



28 January 2016

File: COR2009/206

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**NOTICE OF MEETING**

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**You are advised of the following meeting:**

**Thursday 28 January 2016**

**Ryde Traffic Committee Meeting**

**Acacia Room, Level 1A, 1 Pope Street, Ryde - 10.00am**

**MEMBERS**

City of Ryde (Chair).....Director City Works and Infrastructure  
Roads and Maritime Services of NSW .....Sydney North Region  
NSW Police Force .....Ryde Local Area Command  
Member for Ryde (12 items).....The Hon. V Dominello MP  
Member for Lane Cove (2 items).....The Hon. A Roberts MP

**ADVISORS**

Sydney Buses .....Western Region

Committee members and advisors are invited to attend the next meeting of the Traffic Committee. Alternatively, please forward comments on any matter to City of Ryde's Team Leader - Traffic Services, Mr Greg Holding, via email [gholding@ryde.nsw.gov.au](mailto:gholding@ryde.nsw.gov.au) by 5pm Monday, 25 January 2016. If no comments are received, it is intended to deal with the matters in accordance with the Agenda proposals.

Councillors with an interest in any Agenda item should forward comments to City of Ryde's Team Leader - Traffic Services, Mr Greg Holding, via email [gholding@ryde.nsw.gov.au](mailto:gholding@ryde.nsw.gov.au) by 5pm Monday, 25 January 2016.



**Meeting Date:** Thursday 28 January 2016  
**Location:** Acacia Room, Level 1A, 1 Pope Street, Ryde  
**Time:** 10.00am

## NOTICE OF BUSINESS

### APOLOGIES

### DECLARATIONS OF INTEREST

### CONFIRMATION OF PREVIOUS MINUTES

The minutes of the Ordinary Meeting of the Ryde Traffic Committee held on 26 November 2015 were read and confirmed as a true record of the proceedings at the conclusion of the meeting.

### MATTERS ARISING FROM PREVIOUS MINUTES

### MATTERS FOR CONSIDERATION

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1	SUBJECT:	CHATFIELD STREET, RYDE WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS	
	ELECTORATE:	RYDE	
	WARD:	CENTRAL	
	COR REF:	WASTE & T2015-02047	OFFICER: S Rabah

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2	SUBJECT:	PROVIDENCE ROAD, RYDE WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS	
	ELECTORATE:	RYDE	
	WARD:	EAST	
	COR REF:	WASTE & T2015-02048	OFFICER: S Rabah

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3	SUBJECT:	TURNER STREET, RYDE WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS	
	ELECTORATE:	RYDE	
	WARD:	CENTRAL	
	COR REF:	WASTE & T2015-02049	OFFICER: S Rabah

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- 4    SUBJECT:        LEONARD PLACE, MARSFIELD  
                       WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS  
       ELECTORATE: RYDE  
       WARD:         CENTRAL  
       COR REF:     D15/162249 & T2015-02137                    OFFICER: S Rabah
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- 5    SUBJECT:        BELMORE STREET, RYDE  
                       WASTE-COLLECTION SERVICE AREA  
       ELECTORATE: RYDE  
       WARD:         CENTRAL  
       COR REF:     T2015-02167                                    OFFICER: G Holding
- 
- 6    SUBJECT:        WATTS ROAD, RYDE  
                       TIMED PARKING  
       ELECTORATE: RYDE  
       WARD:         WEST  
       COR REF:     D15/145797 & T2015-01926                    OFFICER: S Wood
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- 7    SUBJECT:        HUGHES STREET, WEST RYDE  
                       DRIVEWAY ACCESS  
       ELECTORATE: RYDE  
       WARD:         CENTRAL  
       COR REF:     T2015-02087                                    OFFICER: S Wood
- 
- 8    SUBJECT:        BUFFALO ROAD, RYDE  
                       VEHICLE SPEEDS AND PEDESTRIAN CROSSING  
       ELECTORATE: LANE COVE  
       WARD:         CENTRAL  
       COR REF:     D14/89308 & T2015-02151                    OFFICER: G Holding
- 
- 9    SUBJECT:        21 WINBOURNE STREET, WEST RYDE  
                       LDA2013/420 - CHILDCARE CENTRE TRAFFIC MANAGEMENT  
                       PLAN  
       ELECTORATE: RYDE  
       WARD:         WEST  
       COR REF:     APL2015/0002 & T2015-01768                    OFFICER: P Bastawrous
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- 10   SUBJECT:        HILLVIEW LANE, EASTWOOD  
                       PROPERTY ACCESS  
       ELECTORATE: RYDE  
       WARD:         WEST  
       COR REF:     HELPDESK-8868 & T2015-02050                    OFFICER: G Holding
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11 SUBJECT: MORRISON ROAD, GLADESVILLE  
LOCAL AREA TRAFFIC MANAGEMENT SCHEME  
ELECTORATE: LANE COVE  
WARD: EAST  
COR REF: D15/128305 & T2015-02093 OFFICER: G Holding

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12 SUBJECT: DAVID AVENUE, NORTH RYDE  
SIGHT DISTANCE AROUND BEND  
ELECTORATE: RYDE  
WARD: CENTRAL  
COR REF: D15/72104 & T2015-01671 OFFICER: S Rabah

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13 SUBJECT: WATT AVENUE , RYDE  
SIGHT DISTANCE AT BAVIN AVENUE  
ELECTORATE: RYDE  
WARD: CENTRAL  
COR REF: HELPDESK-8977 & T2016-00003 OFFICER: G Holding

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14 SUBJECT: 20 WEST PARADE, EASTWOOD  
DRIVEWAY ACCESS  
ELECTORATE: RYDE  
WARD: WEST  
COR REF: HELPDESK-8997 & T2016-00008 OFFICER: G Holding

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## EXTRA ITEMS

## GENERAL BUSINESS

## ADDENDUMS

1. ST CHARLES PRIMARY SCHOOL FUN RUN 2016  
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN

**Item No 01**

**SUBJECT:** CHATFIELD STREET, RYDE  
WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**COR REF:** WASTE & T2015-02047 **OFFICER:** S Rabah

**REQUEST**

City of Ryde's Business Infrastructure Department has requested the installation of a 'NO PARKING 5AM-11AM TUE' zone in the cul-de-sac section of Chatfield Street, Ryde to improve manoeuvring access for waste-collection vehicles.

**CONTEXT**

1. Chatfield Street is a local road with a 7 m wide carriageway and unrestricted parking on both sides.
2. The area proposed for parking restrictions is a cul-de-sac, currently providing a turn-around area for vehicles, and is too small for trucks to perform a U-turn manoeuvre without multi-point turns.

**LEGISLATION, STANDARDS & GUIDELINES**

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

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

Local residents have been consulted

Properties consulted	12
Responses received	3
Supported	2
Not Supported	1
Undecided	0

**DISCUSSION**

Implementing 'NO PARKING 5AM-11AM TUE' restrictions along the kerb line of the cul-de-sac of Chatfield Street will allow uninterrupted access for waste-collection vehicles, currently blocked by parked vehicles.

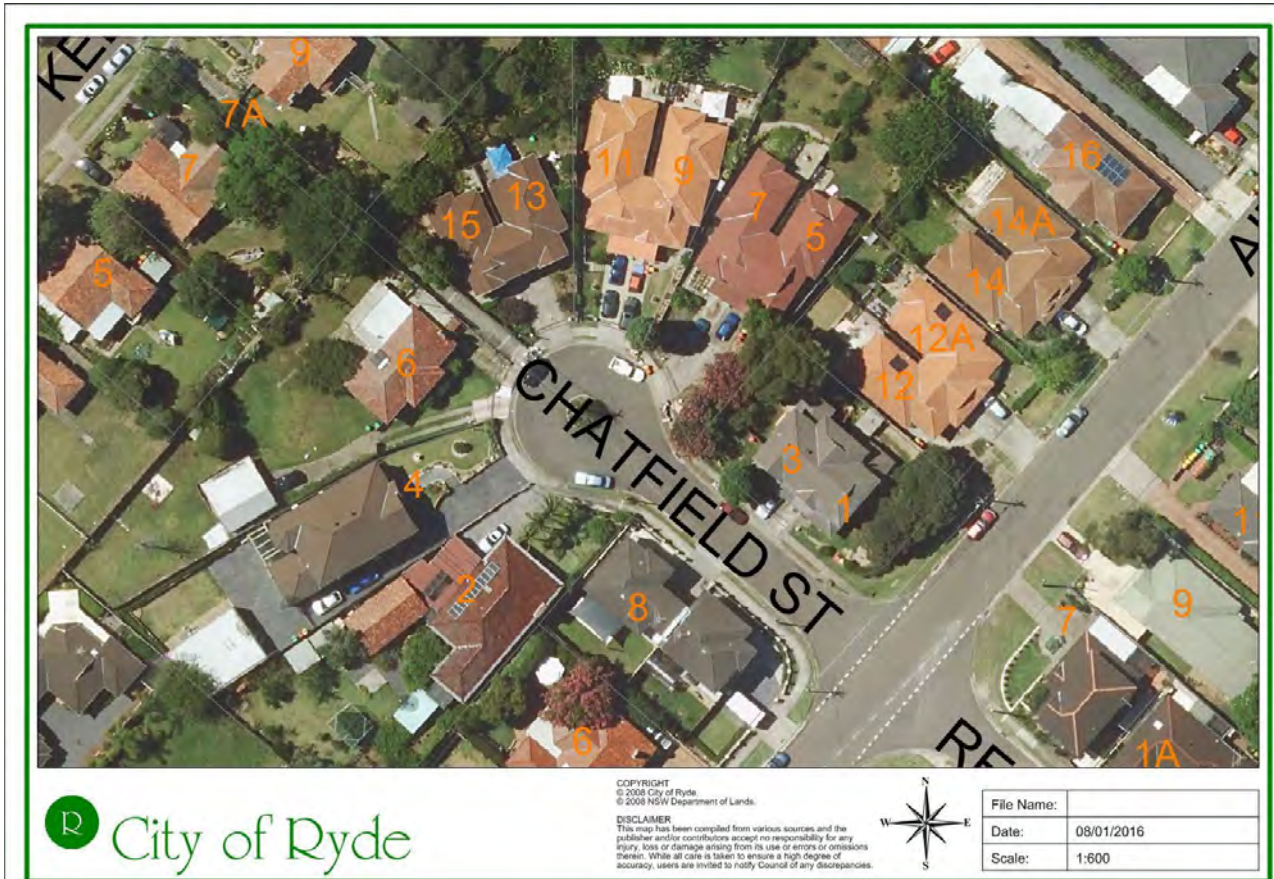
City of Ryde has received two submissions in support and one submission NOT in support of the proposed changes. The objecting resident has stated that the only vehicles that occupy the cul-de-sac are builders of the development at site, 6 Chatfield Street. Given that the objecting resident does not park in the affected location, the proposed parking changes will not affect them.

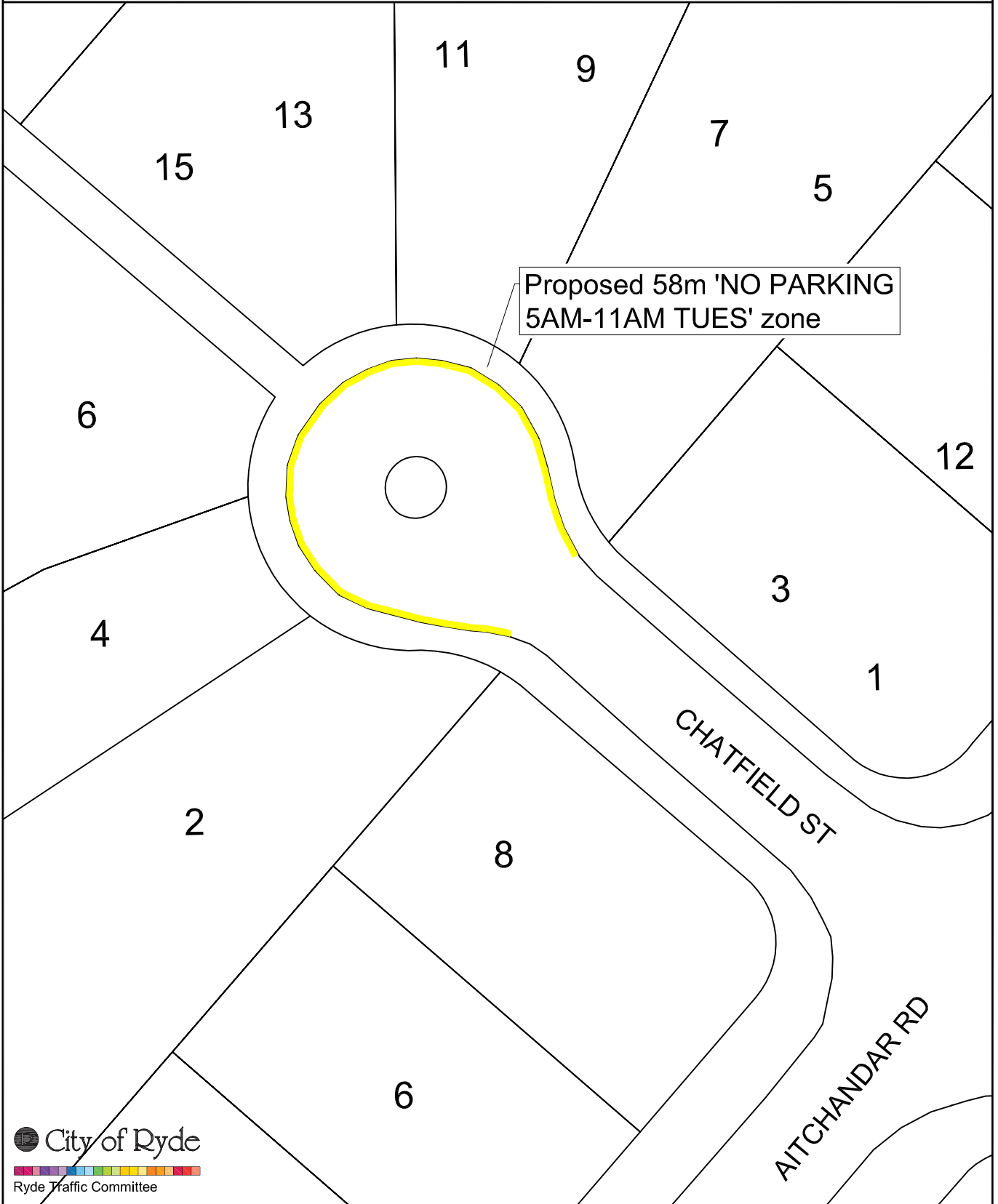


Therefore, it is recommended that Council proceed with the proposed changes.

**PROPOSAL**

To install a 58m 'NO PARKING 5AM-11AM TUE' zone in the cul-de-sac end of Chatfield Street, Ryde.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

**Item No 02**

**SUBJECT:** PROVIDENCE ROAD, RYDE  
WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS  
**ELECTORATE:** RYDE  
**WARD:** EAST  
**COR REF:** WASTE & T2015-02048 **OFFICER:** S Rabah

**REQUEST**

City of Ryde's Business Infrastructure Department has requested the installation of a 'NO PARKING 5AM-11AM TUE' zone in Providence Road, between the cul-de-sac and Irvine Crescent, Ryde to improve manoeuvring access for waste-collection vehicles.

**CONTEXT**

1. Providence Road is a local road with a 7 m wide carriageway and unrestricted parking on both sides.
2. With parked vehicles on both sides, there is a minimum of 2.8 m wide bi-directional travel lane, which is difficult for a 2.5 m wide truck to negotiate, especially when vehicles are parked further out from the kerblines.
3. There is currently a 'NO PARKING' zone in the cul-de-sac of Providence Road.
4. The eastern side of Providence Road has parking for 13 vehicles.
5. The western side of Providence Road has parking for 14 vehicles.

**LEGISLATION, STANDARDS & GUIDELINES**

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

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

Local residents have been consulted

Properties consulted	22
Responses received	0
Supported	0
Not Supported	0
Undecided	0

**DISCUSSION**

The installation of 'NO PARKING 5AM-11AM TUE' restrictions along the eastern side of Providence Road will remove 13 car parking spaces on waste-collection day. However, it will allow safe and uninterrupted access for waste-collection vehicles, currently blocked by parked vehicles.

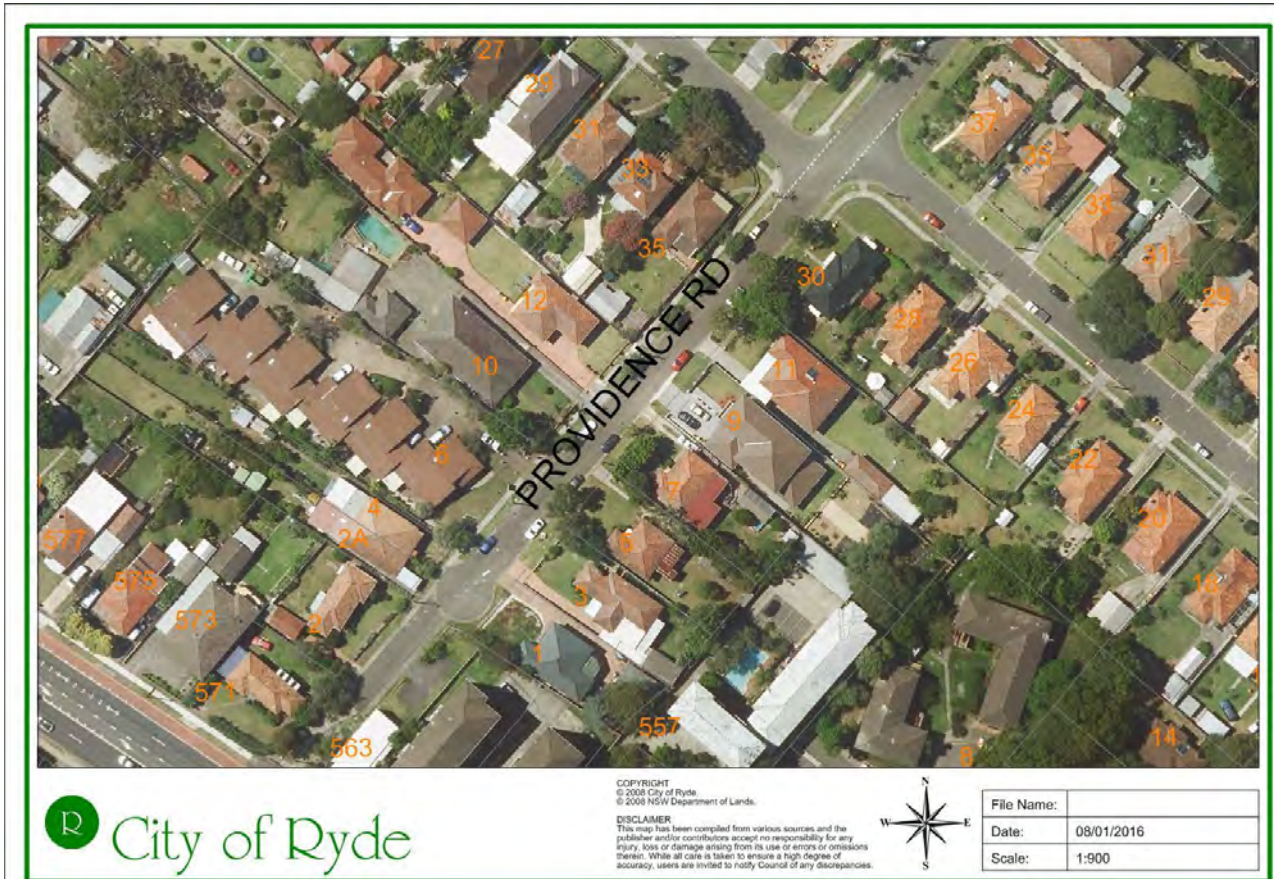
Given that nearby residents have not raised any objections to the proposal, it is recommended that the 'NO PARKING 5AM-11AM TUE' zone be installed to assist waste-collection vehicles.



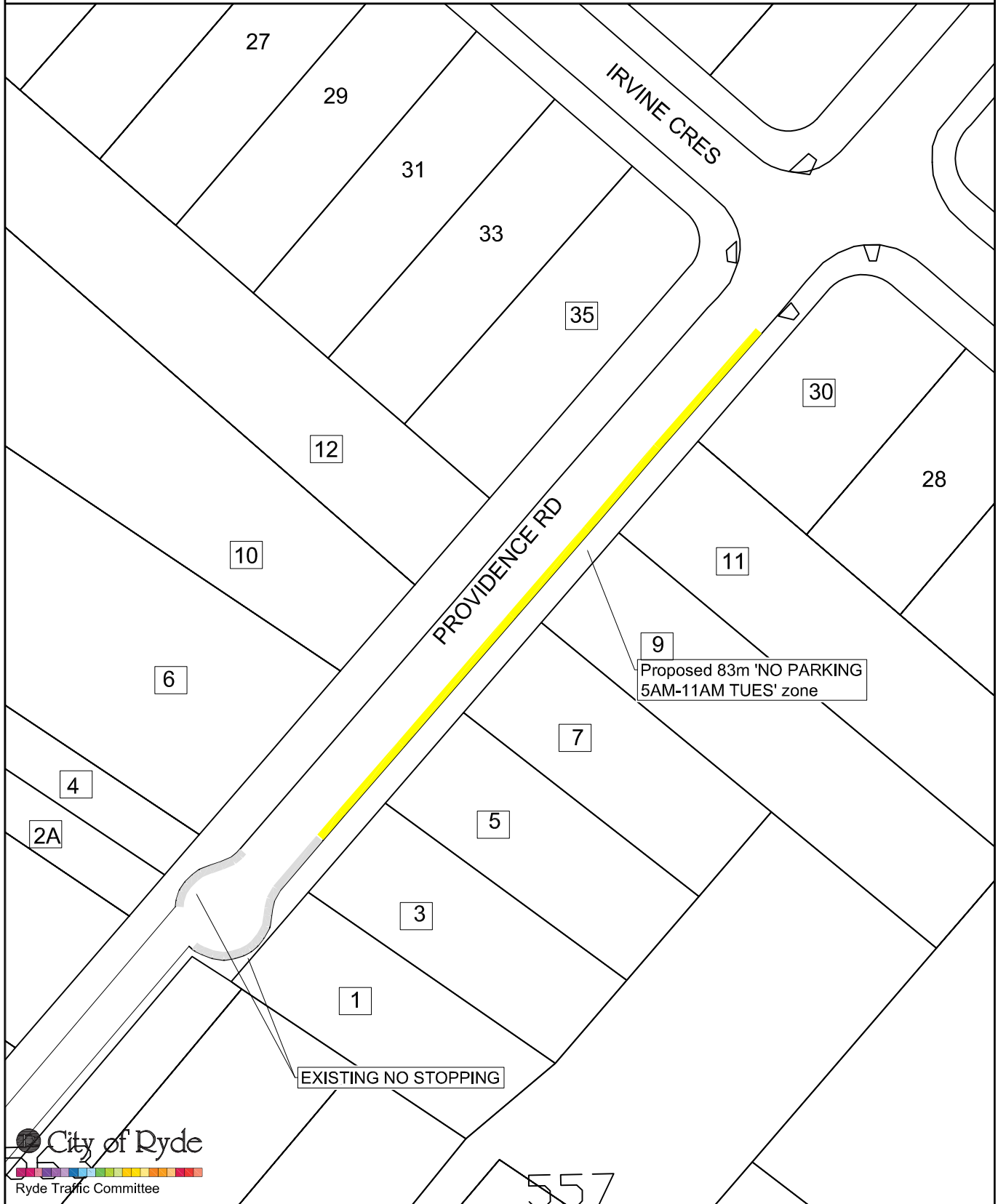


**PROPOSAL**

To install an 83m 'NO PARKING 5AM-11AM TUE' zone along the frontages of 3-11 Providence Road, Ryde.



File Name:	
Date:	08/01/2016
Scale:	1:900



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

**Item No 03**

**SUBJECT:** TURNER STREET, RYDE  
WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**COR REF:** WASTE & T2015-02049 **OFFICER:** S Rabah

**REQUEST**

City of Ryde's Business Infrastructure Department has requested the installation of a 'NO PARKING 5AM-11AM TUE' zone outside 12 Turner Street, Ryde to improve manoeuvring access for waste-collection vehicles.

**CONTEXT**

1. Turner Street is a local road with a 5.5 m wide carriageway and five spaces of unrestricted parking outside 10 and 12 Turner Street.
2. The area proposed for parking restrictions is outside Macquarie Community College located at 12 Turner Street, adjacent to a narrow bend at the northern end.

**LEGISLATION, STANDARDS & GUIDELINES**

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

**ROAD FUNCTION**

Local

**CONSULTATION**

Macquarie Community College at 12 Turner Street has been consulted

Properties consulted	1
Responses received	1
Supported	1
Not Supported	0
Undecided	0

**DISCUSSION**

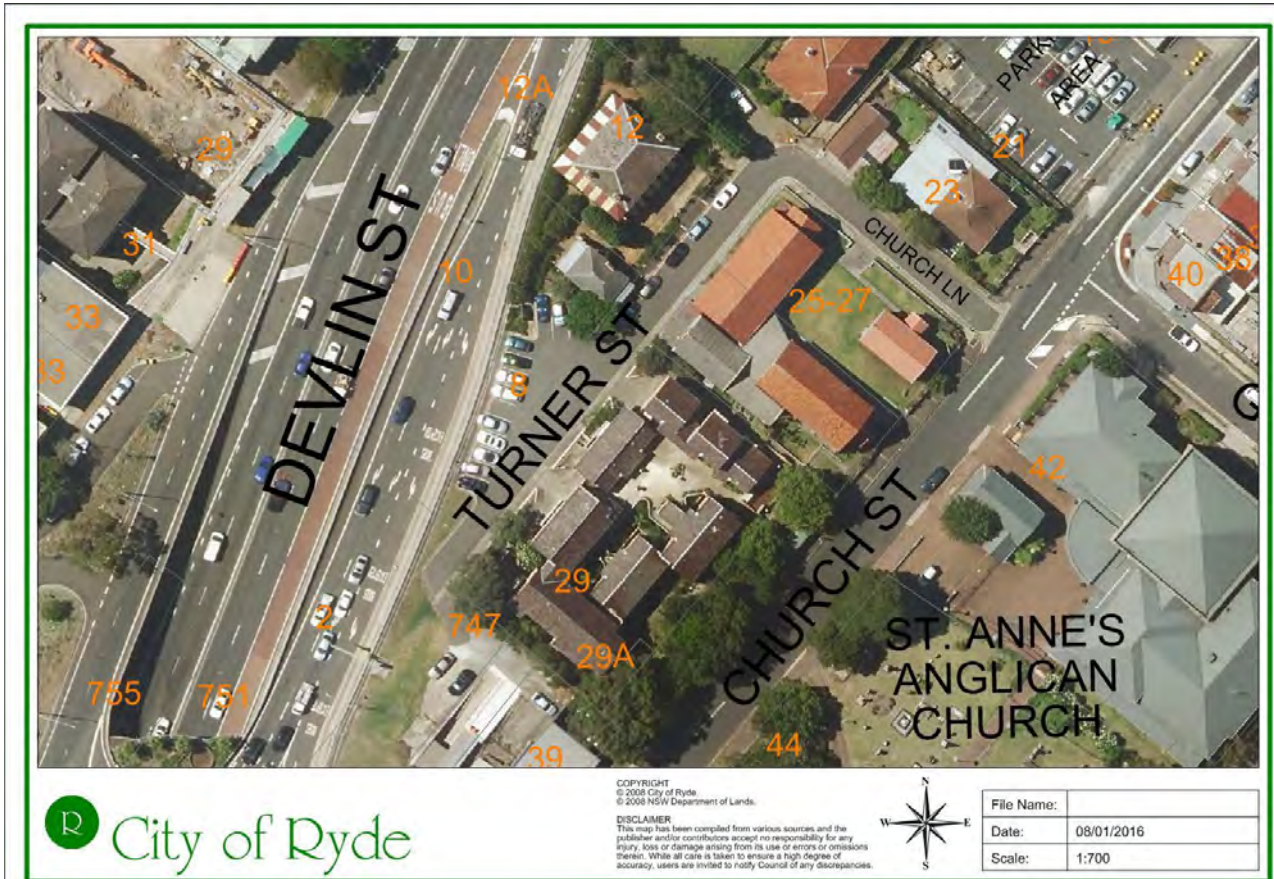
Waste collection trucks find difficulty in entering and exiting the street on collection days due to cars parked too close to the bend in Turner Street.

