASSADOR PROGRAM - 6 MONTH TRIAL REVIEW

Report prepared by: Community Project Officer - Young People
File No.: GRP/15/1/8 - BP19/243

REPORT SUMMARY

At its meeting on 26 June 2018 Council resolved as follows:

- (a) *That Council approve a six month trial of the program, recruiting Youth Ambassadors from within Ryde Youth Council. Following the trial, if successful, Council will advertise the posts with local high schools, TAFE and Universities and in the local newspapers to recruit young people independently of the Youth Council. The post will also be advertised on Council platforms including Social Media and Website.*
- (b) *That Council staff develop a selection process for Youth Ambassadors.*
- (c) *That the Youth Ambassadors are supported in the following ways:-*
 - (i) *Mentoring by a Councillor or member of Council staff*
 - (ii) *Training in Public Speaking and Speechwriting*
 - (iii) *Reimbursement of any reasonable out of pocket expenses*
 - (iv) *Formal acknowledgement from the Mayor and Councillors as the end of the Youth Ambassador's term*
 - (v) *That the Council staff approve and edit the young people's speeches prior to any public event*
- (d) *That a short report detailing the successes and suggested improvements to the program be presented to Council on completion of the six month trial.*
- (e) *That Council notes the cost of training and reimbursements for the program would be absorbed in the current Youth Council budget.*

Community and Ranger Services will continue the Youth Ambassador Program in 2019/2020 with costs allocated from the Community and Ranger Services base budget.

This report details the successes and suggested improvements of the Youth Ambassador Program following an initial 6 month trial.

ITEM 5 (continued)

RECOMMENDATION:

That the Youth Ambassador Program continues in 2019/2020 with the costs allocated from the Community and Ranger Services base budget.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Andrew Marselos
Community Project Officer - Young People

Report Approved By:

Sue Verhoek
Senior Coordinator - Social Development & Capacity Building

Lindsay Godfrey
Manager - Community and Ranger Services

Angela Jones-Blayney
Director - Customer and Community Services

ITEM 5 (continued)

Background:

At its meeting on 26 June 2018, Council resolved that staff work with the Ryde Youth Council to develop a Youth Ambassador Program.

The aim of the program is to ensure that young people are represented at official Council functions such as Citizenship Ceremonies, ANZAC day, Australia Day, Volunteer Awards and Citizen of the Year Awards. Furthermore, Youth Ambassadors where possible, would be invited to attend functions with visiting dignitaries from overseas.

Beyond Citizenship Ceremonies the ambassadors duties would include assisting and advising the Youth Council and acting as a spokesperson for Ryde Council to the youth of Ryde. Youth ambassadors would also be extended an invitation to join the Ryde Youth Council.

Discussion

Four youth ambassadors were selected from the Ryde Youth Council to participate in the 6 month trial of the Youth Ambassador Program that was held from September 2018 to February 2019. The youth ambassadors were selected using a selection criteria and process specifically developed for this program.

The ambassadors attended the Sydney Speakers School and received a one day training session on public speaking and speechwriting. Since undertaking the training the ambassadors have delivered speeches at three civic events and three community events with positive feedback received.

The ambassadors have responded positively to the program with a 100% retention rate over the 6 months. All ambassadors provided feedback that the program was highly beneficial in increasing their confidence with public speaking and will recommend the program to other young people.

The program has also gained positive feedback from local youth services involved in the Ryde Hunters Hill Youth Interagency and Youth Services staff from Lane Cove and Ku-Ring-Gai Councils.

One challenge identified during the trial period was the availability of youth ambassadors during business hours. To address this issue it is proposed that in 2019/20 a greater number of youth ambassadors with diverse availabilities enter the program. This will include promoting and recruiting from outside the Ryde Youth Council.

ITEM 5 (continued)

Overall, the Youth Ambassador Program was a great success.

Financial Implications

There are sufficient funds available in the Community and Ranger Services base budget to continue the program in 2019/20.

6 ELS HALL PARK, GREENWOOD PARK AND BOOTH RESERVE MASTERPLAN

Report prepared by: Open Space Planner
File No.: GRP/09/3/17 - BP19/410

REPORT SUMMARY

The City of Ryde's *Sport and Recreation Strategy 2016 – 2026 (adopted July 2017)* identified the completion of a Masterplan for ELS Hall Park as a high priority.

The purpose of a Masterplan is to provide the framework for how a park will be upgraded over the next 20 years. This is to ensure sustainable and efficient use, to meet the needs of the wider community and sporting user groups and achieve ecological outcomes, all in a strategically planned manner. A Masterplan will include a detailed site analysis and identify project stages and priorities to ensure a coordinated and progressive delivery of works by Council.

In accordance with the City of Ryde's *Sport and Recreation Strategy 2016 – 2026*, Council engaged design consultants *Group GSA* to undertake a detailed site analysis and prepare a Masterplan design for parklands including ELS Hall Park, Greenwood Park and Booth Reserve. This design has been informed by feedback received from internal staff and the community via two stages of community consultation;

Stage 1 community consultation was conducted in 15 November – 10 December 2017 to understand how the community use these parks and how they would like to see them improved into the future. After Stage 1 community consultation, a draft Masterplan was prepared.

Stage 2 Community Consultation was conducted in 13 February – 3 March 2019. The community was invited to provide feedback on the draft Masterplan. After Stage 2 community consultation, the final Masterplan, provided in **ATTACHMENT 1** and Master Plan Report, provided in **ATTACHMENT 2**, was prepared.

The final Masterplan provides a combination of sporting, active and passive recreation improvements as well as ecological and water management enhancements. The sports fields are being retained in their current form as per the existing use, with no relocation of sporting groups proposed. Improvements to supporting infrastructure and amenities have been included. Greater connectivity has been incorporated into the pedestrian and cycle path network. Social opportunities are integrated into the design via family recreation area, picnic facilities and dog park within the plan. Site access and onsite car parking has also been improved. The proposed final masterplan as provided in **ATTACHMENT 1** and associated report, provided in **ATTACHMENT 2**, is now presented to Council for adoption.

ITEM 6 (continued)

An opinion of probable costs has been completed for the Masterplan implementation, included in the Masterplan report provided in **ATTACHMENT 2**. Stage 1 of the Masterplan implementation (2019 – 2024) is within currently identified funding included in Council's draft 2019 – 2023 Delivery Plan and draft Section 7.11 Plan.

Masterplan Stage 1 (1-5 yrs) 2019/20 – 23/24	
Identified Works	Funding Status
<ul style="list-style-type: none"> • Amenities building reconstruction and maintenance storage • Field renewal Field 3 • Floodlighting renewal Field 3 • Car park renewal/upgrade (Adelphi Rd) • Shared user path lighting • Cricket nets • Spectator seating – Field 3 • Paths and connections – central path, Field 2 & Field 3. • Stormwater improvements 	Funding identified Estimated Cost: \$3.638 million
Masterplan Stage 2 (6 – 10 yrs) 2024/25 – 28/29	
Identified Works	Funding Status
<ul style="list-style-type: none"> • Paths, connections and bridges • Stormwater harvesting • Family Recreation Area, picnic/pods facilities and dog park upgrade • Stormwater improvements • Ecological improvements 	Unfunded Estimated Cost: \$6.583 million
Masterplan Stage 3 (11 – 20 yrs) 2029/30 – 38/39	
Identified Works	Funding Status
<ul style="list-style-type: none"> • Further car park renewal/upgrade • Paths, connections and bridges • Ecological improvements 	Unfunded Estimated Cost: \$3.113 million
Expansion of Ryde Community Sports Centre*	
<ul style="list-style-type: none"> • Potential Expansion • Associated Car park improvements 	Pending recommendation from City Wide Indoor Centres Strategy programmed for 2019/20.

* For this Masterplan, a spatial provision has been identified in ELS Hall Park if expansion of the Ryde Community Sports Centre is required in the future (pending further investigations and feasibility studies). The feasibility and requirements of this expansion will be considered as part of the City Wide Indoor Centres Strategy in 2019/20. This strategy will be reported to Council for adoption in the first half of 2020.

ITEM 6 (continued)

In February of this year, the amenities building at ELS Hall Park was destroyed by fire. Staff are in the process of finalising the claim with Council's insurance company. It is expected that a cash payment will be obtained to compensate Council for the loss of the facility. A recommendation has been included in this report to have the project of designing a new amenities building formally included in Council's Four Year Delivery Plan. When a better understanding of the costs are known, the budget for constructing a new building will be added as part of the budget planning process to occur later this calendar year.

Through the course of preparing the Masterplan, options for use have been identified for the lands adjacent to ELS Hall Park which are owned by the NSW Government and not currently under Council's care and control. Therefore, staff have recommended to formally approach the relevant agencies of the NSW Government and determine the feasibility of incorporating this area into the ELS Hall Park, Greenwood Park and Booth Reserve parklands for community use. A further report would be prepared for Council on this matter should it be identified as a feasible option.

RECOMMENDATION:

- (a) That Council endorses the ELS Hall Park, Greenwood Park and Booth Reserve Masterplan and associated Masterplan Report.
- (b) That Council amends the draft Four Year Delivery plan (2019 – 2023) to add \$170,000 for the detailed design of the upper amenities building at ELS Hall Park in 2019/20.
- (c) That Council writes to all members of the public that made a submission on the project notifying them of this resolution and thanking them for their participation in the project.
- (d) That Council staff write to the relevant agencies of the NSW Government to determine the feasibility of incorporating the land immediately adjacent to ELS Hall Park and Booth Reserve into the park for community use.

ITEM 6 (continued)**ATTACHMENTS**

- 1** Final Masterplan - ELS Hall Park Greenwood Park and Booth Reserve -
Prepared by Group GSA 30 April 2019
- 2** Final Masterplan Report - ELS Hall Park Greenwood Park and Booth Reserve -
Prepared by Group GSA 30 April 2019
- 3** Draft Masterplan - ELS Hall Park Greenwood Park and Booth Reserve -
Prepared by Group GSA 30 January 2019
- 4** Stage 1 Community Consultation Report - ELS Hall Park Greenwood Park and
Booth Reserve - Prepared by Flagship Communications April 2018
- 5** Stage 2 Community Consultation Report - ELS Hall Park Greenwood Park and
Booth Reserve - Prepared by Flagship Communications March 2019
- 6** Letter of support from NSW Health Northern Sydney Local Area Health District -
1 March 2019

Report Prepared By:

Meredith Gray
Open Space Planner

Report Approved By:

Michael Longworth
Senior Coordinator - Park Planning

Simon James
Manager - Parks

Wayne Rylands
Director - City Works

ITEM 6 (continued)

History

The *Sport and Recreation Strategy 2016 – 2026* was adopted by Council on 25 July 2017. This provided specific actions relating to the preparation of a masterplan for ELS Hall Park;

- Progressively prepare Masterplans for Level 1 Parks including ELS Hall Park (high priority).
- Prepare a Masterplan for ELS Hall Park to incorporate parking solutions, dog off leash area, additional shade, expanded playground and opportunities for improvements to existing baseball and cricket facilities. Progressively implement the outcomes of the ELS Hall Park Master Plan.
- Investigate relocation of winter baseball from Gannan Park to ELS Hall Park #2 (high priority).
- Integrate passive recreation opportunities into sports reserves, eg circuit paths, seating, shade, playgrounds, picnic/bbq and informal kickabout space in all Level 1 and 2 sports fields (medium priority).
- Plan and design open space to meet the recreational, social and leisure needs of seniors (ongoing – medium priority).
- Integrate any recreation and leisure needs that may be specific to CALD communities into all planning and design for public spaces, places and reserves (ongoing – medium priority).
- Provide improvements to Council's dog-off leash areas. (ongoing – medium priority).
- Create shared use walk/cycle paths in connecting open space network (ongoing high priority).
- Identify and prioritise opportunities for lighting of walk/cycle paths to provide safe evening access for walking/cycling (ongoing – medium priority).
- Create picnic areas that allow for adequate movement space for people who use wheelchairs, crutches, motor scooters or walkers etc (ongoing – high priority).
- Ongoing implementation of the Children's Play Implementation Plan (ongoing – high priority).

ITEM 6 (continued)

- Consider what opportunities there are to offer spectator seating from vehicles or near to car parking areas at ELS Hall Park (ongoing – medium).
- Creation of enclosed free running dog parks with associated facilities such as seating, picnic tables, landscaping, trees, shade and dog bowls etc at ELS Hall Park (completed).
- Implementation of Synthetic Surface Action Plan at ELS Hall Park #1 (completed).

Communications consultant, *Flagship Communications*, was engaged in October 2017 to prepare a Community Engagement Plan and conduct two stages of community consultations for the Masterplan.

Stage 1 community consultation was conducted on 15 November – 10 December 2017 by *Flagship Communications* and Council staff to understand how the community uses these parks and how they would like them improved into the future. A copy of Stage 1 community consultation report is provided in **ATTACHMENT 4**.

Specific engagement with sporting user groups (including Ryde Panthers Football Club and Pacific Coast Baseball League) was undertaken during Stage 1 to review their use of ELS Hall Park and investigate potential relocation to other sports fields. This feedback was considered by Council and it was deemed that currently no relocation to/from ELS Hall Park will be required.

Design consultant, *Group GSA*, was engaged in October 2018. Stage 1 community consultation report was provided to *Group GSA* to inform the draft Masterplan. *Group GSA* prepared initial site analysis and draft Masterplan provided in **ATTACHMENT 3**.

Stage 2 community consultation was conducted on 13 February – 3 March 2019 by *Flagship Communications* and Council staff to obtain community feedback on the draft Masterplan. A copy of Stage 2 community consultation report is provided in **ATTACHMENT 5**.

Stage 2 community consultation report was provided to *Group GSA* in March 2019 to inform the final Masterplan provided in **ATTACHMENT 1** and Masterplan report provided in **ATTACHMENT 2** which are presented for adoption.

ITEM 6 (continued)

Site Context

ELS Hall Park is 12.31 hectares in size and located within the suburb of Marsfield. This regional sports park includes two grass sports fields, one synthetic sports field and the Ryde Community Sports Centre (currently leased by the YMCA). Other park features include regional playground, dog park, pathway network, picnic shelters and outdoor fitness equipment. There are three existing car parks onsite including formal car park (entry off Kent Road), informal car park (entry off Adelphi Road) and informal car park (entry off Scott Street).

Greenwood Park is approximately 2.46 hectares in size and located within the suburb of North Ryde. It is a revegetated bushland park with some pathways and an active voluntary bushcare group.

Booth Reserve is a small parcel of land 0.32 hectares in size, located in the suburb of Marsfield and is a bushland park.

Greenwood Park, Booth Reserve and ELS Hall Park contain natural areas with endangered remnant Sydney Turpentine Ironbark Forest trees as well as understorey shrubs, ground covers and grasses. These parks form part of the 'Greengrid' as identified in the *Greater Sydney Commission Our Greater Sydney 2056 North District Plan (2018)*.

Shrimptons Creek travels through between ELS Hall Park and Greenwood Reserve and beside Booth Reserve. The steep embankment is degraded in parts and adjacent parklands are prone to flooding during high rain events.

The Shrimptons Creek and future Eastwood to Macquarie Park shared user paths converge within the Park and provides important pedestrian and cycle connectivity between Ryde, Eastwood and Macquarie Park as identified in the *Greater Sydney Commission Our Greater Sydney 2056 North District Plan (2018)* and the *City of Ryde Bicycle Strategy (2014)*.

The NSW Government has stated the City of Ryde's population is set to grow by 43.1% from 119,950 (2016) to 171,650 in 2036. With the population density of the surrounding residential and business areas increasing, the demand on the open spaces in the City of Ryde, including ELS Hall Park, Greenwood Park and Booth Reserve will also increase.

ITEM 6 (continued)



Images 1 & 2: ELS Hall Park, Greenwood Park and Booth Reserve site context

Community Consultation

The purpose of Stage 1 community consultation is to understand how the community use these parks and how they would like to see them improved into the future. Stage 1 community consultation was conducted on 15 November – 10 December 2017 by *Flagship Communications* and Council staff. Community notification included via flyer, letterbox drop (500m radius of parks), park signage, stakeholder eNewsletter, social media and Council's Have Your Say webpage. Feedback was obtained via intercept surveys (16 surveys), online survey on Council's Have Your Say webpage (67 surveys), two drop-in sessions (approximately 60 people providing 275 comments) and stakeholder interviews (3 sporting user groups/associations plus 8 council staff). The Stage 1 Community Consultation Report is provided in **ATTACHMENT 4**.

Stage 1 community consultation identified key themes which were considered in the preparation of the draft Masterplan. These included: Getting to the site; Thoughts on the site; Impact on residents; Sports activities; Facilities; Playground; Dogs; Site maintenance; Natural environment and sustainability.



Images 3 & 4: Stage 1 Community Consultation drop in session and park signage (November/December 2017).

ITEM 6 (continued)

Stage 2 community consultation was conducted on 13 February – 3 March 2019 by *Flagship Communications* and Council staff. Community notification included via flyer, letterbox drop (500m radius - 1,994 properties), park signage, stakeholder email (83 opens), eNewsletters (1,955 opens), social media (6,954 reach) and Council's Have Your Say webpage (311 page views).

Stage 2 presented the draft Masterplan to the community for their feedback provided in **ATTACHMENT 3**. Feedback was obtained via online survey on Council's Have Your Say webpage (63 comments), two drop-in sessions (approximately 65 people providing 106 comments), written submissions (13 emails) and stakeholder interviews (9 sporting user groups, associations and leaseholder) and phone enquiry (1 call). The Stage 2 Community Consultation Report is provided in **ATTACHMENT 5**.

NSW Health Northern Sydney Local Health District provided submission during Stage 2 community consultation on the community health benefits of the Masterplan to better meet the needs of a growing population, getting people active via active transport and strengthening community through recreation and play provided in **ATTACHMENT 6**.

Masterplan Element	Summary of Community Feedback received	Council Response
Sports field 2	Improve baseball infrastructure and amenities.	Included in final Masterplan
Sports field 3	Increase field size.	Included in final Masterplan
Sports field 3	Include cricket nets.	Included in final Masterplan
Pathway links	Improve path lighting	Included in final Masterplan
Informal paths	Remove path behind Wilson St	Removed from final Masterplan
Informal creek crossing	Formalise for bike access	Alternative routes available – not included
Recreation pods	Review location in flood prone areas.	Included in final Masterplan
Spectator seating	Improve seating at Field 2	Included in final Masterplan
Family Picnic Area	Seating for diverse park users including seniors and people with accessibility needs	Recommended for inclusion in detailed design
Existing informal car park	More parking, formalise, improve access and lighting.	Proposed to approach NSW Government to determine feasibility for use of their land.

ITEM 6 (continued)

Masterplan Element	Summary of Community Feedback received	Council Response
Ryde Community Sport Centre car park	More parking, improved lighting and entrance/exit.	Included in final Masterplan
Ryde Community Sports Centre	Expand sports centre	Area identified in final Masterplan subject to the preparation of the City wide Indoor Centre Recreation Strategy for City of Ryde
Amenities building	Replace fire damaged amenities building	Final masterplan amended
Land not owned by Council	Include youth activities, natural space, basketball, walking, cycling and additional parking.	Proposed to approach NSW Government to determine feasibility for use of their land.
Other	Improve biodiversity and habitat	Included in final Masterplan and report
Other	More filtered water stations	Recommended for inclusion in detailed design



Images 5 & 6: Stage 2 Community Consultation drop in session (23 February 2019).

Final Masterplan

The final Masterplan, provided in **ATTACHMENT 1**, was prepared by *Group GSA* in April 2019 and addressed feedback from Stage 2 community consultation. The final Masterplan report, provided in **ATTACHMENT 2**, includes a detailed site analysis, identifies project stages and priorities to ensure a coordinated and progressive delivery by Council.

ITEM 6 (continued)

Key Park Improvements:

- Improved pedestrian and cycle connectivity via pathway network, new bridge crossing, informal creek crossing points, pathway lighting and alternative cycle/pedestrian routes during high rain events.
- Car park improvements to achieve additional parking, bus drop off/pick up area, improved access and vehicle entrance/exit.
- Family picnic and recreation area including existing regional playground.
- Replacement and improved configuration of top amenities building, maintenance/equipment storage areas and maintenance access.
- Fields 1, 2 & 3 – Improved supporting sports infrastructure and amenities.
- Field 3 – Installation of cricket nets and expanded field dimensions.
- Spatial area identification for potential future expansion of Sport Centre elevated over car parking (subject to further investigation and feasibility).
- Improved spectator seating and picnic facilities.
- Dog park upgrade with new obstacle and agility equipment.
- Improved stormwater management and overland flow via drainage and swales.
- Environmental outcomes including more native plantings, weed removal, water management and riparian corridor enhancements.

ITEM 6 (continued)



Image 7: ELS Hall Park, Greenwood Park and Booth Reserve Final Masterplan

DETAIL PLAN: FAMILY PICNIC AREA

Legend

- ① SPORT FIELD 1: SYNTHETIC GRASS
- ② SPECTATOR SEATING
New terraced spectator seating to sports fields
- ③ EXISTING CONCRETE PATHS
- ④ PATHWAY LANE-3
New paths established to provide additional recreation opportunities in the park for walking, running and cycling
- ⑤ EXISTING PLAYGROUND
Playground retained in current form
- ⑥ BBO HUB
Large shelter with picnic settings and BBO for community use
- ⑦ KIDABOUT LAWN
Gently sloped lawn for informal recreation
- ⑧ FAMILY RECREATION AREA
Active recreation hub with ping-pong tables, Tossball tower for children and games markings
- ⑨ EXISTING TREES RETAINED
Existing established trees retained in new design
- ⑩ PLANTED BUFFER
Establish new buffer planting to residential
- ⑪ SWALE REGENERATED
Swale widened to increase capacity and prevent flooding of field 1. New planting to improve biodiversity value
- ⑫ EXISTING INFORMAL CAR PARK RETAINED
- ⑬ OPEN SPACE RETAINED
Existing passive open space within road reservation retained. Adjacent land towards Hunt Road is not owned by council. Negotiation seeking community use is pending with relevant authority.



Image 8: ELS Hall Park Family Recreation Area including existing regional playground

ITEM 6 (continued)



Image 9: Montage of Family Recreation Area



Image 10: Montage of informal recreation and Recreation Pod

ELS Hall Park Top Amenities Building

In February 2019, the top amenities building at ELS Hall Park was destroyed by fire. This facility include 4 player change room, 1 x umpire change rooms, 1 x canteen, club storage, public toilets (male, female and disabled), viewing deck, ground maintenance equipment storage and staff room.

Council has made interim arrangements with clubs and grounds staff for temporary storage.

The final Masterplan provides recommendation for a new amenities building and grounds maintenance storage to be constructed at ELS Hall Park. This will replace the amenities building destroyed by fire in February of this year. To address this, the report recommends amendment of the draft 4 year delivery plan (2019 – 2023) to include \$170,000 for the detailed design of the upper amenities building at ELS Hall Park. Staff are still working through the process of negotiating the claim for this with Council's insurance company. It is expected that a cash payment will be obtained to compensate Council for the loss of the facility.

Land Not Owned or Managed by Council

Through the course of preparing the masterplan, potential opportunities have been identified for the lands adjacent to ELS Hall Park which are owned by NSW Government and not under Council's care and control. Should Council accept the recommendation of this report, Staff will work with the NSW Government requesting agreement for incorporation of these lands into the parklands for community use.

ITEM 6 (continued)



Images 11 & 12: Adjacent land not owned or managed by Council indicated in orange.

These aforementioned parcels of land are owned by the NSW Government and are contained within the County Road corridor with SP2 classification. These lands are not currently being utilised by the NSW Government and could potentially and very readily be integrated into the adjoining parklands of ELS Hall Park, Booth Reserve and Greenwood Park.

Staff will provide further report to Council if discussions with the NSW Government for these lands identify feasible options.

Indoor Centres Strategy

For this Masterplan, a spatial provision has been identified in ELS Hall Park if expansion of the Ryde Community Sports Centre is required in the future (pending further investigations and feasibility studies). The feasibility and requirements of this expansion will be considered as part of the Indoor Centres Strategy in 2019/20.

This strategy will provide recommendation for the provision of indoor sports and recreation facilities in the City of Ryde, including the Ryde Community Sports Centre and any future facility extension (if required). The Indoor Centre Strategy will be reported to Council for adoption in 2020.

Project Implementation

A staging plan has been completed for the Masterplan and contained within the final Masterplan Report provided in attachment 2. This masterplan will be progressively implemented over a number of years. All required planning approvals will be completed prior to construction of the various Masterplan elements. Construction will be in accordance with relevant Australian Standards and Safe Work NSW requirements. The implementation of these stages will be considered during the business planning cycle.

ITEM 6 (continued)**Financial Implications**

An opinion of probable costs has been completed for the Masterplan implementation. Phase 1 of Masterplan implementation (2019 – 2024) is within the available budget with funding allocated in Council's draft 2019 – 2023 Delivery Plan and Section 7.11 Plan. The unfunded components of Masterplan implementation will be incorporated into the next iteration of the Section 7.11 Plan, grant funding opportunities and considered during the budget planning cycle.

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

ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 2

Issue	Type	Date
A	For review	02/11/2018
B	For review	08/12/2018
C	For review	10/03/2019
D	For circulation	29/04/2019
E	For council review	30/04/2019

ITEM 6 (continued)

ATTACHMENT 2

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WATER/CLIMATE/CLIMATE CHANGE	85
WATER/CLIMATE/CLIMATE CHANGE	86
WATER/CLIMATE/CLIMATE CHANGE	87
WATER/CLIMATE/CLIMATE CHANGE	88
WATER/CLIMATE/CLIMATE CHANGE	89
WATER/CLIMATE/CLIMATE CHANGE	90
WATER/CLIMATE/CLIMATE CHANGE	91
WATER/CLIMATE/CLIMATE CHANGE	92
WATER/CLIMATE/CLIMATE CHANGE	93
WATER/CLIMATE/CLIMATE CHANGE	94
WATER/CLIMATE/CLIMATE CHANGE	95
WATER/CLIMATE/CLIMATE CHANGE	96
WATER/CLIMATE/CLIMATE CHANGE	97
WATER/CLIMATE/CLIMATE CHANGE	98
WATER/CLIMATE/CLIMATE CHANGE	99
WATER/CLIMATE/CLIMATE CHANGE	100

ITEM 6 (continued)

ATTACHMENT 2

INTRODUCTION

the self-reported prevalence of abuse and neglect among children with a diagnosis of intellectual disability (ID), compared to that of the general population. The study was limited by the reliance on self-reports and by the exclusion of adult and institutionalized subjects and non-ID subjects. Speculation remains as to the validity of the reported abuse results, the representativeness of the sample, the quality of the data, and the reliability of the prevalence rates.

all of the hardwoods, the soft three species are most important to the waterfowl. The most important softwood species are the spruce, fir, and hemlock. The most important species in the softwood group are the spruce, fir, and hemlock. The most important species in the hardwood group are the oak, maple, and birch. The most important species in the softwood group are the spruce, fir, and hemlock. The most important species in the hardwood group are the oak, maple, and birch.

Customers are helped inside a single window, not two (as of April 2004, the majority's use of the single window was virtually total). The need to queue separately meant that the bank's 11 1/2-day closure during the earlier holiday season had the expected negative effect on service time. There is a greater need to provide an adequately sized staff during peak periods.

the extent to which a dynamic and adaptive P400 peak that represents the generation of the syntactic structure is observed. The results of the present study suggest that the P400 component is sensitive to the degree of syntactic complexity and that the P400 component is sensitive to the degree of syntactic complexity.

There are also a few other things that we've noticed we're going to probably do more of in the future, and that's the idea of having a more integrated approach to the way we're working with our customers. We're going to be looking at the way we're working with our customers, and we're going to be looking at the way we're working with our customers, and we're going to be looking at the way we're working with our customers.



ITEM 6 (continued)

ATTACHMENT 2

REGIONAL CONTEXT

Urban context

The City of Ryde is located in the northern part of the Sydney metropolitan area, approximately 15 km north of the Sydney CBD. The City is bounded to the north by the Sydney Harbour Bridge, to the east by the Sydney Harbour Bridge, to the south by the Sydney Harbour Bridge, and to the west by the Sydney Harbour Bridge.

The City of Ryde is located in the northern part of the Sydney metropolitan area, approximately 15 km north of the Sydney CBD. The City is bounded to the north by the Sydney Harbour Bridge, to the east by the Sydney Harbour Bridge, to the south by the Sydney Harbour Bridge, and to the west by the Sydney Harbour Bridge.

Open space context

The City of Ryde is located in the northern part of the Sydney metropolitan area, approximately 15 km north of the Sydney CBD. The City is bounded to the north by the Sydney Harbour Bridge, to the east by the Sydney Harbour Bridge, to the south by the Sydney Harbour Bridge, and to the west by the Sydney Harbour Bridge.

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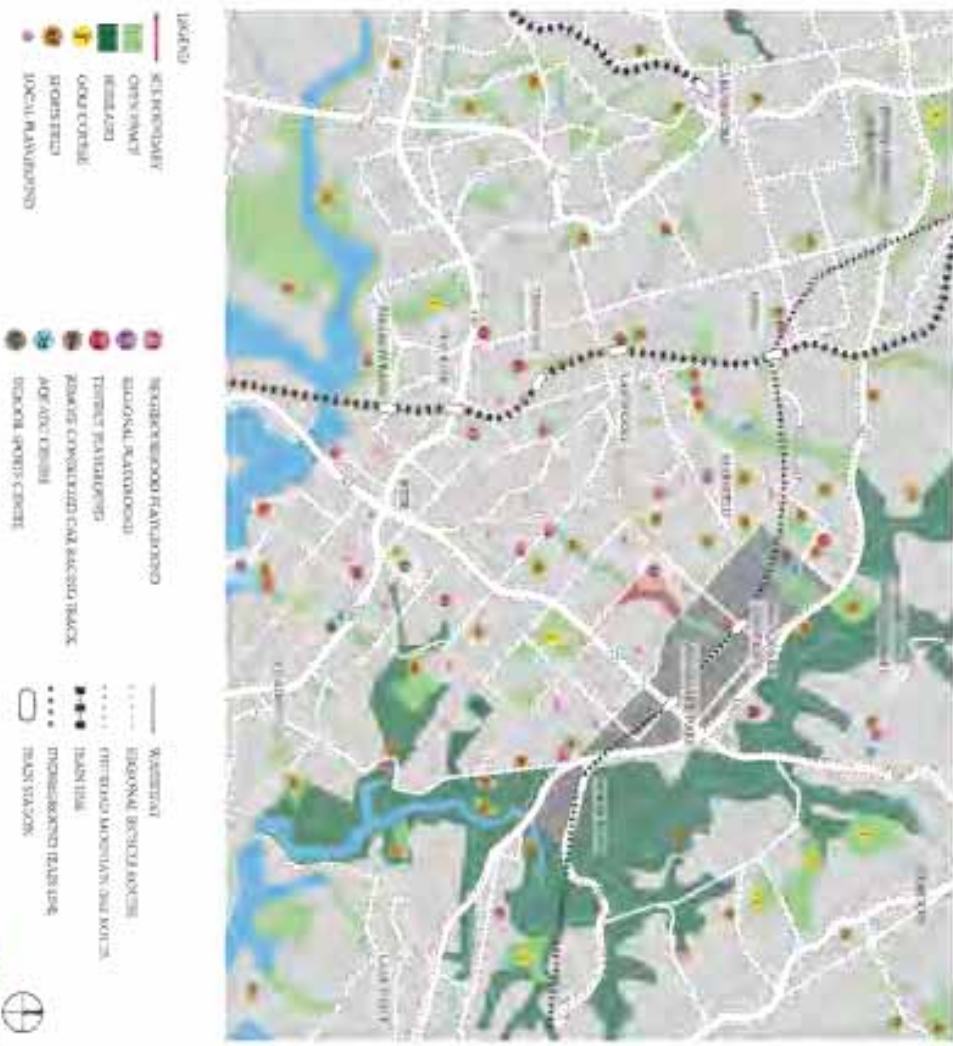
The City of Ryde is located in the northern part of the Sydney metropolitan area, approximately 15 km north of the Sydney CBD. The City is bounded to the north by the Sydney Harbour Bridge, to the east by the Sydney Harbour Bridge, to the south by the Sydney Harbour Bridge, and to the west by the Sydney Harbour Bridge.

Future urban context

The City of Ryde is located in the northern part of the Sydney metropolitan area, approximately 15 km north of the Sydney CBD. The City is bounded to the north by the Sydney Harbour Bridge, to the east by the Sydney Harbour Bridge, to the south by the Sydney Harbour Bridge, and to the west by the Sydney Harbour Bridge.

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ITEM 6 (continued)

ATTACHMENT 2

LOCAL CONTEXT

in the 1960s. While the "International Year of the Child" meant at first the largest part of the budget was, according to the author, "devoted to the youth and sports" (p. 10), the "youth and sports" part of the budget, says the author, was not really the budget for the children, since "the majority of the budget was allocated to the construction of the city."

Maplewood, located in the Niagara River on the south end of the island, was the second most popular of Chippewa Camps in the area (see Table 1). It had a normal season (Fig. 2) and was a typical example of

[illegible][illegible]

has a significant but small effect on the probability of being employed in a service or in the government sector. The likelihood of being employed in a service or in the government sector is 1.03 times as high for a female as for a male, holding all other variables constant.

[illegible]

ITEM 6 (continued)

ATTACHMENT 2

EXISTING SITE CONDITION

Positive recreation

For more information on the program, visit www.rockwell.com or call 1-800-368-7777.

— *Integrating the two disciplines is essential to the field's future success. The more we can specifically address the challenges of the field, the more we can advance the field. The past is not a subject to study, but a resource to be used to move forward.*

Figure 1. The effect of the concentration of the inhibitor on the rate of polymerization of α -methylstyrene in the presence of SnCl_4 at 25°C . The concentration of SnCl_4 was 1.0×10^{-2} mole/l. and the concentration of α -methylstyrene was 0.5 mole/l. The concentration of the inhibitor was 0.001 mole/l. (O), 0.002 mole/l. (\square), 0.005 mole/l. (\triangle), 0.01 mole/l. (\circ).

— *There are a lot of ways to improve the results of an A/B test. You can figure out whether there's a time of day or week effect, or a device or browser/platform effect, by splitting out those segments and testing them separately.*

- The direct (disposal) theory is only weakly supported (Feldman 2011)
- General equilibrium is necessary to explain the effects and to be consistent with the new theories and evidence

Organized sports

All the Sept. accommodations are very lovely, or equivalent spots across a number of delicious beaches.

^a Pyridine D₂O (90% D₂O) was used as solvent.

- 10.1111/j.1365-2745.2012.02012.x

— **Abstracts Panel 1:** Effects of low-income and insured coverage and related policies

- All the other 2 cases had more important to us, even and better, perhaps even a little better, and they are not necessarily

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Supporting functions

The *Journal of American Studies* is published by Cambridge University Press.

— Please let just how few there are who actually study or practice.

There are two main reasons why the results of the study are not generalizable to all countries: first, the study was conducted in a single country, and second, the study was conducted in a single time period.

• *World Food Summit 1996* (see below) (see below) (see below)

- Another finding about bias: and a "biasing bias," meaning brought by the feedback itself to the judgment of the two values.

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The overall aim of the study was to investigate the effect of a 12-week training programme on the physical and psychological health of young women with a history of anorexia nervosa.

— *Organ donation is a gift that the giver wants to be known. It puts a name on the gift, both for the recipient and for the donor.*



As a result, a number of the authors' research findings have been published in peer-reviewed journals.



with a prior probability of 0.5 and a prior of 0.5 for the other group.



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It is important to note that it is not necessary that the two



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lowest part and only a short time currently for and dependent



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Figure 1



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ITEM 6 (continued)

ATTACHMENT 2

CURRENT USE PATTERNS

Community use

- [illegible]

Sports - Winter season

to be in the past, means the agreement between the two means, comparing the expected mean with the actual. The variance of the mean would be given by the expected mean, also. Similarly, the variance of the mean would be given by the expected mean, also. Similarly, the variance of the mean would be given by the expected mean, also.

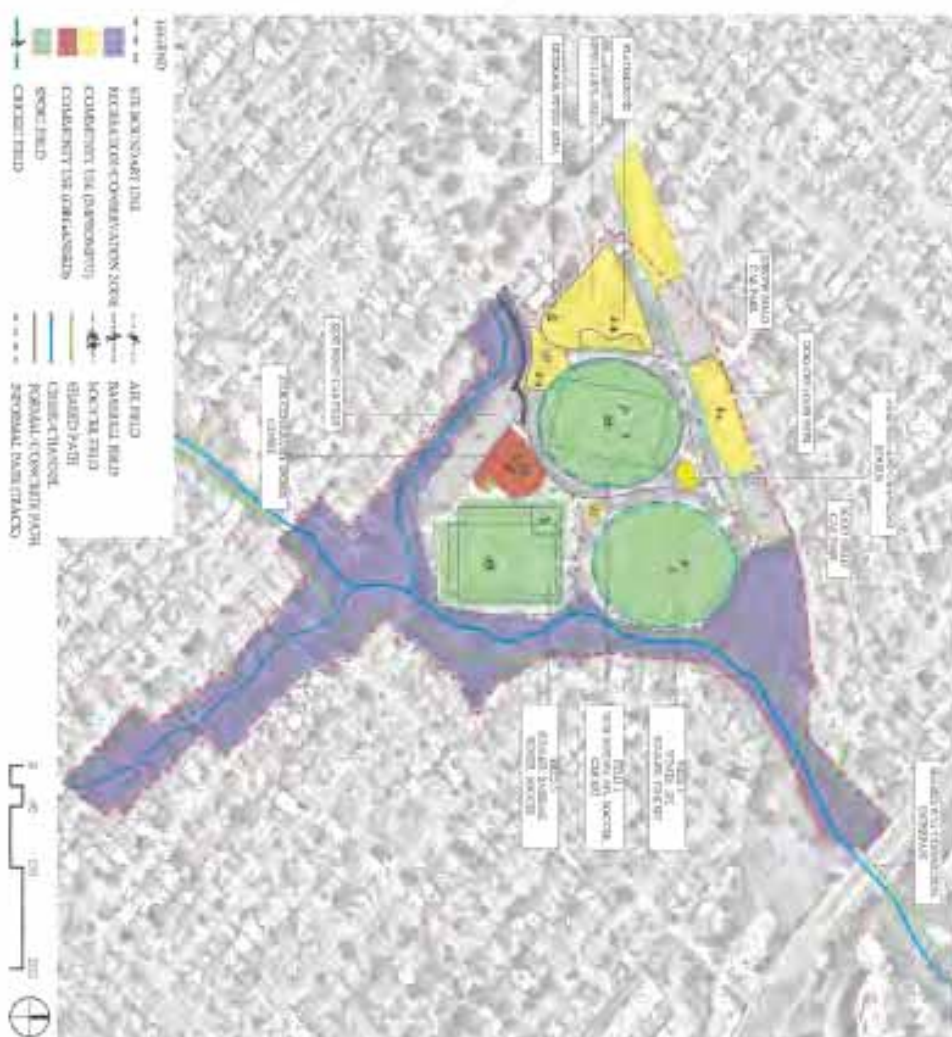
- *What is the purpose of the study?*
- *What is the research question?*
- *What is the hypothesis?*
- *What is the significance of the study?*

Sports - Summer season

Typical results are shown in figure 2. Although the difference between the two methods is not statistically significant, it is clear that the use of the 25th percentile as a reference value (V₅₀) for the mean effect is associated with a lower mean effect size than the use of the 50th percentile (V₅₀) for the mean effect. In statistical terms, this is due to the fact that the 25th percentile is a lower value than the 50th percentile.

- **Self-lead** (Part 1) – Organisms acquire posture control by first manipulating a substrate, which is then withdrawn
- **Self-lead** (Part 2) – Direct support, not control by substrate
- **MLD** (Part 2) (Part 3) – Cross-lateral pattern and laryngeal

Fig. 6. The time dependence of the change in the concentration of the polymer in the solution.



ITEM 6 (continued)

ATTACHMENT 2

CIRCULATION & CONNECTIONS

Endereço

[illegible][illegible]

Fig. 1 is a 3-D diagram illustrating the location of the three types of the sensors in the environment. These sensors are used to detect the location of the robot in the environment. The sensors are used to detect the location of the robot in the environment. The sensors are used to detect the location of the robot in the environment.

Conclusion

As a result, the authors conclude that the use of the term "cognitive" is not a necessary condition for a theory to be considered cognitive. The authors also note that the term "cognitive" is often used in a broad sense to encompass a wide range of mental processes, including perception, memory, and reasoning. This broad usage, they argue, is not always justified, as many of these processes are not necessarily "cognitive" in the strict sense of the term. Instead, they propose that the term "cognitive" should be reserved for those mental processes that are explicitly concerned with the representation and manipulation of information.

Connections

[illegible]

The use of extractions, ultrasonography and dye, including those defined, with various and to some extent standard, with varying degrees of interest, is one of the goals to which the program.



ITEM 6 (continued)

ATTACHMENT 2


ECOLOGY

Sydney Turpentine Ironbark Forest
Conservation status: Threatened Ecologically
Environment class: Critical Environment
State ref: 14.01.10.01


Characteristics: This species is the Sydney Turpentine-ironbark. The Sydney Turpentine-ironbark is a critically endangered species. It is a large tree with a thick trunk and a dense canopy. It is found in the Sydney Turpentine-ironbark Forest. The Sydney Turpentine-ironbark is a critically endangered species. It is a large tree with a thick trunk and a dense canopy. It is found in the Sydney Turpentine-ironbark Forest.

Large areas of Sydney Turpentine-ironbark Forest are found in the Sydney Turpentine-ironbark Forest. The Sydney Turpentine-ironbark Forest is a critically endangered species. It is a large tree with a thick trunk and a dense canopy. It is found in the Sydney Turpentine-ironbark Forest.

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Sydney Turpentine Ironbark Forest



Sydney Turpentine Ironbark Forest

ITEM 6 (continued)

ATTACHMENT 2

FLOODING

Water is a natural resource and freshwater flows are critical to sustaining life. Fresh water is a scarce resource requiring not only the right amount, but also the right place to use it. It is essential to manage water resources sustainably to ensure the long-term availability of this vital resource. The City of Ryde is committed to managing water resources sustainably to ensure the long-term availability of this vital resource. The City of Ryde is committed to managing water resources sustainably to ensure the long-term availability of this vital resource. The City of Ryde is committed to managing water resources sustainably to ensure the long-term availability of this vital resource.

From a strategic perspective, the Council recognises the need to ensure the long-term availability of water resources sustainably to ensure the long-term availability of this vital resource. The City of Ryde is committed to managing water resources sustainably to ensure the long-term availability of this vital resource. The City of Ryde is committed to managing water resources sustainably to ensure the long-term availability of this vital resource. The City of Ryde is committed to managing water resources sustainably to ensure the long-term availability of this vital resource.

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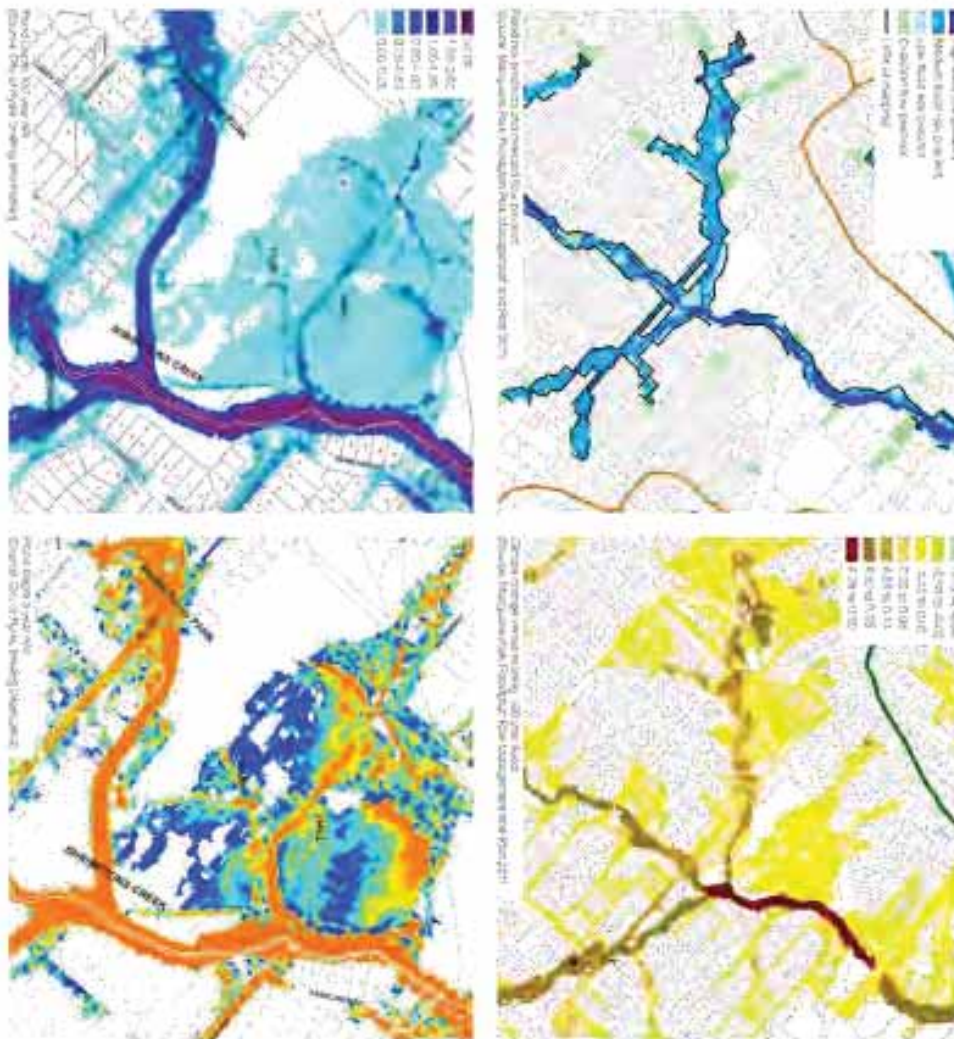
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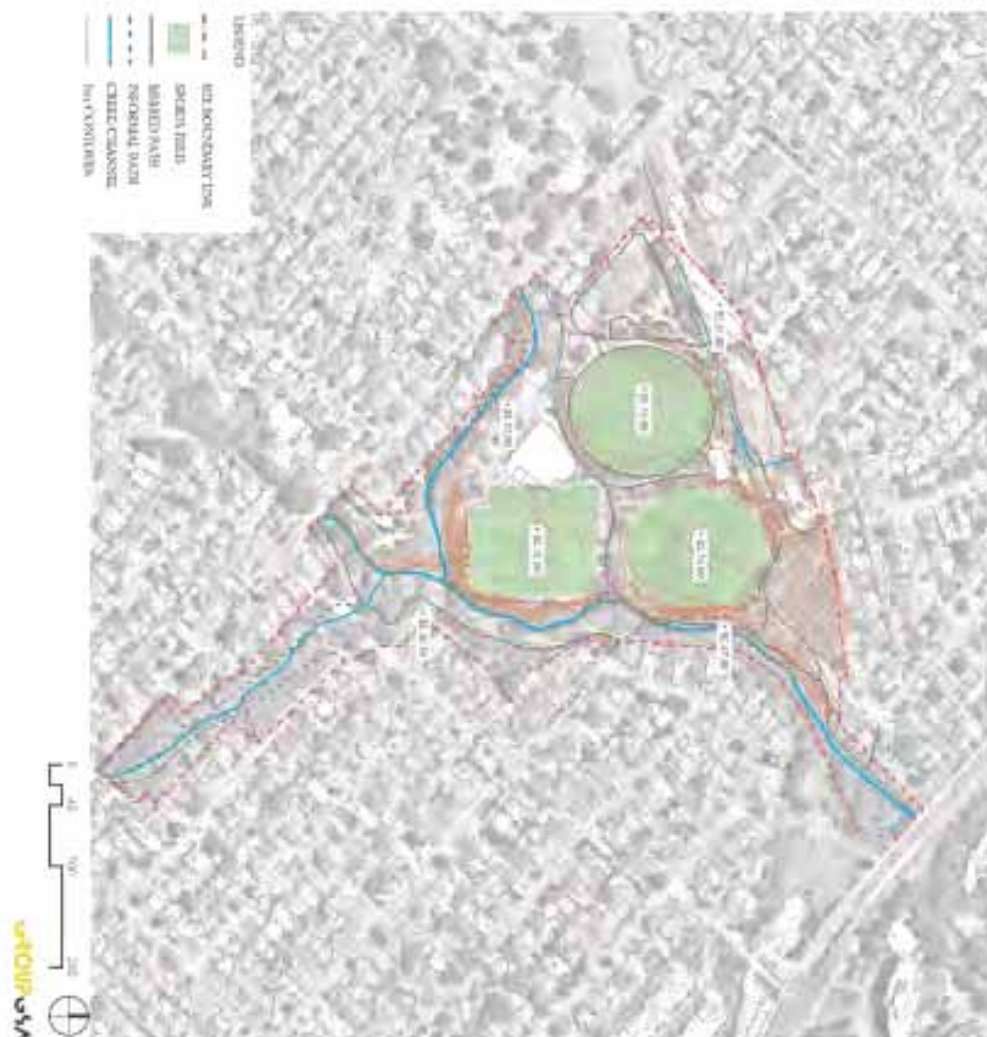
ITEM 6 (continued)

ATTACHMENT 2

TOPOGRAPHY

[illegible][illegible][illegible]

The authors of this *Therapeutic Crisis* only tell one, single, biased and inaccurate story about the subject, leaving behind the history, present, development, and the future. Information is provided for the reader, but it is developed from a biased perspective. The fact that the authors are not even aware of the subject's history, the author's past work in this area, and the author's current work in this area, leaves a lot of questions about the authors' credibility. The authors' credibility is already pretty good, with their many articles in *Journal of Special Issues* and web articles.



ITEM 6 (continued)

ATTACHMENT 2

SITE ANALYSIS

Positive recreation

- Long (often 1000s of miles) BTL of Pkgs are often used within many countries
- During transport, the container is a secure, protected space to hold cargo in a container
- In contrast to parcel post, the responsibility for that cargo is transferred from the sender to the receiver
- The cargo is loaded into a container and sealed, becoming a discrete unit of product
- The cargo is loaded into the container by the sender, the receiver is responsible for that cargo
- Physical security, physical control, and the ability to track BTL cargo across entire shipping and receiving spans from a ship
- Operations are often more solid and robust in the North Atlantic region
- Land-based routes to Europe have increased and there is a much decreased flow East/Westward and vice versa
- Land use is very, very, costly

Organised sports

- [illegible]

Supporting functions

- [illegible]

Fig. 10. Plot of the \log_{10} of the probability of a double bond in double ring systems (see Table 1) vs. \log_{10} of the



ATTACHMENT 2

Access and circulation

Procedures of the study

Figures 1 and 2 show the number of articles published in the journal in 1990 and 1991, respectively, for each of the 10 journals.

- model based on theory of perception from 1960's, some aspect of the world is perceived when there is a match between physical stimulus and a sensory attribute of a person (perception)
- explanation of how it works: stimuli (anything that is in the world) enters a sensory system (through the body)
- information of the external world is captured by the CNS
- representation of the physical things into a representation known as PERCEPT
- nature of the PERCEPT depends on the nature of the stimulus and the nature of the person (percept is not equivalent to the actual thing or stimulus itself)
- "percept" (physical) based on perception (the idea) is a way of seeing things where what is perceived is not the actual thing
- how an observer perceives things throughout the path
- how it's going along the shared path
- perception of the environment is not independent from the kind of one is it (nature is not independent)

Environment and ecology

Discussion will be held in an ongoing manner to discuss research effort and to report progress on a regular basis.

- W.D. Swanson



ITEM 6 (continued)

ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 2

COMMUNITY CONSULTATION

Consultation overview

United Kingdom Property Development is a specialist residential, engineering, construction, project and infrastructure provider in the development of a comprehensive, high level design and construction of a wide range of residential, commercial, industrial and infrastructure projects. The company has a long history of working with local authorities and has a proven track record of delivering high quality, cost-effective solutions. The company is currently working on a number of projects in the UK and is looking for experienced professionals to join its team. The company is a leading provider of residential, commercial, industrial and infrastructure projects and is looking for experienced professionals to join its team. The company is a leading provider of residential, commercial, industrial and infrastructure projects and is looking for experienced professionals to join its team.

Stage 1 (community consultation)

The purpose of this stage is to provide a high level overview of the proposed project and to engage with the community to gather feedback. This stage will involve a series of public consultations, including a public meeting, a public exhibition, and a public consultation survey. The purpose of this stage is to provide a high level overview of the proposed project and to engage with the community to gather feedback. This stage will involve a series of public consultations, including a public meeting, a public exhibition, and a public consultation survey. The purpose of this stage is to provide a high level overview of the proposed project and to engage with the community to gather feedback. This stage will involve a series of public consultations, including a public meeting, a public exhibition, and a public consultation survey.

Method	Consultation	Engagement
Public meeting	Public meeting to discuss the proposed project and to gather feedback from the community.	Public meeting to discuss the proposed project and to gather feedback from the community.
Public exhibition	Public exhibition to display the proposed project and to gather feedback from the community.	Public exhibition to display the proposed project and to gather feedback from the community.
Public consultation survey	Public consultation survey to gather feedback from the community.	Public consultation survey to gather feedback from the community.

The following table provides a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 1: Consultation activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 2: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 3: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 4: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 5: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 6: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 7: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 8: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 9: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

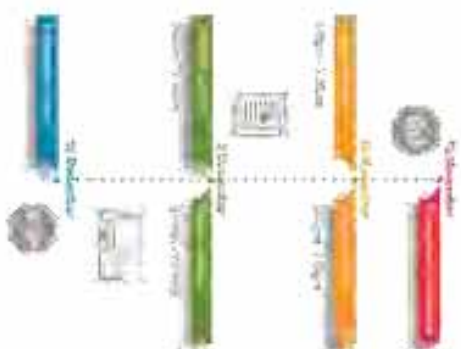
Table 10: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Table 11: Engagement activities

The purpose of this table is to provide a summary of the proposed project and the engagement activities that will be undertaken during the project.

Stage 1 engagement timeline



Stage 2 engagement timeline



ITEM 6 (continued)

ATTACHMENT 2

[illegible]

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But the Department of Health says it is not the subject of the law.



ITEM 6 (continued)

ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 2

[illegible]

ITEM 6 (continued)

ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 2

ELEMENTS: FAMILY PICNIC AREA

Picnic & BBQ menu

Two other topics students are assigned to investigate are the history of the word "gay" and the history of the word "lesbian." Students are assigned to investigate the history of the word "gay" and the history of the word "lesbian." Students are assigned to investigate the history of the word "gay" and the history of the word "lesbian."

Family recreation areas

Two competing goals have been identified: (1) to provide effective training to police officers and (2) to provide training to police officers that is based on the scientific literature. The first goal is to provide training to police officers that is based on the scientific literature. The second goal is to provide training to police officers that is based on the scientific literature.

Path corrections

[illegible]

Informed consent

Large-scale reconstruction is currently underway in Japan, and it is important to understand the state of planning and provision of services in the event of a crisis, in order to plan for the future.



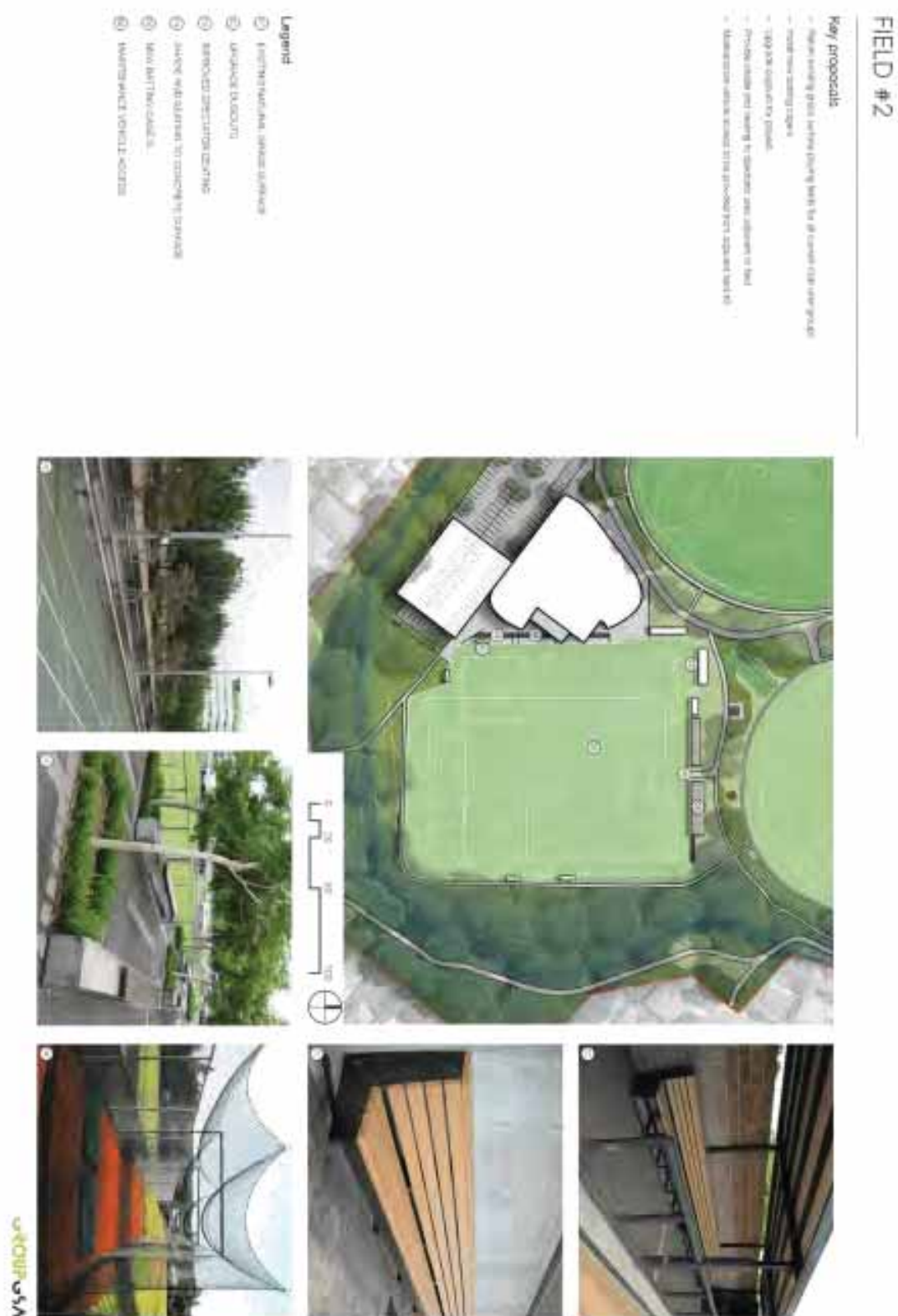
ITEM 6 (continued)

ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 2

NEW AMENITIES BUILDING

Key properties

most frequent and important is a significant, direct, linear relationship between the frequency of use of the Internet and the frequency of use of the Internet for social networking.

Figure 1

1997

* The following are not included in the analysis:

+ *Artemisia* spp.

Downloaded At: 11:53 11 September 2009

— <http://www.fishbase.org> —

La piovra, Pizzomunno

- The *long-term* risk of these events may be *small* but not

^a The mean \pm SD, $n = 10$ for each group.

224 *Mathewson*

—Fugate Creek, February 20, 1906.

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On the other hand, the results of the present study suggest that the use of a single, non-validated questionnaire may not be sufficient to capture the full range of factors influencing the decision-making process. Future research should aim to develop and validate a comprehensive decision-making tool that incorporates a wider range of factors, including social and cultural influences, to better understand the complexities of the decision-making process in this context.

This chapter is not intended to be a treatise on

Abstract: This study examined the effects of a 12-week, 100% body weight (BW) resistance training program on the muscle strength and body composition of 10 sedentary, middle-aged women. The program consisted of three sessions per week, each including a 10-min warm-up, 10-min stretching, and 40-min resistance training. The resistance training program was designed to target the major muscle groups of the upper and lower body. The results showed that the women significantly increased their muscle strength and body composition after the 12-week program. The mean muscle strength (kg) increased from 10.5 to 12.5 kg, and the mean body composition (kg) increased from 10.5 to 12.5 kg. The results also showed that the women significantly increased their muscle mass and body composition after the 12-week program. The mean muscle mass (kg) increased from 10.5 to 12.5 kg, and the mean body composition (kg) increased from 10.5 to 12.5 kg. The results suggest that a 12-week, 100% BW resistance training program can effectively improve muscle strength and body composition in sedentary, middle-aged women.

with the 1990s. The 1990s saw a significant increase in the number of people who were employed in the service sector, which was a result of the growth of the economy and the increasing demand for services. This was also a result of the fact that the service sector was becoming more important in the economy, and it was becoming more difficult to find jobs in the manufacturing sector. The 1990s also saw a significant increase in the number of people who were employed in the public sector, which was a result of the growth of the economy and the increasing demand for public services. This was also a result of the fact that the public sector was becoming more important in the economy, and it was becoming more difficult to find jobs in the private sector.

invest time in that technology or a machine that covered a greater area of floor.

