

Meeting Date: Tuesday 13 April 2021
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 6.00pm

Committee Meetings will be recorded on audio tape for minute-taking purposes as authorised by the Local Government Act 1993. Committee Meetings will also be webcast.

NOTICE OF BUSINESS

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1 CONFIRMATION OF MINUTES - Works and Community Committee Meeting held on 9 March 2021

Report prepared by: Civic Services Manager

File No.: CLM/21/1/2/2 - BP21/185

REPORT SUMMARY

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

RECOMMENDATION:

That the Minutes of the Works and Community Committee Meeting 2/21, held on 9 March 2021, be confirmed.

ATTACHMENTS

- 1 MINUTES - Works and Community Committee Meeting - 9 March 2021

ITEM 1 (continued)

ATTACHMENT 1

**Works and Community Committee Meeting
MINUTES OF MEETING NO. 2/21**

Meeting Date: Tuesday 9 March 2021

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

Time: 6.02pm

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

Apologies: Councillors Brown and Kim.

Absent: Councillors Maggio and Yedelian OAM.

Staff Present: General Manager, Director – Customer and Community Services, Acting Director – Corporate Services, Director – City Planning and Environment, Director – City Works, Manager – Communications and Engagement, Manager – Community and Rangers Services, Manager – Transport, IT Applications Support Officer, Civic Services Manager and Civic Support Officer.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

PUBLIC PARTICIPATION ON ITEMS LISTED NOT ON THE AGENDA

The following person made a written submission to the Committee:-

Name	Topic
Andrew Gill	The lack of availability of sportsgrounds, specifically Christie Park and ELS hall soccer grounds. Why are they never available? Who is booking them? How long in advance are they able to block out other users from the grounds? Why are my Council rates being used to pay and maintain these grounds if I don't have access to them? Requests: 1. Currently Ryde Councils websites invites interested parties to contact Council to book sportsgrounds. If they're not available for booking, advise this on your website so you don't waste people's time. Much of this could be fixed with the use of an online booking system.

ITEM 1 (continued)

ATTACHMENT 1

1 CONFIRMATION OF MINUTES - Works and Community Committee Meeting held on 9 February 2021

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That the Minutes of the Works and Community Committee Meeting 1/21, held on 9 February 2021, be confirmed.

Record of the Voting:

For the Motion: Unanimous

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

2 ITEMS PUT WITHOUT DEBATE

RESOLUTION: (Moved by Councillors Clifton and Pedersen)

That the Committee determine all Items on the Agenda.

Record of the Voting:

For the Motion: Unanimous

3 NEW NOMINATIONS FOR RYDE YOUTH COUNCIL

RESOLUTION: (Moved by Councillors Pedersen and Clifton)

- (a) That Council endorse the nominations of, Ms Lucy Fang, Mr Cameron Last, Mr Andrew Caramanis, Mr Dustin Dao, Mr Cosmin Luca, Ms Aarzu Patni, Mr Joshua Zubak, Ms Lia Kwon, Ms Hannah Young, Ms Ava Henderson, Ms Abinaya Krishnaswamy, Ms Annie Zhu, Ms Salma Alhusban, Ms Shweta Dalal and Mr Sewon Kim for positions on the Ryde Youth Advisory Council.
- (b) That Council also endorse the nominations of Mr Bowen Ren, Mr Alessandro Romeo, Ms Isabelle Bartlett, and Mr Jonathan Ma for positions on the Ryde Youth Advisory Council.

Record of the Voting:

For the Motion: Unanimous

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

ITEM 1 (continued)

ATTACHMENT 1

4 ARTS ADVISORY COMMITTEE MEMBER RESIGNATION

RESOLUTION: (Moved by Councillors Gordon and Clifton)

- (a) That Council endorse the resignation of Ms Sarah De Jong from the Arts Advisory Committee.
- (b) That Council write to Ms Sarah De Jong to thank her for her participation on the Arts Advisory Committee.

Record of the Voting:

For the Motion: Unanimous

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

5 TRAFFIC AND PARKING MATTERS APPROVED BY THE RYDE TRAFFIC COMMITTEE MEETING - FEBRUARY 2021

RESOLUTION: (Moved by Councillors Pedersen and Clifton)

That Council endorses the following Ryde Traffic Committee recommendations:-

(A) QUARRY ROAD, RYDE – PROPOSED PEDESTRIAN CROSSING

The following changes be made in Quarry Road, Ryde:-

- (a) A raised pedestrian crossing be installed on Quarry Road immediately north of the access driveway to Yamble Reserve car park as per RMS Technical Directions.

Record of the Voting:

For the Motion: Unanimous

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

RESOLUTION: (Moved by Councillors Pedersen and Clifton)

That Council endorses the following Ryde Traffic Committee recommendations:-

(B) RAILWAY ROAD, MEADOWBANK – PROPOSED BUS ZONES

The following changes be made in Railway Road, Meadowbank:-

ITEM 1 (continued)

ATTACHMENT 1

- (a) The existing two space $\frac{1}{4}$ P 8am – 6pm Mon-Fri - 8.30am-12.30pm Sat time restricted parking zone outside 12 Railway Road be converted to a full-time bus zone.
- (b) Three of the $\frac{1}{2}$ P 8am – 6pm Mon-Fri - 8.30am-12.30pm Sat time restricted parking spaces be converted to a full-time bus zone on the western side of Railway Road immediately north of the roundabout intersection with Bay Drive.

Record of the Voting:

For the Motion: Unanimous

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

RESOLUTION: (Moved by Councillors Pedersen and Clifton)

That Council endorses the following Ryde Traffic Committee recommendations:-

(C) 79 FALCONER STREET, WEST RYDE – PROPOSED $\frac{1}{2}$ P ZONE

- (a) That no changes be made to the existing parking controls on Falconer Street, West Ryde.

Record of the Voting:

For the Motion: Unanimous

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

RESOLUTION: (Moved by Councillors Pedersen and Clifton)

That Council endorses the following Ryde Traffic Committee recommendations:-

(D) PRINCES STREET, RYDE – PROPOSED WALKWAY

The following changes be made in Princes Street, Ryde:-

- (a) An at grade pathway be constructed through the central median on Princes Street directly outside that will link up with two kerb ramps on either side of the road.
- (b) No Stopping restrictions be installed 3m on either side of these kerb ramps to assist with sight distance lines.
- (c) An advanced warning sign that indicates “Pedestrians” are likely to be crossing be located on both approaches to this crossing point.

ITEM 1 (continued)

ATTACHMENT 1

Record of the Voting:

For the Motion: Unanimous

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

RESOLUTION: (Moved by Councillors Pedersen and Clifton)

That Council endorses the following Ryde Traffic Committee recommendations:-

(E) KENT ROAD, NORTH RYDE – INDENTED KISS & RIDE ZONE

The following changes be made in Kent Road, North Ryde:-

- (a) An indented Kiss and Drop Zone be provided on the Kent Road Public School road frontage with the design and construction of the above facility to be fully funded by Schools Infrastructure NSW.
- (b) All statutory No Stopping zones on Herring Road to be signposted.
- (c) A ¼ P Mon-Fri 8am – 9.30am & 2.30pm-4pm zone be created on the eastern side of Herring Road immediately south of Agincourt Road.

Record of the Voting:

For the Motion: Unanimous

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

RESOLUTION: (Moved by Councillors Pedersen and Clifton)

That Council endorses the following Ryde Traffic Committee recommendations:-

(F) WATTS ROAD, RYDE – 2P (8AM-6PM, MON-FRI, 8AM-12:30PM, SAT)

The following parking changes be made in Watts Road, Ryde:-

- (a) Convert 2 spaces of unrestricted parking to 2P (8AM-6PM, MON-FRI, 8AM-12:30PM, SAT) on the western side of Watts Road immediately north of North Road.

Record of the Voting:

For the Motion: Unanimous

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

ITEM 1 (continued)

ATTACHMENT 1

RECOMMENDATION: (Moved by Councillors Pedersen and Clifton)

That Council endorses the following Ryde Traffic Committee recommendations:-

(G) MORRISON ROAD, RYDE – PROPOSED PEDESTRIAN CROSSING

- (a) That as the TfNSW warrants for a pedestrian crossing were not met that the existing pedestrian refuge on Morrison Road at Bremner Park remain as is at this time.
- (b) That as the warrants were not met, that Council write to the Member for Lane Cove, The Hon. Anthony Roberts requesting further consideration for a full pedestrian crossing.

Record of the Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **23 MARCH 2021** as substantive changes were made to the published recommendation.

RESOLUTION: (Moved by Councillors Pedersen and Clifton)

That Council endorses the following Ryde Traffic Committee recommendations:-

(H) HENDERSON STREET, DENISTONE EAST – PARKING CHANGES

The following parking changes be made permanent in Henderson Street, Denistone East:-

- (a) 'No Parking 8am-9.30am 2.30pm-4pm Schools Days' along the Henderson Street school frontage between Boronia Lane and Kings Road.
- (b) 'No Parking' in front of the emergency access driveway on the Henderson Street school frontage.

Record of the Voting:

For the Motion: Unanimous

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

The meeting closed at 6.24pm.

CONFIRMED THIS 13TH DAY OF APRIL 2021.

Chairperson

2 ITEMS PUT WITHOUT DEBATE

Report prepared by: Civic Services Manager**File No.:** CLM/21/1/2/2 - BP21/186

REPORT SUMMARY

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

RECOMMENDATION:

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

OR

That the Committee determine all Items on the Agenda.

3 COMMUNITY GRANTS PROGRAM - ALLOCATION OF FUNDING 2021, ROUND 1

Report prepared by: Team Leader - Community Services
File No.: GRP/21/11 - BP21/115

REPORT SUMMARY

Council's Community Grants Program is a strategic tool aimed at building community capacity and supporting innovation to address community need in line with the Ryde 2028 Community Strategic Plan. Round 1 of the 2021 Community Grants Program opened on the 7 December 2020 and closed on the 12 February 2021.

This round of the Community Grants was the first under the new Community Grants Program Policy adopted by Council in October 2020. The Venue Hire category and the Community Wellbeing Major category were not available in this round due to the continuation of historical arrangements for 2021. These two categories will be offered in Round Two of the Community Grants in August 2021.

Round one consisted of the following six categories:

1. Community Wellbeing (medium and small projects)
2. Events (major, medium and minor events)
3. Arts and Culture
4. Community Facilities and Equipment
5. Sport and Recreation
6. Small Grants

A total of 41 grant applications were received in this round. Eight applications have been determined as ineligible during the initial screen, as they were seeking funds for operational costs or restricted activities on Council property. These applications were not formally assessed in this round, however the groups will be contacted and provided with feedback to assist them in submitting eligible applications in future rounds. The remaining 33 applications were assessed in line with the City of Ryde Community Grants Program Guidelines.

The amount of funding available for Round 1 of the Community Grants is \$147,500. The total amount of funding recommended in this round is \$148,067. It is recommended that the outstanding amount of \$567.00 is funded from the Community Grants Program reserve.

ITEM 3 (continued)
RECOMMENDATION:

- (a) That Council endorse funding to the following organisations in Round 1 of the 2021 Community Grants Program totaling \$148,067.

Community Wellbeing

Ref No.	Organisation	Amount Requested	Amount Recommended	Project Name/ Description	Other Comments
CW02	Integricare supported Playgroups Northern Sydney	\$2,000	\$2,000	The Magic of Storytelling Playgroup	
CW03	Probus Club of Putney-Tennyson Inc.	\$2,000	\$2,000	Probus Activities 2021/22 Social outings for retirees post-COVID.	
CW04	AASHA Australia Foundation	\$7,500	\$2,500	Stay Well- Live Well Activities for socially isolated seniors.	Assessed as a small category project as it meets the criteria, as outlined in the Community Grants Guidelines.
CW05	Australian Korean Art Therapy Association Inc.	\$7,000	\$7,000	Building Resilience for COVID-19 Art workshops and exhibition.	
CW07	Australian Han In Saeng Myung Line Incorporated	\$7,500	\$2,500	Promote International Couple's Happiness Professional development for volunteers and couple's workshop.	Assessed as a small category project as it meets the criteria, as outlined in the Community Grants Guidelines.
CW14	Link Housing Ltd	\$4,349	\$4,349	Ryde Community Greening Project Community garden project in social housing complexes.	
CW15	Phoenix House Youth Service	\$7,500	\$7,500	LEARN2LEARN: Establishing hubs in North Ryde for alternative education, training, enterprise skills for vulnerable young people.	
CW21	Side-By-Side Advocacy	\$7,500	\$7,500	Access All Areas Accessible information for people with an intellectual disability.	

