



13 June 2019

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 13 June 2019

Ryde Traffic Committee Meeting

Council Chambers, Level 1A, 1 Pope Street, Ryde - 10.00am

MEMBERS

City of Ryde (Chair)..... Director City Works and Infrastructure
Roads and Maritime Services of NSW Sydney North Region
NSW Police Force Ryde Local Area Command
Member for Ryde (13 items)..... The Hon. V Dominello MP
Member for Lane Cove (1 item) The Hon. A Roberts MP

ADVISORS

Sydney Buses Western Region

Committee Members, Advisors and City of Ryde Councillors are invited to attend the next meeting of the Ryde Traffic Committee. Alternatively, please forward comments on any matter listed for discussion to the Meeting Convenor, via email by 5pm Tuesday 11 June 2019.

Members of the public may register to address the Ryde Traffic Committee on any matter listed for discussion by contacting the Meeting Convenor, via email, by 12 noon Wednesday 12 June 2019.

Meeting Convenor
Muddasir Ilyas – Acting Team Leader Traffic Services
milyas@ryde.nsw.gov.au.



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Meeting Date: 13 June 2019
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 10.00am

NOTICE OF BUSINESS

APOLOGIES

DISCLOSURES OF INTEREST

CONFIRMATION OF PREVIOUS MINUTES

MATTERS ARISING FROM PREVIOUS MINUTES

MATTERS FOR CONSIDERATION

- (A) WICKS ROAD, NORTH RYDE – NO STOPPING DURING PEAK HOUR
- (B) WICKS ROAD, NORTH RYDE – ‘KEEP CLEAR’ LINEMARKING
- (C) GOULDING STREET, RYDE – KEEP CLEAR
- (D) WILLOW CRES, NORTH RD & CLERMONT AVE, RYDE – TRAFFIC CALMING
- (E) TOBRUK STREET, NORTH RYDE - NO PARKING RESTRICTIONS
- (F) CONSTITUTION ROAD WEST, MEADOWBANK – CONVERT EXISTING PEDESTRIAN REFUGE TO A FORMAL PEDESTRIAN CROSSING
- (G) FREDERICK STREET, RYDE – SAFETY EXITING THE DRIVEWAY
- (H) KENT ROAD, NORTH RYDE – NO PARKING TO ENSURE ACCESS TO DRIVEWAYS AND PEDESTRIAN RAMPS
- (I) CHAUVEL STREET, NORTH RYDE – TRAFFIC MANAGEMENT – CHRISTMAS LIGHTS – CHANGE TO DATES & TIMES
- (J) 123 BOWDEN STREET, MEADOWBANK – SIGNAGE AND LINE MARKING PLAN
- (K) 125 BOWDEN STREET, MEADOWBANK – SIGNAGE AND LINE MARKING PLAN
- (L) 21-27 GLEN STREET, EASTWOOD – SIGNAGE AND LINE MARKING PLAN
- (M) 6A-8C MONASH ROAD, GLADESVILLE – MOD2018/157 – CONDITION 16(c) – PROPOSED MEDIAN STRIP



MATTERS FOR TRAFFIC ENGINEERING ADVICE

ADVISORY ITEMS

ITEM 1 MATTERS APPROVED UNDER DELEGATION AND ELECTRONIC APPROVAL

ITEM 2 MACQUARIE PARK – METRO PRECINCT INCIDENT RESPONSE PLANNING

LATE ITEMS

GENERAL BUSINESS



ITEM (A)	WICKS ROAD, RYDE
SUBJECT:	PEAK HOURS – NO STOPPING RESTRICTIONS
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	D19/11028 & T2019-00146
OFFICER:	J BEGLEY

INTRODUCTION

Wicks Road forms part of Regional Road 2058 and serves as a major link road connecting Lane Cove Road and Epping Road. Observations indicate that there is an increasing tendency for cars to park on Wicks Road between Epping Road and Coxs Road which has both a negative efficiency and road safety impact on traffic flow along this section of the road network.

CONTEXT

- Wicks Road is a two lane bi-directional regional road with a posted speed limit of 60km/h.
- Excepting statutory No Stopping restrictions at intersections and bus zones, all remaining on-street parking is unrestricted.

COMMUNITY ENGAGEMENT

Surveys were distributed to local residents and businesses on Wicks Road between Epping Road and Coxs Road to determine the level of support for the weekday part time No Stopping restrictions. The proposed restrictions would operate on both sides of the road between the following hours: *No Stopping 6:00am – 10:00am & 3:00pm – 7:00pm Mon – Fri.*

In addition to all properties being letter boxed, a *Have Your Say* page was created on Council's website outlining the reasons behind the proposal. This page offers all residents the opportunity to comment on the proposal. Comments on the proposal were accepted up to Wednesday 15th May 2019.

Council received 7 responses from residents along the subject section of Wicks Road, with 4 opposed and 3 supporting the proposal. The residents who expressed opposition to the proposal had the following concerns:

- Removing peak hour parking will encourage more vehicles to use the road.
- Difficulties when exiting their driveway.
- More cars equates to more noise.



- Resident feels it's his right to park in front of his house.
- Resident concerns that removing on-street parking will result in excessive speed.

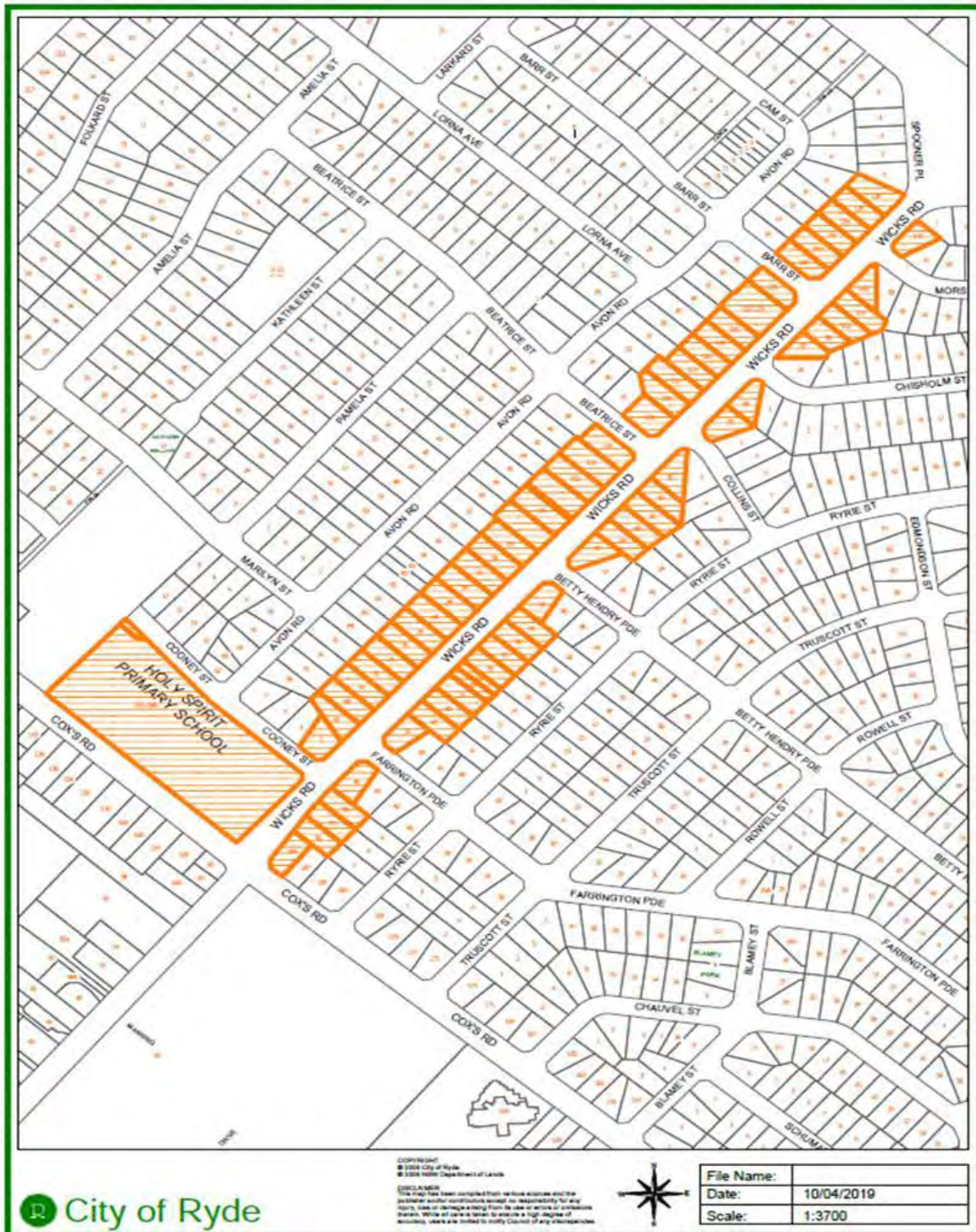



Figure A1: Consultation Area



Wicks Road: Between Epping Road and Beatrice Street



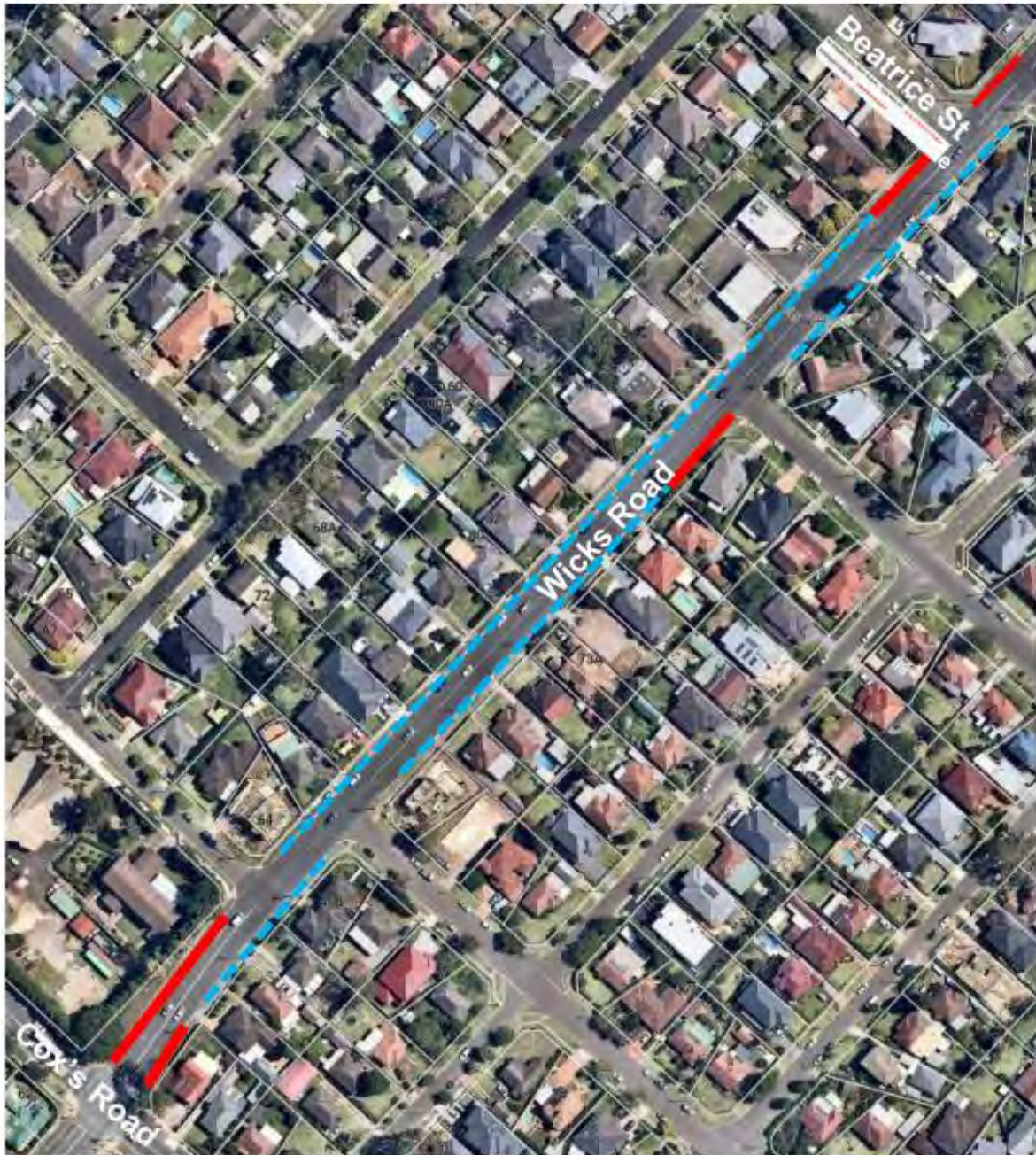
Proposed: No Stopping 6am - 10am & 3pm - 7pm Mon-Fri 


Existing : No Stopping 

Figure A2: Proposed Parking Changes in Wicks Road, Ryde



Wicks Road Between Beatrice Street and Cox's Road



Proposed: No Stopping 6am - 10am & 3pm - 7pm Mon-Fri 

Existing : No Stopping 

Figure A3: Proposed Parking Changes in Wicks Road, Ryde



DISCUSSION

Wicks Road forms part of Regional Road 2058 and currently carries 25 000 vehicles per day. On site observations indicate that there is an increasing tendency for commuters to park on the section of Wicks Road between Epping Road and Coxs Road. Parked vehicles not only impact on network efficiency by reducing the capacity of each lane, they also generate road safety issues leading to a higher probability of crashes occurring.

Parked vehicles force vehicles on the inside lane to slow down quickly and then attempt to quickly merge with traffic in the centre lane, which has a knock on effect to following traffic. This leads to a higher prevalence of rear end collisions due to driver inattention, side swipe crashes due to vehicles not merging appropriately, and crashes relating to dooring of cyclists and passing vehicles.

A crash analysis was undertaken along the subject section of Wicks Road for the 5 ½ year period from 2013 to June 2018. This analysis indicated that of all the crashes that occurred on Regional Route 2058 accounted for 63% (31 crashes) of these. Crashes that occurred where Wicks Road intersects with Epping Road and Coxs Road were discounted as the proposed part time No Stopping restrictions have no bearing on the crashes that have occurred at these intersections.

Further analysis indicates that the intended part time No Stopping restrictions will also address those crashes that have occurred during peak commuter times where obstructed sight lines due to parked vehicles have been a contributing factor. Thus of the 31 crashes that have occurred, the proposal would either address completely or discount heavily 24 of these.

It is intended that the proposed commuter peak hours No Stopping restrictions will operate on both sides of Wicks Road as traffic counts indicate that vehicular activity is similar in both directions along this section of the street. The restrictions would only operate during the working week Monday to Friday.

An on-site inspection indicates that the vehicles that do park on Wicks Road are concentrated towards the Epping Road end of the street and are generally gone by 6.00pm, which suggests that they are mainly commuters. It should be noted that all properties along the subject section of Wicks Road have access to off street parking.

A resident opposing the part time restrictions was concerned that the incidence of speeding vehicles would increase. It should be noted that the proposed restrictions are confined to the peak commuter peak hours, with traffic volumes curtailing the ability of vehicles to speed during these hours. On-street parking will become available again outside the commuter peak hours when speeding would be more likely to occur.

APPROVALS

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



PROPOSAL

That the following changes to parking restrictions be made on Wicks Road between Epping Road and Coxs Road as shown in *Figures A2 and A3*:

- all intersections be signposted with the required statutory *No Stopping* restrictions;
- all bus zones be signposted as per NSW Road Rule requirements;
- the remaining unrestricted parking be signposted as follows – *No Stopping 6:00am – 10:00am & 3:00pm – 7:00pm Mon – Fri.*

:



ITEM (B)	WICKS ROAD, NORTH RYDE
SUBJECT:	'KEEP CLEAR' LINEMARKING AT SPOONER PLACE
ELECTORATE:	RYDE
WARD:	EAST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2019-00881
OFFICER:	J BEGLEY

INTRODUCTION

City of Ryde has received representation from residents of Spooner Place requesting consideration be given to installing 'KEEP CLEAR' line marking on Wicks Road at the intersection of Spooner Place, North Ryde.

Council officers have previously received delegated authority from Council to enable either 'DO NOT QUEUE ACROSS INTERSECTION' signage or 'KEEP CLEAR' markings to be installed at appropriate locations throughout the City of Ryde. This delegation enables the above delineation or signage to be installed immediately if it is approved by the formal members of Ryde Traffic Committee, without having to wait for it to be approved by Council's Works and Community Committee meeting.

