



16 November 2017

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 16 November 2017

Ryde Traffic Committee Meeting

Committee Meeting Room, Level 1A, 1 Pope Street, Ryde - 10.00am

MEMBERS

City of Ryde (Chair)..... Director City Works and Infrastructure
Roads and Maritime Services of NSW Sydney North Region
NSW Police Force Ryde Local Area Command
Member for Ryde (11 items)..... The Hon. V Dominello MP
Member for Lane Cove (4 items)..... The Hon. A Roberts MP

ADVISORS

Sydney Buses Western Region

Committee Members, Advisors and Councillors are invited to attend the next meeting of the Ryde Traffic Committee. Alternatively, please forward comments on any matter listed for discussion to the Meeting Convenor, via email, by 5pm Tuesday 14 November 2017.

Members of the public may register to address the Ryde Traffic Committee on any matter listed for discussion by contacting the Meeting Convenor, via email, by 5pm Tuesday 14 November 2017.

Meeting Convenor
Greg Holding - Team Leader Traffic Services
gholding@ryde.nsw.gov.au



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Meeting Date: Thursday 16 November 2017
Location: Committee Meeting Room, Level 1A, 1 Pope Street, Ryde
Time: 10.00am

NOTICE OF BUSINESS

APOLOGIES

DECLARATIONS OF INTEREST

CONFIRMATION OF PREVIOUS MINUTES

MATTERS ARISING FROM PREVIOUS MINUTES

MATTERS FOR CONSIDERATION

- (A) POPE STREET, RYDE – EMERGENCY-VEHICLE PARKING**
- (B) STEWART STREET, RYDE – PARKING CONTROLS AT BEND**
- (C) HENDERSON STREET, DENISTONE EAST – ‘NO STOPPING’ ACROSS DRIVEWAY**
- (D) OLIVE STREET, RYDE – REVIEW OF PARKING CONTROLS**
- (E) CULODEN ROAD, MARSFIELD – PEDESTRIAN REFUGE AT ABUKLEA ROAD**
- (F) HILLVIEW LANE, EASTWOOD – ‘LEFT TURN ONLY’ AT WEST PARADE**

MATTERS FOR TRAFFIC ENGINEERING ADVICE

- (G) MATTERS APPROVED UNDER DELEGATION**
- (H) 2018 WEST RYDE EASTER PARADE AND FAIR – SPECIAL EVENT TRANSPORT MANAGEMENT PLAN**
- (I) SCHOOL PEDESTRIAN SAFETY INFRASTRUCTURE PROGRAM – RAISED PEDESTRIAN CROSSINGS**
- (J) ANTHONY ROAD, WEST RYDE – MODIFICATION OF EXISTING RAISED PEDESTRIAN CROSSING**
- (K) RYDE TRAFFIC COMMITTEE – 2018 MEETING DATES**

LATE ITEMS

GENERAL BUSINESS



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ITEM (A)	POPE STREET, RYDE
SUBJECT:	EMERGENCY VEHICLE PARKING
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017-01510
OFFICER:	M ILYAS

INTRODUCTION

City of Ryde has received representation from NSW Police requesting consideration be given to installing two parking spaces in Pope Street, Ryde to facilitate parking for emergency vehicles.

CONTEXT

1. This section of the Pope Street is a local road with a carriageway width of 11 m.
2. The kerbside parking at this location is currently signposted 'TAXI ZONE'.

REFERENCES

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

COMMUNITY ENGAGEMENT

The local Police have made the request on behalf of all emergency services, which includes NSW Fire and Rescue, and NSW Ambulance Service. The Police have provided a letter of support from Top Ryde Shopping Centre. NSW Taxi Council has been notified of the proposed changes.

DISCUSSION

The local Police have requested these two dedicated parking spaces in order for emergency services, including NSW Fire and Rescue, and NSW Ambulance Service, to attend Top Ryde City Shopping Centre and thence leave emergency vehicles unhindered in an emergency situation. Furthermore, the proposed signposting helps guarantee that on-street parking will be available when they arrive.



Police and emergency vehicles are exempt from the parking restrictions in the Road Rules if, in the circumstances, the driver is taking reasonable care and it is reasonable that the restriction should not apply. Although this allows Police and emergency vehicles to park in emergency situations, regular visits to Top Ryde City Shopping Centre are not covered under these provisions.

The proposed 12 m length of 'NO PARKING EMERGENCY VEHICLES EXCEPTED' provides enough space for up to two Police cars, two ambulances, or one fire truck.

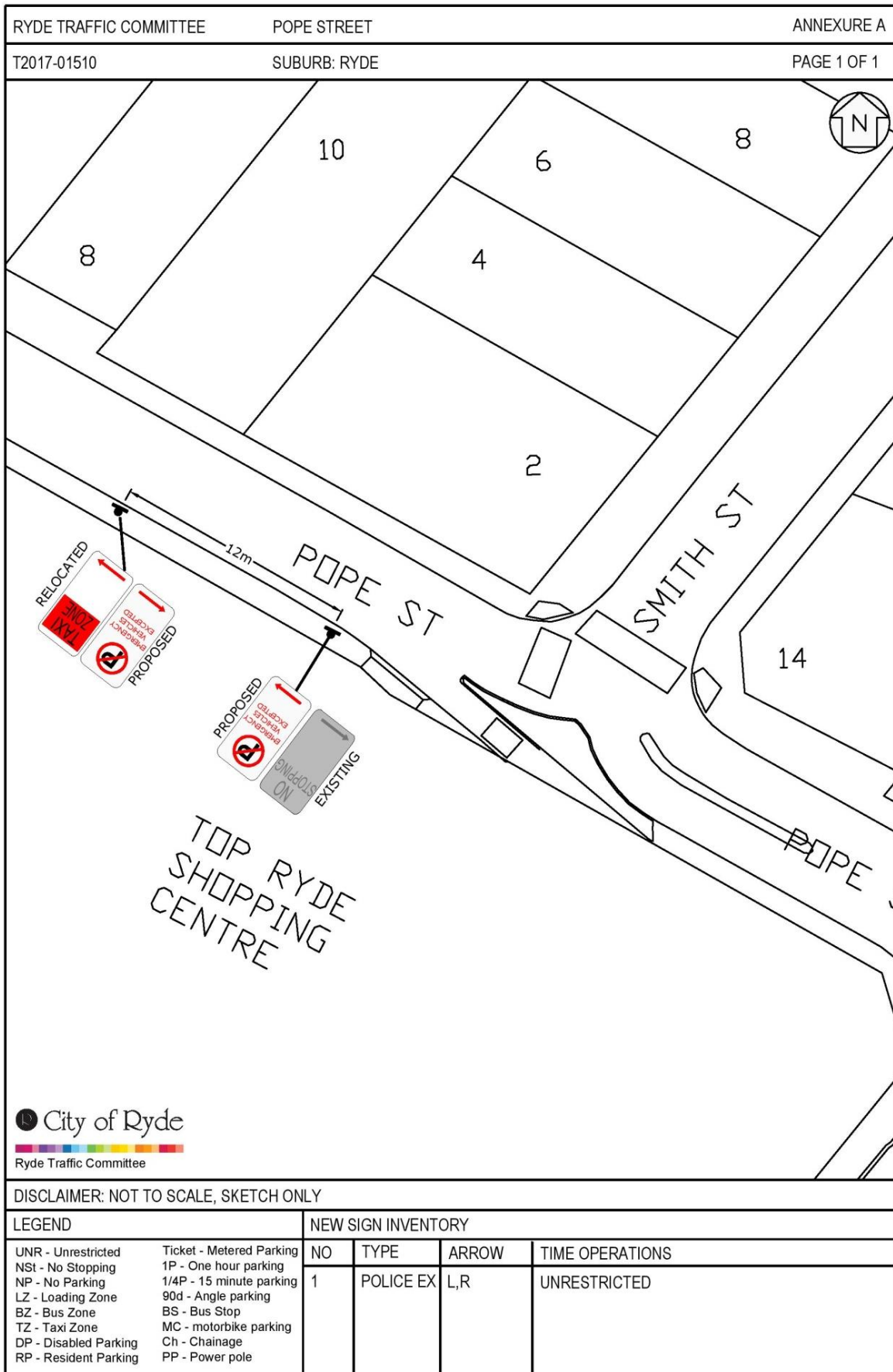
APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

To convert 12 m of the existing 50 m of 'TAXI ZONE' on the southern side of Pope Street, Ryde to 'NO PARKING EMERGENCY VEHICLES EXCEPTED'.







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**ITEM (B) STEWART STREET, EASTWOOD**

SUBJECT: **PARKING CONTROLS AT BEND**
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-11702 & T2017-01112
OFFICER: H CHOUDHRY

INTRODUCTION

City of Ryde has received representation from a resident of Stewart Street requesting consideration be given to installing parking controls to provide two travel lanes around the horizontal bend in Stewart Street, Eastwood, thereby reducing the likelihood of head-on collisions and improving road safety.

CONTEXT

3. Stewart Street is a two-way local road with a 9.2 m wide carriageway and unrestricted parking on both sides of the street.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping signs.

COMMUNITY ENGAGEMENT

The proposal was distributed to the occupants of sixteen surrounding properties and no objections have been received in response.

DISCUSSION

In order to address the issues raised, it is proposed to install the following measures in Stewart Street:

- a 59 m 'NO STOPPING' zone on the inner radius of the bend, and
- off-set dividing (BB) lines for the length of the bend.

These measures will provide two 3.3 m wide travel lanes and one 2.6 m wide parking lane.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.