ITEM 3 (continued)

CW23	Stryder Inc.	\$4,000	\$2,210	Safe Front-Line Worker Training (volunteers and other team members).	Assessed as a small category project as it meets the criteria, as outlined in the Community Grants Guidelines. Funding for volunteer driver training only.
SM02	Italo-Australian Seniors (auspice Stryder Inc.)	\$2,500	\$2,500	Italo-Australian Senior Citizens Group Social support activities for seniors	Moved from Small Grants, as the project meets the Community Wellbeing, small category project criteria.
SM04	Italian Leisure Group (auspice Sydney Community Services)	\$2,200	\$2,200	Italian Seniors Support Social Project Social, educational and recreational activities for seniors.	Moved from Small Grants, as the project meets the Community Wellbeing small category project criteria.
SM05	Rotary Club of North Ryde	\$2,500	\$2,500	Seniors Christmas Lunch Christmas lunch for frail and disabled seniors.	
Total		\$56,549	\$44,759		

Events

Ref No.	Organisation	Amount Requested	Amount Recommended	Project Name/ Description	Other Comments
EV02	Sydneysiders Express Harmony Chorus	\$3,160	\$2,500	2022 Open Night and Membership Drive Free barbershop chorus concert and learn to sing in harmony workshops.	Meets criteria for minor event category. Indoor event with smaller number of people and targeted to a niche demographic.
EV03	Christmas Carols in West Ryde (auspice West Ryde Chamber of Commerce)	\$10,000	\$7,500	Christmas Carols ANZAC Park	Meets criteria for medium event category- No matched contribution.
EV04	Christian Community Aid	\$7,500	\$2,500	Jamming @ Eastwood Plaza A street performance with students from local schools.	Meets criteria for minor event category. Targeted to a niche demographic

ITEM 3 (continued)

EV06	Rotary Club of Macquarie Park	\$15,000	\$15,000	Rotary Carols on the Common	
EV07	Riverside Business Chamber	\$15,000	\$15,000	Putney Village Street Festival Street festival showcasing businesses in Putney.	
EV08	Rotary Club of Ryde	\$7,500	\$7,500	Ryde Rotary Midway Fair Local community market.	
EV09	North Ryde Christian Church (auspice Combined Assemblies Properties Inc)	\$5,000	\$2,500	2021 Family Fun Day Activity day for families in North Ryde.	Meets criteria for minor event category. Targeted to a niche demographic
SP09	Melrose Park Football Club	\$5,000	\$5,000	Street Football World Cup and Intercultural Community Festival	Moved from Sport and Recreation category.
Total		\$68,160	\$57,500		

Arts and Creativity

Ref No.	Organisation	Amount Requested	Amount Recommended	Project Name/ Description	Other Comments
Art02	Message Community Church Inc. (Australian Korean Theatre Company)	\$5,000	\$2,500	Musical Production "You Are Special" in Korean language	Recommended for partial funding. Production costs for venues outside the Ryde not eligible.
Art03	Marty Bright	\$5,000	\$2,500	Ryde Comedy Club Comedy workshops and stand-up performance.	Recommended for partial funding. Artist fees for headline/ sole trader assessed as high.
Art04	Armenian Film Festival Australia Inc.	\$4,000	\$4,000	2021 Armenian Film Festival Screening Armenian feature films, documentaries, animations, and short films.	
Total		\$14,000	\$9,000		

ITEM 3 (continued)
Community Facilities and Equipment

Ref No.	Organisation	Amount Requested	Amount Recommended	Project Name/ Description	Other Comments
FE02	Cerebral Palsy Alliance	\$5,000	\$5,000	Communication device for children and adults with a disability.	
FE08	Ryde District Historical Society	\$4,332	\$4,332	Displaying our Past-District of Ryde Showcase the cast collection of photos, documents and maps at Willandra House for local community members.	
FE09	Girl Guides Association (NSW)	\$2,976	\$2,976	Eastwood Girl Guides Community service and safety equipment upgrade.	
CW18	Macquarie Community College	\$7,500	\$5,000	Connecting the Armenian Community Refurbished devices for a project to build digital skills and connections in the Armenian community	Moved from Community Wellbeing Category, as funding is primarily for equipment. (Maximum funding of \$5,000 in this category).
Total		\$19,808	\$17,308		

Sport and Recreation

Ref No.	Organisation	Amount Requested	Amount Recommended	Project Name/ Description	Other Comments
SP01	Eastwood Ryde Netball Association	\$3,500	\$3,500	"Netta" Netball Program For children 7-10 years of age that have progressed from beginners' skills to learn to play the game.	
SP02	Ample Abilities Inc.	\$5,000	\$5,000	Ryde Here Badminton Badminton program for people with disabilities.	

ITEM 3 (continued)

SP06	Ryde Eastwood Touch Association	\$5,000	\$5,000	One for the Kids: Program introducing touch football to children aged 4-10 years of age.	
SP07	North Ryde Dockers Football Club	\$2,000	\$1,000	Come Try Event Mid-season awareness and membership drive.	Recommended for partial funding, as funds for equipment is standard for the Club. Not eligible.
SP08	Gladesville Gymnastics Club	\$5,000	\$5,000	Gymnastics for All Widening access to gymnastics programs for children with a disability.	
Total		\$20,500	\$19,500		

- (b) That funding of \$147,500 is available from the Round 1 Community Grants Program budget to fund the recommended applications outlined in recommendation (a) and the additional \$567 is funded from the Community Grants Program reserve.
- (c) That Council does not endorse the following application for funding, as assessed, as not recommended.

Ref No.	Organisation	Amount Requested	Amount Recommended	Project Name/ Description	Other Comments
Art01	May Mak	\$5,000	\$0	May's Day Literature writing project in Chinese language.	Individual project to, primarily, support one artist. Did not demonstrate benefit to broader community.

- (d) That the successful and unsuccessful applicants be advised in writing of the outcome of their applications.

ATTACHMENTS

There are no attachments for this report.

ITEM 3 (continued)

Report Prepared By:

Tania Gamble
Team Leader - Community Services

Report Approved By:

Sue Verhoek
Senior Coordinator - Social Development & Capacity Building

Lindsay Godfrey
Manager - Community and Ranger Services

Angela Jones-Blayney
Director - Customer and Community Services

ITEM 3 (continued)**Discussion**

The City of Ryde Community Grants Program provides funding to local groups and organisations to build their capacity and address community needs, which align to Ryde 2028 Community Strategic Plan.

Round 1 of the Community Grants Program was promoted extensively including advertisements in local newspapers and culturally specific papers, social media, Council's website, emails to previous applicants and the rates newsletter. Information was also disseminated through several Northern Sydney Interagencies and networks.

Due to the changes in the Community Grants Program Policy and to ensure ongoing support for grant applicants the following initiatives were held:

- Four information sessions to assist applicants with the new Community Grants Program criteria and guidelines.
- A free grant writing workshop to assist applicants with developing their grant writing skills.
- Individual sessions to assist with general grant application support and project development by staff from Community Services including in person, via Zoom or via telephone.

Applications were submitted via SmartyGrants, an online grant management system. Assistance was available for groups that were unable to access the internet or that had English, as a second language.

All applications were assessed in line with the Community Grants Program Policy 2020 and the Community Grants Program Guidelines 2021. Each grant was reviewed by a minimum of two Council officers representing Community Services, Parks and Events teams.

A total of 41 applications were received with eight applications determined as ineligible during the initial screen. Thirty-three applications were formally assessed with thirty-two applications recommended for funding totaling \$148,067.

Letters to successful applicants will contain information about how Council can work with recipients if their project is impacted by COVID-19. Options including extending the funding period or consideration of an alternative delivery model can be negotiated.

ITEM 3 (continued)

The current round of Community Grants incorporates six categories, as follows:

1. Community Wellbeing

The Community Wellbeing category aims to support projects that develop a connected and inclusive community and promote health, community safety, accessibility and liveability of the area. Priority is given to projects that align with the outcomes of the Community Strategic Plan, Social Plan, Disability Inclusion Action Plan, Resilience Plan, Reconciliation Action Plan and/or Creativity Strategy.

The Community Wellbeing category provides funding of up to \$7,500 for medium projects or \$2,500 for small projects. The major sub-category was not offered in this round due to historical arrangements remaining in place for 2021. It will be offered in Round 2, 2021.

Twelve applications are recommended for funding totaling \$44,759.

2. Events

This category intends to support the delivery of community-based events and festivals, which activate public areas, connect people to place and promote community celebration. Priority is given to projects that align with the outcomes of the Community Strategic Plan, Social Plan, Creativity Strategy, Disability Inclusion Action Plan, Resilience Plan and/ or the Reconciliation Action Plan.

This category provides funding of up to \$15,000 for Major events and requiring a matched contribution, \$7,500 for Medium events and \$2,500 for Minor events. Eight applications are recommended for funding totaling \$57,500.

3. Arts and Creativity

This category aims to support community-led programs and projects to stimulate creative and cultural expression in the City of Ryde. Grants can support individuals, creative collectives or not-for-profit organisations to provide creative outcomes which benefit the community. Priority is given to projects that align with the outcomes of the Community Strategic Plan and/or the Creativity Strategy.

The Arts and Creativity category provides funding of up to \$5,000 per applicant. Three applications are recommended for funding totaling \$9,000.

4. Community Facilities and Equipment

This category aims to provide funding for local small capital works projects and equipment. Projects must have community support and demonstrate benefit to the community.

ITEM 3 (continued)

Priority is given to projects that align with the outcomes of the Community Strategic Plan, Social Plan, Disability Inclusion Action Plan, Reconciliation Action Plan, Resilience Plan and/or the Creative Strategy.

The Community Facilities and Equipment grant provides funding of up to \$5,000 per application. Four applications are recommended for funding round totaling \$17,308.

5. Sport and Recreation

The Sport and Recreation category is designed to increase participation in sport and recreational activities, primarily, at a grass roots level. Projects must increase access to sport or recreational opportunities, be inclusive of diverse needs and aim to develop a sustainable program.

Priority is given to projects that align with the outcomes of the Community Strategic Plan, Social Plan, Sport and Recreation Strategy and/or the Disability Inclusion Action Plan.

Funding of up to \$5,000 per applicant is available in this category. Five applications are recommended for funding totaling \$19,500.

6. Small Grants

Small grants are designed to respond to projects that are of community benefit, where the project falls outside the criteria for the other grant categories. Priority is given to projects that align with the outcomes of the Community Strategic Plan, Social Plan, Creativity Strategy, Disability Inclusion Action Plan, Resilience Plan and/or Reconciliation Action Plan.

Funding of up to \$2,500 per applicant is available in this category.

Financial Implications

The amount of funding available for Round 1 of the Community Grants Program 2021 is \$147,500. The total amount of funding recommended in this round is \$148,067. It is recommended that the outstanding amount of \$567 is funded from the Community Grants Program reserve.

4 RESPONDING TO RESOLUTION: BLENHEIM PARK MASTERPLAN

Report prepared by: Open Space Planner

File No.: GRP/21/7 - BP21/33

REPORT SUMMARY

At its meeting on 25 August 2020, Council resolved to adopt the Blenheim Park Masterplan. Council resolved, in part: -

- (d) *That staff bring back a report on costs and funding sources associated with delivering all stages of the Masterplan together with Stage 1.*

This report has been prepared in response to the above part of the Resolution.

A review of the proposed staging of the Masterplan has been undertaken. The review considered funding availability, community impacts, effective asset renewal and delivery efficiencies.

The review identified that delivering the Masterplan holistically as part of the Stage 1 works is not feasible due to the following: -

- **Funding Availability:** The estimated total cost of delivery for the Masterplan is \$12.238m. The staging identified in the Master Plan report was designed to deliver the works over the next 20 years. As the works are constructing and renewing new infrastructure to meet the future needs of the community, funding was predominantly intended to come from Developer Contributions (Section 7.11 Funding). The Section 7.11 Plan, which was adopted in March 2020, was prior to the completion and adoption of the Blenheim Park Masterplan (adopted August 2020), has funding of \$4.282m identified for works in Blenheim Park. Further funding will be identified in the next iteration of the Section 7.11 Plan, subject to availability and through application to relevant State and Federal grant programs.
- **Community Impacts:** Delivering the Masterplan holistically as part of Stage 1 would result in the Park being unavailable for up to 12 months during construction. It is considered that this would have significant negative impacts on local residents, particularly those living in high density residential within the North Ryde Station precinct. This precinct is identified as having poor access to open space currently. This would be exacerbated by closing the entirety of Blenheim Park for construction. By delivering the Masterplan over a series of stages, areas of the Park can remain open to community use.

ITEM 4 (continued)

- Effective Asset Renewal: Holistically delivering the Masterplan as part of Stage 1 would cause various assets to be renewed prior to the end of their useful life. This would also reprioritise funding away from renewing assets in other locations within the LGA that are in a poor condition.
- Delivery efficiencies: The staged delivery of the Masterplan ensures continuity of use for the community of various park assets such as the dog park and remote-control car club. Holistic delivery of the Masterplan could result in users being unable to use the park facilities during the construction period for up to months.

Through Council's business planning process and development of future draft Four Year Delivery Plans, the staged implementation of the Masterplan will continue to be reviewed to identify the potential to expedite delivery, subject to the considerations of this report.

RECOMMENDATION:

- (a) That Council note the Blenheim Park Masterplan (adopted August 2020) implementation will proceed as indicated in the staging plan within the adopted Masterplan Report.
- (b) That funding for these works be identified within future iterations of the draft Four Year Delivery Plan as and when funding becomes available.