BACKGROUND

A 'DO NOT QUEUE ACROSS INTERSECTION' sign was installed following previous approval by the Ryde Traffic Committee to face northbound traffic on Wicks Road, however given the proximity of Spooner Place to the signalised intersection of Wicks Road with Epping Road, access to Spooner Place remains continually blocked by vehicles queueing back from Epping Road.

CONTEXT

1. Wicks Road at its intersection with Spooner Place has 3 northbound lanes and 1 southbound lane.
2. Wicks Road forms part of Regional Road 2058 while Spooner Place is a local road.

REFERENCES

- [NSW] *Road Rules 2014 Rule 96 Keep clear markings*
- RMS's *Delineation – Section 9 – Messages on Pavements (including bus lane treatments)*

COMMUNITY ENGAGEMENT

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



Figure B2: Location Plan

DISCUSSION

The following criteria for installing 'KEEP CLEAR' line marking is outlined in RMS's *Delineation Section 9 - Messages on Pavement (Including Bus Lane Markings)*:

- Unsignalised intersections, which are frequently blocked by traffic queues, mainly on the approach to traffic signals or railway level crossings.
- Car park entrances which are frequently blocked by traffic queues.
- Emergency vehicle station accesses, which may be blocked by traffic queues.
- 'KEEP CLEAR' pavement markings should only be provided where right turning vehicles are prevented from entering or exiting the side street or car park (i.e. crossing the queue) and subsequently cause traffic to queue back through a signalised intersection, or where the waiting right turning vehicle causes a road safety problem due to the road geometry.
- 'KEEP CLEAR' markings must NOT be provided to allow vehicles to turn left from a side street or car park.
- 'KEEP CLEAR' pavement marking is regulatory and thus a left turning vehicle would be committing an offence if they joined the queue by entering the keep clear area.



- Where the criteria for the installation of 'KEEP CLEAR' markings cannot be met, the alternative option is to install the advisory 'DO NOT QUEUE ACROSS INTERSECTION' sign.

Site inspections indicate that the intersection of Wicks Road at Spooner Place is blocked on a regular basis due to vehicles queueing back from the signalised intersection of Wicks Road / Epping Road. Spooner Place has no alternative access point to the road network apart from its current intersection with Wicks Road.

APPROVALS

City of Ryde staff has delegated authority from Council to approve the following changes to prescribed traffic control devices:

- Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR line marking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout.

Should the Ryde Traffic Committee endorse the proposal, then the required works can be installed.

PROPOSAL

To install 'KEEP CLEAR' pavement characters on Wicks Road at its intersection with Spooner Place, North Ryde.



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ITEM (C)	GOULDING ROAD, RYDE
SUBJECT:	'KEEP CLEAR' LINEMARKING AT BRUCE STREET
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	T2019 - 00723
OFFICER:	J BEGLEY

INTRODUCTION

City of Ryde has received representation from residents of Bruce Street requesting consideration be given to installing 'KEEP CLEAR' line marking on Goulding Road, at the intersection of Bruce Street, Ryde.

Council officers have previously received delegated authority from Council to enable either 'DO NOT QUEUE ACROSS INTERSECTION' signage or 'KEEP CLEAR' markings to be installed at appropriate locations throughout the City of Ryde. This delegation enables the above delineation or signage to be installed immediately if it is approved by the formal members of Ryde Traffic Committee, without having to wait for it to be approved by Council's Works and Community Committee meeting.

BACKGROUND

Council has previously installed 'DO NOT QUEUE ACROSS INTERSECTION' signage on Goulding Road at Bruce Street however site observations and feedback from residents indicate that motorists continually disregard this signage and block access to Bruce Street. It should be noted that 'KEEP CLEAR' is enforceable whilst 'DO NOT QUEUE ACROSS INTERSECTION' is not.

CONTEXT

3. Goulding Road in the vicinity of Bruce Street is two lanes northbound and three lanes southbound.
4. Goulding Road forms part of Regional Road 2058, whilst Bruce Street is a designated local road.
5. Goulding Road is subject to a posted speed limit of 60 km/h while Bruce Street is subject to a speed limit of 50 km/h.

REFERENCES

- [NSW] *Road Rules 2014 Rule 96 Keep clear markings*
- RMS's *Delineation – Section 9 – Messages on Pavements (including bus lane treatments)*
- RMS's *Delegation to Councils - Regulation of Traffic*



COMMUNITY ENGAGEMENT

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



Figure C3: Location Plan

DISCUSSION

The following criteria for installing 'KEEP CLEAR' line marking is outlined in RMS's *Delineation Section 9 - Messages on Pavement (Including Bus Lane Markings)*:

- Unsignalised intersections, which are frequently blocked by traffic queues, mainly on the approach to traffic signals or railway level crossings.
- Car park entrances which are frequently blocked by traffic queues.
- Emergency vehicle station accesses, which may be blocked by traffic queues.
- 'KEEP CLEAR' pavement markings should only be provided where right turning vehicles are prevented from entering or exiting the side street or car park (i.e. crossing the queue) and subsequently cause traffic to queue back through a signalised intersection, or where the waiting right turning vehicle causes a road safety problem due to the road geometry.



- 'KEEP CLEAR' markings must NOT be provided to allow vehicles to turn left from a side street or car park.
- 'KEEP CLEAR' pavement marking is regulatory and thus a left turning vehicle would be committing an offence if they joined the queue by entering the keep clear area.
- Where the criteria for the installation of 'KEEP CLEAR' markings cannot be met, the alternative option is to install the advisory 'DO NOT QUEUE ACROSS INTERSECTION' sign.

The location meets the criteria for the installation of 'KEEP CLEAR' pavement characters.

APPROVALS

City of Ryde staff has delegated authority from Council to approve the following changes to prescribed traffic control devices:

- Install DO NOT QUEUE ACROSS INTERSECTION signs and/or KEEP CLEAR line marking to assist vehicles turning into a side street, where vehicles waiting to turn regularly cause queuing back through an intersection with traffic lights or roundabout.

Should Ryde Traffic Committee endorse the proposal then the required works can be installed immediately as Council staff have delegated authority from Council for these works to be undertaken subject to the endorsement of the Ryde Traffic Committee.

PROPOSAL

To install 'KEEP CLEAR' pavement characters on Goulding Road at its intersection with Bruce Street, Ryde.



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ITEM (D) WILLOW CRESCENT, NORTH ROAD & CLERMONT AVENUE, RYDE

SUBJECT: **TRAFFIC CALMING**
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-12938 & T2018-00713
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has received representation from residents of Willow Crescent, requesting consideration be given to improving the road safety environment at the dual roundabout on North Road, where it intersects with Willow Crescent and Clermont Avenue, Ryde.



Figure D4: Location Plan



BACKGROUND

Willow Crescent and Clermont Avenue were stand-alone off set priority controlled intersections with North Road until May 2011. The two intersections were then combined to form a peanut roundabout in an attempt to improve public safety and access for residents between the two side streets and also with North Road.

The facility that was constructed comprises of two small roundabouts, with each roundabout centred on the respective side street. How the roundabout operates has been a source of frustration for first time users and in particular how it operates when accessing it from the side streets themselves.

CONTEXT

- North Road is a collector road under Council's road classification, with Willow Crescent and Clermont Avenue classified as local roads.
- Urban speed limit on all these roads is 50km/h; however speed counts undertaken on North Road indicate that the 85th percentile speed is 60km/h in the vicinity of the intersection.

COMMUNITY ENGAGEMENT

Given the impact of the changes, representing enhancements to the existing traffic facility, a site meeting was held on 19 February 2019. A majority of the residents from Willow Crescent attended the meeting and concurred with Council's proposed improvements.

DISCUSSION

Council commissioned the Traffic Engineering Centre in January 2019 to undertake a Stage 5 Existing Road Safety Audit of the intersection of Willow Crescent / North Road / Clermont Avenue. This Stage 5 audit of the double-roundabouts at the North Road / Clermont Avenue / Willow Crescent intersection, assessed whether the intersection complies with the standards / guidelines and whether the arrangement is clear and conducive to road safety. The road safety audit identified a number of road safety issues, with associated risks estimated as intolerable, high or medium.

Both, daylight and night-time site inspections were undertaken, on 19 & 20 January 2019 respectively, in fine weather and dry road conditions. The site was inspected once again on 22 January 2019. A drive over and walk beside the audited road section was undertaken to investigate the surrounding environment and the existing traffic movements. The main issues identified through the audit were as follows:



- Issue 1:** The current deflection on the approaches to the double roundabout is quite poor and so does not properly control the speed of vehicles travelling through the roundabout on North Road. The fact that the intersection was not originally designed as a roundabout but upgraded to accommodate a double roundabout is the main reason for the deflection deficiencies.
- Issue 2:** Motorists do not recognise the double roundabout as they would a traditional roundabout, with this being particularly true for those accessing it from side streets off North Road. It's layout is not apparent to approaching drivers; because of this it fails to reduce the relative speeds of motorists approaching it, with "right of way " at the roundabout becoming an issue when accessing it from either Willow Crescent or Clermont Avenue.
- Issue 3:** Sight distance to on-coming vehicles is significantly compromised by vegetation located on both North Road and Willow Crescent.
- Issue 4:** Extensive tyre marks on splitter islands used by pedestrians indicate that the left turn movement from North Road into Clermont Avenue cannot accommodate vehicles longer than the average sedan without encroaching on these splitter islands.
- Issue 5:** Vegetation is currently obscuring *Curve* and a reduced advisory 30km/h speed signage on the northbound approach to the roundabout on North Road. This increases the probability for some loss of control accidents to occur on this approach.
- Issue 6:** Appropriate delineation at the double roundabout and lack of Keep Left signage on the splitter island approaches, further contributes to the lack of awareness of the roundabout to motorists. This is of particular concern during inclement weather and at night when motorists could unknowingly strike the splitter islands on the approach to the roundabout.
- Issue 7:** The existing central islands are too small and do not provide adequate deflection of the paths of the vehicles entering the roundabouts which is the most important factor influencing the safe operation of the roundabouts. Therefore, as observed during the site inspections, the vast majority of drivers simply ignore the need to deflect and drive over the painted islands at a speed not necessarily lower than the speed on approach to the roundabouts.

This situation increases both the angle and relative speed between the conflicting vehicles, thus increasing the chance for some far more severe collisions than would otherwise be expected at a roundabout.

In addition, the central islands are not clearly visible even in daylight, and especially at night partially because of the lack of the signage on the central islands. Chevron Alignment Markers (CAMS) are required on these central islands to emphasise their presence to motorists.



Council is in the process of undertaking the majority of the recommendations that have been identified in the road safety audit report which includes:

- Trimming of all vegetation;
- Enhancing all line marking at the intersection;
- Installation of additional signage (Keep Left / Roundabout / No Stopping);
- Installation of CAM's at the roundabouts;
- Installation of advanced warning signage showing a schematic of the intersection on both approaches; and
- Installation of RRPMS at the intersection and around the roundabouts

In a further effort to reduce the incidence of speed along North Road, it is proposed to install a speed cushions on both the North Road approaches to the roundabout. These cushions will be augmented by signage showing a reduced speed limit.



Figure D5: Location of proposed speed cushions



APPROVALS

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

PROPOSAL

1. That the findings of the road safety audit associated with the intersection of Willow Crescent/North Road/ Clermont Avenue be noted.
2. That speed cushions and associated signage be installed on North Road on both approaches to the intersection of Willow Crescent/North Road/ Clermont Avenue.

**ITEM (E) TOBRUK STREET, NORTH RYDE**

SUBJECT: NO PARKING RESTRICTIONS
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: D19/9768 & T2019-00451
OFFICER: L KUNG

INTRODUCTION

In response to concerns raised by a local resident, Council is proposing to install “No Parking” restrictions across the frontage of 22-22A Tobruk Street, North Ryde.

The existing kerb spaces between the driveways at this location are not long enough for vehicles to be legally parked. The proposed “No Parking” restrictions will prevent parked vehicles from blocking access to the adjacent driveways as well.

CONTEXT

- Tobruk Street is a two-way local road with a posted speed limit of 50km/h.
- Carriageway width is approximately 7m wide.
- There is 2P restricted parking on the western side and unrestricted parking on the eastern side.

REFERENCES

- [NSW] *Road Rules 2014* Rule168 No Parking signs

COMMUNITY ENGAGEMENT

As shown in Figure E1, community consultation letters were distributed to four local residents to determine the level of support for the installation of “No Parking” restrictions across the frontage of 22-22A Tobruk Street, North Ryde.

Two responses were received and both supported the above proposal.

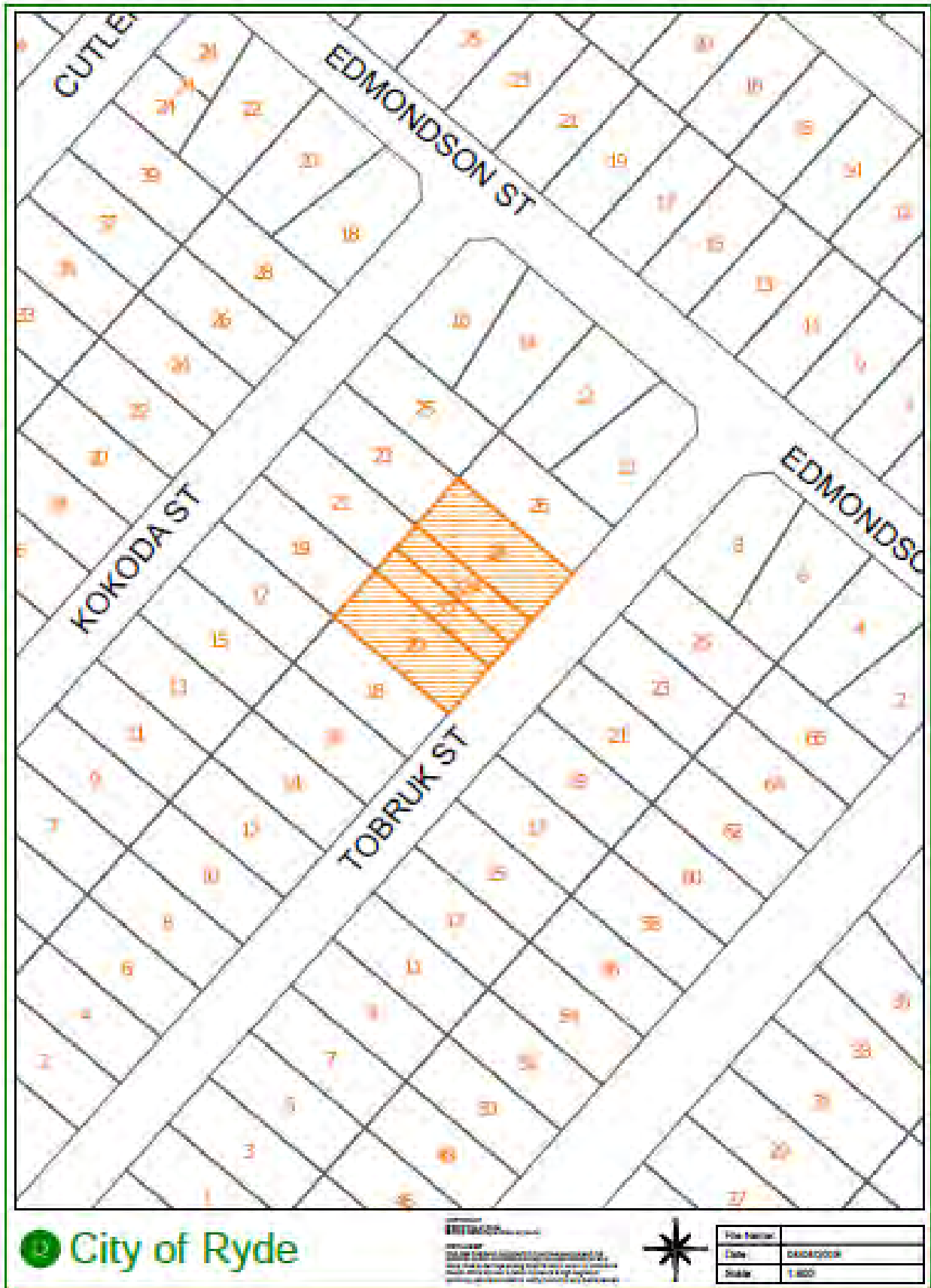


Figure E1 Community engagement distribution



APPROVALS

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

PROPOSAL

Install “No Parking” restrictions across the frontage of 22-22A Tobruk Street, North Ryde.