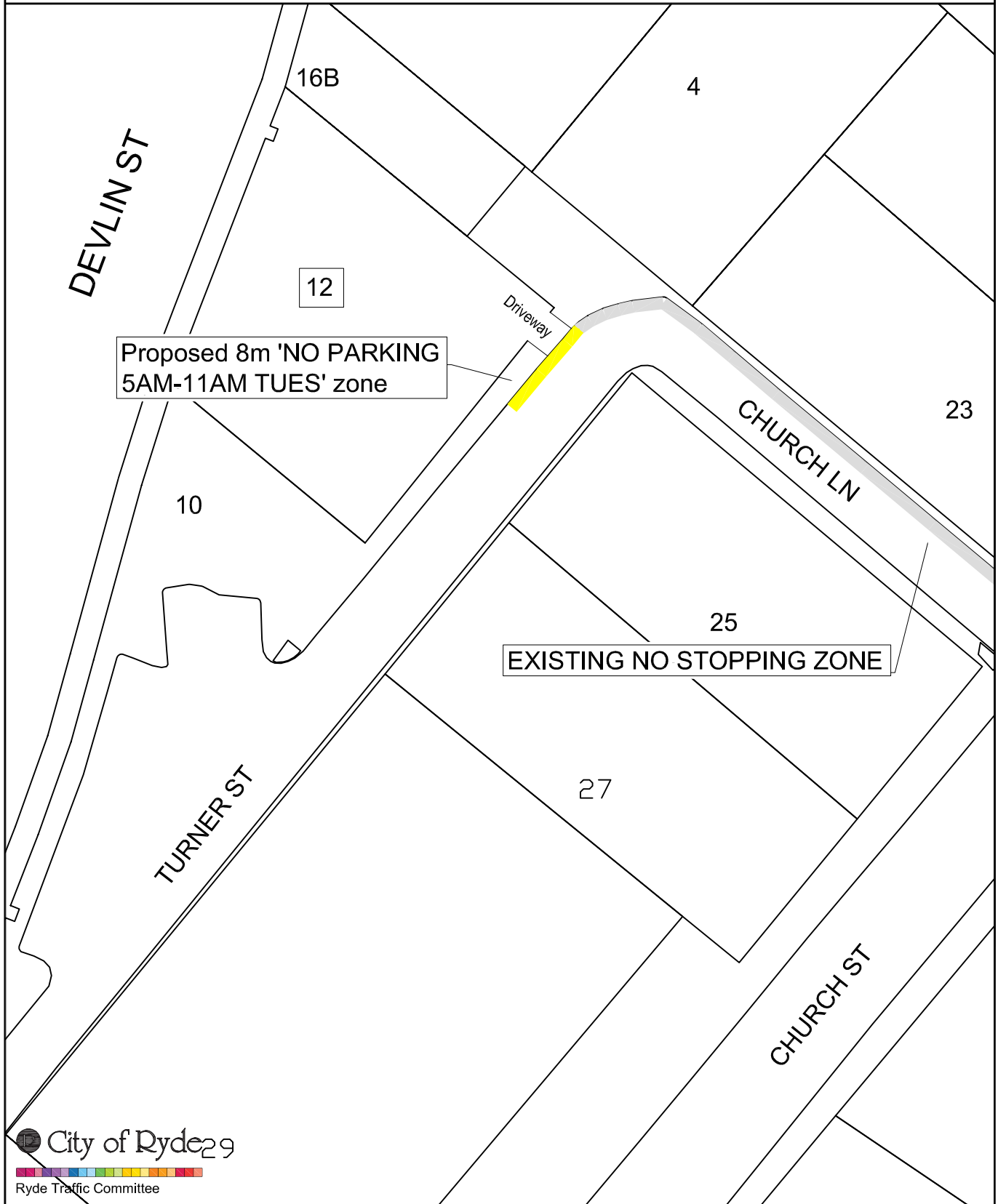
Given that the college has not raised any objections to the proposal, it is recommended that the 'NO PARKING 5AM-11AM TUE' zone be installed to assist waste-collection vehicles in accessing the street.



**PROPOSAL**

To install an 8 m 'NO PARKING 5AM-11AM TUE' zone on the western side of Turner Street, south of the driveway to 12 Turner Street, Ryde.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

**Item No 04**

**SUBJECT:** LEONARD PLACE, MARSFIELD  
WASTE-COLLECTION VEHICLE MANOEUVRING ACCESS  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**COR REF:** D15/162249 & T2015-02137 **OFFICER:** S Rabah

**REQUEST**

City of Ryde's Business Infrastructure Department has requested the installation of a 'NO PARKING 5AM-11AM FRI' in Leonard Place, Marsfield to improve access for waste-collection vehicles.

**CONTEXT**

1. Leonard Place is a local road with a 7 m wide carriageway and unrestricted parking on both sides.
2. With parked vehicles on both sides, there is a minimum of 2.8 m wide bi-directional travel lane, which is difficult for a 2.5 m wide truck to negotiate, especially when vehicles are parked further out from the kerbline.
3. The area proposed for parking restrictions is along the southern side of the road and the cul-de-sac section, which currently provides a turn-around area for waste-collection vehicles.

**LEGISLATION, STANDARDS & GUIDELINES**

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

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

Local residents have been consulted

Properties consulted	17
Responses received	1
Supported	1
Not Supported	0
Undecided	0

**DISCUSSION**

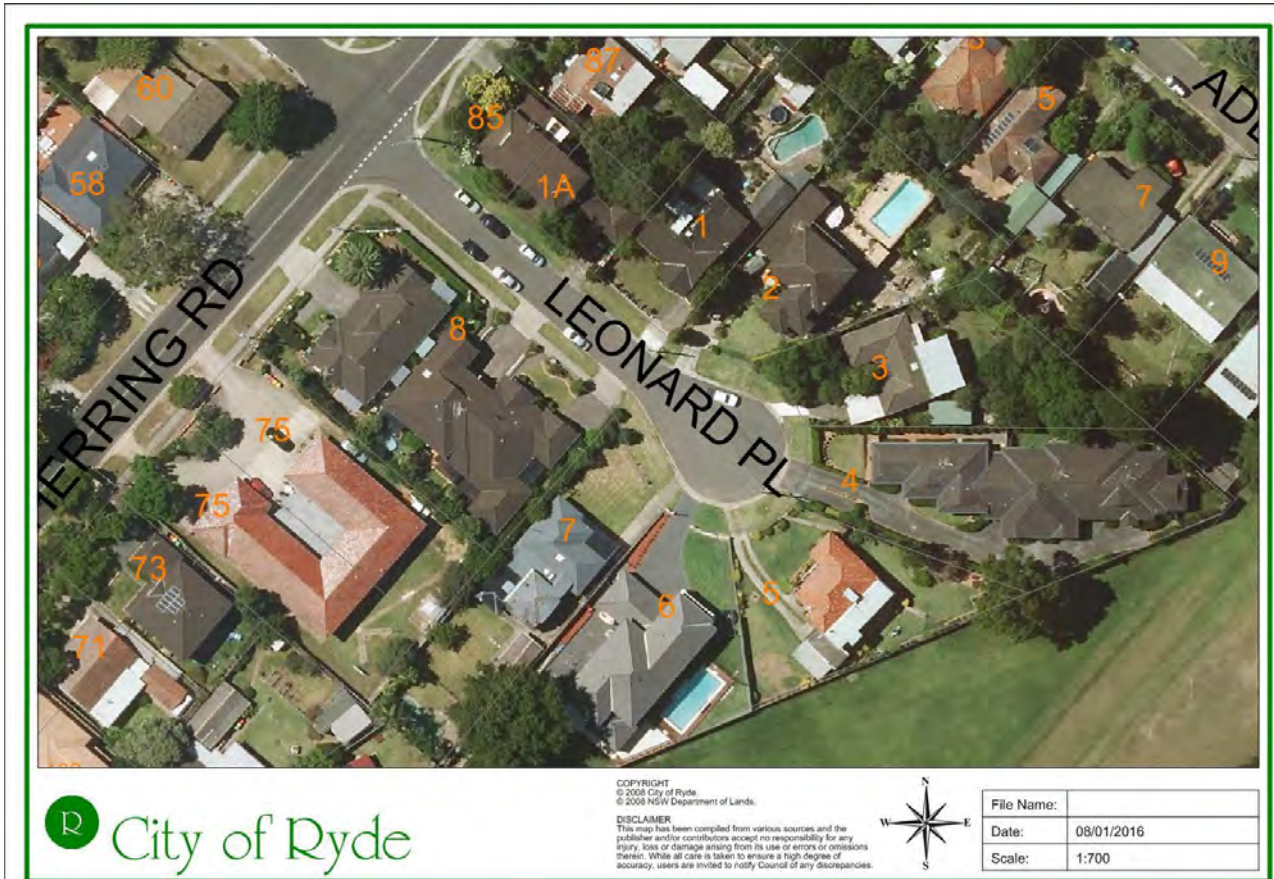
Implementing 'NO PARKING 5AM-11AM FRI' restrictions in Leonard Place will remove 11 car-parking spaces for a short period of time. However, it will allow uninterrupted access for waste-collection vehicles, currently blocked by parked vehicles.

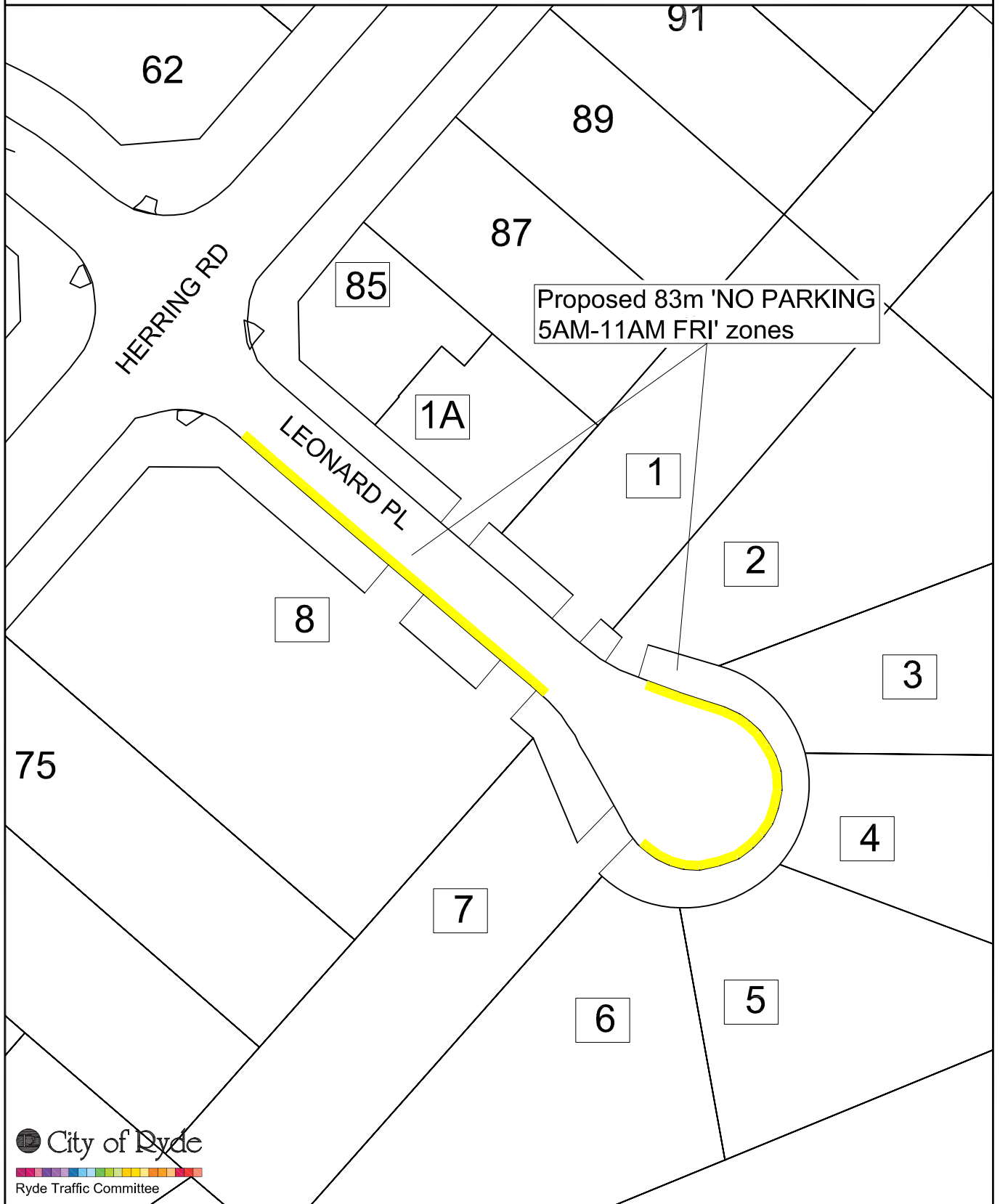
Given that nearby residents have not raised any objections to the proposal, it is recommended that the 'NO PARKING 5AM-11AM FRI' zone be installed to assist waste-collection vehicles.



**PROPOSAL**

To install an 83m 'NO PARKING 5AM-11AM FRI' zone in Leonard Place, Marsfield, as shown on the attached plan.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS



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**Item No 05**

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**SUBJECT:** BELMORE STREET, RYDE  
WASTE-COLLECTION SERVICE AREA  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**COR REF:** T2015-02167

**OFFICER:** G Holding

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**REQUEST**

City of Ryde's Business Infrastructure Department has requested consideration be given to installing a 'NO PARKING 5AM-11AM MON-FRI' zone on the western side of Belmore Street, between the two driveways of 41-45 Belmore Street, Ryde to provide space for waste-collection vehicles to service the bins from the premises.

**CONTEXT**

1. There is currently unrestricted parking along the frontage of 45 Belmore Street.
2. The following bins are currently serviced by the City of Ryde for the block of units at 41-45 Belmore Street:
  - two 240 L and nine 1100 L waste bins, collected by a rear-loading vehicle on Mondays, Wednesdays and Fridays, and
  - eight 660 L paper-recycling bins and six 1100 L general-recycling bins, collected by a rear-loading vehicle on Tuesdays.
3. When vehicles are parked between the driveways of 41-45 Belmore Street, waste-collection vehicles are unable to service the bins, preventing City of Ryde from fulfilling its obligations to remove household waste, potentially creating a health risk to residents.
4. City of Ryde's Business Infrastructure Department has requested the installation of parking restrictions between the two driveways of 45 Belmore Street during weekdays.

**LEGISLATION, STANDARDS & GUIDELINES**

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

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

Residents will be notified before the matter is considered by Council at the Works and Community Committee.

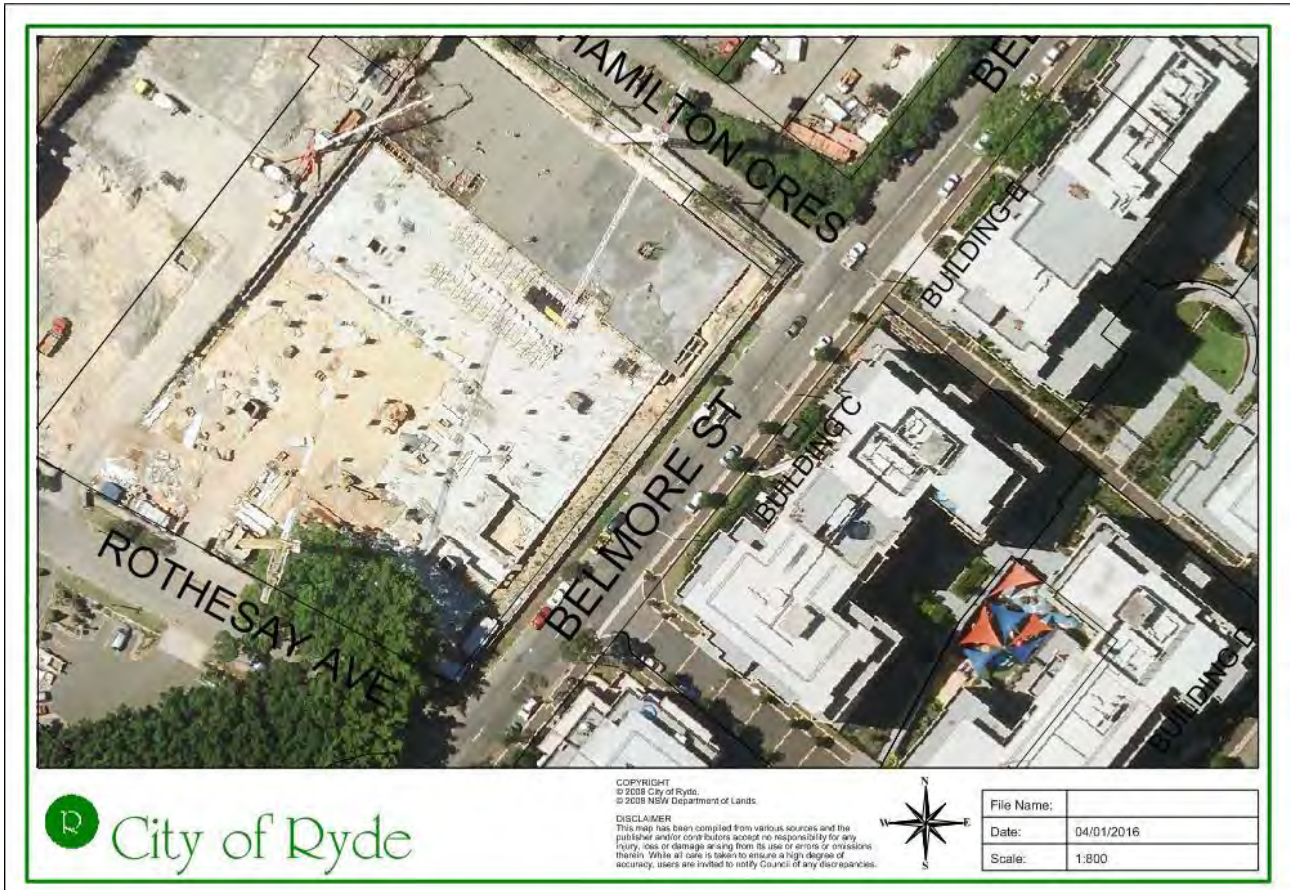
**DISCUSSION**

The installation of a 34.7 m long 'NO PARKING 5AM-11AM MON-FRI' zone between the two driveways of 45 Belmore Street will provide clear space for waste collection.



**PROPOSAL**

To install a 34.7 m 'NO PARKING 5AM-11AM MON-FRI' zone on the western side of Belmore Street, between the two driveways of 41-45 Belmore Street, Ryde.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

**Item No 06**

**SUBJECT:** WATTS ROAD, RYDE  
 TIMED PARKING  
**ELECTORATE:** RYDE  
**WARD:** WEST  
**COR REF:** D15/145797 & T2015-01926 **OFFICER:** S Wood

**REQUEST**

City of Ryde has received representation from the business owners at 9, 11 & 13-15 Watts Road, West Ryde requesting consideration be given to converting the existing five unrestricted on-street car park spaces outside 13-15 Watts Road to match the measures of the existing three '1P 8AM-6PM MON-FRI 8AM-12:30PM SAT' on-street car park spaces outside 9 & 11 Watts Road, Ryde.

**BACKGROUND**

City of Ryde received correspondence in November that was championed by the business owner at 9 Watts Road and signed by the two other business owners at 11 & 13-15 Watts Road requesting the changes.

**CONTEXT**

1. There are nine 90° angle parking spaces that make up an on-street car park outside 9, 11 & 13-15 Watts Road, made up of:
  - Five unrestricted parking spaces
  - Three '1P 8AM-6PM MON-FRI 8AM-12:30PM SAT' spaces, and
  - One 'P DISABILITY ONLY' space.
2. There are three separate businesses at 9, 11 & 13-15 Watts Road and one residential dwelling at the rear of 13-15 Watts Road.
3. The nature of the businesses requires a medium turnover of parked vehicles and timed parking is appropriate.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 205 Parking for longer than indicated.

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

The local businesses at 9, 11 & 13-15 Watts Road and resident of Rear 13-15 Watts Road have been consulted

Properties consulted	4
Responses received	4
Supported	2
Not Supported	2
Undecided	0

**DISCUSSION**

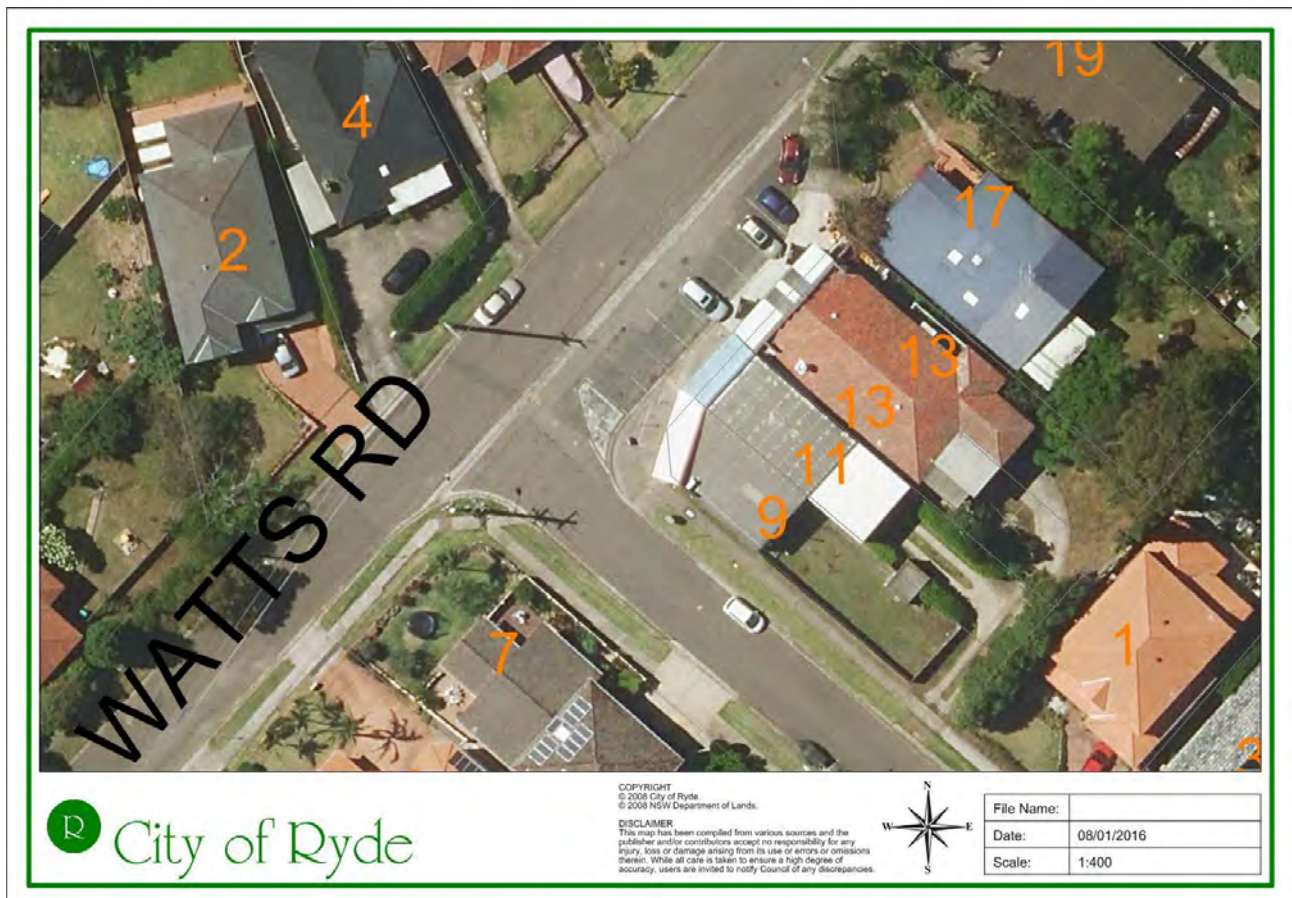
All day parking in this location has an adverse impact on the adjacent businesses as there is less turnover of space for potential customers. By extending parking measures across the unrestricted spaces a turnover of vehicles will be maintained providing opportunities for more customers to park.

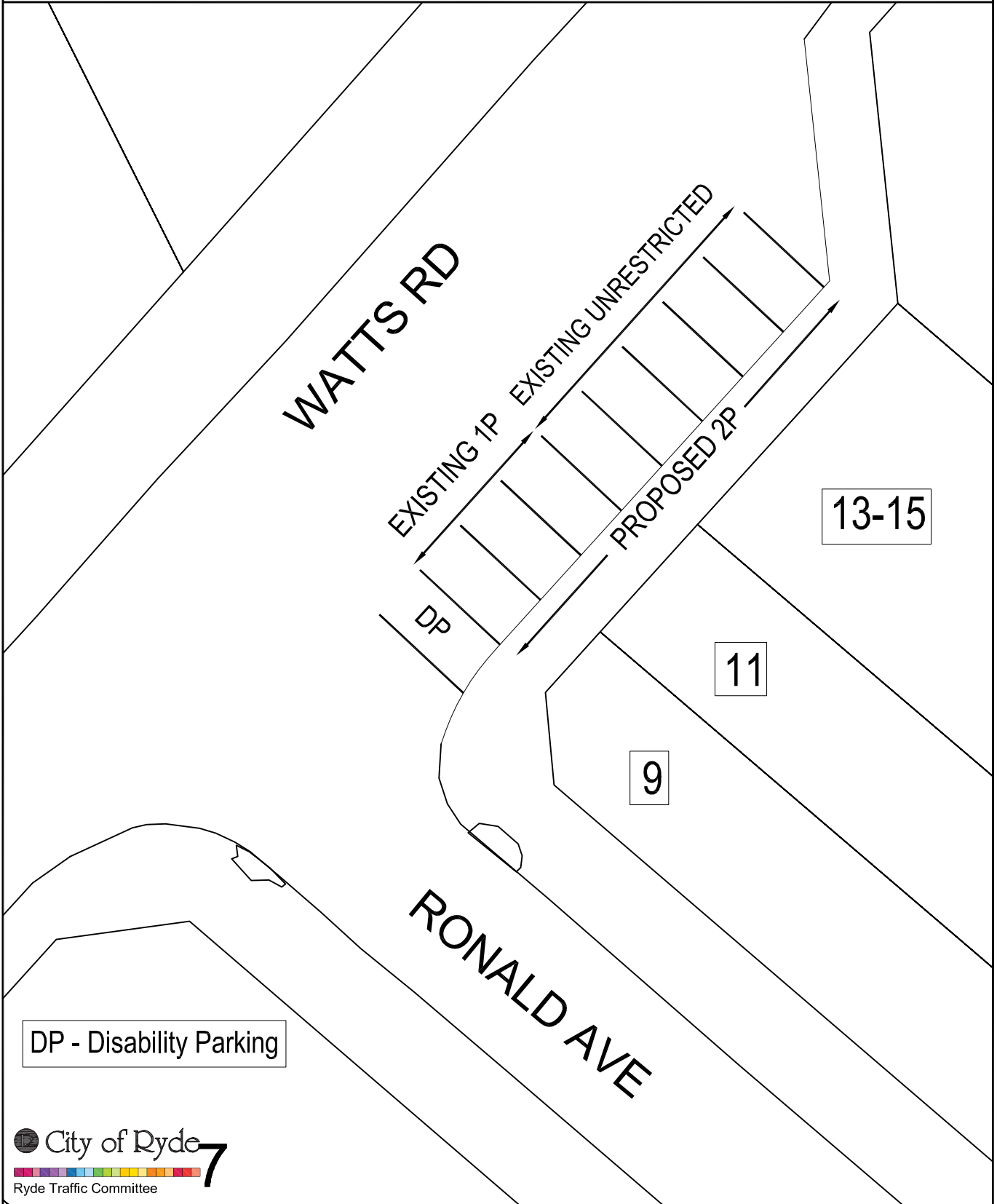
Although the initial correspondence requested an extension of the existing one-hour, timed-parking measures, the business owner at 11 Watts Road has expressed concerns that this may be insufficient for some of their patrons and exhibited a preference for two-hour timed parking or maintaining the status quo.

Therefore, it is recommended that all of the spaces along the frontage of 9 to 15 Watts Road, West Ryde be converted to two-hour parking. This will prevent the all day parking currently taking place and still provide a turnover of vehicles that would benefit the adjacent businesses.

**PROPOSAL**

To convert the existing five unrestricted on-street car park spaces outside 13-15 and three '1P 8AM-6PM MON-FRI 8AM-12:30PM SAT' on-street car park spaces outside 9 and 11 Watts Road, Ryde to '2P 8AM-6PM MON-FRI 8AM-12:30PM SAT'.





DP - Disability Parking



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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

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**Item No 07**

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**SUBJECT:** HUGHES STREET, WEST RYDE  
DRIVEWAY ACCESS

**ELECTORATE:** RYDE

**WARD:** CENTRAL

**COR REF:** T2015-02087

**OFFICER:** S Wood

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**REQUEST**

City of Ryde has received representation from the Principal of St Michael's Catholic Primary School Meadowbank requesting consideration be given to converting the existing 14 m 'NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' zone, on the southern side of Hughes Street, West Ryde, to 'NO STOPPING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS'.

**BACKGROUND**

St Michael's Catholic Primary School has recently installed a car park at 1 Hughes Street, which links Hughes Street and Gaza Road. This car park allows parents who have dropped off their children in Hughes Street to drive through the car park and leave the area via Gaza Road. This reduces the congestion previously experienced when drivers needed to perform a U-turn in Hughes Street to egress the area.