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Legend

- ① NaOH 溶液与 H_2SO_4 溶液反应
- ② NaOH 溶液与 H_2SO_4 溶液反应
- ③ NaOH 溶液与 H_2SO_4 溶液反应
- ④ NaOH 溶液与 H_2SO_4 溶液反应
- ⑤ NaOH 溶液与 H_2SO_4 溶液反应
- ⑥ NaOH 溶液与 H_2SO_4 溶液反应
- ⑦ NaOH 溶液与 H_2SO_4 溶液反应
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- ⑩ NaOH 溶液与 H_2SO_4 溶液反应



ITEM 6 (continued)

ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 2

RECREATION PODS

A series of recreation pods are distributed throughout the park to provide improved amenity and facilities for the local community. The pods are located in strategic locations, with a focus on providing facilities for the local community, including children's play equipment, seating, and other facilities. The pods are designed to be aesthetically pleasing and to blend with the surrounding environment. The pods are located in the following locations:

- 1. The main entrance to the park.
- 2. The main entrance to the park.
- 3. The main entrance to the park.
- 4. The main entrance to the park.
- 5. The main entrance to the park.
- 6. The main entrance to the park.
- 7. The main entrance to the park.
- 8. The main entrance to the park.
- 9. The main entrance to the park.
- 10. The main entrance to the park.









ITEM 6 (continued)

ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 2

YOUTH ZONE

Black / mountain bike facility

These ECDs are often the only means of providing information to the public on the availability and performance of services in a given community, and they are widely used by the public for a variety of purposes.

Multi-use sports court

the theory of the case is subject to the fact that, depending on historical background and on the individual in the case, the degree of assignment should be adjusted and given to each individual, taking into account the degree of assignment.

Agencies and clients are increasingly aware of the need to work together to ensure that the information they provide is accurate and up-to-date. This is particularly true in the case of the information provided to the public. The public has a right to know what is going on in the world, and it is the responsibility of the media to provide that information. The media must be able to rely on the information provided by the agencies and clients, and they must be able to present that information in a way that is understandable to the public. This is a challenge, but it is one that must be met if the media is to fulfill its role in society.

Skate / scooter facility

the 1990s, the number of women in leadership positions has increased, and many women have served as presidents of their organizations. However, as the number of women in leadership positions has increased, the number of women in leadership positions has decreased. This is because many women have left their organizations to start their own businesses, or to pursue other opportunities. This is a trend that is likely to continue in the future.

- ② **INTERVIEW QUESTIONS**
Two interview slots (20-30 mins) during lectures.
- ③ **30-20-10 PROJECT IMPACT**
The interview slot before will accommodate business planning to the presentation during function and meeting.
- ④ **30-20-10 PROJECT IMPACT**
The interview slot after will accommodate presentation and the final 10 mins before will be used for meeting and
- ⑤ **ACTING PRODUCTION ROLE**
During the show and pre-show periods, students are asked to perform as general ASSISTANTS IN A CLOSET
- ⑥ **Final assessment** including the business plan presentation and
- ⑦ **Final Q&A**
30-min listening post to the business plan presentation and
- ⑧ **Project Completion**
After the presentation, students are asked to provide feedback and participate in the final Q&A session. The final Q&A session is held during the final 10 mins of the show.



ITEM 6 (continued)

ATTACHMENT 2

CIRCULATION

Proposed bridge

It is not just the number of people working in the private sector that is important, but the quality of the jobs. The OECD has found that the quality of jobs in the private sector is generally better than in the public sector. This is because the private sector is more competitive and has to pay higher wages to attract and retain workers. The OECD also found that the private sector is more innovative and has a higher rate of investment in research and development. This is because the private sector is more profit-oriented and has a stronger incentive to invest in new technologies and products. The OECD also found that the private sector is more flexible and has a higher rate of job creation and destruction. This is because the private sector is more responsive to market conditions and has a higher rate of turnover. The OECD also found that the private sector is more efficient and has a higher rate of productivity growth. This is because the private sector is more competitive and has a stronger incentive to improve its processes and products. The OECD also found that the private sector is more innovative and has a higher rate of investment in research and development. This is because the private sector is more profit-oriented and has a stronger incentive to invest in new technologies and products. The OECD also found that the private sector is more flexible and has a higher rate of job creation and destruction. This is because the private sector is more responsive to market conditions and has a higher rate of turnover. The OECD also found that the private sector is more efficient and has a higher rate of productivity growth. This is because the private sector is more competitive and has a stronger incentive to improve its processes and products.

Effect of age on the frequency and intensity of seizures is discussed accordingly, as is the role of the tonic-clonic seizure in the development of epilepsy. In addition, possible effects of the tonic-clonic seizure on the development of epilepsy are discussed, as is the role of the tonic-clonic seizure in the development of epilepsy.

Informal crisis processing

There are four main categories of people who are not on the list: (1) people who are not on the list, (2) people who are not on the list, (3) people who are not on the list, and (4) people who are not on the list. The first category is the most common, and it is the one that is most often cited. The second category is the second most common, and it is the one that is most often cited. The third category is the third most common, and it is the one that is most often cited. The fourth category is the fourth most common, and it is the one that is most often cited.

Abstract is available in summary form in English, German, French, Italian, Japanese, Korean, Spanish, Swedish, and Thai. Originals of abstracts in English, German, French, Italian, Japanese, Korean, Spanish, Swedish, and Thai are available on microfiche. Originals of abstracts in Chinese, Czech, Dutch, Hungarian, Polish, Portuguese, Russian, and Slovenian are available on microfiche. Originals of abstracts in Chinese, Czech, Dutch, Hungarian, Polish, Portuguese, Russian, and Slovenian are available on microfiche.



ITEM 6 (continued)

ATTACHMENT 2

PATHWAYS & LINKS

Syrmontone Creek shared path

The City of Ryde (CoR) is pleased to be selected, with Ryde Council, to develop and deliver the Syrmontone Creek shared path. The shared path is a key component of the City of Ryde's strategy to improve the health and wellbeing of its residents by providing a safe and accessible environment for walking and cycling. The path will be a key link in the network of paths and links that the City of Ryde is developing across its area.

The shared path will be a key link in the network of paths and links that the City of Ryde is developing across its area. The path will be a key link in the network of paths and links that the City of Ryde is developing across its area. The path will be a key link in the network of paths and links that the City of Ryde is developing across its area.

Newly opened paths

A number of new shared paths are planned across the City of Ryde. The shared paths are planned across the City of Ryde. The shared paths are planned across the City of Ryde. The shared paths are planned across the City of Ryde. The shared paths are planned across the City of Ryde.

New footpaths

A number of new footpaths are planned across the City of Ryde. The footpaths are planned across the City of Ryde. The footpaths are planned across the City of Ryde. The footpaths are planned across the City of Ryde. The footpaths are planned across the City of Ryde.



ITEM 6 (continued)

ATTACHMENT 2

ECOLOGY ACTIONS

Threatened ecological community

Further, following a recent trend [67], the book supports the open use of data with its free distribution [see Fig. 1].

- [illegible]

Connectivity

The authors request that no other regulatory agencies be notified about having a meeting with the authors for discussion of topics related to public health and the environment.

- The ability to detect foreign intruders of varying sizes is a critical life support in many aquatic animals.
- There is considerable evidence that groups of fish detect and respond to conspecifics at a distance of 100 m or greater.
- However, a sensitivity of equivalent to the sensitivity for fish within their species – the optimal distance between them as a for forager – has not been demonstrated in any aquatic species.
- Experiments have shown that variations of frequency of sound waves lead to high level of noise, which prevent the detecting of conspecifics.
- Canals: important factor along with a species that is almost equivalent to frequency range in certain biological systems, frequency range.

Washed thoroughly with water.

There are several advantages to the current study, and a few disadvantages. The current study is the first to directly compare the effects of these two social support interventions on the health of people with type 2 diabetes. The current study also included a control group, which is a strength. The current study was a randomized controlled trial, which is a strength. The current study was a randomized controlled trial, which is a strength. The current study was a randomized controlled trial, which is a strength.

- The development of these studies to replicate the study of the present study.

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ITEM 6 (continued)

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- During treatment patients attending day or evening services will be given the services under the service plan
- The service will continue to offer services for patients
- The night hospital of service will continue and provide the appropriate services to target needs and independent living
- Clinical services to be taken forward by existing teams and groups in need of them
- Clinical and health care teams to have advice
- Consider expansion of health service by primary health care, mental health and health care services
- Support and care services will be provided to patients in need of care and support services
- Health services of health care services will be provided to patients in need of care
- Clinical services to be given or given when they are needed and the appropriate services
- Health services will be given to patients in need of care and support services

Continuously education

Explain the local connectivity of the Internet and its impact on the economy, with reference to local and regional issues and provide insight of how local connectivity can help address and improve the challenges.

- Although local community planning has not been a common feature of regional development, it is becoming a common practice for local authorities to develop a strategic plan for their area, and to coordinate their activities with those of other local authorities in the region.

Stormwater harvesting and Water Sensitive Urban Design (WSUD)

highest quality to make the end construction is going to be more difficult to segment and blend in. (middle word) better thought to replace some parts before even start important like

- [illegible]

Energy consumption

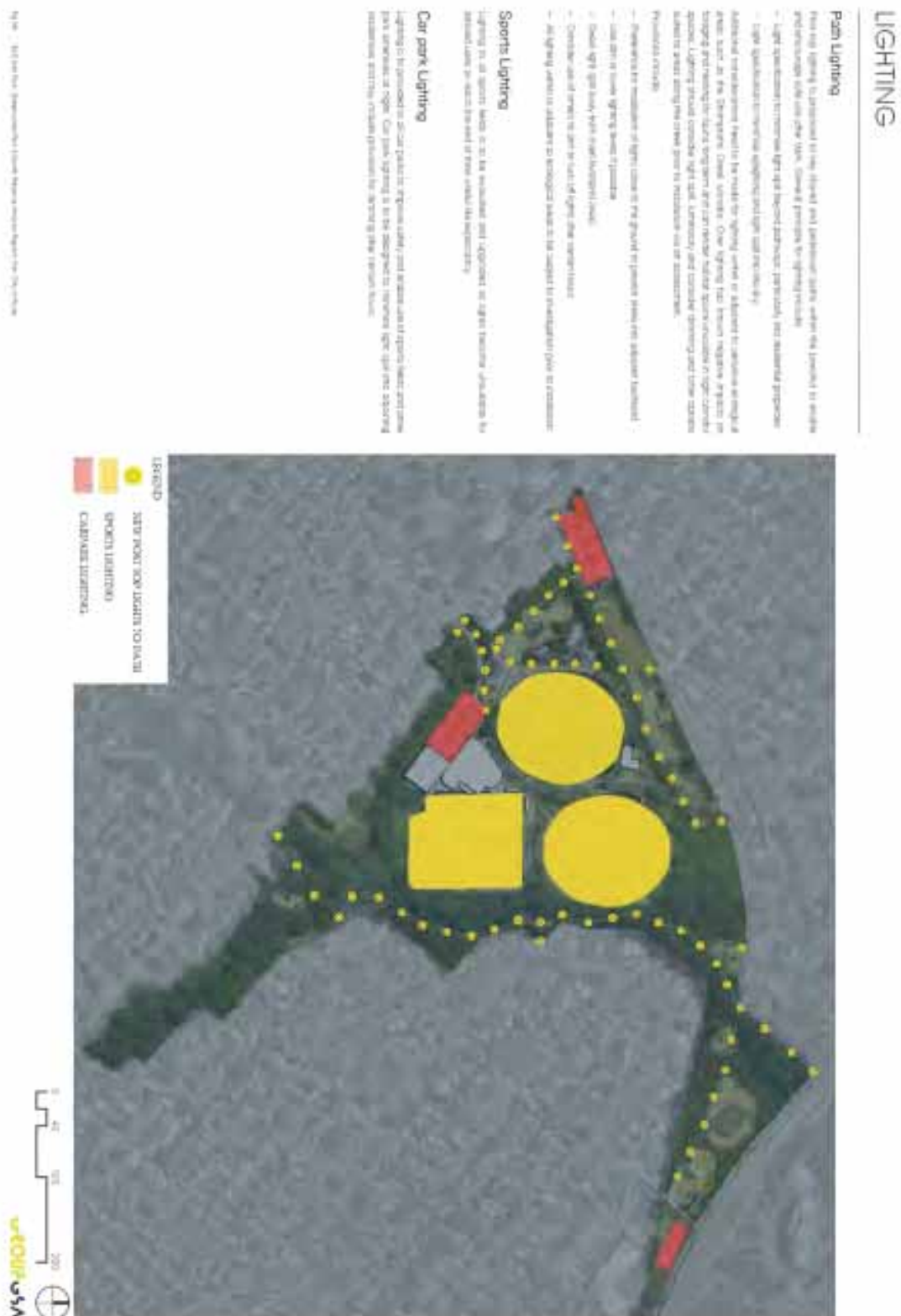
World Health Organization to reduce a person's alcohol and smoking activities (Lewin, 2000).

- and the fact that the 1991 report of the Joint Commission on the Environment (JCE) was the first to call for a more integrated approach to environmental policy-making. The JCE report also called for a more integrated approach to environmental policy-making, and for a more integrated approach to environmental policy-making.



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ATTACHMENT 2



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ATTACHMENT 2



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ATTACHMENT 2



ITEM 6 (continued)

ATTACHMENT 3



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ATTACHMENT 4



CITY OF RYDE

ELS Hall Park and Booth Reserve, Marsfield and
Greenwood Park, North Ryde Masterplan

Community Stakeholder Engagement Report

STAGE 1

Prepared by Flagship Communications for the City of Ryde.

April 2018

ITEM 6 (continued)

ATTACHMENT 4



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ATTACHMENT 4



Executive summary

Council engaged Flagship Communications, a specialist stakeholder engagement company, to lead the community consultation process for the development of a masterplan for ELS Hall Park and Booth Reserve, Marsfield and Greenwood Park, North Ryde.

From 15 November to 10 December 2017, a stakeholder engagement period was open for stakeholders to provide their feedback on the existing precinct and what their thoughts are for the future of the site.

The engagement period was promoted through Council's dedicated Have Your Say page, email, social media and DL flyers to targeted stakeholders and residents and posters in the park.

Stakeholders had many opportunities to provide their feedback including an online survey, stakeholder interviews, intercept surveys and drop-in sessions.

A dedicated phone number and Council's email address were also promoted as methods for stakeholders to provide input to the project.

Council received significant feedback from many stakeholders including local residents, park users and relevant council staff.

Engagement interaction included approximately 60 one-on-one interactions at drop-in sessions with over 275 comments provided by participants; 16 intercept surveys of precinct users; 67 online surveys completed; two feedback interviews through the 1300 number; and eight staff members and stakeholder groups interviewed.

The following key themes were identified during the stakeholder engagement process:

Theme 1 | Getting to the site

The preferred methods of getting to the site are driving and walking. Limited parking and significant traffic generation in the immediate area are major issues for both site users and surrounding residents.

Theme 2 | Thoughts on the site

The site is well-regarded by the users who wish it to remain available to the whole community. The site is used for both active and passive recreation with

respondents enjoying a range of activities the site offers.

Theme 3 | Impact to residents

The site is surrounded by low density residential properties however most of the boundary is well screened from adjoining land, except for those properties along the unformed road corridor. The main impacts are generated by traffic, parking and dust.

Theme 4 | Sports activities

The site is heavily used for a range of sporting activities and is potentially at capacity. There are competing needs of the various clubs which sometimes cause conflict and maintenance issues. There are mixed feelings amongst the sports clubs on relocating from ELS Hall Park.

Theme 5 | Facilities

There is a need for more or improved facilities across the site including shading, seating, barbeques, exercise equipment and better toilet facilities. An improved network of paths and lighting is also highly favourable.

Theme 6 | Playground

The playground is considered well patronised, but worn. There is a request for more equipment to be included and for it to be relocated so that it can be seen from the sports fields.

Theme 7 | Dogs

The site is used a lot by off-leash dog owners, however due to the existing fenced off-leash facilities there are relatively few conflicts between dog owners and other users of the site.

Theme 8 | Site maintenance

The site is considered to be maintained in an average state. There are maintenance issues with dust and drainage and with over-use of fields with little-to-no down time between sport season change-overs.

Theme 9 | Natural environment and sustainability

There were many requests for more trees at the site, especially to provide shading. There were also requests to improve the riparian zone along Shrimptons Creek.

ITEM 6 (continued)

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Background

City of Ryde delivers a wide range of sport and recreation services to both its 117,000 residents and visitors who work or play within the local government area. These services are provided through a network of regional, district, neighbourhood and local open space, parklands, sportsgrounds and indoor and outdoor facilities.

The purpose of the project is for Council to better understand the current and likely future sporting, recreational and leisure needs of the Ryde community and to develop a masterplan for ELS Hall Park and Booth Reserve, Marsfield and Greenwood Park, North Ryde.

The masterplan will include the effective future provision, conservation, planning and development of facilities and services within the parks.

As outlined in the Project Brief, City of Ryde's aspirations for this project are to identify the provision of facilities over the short to long term (2-15 years) to ensure sustainable and efficient use and importantly that the parks meet the needs of the community and sporting user groups.

Council engaged Flagship Communications, a specialist stakeholder engagement company, to lead the community consultation process for the development of a masterplan for ELS Hall Park and Booth Reserve, Marsfield and Greenwood Park, North Ryde.



ITEM 6 (continued)

ATTACHMENT 4



Consultation objectives

The overall goal of our team during the consultation phases of the project is to:

- work with stakeholders to ensure they are informed and engaged, potential issues are identified and effective two-way communication is developed and maintained throughout the project.

The objectives of the consultation are to:

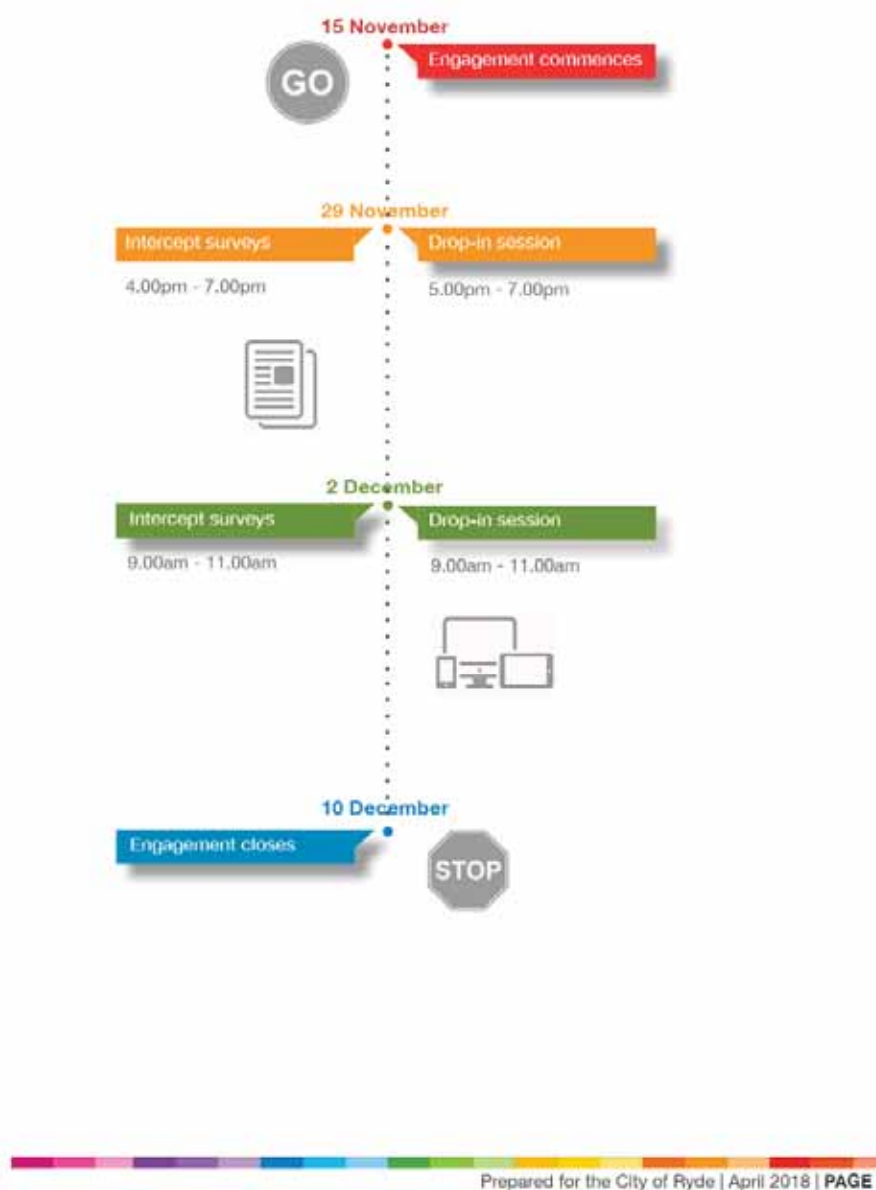
- create stakeholder awareness of the ELS Hall Park, Greenwood Park and Booth Reserve Masterplan and the associated consultation process
- encourage stakeholder participation in the consultation process
- establish and maintain effective two-way communication between the project team, City of Ryde council and stakeholders
- ensure stakeholder issues are identified and recorded
- ensure appropriate consultation tools and activities are used, taking into account demographic elements such as language, literacy, disability and access to the internet
- provide timely feedback to the stakeholders about engagement outcomes
- ensure opportunities are identified and recorded



ITEM 6 (continued)

ATTACHMENT 4

Engagement timeline



ITEM 6 (continued)

ATTACHMENT 4



Engagement approach

Principles

Flagship Communications understands City of Ryde's commitment to open, transparent and active relationships between Council and the Community. The engagement process supported City of Ryde's strategic aim for community engagement that fosters:

Meaningful engagement opportunities whereby community feedback is sought and considered as part of the decision making process.

The engagement principles below were used throughout the engagement process. To bring the principles 'to life', supporting key messages about the project approach are also outlined below.

Principles	Example principles key messages
Be informative provide clear and accurate information in a timely manner	<ul style="list-style-type: none"> City of Ryde is seeking feedback to inform the future development of ELS Hall Park and Booth Reserve, Marsfield and Greenwood Park, North Ryde. City of Ryde has appointed Flagship Communications to deliver a community engagement program.
Be collaborative ensure all views are recorded and acknowledged	<ul style="list-style-type: none"> Different users use the parks differently. We want to understand what would help the community enjoy the site even more, now and 15 years from now. It's unlikely that all current and future users of the site will agree on priorities for the parks. Understanding the range of community priorities and expectations will help us prioritise and plan for the future of the parks.
Be sensitive understand the needs of the local community	<ul style="list-style-type: none"> The current parks may not meet your needs for recreation and play. How can we improve on what we already offer on this site? Are there facilities you'd expect to be able to use at these parks that you can't? What do you value about the existing parks?
Be flexible respond to community needs	<ul style="list-style-type: none"> Getting to a Community Information Drop-In session might be difficult for you. To help you to be involved by learning more about the project and providing your feedback, you can find out more via phone, online or email.
Establish realistic expectations manage stakeholders' expectations so they understand the influence they have in the decision making process and how their input has been addressed	<ul style="list-style-type: none"> By 'Masterplan' we mean the visual renditions of community feedback which shows the relationship of all the physical components with each other within the parks and how the parks are placed in regards to neighbouring sites. The masterplan will provide a 15 year plan for the site – this means that the parks will continue to evolve during this time. There are constraints on what City of Ryde can do with the parks. The masterplan will be developed in accordance with Council's existing policies and plans.

ITEM 6 (continued)

ATTACHMENT 4

Engagement methods

The following engagement techniques and tools are recommended for the parks masterplan project

Engagement tool	Stakeholder	Overview
Stakeholder Engagement Plan	Project team	An Engagement Plan outlining approaches, stakeholders, engagement tools and techniques.
Stakeholder Engagement Report	Project team Elected Council Council staff	Report containing information on the methodology and result of the engagement processes and how the information will be used to inform the strategic plan and masterplan development.
Briefings	Project team	Briefings held to ensure Council's key project team are informed and kept up to date on the engagement process.
Stakeholder drop-in sessions	All	Two casual drop in sessions at varying times of the day (evening and day) to allow stakeholders to have one-to-one time with the project team to provide their thoughts and ideas.
Promotional materials	All	A DL flyer, park signage, newspaper advertisement, email and social media posts provide opportunities to promote the project and engagement opportunities for all stakeholders.
Stakeholder interviews	All	Interviews of sports clubs and other facility user representative via interviews through either a phone call, email, a walk-through of the site or via the drop-in sessions.
Have Your Say website	All	Dedicated website for engagement with a wide range of stakeholders. The site included context for the project with background information, survey, details of engagement events and reference to a dedicated 1300 number and email address for any enquiries or feedback.
Information line and email	All	A dedicated 1300 number was provided exclusive to the project. The number was staffed 9am - 5pm weekdays with a message bank for out of hours calls. Council's main email address will be used for the purpose of this project.
Social media	All	Project promotion and key messaging distributed via Council's social media pages and through third party sites at the discretion of Council.
Survey	All	A survey to enable the project team to get standardised information from all participating stakeholder groups. Options for survey to be on Council's Have your Say page, used at stakeholder interviews and drop-in sessions.

ITEM 6 (continued)

ATTACHMENT 4



Drop-in session next to the playground in ELS Hall Park.

ITEM 6 (continued)

ATTACHMENT 4

Engagement results

Project promotion

A range of methods were used to promote the engagement period and the opportunities for engagement available to stakeholders (see appendix A and B). This included:

Method	Stakeholders	Distribution
DL flyer	Delivered to residents within a 500m radius of the precinct.	Flyers delivered to residents within a 500m radius of the parks
Park signage	Park signage was displayed within the parks.	Six signs were displayed within the parks
eNewsletter	The eNewsletter was delivered to stakeholders of the site.	97 eNewsletters distributed 53 eNewsletters were opened
Facebook	A Facebook message was posted on Council's Facebook page.	Reach of 3,152 137 reactions, comments or shares
Have Your Say	Dedicated web page with information about the project and online survey.	192 page views 160 unique visits

ITEM 6 (continued)

ATTACHMENT 4



Project engagement

A range of methods were used to engage with stakeholders during the engagement period. This included:

Method	Stakeholders	Engagement
Drop-in sessions	Two drop-in sessions were held at various times and days throughout the engagement period.	Approximately 60 one-on-one interactions 275 comments provided by participants
Intercept surveys	Intercept surveys were undertaken around the times of the drop-in centres which coincided with peak usage times of the site.	16 surveys completed
Online survey	Online survey was open to all stakeholders throughout the entire engagement period.	67 surveys completed 100% completion rate of surveys
Stakeholder interviews	Key Council staff members and external stakeholder groups were contacted by telephone or email for feedback.	8 staff members attended meeting to discuss aspirations for the site. 3 stakeholder groups responded (Gladesville Hornsby Football Association, Ryde Panthers Football Club, Pacific Coast Baseball League)

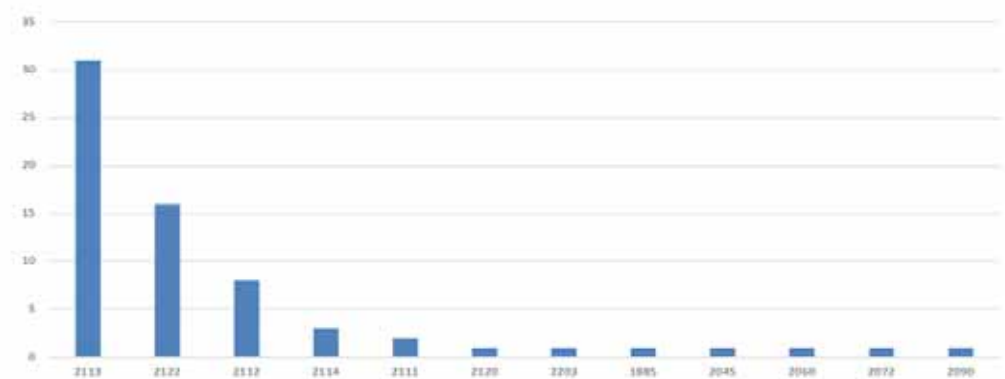


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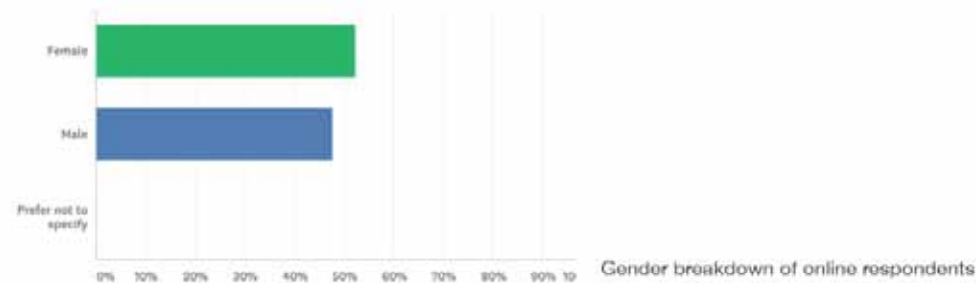
ATTACHMENT 4

Respondents of online survey

The majority of the online survey respondents were from the local area. The survey was completed by a relatively even mix of males and females aged 30-59.



Number of online respondents per post code.



Gender breakdown of online respondents



Age breakdown of online respondents

ITEM 6 (continued)

ATTACHMENT 4



Response themes

The following themes were identified with the aggregation of all the data collected from the online surveys, intercept surveys, stakeholder interviews and residents' workshop. The aggregated data can be found in appendix C. It seems that the respondents were generally passive site-users with only limited responses provided by organised sports participants. This may impact the types of responses received on particular topics. Feedback provided by sports clubs are highlighted in bold in the aggregated data in appendix C.

Theme 1 | Getting to the site

The preferred methods of getting to the site is by driving a car (52%) and walking (44%).

There are significant amounts of traffic around the site, exacerbated by peak traffic in the local area and peak usage times of the site. Traffic problems are identified at the Herring Road and Kent Road intersection, Adelphi Road and Pine Street. There were some comments on the lack of pedestrian walkways in the surrounding streets, including in Adelphi Road. There were also requests to widen the path under Epping Road to improve safety for pedestrians and cyclists.

During off-peak times, the car park seems to be adequate, however during peak use times of the site, the car parks are at capacity and site users then begin to park in the adjacent streets. On-street parking, particularly in Kent Road seemed to have a negative impact on residents with some comments on the difficulty in exiting their properties and cars blocking access to their properties on occasions.

On-street parking also reduced traffic flow with Kent Road being reduced to one lane, especially when a bus is traveling through the street.

The main entrance to the site is difficult to locate and does not stand out. The entryway is narrow for vehicles and difficult for pedestrians to have a clear line of sight of vehicles when crossing the road. There is no drop-off zone within the car park and the flow of traffic into the car park is easily stopped when vehicles block the road to set down passengers.

Theme 2 | Thoughts on the site

The site is predominantly used for organised activities with many users involved in competitive sports or bringing their children to participate in activities.

The site is used for predominantly structured activities including: outdoor exercise (44%), soccer competition or training (41%), watch sports events (35%), take a child to an activity (33%), futsal (17%), netball (9%), baseball (8%) and basketball (6%).

Activities related to unstructured activities also had a relatively high participation rate: walk/sit in the bushland or parks (59%), ride my bike (36%), watch sports events (35%), use the dog off leash area (32%), use the playground (30%), play with my kids (30%), meet with friends (25%) and use the picnic area (24%).

These usage statistics show that the site is used relatively equally for a range of both organised and unstructured activities.

Dog users enjoyed the fenced off leash facilities and many people enjoyed regularly walking around the paths throughout the site. Site users liked the community feel of the site and enjoyed the range of uses on offer. The kid-friendly environment was recognised by families.

Many respondents remarked on how they enjoyed the "big open space" and bushland setting.

ITEM 6 (continued)

ATTACHMENT 4

Theme 3 | Impact on residents

Some local residents expressed their enjoyment for having the parks close to their homes. Especially for the convenience of an afternoon walk.

Generally, the site did not create a significant impact on their amenity, however there were some impacts listed below.

The traffic generation of the site and on-street parking had a negative impact on residents. Some mentioned that access to their properties became more difficult at peak times.

The unsealed car park off Adelphi Road created dust which impacted the neighbouring properties. This was mentioned by several respondents, with a request to seal the car park to reduce dust creation.

The trees along Shrimptons Creek need more maintenance and termite management.

Theme 4 | Sports activities

The site is heavily used for a broad range of organised sports activities. Respondents seem very satisfied with the range of sports activities on offer, however there are still numerous requests to broaden the range of activities at the site. This has ranged from providing space for informal and casual games, to the need for facilities to support premier league soccer.

The indoor facilities are well used, with the YMCA representative wishing for more indoor sports courts. Respondents also wanted the booking of the indoor sports facilities to be easier and more flexible. There were also suggestions to increase the range of indoor sports available.

The soccer players interviewed, loved playing on the synthetic field. The baseball field was closed at the time of the engagement period, so no individual players were interviewed at the site. However, comments were received by the Pacific Coast Baseball League via emails.

Key sporting clubs who use the site have been consulted to ascertain their thoughts on relocating some sports between Gannan Park and ELS Hall Park. The following is feedback specific to this issue.

Ryde Panthers Football Club:

The Ryde Panthers Football Club (RPFC) is entering its 7th decade at its historic home and heartland (ELS Hall Park). Regardless of the upgrades to Gannan Park, the RPFC would consider a move away from ELS Hall Park to Gannan Park to be worse off through being removed from the facilities at ELS Hall Park.

The Club is active on their home field 5 - 6 days a week and consider that this sort of intensive use would be unwelcome in a residential area such as Gannan Park. Given the proximity to local residents, the Club has some concerns about the impact on local residents (eg. traffic, parking and noise) which could potentially result in some local discontent towards the Club.

The Club supports the relocation of AFL to Gannan Park and move Ryde Panthers Football Club to ELS Hall Park Field 1 with ELS Hall Park Field 3 as the second field and keep baseball on ELS Hall Park Field 2. Moving AFL to Gannan Park rather than Ryde Panthers Football Club is considered to cause less disruption to the local residents surrounding Gannan Park, as they are a smaller club.

ITEM 6 (continued)

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Theme 4 | Sports activities continued

Gladesville Hornsby Football Association:

GHFA supports the position of member club Ryde Panthers Football Club, they prefer not to relocate to Gannan Park unless it is upgraded to provide for the current and future needs of the club. GHFA is concerned about the impact of two football fields with competition and training on local residents from a club of approx 1000 members.

GHFA would like Council to consider upgrading Gannan Park to meet the requirements of baseball or AFL to free up ELS Hall Park fields for soccer.

Pacific Coast Baseball League:

The Pacific Coast Baseball League (PCBL) currently operates four baseball seasons per year, these are: PCBL A League - Summer (Sep-Mar); PCBL A League - Winter (Apr-Aug); PCBL Masters - Spring (Sep-Dec) and PCBL Masters - Autumn (Jan-Mar). Under PCBL there are three affiliated clubs based within Ryde Local Government Area: Ryde Eastwood, Macquarie Saints and North Ryde RSL. Between the three clubs there are over 32 senior teams.

The ELS Hall Park grounds are currently rated to suit from the top to lowest level of baseball skills.

Currently the needs for senior baseball in the City of Ryde local government area are considered to be adequately serviced. Note that Junior baseball season competition only operates in the Summer season. However, during winter there are several weekend invitational tournaments and the only current ground available is Pioneer Park. Having ELS Hall Park available in winter would enable a better field and parking.

PCBL strongly supports the move of winter baseball from Gannan Park to ELS Hall Park. A move for baseball to ELS Hall Park will provide much needed night training facilities not available to baseball in the winter season. Currently many baseball clubs from the City of Ryde area have their night training sessions in other council areas such as Cumberland, Canada Bay, Hornsby, Ku-ring-gai, Baulkham Hills. A move for winter to ELS Hall Park will have all teams training at their local ground.

Another huge benefit would be the re-establishment of the PCBL Masters League for the winter season, played on Monday nights. The league ceased the winter league about four years ago because the only ground with lights suitable for games was the state baseball centre at Blacktown International Sports Park, and the traveling time was a major deterrent for players thus the league was abandoned.

The capacity to undertake a Winter Masters League will provide over 34 year olds to play in a safe and supported environment. At this age bracket it is expected that many would join, providing an avenue for physical activity and camaraderie.

ITEM 6 (continued)

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Theme 5 | Facilities

The site facilities are generally well received, however, there were some suggestions for improvement across the site.

The location of the toilets and change rooms are considered poor with many respondents considering that they could be better located and larger. They are also not well sign posted with some interviewees not even knowing there were public toilets available on the site.

Parking at the site is considered very poor, especially during peak use times. There were reports of site users parking each other in within the car parks. Although the new car park to the north is well received, there was an overwhelming need from site users for even more parking. There was also a need for more disabled parking, with the existing quota considered inadequate. Site users would like to see more parking near Greenwood Park.

There were suggestions to have a better cafe at the site. This was to be used by parents and carers watching sports and also children who are at the site for long periods after school. A cafe that catered for both the indoor sports centre and outdoor users of the site was preferred.

The outdoor exercise equipment around the site was well used but was considered tired and needing maintenance. Many respondents wanted to keep the exercise equipment but would like it to be updated. In addition, there were some suggestions to include an indoor gym within the indoor sports facility.

The paths around the site are well used by both site visitors moving to and from organised sports and by passive recreation users as a form of exercise. There were many suggestions to provide a better connection of the paths throughout the site, especially within Greenwood Park where users either had to jump across the rocky creek bed or exit the site and walk along the road before re-entering the site again. Some of the paths are well hidden with some users not even knowing there was a path below the baseball field. Site signage along the shared user path would also assist in providing more direction around the site. There were also requests to widen the shared user path to improve safety for pedestrians and cyclists (including under Epping Road in Booth Reserve).

There was an overwhelming request for more lighting across the site. This included not only sports field lighting but also pedestrian lighting throughout the rest of the site. There are not enough lights along the paths and the path along Shrimptons Creek feels unsafe at night. The top car park has no lights and the main car park is also under lit. This is considered a greater problem during night games with pedestrians moving within the carparks and not feeling that cars can adequately see them.

There were multiple requests for additional seating and shading around the sportsfields for both players and spectators. Respondents suggestions ranged from tree planting to purpose-built shade structures and seating.

A significant number of respondents requested additional barbeque facilities. The barbeques were requested for players but also for families just wanting to use the playground equipment. In addition, there were requests for more picnic shelters and drinking fountains.

The synthetic sportsfield was very well regarded by players, however there were comments that the multiple line markings on the field were confusing. There were also requests for the field to have had additional gates around the perimeter to make it easier to retrieve wayward balls.

Additional facilities requests were also offered by respondents, including the installation of skate facilities, BMX and mountain bike tracks, rock climbing facilities, hard courts for outdoor basketball and tennis, additional sportsfields, informal training areas, the inclusion of NRL fields, a 300-seat stadium, aquatic centre and more sports facilities in general.

Some respondents also wanted better community facilities with clubhouse, storage and meeting rooms.

ITEM 6 (continued)

ATTACHMENT 4



Theme 6 | Playgrounds

Respondents enjoyed the playground equipment and agreed the availability and access to the equipment was good. However, there were some requests to update the existing equipment. There were also many requests to relocate the equipment so that it was within eyesight of the playing fields. This would allow parents with multiple children to allow some to be monitored on the playground equipment while another child may be playing on a sports fields.

There were requests that playground equipment caters for a broader age range. This could include equipment for toddlers, through to older children and youths. There were requests for an inground trampoline, monkey bars, tree houses and cubbies and a tall climbing net or trees to climb on.

Parents of children also requested that toilets were located closer to the playground equipment (or vice versa).

Theme 7 | Dogs

As part of the engagement process, both dog owners using the off-leash park and paths and other users of the site were interviewed about their thoughts on dogs and the facilities provided. Overwhelmingly, the fenced dog park was very well liked both for dog owners and non-dog owners. This opportunity to segregate dogs from other site users may have influenced the positive attitude towards dogs at the site.

There were some requests for dog bins and to keep dogs on leashes when in other areas of the park. In addition, there were requests to keep children and dogs segregated.

ITEM 6 (continued)

ATTACHMENT 4

Theme 8 | Site maintenance

The site is considered to only have an average level of maintenance. The change rooms are considered dirty and full of spider webs. The barbeque and picnic tables are not cleaned.

In relation to the fields, there are maintenance issues with drainage with Field 3 getting muddy when it is wet and very dusty when it is dry. There are many weeds and litter around the site and twigs on the synthetic area hurt players feet when they cool down barefoot.

Some respondents requested that the creek area should be cleaned of weeds and rubbish.

According to some sports clubs, the current shared use of ELS Hall Park between baseball and soccer has resulted in significant maintenance issues and costs for the council. Particularly during the season start in September, after soccer concludes, the quality of the field has been compromised, usually taking 3-4 months for the ground to settle after the high use of soccer cleats. The change for ELS Hall Park to become a full year baseball facility could in the Club's view reduce maintenance costs. Another important feature is that by having a single sport at the ground, maintenance work could be more productively targeted to suit the needs of one particular sport.

Theme 9 | Natural environment and sustainability

Respondents enjoy the natural environment around the site, in particular the Shrimptons Creek area.

There are some existing pressures on the natural environment, including stormwater runoff, litter within the riparian zones and informal tracks throughout the natural areas of the site.

There were some requests to extend the existing native areas to provide greater habitat for birds and shade for park users. There was recognition that there are many opportunities at the site to integrate the natural environment into the active recreation areas of the site.

There were also requests for a community garden to allow for social gatherings which could include a communal compost.

Should increased lighting of a new clubhouse and extension to the existing indoor sports centre be undertaken at the site, consideration should be made to reduce the impact of additional energy use at the site.

ITEM 6 (continued)

ATTACHMENT 4



Recommendations

Based on the information received throughout the initial stage of stakeholder engagement for ELS Hall Park, Greenwood Park and Booth Reserve, the following recommendations are provided for the development of the draft masterplan.

Theme 1 | Getting to the site

- Reconfigure the entry point off Kent Road to improve access
- Reconfigure the main car park to increase capacity
- Create drop-off zones for buses and cars within the park
- Improve pedestrian access throughout the car park
- Improve pedestrian and bicycle access from the Epping Road underpass
- Install permeable paving solution to overflow car park areas

Theme 2 | Thoughts on site

- Consider a balance between structured and unstructured activities within the park

Theme 3 | Impact on residents

- Clearly identify private driveways with line marking in Kent Road to mitigate incidents of parking across driveways

Theme 4 | Sports activities

- Consider the expansion of the indoor sports centre to allow for greater capacity and range of sports activities

Theme 5 | Facilities

- Consider the relocation of the amenities block to a more central location. Include the potential for toilets, changerooms, viewing areas, club rooms, community space and club storage
- Further investigate the relocation of sporting clubs to most efficiently use the existing sports fields
- Improve the connectivity of the path network around the site including a hierarchy for bikes and pedestrians
- Include more site signage along the pathways
- Improve site connectivity including safe creek crossing points
- Improve path and carpark lighting across the entire site
- Provide multiple creek crossings to improve site connectivity
- Install additional seating around sports fields and provide shading
- Provide additional barbeque and picnic shelter facilities
- Consider the opportunity for skate board elements

Theme 6 | Playground

- Provide more equipment that caters to a greater range of ages
- Include natural features such as tree houses, climbing logs and rocks

Theme 7 | Dogs

- Install doggy bins and bags around the site
- Retain the offleash fenced area and promote responsible dog ownership

Theme 8 | Site maintenance

- Consider relocation of sporting clubs to better align maintenance requirements of different codes
- Make improvements to Field 3 to reduce dust and improve drainage
- Seal or install permeable paving at the overflow car parks to reduce dust generation

Theme 9 | Natural environment and sustainability

- Ensure lighting installed is energy efficient
- Consider installation of solar panels across the site
- Improve WSUD across the site
- Maintain and improve riparian zones in Shrimptons Creek
- Increase and integrate existing tree canopy and natural areas

ITEM 6 (continued)

ATTACHMENT 4

Appendices

- A | Promotional materials
- B | Website and social media
- C | Data aggregation
- D | Online survey data
- E | Staff engagement - meeting notes

ITEM 6 (continued)

ATTACHMENT 4

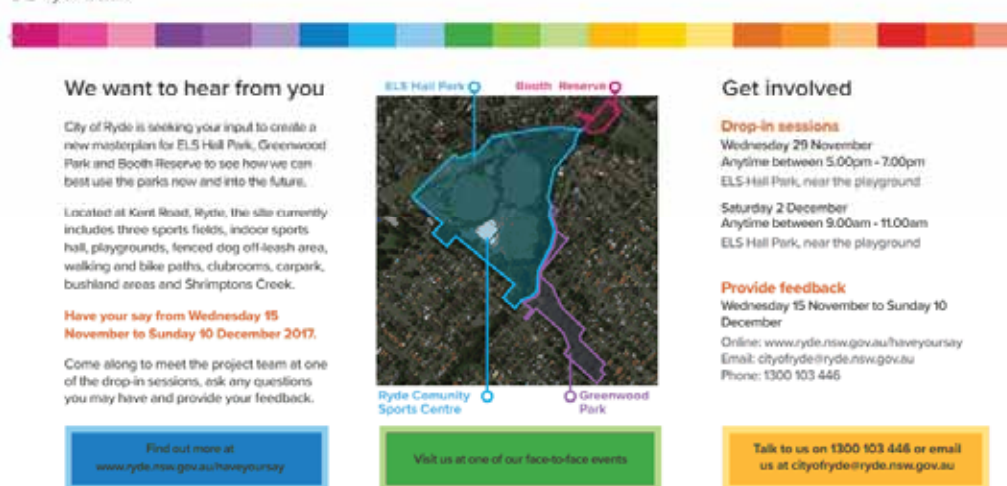


Promotional materials

DL flyer Front



DL flyer back



ITEM 6 (continued)

ATTACHMENT 4

Promotional materials

Park signage

The future of ELS Hall Park, Greenwood Park & Booth Reserve

Have Your Say!

Get involved

City of Ryde is seeking your input to create a new masterplan for ELS Hall Park, Greenwood Park and Booth Reserve to see how we can best use the parks now and into the future.

Located at Kent Road, Ryde, the site currently includes three sports fields, indoor sports hall, playgrounds, fenced dog off-leash area, walking and bike paths, clubrooms, carpark, bushland areas and Shrimptons Creek.

Have your say from Wednesday 15 November to Sunday 10 December 2017.

Come along to meet the project team, ask any questions you may have and provide your feedback.

Drop-in sessions
Wednesday 29 November
Anytime between 5.00pm - 7.00pm
ELS Hall Park, near the playground
Saturday 2 December
Anytime between 9.00am - 11.00am
ELS Hall Park, near the playground

Provide feedback
Wednesday 15 November to Sunday 10 December
Online: www.ryde.nsw.gov.au/haveyoursay
Email: cityofryde@ryde.nsw.gov.au
Phone: 1300 103 446

Find out more at
www.ryde.nsw.gov.au/haveyoursay

Visit us at one of our face-to-face events

Talk to us on 1300 103 446 or
cityofryde@ryde.nsw.gov.au

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ATTACHMENT 4



Promotional materials

E Newsletter

City of Ryde **Have your SAY**

The Future of ELS Hall Park, Greenwood Park & Booth Reserve

City of Ryde is seeking your input to create a new masterplan for ELS Hall Park, Greenwood Park and Booth Reserve to see how we can best use the parks now and into the future.

The parks currently include three sportsfields, an indoor sports hall, playgrounds, fenced dog off leash area, walking and bike paths, clubrooms, a carpark, bushland areas and telephone Creek.

Why is a masterplan needed?

Council delivers a wide range of sport and recreation services through a network of regional, district, neighbourhood and local open spaces, parklands, sportsgrounds and indoor and outdoor facilities.

While the network has served the community well for many years, Council recognises that within the context of a rapidly growing and changing area, the roles and functions of our facilities need to be reviewed and updated to meet the community's needs.

ELS Hall Park **Booth Reserve**

Ryde Community Sports Centre **Greenwood Park**

Have Your Say

You can have your say on the current and future use of ELS Hall Park, Greenwood Park and Booth Reserve in several ways including online or at one of our community events.

Online Survey

The Survey will be open between:
Wednesday 13 November to Sunday
10 December 2017

Complete the Survey

Weeknight Drop-in Session
Time: Anytime between 5:00 - 7:00pm
Where: ELS Hall Park, near the playground, Kent Street, Ryde

Weekend Drop-in Session
Time: Anytime between 9:00 - 11:00am
Where: ELS Hall Park, near the playground, Kent Street, Ryde

Learn More

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City of Ryde | 1 Poplar Street | Ryde NSW 2112 | 9802-8222

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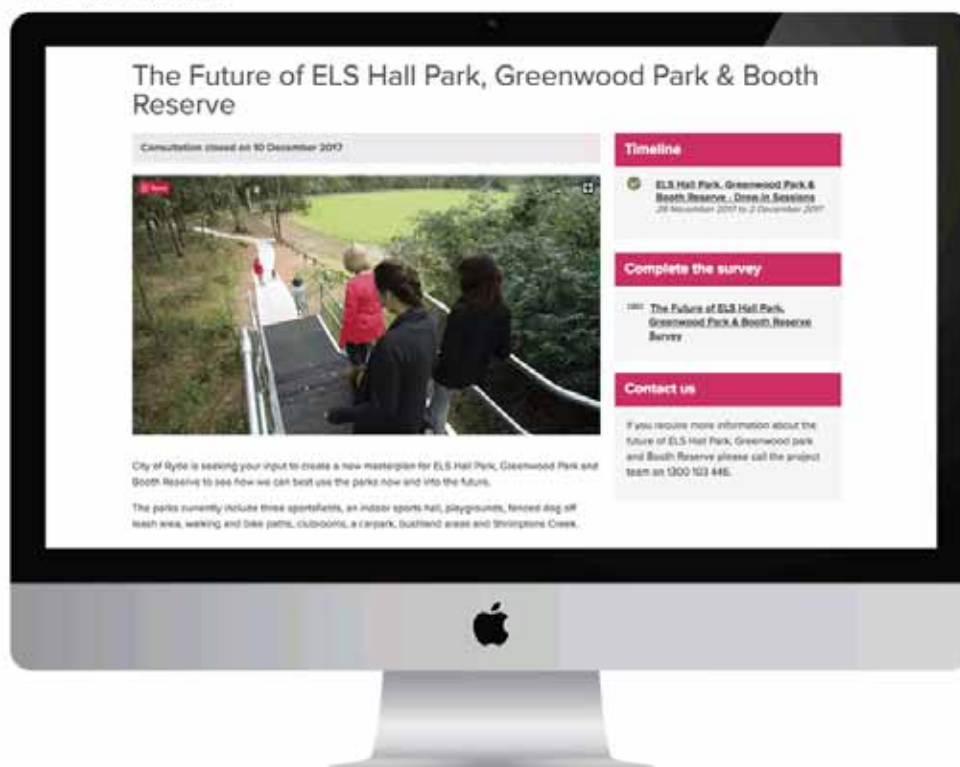
Unsubscribe

ITEM 6 (continued)

ATTACHMENT 4

Website and social media

Have Your Say website



Facebook post



ITEM 6 (continued)

ATTACHMENT 4



Data aggregation

The responses from the stakeholders broadly form eleven themes. Below is the aggregated data from the intercept surveys, stakeholder interviews, emails to Council, phone calls to the 1300 number and drop-in sessions. Type in bold represents comments from a larger stakeholder group representative.

Theme 1 | Getting to the site

- The parking is bad on Kent Rd x3
- Traffic in the area is terrible x4
- Parking on Kent Rd needs to be patrolled all week
- Getting in and out is tricky – narrow exit (Kent Rd) x3
- There needs to be no cars parked on Kent Rd
- We need a pedestrian crossing on Kent Rd
- The roundabout at Herring Rd is terrible around 5 pm – 6 pm
- Bus drops off kids on the road – they don't come into the facility to drop them off at the door
- The car park needs a drop off zone so you don't block traffic x2
- Problem with traffic on Adelphi Rd, the road is too narrow and no footpath
- Pine St gets too much traffic, needs to be dealt with
- The main entrance is hidden
- The site needs easier access
- I don't like the driveway. You can't see the cars when you're trying to cross over.
- Need safer parking on roads off Herring Rd to easily access specified areas

Theme 2 | Thoughts on the site

Site usage

- I like to walk and sit in the bushland
- My kids play sport
- Play with kids/use playground
- I go for runs around here x2
- I use the area for exercise
- The site would be great for fair and farmers market
- Sport training
- We come here for sport competitions
- Watch kids during sport
- Functions in the indoor centre/hold meetings
- We use the area for picnics
- I bring and play with my dog
- I Ride my bike in the park
- Walk around to get out of the office

Thoughts on the site

- Its got a great community feel
- It's a great community area x4
- A great space for all
- Multi-purpose for different groups
- It's a great open space for kids
- Very kid friendly
- Good area for families
- Great location, close to home x4
- I like the space and environment
- Big open green space x11
- Bushland is great, nice for walking x6
- Park is fantastic, keeps getting better and better
- Interesting to walk along the paths through the park x2
- I love all the trees x4
- The park is very beautiful x2
- I like the walking and cycling track x2
- The amenities are great
- Park should be like Ryde oval and Curtis oval in Dundas with kids playground and café

ITEM 6 (continued)

ATTACHMENT 4

Theme 3 | Impact on residents

- Traffic to the area is bad x4
- Trees with termites needs to be gone, treated or made safer x2
- Dust from Adelphi Rd carpark is a problem to residents – needs to be sealed
- Doesn't feel safe on Shrimptons path at night
- Underpass doesn't feel safe
- New car park too dusty x2
- I get people parking in my driveway (Kent Rd)

Theme 4 | Sports activities

General

- Satisfied with amount of sports on offer x2
- Need more space for kids sports
- Need warm up areas x2
- Park should be used for training
- Need an area for informal casual games
- Need facilities for premier league soccer
- Booking of indoor space/facilities needs to be more flexible
- Great space to use under lights when there are no organised sports
- Need more indoor sports activities
- Need more outdoor sports and activities
- Badminton cost is high
- Would like to access courts
- Sports get priority

Cricket

- Indoor cricket area would be good
- Keep the turf cricket pitch

Indoor sports

- Booking of basketball is always busy
- Always booked and have to pay
- More indoor courts would be good so more people can play but also so that larger competitions can be played here

Soccer

- Lack of soccer fields means men's teams have priority over women's teams
- ELS doesn't support women's football
- Soccer to stay – has been here for over 50 years x2

Baseball

- I like the baseball ground

Other activities

- There are lots of activities to do
- Plenty of activities for kids
- Id like to have movie nights in the park
- Would like to see early morning walking groups
- Id like some yoga classes
- Tai Chi classes x2
- Can there be table tennis area for seniors
- Would like more outdoor classes for seniors
- Holiday or Friday night 'youth club' activities
- More fun for families and activities

ITEM 6 (continued)

ATTACHMENT 4



Theme 4 | Sports activities

Ryde Panthers Football Club:

- To be honest, after reviewing this idea [to relocate sports clubs based on Council's recreation strategy] and data ourselves, there would need to be a very compelling concept and offer on the table to get our support to a proposal like this. We have concerns and would like to discuss the points below.
- Our traditional club entering its 7th decade may be moved from its historic home and heartland.
- With current growth projections, the Ryde Panthers Football Club will be too big by 2027 to occupy a more contained and less accessible space with no area to expand.
- Regardless of the upgrades to Gannan Park, the Ryde Panthers Football Club will be worse off being removed from multifunctional facilities at ELS Hall Park which we already use to capacity.
- The population of our club and football activities would have a negative impact on traffic flow, parking and therefore on the quality of life of local residents. Not just on game day. We are active on our home field 5 - 6 days a week.
- Given the proximity to local residents of the fields, the need for flood lighting, the impact on traffic, parking and a predicted increase in noise generated from training and game day activities would potentially alienate our club from the locals. Given our good standing in the community currently, that would be a disaster for our club.
- During our review of the Sports and Recreation Strategy, an idea was put forward that we would like to be considered.
 - The suggestion being, to move AFL to Gannan, move Ryde Panthers Football Club to ELS Hall No.1 with ELS Hall No.3 as our second field and keep baseball on ELS Hall No.2.
 - We would then relocate to use the top canteen & storage facilities.
 - AFL could possibly get a full-size oval at Gannan as ELS Hall No. 3 is in fact not big enough to accommodate senior AFL games.
 - Moving AFL to Gannan rather than Ryde Panthers Football Club would cause less disruption to the local residents surrounding Gannan Park, as they are a smaller club than us.

Gladesville Hornsby Football Association:

- GHFA supports the position of member club Ryde Panthers Football club, they prefer not to relocate to Gannan Park unless it is upgraded to provide for the current and future needs of the club.
- To be considered;
- The impact of 2 football fields with competition and training on local residents from a club of approx 1000 members.
- Requirement of additional adequate amenities and storage.
- The historical links of the club establishing ELS Hall Field and facilities, would be big enough to provide a full size field)
- The continued growth of the club and further urban consolidation.
- Consideration of upgrading Gannan Park to meet the requirements of Baseball or AFL. (it would free up ELS Hall fields for Soccer)
- If Gannan Park is upgraded to 2 soccer fields would 1 be synthetic?
- Whilst you state that it's not about relocating soccer, the reality is that if ELS Hall 2 was dedicated to baseball only; in effect this would have to happen, as the success of the club is based on ability to focus its members on their "home" and encouraging volunteers to support the canteen & other activities.
- Whilst ELS 1 is a good facility shared by other user groups this alone would not substantiate/sustain a base for the club
- Finally the strong relationship between Ryde Panthers Football club and the operators of the Community Sports centre will be likely come under duress.

As an association we would like to see the increase in the net availability of soccer football fields, but not at severe cost to the viability of a member club.

Pacific Coast Baseball League:

- The PCBL currently operates 4 baseball seasons per year, these are: PCBL A League - Summer (Sep-Mar); PCBL A League - Winter (Apr-Aug); PCBL Masters - Spring (Sep-Dec) and PCBL Masters - Autumn (Jan-Mar). Under PCBL we have affiliated 3 Ryde Council base clubs: Ryde Eastwood, Macquarie Saints and North Ryde RSL. Between the 3 clubs we have over 32 senior teams each year during the 2 seasons per year (summer and winter). The PCBL grades teams into 7 grades, each with 2 levels, making a total of 14 different skill graded team groups.
- Grounds are required, due to location and size to be rated to suit from the top to lowest level of baseball skills, as per team grading. The current baseball grounds for Summer are - ELS Hall Park and Magdala Park rated for all levels; Waterloo Park and Pioneer Park, rated for level D and below. Note in the summer season ELS Hall Park, is also shared with the Ryde Hawks state senior and junior competition and the Women's League. Also operate on Monday nights, the Masters League, for ages of 35 years of age and older. The current baseball grounds for Winter are - Gannan Park rated for all levels; and Pioneer Park, rated for level D and below. Plus by arrangement with the North Ryde RSL, also have the use of the North Ryde RSL cricket field, inside the North RSL Club.