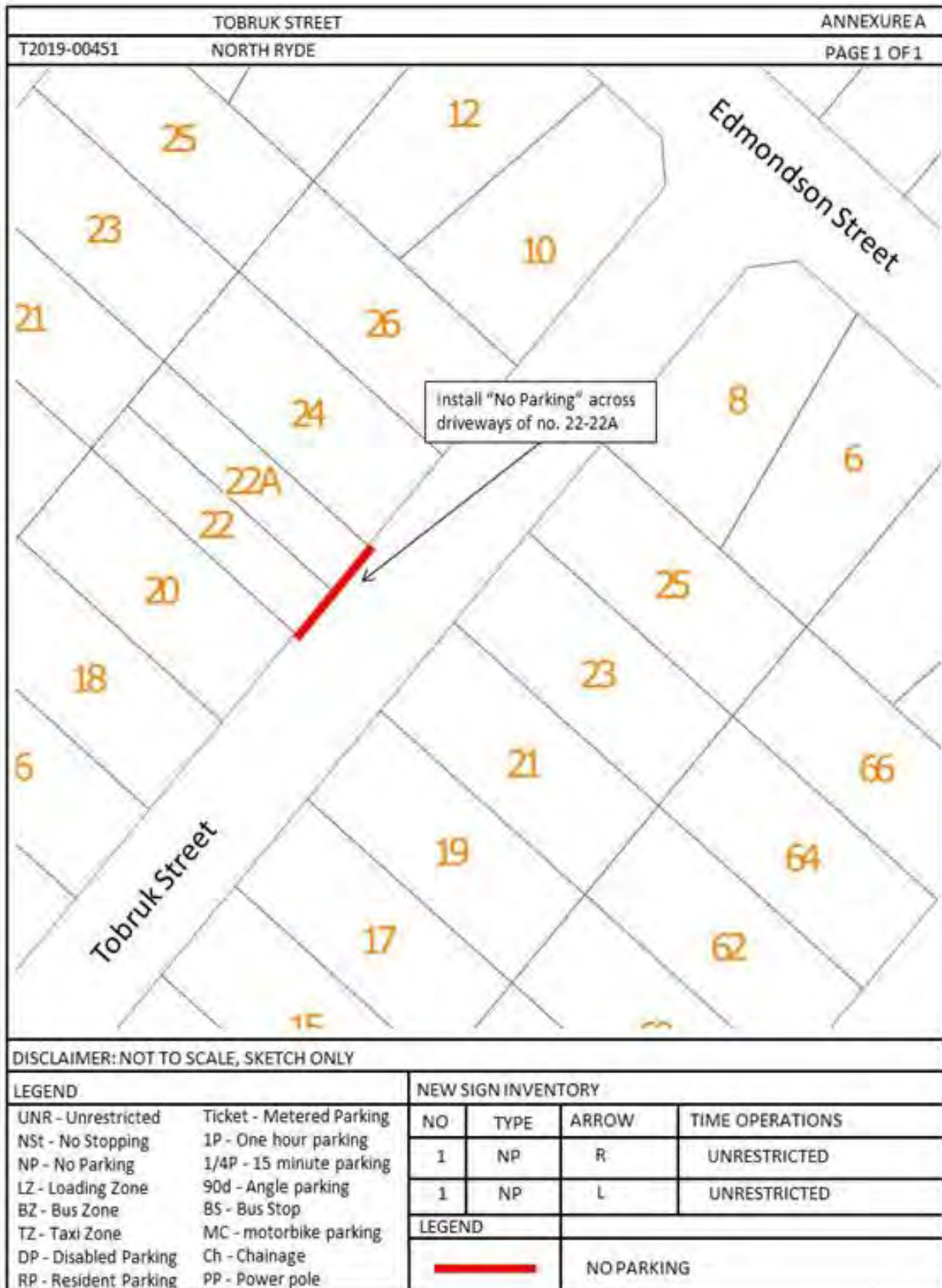


Figure E2 Proposed Parking Changes in Tobruk Street, North Ryde



ITEM (F) CONSTITUTION ROAD WEST, MEADOWBANK

SUBJECT: PEDESTRIAN CROSSING
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2018-01690
OFFICER: J BEGLEY

INTRODUCTION

Council previously tabled a report at the September 2018 Ryde Traffic Committee seeking to convert the existing pedestrian refuge on Constitution Road West between Federal Road and Mons Avenue, Meadowbank into a pedestrian crossing to service the pedestrian needs of the skate park that was under construction.

The location at that time did not meet the pedestrian component of the warrants associated with the installation of a pedestrian crossing. This report provides an update on the recently completed traffic and pedestrian counts that were undertaken to assess whether the location now meets the warrants for a pedestrian crossing.



Figure F6: Location Plan



CONTEXT

Council opened a skate park in Meadowbank Park for use on 27 April 2019. The nearest formal pedestrian crossing facility on Constitution Road West to the skate park is via a pedestrian refuge located immediately east of Federal Road.

REFERENCES

- [NSW] *Road Rules 2014* Rule 81 Giving way at a pedestrian crossing
- RMS's *Supplement to Australian Standard 1742*.

DISCUSSION

Before a location can be considered for the installation of a pedestrian crossing it must meet minimum warrants based on the number of pedestrians and vehicles passing through that location. The required warrants are as follows:

In three separate one hour periods on a typical day:

- Pedestrians crossing (P) ≥ 30 , and
- Vehicles passing (V) ≥ 500 , and
- $P \times V \geq 60,000$.

The $P \times V$ value can be reduced to 45,000 if Council can demonstrate "special circumstances".

Traffic and pedestrian counts were undertaken on Saturday 11 May and Tuesday 14 May 2019 to gauge the level of activity on Constitution Road West, now that the skate park was fully operational. A summary of results is provided in the table below. The Saturday results indicate the warrants are met for the conversion of the existing pedestrian refuge into a pedestrian crossing.

Table 1.0 Traffic and pedestrian counts at the existing pedestrian refuge in Constitution Road West, between Federal Road and Mons Avenue, Meadowbank

Sat 11th May 2019	Pedestrians (P)	Vehicles (V)	P x V
10:00am – 11:00am	185	355	65675
12:00am – 1.00pm	213	550	117150
2:00pm – 3:00pm	325	575	330625
Tues 14th May 2019	Pedestrians (P)	Vehicles (V)	P x V
8:15am – 09:15am	41	885	36285
1:00pm – 2:00pm	7	423	2961
4:30pm – 5:30pm	92	1235	113620



The proposed pedestrian crossing will be installed as per the RMS technical direction with all associated signage and line marking. It should be noted that the statutory No Stopping restrictions that accompany pedestrian refuges is the same as for pedestrian crossings, thus there should be no loss of on-street parking associated with the new facility.

PROPOSAL

To convert the existing pedestrian refuge on Constitution Road West, east of Federal Road into a pedestrian crossing, with the new facility to be designed as per Australian Standards, AS1742.10 - 2009, Section 6, Figure 1 – Pedestrian (Zebra) Crossings, with all additional RMS supplement requirements.



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ITEM (G)	FREDERICK STREET, RYDE
SUBJECT:	SAFETY EXITING THE DRIVEWAY
ELECTORATE:	RYDE
WARD:	WEST
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	D18/121455 & T2019-00339
OFFICER:	M SINGH

INTRODUCTION

Council received a request for measures to be taken to improve sightlines for drivers exiting the townhouse development at 40-44 Frederick Street, Ryde.

A site investigation established that the bend in the road, north of 40-44 Frederick Street, impeded sightlines for vehicles exiting the driveway access to the property.

As a response to this request, Council is installing a small section of “No Parking” on both sides of the access driveway to 40-44 Frederick Street, to improve visibility of on-coming vehicles, when residents are exiting the driveway onto Frederick Street. These changes will not result in the loss of any on-street parking spaces.

CONTEXT

- Frederick Street is a two-way road with a carriageway width of approximately 11 metres.
- Under existing conditions, Frederick Street has two travel lanes and two kerbside parking lanes.
- Council staff met with residents on-site, and devised a solution to the sightline issues in coordination with the residents.
- The proposed parking changes will not result in the loss of any parking spaces.
- Site visits confirm that the area has a low parking occupancy rate.

COMMUNITY ENGAGEMENT

A notification letter was distributed to 11 townhouses within 40-44 Frederick Street as shown in Figure G1. No responses were received from the residents.

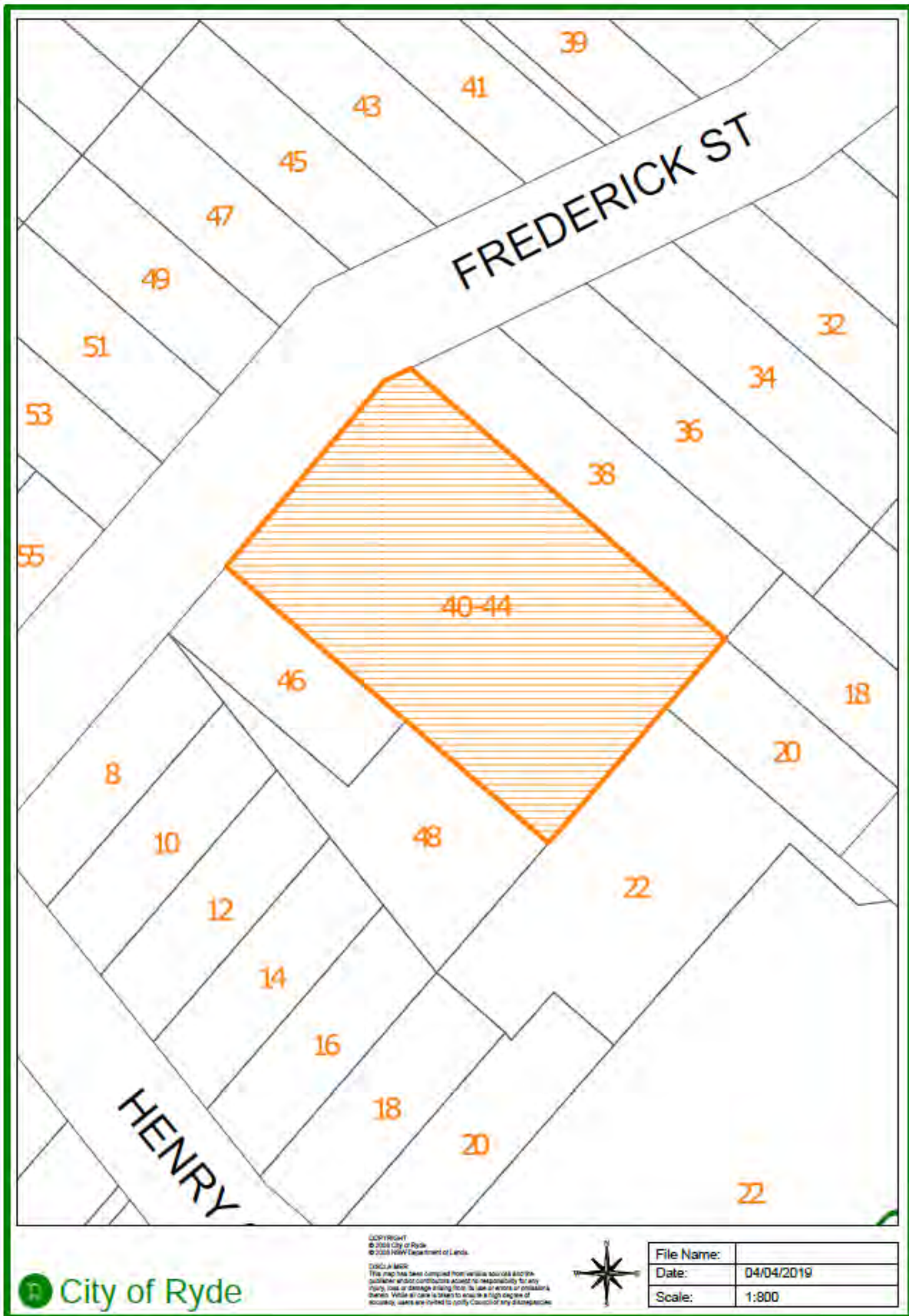


Figure G1: Community Engagement Distribution



DISCUSSION

Council Staff conducted a site visit to investigate the existing sightlines and parking configuration fronting 40-44 Frederick Street. The site visit confirmed that parked cars were blocking sightlines for vehicles exiting the property to southbound vehicles travelling along Frederick Street.

The installation of a small section of “No Parking” adjacent to the driveway would increase sightlines and therefore safety for vehicles at this location.

APPROVALS

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

PROPOSAL

In accordance with the attached Figure G2, 3 metres of “No Parking” to be installed on either side of the driveway serving 40 - 44 Frederick Street, Ryde.

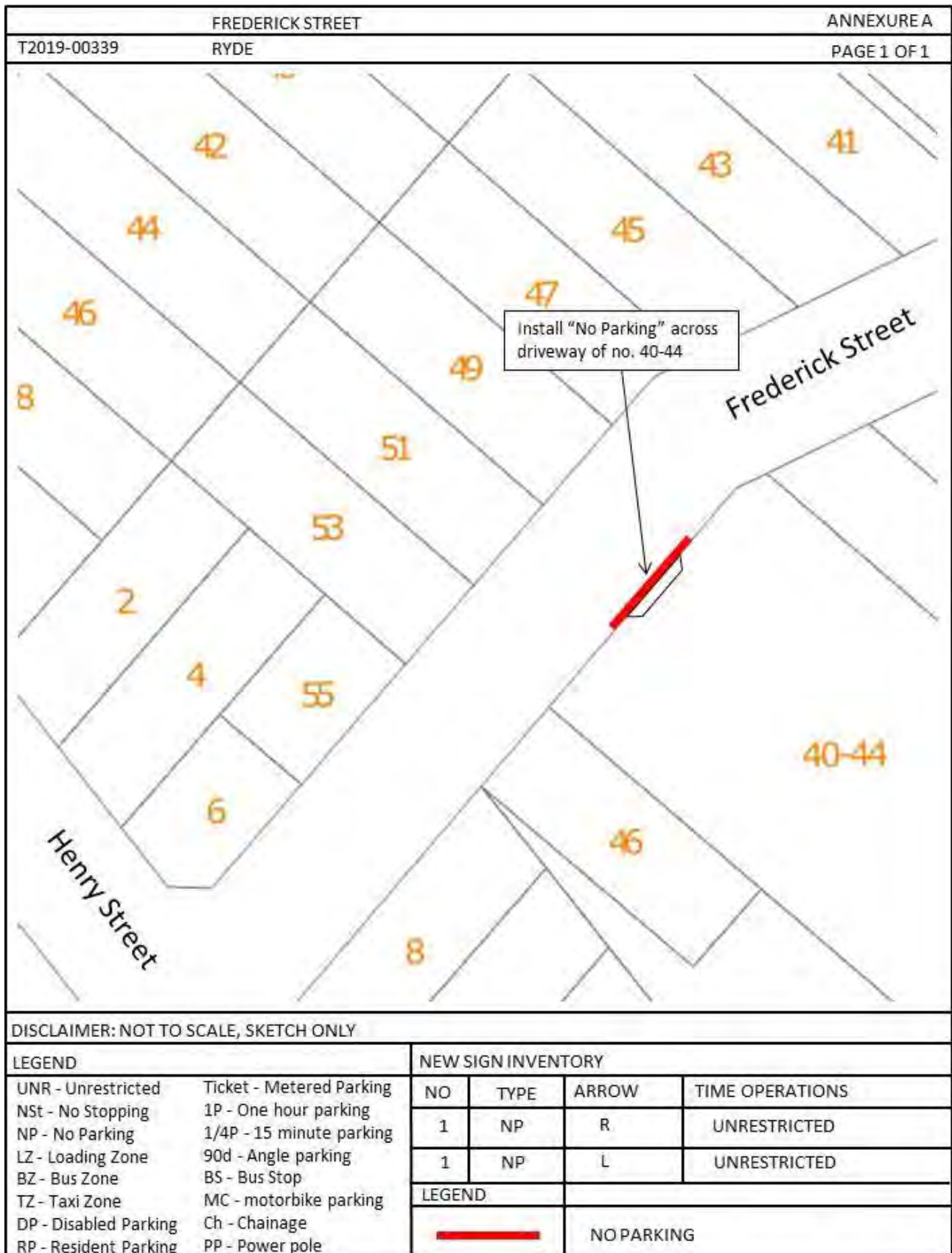


Figure G2: Proposed Parking Changes in Frederick Street, Ryde



ITEM (H)	KENT ROAD, NORTH RYDE
SUBJECT:	NO PARKING TO ENSURE ACCESS TO DRIVEWAYS AND PEDESTRIAN RAMPS
ELECTORATE:	RYDE
WARD:	CENTRAL
POLICE LAC:	RYDE
ROAD CLASS:	NON-CLASSIFIED
REFERENCE:	CRM-2180575 & T2019-00428
OFFICER:	M SINGH

INTRODUCTION

City of Ryde has been contacted by residents regarding cars parking across driveways and blocking access to the pedestrian kerb ramps on the southern side of Kent Road, at its intersection with Gibb Street.