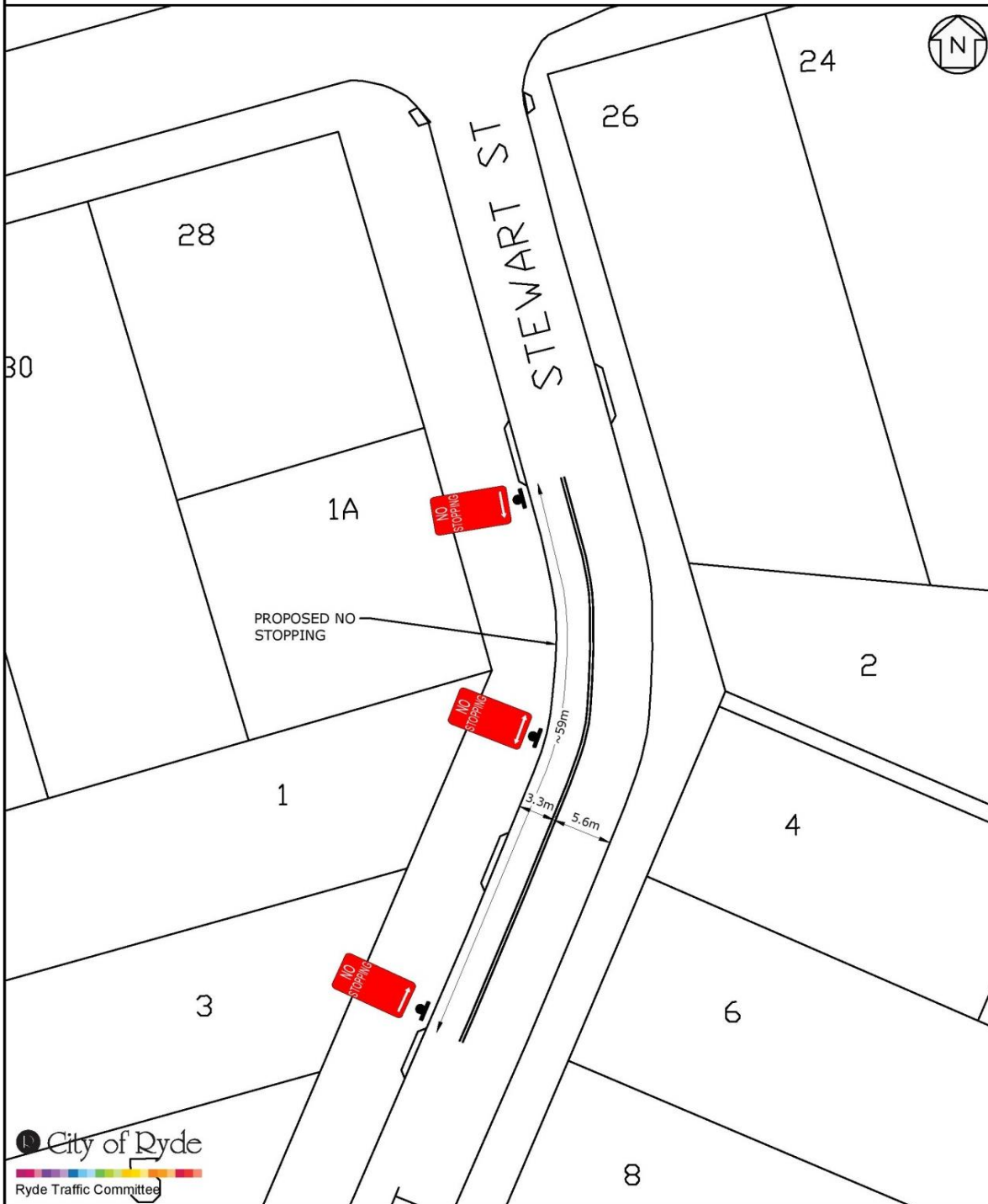
PROPOSAL

1. To install a 59 m 'NO STOPPING' zone on the inner radius of the bend in Stewart Street, outside 1A to 3 Stewart Street, Eastwood.
2. To install off-set dividing (BB) lines for the length of the bend in Stewart Street, Eastwood.





RYDE TRAFFIC COMMITTEE	STEWART STREET	ANNEXURE A
T2017-01112	SUBURB: EASTWOOD	PAGE 1 OF 1



DISCLAIMER: NOT TO SCALE, SKETCH ONLY		DRAWN BY: HASSAN C		DATE: 25/09/17	
LEGEND		NEW SIGN INVENTORY			
UNR - Unrestricted	Ticket - Metered Parking	NO	TYPE	ARROW	TIME OPERATIONS
NSt - No Stopping	1P - One hour parking	1	NSt	L	UNRESTRICTED
NP - No Parking	1/4P - 15 minute parking	1	NSt	R	UNRESTRICTED
LZ - Loading Zone	90d - Angle parking	1	NSt	LR	UNRESTRICTED
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



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**ITEM (C) HENDERSON STREET, DENISTONE EAST**

SUBJECT: **'NO STOPPING' ACROSS DRIVEWAY**
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-01492
OFFICER: L PEARS

INTRODUCTION

City of Ryde has received representation from Denistone East Public School requesting consideration be given to installing parking controls to help ensure clear access for emergency vehicles into the school driveway in Henderson Street, Denistone East.

CONTEXT

4. Denistone East Public School is located on two sites on both sides of Brabyn Street, which is closed off with boom gates for the duration of school hours.
5. The site located between Brabyn Street and Henderson Street includes classrooms, and before and after school care, which also operates during school holidays.
6. Emergency vehicle access to this site is via a gate onto an unsealed access driveway in Henderson Street.
7. Parking is unrestricted in this section of Henderson Street and vehicles are frequently parked across the driveway access.
8. Henderson Street also has 'NO STOPPING 8-9.30PM 2.30-4PM SCHOOL DAYS' signposted in the kerbside parking lane opposite the school.
9. Henderson Street has a speed limit of 50 km/h, outside the standard 40 km/h school zone times.

REFERENCES

- [NSW] *Road Rules 2014* Rule 167 No stopping.

CONSULTATION

Given that the school is in favour of these low-impact changes, no further consultation has been undertaken.



DISCUSSION

There were two recent incidents at the school that required emergency vehicles to attend the site. Access was restricted due to vehicles parked across the driveway. As the gated driveway itself may not be immediately obvious as an access point that is in use, clear signposting for vehicles to keep this area clear will help resolve possible confusion.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

To install a 5.2 m 'NO STOPPING' zone across the driveway access to Denistone East Public School in Henderson Street, Denistone East.



RYDE TRAFFIC COMMITTEE	HENDERSON STREET	ANNEXURE A
T2017-01492	SUBURB: DENISTONE EAST	PAGE 1 OF 1

DENISTONE EAST
PUBLIC
SCHOOL

EMERGENCY ACCESS

NO STOPPING

NO STOPPING

0.5m ~4.2m 0.5m

HENDERSON ST

35

28

30

32

34

City of Ryde
Ryde Traffic Committee

DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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



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ITEM (D)	OLIVE STREET, RYDE
SUBJECT:	REVIEW OF PARKING CONTROLS
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017-01456
OFFICER:	H CHOUDHRY

INTRODUCTION

City of Ryde has received representation from a resident of Olive Street, Ryde requesting consideration be given to modifying a recently approved 'NO PARKING' zone to allow the resident to park outside their property.

The resident has informed City of Ryde staff that they were unaware of proposed changes, due to being away during the consultation period.

BACKGROUND

The matter of installing a 'NO PARKING' zone on both sides of the reverse curve in Olive Street was tabled at the Ryde Traffic Committee meeting held on 29 June 2017. Subsequently, the following was resolved by Council at the Works and Community Committee meeting held on 18 July 2017:

That Council converts the remaining unrestricted parking to 'NO PARKING' at the reverse curve in Olive Street, Ryde:

- 1. outside 11 to 9A Olive Street, and*
- 2. outside 8 to 10-12 Olive Street.*

CONTEXT

- Olive Street has a 7.4 m wide carriageway and currently there is an existing 'NO PARKING' zone along the property frontage of 8 Olive Street.
- Olive Street has a speed limit of 50 km/h.

REFERENCES

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



COMMUNITY ENGAGEMENT

DISCUSSION

Sight lines for drivers to see oncoming vehicles are regularly blocked by parked vehicles around the reverse curve in Olive Street. To improve the safety for road users, the Council approved installing 'NO PARKING' zones on both sides of Olive Street.

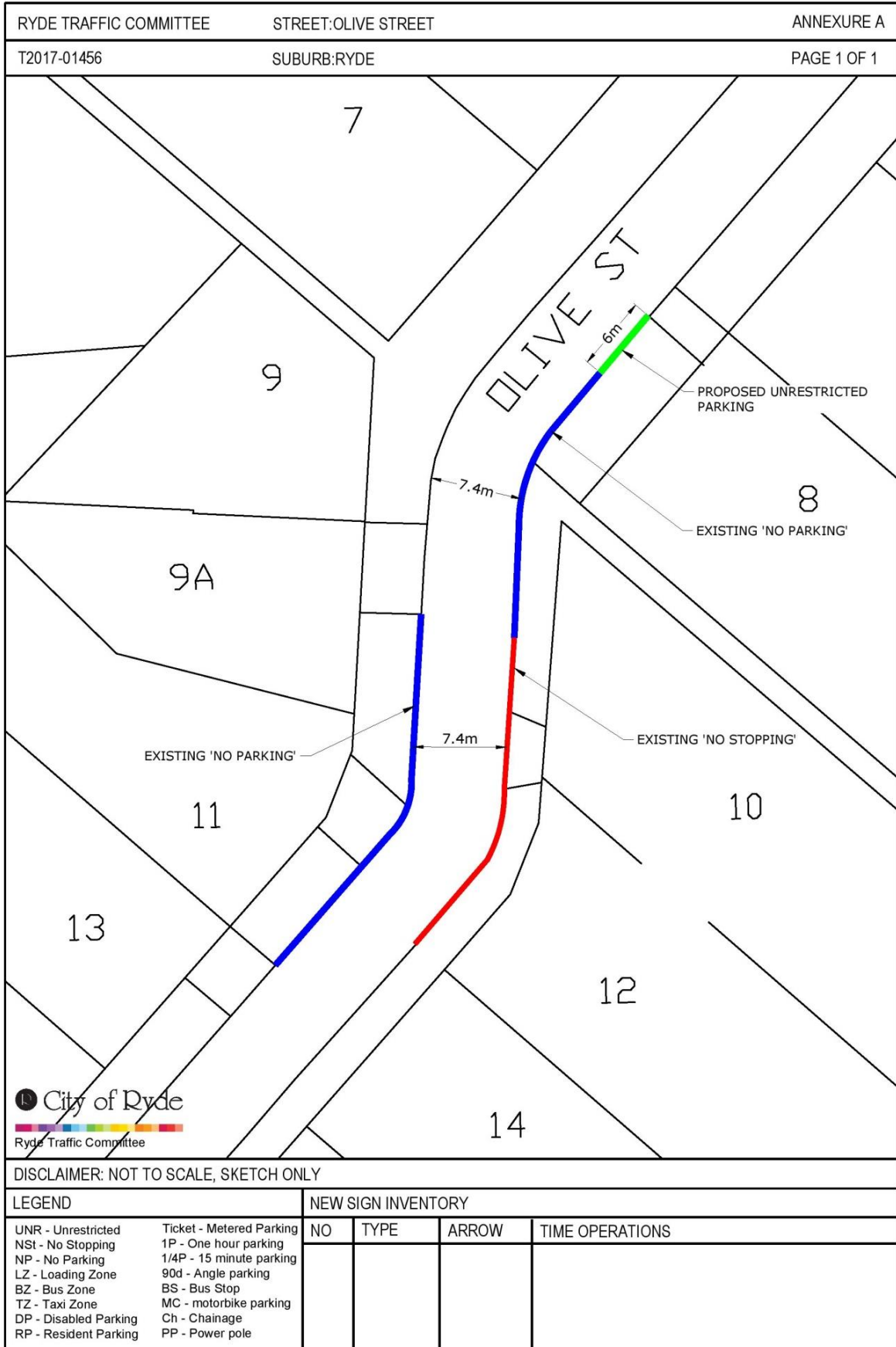
Converting 6 m of recently installed 'NO PARKING' zone to unrestricted parking as shown in the attached plan will not impact significantly on sight distance available for motorists at this location. Therefore, it is recommended to convert 6 m of existing 'NO PARKING' zone outside 8 Olive Street in response to this resident's request.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