ATTACHMENTS

- 1 Blenheim Park Masterplan Report adopted August 2020 - CIRCULATED UNDER SEPARATE COVER

Report Prepared By:

Meredith Gray
Open Space Planner

Report Approved By:

Michael Longworth
Senior Coordinator - Park Planning

Simon James
Manager - Parks

Wayne Rylands
Director - City Works

ITEM 4 (continued)

Background

Adopted Masterplan design

The Blenheim Park Masterplan was adopted by Council in August 2020. In summary, this Masterplan includes a series of major park upgrades and improvements including:

- Regional playground upgrade;
- New dog park;
- New active recreation area with skate park and multi-use courts;
- New radio control car track;
- Outdoor fitness equipment;
- New pathways, picnic shelters and other passive park improvements;
- Biodiversity corridor, greenspace and other environmental improvements; and
- Parking improvements.



Image 1: Masterplan design, page 11 Blenheim Park Masterplan (adopted August 2020) – provided in ATTACHMENT 1.

At the Works and Community Meeting on 11 August 2020, Council resolved in part:-

- (d) *That staff bring back a report on costs and funding sources associated with delivering all stages of the Masterplan together with Stage 1.*

ITEM 4 (continued)

Following a review of the proposed staging of the Masterplan, Council is unable to holistically deliver the masterplan as part of Stage 1 due to: -

1. Insufficient funding availability:
2. Inefficient asset renewal timeframes:
3. Community impacts:
4. Delivery Efficiencies:

Details of these are outlined in the summary of this report.

It is noted, that should external funding become available to the project through external sources such as grants or alike, the delivery of either multiple stages or the holistic masterplan could occur. This would require further community engagement to address potential community concerns with closing the park for up to 12 months.

Financial Implications

There are no financial implications should Council accept the recommendation of this report.

Option 1

Additional funding of approximately \$8 million is required to deliver the full works identified in the Master Plan. Should Council wish to deliver the full scope of the Master Plan in 1 stage it would have to reprioritise funding within the draft 2021 – 25 Four Year Delivery Plan which would not be consistent with its adopted position as detailed in the Section 7.11 Plan. To maintain a balanced budget it would require the deferral of a number of Open Space projects where consultation with the community has already commenced (i.e Sport and Recreation Committee).

This option is not recommended by staff.

Option 2

Council could need to borrow the additional funds required to complete the works in their entirety.

This option is not recommended by staff.

ITEM 4 (continued)



Image 2: Masterplan Staging Plan, page 33 Blenheim Park Masterplan (adopted August 2020) - provided in ATTACHMENT 1.

Should Council accept the recommendation of staff, any unfunded components of Masterplan will be incorporated into the future iteration of the S7.11 plan, grant funding opportunities, considered during Council's business planning cycle and adjustments will be made as appropriate through the annual development of Council's Four Year Delivery Plan. The staged delivery of implementing the plan would occur in line that outlined in Image 2 and detailed within the Blenheim Park Master Plan report provided in **ATTACHMENT 1**.

External grant funding will also be sought where opportunities arise and may include NSW Government Community Building Partnership program, NSW Office of Sport, Metropolitan Greenspace grants, Australian Government Stronger Community grants, environment/water grants and potential grants/contributions from sporting user groups or special interest groups.

ITEM 4 (continued)**Conclusion**

The Blenheim Park Masterplan was adopted by Council in August 2020 and included a staging plan for progressive and sequential implementation of the Masterplan. The staged delivery of the Masterplan will minimise the loss of recreation opportunities and minimise the impact on the community during Masterplan delivery. It is not financially feasible for Council to deliver all stages together due to insufficient funding available in the S7.11 Plan for this project at this point of time.

As recommended within this Report, Council will progressively implement the identified stages as specified within the Staging Plan within the Blenheim Park Masterplan (adopted August 2020) subject to availability of S7.11 funding, community/facility grants and future updates to the Delivery Plan.

5 ELECTRIC VEHICLE CHARGING AND HYDROGEN REFUELLING IN RYDE

Report prepared by: Senior Sustainability Transport and Environment
File No.: PM19/42896 - BP21/77

REPORT SUMMARY

The City of Ryde is presently delivering electric vehicle (EV) charging stations at two town centres having introduced two new electric vehicles to its fleet in 2020 under the two-year, Council approved “Ryde Electric Vehicle Innovation Project”. The project was introduced to stimulate lower emissions vehicle technology to the community for uptake and as a move to reduce Council’s overall carbon emissions from the transport sector.

Following the electric vehicle fleet introduction in 2020, Council at its meeting held on the 22nd September 2020, then resolved via Mayoral Minute (MM7/20) that Council staff;

- (a) *prepare a report outlining funding options and possible locations for public electric and hydrogen vehicle chargers across the City of Ryde.*
- (b) *consider in the report charging sites that include town centres, publicly accessible Council owned land and Council owned carparks at sportsgrounds and parks across the city.*
- (c) *present options that include an approach and review of current third-party charging providers where charging options could be provided to Council at low, or no cost to ratepayers.*
- (d) *that a report be brought back to Council by March 2021, with a view to include funding, if required, as part of the 2021/2022 One Year Operational Plan and Four Year Delivery Plan.*

In response to the Council resolution, staff provide the requested report information, context and overview of Council works to date contained in this report.

RECOMMENDATION:

- (a) That Council, upon completion of the four new public EV charging stations being installed in 2021, undertakes an initial monitoring period of a minimum six months for the installed chargers to provide information on usage data, site suitability outcomes and test technologies to inform possible future public EV chargers by Council or 3rd party providers in the city.

ITEM 5 (continued)

- (b) That Council continues investigation into funding programs, incentives and possible future charging partnership programs applicable to lower and zero emission vehicles technology (including hydrogen) to support increasing services across the city at low or no cost to Council as feasibly permissible.
- (c) That Council reviews existing and future urban renewal projects and Council plans for the public domain or Council-owned land, to include provisions for future EV charging infrastructure where practically feasible, for community use.
- (d) That Council monitors the emerging hydrogen fuel market for opportunities suitable for Ryde at a local government and community scale, following broader legislative adoption and support to assist this uptake.
- (e) That Council undertakes a review of current planning controls and Travel Plan Guidelines to support charging infrastructure uptake as part of new developments and retrofit projects.
- (f) Provides an updated report to Council in 2021/2022 on the status of EV charging infrastructure and uptake across the city including 3rd party partnerships, EV infrastructure available for community, new Council projects and relevant support mechanisms to assist community for EV or hydrogen uptake.

ATTACHMENTS

- 1 List of Council - owned carpark for EV chargers - EV rollout report
- 2 EVIE Fast Charge EV Infrastructure Networks2021

Report Prepared By:

Diego Uzzun
Senior Sustainability Transport and Environment

Report Approved By:

Kylie McMahan
Manager - Environment

Liz Coad
Director - City Planning and Environment

ITEM 5 (continued)**History**

In recent years, there has been a growing community interest to accelerate the rollout of electric vehicle (EV) charging infrastructure to support the shift towards lower and zero emission transport options. Additionally, to EV and most recently in media, is the discussion of hydrogen emerging as the other 'green' alternate, clean energy source for future transportation.

In 2018 Council approved the project bid for the current 2-year project "Ryde Electric Vehicle Innovation" project. The project was designed to introduce the new technology to the city through the provision of two Council electric vehicles into its fleet with charging stations, and to install two public charging stations at two key town centres. Work in this space has investigated available technologies, options for infrastructure and on ground assessments for suitable locations under the low or no cost solution.

Year 1 of project delivered two fully electric vehicles and chargers as supported by a solar PV system at Council's Operations Centre in 2020. In 2021, two public EV charging stations for community use are currently being rolled out for delivery in Top Ryde and Macquarie Park. In addition to these, Council will also be including charging stations at the new Eastwood carpark project bringing the total number of Council-owned public EV chargers to four across three town centres. These chargers will complement an existing city-wide, public network of 24 available chargers (including Tesla and shopping centre public chargers).

Council have actively been involved in regional discussions and technological updates on trends influencing EV and infrastructure since inception of the program. To date there has not been indication of the implicit need by Council's to take ownership for the delivery of broad scale charging infrastructure, rather it be influential via a multi-faceted approach that includes advocacy for State and Federal support on private land, partnerships to enable 3rd party provider infrastructure on community land and through support of localised charging (at home) through planning controls.

Investigation of alternate new technologies (including hydrogen fuel cell) has been included in these discussions for over two years, looking to support the current local Macquarie Park refuelling station. To date, this has been slowed by lack of legislative support, absence of provision of standards for safe refuelling and most prominently, it being cost inhibitive for general community uptake under a broad rollout.

ITEM 5 (continued)

Context

This report provides background to works undertaken to date by Council within the context of electric vehicle and hydrogen technology and provides the potential opportunities and status of electric vehicle charging stations and hydrogen refuelling stations as related to the City of Ryde. It provides funding updates, possible locations for additional charging infrastructure, and a review of current third-party charging solutions that could support options for future charging for Council.

As electric vehicle charging stations and hydrogen refuelling stations are very distinct technologies and present different levels of complexities for implementation the report will address them separately.

Discussion

Hydrogen Stations

In Australia, the hydrogen sector is seen as promising regarding its role in the industry to decarbonize, improve fuel security, be transformed into electricity, store energy, and create new investment opportunities and can provide a zero-emission, renewable energy option through 'green hydrogen'.

In 2020, the Australian government invested \$300 million into the emerging domestic hydrogen industry to kick start research and development. Concerns and uncertainties related to delivery around the production, storage and handling, transport, transmission and distribution infrastructure of hydrogen remain and are continuing to be further developed.

Presently, fuel cell technology using hydrogen is proving particularly promising for the energy and heavy vehicle transportation sector, but less so for light passenger vehicles. This is due to the very limited number of vehicle models available on the market or being driven on Australian roads and concerns for distribution costs indicating that the cost of refuelling these cars vastly outweighs the cost of current petrol or EV charging making it less attractive for current uptake. A comparison under an RACV study found hydrogen costs in the US approximately US\$16 per kilogram (AU\$23) or \$138 for one tank as compared to AU\$25 for the similar sized EV or AU\$85 for petrol car.

According to registration statistics from Transport for NSW (December 2020) there were only 74 hydrogen vehicles registered in New South Wales, 22 of which are off-road. A report published by the Hydrogen Council *Path to Hydrogen Competitiveness – A cost perspective* (January 2020) forecasts renewable hydrogen production is set to halve by 2030 but does not include application use for passenger vehicles but support for residential energy delivery, long-range transport and commercial vehicles and with this largely linked to cost.

ITEM 5 (continued)

Industry forecasts are predicting general public uptake will transition to EV and commercial and heavy vehicle sector will adopt hydrogen in the shorter to medium term with no short-term focus on public delivery. The industry is still in discussion for how public distribution can be achieved with focus in NSW being on the commercial and residential energy sector.

A trial project is currently under development for a hydrogen plant in Fairfield that could potentially produce green hydrogen within 5 years and is part of the NSW State Government's Net Zero Stage 1 Plan. The intention of this plant is for the production for hydrogen energy for 250 residential homes as power as part of the trial. If successful, it will then seek possible refuelling options for heavy vehicle fleet into the future with no confirmed plan to extend this for community refuelling use.

There is currently no expectation for local government to invest in hydrogen refuelling infrastructure at this time due to the substantial complexities and high costs involved for installation and distribution and the immature market within Australia. This making it financially impractical for most motorists as compared to battery electric vehicle technology for a large-scale roll out and difficult without industry lead. The private sector as main beneficiary is anticipated to be the likely driver to provide fit for purpose infrastructure to facilitate the transition to hydrogen as both the technology and market mature, as driven by cost benefit incentive as offtake from the investment.

Provision of funding options to engage in the delivery of this infrastructure for refuelling has been inconclusive to date due to the current state of Australia's emerging hydrogen industry. This will require further monitoring of the industry as it matures should Council determine hydrogen community refuelling as its role and priority for Council.

Electric Vehicle Charging Stations***Funding opportunities***

In recent years, the Australian Renewable Energy Agency (ARENA) have been providing funding for trials involving the provision of EV charging network infrastructure. One successful model of this has been the NRMA regional fast charge network connecting regional and state networks for travel. To date, no funding stream for local government has been provided as focus has been directed to fleet buyers and EV charging providers however partnerships for infrastructure rollout are providing opportunities (see case study **ATTACHMENT 2**).

ITEM 5 (continued)

The NSW Government are announcing funding opportunities for EV later in 2021, under their Net Zero Plan: Stage 1. This is expected to assist fleets in the transition to electric vehicles and fund infrastructure required for charging stations to accelerate adoption. City of Ryde has been actively participating in the funding consultation process since 2019.