To address this issue, and to ensure access to the kerb ramps is maintained, Council is proposing “No Parking” restrictions to be installed across the kerb ramp and access driveways serving Nos: 14,16,18 & 20 Kent Road

In addition, to allow access to the kerb ramp on the northern side of Kent Road, the existing 2P and “No Stopping” signage near the intersection with Gibb Street will be relocated adjacent to the driveway of 15 Kent Road.

CONTEXT

- Kent Road is a two-way road, with a 9 metre wide road carriageway.
- The proposed changes will ensure access is maintained to adjacent driveways and pedestrian kerb ramps.
- The existing lane configuration consists of two travel lanes and two kerbside parking lanes.
- The proposed parking changes will not result in the loss of any parking spaces,

COMMUNITY ENGAGEMENT

A notification letter was distributed to nine homes with frontages to Kent Road as shown in Figure H1. One response was received in support of the proposed changes.

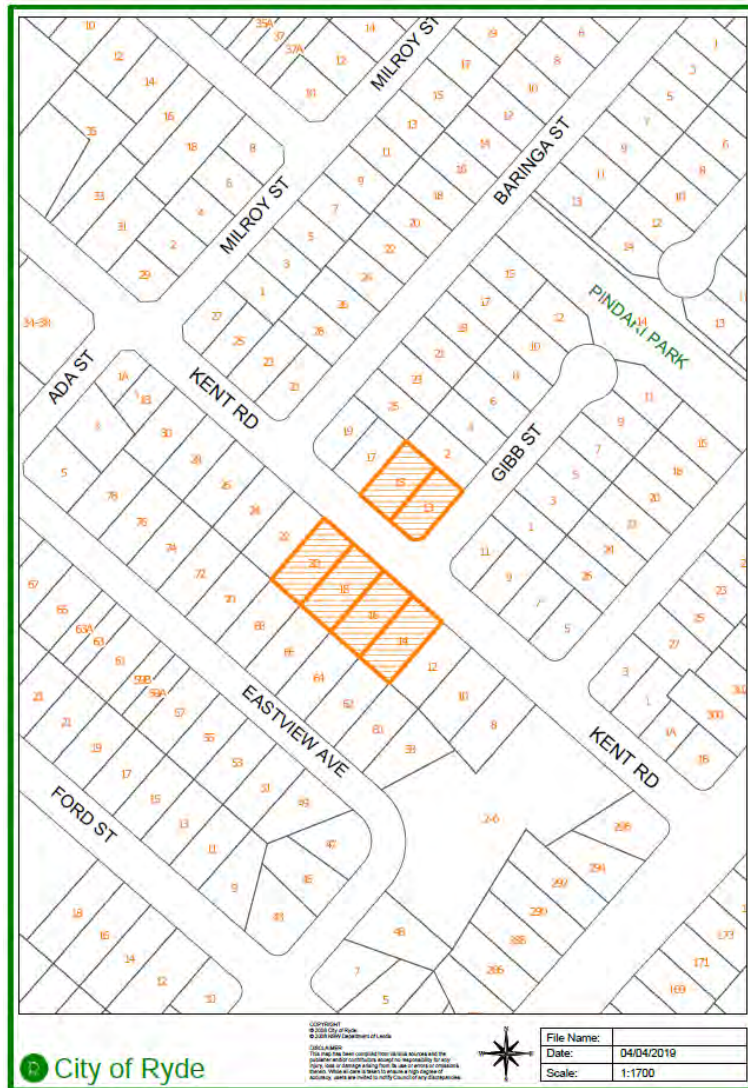


Figure H1: Community Engagement Distribution

DISCUSSION

In accordance with the *NSW Road Rules 2014*, vehicles are not permitted to park across driveways and pedestrian pram ramps.

Council staff conducted site visits to Kent Road, and determined that cars are parking illegally and prohibiting access to homes, and blocking pram ramp access for pedestrians.

The introduction of “No Parking” restrictions would ensure residents can access their homes, and pedestrians have access to safe crossing points across Kent Road.

APPROVALS

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



PROPOSAL

In accordance with the attached figure H2, the following restrictions be introduced on Kent Road:

- Install “No Parking” across the kerb ramp and access driveways to 14, 16, 18 & 20 Kent Road.
- Relocate the existing 2P and “No Stopping” signage on the northern side of Kent Road, at the intersection with Gibb Street, adjacent to the driveway of 15 Kent Road.

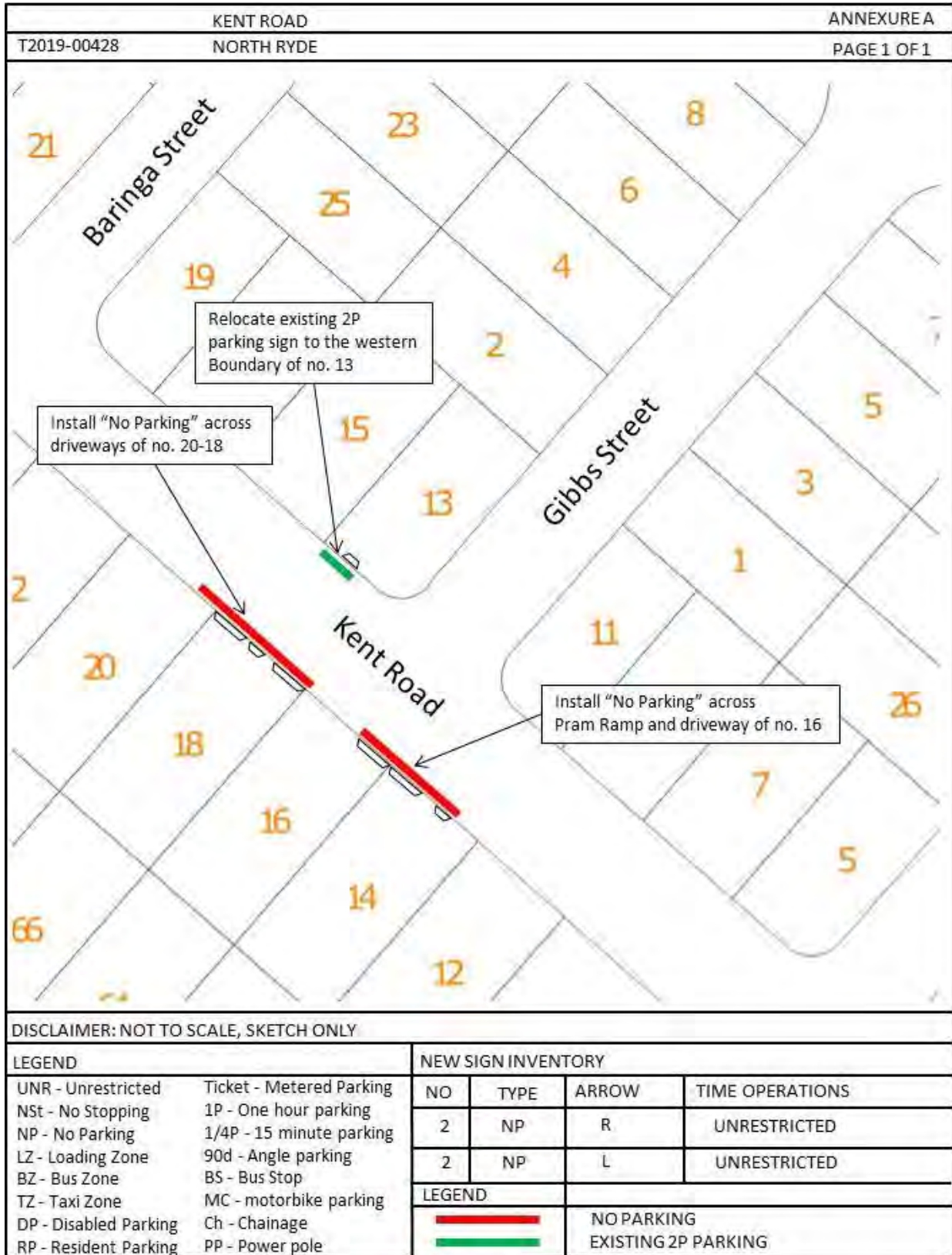


Figure H2: Proposed Parking Changes in Kent Road, Ryde



ITEM (I) CHAUVEL STREET, NORTH RYDE

SUBJECT: TRAFFIC MANAGEMENT - CHRISTMAS LIGHTS - CHANGE TO DATES & TIMES

ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: HELPDESK-15483 & T2019-00117
OFFICER: J BEGLEY

INTRODUCTION

Council has received representation from local residents requesting consideration be given to changing the dates and times associated with the temporary No Stopping signage in Chauvel Street, NORTH RYDE associated with the annual Christmas Light Displays.

It was suggested that the signage be changed from 'NO STOPPING: 7.30pm–10pm 11 Dec – 24 Dec' to 'NO STOPPING: 7.30pm–11pm 11 Dec – 26 Dec'. The signage to apply to both sides of Chauvel Street, North Ryde.

BACKGROUND

At the Council's meeting held on Tuesday 27 February 2018, Council resolved:

- (a) *That Council congratulates the residents of Chauvel Street, North Ryde for another successful Christmas light display in 2017.*
- (b) *That Council recognises the importance of Council supporting grass-roots community led events.*
- (c) *That Council acknowledges the increased risk for pedestrian and vehicle safety as this event expands and grows*
- (d) *That Council immediately investigates requests for "No Stopping" signs to be temporarily installed on both sides of Chauvel Street, effective only during peak Christmas periods (two weeks preceding 25 December) between the hours of 8:30pm and 10:00pm, as well as any other potential improvements.*
- (e) *That Council report back to residents, Councillors and the Traffic Committee before 30 June 2018 with findings and a proposed installation timeline and process.*

The No Stopping signage was installed with a successful event ensuing. Feedback from the Mayor and residents indicated that Christmas Day and Boxing Day also drew considerable crowds wishing to view the Christmas Display.

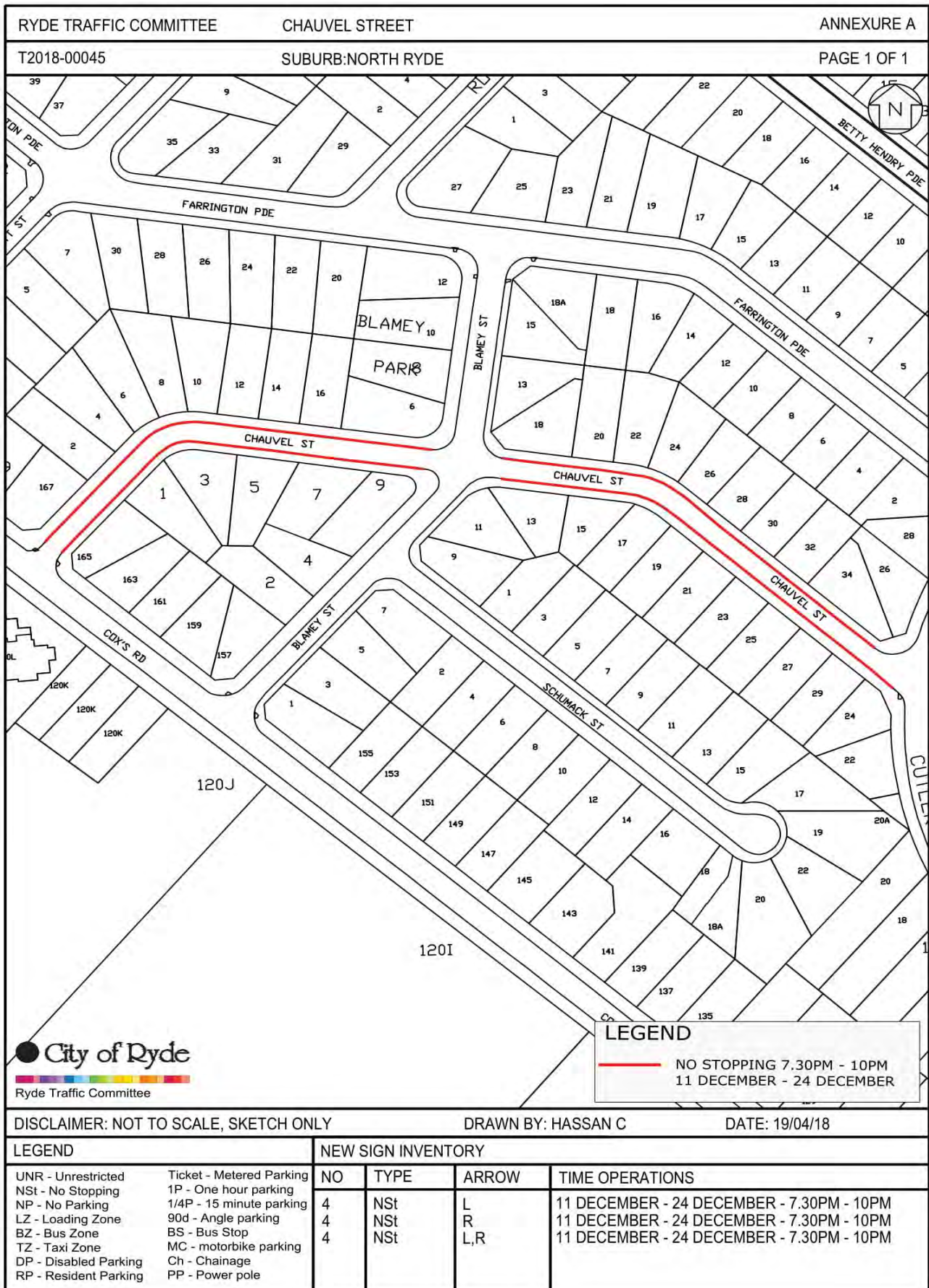


Figure 17: Proposed Extension to No Stopping Operating Hours



COMMUNITY ENGAGEMENT

Surveys were distributed to local residents and businesses to determine the level of support for the proposed extension to the No Stopping restrictions.

The occupants of 38 surrounding properties were notified of the proposal, as shown in *Figure 12*. Six comments have been received, with four not supporting the proposal. Occupants that did not support the proposed changes gave the following reasons for their decision:

- The extended restrictions on Christmas Day and Boxing Day would significantly impact on friends and family visiting.
- The current restrictions already impact on resident amenity.
- The existing restrictions were not being enforced so what is the point of extending them.

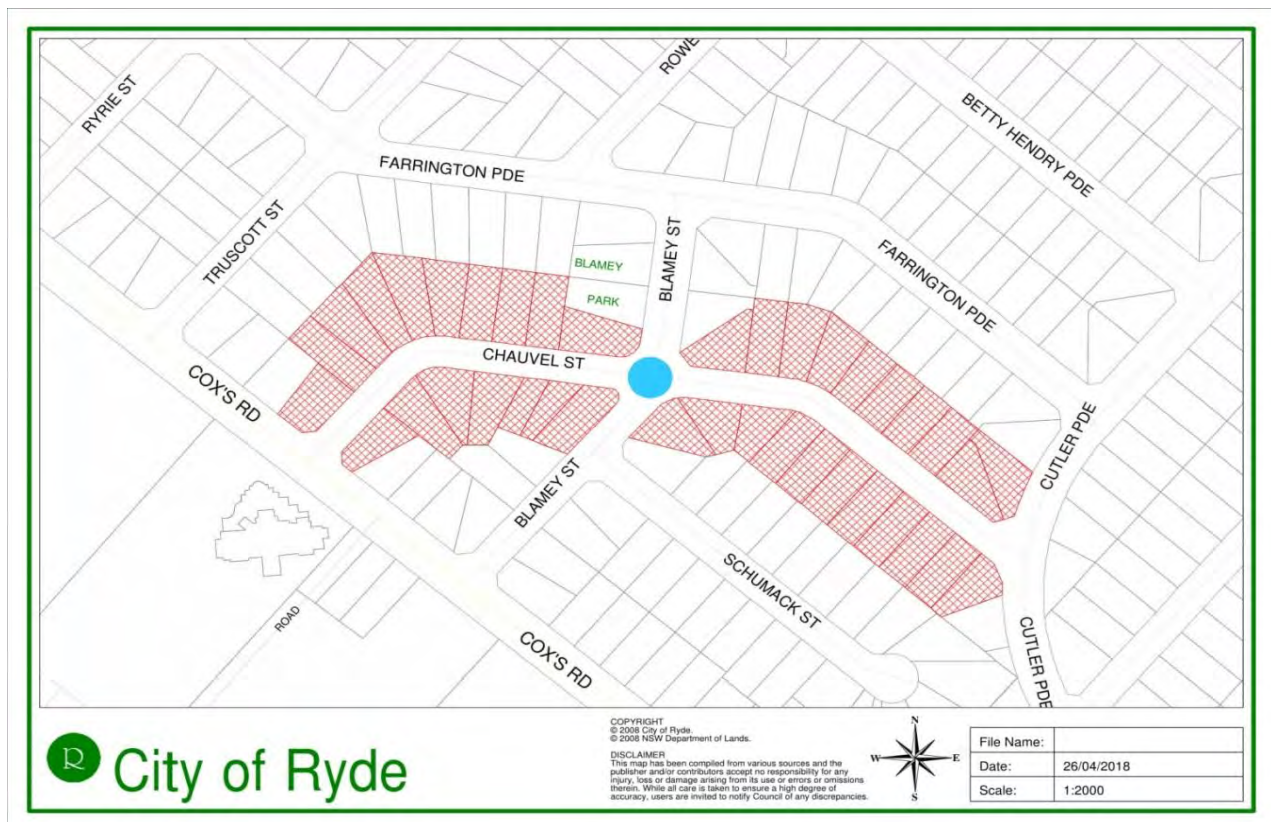


Figure 12 Community engagement distribution

DISCUSSION

Feedback from the residents regarding the 2018 Christmas Lights Display indicated that Christmas Day and Boxing Day also drew considerable crowds, with people viewing the display up to 11pm at night. The extension of the temporary No Stopping restrictions to cover these additional days would address any associated road safety concerns arising on these days.



