



## City of Ryde Council

### West Ryde Centre Pedestrian Access and Mobility Plan (PAMP)

5 December 2017

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# Executive Summary

## Purpose and Scope

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

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

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

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

## Existing Conditions

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

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

## Ensuring A High Quality Walking Environment

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

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

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

A review of previous relevant planning policies was conducted to:

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

## **Recommendations**

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

### **Pedestrian Routes**

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

### **Footpath Works**

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

Identified locations for new footpath connections include:

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



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

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

### **Investigations and Concept Planning**

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

### **Pedestrian Crossings**

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

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

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

## Cost

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

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

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

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

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

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

## Priorities

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

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

**Table 0-1 PAMP Priorities – Proposed Upgrades**

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



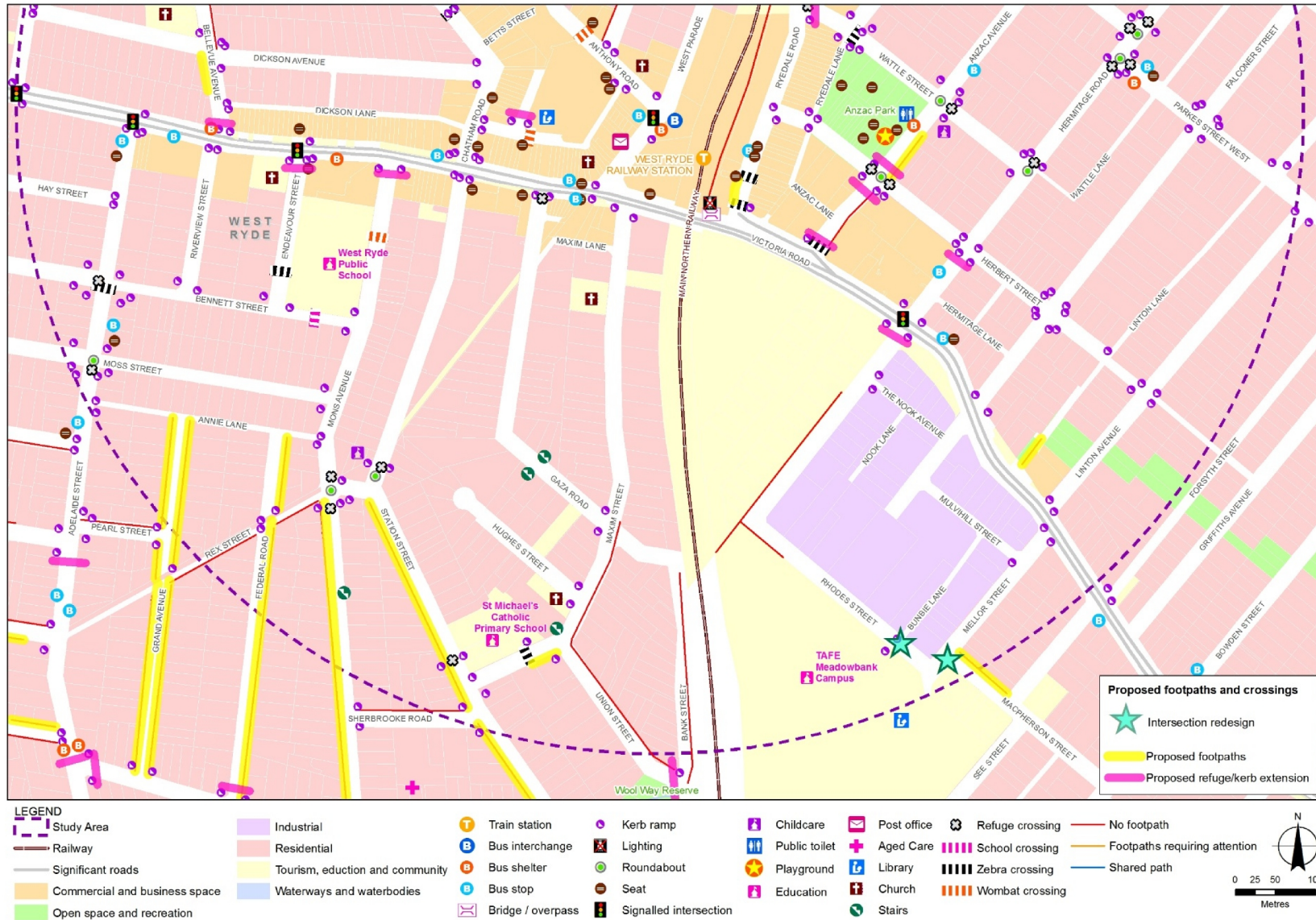
PAMP ID	Street/Intersection	Description of Proposed Treatment	RMS Priority	RMS Rank
72	Victoria Road/Endeavour Street intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters	66	16
8	Victoria Road, east of West Parade	Upgrade lighting and refresh painting within the pedestrian tunnel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

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





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







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# 1. Introduction

## 1.1 Background

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

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

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

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

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

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

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

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

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

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

### **1.1.1 Definition of Pedestrian**

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

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

## **1.2 Purpose and Scope**

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

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

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

### **1.2.1 Objectives**

The objectives of this PAMP are:

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

### **1.2.2 Study Area**

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

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

**Figure 1-1 West Ryde Centre PAMP - Study Area**





### 1.3 Study Limitations

The study has been limited by the following:

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

### 1.4 Consultation

Consultation for this PAMP included the following:

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

### 1.5 Report Structure

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

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

## 2. Background Review

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

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

### 2.1 Planning Review

The review of previous relevant planning policies was conducted:

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

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

### 2.2 National

#### 2.2.1 Australian Transport Assessment and Planning Guidelines

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

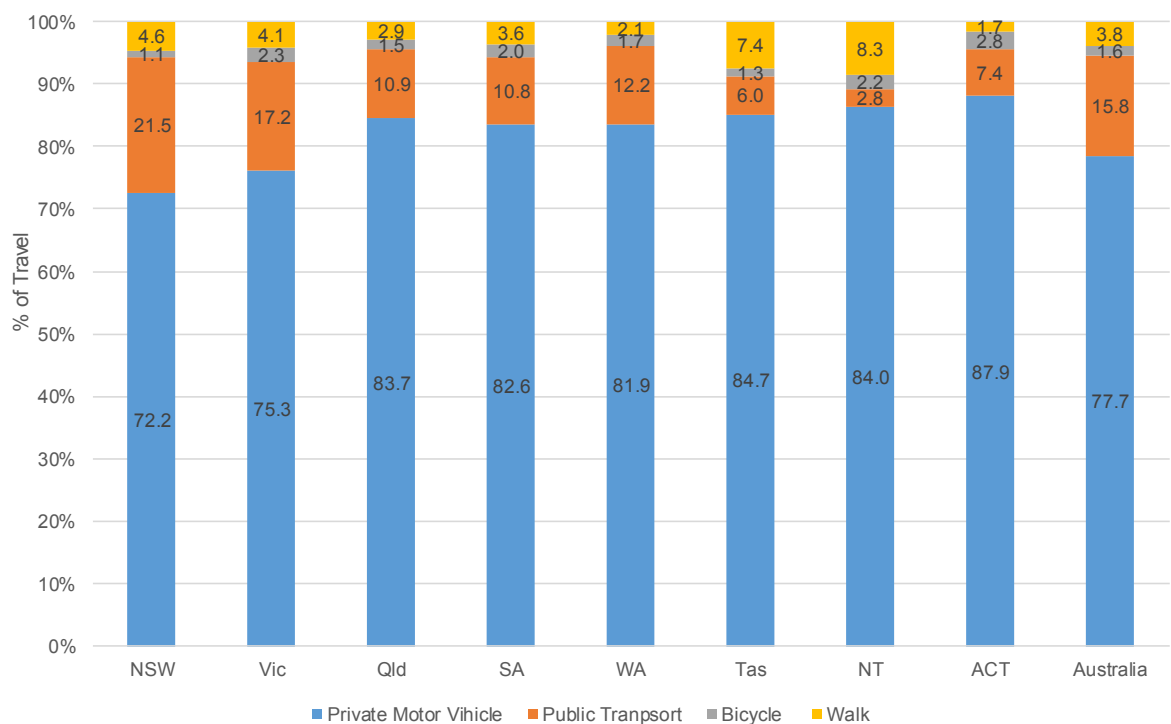
ATAP identifies that walking is probably the most common form of travel as it is involved to some degree in all trips undertaken by all other modes. However, only about four per cent of work or study trips in Australia rely solely on walking - making it the third most common mode, as indicated at Figure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

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

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

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

**Figure 2-1 Main Mode Of Travel To Work**



Source: [http://atap.gov.au/mode-specific-guidance/active-travel/files/m4\\_active\\_travel.pdf](http://atap.gov.au/mode-specific-guidance/active-travel/files/m4_active_travel.pdf)

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

### 2.2.2 Australian Model Code of Residential Development

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

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

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

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

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

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

## **2.3 State Government**

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

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

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

### **NSW 2021 State Plan**

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

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

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

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

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

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

### **A Plan for Growing Sydney**

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



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

### North District Plan

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

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

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

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

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

### NSW Long Term Transport Master Plan, Transport for NSW

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

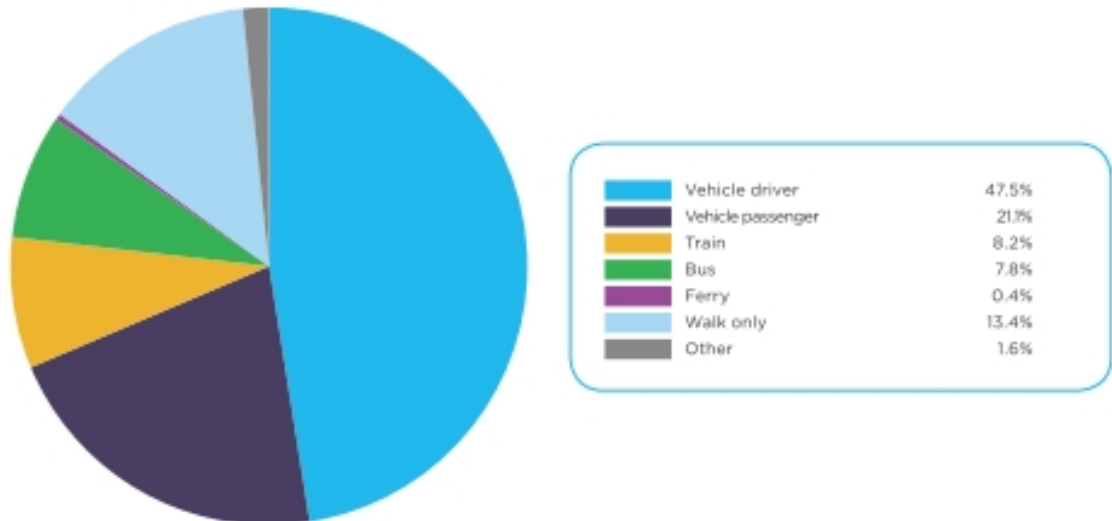
Since many transport journeys start and end with a walk trip, walking helps to reduce traffic congestion. When homes and jobs are within walking distance of each other and within easy walking distance of public transport, accessibility to jobs and services increases, and commuting is easier. More people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

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

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

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

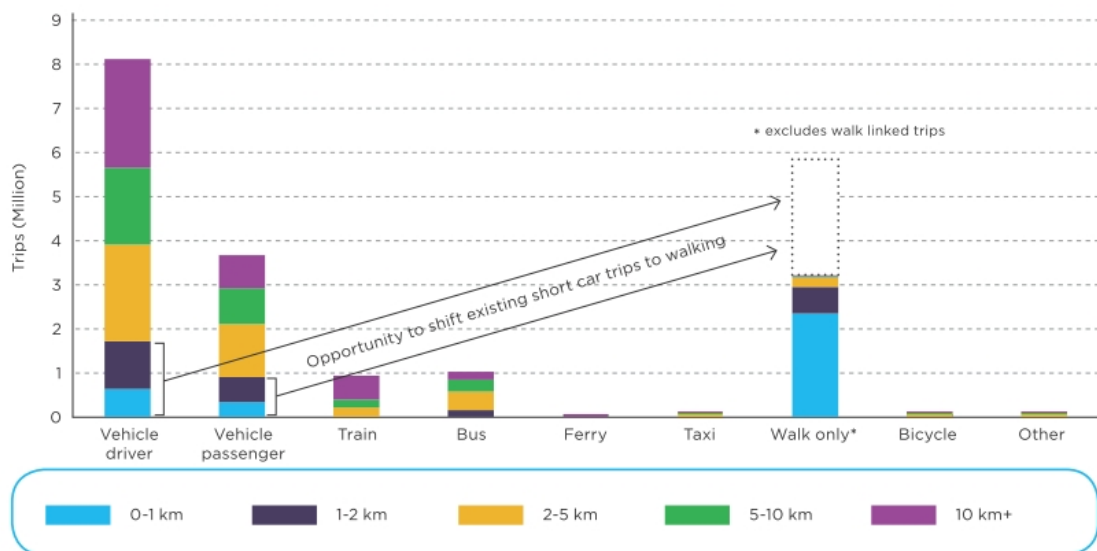
**Figure 2-2 Walking as a Mode of Travel in Metropolitan Sydney**



Source: TfNSW, 2012

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

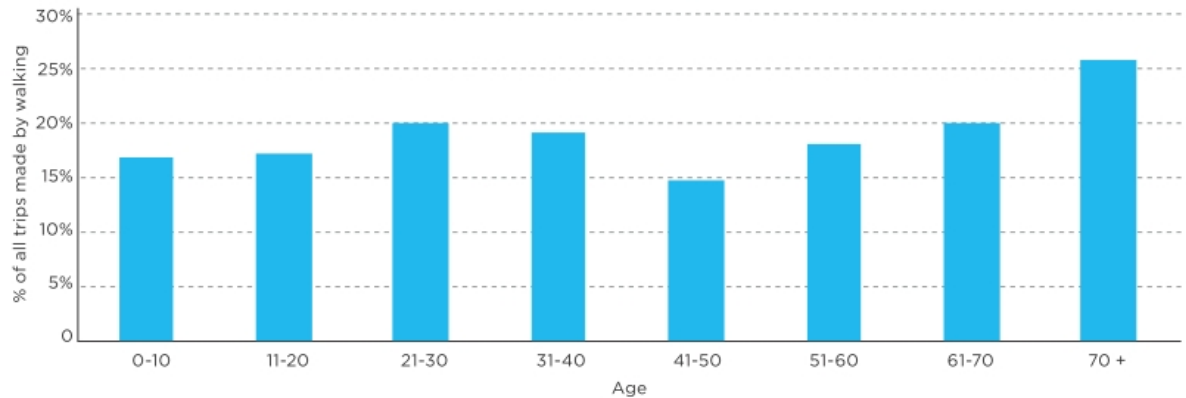
**Figure 2-3 Opportunity for Growth in the Walk Mode Share in Sydney**



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

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

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



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

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

### Sydney's Walking Future

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

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

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

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

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

### NSW Road Safety Strategy

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

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

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

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

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

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



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

### 2020 Aging Strategy

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

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

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

## 2.4 City of Ryde Council Planning

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

### Ryde 2025 Community Strategic Plan (2013)

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

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

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

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

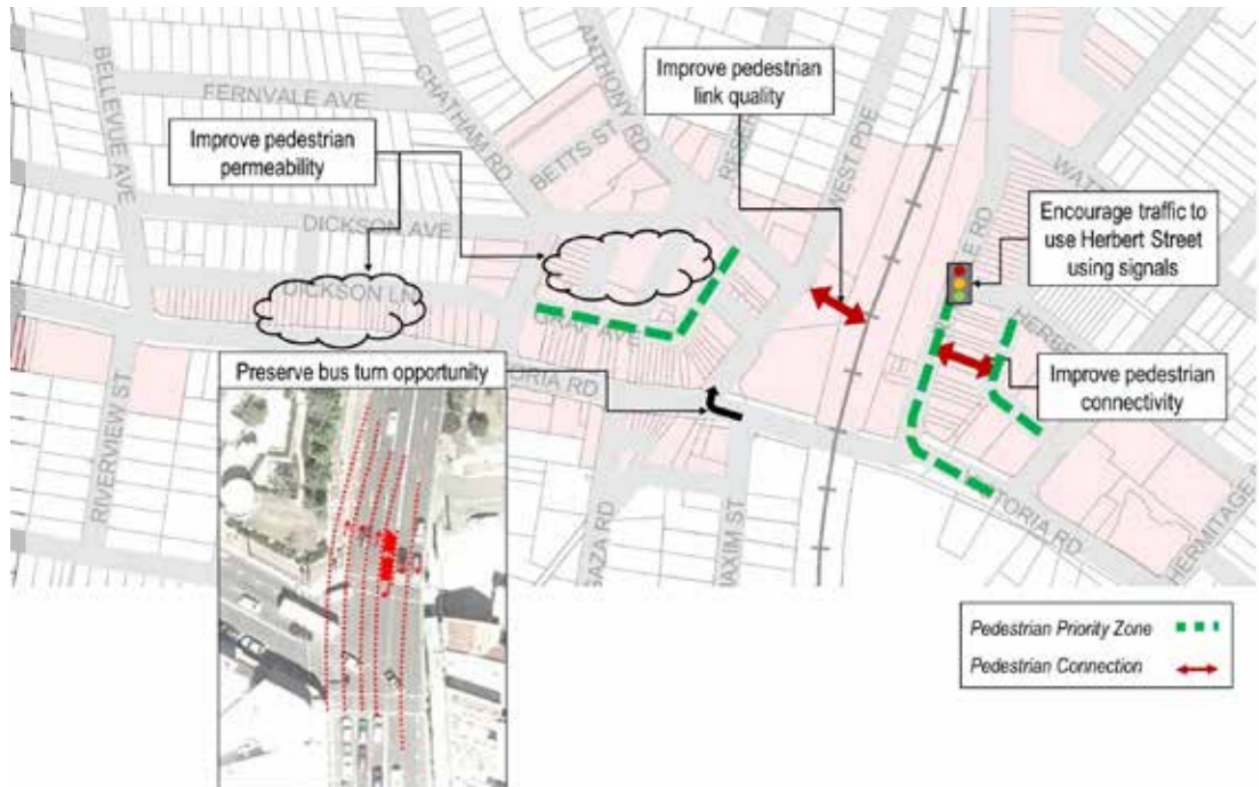
### Integrated Transport Strategy (2016-2031)

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

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

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

**Figure 2-5 Local Centre Strategy – West Ryde**



Source: CoR Integrated Transport Strategy (2016-2031)

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

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

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

#### **CoR Integrated Land Use Strategy (2007)**

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

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

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

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

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

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

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

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

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

### Local Environmental Plan (2014)

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

The particular aims of the plan include the following:

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

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

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

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

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

### **Ryde Development Control Plan (2014)**

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

The objectives of the DCP include:

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

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

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

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

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

#### **City of Ryde Bicycle Strategy (2014)**

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

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

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

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

- Regional routes
- Local routes
- Local links

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

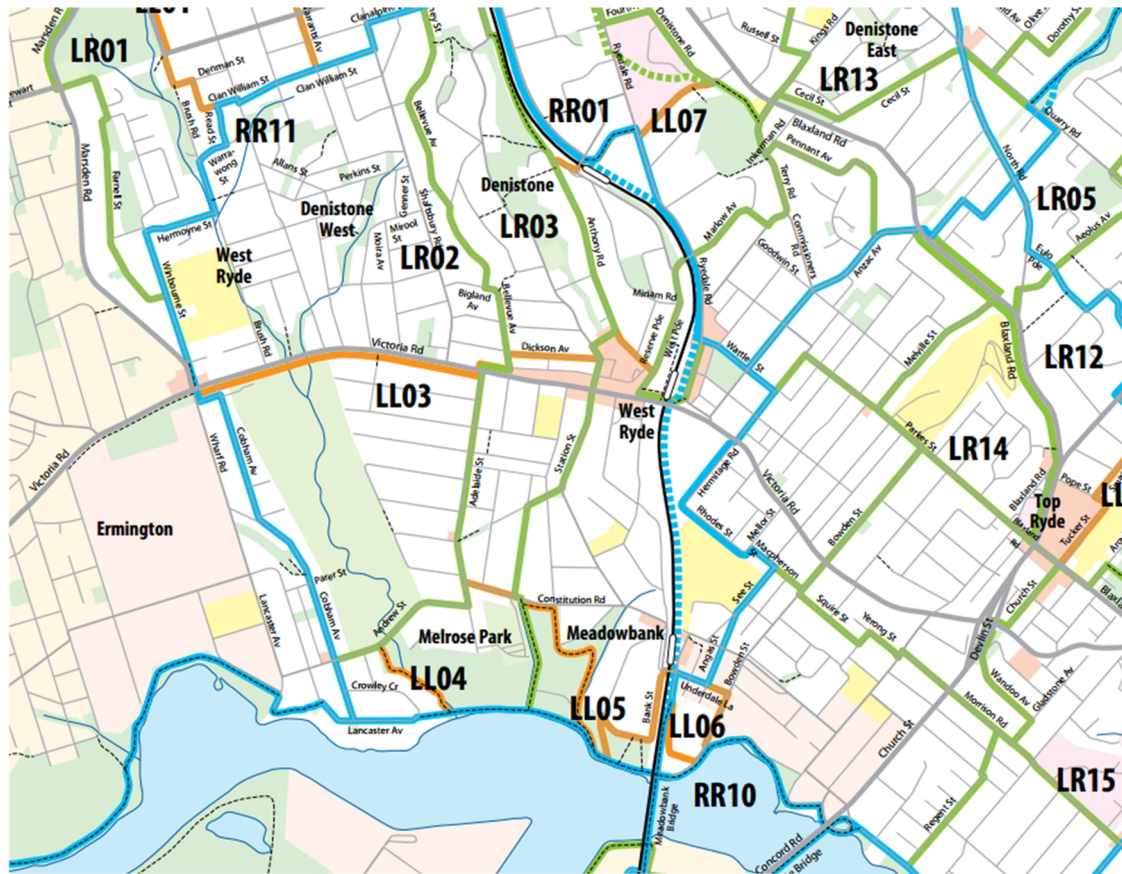
Proposed bicycle network improvements identified in Bike Plans needs to be considered in the development of PAMP strategies, to ensure a consistent and integrated approach to the planning and implementation of active transport infrastructure.



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

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

**Figure 2-6 City of Ryde – Bicycle Network**



**Legend**

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

 City of Ryde

Lifestyle and opportunity @ your doorstep

 sustainable  
transport  
consultants

Source: City of Ryde Bicycle Strategy

**Travel Plan Guidelines (2015)**

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

These plans can have significant benefits including:

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

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

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

### **Local Planning Study (2015)**

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

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

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

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

## **2.5 Existing Travel Characteristics and Demographics**

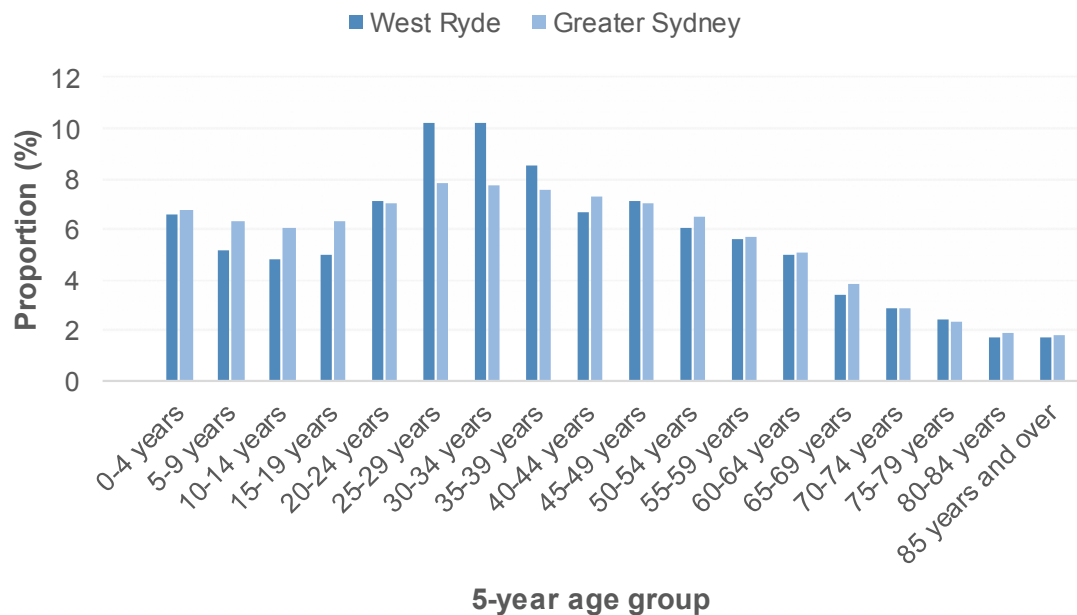
### **2.5.1 Population**

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

### **2.5.2 Demographics for age groups**

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

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



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

These population statistics show:

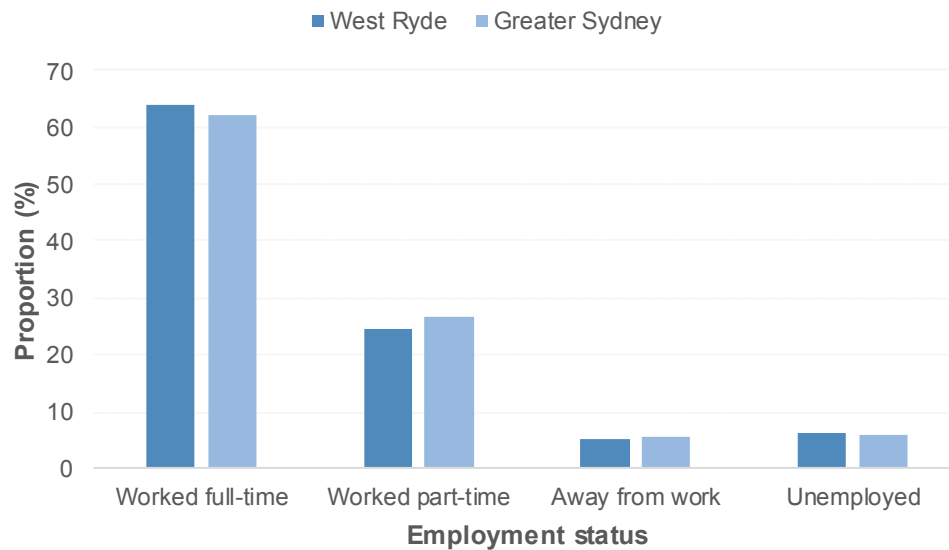
- The proportion of age groups between 0 to 19 years old in West Ryde is lower than compared to the Greater Sydney average, with this age group consisting of 22 per cent of the population and 26 per cent of the population in Greater Sydney
- The proportion of people in West Ryde aged between 20 and 39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

### 2.5.3 Employment in West Ryde

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

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

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

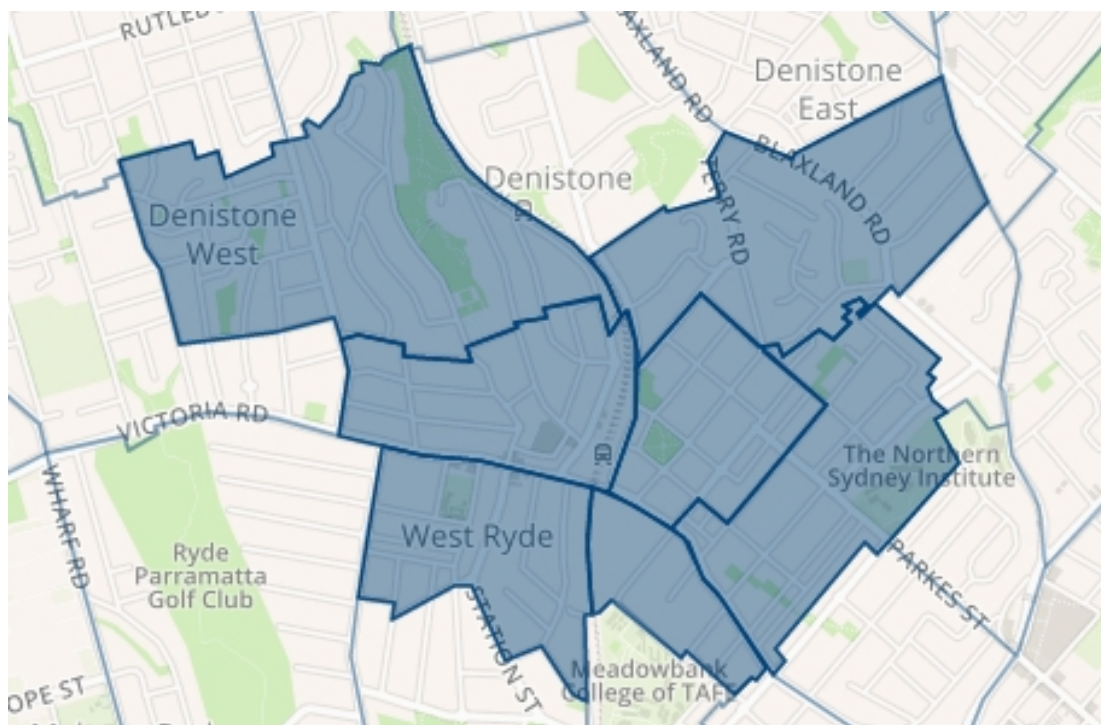


Source: Australian Bureau of Statistics, Census of Population and Housing 2011

#### 2.5.4 Journey to Work Data

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

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

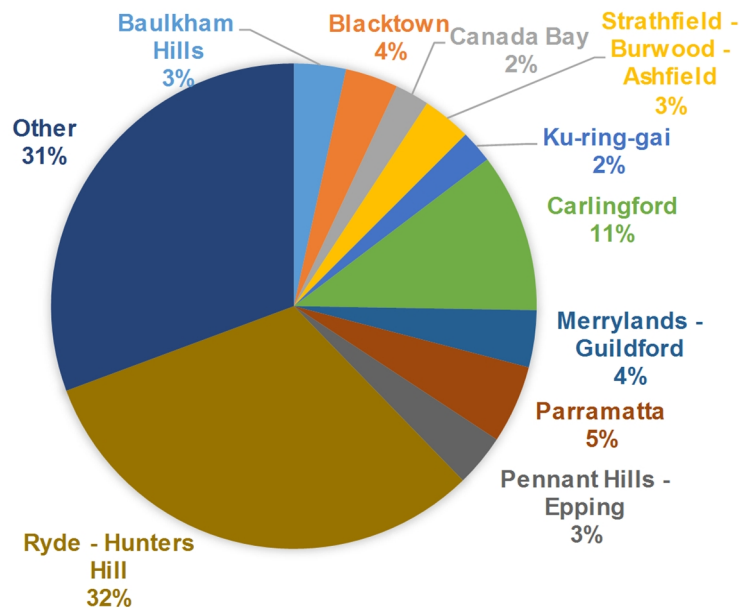


Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1583,1584,1585,1586,1587,1512,1511>



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

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

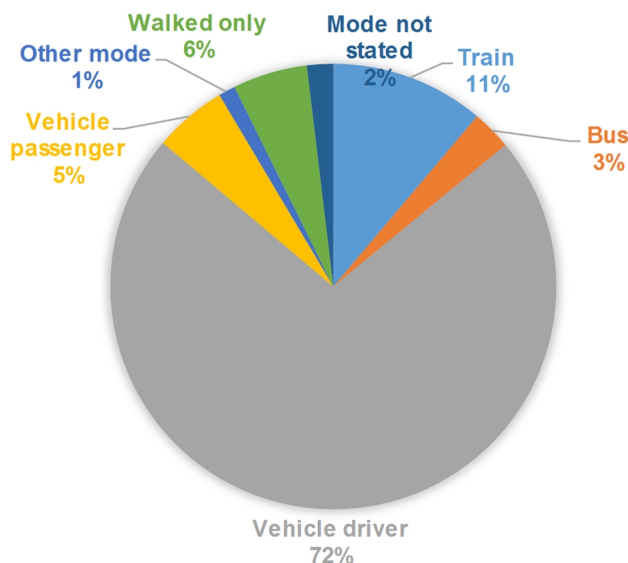


Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1583,1584,1585,1586,1587,1512,1511>

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

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

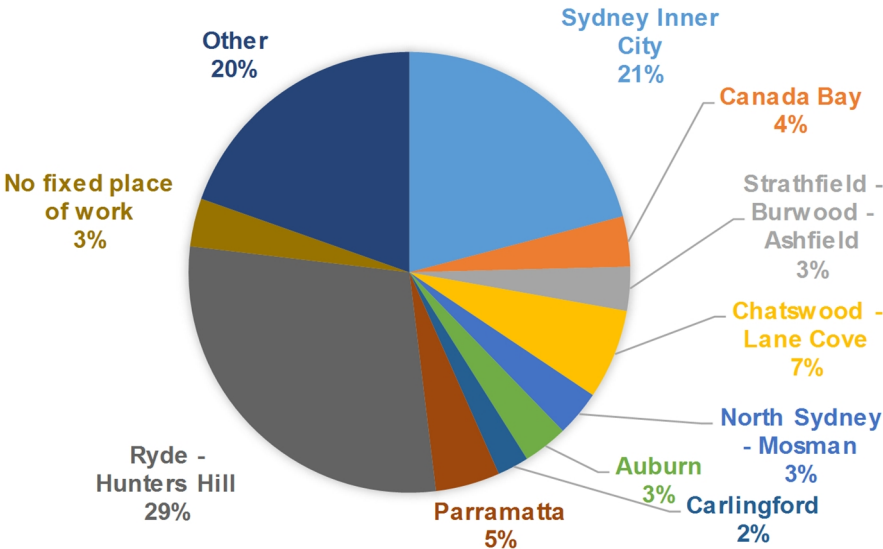
**Figure 2-11 Journey to Work method of people employed in Travel Zones 1583, 1584, 1585, 1586, 1587, 1512 and 1511**



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

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

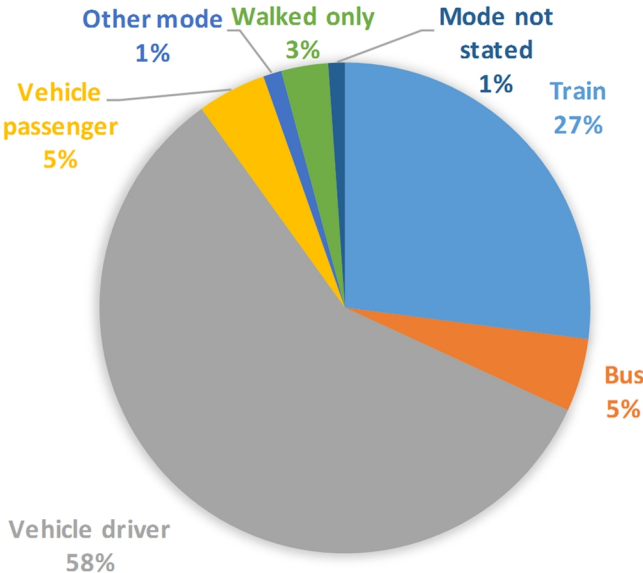
**Figure 2-12 Work places of people living in Travel Zone 1583, 1584, 1585, 1586, 1587, 1512 and 1511**



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

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

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



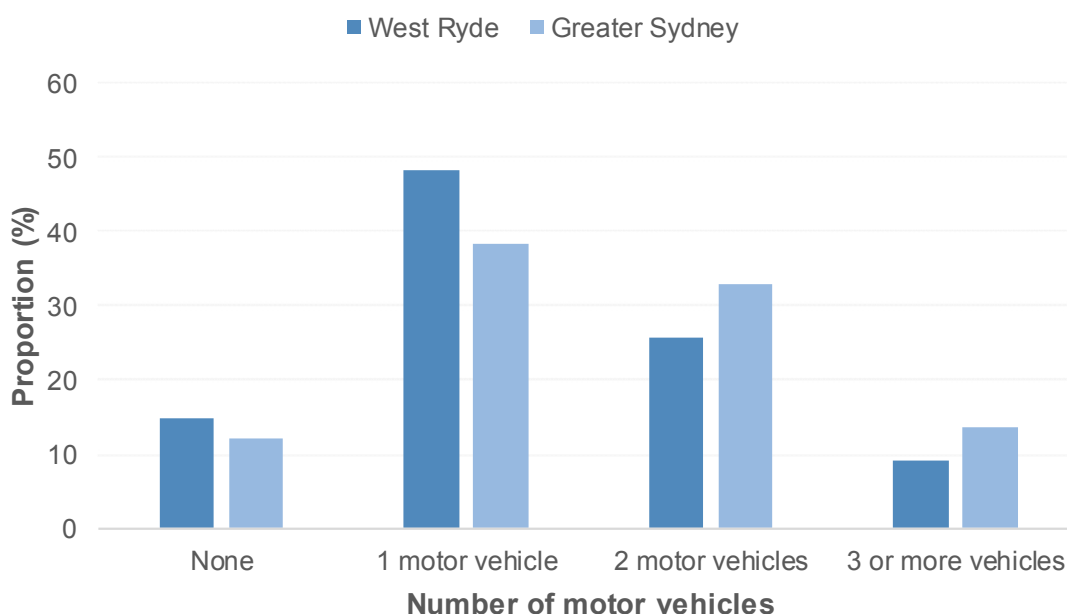
Source: <http://visual.bts.nsw.gov.au/jtwbasic/#1583,1584,1585,1586,1587,1512,1511>

### 2.5.5 Car ownership

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

- Three percent of households in West Ryde do not have a motor vehicle, compared to 12 per cent in Greater Sydney
- Thirty per cent of households in West Ryde have one vehicle, compared to 38 percent in Greater Sydney
- Sixty-four percent of households in West Ryde have two or more vehicles, compared to 50 per cent in Greater Sydney

**Figure 2-14 Motor vehicle ownership**



Source: NSW Transport Performance and Analytics employment forecasts

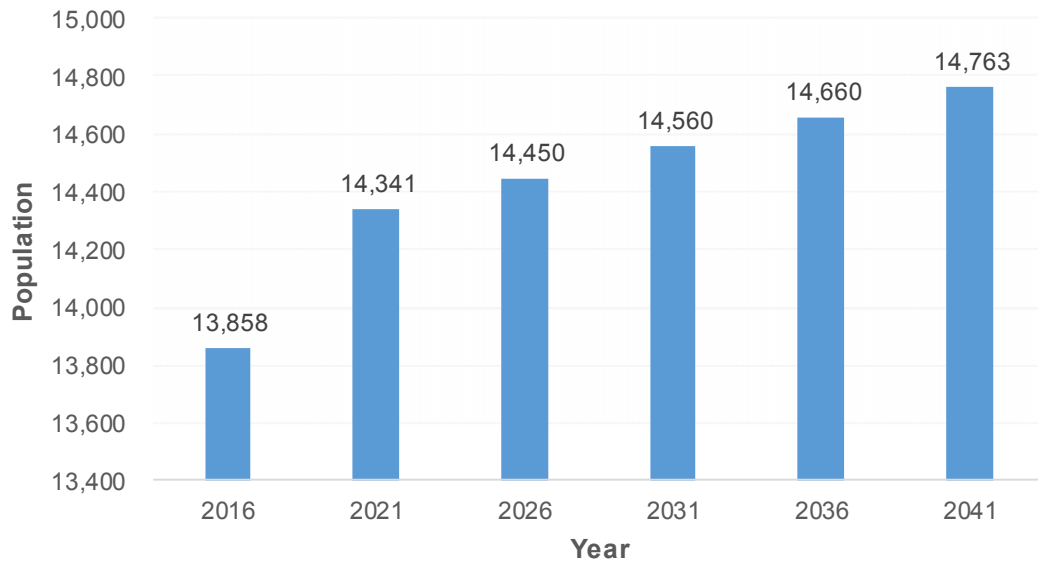
The lower than average car ownership provides an opportunity to encourage the usage of modes other than driving for getting to work and other trips.