**CONTEXT**

1. Hughes Street is a local road with a 7 m wide carriageway.
2. There is a 36 m 'NO PARKING 8AM-9:30AM 2:30PM-4PM SCHOOL DAYS' zone on the southern side of Hughes Street, outside the school, allowing parents two minutes to drop-off/pickup students.
3. This is followed by a 'NO STOPPING' zone, adjacent to a Children's Crossing, and a 14 m 'NO PARKING 8AM-9:30AM 2:30PM-4PM SCHOOL DAYS' zone
4. This additional 14 m of 'NO PARKING' still allows drivers to stop for up to two minutes, this is causing a problem as the narrow carriageway with cars stopped on both sides inhibits two-way traffic flow, especially when vehicles are also waiting to turn right into the new car park.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 167 No Stopping signs
- [NSW] *Road Rules 2014* Rule 168 No Parking signs

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

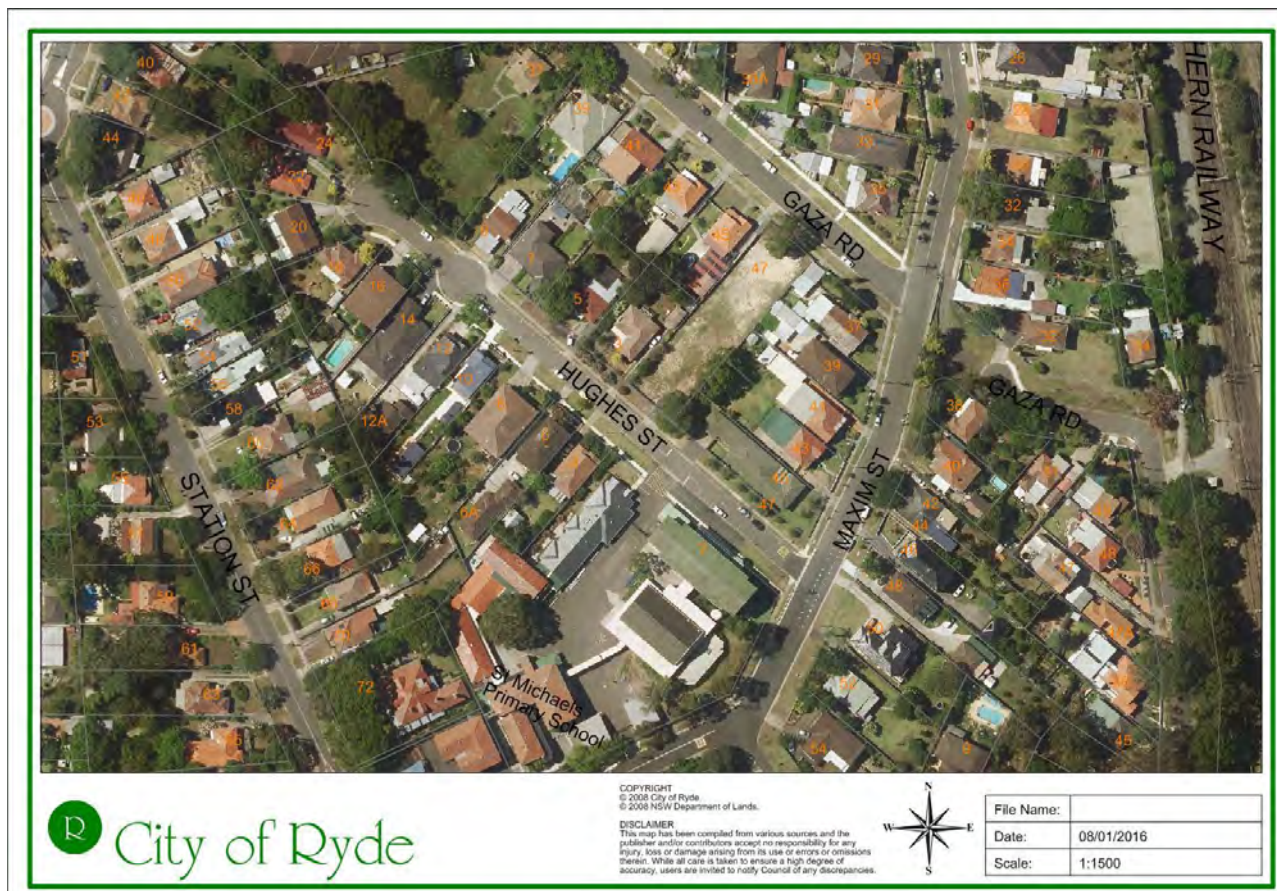
The resident at 4 Hughes Street will be notified of the proposed changes before the matter is considered by Council at the Works and Community Committee meeting.

**DISCUSSION**

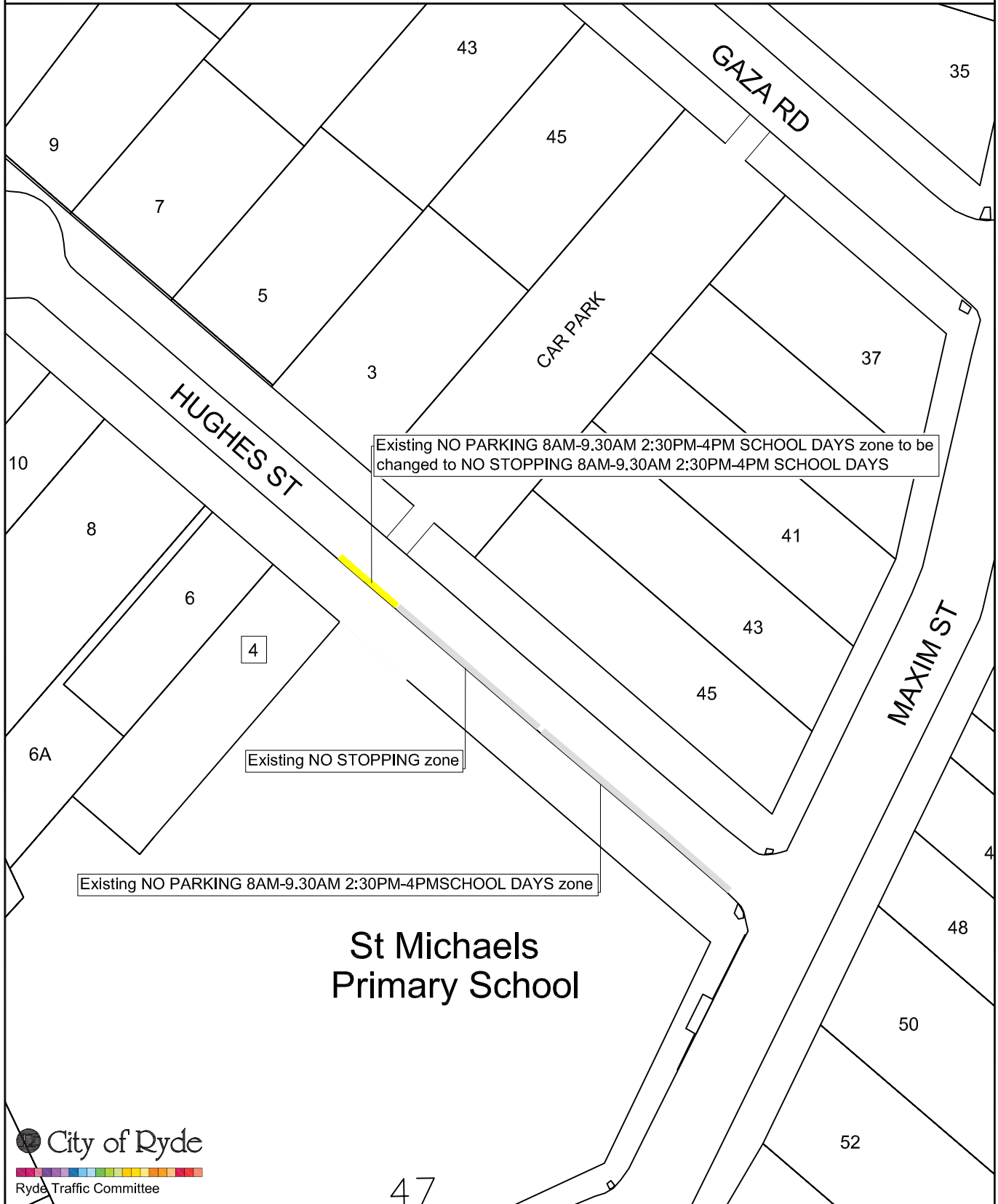
By converting the existing 14 m 'NO PARKING 8AM-9:30AM 2:30PM-4PM SCHOOL DAYS' zone to a 'NO STOPPING 8AM-9:30AM 2:30PM-4PM SCHOOL DAYS' zone the entrance to the car park can remain accessible during school drop-off/pick-up times. This in turn will reduce congestion in Hughes Street during peak times.

**PROPOSAL**

To convert 14 m of the existing 'NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' zone, on the southern side of Hughes Street, West Ryde, to 'NO STOPPING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS'.







### St Michaels Primary School



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

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

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**Item No 08**

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**SUBJECT:** BUFFALO ROAD, RYDE  
VEHICLE SPEEDS AND PEDESTRIAN CROSSING  
**ELECTORATE:** LANE COVE  
**WARD:** CENTRAL  
**COR REF:** D14/89308 & T2015-02151 **OFFICER:** G Holding

---

**REQUEST**

City of Ryde has received representation from Ryde Secondary College P&C requesting consideration be given to installing devices to reduce the speed of vehicles in Buffalo Road and moving the existing raised pedestrian crossing in Buffalo Road, Ryde.

**BACKGROUND**

A site meeting was held between representatives of the school, City of Ryde staff and RMS on 6 August 2015 to discuss various pedestrian safety issues in the area. It was agreed that City of Ryde will further investigate:

1. Installing edge lines in Buffalo Road, between Ratcliffe Street / Aitchander Road and Malvina Street, to help reduce the speed of vehicles in Buffalo Road, and
2. Relocating the existing raised pedestrian crossing, currently located 60 m southeast of Malvina Street, to encourage increased use of the pedestrian crossing.

**CONTEXT**

1. The school has stated that there is a pedestrian desire line from the school in Malvina Street, along Malvina Street, across Buffalo Road, and along the pathway through Burrows Park.
2. However, pedestrians appear reluctant to walk the extra 60 m to cross Buffalo Road at the raised pedestrian crossing, and walk another 60 m to the pathway at Burrows Park.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 150 Driving on or across a continuous white edge line
- [NSW] *Road Rules 2014* Rule 211 Parking in parking bays.

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

Local residents will be notified before the matter is considered by Council at the Works and Community Committee meeting.



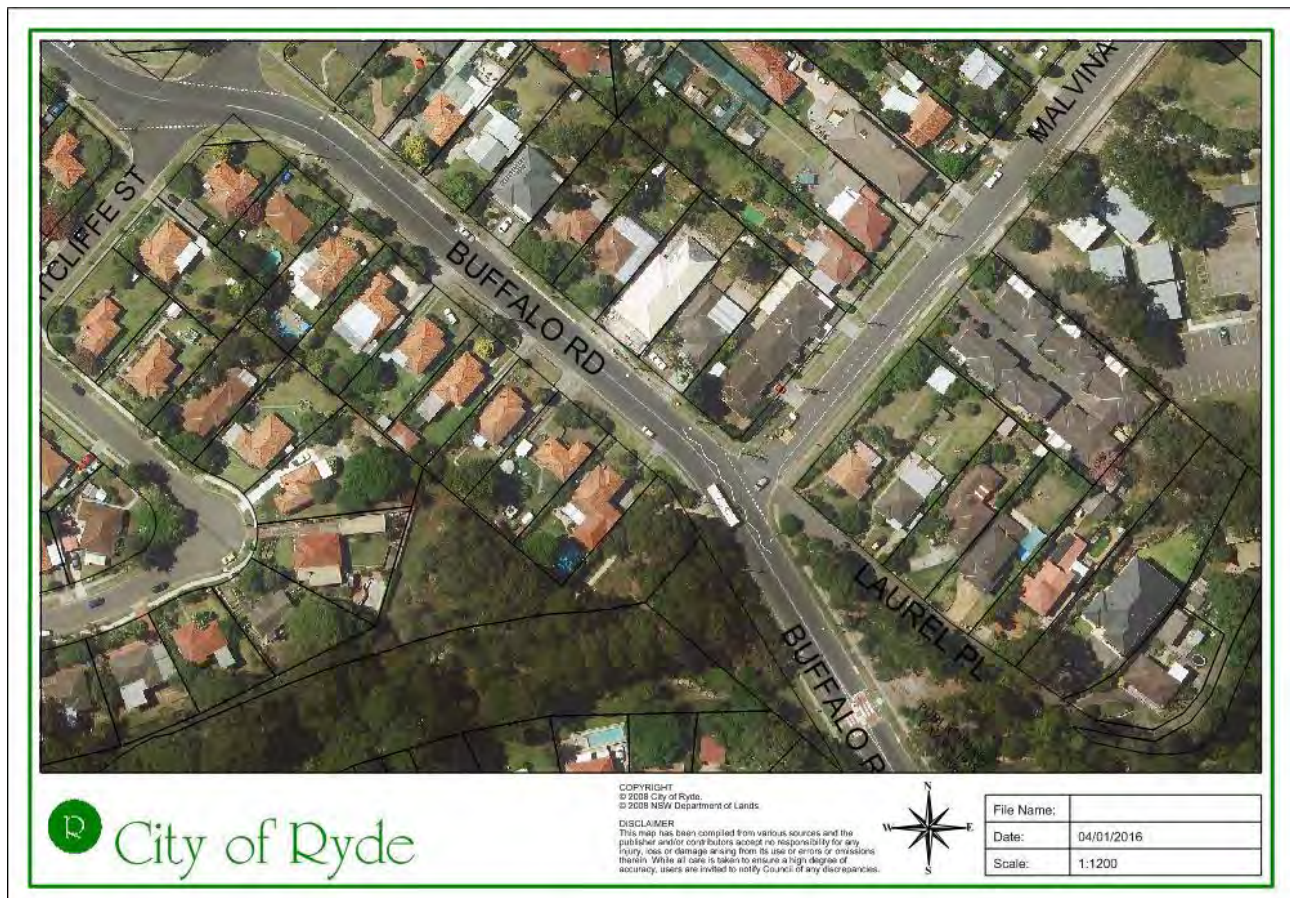
**DISCUSSION**

Buffalo Road is considered too steep, between Ratcliffe Street / Aitchander Road and Malvina Street, to install horizontal/vertical speed-reduction devices. Continuous edge lines provide narrow and delineated travel lanes, and in turn help reduce the speed of vehicles. Furthermore, these measures help delineate the parking lane. Therefore, it is recommended that edge linemarking be installed on both sides of Buffalo Road, between Ratcliffe Street / Aitchander Road and Malvina Street.

City of Ryde staff have concerns regarding the sight distance for approaching drivers if the pedestrian crossing is moved closer to Malvina Street and therefore, it is recommended that this matter be investigated further.

**PROPOSAL**

1. To install edge linemarking on both sides of Buffalo Road, between Ratcliffe Street / Aitchander Road and Malvina Street, Ryde.
2. To further investigate relocating the existing raised pedestrian crossing in Buffalo Road, southeast of Malvina Street, Ryde.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

---

**Item No 09**

---

**SUBJECT:** 21 WINBOURNE STREET, WEST RYDE  
LDA2013/420 - CHILDCARE CENTRE TRAFFIC MANAGEMENT PLAN

**ELECTORATE:** RYDE

**WARD:** WEST

**COR REF:** LDA2013/420 & T2015-01768 **OFFICER:** P Bastawrous

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**REQUEST**

City of Ryde has received submission from a developer requesting approval of a Revised Traffic Management Plan (TMP) for a childcare centre at 21 Winbourne Street, West Ryde. This report is for the approval of:

1. the submitted Revised TMP, regarding the operational aspects of the proposed childcare centre, as required under the deferred commencement conditions, and in turn,
2. the changes to traffic and parking measures resulting from the Revised TMP.

The matter is presented to Ryde Traffic Committee for technical approval and to provide commentary to Council to consider.

**BACKGROUND**

Development Application LDA2013/0420 was lodged for alterations and a change of use to a thirty nine place childcare centre at 21 Winbourne Street. There are a number of existing traffic-generating developments in this area, including Marsden High School, Ermington Public School and other childcare centres. Furthermore, Winbourne Street is a part of a bus route.

The application was accompanied by a Traffic Impact Assessment (D14/87212) that identified Winbourne Street operating at Level of Service 'B', during peak hours and recommended installing a 'NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS' zone across the frontage of 21 Winbourne Street to provide a passing bay. However, this assessment did not take into account the congestion attributed to the single travel lane for bi-directional traffic and observations indicate that the area is currently operating at Level of Service 'F'.

City of Ryde refused the application on 10 February 2015, as it was unsafe and unsuitable to introduce more traffic-generating developments in a location already operating with such high levels of congestion during the peak periods.

Pursuant to Section 82A of the *Environment Planning & Assessment Act 1979*, the developer sought a review of the determination, including the submission of amended plans and other supporting documentation, on 10 March 2015. The application was amended by:

- installing 'NO STOPPING 8AM-9AM 2.30AM-3.30PM SCHOOL DAYS' across the frontage of the development site to create a passing bay,
- reducing the number of childcare places from thirty-nine to thirty-five,
- increasing the width of each of the proposed internal car parking spaces by 200 mm, and
- deleting the landscaping from the rear outdoor play area.

Subsequently, at its meeting held 23 June 2015, Council resolved as follows:

*LDA2013/420 (APL2015/2) for alterations and additions and change of use of the existing dwelling to a child care centre for 35 children at 21 Winbourne Street, West Ryde be approved as a deferred commencement consent subject to the following deferred commencement conditions and other appropriate standard conditions of approval, as determined by the General Manager:*

**Deferred Commencement conditions:**

**1. Traffic Calming – Traffic Management Plan Approval**

- *To facilitate safe and efficient vehicle access to and from the establishment, mindful of the pedestrian activity associated with the surrounding schools, the applicant is to engage a suitably qualified and practising traffic engineer to prepare a Traffic Management Plan.*

*The Traffic Management Plan must incorporate traffic calming measures or works to be constructed prior to completion of the development, to facilitate safe and efficient access to the establishment whilst preserving the needs of the surrounding community. The Traffic Management Plan must;*

- (a) Investigate and identify the prevailing traffic and pedestrian issues in the roadway fronting the property, including relevant time periods, traffic volumes, traffic manoeuvres and patterns associated with the schools in the vicinity of the site. This is to be verified by at least site inspections of the morning and afternoon peak periods, conducted in the mid-term school period, on at least 2 separate occasions and is to include traffic and pedestrian count data conducted in both peak periods.*
  - (b) Recommend measures to ameliorate these impacts. This can include (but not be limited to) alterations to the roadway geometry, provision of layby areas, pedestrian facilities, etc, seeking to reduce the risks associated with additional traffic movements to and from the establishment relative to the current pedestrian and traffic activity in this location.*
  - (c) Conceptual design plans detailing the proposed measures. These plans must be to scale and clearly depict the existing traffic controls and facilities. The proposed measures are to be dimensioned and located clearly to existing traffic controls/ devices to be retained.*
- 2. The Traffic Management Plan must be submitted to Council for review and approval. The measures adopted by the approved Traffic Management Plan must be presented to the Local Traffic Committee for approval. All design and construction costs required to implement the Traffic Management Plan is to be at the applicant's cost. The development consent will be activated when a full Council meeting has ratified the Local Traffic Committee's recommendation.**

The Applicant submitted a TMP, dated 29 October 2015, that was considered by City of Ryde staff, to meet the requirements of the deferred commencement condition. A meeting was held between City of Ryde staff and the Applicant on 26 November 2015 to advise the deficiencies in the TMP, which included:

- installing a passing bay, which introduces additional “weaving” manoeuvres in a busy street,
- introducing additional traffic to the area, and
- unsatisfactory swept-path analysis.

It was suggested at the meeting that, in addition to the applicant’s proposal, installing ‘NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS’ on the western side of Winbourne Street, for a distance of approximately 200 m between Farnell Street and Marsden Road, may be an acceptable solution, subject to feedback from local schools, residents and businesses. City of Ryde has received a Revised TMP, dated 30 November 2015, inclusive of these changes. A copy of the Revised TMP has been attached.

## CONTEXT

1. Winbourne Street is a two-way non-Classified road with a 9 m wide carriageway, with:
  - a drop-off/pick-up zone on the north-eastern side of Winbourne Street (along the existing school frontages), and
  - unrestricted parking on the south-western side of Winbourne Street (along the existing residential property frontages).
2. Travel lanes are reduced to less than 5.0 m when vehicles are parked on both sides of the road.
3. There are two existing pedestrian crossings in the area, one located outside Marsden High School and another outside Ermington Public School.
4. The proposal is for a childcare centre that accommodates thirty-five children.
5. There are four other facilities that accommodate children in the area:
  - Marsden High School,
  - Ermington Public School,
  - Goodstart Early Learning, and
  - Colour My World Children’s Centre.
6. Winbourne Street operates at a Level of Service ‘F’ during the peak school period, with vehicles queuing along the entire frontage of the two schools that is approximately 300 m in length.

## LEGISLATION, STANDARDS & GUIDELINES

- [NSW] *Road Rules 2014* Rule 208 Parallel parking on a road (except in a median strip parking area)
- [NSW] *Road Rules 2014* Rule 168 No parking signs
- RMS’s *Guide to Traffic Generating Developments*

## ROAD FUNCTION

Non-Classified

## CONSULTATION

Local schools, residents and businesses have been consulted regarding proposed installation of 'NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS' on the western side of Winbourne Street, for a distance of approximately 200 m between Farnell Street and Marsden Road.

Properties consulted	13
Responses received	8
Supported	3
Not Supported	5
Undecided	0

## DISCUSSION

Council has given conditional approval to the childcare centre. In order for the consent to be activated, the revised TMP must be approved by Ryde Traffic Committee and Council.

Although the area is operating at a Level of Service 'F', this is predominantly caused by the travel patterns of students travelling to and from the two schools, which had a combined enrolment of 1068 students in 2014. The Revised TMP estimates that an additional 28 cars per hour will use Winbourne Street in the AM peak and an additional 25 cars per hour in the PM peak, in accordance with RMS's *Guide to Traffic Generating Developments*. This is less than one additional car every two minutes and is the equivalent of 65 extra students attending the two schools, where enrolments vary by up to 61 students from year to year. In order to alleviate congestion of this magnitude, an additional travel lane is required, through the removal of parking.

City of Ryde consulted with Ermington Public School and Marsden High School regarding the changes and they agreed that 'NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS' would be appropriate, provided that the parking is available after 9am for their volunteers, who normally attend the schools between 9am and 2pm.

City of Ryde has undertaken a survey of local schools, residents and businesses in Winbourne Street to ascertain the level of support for installing 'NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS'. Thirteen properties were surveyed and of the eight responses received, three were in support of the proposed changes and five do NOT support the proposed changes. Referring to the attached location plan, a summary of survey responses follows:

### Location A

There are currently eight spaces of unrestricted kerbside parking in this section of Winbourne Street. No objections to the proposed changes have been received from adjacent residents. Therefore, it is recommended that a 'NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS' zone be installed in this section of Winbourne Street.

### Location B

The parking in this section of Winbourne Street is currently signposted 'BUS ZONE', for a Bus Stop, and 'NO STOPPING', for a Pedestrian Crossing, with no parking spaces for cars. There is no proposal to change these parking measures.



### Location C

The parking in this section of Winbourne Street is restricted by double barrier linemarking. If vehicles are parked in the kerbside lane, they are within 3 m of the double barrier linemarking and therefore parking contrary to Rule 208 of the [NSW] *Road Rules 2014*. Therefore, it is recommended that these existing parking measures be signposted, in order to reinforce the Road Rule.

### Location D

There are currently three spaces of unrestricted kerbside parking in this section of Winbourne Street, located directly outside the proposed childcare centre premises. Given that the applicant has shown support for the proposed changes, it is recommended that a 'NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS' zone be installed in this section of Winbourne Street.

### Location E

There are currently seven spaces of unrestricted kerbside parking in this section of Winbourne Street. One resident supports the proposed changes and four residents do NOT support the proposed changes. The issues raised mainly concern the loss of amenity for residents and visitors by removing parking. It is acknowledged that there will be some inconvenience to residents wishing to park directly outside their properties between 8am & 9am and 2.30pm-4pm on School Days and Council will need to consider their needs against the needs of the greater community.

The operator of the existing childcare centre, located within the grounds of Ermington Public School, has raised concerns regarding parking for parents. Ermington Public School staff car park is not available for childcare centre parents between 7.30am and 4.30pm. However, it is understood that for this development, the associated parking measures were not considered by Council given its location being within the school grounds.

In undertaking the assessment of the TMP submitted by the Applicant City of Ryde staff have also identified deficiencies in the layout of the intersection of Winbourne Street, Fir Tree Street and Marsden Road that should be addressed. A plan will be tabled at the Ryde Traffic Committee meeting, with proposed adjustments to linemarking layouts.

Given the high level of congestion in Winbourne Street, the proposed changes should be considered for implementation as a matter of course, even without the consideration of a new traffic-generating development in the area. There is precedent for making similar changes in City of Ryde.

## **PROPOSAL**

To approve the attached Revised Traffic Management Plan, dated 30 November 2015, to satisfy the deferred commencement conditions for LDA2013/420, with the following changes to traffic and parking:

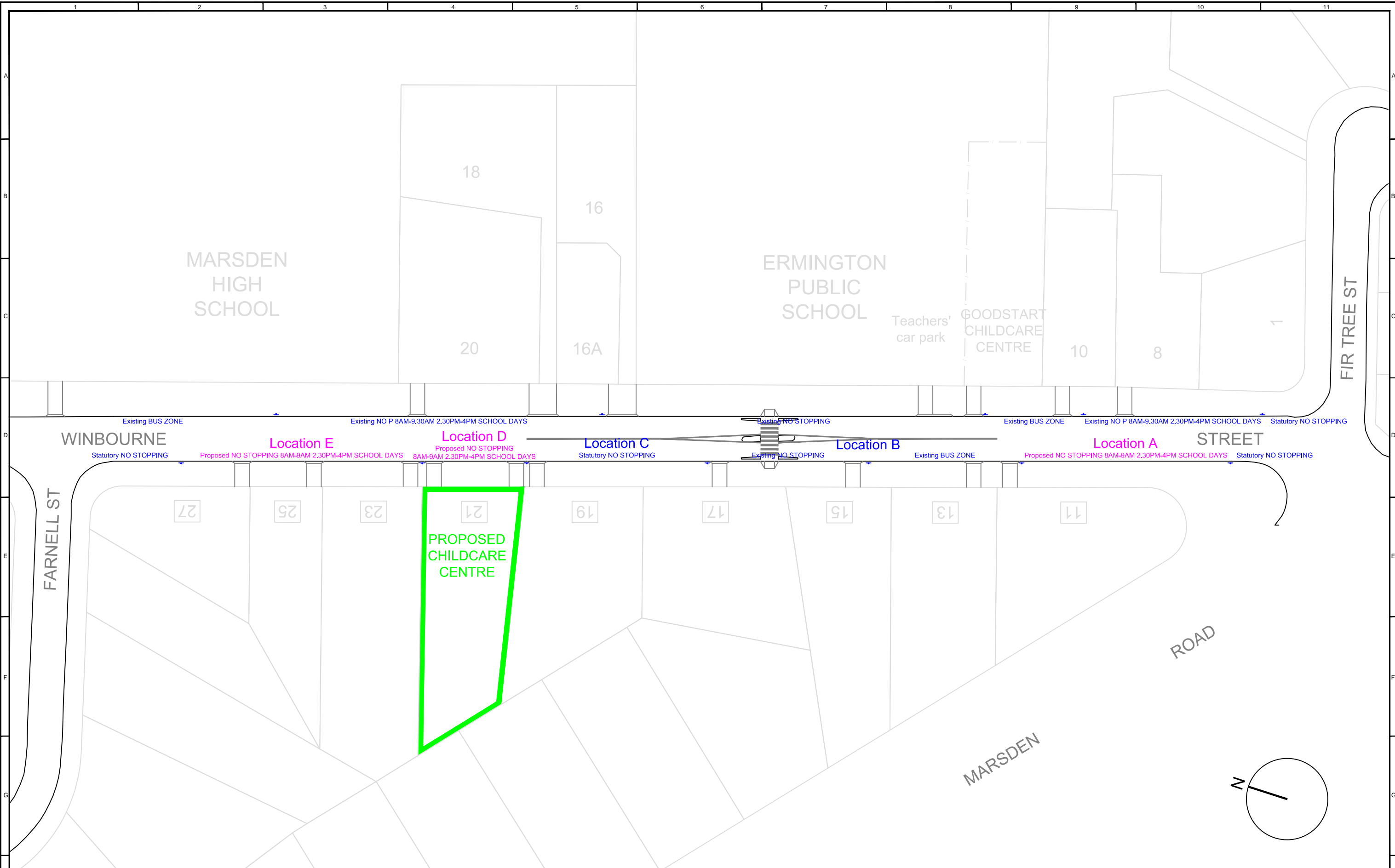
1. installing a 43 m 'NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS' zone on the western side of Winbourne Street, between Marsden Road and the existing 'BUS ZONE' outside 13 Winbourne Street, Ryde,
2. extending the existing 'NO STOPPING' zone, on the western side of Winbourne Street, north of the pedestrian crossing outside Ermington Public School, up to the boundary line of 19 & 21 Winbourne Street, Ryde,



3. installing a 21.5 m 'NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS' zone on the western side of Winbourne Street, across the frontage of 21 Winbourne Street, Ryde,
4. installing a 50 m 'NO STOPPING 8AM-9AM 2.30PM-4PM SCHOOL DAYS' zone on the western side of Winbourne Street, between 21 Winbourne Street and Farnell Street, Ryde.
5. adjusting the linemarking of the intersection of Winbourne Street, Fir Tree Street and Marsden Road, West Ryde, as shown in the attached plan.