While there is some merit in extending the No Stopping restrictions on road safety grounds, the impact on family and friends of residents in Chauvel Street is considerable. It is thus considered that as the majority of respondents did not endorse the proposal, it is recommended that no changes be made to the existing No Stopping restrictions in Chauvel Street associated with the Christmas display.

APPROVALS

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

PROPOSAL

That no changes be made to the existing No Stopping restrictions associated with the Christmas display in Chauvel Street.

**ITEM (J) 123 BOWDEN STREET, MEADOWBANK**

SUBJECT: SIGNAGE AND LINE MARKING PLAN
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: LDA2015/628 & T2019-00857
OFFICER: J QUAN

INTRODUCTION

The Developer for 123 Bowden Street, Meadowbank has submitted a Signage and Linemarking Plan for the area surrounding its site, to satisfy Condition 143 of the Development Consent LDA2015/628. The changes require approval by Council, via the Ryde Traffic Committee.

BACKGROUND

The Conditions of Consent for LDA2015/628 at 123 Bowden Street, Meadowbank include:

143. *Signage and Line Marking – External. Signage and Linemarking - External. A plan demonstrating any proposed signage and line marking within Council's Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Ryde Traffic Committee prior to the issue of an Occupation Certificate. Note: The applicant is advised that the plan will require approval by the Ryde Traffic Committee and adequate time should be allowed for this process.*

CONTEXT

- Bowden Street is a local road with a speed limit of 50km/h.
- Bowden Street has a 12 metre wide carriageway at the frontage of the development, with unrestricted parking available on the both sides of the street.
- The current basement layout cannot accommodate Council's waste-collection vehicle to service the development, hence an on-street designated area is required.
- The unrestricted parking area on Bowden Street adjoining the driveway is to be removed and converted to No Parking Zone between 5-11am on Monday to accommodate the needs for the waste collection.
- The neighbouring site 125 Bowden Street is under development and will require on-street waste collection as well. The two No Parking Zones are to be consolidated when both developments are completed.

REFERENCES

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



COMMUNITY ENGAGEMENT

Given the low impact of the changes and the requirement for servicing the development, no public consultation has been undertaken.

APPROVALS

The applicant requires approval of the Signage and Linemarking Plan to satisfy the Conditions of Consent.

PROPOSAL

To approve “NO PARKING: 5am – 11am Monday - Waste Vehicles Excepted” on Bowden Street north of the access driveway to 123 Bowden Street, Meadowbank covering the whole property frontage.



Figure J1 – Spatial View of 123 and 125 Bowden Street and the consolidated No Parking Zone

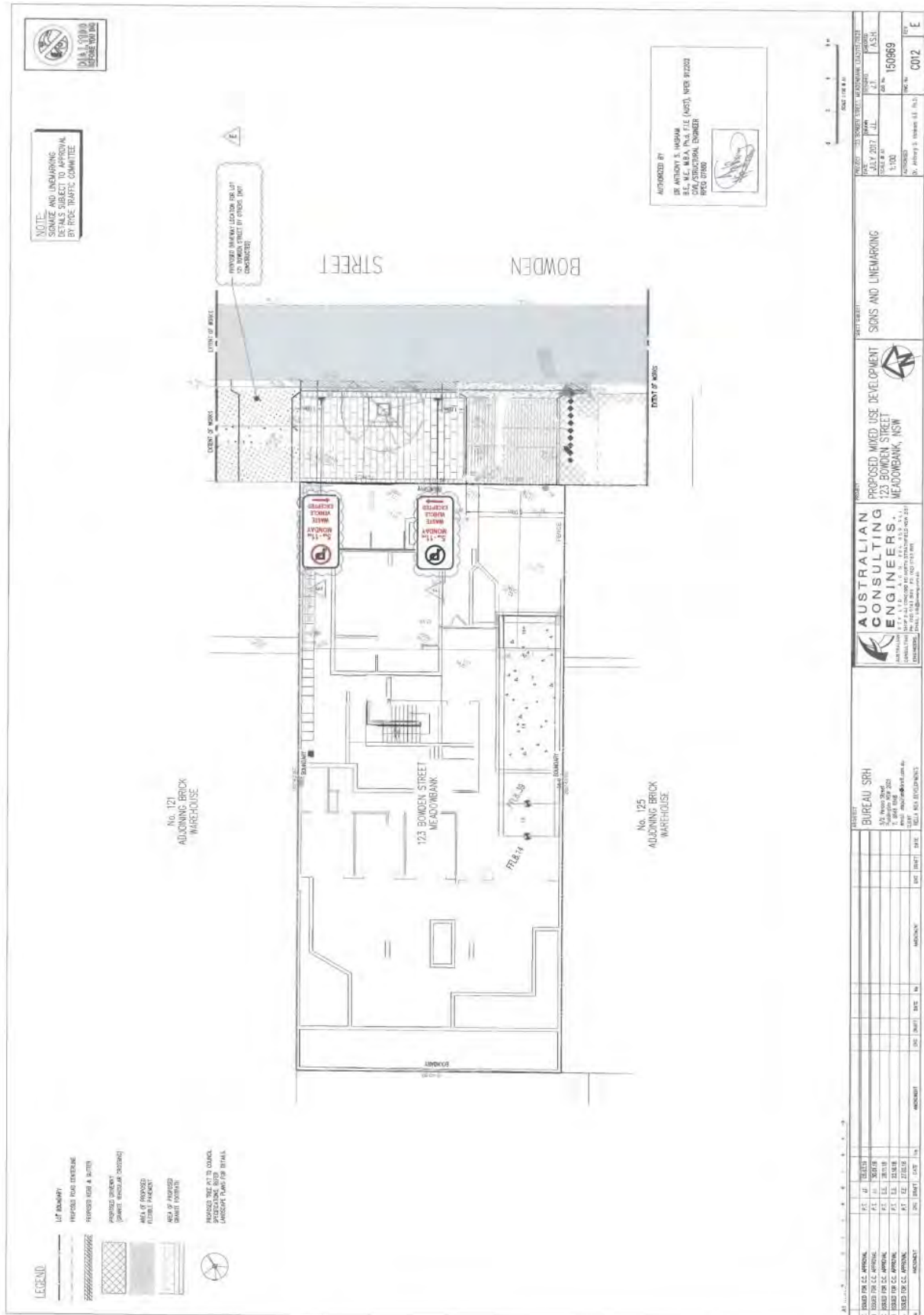


Figure J2 – Signage & Line Marking Plan



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**ITEM (K) 125 BOWDEN STREET, MEADOWBANK**

SUBJECT: SIGNAGE AND LINE MARKING PLAN
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: LDA2015/161 & T2019-00855
OFFICER: J QUAN

INTRODUCTION

The Developer for 125 Bowden Street, Meadowbank has submitted a Signage and Linemarking Plan for the area surrounding its site, to satisfy Condition 137 of the Development Consent LDA2015/161. The changes require approval by Council, via the Ryde Traffic Committee.

BACKGROUND

The Conditions of Consent for LDA2015/161 at 125 Bowden Street, Meadowbank include:

137. Signage and Line Marking – External. *A plan demonstrating any proposed signage and line marking within Council's Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Ryde Traffic Committee prior to the issue of an Occupation Certificate. **Note:** The applicant is advised that the plan will require approval by the Ryde Traffic Committee and adequate time should be allowed for this process.*

CONTEXT

- Bowden Street is a local road with a speed limit of 50km/h.
- Bowden Street has a 12 metre wide carriageway at the frontage of the development, with unrestricted parking available on the both sides of the street.
- The current basement layout cannot accommodate Council's waste-collection vehicle to service the development, hence an on-street designated area is required.
- The unrestricted parking area on Bowden Street adjoining the driveway is to be removed and converted to No Parking Zone between 5-11am on Monday to accommodate the needs for the waste collection.
- The neighbouring site 123 Bowden Street is under development and will require on-street waste collection as well. The two No Parking Zones are to be consolidated when both developments are completed.

REFERENCES

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



COMMUNITY ENGAGEMENT

Given the low impact of the changes and the requirement for servicing the development, no public consultation has been undertaken.

APPROVALS

The applicant requires approval of the Signage and Linemarking Plan to satisfy the Conditions of Consent.

PROPOSAL

To approve a “NO PARKING: 5am – 11am Monday - Waste Vehicles Excepted” zone on Bowden Street, north of the access driveway to 125 Bowden Street, Meadowbank covering the whole property frontage.



Figure K1 – Spatial View of 123 and 125 Bowden Street and the consolidated No Parking Zone



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ITEM (L) **21-27 GLEN STREET, EASTWOOD**

SUBJECT: **SIGNAGE AND LINE MARKING PLAN**
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: LDA2015/515 & T2019-01013
OFFICER: J QUAN

INTRODUCTION

The Developer for 21-27 Glen Street, Eastwood has submitted a Signage and Linemarking Plan for the area surrounding its site, to satisfy Condition 121 of the Development Consent LDA2015/515. The changes require approval by Council, via the Ryde Traffic Committee.

BACKGROUND

The Conditions of Consent for LDA2015/515 at 21-27 Glen Street, Eastwood include:

121. *Signage and Line Marking – External.* *A plan demonstrating the proposed signage and line marking within Council's Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Ryde Traffic Committee prior to the issue of an Occupation Certificate.*

Note: *The applicant is advised that the plan will require approval by the Ryde Traffic Committee and adequate time should be allowed for this process.*

CONTEXT

- Glen Street is a local road with a speed limit of 50km/h and a 11 metre wide carriageway at the frontage of the development
- No Parking is permitted on northern side of Glen Street between 27 and 29 Glen Street at the bend.

COMMUNITY ENGAGEMENT

Given the low impact of the changes and the requirement for servicing the development, no public consultation has been undertaken.

APPROVALS

The applicant requires approval of the Signage and Linemarking Plan to satisfy the Conditions of Consent.



PROPOSAL

That approval be given to the attached Signage and Linemarking Plan associated with the development at 21-27 Glen Street, Eastwood. The proposal includes relocation of the NO PARKING sign and close the 2P Zone on Glen Street with one repeater in the middle.



Figure L1 – Spatial View of Existing and Approved Signage on Glen Street



Figure L2 – Spatial View of Proposed Signage on Glen Street

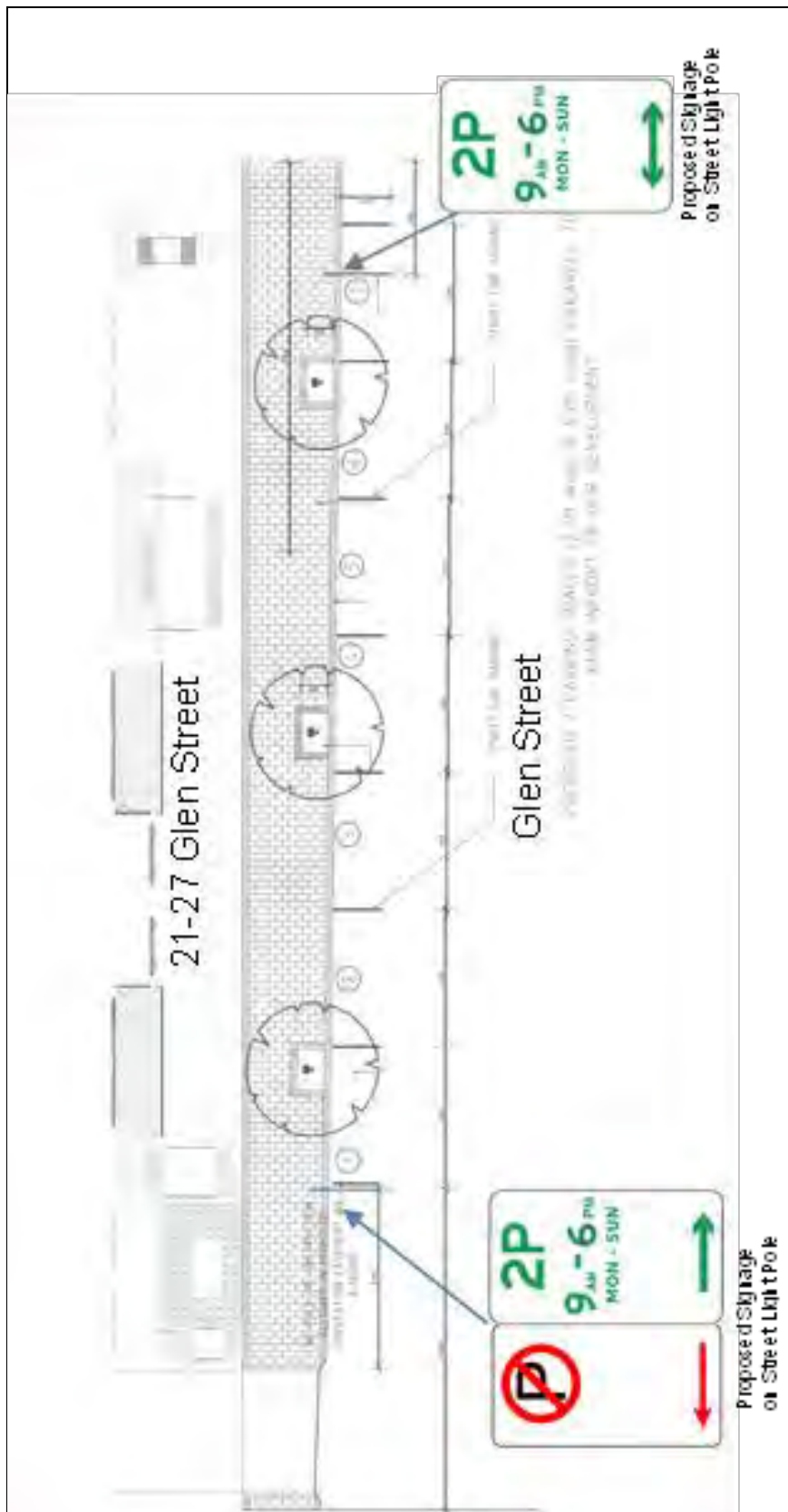


Figure L3 – Proposed Signage & Line Marking Plan



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**ITEM (M) MONASH ROAD, GLADESVILLE**

SUBJECT: PROPOSED MEDIAN STRIP
ELECTORATE: LANE COVE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: CLASSIFIED REGIONAL ROAD
REFERENCE: LDA2015/308 & T2019-00858
OFFICER: J QUAN

INTRODUCTION

The developer of 6A – 8C Monash Road, Gladesville has submitted a proposal to install a median in front of the development site and a signage and linemarking plan for the frontage to satisfy Condition 16C, 75A and 118 of **MOD2018/157**. The changes require approval by Council, via the Ryde Traffic Committee.

BACKGROUND

The mixed-use development – **LDA2015/308** – at 6A-8C Monash Road, Gladesville was originally approved by the Land and Environment Court with deferred commencement conditions including obtaining a Right of Way (ROW) over neighbouring Lot 35A of DP401201 (2 College Street) and construct the access road from College Street over the ROW. The neighbour (2 College Street) denied this access which leads to a modification (**MOD2018/157**) to the original condition of consent in which the access driveway is relocated from College Road to Monash Road. Subsequently, Condition 16C was added which requires the developer to “*locate the driveway on Monash Road to the furthest north-east corner of the subject site and designed to **physically restrict any right turn movements to/from the site***”.