### 2.5.6 Future Population and Employment

#### Population Forecast

Approximately 13,858 people currently live within the travel zone for West Ryde. This is forecast to grow to around 14,763 people by 2041, as illustrated in Figure 2-15. This is an increase of approximately seven per cent from the current population, most of which is forecast to occur between now and 2021.

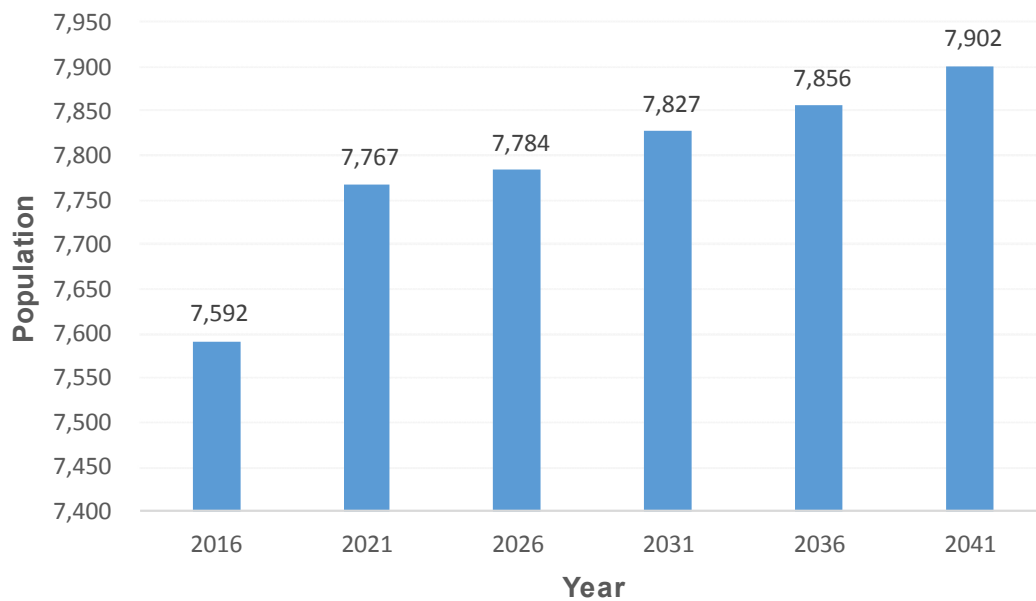
**Figure 2-15 Forecast Population in West Ryde Travel Zone**



Source: NSW Transport Performance and Analytics employment forecasts

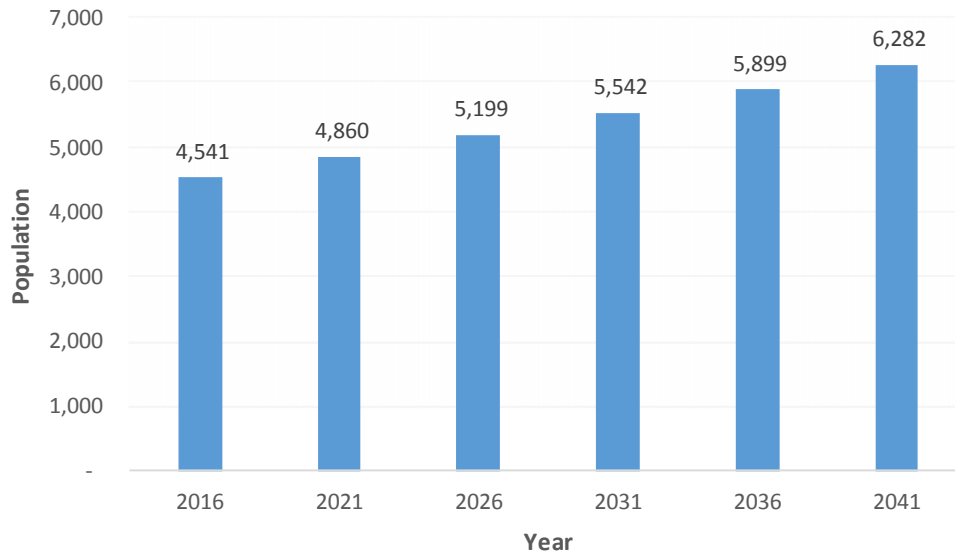
Forecast workforce and employment in West Ryde is illustrated in Figure 2-16 and Figure 2-17 respectively. The data indicates that the forecast workforce is around 8,000 people in 2041, with the forecast number of people employed in the area expected to be around 6,300 people.

**Figure 2-16 Forecast workforce in West Ryde**



Source: NSW Transport Performance and Analytics employment forecasts

**Figure 2-17 Forecast employment in West Ryde**



Source: NSW Transport Performance and Analytics employment forecasts

## **2.6 Existing land use and infrastructure**

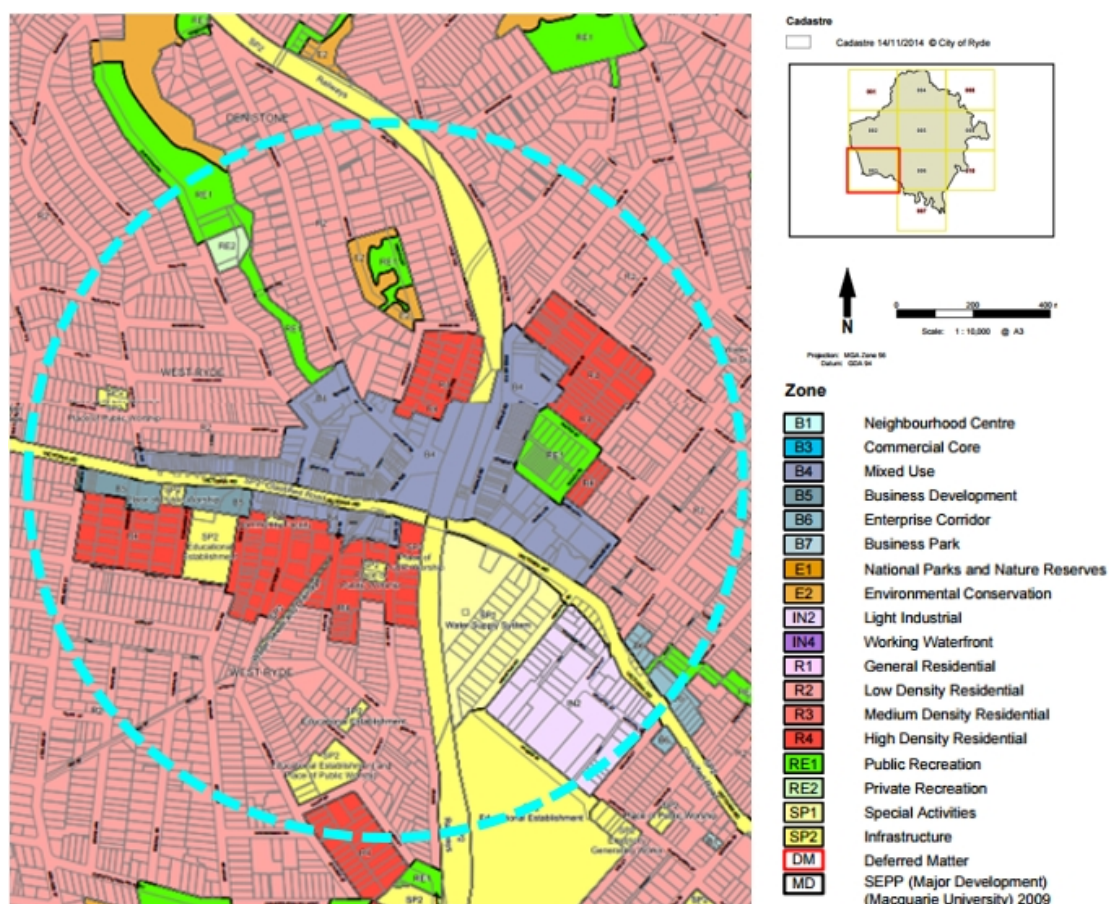
### **2.6.1 Land use**

An extract of the land use plan for the West Ryde Centre study area is illustrated in Figure 2-18. The land uses within the study area are predominantly low density residential with mixed retail and high density residential land uses located around the centre of the study area.

There are also public recreation, environmental conservation and special activities zones located north and south of Victoria Road respectively. A light industrial area is located in the south-east corner of the study area.



**Figure 2-18 Land Use of Study Area**



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

## 2.6.1 Road Network

### Road Hierarchy

State Roads perform a state function and are fully funded and managed by Roads and Maritime. Council maintains local and regional streets or roads. Roads and Maritime funds the maintenance of travel lanes on some regional roads.

The classification of roads within the existing road network can be used as an indication of the functional role each road plays with respect to the volume of traffic they should appropriately carry. Roads and Maritime have developed a set of road hierarchy classifications, shown in Table 2-2, which indicate typical nominal Average Annual Daily Traffic (AADT) volumes for various classes of roads.

**Table 2-2 Functional Classification of Roads**

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

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

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

## Victoria Road

Victoria Road is a State Road and major arterial road providing a link and key public transport (bus) corridor between Parramatta and Sydney CBD. Through the West Ryde Centre PAMP study area. Victoria Road has two general traffic lanes and a bus lane in the westbound direction, as illustrated in Figure 2-19.

Victoria Road has a daily traffic flow of around 58,000 vehicles. On-street parking is available on both the northern and southern side of Victoria Road between Bellevue Avenue and Chatham Road, during non-clearway operations.

Bus routes 188, 513, 520, 523, 524 and M52 operate from bus stops along Victoria Road. A dedicated bus lane is provided on the southern side of Victoria Road (eastbound) between Riverview Street and Station Street

Victoria Road currently has a sign posted speed limit of 60 km/h within the West Ryde Centre PAMP study area.

**Figure 2-19 Victoria Road, looking east at Endeavour Street**



## West Parade

West Parade is a Regional Road, which functions as a collector road and provides generally one traffic lane in each direction, with provision of dedicated turning lanes at intersection approaches as illustrated in Figure 2-20.

On-street parallel parking spaces are available on the western side between Victoria Road and Anthony Road, with parking provided on both sides between Anthony Road and Miriam Road.

West Parade provides access to the West Ryde Station and bus interchange. There are also three bus stops located along West Ryde Parade within the study area, with bus routes 501, 513, 520, 524 and 534 operating from these bus stops.

West Parade has a sign posted speed limit of 50 km/h.



**Figure 2-20 West Parade, looking south from West Ryde Station Bus Interchange**



### **Ryedale Road**

Ryedale Road functions as a collector road and provides one traffic lane in each direction. On-street parallel parking spaces are available on both sides of the street, as illustrated in Figure 2-21.

There are six bus stops located along Ryedale Road (three bus stops in each direction) within the study area, with bus routes 501, 513, 520, 524 and 534 operating from these bus stops.

Within the study area, Ryedale Road mainly provides access to West Ryde station and commuter car park, retail, residential and recreational land uses, including Ryde-Eastwood Leagues Club. It has a sign posted speed limit of 50 km/h.

**Figure 2-21 Ryedale Road, Looking North from West Ryde Station Entrance**

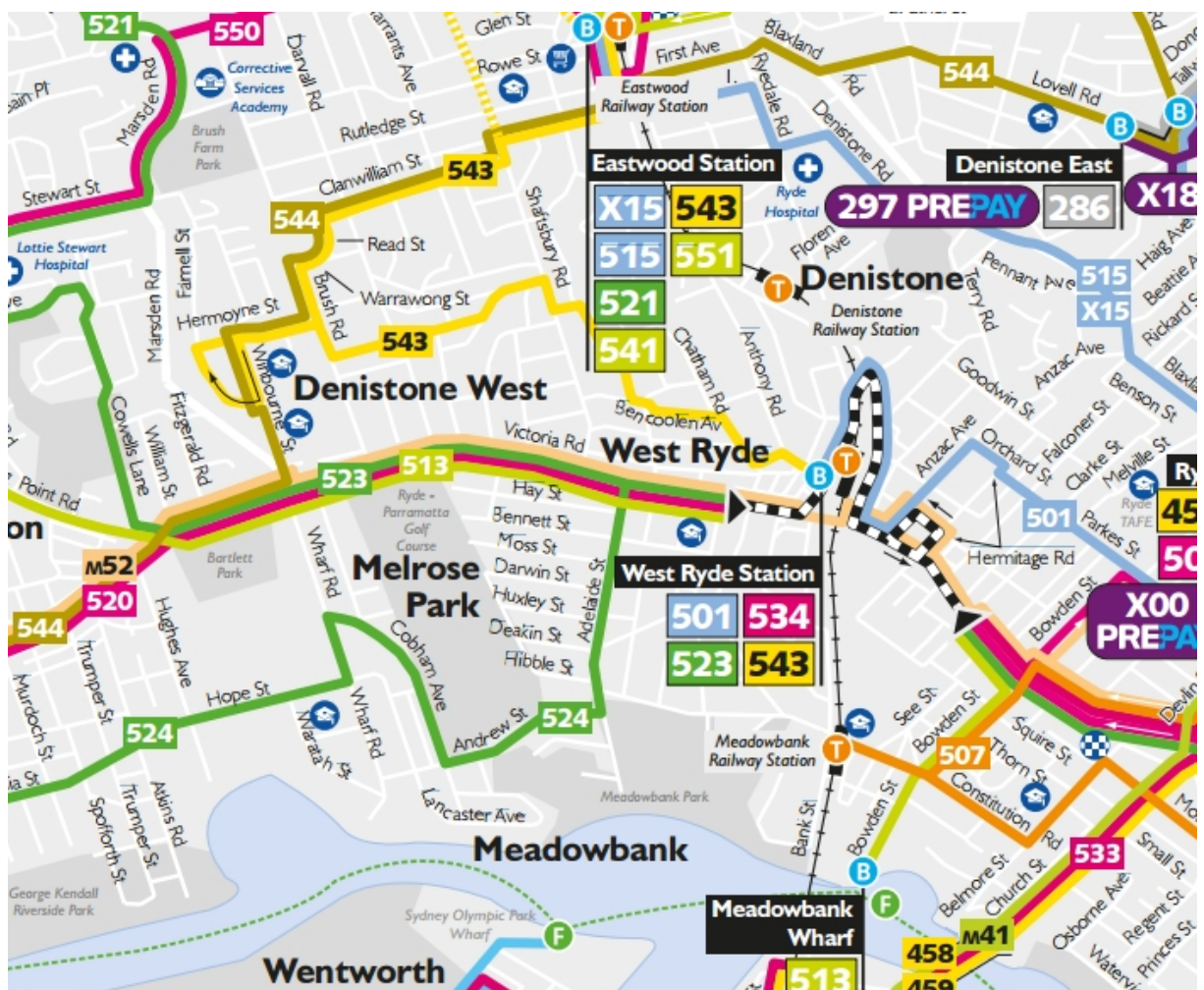


### 2.6.2 Public Transport Network

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

- T1 North Shore, Northern and Western train services, operating from West Ryde Station accessed from West Parade and Ryedale Road; and
- Buses operate along the following roads within the study area, as illustrated in Figure 2-22:
  - Victoria Road
  - West Parade
  - Bencoolen Avenue
  - Chatham Avenue
  - Rydale Road
  - Anzac Avenue
  - Orchard Street
  - Parkes Avenue
  - Bowden Street
  - Hermitage Road
  - Adelaide Street

**Figure 2-22 Bus Network**



Source: [http://www.sydneybuses.info/routes/15326\\_STA\\_region\\_web\\_map\\_west\\_20160905.pdf](http://www.sydneybuses.info/routes/15326_STA_region_web_map_west_20160905.pdf)



## 2.7 Crash statistics

### 2.7.1 Pedestrian crashes

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

A summary of the recorded crashes along each street in the study area during this five-year period is illustrated in Figure 2-23. The crash locations are listed in Table 2-3.

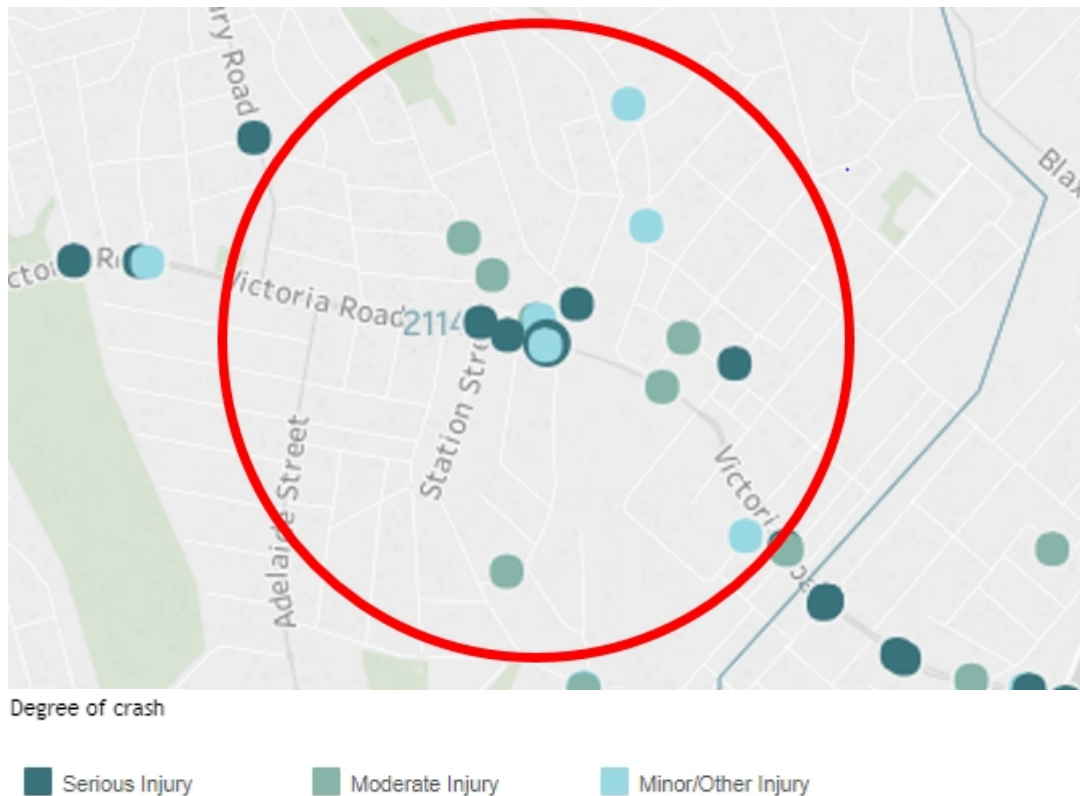
**Table 2-3 Recorded Crashes with Pedestrians in West Ryde (2011 – 2015)**

Street	Location	Location . Nearest Intersecting Street	Time of day	Crash Type	Injuries	Severity
Ryedale Road	Mid-block	Marlow Avenue	Night	Pedestrian far side	1	Minor
Ryedale Road	Mid-block	Terry Road	Night	Pedestrian far side	1	Minor
Fernvale Avenue	Intersection	Chatham Road	Night	Pedestrian on carriageway	1	Moderate
Dickson Avenue	Roundabout	Chatham Road	Day	Pedestrian nearside	1	Moderate
West Parade	T-junction	Anthony Road	Night	Pedestrian far side	1	Serious
Victoria Road	T-junction	Station Street	Day	Pedestrian far side	1	Serious
Victoria Road	Mid-block	Gaza Road	Day	Pedestrian nearside	1	Serious
Graf Avenue	L-junction	Anthony Road	Day	Pedestrian nearside	1	Minor
Victoria Road	T-junction	West Parade	Day	Pedestrian nearside	1	Serious
Victoria Road	T-junction	West Parade	Day	Pedestrian nearside	1	Serious
Victoria Road	T-junction	West Parade	Day	Pedestrian nearside	1	Minor
Anzac Avenue	Roundabout	Herbert Street	Day	Pedestrian nearside	1	Moderate
Hermitage Road	Mid-block	Herbert Street	Day	Pedestrian other	1	Serious
Victoria Road	Mid-block	Anzac Avenue	Day	Pedestrian far side	1	Moderate
Mellor Street	Driveway	Victoria Road	Day	Driveway	1	Minor
Maxim Street	Mid-block	Union Road	Night	Pedestrian far side	1	Moderate

Source: [http://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga\\_stats.html?tblga=4](http://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga_stats.html?tblga=4)



**Figure 2-23 Crashes Involving Pedestrians between 2011 - 2015**



Source: Transport for NSW Centre for Road Safety (modified by GHD)

Over the five-year period from 2011 to 2015 there were 16 crashes that involved pedestrians. Each of those incidents resulted in an injury ranging from minor to serious. No fatalities were recorded.

Victoria Road experienced the highest number of recorded crashes with six accidents occurring along Victoria road within the study area. The types of crashes is summarised below:

- Four crashes with a pedestrian on the near side of the road

Two crashes with a pedestrian coming from the far side of the roadThe high incidence of crashes involving pedestrians on Victoria Road highlights that there is potential for enhancement of pedestrian infrastructure along Victoria Road to improve pedestrian safety. Other incidents involving pedestrian accidents are as a result of pedestrians not having enough time to cross the road or stepping off the footpath and were widely distributed. Other pedestrian accident types are summarised below:

- Fernavale Avenue/Chatham Road intersection
  - One crash with a pedestrian standing on the carriageway
- Mellor Street
  - One crash involving a collision with pedestrian at driveway point

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

### **2.7.2 Vehicle crashes**

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

A summary of the recorded crash clusters in the study area during this five-year period is listed in Table 2-4, which summarises crashes by crash types and whether the incident occurred at an intersection or mid-block street section. As illustrated in Figure 2-24, the majority of crashes occurred on Victoria Road.

In total, there were 118 crashes recorded along Victoria Road within the five-year period, within the study area, including:

- Thirty eight crashes recorded were rear end crashes, indicating poor driver awareness
- Twelve crashes involved vehicles colliding head on, indicating sight distance issues
- Nine crashes involved right through collisions, indicating potential intersection design issues
- Eight crashes involved vehicles changing lanes
- Six crashes involved vehicles colliding with off-carriageway objects or parked vehicle on the left hand side (nearside), which could pose a risk for pedestrians
- Five crashes involved left nearside collisions
- Three crashes involved vehicles travelling in the same direction, indicating poor driver awareness
- Three crashes involved a left sideswipe into a vehicle
- Five crashes involved a vehicle turning off the carriageway left on left bend into object/parked vehicle
- One crash for each of the following crash types:
  - a vehicle being out of control off the carriageway
  - a vehicle being out of control on the carriageway
  - a vehicle crashing off the carriageway left on right bend

Design improvements to locations where there are identified crash cluster could also improve pedestrian safety through the provision of upgraded pedestrian facilities, for example:

- Improving locations with head-on collisions can improve pedestrian facilities through the provision of a median to separate opposing traffic
- Improving locations with right-turn opposed crashes at unsignalised intersections can improve pedestrian facilities through the provision of new traffic signals with signal controlled pedestrian crossings
- Improving locations with rear end crashes at unsignalised intersections can improve pedestrian facilities through providing channelized turn bays with a pedestrian refuge

**Table 2-4 Recorded Vehicle Crashes along Victoria Road in West Ryde (2011-2015)**

Street	Location	Location . Nearest Intersecting Street	Time of day	Crash Type	No. Crashes	Total Injuries	Severity
Victoria Road	T-junction	Adelaide Street	Darkness	Lane change left		-	Non-casualty
Victoria Road	T-junction	Adelaide Street	Day	Lane change left		1	Moderate
Victoria Road	Intersection	Adelaide Street	Night	Lane change right		1	Serious
Victoria Road	Intersection	Adelaide Street	Night	Lane sideswipe		2	Minor
Victoria Road	Divided road	Adelaide Street	Day	Left off carriageway into object/parked vehicle		1	Moderate
Victoria Road	Divided road	Adelaide Street	Night	Other straight		-	Non-casualty
Victoria Road	Divided road	Adelaide Street	Dawn	Rear end		1	Serious injury
Victoria Road	Divided road	Adelaide Street	Dusk	Rear end		3	Minor
Victoria Road	Divided road	Adelaide Street	Day	Rear end		1	Serious
Victoria Road	Divided road	Adelaide Street	Day	Rear end		1	Minor
Victoria Road	Divided road	Adelaide Street	Day	Rear end	3	-	Non-casualty
Victoria Road	Divided road	Adelaide Street	Night	Rear end		-	Non-casualty
Victoria Road	Intersection	Adelaide Street	Day	Rear end		1	Serious
Victoria Road	T-junction	Adelaide Street	Dawn	Rear end		-	Non-casualty
Victoria Road	T-junction	Adelaide Street	Day	Rear end		1	Minor
Victoria Road	Intersection	Adelaide Street	Dusk	Right near		-	Non-casualty
Victoria Road	Intersection	Adelaide Street	Dusk	Right through		-	Non-casualty
Victoria Road	Divided road	Endeavour Street	Night	Lane change left		-	Non-casualty
Victoria Road	Divided road	Endeavour Street	Dusk	Vehicle door		-	Non-casualty
Victoria Road	Divided road	Endeavour Street	Day	Lane change right		1	Minor
Victoria Road	T-junction	Endeavour Street	Day	Left near		1	Moderate
Victoria Road	T-junction	Endeavour Street	Night	Rear end		-	Non-casualty
Victoria Road	T-junction	Endeavour Street	Day			-	Non-casualty
Victoria Road	Divided road	Falconer Street	Dawn	Head on		1	Serious

Street	Location	Location . Nearest Intersecting Street	Time of day	Crash Type	No. Crashes	Total Injuries	Severity
Victoria Road	Divided road	Falconer Street	Day	Head on		-	Non-casualty
Victoria Road	Divided road	Falconer Street	Day	Head on		2	Moderate
Victoria Road	Divided road	Falconer Street	Dusk	Lane change left		-	Non-casualty
Victoria Road	Divided road	Falconer Street	Night	Off carriageway left on right bend into object/parked vehicle		-	Non-casualty
Victoria Road	Divided road	Falconer Street	Day	Off carriageway left on right bend into object/parked vehicle	2	-	Non-casualty
Victoria Road	Divided road	Falconer Street	Night	Out of control on bend		1	Serious
Victoria Road	Divided road	Falconer Street	Dawn	Parked vehicle run away into object/parked vehicle		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Cross traffic		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Cross traffic	2	2	Moderate
Victoria Road	Divided road	Hermitage Road	Dusk	Emerging from drive		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Head on		1	Moderate injury
Victoria Road	Divided road	Hermitage Road	Dawn	Lane change left		1	Moderate
Victoria Road	Intersection	Hermitage Road	Day	Lane change left		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Lane change left		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Left turn sideswipe		1	Moderate
Victoria Road	Divided road	Hermitage Road	Day	Rear end	5	-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Night	Rear end		-	Non-casualty
Victoria Road	Intersection	Hermitage Road	Day	Right / left		1	Minor
Victoria Road	Intersection	Hermitage Road	Day	Right through		-	Non-casualty
Victoria Road	T-junction	Maxim Street	Night	Left near		1	Moderate
Victoria Road	T-junction	Maxim Street	Day	Rear end		-	Non-casualty
Victoria Road	T-junction	Maxim Street	Night	Head on		6	Serious

Street	Location	Location . Nearest Intersecting Street	Time of day	Crash Type	No. Crashes	Total Injuries	Severity
Victoria Road	Divided road	Mons Avenue	Dusk	Emerging from drive		-	Non-casualty
Victoria Road	T-junction	Mons Avenue	Dusk	Left near		-	Non-casualty
Victoria Road	T-junction	Mons Avenue	Day	Left near		-	Non-casualty
Victoria Road	T-junction	Mons Avenue	Night	Left turn sideswipe		1	Moderate
Victoria Road	T-junction	Mons Avenue	Day	Left turn sideswipe		1	Moderate
Victoria Road	Divided road	Mons Avenue	Day	Rear end	2	-	Non-casualty
Victoria Road	Divided road	Mons Avenue	Night	Rear end		-	Non-casualty
Victoria Road	T-junction	Shaftsbury Road	Night	Off carriageway left on right bend into object/parked vehicle		-	Non-casualty
Victoria Road	T-junction	Shaftsbury Road	Day	Other same direction		1	Moderate injury
Victoria Road	T-junction	Shaftsbury Road	Day	Rear end	3	3	Minor
Victoria Road	T-junction	Shaftsbury Road	Day	Rear end	3	-	Non-casualty
Victoria Road	T-junction	Shaftsbury Road	Day	Right through	4	-	Non-casualty
Victoria Road	T-junction	Shaftsbury Road	Day	Right through		1	Moderate injury
Victoria Road	Intersection	Station Street	Day	Cross traffic		1	Moderate
Victoria Road	Intersection	Station Street	Night	Cross traffic		1	Serious
Victoria Road	Intersection	Station Street	Night	Cross traffic		1	Minor
Victoria Road	Intersection	Station Street	Day	Cross traffic		1	Minor
Victoria Road	Divided road	Station Street	Night	Left off carriageway into object/parked vehicle		1	Serious
Victoria Road	Intersection	Station Street	Day	Left off carriageway into object/parked vehicle		1	Moderate
Victoria Road	Intersection	Station Street	Night	Off carriageway left on left bend into object/parked vehicle		-	Non-casualty
Victoria Road	Divided road	Station Street	Day	Other same direction		-	Non-casualty



Street	Location	Location . Nearest Intersecting Street	Time of day	Crash Type	No. Crashes	Total Injuries	Severity
Victoria Road	Intersection	Station Street	Day	Other same direction		1	Minor
Victoria Road	Divided road	Station Street	Day	Rear end		1	Minor
Victoria Road	Divided road	Station Street	Day	Rear end		1	Moderate
Victoria Road	Intersection	Station Street	Night	Right through		1	Moderate
Victoria Road	Intersection	Station Street	Day	Right through		-	Non-casualty
Victoria Road	T-junction	West Parade	Night	Lane sideswipe		-	Non-casualty
Victoria Road	T-junction	West Parade	Day	Left near		2	Serious
Victoria Road	T-junction	West Parade	Day	Rear end		1	Minor
Victoria Road	T-junction	West Parade	Day	Rear end		-	Non-casualty
Victoria Road	T-junction	West Parade	Dawn	Rear end		1	Minor
Victoria Road	T-junction	West Parade	Dusk	Rear end		-	Non-casualty
Victoria Road	T-junction	West Parade	Day	Right through		-	Non-casualty

**Figure 2-24 Crashes Involving Vehicles between 2011 - 2015**



Source: Transport for NSW Centre for Road Safety (modified by GHD)

### **3. Existing Pedestrian and Mobility Audit**

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

Existing traffic calming and pedestrian facilities in the study area are illustrated in Figure 3-1 and Figure 3-2.

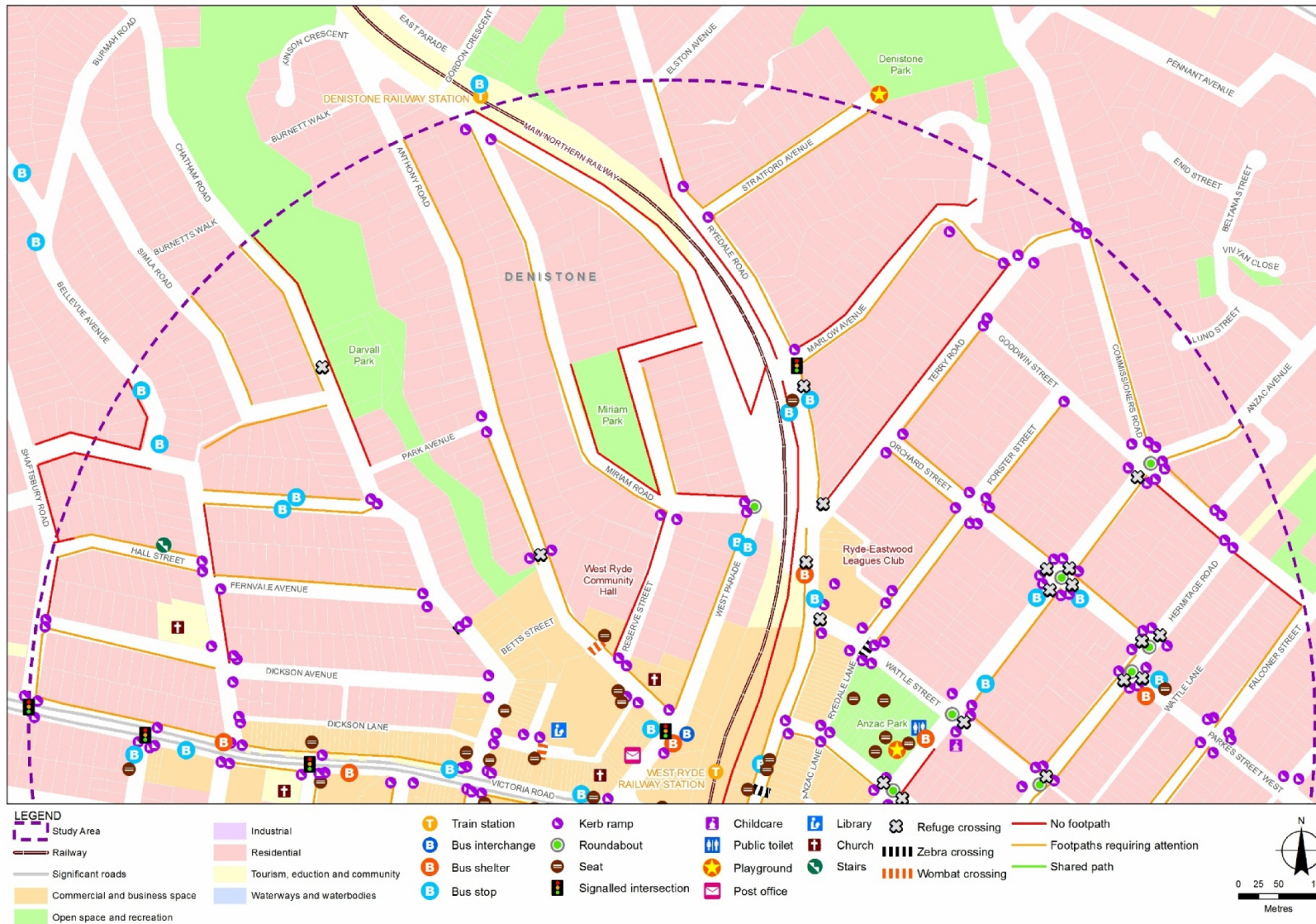
An audit of existing conditions was undertaken for the study area. The audit focused on identifying existing facilities, land uses, any shortcomings in the pedestrian environment and potential safety issues.