ITEM 6 (continued)

ATTACHMENT 4

Theme 4 | Sports activities continued

- Currently the needs for senior baseball in the Ryde Council area are being adequately serviced. Note that Junior baseball season competition only operates in the Summer season. However, during winter, there are several weekend invitational tournaments, and the only current ground is Pioneer Park. Having ELS Hall Park available in winter would enable a better field and parking.
- Proposed move of Winter season from Gannan Park to ELS Hall Park: Although Gannan Park has served well for over 25 years the senior baseball in the Ryde Council area, a move for Winter season to ELS Hall Park would be a significant step. This is because, the ELS Hall Park facilities will continue to provide a ground for the higher level of baseball grade as Gannan Park does.
- There are several issues for which we can draw a parallel analysis:
- **Parking**
- Parking at Gannan Park is exclusive to baseball users, however it is not as numerous as for other sports. But the parking at ELS Hall Park, when taking into account the series of events at the indoor centre could become a problem. However, as the car parking for baseball is not as large nor is the hourly turnover, ELS Hall Park is amply suited for baseball. On the other hand soccer would gain significantly with the parking facilities at Gannan Park.
- **Loss of baseballs**
- This has been a continuing and costly problem at Gannan Park due to the high density vegetation on the home plate corner of the park.
- **Toilets and change rooms**
- Both grounds have the same facilities, however at ELS Hall Park, these are significantly closer to the playing field.
- **Warm up area**
- Gannan Park has a larger and open area for players warm up in preparation to the game, whereas ELS Hall Park does not provide an open area. This is compensated by the use of the indoor batting cage and the pitcher's bullpen.
- **Storage area**
- ELS Hall Park now provides a ground equipment room adjacent to the ground and a secured lockup area. Whereas Gannan Park storage area is well away from the field, although the lock up security box adjacent to the ground, does assist.
- **Ground lighting**
- It must be remembered that the Ryde Eastwood Baseball Club, addressed the funding and work on the installation of the current level 3 baseball field lighting. This project was done before the current DA regulations, whilst most of the funding was undertaken by baseball, it was always as property and control of the council. Baseball is a committed partner to ground improvements, enjoyed by other sports.
- A move for baseball to ELS Hall Park will provide much needed night training facilities not available to baseball in the winter season.
- Currently many Ryde Council based baseball clubs accommodate night training at other council locations such as Cumberland, Canada Bay, Hornsby, Kuringal, Baulkham Hills. A move for winter to ELS Hall will have all teams training at their local ground. By having a top level baseball field available all year, the Ryde Council will have a local facility which will benefit all residents.
- **Expanded competition**
- Another huge benefit would be the re-establishment of the PCBL Masters League for the winter season, played on Monday nights. The league ceased the winter league about 4 years ago because the only ground with lights suitable for games was the state baseball centre at Blacktown International Sports Park, and the traveling time was a major deterrent for players thus the league was abandoned.
- The capacity to undertake a Winter Masters League will provide over 34 year olds to play in a safe and supported environment. At this age bracket it is expected that many would join, providing an avenue for physical activity and camaraderie.
- **Ground maintenance**
- The current shared use of ELS Hall Park between baseball and soccer has resulted in significant maintenance issues and costs for the council. Particularly during the season start in September, after soccer concludes, the field has been dangerous to play. Usually taking 3-4 months for the ground to settle after the high use of soccer cleats. The change for ELS Hall park to become a full year baseball facilities will significantly reduce maintenance costs. Another important feature is that by having a single sport at the ground, maintenance work can be more productively targeted to suit the needs of one particular sport.
- The current hirer of Gannan Park, for the past 20 odd years, has been the Ryde Eastwood Baseball Club, however the ground has been allocated to all Ryde Council based baseball clubs.
- There are 3 significant advantages:
 - 1) Will provide the Ryde Council with a permanent all year round baseball ground, bringing substantial maintenance and infrastructure cost savings;
 - 2) Will provide a second, with Pioneer Park, exclusive use baseball ground catering from the highest to lowest grade of baseball, thus accommodating the widest range of players; and
 - 3) Will provide the baseball clubs based in the Ryde Council area with a clear focussed field identity.
- **We strongly support the move of winter baseball from Gannan Park to ELS Hall Park.**

ITEM 6 (continued)

ATTACHMENT 4



Theme 5 | Facilities

General amenities

- No storage space x2
- No staff facilities within indoor sports centre
- Toilets are sometimes locked
- Location of toilets isn't the best
- Not enough bathrooms x5
- Need signs for the toilets
- Public toilet near playground
- No showers
- The toilets are very old and dirty
- Need more bins around the field
- Need more gates to fields

Parking

- New parking space on the north is great
- Not enough parking x10+
- Access to carpark is not great x2
- Overflow car park works well
- From the carpark can't see cars coming at night
- Need a second access/exit to the parking area x2
- Insufficient parking for disabled people
- More parking near Greenwood park
- New gravel carpark needs bollards to stop driving down to the park
- Parking is really bad during winter soccer season/busy days x3
- People park each other in inside the carpark
- Can't see crossing near entrance at night
- Illegal parking makes it even more difficult to park during peak hours x2

Café

- Good coffee shop x2
- Better café is needed x10+
- More food options needed
- Café with coffee, snacks, sandwiches and muffins
- Indoor/outdoor café would be nice

Exercise

- Keep the exercise equipment x2
- Would like outdoor exercise machines x2
- Exercise equipment look tired and need maintenance x2
- Better exercise equipment (like Meadowbank)
- Gym equipment too spread out
- Would be good to have an indoor gym/YMCA x3
- Bootcamp space

Paths

- Need to loop path around ELS x2
- Not so many stairs on loop path
- Need some running paths
- Would like a shared bike space
- Bike path is hidden x2
- Need bike racks
- Bike tracks would be good x5
- Bike track to Macquarie park/centre x3
- Connection to wider pathways
- Walkway over the creek between parks from Kent Rd x3
- Bridge access Shrimptons between Greenwood and ELS
- Accessibility for prams, could have paths x2
- Having all paved paths is a bit monotonous
- Naturalised pathways preferred

Lighting

- More lights needed x10+

ITEM 6 (continued)

ATTACHMENT 4

Theme 5 | Facilities continued

- Not enough lights on paths and creek x6
- Need lights on path between Leslie St and Kent Rd near bus stop
- Lack of lighting from Flinders Rd to Waterloo Rd
- No lights on back field
- Bush path unsafe at night x2
- Lights on all night in sports centre
- Lighting on the sports fields for casual sports, not just organised sports
- Top car park has no lights, it is pitch black
- Not enough lighting through carpark and paths into park
- No lighting at informal drop off point
- Lighting needed around new playground
- Not enough lighting for pedestrians

Seating and shade areas

- Seating and shades are needed x6
- Shades needed especially for players
- Seating is needed x2
- Shade needs to be extended x2
- Add more trees and plants
- Metal seats very cold to sit on in winter

Barbeques, picnic and drinking facilities

- Need more barbeques x10+
- Separate barbeque related to the playground
- Need better and more picnic facilities x2
- More drink fountains x3

Other

- Have a skate park x4
- Indoor area is good x4
- Would like facilities for most sports x5
- Needs a 300 seat stadium
- Need more fields
- Lack of NRL fields
- Having tennis courts that double up as basketball courts would be good
- Basketball courts are good
- An outdoor basketball court would be great x2
- Seats could be moved for soccer nets
- Have a soccer gate for balls to be easily retrieved
- Practice soccer goals are great
- Excellent football facilities
- Need path around the baseball area
- BMX track would be good
- MTB Pump Track
- Aquatic Centre like West Pymble & Kuringal
- The sports fields are brilliant x6
- Need an informal kick about area for pre sport
- Move the cricket pitch to between fields – allows for premier league soccer
- Swimming pool for leisure swimming x5
- Prefer turf fields
- Rock climbing equipment
- Synthetic area good x6
- Artificial turf ground is great
- Need another synthetic area x2
- Line marking on synthetic field – too many, too confusing
- Tiered seating around synthetic oval
- Grassed area where stockpile for synthetic field needs to be redone
- Synthetic sports field is not environmentally friendly
- Bottom oval is one of the best
- Indoor community space for storage, meetings and fitness
- Public art
- Youth Space – Birriwa Reserve as an example

ITEM 6 (continued)

ATTACHMENT 4



Theme 6 | Playgrounds

- Playground is great for young families in the area
- Availability and access to the playgrounds is good x2
- Needs to be updated x5
- Small and boring compared to other playgrounds
- Playground needs to be within eyesight from sports area
- Would like monkey bars
- Need more playgrounds in between fields so parents can watch
- A new playground that caters for older kids (ages 10-11 years old), similar to new shops in Narellan
- Toilet near playground
- Would like some toddler equipment
- Water play area would be nice
- Balancing equipment for kids
- Install tree cubbies
- Playground location proximity to road, would prefer central to fields
- In ground trampoline
- When wet, makes using the playground difficult
- Tall climbing net – 3-4 stories
- More equipment for play
- Trees to climb on in playground

Theme 7 | Dogs

- Dog park is fantastic x2
- Fenced dog area/dogs off-leash park is great x3
- Dogs off leash in main park, need to keep them on x2
- Keep dogs separate from children
- Need dog bins
- Owners need to pick up after dogs x2

ITEM 6 (continued)

ATTACHMENT 4

Theme 8 | Site maintenance

- Needs more maintenance, there is a lack of upkeep x2
- Toilets are dirty
- Drainage issue on baseball field
- No drainage on back field, gets muddy
- Back oval dirty, wind blows around dust x2
- Outdoor change rooms dirty (lots of spider webs) x2
- Creek is very dirty, needs to be cleaned x3
- Get the creek cleared out
- Twigs on synthetic area hurt feet
- Lots of weeds and litter x2
- Barbeque area needs to be kept clean
- Tables need to be kept clean
- Clean up 'centre' of park
- Ground maintenance
- The current shared use of ELS Hall Park between baseball and soccer has resulted in significant maintenance issues and costs for the council. Particularly during the season start in September, after soccer concludes, the field has been dangerous to play. Usually taking 3-4 months for the ground to settle after the high use of soccer cleats. The change for ELS Hall park to become a full year baseball facilities will significantly reduce maintenance costs. Another important feature is that by having a single sport at the ground, maintenance work can be more productively targeted to suit the needs of one particular sport.

Theme 9 | Natural environment

- Natural creek line is good
- Creek is very slippery when wet x2
- Community garden to involve people and allow for social gatherings x3
- Build a communal compost
- Plant flower beds
- Possible to have solar lighting or LEPs
- Use the greenspace to reduce heat island effect
- Whittling away of tree canopy due to development
- I like the bush along the creek
- Shrimptons Creek path is a beautiful place
- Need a garden beautification
- Extend native areas to provide healthy landscape for birds and people

ITEM 6 (continued)

ATTACHMENT 4

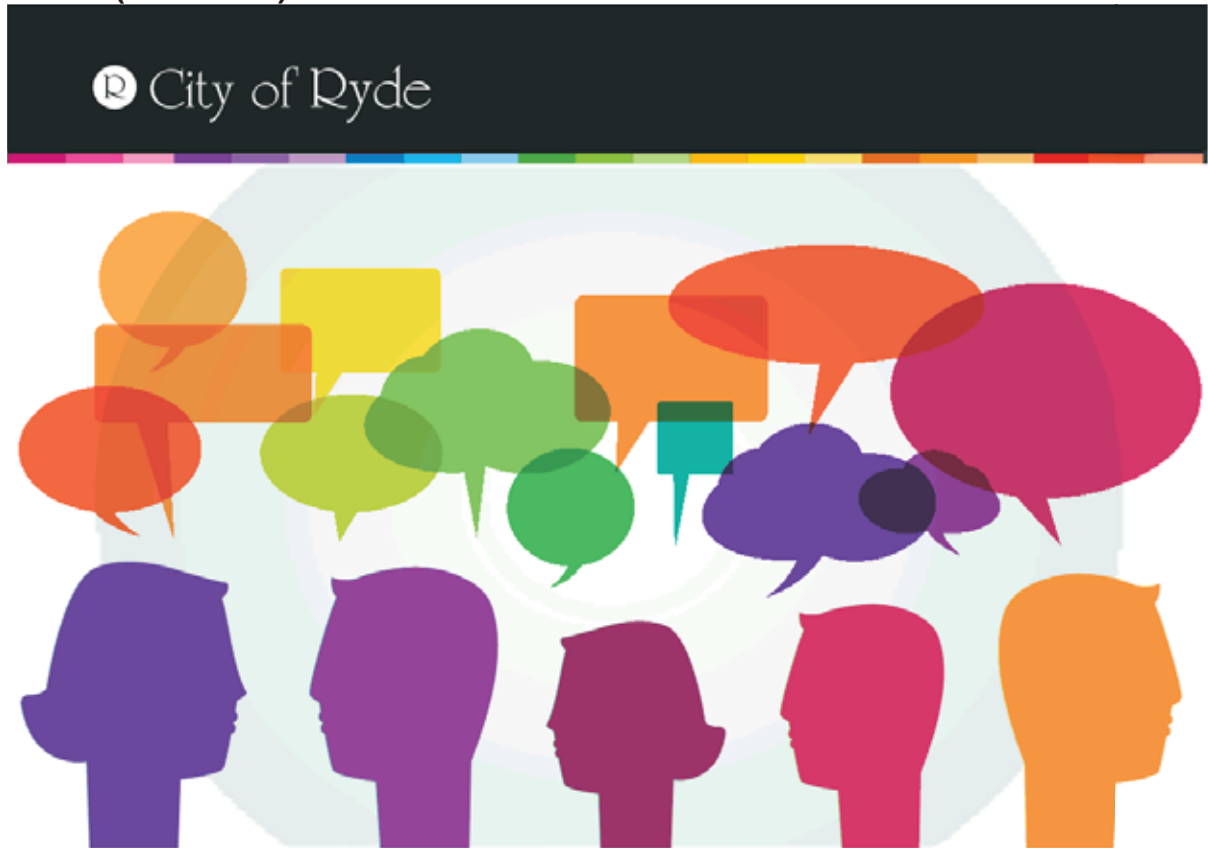


Prepared by Flagship Communications for the City of Ryde.

April 2018

ITEM 6 (continued)

ATTACHMENT 5



CITY OF RYDE

ELS Hall Park, Greenwood Park and Booth Reserve

Community Stakeholder Engagement Report

STAGE 2 | DRAFT MASTERPLAN COMMUNITY CONSULTATION

Prepared by Flagship Communications for the City of Ryde.

March 2019

ITEM 6 (continued)

ATTACHMENT 5



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A horizontal bar composed of several small squares in various colors including purple, blue, green, yellow, and red.
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Executive summary

The City of Ryde engaged Flagship Communications, a specialist stakeholder engagement company, to lead the community consultation process for the development of a masterplan for ELS Hall Park and Booth Reserve in Marsfield and Greenwood Park in North Ryde.

From 15 November to 10 December 2017, an initial stakeholder engagement period was open for stakeholders to provide their feedback on the existing park and what their thoughts are for the future of the site.

This engagement process resulted in ten key areas of feedback from the community. These included:

- Getting to the site
- Thoughts on the site
- Impact to residents
- Sports activities
- Facilities
- Playground
- Dogs
- Site maintenance
- Natural environment

Council used the feedback to develop a draft masterplan for the site which was presented back to the community through a Stage 2 stakeholder engagement period.

From 13 February to 3 March 2019 the stakeholder engagement period was open for feedback on the draft masterplan.

The engagement period was promoted through Council's Have Your Say page, social media, DL flyers to targeted stakeholders and residents, local newspaper advertisement, park signage and eNewsletters.

Stakeholders had many opportunities to provide their feedback including an online interactive map, telephone interviews and drop-in sessions.

A dedicated phone number and Council's email address were also promoted as methods for stakeholders to provide input to the project.

Engagement interaction included approximately 65 one-on-one interactions at drop-in sessions with over

106 comments provided by participants; 9 stakeholder interviews and 63 online comments. There was one call received through the dedicated 1300 number and 13 emails were received.

During the Stage 2 consultation period, participants were asked their opinion of specific areas of the draft masterplan, what they liked, what suggestions they had for the draft plan, and any other comments.

The draft masterplan itself proposed no significant change to the landscape or usage of the park, however included elements of improvement to existing facilities at the site. This seemed to resonate with the community with a generally positive response to the draft masterplan.

However, there was strong opposition from local residents to the creation of an informal path along Shrimpton's Creek behind properties along Wilson Street.

Overall, with small amendments, the draft masterplan should be well supported by the community.

ITEM 6 (continued)

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Background

City of Ryde delivers a wide range of sport and recreation services to both its 131,911 residents and visitors who work or play within the local government area. These services are provided through a network of regional, district, neighbourhood and local open spaces, parklands, sportsgrounds and indoor and outdoor facilities.

The purpose of the project was for Council to better understand the current and likely future sporting, recreational and leisure needs of the Ryde community and to develop a masterplan for ELS Hall Park and Booth Reserve, Marsfield and Greenwood Park, North Ryde.

The masterplan will include the effective future provision, conservation, planning and development of facilities and services within the parks.

As outlined in the Project Brief, City of Ryde's aspirations for this project were to identify the provision of facilities over the short to long term (2-20 years) to

ensure sustainable and efficient use and importantly that the parks meet the needs of the community and sporting user groups.

Council engaged Flagship Communications, a specialist stakeholder engagement company, to lead the community consultation process for the development of a masterplan for ELS Hall Park and Booth Reserve, Marsfield and Greenwood Park, North Ryde.

In late 2017, Council undertook the first phase of consultation with the community to determine what stakeholders liked and didn't like about the existing site and what they would like to see at the site in the future. The feedback from this consultation period formed the basis of a draft masterplan, developed by Council. The draft masterplan was presented to the community via Stage 2 community consultation on 13 February - 3 March 2019.

This report reflects the outcomes from this Stage 2 community consultation period.



ITEM 6 (continued)

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Consultation objectives

The overall goal of our team during the consultation phases of the project was to:

- work with stakeholders to ensure they are informed and engaged, potential issues are identified and effective two-way communication is developed and maintained throughout the project.

The objectives of the consultation were to:

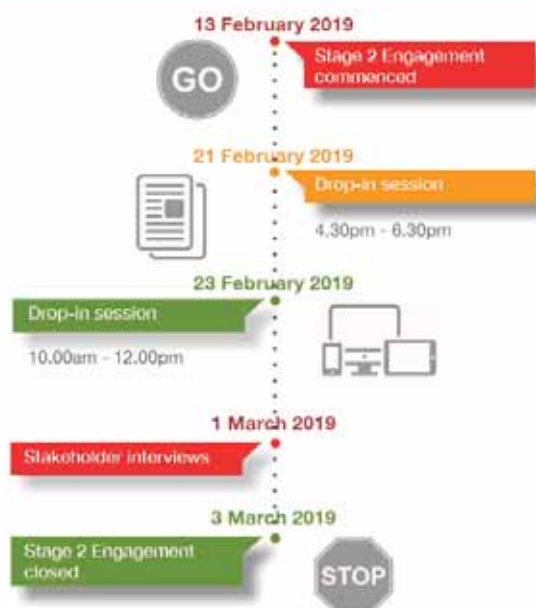
- create stakeholder awareness of the ELS Hall Park, Greenwood Park and Booth Reserve Masterplan and the associated consultation process
- encourage stakeholder participation in the consultation process
- establish and maintain effective two-way communication between the project team, City of Ryde council and stakeholders
- ensure stakeholder issues were identified and recorded
- ensure appropriate consultation tools and activities were used, taking into account demographic elements such as language, literacy, disability and access to the internet
- provide timely feedback to the stakeholders about engagement outcomes
- ensure opportunities were identified and recorded



ITEM 6 (continued)

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Engagement timeline



ITEM 6 (continued)

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Engagement approach

Principles

Flagship Communications understands City of Ryde's commitment to open, transparent and active relationships between Council and the Community. The engagement process supported City of Ryde's strategic aim for community engagement that fosters:

Meaningful engagement opportunities whereby community feedback is sought and considered as part of the decision making process.

The engagement principles below were used throughout the engagement process. To bring the principles 'to life', supporting key messages about the project approach are also outlined below.

Principles	Example principles key messages
Be informative provide clear and accurate information in a timely manner	<ul style="list-style-type: none"> City of Ryde is seeking feedback to inform the future development of ELS Hall Park and Booth Reserve, Marsfield and Greenwood Park, North Ryde. City of Ryde has appointed Flagship Communications to deliver a community engagement program.
Be collaborative ensure all views are recorded and acknowledged	<ul style="list-style-type: none"> Different users use the parks differently. We want to understand what would help the community enjoy the site even more, now and 20 years from now. It's unlikely that all current and future users of the site will agree on priorities for the parks. Understanding the range of community priorities and expectations will help us prioritise and plan for the future of the parks.
Be sensitive understand the needs of the local community	<ul style="list-style-type: none"> The current parks may not meet your needs for recreation and play. How can we improve on what we already offer on this site? Are there facilities you'd expect to be able to use at these parks that you can't? What do you value about the existing parks?
Be flexible respond to community needs	<ul style="list-style-type: none"> Getting to a Community Information Drop-In session might be difficult for you. To help you to be involved by learning more about the project and providing your feedback, you can find out more via phone, online or email.
Establish realistic expectations manage stakeholders' expectations so they understand the influence they have in the decision making process and how their input has been addressed	<ul style="list-style-type: none"> By 'Masterplan' we mean the visual renditions of community feedback which shows the relationship of all the physical components with each other within the parks and how the parks are placed in regards to neighbouring sites. The masterplan will provide a 20 year plan for the site – this means that the parks will continue to evolve during this time. There are constraints on what City of Ryde can do with the parks. The masterplan will be developed in accordance with Council's existing policies and plans.

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Engagement methods

The following engagement techniques and tools were used for this Stage 2 of consultation for the parks masterplans project.

Engagement tool	Stakeholder	Overview
Stakeholder Engagement Plan	Project team	An Engagement Plan outlining approaches, stakeholders, engagement tools and techniques.
Stakeholder Engagement Report	Project team Elected Council Council staff	Report containing information on the methodology and result of the engagement processes and how the information will be used to inform the strategic plan and masterplan development.
Briefings	Project team	Briefings held to ensure Council's key project team were informed and kept up to date on the engagement process.
Stakeholder drop-in sessions	All	Two casual drop in sessions at varying times of the day (early evening and day) to allow stakeholders to have one-to-one time with the project team to provide their thoughts and ideas.
Promotional materials	All	A DL flyer, park signage, local print advertisement, eNewsletter, email and social media posts provided opportunities to promote the project and engagement opportunities for all stakeholders.
Stakeholder interviews	All	Key user groups including sports clubs and other facility user representatives are contacted via email or phone and invited to provide comment via a phone interview, email, website or via the drop-in sessions.
Have Your Say website	All	Dedicated website for engagement with a wide range of stakeholders. The site included context for the project with background information, social pinpoint map, details of engagement events and reference to a dedicated 1300 number and email address for any enquiries or feedback.
Information phone number and email	All	A dedicated 1300 phone number was provided exclusive to the project. The phone number was staffed 9am - 5pm weekdays with a message bank for out of hours calls. Council's main email address was used for the purpose of this project.
Social media	All	Project promotion and key messaging distributed via Council's social media pages and through third party sites at the discretion of Council.
Interactive map	All	An interactive online map (Social Pinpoint) enabled the project team to obtain information from all participants and stakeholder groups. The map was located on Council's Have your Say page.

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Engagement results

Project promotion

A range of methods were used to promote the engagement period and the opportunities for engagement available to stakeholders (See appendix A and B). This included:

Method	Stakeholders	Distribution
DL flyer	Delivered to residents within a 500m radius of the precinct (Appendix A and B)	Flyers delivered to residents within a 500m radius of the parks (1,994)
Park signage	Park signage was displayed within the park	6 x park signs displayed within the parks
Stakeholder email	The eNewsletter was delivered to stakeholders of the site.	145 emails distributed 83 emails opened
eNewsletters	The eNewsletter was delivered to stakeholders of the site.	Your City News (2,328 recipients, 828 opens) Smarter Cleaner Greener (3,194 recipients 1,127 opens)
Facebook	A Facebook message was posted on Council's Facebook page.	Reach of 6,954 34 reactions, comments or shares
Have Your Say	Dedicated web page with information about the project and social pinpoint map for comments. (Appendix D)	311 page views 240 unique visits

Project engagement

A range of methods were used to engage with stakeholders during the engagement period. This included:

Method	Stakeholders	Engagement
Drop-in sessions	Two drop-in sessions were held at various times and days throughout the engagement period.	Approximately 65 one-on-one interactions 106 comments provided by participants
Phone enquiries	A dedicated phone number was provided for phone enquiries from stakeholders and the community.	1 phone enquiry was received
Social Pinpoint	Social Pinpoint, an online spatial map based method of providing comments was open to all stakeholders during the engagement period.	441 total visits 63 comments received
Stakeholder interviews	Key external stakeholder groups were contacted by telephone for feedback.	9 stakeholder groups responded including North Ryde Dockers AFL, Northern District Cricket Association, Ryde Hawks Baseball, Ryde Eastwood Baseball, Gladesville Hornsby Football Association, North West Sydney Womens Football Association, Ryde Panthers Football Club, YMCA, Dog Walkers A & R Group Australia.
Email responses	Council's main email address was used as a method of receiving comments from stakeholders	13 email submissions were received from stakeholders.

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Draft Masterplan



ITEM 6 (continued)

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Response themes

The data collected from all the feedback sources throughout the Stage 2 community consultation were collated into the 19 areas of the masterplan in addition to another area dedicated to other comments. The aggregated data can be found in Appendix C.

1 Sports field 1

The synthetic sports field is well regarded by respondents and well utilised. Many respondents enjoy using the field however some have mentioned that kids tend to get "carpet burn" type injuries when they fall over on the surface and the surface also gets very hot in summer.

2 Sports field 2

The baseball fields are well used and most respondents were generally happy with the current condition of the field. There are requests to increase and improve the existing baseball infrastructure including adding further fencing to protect cars in the carpark from stray balls, new dugouts and scorers facilities and an additional covered batting cage. There is also a request to reposition the previously moved light tower when telecommunications equipment was installed. This tower has been repositioned approximately 8m away from the field and now casts a shadow from the RCSC over the field.

The baseball club also used to have their own clubroom prior to the construction of the RCSC. They now only have a small area for a canteen and toilets. There are not enough toilets with a line up at times to use the amenities. Members of indoor sports teams tend to warm up and practice on the concrete landing overlooking the field which damages the canteen facilities with the basketballs. There is also a request for seating facilities on the concrete landing and some cover to provide players with protection from rain and sun.

3 Sports field 3

There is strong support to keep the turf cricket wicket on this field with some players saying it is the best wicket in the City of Ryde. Both AFL and cricket would like to see the oval being made larger. AFL would like this to allow for more senior competitions and cricket would like to increase their field size which is already restricted by having to move the play boundary in 2m from the fence for player safety.

Formalisation of the spectator seating is supported however respondents would like to make sure that any shading does not restrict the view for spectators.

Cricket would like to see some training net facilities with full astro turf, however this does not necessarily need to be next to the field.

4 Pathway links

The formalisation of pathway links is well supported by respondents.

There were many requests for greater path lighting, especially along pathway connections to car park areas and pathways through the site (ie, from Epping Rd to Kent Rd).

5 Informal paths

There was a strong response against the informal paths along Shrimptons Creek behind Wilson Street properties. Many of the homeowners along this section of the park were against the informal paths near Wilson Street citing concerns about potential vandalism, noise, criminal activity and flooding issues. No comments were given for any other informal pathways identified in the draft masterplan.

6 New bridge crossing

Most respondents supported the installation of a new bridge crossing located directly south of Field 2, identifying the increase in connectivity it will bring to the park.

ITEM 6 (continued)

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7 Informal creek crossing

Most respondents liked the idea of an informal creek crossing, however one respondent noted that if the bridge was to be formalised (rather than stepping stones) it would allow residents who live on the east side of the park to access the park via bicycle.

8 Recreation pods

The recreation pods are supported as a concept however there was opposition to installing them along Shrimptons Creek. One of the main reasons was that some pods were positioned in flood prone areas which could potentially be dangerous for users or result in damage to the pods in high rain events.

9 Spectator seating

The spectator seating, especially around field 3 is supported - especially by those who play formalised sports on this field.
There is an additional request to add cafe style seating behind the Ryde Community Sports Centre which overlooks Field 2.

10 BBQ/Picnic hub

Some respondents suggested moving the amenities block to this space instead where viewing and access to all three fields can be achieved and can incorporate an extension to the Ryde Community Sports Centre which would not impact the existing car park. There is a suggestion to also include bins near these hubs.

11 Family picnic area

There is support for the new playground equipment however some respondents mentioned they did not want to see the creation of this new area to be at the expense of the smaller playground areas scattered throughout the park. There is strong support for the learn-to-ride bike path for kids. Some respondents would like to see the older playground equipment retained because it services the older children who visit the site - unlike the new playground equipment. There is a suggestion to provide a range of seating around the play areas suitable for a diverse range of users (including seniors to socialise and play board games as well as wheel chair users at picnic tables).

12 Family recreation area

There is support for this area of the masterplan. Many respondents liked the learn to ride paths and outdoor games facilities (such as table tennis).

13 Outdoor fitness area

The outdoor fitness area is well supported. Many participants throughout the drop-in sessions were concerned that Council was not going to replace the fitness equipment after the installation of the new playground last year.

14 Dog park upgrade

The upgrade to the dog park is well supported - particularly the agility equipment. There were requests to install an additional water fountain, lighting and to increase the height of the fence to reduce the amount of dogs jumping the fence. Also there was a request to consider including a smaller section within the existing enclosure to segregate smaller dogs who may be intimidated by larger dogs in the dog park.

ITEM 6 (continued)

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15 Existing informal car park

There is support to retain (and if possible expand) the informal car parks. There are also requests to seal the car parks to reduce the adverse impacts of dust on the adjacent properties as well as provide lighting to improve safety and security at night. There is also a request to have the car parks locked at night. The signs in the Kent Road car park alerting drivers to the additional parking in the informal car parks is considered too small and suggestions were provided to make them larger to encourage more visitors to use the other car parks.

16 Ryde Community Sports Centre car park

There is strong support to increasing the parking at this site. There was still a lot of frustration from respondents regarding the lack of parking at the facility. There are safety concerns with the car park and respondents wished the entry road to be widened to improve traffic flow. Respondents also wanted more lighting within the carpark to improve pedestrian safety.

17 Ryde Community Sports Centre

There is generally support for the expansion of the facility however with no impact to the existing carpark areas. The YMCA (Sports Centre leaseholder) would like to see more sustainable modifications to the site including LED lighting and for the expansion to include a mixture of additional courts and community rooms and facilities. Users of Field 2 would also like to see additional facilities which may become part of an expansion to the centre (see Field 2 comments above).

18 Amenities building

There is strong support for a new amenities building (especially in light of the recent destruction of the existing facility through fire). Most respondents liked the boomerang shape to allow greater viewing of Fields 1 and 3. The concept of a two storey facility is generally supported which would help to accommodate the needs from sporting clubs for more space, however there were the occasional comment received that did not support a two story facility.

19 Land not owned by Council

The site located adjacent to Kent Road is strongly supported for additional parking space.
The site located adjacent to Epping Road has received a variety of use suggestions including natural space and habitat, activity space for young people, informal and formal walking and cycling paths, parking and more active leisure facilities.

20 Other comments

Overall the draft masterplan has been well received by respondents. However, there have been some additional suggestions for the site including:

- More filtered water stations (including for dogs) throughout the park
- Inclusion of the existing baseball storage facility
- Outdoor netball and basket ball courts
- Outdoor warm up area for indoor sports users
- More bins
- Greater habitat throughout the site and improved biodiversity
- End of trip provisions such as bike racks
- Way finding signage
- Traffic calming features
- Continue as Alcohol free zones

ITEM 6 (continued)

ATTACHMENT 5



Recommendations

Based on the information received throughout the draft masterplan Stage 2 community consultation, the final masterplan should include the following:

1 Sportsfield 1

- No change to masterplan

2 Sportsfield 2

- Improve baseball infrastructure including dugouts and scorers facilities
- Review lighting configuration on the lighting tower with the telecommunications equipment
- Consider increasing the toilet and storage facilities at the rear of the Ryde Community Sports Centre
- Provide cafe style seating at the rear of the Ryde Community Sports Centre
- Provide additional fencing to protect vehicles from stray balls
- Consider providing an additional batting cage with an all-weather covering
- Provide all-weather shelter

3 Sportsfield 3

- Increase the size of the sportsfield for both AFL and cricket
- Consider installing cricket training nets with full astro turf and power in the vicinity of Field 3

4 Pathway links

- Include path lighting along high traffic areas (ie, between Fields 1 and 3 and informal carparks and on thoroughfares between Kent Road and Epping Road)

5 Informal paths

- Remove proposed informal pathways from behind Wilson Street properties

6 New bridge crossing

- No change to masterplan

7 Informal creek crossing

- Consider formalising the crossing to allow for bike access

8 Recreation pods

- Review location and positioning of proposed recreation pods from along Shrimptons Creek in floodprone areas.

9 Spectator seating

- Include additional cafe-style seating behind the Ryde Community Sports Centre for Field 2 spectators

10 BBQ/picnic hub

- No change to the masterplan

11 Family picnic area

- Provide a range of seating for a diverse range of users including seniors to socialise and play boardgames as well as people with accessibility needs

12 Family recreation area

- No change to masterplan

13 Outdoor fitness area

- No change to masterplan

14 Dog park upgrade

- No change to masterplan

ITEM 6 (continued)

ATTACHMENT 5

15 Existing informal carpark

- More parking required onsite
- Seal car park surface
- Consider providing lighting to carpark
- Consider locking carpark at night
- Improve access to informal car parks
- Improve signage to car parks

16 Ryde Community Sports Centre Carpark

- More parking required onsite to better meet current and future demands
- Improve lighting
- Review and improve entrance from Kent Road to provide better pedestrian safety and vehicle movement
- Provide traffic calming devices

17 Ryde Community Sports Centre

- Expand the centre to include additional indoor courts, community rooms and larger club facilities for Field 2 users.

18 Amenities building

- No change to the masterplan. Replacement of previous amenities building required due to recent fire damage

19 Land not owned by Council

- Consider providing a combination of youth activity space, natural space, walking and cycling paths at the Epping Road site (subject to land owner's consent)
- Consider providing additional carparking at the Kent Road site (subject to land owner's consent)
- Undertake further planning and consultation for the Kent Road site and Epping Road site

20 Other

- Provide more filtered water stations throughout the park
- Consider outdoor basketball/netball facilities that could be used as a warm-up area for indoor sports users and for casual play
- Improve the biodiversity and habitat throughout the site



ITEM 6 (continued)

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Appendices

A | Promotional materials

B | Website and social media

C | Data aggregation

D | Social Pinpoint map

E | Submission from NSW Health

ITEM 6 (continued)

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Promotional materials


City of Ryde

Have your say

EL5 Hall Park, Greenwood Park & Booth Reserve Draft Masterplan



In November 2017, the City of Ryde asked for your input, views and thoughts on the current and future use of EL5 Hall Park, Greenwood Park and Booth Reserve to see how the parks can be used now and in the future.

Council have used this feedback to create a draft Masterplan design and would like you to have your say. All suggestions and comments received will be reviewed and considered by Council to ensure the Masterplan reflects community needs.

Why is a Masterplan needed?

Council delivers a wide range of sport and recreation services and natural areas through a network of regional, district, neighbourhood and local open spaces, parklands, sportgrounds and facilities.

While the network has served the community well for many years, Council recognises that within the context of a rapidly growing and changing area, the roles and functions of our parks and facilities need to be reviewed and updated to meet the community's needs.



Have Your Say

You can have your say on the the EL5 Hall Park, Greenwood Park and Booth Reserve draft Masterplan in several ways including online or at one of our community events.

Online Survey

Use the interactive map to tell us what your favourite features are in draft Masterplan and any changes you would like to see. The map will be available online from Wednesday 13 February to Sunday 3 March 2018.

Provides Feedback via Interactive Map



Weekday Drop-in Session

Time: Anytime between 4.30pm-6.30pm

Where: EL5 Hall Park, near the playground, Kent Road, Mansfield

Weekend Drop-in Session

Time: Anytime between 10.00am-12noon

Where: EL5 Hall Park, near the playground, Kent Road, Mansfield

For more information

If you require more information about the EL5 Hall Park, Greenwood Park and Booth Reserve Draft Masterplan please call the project team on 1300 103 446.

To learn more about the EL5 Hall Park, Greenwood Park and Booth Reserve Masterplan, please visit the Have Your Say page at www.ryde.nsw.gov.au/haveyoursay/ryde


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Stakeholder email

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ATTACHMENT 5



DL flyer Front



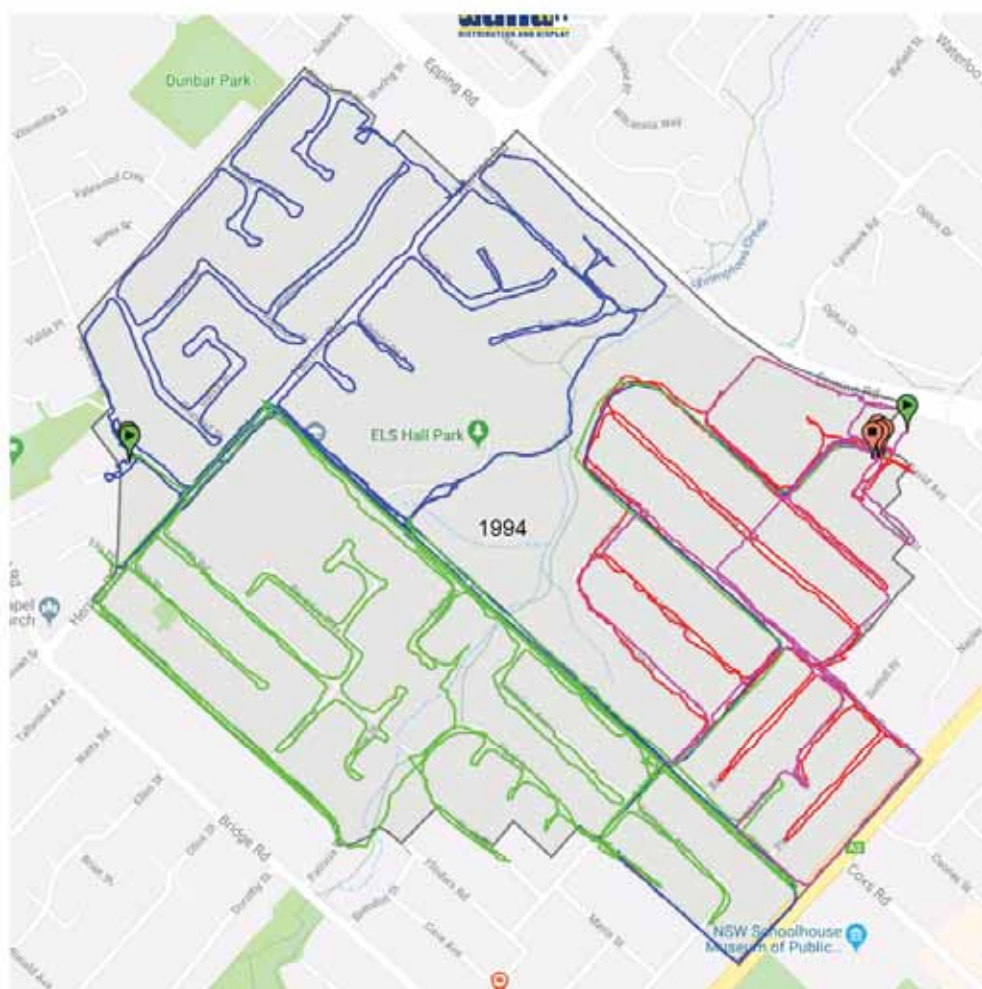
DL flyer back



ITEM 6 (continued)

ATTACHMENT 5

DL flyer distribution area



ITEM 6 (continued)

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Promotional materials

Park signage

Masterplan for ELS Hall Park, Greenwood Park & Booth Reserve

Have Your Say!

We want to hear from you

In November 2017, the City of Ryde asked for your input, views and thoughts on the current and future use of ELS Hall Park, Greenwood Park and Booth Reserve to see how the parks can be best used now and into the future.

We have used your feedback to create a draft Masterplan for ELS Hall Park, Greenwood Park and Booth Reserve.

Have your say from Wednesday 13 February to Sunday 3 March 2019.

Come along to one of the drop-in sessions or visit our website to view the draft Masterplan and provide your feedback.

ELS Hall Park Booth Reserve
Ryde Community Sports Centre Greenwood Park

Get involved

Drop-in sessions
Thursday 21 February
Anytime between 4.30pm - 6.30pm
ELS Hall Park, near the playground
Saturday 23 February
Anytime between 10.00am - 12.00 noon
ELS Hall Park, near the playground

Provide feedback
Wednesday 13 February to Sunday 3 March
Online: www.ryde.nsw.gov.au/haveyoursay
Email: cityofryde@ryde.nsw.gov.au
Phone: 1300 103 446

Talk to us on 1300 103 446 or cityofryde@ryde.nsw.gov.au

View the draft Masterplan www.ryde.nsw.gov.au/haveyoursay

Visit us face-to-face at one of our Drop-in sessions

ITEM 6 (continued)

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Website and social media

Have Your Say website



Facebook post



ITEM 6 (continued)

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Data aggregation

The responses from the stakeholders are collated into the 19 areas of the masterplan with an additional category for other comments. Below is the aggregated data from email and phone call submission to Council, facebook responses, stakeholder interviews, Social Pinpoint comments and drop-in sessions. Comments below in **bold** represent comments from either a large stakeholder group or have been "liked" by other respondents five or more times.

1 | Sportsfield 1

- Synthetic field is good
- **I love seeing how many people are coming to use the new astro turf oval for free play! X10**
- Please keep some times for free play at the astro turf. It is used heavily by locals for this purpose x2
- The synthetic pitch causes carpet burns on children's legs and arms. The ground is hot to play on. The cork has washed away twice during storms and has cost quite a bit of money to fix/replace, with the ground being closed until it was fixed. X2
- **We love the synthetic field for football**

2 | Sportsfield 2

- Balance of baseball capital works to be completed: fencing 1st base dugout/scorers
- Second batting cage
- Access to ELS year-round for baseball
- Second batting cage for baseball x2
- Improve sportsfield fencing – flyballs were juniors play baseball can damage cars in car park
- Another batting cage
- Another baseball batting cage would be good. Enclosed for all weather conditions
- Kick soccer off the baseball fields
- Area 10 BBQ very dangerous due to baseballs flying out. Move closer to 9
- **Would like additional batting cages.**
- **The existing batting cage is too narrow. Makes it hard to adjust things for left and right handed players.**
- **Need to reposition the light near the RCSC that was moved when the communications equipment was installed. The new position leaves a lot of shadowing from the RCSC on the field.**
- **Would like a roof over the batting cages to allow for all weather practice.**
- **We used to have our own club room before the RCSC was built where we could display our awards and meet up. Now there is no shelter if it rains.**
- **Would love to see some more sheltered areas around the sports fields for players and spectators.**
- **Would like seating behind the RCSC. This concrete area is used by RCSC members warming up with basketballs which damages our canteen.**
- **We would like some centre space around the outside for storage and meeting space.**
- **There are not enough toilets for the field and members have to line up to use the two toilets we have.**

3 | Sportsfield 3

- We need to keep the turf cricket wicket for local and rep cricket competitions. It is now the best one we have in the council area after the ELS Hall 1 turf wicket was replaced. X2
- **Would be great to make this a full sized AFL oval to encourage more senior games. The only other fields of this size is the SCG and Blacktown International Sports Club.**
- **Want the turf wicket to remain**
- **Would like to have some cricket training nets. Preferably close to the ground but not necessary.**
- **Cricket would like to see the field bigger. They already have to reduce the boundary 2mm off the fence line to reduce injuries.**
- **Would be good to formalize the spectator seating and provide shade as long as it didn't obscure the views for spectators.**
- **Would be good to have the ground lit but it needs to be good quality lighting for cricket balls.**
- **Training net facilities 50x5m x3 nets with full astro turf to protect the balls. Providing 240V power to practice nets would power the batting machines**
- **Formalise the shortcut along the path west of Field 3 (near number "04" on the masterplan)**
- **Good to connect the paths around the site x2**
- **Include path lighting x2**

ITEM 6 (continued)

ATTACHMENT 5

Theme 4 Pathway links

- Lights on paths between ovals and car parks to encourage players to use the informal carparks
- **This area (path north of Field 3) plus similar sites along the bike path should have native plantings that will encourage a continuity of wildlife from Lane Cove Park right up through this corridor as far as, and most importantly, including Santa Rosa Park. Some plantings are already underway and these should be supported. X5**
- **Would be great to have sort of ramp instead of the stairs (on the path north of field 2 near the top informal carpark). At the moment I have to carry my kids' bikes up and down the stairs so they can get from the lower path to the top path and vice versa when riding to school.x6**
- **Ensure walkways actually link up and provide adequate lighting x5**
- **Please install lighting along Shrimptons Creek bike path. It is a heavily utilised walkway but is not safe at night when people are walking home from work and children are heading over to ELS Hall to attend sporting training. X8**
- **The gravel pathway/road that runs between the sporting fields is often muddy. There are potholes everywhere, and the surface is uneven and slippery. Laying some asphalt to make this more of a road would be a relatively simple improvement that would enhance the safety and usability of this track for people and vehicles alike. X4**
- **Ensure walkways actually link up and provide adequate lighting x5**
- **The pedestrian pathway "ends" at the road for emergency vehicles (outside RCSC) - it should be continued all the way to the sports building for ease of access by wheelchair users. X2**
- **Installation of lights along the cycle paths to facilitate active transport for users who attend sporting activities in the evening**
- **Consider vegetation which is less likely to form a slip hazard with fallen leaves and flowers along the shared paths**
- **Ensure that vegetation around the new shared paths will not have lifting root systems which can damage the path and pose a trip hazard**
- **Adequate lighting along shared paths to cater for evening sport facility users**
- **Lights around the pathway of the artificial turf playground**
- **Lights on the pathway from underbridge of Epping road to Bridge Road and to Kent road, (Booth Reserve path, adjacent to leash free dog park leading to Kent road) Numerous people use these paths daily, some going to and fro to work, some walking, others jogging. Early morning and evening specially in winter after early sunset there is sense of insecurity and often people use their mobile phone flash light. The lights will help providing a sense of security and encourage more users of utilising the pathway. We are resident of Booth Street with our backyard fence overlooking one of these pathways and have no objection have the pathway lit up rather strongly believe these are much needed for a safe community. Note the pathway from Kent Road to Santa Rosa Park already has lights for years. These need to be extended to include other pathways around ELS park**
- **Would like lighting between the fields and the informal carparks**
- **Would like to see lighting of the paths from behind the amenities block up to the informal carparks.**

5 | Informal paths

- Not a natural walkway behind Wilson Street. The natural reserve does not need a pathway.
- 10 Wilson Street is against the pathway behind the property in the reserve. >Safety of our property > Retain the natural area > Noise pollution > night noise
- The path behind Wilson Street will get washed away after any rain.
- Don't want path on Wilson Side of creek. Safety of residents, children, graffiti, noise would increase if the extra path was included.
- Want to keep the Wilson Street side of the creek as a natural environment – "as is"
- Very dangerous crossing at stormwater drain at Kent Road to back of Wilson Street especially in rain.
- Wilson Street (houses 8-10) Floods along where the proposed path is located behind Wilson street properties (x2)
- Natural grass pathway enables a more versatile use of area. Gravel pathways may restrict usage of area to walking only on pathway
- (Greenwood park) keep informal paths as grass. Gravel is harder to maintain, grass easier to mow, Gravel will be washed away, trip hazard
- (Greenwood park) Space is already been utilized. Gravel would look harsh and dirty, grass looks natural, keep open space and natural beauty
- As Ryde grows and becomes more "Constructed" it is important to preserve some natural areas without formal or even informal paths.

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- Please remove the pathways from the plans on either side of the creek in greenwood park. The area floods in rain, it is beautiful as it is and is used by walkers, with grass underfoot. Pathways will detract from the natural beauty and disturb the wildlife.
- An informal walkway exists (between 05 and 04 to the east of Field 3 on the MP) which services local residents well. No additional footpaths should interfere with the limited bushland that has managed to grow there and I can't see a proper pathway fitting there without disturbing said bushland. X4
- **Placing a few covered bins on the walk (along Shrimptons Ck) so animals can't get into them and the weather won't blow it away. X6**
- It would be great to have a mountain bike track around the park. Wahroonga have a great one. The new playgrounds are great for younger kids but we also need space for older kids. Things to keep them active if they aren't into traditional team sports. X4
- No need for gravel pathway in the area (Greenwood Park). This isn't benefiting the local community in anyway. Leave it the way it is.
- **The installation of gravel paths in the Wilson Street area will take away the natural beauty of this unspoiled piece of bushland in an urban area. The installation of the paths will impact on the privacy of residents and will create a danger to users who might decide to use the paths after dark. The paths will also encourage graffiti artists to attack the various rear fences as their graffiti will be visible to all from Kent Road. Please leave the area as it is. X11**
- **Please do not put a path along here (Shrimptons Ck in Greenwood Reserve). It is perfect the way it is. X11**
- The present grassed area is perfect as it is (in Greenwood Reserve). It is used by people in its present state and is popular with people who walk their dogs through the area. There is no benefit in putting a gravel path along the Wilson Street part of the bush and it is likely to impact on the privacy of the residents at the end of the path where the creek meets the rear of housing. This area also presents a danger to pedestrians because of the creek crossing. A gravel path should not be put here! X10
- Such a beautiful space to walk through as it is (Greenwood Res), natural beauty and frequently used by locals and commuters alike- why bother with a gravel path? More maintenance for council, not going to improve the space (actually achieve the opposite) and a waste of money....not in favour at all. X6
- There is no need to add yet another pathway here. The area is beautiful and I would suggest using this money to maintain and enhance the existing pathway between Kent St bus stop (the one opposite the church) and Wilson St by, for example, adding street lights. The proposed new path will not improve the area and will not benefit residents of Wilson Street at all (e.g. shortening walk between the two streets). Complete waste of money.
- **There should be no paths, gravel or otherwise, through Greenwood Park in the area of Wilson Street. This is a natural bushland area and should remain in that state. People are presently able to walk through the grassed areas and the addition of gravel paths serves no useful purpose. X11**
- **There should be no pathway (through Greenwood park along the Ck) as the grassed area is already a natural pathway that is used by residents and public. Currently it is easy and cost effective for a the council to maintain, its naturally beautiful for the public to continue enjoy and is non offensive to residents in the area. Money would be better spent putting a footpath down Wilson street so prams and people with disabilities don't need to walk down the middle of the road. This proposed path is nothing but a waste of money. X6**
- **The pathway is not needed (in Greenwood Res along Ck) Currently it is easy and cost effective for a the council to maintain, This proposed path is a waste of money. X5**
- Passageway from Kent Road through Greenwood Park behind properties on Wilson Street is hindered severely by stormwater drain which has less than a 3m clearance between drain and a fence... also requires negotiation of crossing stormwater input drain. These are subject to high, fast flowing and dangerous conditions during rain. It does not make sense to run a path behind Wilson Street to ruin the natural beauty of grassland and trees which are full of wildlife. X2
- To the ELS project team, We live in Wilson Street North Ryde and have just been notified of a proposal to construct a pathway behind our property. We wish to advise we are strongly AGAINST this proposal. Council claims consultation to residents regarding this proposal was undertaken in 2017. We can advise that absolutely NO consultation has ever taken place other than a leaflet drop and signs being erected only last week. We request Council take a note of our opposition and reconsider plans for this path at the rear of our property.
- To the ELS project team, We live at 8 Wilson Street North Ryde and have just been notified of a proposal to construct a pathway behind our property. We wish to advise we are strongly AGAINST this proposal. Council claims consultation to residents regarding this proposal was undertaken in 2017. We can advise that absolutely NO consultation has ever taken place other than a leaflet drop and signs being erected only last week. Major concerns about this proposal are: Extreme unpredictability of creek in rain - flooding almost up to our back fences - a gravel path would be washed immediately away, not to mention danger to pedestrians. Access from Kent road to the rear of our properties in Wilson street is not an obvious or natural route. Photos of the lush green grass is clear that this is not an often used pedestrian route, so why steer people in this direction. Noise.. especially with bedrooms facing rear of property. Rubbish/litter.

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Security and graffiti are also major concerns. We have lived in Wilson Street for 28 years and have been involved in the bush care restoration work at the rear of our property and are most concerned the damage to the environment should this go ahead. We attended Saturday's consultation at ELS and expressed opposition to this proposal. We request Council take a note of our opposition and reconsider plans for this path at the rear of our property.

Dear Project Team Thank you for the opportunity to provide our feedback on the draft plans for ELS Hall Park, Greenwood Park and Booth Reserve. My husband and I have been residents and rate payers of North Ryde for the past 35 years, living adjacent to Greenwood Park. As such, we viewed the draft Masterplan with interest, particularly as this was the first indication that we had of any proposal of placing pathways through Greenwood Park. Indeed we purchased our present home because of the natural beauty of Greenwood Park. When the bush care team began over a decade ago, we became active volunteer members of this vital group. I continue to be a bush care volunteer lovingly caring for and tending to Greenwood Park to enhance the health of the area and beauty for residents and visitors of Ryde. Many visitors to Ryde are particularly struck by how beautiful and rare Greenwood Park is. A rare sanctuary in an otherwise rapidly developing and noisy city. During our residence living alongside Greenwood Park, we have observed how the naturally beautiful wide green pathways have been utilised over the years. Lunchtime workers jog, couples sit on the logs and eat their lunch listening to the birdlife and taking refuge in an otherwise built up urban landscape, children run, skip and tumble in the grass. Horses use to be ridden along these beautiful grass open pathways. Sadly, like many things as the area has grown, concrete and formality have overtaken the natural free-flowing landscape. We note that pathways are proposed on both sides of the creek in Greenwood Park. Our concerns with gravel or concrete pathways are: 1/ the area is prone to flooding in heavy rain, gravel will be washed throughout the area. 2/ gravel increases the likelihood of trip hazards. 3/ falls on gravel or concrete result in a higher chance of injury than falling on soft grass. 4/ gravel or concrete paths encourage people to remain on the paths, restricting their range of movement. The joy of children playing chasing, ball games, exploring the bushlands and just being "children" will be discouraged 5/ council maintenance of the area will be made more difficult with mowing around the pathways 6/ instead of looking at a beautiful green landscape, there will be dull brown gravel or worse stark concrete 7/ in the event of rain, water is absorbed into the ground promoting lush grass whereas with gravel, rain will turn the proposed gravel pathways into mud 8/ pathways will destroy a beautiful landscape 9/ pathways are not wanted nor needed 10/ pathways will be an unnecessary cost where the funds would be better placed in plantings and maintenance of the present plantings At present there are wide informal grass pathways that are used by a wide variety of people doing a range of activities. The lack of gravel or concrete pathways has not restricted movement through this area. Indeed my observation is that there is a wider range of usage than in other areas where gravel or concrete pathways have been created. If council wished to expend money on enhancing Greenwood Park, increased plantings to improve the diversity of wildlife and discourage the growth of weeds would be very much appreciated. Sadly, I have lost sleep over this draft and am reconsidering my continued residence in Ryde where overdevelopment and the destruction of the last remaining pockets of nature seems to be the future. Thank you once again for enabling our concerns to be heard. Please note our strong objection to any form of pathway through Greenwood Park- gravel or concrete.

To the ELS project team, We live at Wilson street North Ryde and have just seen for the first time plans to place a bike path and bridge in the reserve behind our back fences. This is the first time we have seen such plans and adamantly protest this going ahead. We have not been consulted to date by anyone. The major concerns are security of our homes, noise pollution (especially at night with bedrooms facing the reserve) rubbish/ litter, destruction of a natural environment and graffiti to our homes and fences. All the houses along the reserve will be impacted and consultation should have occurred prior to plans being released. We are all against this plan. You should also consider safety as the creek can be very unpredictable. We will attend the session next Saturday to all strongly voice our concerns. This is unacceptable and will create a huge impact on our homes and natural environment.

Attention of ELS project team We have recently become aware of the proposed walkway to be installed in Greenwood Park running behind Wilson Street. We would like to voice our strong concerns and disagreement with this proposed development. We have lived in 6 Wilson Street for over 60 years and have seen many changes to our neighbourhood during this time, including the increased density of residences and people in the area. It is important for the continued viability of our neighbourhood that natural and quiet spaces are preserved wherever possible. Our children, grandchildren and great-grandchildren have all enjoyed the natural beauty of Greenwood Park over this time, and we have observed our neighbours children doing the same. While we understood the necessary installation of the drainage system to augment the creeks function, we feel that running a concrete thoroughfare through this reserve will significantly detract from the natural beauty of the park as well as resulting in increased littering, graffiti and anti-social behaviour in a location that is immediately on our back doorstep. We would urge you to reconsider this ill advised development.

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6 | New bridge crossing

- Keep the informal creek crossing points. But the bridge (6) is OK
- Formal bridge is a good idea
- Like the formal bridge
- No need for a formal bridge here....money best used on other areas
- **We support the new bridge crossing at point 4 & 6 which increases connectivity of the sports centre to Kent Rd by walking or cycling**
- The new bridge crossing is a great idea.

7 | Informal creek crossing

- I like the new informal creek crossing
- Like the creek crossing instead of having to walk out onto Kent Rd
- **At point 7, a bridge should also be constructed as oppose to the proposed 'stepping stone crossing', this will allow residents who live on the east side of the park (Wilson St, Trevitt St entrance) to cycle across to the sports centre negating the need to drive**

8 | Recreation pods

- For seniors, more seating and shade. Tables for cards, chess and games.
- The pods on the western boundary near numbers 07 and 08 are in a flash flooding zone. Elderly people would also find it hard to access these two pods.
- People don't want to picnic behind people's fences and in a flood zone
- The pods along the western boundary (near number 07) is near a native bee colony
- No picnic pods near the bus stop. Prefer them further into the park.
- Picnic pods near the bus stop will encourage undesirable behavior
- **This is already an informal recreation area (08 at the NE corner of field 2) - don't think anybody would sit at a table in that area- it is more of a walk through for local residents and dog walkers and should be left as such. We should not be looking at providing more clearings but striving to maintain the tree coverage and natural bush setting that is there! X9**
- **Recreational pods will not work here (Greenwood reserve along the creek) as the area often floods in heavy rain and will attract graffiti as it is away from the main area of the park. What this area needs is more suitable lighting. X10**
- **This area (Along Shrimptons Ck) floods regularly and not a good idea for resident pods x8**
- **This area regularly floods (along Shrimptons Ck) so would not be a good place for picnic tables and shelters. The large gum tree in this location also provides a longstanding native bee habitat and should not be disturbed. X5**

9 | Spectator seating

- Café style seating and tables behind RCSC near field 2

10 | BBQ/picnic hub

- Include bins near all picnic and/or seating areas. Bins need to be emptied regularly
- **Considering the location of fields, wouldn't it be better to have a multi story "Club house" here servicing all 3 fields? Have it level with ELS 1, then with ELS 2 and 3 have a lower level. and possible provide the stadium seating here too. Then remove current club house at 18 and reclaim as free space. You can then expand RCSC facilities all the way to the edge of ELS2, move expansion plans for point 17 and use it for car space. X6**
- **Please put the playground back here (Greenwood Park). It was a nice quiet playground with plenty of shade. Not everyone wants to go to the big playgrounds. X8**

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11 | Family picnic area

- + Want smaller play spaces throughout the park.
- + More playground equipment aimed at toddler/preschool are with adequate shade and soft fall – similar to Livvys place
- + Like the playground area
- + We love the playground here.
- + Where are the kids going to go since all the smaller parks have been removed. Want them to be dispersed throughout the park.
- + More recreation areas as Ryde is expanding (playgrounds)
- + Playground water pump – water runs over the footpath and gets muddy – needs a drain
- + I like the Informal recreational area for families and learn to ride path x2
- + **Retain/upgrade the play equipment for older children. The new play area caters mainly for younger children, while the existing equipment in this area eg, climbing frame, suits older children. Give older children (upper-primary) play equipment which is still challenging. Note that this age still enjoy playing on equipment whether or not they participate in organised sport . x5**
- + Existing play structure is still heavily utilised by children. Given the overdevelopment of our area and the upgrade to Kent Road PS I wouldn't like to see any decrease in play structures at this park. X10
- + Provide seating surrounding playgrounds which are suitable for needs of a diverse range of users such as providing seating with arm rests, picnic tables suitable for wheelchair users

12 | Family recreation area

- + Like the ball shooting game for kids
- + Like the table tennis tables
- + Like learn to ride paths
- + Is there any space for kids to go roller skating? I have seen children go roller skating on footpath for many times. It's a bit dangerous. Since kids like this activity very much, why not set aside a space for them?