The Modification consent **MOD2018/157** also includes:

75A. Ryde Traffic Committee Approval – *A plan showing details of the proposed signage and line marking, and/or traffic devices including pedestrian refuge, pedestrian crossing or LATM measures, shall be submitted to the Council and approved by the Ryde Traffic Committee prior to the installation of any traffic devices, signage and linemarking,*



118. Signage and Linemarking – External. “NO PARKING WASTE VEHICLE EXCEPTED” signs shall be installed on Monash Road along the site’s frontage to enable unimpeded access for Council’s 11m waste vehicle for kerbside collection on waste collection day(s) only. A plan demonstrating the proposed signage and line marking within Council’s Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Ryde Traffic Committee prior to the issue of any Occupation Certificate.

Note: The applicant is advised that the plan will require approval by the Ryde Traffic Committee and adequate time should be allowed for this process.

CONTEXT

- Monash Road is a classified regional road with a speed limit of 50km/h.
- Monash Road has a 12 metre wide carriageway with time-restricted parking opportunities available on the north side of the street at the frontage of the development. A 1-hour parking restriction is in effect between 8:30am to 6pm on weekdays and 8:30am to 12:30pm on Saturdays.
- The proposed driveway on Monash Road is 90 metres away from the signalised intersection of Victoria Road with Monash Road. Allowing right turns in or out of the development site will interrupt the through flow of traffic on Monash Road and will subsequently impact the performance of the major signalised intersection.
- A 500mm wide median is proposed on Monash Road with a length of 14 metres. The proposed median strip is centralised to the proposed crossover.
- The revised basement layout cannot accommodate Council’s waste-collection vehicle to service the development, hence an on-street designated area is required.
- On street parking across the development’s Monash Road frontage is to be converted to *No Parking 5am to 11am – Tuesday* to facilitate waste collection. For the simplicity of the signage and avoiding confusion to the public, 1P parking restriction will only be in effect between 11am to 6:30pm on weekdays. The restriction on Saturdays remains unchanged.
- Swept path analysis indicates that traffic on Monash Road will not be affected by the proposed median or the kerb-side waste collection zone.

COMMUNITY ENGAGEMENT

The proposed median is effectively not changing any existing traffic conditions as the driveway directly opposite is a left-turn egress only driveway.

Given the low impact of the changes and the requirement for servicing the development, no public consultation has been undertaken.

APPROVALS

The applicant requires approval of the Signage and Linemarking Plan and the median strip to satisfy the Conditions of Consent.



PROPOSAL

To approve a “NO PARKING: 5am – 11am Tuesday - Waste Vehicles Excepted” zone on 6a-8c Monash Road and a 14-metre-long, 500mm-wide median strip centralised to the proposed crossover.

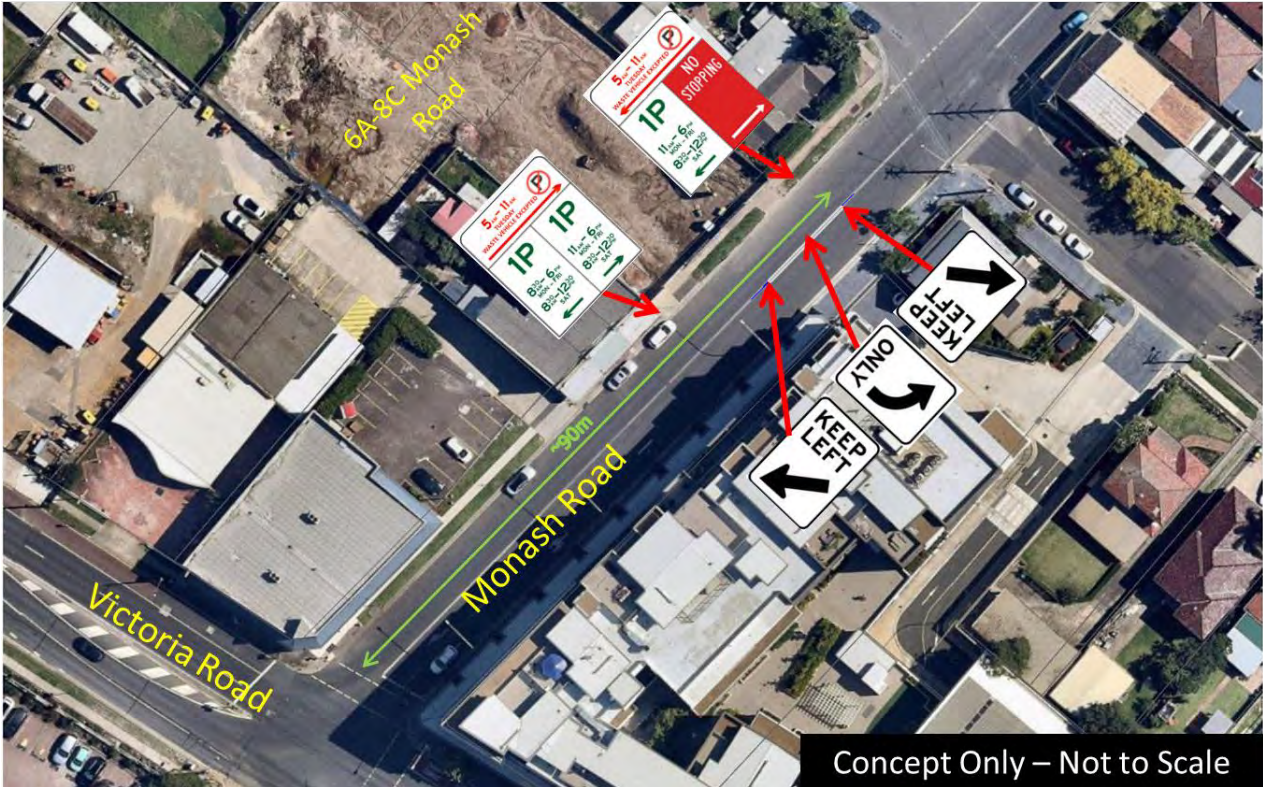


Figure M1 – Aerial View of 6A – 8C Monash Road with the proposed median strip and No Parking Zone

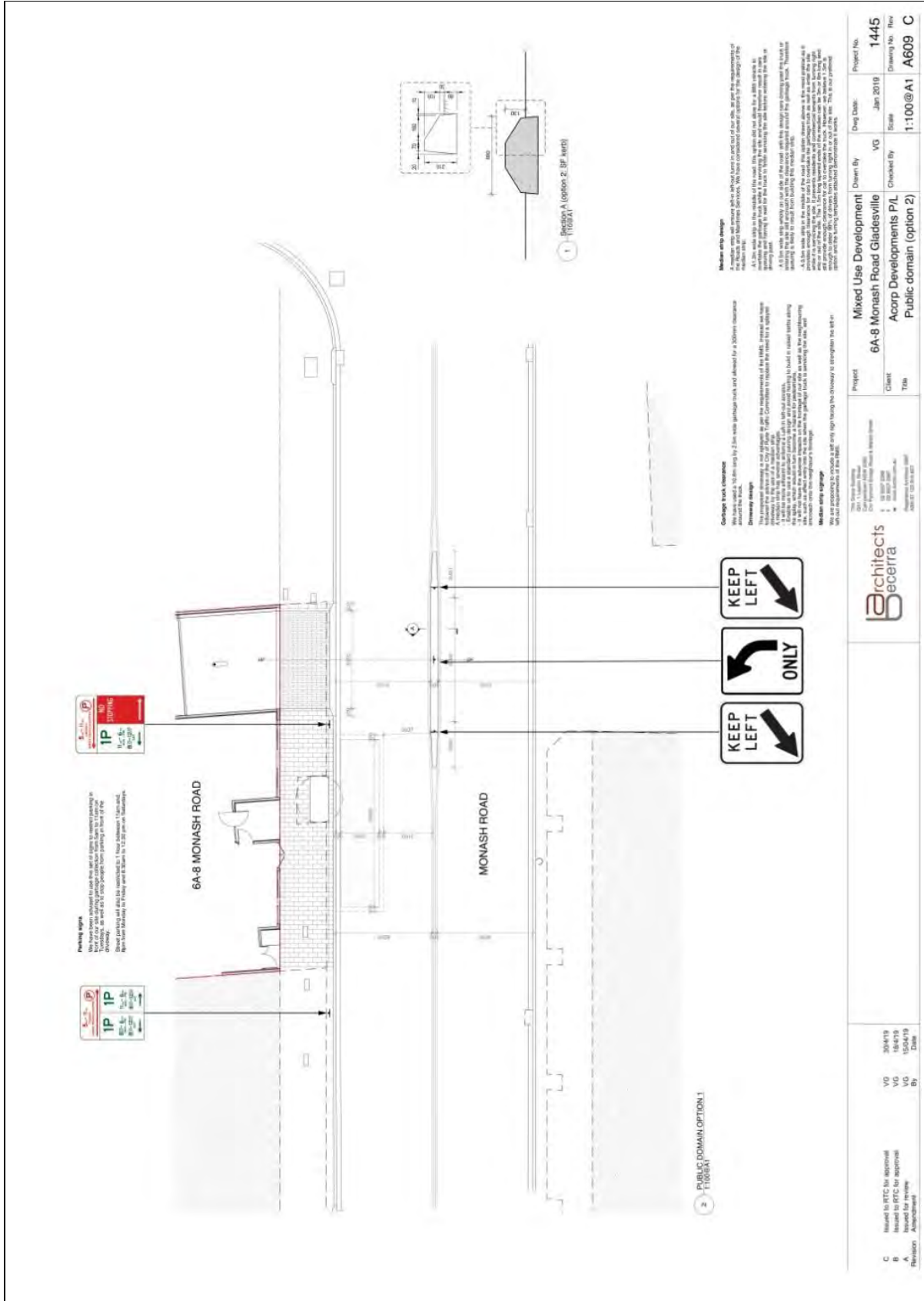


Figure M2 – Detailed design of the Proposed Median Strip and the proposed No Parking Zone

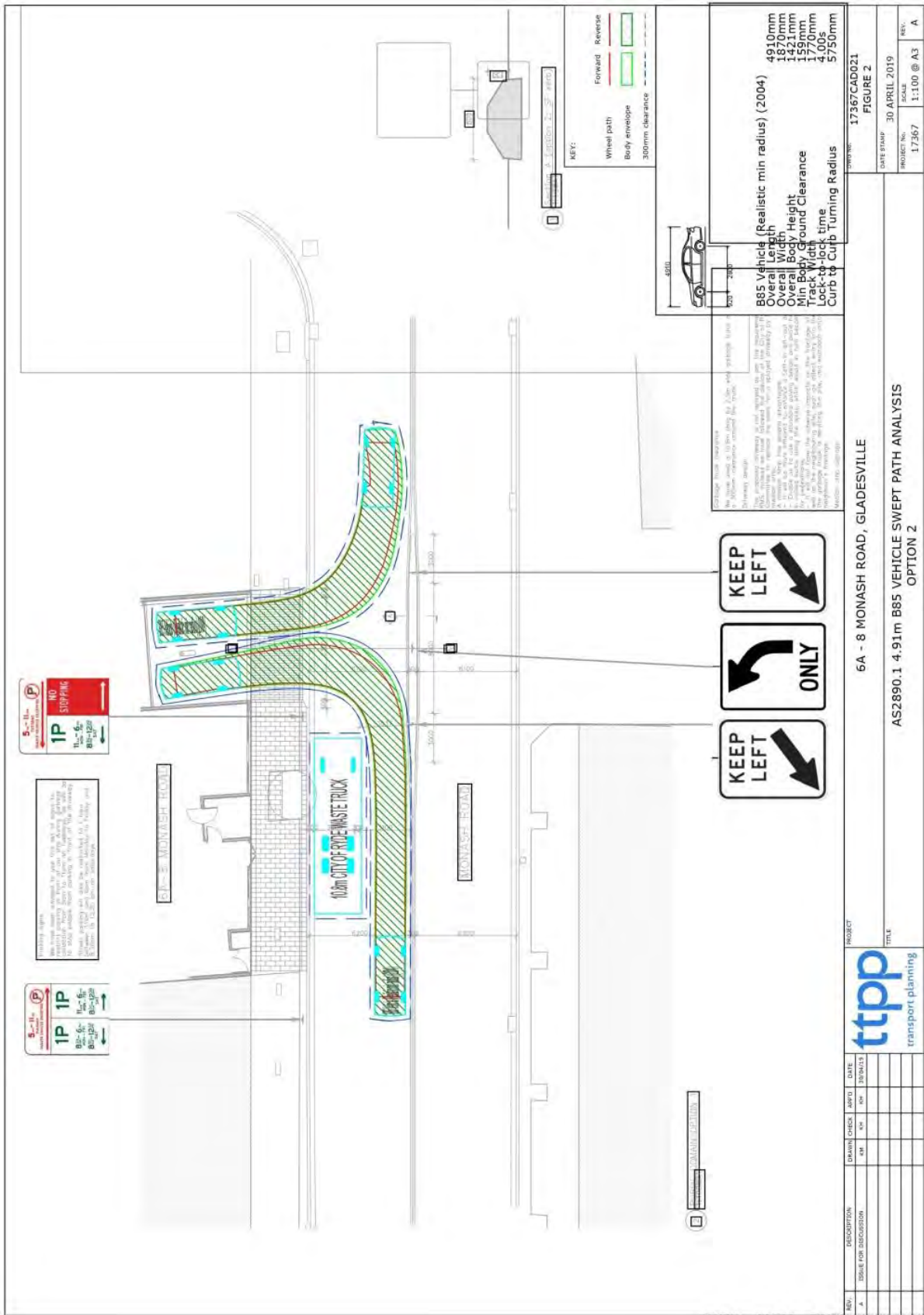


Figure T3 – Swept Path of B99 Left turn inbound and outbound movement with Council’s 11m waste vehicle parked on-street



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ADVISORY ITEM 1 MATTERS APPROVED UNDER DELEGATION AND ELECTRONIC APPROVAL

The parking control measures outlined in *Table 1*, below, were installed to reinforce existing controls under the [NSW] *Road Rules 2014*. The matters outlined in *Table 2*, below, were approved under Delegation.

Table 1 Parking control measures installed to reinforce existing controls under Road Rules 2014

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Terry Road and Orchard Street, West Ryde.	<ul style="list-style-type: none"> 10 m of 'NO STOPPING' on both sides of Orchard Street east of the intersection with Terry Road. 10 m of 'NO STOPPING' on the eastern side of Terry Road, north and south of the intersection with Orchard Street. 	Rule 170 Stopping at or near an intersection	July 2019
Kent Road, North Ryde	Installation of 10m of statutory "Bus Zone" signage on the departure side of the existing bus stop at the frontage of 112 Kent Road.	Rule 195 – Stopping at or near a bus stop	July 2019

Table 2 Matters approved under Delegation

Location	Proposal	Consultation	Approval Date

Table 3 Matters Approved under Electronic Traffic Committee Process

Location	Parking Control Measure	Consultation	Installation Date
23 Ashburn Place, Gladesville	Altering Parking timing from 9:30am-3:30pm to 8:30am-3:30pm – Mon-Sat for Shop Rider Bus Service	Not required	June 2019



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ADVISORY ITEM 2 SYDNEY METRO

SUBJECT: METRO PRECINCT INCIDENT RESPONSE PLANNING
ELECTORATE: RYDE
WARD: ALL
POLICE LAC: RYDE
REFERENCE: T2019-00830
OFFICER: J BEGLEY

INTRODUCTION

The Sydney Metro program will deliver a new high frequency driverless single deck train system in Sydney. The Northwest portion of Sydney Metro will operate between the Sydney Metro Trains Facility (SMTF) at Rouse Hill and Chatswood Train Station. The City & Southwest project extends this alignment underground through the Sydney CBD area and along the existing Sydney Trains corridor from Sydenham to Bankstown.

The Northwest project includes eight new stations, approximately 15.5 kilometres of tunnels from Epping to Bella Vista, four kilometres of elevated sky-train between Bella Vista and Rouse Hill, and conversion of the existing Epping to Chatswood Railway Line (ECRL) to deliver high frequency metro services.

Sydney Metro is scheduled to commence operations on Sunday 26 May 2019 with an ultimate capacity to run a metro train every four minutes. Three of the new Sydney Metro stations are located within the City of Ryde, they being Macquarie University, Macquarie Park and North Ryde.

DISCUSSION

A condition of approval associated with Sydney Metro was that an Incident Response Plan was required for each of the proposed precincts surrounding metro stations. These plans show which roads will be utilised by general traffic, heavy vehicles and buses if an incident was to occur that required a section of road to be shut down. The operation of the Plans would be co-ordinated between NSW Police and Transport for New South Wales with City of Ryde advised accordingly.