The audit has been developed through:

- Site inspections, which were conducted on 11 November and 21 December 2016
- Community consultation as summarised in Section 3.1

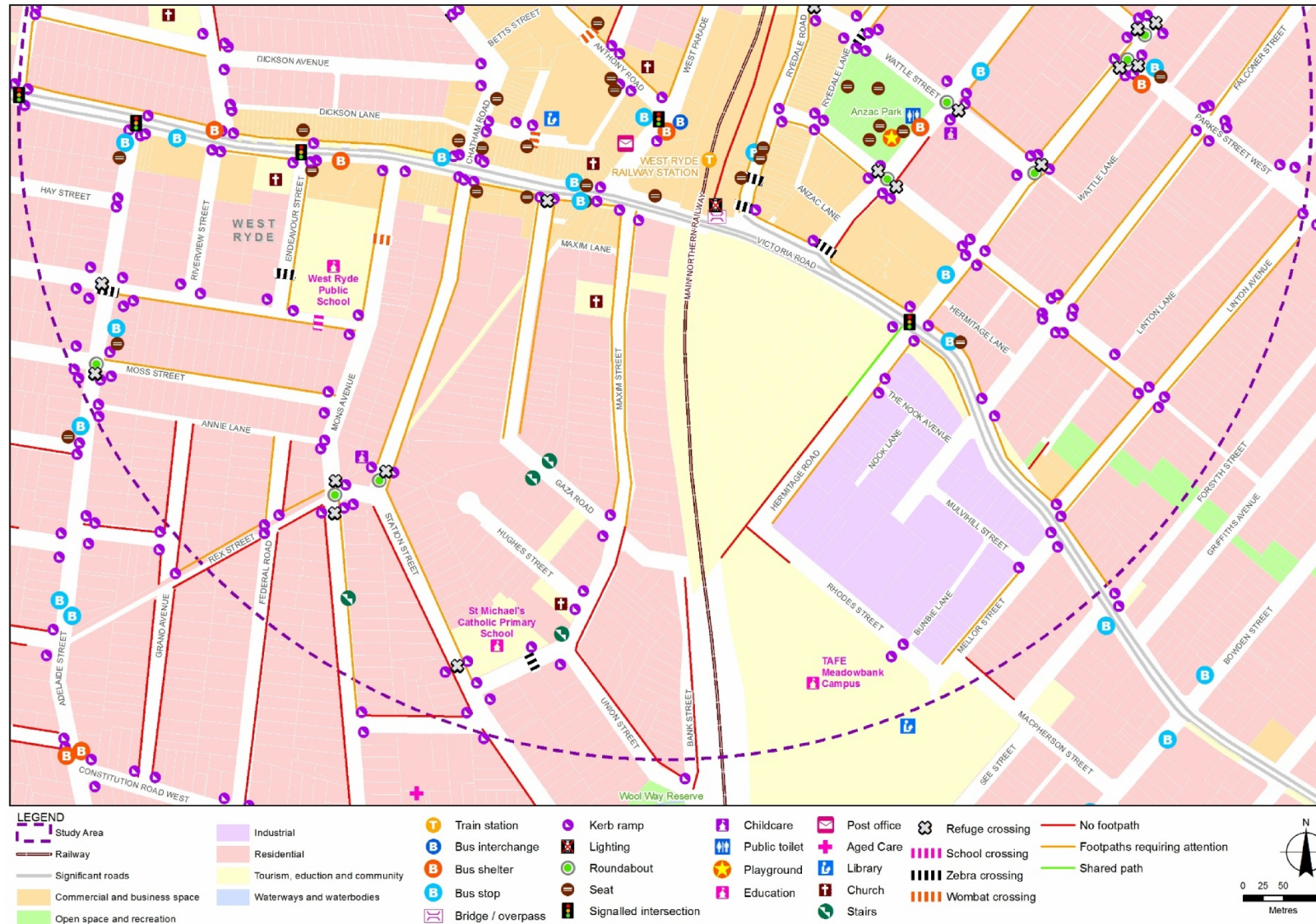
A significant amount of anecdotal or qualitative feedback was received via the Social Pinpoint site, open questions on the community surveys and discussions with stakeholders and members of the community.

**Figure 3-1 Existing Pedestrian Infrastructure (Northern Section)**





**Figure 3-2 Existing Pedestrian Infrastructure (Southern Section)**





### 3.1 Key Results Community and Stakeholder Consultation

#### Community Consultation

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

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

**Table 3-1 Overview of Community Engagement**

Activity	Date	Number of People Engaged
Online community survey – questionnaire	30 November to 7 March 2017	85
Social Pinpoint - online map based community survey	30 November to 7 March 2017	91
Social media - comments provided to Council on the CoR Facebook site	2 February to 28 February 2017	75
Individual discussions with key Stakeholders. A letter was also sent to stakeholders to provide information of the project and consultation, which was prepared by GHD.	March to April 2017	10
Written responses from the community provided to CoR	January to March 2017	9
'Pop-up' community consultation session outside West Ryde Library	12 December 2016	15
Community workshop	21 March 2017	5
Exhibition of the draft PAMP report - written responses from the community provided to CoR	October/November 2017	5

The PAMP and consultation activities were promoted through:

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

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

The key results of the community consultation include:

- The majority of general survey respondents (84 per cent) have access to a motor vehicle. Driving was generally the most popular mode of transport when travelling to participate in most activities. Walking was also rated high for all categories. Other modes of transport (cycle, train, bus and ferry) had low rates except for utilising the train to commute to/from work or school
- The most popular reason why general survey respondents do not walk more often was the distance was too long to walk (52 per cent to the shops; 32 per cent to school and 65 per cent to work). The weather also rated highly as a reason why respondents did not walk more often
- When asked what sort of changes would encourage survey respondents to walk on a regular basis, the top response was additional road crossings for pedestrians (73 per cent)

In Social Pinpoint and the Community Workshop, some of the most commonly identified gaps in the West Ryde Centre walking network were identified as:

- Improved visibility on the corner of Victoria Road
- The pedestrian crossing on Ryedale Road from the station ramp needs more lighting and the pedestrian area needs to be more clearly marked. The crossing also needs repair as it has large cracks and holes
- Improved safety on Mons Avenue near West Ryde Public School through a second pedestrian crossing

Comments provided by community members to CoR during the exhibition of the draft PAMP report included:

- Anthony Road intersection with West Parade – car speeds at this location is a safety issue
- Betts Street, near intersections with Chatham Road and Anthony Road – railings block the pedestrian path at these locations
- General – improvements to footpath quality is required

### **Stakeholder Consultation**

Key stakeholders were contacted via email and phone calls to gain insight and potential concerns regarding the pedestrian network in the West Ryde Centre study area. The majority of issues identified through consultations with key stakeholders relate to the need for pedestrian crossings. The key stakeholder consultation outcomes include:

- There is no footpath on the western side of Rhodes Street to Victoria Road
- There is no access to a walkway from Railway Bridge along Victoria Road in West Ryde

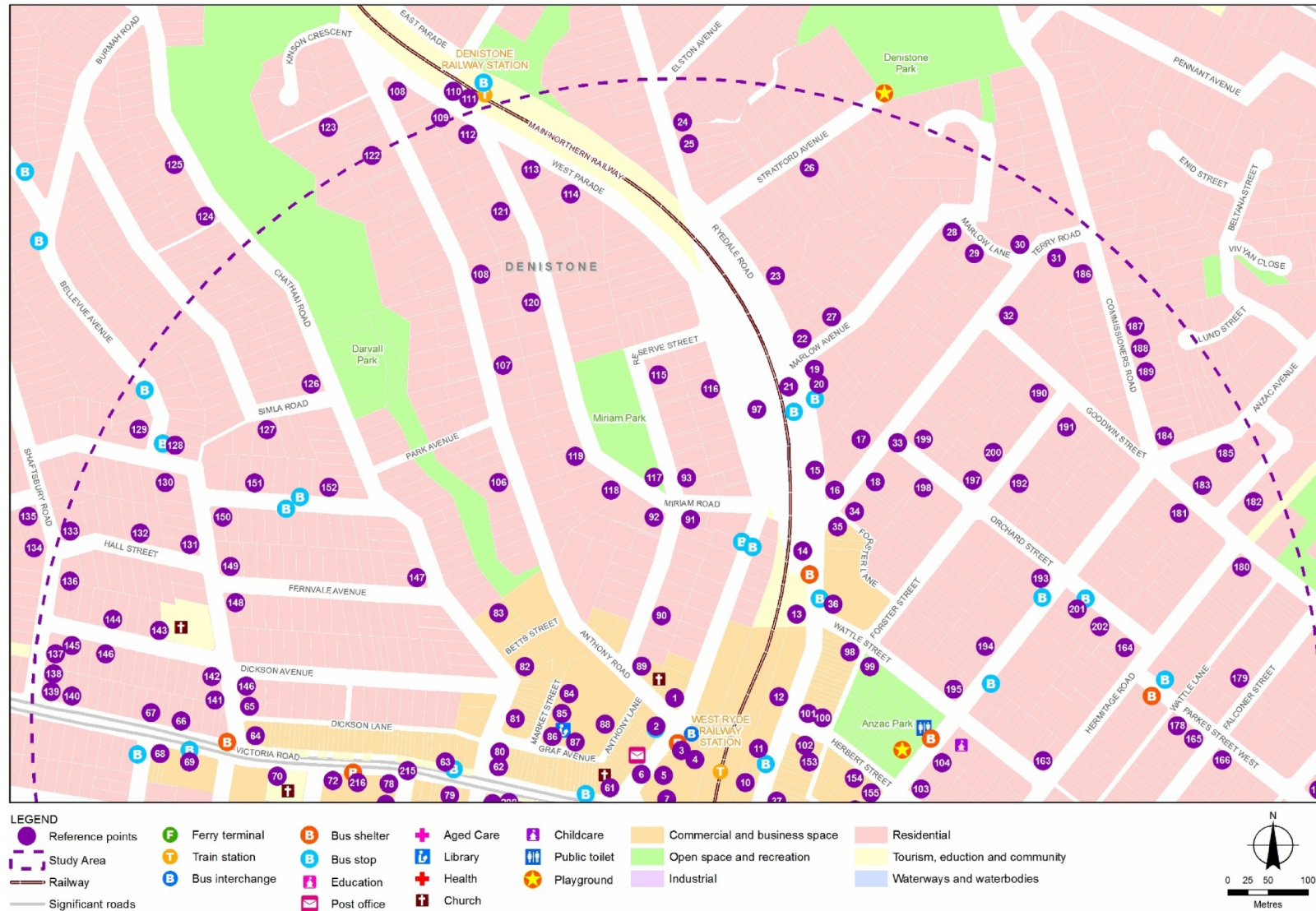
Further details of the consultation and findings undertaken for this PAMP are provided within the Consultation report, provided at Appendix A.

## **3.2 Existing Issues and Constraints Audit**

The issues and constraints for pedestrian access and mobility were determined in a field survey conducted in November and December 2016. The constraint locations are shown in Figure 3-3 and Figure 3-4, with a description of the corresponding ID issues in Table 3-2.

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

**Figure 3-3 Locations of Existing Issues and Constraints for Pedestrians**







**Table 3-2 Summary of Issues Corresponding to IDs**

Issue Type	PAMP ID Reference	Total Issue Locations
Bus stop	201	1
Driveway crossing	82, 84	2
Kerb ramps	3, 21, 22, 28, 33, 45, 50, 55, 57, 75, 81, 87, 91, 98, 99, 100, 105, 108, 110, 111, 112, 117, 124, 137, 142, 146, 147, 148, 149, 150, 155, 160, 162, 164, 165, 166, 167, 170, 172, 178, 180, 193, 196, 197, 203, 213, 214, 217, 220, 222, 223	51
Kerb ramps and TGSIs	1, 2, 19, 60, 61, 62, 67, 68, 80, 139, 140, 208, 209	13
Poor quality lighting	8	1
Missing link	9, 15, 17, 27, 59, 88, 92, 94, 104, 109, 114, 121, 126, 128, 129, 130, 133, 134, 136, 181, 182, 190	22
Narrow footpath	31, 74, 221	3
No pedestrian crossing	6	1
Non-standard crossing	40	1
Obstruction in footpath	14, 43, 83, 85	4
Overgrown vegetation	26, 38, 52, 93, 108, 114, 115, 116, 119, 121, 135, 141, 146, 152, 169, 173, 175, 186, 187, 204, 225, 227, 231	23
Pedestrian issues at bus interchange	4	1
Poor quality pedestrian refuge and kerb ramps	16, 103, 161, 184, 205, 226	6
Poor quality footpath	10, 11, 12, 13, 18, 23, 29, 30, 32, 35, 37, 39, 41, 46, 47, 49, 56, 63, 65, 66, 71, 73, 76, 77, 79, 89, 95, 102, 106, 107, 118, 123, 125, 132, 145, 147, 151, 153, 158	53
Poor quality speed hump	124	1
Trip hazard	10, 11, 12, 13, 18, 23, 29, 30, 32, 35, 37, 39, 41, 46, 47, 49, 56, 63, 65, 66, 71, 73, 76, 77, 79, 89, 95, 102, 106, 107, 118, 123, 125, 132, 145, 147, 151, 153, 158, 176, 189, 200, 202, 204, 206, 207, 210, 211, 216, 219, 224, 228, 230	48
Wide crossing point	24, 36, 48, 64, 72, 78, 86	9



## 4. Planning for Pedestrians

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

This section provides some introductory guidance on planning for walking.

### 4.1 Creating a Safe and Attractive Environment for Walking

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

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

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

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

Rather than conforming to traditional traffic engineering concepts like turning radii and design speeds, pedestrians are far more attuned to the environment in which they are moving. Therefore, planners need to consider the needs of pedestrians with regards to design, amenity, and personal security. Pedestrians are particularly vulnerable to cars and other motorised traffic.

#### Pedestrian Needs

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

#### Safety

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

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

#### Directness

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

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

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

### Amenity

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

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

### Suitable for all Users

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

### Pedestrian Strategies

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

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

## 4.2 Best Practice Standards

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

### Minimum Footpath Widths

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

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

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

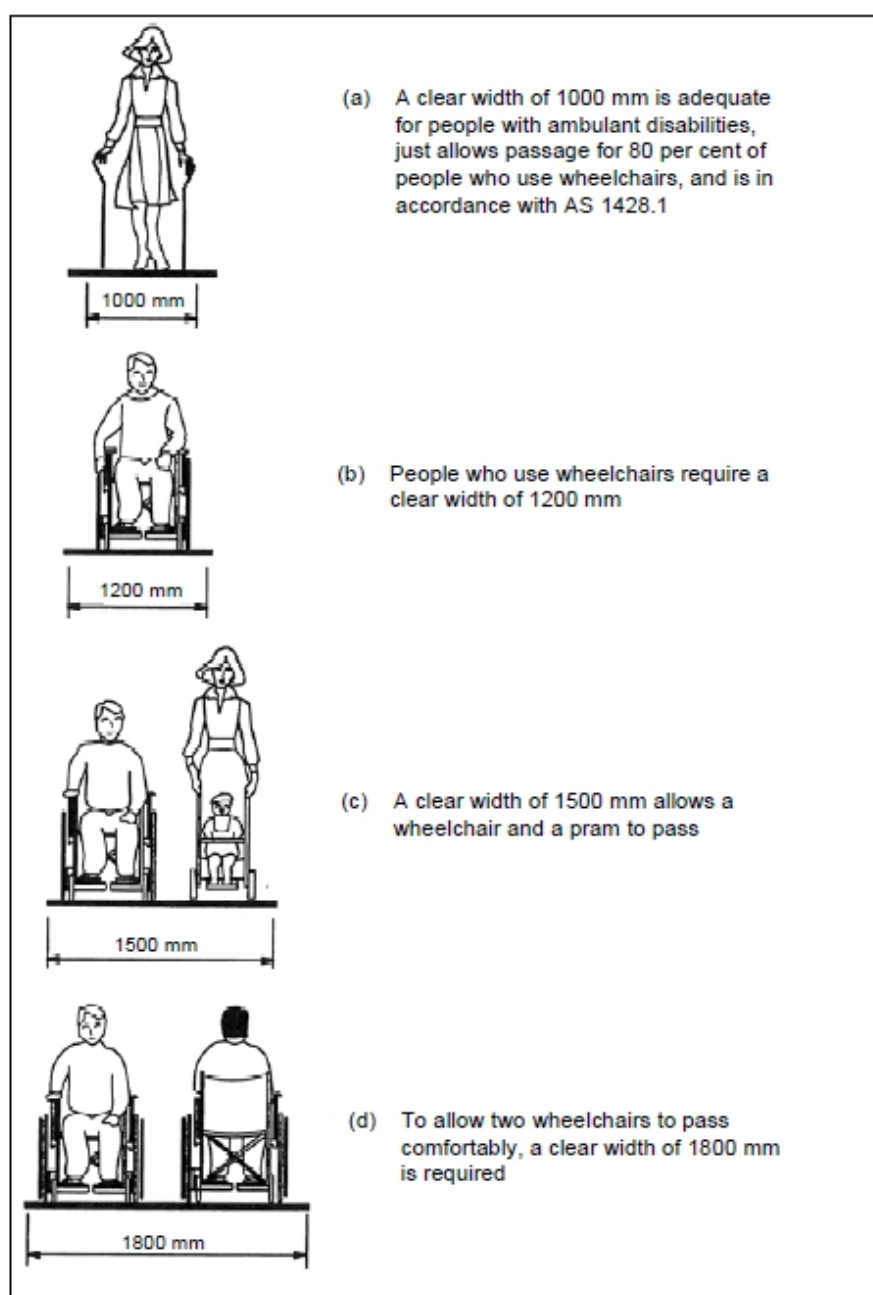
Table 4-1 and Figure 4-1 show the minimum widths for various types of footpath users.

**Table 4-1 Minimum Footpath Widths**

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

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

**Figure 4-1 Path Width Requirements for Various Users**



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

## Minimum Grades

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

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

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

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

**Table 4-2 Maximum Grades**

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

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

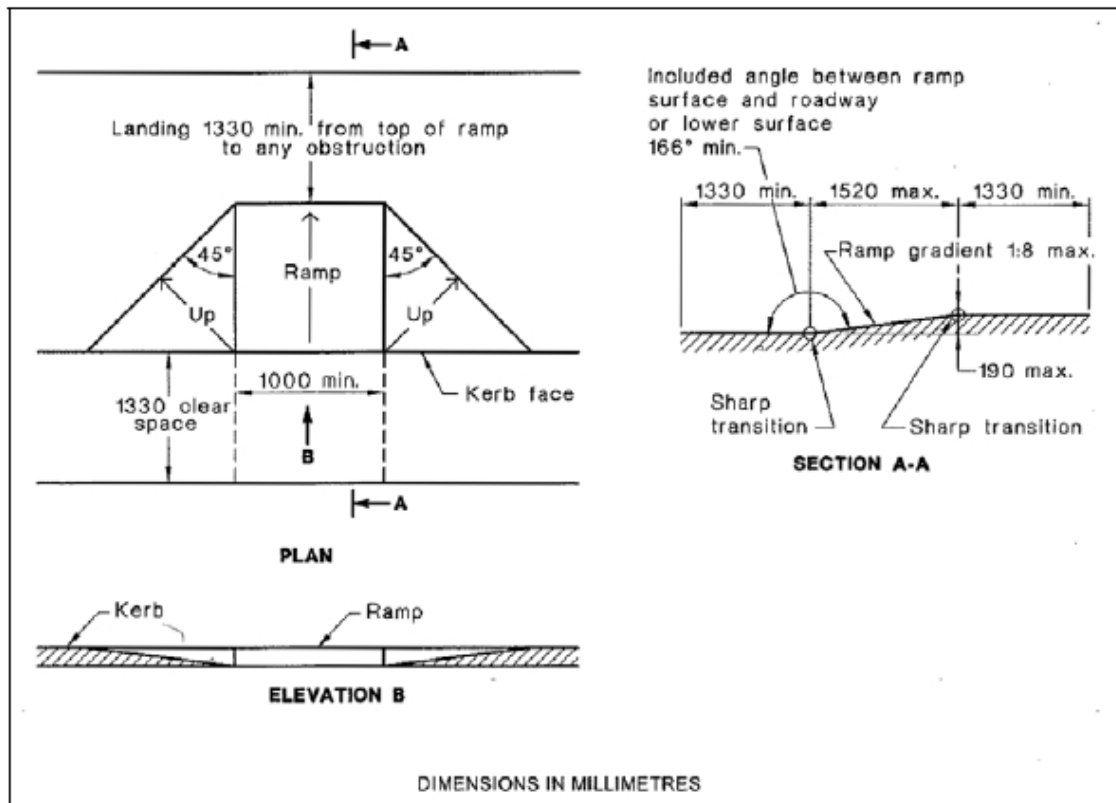
In hilly areas, these gradients are not always achievable and where possible consideration to alternative routes should be made.

## Kerb Ramps

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

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

**Figure 4-2 Kerb Ramp Design**



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

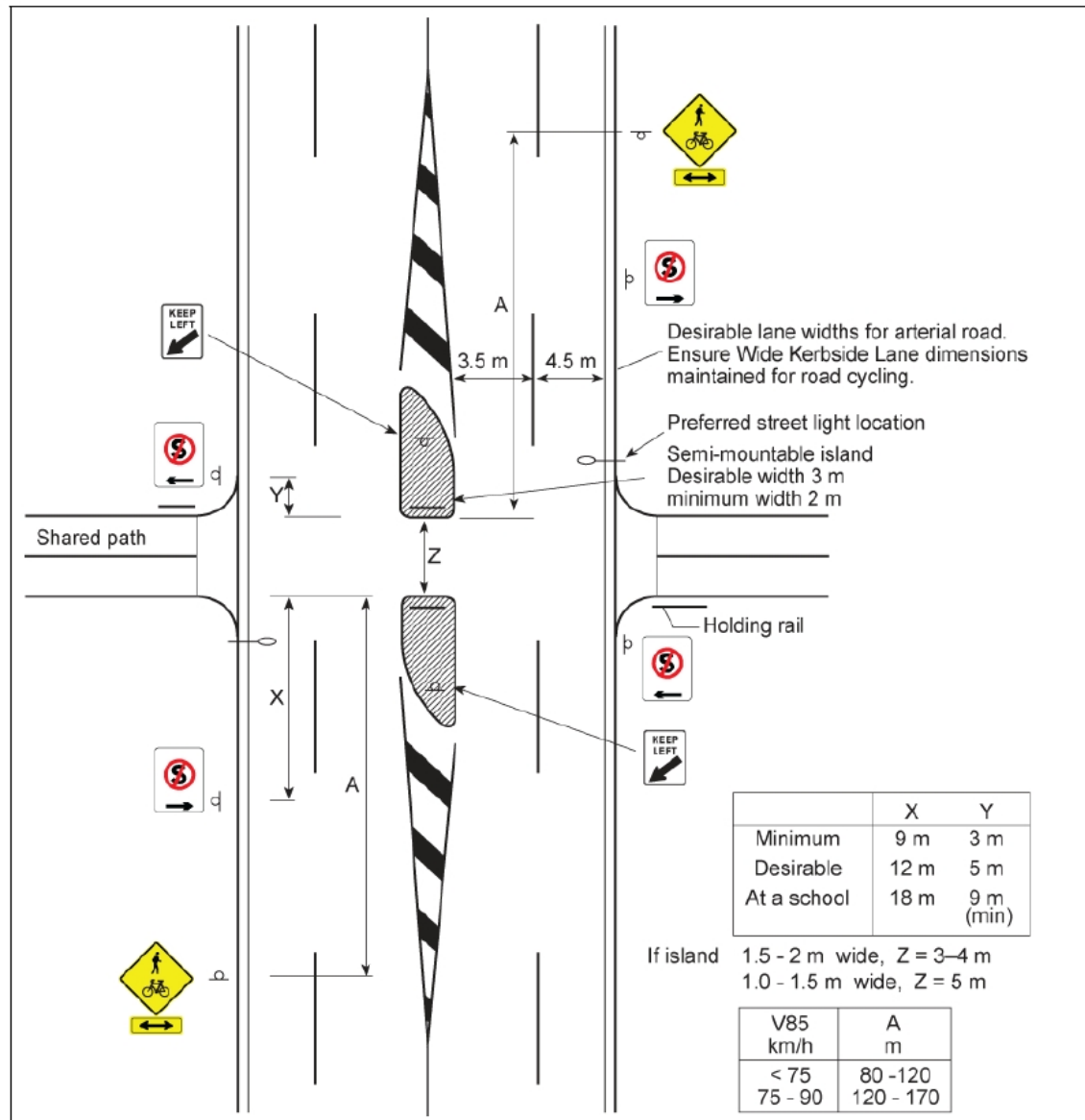
### Pedestrian Refuges

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

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



**Figure 4-3 Pedestrian Refuge Design**

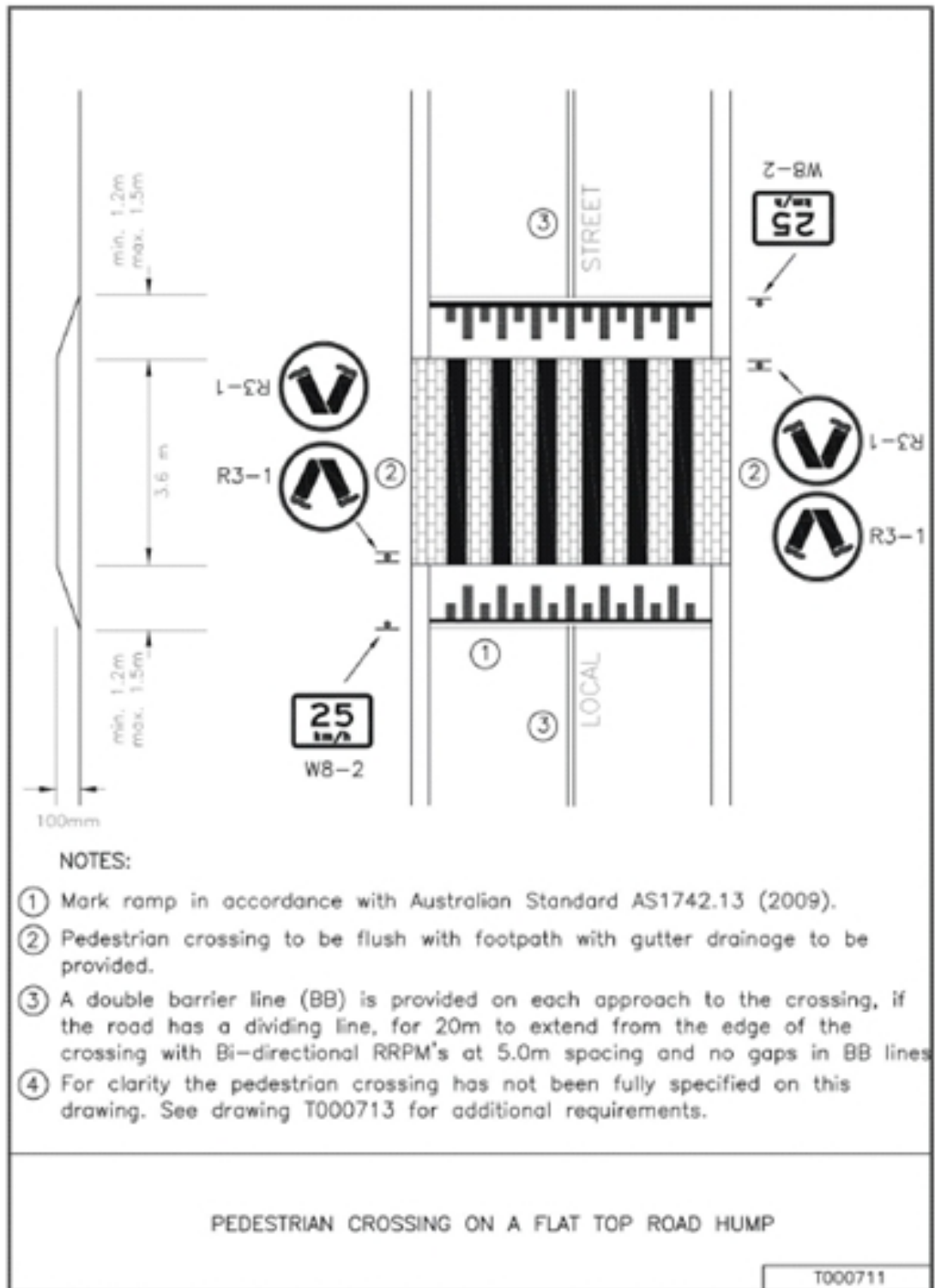


Source: Austroads Guide to Road Design Part 4 – Intersections and Crossings.

### Wombat Crossings

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

**Figure 4-4 Typical Details of a Wombat Crossing**



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

### Tactile Ground Surface Indicators (TGSIs)

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

## Roads and Maritime Requirements for Pedestrian (Zebra) Crossings

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

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

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

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

## 4.3 Methodology for Identifying Pedestrian Needs

### 4.3.1 Identification of Activity Generators and Primary Routes

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

#### Primary Pedestrian Activity Zone

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

#### Secondary Pedestrian Activity Generators

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

#### Tertiary Pedestrian Activity Generators

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

#### Primary Pedestrian Routes

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

### 4.3.2 Identification of Infrastructure Provision Goals

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

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

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

**Table 4-3 Infrastructure Provision Goals for Urban Areas**

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

### 4.3.3 Aims in the Development of Infrastructure Recommendations

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

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

- Broaden the extent of the network to areas outside of the Primary Pedestrian Activity Zones
- Provide walking connections to public transport services
- Provide additional pedestrian routes for primarily recreational or tourism purposes

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



## 5. Proposed Pedestrian Improvements

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

### 5.1 Types of Pedestrian Improvements

Pedestrian infrastructure initiatives are classified under the following categories:

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

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

**Table 5-1 Potential Pedestrian Infrastructure Initiatives**

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

**5.1.1 Cost Estimate Assumptions**

The indicative unit costs illustrated in Table 5-2 for the purposes of costing the prioritised pedestrian improvement works,

**Table 5-2 Indicative Cost Estimate Assumptions**

PAMP/Footpath Treatment	Unit cost*
New footpaths – 1.5 metres wide, no reinforcement (per sqm)	\$130
Footpath upgrade /resurfacing (per sqm)	\$150
Shared path – 2.5 metres wide, reinforced (per sqm)	\$160
Line marked footpath (per 100 metres)	\$500
Footpath grinding (each for a minimum of 20)	\$50
Kerb ramp – to suit a standard 1.5 metres wide path	\$1,800
Kerb blister / extension	\$13,500
Pedestrian refuge	\$15,000
Pedestrian Refuge + 2 blisters (kerb extensions)	\$43,500
Service lid repair	\$500
Zebra crossing	\$15,000

PAMP/Footpath Treatment	Unit cost*
Wombat crossing	\$40,000
Traffic signal controlled crossing	\$500,000
Traffic signal controlled crossing (existing signal intersection)	\$100,000
Tactile Ground Surface Indicators (per sqm)	\$500
Road signage	\$300
Bus stop seats	\$1,500
Bus stop pad	\$8,400
Public seating	\$3,000
Pedestrian fence (handrail) per m	\$150
Pedestrian fence (guardrail) per m	\$300
Removal of pedestrian infrastructure and upgrade	\$13,500
Replace stair (per step)	\$400
Vegetation trimming (per site + one hour site establishment)	\$200

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

## 5.2 Proposed Pedestrian Improvements

A full list of the proposed improvements is provided in Table 5-3. The issues and constraints identification (ID) references relate to those provided in Figure 3-3 and Figure 3-4.

**Table 5-3 Identified Issues and Proposed Upgrades**

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
1	Anthony Road/West Parade intersection	Kerb ramp is unaligned with the one opposite	Realign kerb ramp and provide tactile surfacing	1		\$2,300
2	Anthony Road/West Parade intersection	Kerb ramp is unaligned with the adjacent kerb ramp and in poor condition (cracked surface)	Realign kerb ramp and provide tactile surfacing	1		\$2,300
3	West Parade, at bus interchange egress intersection	Kerb ramp is unaligned with the adjacent kerb ramp	Realign the kerb ramp	1		\$1,800
4	Bus interchange	Pedestrian crossing issues within the bus interchange - conflicts with buses and taxis	Advocate pedestrian improvements with Sydney Trains	1		TBC
5	West Parade, south of the bus interchange	Lid of service access pit is protruding from footpath, creating a trip hazard for pedestrians.	Regrade footpath/service access lid to remove trip hazard	1		\$500
6	West Parade, north of Victoria Road	High number of pedestrians observed crossing at informal crossing location.	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	1		\$500,000
7	Victoria Road, west of West Parade	Loose paving slab within the roadway, creating an unstable surface for pedestrians	Upgrade road surface		5	\$1,125
8	Victoria Road, east of West Parade	Poor lighting provided within the pedestrian tunnel creates uninviting pedestrian link/perceived safety issue for pedestrians.	Upgrade lighting and refresh painting within the pedestrian tunnel	1		TBC
9	Ryedale Road, north of Victoria Road	Non-uniform steps and non-accessible path	Upgrade stairs and extend footpath on western side of Ryedale Road to crossing.		15	\$2,925
10	Ryedale Road, near West Ryde Station entrance	Poor quality footpath surface, with broken and uneven kerb	Upgrade the footpath		5	\$1,125
11	Ryedale Road, north of West Ryde Station entrance	Poor quality footpath surface	Upgrade the footpath		35	\$7,875
12	Ryedale Road, north of West Ryde Station	Poor quality footpath surface	Upgrade the footpath		40	\$9,000

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
13	Ryedale Road, north of West Ryde Station	Footpath across carpark access is unaligned	Re-align section of the footpath on the southern side of the access driveway		10	\$2,250
14	Ryedale Road, south of Terry Road	Telegraph pole is obstructing walkway	Widen footpath - extent kerb blister (kerb extension) from roundabout to the north		30	\$6,750
15	Ryedale Road, north of Terry Road	No footpath, goat track observed indicating pedestrian desire line	Install a new footpath		150	\$29,250
16	Terry Road, east of West Parade	Non-compliant pedestrian refuge and kerb ramps not aligned	Realign the kerb ramps and upgrade pedestrian refuge	2		\$18,600
17	Terry Road, east of Ryedale Road	No footpath on western side on street. However, there is a footpath on the adjacent side of the street	Provide new footpath and kerb ramps		380	\$74,100
18	Ryedale Road, east of West Parade	Poor quality footpath surface	Upgrade the footpath		25	\$5,625
19	Marlow Avenue/Ryedale Road intersection	Kerb ramps are unaligned at signal controlled pedestrian crossing	Realign the kerb ramps and provide tactile surfacing	2		\$4,100
20	Marlow Avenue/Ryedale Road intersection	Lid of service access protruding from footpath, creating a trip hazard for pedestrians	Provide new service access lid to remove trip hazard	1		\$500
21	Marlow Avenue/Ryedale Road intersection	Poor quality footpath surface, with broken and uneven kerb	Upgrade footpath and kerb ramps	1	10	\$4,050
22	Marlow Avenue/Ryedale Road intersection	Poor quality footpath surface and kerb ramp	Upgrade footpath and kerb ramp	1	5	\$2,925
23	Ryedale Road, north of Marlow Avenue	Footpath is very uneven, creating trip hazard	Upgrade the footpath		20	\$4,500
24	Ryedale Road, north of Marlow Avenue	No pedestrian refuge provided at this crossing location to new footpath along the western side of Ryedale Road	Consider providing a new pedestrian refuge and kerb blister (extension) to assist crossing at this location	1		\$43,500
25	Ryedale Road, north of Stratford Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
26	Stratford Avenue, west of Ryedale Road	Overgrown vegetation from reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200



PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
27	Marlow Avenue	No footpath on western side on street. However, there is a footpath on the adjacent side of the street.	Install a new footpath		300	\$58,500
28	Marlow Avenue / Marlow Lane intersection	No kerb on one side, with no kerb ramp or footpath provided on the opposite side	Consider providing kerb ramp, if a new footpath is installed.	1		\$1,800
29	Marlow Lane, west of Terry Road	Poor quality footpath surface adjacent to construction site	Upgrade the footpath		30	\$6,750
30	Terry Road, north of Marlow Avenue	Footpath is sloped towards road and a telegraph pole is obstructing walkway	Upgrade footpath and provide kerb blister around footpath		45	\$10,125
31	Terry Road, south of Marlow Avenue	Narrow footpath along section between guardrail/crash barrier and fence. This section is not wide enough for pedestrians with prams/wheelchairs.	Widen footpath		35	\$7,875
32	Terry Road, south of Marlow Avenue	Poor quality footpath surface	Upgrade the footpath		5	\$1,125
33	Terry Road/Orchard Street intersection	kerb ramp has a high lip presenting difficulty to pedestrians with prams and/or wheelchairs	Upgrade kerb ramp	1		\$1,800
34	Terry Road, south of Orchard Street	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Regrade footpath/service access lid to remove trip hazard	1		\$500
35	Terry Road, south of Orchard Street	Tree root has created uneven footpath surface	Upgrade the footpath		8	\$1,800
36	Ryedale Road/Wattle Street intersection	Kerb ramp is unaligned with the adjacent ramp and wide crossing point for pedestrians	Provide kerb blister/extension and new kerb ramps	1		\$17,100
37	Ryedale Road, north of Victoria Road	Poor quality and the sections which have previously been filled in with asphalt - unsightly and presents trip hazard	Upgrade the footpath		10	\$2,250
38	Ryedale Road, north of Victoria Road	Overgrown vegetation from reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
39	Ryedale Road, north of Victoria Road	Poor quality footpath surface - uneven surface and trip hazard	Upgrade the footpath		8	\$1,800