Outside of Council's internal budgeting allocation under the current project, there are a few external funding opportunities that exist presently to assist local government and the corporate community to transition towards lower and zero-emission vehicles. Those available are more targeted to private sector uptake, however other key State Government agencies such as Transport for NSW are also recognising the role they play in enabling uptake and have committed to rolling out EV charging infrastructure provision in commuter car parks renewal projects, with the West Ryde commuter carpark adjacent to the train station being recently nominated for the future installation of EV charging spaces.

Other key areas for local influence are demonstrating that Councils will play a central role in the area of advocacy for standards and planning controls to enable residents in multi-unit dwellings (including older retrofitting of complexes) to increase private lot charging access. Proactively in 2021, Council has lobbied the State Government, Government Architect's Office and Transport for NSW to increase support within the charging infrastructure space within the private lands to enable new and existing developments to increase charging access provision. Local development control reviews is also identified as one area Council can further this support for uptake in the coming future.

Recent changes to the Infrastructure SEPP have also recognised the need for providing flexibility and support for public domain charging, amending the planning policy to enable EV charging infrastructure to be classified as 'exempt development' to encourage the uptake by 3rd party providers. The new Draft Design and Place SEPP EIE (March 2021) has also nominated that private development support for EV infrastructure will be addressed in new statutory controls aligning with the State Government's Net Zero target.

Possible locations for EV chargers

In addition to understanding charging behaviors and particular needs of EV drivers across our City, identification of suitable and feasible locations for public EV chargers, is of utmost importance to maximize their usage over time. Evidence from existing charging installations is providing that ideal locations for community chargers are those with high visibility, accessibility, and be strategically located within short distance from town centers, employment and transport hubs, main roads, and densely populated areas to provide convenience for EV owners who are not able to charge at home.

ITEM 5 (continued)

Installation of public chargers on Council-owned land can assist to reduce installation costs however this is also dependent upon existing electrical capacity of each site, site constraints (safety for community who are charging and roadway permissibility), electrical upgrades required with each site requiring independent assessment and testing to confirm suitability.

To date Council has not undertaken a comprehensive City-wide study of suitable locations as focus has been on the delivery within the current approved locations, investigations for these and discussions with external EV industry to provide a low or no cost solution to Council. Council engaged the services of an EV consultant for the Eastwood carpark project and to advise on the rollout of possible, future charging infrastructure within Council carparks in the LGA but not to micro scale assessment that would be required if extended beyond.

ATTACHMENT 1 shows the list of Council-owned carparks assessed by the consultant for consideration in the rollout of EV charging infrastructure. It features an assessment table of the suitable charging use cases for each location and highlighted in rank of possible locations.

To identify potential locations for additional EV charging stations for community use, Council should assess the likely use cases at carparks, parks, and sportsgrounds within its property portfolio, as well Council-owned streets. This will assist to identify current lack of charging infrastructure across the city and to inform future charging infrastructure decisions around the present and future use cases, which are to be validated through community engagement.

Should Council determine additional future charging locations are to be provided, consideration for how the stations are to be powered by offset or on site solar to align with Council's carbon emission reductions and renewable energy target would also need to be reviewed concurrently and considered in the business case. This consideration was raised on two community engagements in 2019 and 2020.

Options utilising third-party charging providers where charging options could be provided to council at low, or no cost to ratepayers.

Lately, some EV charging providers have been offering "free" or "low cost" rollout charging models under either trial programs or long-term exclusive agreements to support Councils for increasing EV charging infrastructure on the public domain. These models vary from utilizing existing electrical distribution kiosks, street furniture connected to power and others involving advertising-funded schemes.

ITEM 5 (continued)

Some obstacles identified under these models refer to limited individual site feasibility (including limited electrical capacity), conflicting planning controls, compliance with road safety and signage, exclusivity requirements, extended lease periods, high fees for the potential relocation of chargers in the future, and uncertainties around cost recovery models for Council (free charging sessions, breakeven, or variable price based on time). Due to the early development of these models, many are still navigating these processes however this is anticipated to accelerate in the coming year and could provide a cost effective option to deliver city wide infrastructure that reduces long term maintenance and operational burden to Council through 3rd party provision and operation.

To assist with facilitating third party provider infrastructure, Council will develop a policy on Electric Vehicle Charging Infrastructure in the Public Domain to be released in 2021. This is expected to attract more opportunities for collaboration with the EV charging industry and for community roll out relieving cost burdens solely provided by a Council delivered program and relinquish long term maintenance and cost burdens. This is actively being explored with one case study example funded by ARENA provided in **ATTACHMENT 2**.

Consultation

Hydrogen Australia have engaged with Council since 2018 to discuss the vehicle technology located within North Ryde and future partnership synergies. To date, these discussions have not progressed further pending outcomes from industry advice, market trends for hydrogen rollout as nominated above and pending government regulation related to community refuelling.

Council since 2019 has been working in discussions with the Electric Vehicle Council of Australia regarding Australian market trends, vehicular and charging infrastructure technology updates and available government funding options. Electric vehicle consultants have also been engaged to provide advice on the existing community infrastructure, the Council EV project and in testing for the current sites.

A community survey conducted in late 2019 provided over 296 responses in support of EV technology. This was further followed up by an online EV workshop delivered in August 2020 to gauge community interest for the technology and infrastructure.

ITEM 5 (continued)**Financial Implications**

Of the recommendations provided within this report, Council can undertake these at little to no cost to progress planning and support for future uptake of community charging infrastructure for EV under current works. Actions will deliver monitoring of new infrastructure installed to provide usage data to inform future infrastructure, continue research for funding and opportunities to assist new infrastructure and seek to identify new avenues for charging in both Council plans, studies and future planning controls.

Should Council determine to provide broader scale charging infrastructure rollout across the City, then a detailed site by site investigation would be required to determine feasibility for locations, individual site by site infrastructure assessment and cost modelling. The study work should complement town centres improvements or masterplan delivery and be aligned with industry advice under a “destination” charging model to align with development growth areas, travel corridors or neighbourhood or small centres, working to partner with EV infrastructure models to seek to minimise long term management or energy costs to Council.

This would require a specialist consultancy to undertake a comprehensive site by site identification study reviewing demand and market projections, electrical and technological assessment and connection availability at each site. The recommendation report and expert advice is estimated to be in the order of \$50,000 for approximately up to 20 sites depending upon complexities of each site. If approved, this could be included as part of Council’s One Year Operational Plan (2022/ 2023) via the Outcomes Project bidding process. The total cost of infrastructure installation, ongoing software monitoring, service maintenance and supply cost is to be determined following the study.

ITEM 5 (continued)

ATTACHMENT 1



21st February 2020

EVSE Rollout Recommendations Report

Prepared by ChargeWorks for City of Ryde Council

ChargeWorks Pty Ltd

P. 0424098683

evan@chargeworks.com.au

116 / 8 Koorala Street
Manly Vale



ITEM 5 (continued)
ATTACHMENT 1
Analysis of Carparks

The following carparks have been nominated by Council for consideration in the rollout of EV charging infrastructure. We have provided an assessment of the suitable charging use cases for each, and highlighted the most interesting candidates:

Description of Car Park	Number of Parking Spaces	Nearby Destinations	Suitable Use Case			
			Destination	Overnight	Commuter	Fast-charging
Charles St carpark (81 Charles St, Putney)	24	Putney local shops	X			
Cox's Rd carpark (150 Cox's Rd, North Ryde)	28	North Ryde local shops	X			
Coulter Street carpark (7 Coulter Rd, Gladesville)	104	Gladesville RSL, Medium density apartments, Transport corridor	X	X	X	
John Wilson carpark (2 Pittwater Rd, Gladesville).	51	Gladesville library, Transport corridor	X		X	
Hillview Lane carpark (2 Hillview Lane, Eastwood).	47	Major commercial precinct Eastwood train station	X		X	
Cutler Parade carpark (6-8 Cutler Pde, North Ryde).	26	Community Centre				
Glen St and Lakeside carpark (6-12 Glen St, Eastwood).	450	Major commercial precinct Eastwood train station	X		X	
Blaxland Rd carpark (150 Blaxland Rd, Ryde).	46	Transport corridor High density apartments (Top Ryde)		X	X	
Civic Centre carpark (16 Devlin St, Ryde).	45	Transport corridor High density apartments (Top Ryde)		X	X	
Church St carpark (21 Church St, Ryde).	32	Medium density apartments (Top Ryde)		X		
Symons Reserve carpark (26 Gordon Crescent, Denistone).	20	Denistone train station			X	
Argyle Street carpark (30 Argyle Avenue, Ryde).	46	Medium density apartments (Top Ryde)		X		
Blenheim Rd carpark (68 Blenheim Rd, North Ryde).	39	Sporting / Parks				
Christie carpark (16 Christie Rd, Macquarie Park).	158	Sporting / Parks Major Road (M2)				X
Tuckwell carpark (17 Tuckwell Place, Macquarie Park)	45	Medium density apartments Major Road (M2 / Lane Cove Road)		X		X
Waterloo Rd carpark (191 Waterloo Rd, Marsfield)	33	Sporting / Parks				
Rowe St carpark (53-71 Rowe St, Eastwood) 49 spaces.	50	Major commercial precinct Medium density apartments Eastwood train station	X	X	X	
Ross Smith carpark (Ross Smith Ave, Meadowbank Park).	49	Sporting / Parks				

- Rowe Street Carpark not only services the Eastwood commercial precinct but could be useful in servicing commuters travelling from Eastwood station and the medium density apartment's overnight charging use case. It is an ideal candidate for the initial EVSE trial.
- Coulter Street Carpark also presents an interesting option because it is in close proximity to the Gladesville RSL (a suitable destination) as well as a major transport route to the city. It has a number of medium density apartments nearby that may not have access to parking.
- Tuckwell carpark is very close to the intersection of Lane Cove Road and the M2. It may be suitable for a fast charging location and Council may consider discussing this site with fast charging providers such as NRMA, ChargeFox and EVIE Networks. Its proximity to medium density units may also enable EV charging for these residents.
- Blaxland Rd on-street parking is busy, presumably due to apartment dwellers and commuters. These drivers may be willing to pay for charging and parking and could present an opportunity to Council to provide EV charging infrastructure to encourage adoption.



ITEM 5 (continued)**ATTACHMENT 1****Recommendations for the Rollout of EV Charging Infrastructure**

By 2030 there could be between 350,000 and 850,000 EVs on NSW roads, and by 2050 more than 5.8 million. Most EV charging will take place at home and it is not Council's role to act as an electric 'petrol station' to deliver high-speed charging services. Instead, Council should assess the likely use cases at carparks within its portfolio of sites and plan infrastructure decisions around the present and future use cases.

Use cases include:

- Opportunity Charging
- Legitimate Destination Charging
- Commuter Carpark Charging
- Overnight Charging
- Kerbside / Pole Charging
- Fast Charging

Before initiating the rollout of EV infrastructure with the LGA it is our strong recommendation that Council validates the above use cases by engaging the community. We suggest that this could take the form of an online survey gauging driver's access to home charging and their willingness to pay for variants of public charging including commuter and overnight parking.

We have identified that Rowe Street Carpark, Coulter Street, Blaxland Road Carpark and Tuckwell Carparks present opportunities across a variety of use cases.

We recommend that for the rollout of infrastructure in Council carparks that all charging points are:

- **Type 2 (socketed) 7kW single phase EVSEs**
- Be fitted with a **semi-permanent portable leads**, and
- Feature **OCPP networking functionality** to provide maximum flexibility for monitoring and billing services in the future.

At this time, we recommend that charging is offered for free but suggest that Council monitors the energy throughput of its EVSEs. When a cumulative total of 8,000kWh is reached (approximately 50,000km worth of range), a charging fee should then be initiated at that site.

Council should also consider **special incentives** for EV drivers such as offering dedicated commuter and overnight parking spaces whilst charging. This not only encourages EV adoption for drivers without the availability of home charging but also increases the visibility of EV charging infrastructure to other potential buyers. This strategy helps to increase the overall utility of Council carparks and increase the revenue that carparks can bring in.

We recommend that where possible, Council consider offsetting the energy usage of vehicles by installing equivalent solar generation capacity. As a guide 10kW of solar PV per EV charging point is a reasonable approximation.

We have determined that Council's selection of the Rowe Street carpark is an ideal choice amongst its portfolio of sites. The recommendations in this report can be validated by monitoring the use of the EV charging infrastructure proposed for this carpark and those findings rolled out to other charging points within the LGA.



ITEM 5 (continued)

ATTACHMENT 2

EVIE Fast Charge EV Infrastructure Networks

(Currently under investigation for Ryde program involvement 2021)

Under Round 1 of the Australian Renewable Energy Agency (ARENA) 'Future Fuels Fund', a Sydney grant allocation of \$5Million has been made available by the Federal Government to support electric vehicle fast-charging stations. Subsequent rounds will focus on reducing the barriers for businesses in choosing new technologies for fleets, including hydrogen and bio-fuelled solutions and technologies.

EVIE Networks is one of the contenders preparing detailed submissions to the ARENA application process closing on 6 April 2021, which will see two applicants being awarded \$2.5M each for the installation of EV fast charging infrastructure with the objective to build a regional network and increase EV uptake.