PROPOSAL

To convert the 6 m of existing 'NO PARKING' zone outside 8 Olive Street to unrestricted parking.





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ITEM (E)	CULLODEN ROAD, MARSFIELD
SUBJECT:	PEDESTRIAN REFUGE AT ABUKLEA ROAD
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017 - 01096
OFFICER:	J BEGLEY

INTRODUCTION

On 19 July 2017 a three-year old child was involved in a fatal accident, when crossing Culloden Road near Abuklea Road, Marsfield. A motorist turning right from Abuklea Road into Culloden Road collided with the child and his mother, resulting in the death of the child. Following this, Council received a petition and requests from the local community to install a pedestrian facility at this location.

BACKGROUND

Crash analysis undertaken at the intersection of Culloden Road and Abuklea Road, for the period January 2010 to June 2016, indicates that there had been no recorded crashes of any description in the vicinity of the subject location.

Following the tragic incident, the matter of installing a pedestrian facility at this location was raised as General Business at the Ryde Traffic Committee meeting held on 7 September 2017.

CONTEXT

1. Culloden Road and Abuklea Road are local roads with a 9.4 m and 9.0 m wide carriageways, respectively, and unrestricted parking on both sides.
2. A footpath is provided on the eastern side of Culloden Road and on the northern side of Abuklea Road. There is no footpath on the southern side of Abuklea Road at its intersection with Culloden Road, due to the height of the embankment at this location.
3. Nunook Park is on the northern corner of the intersection, where a playground is located.

REFERENCES

- RMS's Australian Standard Supplement *Australian Standard – AS1742 MUTCD Parts 1-15*



COMMUNITY ENGAGEMENT

All residents living in the vicinity of the intersection of Culloden Road and Abuklea Road were notified regarding the proposed pedestrian refuge, with support being received from one nearby residential property.

DISCUSSION

RMS has previously indicated that they will only support installing pedestrian crossings in locations that meet minimum pedestrian and vehicular warrants. Initial investigations indicate that this location does not meet these warrants; however, it is considered that the location would benefit from the installation of a pedestrian refuge. The same 'NO STOPPING' restrictions apply in each case, namely 20 m on approach to the pedestrian facility and 10 m on departure side. There will be some minor loss of on-street parking as a result of these restrictions and the location of the device within the existing statutory 'NO STOPPING' restrictions has reduced the loss of on-street parking.

As part of the design a dividing (BB) linemarking will be installed on Abuklea Road on both approaches to Culloden Road to provide motorists with guidance on the correct travel path through the intersection.

APPROVALS

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

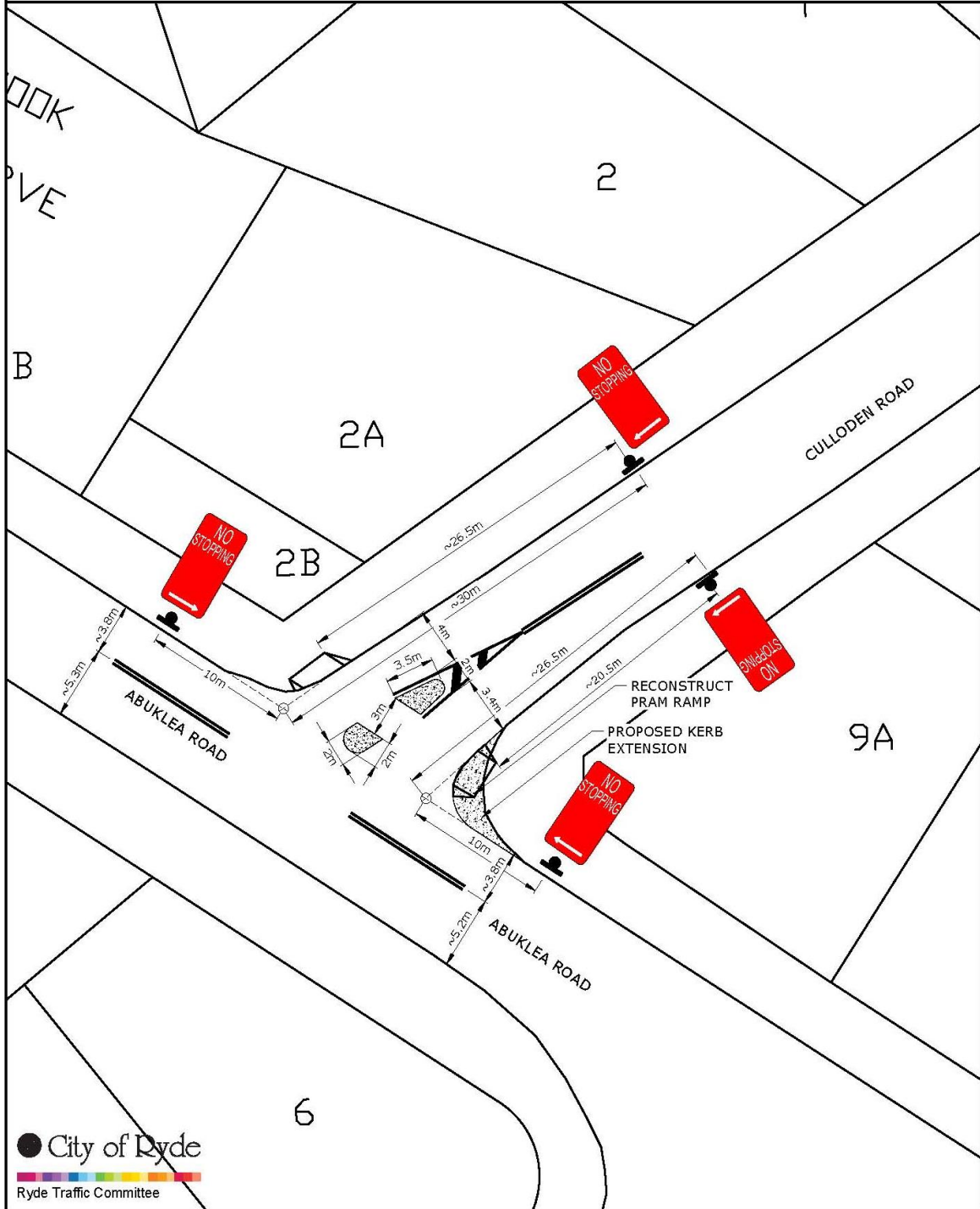
PROPOSAL

To install a pedestrian refuge in Culloden Road at Abuklea Road, Marsfield, as shown on the attached plan.





RYDE TRAFFIC COMMITTEE	ABUKLEA ROAD & CULLODEN ROAD	ANNEXURE A
T2017-01079	SUBURB: MARSFIELD	PAGE 1 OF 1



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
		NO	TYPE	ARROW	TIME OPERATIONS
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking	2	NSt	L	
LZ - Loading Zone	90d - Angle parking	2	NSt	R	
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



ITEM (F)	HILLVIEW LANE, EASTWOOD
SUBJECT:	'LEFT TURN ONLY' AT WEST PARADE
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	HELPDESK-9288 & T2016-02225
OFFICER:	M ILYAS

INTRODUCTION

The Council has resolved to investigate installing a 'LEFT TURN ONLY' in Hillview Lane at West Parade, Eastwood.

BACKGROUND

Following a Notice of Motion from Councillor Li, the following was resolved at the Council meeting held on 25 October 2016:

- (a) That Council requests staff update previously undertaken traffic and pedestrian surveys and consider, via the Ryde Traffic Committee, installing traffic signals at appropriate crossings with high pedestrian activity within the Eastwood Town Centre area, taking into account wherever possible expected population growth in the future.*
- (b) That a report be forwarded to the Ryde Traffic Committee responding to the request from the Eastwood Chamber of Commerce that a “Left Turn Only” restriction be placed on vehicles exiting Hillview Lane onto West Parade.**

Following the summer school-holiday period, investigations were undertaken in March 2017 and tabled at the Ryde Traffic Committee meeting held on 20 April 2017 to seek the committee’s agreement with the data analysis.

A Draft Traffic Management Plan, which excluded any community consultation, has been forwarded to RMS for their consideration, which has since been updated with recent community consultation.

CONTEXT

1. West Parade is a collector road with a 50 km/h speed limit.
2. Hillview Lane is an eastbound one-way laneway.
3. The intersection of Hillview Lane and West Parade is controlled by a ‘STOP’ sign and associated linemarking.