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
40	Victoria Road/Anzac Avenue intersection	Fast vehicle speed at zebra crossing creating unsafe crossing environment. Long crossing distance.	Upgrade zebra crossing to provide kerb blisters and shorten crossing distance	1 refuge, x2 kerb ramps		\$15,000
41	Victoria Road, east of Forster Street	Poor quality footpath surface - uneven surface and trip hazard	Upgrade the footpath		30	\$6,750
42	Hermitage Road, south of Victoria Road	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
43	Hermitage Road, south of Victoria Road	Trucks observed to be parked within the footpath area, blocking path for pedestrians	Council ranger/police to monitor illegal parking along footpath	1		N/A
44	Hermitage Road, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
45	Hermitage Road, south of Victoria Road	Raised lip at kerb ramps	Upgrade kerb ramps	1		\$1,800
46	Hermitage Road, south of Victoria Road	Poor quality footpath surface - footpath is severely broken creating an uneven surface and trip hazard	Upgrade the footpath		100	\$22,500
47	Victoria Road, west of Hermitage Road	Poor quality footpath surface - footpath is severely broken creating an uneven surface and trip hazard	Resurface the footpath		5	\$1,125
48	Victoria Road/Falconer Street intersection	Wide crossing is unsafe for pedestrians, especially with the slip lane on the southern side of Victoria Road	Provide a new pedestrian refuge and kerb blisters	1 refuge, 2 kerb ramps		\$43,500
49	Victoria Road, west of Hermitage Road	Poor quality footpath surface - uneven surface and trip hazard	Resurface the footpath		4	\$900
50	Victoria Road/Mellor Street intersection	Poor quality footpath surface - uneven surface and trip hazard	Resurface footpath		5	\$2,925
51	Victoria Road, west of Mellor Road	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
52	Mellor Street	Overgrown vegetation reducing the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
53	Mellor Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
54	Rhodes Street	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
55	Victoria Road/Forsyth Street	Kerb ramps not aligned and of poor quality	Realign the kerb ramp	2		\$3,600
56	Victoria Road, west of Forsyth Street	Poor quality footpath	Resurface the footpath		20	\$4,500
57	Victoria Road/Linton Avenue intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
58	Victoria Road, east of Linton Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
59	Victoria Road, west of Linton Avenue	Observed informal pedestrian route (goat track)	Install a new footpath		30	\$5,850
60	Victoria Road/Hermitage Rd intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramps	2		\$4,600
61	Victoria Road/West Parade intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramps	2		\$4,600
62	Victoria Road/Chatham Road intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramps	2		\$4,600
63	Victoria Road between West Parade and Bellevue Avenue	Poor quality footpath	Resurface the footpath		400	\$90,000
64	Victoria Rd/Bellevue Avenue intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	2		\$47,100
65	Bellevue Avenue, north of Victoria Road	Poor quality footpath	Resurface the footpath		2	\$450
66	Victoria Road, west of Bellevue Avenue	Poor quality footpath	Resurface the footpath		20	\$4,500
67	Victoria Road/Adelaide Street intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramps	2		\$4,600
68	Victoria Road/Adelaide Street intersection	Kerb ramps not aligned	Realign kerb ramp	1		\$2,300
69	Victoria Road, east of Adelaide Street	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
70	Victoria Road, east of Adelaide Street	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
71	Victoria Road, between Riverview Street and Endeavour Street	Poor quality footpath	Resurface the footpath		95	\$21,375

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
72	Victoria Road/Endeavour Street intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	2		\$47,100
73	Endeavour Street, south of Victoria Road	Poor quality footpath	Resurface the footpath		130	\$29,250
74	Bennett Street, east of Endeavour Street	Narrow footpath	Upgrade footpath (widen)		90	\$20,250
75	Bennett Street/Mons Avenue intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
76	Mons Avenue	Poor quality footpath	Resurface the footpath		150	\$33,750
77	Bennett Street	Poor quality footpath	Resurface the footpath		95	\$21,375
78	Victoria Road/Mons Avenue intersection	Kerb ramps not aligned and of poor quality	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	2		\$47,100
79	Victoria Road, between Mons Avenue and Station Street	Poor quality footpath	Resurface the footpath		70	\$15,750
80	Chatham Road/Graf Avenue intersection	Kerb ramps not aligned	Realign of kerb ramps and provide tactile surface ground indicators (TGSIs)	2		\$4,600
81	Chatham Road	Kerb ramp filled in, although tactile surface indicators have been retained - this could be confusing and dangerous to vision impaired pedestrians	Remove tactile surface indicators		2	\$450
82	Market Street, east of Chatham Road	Temporary/poor quality kerb ramps provided	Provide proper driveway cross over (re-instate footpath and driveway)	2		\$40,000
83	Betts Street	Fencing blocking pedestrian access along the street	Re-instate footpath	1		N/A
84	Market Street	Limited sight distance for vehicle drivers to see pedestrian crossing driveway entrance to car park. In addition, signage is confusing for pedestrians "caution cars exiting".	Provide stopline at crossing point and add "STOP" pavement marking . Change zebra crossing to white paint	1		\$600
85	Market Street	Shopping trolleys observed blocking footpath	Enforce trolley collection	1		N/A

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
86	Market Street/Graf Avenue intersection	Kerb ramps not aligned	Realign the kerb ramp and provide kerb blisters	2		\$30,600
87	Graf Avenue	Pedestrian crossing with kerb ramps has been removed from a location adjacent to the library entrance	Consider re-instating the pedestrian crossing and kerb ramps	2		\$3,600
88	Graf Avenue	Footpath ends	Consider changing the street to a shared zone	1		\$600
89	Reserve Street, north of Anthony Road	Poor quality footpath	Resurface the footpath		5	\$1,125
90	Reserve Street, north of Anthony Road	Poor quality footpath with trip hazards	Footpath grinding to remove trip hazard	10		\$500
91	Reserve Street/Miriam Road intersection	Missing section of footpath and kerb ramps	provide a new footpath and kerb ramps	4	10	\$9,450
92	Reserve Street/Miriam Road	Missing section of footpath and kerb ramp	Provide a new footpath/kerb ramps - provides access to park and children's playground from West Ryde town centre	1	5	\$2,925
93	Reserve Street	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
94	Miriam Road	No footpath	Install a new footpath		85	\$16,575
95	Miriam Road, west of West Parade	Poor quality footpath	Resurface the footpath		15	\$3,375
96	Miriam Road, west of West Parade	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
97	Marlow Avenue	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
98	Wattle Street/Forster Street intersection	Kerb ramps not aligned	Realign the kerb ramp	1		\$1,800
99	Wattle Street/Forster Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600



PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
100	Herbert Street/Ryedale Lane intersection	Kerb ramps not aligned	Realign the kerb ramp. Potential issue for implementation - stormwater drain	1		\$1,800
101	Herbert Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
102	Herbert Street	Poor quality footpath	Resurface the footpath		30	\$6,750
103	Herbert Street/Anzac Avenue intersection	Non standard pedestrian refuge, near day care	Upgrade pedestrian refuge and kerb ramps	1 refuge, x2 kerb ramps		\$15,000
104	Anzac Avenue, between Herbert Street and Wattle Street	No footpath	Install a new footpath		60	\$11,700
105	Anzac Avenue/Herbert Street intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
106	Anthony Road	Poor quality footpath	Resurface the footpath		30	\$6,750
107	Anthony Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
107	Anthony Road, south of Park Avenue	Poor quality footpath at tree root	Resurface the footpath		40	\$9,000
108	Anthony Road/West Parade intersection	Missing section of footpath and kerb ramp - kerb ramp provided at adjacent side of road	Provide a new footpath and kerb ramp	1	10	\$4,050
108	Anthony Road, south of Park Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
108	Anthony Road	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
109	West Parade	Missing link for pedestrians - goat track observed, indicating a pedestrian desire line	Install a new footpath		10	\$1,950
110	West Parade/Gordon Cres intersection	Steep and non-compliant kerb ramps	Upgrade the kerb ramps	1		\$1,800
111	West Parade	No kerb ramp on one side of the street, with existing kerb ramp on adjacent side	Provide a new kerb ramp	1		\$1,800
112	West Parade/Miriam Road intersection	Kerb ramps not aligned	Realign the kerb ramp	2		\$3,600

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
113	West Parade, east of Miriam Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
114	Reserve Street	No footpaths provided along this street	Consider providing a new footpath or implement a shared zone	1	100	\$600
114	West Parade	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
115	Reserve Street	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
116	West Parade	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
117	Miriam Road/Reserve Street intersection	Missing section of footpath and kerb ramp on both sides of Miriam Road, north of Reserve Street. Provides access to children's playground from West Ryde Centre - number of pedestrians with prams were observed along this desire line during the site audit.	Provide a new footpath and kerb ramps	2	10	\$5,850
118	Miriam Road, west of Reserve Street	Poor quality footpath surface	Resurface the footpath		10	\$2,250
119	Miriam Road, west of Reserve Street	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
120	Miriam Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	10		\$500
121	Miriam Road	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
121	Park Avenue	No footpath along southern side of the street. However there is a footpath along the northern side of Park Avenue.	No action - there is a footpath along the northern side of Park Avenue, serving the properties along this street.			\$-
122	Anthony Road, south of West Parade	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
123	Burnett Walk	Poor quality footpath surface	Resurface the footpath		130	\$29,250
124	Chatham Road	Kerb ramp on eastern side of Chatham Road, with no kerb ramp provided at the adjacent side	Remove kerb ramp	1		TBC
124	Chatham Road	Non-standard pedestrian refuge crossing at the speed cushion. A preferred location for	Refresh paint at speed hump	1		TBC

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
		the pedestrian refuge crossing would be at the ramp to Burnett Walk.				
125	Chatham Road	Poor quality footpath surface	Resurface the footpath		4	\$900
126	Chatham Road, north of Silma Road	Steep kerb ramps at gutter difficult for manoeuvrability - non standard kerb ramps and no footpath connection on eastern side.	Upgrade kerb ramps and provide new footpath between speed hump and bowling club	2	45	\$12,375
127	Silma Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
128	Bellevue Avenue/Bigland Avenue intersection	Missing section of footpath and no kerb ramps on either side of the street	Provide a new footpath/kerb ramps	2	10	\$5,850
129	Bellevue Avenue	No footpath on western side on street, where there is a bus stop located on this site, however, there is a footpath on the eastern side of street.	Provide bus stop pads at bus stops with kerb ramps.	2	30	\$10,350
130	Bigland Avenue, west of Bellevue Avenue	No footpath on either side of the road between Bellevue Avenue and Shaftsbury Road	Install a new footpath along one side of the street		150	\$29,250
132	Hall Street	Filled in hole in the footpath presents a trip hazard	Resurface the footpath		30	\$6,750
133	Hall Street	Footpath ends at Hall Street and does not connect to Shaftsbury Road	Install a new footpath and kerb ramps	2	10	\$1,950
134	Shaftsbury Road/Hall Street intersection	Missing section of footpath and kerb ramp northern side of Hall Street, east of Shaftsbury Street.	Provide a new footpath/kerb ramps	4	10	\$9,450
135	Shaftsbury Road	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
136	Shaftsbury Road, between Hall Street and Dickson Avenue	Missing section of footpath between Hall Street and Dickson Avenue	Install a new footpath		80	\$15,600
137	Shaftsbury Road/Dickson Avenue intersection	Kerb ramp is unaligned with the one opposite	Upgrade kerb ramps	2		\$3,600
138	Shaftsbury Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	1		\$50
139	Victoria Road/Shaftsbury Road intersection	Kerb ramp is unaligned with the one opposite	Realign kerb ramp	1		\$2,300

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
140	Victoria Road/Shafsbury Road intersection	Kerb ramp is unaligned with the one opposite	Realign kerb ramp	1		\$2,300
141	Bellevue Avenue, north of Victoria Road	Overgrown foliage from property reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction			\$200
142	Bellevue Avenue/Dickson Road intersection	Missing section of footpath and kerb ramp along Bellevue Avenue.	Provide a new footpath/kerb ramps	1	5	\$2,925
143	Dickson Avenue	raised footpath tile at the joint presents a trip hazard to pedestrians	Footpath grinding to remove trip hazard	2		\$100
144	Dickson Avenue	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	2		\$1,000
145	Dickson Avenue, east of Bellevue Avenue	Poor quality footpath	Resurface the footpath		20	\$4,500
146	Bellevue Avenue, south of Dickson Avenue	Poor quality kerb ramp	Upgrade kerb ramp	1		\$1,800
146	Dickson Avenue, west of Bellevue Avenue	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
147	Chatham Road/Fernvale Avenue intersection	Poor quality footpath and kerb ramp	Upgrade kerb ramp	1		\$1,800
147	Chatham Road/Fernvale Avenue intersection	Poor quality footpath and kerb ramp	Resurface footpath and upgrade kerb ramp		10	\$4,050
148	Bellevue Avenue/Fernvale Avenue intersection	Kerb ramps not aligned	Realign the kerb ramp	2		\$3,600
149	Bellevue Avenue/Fernvale Avenue intersection	Missing kerb ramp and poor quality kerb ramp	Provide new kerb ramps	2		\$3,600
150	Bellevue Avenue/Bencoolen Avenue intersection	Missing kerb ramp and poor quality kerb ramp	Provide new kerb ramps	2		\$3,600
151	Becoolen Avenue	Poor quality footpath at development site	Resurface the footpath		30	\$6,750
152	Becoolen Avenue	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
153	Herbert Street east of Hermitage Road	Poor quality footpath	Resurface the footpath		30	\$6,750

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
154	Herbert Street, west of Anzac Avenue	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
155	Herbert Street/Anzac Avenue	No formal pedestrian refuge provided at southern approach to the intersection. A "goat track" is observed, with pedestrians walking across grassed verge section, along desire line. A kerb ramp is provided approximately 8 metres back from the intersection.	Upgrade kerb ramps and pedestrian refuge island	1 refuge, 2 kerb ramps		\$15,000
156	Anzac Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
157	Anzac Avenue	raised footpath tile at the joint presents a trip hazard to pedestrians	Footpath grinding to remove trip hazard	2		\$100
158	Anzac Avenue, south of Herbert Street	Poor quality footpath	Resurface the footpath		10	\$2,250
159	Herbert Street, east of Anzac Parade	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	1		\$50
160	Hermitage Road/Herbert Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
161	Hermitage Road/Herbert Street	Kerb ramps and pedestrian island are not aligned	Upgrade to refuge and realignment of kerb ramps	1 refuge, 2 kerb ramps		\$15,000
162	Hermitage Road/Herbert Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
163	Hermitage Road, north of Wattle Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
164	Hermitage Road/Orchard Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
165	Falconer Street/Parkes Street intersection	Missing section of footpath and kerb ramps	Provide a new footpath/kerb ramps	2	6	\$4,950
166	Falconer Street/Parkes Street	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
167	Linton Avenue/Parkes Street	High lip at kerb ramp	Provide new kerb ramp	1		\$1,800
168	Linton Avenue, south of Parkes Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100



PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
169	Linton Avenue, south of Parkes Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
170	Linton Avenue/Griffiths Ln intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
171	Linton Avenue, north of Victoria Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
172	Herbert Street/Linton Lane intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
173	Herbert Street, east of Falconer Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
174	Linton Lane, south of Griffiths Lane	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
175	Griffiths Lane, west of Linton Lane	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
176	Falconer Street, south of Parkes Street	Poor quality footpath adjacent to development site	Resurface the footpath		20	\$4,500
177	Falconer Street, south of Parkes Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
178	Falconer Street/Parkes Street intersection	Missing section of footpath and kerb ramps	Provide a new footpath/kerb ramps	2	5	\$4,725
179	Falconer Street, north of Parks Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
180	Goodwin Street/Hermitage Road intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
181	Goodwin Street, between Falconer Street and Anzac Avenue	No footpath on southern side of Goodwin Street between Falconer Street and Anzac Avenue. Footpath is provided along the northern side of this street.	Install a new footpath		250	\$48,750
182	Mahon Street	No footpaths on either side of Mahon Street	Install a new footpath on one side of street		150	\$29,250
183	Goodwin Street, east of Anzac Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
184	Anzac Avenue/Commissioners Road intersection	Kerb ramps not aligned and non-standard or non existent pedestrian refuges at each approach	Realign the kerb ramps and provide pedestrian refuge islands at each approach (x5)	1 refuge, 2 kerb ramps		\$75,000
185	Anzac Avenue, north of Goodwin Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
186	Commissioners Road, south of Terry Road	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
187	Commissioners Road, south of Terry Road	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
188	Commissioners Road, south of Terry Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
189	Commissioners Road, south of Terry Road	Poor quality footpath	Resurface the footpath		30	\$6,750
190	Goodwin Street between Forster Street and Terry Road	No footpath between Goodwin Street between Forster Street and Terry Road	Install a new footpath	0	125	\$24,375
191	Forster Street, south of Goodwin Street	Trip hazard at drain	Footpath grinding to remove trip hazard	2		\$100
192	Forster Street, south of Goodwin Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
193	Orchard Street, east of Anzac Avenue	Steep kerb ramp	Upgrade kerb ramp	1		\$1,800
194	Anzac Avenue	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
195	Anzac Avenue/Wattle Street intersection	Poor quality kerb ramps and no pedestrian refuge provided at north approach to the roundabout	Upgrade kerb ramps and pedestrian refuge island	1 refuge, 2 kerb ramps		\$15,000
196	Clarke Street/Parkes Street intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
197	Forster Street/Orchard Street intersection	Missing section of footpath and kerb ramps on both sides of Orchard Street	Provide a new footpath/kerb ramps	2	10	\$5,850
198	Orchard Street, west of Forster Street	Lid of service access protruding from footpath/driveway, creating a trip hazard for pedestrians.	Provide new service access lid to remove trip hazard	1		\$500
199	Orchard Street, east of Terry Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
200	Orchard Street, west of Forster Street	Poor quality footpath	Resurface the footpath		15	\$3,375
201	Orchard Street, east of Anzac Avenue	No bus stop pad	Provide a new pad at bus stop		15	\$8,400

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
202	Orchard Street, west of Hermitage Road	Poor quality footpath	Resurface the footpath		10	\$2,250
203	Maxim Street/Victoria Road intersection	Kerb ramps not aligned	Realign the kerb ramp	1		\$1,800
204	Gaza Road	Poor quality footpath	Resurface the footpath		20	\$4,500
204	Maxim Street, south of Victoria Road	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	2		\$400
205	Gaza Road/Victoria Road intersection	Poor quality kerb ramps and no pedestrian refuge provided	Upgrade kerb ramps and pedestrian refuge island	1 refuge, 2 kerb ramps		\$400
205	Maxim Street, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	8		\$15,000
206	Victoria Road, between Maxim Street and Gaza Road	Poor quality footpath	Resurface the footpath		85	\$19,125
207	Victoria Road, between Gaza Road and Station Street	Poor quality footpath	Resurface the footpath		75	\$16,875
208	Victoria Road/Station Street	Kerb ramps not aligned	Realign kerb ramps	2		\$4,600
209	Victoria Road/Station Street	Kerb ramps not aligned	Realign kerb ramps	2		\$4,600
210	Station Street, south of Victoria Road	Poor quality footpath	Resurface the footpath		15	\$3,375
211	Station Street, south of Victoria Road	Poor quality footpath	Resurface the footpath		10	\$2,250
212	Station Street, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
213	Mons Avenue/Rex Avenue intersection	Missing section of footpath and kerb ramps on both sides of Mons Avenue	Provide a new footpath/kerb ramps	2	10	\$5,850
214	Bennett Street/Mons Avenue intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
215	Victoria Road/Mons Avenue intersection	Kerb ramps not aligned	Realign kerb ramps and provide a pedestrian refuge	1 refuge, 2 kerb ramps		\$15,000
216	Victoria Road, between Endeavour Street and Mons Avenue	Poor quality footpath	Resurface the footpath		90	\$20,250

PAMP ID	Street/Intersection	Description of Issue	Description of Proposed Treatment	Number of units	Distance (m)	Estimated Cost
217	Bennett Street/Riverview Street intersection	Kerb ramps not aligned	Realign the kerb ramps	2		\$3,600
218	Moss Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	4		\$200
219	Moss Street	Poor quality footpath adjacent to development site	Resurface the footpath		30	\$6,750
220	Rex Street/Grand Avenue intersection	Missing section of footpath and kerb ramp	Provide a new footpath/kerb ramps	2	5	\$4,725
221	Rex Street	Footpath is narrow with a width of approximately 0.7 m	Widen the footpath		60	\$13,500
222	Rex Street/Federal Road intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
223	Rex Street/Federal Road intersection	Kerb ramp is not aligned with the one opposite	Realign the kerb ramp	1		\$1,800
224	Federal Road	Poor quality footpath adjacent to development site	Resurface the footpath		20	\$4,500
225	Rex Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
226	Station Street	Non standard slow point (traffic island), near school	Upgrade kerb ramps and pedestrian refuge island	1 refuge, 2 kerb ramps		\$15,000
227	Station Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200
228	Station Street	Poor quality footpath	Resurface the footpath		20	\$4,500
229	Station Street, south of Rex Street	Raised section of footpath resulting in a trip hazard	Footpath grinding to remove trip hazard	2		\$100
230	Station Street, north of Rex Street	Poor quality footpath	Resurface the footpath		8	\$1,800
231	Station Street, north of Rex Street	Overgrown foliage reduces the effective width of footpath	Trim/clear the vegetation to remove the obstruction	1		\$200

## 6. Priorities for Pedestrian Improvements

### 6.1 Methodology to Prioritise Pedestrian Requirements

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

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

**Table 6-1 Roads and Maritime Weighted Criteria Scoring System**

Category	Criteria
Land use	Number of attractors/generators
	Land use type
	Proximity to attractors/generators
	Future development with attractors/generators
Traffic impact	Road hierarchy
Safety	Identified as hazardous area (from consultation)
	Identified pedestrian crashes
Facility benefits	Demonstrated path
Continuity of routes	Addition to existing facility
Priority	Pedestrian route hierarchy

Roads and Maritime defines the overall work prioritisation as:

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

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



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

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

Notes:

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

<sup>2</sup> The overall work prioritisation is then determined by adding up each criteria scores to reflect the environment of the specific area. e.g. High (100-70), Medium (<70-40), Low (<40) or Considering (not scored).

<sup>3</sup> The maximum score achievable overall is 100.

Source: How to Prepare a Pedestrian Access and Mobility Plan, Roads and Maritime, 2002

## Limitations of Roads and Maritime Methodology

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

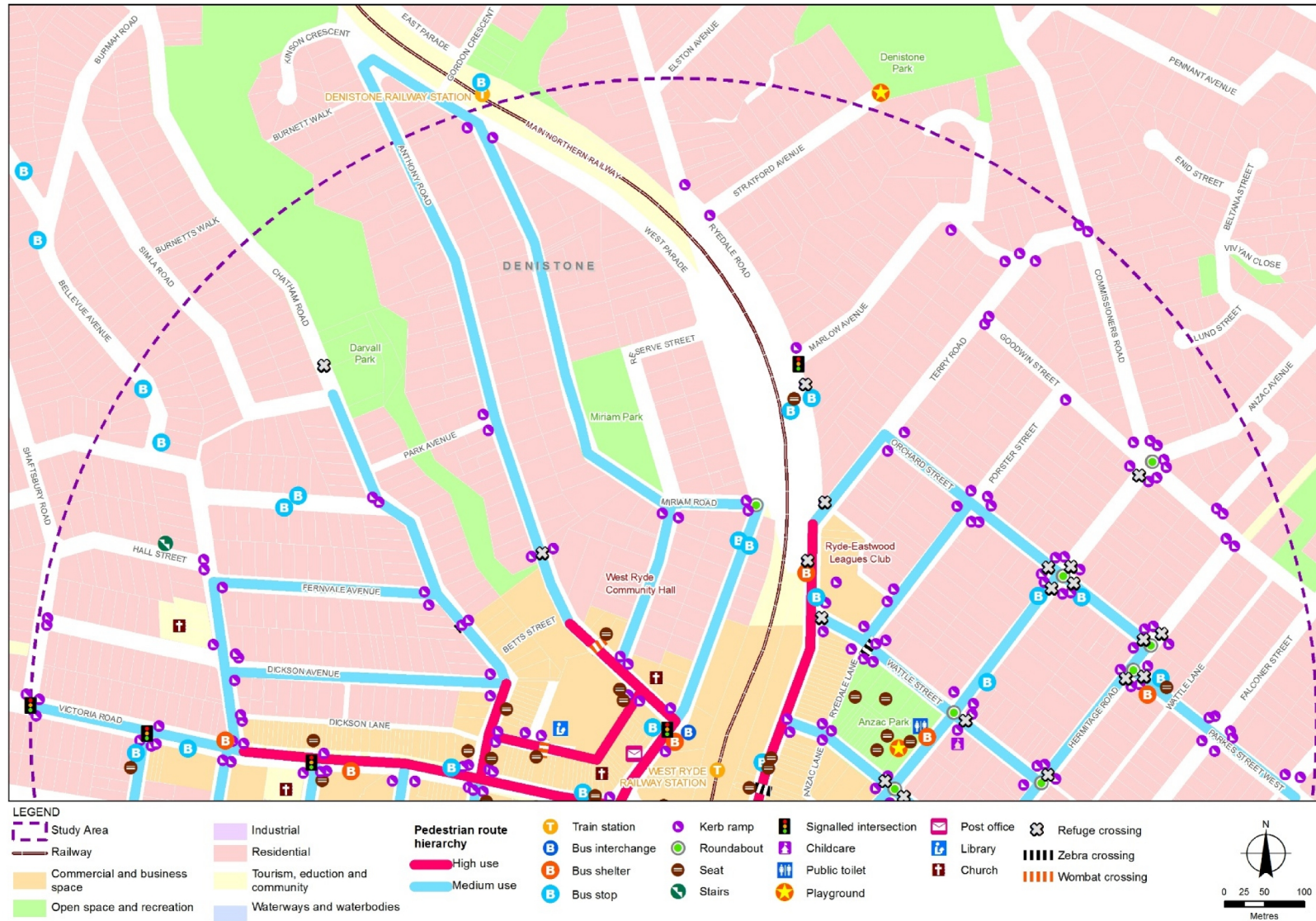
In addition, at some key generators, pedestrian facilities may be urgently required (outside an aged care facility for example) but as the weighting system may not provide a score that is significantly higher for the same facility for a less critical location. Therefore, consideration needs to be taken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

### 6.1.1 Walking Route Hierarchy

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

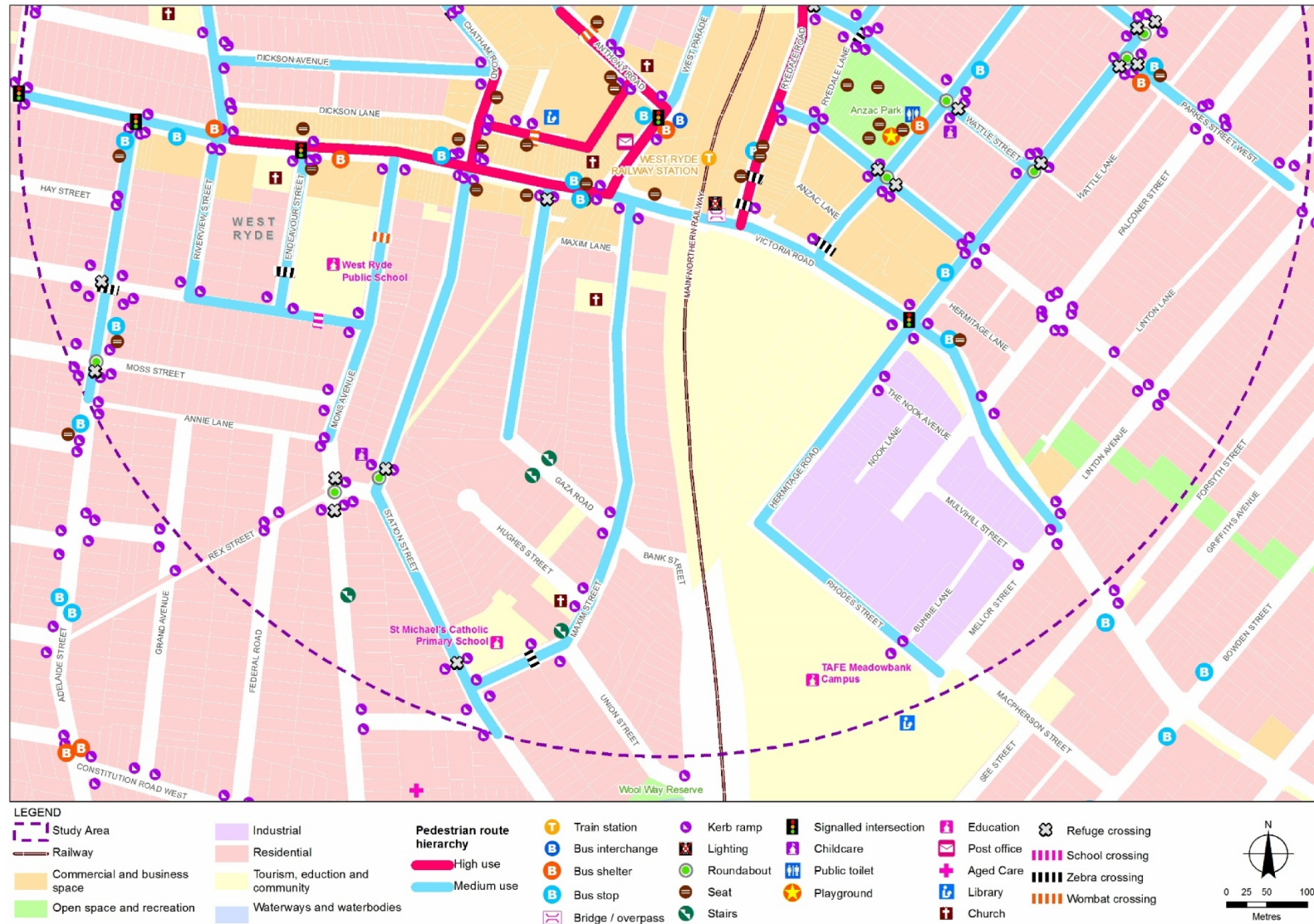
Figure 6-1 and Figure 6-2 show the walking route hierarchy used for the PAMP scoring assessment. The figure shows high and medium use walking routes, with all other routes being low use.

**Figure 6-1 Walking Route Hierarchy (northern section)**





**Figure 6-2 Walking Route Hierarchy (southern section)**



## 6.2 Ranking of the Pedestrian Improvements

Results from the Roads and Maritime weighted prioritisation are provided in Table 6-3. The issues and constraints identification (ID) references relate to those provided in Figure 3-3 and Figure 3-4. Recommendations are based on GHD site based prioritisation. Roads and Maritime weighted prioritisations are provided in full in Appendix B.

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

- High priority: 100-60
- Medium priority: <60-40; and
- Low priority: <40.

**Table 6-3 Infrastructure Provision Goals for West Ryde Centre**

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
61	Victoria Road/West Pde intersection	Realign kerb ramps	82	1	High
62	Victoria Road/Chatham Road intersection	Realign kerb ramps	82	1	High
205	Gaza Road/Victoria Road intersection	Upgrade kerb ramps and pedestrian refuge island	77	3	High
208	Victoria Road/Station Street	Realign kerb ramps	75	4	High
209	Victoria Road/Station Street	Realign kerb ramps	75	4	High
215	Victoria Road/Mons Avenue intersection	Realign kerb ramps and provide a pedestrian refuge	74	6	High
78	Victoria Road/Mons Avenue intersection	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	71	7	High
79	Victoria Road, between Mons Avenue and Station Street	Resurface the footpath	71	7	High
206	Victoria Road, between Maxim Street and Gaza Road	Resurface the footpath	71	7	High
207	Victoria Road, between Gaza Road and Station Street	Resurface the footpath	71	7	High
216	Victoria Road, between Endeavour Street and Mons Avenue	Resurface the footpath	69	11	High
6	West Parade, north of Victoria Road	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	68	12	High
84	Market Street	Provide stopline at crossing point and add 'STOP' pavement marking. Change zebra crossing to white paint	68	12	High
203	Maxim Street/Victoria Road intersection	Realign the kerb ramp	68	12	High
63	Victoria Rd between West Parade and Bellevue Avenue	Resurface the footpath	66	15	High



PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
72	Victoria Road/Endeavour Street intersection	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	66	15	High
8	Victoria Road, east of West Parade	Upgrade lighting and refresh painting within the pedestrian tunnel	65	17	High
1	Anthony Road/West Parade intersection	Realign kerb ramp and provide tactile surfacing	63	18	High
2	Anthony Road/West Parade intersection	Realign kerb ramp and provide tactile surfacing	63	18	High
3	West Parade, at bus interchange egress intersection	Realign the kerb ramp	63	18	High
4	Bus interchange	Advocate pedestrian improvements with Sydney Trains	63	18	High
67	Victoria Road/Adelaide Street intersection	Realign kerb ramps	63	18	High
68	Victoria Road/Adelaide Street intersection	Realign kerb ramp	63	18	High
80	Chatham Road/Graf Avenue intersection	Realign of kerb ramps and provide tactile surface ground indicators (TGSIs)	62	24	High
81	Chatham Road	Remove tactile surface indicators	62	24	High
71	Victoria Road, between Riverview Street and Endeavour Street	Resurface the footpath	61	26	High
88	Graf Avenue	Consider changing the street to a shared zone	61	26	High
64	Victoria Road/Bellevue Avenue intersection	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	60	28	High
74	Bennett Street, east of Endeavour Street	Upgrade footpath (widen)	59	29	Medium
75	Bennett Street/Mons Avenue intersection	Realign the kerb ramps	59	29	Medium
48	Victoria Road/Falconer Street intersection	Provide a new pedestrian refuge and kerb blisters	58	31	Medium
86	Market Street/Graf Avenue intersection	Realign the kerb ramp and provide kerb blisters	58	31	Medium
87	Graf Avenue	Consider re-instating the pedestrian crossing and kerb ramps	58	31	Medium
155	Herbert Street/Anzac Avenue	Upgrade kerb ramps and pedestrian refuge island	58	31	Medium
70	Victoria Road, east of Adelaide Street	Provide new service access lid to remove trip hazard	57	35	Medium
10	Ryedale Road, near West Ryde Station entrance	Upgrade the footpath	56	36	Medium

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
13	Ryedale Road, north of West Ryde Station	Re-align section of the footpath on the southern side of the access driveway	56	36	Medium
36	Ryedale Road/Wattle Street intersection	Provide kerb blister/extension and new kerb ramps	56	36	Medium
40	Victoria Road/Anzac Avenue intersection	Upgrade zebra crossing to provide kerb blisters and shorten crossing distance	56	36	Medium
60	Victoria Road/Hermitage Road intersection	Realign kerb ramps	56	36	Medium
158	Anzac Avenue, south of Herbert Street	Resurface the footpath	56	36	Medium
50	Victoria Road/Mellor Street intersection	Resurface footpath	55	42	Medium
69	Victoria Road, east of Adelaide Street	Provide new service access lid to remove trip hazard	55	42	Medium
82	Market Street, east of Chatham Road	Provide proper driveway cross over (re-instate footpath and driveway)	55	42	Medium
89	Reserve Street, north of Anthony Road	Resurface the footpath	55	42	Medium
214	Bennett Street/Mons Avenue intersection	Realign the kerb ramp	55	42	Medium
226	Station Street	Upgrade kerb ramps and pedestrian refuge island	55	42	Medium
73	Endeavour Street, south of Victoria Road	Resurface the footpath	54	48	Medium
76	Mons Avenue	Resurface the footpath	54	48	Medium
77	Bennett Street	Resurface the footpath	54	48	Medium
11	Ryedale Road, north of West Ryde Station entrance	Upgrade the footpath	53	51	Medium
12	Ryedale Road, north of West Ryde Station	Upgrade the footpath	53	51	Medium
37	Ryedale Road, north of Victoria Road	Upgrade the footpath	53	51	Medium
46	Hermitage Road, south of Victoria Road	Upgrade the footpath	53	51	Medium
210	Station Street, south of Victoria Road	Resurface the footpath	53	51	Medium
38	Ryedale Road, north of Victoria Road	Trim/clear the vegetation to remove the obstruction	51	56	Medium
39	Ryedale Road, north of Victoria Road	Upgrade the footpath	51	56	Medium
41	Victoria Road, east of Forster Street	Upgrade the footpath	51	56	Medium
43	Hermitage Road, south of Victoria Road	Council ranger/police to monitor illegal parking along footpath	51	56	Medium
9	Ryedale Road, north of Victoria Road	Upgrade stairs and extend footpath on western side of Ryedale Road to crossing.	50	60	Medium