13 | Outdoor fitness area

- + Identify open area for personal training purposes
- + Would like to see large shelter outdoor for exercise, tai chi, etc
- + Really like the outdoor fitness equipment
- + Like the new exercise equipment
- + Like the fitness equipment x4
- + Want the fitness equipment reinstalled
- + Shaded open space area for outdoor workouts (Yoga, stretching, tai chi etc)
- + Install more exercise equipment (different ones like at Meadowbank park)
- + Please keep the old style play equipment. My children love the monkey bars and zip line
- + The existing area has a pathway all the way around it with originally 12 exercise machines.. However Council appears to have taken half of the machines away. This was an excellent way of combining cardio exercise with target exercise. Can you please include this in the new design.. x2
- + I liked the outdoor fitness areas when they were placed around this track. It gives options for walking around the track, or stopping at intervals to do the equipment. The area proposed for this (13) is small, crowded and too public. X4
- + This area is too small and exposed to be used for outdoor fitness. Additionally, older children displaced by the removal of their equipment here would use & possibly injure themselves if the fitness equipment is put here. Put fitness equipment in a more spread out area so people can have less scrutiny when exercising (it shouldn't have the feel of an indoor gym) x3
- + Please put in a good quality exercise circuit like that at Trafalgar Road Park.
- + **Install equipment in outdoor fitness area with equipment which caters arrange of users including seniors and people with disabilities**

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14 | Dog park upgrade

- Love the dog park upgrade
- Like having a dog park to contain the dogs in the park
- Like the improved dog park with obstacles
- Really like the dog park upgrade
- Can there be lights in and around the off leash park
- A small area within the dog parks for smaller dogs
- **the proposed idea to put dog obstacle equipment is a great one!! X6**
- More covered seating in dog park and water at both ends
- It seems you have allocated the dogs (area 14) more space to exercise than the adults who use the fitness equipment (area 13)! X2
- There is a place for dogs to run around which is lovely. When all 3 ovals are in (heavy) use on the weekends, there are often sports teams trying to run around and warm up, though there is no space for this...food for thought? X3
- Please make the dog fence higher. Several dogs are eager to jump out of fence and they nearly did that. Dangerous for people passing nearby, especially the kids walking to Kent Road Public School. X2
- Could the water fountain be upgraded so that there are more than one in the field? Perhaps one on the other end of the park, or just add an extra one beside it? Also, the water overflows into the patchy grass area making it constantly muddy - and ofcourse our pups love playing in the mud!
- Lights at the leash free dog park
- **It would be awesome to have agility equipment in the dog park!**
- **It would be good to have higher fences to stop some dogs jumping over.**

15 | Existing informal car park retained

- Adelphi car park crushed gravel creates so much dust for Leonard St resident. Cant hang the washing out.
- Issues with cars parking late at night and overnight in Adelphi car park. Overnight concerns about drug use and selling.
- Need to draw cars closer to fields 01 and 02 to reduce pressure on main car park. Educate through user groups about parking locations
- Add more parking spaces. Parking is an issues
- **Can this parking be lit to improve safety.**
- **Would like to see all informal parking areas sealed and include bike racks**

16 | Ryde Community Sports Centre car park

- Improve entrance from Kent road.
- Lighting for cars and pedestrians and adjacent street lighting
- Improve signage
- Widen driveway
- Wider in/out car access
- Can existing carpark be made multistorey?
- Big yes of support for parking improvements
- Like the extra parking
- Extra parking is great
- Increased car parking is good x2
- Put parking underground if necessary
- Enforcing 3hr parking limits that are in place.
- More parking x2
- Include lighting along the entry for both vehicle and pedestrians
- Car park drop off area should also double for equipment drop off for clubs
- Parking is a major issue for baseball community - need more
- Need a stop sign at Kent Rd entry to make it safe
- Enforce parking limit within the car park
- There is no clear right of way for pedestrians crossing the driveway to get to the path (to the left of the driveway). Add a path on the right side of the driveway and a crossing which is set back from the road. Many drivers entering or exiting the park are focussed more on getting in/out of Kent Rd & pedestrians don't feel safe crossing here.
- **The entrance way needs to be dramatically improved as its too narrow and at times dangerous. X5**

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- The entrance is too narrow for the volume of cars that come in and out for trainings and games. When visitors park on Kent road between 4-7pm, it is very dangerous driving up and down Kent road with cars parked on either side and numerous buses using the road as part of their route. X5
- Why not have multi-storey parking x2
- The parking available at ELS Hall, when all 3 fields, plus the YMCA are all in use is "woefully" inadequate. This issue was consistently raised with the Council during the design phase of the YMCA centre, and no meaningful action was taken at that time to expand the available space. While the carpark was re-designed, to marginally increase the spots available, this has fallen well short of what is truly required. If the Council is serious about taking on community feedback, here it is!! X3
- Anyone trying to find a park during peak times is faced with frustrating times negotiating illegally parked cars and just a lack of spaces. Adding a row will help. But a "spillway" to the alternate parking is desperately needed to alleviate congestion on Kent Road. At a minimum, adequate signage is needed pointing to Adelphi and illegal parkers booked. Come down weekdays 6-7:30 and Saturday mornings in season and see for yourself. X5
- The idea to redo the overly congested car park entrance way and bus stop area is a brilliant one and very much needed. Two storey parking is not needed and would be an eyesore. X2
- Parking is sometimes double and triple parked. The parking is a disaster and an underground car park is needed.
- There are safety issues with the existing carpark. The entrance is poorly lit and is shared passageway for both cars and pedestrians. There is nothing to prevent speeding in the carpark

17 | Ryde Community Sports Centre

- Very supportive of RCSC expansion
- Big yes of support for RCSC expansion
- Supportive of indoor sports centre expansion
- Would like an outdoor warm up area near the indoor facility
- Fans and cross ventilation
- Dedicated warm up area outside
- Don't like the idea of the additional sports centre. Will look too commercial and will take away from the existing village feel of the site
- Concern that there will be reduced car parking during construction of centre extension
- The RYDE Sports club basketball courts are booked at most time. It will be good if there is outdoor basketball court here. X1
- The design would this include meeting rooms for clubs, storage possibilities of shad bbq are?
- We local residents already hear and see a lot at night from the sports centre and whilst the cheering of spectators and blowing of whistles is not a bad noise to add to the evening ambience, when the hall is hired out for parties and loudspeakers are used, it tends to detract from the enjoyment of the evenings peace at our home. A 2 storey building would be excessive and too bright and noisy at night for surrounding residents. X2
- **Sports and Recreation is an essential and vital ingredient in healthy, active and engaged communities.**
Healthy and active communities maintain high levels of mental and physical wellbeing
Engaged communities retain high levels of civic satisfaction, and remain connected to local political, environmental and economical developments
Healthy active and engaged communities contribute resources and economic benefits to social capital
YMCA NSW are leaders in the development, management and maintenance of sport and recreation facilities
ELS Hall Park Comment:
RCSC current facilities are in use twelve (12) hours a day, seven (7) days a week or over 4000 hours annually.
RCSC and the ELS Hall Park Synthetic Field 1 provide sport and recreation activities to an every demographic every day of the year
RCSC facilities reach or are very near capacity on most days of the year
RCSC and ELS Hall Park Synthetic Field 1 plays a pivotal role in connecting generations and cultures, and developing friendships and neighbours
RCSC serves as a beacon for quality, equality, opportunity and security
YMCA Suggestions:
Replace the RCSC facility lighting with LED lighting, and install environmentally responsible energy, and cooling and heating capacity
Install LED large digital advertising and notice screen on access road to ELS Hall Park carpark

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- Increase the RCSC indoor multi- sport courts from two to four courts
- Develop the RCSC indoor facilities to include a full gymnasium and weight room
- Develop the RCSC indoor facility to include an additional community meeting room and office
- The storage is limited (for women's football).

18 | Amenities building

- Don't want it to be double storey – but OK as single story
- Having a site built so sports on both fields 1 & 3 are viewable from a deck that has coverage by shade cloth/awning. Almost like a boomerang shape. Removal of second set of change rooms to provide more indoor space for parent and children involved with local sports. Having a dedicated area for BBQ's so deck is not discoloured over time by grease/dropped food items.
- A good cafe in the park (like the cafe in Ryde Park) would encourage more people to spend time in the park. X10
- Once rebuilt following the recent fire, stronger engagement with the sports that use this facility the most regularly would be greatly appreciated. Previously it was not rebuilt from scratch, but rather partially demolished and rebuilt. This did not end up with an ideal lay out, but with too many changerooms and no designated community space e.g. generic clubroom where. Consultation on design of canteen would ideally be discussed too, to maximize community engagement. Storage is also paramount! X3
- The addition of a cafe serving breakfast/brunch type food would be wonderful
- **Ensure that new amenities are listed on Google maps or relevant directories to facilitate its access by residents**
- Womens football would love some space in the new building
- **A two storey building would be great. It could become more of a community hub where people can hang out – not just turn up to drop the kids off at a game. We like the idea of the boomerang shape to the club house to increase the viewing areas to the two fields.**
- Like it as a boomerang shape so it faces both 1 and 3.

19 | Land not owned or managed by Council

- connections through this area.
- Kent road: Parking area would be good – it could service the school community too
- Kent rd: Would like to see landscaped park area for community use.
- Create bus parking area near kent St x2
- Kent: More parking for Kent Rd public school
- Kent: Bush conservation area – bush play for kids
- Epping Rd: Basketball courts, offleash area, adventure playground, bike track
- Epping road: Would be supportive of activation for community use
- Kent Road: Car park entry would be viable
- Trees and planting in areas
- Create bus parking opposite the school
- Good to have the kent Rd site be used for parking
- More open spaces with lots of tree and shrub plantings and informal pathways in increase bird and wildlife and natural beauty
- **This area (between Kent Rd site and the informal car park) would be great for a couple of outdoor basketball courts. On weekends the YMCA is always booked out meaning the general public can't get on there. A good reference site is the West Epping Park development where they have added an outdoor basketball court, outdoor table tennis tables, and a new playground next to the main sports oval area and just next door to the YMCA. It has been extremely successful there with many people using the facilities. X6**
- More filtered water stations in the park (with dog bowls)
- Really like the balance between passive recreation, active recreation and sporting use.

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20 | Other comments

- Plan overall is great and responsive to varying needs of community members
- Would be good to have the plastic debris cleaned out of the creek more regularly
- Review tree height at rear of Leonard and Adelphi Rd
- Baseball storage room is not displayed on the masterplan
- Outdoor netball courts to be added
- Parking on one side of Kent Rd only (x2)
- Put more plantings and vegetation in garden areas
- Help maintain plantings by Council in Greenwood park
- Dangerous stormwater in Greenwood Park. Don't destroy the natural environment.
- Can we get a pedestrian crossing near the main entrance to the park on Kent St. It is difficult to cross the road when traffic is congested.
- Add more elements for seniors and community exercise and activities eg chess, boardgames, dominoes
- Need more bins in greenwood park and they need to be emptied regularly
- It is important to improve & add more habitat for wildlife, especially small native birds because of less population of Superb fairywrens and White-browed scrubwrens in our local area due to multi-storey developments. Connected and structured native understorey vegetation is needed along the length of Shrimptons Creek and in other areas where native vegetation is located. The RMS site is also important for potential improvement of biodiversity in the area. X2
- I am disappointed about the so called "Master Plan". To me, it is a "Maintenance Plan", nothing more than what should be done to the precinct in a normal year. There is no vision for how the precinct should be in 3-5 years. The changes suggested in it are not grand enough to provide our growing community with a real community asset. I would like to see a plan that provides a real community hub, like the Ku-ring-Gai Council precinct at West Pymble. It has a range of pools, a gym, cafe & walks. X2
- An amenity not well catered for in Ryde is markets. Growers markets, fresh vegetables, flowers, meat, handicrafts, etc. North Sydney Council is an example that runs fantastic markets each Saturday in their main square next to Stanton Library. The thing they lack is parking around that area. This Masterplan can incorporate sufficient parking area for stalls, it is catered for by passing buses, it is near to the railway. It has toilets at the site, wonderful playing areas and picnic areas. X4
- **It is important to improve the habitat values along Shrimptons Creek. We only have a tiny population of Superb fairywrens and White-browed scrubwrens left. Connected and structured native understorey vegetation is needed along the length of Shrimptons Creek and in other areas where native vegetation is located. The RMS site is also important for potential improvement of biodiversity in the area. X11**
- **Since there is a big ultimate Frisbee community around ryde I think it would be incredible to have a disc golf area (in Greenwood reserve) it would be amazing and would bring more traction to the area. as disc golf is becoming a fun welcoming global sport x3 like x7 dislike**
- My main suggestion for the ELS park upgrade is to include a water play area. We found this water play area in a park when we were travelling around Victoria. Children visiting the park would love a water play area like this during the long hot Sydney summers. It would be a great addition to the playground and sports facilities at ELS. I would also like to suggest the addition of netball hoops that are separate to netball courts. This would enable kids to practice shooting hoops without having to play a game. I am happy to be contacted to discuss further.
- Dear council officers, I am really glad to see the development of the ELS hall park and the surrounding area. The 'Have Your Say' is great for the community but I am not sure how to use the interactive map to put in my suggestions, so I am sending it through email. Hope it is acceptable. While there are lots of outdoor sport areas, basketball courts are not found in the masterplan. The only available ones in the area are only indoor, which are very expensive and difficult to book. Unlike the indoor courts, outdoor basketball courts will be available for 24/7 for free for leisure players, which will give community more opportunity to get outdoors, exercise and improve their health while having fun. These courts don't require large area like the other sports. People can enjoy the sport by simple dribbling or shooting either playing individually or in small groups. The area can also be used for other sports such as handball to benefit wider community who use the park. I always hear people talking about the pity of not having an outdoor basketball courts or even half court in the immense ELS hall park and reserve area, so I believe the outdoor basketball courts will be strongly welcomed by the community. Hope above makes sense to you. I look forward to hearing back for this suggestion.
- **End of Trip Provision - provide bicycle parking at key points including the area near the playground, outdoor fitness area, amenities block, dog park and the sports centre.**
- **Sufficient way-finding signage and area maps are installed to guide pedestrians and cyclists towards key amenities and entrances to trail paths e.g Kent Rd, Adelphi Rd, Trevitt Rd**
- **Incorporate clear way-finding signage (including distance/time/steepness) to the surrounding bike network, public transport hubs**
- **Consider traffic calming features e.g. traffic islands along Herring Rd enabling pedestrians to safely cross and**

ITEM 6 (continued)

ATTACHMENT 5



Theme 2 | Elements to change in the Plan

- enter the park via Adelphi Rd, Dora St, Booth St and signs to direct people to the park from Herring Rd
- Skate Area - consider a small concreted area for skateboarding in the Kickabout Lawn area near the playground. Provide seating around this area to foster multigenerational interaction
- Follow Crime Prevention Through Environmental Design (CPTED) guidelines by ensuring adequate lighting, eliminating dark and secluded sections and planting either low-lying shrubs or high canopy trees that maintain sight-lines and maximise passive surveillance
- That a Smoke-Free Policy under the Local Government Act 1993 will continue to be enforced by the council
- That Alcohol Free Zones will continue to be enforced by the council
- Provision of water drinking fountains suitable for adults and children located at key points including the adult fitness area, children's playground, sports fields, dog park and key points along the shared paths
- Consider incorporation of edible gardens as a part of the vegetation plan to encourage healthy eating in the recreation areas
- Provision of a space which could allow for a future community garden for the local community
- Hi, I live near the ELS park and I don't mind the improvement/development going in the park but I wish you will also consider the residences living in Kent Rd near the park. This street is always busy especially when there is event happening in ELS. The road on both sides of Kent Rd is fully pack with cars. Sometimes it is just impossible to drive out. People don't follow the parking signs and park too close to driveway. Hope you can also address this issue aside from just improving the park. Currently, only one side has limited parking. Maybe if you make both sides limited parking, people will be more attentive on where they park. Also, while on this, I would also like to bring up the issue of all the waiting shed in Kent Rd. All the lights are busted and need to be replaced. Winter is coming soon and it will get dark early again. The lights in the waiting shed will serve as protection/security for those people waiting for bus. Hope these issues can be addressed asap.
- I am a resident living in Kent Road, North Ryde and before you do anything else on ELS Park, Greenwood Park and Booth Reserve, can you please look at the traffic situation currently existing in Kent Road, North Ryde due to your continuous upgrade of the park without thinking of the impact to the residents living near especially those in Kent Road, North Ryde. There are so many people parking on the both sides of the road in Kent Road, North Ryde with the activities going on in the park. To get out of our house, it is a nightmare. Buses are also running through Kent Road, North Ryde frequently, so with so many cars park on both sides, it is making the street really congested like Lane Cove Road now and Epping Road because of the number of people going to the park. My request is very simple. Put limited parking time on both sides of Kent Road North Ryde so people will stop parking on the street and traffic can flow smoothly and increase the parking space in the park if you keep on increasing the activities in the park. Before Kent Road, North Ryde is a semi-busy street, now because of your continuous upgrade in the park, it is like Epping Road or Lane Cove Road during peak hours. Hope you can take this into consideration before you think of increasing the activities in these parks.

ITEM 6 (continued)

ATTACHMENT 5

Social Pinpoint map



Data from Social Pinpoint map integrated into Appendix C - Data aggregation

ITEM 6 (continued)

ATTACHMENT 5



George Dedes
General Manager
City of Ryde Council
cityofryde@ryde.nsw.gov.au

1st March 2019

Dear Mr Dedes,

**RE: ELS Hall Park, Greenwood Park, Booth Reserve Master Plan
(Northern Sydney Local Health District)**

Thank you for the opportunity to contribute ideas on the ELS Hall Park, Greenwood Park and Booth Reserve Master Plan. We commend the Council on the redevelopment of this Open Space to better meet the needs of the growing population and community, in particular the provision of additional shared cycling and walking paths.

Northern Sydney Local Health District (NSLHD) Health Promotion is committed to ensuring that the built environment has a net-positive impact on the health and well-being of individuals and the wider community. This aligns well with the Council's recent Community Strategic Plan¹, which aims to 'create active places and spaces in town and neighbourhood centres and well-connected open spaces that encourage active lifestyles and social interaction'.

The Healthy Built Environment Indicators² and Urban Planning Checklist³ identifies key domains related to healthy place making which include; getting people active, connecting and strengthening communities and providing healthy food options.

Getting People Active - Active Transport

A concern expressed by the community is inadequate parking facilities to meet the increasing demand for the sports facilities. Therefore, adopting strategies which support active transport such as walking and cycling could help address parking issues and would be in line with council's bicycle and integrated transport plans.^{4,5} To support the council's aspirations, we have made some additional recommendations which facilitate active transport, walkability and connectivity in the area.

Recommendation:

1. End of Trip Provision - provide bicycle parking at key points including the area near the playground, outdoor fitness area, amenities block, dog park and the sports centre.
2. Sufficient way-finding signage and area maps are installed to guide pedestrians and cyclists towards key amenities and entrances to trail paths e.g Kent Rd, Adelphi Rd, Trevitt Rd
3. Installation of lights along the cycle paths to facilitate active transport for users who attend sporting activities in the evening
4. Incorporate clear way-finding signage (including distance/time/steepness) to the surrounding bike network, public transport hubs
5. Consider traffic calming features e.g. traffic islands along Herring Rd enabling pedestrians to safely cross and enter the park via Adelphi Rd, Dora St, Booth St and signs to direct people to the park from Herring Rd

¹ City of Ryde Council (2018) Community Strategic Plan 2018-2028 Page 17 Available at: <https://www.ryde.nsw.gov.au/Council/Plans-and-Publications/Ryde-2028-Community-Strategic-Plan>

² Paine, Gregory and Thompson, Susan (2016) Healthy Built Environment Indicators, City Wellbeing Program, CFRC, UNSW, Australia Available at: <https://cityfutures.be.unsw.edu.au/research/city-wellbeing/city-wellbeing-resources/healthy-built-environment-indicators/>

³ NSW Health (2009). Healthy urban development checklist : a guide for health services when commenting on development policies, plans and proposals. North Sydney, NSW : Available from: <https://www.health.nsw.gov.au/urbanhealth/Pages/healthy-urban-dev-check.aspx>

⁴ City of Ryde Council (2014) Bicycle Strategy and Master plan Page 27,28 Available at: <https://www.ryde.nsw.gov.au/Council/Plans-and-Publications/Ryde-Bicycle-Strategy-and-Masterplan>

⁵ City of Ryde Council (2016) Integrated Transport Strategy 2016-31. Page 25 -35 <https://www.ryde.nsw.gov.au/Council/Plans-and-Publications/City-of-Ryde-Integrated-Transport-Strategy>

ITEM 6 (continued)

ATTACHMENT 5

6. At point 7, a bridge should also be constructed as oppose to the proposed 'stepping stone crossing', this will allow residents who live on the east side of the park (Wilson St, Trevitt St entrance) to cycle across to the sports centre negating the need to drive
7. We support the new bridge crossing at point 4 & 6 which increases connectivity of the sports centre to Kent Rd by walking or cycling
8. Consider vegetation which is less likely to form a slip hazard with fallen leaves and flowers along the shared paths
9. Ensure that vegetation around the new shared paths will not have lifting root systems which can damage the path and pose a trip hazard
10. Ensure that new amenities are listed on Google maps or relevant directories to facilitate its access by residents

Strengthening Community - Recreation and Play

Creating a local space where there are opportunities for incidental neighbourhood interaction can help to reduce social isolation, improve mental wellbeing and create a sense of community². There is strong evidence that increasing green space and vegetation provides physical and mental health benefits.⁶

Open spaces which encourage intergenerational play can attract users from all age groups and promote physical activity. With the recently opened playground and the proposed fitness gym, the ELS Hall Park will cater well for children up to age of 10. This could be further improved by considering options for older children such as a skate area. Currently, Shrimpton Creek Skate Park is not well utilised due to its location, age and condition.

Furthermore, with the recently released 'Everybody can play' guidelines⁷, there is opportunity to make the recreation area more inclusive and meet the needs of a range of users, including seniors and people with disability.

Recommendation:

11. Skate Area - consider a small concreted area for skateboarding in the Kickabout Lawn area near the playground. Provide seating around this area to foster multigenerational interaction
12. Install equipment in outdoor fitness area with equipment which caters arrange of users including seniors and people with disabilities
13. Provide seating surrounding playgrounds which are suitable for needs of a diverse range of users such as providing seating with arm rests, picnic tables suitable for wheelchair users

Community Health and Safety

In addition to legislative compliance, smoke free and alcohol free public spaces contribute to community safety and wellbeing. A well planned public environment can reinforce positive social behaviour and discourage antisocial behaviour and crime.^{5,8}

Recommendations:

14. Follow Crime Prevention Through Environmental Design (CPTED)⁸ guidelines by ensuring adequate lighting, eliminating dark and secluded sections and planting either low-lying shrubs or high canopy trees that maintain sight-lines and maximise passive surveillance
15. Adequate lighting along shared paths to cater for evening sport facility users
16. That a Smoke-Free Policy under the Local Government Act 1993 will continue to be enforced by the council
17. That Alcohol Free Zones will continue to be enforced by the council

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⁸ NSW Police (2001) Crime Prevention Through Environmental Design (CPTED). Available from: https://www.police.nsw.gov.au/_data/assets/pdf_file/0003/9390/duaguide_s79c.pdf

ITEM 6 (continued)

ATTACHMENT 5



Providing Healthy Food Options

The built environment can influence healthy food and drink choices. The provision of spaces such as edible gardens can encourage people to grow some of their own food; it also raises awareness about healthy eating.³

Recommendations:

18. Provision of water drinking fountains suitable for adults and children located at key points including the adult fitness area, children's playground, sports fields, dog park and key points along the shared paths
19. Consider incorporation of edible gardens as a part of the vegetation plan to encourage healthy eating in the recreation areas
20. Provision of a space which could allow for a future community garden for the local community

We appreciate the opportunity to provide comment on the ELS Hall Park, Greenwood Park & Booth Reserve Masterplan. Should you have any queries about this submission please contact me at Ryde Hornsby Health Promotion Unit on 8877 5148. We look forward to continuing our work with City of Ryde Council to support projects that benefit the health, wellbeing and safety of the community.

Yours sincerely,

Queeny Stafford
Health Promotion Officer
Northern Sydney Local Health District

ITEM 6 (continued)

ATTACHMENT 5



Prepared by Flagship Communications for the City of Ryde.

March 2019

ITEM 6 (continued)

ATTACHMENT 6



George Dedes
General Manager
City of Ryde Council
cityofryde@ryde.nsw.gov.au

1st March 2019

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A concern expressed by the community is inadequate parking facilities to meet the increasing demand for the sports facilities. Therefore, adopting strategies which support active transport such as walking and cycling could help address parking issues and would be in line with council's bicycle and Integrated transport plans.^{4,5} To support the council's aspirations, we have made some additional recommendations which facilitate active transport, walkability and connectivity in the area.

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ITEM 6 (continued)

ATTACHMENT 6

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ITEM 6 (continued)

ATTACHMENT 6

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Yours sincerely,

Queeny Stafford
Health Promotion Officer
Northern Sydney Local Health District

7 TRAFFIC AND PARKING INVESTIGATIONS - WEST RYDE PUBLIC SCHOOL

Report prepared by: Traffic Engineer, Traffic Transport & Development
File No.: GRP/09/3/17 - BP19/253

REPORT SUMMARY

This report outlines the traffic and parking investigations that have been carried out on the roads that have a frontage with West Ryde Public School. TPE (Traffic, Planning and Environmental) Consulting was commissioned by the City of Ryde in May 2018 to undertake a traffic and road safety assessment.

Their assessment outlines the issues raised by the school community and details the proposed recommendations that have been separated into a short and medium term works program.

In addition to continued enforcement and education, Council's traffic section proposes the following actions:

Short Term Works (0 - 2 years):

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Request RMS to review the operation of the midblock pedestrian activated signals on Victoria Road, regarding vehicles exiting service station not stopping at traffic signals.
- Address deficiencies in statutory *No Stopping* signage at all intersections and at formalised crossing facilities.
- *Give Way* signage and line marking to be installed at the following intersections – Mons Avenue/Bennett Street, Bennett Street/Endeavour Street.
- Review on street parking restrictions in Endeavour Street to facilitate additional short term parking requirements.
- Extension of the 'Kiss and Ride' zone in Mons Avenue and re-route of vehicles accessing 'Kiss & Ride' zone away from Bennett Street.
- Provision of After School Care parking zones on Mons Avenue/Bennett Street.
- Investigate provision of zebra crossing on Bennett Street at Mons Avenue.
- Review adequacy of 'Children's Crossing' in Bennett Street and possible removal.
- Driveway delineation lines to be marked on Mons Avenue/Bennett Street and Endeavour Street to assist motorists in parking appropriately.

ITEM 7 (continued)

Proposed Medium Term Works (3 – 5 years):

- Kerb ramps at all intersections on main routes to school be upgraded to ensure compliance with Councils and RMS standards.
- Review footpaths along major desire routes to/from West Ryde Public School.
- Review of street lighting along pedestrian desire routes.

RECOMMENDATION:

- (a) That Council place the West Ryde Public School Traffic and Parking Study on public exhibition for a period of 28 days.
- (b) That following the community consultation, a report be provided back to Council, via the Ryde Traffic Committee.

ATTACHMENTS

- 1 West Ryde Public School - TPE Consulting Report
- 2 West Ryde Public School - Community Information Session Q&A
- 3 RMS Warrants for Pedestrian Crossings

Report Prepared By:

John Begley
Traffic Engineer, Traffic Transport & Development

Report Approved By:

Kelly Yoon
Senior Traffic and Development Engineer

Wayne Rylands
Director - City Works

ITEM 7 (continued)

Introduction

TPE (Traffic, Planning and Environmental) Consulting was commissioned by the City of Ryde in May 2018 to undertake a traffic and road safety assessment of all roads that have a frontage with West Ryde Public School, namely Mons Avenue, Bennett Street and Endeavour Street – see *Attachment 1*.

Council engineers expanded on this assessment to also include nearby streets commonly used by parents and carers of children attending the school. It should be noted that the TPE report has been used purely as an aid in determining a short and medium term works program to address traffic and road safety deficiencies on streets surrounding West Ryde Public School.



Figure 1: West Ryde Public School and its Environs

ITEM 7 (continued)

Background

The Works and Community Committee Report No. 7/17, dated Tuesday 17 October 2017, recommended that City of Ryde Council adopt a schedule to investigate traffic and parking issues at the 28 schools located within the council area. The school schedule was created in order to:

1. better manage existing staff resources;
2. undertake more in-depth investigations within each school catchment area;
3. budget infrastructure solutions; and
4. provide better outcomes for the local and school community.

Consultation Process

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

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to West Ryde Public School and its environs. These issues were then mapped using an online mapping tool. Council also requested information on how people were travelling to and from the school through a short travel to school survey.

ITEM 7 (continued)



Figure 2: Mapping Tool Identification of Issues

The community was encouraged to provide any further comments or concerns on how Council could improve traffic flow and safety in the area through an online submission form.

A mail out to all residences in the catchment area was also undertaken, inviting people to an evening information session at West Ryde Public School on Tuesday 13 March 2018.

Community concerns from the information session were noted and responded to – see *Attachment 2*.

ITEM 7 (continued)

Requirements, Responsibilities and Jurisdictions

Through the consultation process, the West Ryde Public School community requested a variety of traffic facilities and remedial works to be investigated and provided. Council in general is responsible for all matters that are situated on local roads. However, there are a number of facilities which, while located on local roads, fall outside Council's jurisdiction and which are the sole responsibility of Roads and Maritime Services (RMS). RMS is responsible for the following matters:

- The installation, operation and management of all traffic signal sites;
- Any changes to the phasing arrangement at traffic signal sites;
- The installation, operation and management of all urban speed zones;
- The installation, operation and management of all 40kph School Zones including maintenance of 40kph pavement patches and dragons teeth delineation; and
- All matters associated with the operation and management of State Roads i.e. Victoria Road, which includes all associated parking signage and line marking.

School communities generally perceive that pedestrian crossings are the safest method for children to cross a road carriageway. However, before a location can be considered for a pedestrian crossing it must meet minimum warrants set by the RMS which are based on pedestrian and vehicle numbers – *see Attachment 3*.

Investigations

Signage & Line Marking Audit

A signage and line marking audit was undertaken by TPE on Mons Avenue, Bennett Street and Endeavour Street to identify deficiencies where primarily statutory *No Stopping* restrictions were either missing or not signposted appropriately. The line marking audit identified a number of locations where additional delineation is considered appropriate and where existing line marking needs to be upgraded.

Where improvements are of a purely maintenance nature, associated works instructions are issued. Deficiencies associated with RMS works have been referred directly to that entity, with proposed new parking zones or extensions to *No Stopping* zones to be referred to the Ryde Local Traffic Committee for endorsement and subsequent resolution by Council.

ITEM 7 (continued)

The following issues were identified through this audit:

Endeavour Street:

- Issue 1: Review unrestricted parking spaces along the school's Endeavour Street frontage with additional 1/4P parking during school hours to assist parents during school drop off and pick up times.
- Issue 2: Driveway locations and street build-outs has resulted in some driveways being blocked by parents as they attempt to try and utilise a space that is not long enough to park a car. All driveways to be reviewed with respect to location of the street build-outs, with appropriate delineation installed to ensure that driveways are not blocked by inappropriate parked vehicles.
- Issue 3: Intersection of Endeavour Street / Bennett Street to be formalised with double barrier lines, *Give Way* signage and delineation.

Bennett Street:

- Issue 1: Request STA to review the location of its bus stop on Bennett Street immediately west of Endeavour Street.
- Issue 2: All residential driveways located within the 40kph school zone to be considered for additional driveway delineation to raise awareness of their presence and reduce the incidence of them being blocked.
- Issue 3: Intersection of Bennett Street and Mons Avenue to be formalised with *Give Way* signage and delineation. Centre line double barrier line marking to be provided at intersection.
- Issue 4: Investigate provision of zebra crossing on Bennett Street at Mons Avenue and possible removal of children's crossing on Bennett Street.
- Issue 5: Investigate provision of an additional time restricted parking zone in Bennett Street to cater for the after school care community
- Issue 6: On-going issue of parents queueing in Bennett Street to access the *Kiss and Ride* zone in Mons Avenue thereby impacting on operation of the intersection of Bennett Street and Mons Avenue. Education program to be developed to advise parents that access to the Mons Avenue Kiss and Ride zone will not be permitted from Bennett Street.

ITEM 7 (continued)

Mons Avenue:

- Issue 1: Large vehicles, while legally parked, currently obstruct the view to on-coming traffic when egressing from Bennett Street onto Mons Avenue. An extension to the statutory *No Stopping* restrictions is required on Mons Avenue at Bennett Street
- Issue 2: The statutory approach and departure *No Stopping* restrictions associated with the pedestrian crossing on Mons Avenue are excessive and can be reduced in accordance with RMS technical directions. The additional space can be used to extend the adjacent 'Kiss and Ride' zone preceding the crossing and create a new 'Kiss and Ride' zone after the crossing.
- Issue 3: There are a number of driveways located along the school frontage that require clarification as to whether they are redundant or not. If still active they will need to be delineated to raise awareness of their presence.
- Issue 4: The *No Stopping* associated with the McDonalds access driveway is excessive in length and can be reduced to enable the adjoining 1/2P parking zone to be extended.
- Issue 5: The kerb ramps on Mons Avenue at Victoria Road are misaligned and require adjustment. Centre line double barrier lines required on Mons Avenue at Victoria Road.

Crash Analysis

The roads surrounding West Ryde Public School have been assessed using the 2013 - March 2018 RMS crash dataset. This dataset is populated by crashes where the NSW Police were in attendance and does not include self-reported crashes that are required for insurance claims.

This analysis indicated that there has been only one reported crash located on a street with an active school frontage, with this injury crash located on Bennett Street at Mons Avenue. The crash occurred on 26 September 2017 at 6:52 am whereby a vehicle turning right from Bennett Street was struck by a vehicle travelling south on Mons Avenue.

ITEM 7 (continued)



Figure 3: Crash Analysis

While there have been a number of crashes on Victoria Road in close proximity to West Ryde Public School, these crashes fall under RMS jurisdiction for investigation and remediation. Crashes are not related to the school zone.

ITEM 7 (continued)

Proposed Actions

Enforcement

Feedback from residents and school community indicate that some parents and carers continue to undertake unsafe practices despite being regularly informed of the penalties and risks. Therefore, Council's new dedicated School Zone Enforcement Officers will be requested to undertake additional patrols of West Ryde Public School throughout the school year. In particular, they will be requested to target individuals who are undertaking the following illegal practices:

- blocking resident driveways
- double parking
- parking in *No Stopping* zones or within 3m of double barrier lines
- dropping off children within pedestrian / children crossing zones

Education

Education is regularly delivered to students through the Department of Education curriculum on road and pedestrian safety. Council's Road Safety Officer works with the RMS, police and schools to target information and programs at parents and carers with the aim of improving driver behaviour in school zones.

Each year Council distributes updated fact sheets to schools in English, Chinese and Korean languages on various road safety topics which are then distributed through the school to parents and carers. Council will also continue to provide road safety signage and resources to schools and from 2019 will be developing and distributing a quarterly road safety newsletter in different languages to all primary schools as an additional reminder of safe practices, road rules and penalties.

Proposed Short-Term Works

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Request RMS to review the operation of the midblock pedestrian activated signals on Victoria Road, regarding vehicles exiting service station not stopping at traffic signals.
- Address deficiencies in statutory *No Stopping* signage at all intersections and at formalised crossing facilities.
- *Give Way* signage and line marking to be installed at the following intersections – Mons Avenue/Bennett Street, Bennett Street/Endeavour Street.

ITEM 7 (continued)

- Review on street parking restrictions in Endeavour Street to facilitate additional short term parking requirements.
- Extension of the 'Kiss and Ride' zone in Mons Avenue and re-route of vehicles accessing 'Kiss & Ride' zone away from Bennett Street.
- Provision of After School Care parking zones on Mons Avenue/Bennett Street.
- Investigate provision of zebra crossing on Bennett Street at Mons Avenue.
- Review adequacy of 'Children's Crossing' in Bennett Street and possible removal.
- Driveway delineation lines to be marked on Mons Avenue/Bennett Street and Endeavour Street to assist motorists in parking appropriately.

Proposed Medium-Term Works:

- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from West Ryde Public School.
- Review of street lighting along pedestrian desire routes.

Community Engagement

Recommendations that require the approval of the Ryde Traffic Committee will, as part of the associated report, contain results of consultation with the local community and school if directly impacted.

Where changes are necessitated to ensure compliance with NSW Road Rules, only directly impacted residents will be advised about minor works to be undertaken i.e. statutory No Stopping restrictions at intersections, pedestrian facilities or signposting of bus zones. While the opinions of residents will be considered in all proposals, it should be noted that road safety will be of paramount importance in all cases.

Funding

The maintenance of signage and line marking and provision of associated new minor delineation works is generally catered for through the annual Block Grant that Council receives each year from Roads and Maritime Services.

New works such as enhanced street lighting / provision of traffic calming devices / pedestrian refuges or enhanced pedestrian crossings all must be funded by Council directly or through funding submissions to the Federal or State Government via road safety programs.

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**Traffic and Safety Review of West Ryde Public
School – June 2018**



By

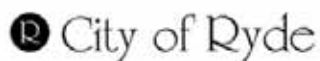
TPE Consulting Pty Ltd

June 2018

REF No.: 201713

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Report Documentation Control

<i>Title</i>	Traffic and Safety Review of West Ryde Public School
<i>Date</i>	June 2018
<i>Author(s)</i>	D.J. Drozd, D.J. Davidson & A. Baradhy
<i>Client</i>	City of Ryde Council
<i>Job No.</i>	201713
<i>Disclaimer</i>	<p>This report is believed to be true and correct at the time of writing. It is based on the information and data provided by the client and other relevant organisations during preparation. TPE Consulting Pty Ltd does not accept any contractual, tortious or other form of liability for any consequences arising from its use. People using the information in the report should apply and rely on their own skill and judgement to a particular issue they are considering.</p>

ITEM 7 (continued)

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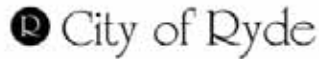


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1. Executive Summary

TPE (Traffic, Planning and Environmental) Consulting has been commissioned by City of Ryde Council to undertake a Traffic and Road Safety Assessment of the West Ryde Public School site (Endeavour Street, West Ryde). This report focuses on providing Council with an accurate representation of current parking, pedestrian and traffic patterns around the school site. Furthermore, the report seeks to address the issues raised by City of Ryde Council in its Works and Community Committee Report No. 7/17, dated Tuesday 17 October 2017.

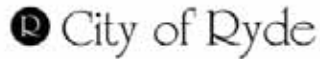
In undertaking the traffic and parking review TPE Consulting has:

- Conducted site visits to identify any additional pedestrian desire lines, to observe driver behaviour, and identify traffic management issues;
- Undertaken pedestrian and vehicle volume counts to identify any needs or issues associated with crossing points;
- Monitored the usage of the pedestrian crossings in school peak periods to observe pedestrian behaviours and identify usage patterns.

The findings of the report conclude that congestion and queuing associated with the 'Kiss & Drop' zone on Mons Avenue, during the afternoon peak, impacts on the efficiency and operation of the intersection with Bennett Street. Embellishment of the intersection would achieve better delineation and opportunities for increasing on-street parking spaces, in Mons Avenue and Endeavour Street would alleviate the need for the PM 'Kiss & Drop' zone. Therefore, the report concludes that some remedial works can be undertaken to reduce the impact on the network, and improve overall safety conditions at the site.

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2. EXISTING CONDITIONS

2.1 Site Location

West Ryde Public School is located on Endeavour Street, West Ryde, however also shares school frontages with Bennett Street and Mons Avenue.

The area surrounding the school consists of well-established housing stock with Victoria Road (being a State Road) and West Ryde shopping strip located immediately to the north and St Michael's Catholic Primary School approximately 500m to the south.

The road network is primarily a grid-system formation with road widths varying between 7m to 12m (local) and bounded by Victoria Road to the north, being a major state arterial road. There is currently a mixture of unrestricted parking and part-time 'No Stopping' (8-9:30am & 2:30-4pm School Days) surrounding the school.

There is the presence of Kiss and Ride zones on Mons Avenue at the entrance of the school. Endeavour Street also features a 'Park In Marked Bays' scheme on both sides of the street.

At the rear of West Ryde Public School, directly behind the school fence but with easy access from adjacent footpaths, is a MacDonald's Restaurant and a Coles Express Service Station. It is reasonable to note that there may be considered a pedestrian desire line within the area, and obviously also to Victoria Road and connecting transport, shops and residential areas to the north.

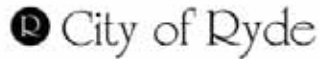
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2.2 General Description and Background

2.2.1 Background

TPE Consulting understands that according to the Works and Community Committee Report No. 7/17, dated Tuesday 17 October 2017, it was recommended that City of Ryde Council adopt a schedule to investigate traffic and parking issues at schools in the Local Government Area, to better manage the resources available, undertake more in-depth investigations, budget infrastructure solutions and ultimately, provide better outcomes for the community.

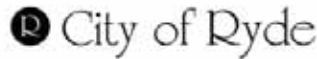
The report discusses the current typical response to school traffic and road safety needs as being reactive and implementing measures that provide some short-term improvement. The report also notes that the 28 schools in the local government area require a more thorough and holistic investigation of current and future needs, with provision of solutions involving education programs, engineering treatments and regular enforcement. Whilst concerns around schools currently receive a higher priority than all other investigations, per the report attachment, it has been noted that each of the schools require more attention than previously.

Education programs are continuously being refined and focus largely on changing the behaviour of parents and drivers in and around schools, delivered by the Road Safety Officer in partnership with other organisations, including Roads and Maritime Services (RMS).

The present report further identifies the core issue around schools to be identified including the drop-off/pick-up area operation (Kiss & Ride zones) and the resources required to increase awareness of road safety and road rules related to these areas.

ITEM 7 (continued)

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2.2.2 General Description of Road Environment

Endeavour Street, Bennett Street and Mons Avenue are local roads under the care and maintenance of City of Ryde Council. Endeavour Street is a 12.5m wide, largely residential road that runs in a north-south direction between Victoria Road and Bennett Street. Endeavour Street consists of relatively high density residential flat buildings opposite the school site and services school bus arrivals and departures via the Bus Zone (8.30AM to 9.30AM and 2.30PM to 3.30PM School Days, which does not correspond to standard School Zones times) at the southern end of the school boundary.

Mons Avenue is a 12m wide, largely residential road that, runs in a north-south connecting with Victoria Road to the north. Mons Avenue consists of a long section of 'Kiss and Drop' zone (8.00AM to 9.30AM and 2.30PM to 4.00PM School Days) running north from the intersection with Bennett Street for a distance of approximately 80m.

The main entrance to West Ryde Public School is also located on Mons Avenue, and is approximately 120m from the busy Victoria Road. Mons Avenue joins with Bennett Street at an uncontrolled intersection to the south and with Endeavour Street to the west. There is currently a raised threshold pedestrian crossing on Mons Avenue adjacent to the entrance to the main school gate.

The rear entrance to West Ryde Public School is located on Bennett Street, a 7.5m low density residential street. Bennett Street consists of an at-grade part-time flagged Children's Crossing, and connects with Endeavour Street by an uncontrolled intersection to the west. The residential housing on this road is low density and is significantly less congested during peak periods than the other frontages, being almost entirely restricted by part-time 'No Stopping' zone during School Zone hours.

Endeavour Street also consists of an at-grade pedestrian crossing, being a full-time crossing, and the road connects to Victoria Road to the north where there is a busy service station and a MacDonald's Restaurant fronting Victoria Road.

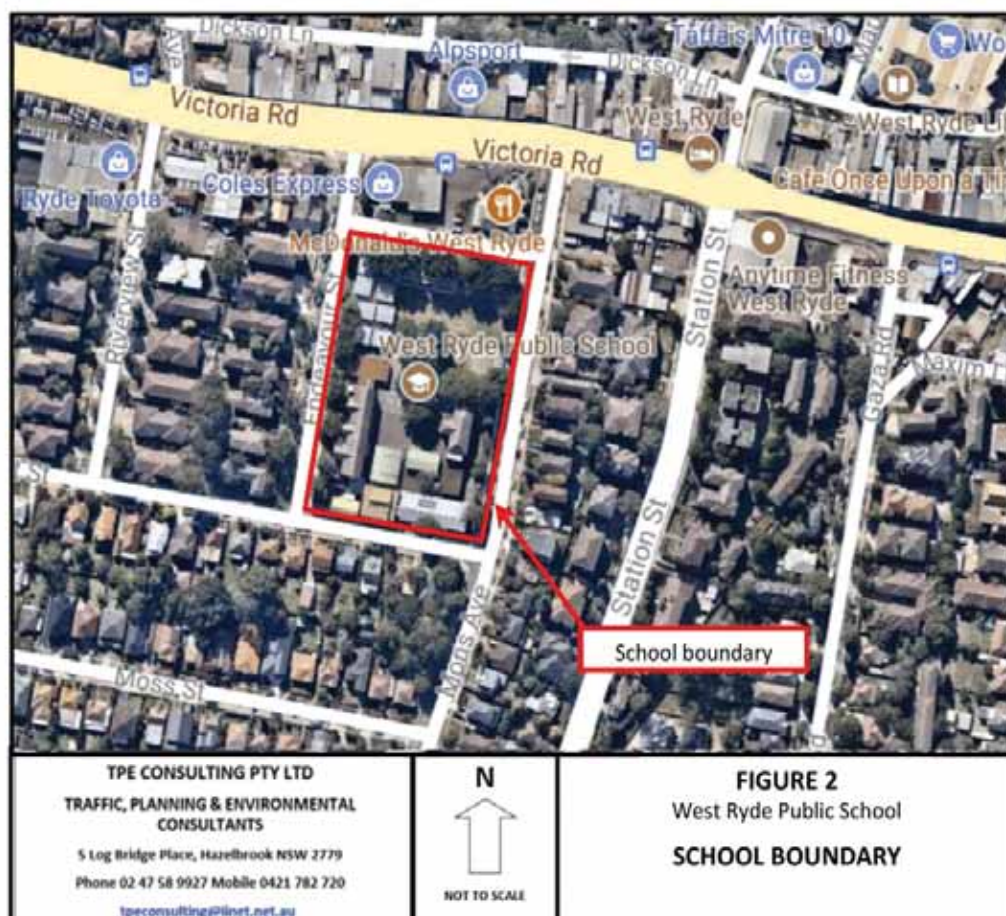
It has been identified through observation during site visits that Mons Avenue is by far the most congested and most highly utilised by parents/carers picking up and dropping off children at school drop off and pick up times.

2.2.3 Accident Data

It should be noted that there have been no recorded/reported crashes involving either vehicles or pedestrians in the vicinity of the school frontages in the last 5 years of crash data history.

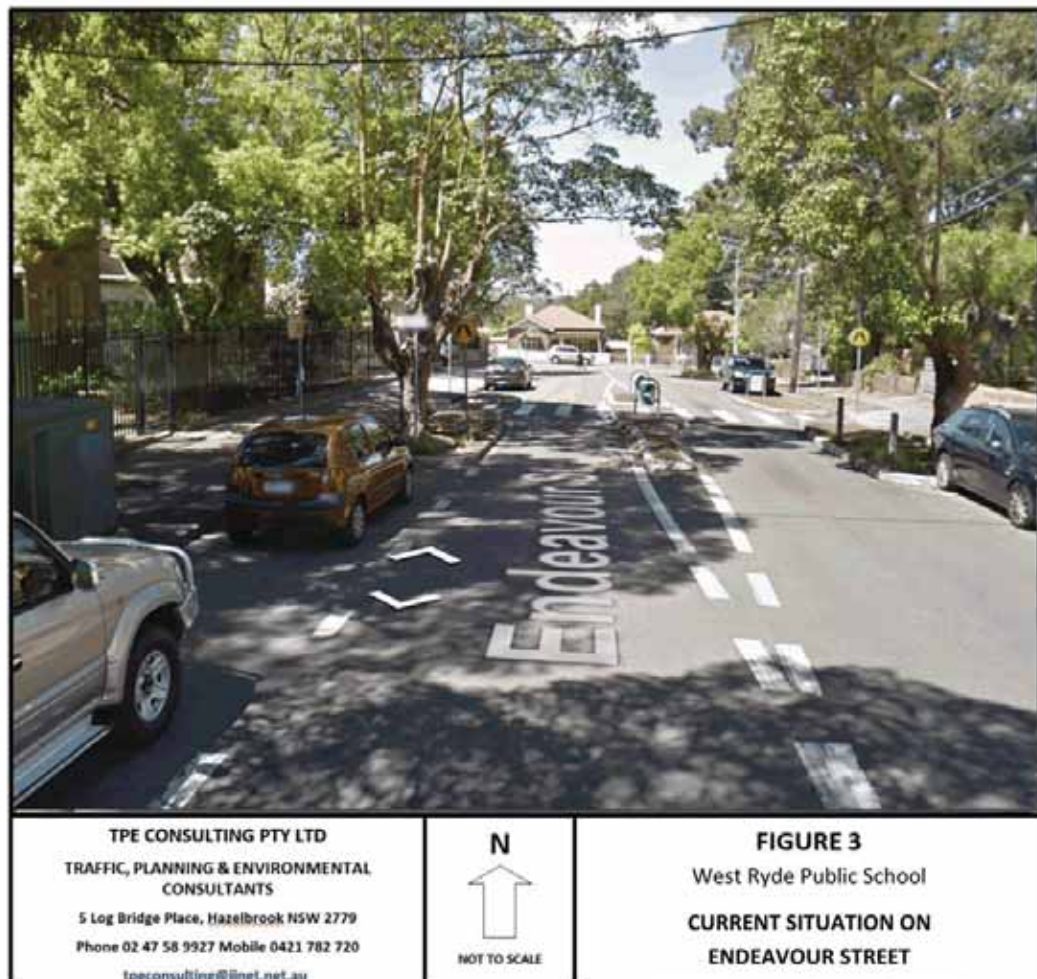
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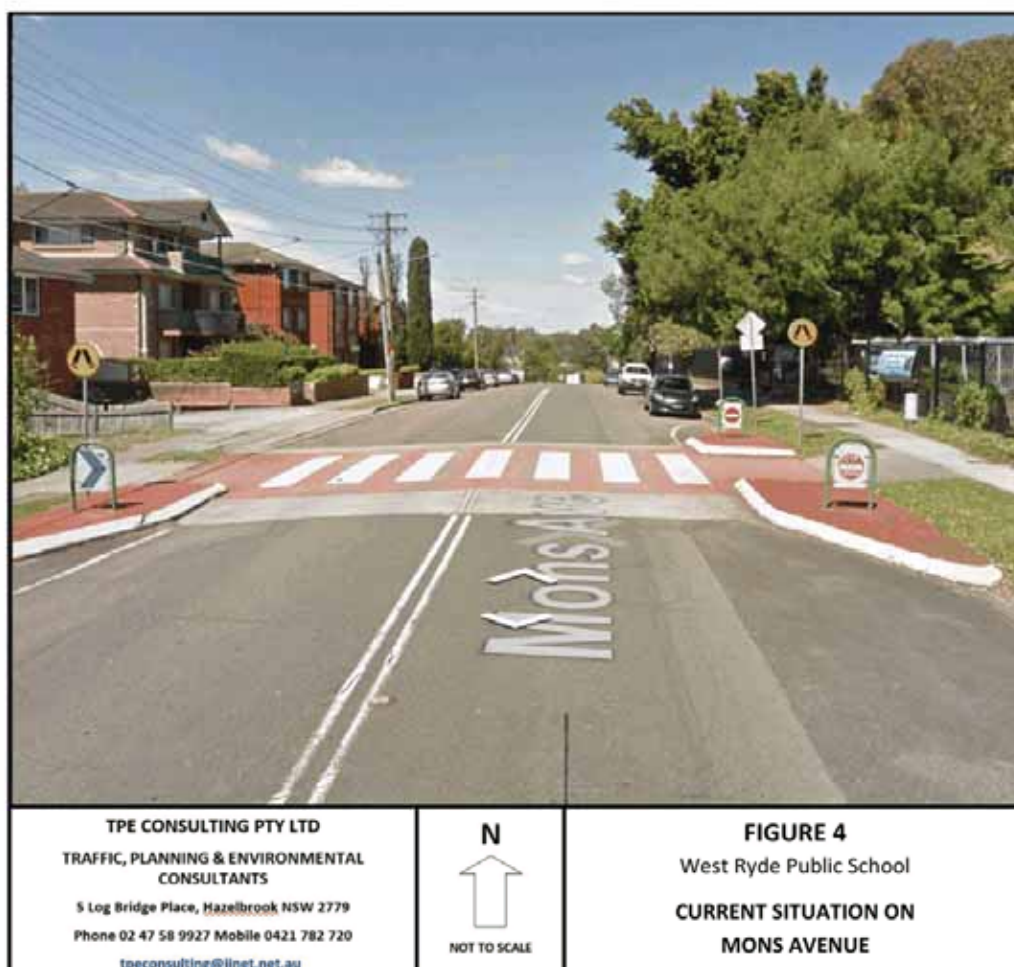
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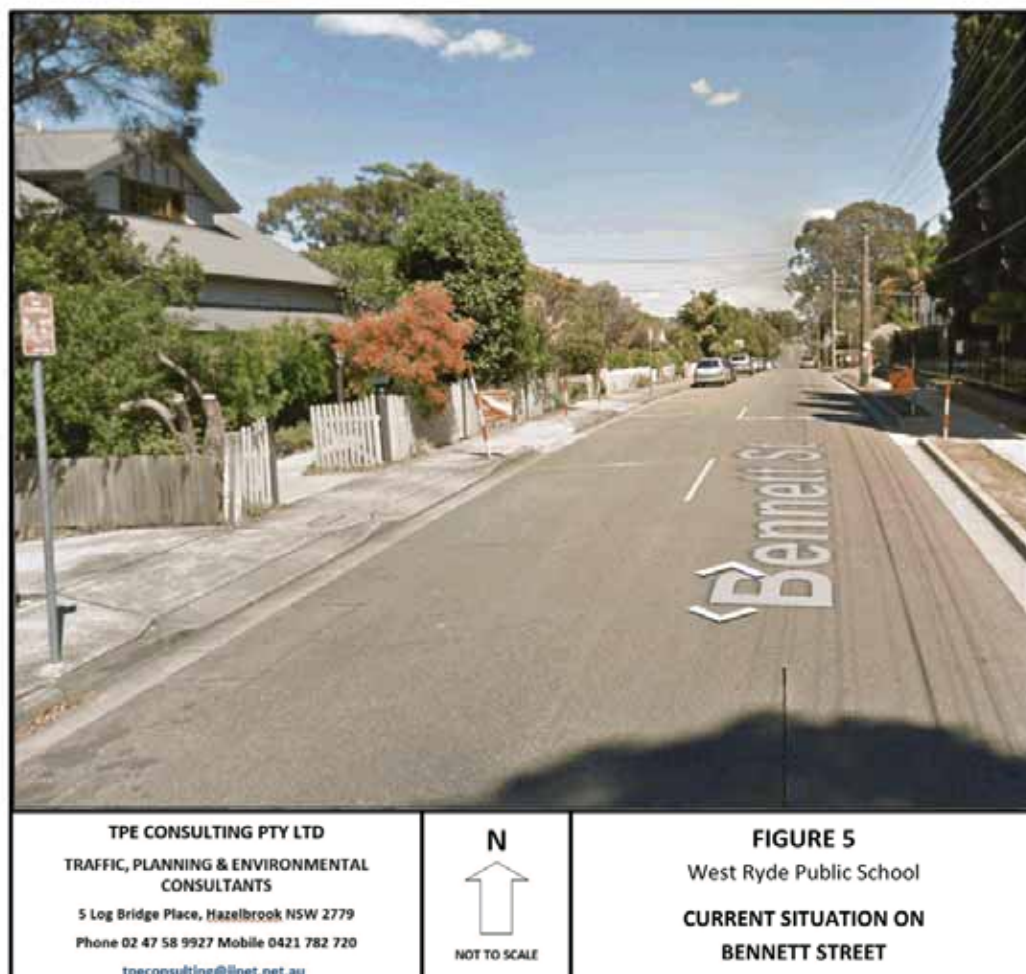
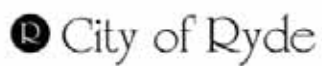
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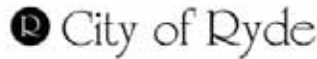
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3. Site Observations

A site inspection was undertaken during the morning and afternoon peaks on 19 June and 20 June 2018 to ascertain whether the current measures surrounding the school were effective with regard to current traffic movements and parking availability around the school. Areas of focus included the:

- pedestrian crossings on Endeavour Street and Mons Avenue respectively
- current Kiss & Ride zones
- traffic movements in the area, particularly in relation to the pedestrian and children's crossings; and
- operation of the surrounding parking restrictions

Site observations for Endeavour Street, Mons Avenue and Bennett Street crossings and surrounds are noted in the following sections.

3.1 Endeavour Street Observations

A Pedestrian and Vehicular Audit was conducted at the pedestrian crossing on Endeavour Street, West Ryde on the 15/6/18 for the morning peak and the 19/6/18 for the evening peak. The audit revealed that there were 63 pedestrians that crossed at the existing crossing and 68 vehicles that passed through the existing crossing in the same period of one hour in the morning peak being 8:30am – 9:30am. There were 428 pedestrians that crossed at the existing crossing and 69 vehicles that passed through the existing crossing in the afternoon peak being 2:30pm-3:30pm. Refer to **Figure 6 – Pedestrian and Vehicle Count Results**.

It was noted that the existing 'No Stopping' zones in Endeavour Street, on the southbound approach to the pedestrian crossing, exceed the required standard dimensions and consideration could be given to re-instating some additional parking spaces at this location (particularly in the section signposted as part-time 'No Stopping, school days only').

The 'Bus Zone' in Endeavour Street (at the southern end of the street near the intersection with Bennett Street) was observed to be underutilized in the PM peak (which may also be the case in the AM peak), in that there was only one bus observed using the Bus Zone for the entire peak period, yet the Bus Zone has capacity for two buses. Potentially the Bus Zone could be shortened to provide some additional on-street parking spaces at this location, where on-street parking is so highly sought after.

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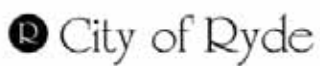


Figure 6 – Pedestrian and Vehicle Count Results



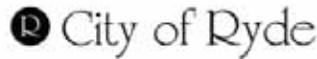
ITEM 7 (continued)

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3.2 Mons Avenue Observations

A Pedestrian and Vehicular Audit was also conducted at the pedestrian crossing on Mons Avenue, West Ryde on the 15/6/18 for the morning peak and the 19/6/18 for the evening peak. The audit revealed that there were 428 pedestrians that crossed at the existing crossing and 208 vehicles that passed through the existing crossing in the same period of one hour in the morning peak (8:30am-9:30am). There were 428 pedestrians (which is notably exactly the same as the AM pedestrian figure) that crossed at the existing crossing and 278 vehicles that passed through the existing crossing in the afternoon peak (2:30pm-3:30pm). Refer to **Figure 6** – Pedestrian and Vehicle Count Results. It was also noted that linemarking and zebra markings associated with the crossing are faded and require maintenance. There also appears to be excessive 'No Stopping' zone on the southbound departure from the crossing which could potentially be changed to unrestricted parking.

The school frontage on Mons Avenue was significantly more congested than the Endeavour Street frontage, primarily due to the main entry gate being at this location, as well as the 'Kiss and Ride' zone. It was observed that there were vehicles queuing in the Kiss and Ride zone, in the afternoon peak, prior to the school bell at 3.05pm, which meant that these vehicles were overstayng the 2 minute time limit for the Kiss and Drop zone as most had arrived there a significant time before the bell sounded. This also meant that the Kiss and Ride zone, which was exceeding full capacity prior to the school bell in the PM peak, was observed to cause queuing beyond the designated area and into the intersection with Bennett Street, effectively blocking one leg of the intersection for a short period of time. There were few observed other instances of illegal parking behaviour on Mons Avenue, which is likely to be indicative of regular enforcement at this site.

Due to this issue of queuing and overstayng in the existing 'Kiss and Ride' zone in the PM peak, but would likely be better utilized as unrestricted parking in the afternoon period, due to the more acute pattern of arrivals and departures at this time.

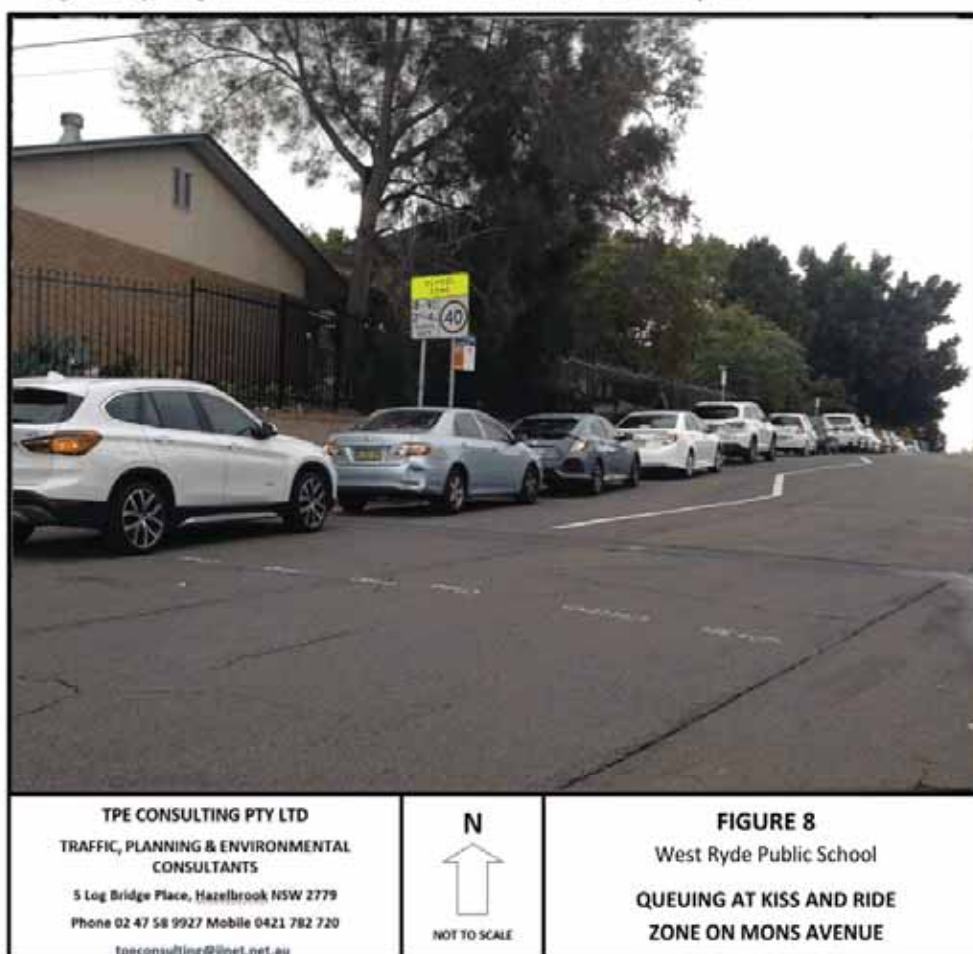
3.3 Bennett Street Observations

Bennett Street is operates efficiently due to part-time (School Zone hours) 'No Stopping' at this location for almost the entire frontage (on both sides of the street) for the school at its rear access gate. It was noted that the existing 'No Stopping' zones in Bennett Street, on approaches and departures to the children's crossing, exceed the required standard dimensions in some cases and consideration could be given to re-instating some additional parking spaces on one side of the road at this location. There is no requirement for upgrade or embellishment of other facilities and the flagged children's crossing at this location, other than general Council maintenance of "barber" poles and linemarking.