The Macquarie Park Incident Plans show the proposed traffic re-direction should the following situations arise:

1. Full Lockdown of Macquarie Park between Culloden Road, M2, Lane Cove Road and Epping Road;
2. Culloden Road - closed between Talavera Road and Epping Road;
3. Epping Road - closed both directions between Lane Cove Road and Wicks Road;
4. Epping Road - closed both directions between Lane Cove Road and Herring Road;
5. Herring Road - closed both directions between Talavera Road and Epping Road;
6. Lane Cove Road - closed both directions between Talavera Road and Epping Road



7. Talavera Road - closed both directions between Lane Cove Road and Herring Road;
8. Talavera Road - closed both directions between Herring Road and Culloden Road
9. Waterloo Road - closed both directions between Herring Road and Lane Cove Road
10. Wicks Road/Waterloo Road - closed both directions between Epping Road and Lane Cove Road
11. Epping Road - closed both directions between Balaclava Road and Vimiera Road
12. Epping Road - closed both directions between Herring Road and Balaclava Road

The North Ryde Incident Plans show the proposed routes that general traffic, buses, heavy vehicles and pedestrians will be directed to use in the event that following situations arise:

- I01. Full Lockdown of North Ryde Precinct
- I02. Delhi Road – closed between Lady Game Drive and Julius Avenue East
- I03. Delhi Road – closed between Julius Avenue East and Julius Avenue West
- I04. Delhi Road – closed between Julius Avenue West and Rennie Street (street name spelt as Rinnie Street on Map provided)
- I05. Delhi Road – closed between Rennie Street and M2 (street name spelt as Rinnie Street on Map provided)
- I06. Delhi Road – closed between M2 and Epping Road

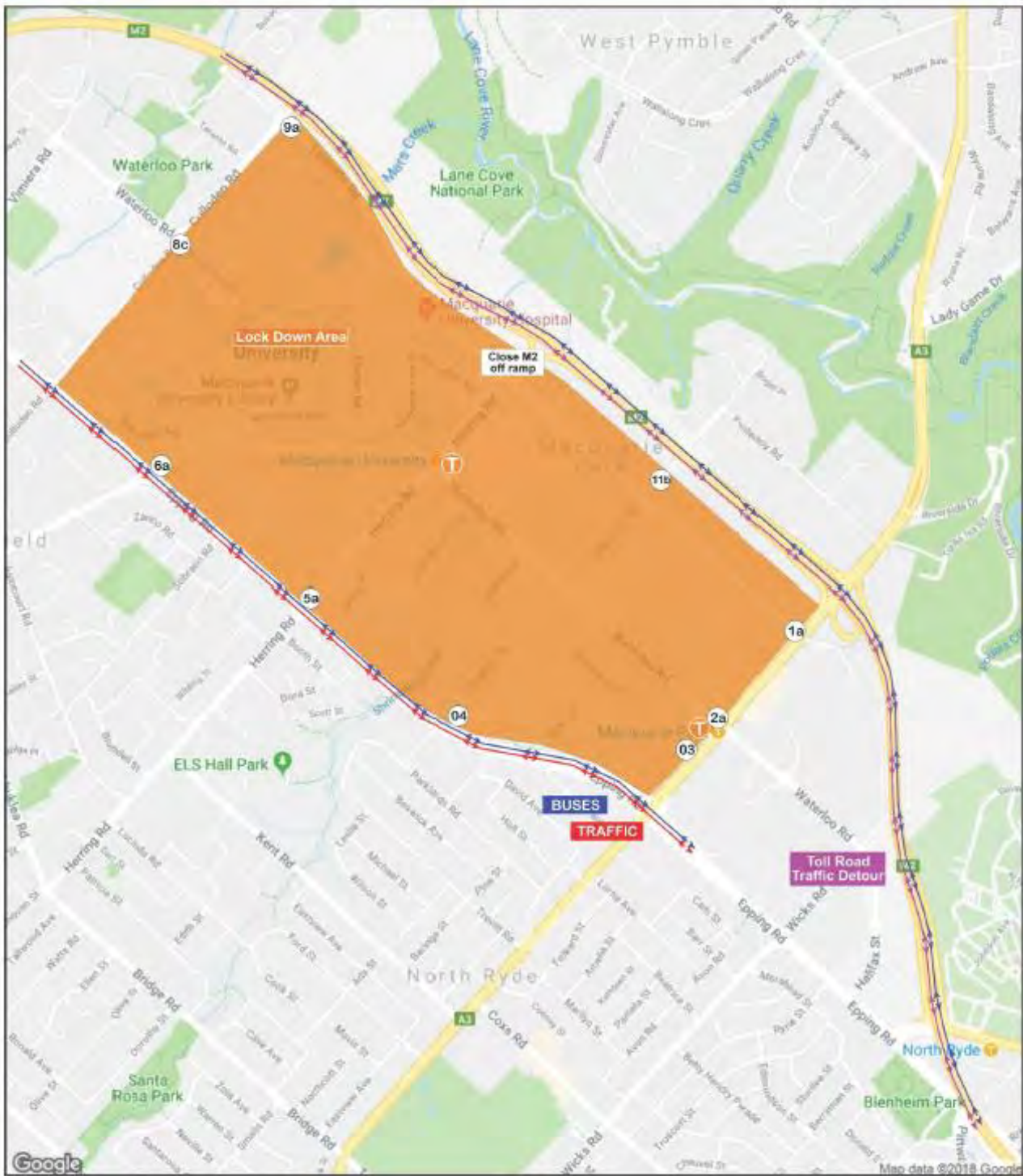
In addition to the above situations additional plans have been developed as follows:

- specific bus and heavy vehicle alternative route plans should Delhi Road be closed down in it's entirety.
- an emergency bus plan should services be disrupted between North Ryde and Chatswood which requires passengers to be evacuated at the emergency exit point near Lady Game Drive.