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
47	Victoria Road, west of Hermitage Road	Resurface the footpath	50	60	Medium
49	Victoria Road, west of Hermitage Road	Resurface the footpath	50	60	Medium
153	Herbert Street east of Hermitage Road	Resurface the footpath	50	60	Medium
154	Herbert Street, west of Anzac Avenue	Provide new service access lid to remove trip hazard	50	60	Medium
156	Anzac Avenue	Footpath grinding to remove trip hazard	50	60	Medium
157	Anzac Avenue	Footpath grinding to remove trip hazard	50	60	Medium
227	Station Street	Trim/clear the vegetation to remove the obstruction	50	60	Medium
230	Station Street, north of Rex Street	Resurface the footpath	50	60	Medium
5	West Parade, south of the bus interchange	Regrade footpath/service access lid to remove trip hazard	49	69	Medium
139	Victoria Road/Shafsbury Road intersection	Realign kerb ramp	49	69	Medium
140	Victoria Road/Shafsbury Road intersection	Realign kerb ramp	49	69	Medium
184	Anzac Avenue/Commissioners Road intersection	Realign the kerb ramps and provide pedestrian refuge islands at each approach (x5)	49	69	Medium
14	Ryedale Road, south of Terry Road	Widen footpath - extent kerb blister from roundabout to the north	48	73	Medium
42	Hermitage Road, south of Victoria Road	Provide new service access lid to remove trip hazard	48	73	Medium
44	Hermitage Road, south of Victoria Road	Footpath grinding to remove trip hazard	48	73	Medium
45	Hermitage Road, south of Victoria Road	Upgrade kerb ramps	48	73	Medium
51	Victoria Road, west of Mellor Road	Provide new service access lid to remove trip hazard	48	73	Medium
65	Bellevue Avenue, north of Victoria Road	Resurface the footpath	48	73	Medium
66	Victoria Road, west of Bellevue Avenue	Resurface the footpath	48	73	Medium
91	Reserve Street/Miriam Road intersection	provide a new footpath and kerb ramps	48	73	Medium
92	Reserve Street/Miriam Road	Provide a new footpath/kerb ramps - provides access to park and children's playground from West Ryde town centre	48	73	Medium

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
117	Miriam Road/Reserve Street intersection	Provide a new footpath and kerb ramps	48	73	Medium
118	Miriam Road, west of Reserve Street	Resurface the footpath	48	73	Medium
160	Hermitage Road/Herbert Street intersection	Realign the kerb ramps	48	73	Medium
161	Hermitage Road/Herbert Street	Upgrade to refuge and realignment of kerb ramps	48	73	Medium
162	Hermitage Road/Herbert Street intersection	Realign the kerb ramps	48	73	Medium
83	Betts Street	Re-instate footpath	46	87	Medium
159	Herbert Street, east of Anzac Parade	Footpath grinding to remove trip hazard	46	87	Medium
56	Victoria Road, west of Forsyth Street	Resurface the footpath	45	89	Medium
57	Victoria Road/Linton Avenue intersection	Realign the kerb ramp	45	89	Medium
85	Market Street	Enforce trolley collection	45	89	Medium
98	Wattle Street/Forster Street intersection	Realign the kerb ramp	45	89	Medium
99	Wattle Street/Forster Street intersection	Realign the kerb ramps	45	89	Medium
100	Herbert Street/Ryedale Lane intersection	Realign the kerb ramp. Potential issue for implementation - stormwater drain	45	89	Medium
103	Herbert Street/Anzac Avenue intersection	Upgrade pedestrian refuge and kerb ramps	45	89	Medium
108	Anthony Road/West Parade intersection	Provide a new footpath and kerb ramp	45	89	Medium
109	West Parade	Install a new footpath	45	89	Medium
110	West Parade/Gordon Crescent interaction	Upgrade the kerb ramps	45	89	Medium
111	West Parade	Provide a new kerb ramp	45	89	Medium
112	West Parade/Miriam Road intersection	Realign the kerb ramp	45	89	Medium
124	Chatham Road	Remove kerb ramp	45	89	Medium
124	Chatham Road	Refresh paint at speed hump	45	89	Medium
126	Chatham Road, north of Silma Road	Upgrade kerb ramps and provide new footpath between speed hump and bowling club	45	89	Medium
142	Bellevue Avenue/Dickson Road intersection	Provide a new footpath/kerb ramps	45	89	Medium

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
164	Hermitage Road/Orchard Street intersection	Realign the kerb ramps	45	89	Medium
197	Forster Street/Orchard Street intersection	Provide a new footpath/kerb ramps	45	89	Medium
201	Orchard Street, east of Anzac Avenue	Provide a new pad at bus stop	45	89	Medium
211	Station Street, south of Victoria Road	Resurface the footpath	45	89	Medium
212	Station Street, south of Victoria Road	Footpath grinding to remove trip hazard	45	89	Medium
213	Mons Avenue/Rex Avenue intersection	Provide a new footpath/kerb ramps	45	89	Medium
228	Station Street	Resurface the footpath	45	89	Medium
229	Station Street, south of Rex Street	Footpath grinding to remove trip hazard	45	89	Medium
231	Station Street, north of Rex Street	Trim/clear the vegetation to remove the obstruction	45	89	Medium
7	Victoria Road, west of West Parade	Upgrade road surface	43	114	Medium
19	Marlow Avenue/Ryedale Road intersection	Realign the kerb ramps and provide tactile surfacing	43	114	Medium
30	Terry Road, north of Marlow Avenue	Upgrade footpath and provide kerb blister around footpath	43	114	Medium
31	Terry Road, south of Marlow Avenue	Widen footpath	43	114	Medium
94	Miriam Road	Install a new footpath	43	114	Medium
104	Anzac Avenue, between Herbert Street and Wattle Street	Install a new footpath	43	114	Medium
130	Bigland Avenue, west of Bellevue Avenue	Install a new footpath along one side of the street	43	114	Medium
133	Hall Street	Install a new footpath and kerb ramps	43	114	Medium
134	Shaftsbury Road/Hall Street intersection	Provide a new footpath/kerb ramps	43	114	Medium
165	Falconer Street/Parkes Street intersection	Provide a new footpath/kerb ramps	43	114	Medium
190	Goodwin Street between Forster Street and Terry Road	Install a new footpath	43	114	Medium
217	Bennett Street/Riverview Street intersection	Realign the kerb ramps	43	114	Medium
146	Bellevue Avenue, south of Dickson Avenue	Upgrade kerb ramp	42	126	Medium
147	Chatham Road/Fernvale Avenue intersection	Upgrade kerb ramp	42	126	Medium
147	Chatham Road/Fernvale Avenue intersection	Resurface footpath and upgrade kerb ramp	42	126	Medium
148	Bellevue Avenue/Fernvale Avenue intersection	Realign the kerb ramp	42	126	Medium



PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
149	Bellevue Avenue/Fernvale Avenue intersection	Provide new kerb ramps	42	126	Medium
195	Anzac Avenue/Wattle Street intersection	Upgrade kerb ramps and pedestrian refuge island	42	126	Medium
196	Clarke Street/Parkes Street intersection	Realign the kerb ramp	42	126	Medium
204	Gaza Road	Resurface the footpath	42	126	Medium
205	Maxim Street, south of Victoria Road	Footpath grinding to remove trip hazard	42	126	Medium
53	Mellor Street	Footpath grinding to remove trip hazard	41	135	Medium
21	Marlow Avenue/Ryedale Road intersection	Upgrade footpath and kerb ramps	40	136	Medium
22	Marlow Avenue/Ryedale Road intersection	Upgrade footpath and kerb ramp	40	136	Medium
24	Ryedale Road, north of Marlow Avenue	Consider providing a new pedestrian refuge and kerb blister to assist crossing at this location.	40	136	Medium
58	Victoria Road, east of Linton Avenue	Footpath grinding to remove trip hazard	40	136	Medium
90	Reserve Street, north of Anthony Road	Footpath grinding to remove trip hazard	40	136	Medium
101	Herbert Street	Footpath grinding to remove trip hazard	40	136	Medium
102	Herbert Street	Resurface the footpath	40	136	Medium
105	Anzac Avenue/Herbert Street intersection	Realign the kerb ramp	40	136	Medium
114	Reserve Street	Consider providing a new footpath or implement a shared zone	40	136	Medium
125	Chatham Road	Resurface the footpath	40	136	Medium
128	Bellevue Avenue/Bigland Avenue intersection	Provide a new footpath/kerb ramps	40	136	Medium
129	Bellevue Avenue	Provide bus stop pads at bus stops with kerb ramps.	40	136	Medium
136	Shaftsbury Road, between Hall Street and Dickson Avenue	Install a new footpath	40	136	Medium
137	Shaftsbury Road/Dickson Avenue intersection	Upgrade kerb ramps	40	136	Medium
150	Bellevue Avenue/Bencoolen Avenue intersection	Provide new kerb ramps	40	136	Medium
163	Hermitage Road, north of Wattle Street	Footpath grinding to remove trip hazard	40	136	Medium
166	Falconer Street/Parkes Street	Realign the kerb ramps	40	136	Medium
167	Linton Avenue/Parkes Street	Provide new kerb ramp	40	136	Medium
171	Linton Avenue, north of Victoria Road	Footpath grinding to remove trip hazard	40	136	Medium

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
180	Goodwin St/Hermitage Road intersection	Realign the kerb ramp	40	136	Medium
193	Orchard Street, east of Anzac Avenue	Upgrade kerb ramp	40	136	Medium
221	Rex Street	Widen the footpath	40	136	Medium
222	Rex Street/Federal Road intersection	Realign the kerb ramp	40	136	Medium
223	Rex Street/Federal Road intersection	Realign the kerb ramp	40	136	Medium
59	Victoria Road, west of Linton Avenue	Install a new footpath	39	161	Low
204	Maxim Street, south of Victoria Road	Trim/clear the vegetation to remove the obstruction	39	161	Low
15	Ryedale Road, north of Terry Road	Install a new footpath	38	163	Low
52	Mellor Street	Trim/clear the vegetation to remove the obstruction	38	163	Low
55	Victoria Road/Forsyth Street	Realign the kerb ramp	38	163	Low
113	West Parade, east of Miriam Road	Footpath grinding to remove trip hazard	38	163	Low
114	West Parade	Trim/clear the vegetation to remove the obstruction	38	163	Low
218	Moss Street	Footpath grinding to remove trip hazard	38	163	Low
219	Moss Street	Resurface the footpath	38	163	Low
119	Miriam Road, west of Reserve Street	Trim/clear the vegetation to remove the obstruction	37	170	Low
120	Miriam Road	Footpath grinding to remove trip hazard	37	170	Low
122	Anthony Road, south of West Pde	Footpath grinding to remove trip hazard	37	170	Low
141	Bellevue Avenue, north of Victoria Road	Trim/clear the vegetation to remove the obstruction	37	170	Low
144	Dickson Avenue	Provide new service access lid to remove trip hazard	37	170	Low
178	Falconer Street/Parkes Street intersection	Provide a new footpath/kerb ramps	37	170	Low
198	Orchard Street, west of Forster Street	Provide new service access lid to remove trip hazard	37	170	Low
199	Orchard Street, east of Terry Road	Footpath grinding to remove trip hazard	37	170	Low
202	Orchard Street, west of Hermitage Road	Resurface the footpath	37	170	Low
54	Rhodes Street	Provide new service access lid to remove trip hazard	36	179	Low

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
16	Terry Road, east of West Parade	Realign the kerb ramps and upgrade pedestrian refuge	35	180	Low
28	Marlow Avenue/Marlow Lane intersection	Consider providing kerb ramp, if a new footpath is installed.	35	180	Low
32	Terry Road, south of Marlow Avenue	Upgrade the footpath	35	180	Low
33	Terry Road/Orchard Street intersection	Upgrade kerb ramp	35	180	Low
93	Reserve Street	Trim/clear the vegetation to remove the obstruction	35	180	Low
97	Marlow Avenue	Provide new service access lid to remove trip hazard	35	180	Low
115	Reserve Street	Trim/clear the vegetation to remove the obstruction	35	180	Low
116	West Parade	Trim/clear the vegetation to remove the obstruction	35	180	Low
127	Silma Road	Footpath grinding to remove trip hazard	35	180	Low
132	Hall Street	Resurface the footpath	35	180	Low
135	Shaftsbury Road	Trim/clear the vegetation to remove the obstruction	35	180	Low
138	Shaftsbury Road	Footpath grinding to remove trip hazard	35	180	Low
143	Dickson Avenue	Footpath grinding to remove trip hazard	35	180	Low
145	Dickson Avenue, east of Bellevue Avenue	Resurface the footpath	35	180	Low
146	Dickson Avenue, west of Bellevue Avenue	Trim/clear the vegetation to remove the obstruction	35	180	Low
151	Becoolen Avenue	Resurface the footpath	35	180	Low
152	Becoolen Avenue	Trim/clear the vegetation to remove the obstruction	35	180	Low
168	Linton Avenue, south of Parkes Street	Footpath grinding to remove trip hazard	35	180	Low
170	Linton Avenue/Griffiths Lane intersection	Realign the kerb ramps	35	180	Low
172	Herbert Street/Linton Lane intersection	Realign the kerb ramps	35	180	Low
174	Linton Lane, south of Griffiths Lane	Footpath grinding to remove trip hazard	35	180	Low
177	Falconer Street, south of Parkes Street	Footpath grinding to remove trip hazard	35	180	Low
179	Falconer Street, north of Parks Street	Footpath grinding to remove trip hazard	35	180	Low
181	Goodwin Street, between Falconer Street and Anzac Avenue	Install a new footpath	35	180	Low
182	Mahon Street	Install a new footpath on one side of street	35	180	Low

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
183	Goodwin Street, east of Anzac Avenue	Footpath grinding to remove trip hazard	35	180	Low
185	Anzac Avenue, north of Goodwin Street	Footpath grinding to remove trip hazard	35	180	Low
188	Commissioners Road, south of Terry Road	Footpath grinding to remove trip hazard	35	180	Low
189	Commissioners Road, south of Terry Road	Resurface the footpath	35	180	Low
191	Forster Street, south of Goodwin Street	Footpath grinding to remove trip hazard	35	180	Low
192	Forster Street, south of Goodwin Street	Footpath grinding to remove trip hazard	35	180	Low
194	Anzac Avenue	Footpath grinding to remove trip hazard	35	180	Low
220	Rex Street/Grand Avenue intersection	Provide a new footpath/kerb ramps	35	180	Low
224	Federal Road	Resurface the footpath	35	180	Low
225	Rex Street	Trim/clear the vegetation to remove the obstruction	35	180	Low
17	Terry Road, east of Ryedale Road	Provide new footpath and kerb ramps	33	215	Low
18	Ryedale Road, east of West Parade	Upgrade the footpath	33	215	Low
27	Marlow Avenue	Install a new footpath	33	215	Low
106	Anthony Road	Resurface the footpath	32	218	Low
107	Anthony Road	Footpath grinding to remove trip hazard	32	218	Low
107	Anthony Road, south of Park Avenue	Resurface the footpath	32	218	Low
108	Anthony Road, south of Park Avenue	Footpath grinding to remove trip hazard	32	218	Low
108	Anthony Road	Trim/clear the vegetation to remove the obstruction	32	218	Low
121	Miriam Road	Trim/clear the vegetation to remove the obstruction	32	218	Low
200	Orchard Street, west of Forster Street	Resurface the footpath	32	218	Low
20	Marlow Avenue/Ryedale Road intersection	Provide new service access lid to remove trip hazard	30	225	Low
23	Ryedale Road, north of Marlow Avenue	Upgrade the footpath	30	225	Low
25	Ryedale Road, north of Stratford Avenue	Footpath grinding to remove trip hazard	30	225	Low
26	Stratford Avenue, west of Ryedale Road	Trim/clear the vegetation to remove the obstruction	30	225	Low
29	Marlow Lane, west of Terry Road	Upgrade the footpath	30	225	Low
34	Terry Road, south of Orchard Street	Regrade footpath/service access lid to remove trip hazard	30	225	Low

PAMP ID	Street/Intersection	Description of Proposed Treatment	Roads and Maritime Priority	Roads and Maritime Rank	Priority
35	Terry Road, south of Orchard Street	Upgrade the footpath	30	225	Low
95	Miriam Road, west of West Parade	Resurface the footpath	30	225	Low
96	Miriam Road, west of West Parade	Footpath grinding to remove trip hazard	30	225	Low
169	Linton Avenue, south of Parkes Street	Trim/clear the vegetation to remove the obstruction	30	225	Low
173	Herbert Street, east of Falconer Street	Trim/clear the vegetation to remove the obstruction	30	225	Low
175	Griffiths Lane, west of Linton Lane	Trim/clear the vegetation to remove the obstruction	30	225	Low
176	Falconer Street, south of Parkes Street	Resurface the footpath	30	225	Low
186	Commissioners Road, south of Terry Road	Trim/clear the vegetation to remove the obstruction	30	225	Low
187	Commissioners Road, south of Terry Road	Trim/clear the vegetation to remove the obstruction	30	225	Low
123	Burnett Walk	Resurface the footpath	22	240	Low
121	Park Avenue	No action - there is a footpath along the northern side of Park Avenue, serving the properties along this street.		241	Low



# 7. Conclusions and Recommendations

## 7.1 Conclusions

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

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

### Background review

The background review concluded that:

- The majority of State and Local Government planning policy documents reviewed as part of this study aim to encourage sustainable travel modes, including walking. The strategies identified in this PAMP will help to support this objective by providing improved walking connections.
- The proportion of age groups between 0 to 19 years old in West Ryde is lower than compared to the Greater Sydney average, which indicates that there is a lower proportion of primary and secondary school students in the area.
- The proportion of people in West Ryde aged between 20 and 39 is higher than that of Greater Sydney, with this group consisting of 36 per cent of the population and 30 per cent of the population in Greater Sydney.
- A review of crash data for the study area indicates that there were 16 crashes involving pedestrians over the five-year period between 2011 to 2015 (inclusive). Each of those incidents resulted in an injury ranging from minor to serious. No fatalities were recorded.

### Community consultation

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

- The majority of respondents to the online community survey undertaken for this PAMP (84 per cent) have access to a motor vehicle. Driving was generally the most popular mode of transport when travelling to participate in most activities. Walking was also rated high for all categories, including accessing local shops and recreational areas.
- The reason most survey respondents do not walk more often was that the distance was too long to walk. Additional road crossings for pedestrians were identified as the most important change for encouraging more walking on a regular basis.

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

- Improved visibility on the corner of Victoria Road
- The pedestrian crossing on Ryedale Road from the station ramp needs more lighting and the pedestrian area needs to be more clearly marked. The crossing also needs repair as it has large cracks and holes
- Improved safety on Mons Avenue near West Ryde Public School through a second pedestrian crossing

## Stakeholder Consultation

Key stakeholders were contacted via email and phone calls to gain insight and potential concerns regarding the pedestrian network in the West Ryde Centre study area. The key stakeholder consultation outcomes include:

- There is no footpath on the west side of Rhodes Street/Hermitage Road to Victoria Road
- There is no access to a walkway from Railway Bridge down Victoria Road in West Ryde

## Site Audit

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

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

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

## 7.2 Recommendations

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

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

### Investigations and Concept Planning

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

### Footpath Works

Identified locations for new footpath connections include:

- Anthony Road/West Parade intersection
- West Parade
- Bellevue Avenue/Dickson Road intersection
- Miriam Street
- Anzac Avenue, between Herbert Street and Wattle Street
- Brigland Avenue, west of Bellevue Avenue
- Shaftsbury Road, between Hall Street and Dickson Avenue
- Victoria Road, west of Linton Avenue
- Ryedale Road, north of Terry Road
- Terry Road, east of Ryedale Road
- Marlow Avenue

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

### Pedestrian Crossings

Upgrade or provision of new pedestrian refuges and kerb blisters is recommended at the following locations:

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

- Market Street, east of Chatham Road

## Priorities

Table 7-1 provides a summary of the high priority proposed upgrades that were identified, with scores of 60 or higher.

**Table 7-1 PAMP Priorities – Proposed Upgrades**

PAMP ID	Street/Intersection	Description of Proposed Treatment	RMS Priority	RMS Rank
61	Victoria Road/West Parade intersection	Realignment of kerb ramp	82	1
62	Victoria Road/Chatham Road intersection	Realignment of kerb ramp	82	1
78	Victoria Road/Mons Avenue intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters	71	7
79	Victoria Road, between Mons Avenue and Station Street	Resurface footpath	71	7
6	West Parade, north of Victoria Road	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	68	13
84	Market Street	Provide stopline at crossing point and add "STOP" pavement marking. Change zebra crossing to white paint	68	13
63	Victoria Road between West Parade and Bellevue Avenue	Resurface footpath	66	16
72	Victoria Road/Endeavour Street intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters	66	16
8	Victoria Road, east of West Parade	Upgrade lighting and refresh painting within the pedestrian tunnel	65	18
1	Anthony Road/West Parade intersection	Realignment of kerbs and provide tactile surfacing	63	19
2	Anthony Road/West Parade intersection	Realignment of kerb ramp and provide tactile surfacing	63	19
3	West Parade, at bus interchange egress intersection	Realignment of kerb ramp	63	19
4	Bus interchange	Advocate pedestrian improvements with Sydney Trains	63	19
67	Victoria Road/Adelaide Street intersection	Realignment of kerb ramp	63	19
68	Victoria Road/Adelaide Street intersection	Realignment of kerb ramp	63	19
80	Chatham Road/Graf Avenue intersection	Realignment of kerb ramp and provide tactile surface ground indicators (TGSIs)	62	25
81	Chatham Road	remove tactile surface indicators	62	25
71	Victoria Road, between Riverview Street and Endeavour Street	Resurface footpath	61	27
88	Graf Avenue	Consider changing the street to a shared zone	61	27
64	Victoria Road/Bellevue Avenue intersection	Realignment of kerb ramp, pedestrian refuge and kerb blisters	60	29

## **Appendices**



# **Appendix A** – Consultation Summary Report





## Ryde City Council

# West Ryde Centre Pedestrian Access Management Plan Draft Consultation Outcomes Report

29 December 2017

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

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

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

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

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

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## Appendices

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# 1. Introduction

## 1.1 Background

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

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

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

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

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

Figure 1-1 Study Area





The PAMP has been prepared according to the following stages:

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

The CoR is preparing a PAMP for Meadowbank Station at the same time as the West Ryde PAMP given the close proximity of the two areas. The consultation activities have therefore been undertaken at the same time.

## 1.2 Purpose of this Report

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

The consultation activities and the number of people who were engaged are outlined in Table 1-1.

Table 1-1-Overview of Community Engagement

Activity	Date	Number of People Engaged
Online community survey – questionnaire	30 November to 7 March 2017	85
Social Pinpoint - online map based community survey	30 November to 7 March 2017	91
Social media - comments provided to Council on the CoR Facebook site	2 February to 28 February 2017	75
Individual discussions with key Stakeholders. A letter was also sent to stakeholders to provide information of the project and consultation, which was prepared by GHD.	March to April 2017	10
Written responses from the community provided to CoR	January to March 2017	9
'Pop-up' community consultation session outside West Ryde Library	12 December 2016	15
Community workshop	21 March 2017	4
Exhibition of the draft PAMP report - Written responses from the community provided to CoR	October / November 2017	5

The PAMP and consultation activities were promoted through:

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

## 2. Key Results

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

### 2.1 Stakeholder Consultation

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

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

The key stakeholder consultation outcomes include:

- There is no footpath on the west side from Rhodes Street to Victoria Road
- There is no access to a walkway from Railway Bridge down Victoria Road in West Ryde

### 2.2 Community Consultation - Online Survey

The key results of the online survey include:

- The majority of general survey respondents (84 per cent) have access to a motor vehicle. Driving was generally the most popular mode of transport when travelling to participate in most activities. Walking was also rated high for all categories. Other modes of transport (cycle, train, bus and ferry) had low rates except for utilising the train to commute to/from work or school.
- The most popular reason why general survey respondents do not walk more often was the distance was too long to walk (52 per cent to the shops; 32 per cent to school and 65 per cent to work). The weather also rated highly as a reason why respondents did not walk more often.
- When asked what sort of changes would encourage survey respondents to walk on a regular basis, the top response was additional road crossings for pedestrians (73 per cent).

## 2.3 Community Consultation - Social Pinpoint/Community Workshop

In Social Pinpoint and the Community Workshop, some of the most commonly identified gaps in the West Ryde Centre walking network were:

- Improved visibility on the corner of Victoria Road
- The pedestrian crossing on Ryedale Road from the station ramp needs more lighting and the pedestrian area needs to be more clearly marked. The crossing also needs repair as it has large cracks and holes
- Improved safety on Mons Avenue near West Ryde Public School through a second pedestrian crossing

## 2.4 Community Consultation - Written Responses

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

- Reduced accessibility and amenity for pedestrians due to the recent development in West Ryde town centre (e.g. in the form of buildings, the public domain, and changes to the road network)
- Improved train frequency and scheduling of trains to arrive at different times

Detailed results are discussed in Section 4, 5, 6 and 7

## 2.5 Community Consultation - Written Responses during Public Exhibition

A summary of the comments provided by community members provided to CoR during the exhibition of the draft PAMP report included:

- Anthony Road intersection with West Parade – car speeds at this location is a safety issue
- Betts Street, near intersections with Chatham Road and Anthony Road – railings block the pedestrian path at these locations
- General – improvements to footpath quality is required

### 3. Online Survey

A survey questionnaire was available online between 6 February to 13 March 2017, which allowed the community to identify existing gaps and issues in the walking network in the West Ryde Centre PAMP study area. The survey consisted of nine multiple-choice and open-ended short answer questions. Feedback from the survey will help the CoR to understand walking behaviours and will provide the CoR with information to identify opportunities for improving the walking route network in West Ryde Centre.

The survey was advertised on Council's Website through the 'Have Your Say' link. It was also promoted on Council's Facebook page, through a flyer which was delivered to residents within the study area and also through an advertisement in the Northern District Times in November 2016.

As an incentive for community members to participate in the survey, CoR offered six pairs of movie tickets to members of the community who participated in the survey. A total of 85 responses were received to the online surveys.

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

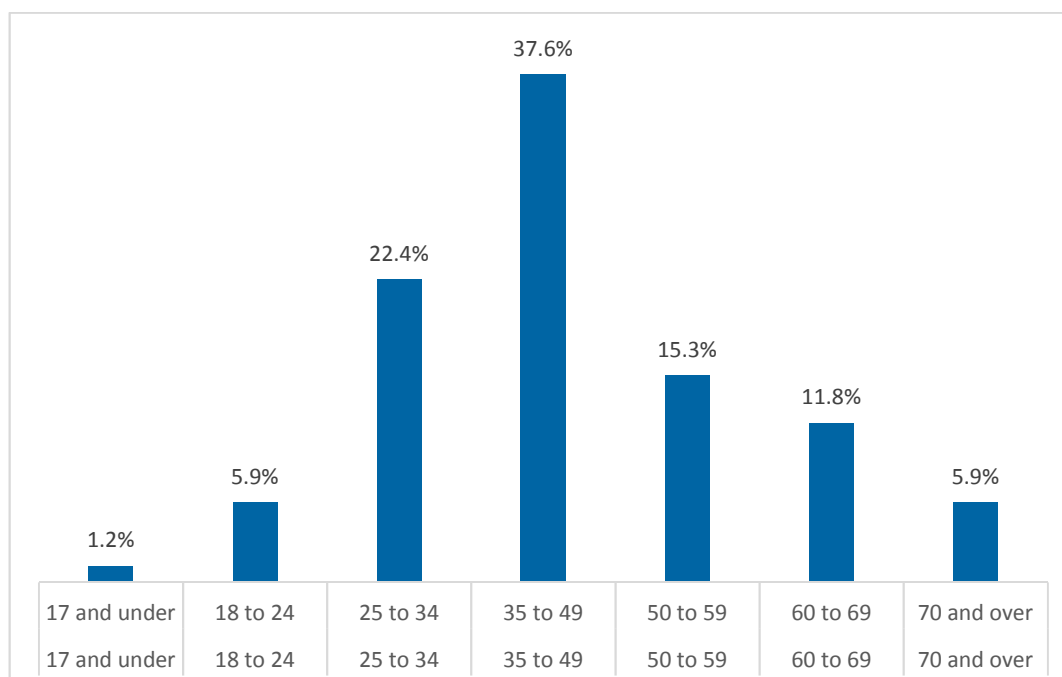
#### 3.1 Profile of Respondents

##### 3.1.1 Age Profile

Respondents were asked to provide their age group and gender. The majority of respondents were 35 years old and older (71 per cent) with only a small number of respondents aged 17 to 34 years old (29 per cent).

The highest number of respondents were aged between 35 and 49 years old (38 per cent).

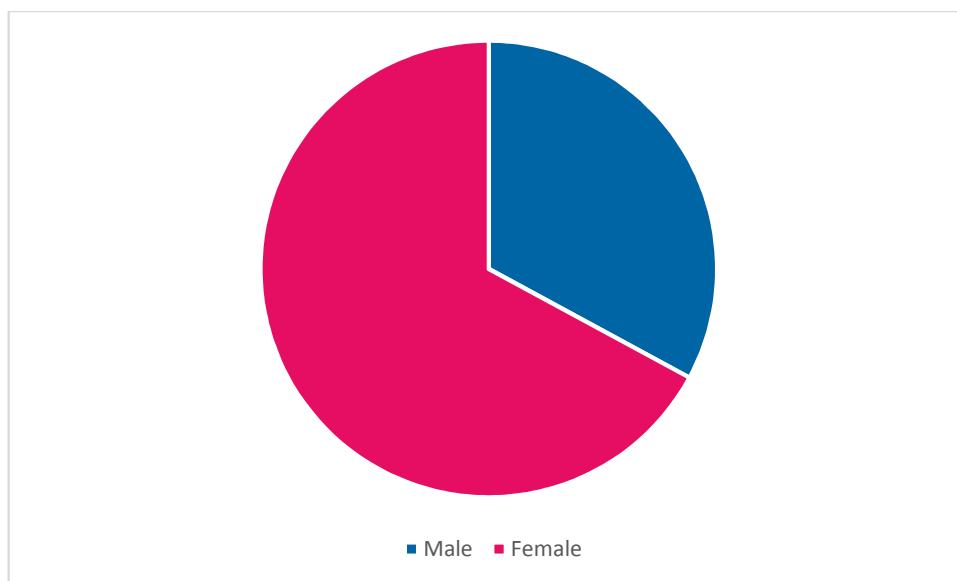
Figure 3-1 - Age groups of respondents



### 3.1.2 Gender

Around two-thirds of respondents were female (67 per cent) and around a third were male (33 per cent).

Figure 3-2 – Gender of respondents



### 3.1.3 Access to a motor vehicle

Respondents were asked if they have access to a motor vehicle. The majority of respondents (84 per cent) have access to a motor vehicle.

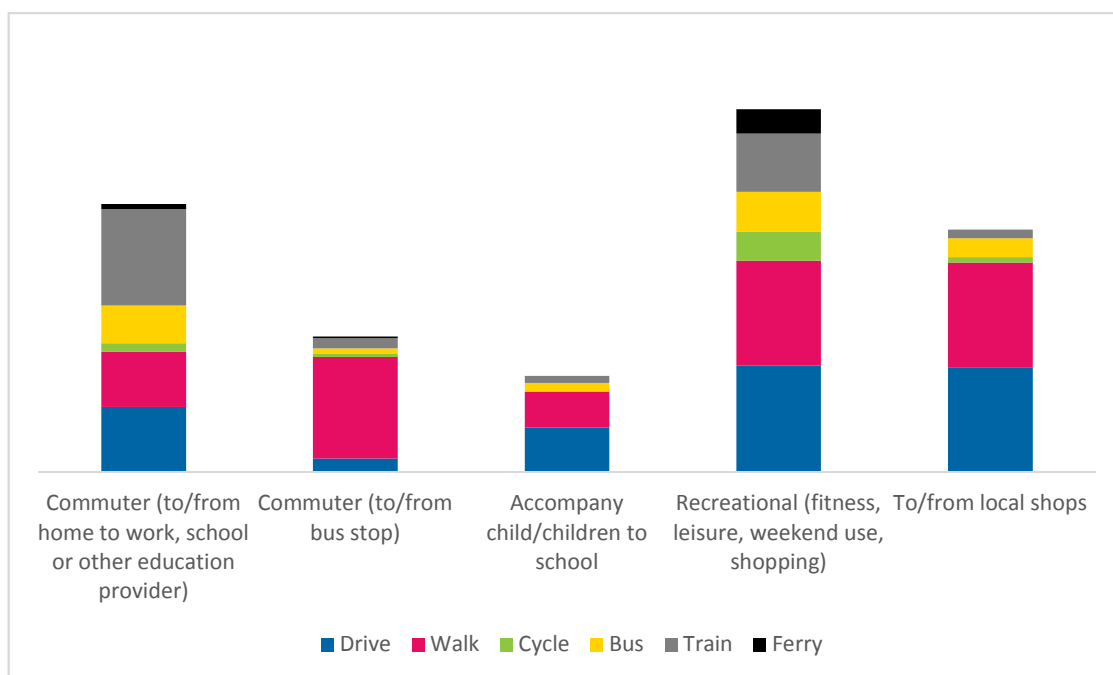
### 3.1.4 Transport usage

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

- Commuting to/from home to work, school or other – the highest number of respondents catch the train
- Commuting to/from the bus stop - majority of respondents walk (89 per cent)
- To accompany a child/children to school - majority of respondents drive or walk
- For recreational activities - majority of respondents drive or walk
- To travel to/from local shops - majority of respondents equally drive and walk

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

Figure 3-3 – Transport usage by activity type



### 3.2 Reasons for not walking

Respondents were asked to provide the reasons why they do not walk more often, for four different journey types (to shops, school, work and recreation) (see figure 3-4). Three respondents did not answer this question.

The top reasons why respondents do not walk more often, for all four journey types (to shops, school, work and recreation), were:

- The distance being too long to walk was rated the highest reason for not walking more to the shops by 28 people, to school by 17 people and to work by 35 people
- The lack of safe pedestrian crossings at busy roads was highly rated by 38 respondents for why they did not walk more often to the shops, and 21 respondents for recreation
- For walking to the shops, there is too much traffic along the roads for 25 respondents
- Thirty three respondents do not walk more often to the shops and 27 respondents to recreation because the paths are poorly maintained
- Twenty eight respondents already walk to the shops and 18 walk to work



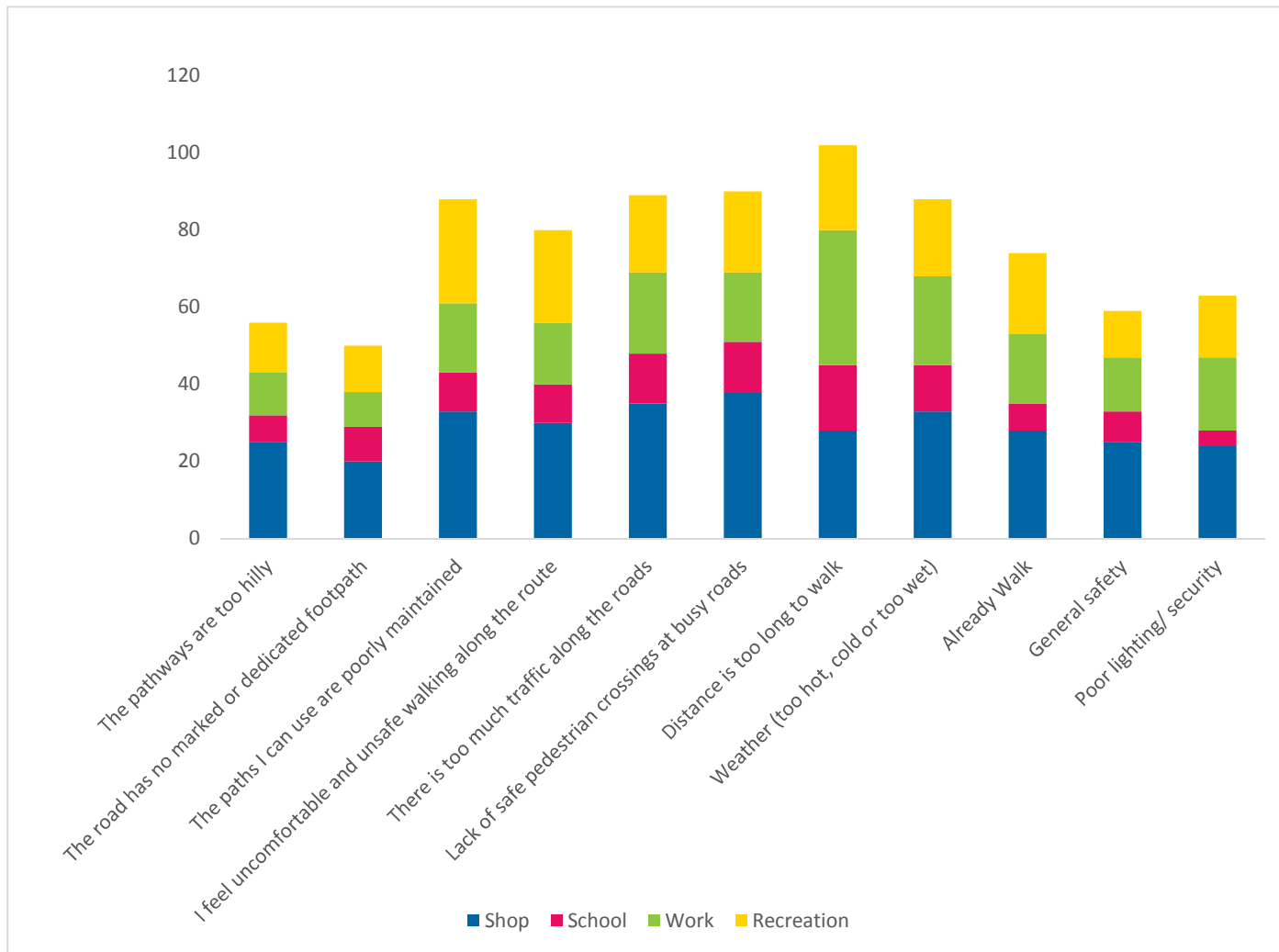


Figure 3-4 – Reasons why respondents do not walk more often, by journey type

### 3.3 Gaps in the walking network

Respondents were asked to identify the top three gaps in the West Ryde walking network that they would like to see improved in the future. Eighteen respondents (21 per cent) did not answer this question.