ITEM 7 (continued)

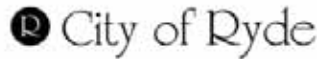
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Figure 8: Queuing at the Kiss and Ride zone on Mons Avenue in the PM peak



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4. Proposed Remedial Measures

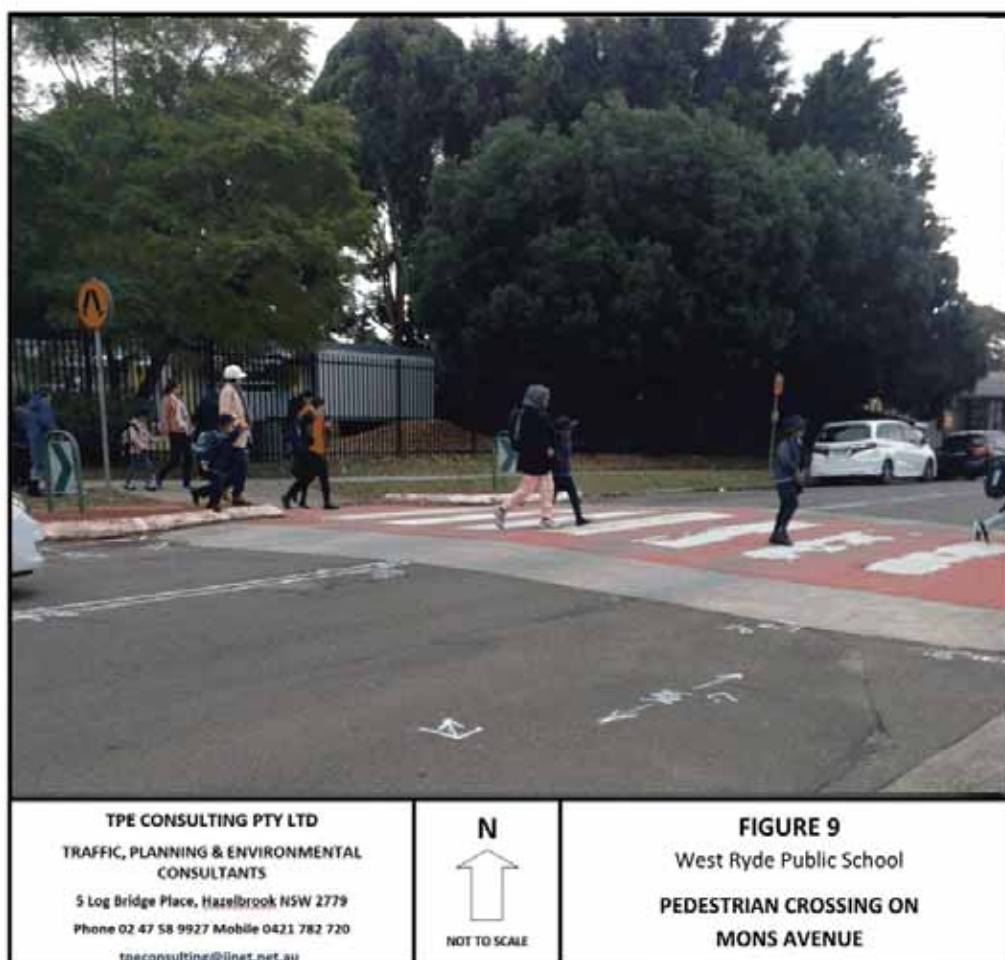
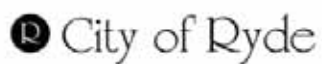
Remedial Measures including Signs and Line Marking

The school site has been inspected and audited by TPE Consulting Pty Ltd with the results as follows:

- Consideration for the provision of approved RMS Type 1 pedestrian fencing at the existing pedestrian crossing on Mons Avenue in order to direct pedestrians to cross appropriately without cutting corners across the existing kerbside blister islands on their approach to the crossing.
- Repaint the existing double barrier 'BB' linemarking and the existing "40" patch on the southbound approach to Mons Avenue as an immediate action that does not require referral to Council's Local Traffic Committee.
- Consider the installation of double barrier 'BB' linemarking and hold-line/'Give Way' treatment on Bennett Street, at the intersection with Mons Avenue, to improve alignment for vehicles entering and exiting the street.
- Consider making the 'Kiss and Ride' zone on Mons Avenue into AM only (8.00am to 9.30am) kiss and ride in order to provide additional parking for the afternoon peak period when the existing 'Kiss and Ride' zone has been observed to cause queuing over the intersection with Bennett Street.
- Consider reducing the length of 'No Stopping' zone to the required standard length on the southbound departure of the existing pedestrian crossing on Mons Avenue, in order to provide some additional unrestricted on-street parking at this location.
- Consider reducing the length of 'No Stopping' zone (i.e. remove the part-time school days only section of 'No Stopping') to the required standard length on the southbound approach to the existing pedestrian crossing on Endeavour Street, in order to provide some additional unrestricted on-street parking at this location.
- Consider the provision of a raised threshold pedestrian crossing (along with improved lighting) at the site of the current at-grade pedestrian crossing on Endeavour Street, in order to increase visibility and to assist with speed reduction in the vicinity.
- Repaint the existing linemarking and refurbish any damage to the "barber" poles associated with the children's crossing on Bennett Street, as an immediate action that does not require referral to Council's Local Traffic Committee.
- Consider allowing unrestricted parking on one side of Bennett Street, fronting the school's rear exit gate, whilst maintaining the required standard part-time 'No Stopping' zones on approach to the children's crossing at this location, in order to provide some additional unrestricted on-street parking at this location.
- Provide a Median Island Stop Treatment (MIST) on Endeavour Street, at the intersection with Bennett Street.

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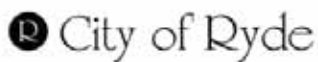
5. Remedial Measures – Short and Medium Term

The proposed remedial measures for the school frontages are considered below and sorted into short term and immediate measures, as well as medium term measures;

Timeframe	Action	Responsibility
Short Term	<ul style="list-style-type: none"> • Provision of approved RMS Type 1 pedestrian fencing at the existing pedestrian crossing on Mons Avenue in order to direct pedestrians to cross appropriately without cutting corners across the existing kerbside blister islands on their approach to the crossing. • Repaint the existing double barrier 'BB' linemarking and the existing "40" patch on the southbound approach to Mons Avenue as an immediate action that does not require referral to Council's Local Traffic Committee. • Installation of double barrier 'BB' linemarking and hold-line/'Give Way' treatment on Bennett Street, at the intersection with Mons Avenue, to improve alignment for vehicles entering and exiting the street. • Consider making the 'Kiss and Ride' zone on Mons Avenue into AM only (8.00am to 9.30am) kiss and ride in order to provide additional parking for the afternoon peak period when the existing 'Kiss and Ride' zone has been observed to cause queuing over the intersection with Bennett Street. • Consider reducing the length of 'No Stopping' zone to the required standard length on the southbound departure of the existing pedestrian crossing on Mons Avenue, in order to provide some additional unrestricted on-street parking at this location. • Consider reducing the length of 'No Stopping' zone (i.e. remove the part-time school days only section of 'No Stopping') to the required standard length on the southbound approach to the existing pedestrian crossing on Endeavour Street, in order to provide some additional unrestricted on-street parking at this location. • Repaint the existing linemarking and refurbish any 	<ul style="list-style-type: none"> • Council • Council and Roads and Maritime Services (RMS) • Council's Local Traffic Committee • Council's Local Traffic Committee • Council's Local Traffic Committee • Council's Local Traffic Committee

ITEM 7 (continued)

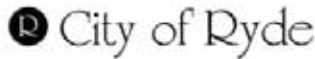
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	<p>damage to the “barber” poles associated with the children’s crossing on Bennett Street, as an immediate action that does not require referral to Council’s Local Traffic Committee.</p> <ul style="list-style-type: none"> Consider allowing unrestricted parking on one side of Bennett Street, fronting the school’s rear exit gate, whilst maintaining the required standard part-time ‘No Stopping’ zones on approach to the children’s crossing at this location, in order to provide some additional unrestricted on-street parking at this location. 	<ul style="list-style-type: none"> Council Council’s Local Traffic Committee
Medium Term	<ul style="list-style-type: none"> Consider the provision of a raised threshold pedestrian crossing (along with improved lighting) at the site of the current at-grade pedestrian crossing on Endeavour Street, in order to increase visibility and to assist with speed reduction in the vicinity. Provide a Median Island Stop Treatment (MIST) on Endeavour Street, at the intersection with Bennett Street. 	<ul style="list-style-type: none"> Council’s Local Traffic Committee Council’s Local Traffic Committee

ITEM 7 (continued)

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6. Recommendations

This report concludes that some immediate, and general maintenance works are required. These include:

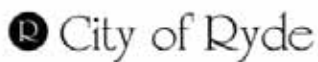
- The provision of approved RMS Type 1 pedestrian fencing at the existing pedestrian crossing on Mons Avenue in order to direct pedestrians to cross appropriately without cutting corners across the existing kerbside blister islands on their approach to the crossing.
- The repainting of the existing double barrier 'BB' linemarking and the existing "40" patch on the southbound approach to Mons Avenue as an immediate action that does not require referral to Council's Local Traffic Committee.
- The installation of double barrier 'BB' linemarking and hold-line/'Give Way' treatment on Bennett Street, at the intersection with Mons Avenue, to improve alignment for vehicles entering and exiting the street.
- Consideration of making the 'Kiss and Ride' zone on Mons Avenue into AM only (8.00am to 9.30am) kiss and ride in order to provide additional parking for the afternoon peak period when the existing 'Kiss and Ride' zone has been observed to cause queuing over the intersection with Bennett Street.
- Consideration of reducing the length of 'No Stopping' zone to the required standard length on the southbound departure of the existing pedestrian crossing on Mons Avenue, in order to provide some additional unrestricted on-street parking at this location.
- Consideration of reducing the length of 'No Stopping' zone (i.e. remove the part-time school days only section of 'No Stopping') to the required standard length on the southbound approach to the existing pedestrian crossing on Endeavour Street, in order to provide some additional unrestricted on-street parking at this location.

This report also concludes that there is further action that can be undertaken that would assist in facilitating a safe and efficient traffic environment. These medium term solutions include:

- Consider the provision of a raised threshold pedestrian crossing (along with improved lighting) at the site of the current at-grade pedestrian crossing on Endeavour Street, in order to increase visibility and to assist with speed reduction in the vicinity.
- Provide Median Island Stop Treatment (MIST) on Endeavour Street, at the intersection with Bennett Street.

ITEM 7 (continued)

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7. Conclusion

This report concludes that via the implementation of a number of low-medium cost solutions, a number of valid improvements can be made to traffic and parking conditions around West Ryde Public School.

With the implementation of the proposed amelioration measures outlined in the report recommendations, the following goals can be achieved:

- Maintain the current low motor vehicle and pedestrian accidents in the area and improved pedestrian and school safety and amenity in the locality;
- An efficiency and amenity gain with regard to existing traffic control facilities on the adjacent local road network;
- An improvement to road and car-parking capacity where possible and provision of safe pedestrian linkages;
- The accommodation of the needs of stakeholders including the community; and all road user classes.

ITEM 7 (continued)

ATTACHMENT 2

**West Ryde Public School – Community Information Session
Tuesday 13 March 2018**

The following items were raised by those who attended:

- The footpath on the Endeavour Street, school side is badly damaged and needs repair. This is an urgent request. – *Issue has been referred to Council's Assets section for investigation.*
- Traffic in Dickson Avenue between Bellevue Avenue and Chatham Road is terrible. Many vehicles mirrors have been damaged by other vehicles. Too narrow to drive down safely. – *Outside scope of this investigation. Traffic issues on Dickson Avenue will be reviewed separately.*
- Intersection of Dickson and Bellevue Avenue is very dangerous. – *Outside scope of this investigation. Traffic issues at intersection will be reviewed separately.*
- Bennett Street and Moss Street are very crowded. Too many cars parked in Street. – *Cars act as a traffic calming device. Council will ensure that appropriate No Stopping distances are signposted at intersections and pedestrian crossing locations.*
- Bennett Street being a one way in one direction and Moss Street being a one way in one direction which will help on Mons Avenue. – *If these two streets were made one way, there would be a significant impact on residential amenity, with both streets expected to suffer from speeding. Parked vehicles act as a traffic management device by visibly reducing the effective width of the street.*
- Parking only on one side on both Moss Street and Bennett Street to assist with kids crossing the street as line of sight is difficult. – *There is a Children's Crossing in Bennett Street which should be utilised before and after school. Parking is prohibited in the vicinity of this crossing location. Consideration that this Children's Crossing be replaced by a full time zebra crossing on Bennett Street at Mons Avenue.*
- Bowtie line marking across drive ways in Bennett, Moss, Mons, Endeavour and Riverview. – *Will be reviewed and considered if requested by residents.*
- A "No Stopping" on corner of Bennett, Mons and Moss so people don't park too close to corners. – *A review of all signage at intersections around the school is currently being undertaken which will ensure that all statutory No Stopping distances are signposted appropriately. This signage review will also include Bus Zones and No Stopping zones associated with crossings.*
- Corner of Annie Lane needs a mirror next to Mons Avenue. – *The use of convex mirrors on public roads is not endorsed by Council as the mirror gives a false impression of distance, with all liability for any crash resulting from use of this mirror resting with whoever approves the installation.*
- The crossing on Bennett Street needs to be a proper crossing for better visibility. A lollipop person would be great. – *Council is considering upgrading the Children's Crossing to a zebra crossing and relocating it to the intersection with Mons Avenue. Application for a School Crossing Supervisor must come from the school.*

ITEM 7 (continued)

ATTACHMENT 2

**West Ryde Public School – Community Information Session
Tuesday 13 March 2018**

- The roundabout on Mons Avenue needs a crossing for better pedestrian visibility. – *Gaps are provided in the 'spitter island' approaches to the roundabout. Investigations will be undertaken to assess whether these can be enhanced for better pedestrian protection.*
- On the corner of Dickson Avenue and Bellevue visibility is terrible and needs a proper footpath. No footpath on the east side of Bellevue for one block between Dickson and Fernvale Street. South side of Dickson between Bellevue and Shaftsbury. – *Outside the scope of this study. Location will be reviewed at a later date.*
- Drivers are running the red light on Victoria Road and nearly hitting pedestrians. Drivers are coming out of the drive way of the petrol station turning onto Endeavour and not stopping. – *This issue will be referred to RMS for review and investigation as it falls under RMS jurisdiction.*
- Lots of people are parking on Endeavour Street as Victoria Road is a clearway during peak hours. – *There are relatively few unrestricted parking spaces on Endeavour Street, as much of the street has some form of parking restriction.*
- Request for a 40 kilometre zone on Victoria Road or a red light camera. – *This request referred to RMS for review and investigation as it falls under RMS jurisdiction.*
- Request for a bridge to cross over Victoria Road to Endeavour and fencing. – *This request referred to RMS for review and investigation as it falls under RMS jurisdiction.*
- Parking spaces need to be line marked along Mons Avenue. – *This matter will be investigated.*
- Speed humps along Mons Avenue. – *While residents have previously indicated support for such devices, when it comes to the physical installation, the same residents no longer support the facilities due to loss of parking, noise and related issues.*
- Request to extend the Kiss and Ride along Mons Avenue. – *Extension of the Kiss and Ride in Mons Avenue will be investigated.*
- Riverview Street – want bowties and designated parking spots – cannot access their driveways. – *Requests for driveway delineation lines can be made online via Council's website.*
- Parking on one side of Bennett Street only. – *Removing parking from one side of the street will reduce amenity for residents and will likely increase the speed of vehicles along the street, as parked vehicles act as a traffic calming device.*
- Adelaide Street pedestrian crossing – people go straight through without stopping – very dangerous. – *The provision of zig zag lines on both approaches will be considered and installed if warranted.*
- Garbage collection in Bennett Street from the units are picked up later (between 8am and 9am) which blocks the street – garbage should be collected from units earlier. –

ITEM 7 (continued)

ATTACHMENT 2

**West Ryde Public School – Community Information Session
Tuesday 13 March 2018**

Councils waste contractor has a service level of agreement which requires garbage to be collected anytime between 5am-11am on the day in question. Discussions will be held as to whether the roster will permit the collection of waste outside of the school drop off times.

- *Truck parked on corner of Bennett and Mons which limits visibility, there have been some near misses – extending the no stopping on the eastern side of Mons Avenue assist to alleviate the issue. – All signage at intersections will be reviewed with deficiencies in statutory No Stopping addressed.*
- *Footpath at top of hill on Mons Avenue is quite narrow and there is a missing link of footpath on Mons Avenue on the other side all the way down to Constitution Road. – This matter will be referred to our Assets section for investigation.*
- *Parents are either blocking residential driveways are in some cases parked in the driveways. – Despite repeated requests by the Principal of the school to parents to refrain from blocking residential driveways, parking in the driveways themselves or parking in private parking spaces within residential complexes, this practice continues to occur especially in Mons Avenue. Council Rangers will be requested to undertake enforcement of this issue.*
- *45 degree angled parking in Mons Avenue – Mons Avenue is not wide enough to permit 45 degree parking, two travel lanes and parallel parking adjacent to the school.*
- *Crossing Supervisor required at Pedestrian Crossing locations – RMS manages the allocation of School Crossing Supervisors. The school must apply to the RMS for Crossing Supervisors.*
- *Dangerous situation at the Midblock Pedestrian Activated Signals on Victoria Road. - Location of the Midblock Pedestrian Activated Signals on Victoria Road preceding Endeavour Street is poorly sited with issues associated with vehicles leaving the petrol station not seeing pedestrians crossing Victoria Road. Motorists are so focused on trying to egress onto Victoria Road that they do not see/notice that the pedestrian phase may running for pedestrian to cross Victoria Road. This issue has been raised with RMS for its investigation.*

ITEM 7 (continued)

ATTACHMENT 3

Roads and Maritime Services Warrants for Pedestrian Crossings

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

Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where in each of three separate one hour periods in a typical day:

- a. the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 **AND**
- b. the vehicular flow per hour (V) through the site is greater than or equal to 500 **AND**
- c. the product PV is greater than or equal to 60,000.

Reduced Warrant:

Applies to sites used predominantly by children and by aged or impaired pedestrians. If the crossing is used predominantly by school children, is not a suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:

- a. the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 **AND**
- b. the vehicular flow per hour (V) through the site is greater than or equal to 200, and then a pedestrian (Zebra) Crossing may be installed.

Children's Crossings:

- a. The crossing is located on local and lightly trafficked roads where in a one hour duration immediately before and after school hours the traffic flow exceeds 50 vehicles per hour in each direction and during the same hour 20 or more children cross the road within 20m of the proposed crossing location.
- b. 85% percentile speed of traffic must not exceed 60km/h one hour before or after school hours. Note: In special circumstances where a Children's Crossing is required on roads where the 85% speed is greater than 60km/h. Council may apply to the Roads and Maritime Services for consideration and approval (Principal Manager or equivalent – Level 4 delegation or above).
- c. An undertaking from the school principal to arrange the display of the "Children's Crossing" flags or signs during and only during the specified period of operation 8.00am – 9.30am and 2.30pm – 4.00pm and when necessary at other times such as school excursions and school sport days.

8 TRAFFIC AND PARKING INVESTIGATIONS - TRUSCOTT STREET PUBLIC SCHOOL

Report prepared by: Traffic Engineer, Traffic Transport & Development
File No.: GRP/09/3/17 - BP19/254

REPORT SUMMARY

This report outlines the traffic and parking investigations that have been undertaken on the roads that either have a frontage with Truscott Street Public School or located in close proximity to it. TPE (Traffic, Planning and Environmental) Consulting was commissioned by the City of Ryde in May 2018 to undertake a traffic and road safety assessment.

The assessment outlines the issues raised by the school community and details the proposed recommendations that have been separated into a short and medium term works program. In addition to continued enforcement and education, Council's traffic section proposes the following actions:

Short Term Works (0 - 2 years):

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Address deficiencies in parking and bus zone signage and intersection delineation.
- Address deficiencies associated with statutory *No Stopping* signage at intersections.
- Review possible extensions to existing 'Kiss and Ride' zones.
- Undertake additional pedestrian and vehicular counts to determine whether a pedestrian crossing facility can be provided on a street with a school frontage.
- Assess whether pedestrian refuges can be provided at key intersections subject to vehicle turning path manoeuvres.
- Removal of on-street parking at key congestion points in the vicinity of the school.
- Installation of parking delineation lines will be considered for all driveways on streets with a direct school frontage.

Proposed Medium Term Works (3 – 5 years):

- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Truscott Street Public School.
- Review of street lighting along pedestrian desire routes.
- Review pedestrian crossing facilities along pedestrian desire line routes.

ITEM 8 (continued)

RECOMMENDATION:

- (a) That Council places the Truscott Street Public School Traffic and Parking Study on public exhibition for a period of 28 days.
- (b) That following the community consultation, a report be provided back to Council, via the Ryde Traffic Committee.

ATTACHMENTS

- 1 Truscott Street Public School - TPE Consulting Study
- 2 Truscott Street Public School - Community Information Session
- 3 RMS Warrants for Pedestrian Crossings

Report Prepared By:

John Begley
Traffic Engineer, Traffic Transport & Development

Report Approved By:

Kelly Yoon
Senior Traffic and Development Engineer

Wayne Rylands
Director - City Works

ITEM 8 (continued)**Introduction**

TPE (Traffic, Planning and Environmental) Consulting was commissioned by the City of Ryde in May 2018 to undertake a traffic and road safety assessment of all roads that have a frontage with Truscott Street Public School, namely Ryrie Street, Morshead Street, Edmondson Street and Truscott Street– see *Attachment 1*.

Council Engineers expanded on this assessment to also include nearby streets commonly used by parents and carers of children attending the school. It should be noted that the TPE report has been used purely as an aide in determining a short and medium term works program to address traffic and road safety deficiencies on streets surrounding Truscott Street Public School.

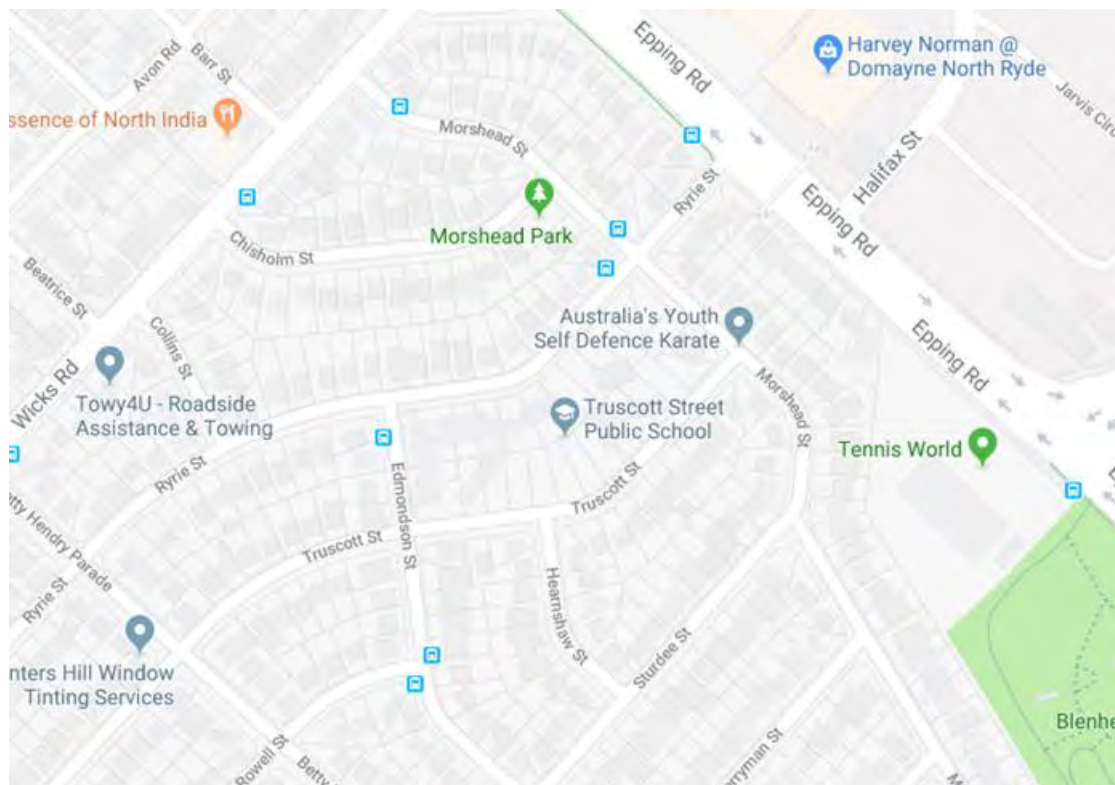


Figure 1: Location of Truscott Public School & Environs

ITEM 8 (continued)

Background

The Works and Community Committee Report No. 7/17, dated Tuesday 17 October 2017, recommended that City of Ryde Council adopt a schedule to investigate traffic and parking issues at the 28 schools located within the council area. The school schedule was created in order to:

1. Better manage existing staff resources;
2. Undertake more in-depth investigations within each school catchment area;
3. Budget infrastructure solutions; and
4. Ultimately provide better outcomes for the local and school community.

Consultation Process

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

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to Truscott Street Public School and its environs. These issues were then mapped using an online mapping tool. Council also requested information on how people were travelling to and from the school through a short travel to school survey.

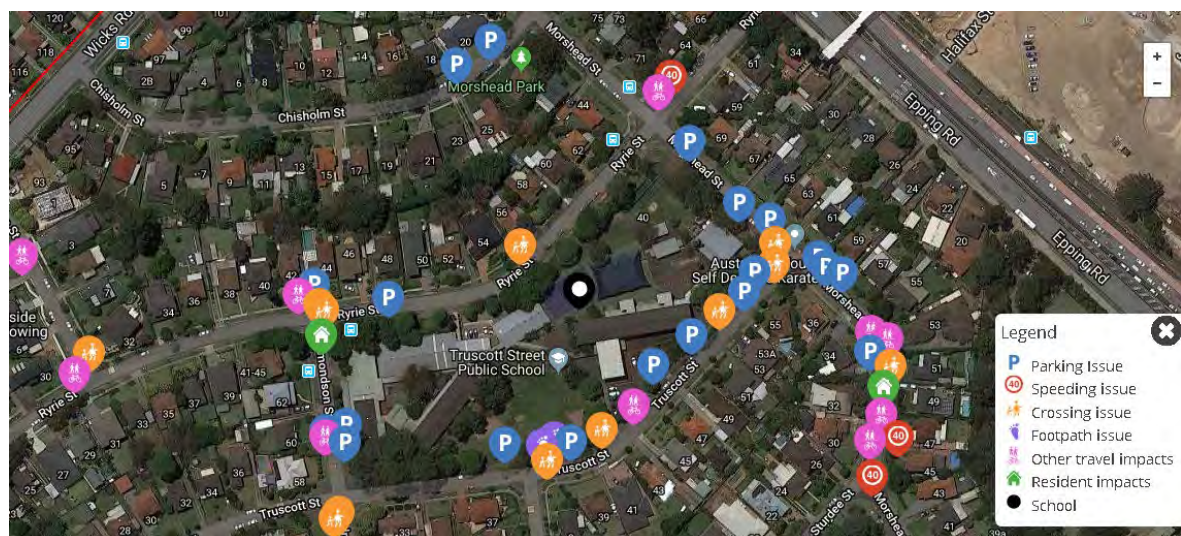


Figure 2: Mapping of Resident Issues

ITEM 8 (continued)

The community was encouraged to provide any further comments or concerns on how Council could improve traffic flow and safety in the area through an online submission form.

A mail out to all residences in the catchment area was also undertaken, inviting people to an evening information session at Truscott Street Public School on Tuesday 13 March 2018.

Community concerns from the information session were noted and responded to – see *Attachment 2*.

Requirements, Responsibilities and Jurisdictions

Through the consultation process, the Truscott Street Public School community requested a variety of traffic facilities and remedial works to be investigated and provided. Council in general is responsible for all matters that are situated on local roads. However, there are a number of facilities which, while located on local roads, fall outside Council's jurisdiction and which are the sole responsibility of Roads and Maritime Services (RMS). RMS is responsible for the following matters:

- The installation, operation and management of all traffic signal sites;
- Any changes to the phasing arrangement at traffic signal sites;
- The installation, operation and management of all urban speed zones;
- The installation, operation and management of all 40kph School Zones including maintenance of 40kph pavement patches and dragons teeth delineation; and
- All matters associated with the operation and management of State Roads i.e. Epping Road, which includes all associated parking signage and line marking.

School communities generally perceive that pedestrian crossings are the safest method for children to cross a road carriageway. However, before a location can be considered for a pedestrian crossing it must meet minimum warrants set by the RMS which are based on pedestrian and vehicle numbers – see *Attachment 3*.

ITEM 8 (continued)

Investigations

Signage & Delineation Audit

- Issue 1: RMS is responsible for the installation and maintenance of all urban speed limit and school zone delineation. This includes speed signage/ pavement patches/ and dragons teeth line marking. Audit revealed that many of these facilities are in a poor state of maintenance. Council to advise RMS of location of all speed and school zone related delineation that is non-compliant, with these to be upgraded as a matter of urgency
- Issue 2 Access driveways to the school's Special Needs section on Edmondson Street are not signposted, is one way directional flow required? Discuss with school as to whether this should be marked with one way pavement arrows etc.
- Issue 3: The lack of any formal pedestrian crossing facility on any of the four roads that have a school frontage has been investigated. Traffic and pedestrian counts have been undertaken on a number of occasions which reveals that there is no location that currently meets the warrant for a pedestrian crossing or children's crossing facility. The multiple access routes and access points to the School is the principal reason why the basic warrants have not been met.
- Issue 4: There is significant competition for on-street parking on Morshead Street, Truscott Street and Ryrie Road with residents generally opposed to any loss of parking outside their properties. While the recently installed timed restrictions on these streets associated with the rail shutdown have alleviated localised congestion issues, congestion still remains a recurring theme from conversations with residents. Streets in close proximity to the School and where bus routes operate will be investigated as to whether further parking restrictions are warranted.
- Issue 5: Site inspections revealed that there were many inconsistencies with how intersections were signposted, with none of the existing bus zones signposted. A comprehensive upgrade of all signage in the area has now been undertaken, with bus zones signposted, discrepancies in signage removed and more importantly all zones are now closed which allows appropriate enforcement to be undertaken.
- Issue 6: There is an on-going issue of resident driveways being blocked by inappropriate parking by parents and carers. Driveways on streets with a direct school frontage will be considered for driveway delineation lines.

ITEM 8 (continued)

Crash Analysis

The roads surrounding Truscott Street Public School were assessed using the 2013 - June 2018 RMS crash dataset. This dataset is populated by reported accidents to NSW Police, and will not include any unreported accidents. It should be noted that all the above crash data is confirmed.

This analysis indicated that the only crashes that have occurred in the vicinity of the school have occurred on Ryrie Street, with no crashes involving pedestrians and none have occurred during school drop off and pick up periods. The crashes that occurred at the intersection of Ryrie Street and Morshead Street were addressed by the installation of a roundabout in 2017 which was fully funded by Federal Blackspot grant.

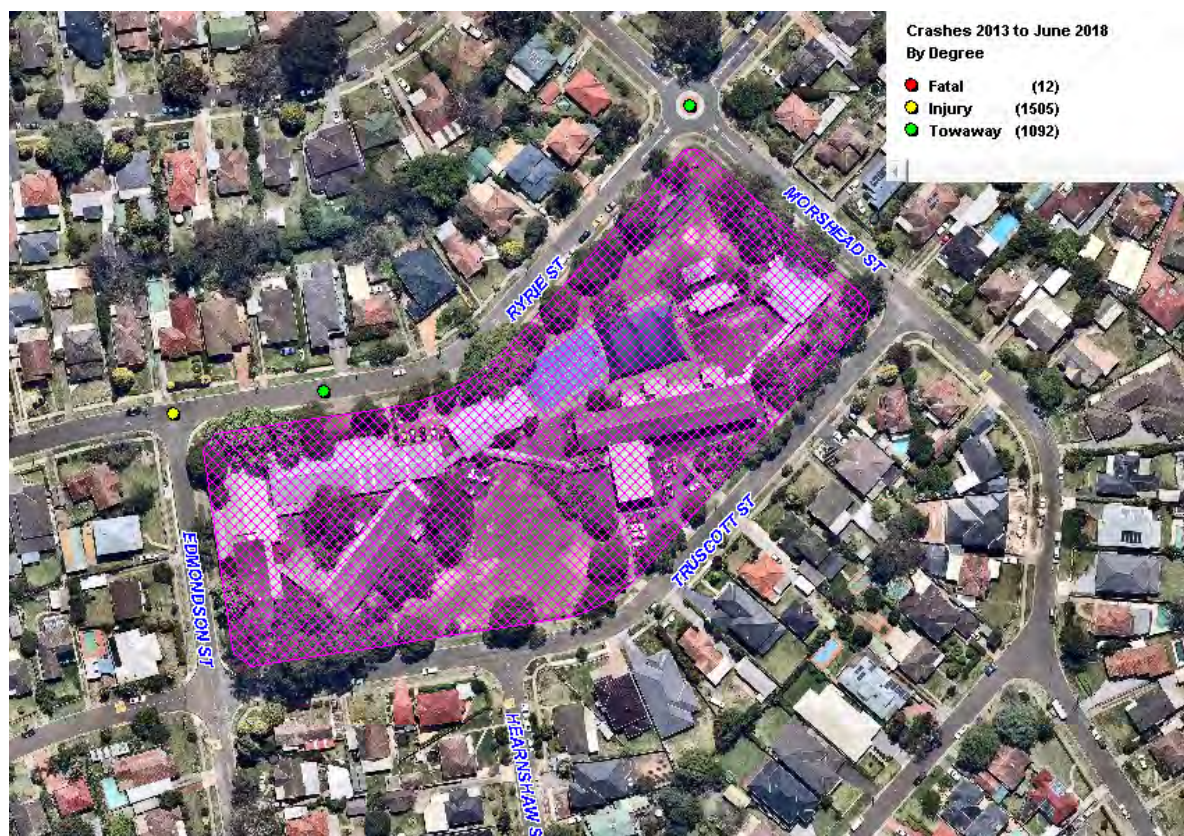


Figure 3: Crash Analysis – 2013 to June 2018

ITEM 8 (continued)

Proposed Actions

Enforcement

Feedback from residents and school community indicate that some parents and carers continue to undertake unsafe practices despite being regularly informed of the penalties and risks. Therefore, Council's new dedicated School Zone Enforcement Officers will be requested to undertake additional patrols of Truscott Street Public School throughout the school year. In particular, they will be requested to target individuals who are undertaking the following illegal practices:

- blocking resident driveways
- double parking
- parking in *No Stopping* zones or within 3m of double barrier lines
- dropping off children within the Children's Crossing zone

Education

Education is regularly delivered to students through the Department of Education curriculum on road and pedestrian safety. Council's Road Safety Officer works with the RMS, police and schools to target information and programs at parents and carers with the aim of improving driver behaviour in school zones.

Each year Council distributes updated fact sheets to schools in English, Chinese and Korean languages on various road safety topics which are then distributed through the school to parents and carers. Council will also continue to provide road safety signage and resources to schools and from 2019 will be developing and distributing a quarterly road safety newsletter in different languages to all primary schools as an additional reminder of safe practices, road rules and penalties.

Proposed Short-Term Works

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Address deficiencies in parking and bus zone signage and intersection delineation.
- Address deficiencies associated with statutory *No Stopping* signage at intersections.
- Review possible extensions to existing 'Kiss and Ride' zones.
- Undertake additional pedestrian and vehicular counts to determine whether a pedestrian crossing facility can be provided on a street with a school frontage.

ITEM 8 (continued)

- Assess whether pedestrian refuges can be provided at key intersections subject to vehicle turning path manoeuvres.
- Removal of on-street parking at key congestion points in the vicinity of the school.
- Installation of parking delineation lines will be considered for all driveways on streets with a direct school frontage.

Proposed Medium-Term Works

- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Truscott Street Public School.
- Review of street lighting along pedestrian desire routes.
- Review pedestrian crossing facilities along pedestrian desire line routes.

Community Engagement

Recommendations that require the approval of the Ryde Traffic Committee will, as part of the associated report, contain results of consultation with the local community and school if directly impacted.

Where changes are necessitated to ensure compliance with NSW Road Rules, only directly impacted residents will be advised about minor works to be undertaken i.e. statutory No Stopping restrictions at intersections, pedestrian facilities or signposting of bus zones. While the opinions of residents will be considered in all proposals, it should be noted that road safety will be of paramount importance in all cases.

Funding

The maintenance of signage and line marking and provision of associated new minor delineation works is generally catered for through the annual Block Grant that Council receives each year from Roads and Maritime Services.

New works such as enhanced street lighting / provision of traffic calming devices / pedestrian refuges or enhanced pedestrian crossings all must be funded by Council directly or through funding submissions to the Federal or State Government via road safety programs.

ITEM 8 (continued)

ATTACHMENT 1

TPE Consulting Pty Ltd
Traffic, Planning + Environmental Consultants

ABN: 39 970 613 054

5 Log Bridge Pl
HAZELBROOK NSW 2779

 (02) 47 58 99 27

 0421 782 720

 tpeconsulting@iinet.net.au

May 10th, 2018

Mrs. Lisa Pears (Road Safety Officer – City of RYDE Council)

Dear Lisa,

This fee proposal is submitted by TPE (Traffic, Planning and Environmental) Consulting Pty Ltd for the City of RYDE Council, in response to an invitation to prepare a Traffic and Parking report into potential improvements due to road safety issues at Truscott Street Public School, North Ryde.

The proposal shall include but not be limited to, investigating the options of reconfiguring existing pedestrian and traffic management conditions in the school precinct, and shall provide robust concept design elements that complement the report recommendations.

This proposal outlines why we believe TPE Consulting Pty Ltd can provide the City of Ryde Council with a comprehensive and successful outcome for this study.

1. Summary

TPE Consulting Pty Ltd is a sole trader entity partnering with other consultancies of a similar nature to provide specialist Traffic Management and Traffic Engineering services.

Key Strengths

- Depth of knowledge and experience in Local and State Government Traffic Engineering practice;
- Recent involvement in accident remediation and Black spot analysis for Local Government;
- Quality and attention to detail; and
- Ability to draw on multi-disciplinary skills and teams where required.

Relevant Experience

Established in 2002, TPE Consulting Pty Ltd has completed the following Traffic, and Road Safety projects, that relate to the current submission;

- *Penrith City Council - Parking study, Nepean Hospital, effects on residential amenity*
- *Preparation of Federal and State accident Blackspot submissions for Council Traffic Facilities Programs including Auburn, Strathfield, City of Onkaparinga, Penrith, The Hills Shire and City of Ryde Council's; **successful in obtaining over \$14,200,000 in funding for accident remediation works.***
- *Blacktown City Council- Road Safety Audit, Quakers Hill High School*
- *Blacktown City Council- Road Safety Audit, Walters Road Public School*
- *Strathfield Council- ACU Campus extension Traffic and Parking Study*
- *City of Ryde Council – Putney Precinct Road Safety Audit*
- *City of Ryde Council- Ryde East Public School report*

ITEM 8 (continued)

ATTACHMENT 1

1.1 *The Proposal and Vision*

- Reduce current motor vehicle and pedestrian accident trends and improve pedestrian and school safety and amenity in the locality;
- To maintain and improve the capacity and amenity of existing traffic control facilities and the adjacent local road network;
- To maintain existing road and carparking capacity where possible and provide safe pedestrian linkages, including an assessment of the walkability catchment;
- To accommodate the needs of stakeholders including the community; and accommodate cyclists as on road users;
- The review shall identify all deficiencies in signage and linemarking on the school frontages being Truscott Street, Morshead Street, Ryrie Street and Edmondson Street.

Desired Outcomes

- The review will produce an overarching strategy to move vehicles and pedestrians safely on and through the school precinct including connectivity to adjacent multi modal destination points and pedestrian desire lines;
- To improve traffic amenity by providing a coordinated approach to traffic and pedestrian management in the locality;
- The short, medium and long term solutions are to be cost effective in terms of implementation and maintenance without compromising quality;
- The Precinct must be accessible for all, and safe (including pedestrians and cyclists)

Work to be undertaken shall include accident analysis of all related crashes at schools and prioritisation of options to remediate Road Safety issues. This will involve analysis of RMS accident data for all crashes including Pedestrian Crashes using 'hot spot' analysis for the specific five (5) year review period and preparation of the summary table of perspective locations with indicative treatments summaries.

Further, the study shall investigate vehicle and pedestrian desire paths and consider existing parking conditions with a view to improving the amenity of the locale for all user groups. The study shall furthermore include the investigation of any remedial actions to reduce any accident trends whilst providing safety and amenity benefits for motorists and pedestrians alike

The Review will also consider a detailed assessment of the Parking and Traffic options including a matrix of Positives and Negatives for each option, for The School Precinct. Finally, prospective concept design of any remediation treatments shall be provided in A3 format.

Documentation Requirements;

- Liaise with the School and City of Ryde Council contacts as required;
- Review and address data from the feedback sessions and feedback from the travel survey undertaken for the school
- Undertake site inspections and monitor Road User behaviour;
- Prepare draft and final reports for comment and consideration by Council;

ITEM 8 (continued)

ATTACHMENT 1

- Based on the approved revised draft report, prepare detailed designs (A3). Present draft to Project Team for approval.
- Provide cost estimates for all devices including service adjustments and drainage if applicable.
- Comply with relevant statutory requirements.

Our fee for undertaking the subject work is presented in **Table 1.2** and excludes GST.

• **Table 1.2 - Summary of Fees**

Proposed Work	FEE (Ex. GST)
Analysis of Background information and RMS accident data for <u>Truscott St Public School</u> including hot spot analysis for the specific five (5) year review period and preparation of the summary table of prospective locations. Site visit / sight distance and traffic/parking analysis and meeting with School/ Council as required.	\$1500.00
Traffic Review / report including a detailed assessment of the Parking/Walkability and Traffic options including a matrix of Positives and Negatives for each option, for the <u>Truscott Street Public School Precinct</u> .	\$2000.00
4 x concept designs of remediation treatments provided in A3 format including detailed costings for the short, medium and long term upgrade potential to the school's Road/Walkability and Parking network.	\$2000.00
Total:	\$5,500.00 (ex. GST)

1.2 Variations

Any changes in the scope or variations as described in this proposal would be charged on a time and expenses basis up to an agreed revised total fee. Please see our Schedule of Hourly Rates for this work in **Table 1.3**.

• **Table 1.3 - Schedule of Hourly Rates**

PERSONNEL	HOURLY RATE (Ex. GST)
David Drozd - Principal Traffic Engineer	\$125.00
Ben Gibbons - Design Engineer	\$100.00
Associate Traffic Practitioners (if required)	\$125.00

ITEM 8 (continued)

ATTACHMENT 1

1.3 Exclusions

This proposal is reliant on available Pedestrian and Traffic Count and survey/background data provided by the City of Ryde and any additional traffic data collection would be charged on a time and expenses basis up to an agreed revised total fee.

TPE Consulting Pty Ltd is able to provide a completed report and design package to Council within a 3 week period.

Should you require any further information regarding any of the above, I can be contacted on the details provided at the top of this proposal.

Yours Sincerely,



David Drozd
Principal Traffic Engineer
TPE CONSULTING PTY LTD

ITEM 8 (continued)

ATTACHMENT 2

**Truscott Street Public School – Community Information Session
Wednesday 4 April 2018**

Community Issues and Responses

- Timed parking has to be permanent and 7 days a week. Resident permits have to be included in this issue. – *A temporary 2P Resident Parking Scheme (RPS) is currently operating on the streets in the vicinity of the school. Residents will be consulted as to whether they wish this to be made permanent once the rail shut down period is over.*
- People who are parking on the corner of Truscott Street and Morshead Street are making it difficult for drivers to see. – *No Stopping signage has been installed which addresses this sight distance issue.*
- Pedestrian crossing on Morshead Street. – *Traffic and pedestrian counts indicate that the location does not meet the warrant for a pedestrian crossing facility. The School has multiple access points which means that pedestrian activity is not concentrated at any one location, hence the reason why the pedestrian warrant has not been met.*
- Parking restrictions not being enforced – *Signage review was undertaken and all intersections have now been signposted with the required No Stopping signage. Rangers regularly patrol and infringe illegally parked vehicles*
- The 533, 534 bus and the school buses cannot get through the narrow roads. Residents would like signage to support this service. – *Council has received no complaints from the relevant bus companies regarding this matter. All bus stops in the area have now been signposted with Bus Zone signage.*
- Lines to allow people to park appropriately in the street. – *Driveway delineation lines can be provided at residential driveways.*
- Kerb ramps where pedestrians cross, cars park across and block. – *Kerb ramps are now included in signposted No Stopping zones.*
- Main roads around the area are being parked out. – *The recent introduction of the temporary RPS on all streets in the vicinity of the school has seen around one half of all streets now being subject to a 2P parking restrictions. This has created ample short term parking spaces in the area.*
- Enforcement – there needs to be a presence of rangers. – *Council now has two dedicated School Zone Enforcement Officers who patrol all 28 City of Ryde schools on a roster basis. Additional enforcement officers are allocated to support school zones when available.*
- Is anything going to happen on the corner of Sturdee Street and Morshead Road? People are starting to use it as a shortcut. There is no right of way marking on this junction. Street is curved and vehicles are parked on both sides of the road blocking access. – *Signage and delineation will be installed at this intersection which will clearly show the priority at this intersection.*
- Morshead Road – vehicles park both sides. Traffic is trying to get away from the School Zone. Cannot turn left on to Epping Road. Ryrie Street is banked up with traffic on a regular basis. – *The recent introduction of the temporary RPS on all*

ITEM 8 (continued)

ATTACHMENT 2

**Truscott Street Public School – Community Information Session
Wednesday 4 April 2018**

streets in the vicinity of the school has seen around one half off all streets now being subject to a 2P restriction. This has reduced localised congestion in the area.

- Donald Street cannot be accessed in the morning and afternoon due to traffic congestion and parked vehicles. Request for one side of the street to be parking only. Other streets in the area have the same issue. Between Cox's, Blenheim, Wicks, Pittwater and Epping Road. – *The recent introduction of the temporary RPS on all streets in the vicinity of the school and signposting of bus zones and statutory No Stopping zones has addressed many of these congestion issues.*
- Can any of these roads become "dead end" roads to prevent this issue? Close some roads. – *Council is not in favour of closing roads given the loss of amenity for residents and the impact on emergency service access.*
- Around the perimeter of the school, parking should only be on one side of the road. Visibility is very poor. It is a safety issue. – *'Kiss and Drop' zones have been extended, with intersections and bus zones appropriately signposted. This signage upgrade has improved sight distance lines.*
- Designated crossing areas. – *Locations where kerb ramps are located are within No Stopping zones and thus are free of parked vehicles.*
- Rat run down Morshead Street – speed calming devices could be an option. – *Morshead Street is not conducive to speed thus traffic calming is not required.*
- Streets are terrible and causing accidents and there are safety concerns with other drivers being aggressive. – *Crash analysis indicates that there is a distinct lack of crashes through the area. Where crashes have occurred they have been of a minor nature.*
- Children use Truscott Street and Edmondson Street as a diagonal crossing. This is a busy intersection with an accident waiting to happen. There needs to be signage guiding students where to appropriately walk safely. – *No pedestrian crashes have been recorded at this location. Additional counts will be undertaken to assess whether a pedestrian crossing can be provided.*
- There is only 1 parking space for children with physical disabilities. Could Council allow 2 disable parking spaces on Edmondson Street during school days and school times? – *Vehicles with a valid MPS card are not subject to the time restrictions in timed parking zones of longer than 1 hour duration.*
- The school takes up a full block with four streets being impacted. There is more than one area that needs attention for pedestrian crossings as there are four exits. – *Pedestrian and vehicular counts were undertaken and none of the locations met the pedestrian crossing warrant.*
- Residents want a 2 hour parking limit for the area. What would be the time frame for this? – *There is a 2P RPS in the area which is currently on a temporary basis associated with the rail shutdown. Residents will be consulted as to whether they wish this to be made permanent once North Ryde, Macquarie Park and Macquarie University train stations reopen.*

ITEM 8 (continued)

ATTACHMENT 2

**Truscott Street Public School – Community Information Session
Wednesday 4 April 2018**

- The streets have corners that are curved that are quite wide so the “no stopping” signage would have to be longer than the standard 10 metres. – *All intersections have now been signposted with appropriate No Stopping restrictions which takes into consideration the sweeping bends at some locations.*
- Kiss and Ride – designated parking spot. Possibly having one way through the streets. – *‘Kiss and Ride’ zones on the school perimeter have been extended.*
- One way for the buses wouldn’t work on Edmondson, Morshead and Ryrie. Truscott would work as a one way. – *Bus companies have not expressed concern around this issue. The recent signage review and 2P RPS has reduced localised congestion in the area.*
- The timed 2 hour parking should not be available for workers. – *The current 2P parking restrictions apply to everyone.*
- A slow down school zone flashing lights on Truscott Street. – *School zone flashing lights are under RMS jurisdiction. The school may request additional flashing lights directly from the RMS.*
- During peak times the support unit school buses cannot turn right out of the eastern end of the bus bay if cars are parked on the southern side of Edmondson Street. – *Recent signage improvements and 2P RPS have addressed this issue.*
- A roundabout on Sturdee Street/Morshead Road is required as well as speed calming devices. – *Intersection has been reviewed with signage and delineation to be installed showing priority at the intersection. The intersection cannot accommodate a roundabout.*
- Need Rangers as those developing their properties block the street with deliveries at around 8.00am. – *Rangers enforce the area on a regular basis. No construction deliveries are allowed in the vicinity of the school within the school zone period between 8am-9.30am & 2.30pm-4pm.*

ITEM 8 (continued)

ATTACHMENT 3

Roads and Maritime Services Warrants for Pedestrian Crossings

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

Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where in each of three separate one hour periods in a typical day:

- a. the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 **AND**
- b. the vehicular flow per hour (V) through the site is greater than or equal to 500 **AND**
- c. the product PV is greater than or equal to 60,000.

Reduced Warrant:

Applies to sites used predominantly by children and by aged or impaired pedestrians. If the crossing is used predominantly by school children, is not a suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:

- a. the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 **AND**
- b. the vehicular flow per hour (V) through the site is greater than or equal to 200, and then a pedestrian (Zebra) Crossing may be installed.

Children's Crossings:

- a. The crossing is located on local and lightly trafficked roads where in a one hour duration immediately before and after school hours the traffic flow exceeds 50 vehicles per hour in each direction and during the same hour 20 or more children cross the road within 20m of the proposed crossing location.
- b. 85% percentile speed of traffic must not exceed 60km/h one hour before or after school hours. Note: In special circumstances where a Children's Crossing is required on roads where the 85% speed is greater than 60km/h. Council may apply to the Roads and Maritime Services for consideration and approval (Principal Manager or equivalent – Level 4 delegation or above).
- c. An undertaking from the school principal to arrange the display of the "Children's Crossing" flags or signs during and only during the specified period of operation 8.00am – 9.30am and 2.30pm – 4.00pm and when necessary at other times such as school excursions and school sport days.

9 TRAFFIC AND PARKING INVESTIGATIONS - DENISTONE EAST PUBLIC SCHOOL

Report prepared by: Traffic Engineer, Traffic Transport & Development
File No.: GRP/09/3/17 - BP19/255

REPORT SUMMARY

This report outlines the traffic and parking investigations that have been undertaken on the roads that have a frontage with Denistone East Public School. TPE (Traffic, Planning and Environmental) Consulting was commissioned by the City of Ryde in May 2018 to undertake a traffic and road safety assessment.

The assessment outlines the issues raised by the school community and details the proposed recommendations that have been separated into a short and medium term works program.

In addition to continued enforcement and education, Council's traffic section proposes the following actions:

Short Term Works (0 - 2 years):

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Address deficiencies in parking and bus zone signage, ensuring that all zones are closed to facilitate enforcement.
- Address deficiencies associated with statutory *No Stopping* signage at intersections.
- Review possible extensions to existing 'Kiss and Ride' zones on Brabyn Street.
- Access and egress arrangements at the internal 'Kiss and Ride' zone off Brabyn Street be modified as discussed in this report.
- A 'Kiss and Ride' zone be created along the Henderson Street school frontage with the zone to be signposted as per RMS requirements.
- Formalisation of key intersections in the vicinity of the school with *Give Way* signage and line marking. Double barrier lines to be provided at intersections to assist motorists in adopting correcting travel path.
- Centreline line marking on Kings Road to be installed to counteract current visual misalignment.
- Assess whether pedestrian refuges can be provided at key intersections subject to turning path manoeuvres.
- Replacement of non-standard pedestrian fencing on Kings Road.

ITEM 9 (continued)

- Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing.
- Review possible one way traffic flow operation on Boronia Lane.
- Assess where additional driveway delineation lines are required on streets with a school frontage.

Proposed Medium Term Works (3 – 5 years):

- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Denistone East Public School.
- Review of street lighting along pedestrian desire routes.
- Review pedestrian crossing facilities along pedestrian desire line routes.

RECOMMENDATION:

- (a) That Council place the Denistone East Public School Traffic and Parking Study on public exhibition for a period of 28 days.
- (b) That following the community consultation, a report be provided back to Council, via the Ryde Traffic Committee.

ATTACHMENTS

- 1 Denistone East Public School - TPE Consulting Study
- 2 Denistone East Public School - Community Information Session Q&A
- 3 RMS Warrants for Pedestrian Crossings

Report Prepared By:

John Begley
Traffic Engineer, Traffic Transport & Development

Report Approved By:

Kelly Yoon
Senior Traffic and Development Engineer

Wayne Rylands
Director - City Works

ITEM 9 (continued)

Introduction

TPE (Traffic, Planning and Environmental) Consulting was commissioned by the City of Ryde in May 2018 to undertake a traffic and road safety assessment of all roads that have a frontage with Denistone East Public School, namely Brabyn Street, Kings Road, Boronia Lane – see *Attachment 1*.

Council Engineers expanded on this assessment to also include nearby streets commonly used by parents and carers of children attending the school. It should be noted that the TPE report has been used purely as an aide in determining a short and medium term works program to address traffic and road safety deficiencies on streets surrounding Denistone East Public School.

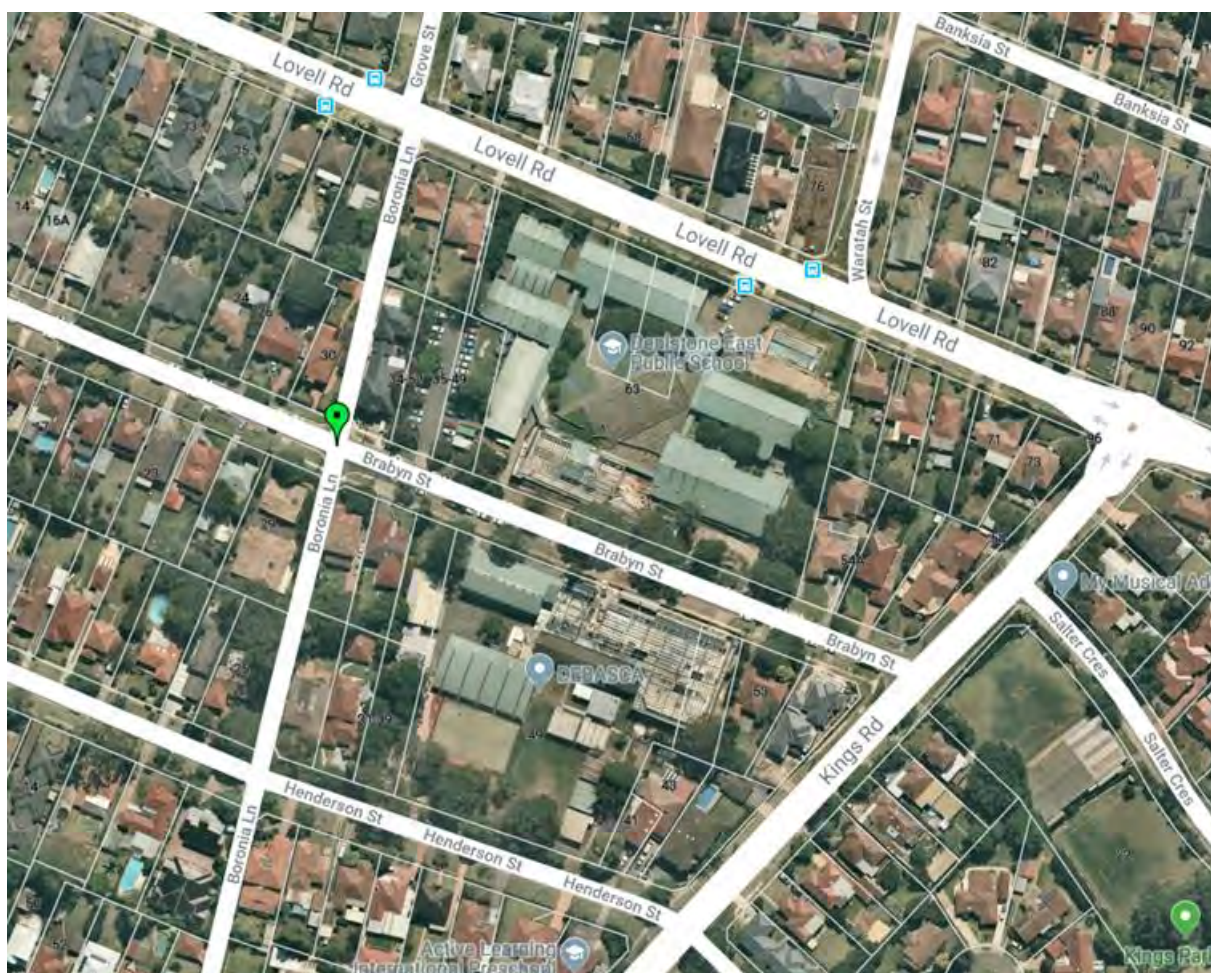


Figure 1: Site Location and Environs

ITEM 9 (continued)

Background

The Works and Community Committee Report No. 7/17, dated Tuesday 17 October 2017, recommended that City of Ryde Council adopt a schedule to investigate traffic and parking issues at the 28 schools located within the council area. The school schedule was created in order to:

1. Better manage existing staff resources;
2. Undertake more in-depth investigations within each school catchment area;
3. Budget infrastructure solutions; and
4. Ultimately provide better outcomes for the local and school community.

Consultation Process

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

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to Denistone East Public School and its environs. These issues were then mapped using an online mapping tool. Council also requested information on how people were travelling to and from the school through a short travel to school survey.

The community was encouraged to provide any further comments or concerns on how Council could improve traffic flow and safety in the area through an online submission form.

A mail out to all residences in the catchment area was also undertaken, inviting people to an evening information session at the school hall at Truscott Street Public School, which was held on Tuesday, 13 March 2018.

Community concerns from the information session were noted and responded to – see *Attachment 2*.

Requirements, Responsibilities and Jurisdictions

Through the consultation process, the Truscott Street Public School community requested a variety of traffic facilities and remedial works to be investigated and provided. Council in general is responsible for all matters that are situated on local roads. However, there are a number of facilities which, while located on local roads, fall outside Council's jurisdiction and which are the sole responsibility of Roads and Maritime Services (RMS). RMS is responsible for the following matters:

ITEM 9 (continued)

- The installation, operation and management of all traffic signal sites;
- Any changes to the phasing arrangement at traffic signal sites;
- The installation, operation and management of all urban speed zones;
- The installation, operation and management of all 40kph School Zones including maintenance of 40kph pavement patches and dragons teeth delineation; and
- All matters associated with the operation and management of State Roads i.e. Epping Road, which includes all associated parking signage and line marking.