4. The high pedestrian activity at the raised pedestrian crossing located on the southern side of Hillview Lane creates heavy congestion at the either end of Eastwood Plaza on West Parade and Rowe Street and holds up the vehicles movement on West Parade. Previously, signs have been installed to advise pedestrians to cross in groups to alleviate this congestion but this has been ineffective. Vehicles turning right from Hillview Lane onto West Parade wait a significant amount of time for both pedestrians and vehicles to clear resulting in a long queue in Hillview Lane.

REFERENCES

- [NSW] *Road Rules 2014* Rule 88 Left Turn signs
- Guide to Road Design – Part 4A: Un-signalised and Signalised Intersections.

COMMUNITY ENGAGEMENT

The occupants of 79 surrounding properties and the three Chambers of Commerce (Eastwood, Korean and Chinese) were notified of the proposal. Two comments have been received in support and three comments have been received against the proposed changes. The occupants that have not responded are understood to be providing undeclared support. Occupants that do not support the proposed changes have raised the following concerns:

- It will be very inconvenient if all those who want to turn right have to make a loop. This will congest the area. A better alternative would be to have no parking on the West Parade to allow people to see both sides.

DISCUSSION

Traffic Survey

Traffic counts were undertaken at the intersection for twelve hours on Wednesday 9 March 2017. The results of the peak-hour flows are shown in *Table F1*. The traffic survey results have also revealed that 339 and 358 vehicles turn left and right, respectively, on to West Parade during the period between 7am and 7pm, which is a twelve-hour interval.

Table F1 Peak hour intersection count at Hillview Lane and West Parade - 9 March 2017

	Hillview Lane (east bound)		West Parade (north bound)	West Parade (south bound)
	Left Turn	Right Turn	Through	Through
AM peak	9	10	304	561
PM peak	41	33	460	359



The following site conditions cause drivers difficulty turning right from Hillview Lane into West Parade:

- the sight distance available for drivers exiting Hillview Lane at West Parade is less than 25 m, on the eastern approach, and
- vehicles waiting for pedestrians to use the pedestrian crossing located to the south of Hillview Lane and queue along West Parade, across the intersection.

The resulting queues in Hillview Lane cause significant delays to other motorists turning left out of Hillview Road into Hillview Lane. The level of traffic movements in Hillview Lane indicates that the majority are using the lane for through access.

Crash History

During the period from January 2011 to June 2016 there has been one reported crash at the intersection of Hillview Lane and West Parade.

Options

The following provides commentary on treatments that may improve the situation:

- RMS has previously advised that 'KEEP CLEAR' linemarking is only suitable to assist drivers entering a side road from a major road, where vehicles regularly queue back into a signalised intersection.
- Parking in Eastwood is at a premium and therefore, the removal of parking, to improve sight distance at the intersection, is not supported.
- In the event a turn ban is installed, it is likely that the most preferred alternative route for right-turning traffic is to turn left into West Parade, circulate the roundabout and return along West Parade.

Therefore, a turn ban is being pursued at this location.

APPROVALS

Under the *Instrument of Delegation*, Ryde Traffic Committee and Council are unable to approve the proposed measures until RMS has approved a Traffic Management Plan. An updated Traffic Management Plan has been forwarded to RMS for their consideration.

Should the proposed measures be supported by Ryde Traffic Committee, it is intended that the matter will be referred to the Works and Community Committee for consideration of the Council to seek the remaining approvals.

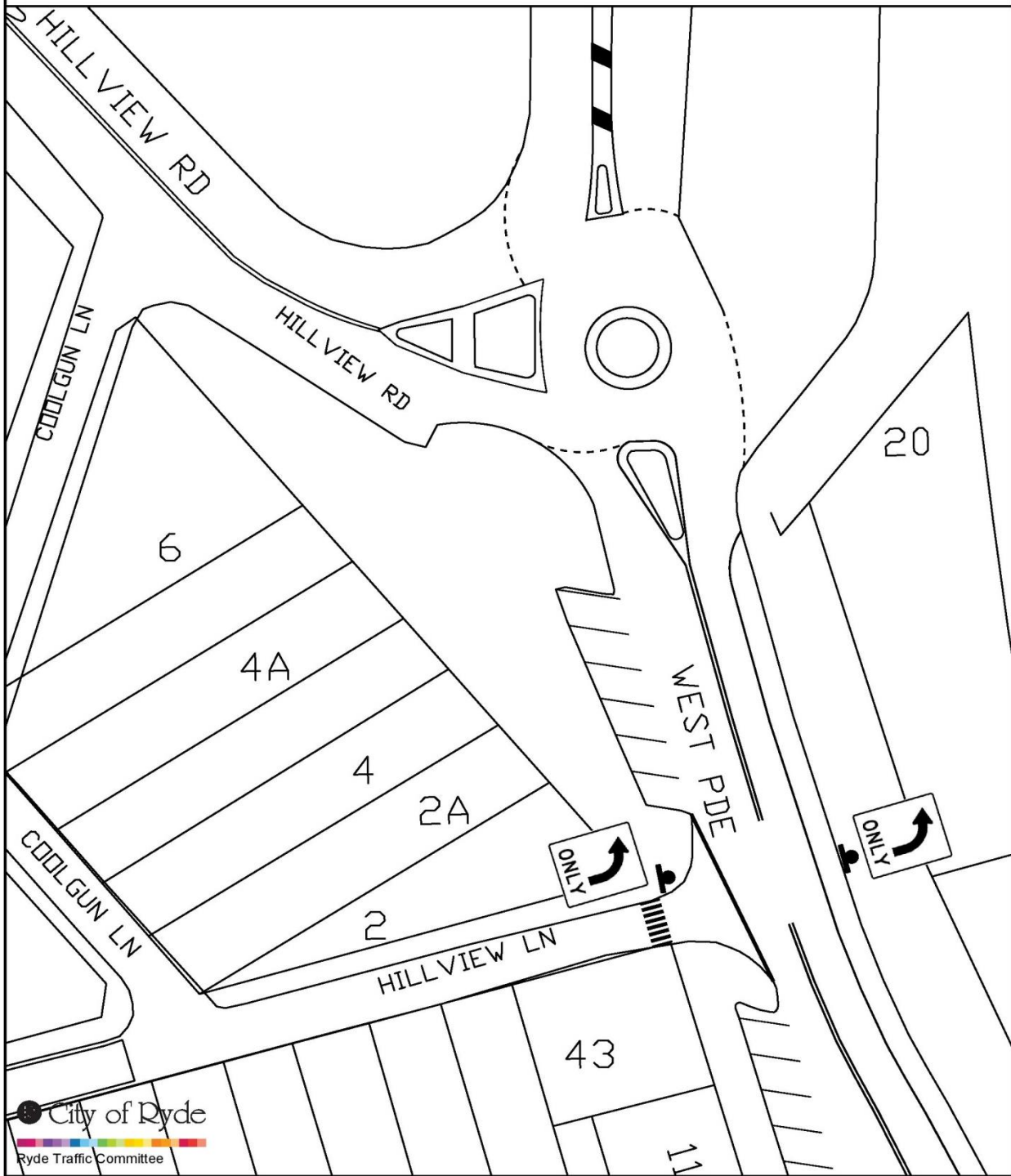
PROPOSAL

To install a 'LEFT TURN ONLY' in Hillview Lane at West Parade, Eastwood.





RYDE TRAFFIC COMMITTEE	HILLVIEW LANE	ANNEXURE A
T2016-02225	SUBURB:NORTH RYDE	PAGE 1 OF 1



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND		NEW SIGN INVENTORY			
NO	TYPE	ARROW	TIME OPERATIONS		
UNR - Unrestricted	Ticket - Metered Parking				
NSt - No Stopping	1P - One hour parking				
NP - No Parking	1/4P - 15 minute parking	2	LEFT ONLY		
LZ - Loading Zone	90d - Angle parking				
BZ - Bus Zone	BS - Bus Stop				
TZ - Taxi Zone	MC - motorbike parking				
DP - Disabled Parking	Ch - Chainage				
RP - Resident Parking	PP - Power pole				



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ITEM (G) MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table H1* were installed to reinforce existing controls under the [NSW] *Road Rules 2014*. The matters outlined in *Table H2* were approved under Delegation.

Table H1 Parking control measures installed to reinforce existing controls under Road Rules 2014

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Intersection of Morrison Road and Delange Road, Putney	1. 10 m of 'NO STOPPING' on the south-western side of Morrison Road, both sides of Delange Road. 2. 10 m of 'NO STOPPING' on the north-western side of Delange Road.	Rule 170 Stopping at or near an intersection	Nov 17
Intersection of Brush Road and Tramway Street, West Ryde	1. 10m of 'NO STOPPING' on the eastern side of Brush Road. 2. 10 m of 'NO STOPPING' on both sides of Tramway Street.	Rule 170 Stopping at or near an intersection	Nov 17

Table H2 Matters approved under Delegation

Location	Proposal	Consultation	Approval Date
Intersection of Morrison Road and Delange Road, Putney	15 m of 'NO STOPPING' on the south-eastern side of Delange Road.	The occupants of seven surrounding properties were notified of the proposal. No comments have been received.	Nov 17



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ITEM (H)	2018 WEST RYDE EASTER PARADE AND FAIR
SUBJECT:	SPECIAL EVENT TRANSPORT MANAGEMENT PLAN
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2017 - 01699
OFFICER:	G HOLDING

INTRODUCTION

The West Ryde Easter Parade and Fair is an annual Special Event, held in Eastwood. The Transport Management Plan is normally approved by RMS and Council staff, under Delegated Authority. In order to address traffic-circulation and congestion issues, the Event Organiser has moved the closure of Graf Avenue to Anthony Road.

BACKGROUND

Road closures have previously been implemented in Graf Avenue and Market Street.

CONTEXT

4. The West Ryde Easter Parade and Fair is a Class 2 Special Event, under the RMS's *Guide to Traffic and Transport Management for Special Events*, due to the effect on the non-event community, including the road and transport network.
5. The 2018 West Ryde Easter Parade and Fair will be held on Saturday 24 March 2018.

REFERENCES

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

COMMUNITY ENGAGEMENT

The local business community is heavily involved in the planning and organisation of the Special Event.