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

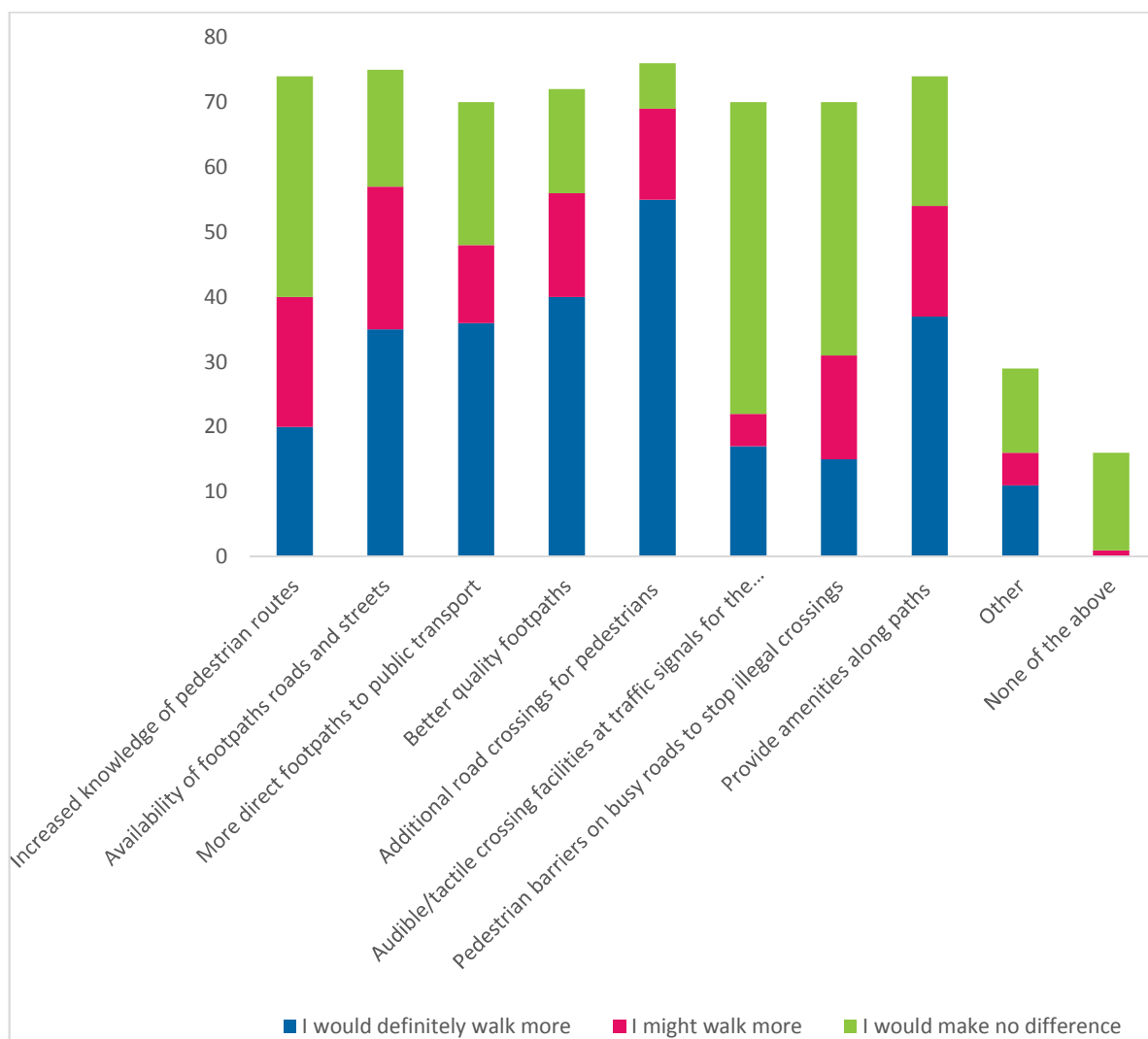
- Dangerous and not well lit pedestrian crossings at the West Ryde shopping centre on Chatham Road
- Upgrade the footpath on Forsyth Street
- Poorly located traffic lights on Adelaide Street causing concern for motor vehicles and pedestrians' safety
- Ryedale Road is poorly maintained and is not well lit leading to unsafe conditions
- The intersection of Miriam Road and Reserve Street has no pedestrian crossing, there is also a lack of footpaths/pedestrian ramps
- Victoria Road has a blind corner before the pedestrian crossing making it a hazardous crossing point

### 3.4 Proposed changes

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

The proposed changes that was most likely to make respondents walk more was additional road crossings for pedestrians (including signals, footbridge etc.) (73 per cent). Audible/tactile crossing facilities at traffic signals would make no difference as to whether respondents were more likely to walk for 70 per cent of respondents. Responses for the 'I might walk more' category were varied.

Figure 3-5 – Whether the following proposed changes would make respondents more likely to walk on a regular basis



### 3.5 Other Feedback

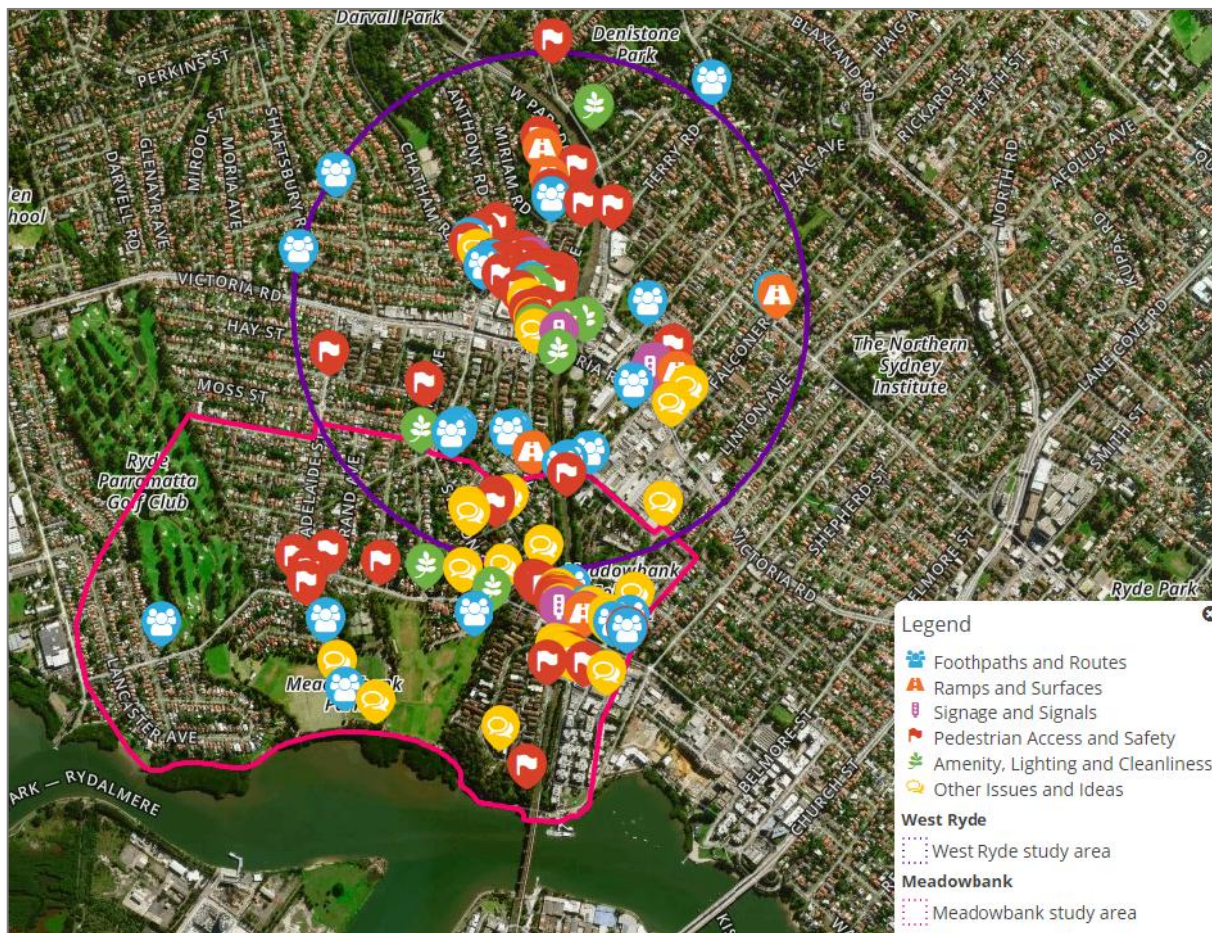
Respondents were asked if there is anything else that they would like to say about pedestrian access around West Ryde.

A full list of these answers are included in Appendix A.

## 4. Social Pinpoint

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

Figure 4-1 Social Pinpoint Comment Map



(Source: Social Pinpoint 2017)

Over 150 people provided comments on Social Pinpoint across the two PAMP projects between 3 February to 12 March 2017. Of these, 91 related to the West Ryde pedestrian network. Some comments overlap with the Meadowbank Station West PAMP.

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

The theme with the most comments was 'Pedestrian Access and Safety' with 36 comments. The majority of these related to the need for upgraded footpaths and an increased number of pedestrian crossings. This was followed by 'Footpaths and Routes' with 27 responses. These were primarily related to the need for stroller and/or wheelchair access to Mt Saint Michaels School as many people have to walk on Gaza road as the footpath is not wide enough and does not have stair access.

Table 4-1 Social Pinpoint commentary

Issue	Number of comments	Overview of comments
Pedestrian Access and Safety	36	<ul style="list-style-type: none"> <li>• Betts Street footpath is too narrow and this is made worse by steel railings</li> <li>• Footpath on north side of Graff Avenue disappears making pedestrian access difficult and sometimes dangerous</li> <li>• Anthony Road footpath narrows from mall to beside the shops creating a pinch point</li> <li>• A second pedestrian crossing on Mons Avenue would improve safety around West Ryde Public School</li> </ul>
Footpaths and Routes	27	<ul style="list-style-type: none"> <li>• There is no stroller or wheelchair access to St Michaels School, and many people have to walk on Gaza Road as the footpath is not wide enough and does not have stair access</li> <li>• Bigland Avenue has no concrete path on either side making access difficult</li> <li>• Safer access to Lions Park is suggested. A zebra crossing at here is recommended.</li> <li>• Footpath on western side of Hermitage Road stops abruptly, forcing pedestrians to walk on industrial side where forklifts are operating</li> <li>• Hughes Street/Station Street could be acquired for a park/bicycle path. This creates a recreational linkage and improves West Ryde's very poor provision of passive open space</li> </ul>
Other Issues and Ideas	10	<ul style="list-style-type: none"> <li>• There is a sharp turn at the intersection of Falconer Street and Victoria Street; there are many accidents involving cars and pedestrians at this location</li> </ul>
Amenity, Lighting and Cleanliness	9	<ul style="list-style-type: none"> <li>• Poor visibility on Victoria Road corner</li> <li>• The rail overpass and laneway at the station is not well maintained and is not clean</li> <li>• Increased visibility is needed in the railway tunnel</li> <li>• Pedestrian crossing over Ryedale Road from the station ramp needs more lighting, and the pedestrian area should be more clearly marked. The crossing also needs repair as it has large cracks and holes</li> </ul>
Ramps and Surfaces	5	<ul style="list-style-type: none"> <li>• Reserve Street requires kerb and guttering, adequate drainage and proper on street parking</li> </ul>
Signage and Signals	4	<ul style="list-style-type: none"> <li>• On Victoria Road the left lane should be a left turn/straight lane only</li> <li>• The signalling of the traffic lights is not well-timed; pedestrians do not have enough time to cross Victoria Road.</li> <li>• Road marks are needed on Hermitage Road and Victoria Road for turning cars.</li> </ul>



## 5. Community Workshop

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

Ten phone calls to key stakeholders were made after the workshop to discuss any further concerns or input they had (section 6).

Community members and stakeholders were engaged through a flyer promoting the workshop (Appendix A and Appendix C).

A total of four community members attended the workshop, with two GHD team members and a City of Ryde representative.

Key issues and comments were recorded at the workshop relating to both PAMPs. Those comments specific to West Ryde Centre are summarised Table 5-1.

Table 5-1 Workshop feedback

Issue	Comments
Introduction of a shared path for pedestrian and bicycle access near Meadowbank Station and TAFE	<ul style="list-style-type: none"><li>• Current path stops at the parking area of the TAFE campus</li><li>• Request to link path to existing path on Hermitage Road as it provides a direct link to Hermitage Road without having to go through the TAFE</li><li>• Potential to become high volume shared path if missing link is connected</li><li>• Main concern being the feasibility of a 3 metre wide shared path in the area</li></ul>
The location of a shared path along Rhodes Street	<ul style="list-style-type: none"><li>• 2 metre concrete path was laid by Meadowbank TAFE</li><li>• Currently present within the vicinity of the TAFE car park</li></ul>
General comments	<ul style="list-style-type: none"><li>• The idea of having trees in the area is supported, however they pose complications with tree branches falling on the paths</li><li>• The presence of medium to large tree roots has hindered the upgrading/construction of concrete paths</li><li>• Bitumen paths are currently more prevalent rather than concrete paths</li><li>– Since these bitumen paths are black in colour, they are not visible during the night</li><li>– Have become a trip hazard in recent times</li></ul>



## 6. Stakeholder Consultation

Key stakeholders were contacted via email and phone calls to gain insight and potential concerns regarding the pedestrian network in West Ryde. Organisations that were contacted include:

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

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

Table 6-1 Stakeholder telephone consultations

Organisation	Issues to be addressed	Suggestions for Walking Infrastructure
Meadowbank Public School	<p>Students travelling from Sheperds Bay area via Constitution Road and Bowden Street are not safe as there are no crossings</p> <p>A lot of students reside along Railway Road and there are no safe crossings</p> <p>Gale Street (back of the school) has a crossing on the corner, which is unsafe and only uses flags</p> <p>Many cars tend to ignore the school zone and crossings and speeds through – ‘lollipop man’ and Principal herself have to constantly be at crossings to make sure students are safe</p> <p>Belmore Street has no crossing</p> <p>At the very top of Bowden Street, there is no way to cross</p> <p>Near the roundabout on Constitution Road, there are no safe crossings</p> <p>As commuters come out of the train station, they could cross for 10-15 minutes as there is only a crossing there. The traffic jam flows all the way back to our school which causes issues for safety</p> <p>There are no areas for parking buses - it is difficult to safely escort the students to the buses during excursions</p> <p>There are two car spots in front of the school and two car spots behind designated ‘kiss and ride’ - there’s not enough space for cars to be pulling in and picking up their children safely</p>	<p>More parking spaces for buses</p> <p>Traffic lights outside the station would be great to balance pedestrian traffic and car traffic</p> <p>As the school is growing in student population we are in need of more kiss and ride areas around the school</p>
West Ryde Progress Association	<p>Getting to Meadowbank Station from Constitution Road is difficult as there is no footpath</p> <p>Rhodes Street to Victoria Road - No footpath on the west side</p> <p>No access to walkway from Railway Bridge down Victoria Road in Ryde</p> <p>There is a bridge over a river in Meadowbank on top of a hill on Bay Drive - it’s difficult to get to the footpath</p> <p>Inadequate cycling facilities</p>	<p>Installation of pedestrian walkway from Hermitage Road to the Station</p> <p>Make walkways from railway bridge overpass accessible to prams and wheelchairs</p> <p>Hermitage Road link to Victoria Road to the underpass</p> <p>More cycling parking spots at Meadowbank Station</p> <p>Hermitage Road link to Meadowbank Station along railway</p>

## 7. Other Feedback

### Emails

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

- Recent development in West Ryde town centre (e.g. in the form of buildings, the public domain, and changes to the road network) have resulted in reduced accessibility and amenity for pedestrians
- The design of vehicle entry and exit points to the Coles carpark has resulted in very poor accessibility outcomes for pedestrians
- Additional town centre locations which should be investigated for improved pedestrian crossings include:
  - the western end of Graf Avenue - at the intersection of Chatham Road
  - the eastern end of Graf Avenue - at the intersection of Anthony Road
  - the southern end of Reserve Street - at the intersection of Anthony Road
- A solution to ease traffic congestion is to construct a road around the railway, after the Commuter Carpark at Bowden Street
- Railings and plants obstruct the pedestrian crossing on Anthony Road by the West Ryde Market
- The roundabout on Chatham Road and Betts Street has railings intended to direct pedestrians to the western footpath and then to a crossing on Chatham Road. However, this is counter intuitive and does not allow pedestrians to cross the road
- More signage is needed for pedestrians on Constitution Road. There also needs to be better visibility of pedestrians crossing on the other side of the station
- There is not enough parking in Sherbrooke Road, West Ryde and the footpaths along this road also need to be re-surfaced
- Construct a pedestrian crossing on Constitution Road West on the eastern side of Charity Creek
- Construct concrete footpaths in the following streets:
  - Northern side of Sherbrooke Road
  - Western side of Station Street between Dunmore Road and Sherbrooke Road
  - Western side of Station Street between Sherbrooke Road and Constitution Road
- The footpath along Victoria Road from Bellevue Road to Chatham Road needs to be resurfaced

### Facebook Comments

The City of Ryde's Facebook account received 75 comments and 28 shares on a post promoting the PAMPs. The post included a link to the online survey. The majority of comments related to the need for the following:

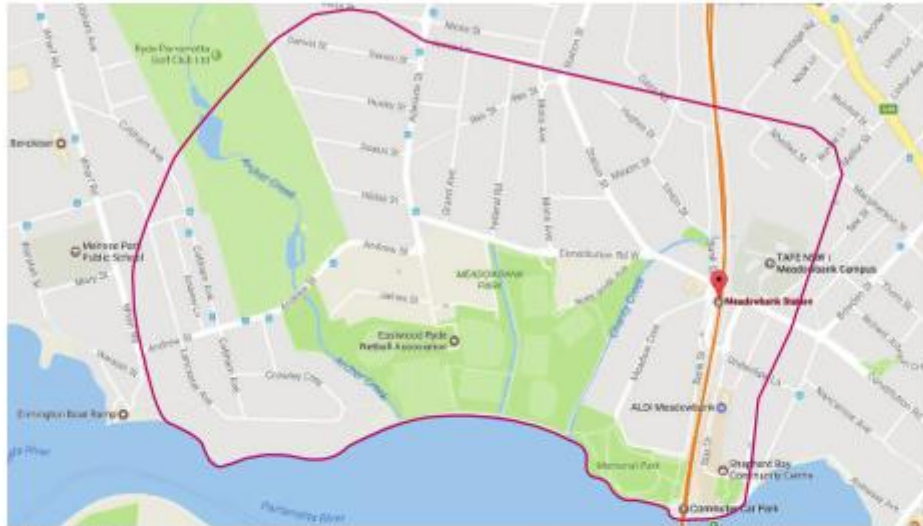
- A traffic light or overpass system for pedestrians at Meadowbank Station
- The extension and widening of footpaths at the Station and on Constitution Road
- A pedestrian crossing on Bank Street and on Belmore and Bowden Street
- Improved train frequency and scheduling of trains to arrive at different times

# Appendices

## Appendix A – Community Flyer

### Meadowbank Station West Pedestrian Access and Mobility Plan

 City of Ryde  
Lifestyle and opportunity  
@ your doorstep



© Google Maps

The City of Ryde would like your feedback to improve pedestrian facilities around Meadowbank Station and towards the west. The input you provide will go towards the development of a draft Pedestrian Access and Mobility Plan (PAMP) for the area.

The purpose of a PAMP is to provide a framework for developing a safe and accessible pedestrian network. The PAMP will contain an overview of pedestrian issues as well as a recommended program for future capital works.

Have  
**YOUR SAY**

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

Let's  
**TALK**

**MAR**  
Tuesday  
**21**

#### Community Workshop

When: Tuesday 21 March 2017

Time: 6.00 - 7.30pm

Where: West Ryde Hall,  
1A Station Street, West Ryde

RSVP: [www.pamp.eventbrite.com.au](http://www.pamp.eventbrite.com.au)

#### Further Information:

If you have any queries please contact us at [rydePAMP@ryde.nsw.gov.au](mailto:rydePAMP@ryde.nsw.gov.au) or call 9952 8206.

## Appendix B - Survey Questions and Results

### Question 1

Age		
Answer Options	Response Per cent	Response Count
17 and under	1.2 per cent	1
18 to 24	5.9 per cent	5
25 to 34	22.4 per cent	19
35 to 49	37.6 per cent	32
50 to 59	15.3 per cent	13
60 to 69	11.8 per cent	10
70 and over	5.9 per cent	5
Answered question		85
Skipped question		0

### Question 2

Gender		
Answer Options	Response Per cent	Response Count
Male	32.9 per cent	28
Female	67.1 per cent	57
Answered question		85
Skipped question		0

### Question 3

Do you have access to a motor vehicle?		
Answer Options	Response Per cent	Response Count
Yes	83.5 per cent	71
No	16.5 per cent	14
Answered question		85
Skipped question		0



Question 4

What type of transport do you typically use for the following activities? (Please select all that apply)							
Answer Options	Drive	Walk	Cycle	Bus	Train	Ferry	Response Count
Commuter (to/from home to work, school or other education provider)	38	32	5	22	56	3	80
Commuter (to/from bus stop)	8	59	2	3	6	1	66
Accompany child/children to school	26	21	0	5	4	0	38
Recreational (fitness, leisure, weekend use, shopping)	62	61	17	23	34	14	84
To/from local shops	61	61	3	11	5	0	85
Answered question							85
Skipped question							0

Question 5

Please select the reasons why you do not walk more often from the list below for each journey type (Please select all that apply)					
Answer Options	Shop	School	Work	Recreation	Response Count
The pathways are too hilly	25	7	11	13	38
The road has no marked or dedicated footpath	20	9	9	12	28
The paths I can use are poorly maintained	33	10	18	27	41
I feel uncomfortable and unsafe walking along the route	30	10	16	24	42
There is too much traffic along the roads	35	13	21	20	43
Lack of safe pedestrian crossings at busy roads	38	13	18	21	42
Distance is too long to walk	28	17	35	22	54
Weather (too hot, cold or too wet)	33	12	23	20	38
Already Walk	28	7	18	21	41
General safety	25	8	14	12	30
Poor lighting/ security	24	4	19	16	37
Answered question					82
Skipped question					3

Question 6

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

<b>Answer Options</b>	<b>Response Per cent</b>	<b>Response Count</b>
1.	100.0 per cent	67
2.	74.6 per cent	50
3.	43.3 per cent	29
<b>Answered question</b>		<b>67</b>
<b>Skipped question</b>		<b>18</b>

### Question 7

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

Answer Options	I would definitely walk more	I might walk more	I would make no difference	Response Count
Increased knowledge of pedestrian routes	20	20	34	73
Availability of footpaths roads and streets	35	22	18	73
More direct footpaths to public transport	36	12	22	70
Better quality footpaths	40	16	16	71
Additional road crossings for pedestrians (signals, footbridge etc.)	55	14	7	75
Audible/tactile crossing facilities at traffic signals for the hearing and visually impaired	17	5	48	69
Pedestrian barriers on busy roads to stop illegal crossings	15	16	39	70
Provide amenities along paths (benches, drinking fountains, shade area etc.)	37	17	20	73
Other	11	5	13	28
None of the above	0	1	15	16
<b>Answered question</b>				<b>83</b>
<b>Skipped question</b>				<b>2</b>

### Question 8

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

Answer Options	Response Count
	42
<b>Answered question</b>	<b>42</b>
<b>Skipped question</b>	<b>43</b>

Question 9

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

<b>Answer Options</b>	<b>Response Per cent</b>	<b>Response Count</b>
Name	97.3 per cent	36
Organisation	8.1 per cent	3
Address	86.5 per cent	32
Address 2	8.1 per cent	3
City/Town	91.9 per cent	34
ZIP/Postal Code	94.6 per cent	35
Email Address	94.6 per cent	35
Phone Number	70.3 per cent	26
<b>Answered question</b>		<b>37</b>
<b>Skipped question</b>		<b>48</b>

# Appendix C – Letter to stakeholders

ToContact  
ToTitle  
Company  
ToStreet  
ToSuburb ToState ToPostCode

Our ref: 2125871

Your ref:

Dear XX

## **Meadowbank Station West PAMP and West Ryde Centre PAMP Invitation to Stakeholder Workshop**

The City of Ryde Council is preparing Pedestrian Access and Mobility Plans (PAMP) for the Meadowbank Station West and the West Ryde Centre areas. A PAMP provides a list of prioritised pedestrian infrastructure improvements for safer, more attractive transport choices for residents and visitors, to increase pedestrian activity and to improve the amenity for all local residents and visitors.

The objectives of a PAMP are to:

Increase use of the pedestrian network for short trips (1.5 - 2 km)

Reduce the number of missing links within the pedestrian network

Reduce the number of pedestrian accidents

Improve pedestrian connectivity with other transport modes, primarily train, bus, bicycle and car

Provide pedestrian facilities which cater for the needs of all pedestrians, including people with disabilities, commuters, children, seniors and recreational walkers

Complement existing and planned pedestrian and bicycle facilities

### **Stakeholder workshop**

We are seeking your feedback so that Council can understand current issues for pedestrians within each study area and identify opportunities for improving pedestrian access and encouraging people to walk more. We would be grateful if you could attend a stakeholder workshop to discuss existing issues for pedestrians and brainstorm ideas for proposed improvements.

Details for the workshop are:

Date – 21 March 2017

Time – 3 to 4.30 pm

Location – xxxxx

RSVP – by 27 February 2017 to xxxx

For more information on the Meadowbank Station West PAMP and West Ryde Centre PAMP, please visit <http://www.ryde.nsw.gov.au/haveyoursay/Have-your-Say/Pedestrian-Access-Mobility-Plans-Meadowbank-Station-West-and-West-Ryde-Centre>.

The above website also provides a link to online **community surveys** and a **Social Pinpoint mapping site**, which allows stakeholders and members of the community to identify and map the exact location of issues for pedestrians.



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[https://projects.ghd.com/oc/Sydney/westrydeandmeadowban/Delivery/Documents/2125871-REP-RevA\\_West Ryde PAMP\\_LJ.docx](https://projects.ghd.com/oc/Sydney/westrydeandmeadowban/Delivery/Documents/2125871-REP-RevA_West Ryde PAMP_LJ.docx)

#### Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
Rev 1	CL	S Rosewell	On file	G McCabe	On file	29/11/17

[www.ghd.com](http://www.ghd.com)



## **Appendix B – Weighted PAMP Scoring**

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
61	Victoria Rd / West Pde intersection	Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	82	1	High
62	Victoria Rd / Chatham Rd intersection	Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	82	1	High
205	Gaza Rd / Victoria Road intersection	Poor quality kerb ramps and no pedestrian refuge provided	Pedestrian refuge and kerb ramps	Upgrade kerb ramps and pedestrian refuge island		PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	77	3	High
208	Victoria Rd / Station St	Kerb ramps not aligned	Kerb ramps and TGSIs	Realign kerb ramps		PAMP	2		Council	\$ 4,600	75	4	High
209	Victoria Rd / Station St	Kerb ramps not aligned	Kerb ramps and TGSIs	Realign kerb ramps		PAMP	2		Council	\$ 4,600	75	4	High
215	Victoria Rd / Mons Ave intersection	Kerb ramps not aligned	Wide crossing point	Realign kerb ramps and provide a pedestrian refuge	Council	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	74	6	High
79	Victoria Rd, between Mons Avenue and Station Street	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		70	Council	\$ 15,750	71	7	High
206	Victoria Rd, between Maxim St and Gaza Road	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		85	Council	\$ 19,125	71	7	High
207	Victoria Rd, between Gaza Road and Station Street	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		75	Council	\$ 16,875	71	7	High
78	Victoria Rd / Mons Ave intersection	Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	\$ 47,100	71	7	High
216	Victoria Rd, between Endeavour Street and Mons Avenue	Poor quality footpath	Poor quality footpath	Resurface the footpath	Council	Footpath		90	Council	\$ 20,250	69	11	High
6	West Parade, north of Victoria Road	High number of pedestrians observed crossing informal crossing location.	No pedestrian crossing	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	Signal controlled pedestrian crossing	PAMP	1		Council / RMS	\$ 500,000	68	12	High
84	Market St	Limited sight distance for vehicle drivers to see pedestrian crossing driveway entrance to car park. In addition, signage is confusing for pedestrians "caution cars exiting".	Driveway crossing	Provide stopline at crossing point and add "STOP" pavement marking. Change zebra crossing to white paint	Signage	PAMP	1		Council / developer	\$ 600	68	12	High
203	Maxim St / Victoria Road intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp		PAMP	1		Council	\$ 1,800	68	12	High
63	Victoria Rd between West Parade and Bellevue Avenue	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		400	Council	\$ 90,000	66	15	High
72	Victoria Rd / Endeavour St intersection	Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	\$ 47,100	66	15	High
8	Victoria Rd, east of West Parade	Poor lighting provided within the pedestrian tunnel creates uninviting pedestrian link / perceived safety issue for pedestrians.	Lighting	Upgrade lighting and refresh painting within the pedestrian tunnel	Lighting	PAMP	1		Council	TBC	65	17	High
1	Anthony Rd / West Parade intersection	Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp and provide tactile surfacing	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	63	18	High
2	Anthony Rd / West Parade intersection	Kerb ramp is unaligned with the adjacent kerb ramp and in poor condition (cracked surface)	Kerb ramps and TGSIs	Realign kerb ramp and provide tactile surfacing	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	63	18	High
3	West Parade, at bus interchange egress intersection	Kerb ramp is unaligned with the adjacent kerb ramp	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	63	18	High
4	Bus interchange	Pedestrian crossing issues within the bus interchange - conflicts with buses and taxis	Pedestrian improvements at interchange	Advocate pedestrian improvements with Sydney Trains	Improve pedestrian access through interchange	PAMP	1		TfNSW	TBC	63	18	High
67	Victoria Rd / Adelaide St intersection	Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	63	18	High
68	Victoria Rd / Adelaide St intersection	Kerb ramps not aligned	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	63	18	High
80	Chatham Rd / Graf Ave intersection	Kerb ramps not aligned	Kerb ramps and TGSIs	Realign of kerb ramps and provide tactile surface around indicators (TGSIs)	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	62	24	High
81	Chatham Rd	Kerb ramp filled in, although tactile surface indicators have been retained - this could be confusing and dangerous to vision impaired pedestrians	Kerb ramps	Remove tactile surface indicators	Footpath upgrade	PAMP		2	Council	\$ 450	62	24	High
71	Victoria Rd, between Riverview Street and Endeavour Street	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		95	Council	\$ 21,375	61	26	High
88	Graf Ave	Footpath ends	Missing link	Consider changing the street to a shared zone	Shared zone	PAMP	1		Council	\$ 600	61	26	High
64	Victoria Rd / Bellevue Ave intersection	Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	\$ 47,100	60	28	High
74	Bennett St, east of Endeavour Street	Narrow footpath	Narrow footpath	Upgrade footpath (widen)	Footpath upgrade	Footpath		90	Council	\$ 20,250	59	29	Medium
75	Bennett St / Mons Ave intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	59	29	Medium
48	Victoria Rd / Falconer St intersection	Wide crossing is unsafe for pedestrians, especially with the slip lane on the southern side of Victoria Rd	Wide crossing point	Provide a new pedestrian refuge and kerb blisters	Pedestrian refuge and kerb blisters	PAMP	1 refuge, x2 kerb ramps		Council	\$ 43,500	58	31	Medium
86	Market St / Graf Ave intersection	Kerb ramps not aligned	Wide crossing point	Realign the kerb ramp and provide kerb blisters	Kerb blisters and kerb ramps	PAMP	2		Council	\$ 30,600	58	31	Medium
87	Graf Ave	Pedestrian crossing with kerb ramps has been removed from a location adjacent to the library entrance	Kerb ramps	Consider re-instating the pedestrian crossing and kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	58	31	Medium
155	Herbert St / Anzac Ave	No formal pedestrian refuge provided at southern approach to the intersection. A "ghost track" is observed, with pedestrians walking across grassed verge section, along desire line. A kerb ramp is provided approximately 8m back from the intersection.	kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	58	31	Medium

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
70	Victoria Rd, east of Adelaide St	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	57	35	Medium
10	Ryedale Rd, near West Ryde Station entrance	Poor quality footpath surface, with broken and uneven kerb	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		5	Council	\$ 1,125	56	36	Medium
13	Ryedale Rd, north of West Ryde Station	Footpath across carpark access is unaligned	Poor quality footpath	Re-align section of the footpath on the southern side of the access driveway	Footpath upgrade	Footpath		10	Council	\$ 2,250	56	36	Medium
158	Anzac Ave, south of Herbert St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	\$ 2,250	56	36	Medium
36	Ryedale Rd / Wattle St intersection	Kerb ramp is unaligned with the adjacent ramp and wide crossing point for pedestrians	Wide crossing point	Provide kerb blister / extension and new kerb ramps	Kerb ramps and kerb extension / blister	PAMP	1		Council	\$ 17,100	56	36	Medium
40	Victoria Rd / Anzac Ave intersection	Fast vehicle speed at zebra crossing creating unsafe crossing environment. Long crossing distance.	Non standard crossing	Upgrade zebra crossing to provide kerb blisters and shorten crossing distance	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	56	36	Medium
60	Victoria Rd / Hermitage Rd intersection	Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	\$ 4,600	56	36	Medium
50	Victoria Rd / Mellor St intersection	Poor quality footpath surface - uneven surface and trip hazard	Kerb ramps	Resurface footpath	Footpath / kerb ramps	Footpath		5	Council	\$ 2,925	55	42	Medium
69	Victoria Rd, east of Adelaide St	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	55	42	Medium
89	Reserve St, north of Anthony Rd	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		5	Council	\$ 1,125	55	42	Medium
82	Market St, east of Chatham Road	Temporary / poor quality kerb ramps provided	Driveway crossing	Provide proper driveway cross over (re-instate footpath and driveway)	Driveway treatment	PAMP	2		Council / developer	\$ 40,000	55	42	Medium
214	Bennett St / Mons Ave intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Council	PAMP	1		Council	\$ 1,800	55	42	Medium
226	Station St	Non standard slow point (traffic island), near school	Pedestrian refuge and kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Council	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	55	42	Medium
73	Endeavour St, south of Victoria Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		130	Council	\$ 29,250	54	48	Medium
76	Mons Ave	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	PAMP		150	Council	\$ 33,750	54	48	Medium
77	Bennett St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	PAMP		95	Council	\$ 21,375	54	48	Medium
11	Ryedale Rd, north of West Ryde Station entrance	Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		35	Council	\$ 7,875	53	51	Medium
12	Ryedale Rd, north of West Ryde Station	Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		40	Council	\$ 9,000	53	51	Medium
37	Ryedale Rd, north of Victoria Road	Poor quality and the sections which have previously been filled in with asphalt - unsightly and presents trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		10	Council	\$ 2,250	53	51	Medium
46	Hermitage Rd, south of Victoria Road	Poor quality footpath surface - footpath is severely broken creating an uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		100	Council	\$ 22,500	53	51	Medium
210	Station St, south of Victoria Road	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		15	Council	\$ 3,375	53	51	Medium
38	Ryedale Road, north of Victoria Road	Overgrown vegetation from reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	51	56	Medium
39	Ryedale Road, north of Victoria Road	Poor quality footpath surface - uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		8	Council	\$ 1,800	51	56	Medium
41	Victoria Rd, east of Forster St	Poor quality footpath surface - uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	51	56	Medium
43	Hermitage Rd, south of Victoria Road	Trucks observed to be parked within the footpath area, blocking path for pedestrians	Obstruction in footpath	Council ranger / police to monitor illegal parking along footpath	Monitor illegal parking	PAMP	1		Council / NSW Police	N/A	51	56	Medium
9	Ryedale Rd, north of Victoria Road	Non-uniform steps and non-accessible path	Missing link	Upgrade stairs and extend footpath on western side of Ryedale Rd to crossing	New footpath	Footpath		15	Council	\$ 2,925	50	60	Medium
47	Victoria Rd, west of Hermitage Rd	Poor quality footpath surface - footpath is severely broken creating an uneven surface and trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		5	Council	\$ 1,125	50	60	Medium
49	Victoria Rd, west of Hermitage Rd	Poor quality footpath surface - uneven surface and trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		4	Council	\$ 900	50	60	Medium
153	Herbert St east of Hermitage Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	50	60	Medium
154	Herbert St, west of Anzac Avenue	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	50	60	Medium
156	Anzac Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	50	60	Medium
157	Anzac Ave	raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	50	60	Medium
227	Station St	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	50	60	Medium
230	Station St, north of Rex St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Council	Footpath		8	Council	\$ 1,800	50	60	Medium
5	West Parade, south of the bus interchange	Lid of service access pit is protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Regrade footpath / service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	49	69	Medium