School communities generally perceive that pedestrian crossings are the safest method for children to cross a road carriageway. However, before a location can be considered for a pedestrian crossing it must meet minimum warrants set by the RMS which are based on pedestrian and vehicle numbers – see *Attachment 3*.

Brabyn Street: Requests for Full Time Road Closure

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

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

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

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

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

ITEM 9 (continued)

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

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

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

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

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

1. The access and egress driveways to the internal 'Kiss and Ride' zone on Brabyn Street to be clearly signposted.
2. *No Right Turn* signage to be installed at the egress driveway on Brabyn Street which may have to be augmented by a median island to ensure that only left turns back onto Brabyn Street can be undertaken.
3. The afternoon *No Stopping* restrictions on Brabyn Street, east of the egress driveway be converted to include the morning drop off time period.
4. All parents wishing to use the School's internal 'Kiss and Ride' zone will now be required to have their surname prominently displayed. If their child is not ready to be collected, they will be required to go around the block to access the 'Kiss and Ride' area again.
5. Assess whether morning peak hour *No Right Turn* restrictions will be required on Brabyn Street at Kings Road.

ITEM 9 (continued)

A further modification to the above operation would have the right turn access into the school's internal 'Kiss and Ride' zone prohibited for all vehicles arriving from Kings Road. This right turn restriction would either be signposted initially or would require a central median island to be installed to essentially enforce a left in/left out operation.

Proposed Henderson Street *Kiss and Ride* zone

The school has an extensive frontage onto Henderson Street which is accessible via a number of gates. This street frontage is an ideal location for a formal 'Kiss and Ride' zone to be created as shade structures are already provided, thus providing shelter to waiting children in addition to a formal playground keeping them entertained when waiting for their parents to arrive. It is proposed that this school frontage be signposted as a 'Kiss and Ride' zone with the School to encourage parents to use this street in addition to the existing ones on Brabyn Street.

Investigations

Signage & Line Marking Audit

- Issue 1: RMS is responsible for the installation and maintenance of all urban speed limit and school zone delineation. This includes speed signage/ pavement patches/ and dragons teeth line marking. Audit revealed that many of these facilities are in a poor state of maintenance. Council to advise RMS of location of all speed and school zone related delineation that is non-compliant, with these to be upgraded as a matter of urgency
- Issue 2: A review of the statutory *No Stopping* restrictions at intersections on many of the roads in the vicinity of the school indicates that signage at many intersections are either missing or incorrectly signposted. Works orders re currently being prepared to address this issue.
- Issue 3: The statutory *No Stopping* restrictions associated with existing pedestrian crossing facilities on roads in the vicinity of the school are significantly in excess of RMS requirements. All locations have been assessed and it has been determined that the compliant distances required at these crossing will enable additional time-restricted parking zones to be created which will provide more parking opportunities for parents and carers of children attending the school.
- Issue 4: Audit revealed that many of the bus zones in the vicinity of the school have not been signposted or have been signposted incorrectly. This matter will be addressed as a matter of urgency.

ITEM 9 (continued)

- Issue 5: Council is responsible for all signage/line marking within subject area that falls under its care and control. Intersection line marking is quite faded at many locations with additional line marking required to denote the correct travel path through intersections and to denote on-street parking areas.
- Issue 6: Additional signage and delineation required at the intersection of Waratah Street and Lovell Street to denote that this is one way at the intersection.
- Issue 7: Centre lane line marking required on Kings Road to correct the offset misalignment of the road for motorists between the intersection of Lovell Road and Brabyn Street.
- Issue 8: Intersection of Kings Road and Salter Road requires *Give Way* signage and line marking with additional centre line double barrier lines to assist motorists traversing this intersection. The feasibility of installing a pedestrian refuge at this intersection will be investigated.
- Issue 9: Intersection of Kings Road and Brabyn Street requires *Give Way* signage and line marking with centre line double barrier lines to assist motorists traversing this intersection.
- Issue 10: The width of the kerb ramps at the pedestrian crossing on Kings Road at Brabyn Street is non-standard and needs to be widened to 3.6m. The pedestrian fencing at this location is also non-standard and needs replacement.
- Issue 11: Intersection of Kings Road and Henderson Street requires *Give Way* signage and line marking with centre line double barrier lines to assist motorists traversing this intersection.
- Issue 12: There are a number of locations on streets surrounding the school where time-restricted parking zones can be provided to assist parents during school drop off and pick up times. These will be investigated and installed if considered warranted.

Crash Analysis

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

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

ITEM 9 (continued)

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



Figure 3: Crash Analysis

ITEM 9 (continued)

Proposed Actions

Enforcement

Feedback from residents and school community indicate that some parents and carers continue to undertake unsafe practices despite being regularly informed of the penalties and risks. Therefore, Council's new dedicated School Zone Enforcement Officers will be requested to undertake additional patrols of Denistone East Public School throughout the school year. In particular, they will be requested to target individuals who are undertaking the following illegal practices:

- blocking resident driveways
- double parking
- parking in *No Stopping* zones or within 3m of double barrier lines
- dropping off children within the Children's Crossing zone.

Education

Education is regularly delivered to students through the Department of Education curriculum on road and pedestrian safety. Council's Road Safety Officer works with the RMS, police and schools to target information and programs at parents and carers with the aim of improving driver behaviour in school zones.

Each year Council distributes updated fact sheets to schools in English, Chinese and Korean languages on various road safety topics which are then distributed through the school to parents and carers. Council will also continue to provide road safety signage and resources to schools and from 2019 will be developing and distributing a quarterly road safety newsletter in different languages to all primary schools as an additional reminder of safe practices, road rules and penalties.

Proposed Short-Term Works

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Address deficiencies in parking and bus zone signage, ensuring that all zones are closed to facilitate enforcement.
- Address deficiencies associated with statutory *No Stopping* signage at intersections.
- Review possible extensions to existing 'Kiss and Ride' zones on Brabyn Street.
- Access and egress arrangements at the internal 'Kiss and Ride' zone off Brabyn Street be modified as discussed in this report.

ITEM 9 (continued)

- A 'Kiss and Ride' zone be created along the Henderson Street school frontage with the zone to be signposted as per RMS requirements.
- Formalisation of key intersections in the vicinity of the school with *Give Way* signage and line marking. Double barrier lines to be provided at intersections to assist motorists in adopting correcting travel path.
- Centreline line marking on Kings Road to be installed to counteract current visual misalignment.
- Assess whether pedestrian refuges can be provided at key intersections subject to turning path manoeuvres.
- Replacement of non-standard pedestrian fencing on Kings Road.
- Installation of pedestrian fencing in the vicinity of the pedestrian crossing on Brabyn Street to prevent parents from dropping their children on the approaches to the crossing.
- Review possible one way traffic flow operation on Boronia Lane.
- Assess where additional driveway delineation lines are required on streets with a school frontage.

Proposed Medium-Term Works

- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Denistone East Public School.
- Review of street lighting along pedestrian desire routes.
- Review pedestrian crossing facilities along pedestrian desire line routes.

Community Engagement

Recommendations that require the approval of the Ryde Traffic Committee will, as part of the associated report, contain results of consultation with the local community and school if directly impacted.

Where changes are necessitated to ensure compliance with NSW Road Rules, only directly impacted residents will be advised about minor works to be undertaken i.e. statutory *No Stopping* restrictions at intersections, pedestrian facilities or signposting of bus zones. While the opinions of residents will be considered in all proposals, it should be noted that road safety will be of paramount importance in all cases.

ITEM 9 (continued)**Funding**

The maintenance of signage and line marking and provision of associated new minor delineation works is generally catered for through the annual Block Grant that Council receives each year from Roads and Maritime New works such as enhanced street lighting / provision of traffic calming devices / pedestrian refuges or enhanced pedestrian crossings all must be funded by Council directly or through funding submissions to the Federal or State Government via road safety programs.

ITEM 9 (continued)

ATTACHMENT 1

TPE Consulting Pty Ltd
Traffic, Planning + Environmental Consultants
ABN: 39 970 613 054
5 Log Bridge Pl
HAZELBROOK NSW 2779
(02) 47 58 99 27
0421 782 720
tpeconsulting@iinet.net.au

May 10th, 2018

Mrs. Lisa Pears (Road Safety Officer – City of RYDE Council)

Dear Lisa,

This fee proposal is submitted by TPE (Traffic, Planning and Environmental) Consulting Pty Ltd for the City of RYDE Council, in response to an invitation to prepare a Traffic and Parking report into potential improvements required due to road safety issues at Denistone East Public School.

The proposal shall include but not be limited to, investigating the options of reconfiguring existing pedestrian and traffic management conditions in the school precinct, and shall provide robust concept design elements that complement the report recommendations.

This proposal outlines why we believe TPE Consulting Pty Ltd can provide the City of Ryde Council with a comprehensive and successful outcome for this study.

1. Summary

TPE Consulting Pty Ltd is a sole trader entity partnering with other consultancies of a similar nature to provide specialist Traffic Management and Traffic Engineering services.

Key Strengths

- Depth of knowledge and experience in Local and State Government Traffic Engineering practice;
- Recent involvement in accident remediation and Black spot analysis for Local Government;
- Quality and attention to detail; and
- Ability to draw on multi-disciplinary skills and teams where required.

Relevant Experience

Established in 2002, TPE Consulting Pty Ltd has completed the following Traffic, and Road Safety projects, that relate to the current submission;

- *Penrith City Council - Parking study, Nepean Hospital, effects on residential amenity*
- *Preparation of Federal and State accident Blackspot submissions for Council Traffic Facilities Programs including Auburn, Strathfield, City of Onkaparinga, Penrith, The Hills Shire and City of Ryde Council's; **successful in obtaining over \$14,200,000 in funding for accident remediation works.***
- *Blacktown City Council- Road Safety Audit, Quakers Hill High School*
- *Blacktown City Council- Road Safety Audit, Walters Road Public School*
- *Strathfield Council- ACU Campus extension Traffic and Parking Study*
- *City of Ryde Council – Putney Precinct Road Safety Audit*
- *City of Ryde Council- Ryde East Public School report*

ITEM 9 (continued)

ATTACHMENT 1

1.1 *The Proposal and Vision*

- Reduce current motor vehicle and pedestrian accident trends and improve pedestrian and school safety and amenity in the locality;
- To maintain and improve the capacity and amenity of existing traffic control facilities and the adjacent local road network;
- To maintain existing road and carparking capacity where possible and provide safe pedestrian linkages, including an assessment of the walkability catchment;
- To accommodate the needs of stakeholders including the community; and accommodate cyclists as on road users;
- The review shall identify all deficiencies in signage and linemarking on the school frontages being Lovell Road, Kings Road, Brabyn Street and Boronia Lane.

Desired Outcomes

- The review will produce an overarching strategy to move vehicles and pedestrians safely on and through the school precinct including connectivity to adjacent multi modal destination points and pedestrian desire lines;
- To improve traffic amenity by providing a coordinated approach to traffic and pedestrian management in the locality;
- The short, medium and long term solutions are to be cost effective in terms of implementation and maintenance without compromising quality;
- The Precinct must be accessible for all, and safe (including pedestrians and cyclists)

Work to be undertaken shall include accident analysis of all related crashes at schools and prioritisation of options to remediate Road Safety issues. This will involve analysis of RMS accident data for all crashes including Pedestrian Crashes using 'hot spot' analysis for the specific five (5) year review period and preparation of the summary table of perspective locations with indicative treatments summaries.

Further, the study shall investigate vehicle and pedestrian desire paths and consider existing parking conditions with a view to improving the amenity of the locale for all user groups. The study shall furthermore include the investigation of any remedial actions to reduce any accident trends whilst providing safety and amenity benefits for motorists and pedestrians alike

The Review will also consider a detailed assessment of the Parking and Traffic options including a matrix of Positives and Negatives for each option, for The School Precinct. Finally, prospective concept design of any remediation treatments shall be provided in A3 format.

Documentation Requirements;

- Liaise with the School and City of Ryde Council contacts as required;
- Review and address data from the feedback sessions and feedback from the travel survey undertaken for the school
- Undertake site inspections and monitor Road User behaviour;
- Prepare draft and final reports for comment and consideration by Council;

ITEM 9 (continued)

ATTACHMENT 1

- Based on the approved revised draft report, prepare detailed designs (A3). Present draft to Project Team for approval.
- Provide cost estimates for all devices including service adjustments and drainage if applicable.
- Comply with relevant statutory requirements.

Our fee for undertaking the subject work is presented in **Table 1.2** and excludes GST.

• **Table 1.2 - Summary of Fees**

Proposed Work	FEE (Ex. GST)
Analysis of Background information and RMS accident data for <u>Denistone East Public School</u> including hot spot analysis for the specific five (5) year review period and preparation of the summary table of prospective locations. Site visit / sight distance and traffic/parking analysis and meeting with School/ Council as required.	\$1500.00
Traffic Review / report including a detailed assessment of the Parking/Walkability and Traffic options including a matrix of Positives and Negatives for each option, for the <u>Denistone East Public School Precinct</u> .	\$2000.00
4 x concept designs of remediation treatments provided in A3 format including detailed costings for the short, medium and long term upgrade potential to the school's Road/Walkability and Parking network.	\$2000.00
Total:	\$5,500.00 (ex. GST)

1.2 Variations

Any changes in the scope or variations as described in this proposal would be charged on a time and expenses basis up to an agreed revised total fee. Please see our Schedule of Hourly Rates for this work in **Table 1.3**.

• **Table 1.3 - Schedule of Hourly Rates**

PERSONNEL	HOURLY RATE (Ex. GST)
David Drozd - Principal Traffic Engineer	\$125.00
Ben Gibbons - Design Engineer	\$100.00
Associate Traffic Practitioners (if required)	\$125.00

ITEM 9 (continued)

ATTACHMENT 1

1.3 Exclusions

This proposal is reliant on available Pedestrian and Traffic Count and survey/background data provided by the City of Ryde and any additional traffic data collection would be charged on a time and expenses basis up to an agreed revised total fee.

TPE Consulting Pty Ltd is able to provide a completed report and design package to Council within a 3 week period.

Should you require any further information regarding any of the above, I can be contacted on the details provided at the top of this proposal.

Yours Sincerely,



David Drozd
Principal Traffic Engineer
TPE CONSULTING PTY LTD

ITEM 9 (continued)

ATTACHMENT 2

**Denistone East Public School – Community Information Session
Wednesday 14 March 2018**

Community Issues and Responses

- Pedestrian cross on Kings Road, however used as a drag strip by motorists – raised pedestrian crossing would be a great idea and speed humps at the end of each street. – *Council has submitted an application for Blackspot funding for this pedestrian crossing to be converted to a raised pedestrian crossing.*
- Lovell Road directly across the school – resident has personally eye witnessed cars going through the red light when children and parents are trying to cross the road. – *All signalised intersections fall under the care and control of RMS so this issue will be forwarded to RMS for it's review as to whether a traffic lantern upgrade is required. Council will review street vegetation to ensure sight lines to traffic lanterns are not obscured.*
- Lovell Road needs humps to slow speed of cars and speed camera installed at the traffic lights to catch people who go through the red light. – *Speed camera installation is outside of Council's jurisdiction – Centre for Road Safety will be forwarded this request for its attention.*
- Lovell Road – sight lines are difficult, need a yellow line on footpath which would also assist with children running out across driveways. Cars parked on the road often park across the driveways, lines need to be put on the road so driveways are not blocked. – *Review whether driveway delineation lines are required with additional enforcement to be undertaken by rangers.*
- Crossing at Brabyn Street – school recently put in an application to attempt to get a certified person to cross with the children (crossing supervisor) – feedback was that it was near impossible to be granted a crossing supervisor. What is the Council doing to assist with getting a crossing supervisor? – *The provision of a crossing supervisor is a matter between the school and RMS. Requests for a school crossing supervisor need to be submitted in writing to RMS by school principals. For a site to be eligible for a school crossing supervisor it must meet the following criteria:*
 - *The site must have an existing children's crossing, pedestrian crossing (zebra) or combined crossing (children's and zebra).*
 - *The crossing must be used by infant and/or primary school children.*
 - *The site must be located within a 40km/h school zone.*
 - *The crossing must be used by a minimum of 50 unaccompanied infant and/or primary school children per hour across a road carrying 300 passenger car units per hour within the morning and afternoon school zone times. Heavy vehicles over three tonnes unladen are counted as two passenger car units.*
 - *The site must be considered a safe working environment for a school crossing supervisor.*
- Lovell Road - asking parents not to park on private property – enforcement and education required. – *Council Rangers will be requested to increase enforcement.*

ITEM 9 (continued)

ATTACHMENT 2

**Denistone East Public School – Community Information Session
Wednesday 14 March 2018**

- Upgrading Boronia Lane is required – condition is very poor. – *Council is currently in the process of upgrading the pavement in the laneway.*
- Traffic that uses Grove Street and Lovell Road has very poor sight lines – no stopping on the corner would assist. – *Statutory No Stopping signage to be installed at Lovell Road/Grove Street intersection.*
- If there are any changes to the boom gates operating hours in Brabyn Street, it will have an effect on the residents (don't want to restrict their access) – requires consultation (closing street is not an option). – *Council has consulted with the local community on this matter with no changes proposed to the operating hours of the gates.*
- An electric gate with a pin would be beneficial as the gate is currently very heavy and is an OH&S issue. – *This is a matter for Department of Education as the boom gate was installed by them.*
- Painting bowties, pending consultation with the residents in the local area, perhaps consider removing parking on one side of the street to enable easier access getting in and out of driveways. – *Removing on-street parking makes streets more conducive to speed. On-street parking will only be removed on safety or traffic efficiency grounds.*
- Lack of awareness by parents opening doors etc. – having parking on both sides of the Grove Street is very dangerous – it should only be one side (during school hours). – *On-street parking conditions will be reviewed in Grove Street as to whether additional parking restrictions are warranted.*
- Consider having areas on the school grounds where parents can come in and drop off children and have some parking on the grounds. – *There are inherent safety risks with Kiss and Ride operations located within school grounds. Ultimately if located on school grounds, it falls outside Council's jurisdiction.*
- Council should consider altering Brabyn Street to provide more kiss and ride opportunities to improve traffic flow. – *Brabyn Street suffers from considerable congestion, parents need to be encouraged to utilise other streets as drop off/pick up points. Report outlines proposed alterations to how the School's internal Kiss and Ride will operate*
- School needs to tell parents where to park appropriately to let children off safely. – *The School has multiple street frontages, where on-street parking has been adjusted to enable parents and carers the ability to drop off and collect their children. Report outlines new Kiss and Ride locations.*
- Parents often place themselves and their children in unsafe situations. – *Council's Road Safety Officer provides a range of material aimed at parent/driver behaviour in school zones. Council Rangers will be requested to increase enforcement to deter inappropriate driving and parking behaviour by motorists.*
- Corner of Brabyn Street and Boronia Lane – Boronia Lane is a big problem during school time and it is very difficult to pass down the lane with two way traffic and dangerous coming out of the lane. – *Boronia Lane is currently being upgraded with full time No Stopping restrictions being considered along its full length. Converting it to one way traffic flow is being considered.*

ITEM 9 (continued)

ATTACHMENT 2

**Denistone East Public School – Community Information Session
Wednesday 14 March 2018**

- Grove Street is too dangerous to go across Lovell Road into Boronia Lane during school times. – *Midblock pedestrian activated signals are located on Lovell Street within 50m of Grove Street.*
- Inadequate lighting in Brabyn Street at night time (near the school), particularly in winter. – *Assets to be requested to assess street lighting in the street, especially in relation to pedestrian crossing locations.*
- Henderson Street could be an area to consider widening adjacent to the school which would assist with parking and traffic flow. – *Widening of Henderson Street is not endorsed as visually it would make the street more conducive to speed.*
- Parking spot just out of kiss and ride area on Brabyn Street is no parking in the afternoon but is parking in the morning which creates congestion in the morning. This needs to be no parking at all times. – *Location will be reviewed and converted to No Parking if deemed warranted.*
- Creating another kiss and ride on the school property could be an option where the demountable buildings are being removed. – *This is a matter for the school to consider.*
- Lines on driveways are a must for residents as children run across driveways and do not stop. – *Parents have a duty of care with their own children to instruct them not to run but walk in the vicinity of the school.*
- The distance of cars parked to the corner makes it almost impossible to turn the corner (Grove Street, Lovell Road, Brabyn Street). – *All intersections in the vicinity of the School are currently being reviewed with respect to statutory No Stopping restrictions.*
- Kings Road is being used as a rat run to get up to Blaxland Road. – *Kings Road is a major collector road linking Blaxland Road and Lovell Road, with traffic volumes appropriate for its usage.*
- Kiss and ride in Brabyn Street in the morning is fine but people are parking in kiss and ride and going into the school which causes the traffic to build up – Rangers need to patrol the area. – *Rangers will be advised of this issue with appropriate action taken.*
- Encourage parents to walk their children to school. – *Council, the Department of Education and the School continue to promote active travel options.*
- Traffic congestion in Brabyn Street. – *Congestion on Brabyn Street is due to parents and carers all trying to use this street as the main drop off/pick up point.*

ITEM 9 (continued)

ATTACHMENT 3

Roads and Maritime Services Warrants for Pedestrian Crossings

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

Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where in each of three separate one hour periods in a typical day:

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

Reduced Warrant:

Applies to sites used predominantly by children and by aged or impaired pedestrians. If the crossing is used predominantly by school children, is not a suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:

- a. the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 AND
- b. the vehicular flow per hour (V) through the site is greater than or equal to 200, and then a pedestrian (Zebra) Crossing may be installed.

Children's Crossings:

- a. The crossing is located on local and lightly trafficked roads where in a one hour duration immediately before and after school hours the traffic flow exceeds 50 vehicles per hour in each direction and during the same hour 20 or more children cross the road within 20m of the proposed crossing location.
- b. 85% percentile speed of traffic must not exceed 60km/h one hour before or after school hours. Note: In special circumstances where a Children's Crossing is required on roads where the 85% speed is greater than 60km/h. Council may apply to the Roads and Maritime Services for consideration and approval (Principal Manager or equivalent – Level 4 delegation or above).
- c. An undertaking from the school principal to arrange the display of the "Children's Crossing" flags or signs during and only during the specified period of operation 8.00am – 9.30am and 2.30pm – 4.00pm and when necessary at other times such as school excursions and school sport days.

10 TRAFFIC AND PARKING INVESTIGATIONS - HOLY SPIRIT PRIMARY SCHOOL

Report prepared by: Traffic Engineer, Traffic Transport & Development
File No.: GRP/09/3/17 - BP19/256

REPORT SUMMARY

This report outlines the traffic and parking investigations that have been undertaken by the Council engineers on the roads that have a frontage with Holy Spirit Primary School.

The investigations outline the issues raised by the school community and details the proposed recommendations that have been separated into a short and medium term works program.

In addition to continued enforcement and education, Council's traffic section proposes the following actions:

Short Term Works (0 - 2 years):

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Request for full red arrow protection for all pedestrian phases at the signalised intersection of Cox's Road / Wicks Road.
- Request RMS to consider provision for a four phase arrangement at the signalised intersection of Cox's Road and Wicks Road.
- Request RMS to optimise phasing arrangement at Wicks Road/ Cox's Road and assess impact on possible peak hour right turn restriction for eastbound vehicles on Cox's Road at Wicks Road.
- Address deficiencies in statutory *No Stopping* signage at all intersections.
- *Give Way* signage, line marking and centreline double barrier lines to be installed where Avon Road intersects with Cooney Street and Marilyn Street.
- Investigate provision of school hour right turn restriction on Cooney Street at Wicks Road.
- Investigate provision of pedestrian refuge on Marilyn Street at Avon Road.
- Transfer of *Kiss and Ride* zone from Cooney Street to Marilyn Street.
- School to provide internal walkway and shelter to new *Kiss and Ride* zone in Marilyn Street.
- Removal of children's crossing from Cooney Street.
- Review need for driveway delineation lines in Cooney Street, Avon Road and Marilyn Street.

ITEM 10 (continued)

- Investigate feasibility of *KEEP CLEAR* on Wicks Road at Cooney Street and Farringdon Parade.
- Investigate provision of Clearway restrictions on Wicks Road between Epping Road and Cox's Road.
- Review need for No Right Turn restriction for eastbound vehicles on Cox's Road at Wicks Road.
- Review need for peak hour No Right Turn restriction on Cooney Street at Wicks

Proposed Medium Term Works (3 – 5 years):

- Review of car park locations and existing pedestrian facilities on Cox's Road through the Town Centre to be undertaken to review suitability, relocation or possible conversion to pedestrian activated facilities.
- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Holy Spirit Catholic Primary School.
- Review of street lighting along pedestrian desire routes.

RECOMMENDATION:

- (a) That Council place the Holy Spirit Catholic Primary School Traffic and Parking Study on public exhibition for a period of 28 days.
- (b) That following the community consultation, a report be provided back to Council, via the Ryde Traffic Committee.

ATTACHMENTS

- 1 Holy Spirit Primary School – Community Information Session Q&A
- 2 RMS Warrants for Pedestrian Crossings

Report Prepared By:

John Begley

Traffic Engineer, Traffic Transport & Development

Report Approved By:

Kelly Yoon

Senior Traffic and Development Engineer

Wayne Rylands

Director - City Works

ITEM 10 (continued)

Introduction

Council engineers have undertaken a traffic and road safety assessment on all roads that are commonly used by parents and carers of students attending Holy Spirit Catholic Primary School. This assessment has been used to determine a short and medium term works program to address these deficiencies

One of the key recommendations that would alleviate much of the congestion that presently occurs in the vicinity of the School is the relocation of the 'Kiss and Ride' zone from Cooney Street to Marilyn Street. For this 'Kiss and Ride' zone to function successfully, the School needs to provide a footpath within its grounds to Marilyn Street and for protection to be provided to students during inclement weather.

An additional outcome from the analysis that has been undertaken is the interaction of the many car parks on Cox's Road with pedestrian desire lines and location of the formal pedestrian crossing facilities through the Town Centre. The Community considered that the pedestrian facilities on Cox's Road are not optimised with respect to pedestrian desire lines, with car park access points being too close to such facilities.

Relocation of pedestrian crossing facilities especially in Town Centres is problematic given the impacts that it would have on existing on-street parking locations and need for statutory No Stopping distances to achieve maximum sight distance lines. A detailed review of the pedestrian facilities on Cox's Road and associated consultation will thus be undertaken as a key project in the medium term works program.

Background

The Works and Community Committee Report No. 7/17, dated Tuesday 17 October 2017, recommended that City of Ryde Council adopt a schedule to investigate traffic and parking issues at the 28 schools located within the council area. The school schedule was created in order to:

1. Better manage existing staff resources;
2. Undertake more in-depth investigations within each school catchment area;
3. Budget infrastructure solutions; and
4. Ultimately provide better outcomes for the local and school community.

ITEM 10 (continued)

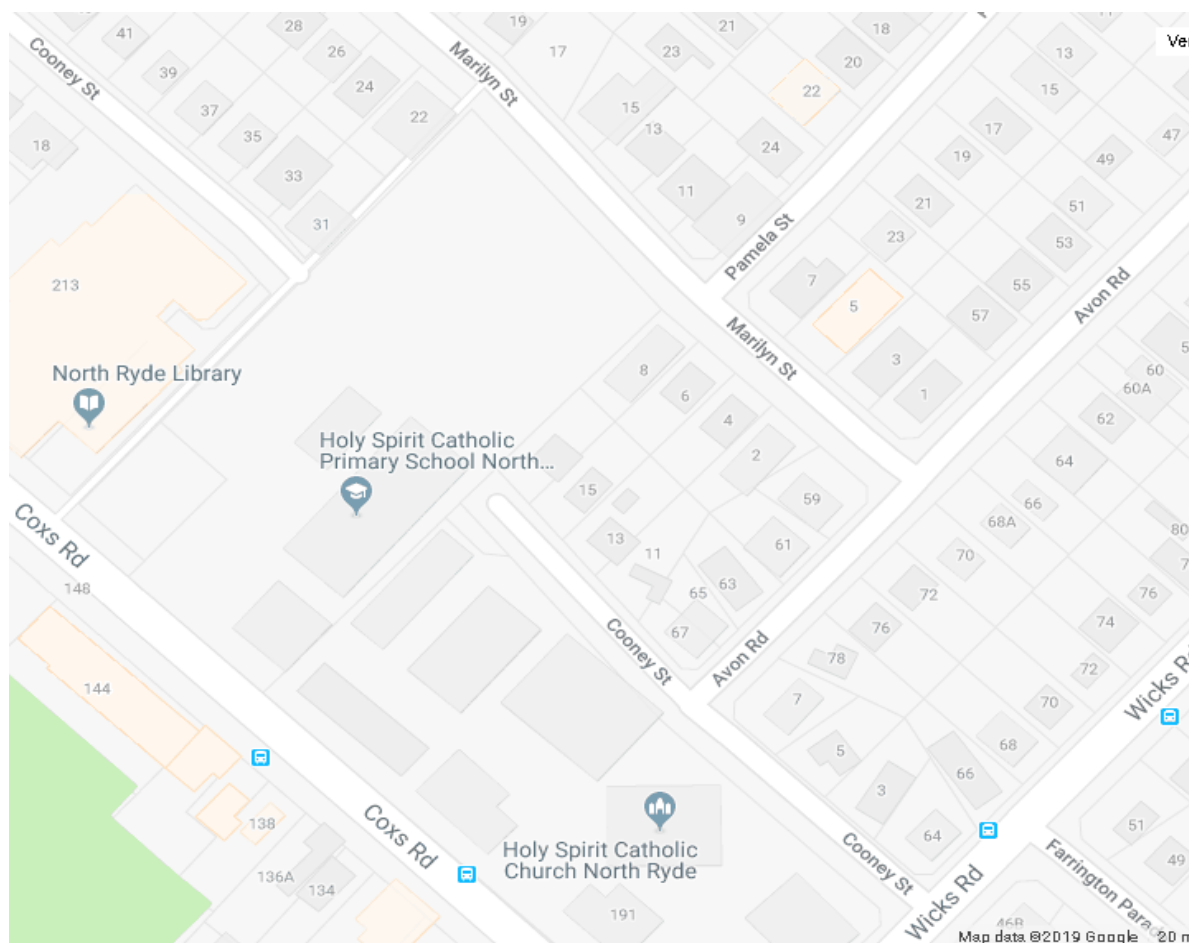


Figure 1: Holy Spirit Catholic Primary School & Environs

Consultation Process

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

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to Holy Spirit Catholic Primary School and its environs. These issues were then mapped using an online mapping tool. Council also requested information on how people were travelling to and from the school through a short travel to school survey.

ITEM 10 (continued)

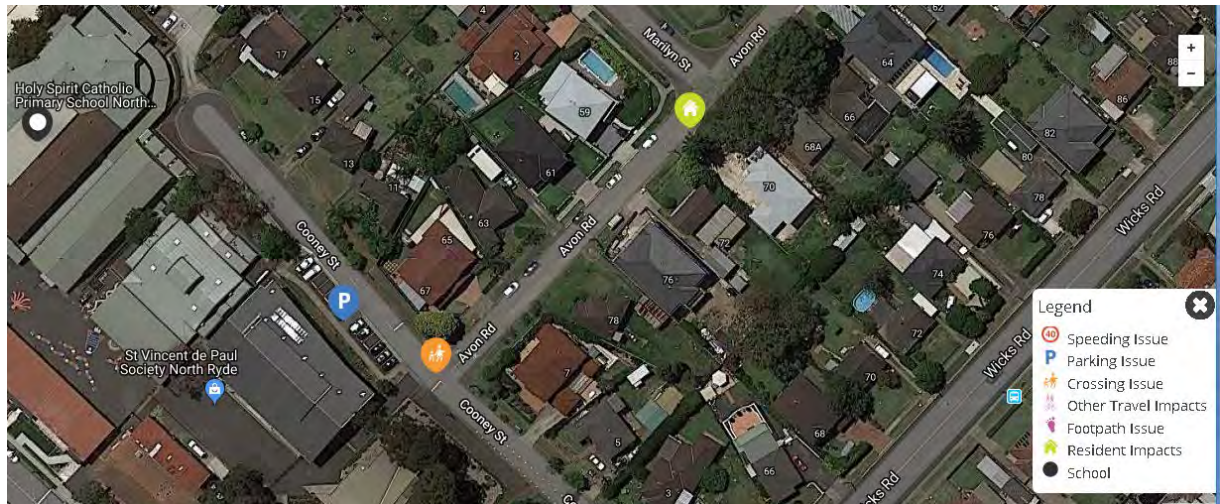


Figure 2: Mapping Tool Identification of Issues

The community was encouraged to provide any further comments or concerns on how Council could improve traffic flow and safety in the area through an online submission form.

A mail out to all residences in the catchment area was also undertaken, inviting people to an evening information session at Holy Spirit Catholic Primary School on Tuesday the 4th of September 2018.

Community concerns from the information session were noted and responded to – see *Attachment 1*.

Requirements, Responsibilities & Jurisdictions

Through the consultation process, the Holy Spirit Catholic Primary School community requested a variety of traffic facilities and remedial works to be investigated and provided. Council in general is responsible for all matters that are situated on local roads. However, there are a number of facilities which, while located on local roads, fall outside Council's jurisdiction and which are the sole responsibility of Roads and Maritime Services (RMS). RMS is responsible for the following matters:

ITEM 10 (continued)

- The installation, operation and management of all traffic signal sites;
- Any changes to the phasing arrangement at traffic signal sites;
- The installation, operation and management of all urban speed zones;
- The installation, operation and management of all 40kph School Zones including maintenance of 40kph pavement patches and dragons teeth delineation; and
- All matters associated with the operation and management of State Roads i.e. Victoria Road, which includes all associated parking signage and line marking.

School communities generally perceive that pedestrian crossings are the safest method for children to cross a road carriageway. However, before a location can be considered for a pedestrian crossing it must meet minimum warrants set by the RMS which are based on pedestrian and vehicle numbers – *see Attachment 2*.

Investigations

Children's Crossing and Kiss and Ride zone on Cooney Street:

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

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

ITEM 10 (continued)



Figure 3: Location of Children's Crossing on Cooney Street

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

A review of on-site conditions indicates that there is no safe location on Cooney Street where the children's crossing could be relocated to and thus it is considered that it should be removed as it is non-compliant. The *Kiss and Ride* zone should be relocated to Marilyn Street which currently has an extensive school frontage that can be utilised. Marilyn Street is already located within a *40kph School Zone* thus no changes would be required to the posted speed limit. The School had indicated that a footpath would need to be provided on school grounds for children to access Marilyn Street, however site inspections indicate that there is currently a laneway that adjoins the full extent of the School's property, thus if access was provided to this laneway, children would be able to access the relocated *Kiss and Ride* zone in Marilyn Street.

ITEM 10 (continued)

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

Signage & Line Marking Audit

A signage and line marking audit was undertaken by Council engineers on Cooney Street and Avon Road to identify deficiencies where primarily statutory No Stopping restrictions were either missing or not signposted appropriately. The line marking audit identified a number of locations where additional delineation is considered appropriate and where existing line marking needs to be upgraded. Where improvements are of a purely maintenance nature, associated works instructions are issued. Deficiencies associated with RMS works have been referred directly to that entity, with proposed new parking zones or extensions to No Stopping zones to be referred to the Ryde Local Traffic Committee for endorsement and subsequent resolution by Council.

The following issues were identified through this audit:

- Issue 1: RMS is responsible for the installation and maintenance of all urban speed limit and school zone delineation. This includes speed signage/ pavement patches/ and dragons teeth line marking. Audit revealed that many of these facilities are in a poor state of maintenance. RMS will be advised of these deficiencies.
- Issue 2: Intersections of Avon Road/Cooney Street and Avon Road/Marilyn Street will be upgraded with *Give Way* signage and delineation. Centre line double barrier lines will be provided to raise awareness regarding correct travel path through each intersection.
- Issue 3: Relocation of 'Kiss and Ride' to Marilyn Street will result in more pedestrian activity in the street thus the provision of a pedestrian refuge on Marilyn Street at Avon Road will be investigated as to its feasibility.
- Issue 4: Crash analysis was undertaken at the signalised intersection of Cox's Road and Wicks Road which indicated that there have been five pedestrian related crashes in the past 5 ½ years. RMS has been advised of this and is currently investigated remedial measures to address this deficiency.
- Issue 5: It has been observed that when streets are being re-sheeted, delineation that has been removed is either not reinstated or only partially reinstated. Council's Assets section has been advised of this issue.

ITEM 10 (continued)

Issue 6: It was observed that vehicles wishing to turn right from Cooney Street onto Wicks Road results in significant congestion in Cooney Street in both the morning and afternoon pick up and set down school periods. A right turn restriction during school zones hours would alleviate this localised congestion.

Issue 7: Observations at the signalised intersection of Cox's Road and Wicks Road revealed that much of the congestion that occurs on Cox's Road in peak hours is due to eastbound vehicles wishing to turn right from Cox's Road onto Wicks Road. Peak hour right turn restrictions would alleviate this congestion. RMS to be requested to review this possible change to the phasing arrangement.

Crash Analysis

The roads surrounding Holy Spirit Catholic Primary School have been assessed using the 2013 - June 2018 RMS crash dataset. This dataset is populated only by crashes where NSW Police have been in attendance or where crashes have been reported to NSW Police. This analysis indicated that there has been only 1 reported crash located on a street with an active school frontage, with this non-injury crash located on Cox's Road.

The crash occurred between two cars at 7:10am on the 11th of August 2013 on Cox's Road and was due to a parking manoeuvre.

ITEM 10 (continued)



Figure 4: Crash Analysis

It should be noted that there have been a number of pedestrian related crashes at the signalised intersection of Wicks Road and Cox's Road. However as these crashes have occurred at the signalised intersection due to its phasing arrangement, they fall under the care and control of RMS to address. RMS is reviewing the phasing arrangement with full red arrow protection to be provided to pedestrians when a turning phase coincides with a pedestrian phase.

Proposed Actions

Enforcement

Feedback from residents and school community indicate that some parents and carers continue to undertake unsafe practices despite being regularly informed of the penalties and risks. Therefore, Council's new dedicated School Zone Enforcement Officers will be requested to undertake additional patrols of Holy Spirit Catholic Primary School throughout the school year. In particular, they will be requested to target individuals who are undertaking the following illegal practices:

ITEM 10 (continued)

- blocking resident driveways
- double parking
- parking in *No Stopping* zones or within 3m of double barrier lines
- dropping off children within the Children's Crossing zone

Education

Education is regularly delivered to students through the Department of Education curriculum on road and pedestrian safety. Council's Road Safety Officer works with the RMS, police and schools to target information and programs at parents and carers with the aim of improving driver behaviour in school zones.

Each year Council distributes updated fact sheets to schools in English, Chinese and Korean languages on various road safety topics which are then distributed through the school to parents and carers. Council will also continue to provide road safety signage and resources to schools and from 2019 will be developing and distributing a quarterly road safety newsletter in different languages to all primary schools as an additional reminder of safe practices, road rules and penalties.

Proposed Short-Term Works

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Request for full red arrow protection for all pedestrian phases at the signalised intersection of Cox's Road / Wicks Road.
- Request RMS to consider provision for a four phase arrangement at the signalised intersection of Cox's Road and Wicks Road.
- Request RMS to optimise phasing arrangement at Wicks Road/ Cox's Road and assess impact on possible peak hour right turn restriction for eastbound vehicles on Cox's Road at Wicks Road.
- Address deficiencies in statutory *No Stopping* signage at all intersections.
- *Give Way* signage, line marking and centreline double barrier lines to be installed where Avon Road intersects with Cooney Street and Marilyn Street.
- Investigate provision of school hour right turn restriction on Cooney Street at Wicks Road.
- Investigate provision of pedestrian refuge on Marilyn Street at Avon Road.
- Transfer of *Kiss and Ride* zone from Cooney Street to Marilyn Street.
- School to provide internal walkway and shelter to new *Kiss and Ride* zone in Marilyn Street.

ITEM 10 (continued)

- Removal of children's crossing from Cooney Street.
- Review need for driveway delineation lines in Cooney Street, Avon Road and Marilyn Street.
- Investigate feasibility of *KEEP CLEAR* on Wicks Road at Cooney Street and Farringdon Parade.
- Investigate provision of Clearway restrictions on Wicks Road between Epping Road and Cox's Road.
- Review need for No Right Turn restriction for eastbound vehicles on Cox's Road at Wicks Road.
- Review need for peak hour No Right Turn restriction on Cooney Street at Wicks

Proposed Medium-Term Works

- Review of car park locations and existing pedestrian facilities on Cox's Road through the Town Centre to be undertaken to review suitability, relocation or possible conversion to pedestrian activated facilities.
- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Holy Spirit Catholic Primary School.
- Review of street lighting along pedestrian desire routes.

Community Engagement

Recommendations that require the approval of the Ryde Traffic Committee will, as part of the associated report, contain results of consultation with the local community and school if directly impacted.

Where changes are necessitated to ensure compliance with NSW Road Rules, only directly impacted residents will be advised about minor works to be undertaken i.e. statutory No Stopping restrictions at intersections, pedestrian facilities or signposting of bus zones. While the opinions of residents will be considered in all proposals, it should be noted that road safety will be of paramount importance in all cases.

ITEM 10 (continued)

Funding

The maintenance of signage and line marking and provision of associated new minor delineation works is generally catered for through the annual Block Grant that Council receives each year from Roads and Maritime Services.

New works such as enhanced street lighting / provision of traffic calming devices / pedestrian refuges or enhanced pedestrian crossings all must be funded by Council directly or through funding submissions to the Federal or State Government via road safety programs.

ITEM 10 (continued)

ATTACHMENT 1

**Holy Spirit Primary School – Community Information Session
Tuesday 4 September 2018**

Community Issues And Responses

- Vehicle overturned and near fatality a few year ago out the front of the corner of Avon Road and Cooney Street – there is a need for a traffic calming device between Wicks Road and Avon Road on Cooney Street. -- ***A review of the crash database indicates that there have been no reported crashes of any description on Cooney Street for the period 2012 – June 2018.***
- Lack of parking on Cooney Street and Avon Road between 2.50pm and 3.20pm on school days. -- ***Cooney Street has a very narrow carriageway with restrictions required to enabled parents and carers to drop children off at the school. The street would have to be widened to enable full time parking. On-street parking is only prohibited on the section of Avon Road between Cooney Street and Marilyn Street for the same reason.***
- Kiss and Drop line blocks driveways on Avon Road. -- ***The current ‘Kiss and Ride’ set up feeds all vehicles into the Cooney Street cul-de-sac. Marilyn Street is the best viable alternative. Additional investigation of this option is being undertaken.***
- Avon Road is used as a rat run need to slow drivers down. -- ***Speed and volume counts will be undertaken on Avon Road and Marilyn Road. The results of these counts will dictate the required course of action.***
- Have a Kiss and Drop on Marilyn Street and a footpath through for the children. -- ***A roadway through the schools grounds is outside Council’s control. A ‘Kiss and Ride’ zone on Marilyn Street is a viable option provided that a footpath is provided through the schools grounds to get children there – with shelter for inclement weather provided at Marilyn Street.***
- Congestion at the top of Cooney Street turning out onto Wicks Road – keep clear intersection on both sides of Wicks Road. -- ***KEEP CLEAR requires the concurrence of Ryde Traffic Committee. A report on this request to be prepared.***
- Parents are waiting 20 minutes prior to the end of school are queuing across driveways and residents are unable to get out of their driveways. -- ***Relocating the ‘Kiss and Ride’ zone to Marilyn Street may address this issue.***
- Parents stopping in No Stopping zones – need to be policed and enforced more. -- ***Council Rangers have been advised of this inappropriate driving behaviour, more patrols will be undertaken.***

ITEM 10 (continued)

ATTACHMENT 1

**Holy Spirit Primary School – Community Information Session
Tuesday 4 September 2018**

- Crossings on Cox's Road – the middle crossing has no lollypop person and vehicles are coming at speed and not stopping – not only school time. – ***The provision of School Crossing Supervisors at crossings outside schools is an arrangement between schools and the RMS. Council cannot request that a supervisor be provided; it must come from the school directly to RMS.***
- Advocate to RMS for a traffic light at the middle crossing because people cross one at a time and this is holding up the traffic. – ***Provision of midblock pedestrian activated signals would require RMS endorsement. The location does not meet the warrant for such a set of signals to be installed.***
- Better visibility near the Cox's Road middle crossing to be able to see pedestrians. – ***A review of signage and line marking will be undertaken to ensure the crossings, and visibility to/from the crossings, are clear. Where deficiencies are found they will be addressed as required.***
- May need to review and rationalise where pedestrian crossings are placed on Cox's Road (there are two placed quite close to each other) – need one closer to where the children are exiting the school. – ***The western crossing addresses the needs of North Ryde Public School, the central crossing services the needs of the town centre, while the eastern crossing services the business community and Holy Spirit School. Relocating the central crossing location would impact on the indented angled parking areas, with significant loss of on-street parking.***
- The car park next to the shops on Cox's Road is very difficult to enter and exit due to the volume of cars and the pedestrian crossings. – ***This location is being investigated to determine what alternative options are available.***
- Driveway outside Out of School Hours (OOSH) is being used by parents to do U-turns which is very dangerous because there are children around. – ***Police have been informed of this inappropriate driving behaviour.***
- Concern with the Cox's Road and Wicks Road intersection – accidents, near misses, people running the lights at speed. Biggest concern is that it is a 3 phase light system and it should be a 4 phase light system as it is extremely dangerous, particularly with pedestrians crossing – the phasing needs to be fixed now. – ***A four phase intersection would lead to increased congestion along Wicks Road and is seen as a very inefficient way of operating the traffic signals. RMS is ultimately responsible for the provision and upgrade of the traffic signals, so the request will be forwarded to them.***

ITEM 10 (continued)

ATTACHMENT 1

**Holy Spirit Primary School – Community Information Session
Tuesday 4 September 2018**

- Wicks Road has gone from a 4 lane road to a 2 lane road due to people parking on Wicks Road. People turning out of Cooney Street cannot see due to the parked cars and there are school students waiting for buses on Wicks Road so it is very dangerous. Wicks Road needs to be a clearway during peak times. -- ***Parking is prohibited on the western side of Wicks Road between Cooney Street and Cox's Road, thus sight lines are unimpeded to traffic coming from that direction. Sight lines are only restricted to the north when a bus is utilising the bus zone immediately north of Cooney Street on Wicks Road. Council is preparing a report for both sides of Wicks Road between Epping Road and Cox's Road to have commuter hour clearway restrictions installed.***
- Keep clear in Wicks Road required particularly at Farrington Parade. -- ***A report will be prepared for the Ryde Traffic Committee for KEEP CLEAR on Wicks Road at Farrington Parade and Cooney Street***
- P&C at St John's have spoken about getting more buses. -- *Request for additional buses should be made by the school to TfNSW.*
- The bus stops opposite one another is another issue at Wicks Road and Cox's Road intersection, they need to be moved further down the street or have a bus bay that the buses can pull into to keep traffic moving. -- ***Bus stops are always located in tandem and are generally sited close to pedestrian crossing facilities. The further that bus stops are located from crossing facilities the prevalent dangerous pedestrian activity becomes.***
- There is not a lot of parking around the school to be able to park and walk the children to school. -- ***On-street parking is available; it just depends on how far parents will park away from the School. Marilyn Street is a short walk away from the school yet is rarely utilised by parents.***
- The rear to kerb parking out the front of the school gets used by commuters who park and catch the bus into the city and don't return until around 6pm so the parking out the front is not able to be used by parents – an option would be to alter to 2 hour parking. Also noting that when there is a parking space, people in the Kiss and Drop line are blocking the parking. -- ***School has advised that this parking area is used by teachers.***
- The children's crossing outside the school on Cooney Street is dangerous. The flags are ridiculous and are not visible. Parents in cars are queuing across the footpath. There are no line markings for the crossing and there are visibility issues when stepping into the crossing, can't see past the parked cars. -- ***The location of the Children's Crossing in Cooney Street is currently under review.***
- It is difficult to cross Marilyn Street. Parents are doing illegal U-turns and not using their blinkers. -- ***Provision of a pedestrian refuge on Marilyn Street at Avon Road will be assessed.***

ITEM 10 (continued)

ATTACHMENT 2

Roads and Maritime Services Warrants for Pedestrian Crossings

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

Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where in each of three separate one hour periods in a typical day:

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

Reduced Warrant:

Applies to sites used predominantly by children and by aged or impaired pedestrians. If the crossing is used predominantly by school children, is not a suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:

- a. the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 AND
- b. the vehicular flow per hour (V) through the site is greater than or equal to 200, and then a pedestrian (Zebra) Crossing may be installed.

Children's Crossings:

- a. The crossing is located on local and lightly trafficked roads where in a one hour duration immediately before and after school hours the traffic flow exceeds 50 vehicles per hour in each direction and during the same hour 20 or more children cross the road within 20m of the proposed crossing location.
- b. 85% percentile speed of traffic must not exceed 60km/h one hour before or after school hours. Note: In special circumstances where a Children's Crossing is required on roads where the 85% speed is greater than 60km/h. Council may apply to the Roads and Maritime Services for consideration and approval (Principal Manager or equivalent – Level 4 delegation or above).
- c. An undertaking from the school principal to arrange the display of the "Children's Crossing" flags or signs during and only during the specified period of operation 8.00am – 9.30am and 2.30pm – 4.00pm and when necessary at other times such as school excursions and school sport days.

11 TRAFFIC AND PARKING INVESTIGATIONS - RYDE SECONDARY COLLEGE

Report prepared by: Traffic Engineer, Traffic Transport & Development
File No.: GRP/09/3/17 - BP19/257

REPORT SUMMARY

This report outlines the traffic and parking investigations that have been undertaken by the Council engineers on the roads that have a frontage with Ryde Secondary College.

The investigations outline the issues raised by the school community and details the proposed recommendations that have been separated into a short and medium term works program.

In addition to continued enforcement and education, Council's traffic section proposes the following actions:

Short Term Works (0 - 2 years):

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Address deficiencies in statutory *No Stopping* signage at all intersections.
- Assessment of the extended bus zones on Malvina Street required as to whether this extended length of bus zone is actually required and can it be rationalised to enable additional parking for 'Kiss and Ride' zone parents/ carers.
- Double barrier centre lines required on Forrest Road at Malvina Street to reduce the incidence of drivers cutting the corner.
- Investigate extending the 'Kiss and Ride' zone along the school frontage in Forrest Road.
- Bulb at end of Forrest Road cul-de-sac to be made *No Stopping* to facilitate turning movements.
- The 90 degree parking area on Forrest Road to be made rear to kerb
- Statutory *No Stopping* signage missing at Malvina Street / Forrest Road.
- Assess provision of zebra crossings at intersection of Malvina Street and Forrest Road.
- Conversion of Malvina Street at Buffalo Street to STOP priority control – with STOP characters to be marked on pavement. Centre island to be considered if it can be accommodated.
- Consider installing pedestrian fencing on Buffalo Road at park access point to direct pedestrians down to pedestrian crossing.

ITEM 11 (continued)

- Investigate installation of spitter islands on Buffalo Road on either side of Malvina Street to assist in speed reduction/safe area for pedestrians to wait.
- Request School to provide Traffic & Parking Management Plan to address congestion issues associated with events held on school grounds.
- Request School to provide footpath along its side frontage to Forrest Road with gate to be provided on Malvina Street at Forrest Road.
- School to be requested to provide additional on-site parking for its staff.

Proposed Medium Term Works (3 – 5 years):

- Provision of footpath along Malvina Street, north of Forrest Road
- Upgrade of pedestrian access way between Forrest Road and Robinson Street
- Investigate feasibility of footpath along school frontage of Forrest Road.
- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Councils and RMS standards.
- Review footpaths along major desire routes to/from Ryde Secondary College
- Review of street lighting along pedestrian desire routes.

RECOMMENDATION:

- (a) That Council place the Ryde Secondary College Traffic and Parking Study on public exhibition for a period of 28 days.
- (b) That following the community consultation, a report be provided back to Council, via the Ryde Traffic Committee.

ATTACHMENTS

- 1 Ryde Secondary College – Community Information Session Q&A
- 2 RMS Warrants for Pedestrian Crossings

Report Prepared By:

John Begley

Traffic Engineer, Traffic Transport & Development

Report Approved By:

Kelly Yoon

Senior Traffic and Development Engineer

Wayne Rylands

Director - City Works

ITEM 11 (continued)

Introduction

Council engineers have undertaken a traffic and road safety assessment on all roads that are commonly used by parents and carers of students attending Ryde Secondary School. This assessment has been used to determine a short and medium term works program to address traffic and road safety deficiencies on streets surrounding Ryde Secondary School.

Ryde Secondary School is noted for the number of events that occur on school grounds both in the evening and on weekends which has resulted in significant congestion occurring on nearby local streets. One event in particular the Ryde Eisteddfod is held at Ryde Secondary School every Saturday from 8am – 8pm between July and September each year. This event has grown each year which has resulted in localised congestion on many streets in the vicinity of the school. The impacts that events held at Ryde Secondary School have on local residents is significant and thus the School will be requested to develop a traffic and parking management plan to address these issues.

Background

The Works and Community Committee Report No. 7/17, dated Tuesday 17 October 2017, recommended that City of Ryde Council adopt a schedule to investigate traffic and parking issues at the 28 schools located within the council area. The school schedule was created in order to:

1. better manage existing staff resources;
2. undertake more in-depth investigations within each school catchment area;
3. budget infrastructure solutions; and
4. Ultimately provide better outcomes for the local and school community.

ITEM 11 (continued)

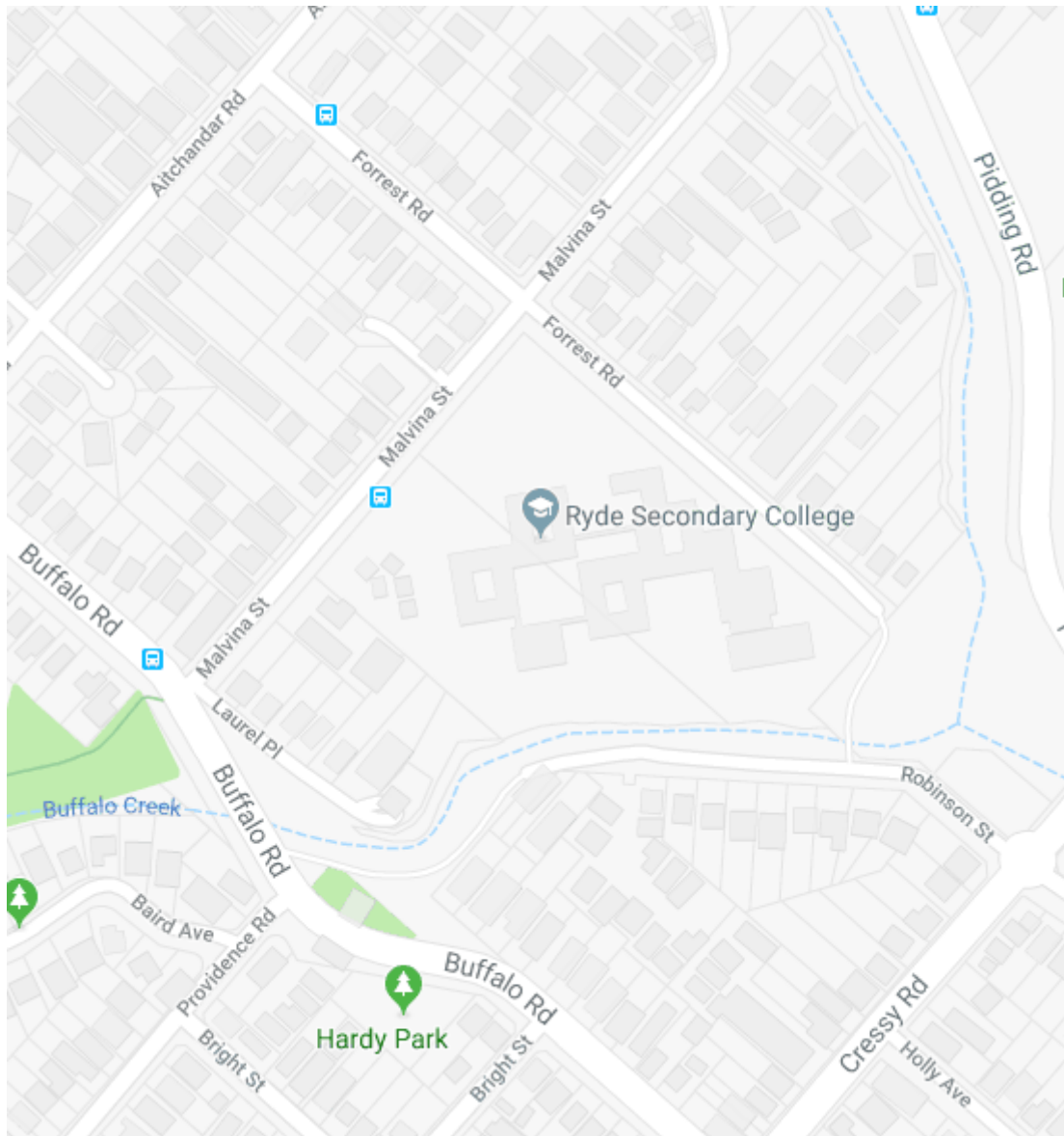


Figure 1: Ryde Secondary School and Environs

Consultation Process

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

ITEM 11 (continued)

The local community was encouraged to provide feedback on what it considered were traffic and road safety issues pertaining to Ryde Secondary College and its environs. These issues were then mapped using an online mapping tool. Council also requested information on how people were travelling to and from the school through a short travel to school survey.

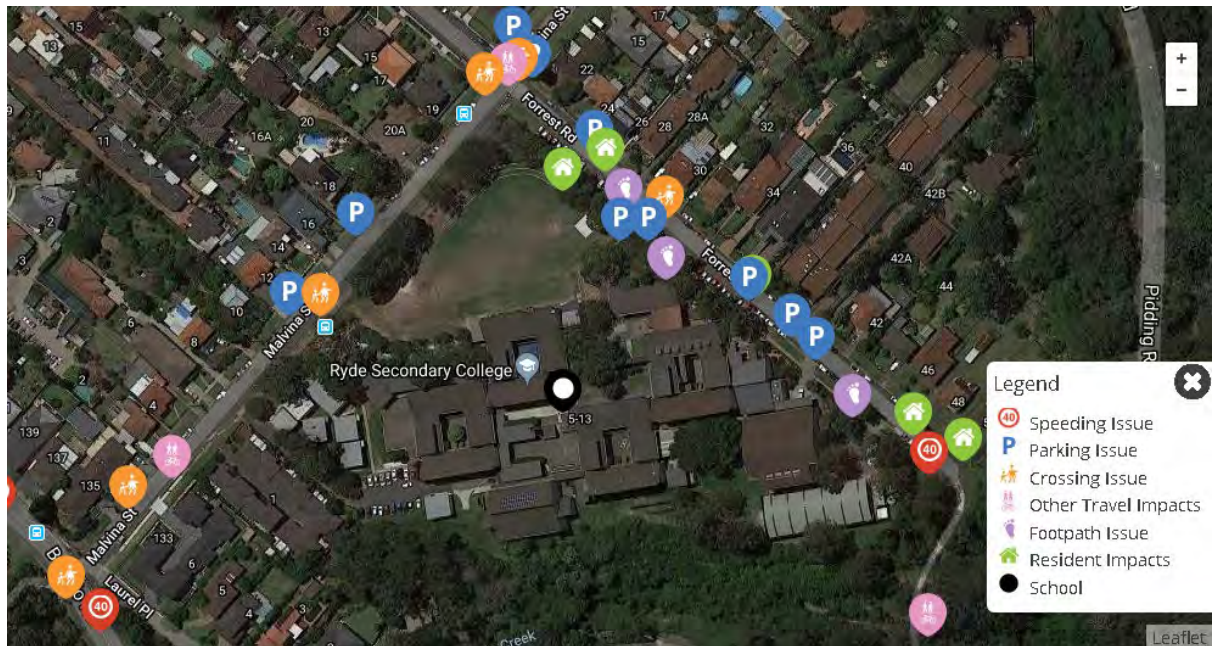


Figure 2: Mapping Tool Identification of Issues

The community was encouraged to provide any further comments or concerns on how Council could improve traffic flow and safety in the area through an online submission form.

A mailout to all residences in the catchment area was also undertaken, inviting people to an evening information session at Ryde Secondary College on Wednesday 16th May 2018.

Community concerns from the information session were noted and responded to – see *Attachment 1*.

Requirements, Responsibilities & Jurisdictions

Through the consultation process, the Ryde Secondary College community requested a variety of traffic facilities and remedial works to be investigated and provided. Council in general is responsible for all matters that are situated on local roads. However, there are a number of facilities which, while located on local roads, fall outside Council's jurisdiction and which are the sole responsibility of Roads and Maritime Services (RMS). RMS is responsible for the following matters:

ITEM 11 (continued)

- The installation, operation and management of all traffic signal sites;
- Any changes to the phasing arrangement at traffic signal sites;
- The installation, operation and management of all urban speed zones;
- The installation, operation and management of all 40kph School Zones including maintenance of 40kph pavement patches and dragons teeth delineation; and
- All matters associated with the operation and management of State Roads i.e. Victoria Road, which includes all associated parking signage and line marking.