File Name:	
Date:	08/01/2016
Scale:	1:900



Rev.	Revision Details	Date	Dm	Ver.	App.

**City of Ryde**  
 Civic Centre, 1 Devlin Street  
 RYDE NSW 2112

Locked Bag 2069  
 NORTH RYDE NSW 1670

E-Mail: cityofryde@ryde.nsw.gov.au  
 Web: www.ryde.nsw.gov.au

Tel: (02) 9952 8222  
 Fax: (02) 9952 8070

CHECKED	.....
SURVEYED	.....
DESIGNED	.....
CMTY CONSULTATION	.....
RTC/COUNCIL APPROVAL	.....

**SURVEY LEVEL:**

AERIAL PHOTO  
 CHAINAGE & OFFSET  
 DETAILED

**SUBJECT TO:**

COMMUNITY CONS.  
 FUNDING  
 RMS / COUNCIL APRV.

**DESIGN LEVEL:**

CONCEPT  
 DETAILED

DISCUSSION

**STATUS:**

COMMUNITY CONS.  
 RTC / COUNCIL  
 DETAILED DESIGN

SCALES	
PLAN	1 : .....
INSET PLAN	1 : .....
LONGITUDINAL SECTION	HORIZ. 1 : .....
	VERT. 1 : .....
CROSS SECTIONS	1 : .....
TRAFFIC DATABASE #	T .....

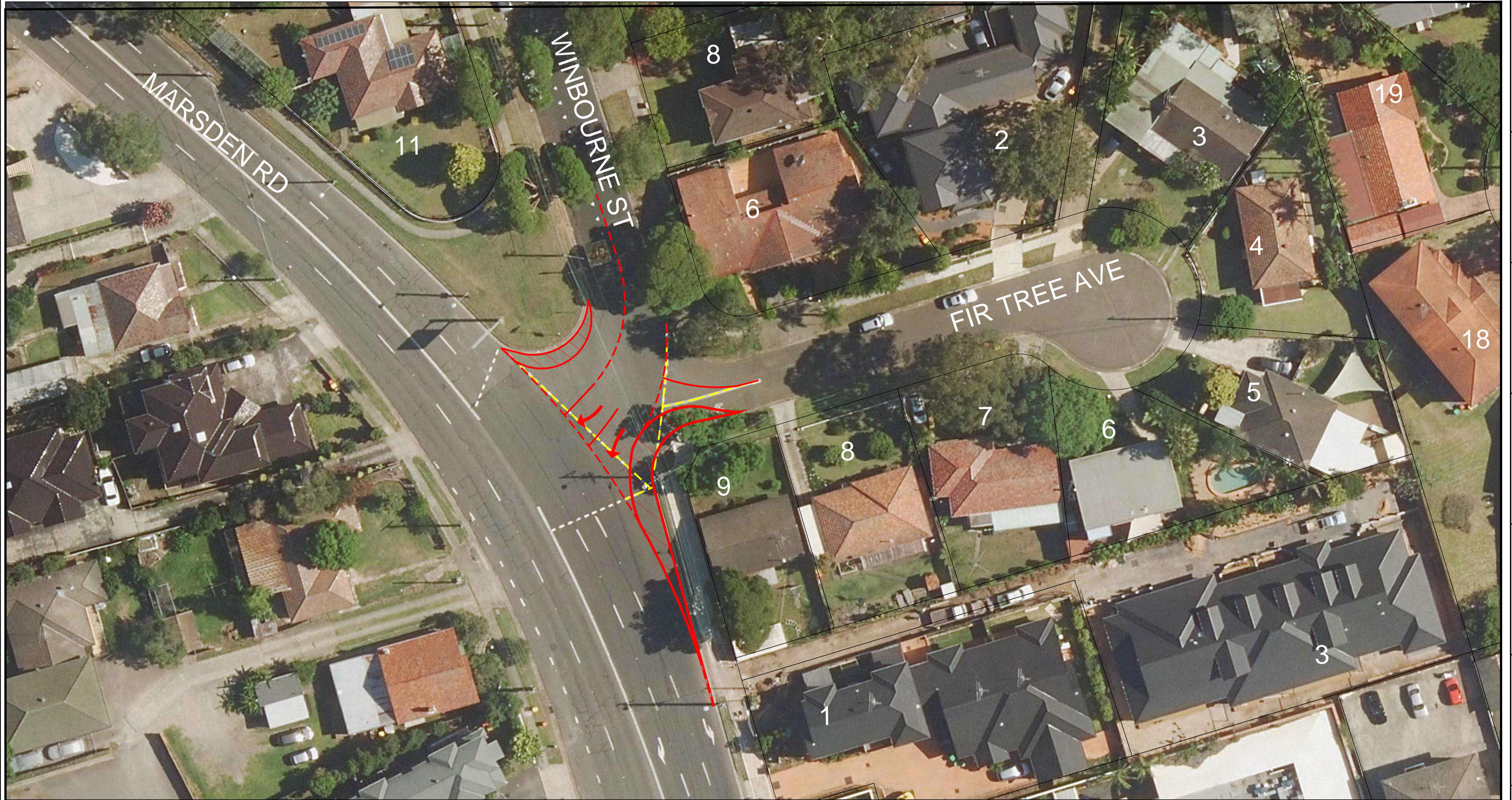
**LOCATION:**

WINBOURNE STREET, WEST RYDE

**TITLE:**

PROPOSED CHANGES

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### LEGEND - PROPOSED WORKS

- PROPOSED LINEMARKING
- REMOVE EXISTING LINEMARKING

Rev.	Revision Details	Date	Drn	Ver.	App.
A	INITIAL CONCEPT PLAN	06/01/2016	VL	VP	

**City of Ryde**

**PUBLIC WORKS**  
Project Development

ABN: 81 621 292 610  
 Civic Centre, 1 Devlin Street  
 RYDE NSW 2112  
 Locked Bag 2069  
 NORTH RYDE NSW 1670  
 EMail: cityofryde@ryde.nsw.gov.au  
 Web: www.ryde.nsw.gov.au  
 Tel: (02) 9952 8222  
 Fax: (02) 9952 8070

CHECKED		ACCEPTED (BY CLIENT)	
SURVEYED	.....	BUSINESS MANAGER	.....
DRAFTED	.....	APPROVED FOR CONSTRUCTION	
VERIFIED	.....	DELIVERY MANAGER	.....
DESIGN MANAGER	.....	PROJECT MANAGER	.....

**DIAL 1100**  
BEFORE YOU DIG

SCALES	
PLAN	1: 250 @A1
INSET PLAN	1:
LONGITUDINAL SECTION	HORIZ. 1: .....
	VERT. 1: .....
CROSS SECTIONS	1: .....
CO-ORDS	DATUM
MGA	AHD

LOCATION:	
WINBOURNE STREET, WEST RYDE	
TITLE:	
<b>PROPOSED INTERSECTION MODIFICATION CONCEPT PLAN OPTION B</b>	

PMCOR NUMBER	SHEET
-	1 OF 1
PROJECT NUMBER	STATUS
-	FL
DRAWING NUMBER	REVISION
-	A

P:\2015\01-OTHER-View\MORRISON ROAD LATM\Marsden Road design Inmarking.dwg / Plotted on 17 February 2016

# Traffic Solutions Pty Ltd

30 November 2015  
Reference No. 13.14.085



The General Manager  
Ryde City Council  
Locked Bag 2069  
North Ryde NSW 1670

Attention: Ms Lauren Franks

Dear Lauren

**Traffic Management Plan - Proposed Child Care Centre, 21 Winbourne Street, West Ryde**  
**- DA No. LDA2013/0420**

Traffic Solutions Pty Ltd has been requested by the applicant to provide Council with a Traffic Management Plan to address the deferred commencement condition imposed upon the application for a child care centre at 21 Winbourne Street, West Ryde

The Deferred Commencement conditions are as follows:

1. Traffic Calming – Traffic Management Plan Approval. To facilitate safe and efficient vehicle access to and from the establishment, mindful of the pedestrian activity associated with the surrounding schools, the applicant is to engage a suitably qualified and practising traffic engineer to prepare a Traffic Management Plan. The Traffic Management Plan must incorporate traffic calming measures or works to be constructed prior to completion of the development, to facilitate safe and efficient access to the establishment whilst preserving the needs of the surrounding community. The Traffic Management Plan must;

(a) Investigate and identify the prevailing traffic and pedestrian issues in the roadway fronting the property, including relevant time periods, traffic volumes, traffic manoeuvres and patterns associated with the schools in the vicinity of the site. This is to be verified by at least site inspections of the morning and afternoon peak periods, conducted in the mid-term school period, on at least 2 separate occasions and is to include traffic and pedestrian count data conducted in both peak periods.

(b) Recommend measures to ameliorate these impacts. This can include (but not be limited to) alterations to the roadway geometry, provision of layby areas, pedestrian facilities, etc, seeking to reduce the risks associated with additional traffic movements to and from the establishment relative to the current pedestrian and traffic activity in this location.

(c) Conceptual design plans detailing the proposed measures. These plans must be to scale and clearly depict the existing traffic controls and facilities. The proposed measures are to be dimensioned and located clearly to existing traffic controls/ devices to be retained.

2. The Traffic Management Plan must be submitted to Council for review and approval. The measures adopted by the approved Traffic Management Plan must be presented to the Local Traffic Committee for approval. All design and construction costs required to implement the Traffic Management Plan is to be at the applicant's cost. The development consent will be activated when a full Council meeting has ratified the Local Traffic Committee's recommendation.

## EXISTING CONDITIONS

The subject site has been reinspected and traffic count data which was submitted with the development application is again attached as part of this Traffic Management Plan.

Attached as drawing 1, is the existing traffic and parking facilities along Winbourne Street from Marsden Road to Number 23 Winbourne Street, (past the subject site). Attached as drawing 2 is plan providing the existing swept vehicle paths for the locations vehicles that two vehicles can pass during peak parking demands.

Winbourne Street is 9.2m wide, which, when vehicles park on both sides reduces the roadway to one direction traffic flow OR two vehicles attempting to pass in less than desirable lane widths.

Address:  
P.O Box 9161  
Bathurst NSW 2795

Phone :  
(02) 6331 0467

E-mail  
craig@trafficsolutions.com.au

The traffic and pedestrian volume surveys indicate that a considerable number of drivers undertake a U-turn in Winbourne Street between the Ermington Primary school crossing and Farnell Street. During the morning peak 1 hour period, (from 8.00am – 9.00am) 96 vehicles did a U-turn to utilise the existing No Parking, Kiss and Ride facility along the frontage of Ermington Public School. During the afternoon peak 1 hour period, (from 2.45pm and 3.45pm) 79 cars undertook the same U-turn. This indicates that a considerable number of parents/guardians are using the No Parking zone to drop off and pick up children.

Therefore the ability for vehicles to pass along Winbourne Street is required, however, the existing unrestricted parking spaces on the east side of Winbourne Street reduce the number of locations that passing can be achieved. Those drivers who park on the western side of Winbourne Street during the school start and finishing times are creating the congestion and driver frustration.

#### OPTIONS TO AMELIORATE IMPACT OF PROPOSED CHILD CARE CENTRE

The estimated potential traffic generation of the proposed 35 place child care centre when calculated in accordance with the Roads and Maritime Services surveyed rate is in the order of 28 vehicle trips in the morning and evening peak hours respectively. The RMS defines a vehicle trip as a one-way vehicular movement from one point to another excluding the return journey. Accordingly, the estimated trips will be in the order of 14 in and out in the peak hours. This generation rate equates to an average of 1 vehicle every 2 minutes EITHER approaching or departing the subject site. This low traffic generation does not justify the need for widening Winbourne Street or providing any traffic calming.

The proposal also complies with the parking requirements of Ryde City Council's DCP, therefore, there should be no need for a parent/guardian with a child attending the centre to cross the road. Should there be a need for Winbourne Street to be crossed by a parent/guardian with a child the existing crossing at the school should be utilised. This crossing is less than 50m from the proposed centre. Further, no numerical pedestrian warrants set down by the RMS guidelines would be achieved to warrant another pedestrian facility.

In brief, no traffic calming or pedestrian facility is considered to be required as a result of the impact of the proposal for the following reason:

1. Only 1 vehicle every 2 minutes is estimated to be generated either approaching or departing the subject child care centre during the peak 1 hour morning and afternoon peak periods.
2. The proposed facility complies with the off street parking requirements of Council's DCP, therefore there should be no impact upon the existing on street car parking demand.

As Council is aware, to assist in improving this situation Traffic Solutions Pty Ltd has recommended that Council's Local Traffic Committee consider 'No Stopping 8.00am – 9.00am and 2.30pm – 3.30pm school days' (R5-404 standard sign series) be provided along the full frontage of the proposed centre. This will provide sufficient width for 2 vehicles to pass at this location and encourage parents dropping off and picking up at the proposed child care centre to utilise the off street car park that is provided.

The length of the two way section of road as a result of the proposed part time no stopping restrictions has been measured off the survey plan as being approximately 30m in length (This includes the adjoining driveways which prohibit parking). The length of part time No Stopping restrictions will result in a loss of only 2 legal on street parking spaces when the existing driveway crossovers are deducted. These spaces are directly in front of the subject site and the No Stopping restriction will not impact upon any adjoining property frontages.

Therefore with the loss of only 2 on street car spaces directly in front of the subject site for a 1½ hour period in the morning an afternoon school peaks, an additional passing area can be achieved.

Drawing 3 attached provides AUTOCAD swept vehicle paths of the number of passing locations that can be achieved with the part time No Stopping restrictions in front of 21 Winbourne Street.

Of course, widening of Winbourne Street would also alleviate the congestion, however, widening by the proposed child care centre operator would make the project unviable. In addition road widening would be the responsibility of Ryde Council and unlikely to be priority or be within budgetary constraints.

No traffic calming devices would alleviate the current congestion along Winbourne Street and the current arrangements force low vehicle speeds during the peak drop off and pick up time of the Marsden High and Ermington Primary Schools. In fact, observations indicate that the congestion that currently occurs (due to narrow road width) causes frustration with drivers which can lead to erratic driver behaviour which may be a contributing factor to accidents occurring. It is my opinion that providing No Stopping restrictions at several locations along the western frontage of Winbourne Street will reduce the existing congestion and driver frustration.

An alternative that I have considered is the provision of “No Stopping 8.00am – 9.00am and 2.30pm – 3.30pm school days” along the western side of Winbourne Street, however, it is suggested that eliminating all parking on one side of the road would increase vehicle speeds which is considered undesirable at this location. Notwithstanding, I have prepared a plan indicating this possibility. Attached as drawing 4 is this alternative.

Observations reveal that the schools also have frontage to Brush Road. As Brush Road does not have the same level of through traffic as Winbourne Street it is recommended that Council consider consultation with the relevant persons in the schools to see if a greater proportion of children can be dropped off and picked up in Brush Road.

Brush Road is 7.2m wide and has a raised platform that is a school crossing manned by RMS trained volunteers during morning and afternoon peak periods.

It is recommended that the Child Care Centre operator can assist in reducing any traffic and parking impact of the proposal by:

1. All parents/guardians that register their child with the centre are requested to avoid dropping off and picking up their child/children during the peak Ermington Primary School start and finish times.
2. Staff will be encouraged to car pool and utilise public transport.
3. Staff will be sourced from the local area if at all possible.
4. Staff will be required to park on street away from Winbourne Street during peak morning drop off and evening pick up times.

In conclusion, this Traffic Management Plan recommends that Council consider the following initiatives to reduce the potential traffic and parking impact of the proposed child care centre.

- A. ‘No Stopping 8.00am – 9.00am and 2.30pm – 3.30pm school days’ (R5-404 standard sign series) for a 30m section of the frontage of 21 Winbourne Street as depicted on drawing 3 attached.

- B. 'No Stopping 8.00am – 9.00am and 2.30pm – 3.30pm school days' (R5-404 standard sign series) along the western side of Winbourne Street (between Marsden Street and Farnell Street) as depicted on drawing 4 attached.
- C. Commence discussions with the Ermington Primary and Marsden High School with a possible view of staggering start/finish times and dedicated drop off/pick up areas for separate age groups within the schools two way roadway frontages i.e. Winbourne Street and Brush Road.
- D. Consult Ermington Primary school and the residents along the western side of Winbourne Street impacted by the option to impose 'No Stopping 8.00am – 9.00am and 2.30pm – 3.30pm school days' along the western side of Winbourne Street (between Marsden Street and Farnell Street)

Should you require any additional information or clarification of the contents of this letter please contact me on the telephone number provided.

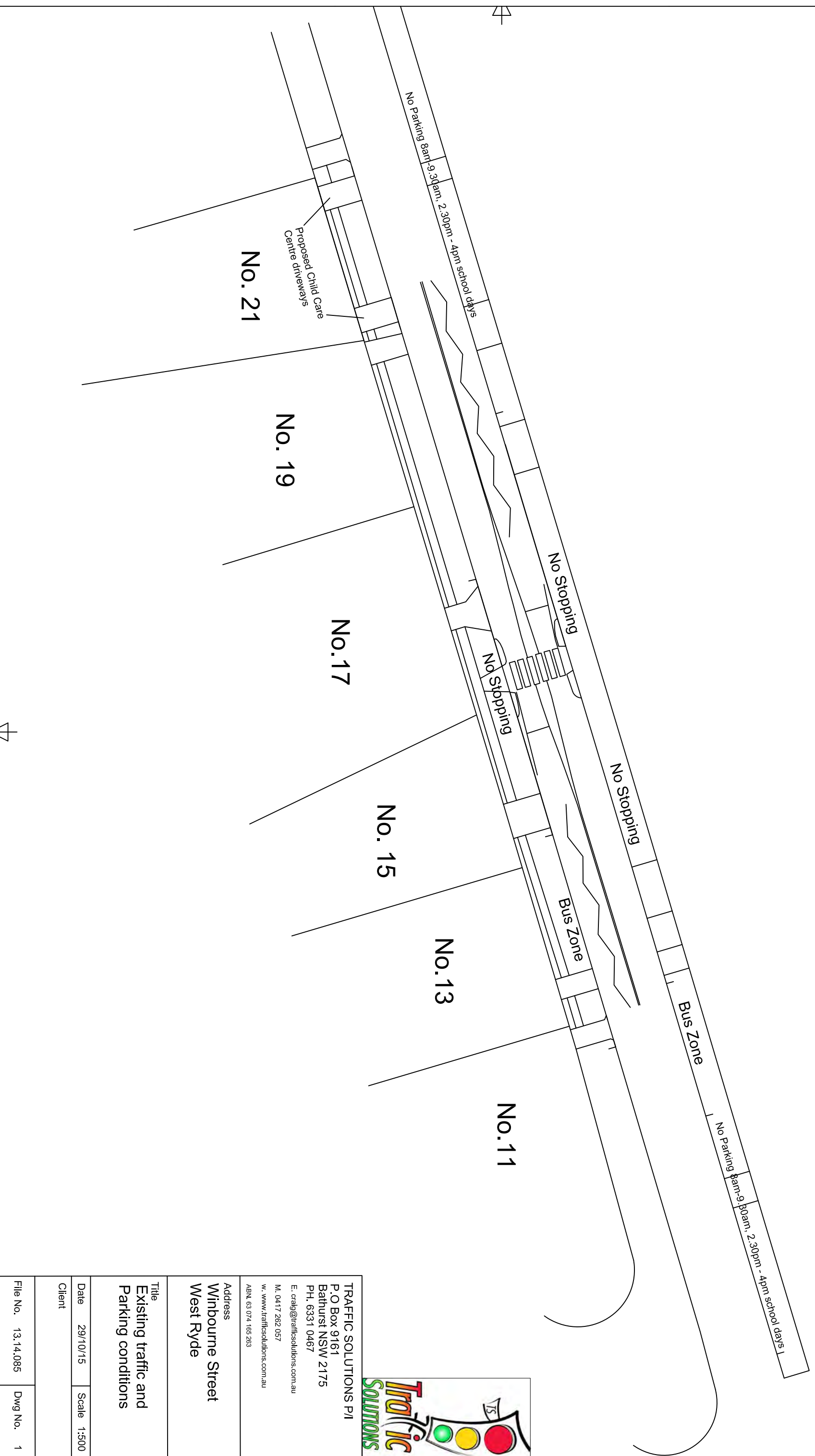
Yours sincerely

A handwritten signature in black ink, appearing to read 'C. Hazell', written in a cursive style.

Craig Hazell  
Director



RevNo	Revision note	Date	Signature



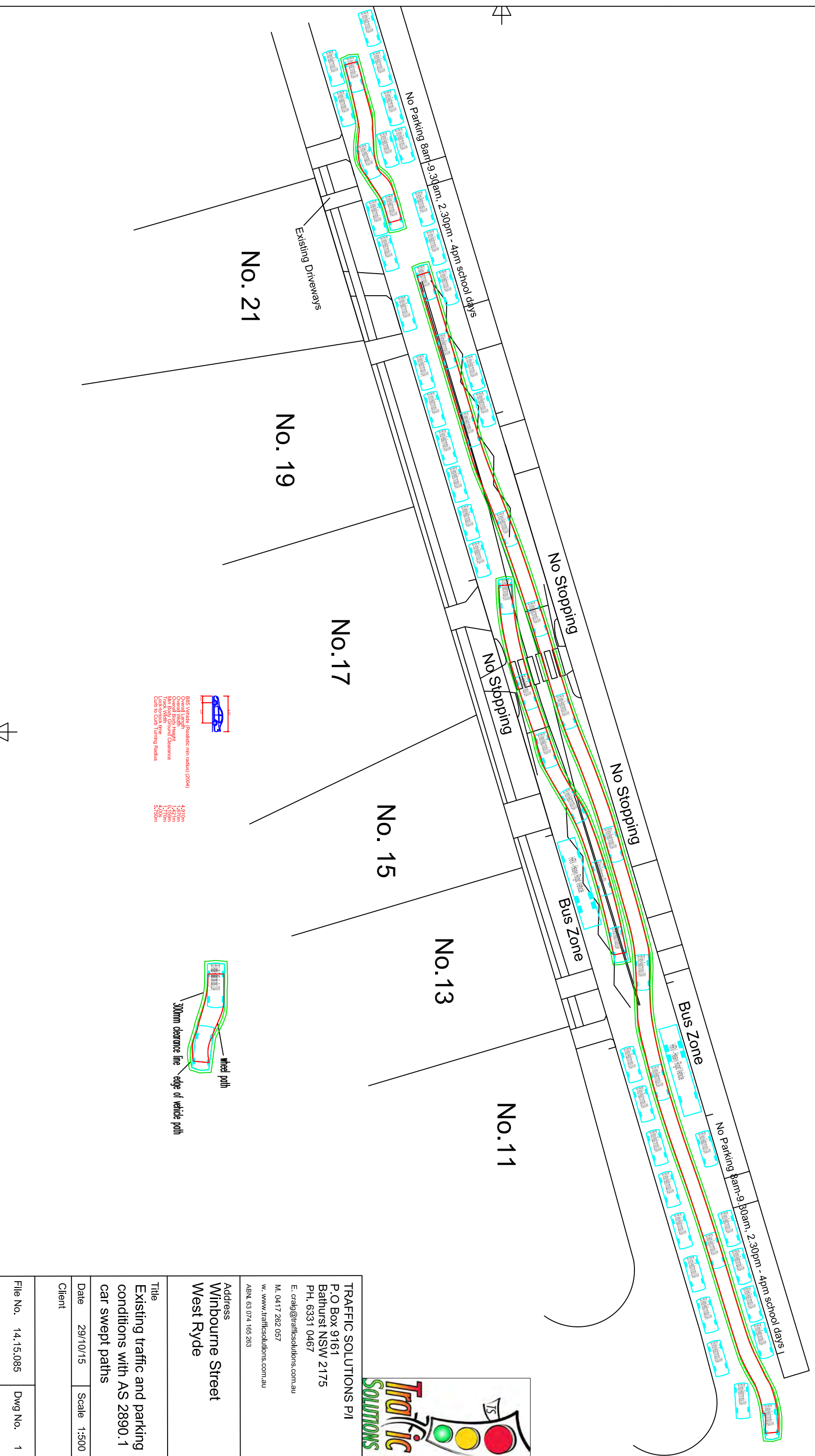
**TRAFFIC SOLUTIONS P/I**  
 P.O Box 9161  
 Bathurst NSW 2175  
 PH. 6331 0467  
 E. oralg@trafficsolutions.com.au  
 M. 0417 262 057  
 W. www.trafficsolutions.com.au  
 ABN. 63 074 165 293

**Address**  
 Winbourne Street  
 West Ryde

**Title**  
 Existing traffic and  
 Parking conditions

Date	29/10/15	Scale	1:500
Client			
File No.	13.14.085	Dwg No.	1

RevNo	Revision note	Date	Signature



**TRAFFIC SOLUTIONS P/I**  
 P.O Box 9161  
 Bathurst NSW 2175  
 PH. 6331 0467  
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 M. 0417 282 057  
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 ABN. 63 074 165 293

**Address**  
 Winbourne Street  
 West Ryde

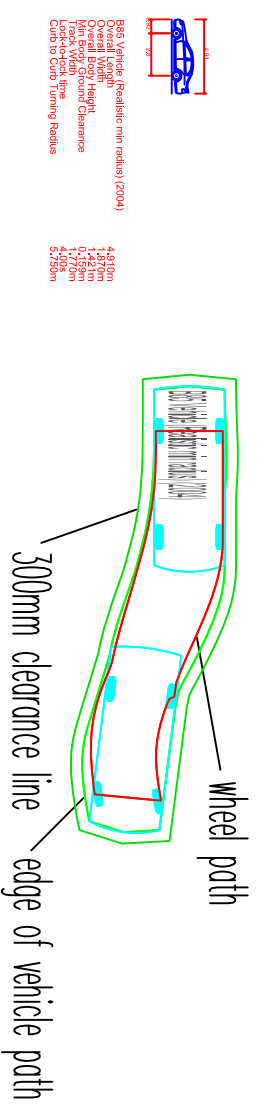
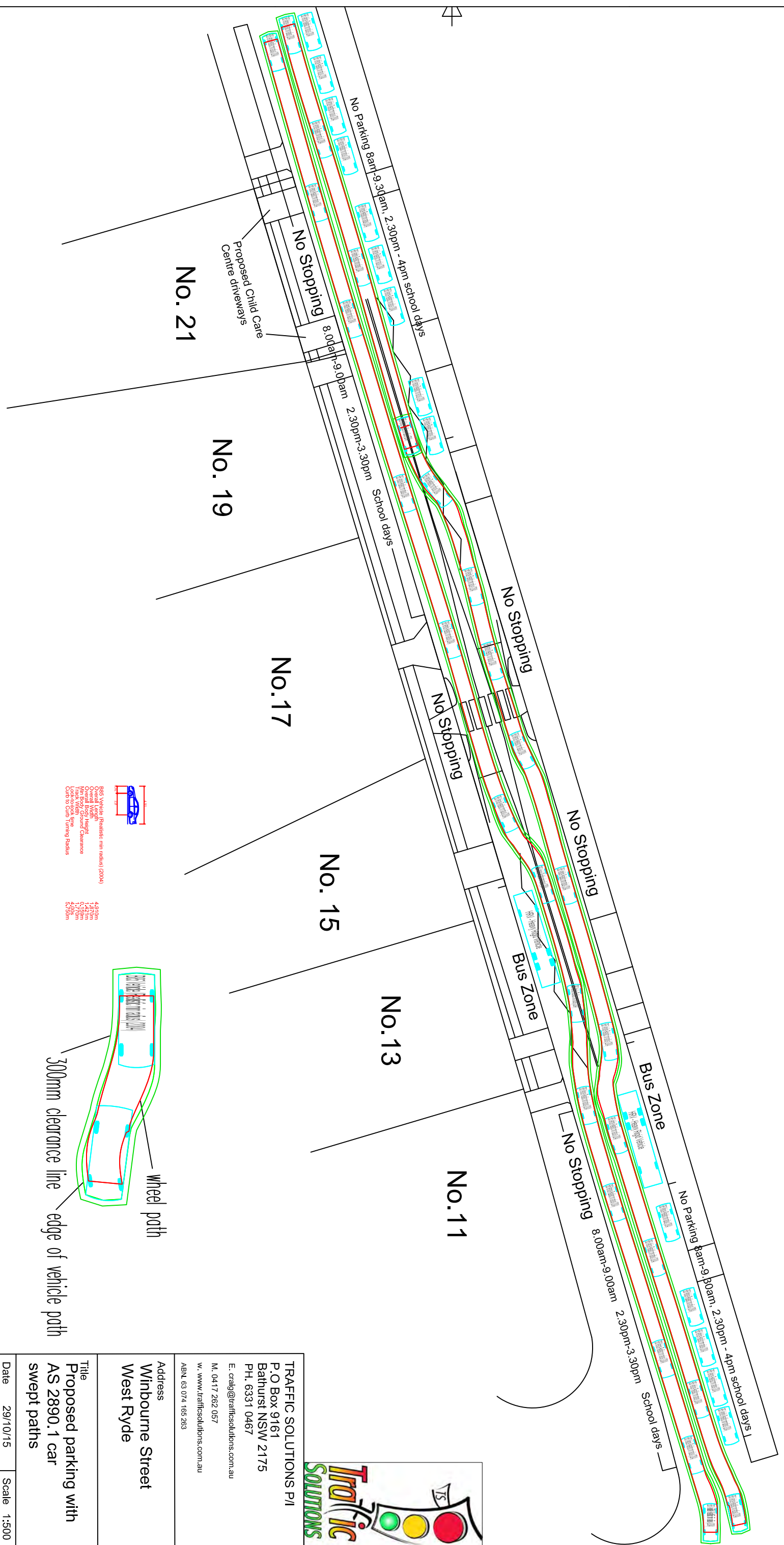
**Title**  
 Existing traffic and parking  
 conditions with AS 2890.1  
 car swept paths