Under the EVIE model the program will provide partners with an all in one installation and use solution for public charging reducing the complexities of new technology and management on landowners.

The model provides options for fully funded and co-funded partnerships which can be deployed anywhere in Australia and independently manage software, billing and maintenance reducing onus on stakeholders such as local government entities. The mandatory criterion set by ARENA require a minimum of 2 x 50kW fast charging points per successful location that will be powered by renewable energy sources and made available for public access. A comprehensive site assessment process will be undertaken to select suitable locations.

Councils are investigating solutions such as EVIE to accommodate the gap in charging access available to those who occupy apartments to provide fast, efficient charging enabling more community access to charging in a short amount of time (approximately one week of driving range in 30-60mins). Data and network usage analytics from user charging can be provided to landowners to continuously assess demand and future need.

The company are partnering with all levels of landowners from fast food outlets (McDonalds and Hungry Jacks), AMPOL service stations, airports and local governments including Mosman Council most recently.

EVIE Networks are now approaching Councils interested to join the funded program in April 2021 to investigate suitable locations for EV fast charging infrastructure which will seek to provide low or no cost solutions for as many locations as deemed suitable in the city.

If successful, the delivery will form part of the wider EVIE fast charge network connecting EV drivers through the city to outer regional areas and support EV uptake within the community space.

EVIE Networks are committed to working through the necessary Council processes and details when the ARENA process is completed. To progress their application under the Future Fuels Fund, EVIE seeks to obtain a non-exclusive and non-binding letter of support from Council to include Ryde in their proposed network of future EV fast chargers.

6 ADOPTION OF YOUTH INFRASTRUCTURE PLAN

Report prepared by: Open Space Planner**File No.:** CLM/20/1/1/9 - BP21/176

REPORT SUMMARY

At its meeting held on 27 October 2020, Council resolved to place the draft Youth Infrastructure Plan on public exhibition. This occurred from 30 October 2020 till 8 February 2021. During the exhibition period, the local community were invited to review the draft Plan and provide written submissions.

Council received one (1) submission during the exhibition period. This submission was mainly supportive of the Plan but questioned one of the indicative site proposals for a new tween (12 - 14year old) facility due to proximity to local residents and businesses. As such, a minor adjustment has been made to the Plan to address the concerns raised in the submission.

The recommendation is for a change to the proposed space at Sager Place to be adjusted to '*Consideration of a tween focused recreation space as outlined in the study to be developed in consultation with local businesses and residents.*' This will mean at the time of a project being identified to implement this component of the plan, engagement will occur with the community on what the space should look like prior to it being developed.

The Youth Infrastructure Plan has several proposed actions, including enhancement of existing youth facilities and the provision of new facilities at local, district and regional levels.

Implementation of this Plan will occur in accordance with the priorities identified in the Implementation Plan as funding is identified through Council's annual business planning process and the development of future Draft Four Year Delivery Plans. Projects will be proposed within future Four Year Capital Works Delivery Plan's. Grant funds and Voluntary Planning Agreements will also be pursued as appropriate.

RECOMMENDATION:

- (a) That Council adopt the Youth Infrastructure Plan, dated April 2021, prepared by Playce Pty Ltd.
- (b) That staff write to thank all residents who participated in the Youth Infrastructure Plan and inform them of Council's resolution.

ITEM 6 (continued)

ATTACHMENTS

- 1 Youth Infrastructure Plan - Playce - April 2021 - For Adoption – CIRCULATED UNDER SEPARATE COVER

Report Prepared By:

Rob Parsonson
Open Space Planner

Report Approved By:

Michael Longworth
Senior Coordinator - Park Planning

Simon James
Manager - Parks

Wayne Rylands
Director - City Works

ITEM 6 (continued)**Background**

The Youth Infrastructure Plan is based on Australian best practice in the provision of youth structure and extensive consultation with local youth.

The Plan assesses the need for, and community demand for, additional youth recreation spaces and facilities across the City (following the success of the Meadowbank youth facility) and identifies the design principles, scale, preferred components and most appropriate locations for such facilities.

At its Meeting held on 27 October 2020, Council considered the draft Youth Infrastructure Plan and resolved as follows:

- (a) *That the draft "Youth Infrastructure Plan" be placed on public exhibition inviting comment for a period of not less than twenty-eight (28) days.*
- (b) *That a further report be provided to Council should any objections be received during the consultation period*
- (c) *That, should no objections be received, the Youth Infrastructure Plan is adopted and implemented in accordance with the priorities identified in this report.*

Consultation on the Youth Infrastructure Plan

The draft Youth Infrastructure Plan was placed on public exhibition in accordance with Council's resolution. The consultation process has been thorough and has informed both internal and external stakeholders as well as the local community. The Public Exhibition period for the Youth Infrastructure Plan ran from 30 October 2020 to 29 November 2020 and then from 10 December 2020 until 8 February 2021.

In accordance with Council's Community Engagement Strategy, a Have Your Say page was set up on Council's website and all those involved in the community consultations, during preparation of the Plan, were informed of the Public Exhibition by newsletter and newspaper advertisements.

During the public exhibition Council received one (1) submission.

The submission generally supports the Plan (*"I look forward to seeing this strategy progress and how it will serve the needs of both the identified groups of youth and the wider community"*) but questioned one of the indicative site proposals (i.e. Sager Place) for new youth facilities.

A summary of the submission and Council's response to the matters raised is provided below.

ITEM 6 (continued)

SUBMISSION DETAIL	DISCUSSION	CHANGES TO PLAN
<p>Submission 1 –</p> <ul style="list-style-type: none"> • This submission is ‘principally in support of the recommendations in the <i>Draft Youth Infrastructure Plan</i> report’ • It has one objection, pertaining to the recommendation that Sager Place, East Ryde be identified as a "locational priority" for a new ‘tween’ recreation provision • Reasons for objection: <ul style="list-style-type: none"> - Sager Place Centre is located in a quiet and secluded residential neighbourhood – a quality which needs to be preserved, - the Centre is completely surrounded by homes and dwellings - The existing playground at the Elliott Avenue end of Sager Place Centre has a history of attracting teens late at night who disturb the peace with loud activities (music, talking/shouting, playing on the equipment, drinking and recreational drug use - The grassed space at the Moncrieff Drive end of Sager Place Centre is a pleasant natural area. - Appropriate uses for this space could include a community garden, as it could appeal to tweens and would be beneficial to the wider community • The author of the submission has offered his availability for further comment now or in future as part of the ongoing planning process. 	<p>It is unlikely that a ‘tween’ facility will attract the disruptive teen behaviour described in the submission. This is due to the focus of ‘tween’ recreation provision is on providing age-appropriate and challenging play/recreation elements for older children and young teens (i.e. 12-14 years) who still wish to play and have fun at local and accessible residential locations.</p> <p>It is not focused on providing ‘hang out’ space for older teens.</p> <p>The specific design and location for the facility will be chosen and finalised based on further detailed site analysis, community consultation and if required master planning.</p>	<p>Proposed change to the exhibited Plan:</p> <p>Recommendation for Sager Place to be adjusted to ‘Consideration of a tween focused recreation space as outlined in the study to be developed in consultation with local businesses and residents.’</p>

Financial Implications

The Section 7.11 Plan was adopted prior to the preparation of the Youth Infrastructure Plan. Not all of the proposed projects are specifically identified and funded in the adopted s7.11 Plan. It is proposed that any unfunded projects are considered for inclusion in the next iteration of the Section 7.11 Plan or be considered as part of any Voluntary Planning Agreement negotiations with appropriate developers. The projects will be identified in future Four Year Capital Works Delivery Plans identified through Council’s business planning process.

ITEM 6 (continued)

As funding is identified capital projects will be proposed as part of Council's business planning process and identified within future iteration of the Four-Year Delivery Plans.

Conclusion

The wider community has had the opportunity to have further input into the future development of youth recreational infrastructure through the formal exhibition of the draft Youth Infrastructure Plan.

The Plan will ensure that Council has a firm direction for youth recreation infrastructure that responds effectively to the demonstrated need for such facilities across the youth age spectrum from 'tweens' to young adults.

Management actions are recommended within the Youth Infrastructure Plan to meet the current and future demands for youth recreation. These aim to improve the diversity and accessibility of recreation opportunities for 'tweens, teens and older teens in accordance with contemporary best practice.

7 TRAFFIC AND PARKING MATTERS APPROVED BY THE RYDE TRAFFIC COMMITTEE MEETING - MARCH 2021

Report prepared by: Senior Coordinator - Transport Services
File No.: GRP/09/3 - BP21/260

REPORT SUMMARY

This report provides recommendations on each traffic/ parking matter separately and details on how Council may proceed with the proposed measures. Due to the current pandemic, Council ceased all face to face Traffic Committee meetings prior to the March 2021 Traffic Committee. Members of the committee are listed below.

City of Ryde (Chair) Senior Coordinator Transport Services (for Mgr. Transport)
Transport for New South Wales (TfNSW) North West Precinct
NSW Police Force Ryde Local Area Command
Member for Ryde (6 items) The Hon. V Dominello MP
Member for Lane Cove (2 items) The Hon. A Roberts MP

The March Traffic Committee agenda consisted of eight (8) traffic and parking proposals. All traffic committee members approved the proposals and no objecting comments or disclosures of interest were received. Sydney Buses (Western Region) were also advised of the proposals and did not raise objections.

The proposed traffic and parking matters now require the approval of Council. For ease of review, details of the proposals identified in the recommendations below are provided as **ATTACHMENT 1**.

RECOMMENDATIONS:

That Council endorses the following Ryde Traffic Committee recommendations:

(A) GIFFNOCK AVENUE, MACQUARIE PARK– ELECTRIC VEHICLES

The following changes be made in Giffnock Avenue, Macquarie Park and Council's carpark on Church Street, Ryde:

- a) An Electric Vehicle charging station for one vehicle be provided on Giffnock Avenue, Macquarie Park with existing on-street parking signage to be modified to reflect the new facility.
- b) An Electric Vehicle charging station for one vehicle be provided in Council's carpark on Church Street, Ryde with adjacent signage to be modified to reflect the new facility.

ITEM 7 (continued)**(B) GALLARD STREET, DENISTONE EAST– RAISED TRAFFIC DEVICES**

The following changes be made in Gallard Street, Denistone East:

- a) That a Watts profile hump and associated signage be installed on Gallard Street at its intersection with Jackson Crescent.
- b) That a Watts profile hump and associated signage be installed on Mason Street at its intersection with Richmond Street.

(C) BANK STREET, MEADOWBANK– PROPOSED MOTORCYCLES ONLY ZONE

The following changes be made in Bank Street, Meadowbank:

- a) A 4.4m Motorcycles Only parking zone be created between the two driveways of 6 and 6A Bank Street, Meadowbank.

(D) ROAD SAFETY UPDATE

- a) The Road Safety Report be received and noted.

(E) CONSTITUTION ROAD/BOWDEN STREET, RYDE– PROPOSED PEDESTRIAN CROSSING

The following changes be made in Constitution Road and Bowden Street, Ryde:

- a) That an at grade pedestrian crossing and associated signage be installed on Constitution Road, west of the roundabout intersection with Bowden Street.
- b) That an at grade pedestrian crossing and associated signage be installed on Bowden Street, north of the roundabout intersection with Constitution Road.
- c) That both at grade pedestrian crossings be removed once the intersection of Bowden Street with Constitution Road is signalised.

ITEM 7 (continued)**(G) PRINCES STREET, GLADESVILLE – RESIDENT PARKING SCHEME**

The following parking changes be made in Princes Street, Gladesville:

- a) The western side of Princes Street, between Victoria Road and Cowell Street that is currently unrestricted (174m) be signposted as 2P 8am – 6pm Mon-Fri Authorised Permit Holders Excepted, with a new residential parking zone number to be determined
- b) All residents with a street frontage to this section of Princes Street be notified of the decision and be invited to apply for permits.

(H) RYDE ROAD, GLADESVILLE – PARKING RESTRICTIONS

The following parking changes be made in Ryde Road, Gladesville:

- a) The 13m section of Mobility/Disabled parking on the eastern side of Halcyon Street be removed and replaced by No Stopping.
- b) The 12m section of Bus Zone on the western side of Halcyon Street be removed and replaced with No Stopping.
- c) The 10m statutory No Stopping Restriction on the northern side of Ryde Road west of Halcyon Street be Extended to 15m.
- d) A 19m section of 4P parking be installed on the northern side of Ryde Road commencing 15m west of the intersection of Halcyon Street.
- e) A 15.6m section of Mobility/Disabled parking be installed on the northern side of Ryde Road commencing 30m west of the intersection of Halcyon Street, and, that future works to provide kerb ramps to make these spaces fully compliant be programmed.

(I) 239A VIMIERA ROAD, MARSFIELD - INSTALLATION OF BUS ZONE

The following parking changes be made in Vimiera Road, Marsfield:

- a) A 30m Bus Zone be installed at Bus Stop No.212223 adjacent to 239A Vimiera Road, Marsfield.