For Information Only



Plan-0 - Full lock of Macquarie Park area



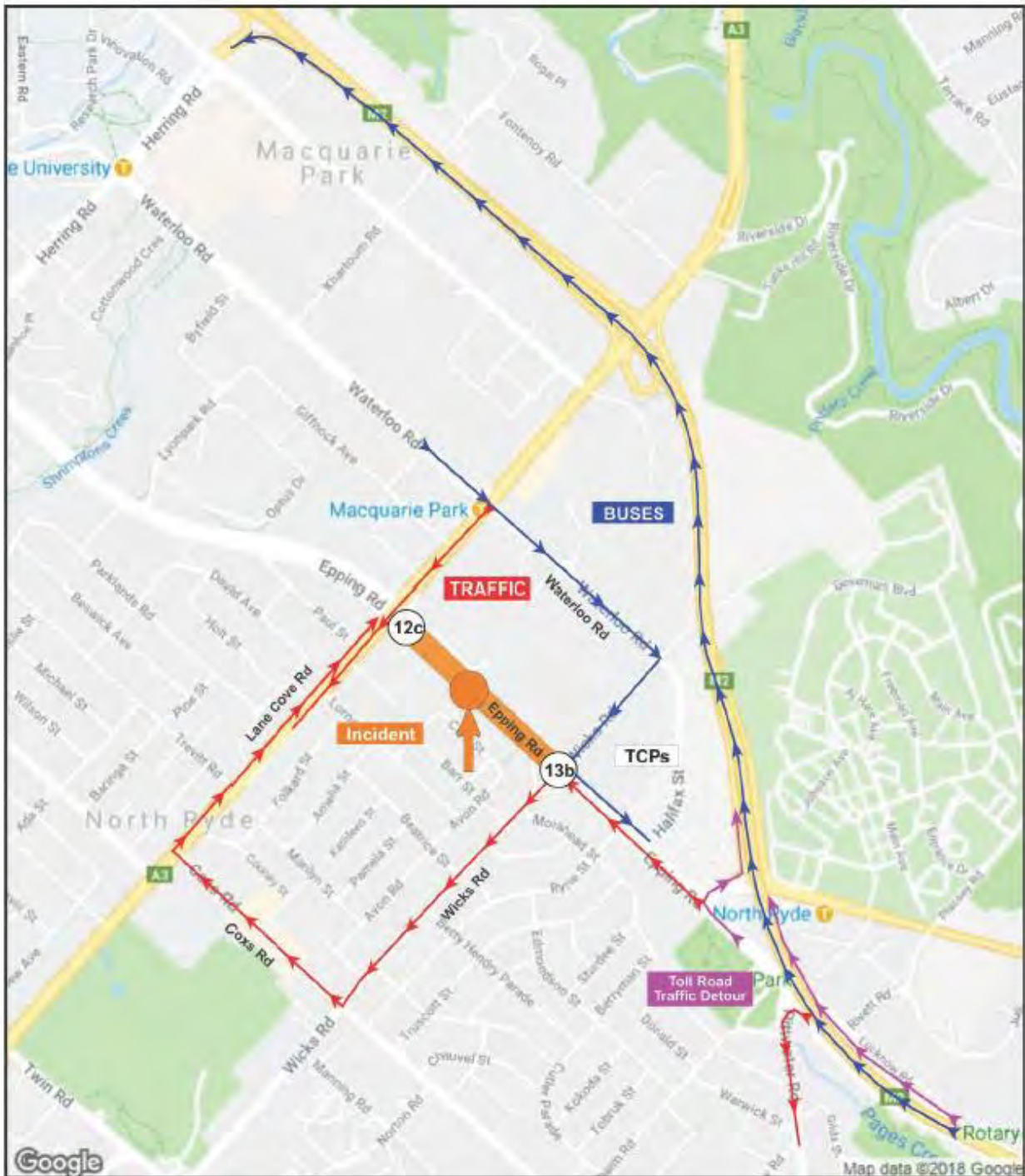


1. Culloden Rd between Epping Rd and Talavera Rd, both directions

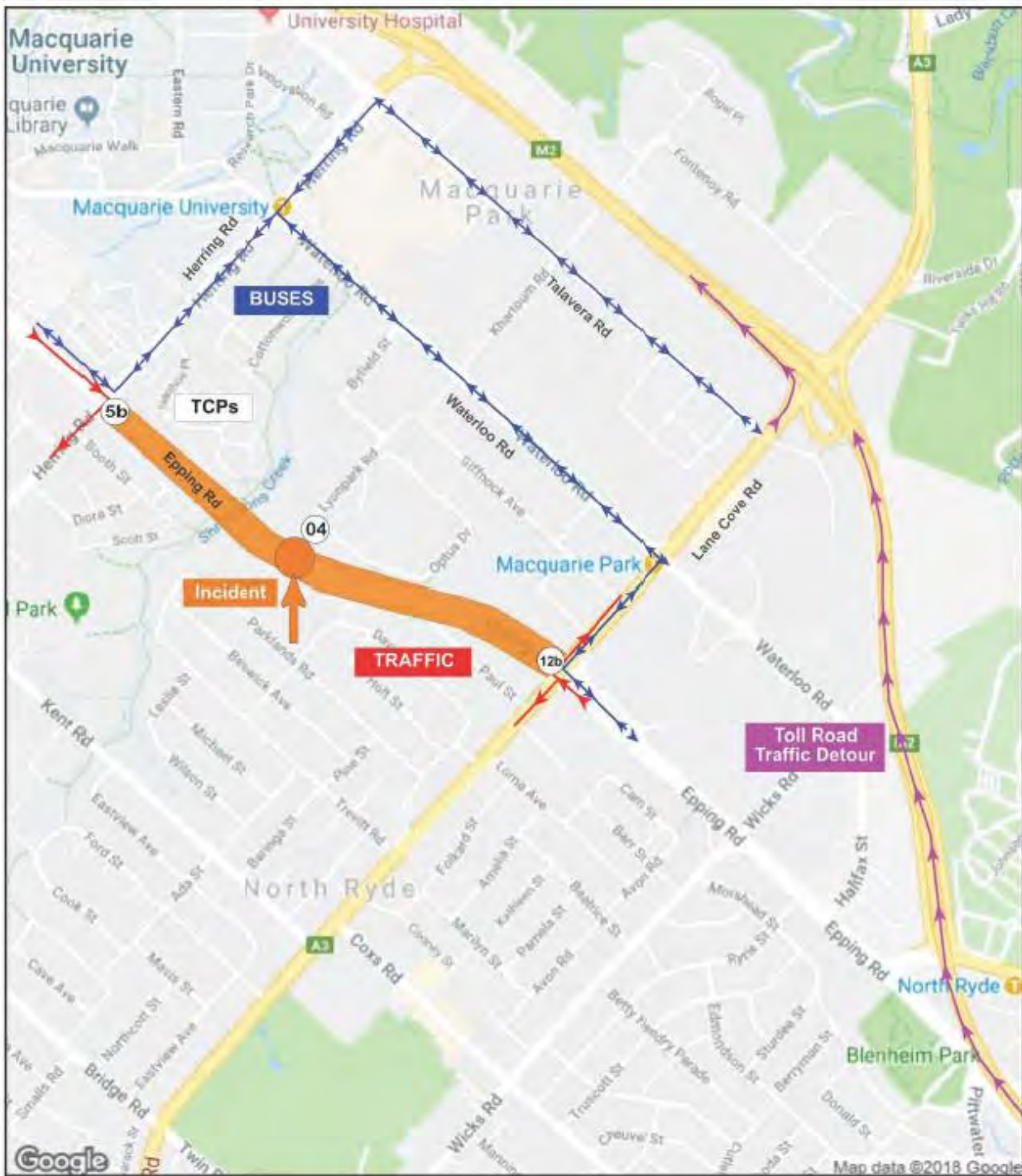




2. Epping Rd between Wicks Rd and Lane Cove Rd, both directions

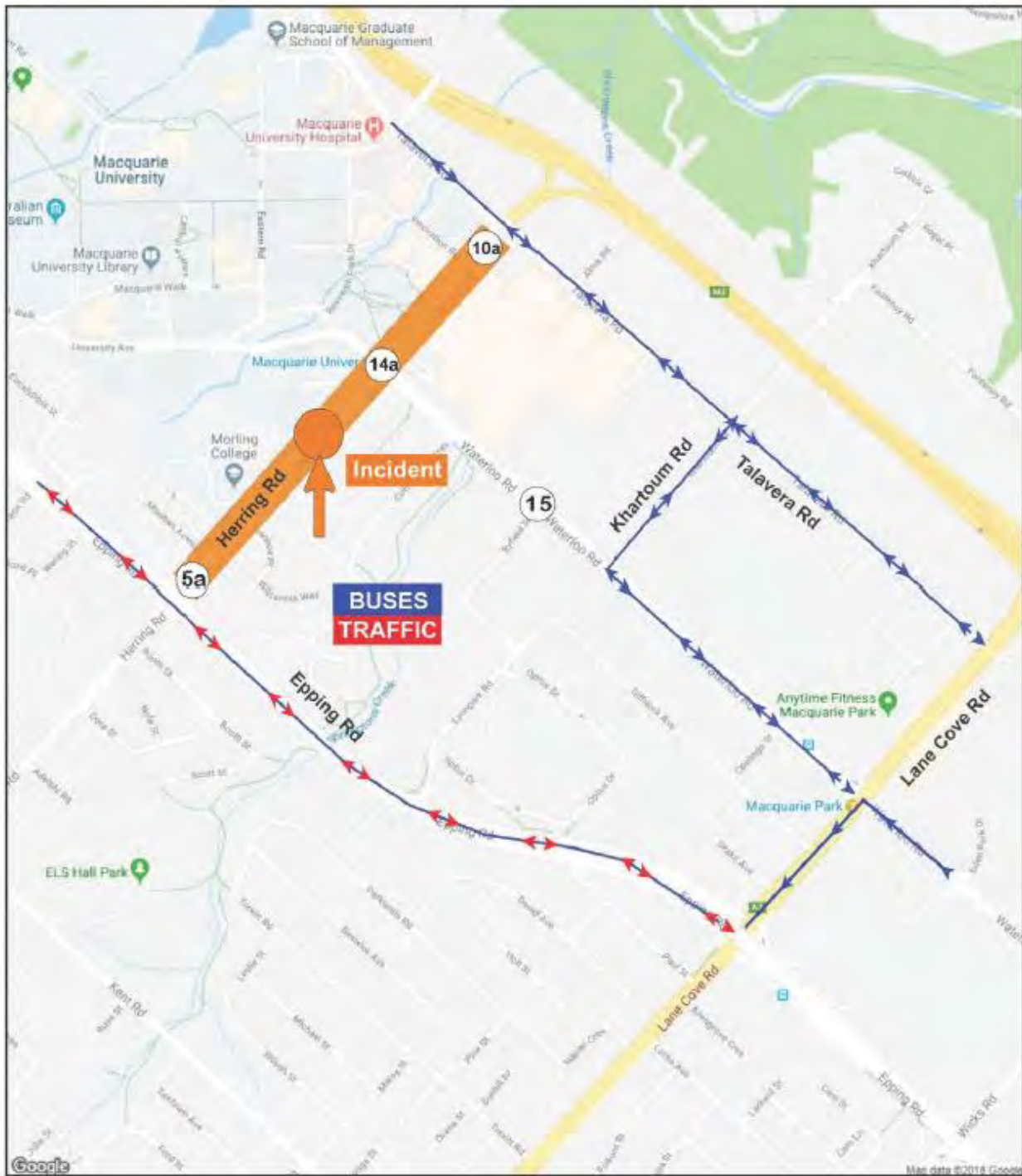


3. Epping Rd between Lane Cove Rd and Herring Rd, both directions



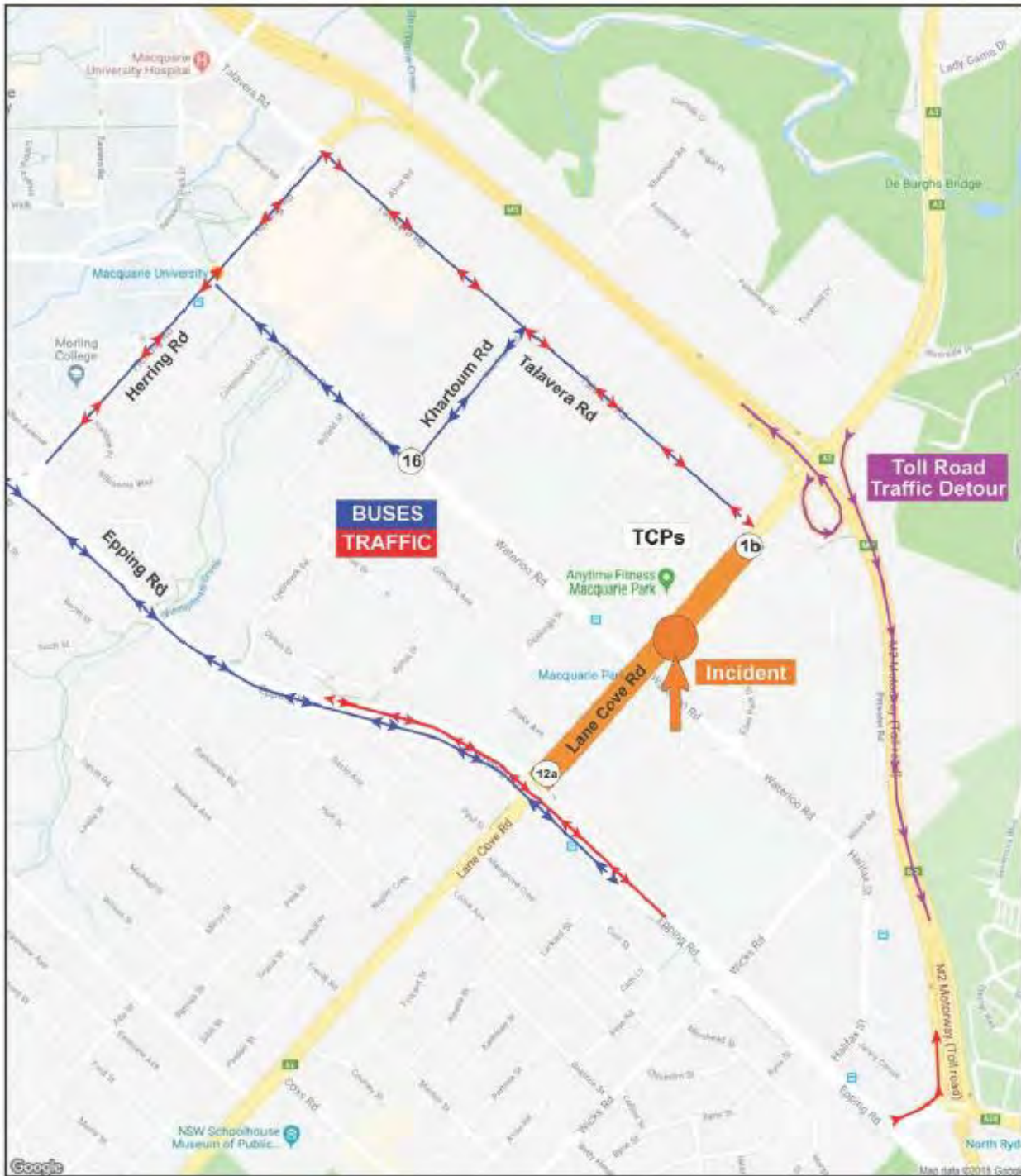


4. Herring Rd between Epping Rd and Talavera Rd, both direction





5. Lane Cove Rd between Talavera Rd and Epping Rd, both directions



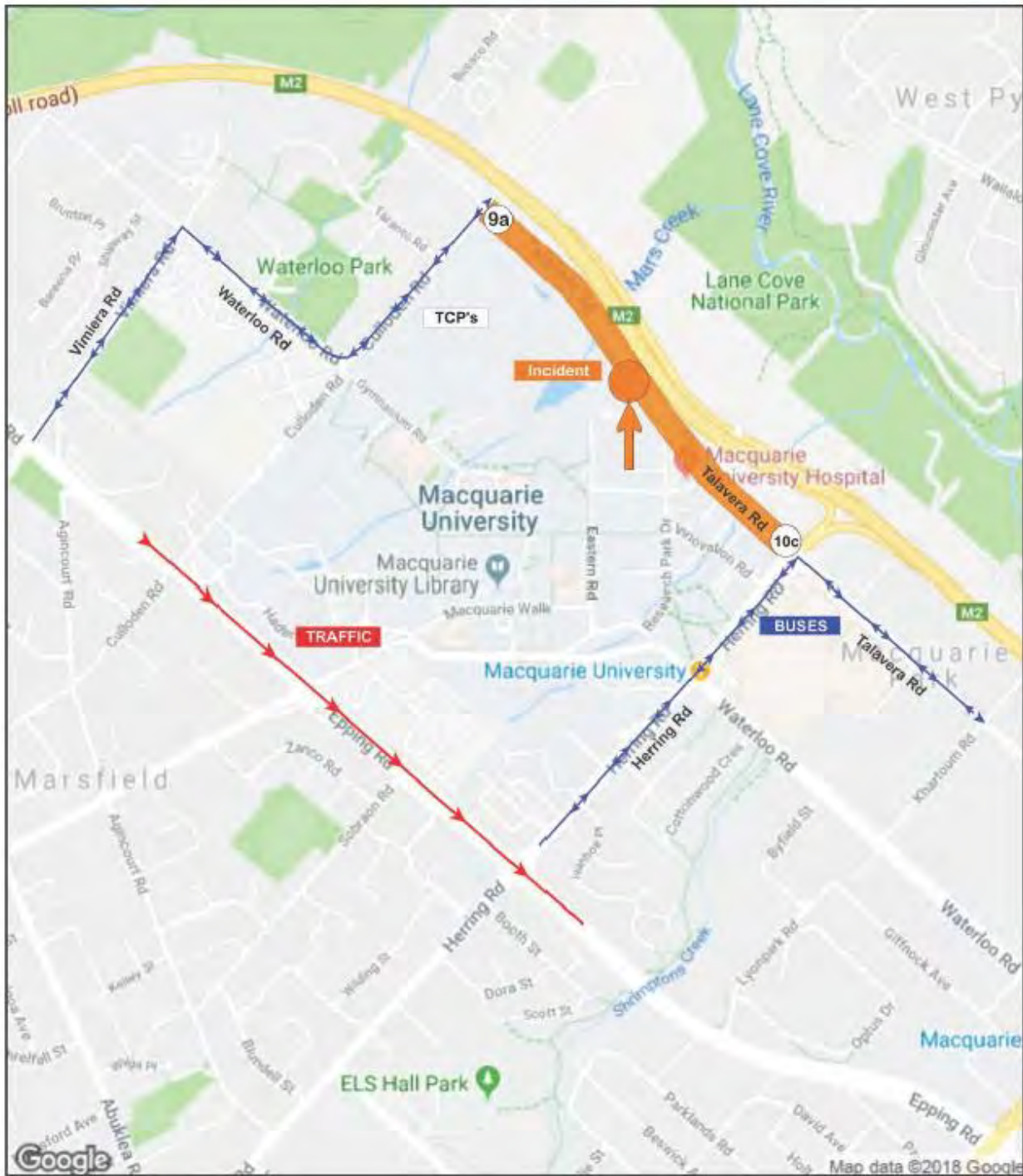


6. Talavera Rd between Lane Cove Rd and Herring Rd, both directions



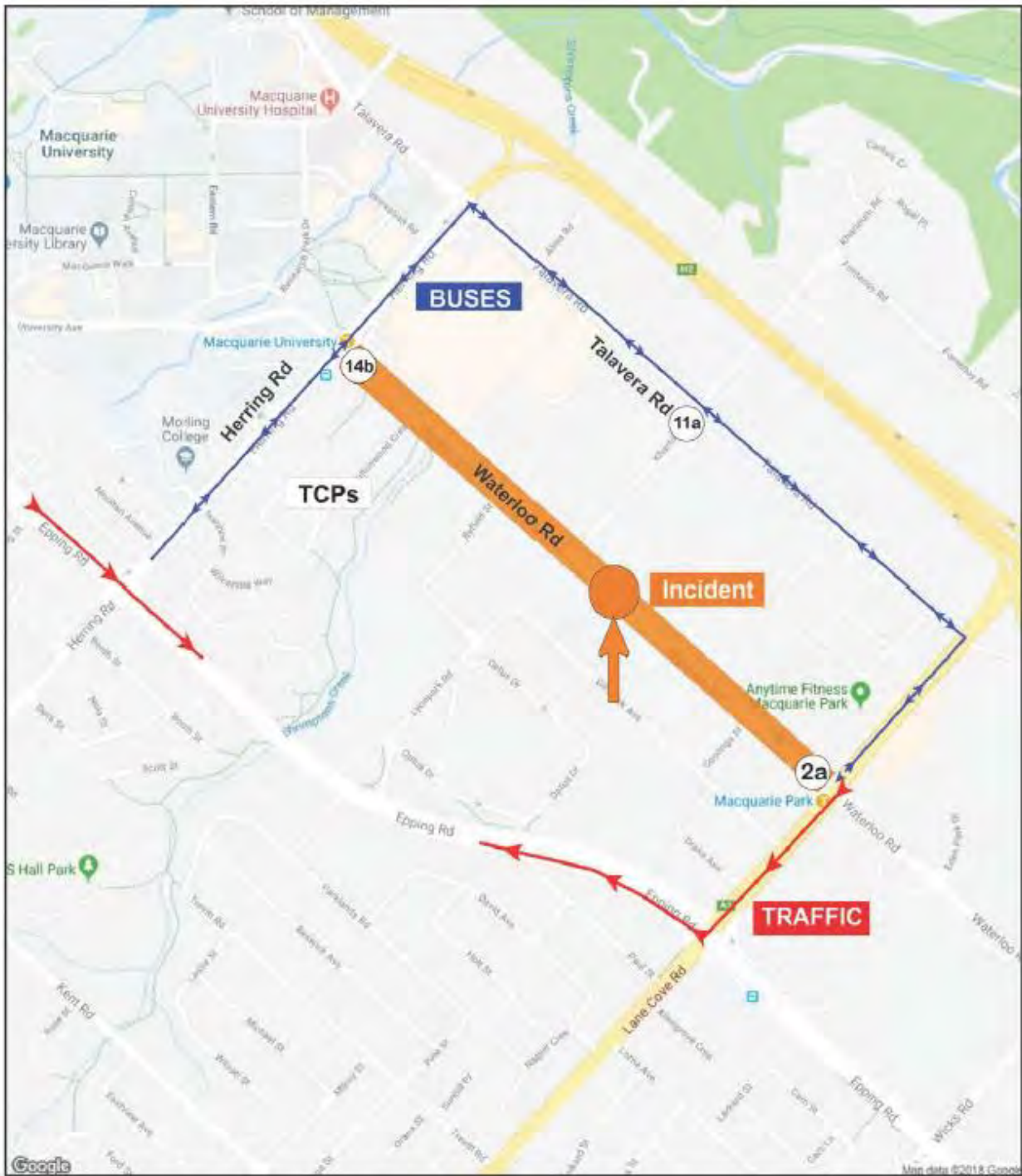


7. Talavera Rd between Herring Rd and Culloden Rd, both directions



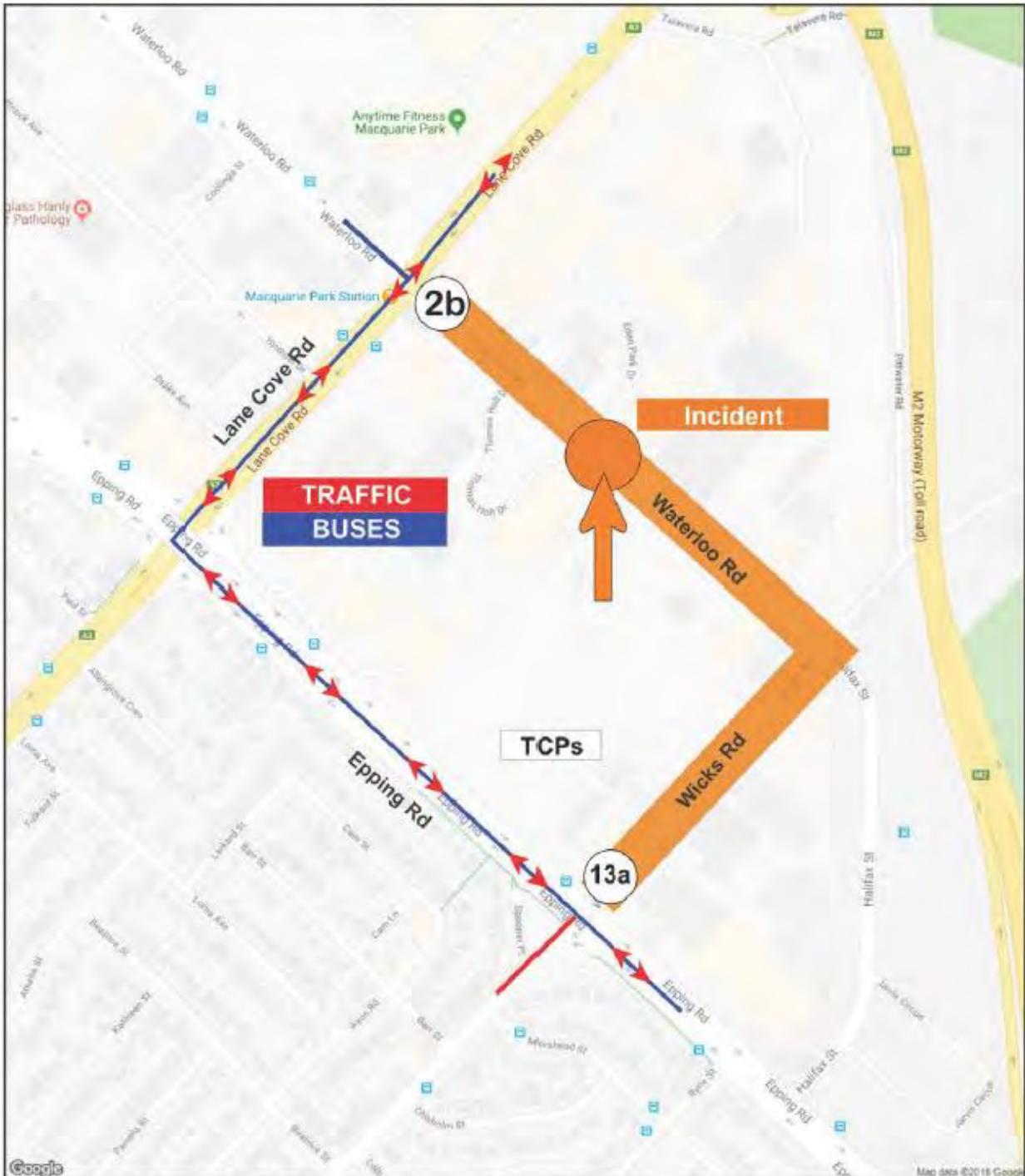


8. Waterloo Rd between Herring Rd and Lane Cove Rd, both directions





9. Wicks Rd/ Waterloo Rd, between Epping Rd and Lane Cove Rd, both directions







11. Epping Rd, between Herring Rd and Balaclava Rd, both directions