**Date** 29/10/15      **Scale** 1:500

**Client**

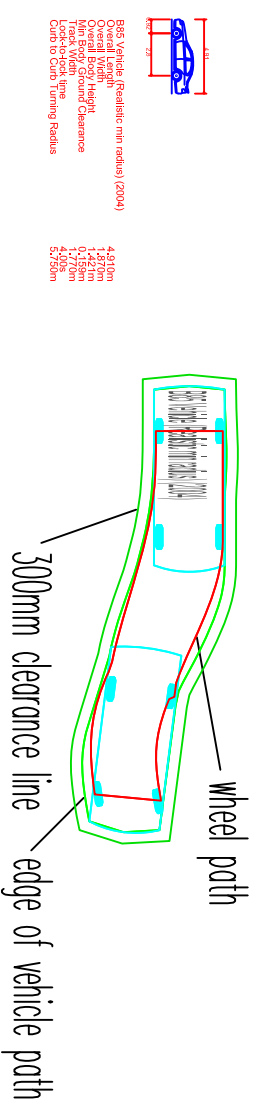
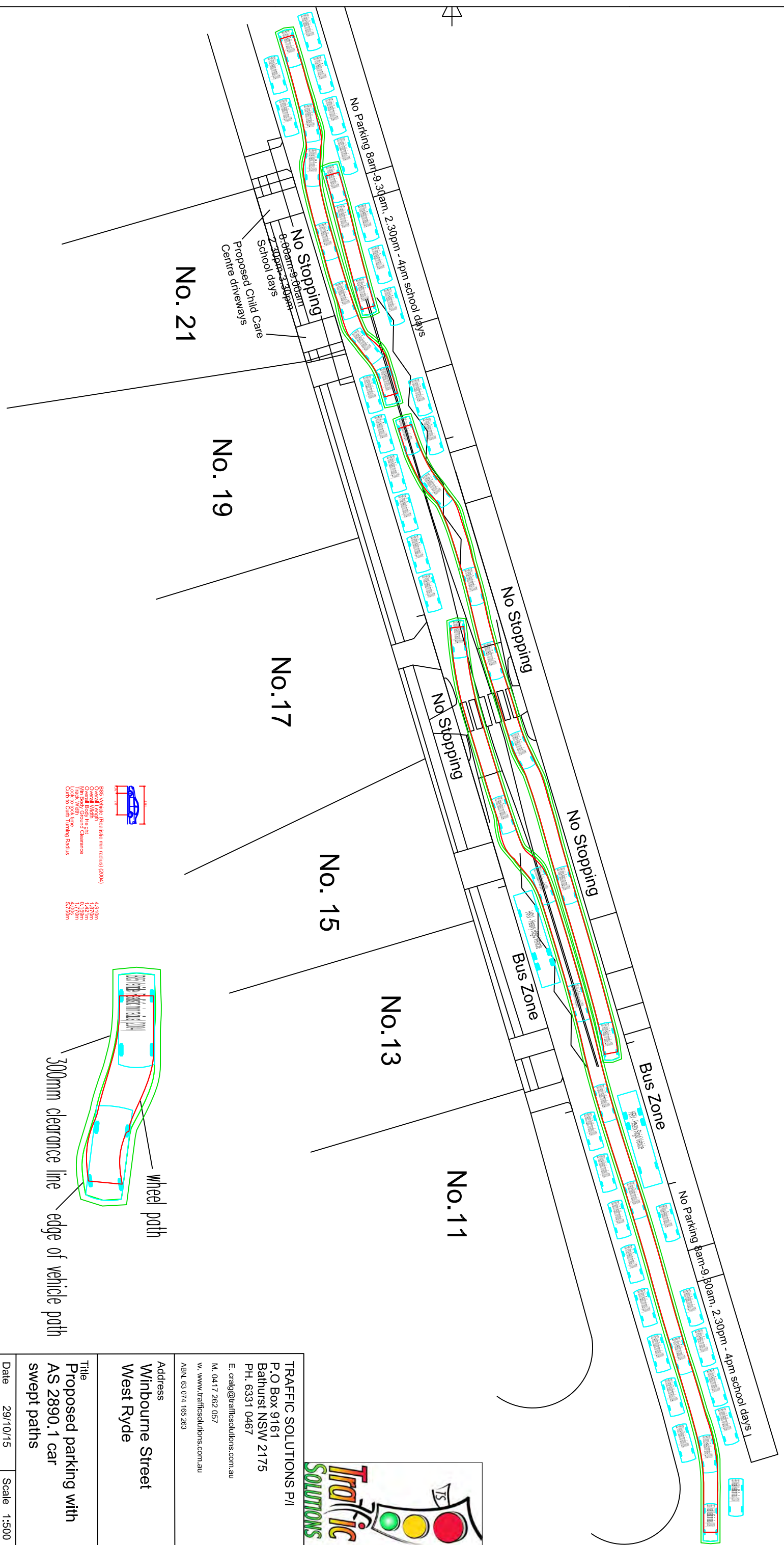
**File No.** 14.15.085      **Dwg No.** 1

RevNo	Revision note	Date	Signature



<b>TRAFFIC SOLUTIONS P/I</b> P.O Box 9161 Bathurst NSW 2175 PH. 6331 0467 E. oralg@trafficsolutions.com.au M. 0417 282 057 W. www.trafficsolutions.com.au ABN. 63 074 165 293	
<b>Address</b> Winbourne Street West Ryde	
<b>Title</b> Proposed parking with AS 2890.1 car swept paths	
<b>Date</b> 29/10/15	<b>Scale</b> 1:500
<b>Client</b>	
<b>File No.</b> 14.15.085	<b>Dwg No.</b> 4

RevNo	Revision note	Date	Signature



B&B Vehicle Realistic min radius (2004)  
 Overall Width 1.870m  
 Overall Height 1.425m  
 Overall Length 4.470m  
 Track Width 1.770m  
 Curb to Curb Turning Radius 5.750m



<b>TRAFFIC SOLUTIONS P/I</b> P.O Box 9161 Bathurst NSW 2175 PH. 6331 0467 E. orai@trafficsolutions.com.au M. 0417 282 057 W. www.trafficsolutions.com.au ABN. 63 074 165 293	
<b>Address</b> Winbourne Street West Ryde	
<b>Title</b> Proposed parking with AS 2890.1 car swept paths	
<b>Date</b> 29/10/15	<b>Scale</b> 1:500
<b>Client</b>	
<b>File No.</b> 14.15.085	<b>Dwg No.</b> 3



# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Traffic Solution Pty Ltd  
Job No/Name : 5007 WEST RYDE Winbourne St  
Day/Date : Thursday 20th February 2014

AM

Winbourne St			
Light			
Time Per	NTH-B	STH-B	TOT
0700 - 0715	9	21	30
0715 - 0730	26	23	49
0730 - 0745	21	23	44
0745 - 0800	25	27	52
0800 - 0815	41	35	76
0815 - 0830	36	31	67
0830 - 0845	67	79	146
0845 - 0900	78	75	153
0900 - 0915	20	46	66
0915 - 0930	11	17	28
<b>Per End</b>	<b>334</b>	<b>377</b>	<b>711</b>

Winbourne St			
Light			
Peak Per	NTH-B	STH-B	TOT
0700 - 0800	81	94	175
0715 - 0815	113	108	221
0730 - 0830	123	116	239
0745 - 0845	169	172	341
<b>0800 - 0900</b>	<b>222</b>	<b>220</b>	<b>442</b>
0815 - 0915	201	231	432
0830 - 0930	176	217	393
<b>PEAK HR</b>	<b>222</b>	<b>220</b>	<b>442</b>

Winbourne St			
Heavies			
Time Per	NTH-B	STH-B	TOT
0700 - 0715	0	1	1
0715 - 0730	1	0	1
0730 - 0745	1	1	2
0745 - 0800	0	0	0
0800 - 0815	3	1	4
0815 - 0830	0	3	3
0830 - 0845	2	0	2
0845 - 0900	2	2	4
0900 - 0915	2	2	4
0915 - 0930	0	1	1
<b>Per End</b>	<b>11</b>	<b>11</b>	<b>22</b>

Winbourne St			
Heavies			
Peak Per	NTH-B	STH-B	TOT
0700 - 0800	2	2	4
0715 - 0815	5	2	7
0730 - 0830	4	5	9
0745 - 0845	5	4	9
<b>0800 - 0900</b>	<b>7</b>	<b>6</b>	<b>13</b>
0815 - 0915	6	7	13
0830 - 0930	6	5	11
<b>PEAK HR</b>	<b>7</b>	<b>6</b>	<b>13</b>

Winbourne St			
Combined			
Time Per	NTH-B	STH-B	TOT
0700 - 0715	9	22	31
0715 - 0730	27	23	50
0730 - 0745	22	24	46
0745 - 0800	25	27	52
0800 - 0815	44	36	80
0815 - 0830	36	34	70
0830 - 0845	69	79	148
0845 - 0900	80	77	157
0900 - 0915	22	48	70
0915 - 0930	11	18	29
<b>Per End</b>	<b>345</b>	<b>388</b>	<b>733</b>

Winbourne St			
Combined			
Peak Per	NTH-B	STH-B	TOT
0700 - 0800	83	96	179
0715 - 0815	118	110	228
0730 - 0830	127	121	248
0745 - 0845	174	176	350
<b>0800 - 0900</b>	<b>229</b>	<b>226</b>	<b>455</b>
0815 - 0915	207	238	445
0830 - 0930	182	222	404
<b>PEAK HR</b>	<b>229</b>	<b>226</b>	<b>455</b>

Winbourne St			
U-TURN			
Time Per	North	South	TOT
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	1	0	1
0745 - 0800	0	0	0
0800 - 0815	1	0	1
0815 - 0830	8	0	8
0830 - 0845	30	1	31
0845 - 0900	57	1	58
0900 - 0915	13	1	14
0915 - 0930	1	0	1
<b>Per End</b>	<b>111</b>	<b>3</b>	<b>114</b>

Winbourne St			
U-TURN			
Peak Per	North	South	TOT
0700 - 0800	1	0	1
0715 - 0815	2	0	2
0730 - 0830	10	0	10
0745 - 0845	39	1	40
<b>0800 - 0900</b>	<b>96</b>	<b>2</b>	<b>98</b>
0815 - 0915	108	3	111
0830 - 0930	101	3	104
<b>PEAK HR</b>	<b>96</b>	<b>2</b>	<b>98</b>



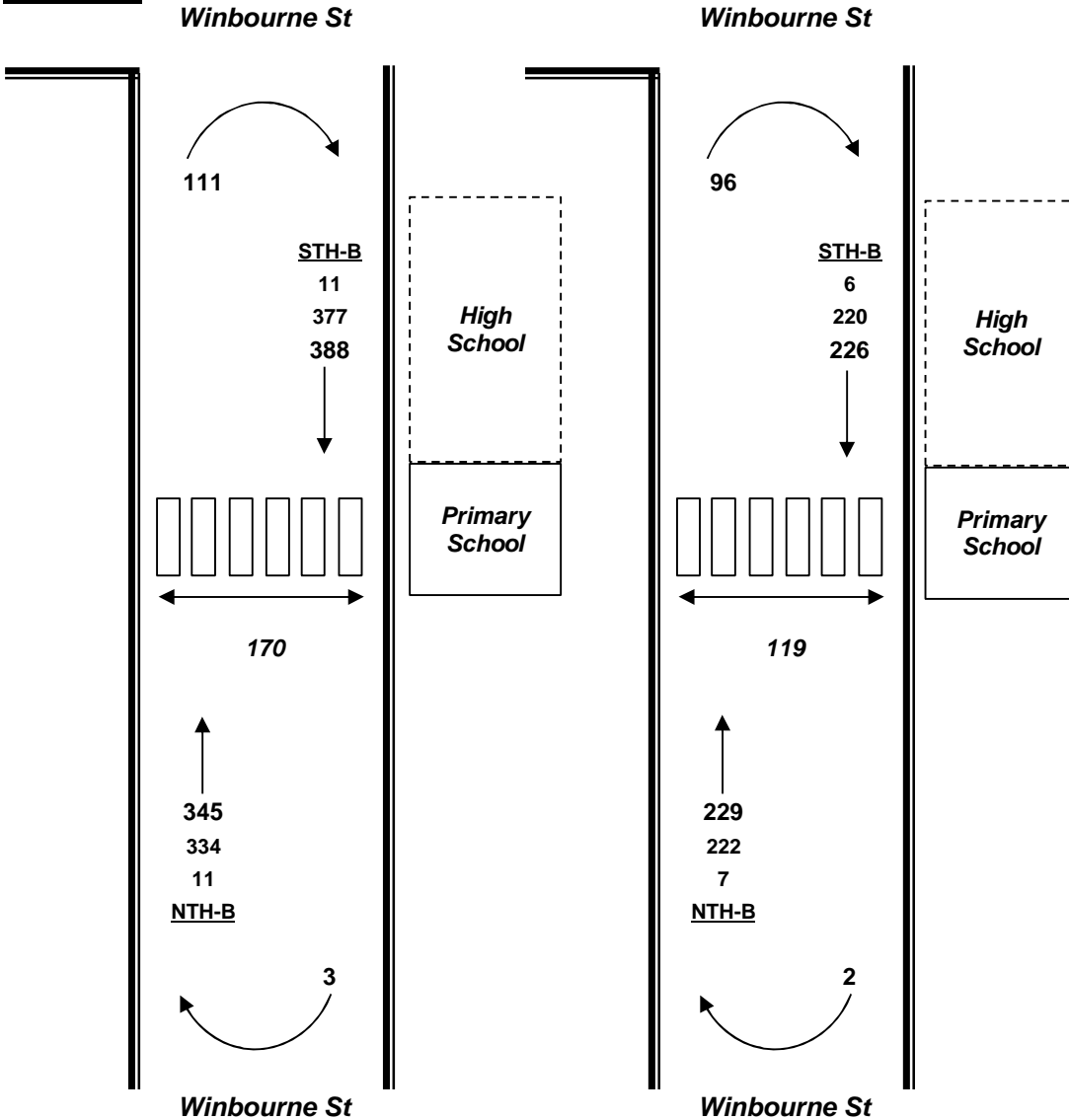
# R.O.A.R. DATA

*Reliable, Original & Authentic Results*  
 Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Traffic Solution Pty Ltd  
 Job No/Name : 5007 WEST RYDE Winbourne St  
 Day/Date : Thursday 20th February 2014

**Total  
 Volumes  
 for Period**

**AM PEAK HR  
 0800 - 0900**



Time Per	Pedestrians
	Winbourne St
0700 - 0715	0
0715 - 0730	2
0730 - 0745	11
0745 - 0800	10
0800 - 0815	15
0815 - 0830	10
0830 - 0845	20
0845 - 0900	74
0900 - 0915	26
0915 - 0930	2
<b>Per End</b>	<b>170</b>

Peak Per	Pedestrians
	Winbourne St
0700 - 0800	23
0715 - 0815	38
0730 - 0830	46
0745 - 0845	55
<b>0800 - 0900</b>	<b>119</b>
0815 - 0915	130
0830 - 0930	122

**PEAK HR**      **119**



# R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Traffic Solution Pty Ltd  
Job No/Name : 5007 WEST RYDE Winbourne St  
Day/Date : Thursday 20th February 2014

**PM**

Winbourne St			
Light			
Time Per	NTH-B	STH-B	TOT
1430 - 1445	27	14	41
1445 - 1500	32	28	60
1500 - 1515	48	76	124
1515 - 1530	37	70	107
1530 - 1545	21	33	54
1545 - 1600	13	24	37
1600 - 1615	11	21	32
1615 - 1630	23	43	66
1630 - 1645	20	32	52
1645 - 1700	17	25	42
1700 - 1715	14	23	37
1715 - 1730	15	27	42
<b>Per End</b>	<b>278</b>	<b>416</b>	<b>694</b>

Winbourne St			
Light			
Peak Per	NTH-B	STH-B	TOT
1430 - 1530	144	188	332
<b>1445 - 1545</b>	138	207	345
1500 - 1600	119	203	322
1515 - 1615	82	148	230
1530 - 1630	68	121	189
1545 - 1645	67	120	187
1600 - 1700	71	121	192
1615 - 1715	74	123	197
1630 - 1730	66	107	173
<b>PEAK HR</b>	<b>138</b>	<b>207</b>	<b>345</b>

Winbourne St			
Heavies			
Time Per	NTH-B	STH-B	TOT
1430 - 1445	4	4	8
1445 - 1500	1	1	2
1500 - 1515	0	0	0
1515 - 1530	4	4	8
1530 - 1545	4	4	8
1545 - 1600	0	0	0
1600 - 1615	2	1	3
1615 - 1630	0	0	0
1630 - 1645	1	1	2
1645 - 1700	0	0	0
1700 - 1715	1	1	2
1715 - 1730	0	0	0
<b>Per End</b>	<b>17</b>	<b>16</b>	<b>33</b>

Winbourne St			
Heavies			
Peak Per	NTH-B	STH-B	TOT
1430 - 1530	9	9	18
<b>1445 - 1545</b>	9	9	18
1500 - 1600	8	8	16
1515 - 1615	10	9	19
1530 - 1630	6	5	11
1545 - 1645	3	2	5
1600 - 1700	3	2	5
1615 - 1715	2	2	4
1630 - 1730	2	2	4
<b>PEAK HR</b>	<b>9</b>	<b>9</b>	<b>18</b>

Winbourne St			
Combined			
Time Per	NTH-B	STH-B	TOT
1430 - 1445	31	18	49
1445 - 1500	33	29	62
1500 - 1515	48	76	124
1515 - 1530	41	74	115
1530 - 1545	25	37	62
1545 - 1600	13	24	37
1600 - 1615	13	22	35
1615 - 1630	23	43	66
1630 - 1645	21	33	54
1645 - 1700	17	25	42
1700 - 1715	15	24	39
1715 - 1730	15	27	42
<b>Per End</b>	<b>295</b>	<b>432</b>	<b>727</b>

Winbourne St			
Combined			
Peak Per	NTH-B	STH-B	TOT
1430 - 1530	153	197	350
<b>1445 - 1545</b>	147	216	363
1500 - 1600	127	211	338
1515 - 1615	92	157	249
1530 - 1630	74	126	200
1545 - 1645	70	122	192
1600 - 1700	74	123	197
1615 - 1715	76	125	201
1630 - 1730	68	109	177
<b>PEAK HR</b>	<b>147</b>	<b>216</b>	<b>363</b>

Winbourne St			
U-TURN			
Time Per	North	South	TOT
1430 - 1445	6	0	6
1445 - 1500	12	0	12
1500 - 1515	30	2	32
1515 - 1530	27	1	28
1530 - 1545	10	0	10
1545 - 1600	1	2	3
1600 - 1615	0	1	1
1615 - 1630	1	0	1
1630 - 1645	1	0	1
1645 - 1700	2	0	2
1700 - 1715	0	0	0
1715 - 1730	0	0	0
<b>Per End</b>	<b>90</b>	<b>6</b>	<b>96</b>

Winbourne St			
U-TURN			
Peak Per	North	South	TOT
1430 - 1530	75	3	78
<b>1445 - 1545</b>	79	3	82
1500 - 1600	68	5	73
1515 - 1615	38	4	42
1530 - 1630	12	3	15
1545 - 1645	3	3	6
1600 - 1700	4	1	5
1615 - 1715	4	0	4
1630 - 1730	3	0	3
<b>PEAK HR</b>	<b>79</b>	<b>3</b>	<b>82</b>



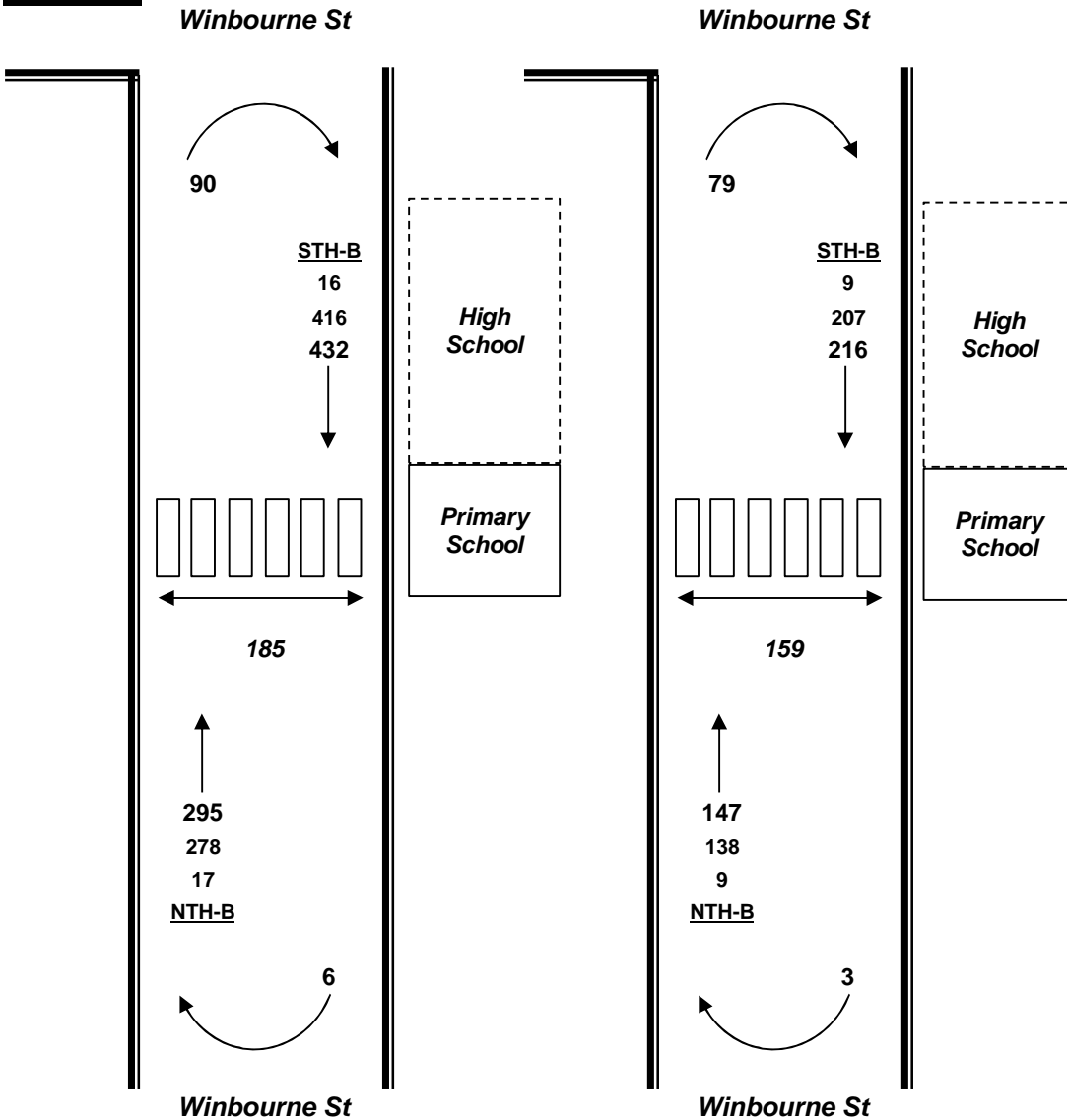
# R.O.A.R. DATA

Reliable, Original & Authentic Results  
 Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Traffic Solution Pty Ltd  
 Job No/Name : 5007 WEST RYDE Winbourne St  
 Day/Date : Thursday 20th February 2014

**Total  
 Volumes  
 for Period**

**PM PEAK HR  
 1445 - 1545**



Time Per	Pedestrians	
	Winbourne St	
	Sch Crossing	
1430 - 1445	21	
1445 - 1500	8	
1500 - 1515	119	
1515 - 1530	20	
1530 - 1545	12	
1545 - 1600	0	
1600 - 1615	0	
1615 - 1630	4	
1630 - 1645	0	
1645 - 1700	1	
1700 - 1715	0	
1715 - 1730	0	
<b>Per End</b>	<b>185</b>	

Peak Per	Pedestrians	
	Winbourne St	
	Sch Crossing	
1430 - 1530	168	
<b>1445 - 1545</b>	<b>159</b>	
1500 - 1600	151	
1515 - 1615	32	
1530 - 1630	16	
1545 - 1645	4	
1600 - 1700	5	
1615 - 1715	5	
1630 - 1730	1	

**PEAK HR**      **159**



**Item No 10**

**SUBJECT:** HILLVIEW LANE, EASTWOOD  
PROPERTY ACCESS  
**ELECTORATE:** RYDE  
**WARD:** WEST  
**COR REF:** HELPDESK-8868 & T2015-02050 **OFFICER:** G Holding

**REQUEST**

City of Ryde has received representation from the business owner at 125 Rowe Street, Eastwood requesting consideration be given to replacing the existing 'LOADING ZONE' with 'NO STOPPING' in Hillview Lane at the rear of their premises to improve property access.

**CONTEXT**

1. The southern side of Hillview Lane provides rear access to Rowe Street properties and is generally signposted 'LOADING ZONE', including along the rear of 125 Rowe Street.
2. The eastern end of Hillview Lane, directly east of the rear of 125 Rowe Street, is signposted 'NO STOPPING' on the approach to the pedestrian crossing at West Parade.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 167 No stopping signs
- [NSW] *Road Rules 2014* Rule 179 Stopping in a loading zone

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

The business at 125 Rowe Street has made the request.