ATTACHMENTS

- 1 Agenda - Ryde Traffic Committee - March 2021

ITEM 7 (continued)

Report Prepared By:

John Begley
Senior Coordinator - Transport Services

Report Approved By:

Michael Dixon
Transport Manager

Wayne Rylands
Director - City Works

ITEM 7 (continued)**ATTACHMENT 1**

Ryde Traffic Committee

ITEM (A): GIFFNOCK AVENUE, MACQUARIE PARK
SUBJECT: ELECTRIC VEHICLES

ELECTORATE: RYDE
WARD: WEST
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

BACKGROUND

In December 2019, Council sought community feedback on Electric Vehicle (EV) uptake and charging infrastructure. According to the survey, 3 out of 4 respondents expressed they would consider purchasing an EV to reduce fuels costs and greenhouse gas emissions and asked for more information. Our community also pointed out that one of the main barriers to transitioning to clean technology vehicles was the shortage of charging stations.

To facilitate a widespread adoption of EVs, the City of Ryde encourages installations of charging stations across our City. This includes, but is not limited to, destination chargers that can be installed by residents, local businesses, shops and tourism attractions on their respective properties. EV chargers are an important complement to the growing number of fast-charging networks currently being rolled out by private suppliers including some initiatives co-funded by Government programs.

As part of its commitment to investing in a sustainable future and supporting community to transition to lower and zero emission vehicle technology, City of Ryde is working to install two Electric Vehicle (EV) charging stations for community use in May 2021, being one at each of the following locations:

- Location 1: Council owned carpark on Church Street, Ryde.
- Location 2: Giffnock Avenue, Macquarie Park, outside number 22 (building where Sydney Metro/TfNSW are tenants)

The public EV charging stations are being delivered under Year 2 (2020/2021) of Council's current EV Innovation Project, with the installation on Giffnock Avenue to be integrated to existing Council-owned and managed multi-function pole. These are in alignment with previous reports sent to and endorsed by Council's Executive Team in 2020 to support increased EV charging across our City.

In Macquarie Park, very limited opportunities exist due to the underground services, connections and in a location delivering the project objective for community access and visibility.

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

Council engaged an independent electrical engineer in November 2020 to undertake assessment of suitable locations to determine the feasibility of EV charging, with two locations originally identified as suitable in Macquarie Park. Giffnock Ave was selected as the preferred location by decision of Council's Executive Team.

CONSULTATION

A community notification process was conducted during the months of January and February 2021, with signs installed at the proposed locations and flyers mailed to all impacted residents / businesses. No enquiries or feedback were received from the community.

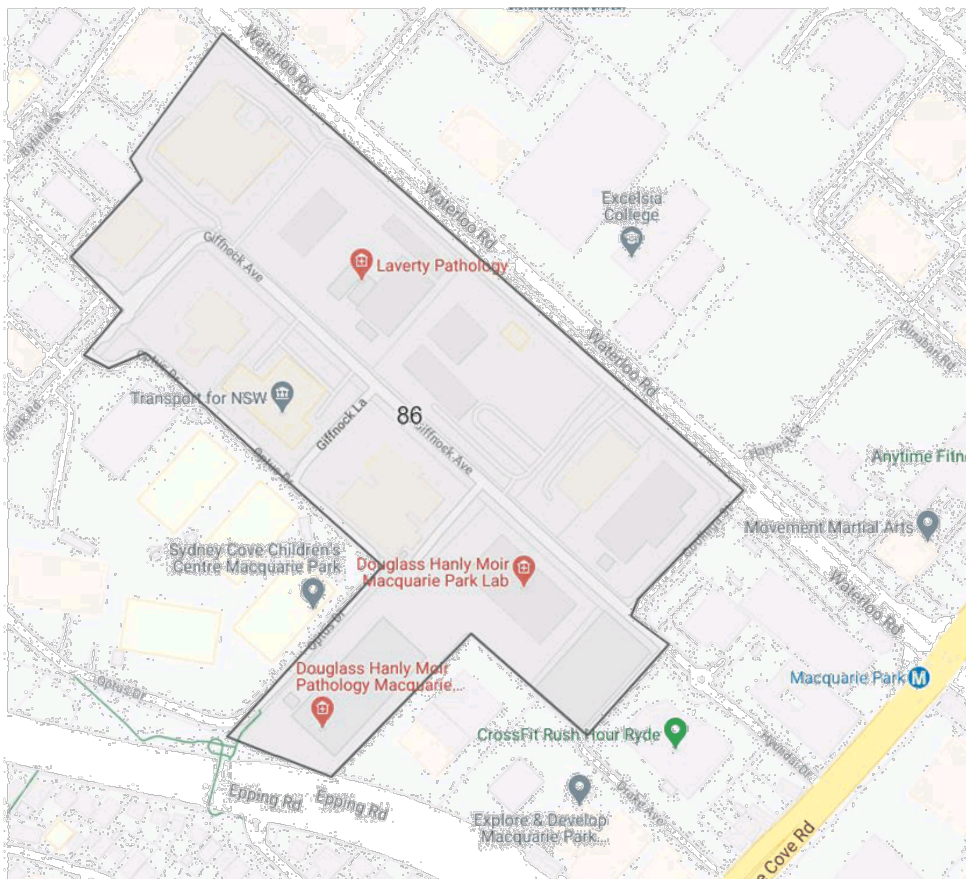


Figure 1: Consultation Area for EV in Giffnock Avenue, Macquarie Park

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)

ATTACHMENT 1

PROPOSAL

In line with Council's EV Innovation Project's milestones and final delivery, Council has released a Request for Quotation to market in March 2021 to obtain submissions from qualified suppliers, with installation and commissioning of the chargers scheduled for May 2021.



Figure 2: Example of an EV Charging Station in a Car Park



Figure 3: Proposed Location at the Church Street Council car park

All existing parking signage will be modified to accommodate the proposed EV parking zone.

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)

ATTACHMENT 1

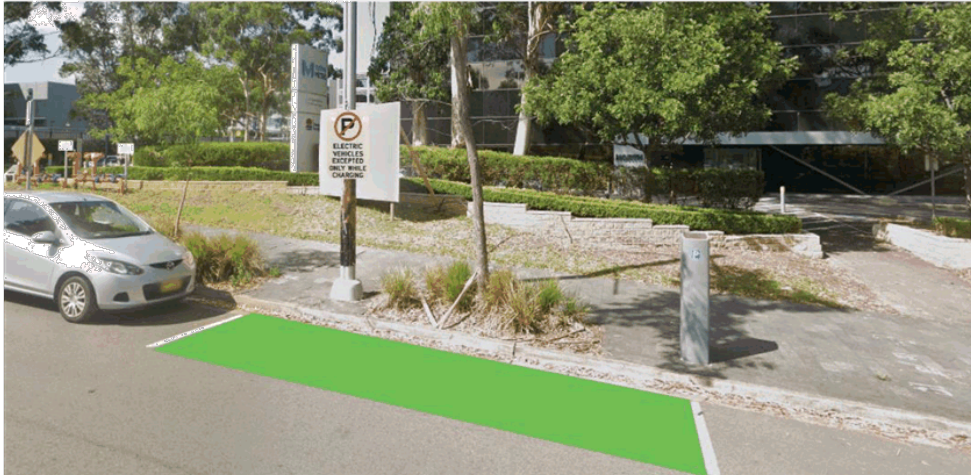


Figure 4: Proposed Location of Giffnock Street EV Location

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) An Electric Vehicle charging station for one vehicle be provided on Giffnock Avenue, Macquarie Park with existing on-street parking signage to be modified to reflect the new facility.
- b) An Electric Vehicle charging station for one vehicle be provided in council's carpark on Church Street, Ryde with adjacent signage to be modified to reflect the new facility.

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

ITEM (B): GALLARD STREET, DENISTONE EAST
SUBJECT: RAISED TRAFFIC DEVICES
ELECTORATE: RYDE
WARD: WEST
ROAD CLASS: NON-Classified

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

Council has received several flooding complaints over the last few years from residents and business owners on Doig Avenue, Denistone East and in particular the Doig Avenue shops adjacent to Jacaranda Reserve. In November 2018, the resident at 5A Doig Avenue reported a flood incident at his property with the water depth inside his office reaching up to 400 mm which resulted in some damages to the property.

City of Ryde Council has investigated the issue and it was noticed that the existing stormwater infrastructure being overwhelmed during a range of storm events. Therefore, Council has engaged an external consultant to carry out the option study and concept design to mitigate the issue early 2021.

PROPOSAL

The consultant has proposed few options of concept design as follows:

Option 1 and 2: Options include different arrangements of a pit and pipe solution with no re-grading of the road/street surface and proposed use of flood stopping barriers (incl. raised pedestrian crossings, retaining walls and speed humps). These options will only reduce the flow only up to maximum 66% (for 5% annual exceedance probability).

Response: *Any proposed raised pedestrian crossing will not be endorsed as the warrants for the provision of such a facility would not be met.*

Option 3: Option includes the use of the raised pedestrian crossing as a flood barrier at the intersection of Gallard Street and Jackson Crescent and speed hump at Mason Street and Richmond intersection with the provision of additional speed hump or new retaining wall near the pedestrian crossings at Gallard Street.

The option will reduce the flow up to 98% (for 5% annual exceedance probability), however the proposed location of the raised pedestrian crossing is not ideal and closing the street is not applicable and non-practical.

Response: *Any proposed raised pedestrian crossing will not be endorsed as the warrants for the provision of such a facility would not be met.*

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)

ATTACHMENT 1

Option 4: This option includes pit and pipe on Mason Street, Jackson Street and Richmond Street. To improve the effectivity of flood management and diversion of the flood to the proposed detention basin, the consultant has proposed speed humps at Gallard Street and Mason Street. This option will reduce the flow up to %98 (for 5% annual exceedance probability).

Council teams have internally agreed this option is the preferred alternative and will provide the most of efficiency of the flood management.

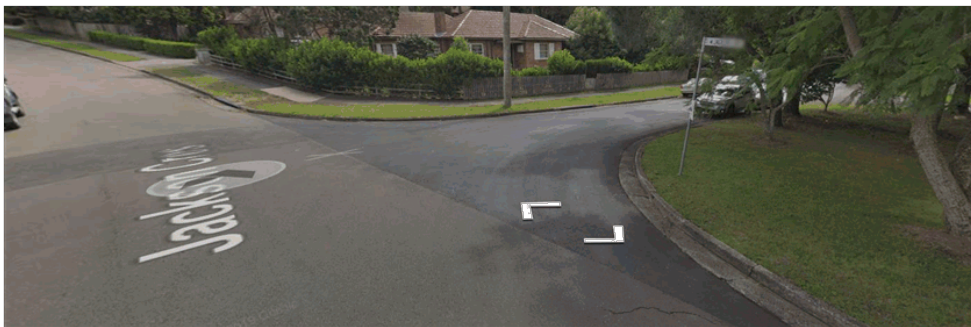


Figure 1: Location of 1st speed hump on Gallard Street at its intersection with Jackson Crescent



Figure 2: Location of 2nd speed hump on Mason Street at its intersection with Richmond Street

CONSULTATION

There will be no loss of on-street parking associated with the above facilities, with to be notified of the proposed works.

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

RECOMMENDATION

The Ryde Traffic Committee recommends:

- c) That a Watts profile hump and associated signage be installed on Gallard Street at its intersection with Jackson Crescent.
- d) That a Watts profile hump and associated signage be installed on Mason Street at its intersection with Richmond Street.

ITEM 7 (continued)

ATTACHMENT 1

ITEM (C): BANK STREET, MEADOWBANK
SUBJECT: PROPOSED MOTORCYCLES ONLY ZONE
ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED

Traffic Committee Members are required to advise whether they have any pecuniary interest with regards to the item discussed below.

Council has received representations from residents requesting consideration be given to rearranging the 9.8m parking bay between the two driveways of 6 and 6A Bank Street, Meadowbank in such a way that it can accommodate a single car without overhanging the driveways.

The existing parking space between the two driveways of 6 & 6A Bank Street is not long enough to accommodate two vehicles at a time. As a result, when two vehicles attempt to park here, one vehicle will inevitably partially block a driveway. Additionally, at times the existing parking space is not well utilised when a single car is parked at this location.