It is understood that the Event Organiser has discussed the closure of Anthony Road with State Transit Authority, who have confirmed that Anthony Road is currently used by Sydney Buses' 543 Route on weekdays only.

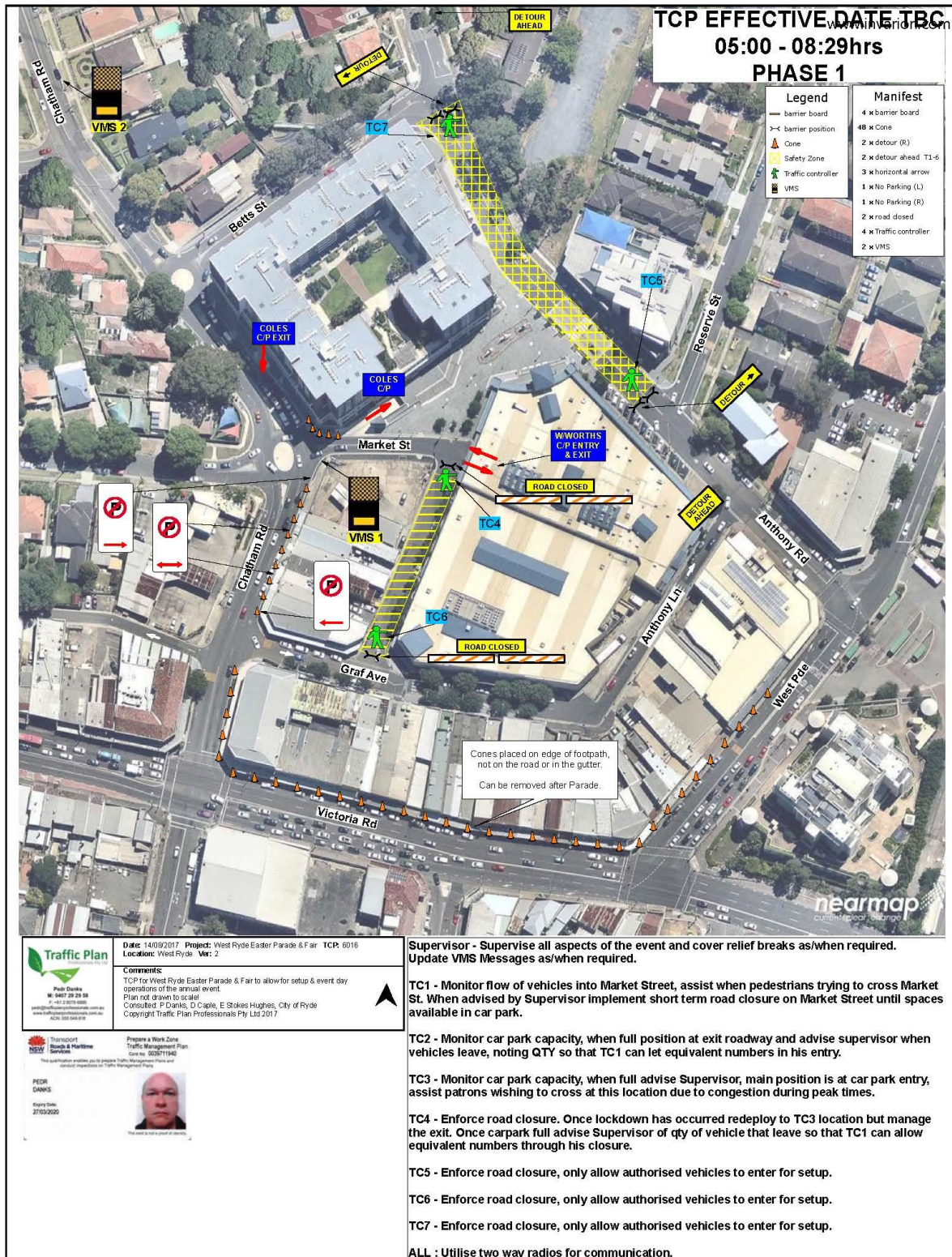


DISCUSSION

The proposed traffic control plans and detours for the 2018 West Ryde Easter Parade and Fair are attached. Following advice from Ryde Traffic Committee, the Transport Management Plan and associated traffic control plans will be updated for the 2018 Special Event.

APPROVALS

The Traffic Control for Special Events is approved by RMS and the Council, under the *Roads Act 1993*. Future events are approved by RMS and Council staff, under Delegated Authority from the Council, provided there are no significant changes from previous Special Events. Given that the changes requested by the Event Organiser are significant, the matter is referred to Ryde Traffic Committee for Traffic Engineering Advice, prior to being referred to the Council for final approval.



TCP EFFECTIVE DATE TBC
08:30 - 16:00hrs
PHASE 2

Legend	Manifest
— barrier board	5 x barrier board
—> barrier position	1 x Carpark full
▲ Cone	48 x Cone
◊ Safety Zone	2 x detour (R)
👤 Traffic controller	2 x detour ahead T1-6
📡 VMS	3 x horizontal arrow
	1 x No Parking (L)
	1 x No Parking (R)
	2 x road closed
	7 x Traffic controller
	2 x VMS

Equipment on standby for implementation when car park fills, once spaces

Cones placed on edge of footpath, not on the road or in the gutter.
Can be removed after Parade.

Traffic Plan
 Date: 14/01/2017 Project: West Ryde Easter Parade & Fair TCP: 6016
 Location: West Ryde Ver: 2

Comments
 TCP for West Ryde Easter Parade & Fair to allow for setup & event day operations of the annual event.
 Plan not drawn to scale.
 Consulted: P Danks, D Caple, E Stokes Hughes, City of Ryde
 Copyright Traffic Plan Professionals Pty Ltd 2017

Supervisor - Supervise all aspects of the event and cover relief breaks as/when required. Update VMS Messages as/when required.

TC1 - Monitor flow of vehicles into Market Street, assist when pedestrians trying to cross Market St. When advised by Supervisor implement short term road closure on Market Street until spaces available in car park.

TC2 - Monitor car park capacity, when full position at exit roadway and advise supervisor when vehicles leave, noting QTY so that TC1 can let equivalent numbers in his entry.

TC3 - Monitor car park capacity, when full advise Supervisor, main position is at car park entry, assist patrons wishing to cross at this location due to congestion during peak times.

TC4 - Enforce road closure. Once lockdown has occurred redeploy to TC3 location but manage the exit. Once carpark full advise Supervisor of qty of vehicle that leave so that TC1 can allow equivalent numbers through his closure.

TC5 - Enforce road closure, only allow authorised vehicles to enter for setup.

TC6 - Enforce road closure, only allow authorised vehicles to enter for setup.

TC7 - Enforce road closure, only allow authorised vehicles to enter for setup.

ALL : Utilise two way radios for communication.

Transport, Roads & Maritime Services
 Project & Work Zone Traffic Management Plan
 Cont No: 202711940

PEDR DANKS
 Project Date: 27/03/2020

TCP EFFECTIVE DATE TBA
16:01 - 18:30hrs
PHASE 3

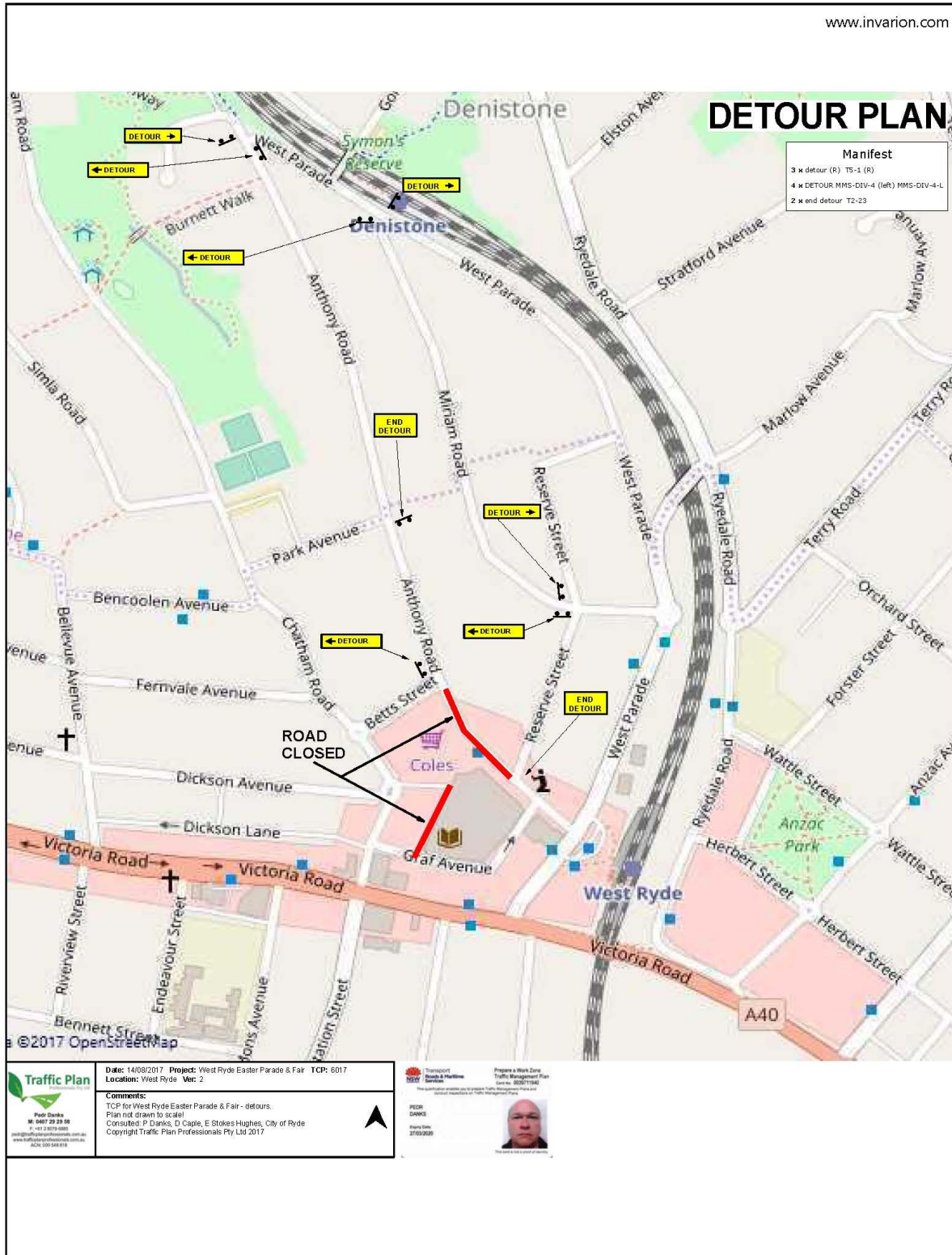
Legend	Manifest
— barrier board	4 x barrier board
->-< barrier position	48 x Cone
▲ Cone	2 x detour (R)
◀ Safety Zone	2 x detour ahead T1-6
▶ Traffic controller	3 x horizontal arrow
VMS	1 x No Parking (L)
	1 x No Parking (R)
	2 x road closed
	4 x Traffic controller
	2 x VMS

Cones placed on edge of footpath, not on the road or in the gutter.
 Can be removed after Parade.