Properties consulted	1
Responses received	1
Supported	1
Not Supported	0
Undecided	0

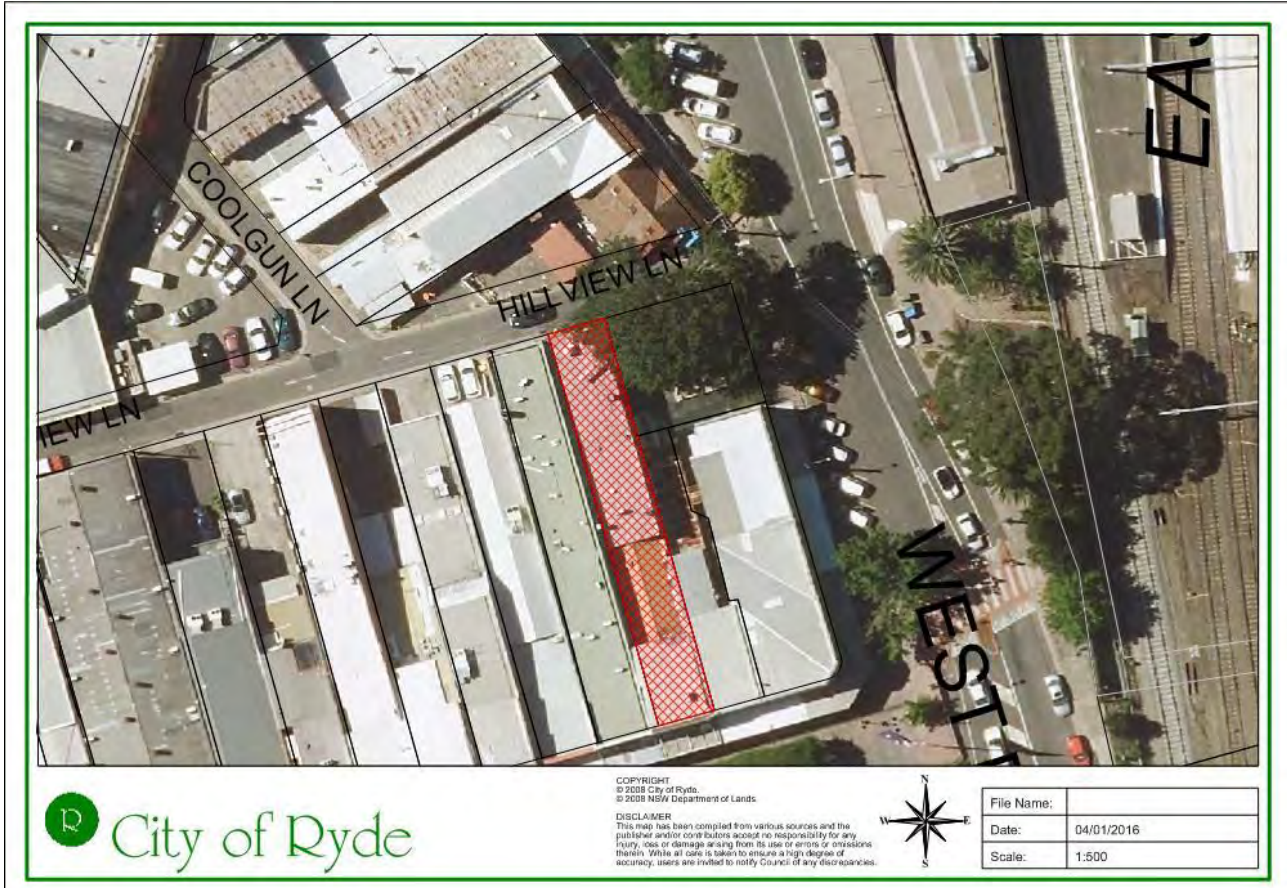
**DISCUSSION**

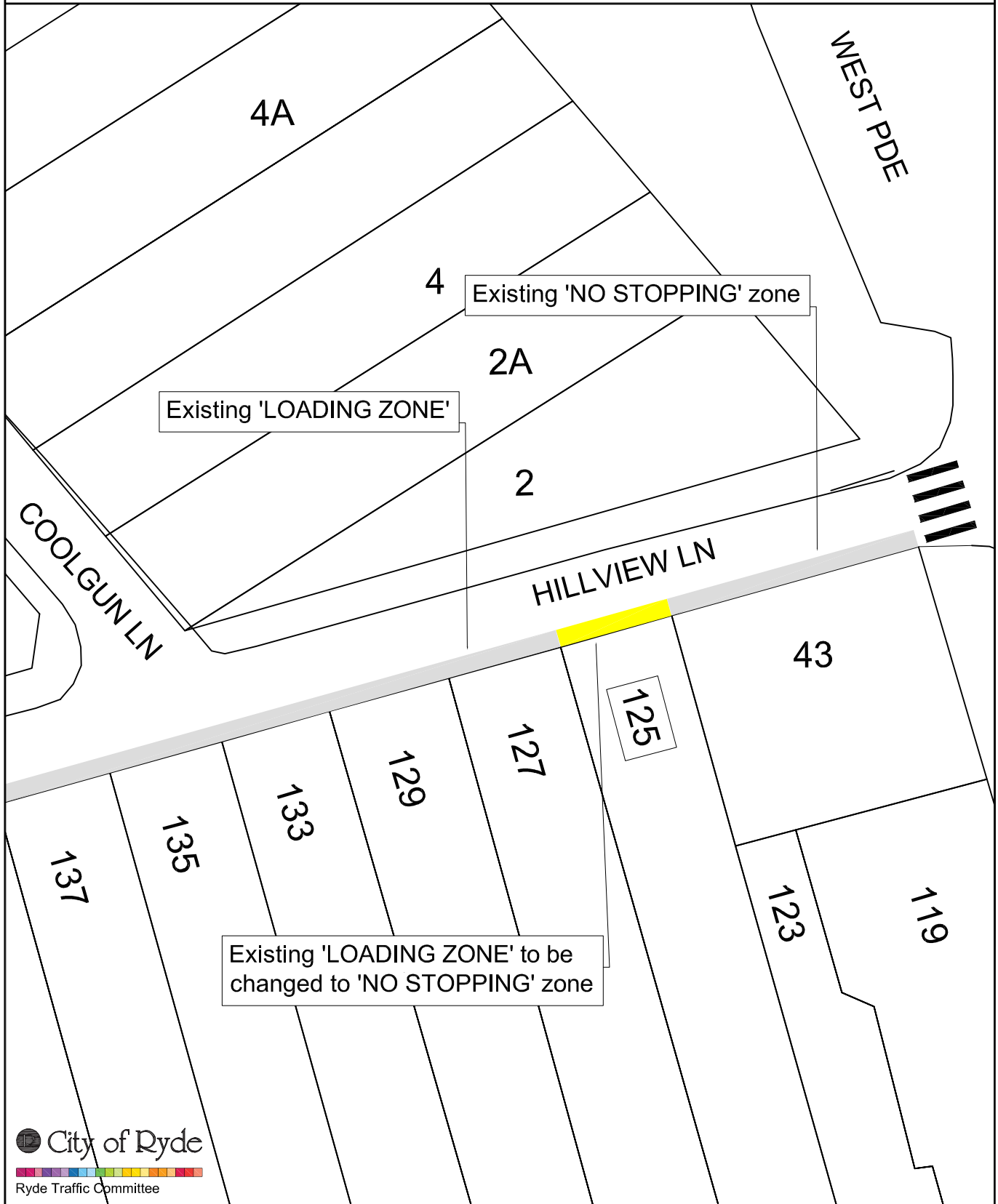
The business owner at 125 Rowe Street has stated that vehicles are regularly parked in the 'LOADING ZONE' in Hillview Lane at the rear of their premises late at night, and this prevents vehicular access to/from their property. Given that there is a 'NO STOPPING' zone adjacent to their property, it is recommended that the 'NO STOPPING' zone be extended to include their property.



**PROPOSAL**

To replace the existing 'LOADING ZONE' with a 'NO STOPPING' zone on the southern side of Hillview Lane, outside 125 Rowe Street, Rowe Street





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

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**Item No 11**

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**SUBJECT:** MORRISON ROAD, GLADESVILLE  
LOCAL AREA TRAFFIC MANAGEMENT SCHEME  
**ELECTORATE:** LANE COVE  
**WARD:** EAST  
**COR REF:** D15/128305 & T2015-02093 **OFFICER:** G Holding

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**REQUEST**

City of Ryde's Project Development Department has undertaken detailed designs for five local area traffic management (LATM) devices in Morrison Road, Putney:

- raised threshold in Morrison Road, west of Delange Road,
- raised threshold in Morrison Road, east of Mitchell Street,
- roundabout at the intersection of Morrison Road and Princes Street,
- speeded cushions in Morrison Road, at Bremner Park / Morrison Park, and
- raised threshold in Morrison Road, at Peel Park.

This is the third set of designs that are to be presented to Ryde Traffic Committee and it is planned that these will be implemented in 2016/17.

**BACKGROUND**

City of Ryde has previously received a number of representations from local residents requesting consideration be given to the installation of LATM devices to reduce the speed and volume of traffic in Morrison Road. Morrison Road is heavily used as a "rat-run" to avoid Victoria Road.

City of Ryde collected data and commissioned Bitzios Consulting to examine traffic volumes, average travel times and percentage of through vehicles in Morrison Road. The salient findings were:

1. Morrison Road is currently carrying 10,000 to 13,000 vehicles per day, two way, with approximately 500-600 vehicles per hour in each peak direction.
2. 35% of the vehicles on Morrison Road in the AM period (7am-10am) and 30% of the vehicles in the PM peak comprise through traffic.

RMS investigated restricting access to the area at the signalised intersection of Victoria Road and Meriton Street. Removing the free left turn from Victoria Road was examined; however, it was not possible to develop an option that would maintain sufficient efficiency during the afternoon peak. Furthermore, City of Ryde public consultation revealed significant opposition to installing a 'NO LEFT TURN 3PM-7PM MON-FRI'.

City of Ryde worked in conjunction with RMS and NSW State Government to develop the attached concept LATM scheme for Morrison Road. The Member for Lane Cove announced that the project and other road safety initiatives would be funded by RMS.

City of Ryde consulted the concept LATM scheme with residents/businesses in the area bounded by Church Street, Victoria Road, Punt Road and Parramatta River. This revealed:

1. overall support for the concept LATM scheme, and
2. concerns regarding the safety at the intersection of Morrison Road, Parry Street and Acacia Avenue.

Further consultation will be undertaken with local residents/businesses and City of Ryde's Bicycle Advisory Committee regarding the designs of the individual LATM devices.

RMS has agreed to proceed with the project, with funding over two financial years:

- 2015/16:            Design of all LATM devices
- Kerb extensions in Morrison Road at the existing signalised pedestrian crossing outside Putney Public School
  - Flush threshold in Boulton Street, south of Morrison Road
  - Flush threshold in Payten Street, south of Morrison Road
  - Flush threshold in Douglas Street, south of Morrison Road
  - Flush threshold in Charles Street, south of Morrison Road
  - Flush threshold in Charles Street, south of Parry Street
  - Flush threshold in Delange Road, south of Morrison Road
  - Raised threshold in Morrison Road, east of Princes Street
  - Investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue.
- 2016/17:            Raised threshold in Morrison Road, west of Delange Road
- Raised threshold in Morrison Road, east of Mitchell Street
  - Roundabout at the intersection of Morrison Road and Princes Street
  - Speed cushions in Morrison Road, at Bremner Park / Morrison Park
  - Raised threshold in Morrison Road, at Peel Park
  - Monitor the LATM scheme and make adjustments.

Furthermore, RMS has agreed to:

- consider a 40 km/h speed limit in Morrison Road, between Princes Street and Mitchell Street,
- adjust the pedestrian phases at the signalised intersection of Morrison Road and Charles Street (complete),
- investigate a left-in / left-out at the signalised intersection of Morrison Road and Church Street,
- investigate the installation of an off-street drop-off / pick-up area at Putney Public School, and
- continue to monitor the signalised intersection of Meriton Road and Victoria Road.

At the Council meeting held on 23 June 2015, a Notice of Motion regarding the intersection of Morrison Road, Parry Street and Acacia Avenue was considered. Subsequently, Council resolved:

*That arising from concerns raised during the current community consultation on the Morrison Road Safety Initiative, Council prior to finalising the package of traffic calming works, conduct a road safety review (between the hours of 8.00am to 9.30am and 2.30pm to 4.00pm) of the intersection of Morrison Road, Parry Street and Acacia Avenue (in close proximity to Putney Public School) to determine whether any additional traffic calming devices should be introduced at this intersection to improve safety for pedestrians, cyclists and vehicles.*

Confirmation of RMS 2015/16 funding was received on 23 September 2015. \$624,000 is provided to:

- design thirteen LATM devices,
- install eight of the thirteen LATM treatments before 31 March 2015,
- investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue,
- develop City of Ryde's Road Safety Plan, and
- implement mobile road safety messages.

It is expected that Council will receive confirmation of the remaining \$1,376,000 in 2016/17 to:

- install the remaining five LATM treatments,
- install treatment(s) at the intersection of Morrison Road, Parry Street and Acacia Avenue,
- monitor, review & adjust the LATM scheme, and
- further embellish actions from City of Ryde's Road Safety Plan.

## **CONTEXT**

1. Morrison Road is a non-Classified road that runs between Meriton Street and Church Street, providing a parallel route to Victoria Road.
2. Morrison Road is characterised by residential dwellings, Putney Village town centre and Putney Public School.
3. Morrison Road is part of a regional bike route and therefore lane widths between 3.3 m and 3.7 m have been avoided.
4. Morrison Road is a public bus route, operated by Sydney Buses.

## **LEGISLATION, STANDARDS & GUIDELINES**

- Austroads' *Guide to Traffic Management Part 8 - LATM*

**ROAD FUNCTION**

Non- Classified

**CONSULTATION**

All properties, bounded by Church Street, Victoria Road, Punt Road and Parramatta River have been consulted on the concept plan. Please find attached a summary of results.

**DISCUSSION***Project Timeline*

The following timeline has been adopted for the project:

**Stage 1 - 2015 (complete)**

Phase 1 - Investigate:

- Develop a LATM scheme for Morrison Road, in conjunction with RMS and NSW State Government.

Phase 2 - Consult:

- Consult with residents/businesses bounded by Church Street, Victoria Road, Punt Road and Parramatta River.

Phase 3 - Agreement & funding:

- Based on consultation, seek agreement and funding for the LATM scheme over two years.

**Stage 2 - 2015/16 (current)**

Phase 1A - Design (tabled at the September 2015 RTC meeting - complete):

- Kerb extensions in Morrison Road at the existing signalised pedestrian crossing outside Putney Public School
- Flush threshold in Boulton Street, south of Morrison Road.

Phase 1B - Design (to be tabled at the November 2015 RTC meeting):

- Flush threshold in Payten Street, south of Morrison Road
- Flush threshold in Douglas Street, south of Morrison Road
- Flush threshold in Charles Street, south of Morrison Road
- Flush threshold in Charles Street, south of Parry Street
- Flush threshold in Delange Road, south of Morrison Road
- Raised threshold in Morrison Road, east of Princes Street.

Phase 2 - Investigate (to be tabled at the November 2015 RTC meeting):

- Investigate treatments at the intersection of Morrison Road, Parry Street and Acacia Avenue.

Phase 3 - Consult (to be completed by 18 December 2015):

- Consult with local residents/businesses on Phase-1A&B designs that directly affect them
- Provide other residents of Morrison Road an update on the project.

Phase 1C - Design (to be tabled at the January 2016 RTC meeting):

- Raised threshold in Morrison Road, west of Delange Road
- Raised threshold in Morrison Road, east of Mitchell Street
- Roundabout at the intersection of Morrison Road and Princes Street
- Speed cushions in Morrison Road, at Bremner Park / Morrison Park
- Raised threshold in Morrison Road, at Peel Park.

Phase 3 - Construct (to be completed by 31 March 2016):

- Construct all Phase-1A and 1B devices.

### **Stage 3 - 2016/17 (future)**

Phase 1 - Consult:

- Consult with local residents regarding Stage 2 Phase-1C designs that directly affect them
- Provide other residents of Morrison Road an update on the project.

Phase 2 - Construct:

- Construct all Stage 2 Phase-1C devices.

Phase 3 - Monitor & Review:

- Review effectiveness of the LATM scheme with tube counts
- Seek approval from RMS to install a 40 km/h speed zone.

Phase 4 - Adjust (to be completed by 31 March 2017):

- Based on the Phase-3 review, design, consult, approve and construct adjustments to the LATM scheme to optimise performance.





### Designs

The raised thresholds and speed cushions will:

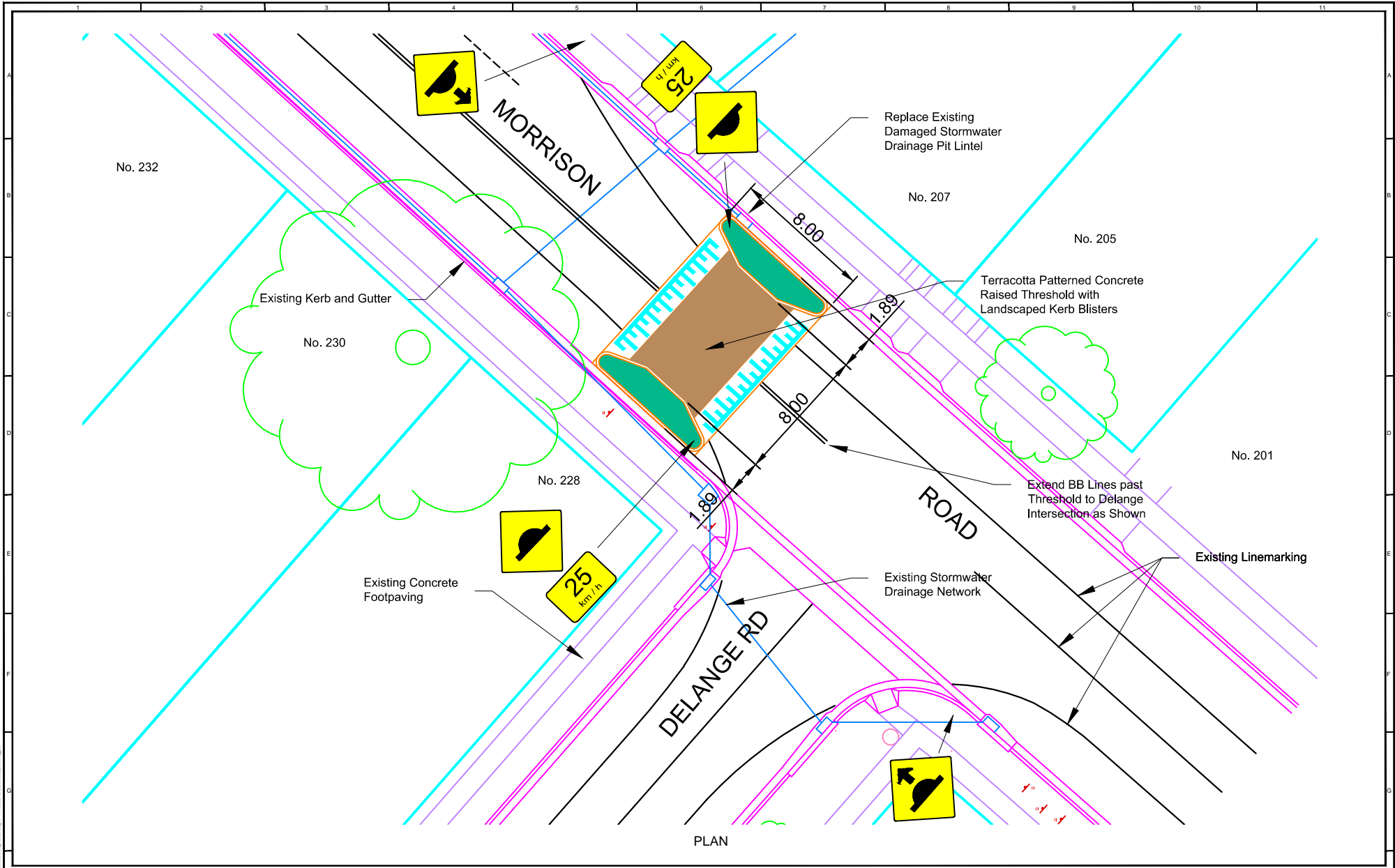
- help reduce the speed of vehicles in Morrison Road,
- remove two on-street parking spaces on the southern side of Morrison Road, and
- increase traffic noise.

The roundabout will:

- provide equal priority for vehicles in Morrison Road and Princes Street,
- not affect the existing on-street parking, and
- not increase noise significantly.

### **PROPOSAL**

1. To install a raised threshold in Morrison Road, west of Delange Road, Putney.
2. To install a raised threshold in Morrison Road, east of Mitchell Street, Putney.
3. To install a roundabout at the intersection of Morrison Road and Princes Street, Putney.
4. To install speed cushions in Morrison Road, at Bremner Park / Morrison Park, Putney.
5. To install a raised threshold in Morrison Road, at Peel Park, Putney.



PLAN

Rev.	Revision Details	Date	Drn	Ver.	App.
A	DESIGN 80% REVIEW	8/01/16	RA	VP	JA

**City of Ryde**  
 PUBLIC WORKS  
 Project Development

ABN: 81 621 292 610  
 Civic Centre, 1 Devlin Street  
 RYDE NSW 2112

Locked Bag 2069  
 NORTH RYDE NSW 1670  
 EMail: cityofryde@ryde.nsw.gov.au  
 Web: www.ryde.nsw.gov.au

Tel: (02) 9952 8222  
 Fax: (02) 9952 8070

CHECKED	ACCEPTED (BY CLIENT)
SURVEYED	BUSINESS MANAGER
DRAFTED	APPROVED FOR CONSTRUCTION
VERIFIED	DELIVERY MANAGER
DESIGN MANAGER	PROJECT MANAGER



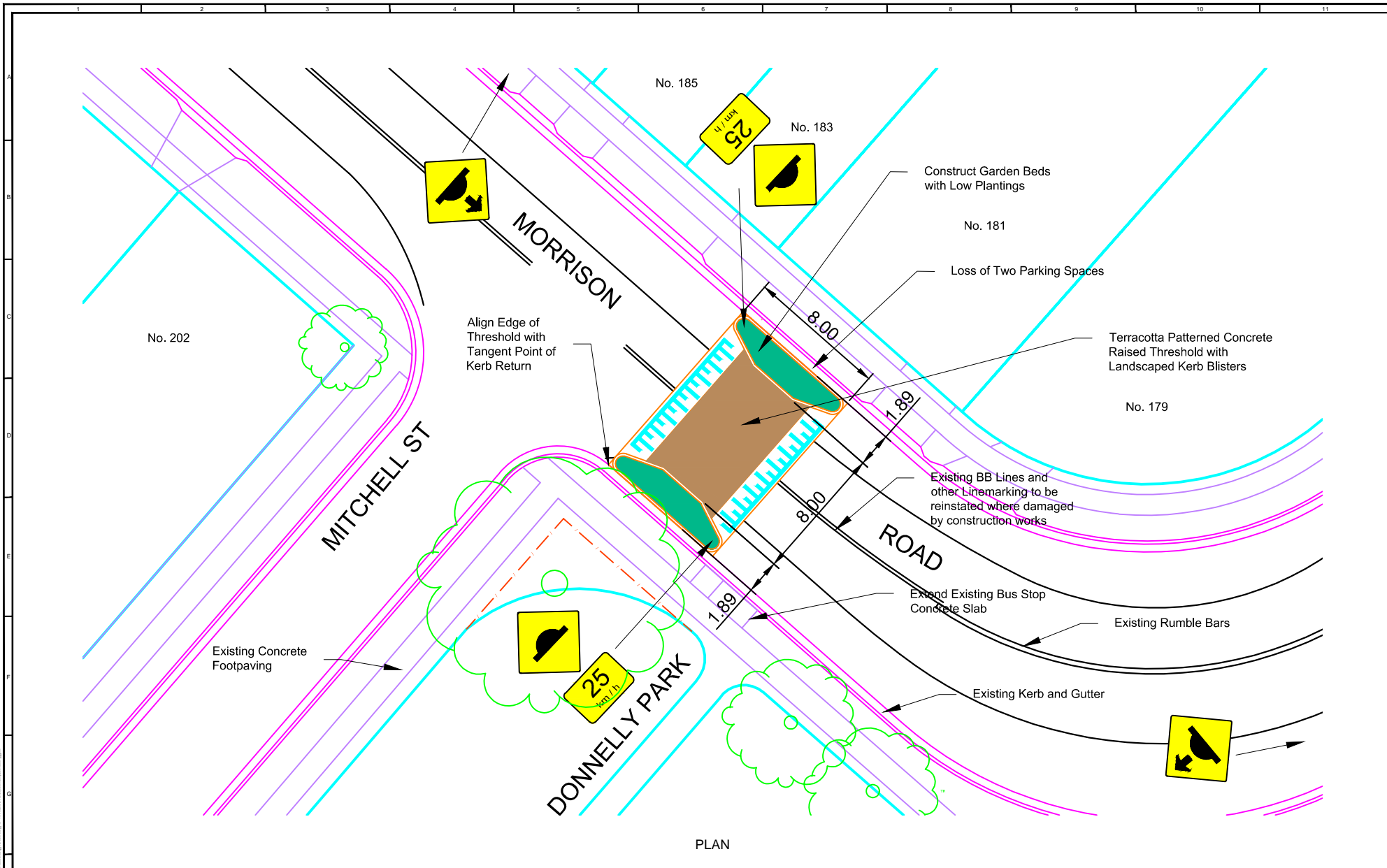
SCALES

PLAN	1 : 1:100@A1
INSET PLAN	1 :
LONGITUDINAL SECTION	HORIZ. 1 : VERT. 1 :
CROSS SECTIONS	1 :
CO-ORDS	DATUM
MGA	AHD

LOCATION: MORRISON RD, WEST OF DELANGE RD

TITLE: MORRISON / DELANGE ROAD  
 RAISED THRESHOLD  
 CONCEPT PLAN

PROJECT NUMBER	STATUS
PM15_30654	1 OF 1
30654	DD
DRAWING NUMBER	REVISION
29/293	A



PLAN




		ABN: 81 621 292 610 Civic Centre, 1 Devlin Street RYDE NSW 2112 Locked Bag 2069 NORTH RYDE NSW 1670 EMail: cityofryde@ryde.nsw.gov.au Web: www.ryde.nsw.gov.au Tel: (02) 9952 8222 Fax: (02) 9952 8070		CHECKED: _____ SURVEYED: _____ DRAFTED: _____ VERIFIED: _____ DESIGN MANAGER: _____		ACCEPTED (BY CLIENT) BUSINESS MANAGER: _____ APPROVED FOR CONSTRUCTION: _____ DELIVERY MANAGER: _____ PROJECT MANAGER: _____				SCALES PLAN: 1:100@A1 INSET PLAN: 1: LONGITUDINAL: HORIZ. 1: SECTION: VERT. 1: CROSS SECTIONS: 1: CO-ORDS: DATUM MGA: AHD		LOCATION: MORRISON RD, EAST OF MITCHELL ST TITLE: MORRISON / MITCHELL STREET RAISED THRESHOLD CONCEPT PLAN		PMCOR NUMBER: PM15_30654 PROJECT NUMBER: 30654 DRAWING NUMBER: 29/294 SHEET: 1 OF 1 STATUS: DD REVISION: A	
<b>PUBLIC WORKS</b> Project Development															
A DESIGN 80% REVIEW Rev. Revision Details		8/01/16 Date		RA Dwn		VP Ver.		JA App.							

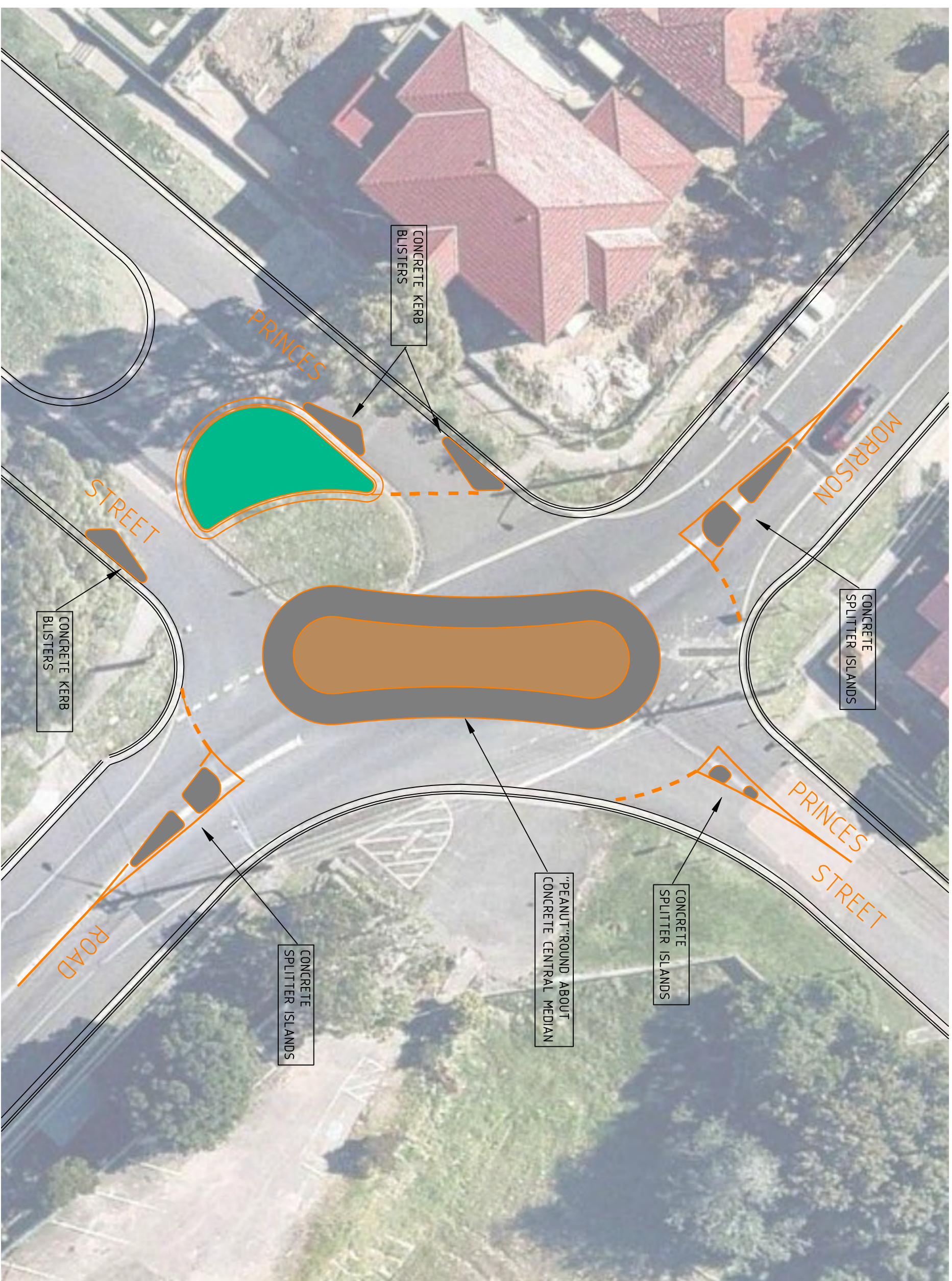



SYD. UBD 213 L5

NOTES:

1. THIS PLAN HAS BEEN PREPARED FOR PROVIDING DETAILS OF CONCEPT TRAFFIC CALMING MEASURES AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DIMENSIONS ARE SUBJECT TO FINAL SURVEY AND DETAILED DESIGN.
2. PREPARATION OF THIS PLAN HAS BEEN BASED ON AERIAL PHOTOGRAPHS AND NOT FIELD SURVEY. ALL DIMENSIONS ARE SUBJECT TO FIELD SURVEY AND DETAILED DESIGN.