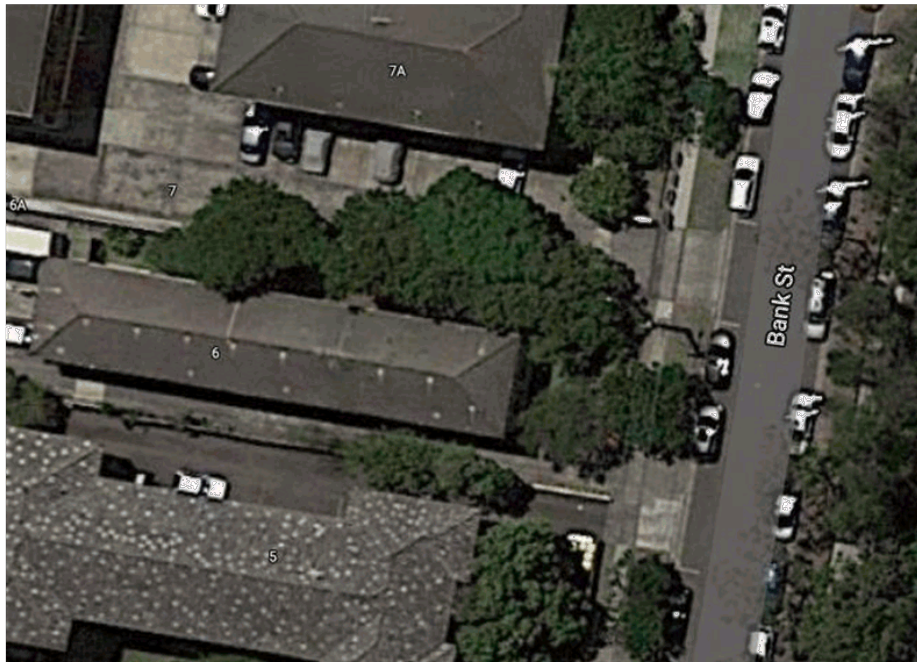


Figure 1: Location map of Proposed Motorcycles Only Zone

ITEM 7 (continued)

ATTACHMENT 1

PROPOSAL

To address this issue, Council is proposing to split the existing 9.8m long parking bay into a 4.4m Motorcycles Only Zone and a 5.4m standard parking space outside 6 Bank Street, Meadowbank.

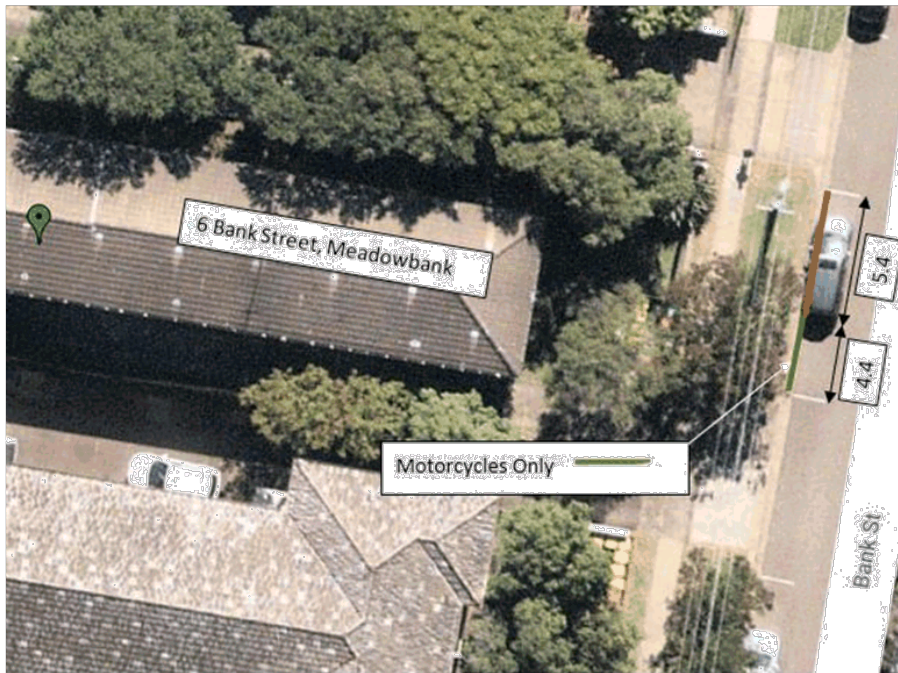


Figure 2: Proposed Re-Arrangement of On-Street Parking Zone

CONSULTATION

Given the negligible impact, the properties shown in the map below were only notified. However, Council has already received support from a few residents in the form of petitions.

ITEM 7 (continued)

ATTACHMENT 1

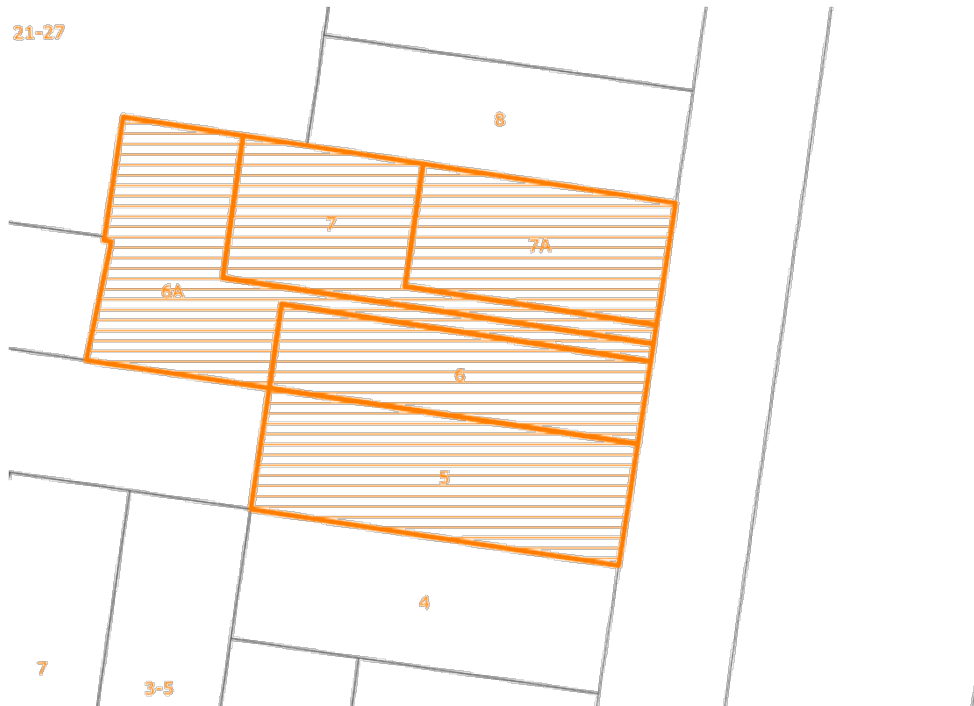


Figure 3: Distribution Map

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) A 4.4m Motorcycles Only parking zone be created between the two driveways of 6 and 6A Bank Street, Meadowbank.

ITEM 7 (continued)**ATTACHMENT 1**

Ryde Traffic Committee

ITEM (D): ROAD SAFETY UPDATE
SUBJECT: ELECTRIC VEHICLES
ELECTORATE: RYDE / LANE COVE
WARD: ALL

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

TRANSPORT FOR NEW SOUTH WALES (TfNSW) FUNDED PROGRAMS**Child Car Seat Checking Program**

Previously Council held four car seat checking days per year, however this has now moved to a voucher program where residents can register for one voucher per year that is redeemable for a free child car seat check or fit with the Council allocated authorised fitters at one of their locations in and around the City of Ryde. Council has provided 40 vouchers since January 2021.

Safer Driving for Seniors

Council's first face to face workshop in 12 months was held on 4 March 2021 with numbers halved to comply with social distancing requirements. The workshop was fully booked and was well received by all participants. Staff are currently planning another workshop along the same format for the Seniors Festival in April 2021.

Helping Learner Drivers Become Safer Drivers

These workshops were previously undertaken face-to-face with generally around 15 people. Now that the workshops are being held online upwards of 60-70 people have attended each session. Resource packs are sent out before the workshop with the Road Safety Officer managing the queries throughout the session.

City of Ryde is now partnering with Willoughby Council to hold 2-3 workshops per year. The last workshop was held on 3rd March 2021 and had over 100 bookings with 70 people attending the workshop. The above format has proved so successful that most Councils are now only delivering online workshops.

COUNCIL FUNDED PROGRAMS**Speeding**

Speed check trailers are continuing to rotate through various locations around the council area. Targeted locations are identified by Council's Transport Section as known hot spots or in response to resident concerns about perceived speeding issues.

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)**ATTACHMENT 1**

Ryde Traffic Committee

School Zone Safety Program

- Term 1 School Zone Safety Newsletter was distributed to all primary schools with collaboration with Hornsby Shire and Lane Cove Councils.
- Currently working with TfNSW and Northern Sydney Region Councils to develop new signage for use at schools to deliver consistent messaging about parking at these locations.
- Working on development of corflute signage to be used around school zones with relevant road safety messages (as per 25 August 2020 Notice of Motion – Ryde School Safety Measures)
- Currently working with Kent Road Public School, St Charles Primary School, Marist College Eastwood and St Kevin's Primary School to review traffic and parking conditions at these locations.
- Working with Rangers to identify issues and ongoing concerns around drop-off and pick-up times in order to target messaging and patrols to schools as needed.

Pedestrian Safety/Shared User Paths

Council has received several requests from residents who have raised concerns about speeding cyclists and cycling groups on shared user paths. Council staff are currently developing an education program to address this issue via signage/stencils at known areas of concerns. Council staff are currently investigating potential infrastructure options to address inappropriate speed by cyclists on shared user paths.

Community Education**'What If?' School Road Safety Awareness Program with Police**

Council is currently partnering with Ryde Police Local Area Command, Eastwood Gladesville Liquor Accord and Hornsby Shire Council in delivering a road safety awareness program to Year 10 students. Four schools per year are involved in the program. On 2 March 2021 the first event since December 2019 was held at Marist College Eastwood.

The Program includes presentations by NSW Police on drink driving and alcohol awareness, L and P conditions, speeding, distraction and drugs. Guest presenters also included car crash survivors with brain injuries and physical disabilities talking about the impact on their lives. Interactive program includes driving simulators; wheelchair basketball; NSW Highway Patrol car; NSW Fire & Rescue display; distraction, 'beer goggle'/standard drink activities and a road safety display and information stall.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The Road Safety Report be received and noted

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)

ATTACHMENT 1

ITEM (E): CONSTITUTION ROAD/BOWDEN STREET, RYDE
SUBJECT: PROPOSED PEDESTRIAN CROSSING

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-Classified

Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest with regards to the item discussed below.

The intersection of Constitution Road and Bowden Street is currently operating as a roundabout controlled intersection however this intersection is intended to be signalised with a marked foot crossing to be provided across both the Bowden Street and Constitution Road arms of the intersection. While a detailed TCS design has been prepared for the signalisation of this intersection, there is on-going issues as regards who will pay for this upgrade work. Council receives requests on a regular basis from local residents as regards when this facility will be provided and what measures Council intends to provide to address pedestrian safety issues until the intersection is signalised.



Figure 1: Existing Roundabout Intersection of Constitution Road and Bowden Street

ITEM 7 (continued)

ATTACHMENT 1



Figure 2: Proposed location of temporary pedestrian crossing on Bowden Street north of Constitution Road



Figure 3: Proposed location of temporary pedestrian crossing on Constitution Road, west of Bowden Street

PROPOSAL

Before a location can be considered for the installation of a pedestrian crossing it must meet minimum warrants based on vehicular and pedestrian numbers. The subject location sees considerable pedestrian traffic from local residents on their way to/from Meadowbank Railway Station and also from locations north and south of Constitution Road. It should be noted that the Meadowbank Education Precinct lies in close proximity to this location which will see over 2500 students of both primary and secondary ages attending a new school from the first term in 2022 at Rhodes Street.

Roads and Maritime Supplement to Austroads Guide to Traffic Management Part 10 outlines the requirement for a pedestrian crossing using the *Normal Warrant*.

In three separate one periods in a typical day

- (a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30
- (b) the vehicular flow per hour (V) through the site is greater than or equal to 500

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)**ATTACHMENT 1**

Ryde Traffic Committee

AND

(c) the product PV is greater is PV is greater than or equal to 60,000

Counts were undertaken on Friday 12th February 2021 to ascertain if the intersection would meet the warrant for the provision of a pedestrian crossing. It should be noted that these crossings would only be of a temporary nature and would be removed once the intersection was signalised

7am – 8am Pedestrian Volume = 122 Vehicular volume = 1237

8am – 9am Pedestrian Volume = 146 Vehicular volume = 1456

5pm – 6pm Pedestrian Volume = 154 Vehicular volume = 1377

The results of the pedestrian and vehicular counts indicate that the locations would meet the warrant for the provision of a pedestrian crossing.

It is thus proposed that until the location is signalised that an grade pedestrian crossing be provided on Bowden Street immediately north of its roundabout intersection with Constitution Road, with a second pedestrian crossing being provided on Constitution Road immediately west of its intersection with Bowden Street. Once the intersection is signalised, then the temporary pedestrian crossings will be removed. The temporary pedestrian crossings will be signposted as per technical directions.

RECOMMENDATION

The Ryde Traffic Committee recommends:

- e) That an at grade pedestrian crossing and associated signage be installed on Constitution Road, west of the roundabout intersection with Bowden Street.
- f) That an at grade pedestrian crossing and associated signage be installed on Bowden Street, north of the roundabout intersection with Bowden Street.
- g) That both at grade pedestrian crossings be removed once the intersection of Bowden Street with Constitution Road is signalised.