<p>Traffic Plan Paul Danks M: 0487 28 28 58 P: +61 2 9779 6565 www.trafficplanprofessionals.com.au A/CN: 505 546 619</p>	<p>Date: 14/01/2017 Project: West Ryde Easter Parade & Fair TC#: 6016 Location: West Ryde Ver: 2</p> <p>Comments: TCP for West Ryde Easter Parade & Fair to allow for setup & event day operations of the annual event. Plan not drawn to scale. Consulted: P Danks, D Caple, E Stokes Hughes, City of Ryde Copyright Traffic Plan Professionals Pty Ltd 2017</p>	<p>Supervisor - Supervise all aspects of the event and cover relief breaks as/when required. Update VMS Messages as/when required.</p> <p>TC1 - Monitor flow of vehicles into Market Street, assist when pedestrians trying to cross Market St. When advised by Supervisor implement short term road closure on Market Street until spaces available in car park.</p> <p>TC2 - Monitor car park capacity, when full position at exit roadway and advise supervisor when vehicles leave, noting QTY so that TC1 can let equivalent numbers in his entry.</p> <p>TC3 - Monitor car park capacity, when full advise Supervisor, main position is at car park entry, assist patrons wishing to cross at this location due to congestion during peak times.</p> <p>TC4 - Enforce road closure. Once lockdown has occurred redeploy to TC3 location but manage the exit. Once carpark full advise Supervisor of qty of vehicle that leave so that TC1 can allow equivalent numbers through his closure.</p> <p>TC5 - Enforce road closure, only allow authorised vehicles to enter for setup.</p> <p>TC6 - Enforce road closure, only allow authorised vehicles to enter for setup.</p> <p>TC7 - Enforce road closure, only allow authorised vehicles to enter for setup.</p> <p>ALL : Utilise two way radios for communication.</p>
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Transport, Roads & Maritime Services
 Progress Work Zone Traffic Management Plan
 Cont No: 2025711940
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PEDR DANKS
 Traffic Controller
 27032000



**ITEM (I) SCHOOL PEDESTRIAN SAFETY INFRASTRUCTURE PROGRAM**

SUBJECT: RAISED PEDESTRIAN CROSSINGS
ELECTORATE: LANE COVE AND RYDE
WARD: WEST, CENTRAL AND EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2017-00508 & T2016-00979
OFFICER: L PEARS

INTRODUCTION

Council has been successfully obtained grant funding from RMS to upgrade the existing pedestrian crossings to raised pedestrian crossings at the following nine locations:

2016/17 financial year

- Winbourne Street, West Ryde..... Ermington Public School (complete)
- Winbourne Street, West Ryde..... Marsden High School (complete)

2017/18 financial year

- Badajoz Road, North Ryde Ryde East Public School (complete)
- **Rowe Street, Eastwood Eastwood Public School**
- **Lincoln Street, Eastwood Eastwood Heights Public School**
- **Oxford Street, Gladesville Our Lady Queen of Peace Primary School**
- **Maxim Street, West Ryde St Michaels Primary School**
- **Herring Road, Eastwood Kent Road Public School**
- **Hillview Road, Eastwood..... St Kevin's Primary School**

This Item seeks the Technical Approval of the design of the previously approved, remaining six raised pedestrian crossings.

BACKGROUND

RMS's School Pedestrian Safety Infrastructure Program is aimed at improving pedestrian safety, through the provision of non-signalised pedestrian crossing facilities on local and regional roads, both within school zones or on main routes to schools. Grants of up to \$50,000 per project were made available for the following treatments:

- pedestrian crossings, if warrants are met,
- raised pedestrian (wombat) crossings, if warrants are met,
- kerb blisters,
- pedestrian refuges,



- pedestrian fencing, and
- improvements to signs/linemarking for crossing facilities or school drop-off/pick-up zones.

In preparation for applying to RMS for the funding, a report was tabled at the Ryde Traffic Committee meeting held on 21 July 2016. Subsequently, Council resolved the following at the Works and community committee meeting held on 16 August 2016:

That Council:

- converts the existing pedestrian crossings to raised pedestrian (wombat) crossings at the following locations, subject to funding under RMS's School Pedestrian Safety Infrastructure Program and detailed designs being approved by Ryde Traffic Committee:*
 - **Rowe Street, Eastwood, outside Eastwood Public School;**
 - **Lincoln Street, Eastwood, outside Eastwood Heights Public School;**
 - **Oxford Street, Gladesville, outside Our Lady Queen of Peace Primary School;**
 - **Maxim Street, West Ryde, outside St Michaels Primary School;**
 - *Winbourne Street, West Ryde, outside Ermington Public School;*
 - *Winbourne Street, West Ryde, outside Marsden High School;*
 - **Herring Road, Eastwood, outside Kent Road Public School; and**
 - **Hillview Road, Eastwood, outside St Kevin's Primary School,**
- defers considering converting the existing pedestrian crossings to raised pedestrian (wombat) crossings in Badajoz Road, at Ryde East Public School, to await the outcomes of current investigations in the area.*

Council was advised in November 2016 that it had been successful in obtaining funding for all nine pedestrian crossing facilities to be upgraded.

REFERENCES

- RMS's Australian Standard Supplement *Australian Standard – AS1742 MUTCD Parts 1-15*

CONSULTATION

Schools, businesses and all residents living in close proximity to the proposed upgraded pedestrian crossings were all contacted regarding the scheme. In addition, the Chinese Business Community, Korean Chamber of Commerce and Eastwood Chamber of Commerce were contacted regarding the proposed upgraded facility on Rowe Street. No objections have been received.



DISCUSSION

Council staff together with its external consultant undertook a site inspection at each location to identify any pavement, drainage or signage deficiencies that would need to be addressed to enable the pedestrian crossing to be upgraded to current standards. Issues that were identified included:

- non-current signage and 'NO STOPPING' distances on existing pedestrian crossings,
- sight distance, due to existing vegetation,
- drainage, and
- lack of footpaths and guardrails.

The attached designs overcome these issues.