-  COLOURED OR PATTERNED CONCRETE
-  PLAIN CONCRETE
-  GARDEN BED



REV.		DATE		DESCRIPTION		APPR.	
0		09.06.15		ISSUE FOR PUBLIC CONSULTATION			
<p style="text-align: center;"><b>TP&amp;E consulting</b></p> <p style="text-align: center; font-size: small;">Traffic Planning and Environmental Consultants 11/21/1759 9627 F11021 4159 9627 N0812421 762 720 Email: tpandec@tpandec.com.au</p> <p style="text-align: center;">    <i>Use the end opportunity in your doorstep</i> </p>							
CLIENT				CITY OF RYDE			
PLAN SHOWING CONCEPT ROUNDABOUT ON MORRISON ROAD AT THE INTERSECTION WITH PRINCES STREET, RYDE.							
STATUS/ISSUE		DATE		DATUM		SCALE	
0		09.06.15		-		1:250 (A3)	
DRAWING NUMBER				SHEET			
68015-2A				1 OF 1			



**LEGEND - PROPOSED WORKS**

 PROPOSED RMS COMPLIANT SPEED CUSHION LOCATION

Rev.	Date	Drn	Ver.	App.
A	06/01/2016	VL	VP	
Rev.	Revision Details			

**City of Ryde**  
  
**PUBLIC WORKS**  
 Project Development

ABN: 81 621 292 610  
 Civic Centre, 1 Devlin Street  
 RYDE NSW 2112  
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 NORTH RYDE NSW 1670  
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 Fax: (02) 9952 8070

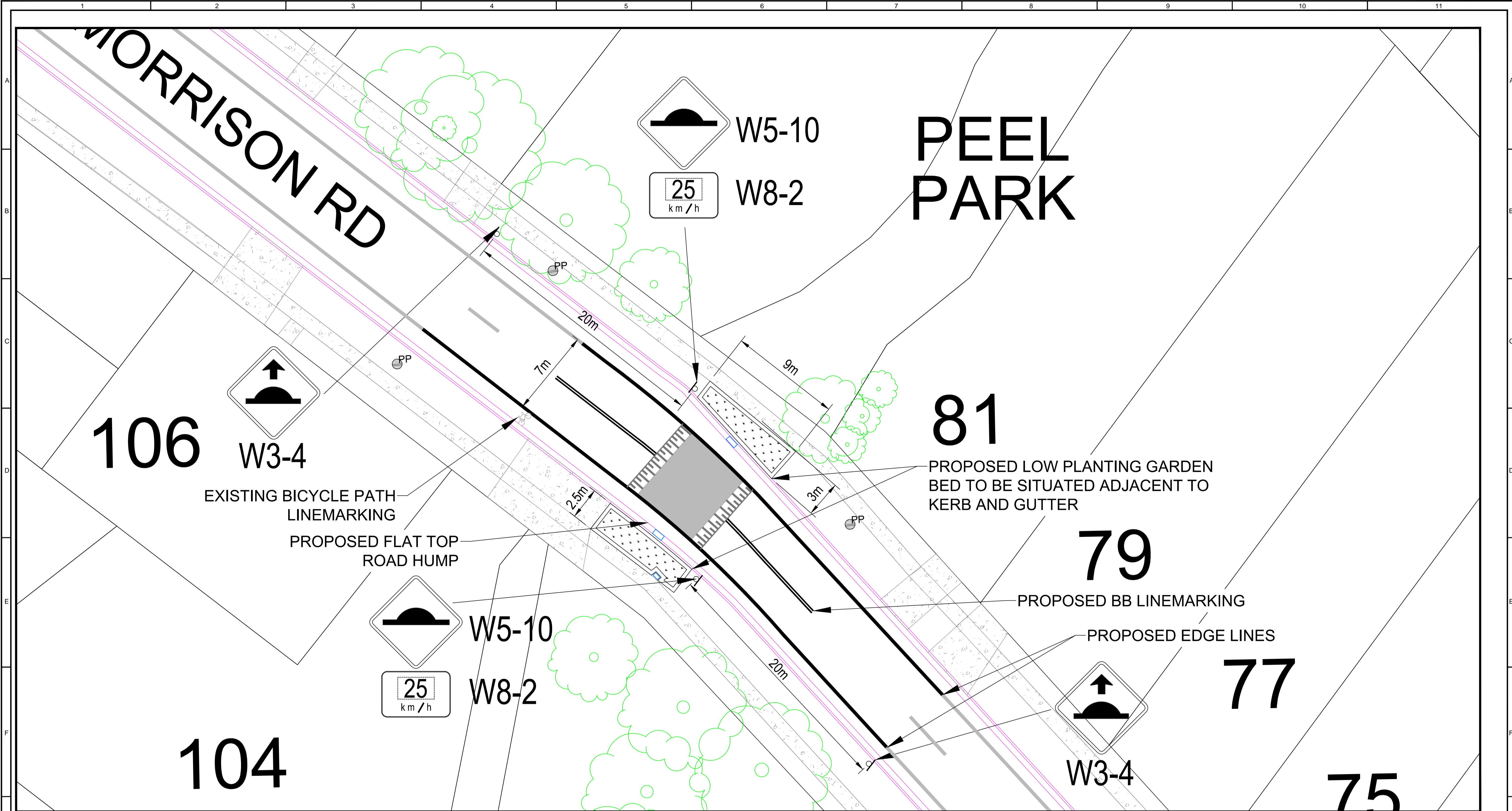
CHECKED		ACCEPTED (BY CLIENT)	
SURVEYED	.....	BUSINESS MANAGER	.....
DRAFTED	.....	APPROVED FOR CONSTRUCTION	.....
VERIFIED	.....	DELIVERY MANAGER	.....
DESIGN MANAGER	.....	PROJECT MANAGER	.....





SCALES	
PLAN	1: 200 @A1
INSET PLAN	1:
LONGITUDINAL SECTION	HORIZ. 1: .....
CROSS SECTIONS	LVERT. 1: .....
CO-ORDS	DATUM
MGA	AHD

LOCATION:	
MORRISON ROAD, RYDE	
TITLE:	
PROPOSED INTERSECTION MODIFICATION CONCEPT PLAN	
MORRISON RD - TYAGARAH ST	

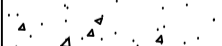




PMCOR NUMBER	SHEET
-	1 OF 1
PROJECT NUMBER	STATUS
-	FL
DRAWING NUMBER	REVISION
-	A



**LEGEND - PROPOSED WORKS**

-  PROPOSED LINEMARKING
-  PROPOSED FLAT TOP ROAD HUMP

**LEGEND - EXISTING**

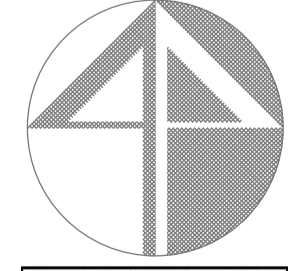
-  EXISTING FOOTPATH AND DRIVEWAYS
-  EXISTING LINEMARKING
-  POWER POLE
-  STORMWATER DRAIN
-  EXISTING TREE

Rev.	Date	Drn	Ver.	App.
A	06/01/2016	VL	VP	
Revision Details				

**City of Ryde**  
 Civic Centre, 1 Devlin Street  
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 Tel: (02) 9952 8222  
 Fax: (02) 9952 8070


**PUBLIC WORKS**  
 Project Development

CHECKED	ACCEPTED (BY CLIENT)
SURVEYED	BUSINESS MANAGER
DRAFTED	APPROVED FOR CONSTRUCTION
VERIFIED	DELIVERY MANAGER
DESIGN MANAGER	PROJECT MANAGER



**SCALES**

PLAN	1: 150 @A1
INSET PLAN	1:
LONGITUDINAL SECTION	HORIZ. 1: VERT. 1:
CROSS SECTIONS	1:
CO-ORDS	DATUM
MGA	AHD



LOCATION:	MORRISON ROAD, RYDE	PMCOR NUMBER	-	SHEET	1 OF 1
TITLE:	PROPOSED INTERSECTION MODIFICATION CONCEPT PLAN	PROJECT NUMBER	-	STATUS	FL
	MORRISON RD - PEEL PARK	DRAWING NUMBER	-	REVISION	A

**Item No 12**

**SUBJECT:** DAVID AVENUE, NORTH RYDE  
 SIGHT DISTANCE AROUND BEND  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**COR REF:** D15/72104 & T2015-01671 **OFFICER:** S Rabah

**REQUEST**

City of Ryde has received representation from a resident of David Avenue requesting consideration be given to installing double barrier lines in David Avenue, North Ryde.

**CONTEXT**

1. David Avenue is a two-way local road with a 7.5 m wide carriageway.
2. There are a '2P PERMIT HOLDERS EXCEPTED ZONE 3' measures along David Avenue.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 167 No Stopping signs
- [NSW] *Road Rules 2014* Rule 208 Parallel parking on a road

**ROAD FUNCTION**

Local

**CONSULTATION**

Local residents have been consulted

Properties consulted	10
Responses received	2
Supported	2
Not Supported	0
Undecided	0

**DISCUSSION**

Following an investigation, and considering the key issues of road width and horizontal alignment, Council recommends installing a BB centreline around the bend in David Avenue, North Ryde, in the vicinity of no. 62-68, as shown in the attached diagram, in order to assist with separating directions of travel on approach to the bend.

**PROPOSAL**

1. To install a 24 m long Double Centre Line in David Avenue, between the driveways of 64 and 68 David Avenue, North Ryde.
2. To install a 28 m 'NO STOPPING' zone on the eastern side of David Avenue, between the driveways of 64 and 68 David Avenue, North Ryde.

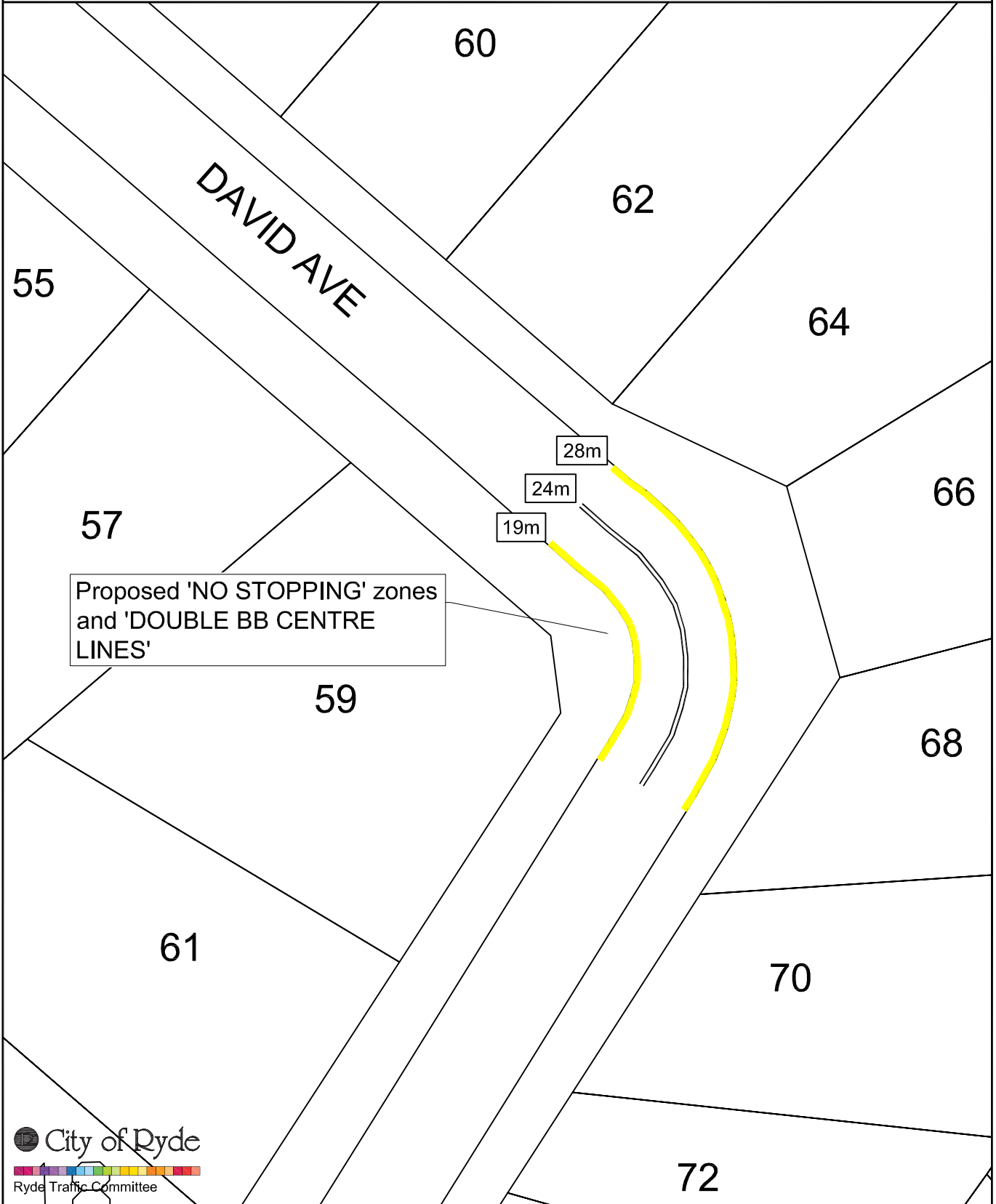


3. To install a 19 m 'NO STOPPING' zone on the western side of David Avenue, opposite the section of kerbline between the driveways of 64 and 68 David Avenue, North Ryde.



File Name:	
Date:	08/01/2016
Scale:	1:600





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS
2	NSt	L	
2	NSt	R	

**Item No. 13**

**SUBJECT:** WATT AVENUE , RYDE  
SIGHT DISTANCE AT BAVIN AVENUE  
**ELECTORATE:** RYDE  
**WARD:** CENTRAL  
**COR REF:** HELPDESK-8977 & T2016-00003 **OFFICER:** G Holding

**REQUEST**

City of Ryde has received representation from a resident of Buffalo Road requesting consideration be given to extending the length of the existing 10 m 'NO STOPPING' zone on the north-eastern side of Watt Avenue, southwest of Bavin Avenue, Ryde.

**CONTEXT**

1. Parking demand is high in the Watt Avenue and Bavin Avenue area.
2. The following parking measures have previously been installed on the north-eastern side of Watt Avenue:
  - 10 m of NO STOPPING, southeast of Bavin Avenue, and
  - 15 m of NO STOPPING, northwest of Bavin Avenue.
3. The 15 m of NO STOPPING is over and above the usual 10 m of NO STOPPING normally installed and is only used in exceptional circumstances.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 170 Stopping in or near an intersection
- [NSW] *Road Rules 2014* Rule 167 No stopping signs.

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

The resident at 13 Bavin Avenue has been consulted on the matter.

Properties consulted	1
Responses received	0
Supported	0
Not Supported	0
Undecided	0

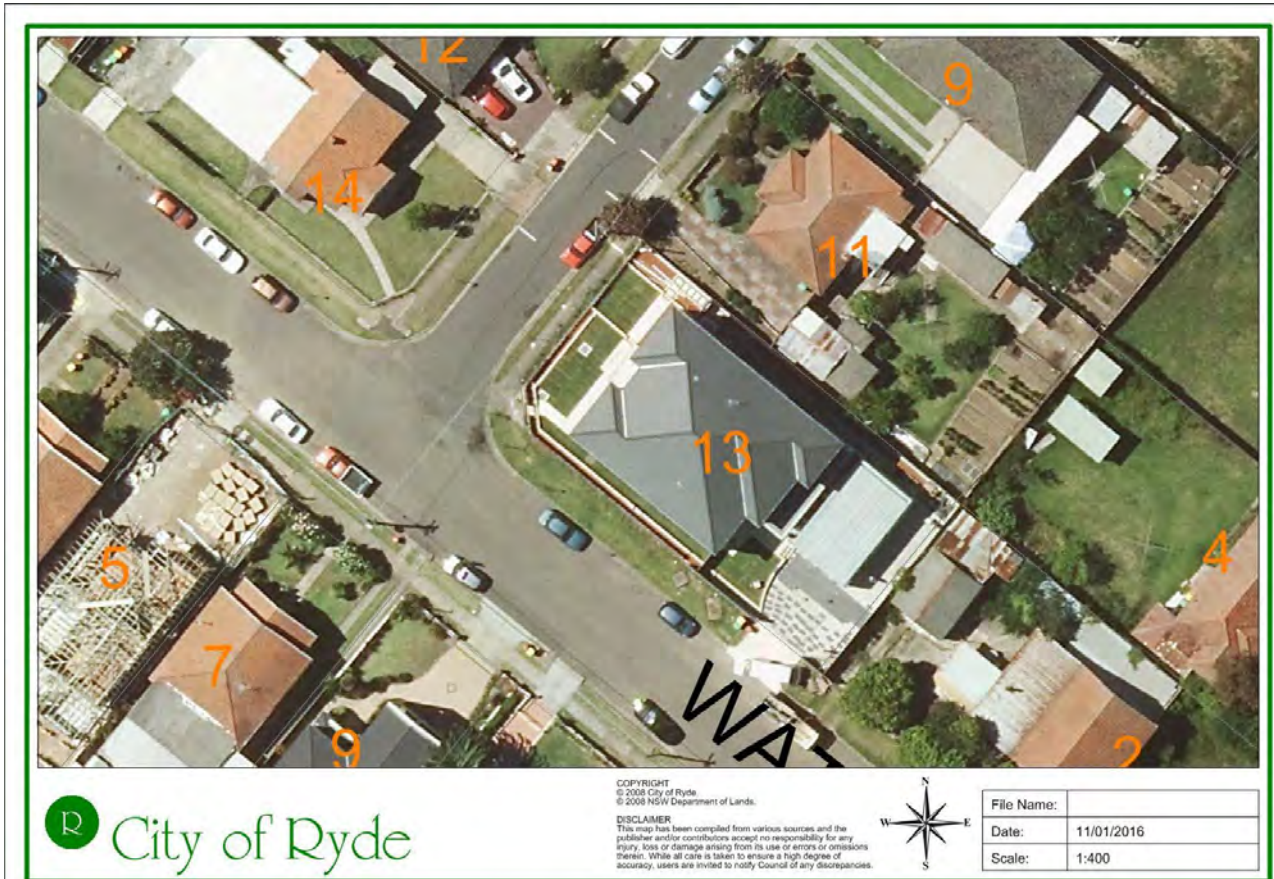
**DISCUSSION**

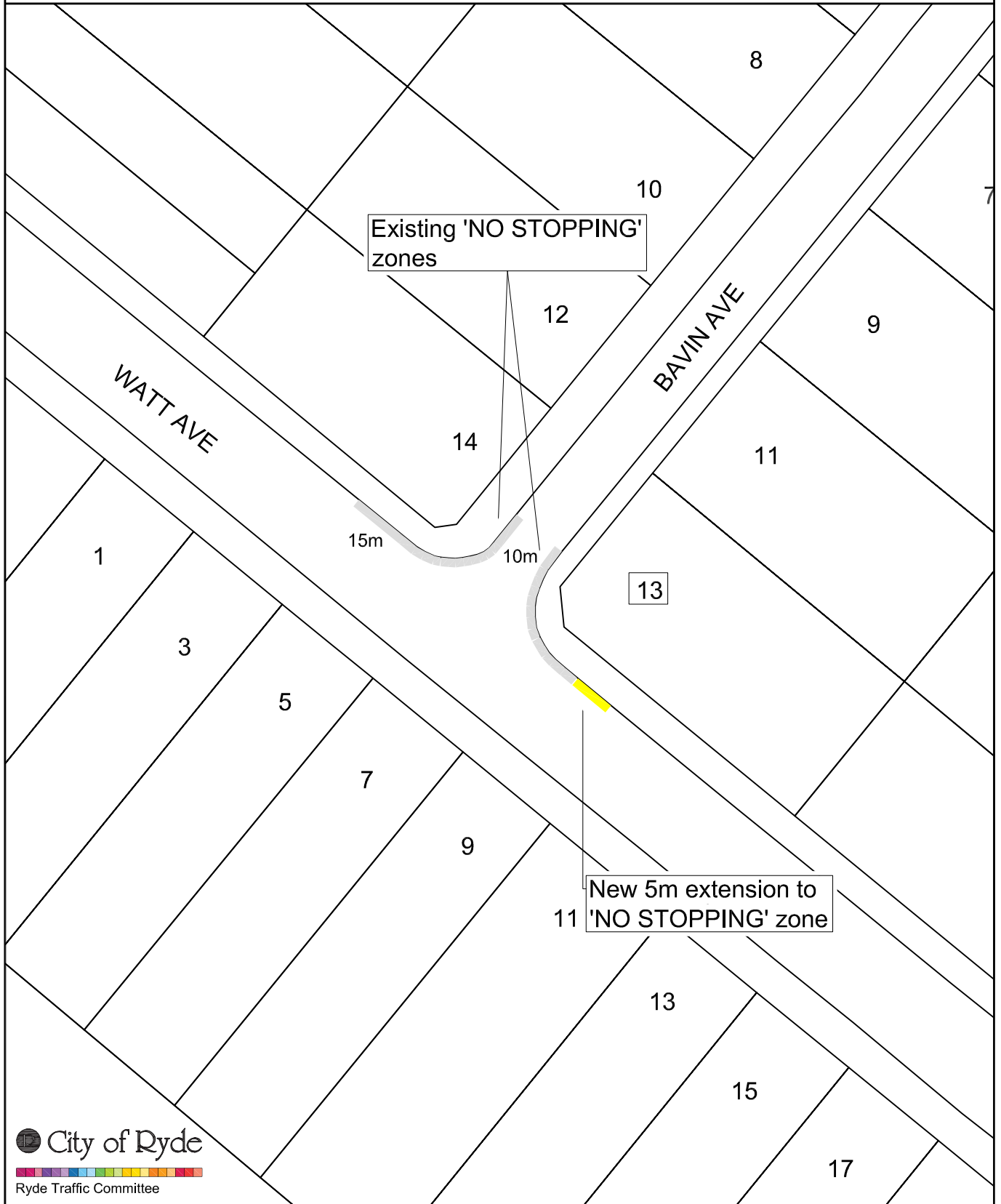
A review of the sightlines at this intersection has revealed that, given the topography of Watt Avenue and the potential for vehicles larger than cars to park near the intersection, it is appropriate to extend the length the existing 'NO STOPPING' zone on the north-eastern side of Watt Avenue, southeast of Bavin Avenue, to 15 m.



**PROPOSAL**

To extend the length the existing 10 m 'NO STOPPING' zone on the north-eastern side of Watt Avenue, southeast of Bavin Avenue, Ryde, to 15 m.





DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

**Item No. 14**

**SUBJECT:** 20 WEST PARADE, EASTWOOD  
 DRIVEWAY ACCESS  
**ELECTORATE:** RYDE  
**WARD:** WEST  
**COR REF:** HELPDESK-8997 & T2016-00008 **OFFICER:** G Holding

**REQUEST**

City of Ryde has received representation from the Licensee of the Landmark Hotel, 20 West Parade, requesting consideration be given to installing parking measures across their driveway in West Parade, Eastwood.

**CONTEXT**

1. Parking demand in Eastwood is very high.
2. City of Ryde staff have witnessed vehicles parking across the driveway for longer than permitted under the [NSW] *Road Rules 2014*.

**LEGISLATION, STANDARDS & GUIDELINES**

- [NSW] *Road Rules 2014* Rule 198 Obstructing access to and from a footpath, driveway etc
- [NSW] *Road Rules 2014* Rule 168 No parking signs.

**ROAD FUNCTION**

Non-Classified

**CONSULTATION**

The business operator of the effected property has made the request.

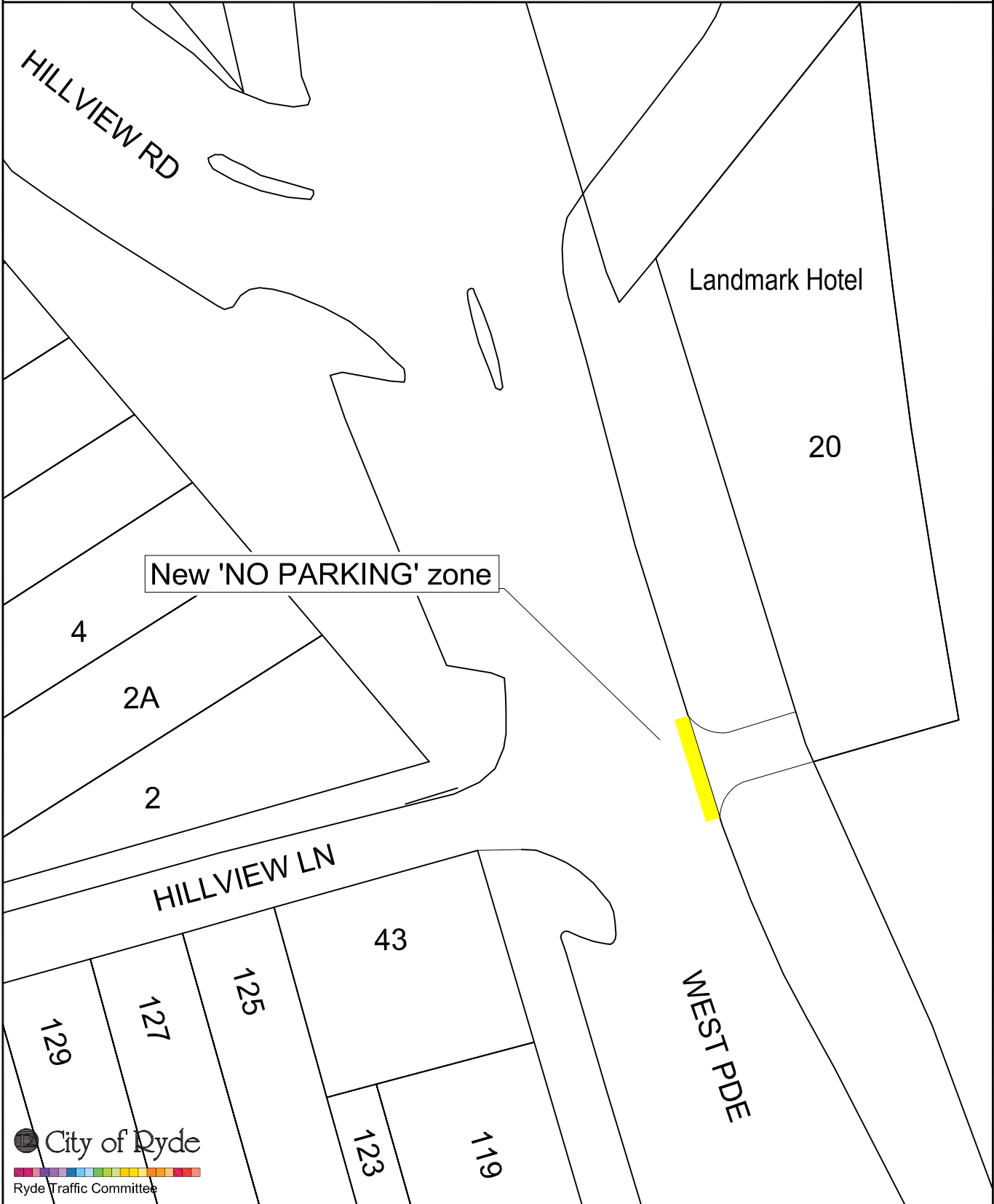
Properties consulted	1
Responses received	1
Supported	1
Not Supported	0
Undecided	0

**DISCUSSION**

These matters would normally be handled through additional enforcement in the first instance; however, given that parking demand is very high in Eastwood, it is likely that additional enforcement will not resolve the issue and additional parking measures to reinforce the presence of the driveway may be required. Therefore, it is recommended that parking measures be installed across the driveway at No.20 West Parade.