School communities generally perceive that pedestrian crossings are the safest method for children to cross a road carriageway. However, before a location can be considered for a pedestrian crossing it must meet minimum warrants set by the RMS which are based on pedestrian and vehicle numbers – *see Attachment 2*.

Investigations

Signage & Line Marking Audit

A signage and line marking audit was undertaken by Council engineers on Malvina Street and Forrest Road to identify deficiencies where primarily statutory *No Stopping* restrictions were either missing or not signposted appropriately. The line marking audit identified a number of locations where additional delineation is considered appropriate and where existing line marking needs to be upgraded. Where improvements are of a purely maintenance nature, associated works instructions are issued. Deficiencies associated with RMS works have been referred directly to that entity, with proposed new parking zones or extensions to *No Stopping* zones to be referred to the Ryde Local Traffic Committee for endorsement and subsequent resolution by Council.

The following issues were identified through this audit:

- Issue 1: RMS is responsible for the installation and maintenance of all urban speed limit and school zone delineation. This includes speed signage/ pavement patches/ and dragons teeth line marking. Audit revealed that many of these facilities are in a poor state of maintenance. RMS will be advised of these deficiencies.
- Issue 2: The majority of the Malvina Street school frontage is taken up with bus zones. Assessment whether this extended length of bus zone is actually required and can it be rationalised to enable additional parking for 'Kiss and Ride' zone parents / carers.

ITEM 11 (continued)

- Issue 3: Double barrier centre lines required on Forrest Road at Malvina Street to reduce the incidence of drivers cutting the corner.
- Issue 4 Investigate extending the 'Kiss and Ride' zone along the school frontage in Forrest Road.
- Issue 5 Statutory *No Stopping* signage missing at Malvina Street / Forrest Road.
- Issue 6: Assessment whether the warrant for pedestrian crossings can be achieved at the intersection of Malvina Street and Forrest Road.
- Issue 7: Malvina Street at Buffalo Road to be converted to STOP priority control with STOP characters to be marked at the intersection. Centre island treatments to be considered at this location if they can be accommodated.
- Issue 8 Consider installing pedestrian fencing on Buffalo Road at park access point to direct pedestrians down to pedestrian crossing.
- Issue 9: Investigate installation of spitter islands on Buffalo Road on either side of Malvina Street to assist in speed reduction/safe area for pedestrians to wait.
- Issue 10: The 90 degree parking in Forrest Road to be made rear to kerb to provide a safer road environment.
- Issue 11: *No Stopping* restrictions to be installed in the bulb on Forrest Road to assist with vehicle movements.
- Issue 12: Review whether driveway delineation lines or 'park in bay' signage are warranted along Forrest Road and Malvina Street to promote responsible parking behaviour by motorists.
- Issue 13: School to be requested to either dedicate land in Forrest Road to enable a footpath to be provided, or else install a footpath inside its property boundary on Forrest Road up to the intersection with Malvina Street with an additional gate to be provided at this location.
- Issue 14: Footpaths are required on both sides of Malvina Street north of Forrest Road. Robinson Street is used as an alternative drop off and pick up point by parents as there is a pedestrian access way linking it to the cul-de-sac end of Forrest Road. This access way needs an upgrade to improve its usage by all sections of the community.

ITEM 11 (continued)

Issue 15: There are a significant number of events occurring at the School each evening and on most weekends. Currently attendees at these events use all available on-street parking. The School will be requested that it needs to provide a traffic and parking management plan to address the impact that these events are having on the local community and local road network. The Eisteddfod activities at the School every weekend from July to September each year is of particular concern to local residents due to the inappropriate parking behaviour and practices of people attending the event.

Crash Analysis

The roads surrounding Ryde Secondary School were assessed using the 2013 - June 2018 RMS crash dataset. This dataset is populated by crashes where the NSW Police have been in attendance or where crashes have been reported to them.



Figure 3: Crash Analysis

ITEM 11 (continued)

This crash analysis indicates that over the latest 5 ½ year period, there have been only 2 crashes of a minor nature, neither of which involved pedestrians and none have occurred during school zone operation hours.

- 23 June 2017 at 7:45am - located on Forrest Road 10m west of Malvina Street - single vehicle accident.
- 18 November 2013 at 13:20pm - located on Malvina Street 20m north of Buffalo Road - single vehicle accident.

Proposed Actions

Enforcement

Feedback from residents and school community indicate that some parents and carers continue to undertake unsafe practices despite being regularly informed of the penalties and risks. Therefore, Council's new dedicated School Zone Enforcement Officers will be requested to undertake additional patrols of Ryde Secondary Public School throughout the school year. In particular, they will be requested to target individuals who are undertaking the following illegal practices:

- blocking resident driveways
- double parking
- parking in No Stopping zones or within 3m of double barrier lines
- dropping off children within the Children's Crossing zone

Education

Education is regularly delivered to students through the Department of Education curriculum on road and pedestrian safety. Council's Road Safety Officer works with the RMS, police and schools to target information and programs at parents and carers with the aim of improving driver behaviour in school zones.

Each year Council distributes updated fact sheets to schools in English, Chinese and Korean languages on various road safety topics which are then distributed through the school to parents and carers. Council will also continue to provide road safety signage and resources to schools and from 2019 will be developing and distributing a quarterly road safety newsletter in different languages to all primary schools as an additional reminder of safe practices, road rules and penalties.

ITEM 11 (continued)

Proposed Short-Term Works

- All signage and line marking deficiencies that falls under RMS jurisdiction to be reported to that entity for its investigation.
- Address deficiencies in statutory *No Stopping* signage at all intersections.
- Assessment of the extended bus zones on Malvina Street required as to whether this extended length of bus zone is actually required and can it be rationalised to enable additional parking for 'Kiss and Ride' zone parents/ carers.
- Double barrier centre lines required on Forrest Road at Malvina Street to reduce the incidence of drivers cutting the corner.
- Investigate extending the 'Kiss and Ride' zone along the school frontage in Forrest Road.
- Bulb at end of Forrest Road cul-de-sac to be made *No Stopping* to facilitate turning movements.
- The 90 degree parking area on Forrest Road to be made rear to kerb
- Statutory *No Stopping* signage missing at Malvina Street / Forrest Road.
- Assess provision of zebra crossings at intersection of Malvina Street and Forrest Road.
- Conversion of Malvina Street at Buffalo Street to STOP priority control – with STOP characters to be marked on pavement. Centre island to be considered if it can be accommodated.
- Consider installing pedestrian fencing on Buffalo Road at park access point to direct pedestrians down to pedestrian crossing.
- Investigate installation of spitter islands on Buffalo Road on either side of Malvina Street to assist in speed reduction/safe area for pedestrians to wait.
- Request School to provide Traffic & Parking Management Plan to address congestion issues associated with events held on school grounds.
- Request School to provide footpath along its side frontage to Forrest Road with gate to be provided on Malvina Street at Forrest Road.
- School to be requested to provide additional on-site parking for its staff.

ITEM 11 (continued)

Proposed Medium-Term Works

- Provision of additional footpath on Malvina Street, north of Forrest Road.
- Upgrade of access way between Forrest Road and Robinson Street.
- Provision of footpath along Forrest Road school frontage either on School grounds or through dedication of land.
- Kerb ramps at all intersections on main routes to school to be upgraded to ensure compliance with Council's and RMS standards.
- Review footpaths along major desire routes to/from Ryde Secondary Public School.
- Review of street lighting along pedestrian desire routes.

Community Engagement

Recommendations that require the approval of the Ryde Traffic Committee will, as part of the associated report, contain results of consultation with the local community and school if directly impacted.

Where changes are necessitated to ensure compliance with NSW Road Rules, only directly impacted residents will be advised about minor works to be undertaken i.e. statutory No Stopping restrictions at intersections, pedestrian facilities or signposting of bus zones. While the opinions of residents will be considered in all proposals, it should be noted that road safety will be of paramount importance in all cases.

Funding

The maintenance of signage and line marking and provision of associated new minor delineation works is generally catered for through the annual Block Grant that Council receives each year from Roads and Maritime Services.

New works such as enhanced street lighting / provision of traffic calming devices / pedestrian refuges or enhanced pedestrian crossings all must be funded by Council directly or through funding submissions to the Federal or State Government via road safety programs.

ITEM 11 (continued)

ATTACHMENT 1

**Ryde Secondary College – Community Information Session
Wednesday 16 May 2018**

Community Issues And Responses

- Has an overhead bridge been considered over Buffalo Road? – ***The location does not meet the warrant for a pedestrian overbridge.***
- Coming up from the east on Buffalo Road, people do not know that a school is there. A sign is needed on the Reserve to warn people that they are approaching a school. – ***School zone signage can only be installed on roads with an active school frontage. Alternative advanced warning signage will be installed on Buffalo Road denoting the presence of school children.***
- Children crossing Buffalo Road at Malvina Street is a concern. – ***While there is a raised pedestrian crossing south of this intersection on Buffalo Road it is acknowledged that there is a pedestrian desire line straight across to the reserve. A range of alternative treatments are proposed at this location.***
- Increasing the number of children walking is not necessarily decreasing risk as this is a rat run for Victoria Road with lots of cars – safety and signage is a must for children crossing. – ***The pedestrian crossing on Buffalo Road is well maintained with signage and line marking in good condition. Buffalo Road is a major collector road and is a designated bus route. Traffic volumes on this road are appropriate to its functionality..***
- Lack of respect from parents with all of the events on weekends and also during the week (Saturday morning from 9am to 3pm) and every school morning – completely non-stop as a resident. May need to look at 2 hour parking and resident parking permits. – ***A range of traffic and parking improvements are proposed on Malvina Street and Forrest Road.***
- Area between Forrest Road and Buffalo Creek very dangerous – speed and a stop sign or speed calming may assist in slowing down traffic. This section of the road is very narrow and when people are parked it is not easy to get out of driveway - consideration given to limited parking with a resident parking permit or parking on one side of the street. – ***Traffic calming devices are not an option on Malvina Street as they would be a launch pad due to the steepness of the street. There are a number of treatments proposed for the intersection of Malvina Street and Buffalo Road with the Give Way control to change to STOP at Buffalo Road.***
- Forrest Road – if there was no parking on the residential side may have the space to put the footpath. – ***Council will undertake discussions with School regarding provision of footpath within its grounds or dedication of land to provide one.***

ITEM 11 (continued)

ATTACHMENT 1

**Ryde Secondary College – Community Information Session
Wednesday 16 May 2018**

- Forrest Road – there is a lot happening at the school and also over the weekends. The Ryde Eisteddfod is a huge event and more traffic support is required to deal with the volume of traffic. More support required from Council with Rangers. As the Eisteddfod goes for near on 3 months, traffic control and movement needs attention. – ***School will be requested to provide a traffic and parking management plan to address issues resulting from events occurring on its grounds.***
- Basketball going on to at least 10pm at night with people screaming. – ***School to be advised regarding inappropriate behaviour.***
- There is no footpath on one side of Malvina Street and on sports day students are required to walk on the road which is against safety regulations. – ***Footpaths are provided on both sides of Malvina Street south of Forrest Road, however there is a need for footpaths on both sides of Malvina Street, north of Forrest Road.***
- Request for some no-stopping signs to be erected on the corner of Malvina Street and Buffalo Road and Malvina Street and Forrest Road for improved visibility. – ***Audit has been undertaken to ensure that all streets have been signposted with the required statutory No Stopping signage.***
- Suggest if there is a possibility of widening the road down the hill and extending the kiss and ride and moving the pedestrian crossing on Malvina Street. – ***There is no currently no pedestrian crossing on Malvina Street, however Council is undertaking an assessment for the extension of the Kiss and Ride on Malvina Street and possible installation of zebra crossings at the intersection of Malvina Street and Forrest Road.***
- The adequacy of parking on the school site is limited with 94 staff and 16 off street parking spaces for staff. Is there a possibility that some analysis can be undertaken regarding providing more on-site parking for staff and the students who do drive? – ***School will be requested to address the parking needs of its own staff.***
- School would like City of Ryde to advocate for more buses (633 is the bus) and on a Thursday and Friday State Transit only sends 2 buses and students are being turned away. – ***Requests for more buses must be made by the school to TfNSW. If there is a demand, the appropriate bus servicing will be provided. The school has the data which TfNSW requires to make this decision. The need for the extended bus zones on the school's frontage will be reviewed as to whether they are actually required.***
- School is happy to move their fence so that a footpath can be constructed. School would like City of Ryde to advocate to the Department of Education to allow the fence to be moved for that purpose. – ***Council will liaise with the School regarding this matter.***

ITEM 11 (continued)

ATTACHMENT 1

**Ryde Secondary College – Community Information Session
Wednesday 16 May 2018**

- Walking to school from Victoria Road, cars do not stop at pedestrian crossings. Is there a possibility to install speed bumps at the crossing on Buffalo Road? – ***Motorists are required by law to stop at pedestrian crossings. Site inspections indicate that the pedestrian crossings on Buffalo Road are well maintained. Buffalo is a collector road and thus the provision of speed humps on a road of this nature is not endorsed.***
- There are many students that have been hit by cars but not caused any injury “tapped by a car”. – ***Crash data does not support this claim, with no crashes involving pedestrians being recorded for the period 2013 to June 2018 on any of the roads in the vicinity of the School.***
- Crossing on Buffalo Road is not safe as you need to cross Malvina Street. Another crossing on Buffalo Road and on Malvina Street would assist. – ***A raised pedestrian crossing is located on Buffalo Road south of Malvina Street. There are a number of treatments proposed for the intersection of Malvina Street and Buffalo Road to address pedestrian activity at this location.***
- Lots of traffic travelling along Buffalo Road turning into Malvina Street cut the corner so something such as an island to stop the traffic cutting the corner is required. – ***Intersection treatments are proposed which will address this driver behaviour.***
- Speed humps would assist to reduce the speed of the traffic. – ***Malvina Street is too steep for speed humps, as they would become a launching pad for vehicles driven at speed. With the exception of raised pedestrian crossings, Council does not endorse the use of full road speed humps on streets that form part of a designated bus route.***
- Roundabout at the intersection of Forrest Road and Malvina Street and also at the intersection of Malvina Street and Buffalo Road. – ***Both locations are not wide enough to permit a roundabout to be constructed.***
- In the latter months of each year on Saturdays and Sundays there are dance concerts held at Malvina School hall. The surrounding streets particularly Malvina Street are packed with cars and the residents have difficulties entering and exiting their driveways. The parents of the children participating in the concerts have no consideration for the residents and their purpose is to park as close as possible to the venue. They repeatedly park encroaching on driveways, parking too close to intersections causing entry and exit to streets and also at times parking on verges. – ***Discussions will be held with the school regarding the events that are currently being held at the school as they are having a huge impact on the school. The school to be requested to provide an events traffic management plan detailing how these events are to be managed from now on, what provisions they will make for parking and how this parking is to be managed.***

ITEM 11 (continued)

ATTACHMENT 2

Roads and Maritime Services Warrants for Pedestrian Crossings

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

Normal Warrant:

A pedestrian (Zebra) Crossing is warranted where in each of three separate one hour periods in a typical day:

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

Reduced Warrant:

Applies to sites used predominantly by children and by aged or impaired pedestrians. If the crossing is used predominantly by school children, is not a suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:

- a. the pedestrian flow per hour (P) crossing the road is greater than or equal to 30 AND
- b. the vehicular flow per hour (V) through the site is greater than or equal to 200, and then a pedestrian (Zebra) Crossing may be installed.

Children's Crossings:

- a. The crossing is located on local and lightly trafficked roads where in a one hour duration immediately before and after school hours the traffic flow exceeds 50 vehicles per hour in each direction and during the same hour 20 or more children cross the road within 20m of the proposed crossing location.
- b. 85% percentile speed of traffic must not exceed 60km/h one hour before or after school hours. Note: In special circumstances where a Children's Crossing is required on roads where the 85% speed is greater than 60km/h. Council may apply to the Roads and Maritime Services for consideration and approval (Principal Manager or equivalent – Level 4 delegation or above).
- c. An undertaking from the school principal to arrange the display of the "Children's Crossing" flags or signs during and only during the specified period of operation 8.00am – 9.30am and 2.30pm – 4.00pm and when necessary at other times such as school excursions and school sport days.

12 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 11 APRIL 2019

Report prepared by: Traffic Engineer
File No.: GRP/09/3/17 - BP19/382

REPORT SUMMARY

This report discusses each traffic/parking matter separately and provides discussion and recommendations on how Council may proceed with the proposed measures. Eleven reports were tabled at the Ryde Traffic Committee (RTC) meeting held on 11 April 2019, proposing traffic and parking measures.

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

Two reports were approved by the RTC via electronic meetings (Table 3 Matters Approved under Electronic Traffic Committee Process – Items 1 & 2 are combined in a single report from Sydney Metro). Subsequently, the following traffic and parking measures require Works and Community Committee approval:

- (A) Wattle Lane, West Ryde – Parking in Laneway Blocking Access
- (B) Maxim Street, West Ryde – Changes to Parking Controls
- (C) Morshead Street, North Ryde – Intersection Treatment
- (D) Winbourne Street, West Ryde – No Stopping Between Driveways of 47 Winbourne Street Weekdays only
- (E) Yarwood Street, Marsfield – Safe Passage for Cyclists
- (F) Anderson Lane, Ryde - 'No Stopping' Zone
- (G) Linsley Street, Gladesville - 'No Parking' Restriction
- (H) Monash Road, Gladesville - Extension of 'No Stopping' Restrictions
- (I) Constitution Road, Ryde –
Parked Cars Obstructing Access to Drainage and Traffic Lane
- (J) PAMP – Adelaide Street, West Ryde –
Pedestrian Access Management Plan Works
- (L) Waterloo Road at Herring Road, North Ryde – Removal of bus zone replaced by No Stopping and Coolinga Street, Macquarie Park – Kiss & Ride Zone

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

ITEM 12 (continued)**RECOMMENDATION:**

- (a) That Council installs No Stopping restrictions on both sides of Wattle Lane, West Ryde, between 61A Falconer Street and the intersection of Hermitage Road as per the attached *Figure A2*.
- (b) That Council:
 - 1. Converts 13 metres of unrestricted parking to 'No Parking – 8:00AM to 9:30AM & 2:30PM to 4:00PM – Monday to Friday' outside 45 Maxim Street; and
 - 2. Converts 14 metres of existing 'No Stopping' to 'No Parking – Wedding and Funeral Vehicles Excepted' outside 45 Maxim Street.
- (c) That Council installs the following:
 - 1. as per the attached *Figure C2*, give way signage, linemarking and BB centre line marking on Sturdee Street, at its intersection with Morshead Street; and
 - 2. a 15 metre section of 2P 8am-6pm Mon-Fri – Permit Holders Excepted adjacent to the property frontage of 45 Morshead Street, and
 - 3. a 17 metre section of No Stopping adjacent to the property frontage of 43 Morshead Street, North Ryde.
- (d) That Council installs of a 'No Stopping, 7am-6pm Mon-Fri' restriction on the western side of Winbourne Street, between the driveways of 47 Winbourne Street, West Ryde as per the attached *Figure D2*.
- (e) That Council in accordance with the attached *Figure E5*:
 - 1. installs "No Stopping" restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Coral Street; and
 - 2. replaces existing "No Parking" restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Culloden Road, with "No Stopping" restrictions.
- (f) That Council installs, as per the attached *Figure F2*, No Stopping restrictions on both sides of Anderson Lane, Ryde.
- (g) That Council installs, as per *Figure G3*, a 36 metre 'No Parking' zone on the eastern side of Linsley Street, outside 12 to 16 Linsley Street, Gladesville.
- (h) That Council extends, as per the attached *Figure H2*, the existing 'No Stopping' zones on both sides of Monash Road, north of Higginbotham Road, by 10 metres northwards, incorporating the driveway of 78 Monash Road, Gladesville.

ITEM 12 (continued)

- (i) That Council installs, as per the attached Figure I2, "No Stopping" restrictions on the southern side of the cul-de-sac north of Constitution Road, from Bowden Street to the access point to Ann Thorn Park.
- (j) That Council installs, in accordance with RMS technical direction TDT2011/01A "Pedestrian Refuges", a pedestrian refuge and improved kerb ramps in Adelaide Street, north of the intersection with Deakin Street, West Ryde as shown on the attached *Figure J2*.
- (l) It is recommended that Council approves the following proposals (work to be completed by Sydney Metro):
 - 1. Remove the bus stop on Waterloo Road on the approach to Herring Road (westbound) and replace BUS ZONE signs with NO STOPPING signs as outlined in Section 4 (Discussion, Location 1).
 - 2. Convert 5min parking to 'No Parking' (peak times) for Kiss and ride operation in Coolinga Street as outlined in Section 4 (Discussion, Location 2).

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Muddasir Ilyas
Traffic Engineer

Report Approved By:

Kelly Yoon
Senior Traffic and Development Engineer

Wayne Rylands
Director - City Works

ITEM 12 (continued)

ITEM (A) WATTLE LANE, WEST RYDE

SUBJECT: **PARKING IN LANEWAY BLOCKING ACCESS**
WARD: **CENTRAL**
ROAD CLASS: **NON-CLASSIFIED**
REFERENCE: **CRM-2125540 & T2018-02145**

OVERVIEW

City of Ryde has received a request to install parking restrictions on a section of Wattle Lane that runs perpendicular to Hermitage Street, that regularly experiences blockages due to parked vehicles.

CONTEXT

This section of Wattle Lane, between 61A Falconer Street and Hermitage Road, is of variable width, but is no more than 4.2 meters wide. Any vehicles parked along Wattle Lane effectively blocks the passage of all vehicles down the laneway, which would have serious consequences should emergency services require access.

REFERENCES

- [NSW] *Road Rules 2014* Rule 191

COMMUNITY ENGAGEMENT

Surveys were distributed to all local residents with access off Wattle Lane to advise them that Council is proposing to install No Stopping restrictions along the perpendicular section of Wattle Lane.

Three comments have been received in support of the proposed changes. The three residents who replied were strongly in favour of the proposed parking restrictions.

ITEM 12 (continued)

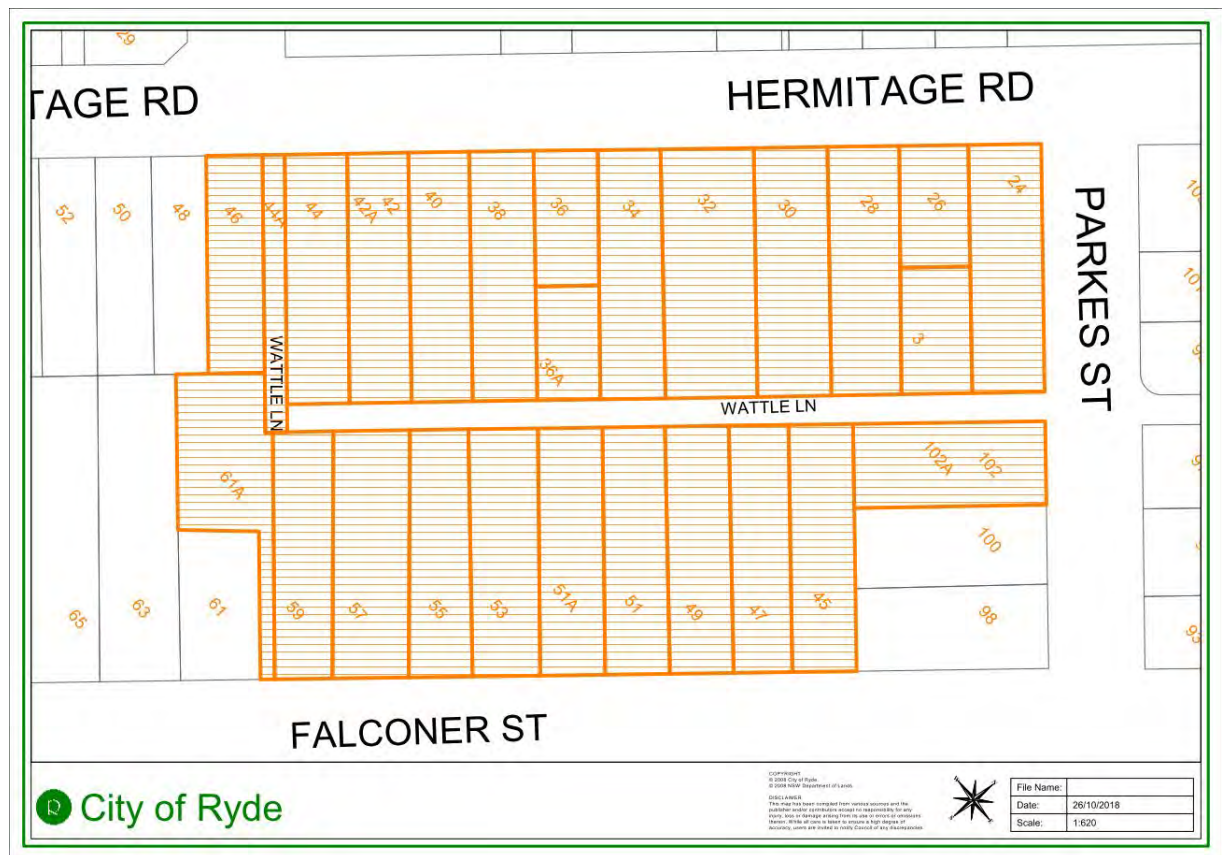


Figure A1 Community engagement distribution map

DISCUSSION

Due to the width of both sections of Wattle Lane, any vehicles parked in the laneway are in breach of the Australian Road Rules. The section of Wattle Lane between 61A Falconer Street and Parkes Street is similar in width as the perpendicular section, however the residents along this part of the laneway self-enforce the no parking requirement and so No Parking restrictions are not considered necessary at this time.

APPROVALS

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

ITEM 12 (continued)



Figure A2 Proposed No Stopping in Laneway

RTC RESOLUTION

That Council installs No Stopping restrictions on both sides of Wattle Lane, West Ryde, between 61A Falconer Street and the intersection of Hermitage Road as per the attached *Figure A2*.

RECOMMENDATION

That Council installs No Stopping restrictions on both sides of Wattle Lane, West Ryde, between 61A Falconer Street and the intersection of Hermitage Road as per the attached *Figure A2*.

ITEM 12 (continued)**ITEM (B) MAXIM STREET, WEST RYDE**

SUBJECT: **CHANGES TO PARKING CONTROLS**
WARD: **CENTRAL**
ROAD CLASS: **NON-CLASSIFIED**
REFERENCE: **HELPDESK-15085 & T2018-02233**

OVERVIEW

Council has received representation from St Michael's Church and St. Michael's Primary School (45 Maxim Street), requesting consideration be given to make changes to the parking restrictions along the frontage of 45 Maxim Street, West Ryde to facilitate school pick-up and drop-off activities and wedding/funeral vehicles associated with church services.

It is proposed to:

- Convert 13 metres of unrestricted parking to 'No Parking – 8:00AM to 9:30AM & 2:30PM to 4:00PM – Monday to Friday'; and
- Convert 14 metres of existing 'No Stopping' to 'No Parking – Wedding and Funeral Vehicles Excepted' outside 45 Maxim Street.

CONTEXT

- Maxim Street is a two way road, with a 10.5 metre wide road carriageway.
- The frontage of St Michael's Church at 45 Maxim Street, is currently a combination of "No Stopping" and unrestricted parking.
- The existing kerb space on the western side of Maxim Street, south of Hughes Street has an extended "No Stopping" zone. Site visits confirmed that there is no sight-distance issue at this location and the "No Stopping" can be reduced to allow for parking without impacting safety.

COMMUNITY ENGAGEMENT

Notifications were distributed to three neighbouring residents to determine the level of support for the changes as shown in *Figure B1*. No responses were received from these residents. The proposed restrictions are confined to the Church and School frontage and thus do not directly impact on nearby residents.

ITEM 12 (continued)

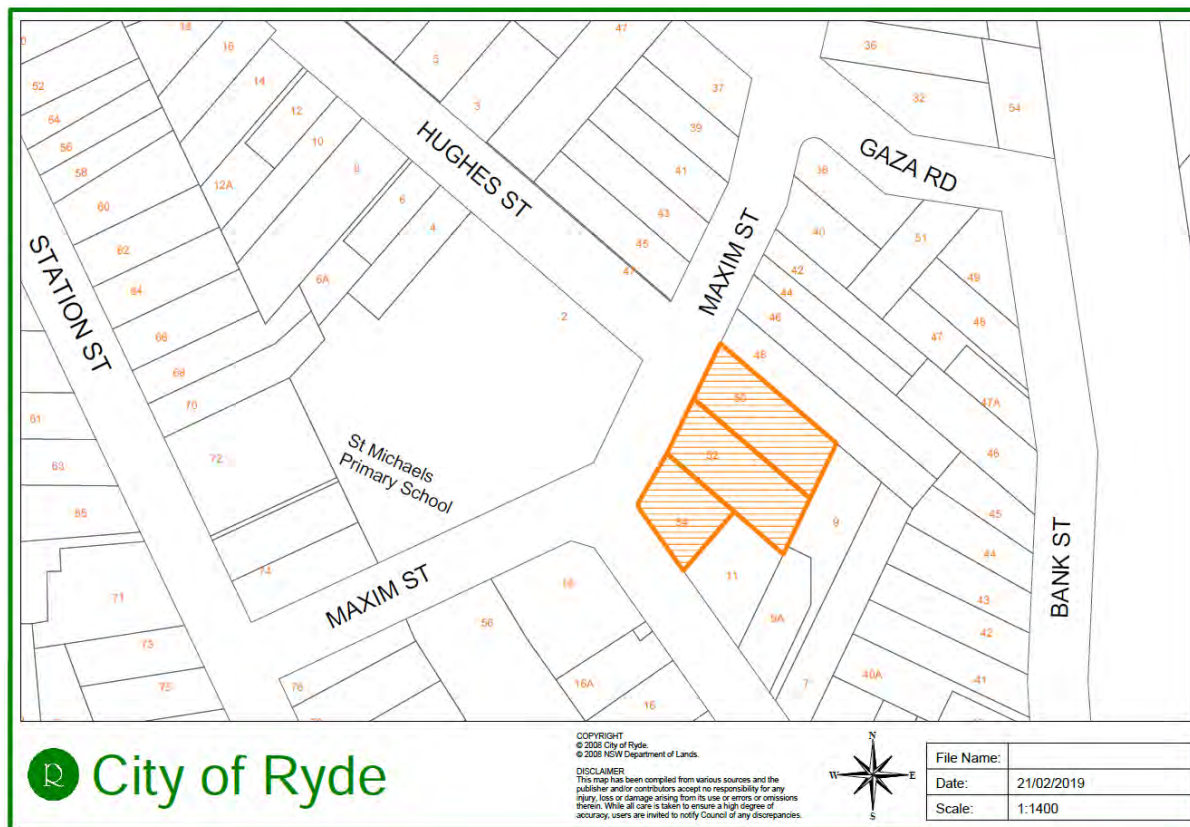


Figure B1: Community engagement distribution map

APPROVALS

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

ITEM 12 (continued)

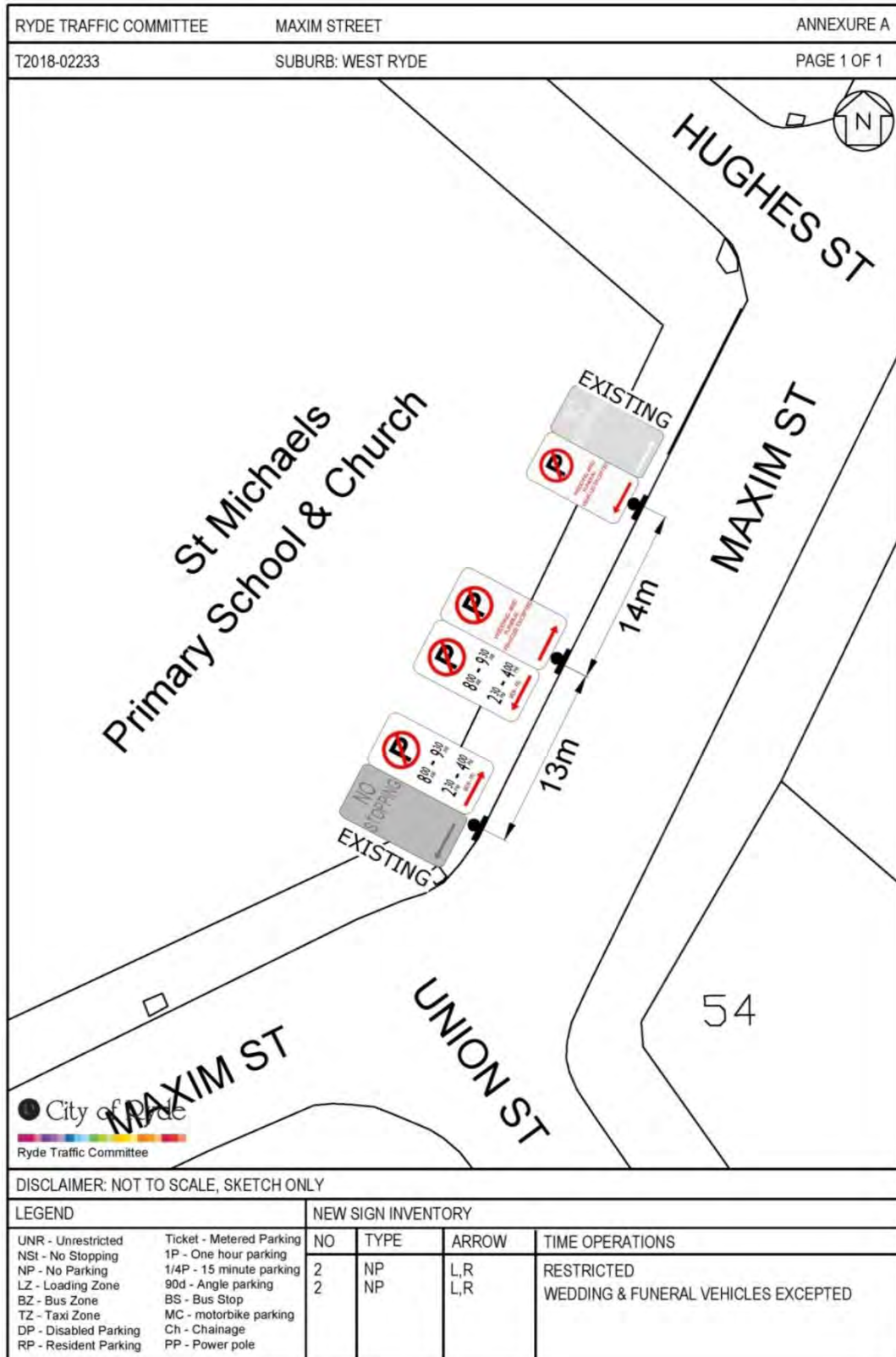


Figure B2 Proposed changes to parking controls

ITEM 12 (continued)**RTC RESOLUTION**

That Council:

1. convert 13 metres of unrestricted parking to 'No Parking – 8:00AM to 9:30AM & 2:30PM to 4:00PM – Monday to Friday' outside 45 Maxim Street; and
2. converts 14 metres of existing 'No Stopping' to 'No Parking – Wedding and Funeral Vehicles Excepted' outside 45 Maxim Street.

RECOMMENDATION

That Council:

1. converts 13 metres of unrestricted parking to 'No Parking – 8:00AM to 9:30AM & 2:30PM to 4:00PM – Monday to Friday' outside 45 Maxim Street; and
2. converts 14 metres of existing 'No Stopping' to 'No Parking – Wedding and Funeral Vehicles Excepted' outside 45 Maxim Street.

ITEM 12 (continued)

ITEM (C) MORSHEAD STREET, NORTH RYDE

SUBJECT: **INTERSECTION TREATMENT**
WARD: **CENTRAL**
ROAD CLASS: **NON-CLASSIFIED**
REFERENCE: **CRM-2135894 & T2018-02367**

OVERVIEW

Council has received representation from a resident of Morshead Street requesting consideration be given to improvements to traffic flow and the operation of the intersection of Sturdee Street and Morshead Street, North Ryde.

BACKGROUND

The intersection of Sturdee Street and Morshead Street operates as a standard 'T' intersection, however as this is not formed at a distinct 90⁰ angle there is some ambiguity as to who has priority at the intersection.

This area has recently experienced additional parking demand generated by the construction works at the Lachlan's Line development.

COMMUNITY ENGAGEMENT

Residents were surveyed to determine the level of support for the installation of No Stopping restrictions between 43 and 45 Morshead Street, North Ryde.

The occupants of 9 surrounding properties were notified of the proposal, as shown in *Figure C1*.

One comment was received requesting that the proposed 'No Stopping' zone not be installed in this location. The reason given is that the area is utilised by residents and their guests for parking, generally on weekends and evenings.

The initial requestor did not respond to the survey, but has contacted Council on several occasions to express their concerns regarding the parking occurring in the area. Their clearly stated view is that all the parking needs to be removed.

In response to the resident concerns, a composite solution is to include a section of the current unrestricted parking into the existing 2P resident parking scheme that operates in North Ryde, and the installation of a section of No Stopping around the curve to improve the sight distance and access arrangements.

ITEM 12 (continued)

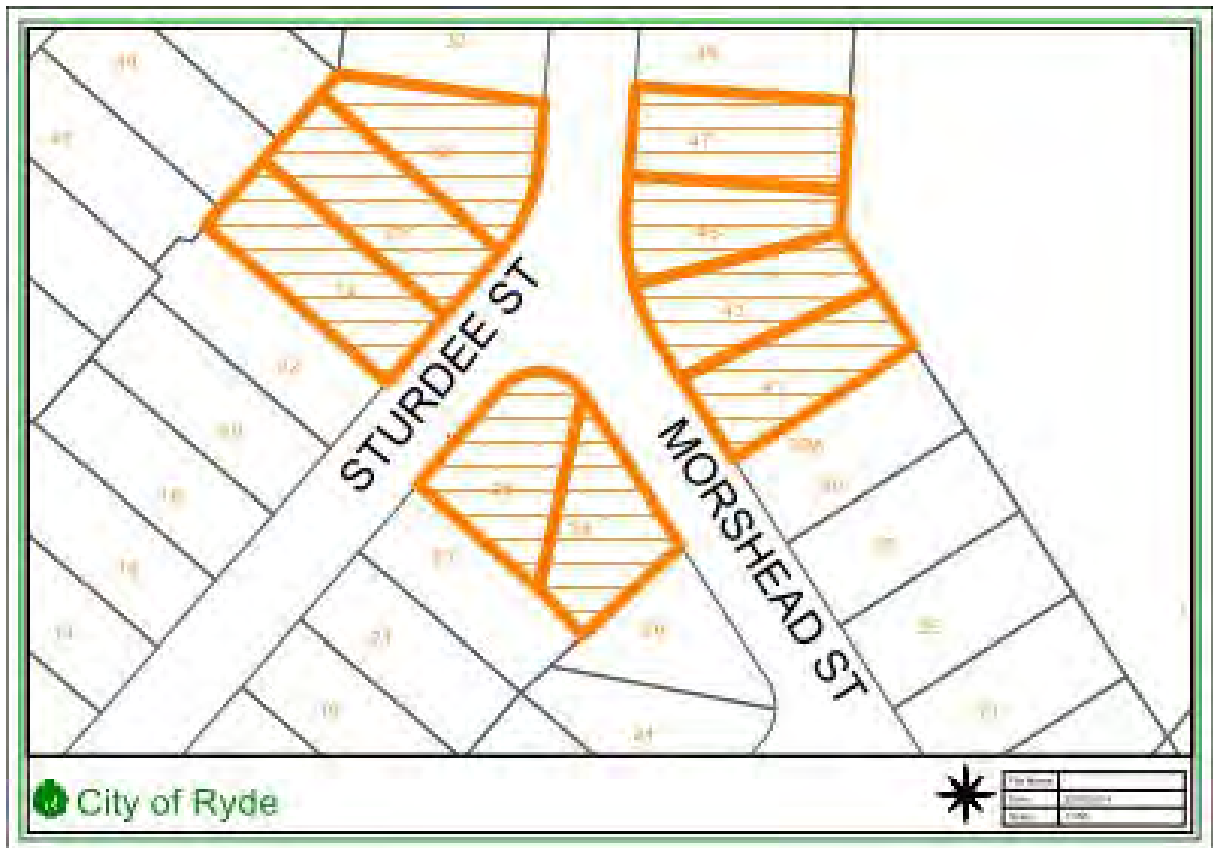


Figure C1 Community engagement distribution

DISCUSSION

This issue has been caused by the additional parking demand generated by workers at the development at Lachlan's Line.

The No Stopping on the curve will improve the sight distance for vehicles entering the road from the property at 43 Morshead Street. Vehicles parking adjacent to 45 Morshead Street will actually have a positive effect on the sight distance from the driveway of 43 Morshead Street as vehicles will be forced wider into the curve.

The installation of 2P Resident Parking is considered to be an effective alternative as there is very low occupancy of time restricted spaces in the area, whilst unrestricted spaces are 100% occupied between the hours of 7am-3pm.

To clearly define who has priority at the intersection, give way signage, line marking and centre line double barrier lines will be installed in Sturdee Street at Morshead Street.

ITEM 12 (continued)

APPROVALS

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



Figure C2 Proposed intersection treatment

RTC RESOLUTION

That Council installs the following:

1. as per the attached *Figure C2*, give way signage, linemarking and BB centre line marking be installed on Sturdee Street, at its intersection with Morshead Street; and
2. a 15 metre section of 2P 8am-6pm Mon-Fri – Permit Holders Excepted be installed adjacent to the property frontage of 45 Morshead Street, and
3. a 17 metre section of No Stopping be installed adjacent to the property frontage of 43 Morshead Street, North Ryde.

ITEM 12 (continued)

RECOMMENDATION

That Council installs the following:

1. as per the attached *Figure C2*, give way signage, linemarking and BB centre line marking be installed on Sturdee Street, at its intersection with Morshead Street; and
2. a 15 metre section of 2P 8am-6pm Mon-Fri – Permit Holders Excepted adjacent to the property frontage of 45 Morshead Street, and
3. a 17 metre section of No Stopping adjacent to the property frontage of 43 Morshead Street, North Ryde.

ITEM 12 (continued)

ITEM (D) WINBOURNE STREET, WEST RYDE

**SUBJECT: 'NO STOPPING' BETWEEN DRIVEWAYS OF
47 WINBOURNE STREET WEEKDAYS ONLY**

WARD: WEST

ROAD CLASS: NON-CLASSIFIED

REFERENCE: CRM-2135948 & T2018-02369

OVERVIEW

Council has received a request from the childcare centre at 47 Winbourne Street, West Ryde, for parking restrictions to be installed between their two driveways, to improve sightlines for vehicles exiting the centre. Access to the childcare centre is via separate access and egress driveways. Vehicles parked between these two driveways impact significantly on sight distance lines to on-coming traffic on Winbourne Street.

It is therefore proposed to install 'No Stopping, 7am-6pm Mon-Fri' restriction between the two driveways to prevent any parking during the centre opening hours, as shown on the attached plan.

CONTEXT

- The subject section of Winbourne Street is approximately 7.4 meters wide.
- The centre is in close proximity to Marsden High School which generates additional parking demand.
- The residential properties in the vicinity of the centre have access to off-street parking.

COMMUNITY ENGAGEMENT

A notification letter was sent out to local residents regarding this proposal. No responses were received.

Given that there were no objections to the proposal and the intention is to improve access to a childcare centre Council intends to proceed.

ITEM 12 (continued)

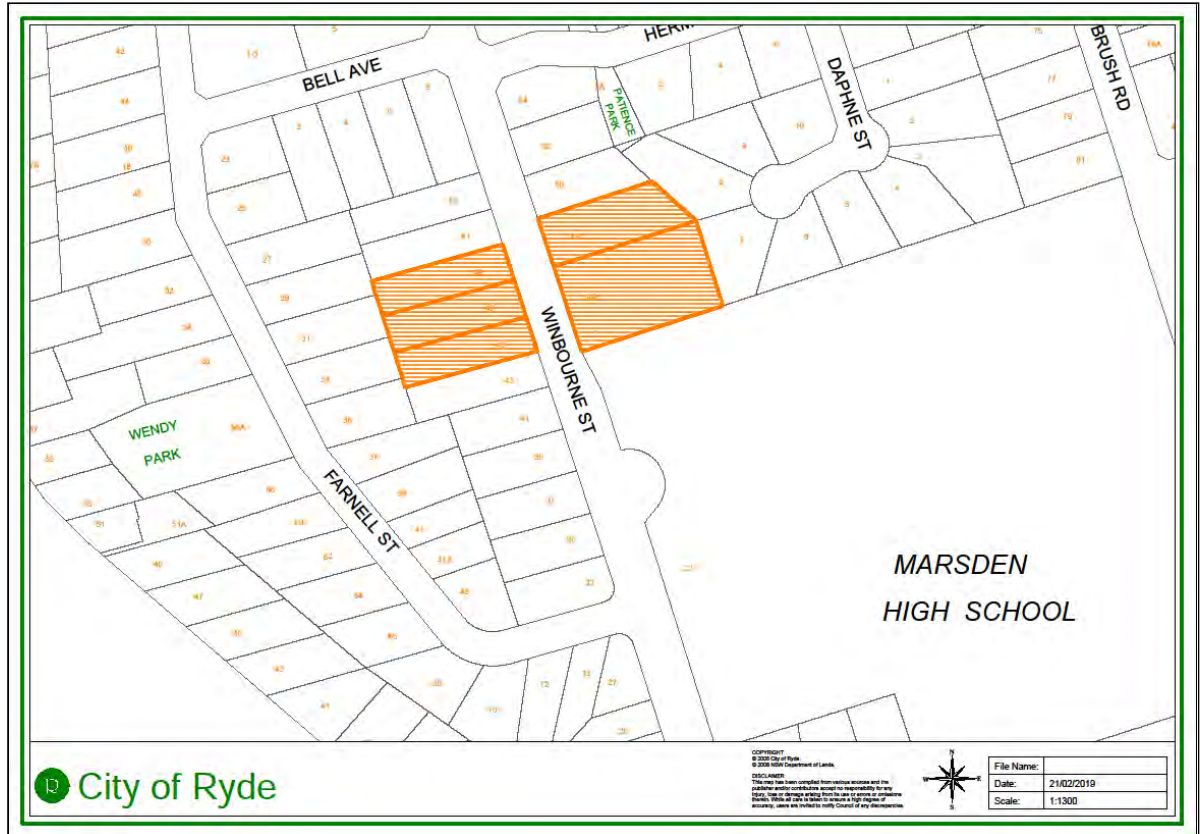


Figure D1 Community engagement distribution map

DISCUSSION

The restrictions proposed between the two driveways will improve sight distance for all users of the childcare centre during its operational hours, whilst allowing for unrestricted parking when the childcare centre is not operating.

APPROVALS

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

ITEM 12 (continued)



Figure D2 - Proposed parking restrictions outside 47 Winbourne Street.

RTC RESOLUTION

That Council installs a 'No Stopping, 7am-6pm Mon-Fri' restriction on the western side of Winbourne Street, between the driveways of 47 Winbourne Street, West Ryde.

RECOMMENDATION

That Council installs a 'No Stopping, 7am-6pm Mon-Fri' restriction on the western side of Winbourne Street, between the driveways of 47 Winbourne Street, West Ryde as per the attached Figure D2.

ITEM 12 (continued)

ITEM (E) YARWOOD STREET, MARSFIELD

SUBJECT: SAFE PASSAGE FOR CYCLISTS
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-02573

OVERVIEW

As part of the Cycleways Construction - Expansion Program, Council is constructing a Shared User Path (SUP) on the south-western side of Epping Road, between Paul Street and Vimiera Road.

Due to restricted nature-strip on Epping Road for one section, the Cycleway requires an on-road cycle path on Yarwood Street, Marsfield, between Culloden and Agincourt Roads. This will be indicated by relevant signs and logos.

Under existing conditions, the width of the carriageway would not allow a dedicated cycle path to be marked on Yarwood Street if vehicles are parked on both sides of the road. The width of the street at 6.9 metres means that cars cannot legally park in the street directly opposite each other.

To enable a dedicated cycle path to be marked on the road, parking on the northern side of Yarwood Street must be formally removed with No Stopping restrictions to be installed between Culloden Road and Agincourt Road.

CONTEXT

- Yarwood Street is a two way road, with a 6.9 metres wide road carriageway.
- The northern side of Yarwood Street, between Culloden Road and Karalee Close, is a combination of "No Parking" and "No Stopping".
- The northern side of Yarwood Street, between Coral Street and Agincourt Road, is signposted as "No Stopping".
- The proposed parking changes will result in the loss of 21 parking spaces in Yarwood Street, between Culloden and Agincourt Roads.
- Existing roadway and footpath configuration on Epping Road does not allow for the provision of a Cycleway at this location.
- The majority of residents in the area have access to two or more off-street parking spaces, in addition to on-street parking in Coral Street, Karalee Close and the southern side of Yarwood Street.
- Site visits confirm that the area has a low parking occupancy rate.

ITEM 12 (continued)

COMMUNITY ENGAGEMENT

A notification letter was distributed to 10 residential homes with frontages on, or adjacent to, Yarwood Street as shown in *Figure E1*. No responses were received from residents. It should be noted that all residents have access to off street parking.

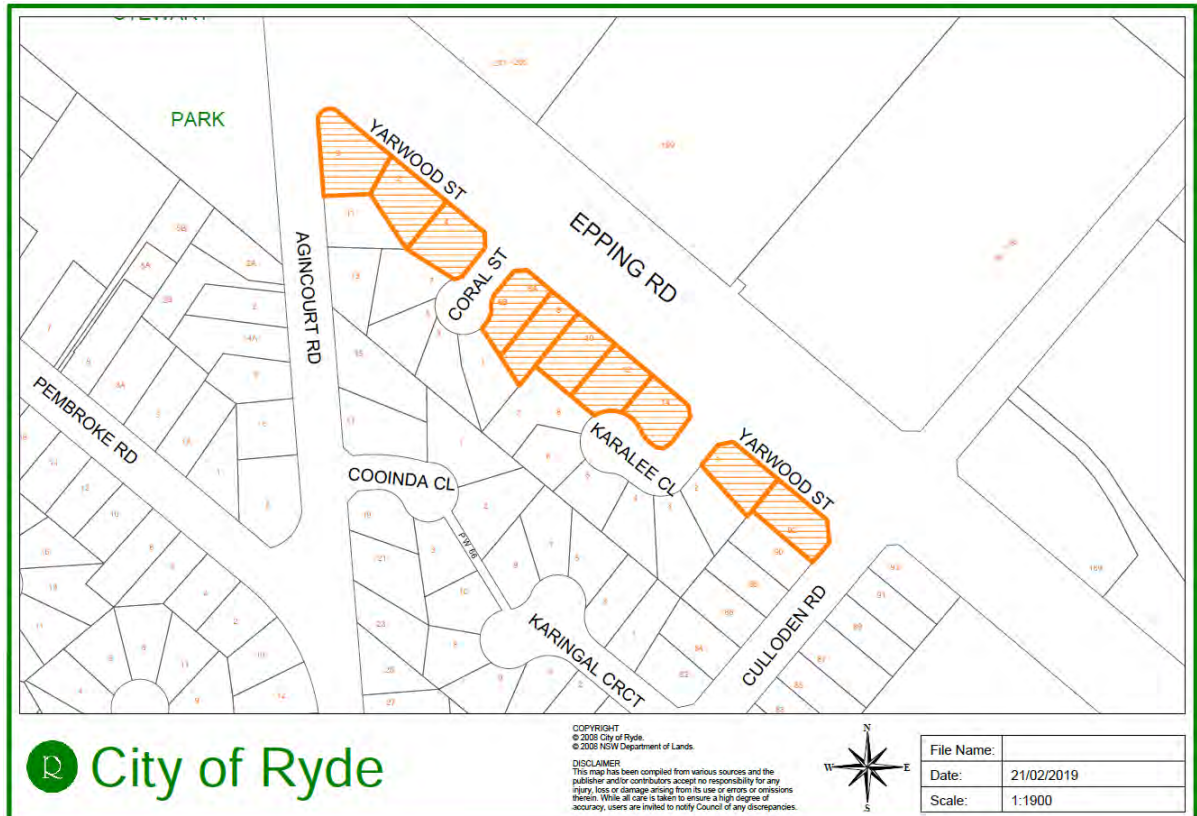


Figure E1: Local residents notified regarding proposed changes

APPROVALS

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

ITEM 12 (continued)



Figure E2: Existing footpath and road configuration in Epping Road, adjacent to Yarwood Street



Figure E3: Existing footpath and road configuration in Yarwood Street, between Culloden and Agincourt Roads.

ITEM 12 (continued)

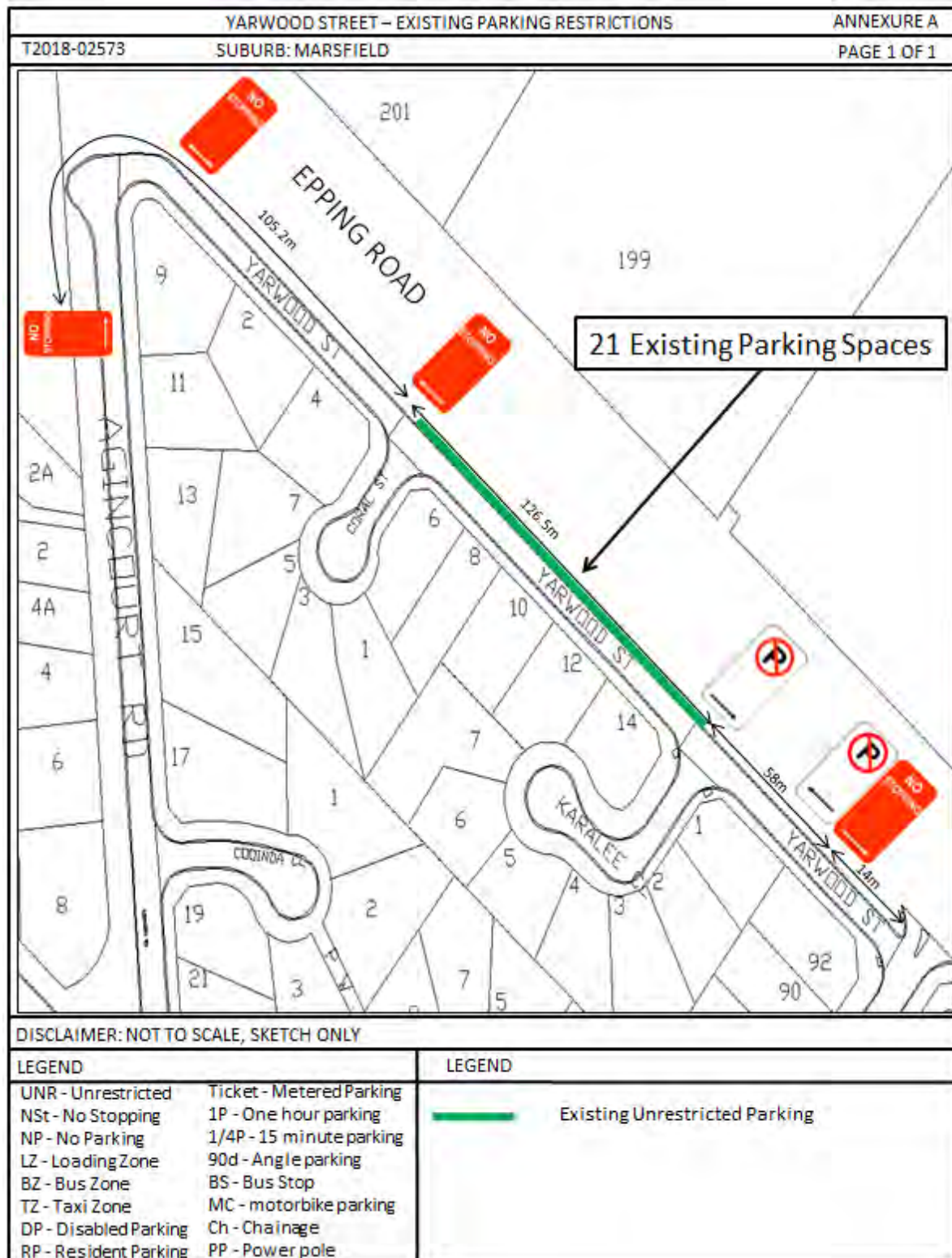


Figure E4: Existing parking on the northern side of Yarwood Street, between Culloden and Agincourt Roads.

ITEM 12 (continued)

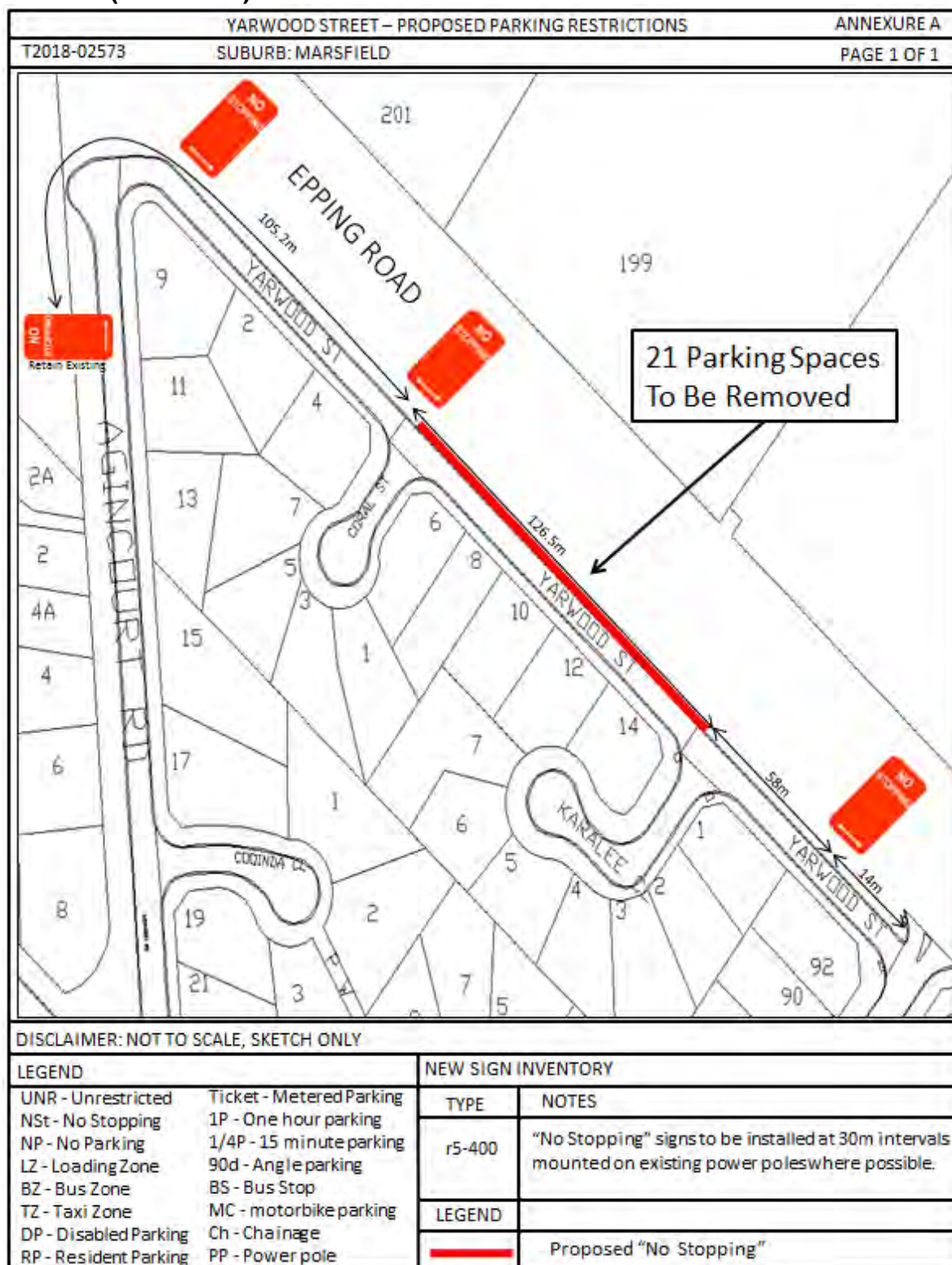


Figure E5: Proposed "No Stopping" on the northern side of Yarwood Street, between Karalee Close and Coral Street

ITEM 12 (continued)**RECOMMENDATION**

That the Ryde Traffic Committee recommends to:

1. install “No Stopping” restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Coral Street;
2. replace existing “No Parking” restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Culloden Road, with “No Stopping” restrictions.

RTC RESOLUTION

That Council in accordance with the attached *Figure E5*:

1. installs “No Stopping” restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Coral Street; and
2. replaces existing “No Parking” restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Culloden Road, with “No Stopping” restrictions.