Figure J1 Aerial photograph of Rowe Street, Eastwood



Figure J2 Aerial photograph of Lincoln Street, Eastwood



Figure J3 Oxford Street, Gladesville

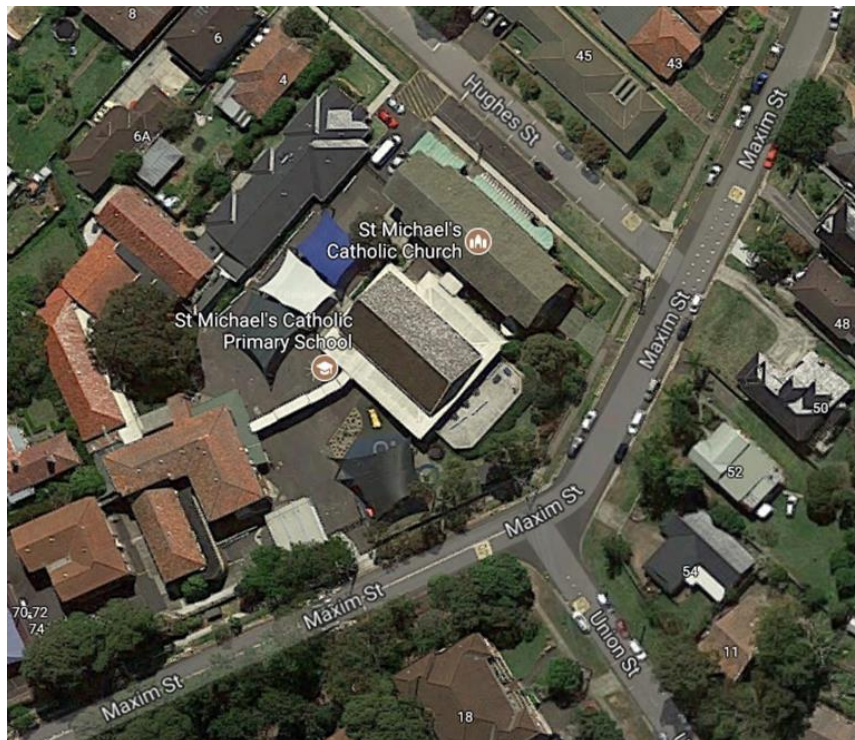


Figure J4 Maxim Street, West Ryde

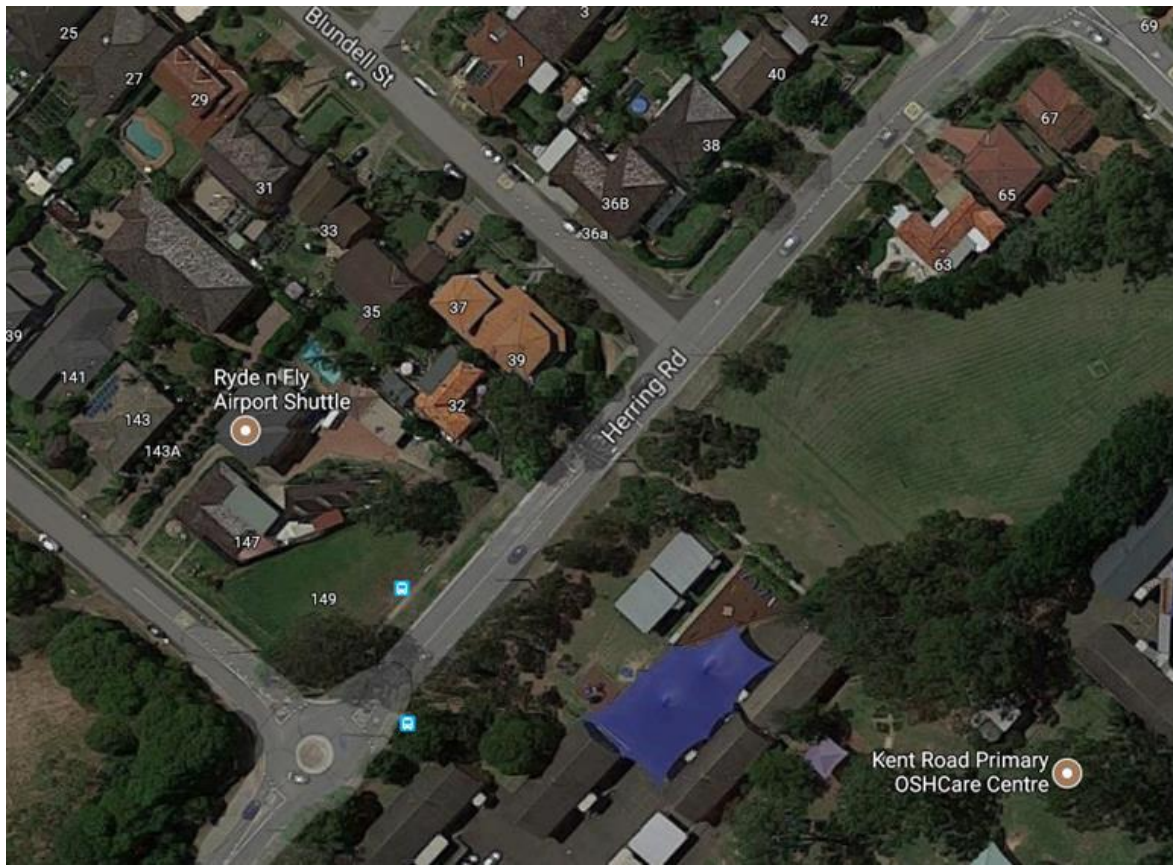
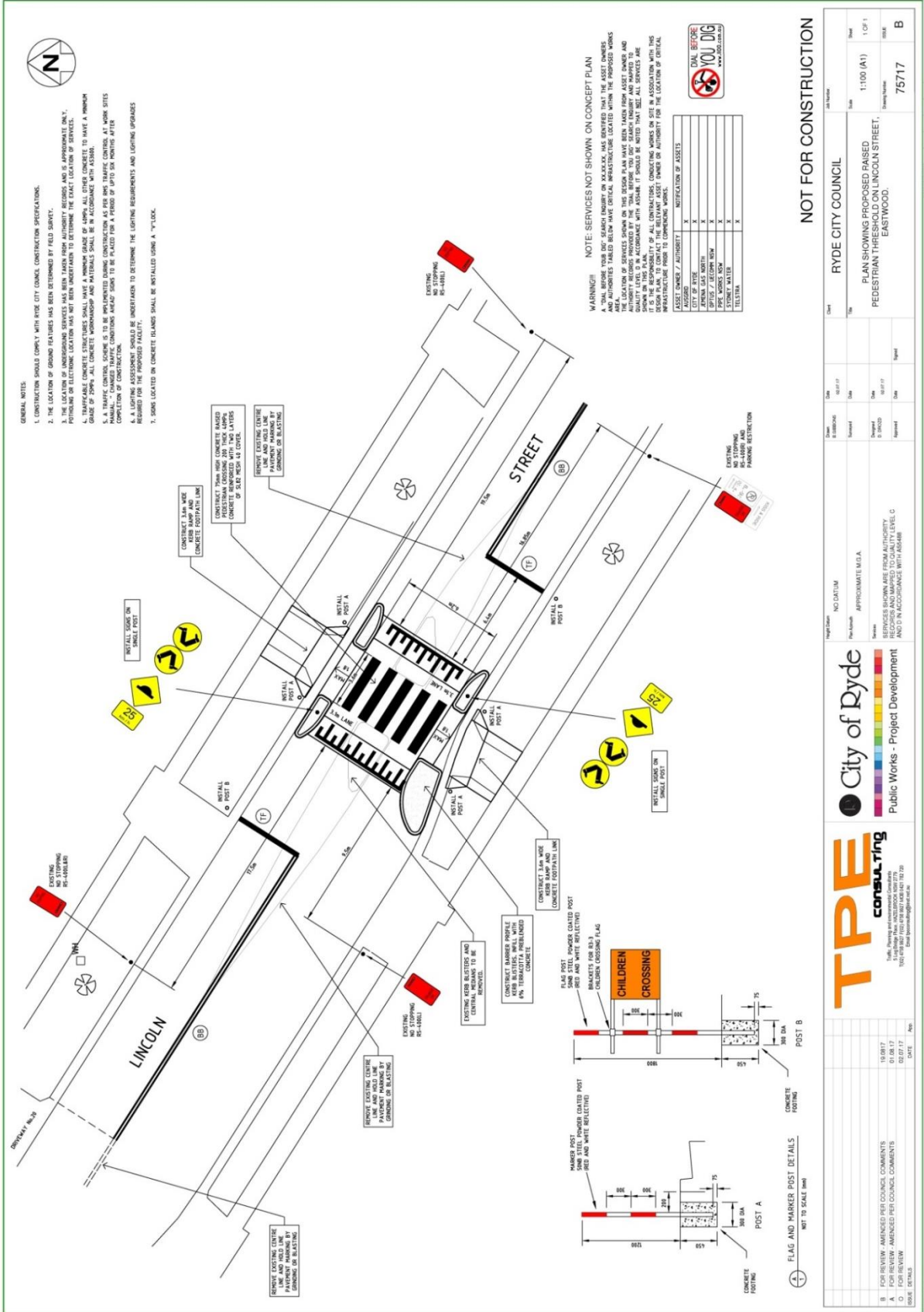


Figure J5 Herring Road, Eastwood



Figure J6 Hillview Road, Eastwood



Design J2 Lincoln Street, Eastwood

GENERAL NOTES:

- CONSTRUCTION SHOULD COMPLY WITH RYDE CITY COUNCIL CONSTRUCTION SPECIFICATIONS.
- THE LOCATION OF GROUND FEATURES HAS BEEN DETERMINED BY FIELD SURVEY.
- THE LOCATION OF UNDERGROUND SERVICES HAS BEEN TAKEN FROM AUTHORITY RECORDS AND IS APPROXIMATE ONLY.
- CONTRACTOR SHALL VERIFY THE LOCATION OF ALL SERVICES PRIOR TO COMMENCING WORKS.
- TEMPORARY CONCRETE STRUCTURES SHALL HAVE A MINIMUM GRADE OF 1% FOR ALL CONCRETE TO HAVE A MINIMUM GRADE OF 2% FOR ALL CONCRETE WORKSHOPS AND MATERIALS SHALL BE IN ACCORDANCE WITH AS/NZS 3101.
- A TRAFFIC CONTROL SCHEME IS TO BE IMPLEMENTED DURING CONSTRUCTION AS PER RPS TRAFFIC CONTROL AT WORK SITES MANUAL. CHANGED TRAFFIC CONDITIONS AHEAD SIGNS TO BE PLACED FOR A PERIOD OF UP TO 30 MONTHS AFTER COMPLETION OF THE PROJECT.
- A LIGHTING ASSESSMENT SHOULD BE UNDERTAKEN TO DETERMINE THE LIGHTING REQUIREMENTS AND LIGHTING UPGRADES REQUIRED FOR THE PROPOSED FACILITY.
- SIGNS LOCATED ON CONCRETE ISLANDS SHALL BE INSTALLED USING A "W" LAYOUT.

NOTE: SERVICES NOT SHOWN ON CONCEPT PLAN

A "DIAL BEFORE YOU DIG" SIGNAGE INDICATOR OR KLIKXXX, HAS IDENTIFIED THAT THE ASSET OWNERS AND AUTHORITIES TABLED BELOW HAVE CRITICAL INFRASTRUCTURE LOCATED WITHIN THE PROPOSED WORKS

THE LOCATION OF SERVICES SHOWN ON THIS DESIGN PLAN HAVE BEEN TAKEN FROM ASSET OWNER AND AUTHORITY RECORDS AND IS APPROXIMATE ONLY. CONTRACTOR SHALL VERIFY THE LOCATION OF ALL SERVICES PRIOR TO COMMENCING WORKS. IT IS THE RESPONSIBILITY OF ALL CONTRACTORS, CONDUCTING WORKS ON SITE IN ASSOCIATION WITH THIS PROJECT, TO CONSULT WITH ALL SERVICE OWNERS AND AUTHORITIES TO DETERMINE THE LOCATION OF CRITICAL INFRASTRUCTURE AND TO OBTAIN NECESSARY PERMITS.

ASSET OWNER / AUTHORITY	NOTIFICATION OF ASSETS
ASSURED	X
CITY OF RYDE	X
NSW POWER	X
OPTUS / A COCORN NSM	X
PIPE WORKS NSW	X
TELSTAR	X
TELSTAR	X

WARNING!

"DIAL BEFORE YOU DIG" SIGNAGE INDICATOR OR KLIKXXX, HAS IDENTIFIED THAT THE ASSET OWNERS AND AUTHORITIES TABLED BELOW HAVE CRITICAL INFRASTRUCTURE LOCATED WITHIN THE PROPOSED WORKS

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POST A

POST B

NOT TO SCALE (SEE)

FLAG AND MARKER POST DETAILS

NOT FOR CONSTRUCTION

RYDE CITY COUNCIL

PLAN SHOWING PROPOSED RASBAGED PEDESTRIAN CROSSING ISLAND ON HILLVIEW ROAD, RYDE.