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
139	Victoria Rd / Shaftsbury Rd intersection	Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	49	69	Medium
140	Victoria Rd / Shaftsbury Rd intersection	Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	\$ 2,300	49	69	Medium
184	Anzac Ave / Commissioners Road intersection	Kerb ramps not aligned and non-standard or non-existent pedestrian refuges at each approach	Pedestrian refuge and kerb ramps	Realign the kerb ramps and provide pedestrian refuge islands at each approach (x5)	Council	PAMP	1 refuge, x2 kerb ramps		Council	\$ 75,000	49	69	Medium
45	Hermitage Rd, south of Victoria Road	Raised lip at kerb ramps	Kerb ramps	Upgrade kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	48	73	Medium
14	Ryedale Rd, south of Terry Road	Telegraph pole is obstructing walkway	Obstruction in footpath	Widen footpath - extent kerb blister from roundabout the north	Footpath upgrade	Footpath		30	Council	\$ 6,750	48	73	Medium
42	Hermitage Rd, south of Victoria Road	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	48	73	Medium
44	Hermitage Rd, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	48	73	Medium
51	Victoria Rd, west of Mellor Rd	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	48	73	Medium
65	Bellevue Ave, north of Victoria Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		2	Council	\$ 450	48	73	Medium
66	Victoria Road, west of Bellevue Ave	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	\$ 4,500	48	73	Medium
118	Miriam Rd, west of Reserve Street	Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	\$ 2,250	48	73	Medium
91	Reserve St / Miriam Rd intersection	Missing section of footpath and kerb ramps	Kerb ramps	provide a new footpath and kerb ramps	Footpath / kerb ramps	Footpath / PAMP	4	10	Council	\$ 9,450	48	73	Medium
92	Reserve St / Miriam Rd	Missing section of footpath and kerb ramp	Missing link	Provide a new footpath / kerb ramps - provides access to park and children's playground from West Ryde town centre	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	\$ 2,925	48	73	Medium
117	Miriam Rd / Reserve St intersection	Missing section of footpath and kerb ramp on both sides of Miriam Road, north of Reserve Street. Provides access to children's playground from West Ryde Centre - number of pedestrians with prams were observed along this desire line during the site audit.	Kerb ramps	Provide a new footpath and kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	\$ 5,850	48	73	Medium
160	Hermitage Rd / Herbert St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	48	73	Medium
161	Hermitage Rd / Herbert St	Kerb ramps and pedestrian island are not aligned	Pedestrian refuge and kerb ramps	Upgrade to refuge and realignment of kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	48	73	Medium
162	Hermitage Rd / Herbert St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	48	73	Medium
159	Herbert St, east of Anzac Parade	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	1		Council	\$ 50	46	87	Medium
83	Betts St	Fencing blocking pedestrian access along the street	Obstruction in footpath	Re-instate footpath	Re-instate footpath	PAMP	1		Council / developer	N/A	46	87	Medium
57	Victoria Rd / Linton Ave intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
56	Victoria Rd, west of Forsyth St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	\$ 4,500	45	89	Medium
109	West Pde	Missing link for pedestrians - goat track observed indicating a pedestrian desire line	Missing link	Install a new footpath	New footpath	Footpath		10	Council	\$ 1,950	45	89	Medium
211	Station St, south of Victoria Road	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		10	Council	\$ 2,250	45	89	Medium
212	Station St, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	45	89	Medium
228	Station St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Council	Footpath		20	Council	\$ 4,500	45	89	Medium
229	Station St, south of Rex St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	45	89	Medium
231	Station St, north of Rex St	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	45	89	Medium
85	Market St	Shopping trolleys observed blocking footpath	Obstruction in footpath	Enforce trolley collection	Enforcement	PAMP	1		Developer	N/A	45	89	Medium
98	Wattle St / Forster St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
99	Wattle St / Forster St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	45	89	Medium
100	Herbert St / Ryedale Ln intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp. Potential issue for implementation - stormwater drain	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
103	Herbert St / Anzac Ave intersection	Non standard pedestrian refuge, near day care	Pedestrian refuge and kerb ramps	Upgrade pedestrian refuge and kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	45	89	Medium
108	Anthony Rd / West Parade intersection	Missing section of footpath and kerb ramp - kerb ramp provided at adjacent side of road	Kerb ramps	Provide a new footpath and kerb ramp	Footpath / kerb ramps	Footpath / PAMP	1	10	Council	\$ 4,050	45	89	Medium











PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
110	West Pde / Gordon Cres interaction	Steep and non-compliant kerb ramps	Kerb ramps	Upgrade the kerb ramps	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
111	West Pde	No kerb ramp on one side of the street, with existing kerb ramp on adjacent side	Kerb ramps	Provide a new kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	45	89	Medium
112	West Pde / Miriam Rd intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	\$ 3,600	45	89	Medium
124	Chatham Rd	Kerb ramp on eastern side of Chatham Road, with no kerb ramp provided at the adjacent side	Kerb ramps	Remove kerb ramp	Remove kerb ramp	PAMP	1		Council	TBC	45	89	Medium
124	Chatham Rd	Non-standard pedestrian refuge crossing at the speed cushion. A preferred location for the pedestrian refuge crossing would be at the ramp to Burnett Walk.	Poor quality speed hump	Refresh paint at speed hump	Upgrade speed hump	PAMP	1		Council	TBC	45	89	Medium
126	Chatham Rd, north of Silma Rd	Steep kerb ramps at gutter difficult for manoeuvrability - non standard kerb ramps and no footpath connection on eastern side.	Missing link	Upgrade kerb ramps and provide new footpath between speed hump and bowling club	Kerb ramps and new footpath	PAMP / footpath	2	45	Council	\$ 12,375	45	89	Medium
142	Bellevue Ave / Dickson Road intersection	Missing section of footpath and kerb ramp along Bellevue Ave.	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	\$ 2,925	45	89	Medium
164	Hermitage Rd / Orchard St intersection	Kerb ramps not aligned	kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	45	89	Medium
197	Forster St / Orchard St intersection	Missing section of footpath and kerb ramps on both sides of Orchard Street	Kerb ramps	Provide a new footpath / kerb ramps		Footpath / PAMP	2	10	Council	\$ 5,850	45	89	Medium
201	Orchard St, east of Anzac Ave	No bus stop pad	Bus stop	Provide a new pad at bus stop		PAMP		15	Council / TNSW	\$ 8,400	45	89	Medium
213	Mons Ave / Rex Avenue intersection	Missing section of footpath and kerb ramps on both sides of Mons Ave	Kerb ramps	Provide a new footpath / kerb ramps	Council	Footpath / PAMP	2	10	Council	\$ 5,850	45	89	Medium
7	Victoria Rd, west of West Parade	Loose paving slab within the roadway, creating a unstable surface for pedestrians	Trip hazard	Upgrade road surface	Upgrade road surface	PAMP		5	Council	\$ 1,125	43	114	Medium
19	Marlow Ave / Ryedale Rd intersection	Kerb ramps are unaligned at signal controlled pedestrian crossing	Kerb ramps and TGSIs	Realign the kerb ramps and provide tactile surfacing	Kerb ramps	PAMP	2		Council	\$ 4,100	43	114	Medium
30	Terry Rd, north of Marlow Avenue	Footpath is sloped towards road and a telegraph pole is obstructing walkway	Poor quality footpath	Upgrade footpath and provide kerb blister around footpath	Footpath upgrade	Footpath		45	Council	\$ 10,125	43	114	Medium
31	Terry Rd, south of Marlow Avenue	Narrow footpath along section between guardrail/crash barrier and fence. This section is not wide enough for pedestrians with prams / wheelchairs.	Narrow footpath	Widen footpath	Footpath upgrade	Footpath		35	Council	\$ 7,875	43	114	Medium
94	Miriam Rd	No footpath	Missing link	Install a new footpath	New footpath	Footpath		85	Council	\$ 16,575	43	114	Medium
104	Anzac Ave, between Herbert St and Wattle St	No footpath	Missing link	Install a new footpath	New footpath	Footpath		80	Council	\$ 11,700	43	114	Medium
130	Bigland Avenue, west of Bellevue Ave	No footpath on either side of the road between Bellevue Avenue and Shaftsbury Road	Missing link	Install a new footpath along one side of the street	New footpath	Footpath		150	Council	\$ 29,250	43	114	Medium
133	Hall St	Footpath ends at Hall Street and does not connect to Shaftsbury Road	Missing link	Install a new footpath and kerb ramps	New footpath	Footpath	2	10	Council	\$ 1,950	43	114	Medium
190	Goodwin Street between Forster St and Terry Road	No footpath between Goodwin Street between Forster St and Terry Road	Missing link	Install a new footpath	Council	Footpath		125	Council	\$ 24,375	43	114	Medium
134	Shaftsbury Rd / Hall St intersection	Missing section of footpath and kerb ramp northern side of Hall Street, east of Shaftsbury St	Missing link	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	4	10	Council	\$ 9,450	43	114	Medium
165	Falconer St / Parkes St intersection	Missing section of footpath and kerb ramps	Kerb ramps	Provide a new footpath / kerb ramps	Kerb ramps	Footpath / PAMP	2	6	Council	\$ 4,950	43	114	Medium
217	Bennett St / Riverview St intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Council	PAMP	2		Council	\$ 3,600	43	114	Medium
204	Gaza Rd	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		20	Council	\$ 4,500	42	126	Medium
205	Maxim St, south of Victoria Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard		Footpath	8		Council	\$ 400	42	126	Medium
146	Bellevue Ave, south of Dickson Avenue	Poor quality kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	Footpath / PAMP	1		Council	\$ 1,800	42	126	Medium
147	Chatham Rd / Fernvale Ave intersection	Poor quality footpath and kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	Footpath / PAMP	1		Council	\$ 1,800	42	126	Medium
147	Chatham Rd / Fernvale Ave intersection	Poor quality footpath and kerb ramp	Poor quality footpath	Resurface footpath and upgrade kerb ramp	Resurface footpath and upgrade kerb ramp	Footpath / PAMP		10	Council	\$ 4,050	42	126	Medium
148	Bellevue Ave / Fernvale Ave intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	\$ 3,600	42	126	Medium
149	Bellevue Ave / Fernvale Ave intersection	Missing kerb ramp and poor quality kerb ramp	Kerb ramps	Provide new kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	42	126	Medium
195	Anzac Ave / Wattle St intersection	Poor quality kerb ramps and no pedestrian refuge provided at north approach to the roundabout	Wide crossing point	Upgrade kerb ramps and pedestrian refuge island		PAMP	1 refuge, x2 kerb ramps		Council	\$ 15,000	42	126	Medium
196	Clarke St / Parkes St intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp		PAMP	1		Council	\$ 1,800	42	126	Medium
53	Mellor St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	41	135	Medium
22	Marlow Ave / Ryedale Rd intersection	Poor quality footpath surface and kerb ramp	kerb ramps	Upgrade footpath and kerb ramp	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	\$ 2,925	40	136	Medium
24	Ryedale Rd, north of Marlow Ave	No pedestrian refuge provided at this crossing location to new footpath along the western side of Ryedale Road.	Wide crossing point	Consider providing a new pedestrian refuge and kerb blister to assist crossing at this location.	Kerb blisters and pedestrian refuge	PAMP	1		Council	\$ 43,500	40	136	Medium

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
105	Anzac Ave / Herbert St intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	40	136	Medium
21	Marlow Ave / Ryedale Rd intersection	Poor quality footpath surface, with broken and uneven kerb	kerb ramps	Upgrade footpath and kerb ramps	Footpath / kerb ramps	Footpath	1	10	Council	\$ 4,050	40	136	Medium
58	Victoria Rd, east of Linton Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	40	136	Medium
90	Reserve St, north of Anthony Rd	Poor quality footpath with trip hazards	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	10		Council	\$ 500	40	136	Medium
101	Herbert St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	40	136	Medium
102	Herbert St	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	40	136	Medium
114	Reserve St	No footpaths provided along this street	Missing link	Consider providing a new footpath or implement a shared zone	Shared zone	Footpath	1	100	Council	\$ 600	40	136	Medium
125	Chatham Rd	Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath	4		Council	\$ 900	40	136	Medium
136	Shaftsbury Rd, between Hall Street and Dickson Avenue	Missing section of footpath between Hall Street and Dickson Avenue	Missing link	Install a new footpath	New footpath	Footpath		80	Council	\$ 15,600	40	136	Medium
163	Hermitage Rd, north of Wattle Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	40	136	Medium
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
171	Linton Ave, north of Victoria Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	40	136	Medium
221	Rex St	Footpath is narrow with a width of approximately 0.7m	Narrow footpath	Widen the footpath	Council	Footpath		60	Council	\$ 13,500	40	136	Medium
0	Endeavour St	Zebra crossing	0	0	0	0	0	0	0	0	0	241	Low
128	Bellevue Ave / Bigland Ave intersection	Missing section of footpath and no kerb ramps on either side of the street	Missing link	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	\$ 5,850	40	136	Medium
129	Bellevue Ave	No footpath on western side on street, where there is a bus stop located on this site, however, there is a footpath on the eastern side of street.	Missing link	Provide bus stop pads at bus stops with kerb ramps.	Footpath / kerb ramps	Footpath / PAMP	2	30	Council	\$ 10,350	40	136	Medium
137	Shaftsbury Rd / Dickson Ave intersection	Kerb ramp is unaligned with the one opposite	Kerb ramps	Upgrade kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	40	136	Medium
150	Bellevue Ave / Bencoolen Ave intersection	Missing kerb ramp and poor quality kerb ramp	Kerb ramps	Provide new kerb ramps	Kerb ramps	PAMP	2		Council	\$ 3,600	40	136	Medium
0	Anthony Ln	None	0	0	0	0	0	0	0	0	0	241	Low
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
166	Falconer St / Parkes St	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Council	PAMP	2		Council	\$ 3,600	40	136	Medium
167	Linton Ave / Parkes St	High lip at kerb ramp	Kerb ramps	Provide new kerb ramp	Council	PAMP	1		Council	\$ 1,800	40	136	Medium
180	Goodwin St / Hermitage Rd intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Council	PAMP	1		Council	\$ 1,800	40	136	Medium
0	Reserve St / Miriam Rd	Missing section of footpath and kerb ramp	0	0	0	0	0	0	0	0	0	241	Low
0	Reserve St / Miriam Rd intersection	Missing section of footpath and kerb ramp	0	0	0	0	0	0	0	0	0	241	Low
193	Orchard Street, east of Anzac Avenue	Steep kerb ramp	Kerb ramps	Upgrade kerb ramp	PAMP	1			Council	\$ 1,800	40	136	Medium
222	Rex St / Federal Rd intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Council	PAMP	1		Council	\$ 1,800	40	136	Medium
223	Rex St / Federal Rd intersection	Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Council	PAMP	1		Council	\$ 1,800	40	136	Medium
59	Victoria Rd, west of Linton Ave	Observed informal pedestrian route (goat track)	Missing link	Install a new footpath	New footpath	Footpath		30	Council	\$ 5,850	39	161	Low
204	Maxim St, south of Victoria Road	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction		Footpath	2		Council	\$ 400	39	161	Low
55	Victoria Rd / Forsyth St	Kerb ramps not aligned and of poor quality	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	\$ 3,600	38	163	Low
15	Ryedale Rd, north of Terry Road	No footpath, goat track observed indicating pedestrian desire line	Missing link	Install a new footpath	New footpath	Footpath		150	Council	\$ 29,250	38	163	Low









PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
52	Mellor St	Overgrown vegetation reducing the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	38	163	Low
113	West Pde, east of Miriam Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	\$ 200	38	163	Low
114	West Pde	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	38	163	Low
218	Moss St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	4		Council	\$ 200	38	163	Low
219	Moss St	Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Council	Footpath		30	Developer	\$ 6,750	38	163	Low
119	Miriam Rd, west of Reserve Street	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	37	170	Low
0	Chatham Rd	Access by steps to Chatham Road from Burnett Walk	0	No action - there is a ramp to Chatham Road for pram access	None	0	0	0	0	0	0	241	Low
0	0	0	0	0	0	0	0	0	0	0	0	241	Low
120	Miriam Rd	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	10		Council	\$ 500	37	170	Low
122	Anthony Rd, south of West Pde	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	\$ 200	37	170	Low
0	Bellevue Ave / Dickson Ave intersection	Kerb ramp with no kerb ramp at the adjacent side of the road	0	None - issue addressed at adjacent side	0	0	0	0	0	0	0	241	Low
141	Bellevue Ave, north of Victoria Road	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath			Council	\$ 200	37	170	Low
144	Dickson Ave	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	2		Council	\$ 1,000	37	170	Low
198	Orchard St, west of Forster Street	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard		Footpath	1		Council	\$ 500	37	170	Low
199	Orchard St, east of Terry Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard		Footpath	2		Council	\$ 100	37	170	Low
202	Orchard St, west of Hermitage Rd	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		10	Council	\$ 2,250	37	170	Low
178	Falconer St / Parkes St intersection	Missing section of footpath and kerb ramps	Kerb ramps	Provide a new footpath / kerb ramps	Council	Footpath / PAMP	2	5	Council	\$ 4,725	37	170	Low
54	Rhodes St	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	36	179	Low
16	Terry Rd, east of West Parade	Non-compliant pedestrian refuge and kerb ramps not aligned	Pedestrian refuge and kerb ramps	Realign the kerb ramps and upgrade pedestrian refuge	Kerb ramps and pedestrian refuge	PAMP	2		Council	\$ 18,600	35	180	Low
28	Marlow Ave / Marlow Ln intersection	No kerb on one side, with no kerb ramp or footpath provided on the opposite side	kerb ramps	Consider providing kerb ramp, if a new footpath is installed.	Kerb ramps	PAMP	1		Council	\$ 1,800	35	180	Low
33	Terry Rd / Orchard St intersection	kerb ramp has a high lip presenting difficulty to pedestrians with prams and/or wheelchairs	kerb ramps	Upgrade kerb ramp	Kerb ramps	PAMP	1		Council	\$ 1,800	35	180	Low
32	Terry Rd, south of Marlow Avenue	Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		5	Council	\$ 1,125	35	180	Low
93	Reserve St	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
97	Marlow Ave	Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	35	180	Low
115	Reserve St	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
116	West Pde	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
127	Silma Rd	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	35	180	Low
132	Hall St	Filled in hole in the footpath presents a trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	35	180	Low
135	Shaftsbury Rd	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
138	Shaftsbury Rd	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	1		Council	\$ 50	35	180	Low
143	Dickson Ave	raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	35	180	Low
145	Dickson Ave, east of Bellevue Ave	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	\$ 4,500	35	180	Low
146	Dickson Ave, west of Bellevue Ave	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low
151	Becoolen Ave	Poor quality footpath at development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Developer	\$ 6,750	35	180	Low
152	Becoolen Ave	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	35	180	Low









PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
170	Linton Ave / Griffiths Ln intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Council	PAMP	2		Council	\$ 3,600	35	180	Low
168	Linton Ave, south of Parkes St	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
172	Herbert St / Linton Ln intersection	Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Council	PAMP	2		Council	\$ 3,600	35	180	Low
174	Linton Lane, south of Griffiths Lane	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
177	Falconer St, south of Parkes Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
179	Falconer St, north of Parks Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
181	Goodwin St, between Falconer Street and Anzac Avenue	No footpath on southern side of Goodwin Street between Falconer Street and Anzac Avenue. Footpath is provided along the northern side of this street.	Missing link	Install a new footpath	Council	Footpath		250	Council	\$ 48,750	35	180	Low
182	Mahon St	No footpaths on either side of Mahon Street	Missing link	Install a new footpath on one side of street	Council	Footpath		150	Council	\$ 29,250	35	180	Low
183	Goodwin St, east of Anzac Avenue	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	4		Council	\$ 200	35	180	Low
185	Anzac Ave, north of Goodwin Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
188	Commissioners Rd, south of Terry Road	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
189	Commissioners Rd, south of Terry Road	Poor quality footpath	Poor quality footpath	Resurface the footpath	Council	Footpath		30	Council	\$ 6,750	35	180	Low
191	Forster St, south of Goodwin Street	Trip hazard at drain	Trip hazard	Footpath grinding to remove trip hazard	Council	Footpath	2		Council	\$ 100	35	180	Low
192	Forster St, south of Goodwin Street	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard		Footpath	2		Council	\$ 100	35	180	Low
194	Anzac Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard		Footpath	2		Council	\$ 100	35	180	Low
224	Federal Rd	Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Council	Footpath		20	Developer	\$ 4,500	35	180	Low
225	Rex St	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	35	180	Low
220	Rex St / Grand Ave intersection	Missing section of footpath and kerb ramp	Kerb ramps	Provide a new footpath / kerb ramps	Council	Footpath / PAMP	2	5	Council	\$ 4,725	35	180	Low
17	Terry Rd, east of Ryedale Road	No footpath on western side on street. However, there is a footpath on the adjacent side of the street.	Missing link	Provide new footpath and kerb ramps	New footpath	Footpath		380	Council	\$ 74,100	33	215	Low
18	Ryedale Rd, east of West Parade	Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		25	Council	\$ 5,625	33	215	Low

PAMP ID	Street / Intersection	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	RMS Priority	RMS Rank	Priority
27	Marlow Ave	No footpath on western side on street. However, there is a footpath on the adjacent side of the street.	Missing link	Install a new footpath	New footpath	Footpath		300	Council	\$ 58,500	33	215	Low
106	Anthony Rd	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	\$ 6,750	32	218	Low
107	Anthony Rd	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	32	218	Low
107	Anthony Rd, south of Park Ave	Poor quality footpath at tree root	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		40	Council	\$ 9,000	32	218	Low
108	Anthony Rd, south of Park Ave	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	\$ 200	32	218	Low
108	Anthony Rd	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	32	218	Low
121	Miriam Rd	Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	32	218	Low
200	Orchard St, west of Forster Street	Poor quality footpath	Poor quality footpath	Resurface the footpath		Footpath		15	Council	\$ 3,375	32	218	Low
20	Marlow Ave / Ryedale Rd intersection	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	30	225	Low
23	Ryedale Rd, north of Marlow Ave	Footpath is very uneven, creating trip hazard.	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		20	Council	\$ 4,500	30	225	Low
25	Ryedale Road, north of Stratford Avenue	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	30	225	Low
26	Stratford Ave, west of Ryedale Road	Overgrown vegetation from reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	\$ 200	30	225	Low
29	Marlow Ln, west of Terry Road	Poor quality footpath surface adjacent to construction site	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		30	Developer	\$ 6,750	30	225	Low
34	Terry Rd, south of Orchard Street	Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Regrade footpath / service access lid to remove trip hazard	Service access	Footpath	1		Council	\$ 500	30	225	Low
35	Terry Rd, south of Orchard Street	Tree root has created uneven footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		8	Council	\$ 1,800	30	225	Low
95	Miriam Rd, west of West Parade	Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		15	Council	\$ 3,375	30	225	Low
96	Miriam Rd, west of West Parade	Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	\$ 100	30	225	Low
169	Linton Ave, south of Parkes St	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
173	Herbert St, east of Falconer Street	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
175	Griffiths Lane, west of Linton Lane	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
176	Falconer St, south of Parkes Street	Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Council	Footpath		20	Developer	\$ 4,500	30	225	Low
186	Commissioners Rd, south of Terry Road	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
187	Commissioners Rd, south of Terry Road	Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Council	Footpath	1		Council	\$ 200	30	225	Low
123	Burnett Walk	Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		130	Council	\$ 29,250	22	240	Low
121	Park Ave	No footpath along southern side of the street. However there is a footpath along the northern side of Park Avenue.	Missing link	No action - there is a footpath along the northern side of Park Avenue, serving the properties along this street	None	Footpath			N/A	\$ -	0	241	Low







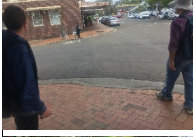

														Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
1	West Ryde	Anthony Rd / West Parade intersection	NW corner		Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp and provide tactile surfacing	Kerb ramps and TGSIs	PAMP	1		Council	2300	10	8	10	3	8	8	1	5	5	5	63	18	
2	West Ryde	Anthony Rd / West Parade intersection	SW corner		Kerb ramp is unaligned with the adjacent kerb ramp and in poor condition (cracked surface)	Kerb ramps and TGSIs	Realign kerb ramp and provide tactile surfacing	Kerb ramps and TGSIs	PAMP	1		Council	2300	10	8	10	3	8	8	1	5	5	5	63	18	
3	West Ryde	West Parade, at bus interchange egress intersection	Eastern side		Kerb ramp is unaligned with the adjacent kerb ramp	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	10	8	10	3	8	8	1	5	5	5	63	18	
4	West Ryde	Bus interchange	Southern side		Pedestrian crossing issues within the bus interchange - conflicts with buses and taxis	Pedestrian improvements at interchange	Advocate pedestrian improvements with Sydney Trains	Improve pedestrian access through interchange	PAMP	1		TNSW	TBC	10	8	10	3	8	8	1	5	5	5	63	18	
5	West Ryde	West Parade, south of the bus interchange	Western side		Lid of service access pit is protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Regrade footpath / service access lid to remove trip hazard	Service access	Footpath	1		Council	500	10	8	10	3	8	0	0	5	0	5	49	69	
6	West Ryde	West Parade, north of Victoria Road			High number of pedestrians observed crossing at informal crossing location.	No pedestrian crossing	Consider providing new midblock signal controlled pedestrian crossing, with kerb ramps and tactile surfacing	Signal controlled pedestrian crossing	PAMP	1		Council / RMS	500000	10	8	10	3	8	10	1	5	8	5	68	12	
7	West Ryde	Victoria Rd, west of West Parade	Northern side		Loose paving slab within the roadway, creating an unstable surface for pedestrians	Trip hazard	Upgrade road surface	Upgrade road surface	PAMP		5	Council	1125	8	8	8	3	8	5	0	0	0	3	43	114	
8	West Ryde	Victoria Rd, east of West Parade	Northern side		Poor lighting provided within the pedestrian tunnel creates unwelcome pedestrian risk / perceived safety issue for pedestrians.	Lighting	Upgrade lighting and refresh painting within the pedestrian tunnel	Lighting	PAMP	1		Council	TBC	10	8	8	3	15	5	0	8	5	3	65	17	














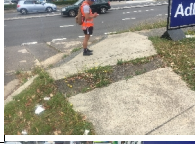

														Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrate d Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
9	West Ryde	Ryedale Rd. north of Victoria Road	SW		Non-uniform steps and non-accessible path	Missing link	Upgrade stairs and extend footpath on western side of Ryedale Rd to crossing.	New footpath	Footpath		15	Council	2925	8	8	8	3	8	5	0	0	5	5	50	60	
10	West Ryde	Ryedale Rd. near West Ryde Station entrance	Western side		Poor quality footpath surface, with broken and uneven kerb	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		5	Council	1125	8	8	8	3	8	8	0	8	0	5	56	36	
11	West Ryde	Ryedale Rd. north of West Ryde Station entrance	Western side		Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		35	Council	7875	8	8	8	3	8	5	0	8	0	5	53	51	
12	West Ryde	Ryedale Rd. north of West Ryde Station	Western side		Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		40	Council	9000	8	8	8	3	8	5	0	8	0	5	53	51	
13	West Ryde	Ryedale Rd. north of West Ryde Station	Western side		Footpath across carpark access is unaligned	Poor quality footpath	Re-align section of the footpath on the southern side of the access driveway	Footpath upgrade	Footpath		10	Council	2250	8	8	8	3	8	8	0	8	0	5	56	36	
14	West Ryde	Ryedale Rd. south of Terry Road	Western side		Telegraph pole is obstructing walkway	Obstruction in footpath	Widen footpath - extend kerb blister from roundabout to the north	Footpath upgrade	Footpath		30	Council	6750	8	8	8	3	8	0	0	8	0	5	48	73	
15	West Ryde	Ryedale Rd. north of Terry Road	Western side		No footpath, goat track observed indicating pedestrian desire line	Missing link	Install a new footpath	New footpath	Footpath		150	Council	29250	5	5	5	1	8	0	0	5	8	1	38	163	
16	West Ryde	Terry Rd. east of West Parade	Eastern side		Non-compliant pedestrian refuge and kerb ramps not aligned	Pedestrian refuge and kerb ramps	Realign the kerb ramps and upgrade pedestrian refuge	Kerb ramps and pedestrian refuge	PAMP	2		Council	18600	5	5	5	1	8	0	0	5	5	1	35	180	

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														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
17	West Ryde	Terry Rd, east of Ryedale Road	Western side		No footpath on western side on street. However, there is a footpath on the adjacent side of the street.	Missing link	Provide new footpath and kerb ramps	New footpath	Footpath		380	Council	74100	5	5	5	1	8	0	0	0	8	1	33	215	
18	West Ryde	Ryedale Rd, east of West Parade	Eastern side		Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		25	Council	5625	5	5	5	1	8	0	0	0	8	1	33	215	
19	West Ryde	Marlow Ave / Ryedale Rd intersection	SE corner		Kerb ramps are unaligned at signal controlled pedestrian crossing	Kerb ramps and TGSIs	Realign the kerb ramps and provide tactile surfacing	Kerb ramps	PAMP	2		Council	4100	5	5	5	1	8	5	0	5	8	1	43	114	
20	West Ryde	Marlow Ave / Ryedale Rd intersection	SE corner		Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	5	5	1	8	0	0	5	0	1	30	225	
21	West Ryde	Marlow Ave / Ryedale Rd intersection	SW corner		Poor quality footpath surface, with broken and uneven kerb	kerb ramps	Upgrade footpath and kerb ramps	Footpath / kerb ramps	Footpath	1	10	Council	4050	5	5	5	1	8	5	0	5	5	1	40	136	
22	West Ryde	Marlow Ave / Ryedale Rd intersection	NE corner		Poor quality footpath surface and kerb ramp	kerb ramps	Upgrade footpath and kerb ramp	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	2925	5	5	5	1	8	5	0	5	5	1	40	136	
23	West Ryde	Ryedale Rd, north of Marlow Ave	Eastern side		Footpath is very uneven, creating trip hazard.	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		20	Council	4500	5	5	5	1	8	0	0	5	0	1	30	225	
24	West Ryde	Ryedale Rd, north of Marlow Ave	Midblock		No pedestrian refuge provided at this crossing location to new footpath along the western side of Ryedale Road.	Wide crossing point	Consider providing a new pedestrian refuge and kerb blister to assist crossing at this location.	Kerb blisters and pedestrian refuge	PAMP	1		Council	43500	5	5	5	1	8	0	0	5	10	1	40	136	









PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
25	West Ryde	Ryedale Road, north of Stratford Avenue	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	0	0	5	0	1	30	225	
26	West Ryde	Stratford Ave, west of Ryedale Road	Southern side		Overgrown vegetation from reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225	
27	West Ryde	Marlow Ave	North-western side		No footpath on western side on street. However, there is a footpath on the adjacent side of the street.	Missing link	Install a new footpath	New footpath	Footpath		300	Council	58500	5	5	5	1	8	0	0	0	8	1	33	215	
28	West Ryde	Marlow Ave / Marlow Ln intersection	SE corner		No kerb on one side, with no kerb ramp or footpath provided on the opposite side	kerb ramps	Consider providing kerb ramp, if a new footpath is installed.	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	0	0	5	5	1	35	180	
29	West Ryde	Marlow Ln, west of Terry Road	SW side		Poor quality footpath surface adjacent to construction site	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		30	Developer	6750	5	5	5	1	8	0	0	5	0	1	30	225	
																									241	
30	West Ryde	Terry Rd, north of Marlow Avenue	Northern side		Footpath is sloped towards road and a telegraph pole is obstructing walkway	Poor quality footpath	Upgrade footpath and provide kerb blister around footpath	Footpath upgrade	Footpath		45	Council	10125	5	5	5	1	8	8	0	5	5	1	43	114	
31	West Ryde	Terry Rd, south of Marlow Avenue	Southern side		Narrow footpath along section between guardrail/crash barrier and fence. This section is not wide enough for pedestrians with prams / wheelchairs.	Narrow footpath	Widen footpath	Footpath upgrade	Footpath		35	Council	7875	5	5	5	1	8	8	0	5	5	1	43	114	









PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
32	West Ryde	Terry Rd, south of Marlow Avenue	Eastern side		Poor quality footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		5	Council	1125	5	5	5	1	8	0	0	5	5	1	35	180	
33	West Ryde	Terry Rd / Orchard St intersection	SW corner		kerb ramp has a high lip presenting difficulty to pedestrians with prams and/or wheelchairs	kerb ramps	Upgrade kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	0	0	5	5	1	35	180	
34	West Ryde	Terry Rd, south of Orchard Street	Eastern side		Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Regrade footpath / service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	5	5	1	8	0	0	5	0	1	30	225	
35	West Ryde	Terry Rd, south of Orchard Street	Eastern side		Tree root has created uneven footpath surface	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		8	Council	1800	5	5	5	1	8	0	0	5	0	1	30	225	
																									241	
																									241	
36	West Ryde	Ryedale Rd / Wattle St intersection	North-eastern side		Kerb ramp is unaligned with the adjacent ramp and wide crossing point for pedestrians	Wide crossing point	Provide kerb blister / extension and new kerb ramps	Kerb ramps and kerb extension / blister	PAMP	1		Council	17100	8	8	8	3	8	8	0	8	0	5	56	36	
37	West Ryde	Ryedale Rd, north of Victoria Road	Eastern side		Poor quality and the sections which have previously been filled in with asphalt - unsightly and presents trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		10	Council	2250	8	8	8	3	8	5	0	8	0	5	53	51	









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38	West Ryde	Ryedale Road, north of Victoria Road	Eastern side		Overgrown vegetation from reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	8	8	8	3	8	5	0	8	0	3	51	56	
39	West Ryde	Ryedale Road, north of Victoria Road	Eastern side		Poor quality footpath surface uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		8	Council	1800	8	8	8	3	8	5	0	8	0	3	51	56	
40	West Ryde	Victoria Rd / Anzac Ave intersection			Fast vehicle speed at zebra crossing creating unsafe crossing environment. Long crossing distance.	Non standard crossing	Upgrade zebra crossing to provide kerb blisters and shorten crossing distance	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	8	8	8	3	8	5	0	8	5	3	56	36	
40	West Ryde	Victoria Rd / Anzac Ave intersection			Fast vehicle speed at zebra crossing creating unsafe crossing environment. Long crossing distance.																			241		
41	West Ryde	Victoria Rd, east of Forster St			Poor quality footpath surface uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		30	Council	6750	8	8	8	3	8	5	0	8	0	3	51	56	
42	West Ryde	Hermitage Rd, south of Victoria Road	Eastern side		Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	8	10	8	1	8	5	0	5	0	3	48	73	
43	West Ryde	Hermitage Rd, south of Victoria Road	Eastern side		Trucks observed to be parked within the footpath area, blocking path for pedestrians	Obstruction in footpath	Council ranger / police to monitor illegal parking along footpath	Monitor illegal parking	PAMP	1		Council / NSW Police	N/A	8	10	8	1	8	8	0	5	0	3	51	56	
44	West Ryde	Hermitage Rd, south of Victoria Road	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	8	10	8	1	8	5	0	5	0	3	48	73	









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44	West Ryde	Hermitage Rd. south of Victoria Road	Eastern side		Raised section of footpath resulting in a trip hazard																			0	241	
45	West Ryde	Hermitage Rd. south of Victoria Road	Eastern side		Raised lip at kerb ramps	Kerb ramps	Upgrade kerb ramps	Kerb ramps	PAMP	1		Council	1800	8	10	8	1	8	0	0	5	5	3	48	73	
46	West Ryde	Hermitage Rd. south of Victoria Road	Eastern side		Poor quality footpath surface footpath is severely broken creating an uneven surface and trip hazard	Poor quality footpath	Upgrade the footpath	Footpath upgrade	Footpath		100	Council	22500	8	10	8	1	8	5	0	5	5	3	53	51	
47	West Ryde	Victoria Rd. west of Hermitage Rd	Southern side		Poor quality footpath surface footpath is severely broken creating an uneven surface and trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		5	Council	1125	5	8	8	1	15	5	0	5	0	3	50	60	
48	West Ryde	Victoria Rd / Falconer St intersection	Southern side		Wide crossing is unsafe for pedestrians, especially with the slip lane on the southern side of Victoria Rd	Wide crossing point	Provide a new pedestrian refuge and kerb blisters	Pedestrian refuge and kerb blisters	PAMP	1 refuge, x2 kerb ramps		Council	43500	5	8	8	1	15	5	0	5	8	3	58	31	
49	West Ryde	Victoria Rd. west of Hermitage Rd	Southern side		Poor quality footpath surface uneven surface and trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		4	Council	900	5	8	8	1	15	5	0	5	0	3	50	60	
50	West Ryde	Victoria Rd / Melior St intersection			Poor quality footpath surface uneven surface and trip hazard	Kerb ramps	Resurface footpath	Footpath / kerb ramps	Footpath	1	5	Council	2925	5	8	8	1	15	5	0	5	5	3	55	42	
51	West Ryde	Victoria Rd. west of Melior Rd	Southern side		Lid of service access protruding from footpath, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	8	8	1	15	5	0	5	0	1	48	73	



















														Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
52	West Ryde	Mellor St	Eastern side		Overgrown vegetation reducing the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	8	8	1	10	0	0	5	0	1	38	163	
53	West Ryde	Mellor St	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	8	8	1	8	5	0	5	0	1	41	135	
54	West Ryde	Rhodes St	NE		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	8	8	1	8	0	0	5	0	1	36	179	
55	West Ryde	Victoria Rd / Forsyth St	Northern side		Kerb ramps not aligned and of poor quality	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	3600	5	8	8	1	8	0	0	5	0	3	38	163	
56	West Ryde	Victoria Rd, west of Forsyth St	N		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	5	8	8	1	15	0	0	5	0	3	45	89	
57	West Ryde	Victoria Rd / Linton Ave intersection			Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	8	8	1	15	0	0	5	0	3	45	89	
58	West Ryde	Victoria Rd, east of Linton Ave	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	8	8	1	15	0	0	0	0	3	40	136	
59	West Ryde	Victoria Rd, west of Linton Ave	Northern side		Observed informal pedestrian route (goat track)	Missing link	Install a new footpath	New footpath	Footpath		30	Council	5850	5	8	8	1	8	0	0	8	0	1	39	161	

														Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
60	West Ryde	Victoria Rd / Hermitage Rd intersection	Northern side		Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	4600	5	8	8	3	8	8	0	8	5	3	56	36	
61	West Ryde	Victoria Rd / West Pde intersection	NW corner		Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	4600	10	8	10	3	15	8	8	10	5	5	82	1	
62	West Ryde	Victoria Rd / Chatham Rd intersection	Northern side		Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	4600	10	8	10	3	15	8	8	10	5	5	82	1	
63	West Ryde	Victoria Rd between West Parade and Bellevue Avenue	Northern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		400	Council	90000	10	8	10	3	15	5	0	10	0	5	66	15	
64	West Ryde	Victoria Rd / Bellevue Ave intersection			Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	47100	5	8	8	3	15	5	0	8	5	3	60	28	
65	West Ryde	Bellevue Ave, north of Victoria Road	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		2	Council	450	5	8	8	3	8	5	0	8	0	3	48	73	
66	West Ryde	Victoria Road, west of Bellevue Ave	Northern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	5	8	8	3	8	5	0	8	0	3	48	73	
67	West Ryde	Victoria Rd / Adelaide St intersection			Kerb ramps not aligned and of poor quality	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	4600	5	8	8	3	15	8	0	8	5	3	63	18	









														Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
68	West Ryde	Victoria Rd / Adelaide St intersection			Kerb ramps not aligned	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	2300	5	8	8	3	15	8	0	8	5	3	63	18	
69	West Ryde	Victoria Rd, east of Adelaide St	Southern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	8	8	3	15	5	0	8	0	3	55	42	
70	West Ryde	Victoria Rd, east of Adelaide St			Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	8	8	3	15	5	0	8	0	5	57	35	
71	West Ryde	Victoria Rd, between Riverview Street and Endeavour Street			Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		95	Council	21375	5	10	10	3	15	5	0	8	0	5	61	26	
72	West Ryde	Victoria Rd / Endeavour St intersection			Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	47100	5	10	10	3	15	5	0	8	5	5	66	15	
73	West Ryde	Endeavour St, south of Victoria Road	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		130	Council	29250	5	10	10	3	8	5	0	8	0	5	54	48	
73	West Ryde	Endeavour St	Eastern side		Poor quality footpath																		0	241		
	West Ryde	Endeavour St			Zebra crossing																		0	241		








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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
74	West Ryde	Bennett St. east of Endeavour Street	Northern side		Narrow footpath	Narrow footpath	Upgrade footpath (widen)	Footpath upgrade	Footpath		90	Council	20250	5	10	10	3	8	5	0	8	5	5	59	29	
75	West Ryde	Bennett St / Mons Ave intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	10	10	3	8	5	0	8	5	5	59	29	
76	West Ryde	Mons Ave	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	PAMP		150	Council	33750	5	10	10	3	8	5	0	8	0	5	54	48	
76	West Ryde	Mons Ave	Western side		Poor quality footpath																		0	241		
77	West Ryde	Bennett St	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	PAMP		95	Council	21375	5	10	10	3	8	5	0	8	0	5	54	48	
78	West Ryde	Victoria Rd / Mons Ave intersection			Kerb ramps not aligned and of poor quality	Wide crossing point	Realign kerb ramp and provide a new pedestrian refuge and kerb blisters	Pedestrian refuge, kerb blisters and Kerb ramps	PAMP	2		Council	47100	8	10	10	3	15	5	0	10	5	5	71	7	
79	West Ryde	Victoria Rd. between Mons Avenue and Station Street	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		70	Council	15750	8	10	10	3	15	5	0	10	5	5	71	7	
79	West Ryde	Victoria Rd. between Mons Avenue and Station Street	Southern side		Poor quality footpath																		0	241		





														Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
80	West Ryde	Chatham Rd / Graf Ave intersection			Kerb ramps not aligned	Kerb ramps and TGSIs	Realign of kerb ramps and provide tactile surface ground indicators (TGSIs)	Kerb ramps and TGSIs	PAMP	2		Council	4600	8	8	10	3	8	5	0	10	5	5	62	24	
81	West Ryde	Chatham Rd	E		Kerb ramp filled in, although tactile surface indicators have been retained - this could be confusing and dangerous to vision impaired pedestrians	Kerb ramps	Remove tactile surface indicators	Footpath upgrade	PAMP		2	Council	450	8	8	10	3	8	5	0	10	5	5	62	24	
82	West Ryde	Market St, east of Chatham Road	Northern side		Temporary / poor quality kerb ramps provided	Driveway crossing	Provide proper driveway cross over (re-instate footpath and driveway)	Driveway treatment	PAMP	2		Council / developer	40000	8	8	10	3	8	5	0	5	5	3	55	42	
82	West Ryde	Chatham Rd	Eastern side		Temporary / poor quality kerb ramps provided																		0	241		
83	West Ryde	Betts St	Southern side		Fencing blocking pedestrian access along the street	Obstruction in footpath	Re-instate footpath	Re-instate footpath	PAMP	1		Council / developer	N/A	8	8	10	3	8	0	0	0	8	1	46	87	
84	West Ryde	Market St	Eastern side		Limited sight distance for vehicle drivers to see pedestrian crossing driveway entrance to car park. In addition, signage is confusing for pedestrians "caution cars exiting"	Driveway crossing	Provide stopline at crossing point and add "STOP" pavement marking - Change zebra crossing to white paint	Signage	PAMP	1		Council / developer	600	8	8	10	3	8	10	5	8	5	3	68	12	
85	West Ryde	Market St	Eastern side		Shopping trolleys observed blocking footpath	Obstruction in footpath	Enforce trolley collection	Enforcement	PAMP	1		Developer	N/A	8	8	10	3	8	5	0	0	0	3	45	89	
86	West Ryde	Market St / Graf Ave intersection			Kerb ramps not aligned	Wide crossing point	Realign the kerb ramp and provide kerb blisters	Kerb blisters and kerb ramps	PAMP	2		Council	30600	8	8	10	3	8	5	0	8	5	3	58	31	








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														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development		Road Hierarchy	Hazardous Area			Pedestrian Crashes	Demonstrated Path	Addition to existing facility
87	West Ryde	Graf Ave	Northern side		Pedestrian crossing with kerb ramps has been removed from a location adjacent to the library entrance	Kerb ramps	Consider re-instating the pedestrian crossing and kerb ramps	Kerb ramps	PAMP	2		Council	3600	8	8	10	3	8	5	0	8	5	3	58	31
88	West Ryde	Graf Ave			Footpath ends	Missing link	Consider changing the street to a shared zone	Shared zone	PAMP	1		Council	600	8	8	10	3	8	5	0	8	8	3	61	26
88	West Ryde	Anthony Ln			No formal footpath provided along either side of the street																		0	241	
	West Ryde	Anthony Ln			None																		0	241	
																									241
89	West Ryde	Anthony Rd	Northern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		5	Council	1125	8	8	10	3	8	5	0	8	0	5	55	42
89	West Ryde	Anthony Rd, north of Betts St	Eastern side		Poor quality footpath																		0	241	
90	West Ryde	Reserve St, north of Anthony Rd	Eastern side		Poor quality footpath with trip hazards	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	10		Council	500	5	5	5	1	8	5	0	8	0	3	40	136



















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90	West Ryde	Reserve St, north of Anthony Rd	Eastern side		Poor quality footpath with trip hazards																			0	241	
90	West Ryde	Reserve St, south of Miriam St	Eastern side		Raised section of footpath resulting in a trip hazard																			0	241	
91	West Ryde	Reserve St / Miriam Rd intersection	Eastern side		Missing section of footpath and kerb ramps	Kerb ramps	provide a new footpath and kerb ramps	Footpath / kerb ramps	Footpath / PAMP	4	10	Council	9450	5	5	5	1	8	5	0	8	8	3	48	73	
92	West Ryde	Reserve St / Miriam Rd	Western side		Missing link		Provide a new footpath / kerb ramps - provides access to park and children's playground from West Ryde town centre	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	2925	5	5	5	1	8	5	0	8	8	3	48	73	
93	West Ryde	Reserve St	Eastern side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180	
	West Ryde	Reserve St / Miriam Rd	Eastern side		Missing section of footpath and kerb ramp																			0	241	
94	West Ryde	Miriam Rd	Northern side		No footpath	Missing link	Install a new footpath	New footpath	Footpath		85	Council	16575	5	5	5	1	8	5	0	5	8	1	43	114	
	West Ryde	Reserve St / Miriam Rd intersection	SE		Missing section of footpath and kerb ramp																			0	241	

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95	West Ryde	Miriam Rd, west of West Parade	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		15	Council	3375	5	5	5	1	8	0	0	5	0	1	30	225	
96	West Ryde	Miriam Rd, west of West Parade	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	0	0	5	0	1	30	225	
97	West Ryde	Marlow Ave	Eastern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	5	5	1	8	5	0	5	0	1	35	180	
98	West Ryde	Wattle St / Forster St intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	5	0	5	5	3	45	89	
99	West Ryde	Wattle St / Forster St intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	8	1	8	5	0	5	5	3	45	89	
100	West Ryde	Herbert St / Ryedale Ln intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp. Potential issue for implementation - stormwater drain	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	5	0	5	5	3	45	89	
101	West Ryde	Herbert St	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	8	1	8	5	0	5	0	3	40	136	
102	West Ryde	Herbert St	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	5	8	1	8	5	0	5	0	3	40	136	




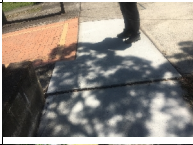




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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
103	West Ryde	Herbert St / Anzac Ave intersection			Non standard pedestrian refuge, near day care	Pedestrian refuge and kerb ramps	Upgrade pedestrian refuge and kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	5	5	8	1	8	5	0	5	5	3	45	89	
104	West Ryde	Anzac Ave, between Herbert St and Wattle St	Eastern side		No footpath	Missing link	Install a new footpath	New footpath	Footpath		60	Council	11700	5	5	8	1	8	0	0	5	8	3	43	114	
105	West Ryde	Anzac Ave / Herbert St intersection	Southern side		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	0	0	5	5	3	40	136	
106	West Ryde	Anthony Rd	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	5	5	1	8	0	0	5	0	3	32	218	
107	West Ryde	Anthony Rd	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	0	0	5	0	3	32	218	
106	West Ryde	Anthony Rd, south of Park Ave	Western side		Poor quality footpath																		0	241		
107	West Ryde	Anthony Rd, south of Park Ave	Eastern side		Poor quality footpath at tree root	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		40	Council	9000	5	5	5	1	8	0	0	5	0	3	32	218	
108	West Ryde	Anthony Rd, south of Park Ave	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	5	1	8	0	0	5	0	3	32	218	









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107	West Ryde	Anthony Rd, north of Park Ave	Eastern side		Poor quality footpath at tree root																			0	241	
107	West Ryde	Anthony Rd	Eastern side		Poor quality footpath																			0	241	
108	West Ryde	Anthony Rd	Eastern side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	3	32	218	
108	West Ryde	Anthony Rd / West Parade intersection			Missing section of footpath and kerb ramp - kerb ramp provided at adjacent side of road	Kerb ramps	Provide a new footpath and kerb ramp	Footpath / kerb ramps	Footpath / PAMP	1	10	Council	4050	5	5	8	1	8	5	0	5	5	3	45	89	
108	West Ryde	West Pde / Anthony Rd intersection	SE corner		Missing section of footpath and kerb ramp - kerb ramp provided at adjacent side of road																		0	241		
109	West Ryde	West Pde	Southern side		Missing link for pedestrians - goat track observed, indicating a pedestrian desire line	Missing link	Install a new footpath	New footpath	Footpath		10	Council	1950	5	5	8	1	8	5	0	5	5	3	45	89	
110	West Ryde	West Pde / Gordon Cres intersection			Steep and non-compliant kerb ramps	Kerb ramps	Upgrade the kerb ramps	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	5	0	5	5	3	45	89	
111	West Ryde	West Pde	Southern side		No kerb ramp on one side of the street, with existing kerb ramp on adjacent side	Kerb ramps	Provide a new kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	8	1	8	5	0	5	5	3	45	89	









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														No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank
112	West Ryde	West Pde / Miriam Rd intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	3600	5	5	8	1	8	5	0	5	5	3	45	89
113	West Ryde	West Pde, east of Miriam Road	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	8	1	8	5	0	5	0	1	38	163
114	West Ryde	West Pde	Southern side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	8	1	8	5	0	5	0	1	38	163
113	West Ryde	West Pde	Southern side		Raised section of footpath resulting in a trip hazard																			0	241
114	West Ryde	Reserve St			No footpaths provided along this street	Missing link	Consider providing a new footpath or implement a shared zone	Shared zone	Footpath	1	100	Council	600	5	5	5	1	8	5	0	5	5	1	40	136
115	West Ryde	Reserve St	Eastern side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180
116	West Ryde	West Pde	Western side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180
94	West Ryde	Miriam Rd, east of Reserve Street	Northern side		No footpaths provided along the northern side of this street. However, there is a footpath located along the southern side of the street.																			0	241









														Land Use				Traffic Impact		Safety			Facility Benefits	Continuity of Routes	Priority		
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank		
94	West Ryde	Miriam Rd, east of Reserve Street	Northern side		No footpaths provided along the northern side of this street. However, there is a footpath located along the southern side of the street.																			0	241		
117	West Ryde	Miriam Rd / Reserve St intersection	Northern side		Missing section of footpath and kerb ramp on both sides of Miriam Road, north of Reserve Street. Provides access to children's playground from West Ryde Centre - number of pedestrians with prams were observed along this desire line during the site audit.	Kerb ramps	Provide a new footpath and kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	5850	5	5	5	1	8	5	0	8	8	3	48	73		
118	West Ryde	Miriam Rd, west of Reserve Street	Southern side		Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	2250	5	5	5	1	8	5	0	8	8	3	48	73		
119	West Ryde	Miriam Rd, west of Reserve Street	Western side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	3	37	170		
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	10		Council	500	5	5	5	1	8	5	0	5	0	3	37	170		
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard																			0	241		
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard																			0	241		
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard																			0	241		











														Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
121	West Ryde	Miriam Rd	Western side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	3	32	218	
120	West Ryde	Miriam Rd	Western side		Raised section of footpath resulting in a trip hazard																		0	241		
121	West Ryde	Park Ave	Southern side		No footpath along southern side of the street. However there is a footpath along the northern side of Park Avenue.	Missing link	No action - there is a footpath along the northern side of Park Avenue, serving the properties along this street.	None	Footpath														0	241		
122	West Ryde	Anthony Rd, south of West Pde	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	5	1	8	5	0	5	0	3	37	170	
122	West Ryde	Anthony Rd, south of West Pde	Western side		Raised section of footpath resulting in a trip hazard																		0	241		
123	West Ryde	Burnett Walk			Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		130	Council	29250	5	5	5	1	0	0	0	5	0	1	22	240	
	West Ryde	Chatham Rd	NE		Access by steps to Chatham Road from Burnett Walk		No action - there is a ramp to Chatham Road for pram access	None															0	241		
124	West Ryde	Chatham Rd	NE		Kerb ramp on eastern side of Chatham Road, with no kerb ramp provided at the adjacent side	Kerb ramps	Remove kerb ramp	Remove kerb ramp	PAMP	1		Council	TBC	5	5	5	1	8	8	0	5	5	3	45	89	

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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
124	West Ryde	Chatham Rd			Non-standard pedestrian refuge crossing at the speed cushion. A preferred location for the pedestrian refuge crossing would be at the ramp to Burnett Walk.	Poor quality speed hump	Refresh paint at speed hump	Upgrade speed hump	PAMP	1		Council	TBC	5	5	5	1	8	8	0	5	5	3	45	89	
																								241		
125	West Ryde	Chatham Rd	Eastern side		Poor quality footpath surface	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		4	Council	900	5	5	5	1	8	8	0	5	0	3	40	136	
126	West Ryde	Chatham Rd, north of Slima Rd			Steep kerb ramps at gutter difficult for manoeuvrability - non standard kerb ramps and no footpath connection on eastern side.	Missing link	Upgrade kerb ramps and provide new footpath between speed hump and bowling club	Kerb ramps and new footpath	PAMP / footpath	2	45	Council	12375	5	5	10	1	8	8	0	5	0	3	45	89	
127	West Ryde	Slima Rd	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
128	West Ryde	Bellevue Ave / Bigland Ave intersection			Missing section of footpath and no kerb ramps on either side of the street	Missing link	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	5850	5	5	5	1	8	5	0	5	5	1	40	136	
129	West Ryde	Bellevue Ave	Western side		No footpath on western side on street, where there is a bus stop located on this site, however, there is a footpath on the eastern side of street.	Missing link	Provide bus stop pads at bus stops with kerb ramps.	Footpath / kerb ramps	Footpath / PAMP	2	30	Council	10350	5	5	5	1	8	5	0	5	5	1	40	136	
130	West Ryde	Bigland Avenue, west of Bellevue Ave			No footpath on either side of the road between Bellevue Avenue and Shaftsbury Road	Missing link	Install a new footpath along one side of the street	New footpath	Footpath		150	Council	29250	5	5	5	1	8	5	0	5	8	1	43	114	









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131	West Ryde	Bellevue Ave / Hall St intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2	N/A	Council	3600	5	5	5	1	8	5	0	5	5	1	40	136	
132	West Ryde	Hall St	Northern side		Filled in hole in the footpath presents a trip hazard	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	5	5	1	8	5	0	5	0	1	35	180	
132	West Ryde	Hall St	Northern side		Raised footpath at the joint presents a trip hazard to pedestrians																		0	241		
133	West Ryde	Hall St	Northern side		Footpath ends at Hall Street and does not connect to Shaftsbury Road	Missing link	Install a new footpath and kerb ramps	New footpath	Footpath	2	10	Council	1950	5	5	5	1	8	5	0	5	8	1	43	114	
134	West Ryde	Shaftsbury Rd / Hall St intersection	Northern side		Missing section of footpath and kerb ramp northern side of Hall Street, east of Shaftsbury St.	Missing link	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	4	10	Council	9450	5	5	5	1	8	5	0	5	8	1	43	114	
135	West Ryde	Shaftsbury Rd	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180	
136	West Ryde	Shaftsbury Rd, between Hall Street and Dickson Avenue	Eastern side		Missing section of footpath between Hall Street and Dickson Avenue	Missing link	Install a new footpath	New footpath	Footpath		80	Council	15600	5	5	5	1	8	5	0	5	5	1	40	136	
137	West Ryde	Shaftsbury Rd / Dickson Ave intersection			Kerb ramp is unaligned with the one opposite	Kerb ramps	Upgrade kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	1	40	136	









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138	West Ryde	Shaftsbury Rd	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	1		Council	50	5	5	5	1	8	5	0	5	0	1	35	180	
139	West Ryde	Victoria Rd / Shaftsbury Rd intersection	SE corner		Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	2300	5	5	5	1	15	5	0	5	5	3	49	69	
140	West Ryde	Victoria Rd / Shaftsbury Rd intersection	SE corner		Kerb ramp is unaligned with the one opposite	Kerb ramps and TGSIs	Realign kerb ramp	Kerb ramps and TGSIs	PAMP	1		Council	2300	5	5	5	1	15	5	0	5	5	3	49	69	
141	West Ryde	Bellevue Ave, north of Victoria Road	Western side		Overgrown foliage from property reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	3	37	170	
142	West Ryde	Bellevue Ave / Dickson Road intersection	Western side		Missing section of footpath and kerb ramp along Bellevue Ave.	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	1	5	Council	2925	5	5	5	1	8	5	0	5	8	3	45	89	
143	West Ryde	Dickson Ave	Northern side		raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
144	West Ryde	Dickson Ave	Northern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	2		Council	1000	5	5	5	1	8	5	0	5	0	3	37	170	
144	West Ryde	Dickson Ave	Northern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.																		0	241		




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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
145	West Ryde	Dickson Ave, east of Bellevue Ave	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	5	5	5	1	8	5	0	5	0	1	35	180	
146	West Ryde	Dickson Ave, west of Bellevue Ave	Southern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180	
	West Ryde	Bellevue Ave / Dickson Ave intersection			Kerb ramp with no kerb ramp at the adjacent side of the road		None - issue addressed at adjacent side																0	241		
146	West Ryde	Bellevue Ave, south of Dickson Avenue	Eastern side		Poor quality kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	Footpath / PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	3	42	126	
147	West Ryde	Chatham Rd / Fernvale Ave intersection			Poor quality footpath and kerb ramp	Poor quality footpath	Resurface footpath and upgrade kerb ramp	Resurface footpath and upgrade kerb ramp	Footpath / PAMP		10	Council	4050	5	5	5	1	8	5	0	5	5	3	42	126	
147	West Ryde	Chatham Rd / Fernvale Ave intersection			Poor quality footpath and kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	Footpath / PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	3	42	126	
148	West Ryde	Bellevue Ave / Fernvale Ave intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	3	42	126	
149	West Ryde	Bellevue Ave / Fernvale Ave intersection			Missing kerb ramp and poor quality kerb ramp	Kerb ramps	Provide new kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	3	42	126	






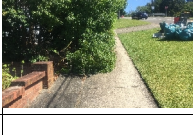
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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
150	West Ryde	Bellevue Ave / Bencoolen Ave intersection			Missing kerb ramp and poor quality kerb ramp	Kerb ramps	Provide new kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	1	40	136	
151	West Ryde	Beccoolen Ave	N		Poor quality footpath at development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Developer	6750	5	5	5	1	8	5	0	5	0	1	35	180	
152	West Ryde	Beccoolen Ave	Northern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180	
153	West Ryde	Herbert St east of Hermitage Road	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	8	10	3	8	5	0	8	0	3	50	60	
154	West Ryde	Herbert St. west of Anzac Avenue	Southern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	8	10	3	8	5	0	8	0	3	50	60	
155	West Ryde	Herbert St / Anzac Ave	SE corner		No formal pedestrian refuge provided at southern approach to the intersection. A "goat track" is observed, with pedestrians walking across grassed verge section, along desire line. A kerb ramp is provided approximately 8m back from the intersection.	kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	5	8	10	3	8	5	0	8	8	3	58	31	
156	West Ryde	Anzac Ave	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	8	10	3	8	5	0	8	0	3	50	60	
157	West Ryde	Anzac Ave	Eastern side		raised footpath tile at the joint presents a trip hazard to pedestrians	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	8	10	3	8	5	0	8	0	3	50	60	








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158	West Ryde	Anzac Ave, south of Herbert St	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	2250	5	8	10	1	8	5	0	8	8	3	56	36	
159	West Ryde	Herbert St, east of Anzac Parade	Southern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	1		Council	50	5	8	8	1	8	5	0	8	0	3	46	87	
160	West Ryde	Hermitage Rd / Herbert St intersection	SW and NW corner		Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	8	8	1	8	5	0	5	5	3	48	73	
161	West Ryde	Hermitage Rd / Herbert St			Kerb ramps and pedestrian island are not aligned	Pedestrian refuge and kerb ramps	Upgrade to refuge and realignment of kerb ramps	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	5	8	8	1	8	5	0	5	5	3	48	73	
162	West Ryde	Hermitage Rd / Herbert St intersection	SE corner		Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	8	8	1	8	5	0	5	5	3	48	73	
163	West Ryde	Hermitage Rd, north of Wattle Street	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	8	1	8	5	0	5	0	3	40	136	
164	West Ryde	Hermitage Rd / Orchard St intersection	Western side		Kerb ramps not aligned	kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	8	1	8	5	0	5	5	3	45	89	
																									241	

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165	West Ryde	Falconer St / Parkes St intersection	Western side		Missing section of footpath and kerb ramps	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	6	Council	4950	5	5	5	1	8	5	0	5	8	1	43	114	
166	West Ryde	Falconer St / Parkes St	Eastern side		Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	5	1	40	136	
167	West Ryde	Linton Ave / Parkes St	Eastern side		High lip at kerb ramp	Kerb ramps	Provide new kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	136	
168	West Ryde	Linton Ave, south of Parkes St	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
169	West Ryde	Linton Ave, south of Parkes St	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225	
170	West Ryde	Linton Ave / Griffiths Ln intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	0	1	35	180	
171	West Ryde	Linton Ave, north of Victoria Road	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	5	1	40	136	
172	West Ryde	Herbert St / Linton Ln intersection			Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	5	1	8	5	0	5	0	1	35	180	







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173	West Ryde	Herbert St. east of Falconer Street	Northern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225	
174	West Ryde	Linton Lane, south of Griffiths Lane	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
175	West Ryde	Griffiths Lane, west of Linton Lane	Southern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225	
176	West Ryde	Falconer St. south of Parkes Street	Eastern side		Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Developer	4500	5	5	5	1	8	0	0	5	0	1	30	225	
177	West Ryde	Falconer St. south of Parkes Street	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
178	West Ryde	Falconer St / Parkes St intersection	SW corner		Missing section of footpath and kerb ramps	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	5	Council	4725	5	5	5	1	8	0	0	5	5	3	37	170	
179	West Ryde	Falconer St. north of Parkes Street	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
180	West Ryde	Goodwin St / Hermitage Rd intersection	SE corner		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	136	



														Land Use				Traffic Impact		Safety		Facility Benefits	Continuity of Routes	Priority		
PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
181	West Ryde	Goodwin St, between Falconer Street and Anzac Avenue	Southern side		No footpath on southern side of Goodwin Street between Falconer Street and Anzac Avenue. Footpath is provided along the northern side of this street.	Missing link	Install a new footpath	New footpath	Footpath		250	Council	48750	5	5	5	1	8	5	0	0	5	1	35	180	
182	West Ryde	Mahon St			No footpaths on either side of Mahon Street	Missing link	Install a new footpath on one side of street	New footpath	Footpath		150	Council	29250	5	5	5	1	8	5	0	0	5	1	35	180	
183	West Ryde	Goodwin St, east of Anzac Avenue	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	5	1	8	5	0	5	0	1	35	180	
184	West Ryde	Anzac Ave / Commissioners Road Intersection	All approaches		Kerb ramps not aligned and non-standard or non-existent pedestrian refuges at each approach	Pedestrian refuge and kerb ramps	Realign the kerb ramps and provide pedestrian refuge islands at each approach (x5)	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	93000	5	5	5	1	8	8	0	8	8	1	49	69	
185	West Ryde	Anzac Ave, north of Goodwin Street	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
186	West Ryde	Commissioners Rd, south of Terry Road	Western side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225	
187	West Ryde	Commissioners Rd, south of Terry Road	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	0	0	5	0	1	30	225	
188	West Ryde	Commissioners Rd, south of Terry Road	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	








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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
189	West Ryde	Commissioners Rd, south of Terry Road	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Council	6750	5	5	5	1	8	5	0	5	0	1	35	180	
190	West Ryde	Goodwin Street between Forster St and Terry Road			No footpath between Goodwin Street between Forster St and Terry Road	Missing link	Install a new footpath	New footpath	Footpath		125	Council	24375	5	5	5	1	8	5	0	5	8	1	43	114	
191	West Ryde	Forster St, south of Goodwin Street	Eastern side		Trip hazard at drain	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
192	West Ryde	Forster St, south of Goodwin Street	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
193	West Ryde	Orchard Street, east of Anzac Avenue	Southern side		Steep kerb ramp	Kerb ramps	Upgrade kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	136	
194	West Ryde	Anzac Ave	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	1	35	180	
195	West Ryde	Anzac Ave / Wattle St intersection	NW		Poor quality kerb ramps and no pedestrian refuge provided at north approach to the roundabout	Wide crossing point	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	5	5	5	1	8	5	0	5	5	3	42	126	
196	West Ryde	Clarke St / Parkes St intersection	Northern side		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	3	42	126	









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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
197	West Ryde	Forster St / Orchard St intersection	SW corner		Missing section of footpath and kerb ramps on both sides of Orchard Street	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	5850	5	5	5	1	8	5	0	5	8	3	45	89	
198	West Ryde	Orchard St, west of Forster Street	Southern side		Lid of service access protruding from footpath / driveway, creating a trip hazard for pedestrians.	Trip hazard	Provide new service access lid to remove trip hazard	Service access	Footpath	1		Council	500	5	5	5	1	8	5	0	5	0	3	37	170	
198	West Ryde	Orchard St, west of Forster Street	Southern side		Raised section of footpath resulting in a trip hazard		Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100											0	241	
199	West Ryde	Orchard St, east of Terry Road	Southern side		Raised section of footpath resulting in a trip hazard		Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100											0	241	
199	West Ryde	Orchard St, east of Terry Road	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	5	5	1	8	5	0	5	0	3	37	170	
200	West Ryde	Orchard St, west of Forster Street	Northern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		15	Council	3375	5	5	5	1	8	0	0	5	0	3	32	218	
201	West Ryde	Orchard St, east of Anzac Ave	Southern side		No bus stop pad	Bus stop	Provide a new pad at bus stop	New bus stop pad	PAMP		15	Council / TNSW	8400	5	5	5	1	8	5	0	5	8	3	45	89	
202	West Ryde	Orchard St, west of Hermitage Rd	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	2250	5	5	5	1	8	5	0	5	0	3	37	170	








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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
203	West Ryde	Maxim St / Victoria Road intersection	Southern side		Kerb ramps not aligned	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	10	8	10	3	15	8	1	5	5	3	68	12	
204	West Ryde	Maxim St, south of Victoria Road	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	2		Council	400	5	5	10	3	8	0	0	5	0	3	39	161	
205	West Ryde	Maxim St, south of Victoria Road	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	8		Council	400	5	5	8	3	8	5	0	5	0	3	42	126	
205	West Ryde	Maxim St, north Gaza Road	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath																	
	West Ryde	Gaza Rd, north of Maxim St	Northern side		Steps		None																0	241		
204	West Ryde	Gaza Rd	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	5	5	8	3	8	5	0	5	0	3	42	126	
205	West Ryde	Gaza Rd / Victoria Road intersection			Poor quality kerb ramps and no pedestrian refuge provided	Pedestrian refuge and kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	10	8	10	3	15	8	0	10	8	5	77	3	
206	West Ryde	Victoria Rd, between Maxim St and Gaza Road	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		85	Council	19125	10	8	10	3	15	5	0	10	5	5	71	7	

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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
207	West Ryde	Victoria Rd. between Gaza Road and Station Street	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		75	Council	16875	10	8	10	3	15	5	0	10	5	5	71	7	
208	West Ryde	Victoria Rd / Station St	Southern side		Kerb ramps not aligned	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	4600	10	8	10	3	15	8	1	10	5	5	75	4	
209	West Ryde	Victoria Rd / Station St	Eastern side		Kerb ramps not aligned	Kerb ramps and TGSIs	Realign kerb ramps	Kerb ramps and TGSIs	PAMP	2		Council	4600	10	8	10	3	15	8	1	10	5	5	75	4	
210	West Ryde	Station St, south of Victoria Road	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		15	Council	3375	8	8	10	3	8	5	0	8	0	3	53	51	
211	West Ryde	Station St, south of Victoria Road	Western side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		10	Council	2250	8	5	10	1	8	5	0	5	0	3	45	89	
212	West Ryde	Station St, south of Victoria Road	Western side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	8	5	10	1	8	5	0	5	0	3	45	89	
213	West Ryde	Mons Ave / Rex Avenue intersection	Northern side		Missing section of footpath and kerb ramps on both sides of Mons Ave	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	10	Council	5850	5	5	8	1	8	5	0	5	5	3	45	89	
214	West Ryde	Bennett St / Mons Ave intersection	Eastern side		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	10	10	1	8	5	0	8	5	3	55	42	

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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank	
79	West Ryde	Victoria Rd. between Mons Avenue and Station Street	Southern side		Poor quality footpath																			0	241	
215	West Ryde	Victoria Rd / Mons Ave intersection			Kerb ramps not aligned	Wide crossing point	Realign kerb ramps and provide a pedestrian refuge	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	10	8	10	3	15	8	0	10	5	5	74	6	
216	West Ryde	Victoria Rd. between Endeavour Street and Mons Avenue	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		90	Council	20250	10	8	10	3	15	8	0	10	0	5	69	11	
71	West Ryde	Victoria Rd. between Riverview Street and Endeavour Street	Southern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath																	
217	West Ryde	Bennett St / Riverview St intersection	Western side		Kerb ramps not aligned	Kerb ramps	Realign the kerb ramps	Kerb ramps	PAMP	2		Council	3600	5	5	8	1	8	5	0	5	5	1	43	114	
218	West Ryde	Moss St	Northern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	4		Council	200	5	5	8	1	8	5	0	5	0	1	38	163	
218	West Ryde	Moss St	Northern side		Raised section of footpath resulting in a trip hazard																			0	241	
219	West Ryde	Moss St	Northern side		Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		30	Developer	6750	5	5	8	1	8	5	0	5	0	1	38	163	

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PAMP ID	Town	Street / Intersection	Location	Photograph	Description of Issue	Issue Type	Description of Proposed Treatment	Treatment Type	Footpath / PAMP	Number of units	Distance (m)	Agency Responsible	Estimated Cost	No. of Attractors/Generators	Land Use Type	Proximity to Generators/Attractors	Future Development	Road Hierarchy	Hazardous Area	Pedestrian Crashes	Demonstrated Path	Addition to existing facility	Ped Route Hierarchy	RMS Priority	RMS Rank		
220	West Ryde	Rex St / Grand Ave intersection			Missing section of footpath and kerb ramp	Kerb ramps	Provide a new footpath / kerb ramps	Footpath / kerb ramps	Footpath / PAMP	2	5	Council	4725	5	5	5	1	8	5	0	5	0	1	35	180		
221	West Ryde	Rex St	Northern side		Footpath is narrow with a width of approximately 0.7m	Narrow footpath	Widen the footpath	Footpath upgrade	Footpath		60	Council	13500	5	5	5	1	8	5	0	5	5	1	40	136		
221	West Ryde	Rex St	Northern side		Raised section of footpath resulting in a trip hazard																		0	241			
222	West Ryde	Rex St / Federal Rd intersection	NW corner		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	136		
223	West Ryde	Rex St / Federal Rd intersection	SE corner		Kerb ramp is not aligned with the one opposite	Kerb ramps	Realign the kerb ramp	Kerb ramps	PAMP	1		Council	1800	5	5	5	1	8	5	0	5	5	1	40	136		
224	West Ryde	Federal Rd	Western side		Poor quality footpath adjacent to development site	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Developer	4500	5	5	5	1	8	5	0	5	0	1	35	180		
225	West Ryde	Rex St	Northern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	5	5	1	8	5	0	5	0	1	35	180		
226	West Ryde	Station St			Non standard slow point (traffic island), near school	Pedestrian refuge and kerb ramps	Upgrade kerb ramps and pedestrian refuge island	Kerb ramps and pedestrian refuge	PAMP	1 refuge, x2 kerb ramps		Council	18600	5	10	10	1	8	5	0	8	5	3	55	42		

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227	West Ryde	Station St	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	10	10	1	8	5	0	8	0	3	50	60	
228	West Ryde	Station St	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		20	Council	4500	5	10	8	1	8	5	0	5	0	3	45	89	
229	West Ryde	Station St, south of Rex St	Eastern side		Raised section of footpath resulting in a trip hazard	Trip hazard	Footpath grinding to remove trip hazard	Footpath grinding	Footpath	2		Council	100	5	10	8	1	8	5	0	5	0	3	45	89	
230	West Ryde	Station St, north of Rex St	Eastern side		Poor quality footpath	Poor quality footpath	Resurface the footpath	Footpath upgrade	Footpath		8	Council	1800	5	10	8	1	8	5	0	5	5	3	50	60	
231	West Ryde	Station St, north of Rex St	Eastern side		Overgrown foliage reduces the effective width of footpath	Overgrown vegetation	Trim / clear the vegetation to remove the obstruction	Vegetation trimming	Footpath	1		Council	200	5	10	8	1	8	5	0	5	0	3	45	89	





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#### Document Status

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