ITEM 12 (continued)

ITEM (F) ANDERSON LANE, RYDE

SUBJECT: **'NO STOPPING' ZONE**
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CRM-2157421 & T2018-02792

OVERVIEW

Council has received a request to address inappropriate parking in Anderson Lane.

Anderson Lane is approximately 4.1 metres wide. Any vehicle parked in the laneway prevents its use by other vehicles, which not only restricts the amenity of other residents but prevents use by emergency services. It is therefore proposed to install 'No Stopping' restrictions along both sides of Anderson Lane.

Anderson Lane provides through access between Shepherd Street and Anderson Street.

CONTEXT

- Currently there are no sign-posted parking restrictions in Anderson Lane.
- The properties in the vicinity of the subject area have access to off-street parking.

COMMUNITY ENGAGEMENT

A notification letter was sent to local residents regarding this proposal, please see Figure F1 for the extent of consultation.

One response was received which raised no specific objection to the proposed restrictions, but did suggest further actions to address the situation holistically.

This included a full closure of the lane, or creating a one way traffic system on Anderson Lane. Whilst the closure of the lane would only directly affect one property, who has indicated that they would not be overly concerned by this, there is the matter of the through traffic which uses the lane to access the wider road network. Council cannot advocate the closure of a road after a single request.

Similarly the implementation of a one way system will affect the general traffic flow in the area, and result in higher speeds through the lane.

The proposals for alternate actions may have merit, however they are beyond the scope of this consideration and would require extensive investigation to determine viability.

ITEM 12 (continued)

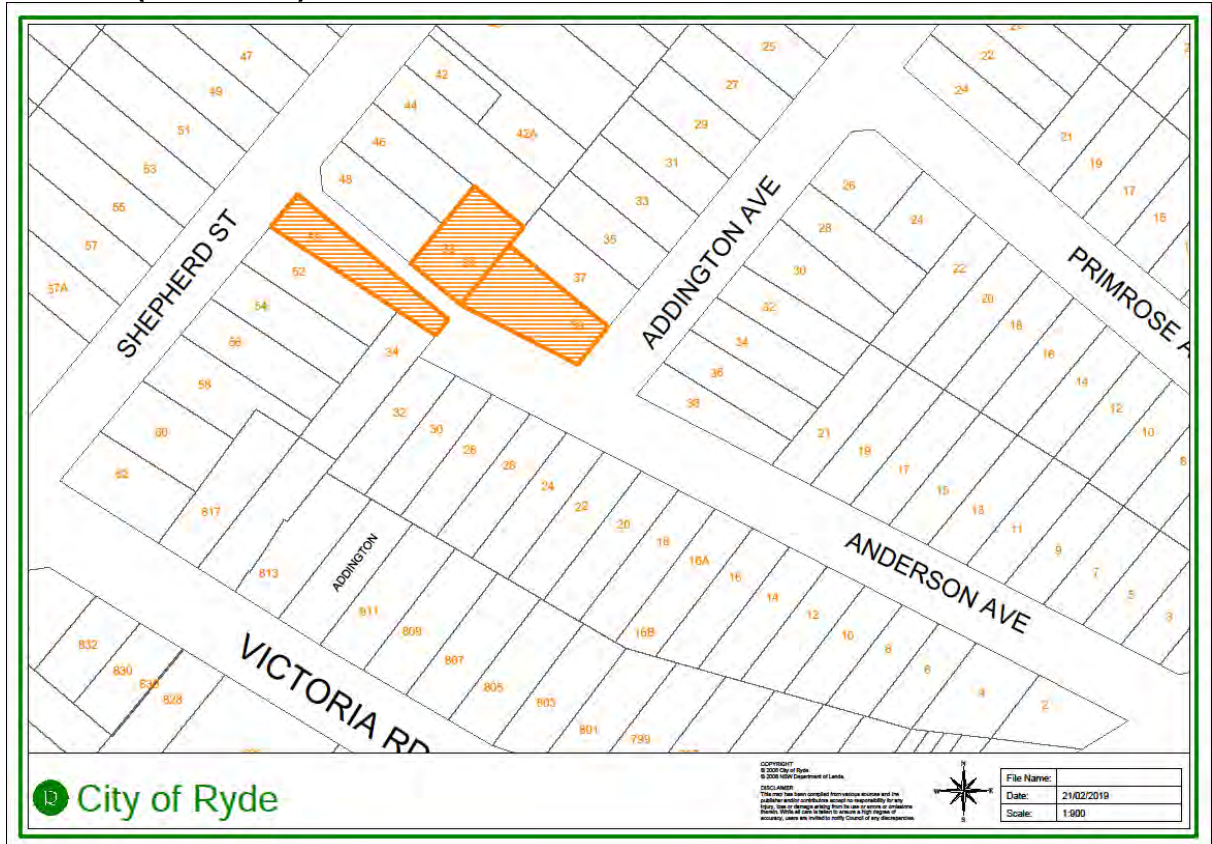


Figure F1 Community engagement distribution map

DISCUSSION

Due to the narrow width of Anderson Lane, vehicles parking at this location are in breach of the Australian Road Rules which requires a clear 3 metre travel path on public roads.

APPROVALS

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

ITEM 12 (continued)



Figure F2: Proposed No Stopping restrictions in Anderson Lane

RECOMMENDATION

That the Ryde Traffic Committee recommends the installation of No Stopping restrictions on both sides of Anderson Lane, Ryde.

RTC RESOLUTION

That Council installs, as per the attached *Figure F2*, No Stopping restrictions on both sides of Anderson Lane, Ryde.

ITEM 12 (continued)**ITEM (G) LINSLEY STREET, GLADESVILLE**

SUBJECT: 'NO PARKING' RESTRICTION
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D19/3127 & T2019-00078

OVERVIEW

Council has received a request from a resident for the installation of parking restrictions on the southern side (even numbers) of Linsley Street, between Blair Street and Orr Street, to improve access to and from residential driveways.

The area in front of 12 to 16 Linsley Street comprises of a number of driveways, with spaces between them which are too small to legally park a vehicle. If a vehicle is illegally parked between these driveways, then it is difficult to turn right into Linsley Street from the properties on the opposite side of the road (odd numbers).

Therefore, Council is proposing to install 36 metres of 'No Parking' restrictions outside 12 to 16 Linsley Street. This proposal does not remove legal parking spaces from the street, it just removes the possibility that motorists will attempt to park in spaces between driveways that are not long enough for a vehicle to legally park.

CONTEXT

- Linsley Street is 8 metres wide and operates as a one way street between Orr Street and Morrison Road.
- A number of apartment developments are located on both sides of Linsley Street.

COMMUNITY ENGAGEMENT

A notification letter was sent out to local residents regarding this proposal. Two responses were received, one supporting the proposal as is, and the second raising no objections and suggesting additional traffic management arrangements in the area that are unrelated to this proposal.

The other suggestions were for the installation of a resident parking scheme in the area, and to make Blair Street one way. Council has not received any other requests for the installation of a resident parking scheme (RPS) in this area. An initial assessment of the area indicates that that an RPS would not be effective in the area due to the pattern of parking and the surrounding land use.

The alteration of Blair Street to a one way system is a totally separate issue on an adjoining road that has no bearing on the matter at hand.

ITEM 12 (continued)

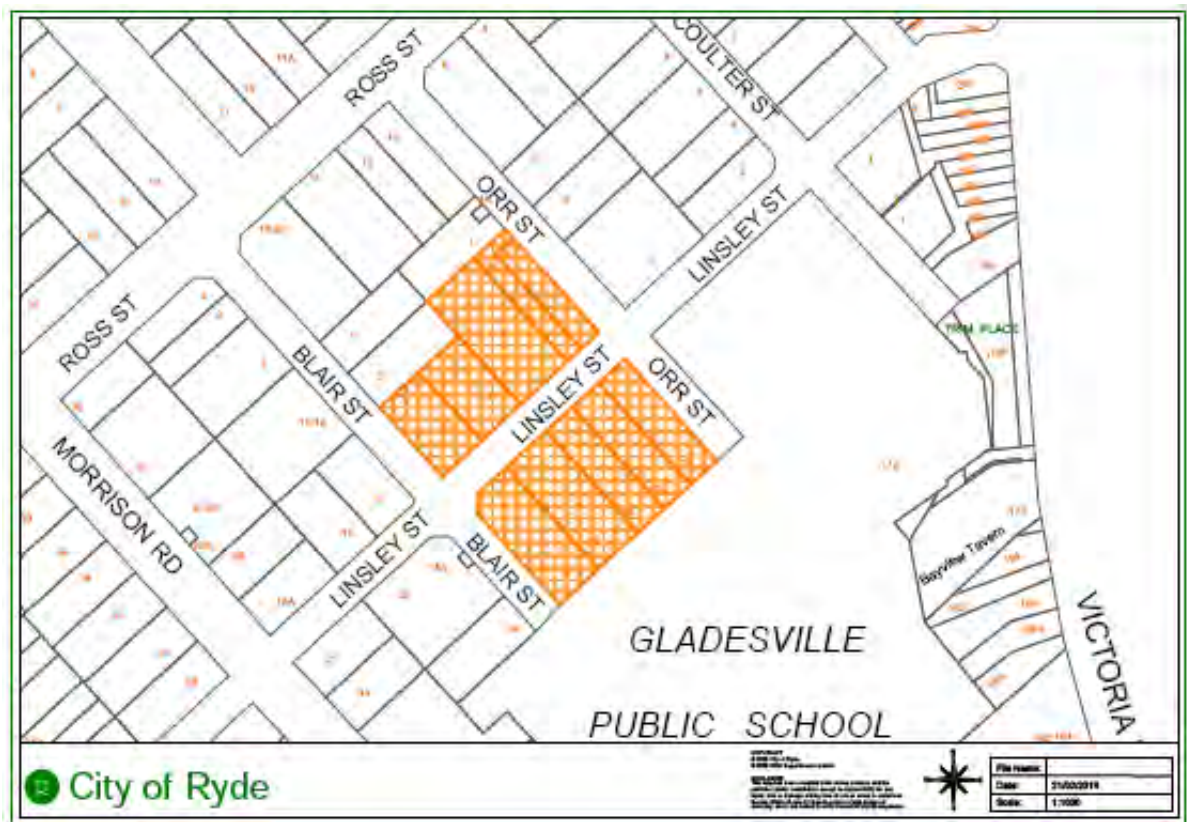


Figure G1 Community engagement distribution



Figure G2 - Proposed No Parking zone

ITEM 12 (continued)

DISCUSSION

The proposal does not remove any on-street parking spaces; it removes the possibility of vehicles parking between driveways that are not long enough to legally allow a car to park without impacting on adjoining driveways. Council has previously installed bow-ties at these locations however this has not deterred motorists from parking there.

APPROVALS

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

ITEM 12 (continued)



Figure G3

ITEM 12 (continued)

RECOMMENDATION

That the Ryde Traffic Committee recommends the installation of a 36 metre 'No Parking' zone on the eastern side of Linsley Street, outside 12 to 16 Linsley Street, Gladesville as per *Figure G3*.

RTC RESOLUTION

That Council installs, as per *Figure G3*, a 36 metre 'No Parking' zone on the eastern side of Linsley Street, outside 12 to 16 Linsley Street, Gladesville.

ITEM 12 (continued)**ITEM (H) MONASH ROAD, GLADESVILLE**

SUBJECT: EXTENSION OF 'NO STOPPING' RESTRICITONS
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D19/3084 & T2019-00079

OVERVIEW

Council has received a request from a resident for the extension of the existing 'No Stopping' zones in Monash Road, Gladesville, north of the Monash Road / Higginbotham Road roundabout, to improve sightlines and manoeuvring area for vehicles exiting the nearby driveway at 78 Monash Road.

Monash Road, north of Higginbotham Road currently does not have footpaths. Parents with prams use the road carriageway due to the slope of the grass verge on the western side of Monash Road. If a vehicle is parked on the western side of Monash Road, in the space between the 'No Stopping' zone and the driveway of 78 Monash Road, traffic entering Monash Road need to veer towards the opposite direction of traffic which raises safety concerns.

To improve traffic conditions in the subject section of Monash Road, it is therefore proposed to extend the existing 'No Stopping' zones on both sides of Monash Road, north of Higginbotham Road by 10 metres, as shown on the attached plan.

CONTEXT

- Monash Road, north of Higginbotham Road, is approximately 7.4 metres wide.
- No footpaths are provided on either side of Monash Road, north of Higginbotham Road.

COMMUNITY ENGAGEMENT

A notification letter was sent out to four properties that are directly impacted by the proposed changes.

Two responses were received from the consultation process with one supporting the proposal as is.

ITEM 12 (continued)

The second response was concerned with the physical location of posts, but raised no concerns regarding the proposed extent of the restrictions. This concern can be addressed by installation of signage on an existing power pole, rather than installation on a separate post. Provision of a footpath along one side of this section of Monash Road has been included in the 2021/2022 footpath program. Alterations to the post location will be considered as part of the footpath installation. After the construction of footpaths, the proposed installation of No Stopping will be revisited.

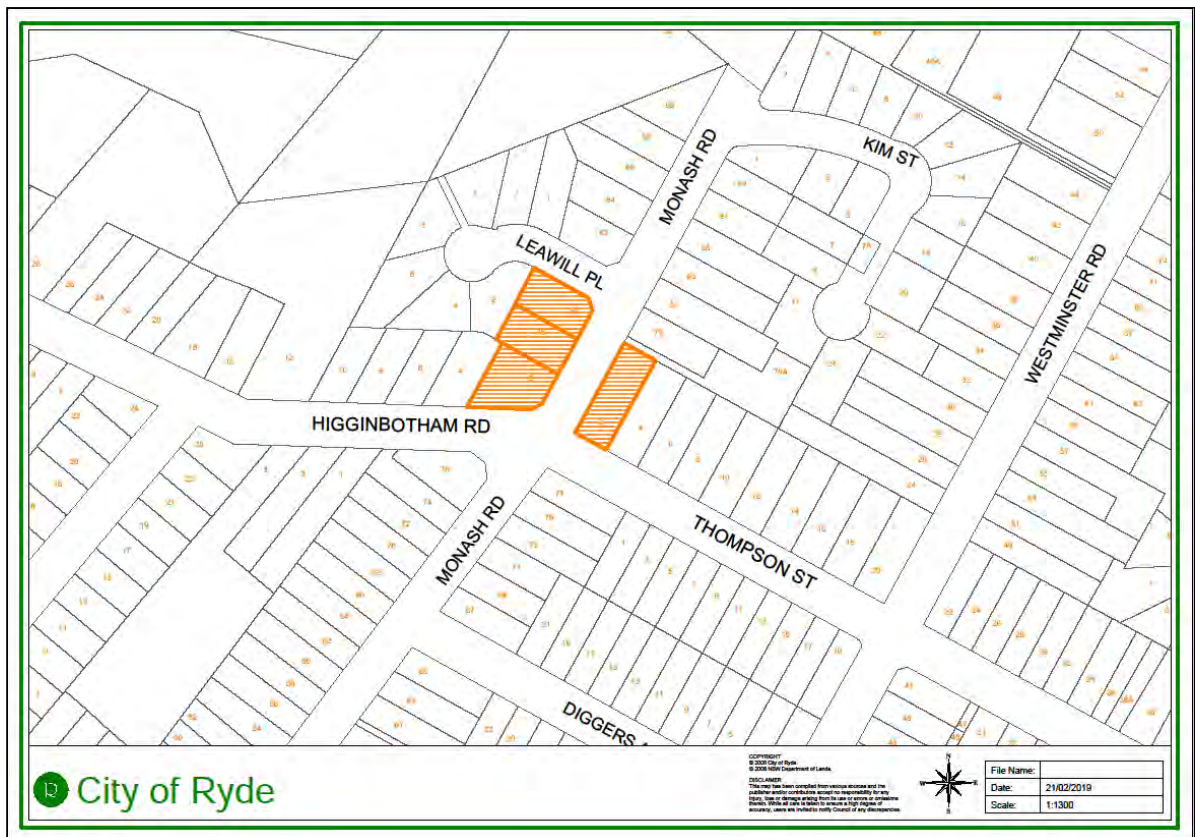


Figure H1 Community engagement distribution map

APPROVALS

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

ITEM 12 (continued)



Figure H2: Proposed Extension of No Stopping Restrictions

RECOMMENDATION

That as per the attached *Figure H2*, the Ryde Traffic Committee recommends to extend the existing 'No Stopping' zones on both sides of Monash Road, north of Higginbotham Road, be extended by 10 metres northwards, incorporating the driveway of 78 Monash Road, Gladesville.

RTC RESOLUTION

That Council extends, as per the attached *Figure H2*, the existing 'No Stopping' zones on both sides of Monash Road, north of Higginbotham Road, by 10 metres northwards, incorporating the driveway of 78 Monash Road, Gladesville.

ITEM 12 (continued)

ITEM (I) CONSTITUTION ROAD, RYDE

SUBJECT: PARKED CARS OBSTRUCTING ACCESS TO DRAINAGE AND TRAFFIC LANE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-00109

OVERVIEW

The cul-de-sac on the northern side of Constitution Road, Ryde east of Bowden Street is a narrow laneway providing access to residential properties.

Council has previously been unable to service the drainage pits in the laneway, at the end of the cul-de-sac, due to parked cars. Additionally, residents in the area have raised concerns about parked cars in the cul-de-sac that have impacted on residents being able to access their properties.

In response to residents' concerns about the reduced road width, and to ensure service access to the drainage pits, Council is proposing to introduce "No Stopping" restrictions on the southern side of the cul-de-sac, east of Bowden Street. The northern side of the access way is already signposted with No Parking restrictions.

CONTEXT

- The cul-de-sac north of Constitution Road is a two way road, with a 3.5 metres wide road carriageway preceding the bulb.
- While not signposted, the width of the cul-de-sac at 3.5 metres legally prohibits vehicles from parking along either side of the street.

COMMUNITY ENGAGEMENT

A notification letter was distributed to 8 residential homes with frontages on the cul-de-sac as shown in *Figure 11*. No responses were received from residents.

ITEM 12 (continued)

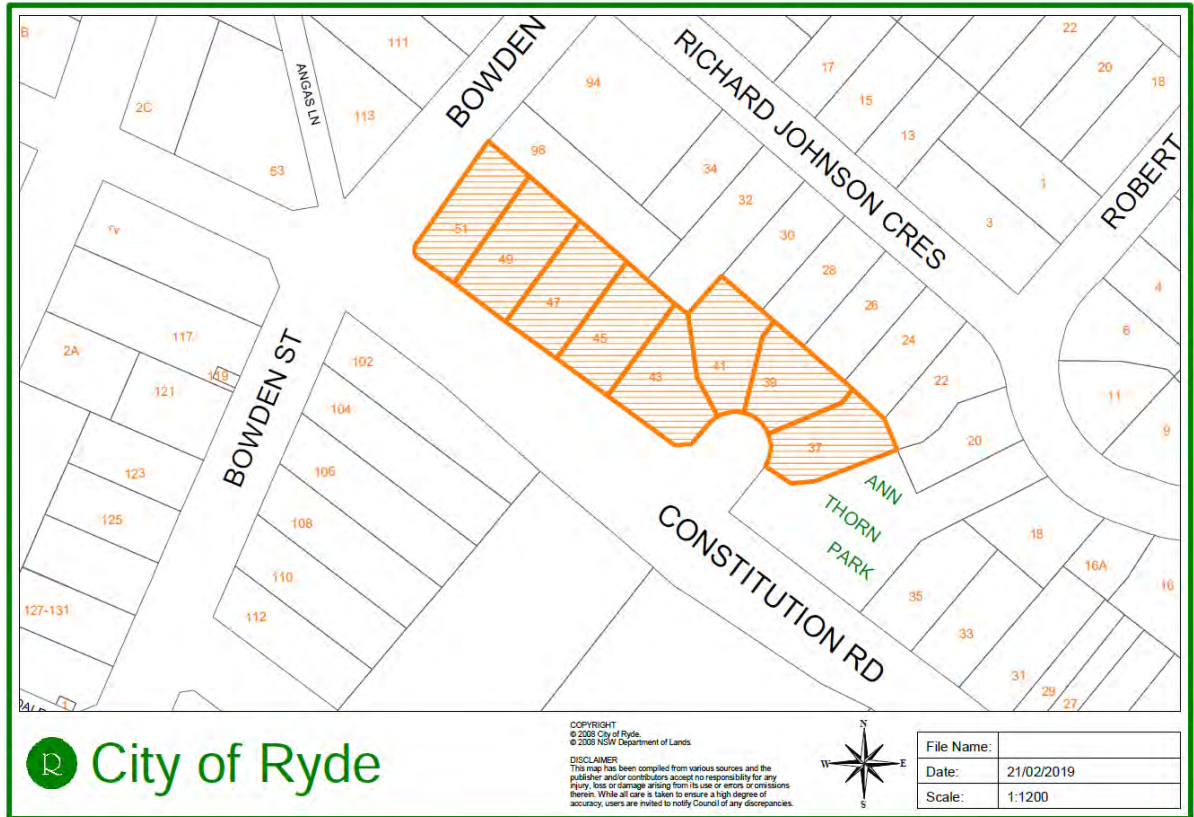


Figure 11: Local residents notified regarding proposed changes

APPROVALS

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

ITEM 12 (continued)



Figure I2: *Introduce No Stopping on the southern side of the cul-de-sac, north of Constitution Road*

ITEM 12 (continued)

RECOMMENDATION

That as per the attached Figure I2, the Ryde Traffic Committee recommends the installation of "No Stopping" restrictions on the southern side of the cul-de-sac north of Constitution Road, from Bowden Street to the access point to Ann Thorn Park.

RTC RESOLUTION

That Council installs, as per the attached Figure I2, "No Stopping" restrictions on the southern side of the cul-de-sac north of Constitution Road, from Bowden Street to the access point to Ann Thorn Park.

ITEM 12 (continued)**ITEM (J)****PAMP – ADELAIDE STREET, WEST RYDE**

SUBJECT: PEDESTRIAN ACCESS MANAGEMENT PLAN WORKS
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-15282 & T2019-00351

OVERVIEW

In December 2017, Council completed the *Meadowbank Station West Pedestrian Access and Mobility Plan* (PAMP) to improve pedestrian access and safety around Meadowbank Station. The study identified a number of issues in the area, including the lack of pedestrian access across Adelaide Street towards Meadowbank Train Station and Meadowbank Park.

Council is proposing to install a new pedestrian refuge and associated kerb ramps in Adelaide Street, north of Deakin Street to address the pedestrian accessibility issues raised in the PAMP. The proposed refuge will align with the pedestrian link between Adelaide Street and Grand Avenue – denoted by Rex Street on Council's Ryde Maps.

CONTEXT

- Adelaide Street is a two-way road, with a speed limit of 50 kilometres per hour.
- Adelaide Street is approximately 13 metres wide with unrestricted parking on both sides.

COMMUNITY ENGAGEMENT

The occupants of 12 surrounding properties shown in *Figure J1* were consulted regarding the proposed measures in Adelaide Street, West Ryde. No responses were received from residents during the consultation period.

One resident submitted a late response to the consultation raising concerns about the removal of parking at the frontage of their shop along 69 Adelaide Street.

Under existing conditions, the frontage of the resident's shop is within the 10 metre statutory "No Stopping" zone due to the intersection of Adelaide and Deakin Streets. The proposed changes will remove parking adjacent to the shopfront. However, visitors have access to parking adjacent to the store on both sides of Deakin Street.

ITEM 12 (continued)

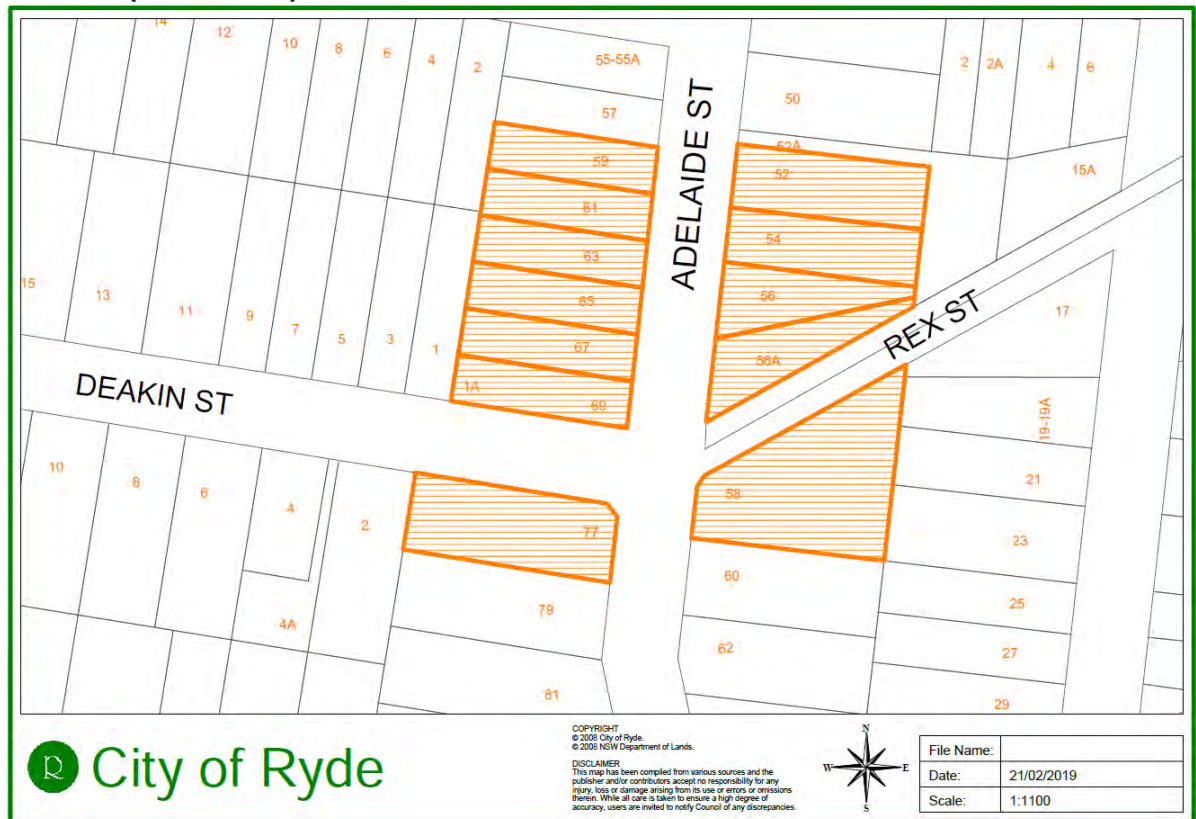


Figure J1: Local residents notified regarding proposed changes

DISCUSSION

Council's PAMP identified the need for pedestrian access facilities to cross Adelaide Street toward Meadowbank Train Station and Meadowbank Park.

For safer movement and improved pedestrian access, Council is proposing to install a pedestrian refuge in Adelaide Street, north of Deakin Street.

APPROVALS

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

ITEM 12 (continued)

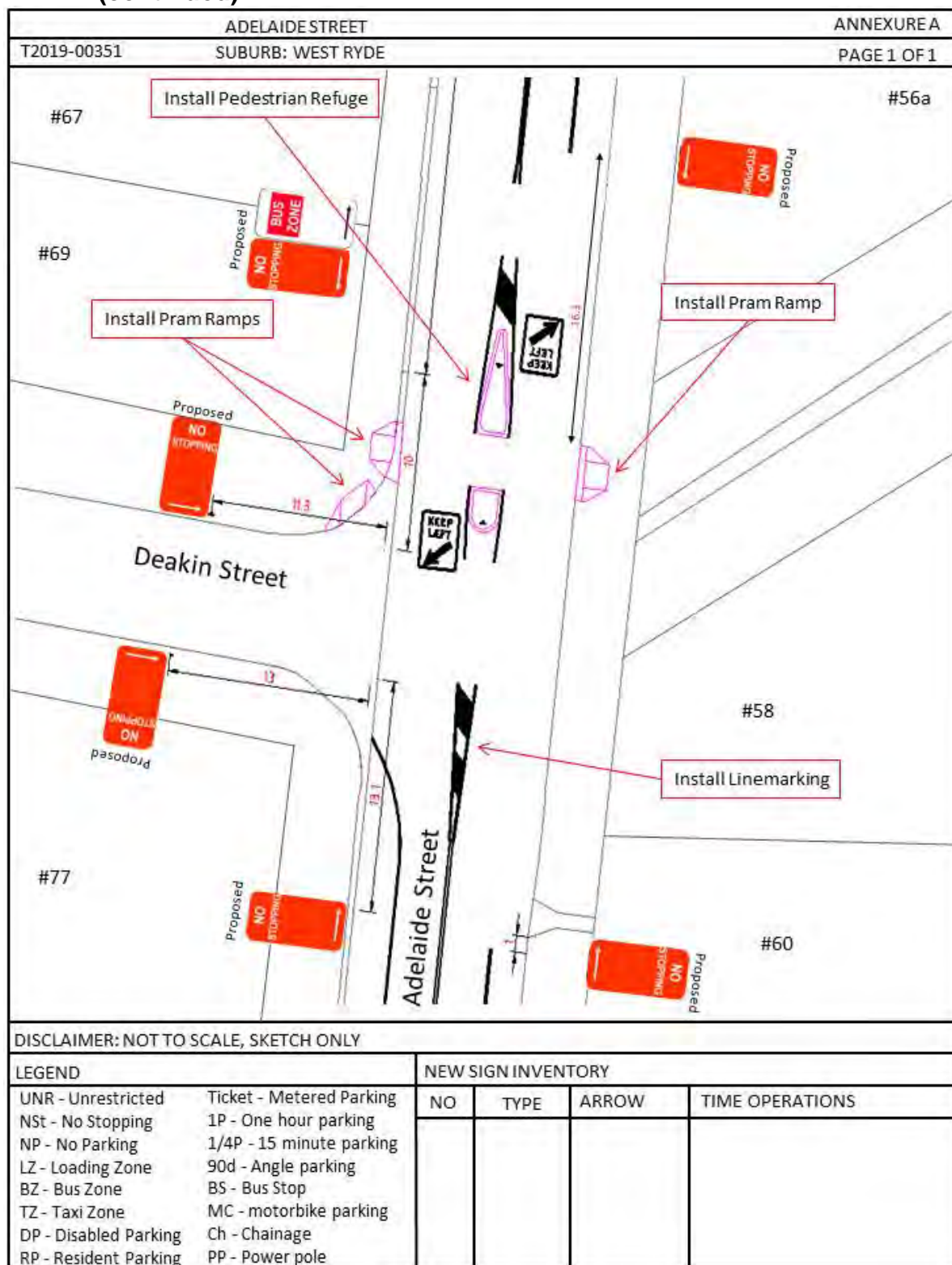


Figure J2 – Proposed pedestrian refuge island

ITEM 12 (continued)

RECOMMENDATION

The Ryde Traffic Committee recommends that, in accordance with RMS technical direction TDT2011/01A “Pedestrian Refuges”, a pedestrian refuge and improved kerb ramps be installed in Adelaide Street, north of the intersection with Deakin Street, West Ryde as shown on the attached *Figure J2*.

RTC RESOLUTION

That Council installs, in accordance with RMS technical direction TDT2011/01A “Pedestrian Refuges”, a pedestrian refuge and improved kerb ramps in Adelaide Street, north of the intersection with Deakin Street, West Ryde as shown on the attached *Figure J2*.

ITEM 12 (continued)

**ITEM (L) WATERLOO ROAD at HERRING ROAD, NORTH RYDE and
 COOLINGA STREET, MACQUARIE PARK**

ELECTRONIC APPROVAL BY RTC COMMITTEE

**SUBJECT: MACQUARIE UNIVERSITY AND MACQUARIE PARK
 TRANSPORT INTERCHANGE UPGRADES BY SYDNEY
 METRO TO SUPPORT THE INTRODUCTION OF SYDNEY
 METRO NORTHWEST**

ATTACHMENTS: NIL
WARD: WEST WARD
AUTHOR: SYDNEY METRO
MEETING DATE: March 2019

1. PURPOSE OF REPORT

To provide details and support proposals to close a bus stop on Waterloo Road, Macquarie University (Figure 1.1) and convert a section of 5 Minute parking to No Parking in Coolinga St, Macquarie Park (Figure 1.2) as part of a program of improvements to Transport Interchanges being provided by Sydney Metro.



Figure 1.1 Macquarie University Transport Interchange

Source: Sydney Metro Northwest Interchange Access Plan September 2018

ITEM 12 (continued)



Figure 1.2 Macquarie Park Transport Interchange

Source: Sydney Metro Northwest Interchange Access Plan September 2018

2. RECOMMENDATION

It is recommended that the Local Traffic Committee endorse the following proposals:

1. Remove the bus stop on Waterloo Road on the approach to Herring Road (westbound) and replace BUS ZONE signs with NO STOPPING signs as outlined in Section 4 (Discussion, Location 1).
2. Convert 5min parking to 'No Parking' (peak times) for Kiss and ride operation in Coolinga Street as outlined in Section 4 (Discussion, Location 2).

ITEM 12 (continued)

3. **BACKGROUND**

From mid-2019 new Sydney Metro services will start running in Sydney's North West. The Sydney Metro North West Line (SMNW) will have eight newly built metro stations and five upgraded stations that will run between Rouse Hill and Chatswood via Macquarie Park.

At this time Station Link (Formally known as Epping to Chatswood Temporary Transport Plan (ECR TTP)), the bus operation implemented to provide public transport connectivity for customers impacted by the temporary removal of rail services between Epping and Chatswood, will be discontinued.

Transport for NSW proposes to upgrade existing transport infrastructure at interchanges along the Epping - Chatswood Railway (ECR) to provide a consistent product, as far as practical, from the day of opening of Sydney Metro Northwest.

To identify improvements and support upgrades of existing infrastructure at the Sydney Metro Northwest Transport Interchanges along the ECR the following studies were undertaken during the development of Station Link:

- A multimodal transport review for the 2016-2019 and post Sydney Metro Northwest Interchange operation of the ECR was completed in October 2016. It identified opportunities and constraints for transport modes connecting to each of the five public transport interchanges between Epping and Chatswood.
- ECR TTP Road Safety Review (2017) and ECR TTP Road Safety Enhancement Report (2017). These identified road safety based risks and appropriate treatments.

The Sydney Metro Northwest Interchange Access Plan September 2018 (SMNW IAP) represents the next stage in this process. It includes recommendations, based on the above studies, to improve customer transfer between travel modes. Several of the recommendations are relevant to the City of Parramatta Council Local Traffic Committee.

The SMNW IAP is available online at the following location.

https://www.sydneymetro.info/sites/default/files/document-library/Sydney_Metro_Northwest_Interchange_Access_plan.pdf

ITEM 12 (continued)

To help standardise the infrastructure across the State TfNSW has developed its Wayfinding Planning Guide Stations and Interchanges - Version 2.8, Working draft, 03.11.17 which 'provides practical guidance for the planning and arrangement of environments, and locating information to support a standard level of service and a coherent multi-modal customer journey.'

To provide a consistent customer experience across the entire Sydney Metro Northwest, Sydney Metro proposes to provide real-time passenger information displays (PIDs) at relevant bus stops where feasible including:

- Stands A, B, C, D, E and F at Macquarie Park
- Stands A, B, C, E, Waterloo Rd at Cottonwood Cres, Robert Menzies College, Herring Rd, at Macquarie University
- Stands A, B, C, D and E at Macquarie Centre, subject to agreement
- The two bus stops on Delhi Rd at North Ryde

The proposed upgrades are consistent with the Wayfinding Planning Guide.

The proposals were subject to an environmental impact assessment and found to be consistent with the project to convert the ECR to metro standards which was approved under Part 5 of the EP&A Act 1979 on 13 February 2015.

4. DISCUSSION

Location 1: Waterloo Road (westbound)

The bus stop on the southern side of Waterloo Road shown in Figure 4.1 and Figure 4.2 is to be closed, removed and replaced with NO STOPPING.

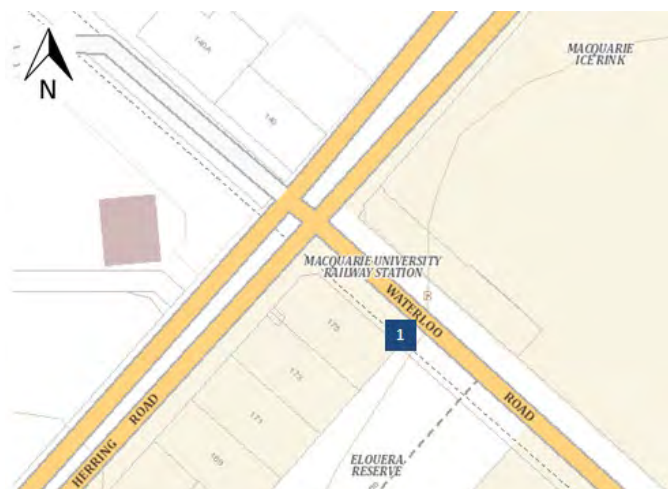


Figure 4.1 Location of proposed activities at Macquarie University

ITEM 12 (continued)



Figure 4.2 Waterloo Road bus stop

Opal data shows a low passenger demand with a total of just three tap-ons in total, and an average of fewer than four tap-offs per day, over a nine month period in 2018 at the bus stop.

Located 40 metres from the stop line on the approach to the Herring Road intersection it caters for buses that turn right into Herring Road. The requirement for buses to cross two traffic lanes over 40 metres from a standing start on a steep uphill incline has adverse safety and efficiency impacts.

The bus stop prior, near Cottonwood Crescent, is 180m away and is better able to cater for this movement. The bus stop after, in Herring Road northbound, is 120m away. Therefore with this bus stop removed the distance between bus stops would be 300 metres which is within the maximum desirable separation of 400 metres.

ITEM 12 (continued)

Location 2: Coolinga Street (southbound) between Waterloo Rd and Giffnock Avenue

An 11 metre long section of the eastern kerbside of Coolinga Street, between the NO STOPPING and 12P PARKING zones, is signposted as P5minute Monday-Friday as shown in Figure 4.3 and Figure 4.4.

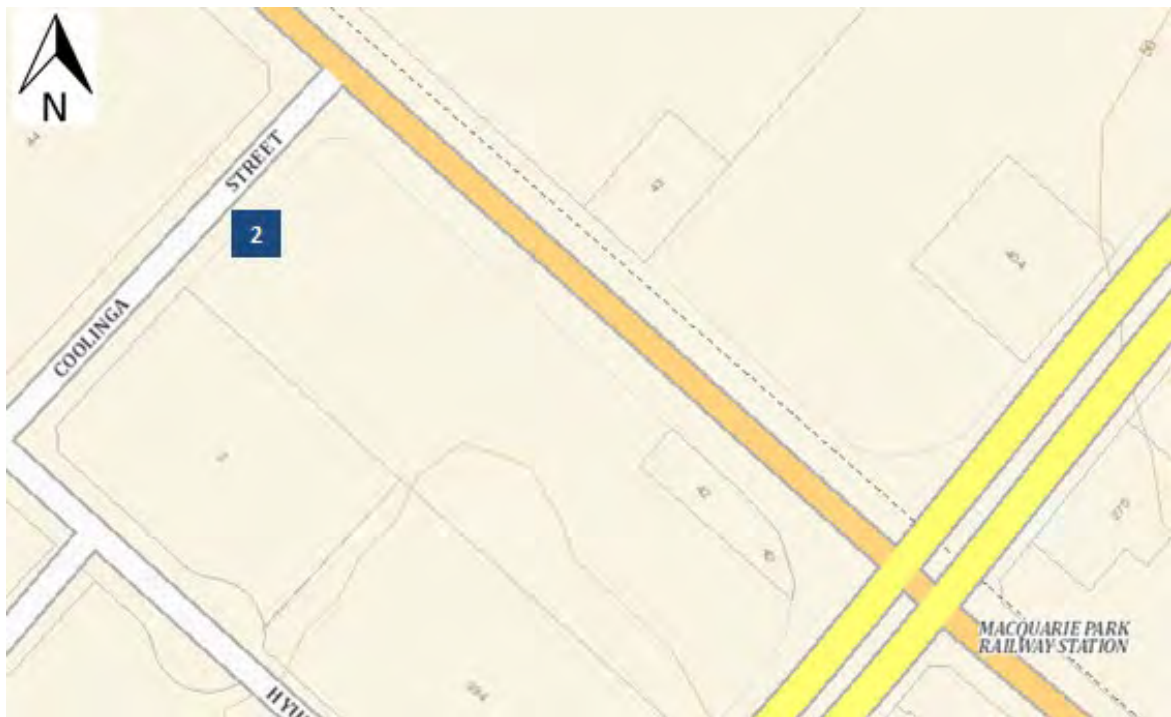


Figure 4.3 Location of proposed activities at Macquarie Park

Site observations noted that the Coolinga Street facility is often occupied by vehicles parked for extended periods which restrict the opportunity for kiss and ride activities.

Further, from observations, approximately six vehicles dropped off or picked up passengers in Bus Zones, No Stopping Zones, travel lanes and car parks that surround the interchange, during both the AM and PM peak periods with minimal dwell times.

It is proposed to convert this to NO PARKING Monday-Friday to support the Kiss and ride operation as part of the Macquarie Park Transport Interchange.

A No Parking restriction will allow drivers to stop for up to two minutes, or five minutes if a disabled permit is displayed, to pick-up or drop-off passengers, providing the driver stays within three metres of their vehicle.

ITEM 12 (continued)



Figure 4.4 Coolinga Street (southbound) Kiss and Ride

5. COMMUNITY CONSULTATION

Waterloo Road bus stop closure

Sydney Metro has consulted with the operator, Forrest Coaches, which has no objections and is prepared to carry out the necessary works to assist the bus stop closure.

Given the particularly low patronage Sydney Metro will erect a notice advising of the intent to close the bus stop and notify residents in the immediate vicinity of it two weeks in advance of the notified closure date.

Coolinga Street change from 5 Minute Parking (Mon-Fri) to No Parking (Mon-Fri)

The effects of the proposal are to change parking from 5 minutes to 2 minutes and to make it illegal to leave the vehicle unattended.

Notify nearby businesses of the proposal in writing allowing two weeks for feedback.

ITEM 12 (continued)

6. CONCLUSION

The proposed upgrades to existing transport infrastructure at the Macquarie University, Macquarie Park and North Ryde Transport Interchanges are considered necessary to provide customers with a 'world class' Sydney Metro Northwest product on its day of opening, consistent, as far as practical, with that provided within SMNW greenfield precincts.

These works would improve customer transfer between travel modes and help standardise the infrastructure across the network through implementation of the principles outlined in TfNSW's Wayfinding Planning Guide Stations and Interchanges which 'provides practical guidance for the planning and arrangement of environments, and locating information to support a standard level of service and a coherent multi-modal customer journey.'

TfNSW has allocated funding for the implementation of the proposals described in Section 4.

ITEM 12 (continued)**ADVISORY ITEM 1 ADELAIDE STREET, WEST RYDE**

SUBJECT: PEDESTRIAN REFUGE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-01117

OVERVIEWA proposal for a pedestrian refuge on Adelaide Street, West Ryde, south of the intersection with Constitution Road was tabled for discussion at the 6 September 2018 meeting of the Ryde Traffic Committee (RTC). A plan of the proposed pedestrian refuge is shown overleaf, with a copy of the report that was tabled at the 6 September 2018 meeting attached for your information. The proposed pedestrian refuge was a recommendation from the “Meadowbank Station West PAMP” that was undertaken to identify pedestrian deficiencies to/from the railway station. As part of the consultation process, 86 properties were letterboxed, with 13 responses received. An on-line survey also formed part of the consultation process.

Council received:

- 11 responses in favour
- 1 against - main concern was loss of parking
- 1 undecided

The proposal was unanimously recommended for approval by the RTC members and referred to Council’s Works and Community Committee (W&CC) for endorsement. Council’s W&CC endorsed the recommendation that the pedestrian refuge be installed at its meeting on 9 October 2018.

Following on from both the RTC and W&CC approvals, the owner of 74-76 Adelaide Street contacted Council stating that he had not been provided with the opportunity to raise his concerns about the proposal, which is located on his street frontage. The resident’s property did receive a consultation letter, however as he does not reside at the house, he was unaware of the proposal. His tenants had not forwarded on the consultation letter to him.

The resident is concerned with the loss of on-street parking outside his property that will eventuate as a result of the proposed refuge. Site inspections indicate that the resident has access to three off street parking spaces with unrestricted parking available along his side frontage to Constitution Road West.

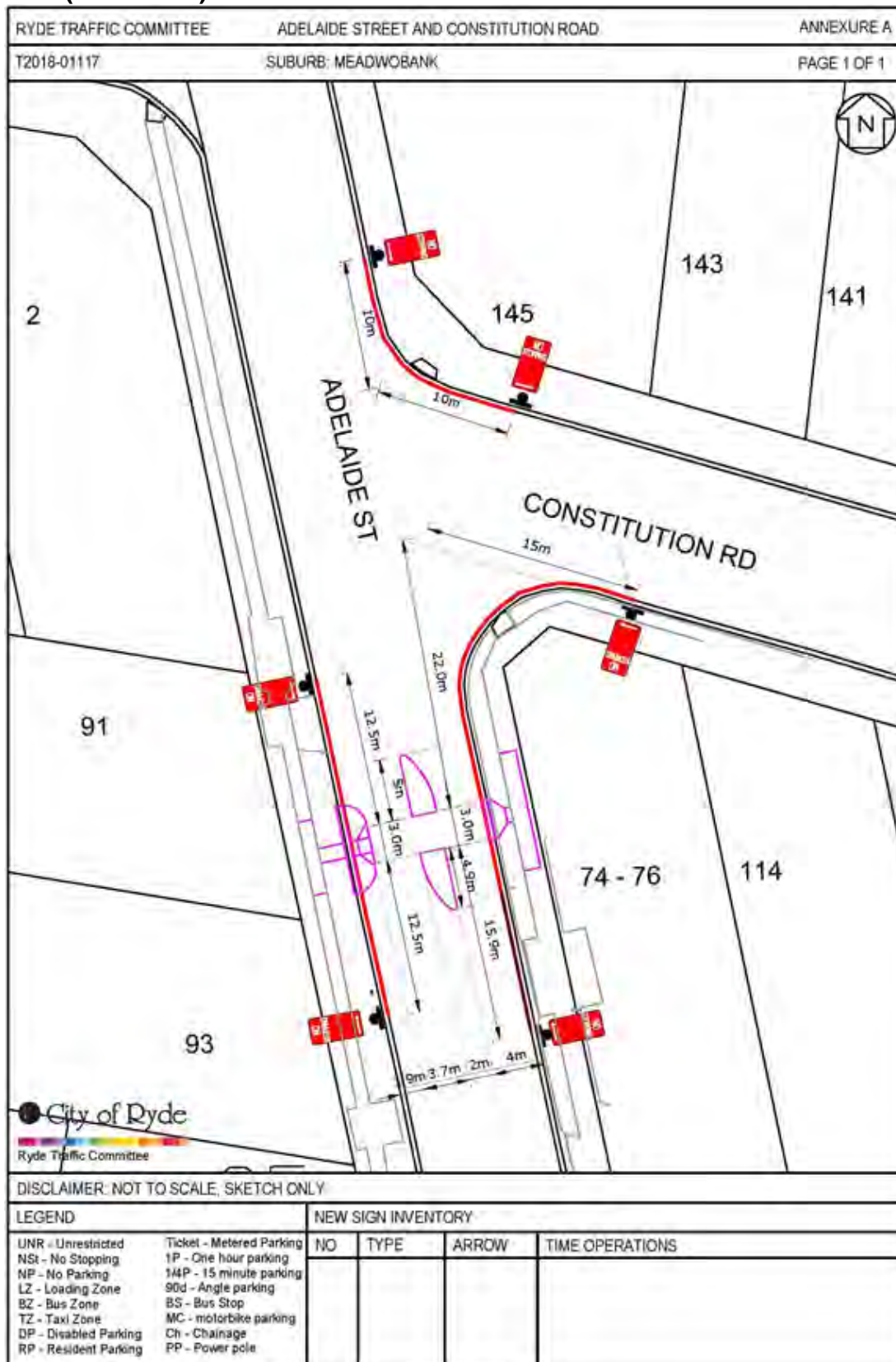
He has requested that he be permitted to address the RTC members regarding his concerns with the proposal. A copy of the initial report submitted to the RTC on 6 September 2018 is attached for your reference.

ITEM 12 (continued)



Figure 1 Residents property on the corner of Adelaide St and Constitution Road West

ITEM 12 (continued)



ITEM 12 (continued)

Subject:	RYDE TRAFFIC COMMITTEE
File No:	COR2009/206
Document Ref:	D19/48274
Venue:	1A Pope Street, Council Chambers
Date:	11 April 2019
Time:	10.00am
Chair:	Mr Wayne Rylands
Meeting Support (MS):	Ms Linda Smith
Staff Convenor:	Mr Muddasir Ilyas
Meeting Length	40 mins

Representatives

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

Attendees

	X	Mr Egwin Herbert	Western Region Traffic & Service Manager	Sydney Buses
X		Mr Muddasir Ilyas	Acting Team Leader - Traffic Services	City of Ryde
X		Linda Smith	EA to the Mayor and Councillors	City of Ryde

Public Participation on Items Listed on the Agenda
The following persons addressed the Ryde Traffic Committee:

Name	Item No - Topic
Leigh Smart – 74 Adelaide Street	Advisory Item 1 – Adelaide Street, West Ryde – Pedestrian Refuge

ITEM 12 (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 14 February 2019 were read and confirmed as a true record of the proceedings at the conclusion of the meeting.</p> <p>Confirmed by Unanimous</p>
	<p>MATTERS ARISING FROM THE MINUTES</p>
<p>A. ITEM</p> <p>P SUBJECT:</p> <p>WARD:</p> <p>ROAD CLASS:</p> <p>REFERENCE:</p> <p>PROPOSAL</p> <p>RTC RESOLUTION</p> <p>Voting: Unanimous</p>	<p>WATTLE LANE, WEST RYDE</p> <p>PARKING IN LANEWAY BLOCKING ACCESS</p> <p>CENTRAL</p> <p>NON-CLASSIFIED</p> <p>CRM-2125540 & T2018-02145</p> <p>That No Stopping restriction be installed on both sides of Wattle Lane, West Ryde, between 61A Falconer Street and the intersection of Hermitage Road as per the attached <i>Figure A2</i>.</p> <p>That Council installs No Stopping restrictions on both sides of Wattle Lane, West Ryde, between 61A Falconer Street and the intersection of Hermitage Road as per the attached <i>Figure A2</i>.</p>

ITEM 12 (continued)

B.	<p>ITEM MAXIM STREET, WEST RYDE</p> <p>SUBJECT: CHANGES TO PARKING CONTROLS WARD: CENTRAL ROAD CLASS: NON-CLASSIFIED REFERENCE: HELPDESK-15085 & T2018-02233</p> <p>PROPOSAL As per the attached <i>Figure B2</i>:</p> <ol style="list-style-type: none"> Convert 13 metres of unrestricted parking to 'No Parking – 8:00AM to 9:30AM & 2:30PM to 4:00PM – Monday to Friday' outside 45 Maxim Street; and Convert 14 metres of existing 'No Stopping' to 'No Parking – Wedding and Funeral Vehicles Excepted' outside 45 Maxim Street. <p>RTC RESOLUTION That Council:</p> <ol style="list-style-type: none"> Converts 13 metres of unrestricted parking to 'No Parking – 8:00AM to 9:30AM & 2:30PM to 4:00PM – Monday to Friday' outside 45 Maxim Street; and Converts 14 metres of existing 'No Stopping' to 'No Parking – Wedding and Funeral Vehicles Excepted' outside 45 Maxim Street. <p>Voting: Unanimous</p>
C.	<p>ITEM MORSHEAD STREET, NORTH RYDE</p> <p>SUBJECT: INTERSECTION TREATMENT WARD: CENTRAL ROAD CLASS: NON-CLASSIFIED REFERENCE: CRM-2135894 & T2018-02367</p> <p>PROPOSAL</p> <ol style="list-style-type: none"> That as per the attached <i>Figure C2</i>, give way signage, linemarking and BB centre line marking be installed on Sturdee Street, at its intersection with Morshead Street; and a 15 metre section of 2P 8am-6pm Mon-Fri – Permit Holders Excepted be installed adjacent to the property frontage of 45 Morshead Street, and a 17 metre section of No Stopping be installed adjacent to the property frontage of 43 Morshead Street, North Ryde.

ITEM 12 (continued)

<p>RTC RESOLUTION</p> <p>That Council installs the following:</p> <ol style="list-style-type: none"> 1. as per the attached <i>Figure C2</i>, give way signage, linemarking and BB centre line marking be installed on Sturdee Street, at its intersection with Morshead Street; and 2. a 15 metre section of 2P 8am-6pm Mon-Fri – Permit Holders Excepted adjacent to the property frontage of 45 Morshead Street, and 3. a 17 metre section of No Stopping adjacent to the property frontage of 43 Morshead Street, North Ryde. <p>Voting: Unanimous</p>	
<p>D. ITEM</p> <p>SUBJECT:</p> <p>WARD:</p> <p>ROAD CLASS:</p> <p>REFERENCE:</p> <p>PROPOSAL</p> <p>That “No Stopping, 7am-6pm Mon-Fri” restrictions be installed between the two driveways serving 47 Winbourne Street, West Ryde as per the attached <i>Figure D2</i>.</p> <p>RTC RESOLUTION</p> <p>That Council installs a 'No Stopping, 7am-6pm Mon-Fri' restriction on the western side of Winbourne Street, between the driveways of 47 Winbourne Street, West Ryde.</p> <p>Voting: Unanimous</p>	<p>WINBOURNE STREET, WEST RYDE</p> <p>'NO STOPPING' BETWEEN DRIVEWAYS OF 47 WINBOURNE STREET WEEKDAYS ONLY</p> <p>WEST</p> <p>NON-CLASSIFIED</p> <p>CRM-2135948 & T2018-02369</p>

ITEM 12 (continued)

E.	<p>ITEM YARWOOD STREET, MARSFIELD</p> <p>SUBJECT: SAFE PASSAGE FOR CYCLISTS WARD: WEST ROAD CLASS: NON-CLASSIFIED REFERENCE: T2018-02573</p> <p>PROPOSAL That in accordance with the attached <i>Figure E5</i>:</p> <ol style="list-style-type: none"> 1. Notify local residents before implementation of the proposed changes; 2. Install “No Stopping” restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Coral Street; 3. Replace existing “No Parking” restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Culloden Road, with “No Stopping” restrictions. <p>RTC RESOLUTION That Council in accordance with the attached <i>Figure E5</i>:</p> <ol style="list-style-type: none"> 1. installs “No Stopping” restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Coral Street; and 2. replaces existing “No Parking” restrictions on the northern side of Yarwood Street, Marsfield, between Karalee Close and Culloden Road, with “No Stopping” restrictions. <p>Voting: Unanimous</p>
F.	<p>ITEM ANDERSON LANE, RYDE</p> <p>SUBJECT: 'NO STOPPING' ZONE WARD: CENTRAL ROAD CLASS: NON-CLASSIFIED REFERENCE: CRM-2157421 & T2018-02792</p> <p>PROPOSAL That as per the attached <i>Figure F2</i>, No Stopping restrictions be installed on both sides of Anderson Lane, Ryde.</p> <p>RTC RESOLUTION That Council installs, as per the attached <i>Figure F2</i>, No Stopping restrictions on both sides of Anderson Lane, Ryde.</p> <p>Voting: Unanimous</p>

ITEM 12 (continued)

G.	<p>ITEM LINSLEY STREET, GLADESVILLE</p> <p>SUBJECT: 'NO PARKING' RESTRICTION WARD: EAST ROAD CLASS: NON-CLASSIFIED REFERENCE: D19/3127 & T2019-00078</p> <p>PROPOSAL That as per Figure G3, a 36 metre 'No Parking' zone be installed on the eastern side of Linsley Street, outside 12 to 16 Linsley Street, Gladesville.</p> <p>RTC RESOLUTION That Council installs, as per <i>Figure G3</i>, a 36 metre 'No Parking' zone on the eastern side of Linsley Street, outside 12 to 16 Linsley Street, Gladesville.</p> <p>Voting: Unanimous</p>
H.	<p>ITEM MONASH ROAD, GLADESVILLE</p> <p>SUBJECT: EXTENSION OF 'NO STOPPING' RESTRICITONS WARD: EAST ROAD CLASS: NON-CLASSIFIED REFERENCE: D19/3084 & T2019-00079</p> <p>PROPOSAL That as per the attached <i>Figure H2</i>, the existing 'No Stopping' zones on both sides of Monash Road, north of Higginbotham Road, by 10 metres northwards, incorporating the driveway of 78 Monash Road, Gladesville.</p> <p>RTC RESOLUTION That Council extends, as per the attached <i>Figure H2</i>, the existing 'No Stopping' zones on both sides of Monash Road, north of Higginbotham Road, by 10 metres northwards, incorporating the driveway of 78 Monash Road, Gladesville.</p> <p>Voting: Unanimous</p>

ITEM 12 (continued)

I.	<p>ITEM (I) CONSTITUTION ROAD, RYDE</p> <p>SUBJECT: PARKED CARS OBSTRUCTING ACCESS TO DRAINAGE AND TRAFFIC LANE</p> <p>WARD: CENTRAL</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: T2019-00109</p> <p>PROPOSAL</p> <p>That as per the attached Figure I2 "No Stopping" restrictions be installed on the southern side of the cul-de-sac north of Constitution Road, from Bowden Street to the access point to Ann Thorn Park.</p> <p>RTC RESOLUTION</p> <p>That Council installs, as per the attached Figure I2, "No Stopping" restrictions on the southern side of the cul-de-sac north of Constitution Road, from Bowden Street to the access point to Ann Thorn Park.</p> <p>Voting: Unanimous</p>
J.	<p>ITEM PAMP – ADELAIDE STREET, WEST RYDE</p> <p>SUBJECT: PEDESTRIAN ACCESS MANAGEMENT PLAN WORKS</p> <p>WARD: CENTRAL</p> <p>ROAD CLASS: NON-CLASSIFIED</p> <p>REFERENCE: HELPDESK-15282 & T2019-00351</p> <p>PROPOSAL</p> <p>That in accordance with RMS technical direction TDT2011/01A "Pedestrian Refuges", a pedestrian refuge and improved kerb ramps be installed in Adelaide Street, north of the intersection with Deakin Street, West Ryde as shown on the attached <i>Figure J2</i>.</p> <p>RTC RESOLUTION</p> <p>That Council installs, in accordance with RMS technical direction TDT2011/01A "Pedestrian Refuges", a pedestrian refuge and improved kerb ramps in Adelaide Street, north of the intersection with Deakin Street, West Ryde as shown on the attached <i>Figure J2</i>.</p> <p>Voting: Unanimous</p>

ITEM 12 (continued)

K.	<p>ITEM 13-15 PORTER STREET, RYDE</p> <p>SUBJECT: SIGNAGE AND LINEMARKING PLAN WARD: EAST ROAD CLASS: NON-CLASSIFIED REFERENCE: LDA2014/236 & T2019-00642</p> <p>PROPOSAL To approve a 12.5 metre long “NO PARKING: 5am – 11am Mon - Waste Vehicles Excepted” zone on Porter Street south of the access driveway to 13-15 Porter Street, Ryde as per the attached <i>Figure K2</i>.</p> <p>RTC RESOLUTION That the Ryde Traffic Committee agrees to the proposal.</p> <p>Voting: Unanimous</p>
	<p>ADVISORY ITEM 1 ADELAIDE STREET, WEST RYDE</p> <p>SUBJECT: PEDESTRIAN REFUGE WARD: CENTRAL ROAD CLASS: NON-CLASSIFIED REFERENCE: T2018-01117</p> <p>Note: Mr Leigh Smart, the owner of property 74 and 76 Adelaide Street addressed the committee. He opposes the proposed pedestrian crossing as it will remove the on-street parking available for use by the tenants of his property. He believes the previous proposal by Council to install a roundabout would be a better solution.</p> <p>RTC COMMENTS The Ryde Traffic Committee noted <i>this Advisory Item</i>.</p>

ITEM 12 (continued)

ADVISORY ITEM 2 MATTERS APPROVED UNDER DELEGATION			
Table 3 Matters Approved under Electronic Traffic Committee Process			
Location	Parking Control Measure	Consultation	Installation Date
Waterloo Road at Herring Road, North Ryde	Removal of bus zone replaced by No Stopping	Undertaken by TfNSW	By TfNSW TBC
Coolinga Street, Macquarie Park	Kiss & Ride Zone	Undertaken by TfNSW	By TfNSW TBC
16-18 Berryman Street, North Ryde	No Parking	Residents consulted	July 2019
16-18 Berryman Street, North Ryde to be referred to June 2019 Ryde Traffic Committee.			
GENERAL BUSINESS			
The next Ordinary Meeting of the Ryde Traffic Committee will be held on Thursday, 13 June 2019.			
The Meeting closed at 10.40am.			