Scale: 1:100 (A1)

Drawn: 75517

TPE consulting

111 Ryde Road, Ryde NSW 1513
111 Ryde Road, Ryde NSW 1513
111 Ryde Road, Ryde NSW 1513

City of Ryde

Public Works - Project Development

APPROXIMATE MGA

SERVICES SHOWN ARE FROM AUTHORITY RECORDS AND MAPS TO LOCALITY LEVEL C AND IS IN ACCORDANCE WITH RPS/MSM

Issue No.	Date	Description	By	Checked	Approved
18.0817	03.08.17	FOR CONCEPT REVIEW - AMENDED AS PER COUNCIL COMMENTS			
03.08.17	03.08.17	FOR CONCEPT REVIEW - AMENDED AS PER COUNCIL COMMENTS			
03.08.17	03.08.17	FOR CONCEPT REVIEW - AMENDED AS PER COUNCIL COMMENTS			

Design J6 Hillview Road, Eastwood



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ITEM (J)	ANTHONY ROAD, WEST RYDE
SUBJECT:	MODIFICATION OF EXISTING RAISED PEDESTRIAN CROSSING
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	D16/172038 & T2016-02219
OFFICER:	M ILYAS

INTRODUCTION

City of Ryde has received representations from members of the public requesting consideration be given to undertake measures to improve the safety of the existing raised pedestrian crossing in Anthony Road, West Ryde.

BACKGROUND

This raised pedestrian crossing replaces a pre-existing pedestrian refuge, to provide priority for pedestrians over vehicles, and complements West Ryde's 40 km/h High Pedestrian Activity Area.

CONTEXT

6. Anthony Road is a local road with a speed limit of 40 km/h.
7. This raised pedestrian crossing is located at frontage of West Ryde Community Centre and West Ryde Plaza and is located approximately 130 m from the signalised intersection of West Parade.

REFERENCES

- [NSW] *Road Rules 2014* Rule 81 Giving way at a pedestrian crossing.

CONSULTATION

Given the low impact of the proposed changes, no consultation has been undertaken.

DISCUSSION

A number of members of the community have reported that drivers are regularly not stopping for pedestrians crossing Anthony Road at this raised pedestrian crossing. A subsequent review has identified a number of modifications to help improve self-enforcement and safety, as detailed in *Table K1*.



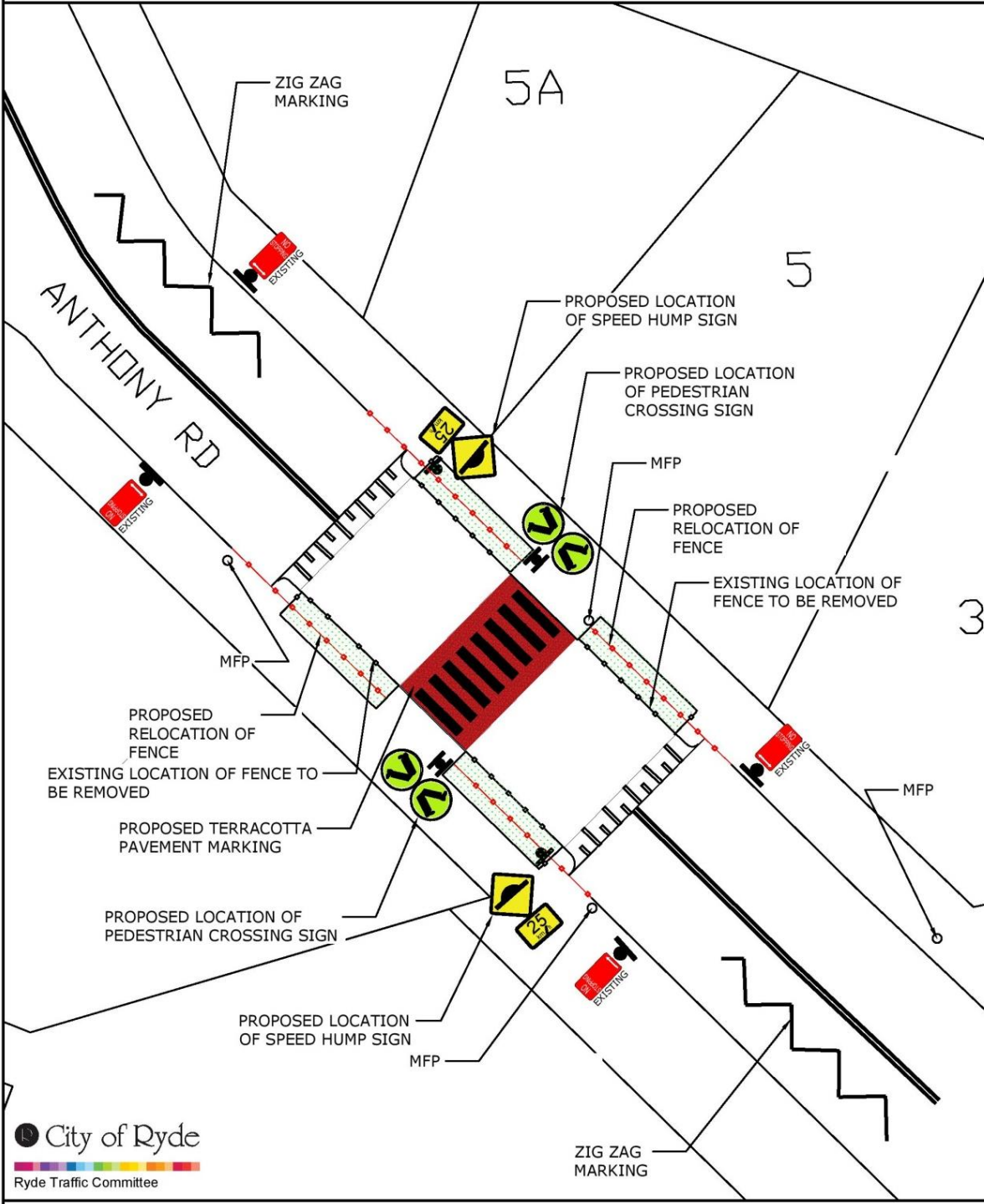
Table K1 Review of raised pedestrian crossing in Anthony Road, West Ryde

Issue	Proposed measure	Notes
1. 'PEDESTRIAN CROSSING' [R3-1] signs are not located at pedestrian crossing lines, in accordance with RMS Technical Directions.	Move signs to location next to pedestrian crossings.	(Nil)
2. Encourage Pedestrians to watch for oncoming traffic.	Provide pavement stencilling 'LOOK RIGHT' or equivalent.	(Nil)
3. 'SPEED HUMP' [W5-10] and '25 km/h' [W8-2] signs not located at the ramps, in accordance with RMS Technical Directions.	Move signs to location next to road hump ramp (currently where 'PEDESTRIAN CROSSING' signs are located).	(Nil)
4. Approaching drivers may not see pedestrian crossing linemarking, due to sightline issues, particularly approaching from the northwest.	Install ZIG ZAG linemarking on both approaches.	(Nil)
5. Approaching drivers may not see pedestrian crossing linemarking, due to white lines blending into a fresh concrete background.	Install contrasting painted background on road hump.	(Nil)
6. Approaching drivers may not see pedestrians waiting to cross, due to location of pedestrian fencing on kerb extension.	Move pedestrian fencing to a location behind the original kerblines for Anthony Road.	This measure may affect the maintenance of existing plantings, which may also need to be moved.

These modifications are illustrated on the attached plan.



RYDE TRAFFIC COMMITTEE	3 - 5 ANTHONY ROAD	ANNEXURE A
T2017-02219	SUBURB: WEST RYDE	PAGE 1 OF 1



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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



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**ITEM (K) RYDE TRAFFIC COMMITTEE**

SUBJECT: **2018 MEETING DATES**
REFERENCE: T2017-01362
OFFICER: G HOLDING

INTRODUCTION

This Item advises the Ryde Traffic Committee (RTC) meeting dates to be held in 2018.

DISCUSSION

RTC meetings have previously been held six times per year, on a cycle of the fourth Thursday of odd months (January, March, May, July, September and November). RTC Resolutions are considered by Council at the next available Works and Community Committee (W&CC) meeting. In 2016, Council changed the timing of the W&CC meetings, which continue to be held on the third Tuesday of each month. There was insufficient time between RTC and W&CC meetings to allow Business Paper preparation for the subsequent W&CC meeting, causing significant delays to the implementation of approved works. Therefore, RTC meetings were held on the third Thursday of the odd months in 2016. This schedule did not take into account the timeframes:

- between each RTC meeting and the following RTC meeting, and
 - between RTC meetings and W&CC meetings,
- without overlapping of tasks.

Preparation of RTC meeting Items commence ten weeks before the meeting, in order to:

- undertake a detailed investigation,
- develop a proposal,
- consult with stakeholders,
- analyse responses,
- recommend a proposal,
- prepare draft reports for management to review, and
- publish the Business Paper.

Once the RTC meeting has been held, the following actions are undertaken before the matter is referred to the W&CC meeting:

- refer the RTC meeting Minutes to the RTC members for confirmation,
- notify the recipients of the original consultation that the proposed measures are to be considered by Council at the W&CC meeting,
- consolidate additional information that is relevant for Council to make an informed decision, including:



- an estimated cost to implement, and
- addressing any further concerns of the RTC and stakeholders, and
- prepare a draft report for management to review.

If changes are approved by Council at the W&CC meeting, the following actions are undertaken to implement the changes:

- order signs and engage linemarking contractors,
- notify recipients of the original consultation of Council's decision, and
- schedule implementation.

Ongoing improvements to the above processes that take extra time include:

- consulting with a wider range of stakeholders,
- expanding the additional information provided to Council at the W&CC meetings, and
- additional record keeping.

In order to provide sufficient time:

- between each RTC meeting and the following RTC meeting, and
- between RTC meetings and W&CC meetings,

without overlapping of tasks, the 2017 RTC meetings were scheduled to be held five times per year.

This schedule has proven to be successful and therefore, the 2018 Ryde Traffic Committee meetings have been scheduled to be held at 10am on:

- 8 February 2018,
- 19 April 2018,
- 28 June 2018,
- 6 September 2018, and
- 29 November 2018.

Meetings will continue to be held in the Committee Meeting Room, Level 1A, 1 Pope Street, Ryde.