**PROPOSAL**

To install a 'NO PARKING' zone across the driveway to 20 West Parade in West Parade, Eastwood.



DISCLAIMER: NOT TO SCALE, SKETCH ONLY

LEGEND

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

NEW SIGN INVENTORY

NO	TYPE	ARROW	TIME OPERATIONS

---

**Addendum 01**

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**SUBJECT:** ST CHARLES PRIMARY SCHOOL FUN RUN 2016  
SPECIAL EVENT TRANSPORT MANAGEMENT PLAN

**ELECTORATE:** LANE COVE

**WARD:** EAST

**COR REF:** HELPDESK-8943 & T2015-02170 **OFFICER:** G Holding

---

**REQUEST**

City of Ryde has received representation from St Charles Catholic Primary School requesting consideration be given to approving the annual St Charles Primary School Fun Run 2016 Special Event to be held on Sunday 13 March 2016, in accordance with the attached Transport Management Plan (TMP).

The TMP is referred to Ryde Traffic Committee to make recommendations to City of Ryde regarding the traffic management aspects of the event, advising Council on conditions to set for the use of road space. Works & Community Committee will then consider these recommendations and assess all other impacts on the surrounding environment before issuing a *Schedule of Conditions*.

**CONTEXT**

1. The attached TMP has been prepared by Sydney Traffic Control Pty Ltd on behalf of St Charles Catholic Primary School (the Event Organiser).
2. The major change from previous Special Events is the event will start at 9.15am so as to coincide the finish time with the School's biennial fete.
3. It is understood that this is a Class 2 Special Event, with road closures, under the RMS's *Guide to Traffic and Transport Management for Special Events*.
4. RMS will need to approve all temporary closures.
5. TfNSW will need to issue a Road Occupancy Licence to control traffic on/within 100 m of a Classified Road, Regional Road or Traffic Signals.

**LEGISLATION, STANDARDS & GUIDELINES**

- Australian Standard AS 1742.3
- RMS's *Traffic Control at Work Sites*
- RMS's *Guide to Traffic and Transport Management for Special Events*

**ROAD FUNCTION**

Classified and non-Classified

**CONSULTATION**

The Event Organiser is required to notify:

- State Transit Authority,
- NSW Ambulance Service,
- NSW Fire & Rescue (Ryde, Gladesville & Eastwood Fire Stations), and
- local residents and businesses,

seven days before the event.

## DISCUSSION

The attached TMP proposes that the closures be undertaken in the manner detailed in *Table 1*, below.

*Table 1 Proposed closure schedule*

Date	Time	Activity
Sunday 13 March 2016	9am	Traffic Controllers to implement closure of: <ul style="list-style-type: none"> <li>• Potts Road, between Victoria Road and Frederick Street, and</li> <li>• Arnold Street, between Frederick Street and dead-end.</li> </ul> Access to remain open to emergency vehicles, pedestrians, and bicycles.
	9.15am	Race commences.
	9.30am	All roads open for through traffic and all normal traffic conditions to resume.

## PROPOSAL

To approve the St Charles Family Fun Run 2016 Special Event to be held on Sunday 13 March 2016, in accordance with the attached Transport Management Plan, subject to the following conditions:

1. The Event Organiser shall:
  - provide Public Liability Insurance for the event,
  - obtain a Road Occupancy Licence from TfNSW to control traffic on/within 100 m of a Classified Road, Regional Road or Traffic Signals,
  - notify NSW Police Force (Gladesville Police Station) to hold a Public Assembly,
  - notify State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Ryde, Gladesville & Eastwood Fire Stations) seven days before the event,
  - notify local residents and businesses seven days before the event,
  - use only RMS-accredited Traffic Controllers, and
  - cover all costs associated with Traffic Control.
  
2. City of Ryde shall:
  - submit a RMS Traffic Management Plan to RMS for approval to close Roads, and
  - consider all other impacts on the surrounding environment and issue a *Schedule of Conditions*, with additional conditions to be placed by NSW Police Force and RMS.
  
3. The Manager Asset Systems and their representative(s) is Delegated Authority to:
  - inspect the Transport Management Plan,
  - audit the implementation of the Transport Management Plan, and
  - cancel this approval, without notice or refund.



# **TRANSPORT MANAGEMENT PLAN**

**Class 2 Special Event**

**St Charles Primary School Fun Run**

**(REV C)**

1.0	EVENT SUMMARY	1
1.1	CONTACT NAMES	1
1.2	BACKGROUND	2
1.3	EVENT DETAILS	2
2.0	TMP APPROVAL	5
2.1	Risk Assessment Plan	5
2.1.1	Occupational Health and Safety	5
2.1.2	Public Liability Insurance	5
2.1.3	Police	5
3.0	Traffic and Transport	6
3.1	Parking	6
3.2	Emergency Vehicles	6
3.3	Public Transport	6
3.4	Local Residents	6
3.5	People with Disabilities	7
3.6	Bicycles	7
3.7	Heavy Vehicles	7
3.8	Reopening Roads after Moving Events	7
3.9	Special Event Clearways	7
3.10	Event Notification	7
3.11	Public Liability Insurance	8
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4.0	Contingency Plan	10
4.1	Emergency Cancellation	10
4.1.1	Emergency Services	11

## 1.0 EVENT SUMMARY

Event Name: St Charles Primary School Fun Run  
Event Location: Ryde  
Event Date: 17 March 2013  
Event Start & Finish Times: 9.15am – 10.30am (last participant)  
Event Type: Fun run and walk on footpath and street, moving  
Event Occurrence: Annually

### 1.1 CONTACT NAMES

Event Organiser: St Charles Primary School  
Event Manager: Nicole Clark  
Mobile: 0404 554 299  
[nicole@clarkpacific.com.au](mailto:nicole@clarkpacific.com.au)

Gladesville Police: Traffic Officer – Jason Hanson  
[Has1Jas@police.nsw.gov.au](mailto:Has1Jas@police.nsw.gov.au)  
Tel: 998 79699 / 69699

Ryde Council: Contract Traffic Engineer – Nina Fard  
[NFard@ryde.nsw.gov.au](mailto:NFard@ryde.nsw.gov.au)  
Tel: 9952 8122

Traffic Control: Darren Lindsay  
[info@sydneytrafficcontrol.com.au](mailto:info@sydneytrafficcontrol.com.au)  
Tel: 8338 0207

St John Ambulance: Event Manager – Alvin Chan  
[stjohnryde@gmail.com](mailto:stjohnryde@gmail.com)  
Tel: 0411 314 910

Fire Brigade: Station Commander -Brad Giersch  
Tel: 9818 2348 / 0412 409 937

STA: A/ Traffic & Service Manager (Western Region) -  
Michael Perrone  
9941 6885 / 0400 778 674

Transport Management Centre: Tel: 8396 1440

## **1.2 BACKGROUND**

This document is a working document to be used by the organisers of the St Charles Primary School Fun Run as well as relevant stakeholders and authorities. The document is proposed as a Transport Management Plan which will be subject to alteration and improvement over future events. It has been prepared in the first instance for consideration by the Ryde Traffic Committee. Reference has been made in the preparation of this document to the Guide to Traffic and Transport Management for Special Events Version 3.4 – August 2, 2006.

## **1.3 EVENT DETAILS**

The event is a 5km fun run/walk through the streets of Ryde and Putney on 13th March, 2016. This fun run and walk is anticipated to involve between 100 and 160 participants undertaking the short walk.

This event is the lead-in event to the St Charles School Fete, being held in the school grounds. By combining the fun run and fete, organizers hope to create a great community event for the Ryde area, and promote healthy habits and lifestyle to the children and wider community.

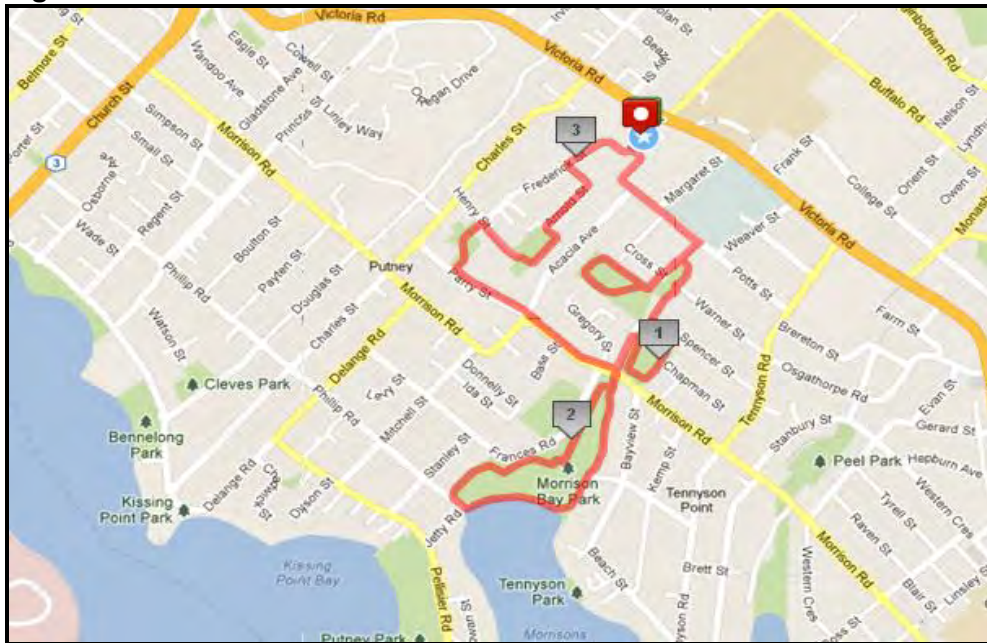
This is the events inaugural year under the sponsorship of Vision Personal Training, Gladesville and control of St Charles Primary School.

Participants will be running along the footpath and will only be on the road when crossing the road. The crossing of roads will be assisted by accredited controllers and vehicular traffic will be given priority (refer to Section 3.15 for further details).

The course commences at St Charles school car park (Potts Street entry) at 9:15am for runners and walkers to start 3mins after at 9.18am. Children 10 and under will be supervised by “Captain Accountability Dash”, they will start in Cudal Reserve and make their way up Arnold Street, use the wide grassed area in front of the houses on the eastern side of Frederick Street and finish back at the school. All

runners/walkers are anticipated to be back at the St Charles school site by 10.20am. The location and proposed route is shown in Figure 1 below.

**Figure 1: Fun Run Route**



The race will start in Potts Street opposite St Charles Primary School. The participants will travel southwest on Potts Street towards Frederick Street for approximately 36 metres. They will turn left heading eastbound into Potts Street and continue for approximately 400 metres to the roundabout at Potts Road and Tyagarah Street. They will then turn right, heading south west onto Tyagarah Street and continue for approximately 130 metres to Tyagarah Park. They will then run one lap of Tyagarah Park exiting and the same entry point. They will then head north east along Tyagarah Street for 65 metres and turn right heading eastbound onto the pedestrian pathway around Mallee Reserve. They will then follow the pedestrian footpath around Mallee Reserve to Bremner Park. They will run one lap of Bremner Park and exit onto Tyagarah Street heading southwest towards Morrison Road. They will follow Tyagarah Street heading southwest towards Morrison Road. They will follow Tyagarah Street heading southwest towards Morrison Road and into Morrison Bay Park. They will run one lap of Morrison Bay Park and exit at the same spot as they entered. They will cross Morrison Road safely and head Northwest along Morrison Road for approximately 350 metres to Parry Street. They will continue Northwest

along Parry Street for approximately 240 metres to Parry Park. They will continue through Parry Park to Henry Street. They will head southeast along Henry Street approximately 150 metres and into Cudal Reserve. They will head through Cudal Reserve and exit onto Arnold Street. They will head northeast along Arnold Street for approximately 250 metres to Frederick Street, during this part of the fun run Arnold Street will be closed. They will turn right / northbound onto Frederick Street and follow for approximately 210 metres to Potts Street. They will then follow Potts Street for approximately 77 metres to the finish of the race.

## **2.0 TMP APPROVAL**

This Transport Management Plan (TMP), when approved by the relevant authorities, becomes the prime document detailing the traffic and transport arrangements under which the event is to proceed.

This TMP is the initial formal control plan and further alterations are expected in future years in keeping with any improvements observed in the forthcoming event.

### **2.1 Risk Assessment Plan**

The most significant risk associated with the event is that participants will have to cross the road in several locations. This risk is magnified by the fact that many children are likely to participate in the event. However, accredited traffic controllers will be in attendance at all locations in which participants will cross the road. Participants will be stopped in order to give way to vehicular traffic.

#### ***2.1.1 Occupational Health and Safety***

Risk assessment plan attached.

#### ***2.1.2 Public Liability Insurance***

A copy of the public liability insurance is attached.

#### ***2.1.3 Police***

The police have been consulted with regard to the proposed event and provided no objections (refer to appendices).

## **3.0 Traffic and Transport**

### **3.1 Parking**

It is anticipated that there will be no significant impact on parking availability on the surrounding road network given that there are ample parking spaces available and that the event is not anticipated to generate a high parking demand outside of the school grounds. As such, a parking plan is not required.

### **3.2 Emergency Vehicles**

There will be no restriction to emergency vehicles. Ambulance and fire brigade services have been consulted (refer to attachment for details of concurrence).

### **3.3 Public Transport**

The vast majority of the participants are school students who are likely to walk to and from the event. It is also anticipated that the remaining participants will be school employees, parents and / or local residents such that specialized public transport is not required to cater for the event.

It is acknowledged that the proposed event will not have any significant impact on the existing State Transit Authority (STA) services in the area. Nevertheless, the STA have been consulted (refer to attachments for evidence of concurrence).

### **3.4 Local Residents**

Local residents will experience minimal impact as a result of being stopped by traffic controllers while event participants are crossing the road. Affected residents will be notified of the event via a letterbox drop.



### **3.5 People with Disabilities**

There will be minimal impact on people with disabilities other than requiring that they travel on the footpath on the other side of the road.

### **3.6 Bicycles**

Bicyclists will not be inconvenienced any more than other motorists.

### **3.7 Heavy Vehicles**

The event is not anticipated to have any additional impact specifically on heavy vehicles.

### **3.8 Reopening Roads after Moving Events**

Potts Road between Victoria Road and Frederick Street will be closed for the duration of the event. Once the event has concluded and the last runner / walker is finished the streets that are closed will be reopened.

### **3.9 Special Event Clearways**

Not required as part of this event.

### **3.10 Event Notification**

The event is advertised on Council's website as well as in the school newsletter and the local paper. Local residents affected by the implementation of the TCP will also be contacted via a letter box drop as mentioned above.

No Variable Message signs or special event warning signs are required as part of this event in accordance with the RMS Guide to Traffic and Transport Management for Special Events.

### **3.11 Public Liability Insurance**

Public liability insurance as well as Council concurrence regarding adequate insurance has been obtained (refer to appendix for a copy of the insurance policy and Council concurrence).

### **3.12 Construction, Traffic Calming and Traffic Generating Developments**

N/A

### **3.13 Trusts, Authorities or Government Enterprises**

N/A

### **3.14 Traffic Management Requirements**

A Traffic Control Plan prepared and certified by RMS Authorised Controllers is provided to address the traffic management requirements unique to this event.

### **3.15 Operation Details and Traffic Control Plans (TCP)**

During the start, Potts Road will be closed between Frederick Street and Victoria Road for approximately 30 minutes. During the closure of Potts Street appropriate detours will be in place to minimize the disruption to the public, particularly the local residents.

Arnold Street will be closed from the dead-end to Frederick Street for approximately 30 minutes with disruption to traffic in this street expected to be minimal.

The only TCP required where participants will cross the road will be on Morrison Road due to the road being a higher-order road carrying significantly higher traffic volumes.

A series of traffic control plan has been prepared where appropriate (including where the road will be closed as well as on roads with relatively higher traffic volumes ) as follows:

TCP 1 – Potts Street between Frederick Street and Victoria Road;

TCP 2 - Arnold Street; and

TCP 3 – Morrison Road

(refer to appendices for further details).

### **3.16 Special Operation Details**

There will be no special operational requirements other than what is specified in the TCPs and road occupancy form.

## **4.0 Contingency Plan**

It is possible that an extreme situation may arise during the conduct of the event that would require all or part of the route to be closed and all or part of the event to be cancelled. This may arise due to changes in road conditions, extreme weather or other unforeseen circumstances such as natural disaster.

The main priority is ensuring the safety of event participants, staff and volunteers both on site as well as during their journey home if cancellation is necessary. In almost all foreseeable conditions, it is considered safer to continue the event under the stated plan. The support offered by the Traffic Management Plan and all associated staff, resources and Traffic Management provided on the set route offer a significantly reduced likelihood of serious incident compared with cancelling the event and sending the participants off to make their own way home.

### **4.1 Emergency Cancellation**

In any case of emergency conditions in which it is simply not possible to complete the event as planned, the event may be announced cancelled by the event director. In this situation, all event staff will be notified and the contingency plan for cancellation of the ride will be activated and riders will be directed to one of the meeting points as shown in the appendices.

There are two proposed emergency meeting points including the following locations:

1. St Charles Primary School; and
2. Morrison Bay Park Aid Station (where two General Practitioners will be located).

Depending on the location and timing of the incident that causes the cancellation, either one of these points may be used. Any participants already past the danger would continue as planned.

Staff and volunteers will have the responsibility of relaying information about the emergency cancellation to participants as they activate the contingency plan.

#### **4.1.1 *Emergency Services***

Gladesville Police have been advised and St Johns Ambulance will be on site at the school for the whole duration of the race. Medical professional volunteers will also be on hand to assist. The NSW Fire Brigade is taking part in the fete and will also be on hand.

# APPENDICES

Appendix 1 – Risk Assessment Plan

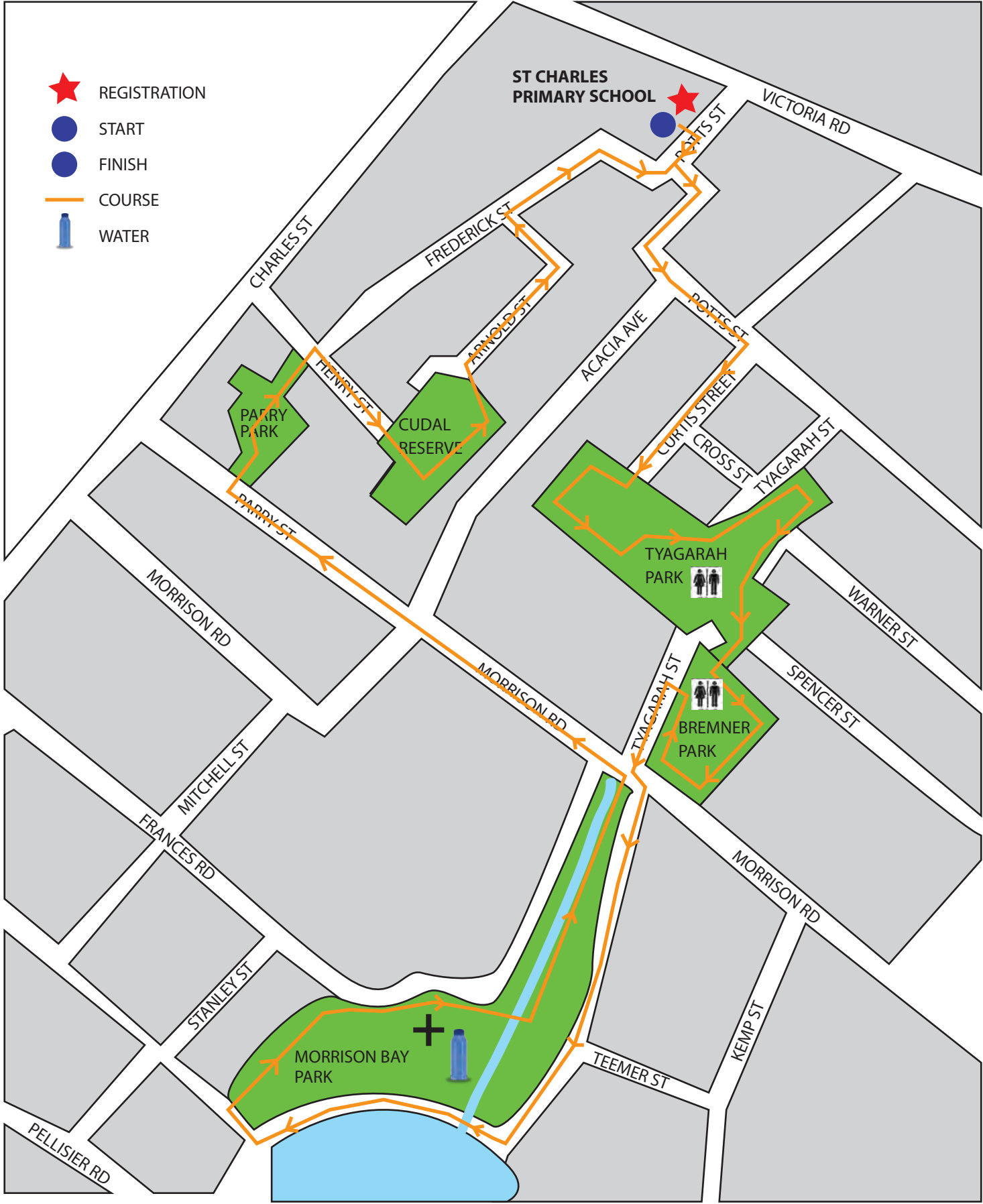
Appendix 2 – Public Liability Insurance

Appendix 3 – Evidence of Notification / Concurrence from Authorities

Appendix 4 - Traffic Control Plans (TCPs)

Appendix 5 – Emergency Meeting Points

# St Charles Family Fun Run 5KM



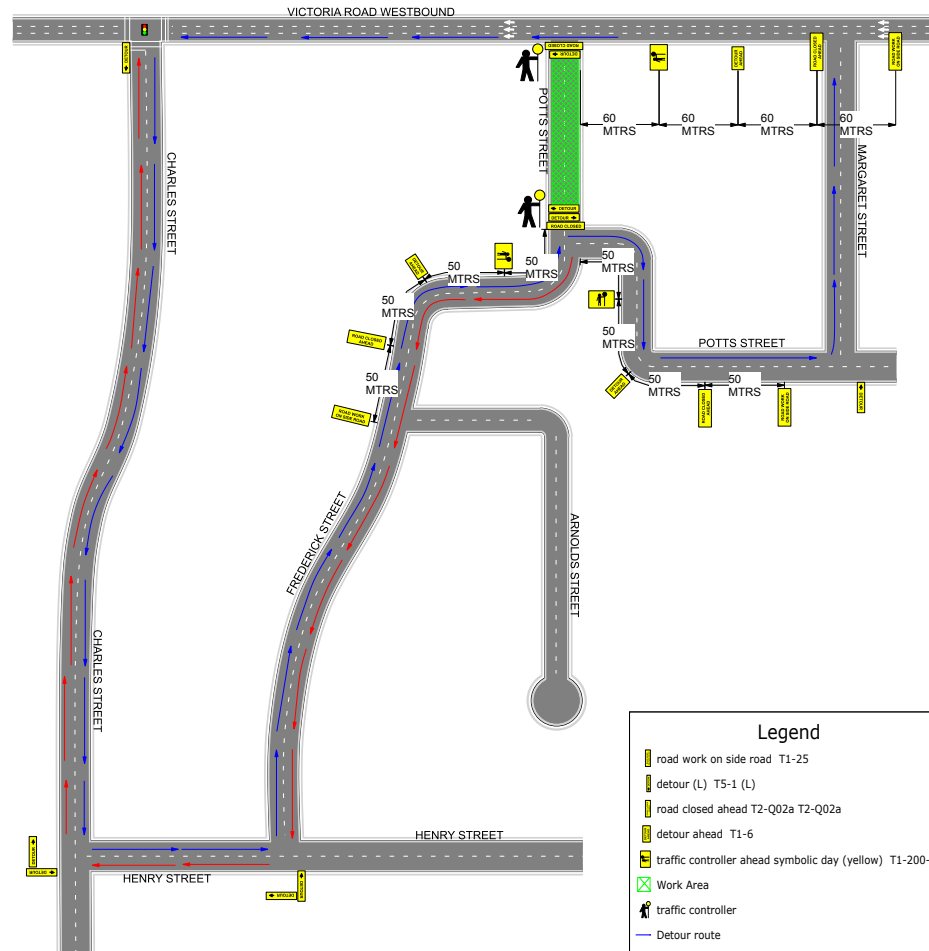
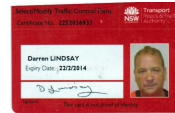
# PLAN 1 POTTS STREET CLOSURE



**Date:** 27/02/2013 **Author:** Darren Lindsay **Project:** St. Charles Primary School Fun Run

**Comments:**

This plan was designed by Darren Lindsay of Sydney Traffic Control in accordance with Australian Standards and the RMS's Traffic Control on Worksite Handbook. The plan is designed for the safe closure of Potts Street, Gladesville for approximately 30 minutes for the start of St Charles Primary School Family Fun Run. Certified Traffic Controllers will be on site to implement and monitor this TCP. Any question please contact Darren Lindsay of Sydney Traffic Control on 83380207 or 0400441775



**Legend**

- road work on side road T1-25
- detour (L) T5-1 (L)
- road closed ahead T2-Q02a T2-Q02a
- detour ahead T1-6
- traffic controller ahead symbolic day (yellow) T1-200-2\*
- Work Area
- traffic controller
- Detour route
- traffic light

PLAN NOT TO SCALE



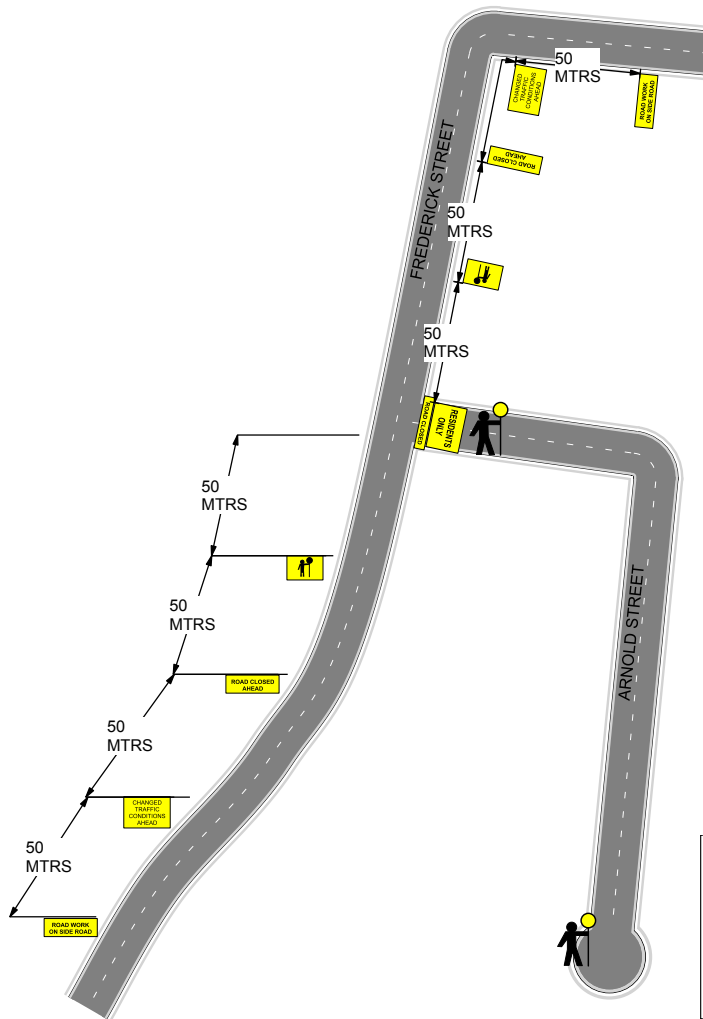
# PLAN 2 ARNOLD STREET CLOSURE



**Date:** 27/02/2013 **Author:** Darren Lindsay **Project:** St. Charles Primary School Fun Run

**Comments:**

This plan was designed by Darren Lindsay of Sydney Traffic Control in accordance with Australian Standards and the RMS's Traffic Control on Worksite Handbook. The plan is designed for the safe closure of Arnold Street, Gladesville for approximately 30Minutes for the St. Charles Primary School Fun Run. Certified Traffic Controllers will be on site to implemet and monitor this TCP. Any question please contact Darren Lindsay of Sydney Traffic Control on 83380207 or 0400441775.



**Legend**

- road closed T2-4
- residents only RESIDENTS
- road work on side road T1-25
- T1-23 T1-23
- road closed ahead T2-Q02a T2-Q02a
- traffic controller ahead symbolic day (yellow) T1-200-2\*
- traffic controller

PLAN NOT TO SCALE