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

ITEM (G): PRINCES STREET, GLADESVILLE
SUBJECT: RESIDENT PARKING SCHEME

ELECTORATE: LANE COVE
WARD: CENTRAL
ROAD CLASS: NON-Classified

Traffic Committee Members are required to advise whether they have any pecuniary interest regarding the item discussed below.

BACKGROUND

This section of Princes Street is a residential street located between Victoria Road. While the street is residential in nature, there is anecdotal evidence of on street parking being utilised by commuters and staff of nearby commercial premises. On site observations indicate that all on-street parking spaces in the street are regularly filled throughout the working week.

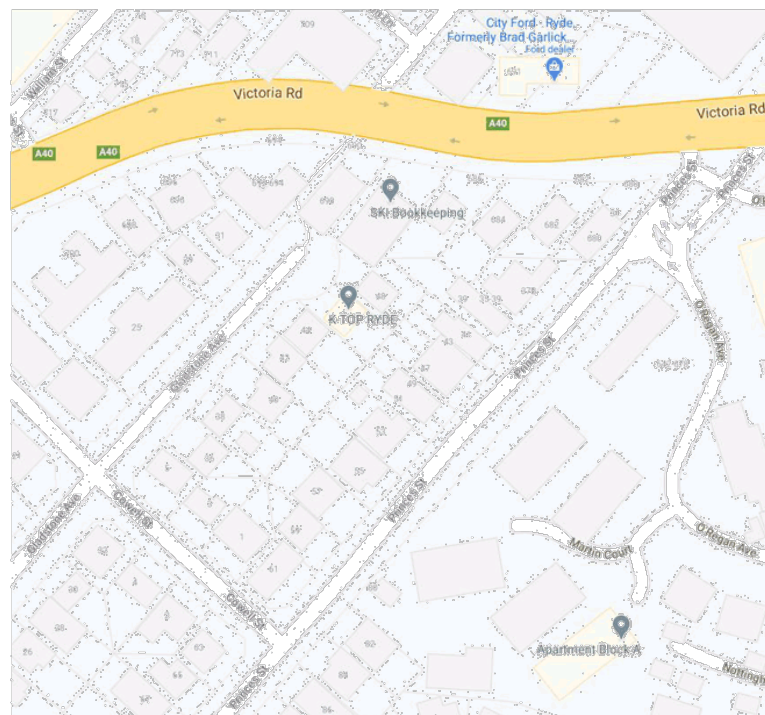


Figure 1: Location Plan

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

DISCUSSION:

Due to the constrained carriageway on Princes Street an off-set double barrier (BB) line has been installed on a 128m section south of the entrance to the Calvary Retirement Community. This section allows for parking on the western (residential) side, with No Stopping restrictions on the western side of the street.



Figure 2: Street view looking south on Princes Street.

Council has received representation from residents of the street who wish their street to be considered for inclusion into a resident parking scheme. Council's adopted parking permit policy details a two-step criteria process for a street to be considered as a suitable candidate for a resident parking scheme.

- An on-street parking utilisation survey must indicate that 85% of the available on-street parking spaces on both sides of the street are being utilised.
- Surveys to identify this utilisation rate are undertaken at three (3) time periods (morning, lunchtime, afternoon) on any three (3) days of a normal week (does not include holidays and special event periods) to gauge the parking demand along the subject street.

Site observations indicated that on-street parking in the street between 8am and 6pm on weekdays currently is well above the 85% criteria required. Since the street met the first parking utilisation criteria, Council undertook consultation with the residents and property owners to establish the level of support for such a scheme. Consultation would need to establish that a minimum of 51% of properties in the street are in support of the proposed scheme.

All residents and property owners in the street were consulted as to whether they wished their street to be included into a resident parking scheme. Residents were letterboxed on 20 January 2021. The results of the consultation process indicated that eight (8) of the fourteen (14) properties in the street were supportive, with one (1) opposed, which exceeds the 51% support criteria required for the resident parking scheme to be endorsed.

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

A preliminary assessment of the parking availability of residential properties in the affected section show that most have access to a single off-street parking space.

It should be noted that there is extremely limited availability for on-street parking in the area and demand generated by the residents will occupy most, if not all, of the available parking, with observations after hours showing a high occupancy rate of available parking.



Figure 3: Proposed RPS on western side of Princes Street

In accordance with Council's policies only one (western) side of the street will be restricted to resident parking, however, as the other is predominantly statutory No Stopping this is something of a moot point. The 3 angled parking bays north of the entrance of the Calvary Retirement Community are to remain unrestricted, as these spaces were provided as part of the redevelopment of the Calvary site.

Agenda of the Ryde Traffic Committee, dated 25 March 2021

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The western side of Princes Street, between Victoria Road and Cowell Street that is currently unrestricted (174m) be signposted as 2P 8am – 6pm Mon-Fri Authorised Permit Holders Excepted, with a new residential parking zone number to be determined
- b) All residents with a street frontage to this section of Princes Street be notified of the decision and be invited to apply for permits.

ITEM 7 (continued)

ATTACHMENT 1



ITEM (H): RYDE ROAD, GLADESVILLE

SUBJECT: PARKING RESTRICTIONS

ELECTORATE: LANE COVE

WARD: EAST

ROAD CLASS: REGIONAL

Traffic Committee Members are required to advise whether they have any pecuniary interest regarding the item discussed below.

BACKGROUND

This section of Ryde Road is a regional road that forms a link between Monash Road and Pittwater Road. The section in question is adjacent to the Gladesville Bowling and Sports Club at 181a Ryde Road. The parking restrictions associated with this item affect the on-street parking arrangements in the vicinity of the Club, who have been consulted on this proposal.

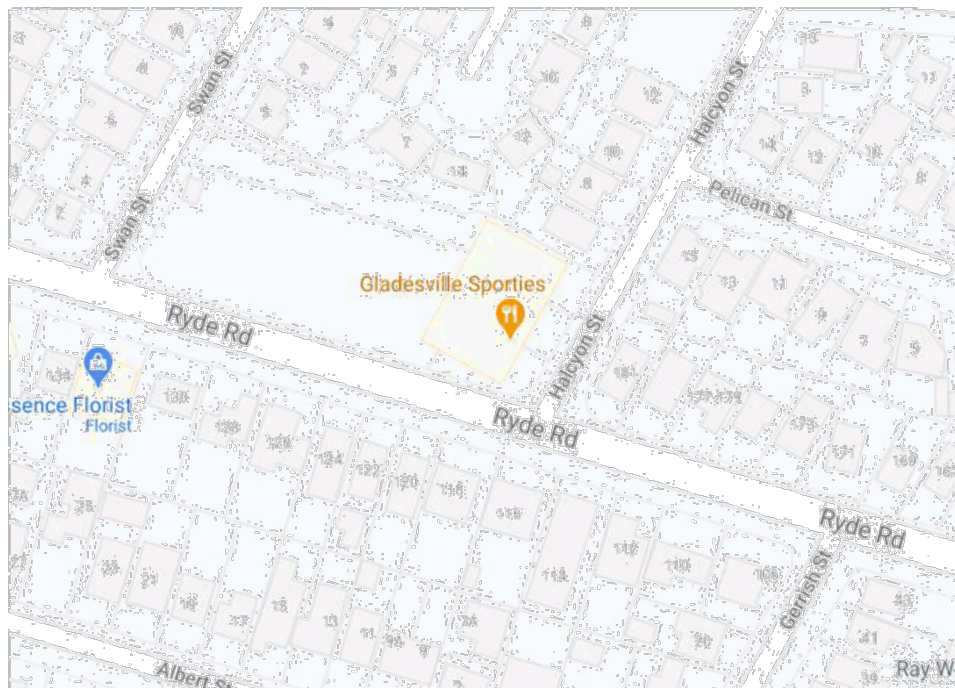


Figure 1: Location Plan

ITEM 7 (continued)

ATTACHMENT 1

DISCUSSION:

At the meeting on 13 August 2020 meeting of the Ryde Traffic Committee alterations to parking arrangements on Halcyon Street were considered, and subsequently adopted by Council. This proposal specifically installed a No Parking restriction on the eastern side of Halcyon Street to accommodate the through movement of traffic and minimise disruption at Rhapsody Dance Studio which operates as part of Gladesville Bowling and Spots Club.



Figure 2: Street view looking north to Halcyon Street from Ryde Road.

After the recommendations of the Traffic Committee were implemented a review of the area was conducted to determine if further improvements to the area were warranted. It was noted at this time that two existing disabled spaces were creating a significant impediment to the traffic flow on Halcyon Street.

Due to the gradient of Halcyon Street, the fact that disabled patrons must cross the road after parking in these spaces and lack of compliance with current standards, their value to the community in their present form is marginal.

As these spaces were specifically requested by the club (in 2004), Council officers recently met with the club management to determine if a suitable alternative could be identified. It was determined that moving these spaces to Ryde Road would provide a more direct, safe and convenient route to the club, and that sufficient kerb space could be allocated to make the spaces compliant to current standards.

ITEM 7 (continued)

ATTACHMENT 1

Further discussion revealed that the small bus zone on Halcyon Street was no longer utilised by the club, and that parking a bus at this location would create significant traffic flow issues.

Similarly, the Bus Zone on Ryde Road adjacent to the club was provided to accommodate coaches of visiting bowling clubs for scheduled matches. As these matches no longer occur, the restrictions are redundant, and the kerb space is available for an alternate use. As there is a tendency for long term parking in the area (boats and trailers) a parking restriction (4P) is recommended to prevent long stay parking.

These restrictions are intended to improve the traffic flow on Halcyon Street and improve the utility of the existing kerb space.

It should be noted that this site is subject to a redevelopment and the location of the mobility parking aligns to the proposed entrance rather than the existing.

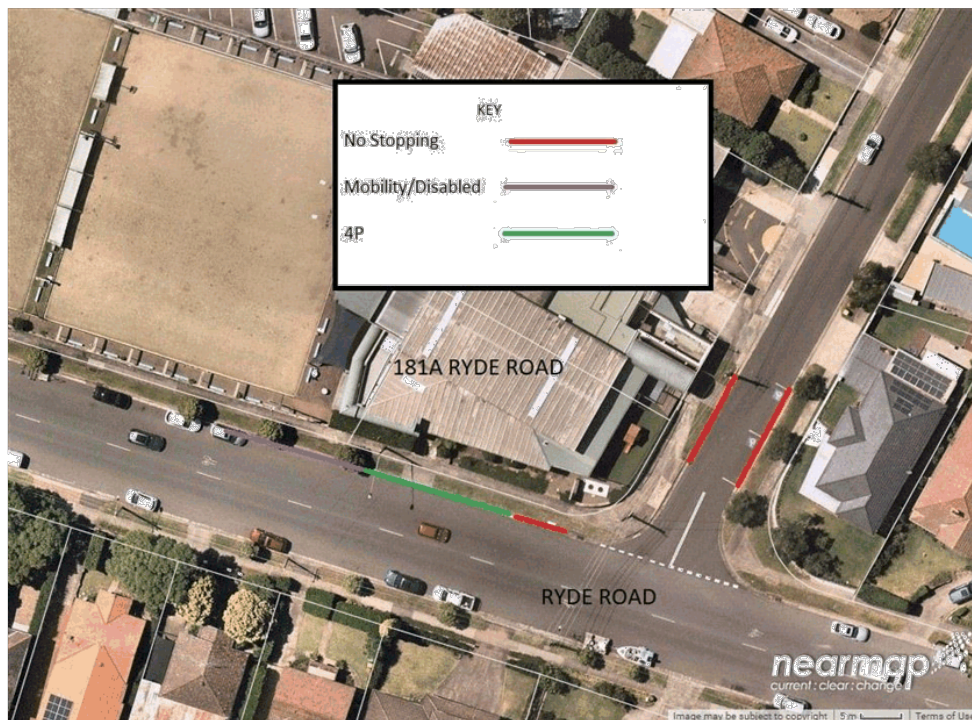


Figure 3: Proposed Parking restrictions in vicinity of 181A Ryde Road

ITEM 7 (continued)

ATTACHMENT 1



Ryde Traffic Committee

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- c) The 13m section of Mobility/Disabled parking on the eastern side of Halcyon Street be removed and replaced by No Stopping.
- d) The 12m section of Bus Zone on the western side of Halcyon Street be removed and replaced with No Stopping.
- e) The 10m statutory No Stopping Restriction on the northern side of Ryde Road west of Halcyon Street be Extended to 15m.
- f) A 19m section of 4P parking be installed on the northern side of Ryde Road commencing 15m west of the intersection of Halcyon Street.
- g) A 15.6m section of Mobility/Disabled parking be installed on the northern side of Ryde Road commencing 30m west of the intersection of Halcyon Street, and, that future works to provide kerb ramps to make these spaces fully compliant be programmed.

ITEM 7 (continued)

ATTACHMENT 1

ITEM (I): 239A VIMIERA ROAD, MARSFIELD
SUBJECT: INSTALLATION OF BUS ZONE

ELECTORATE: RYDE
WARD: WEST
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-00936

Traffic Committee Members are required to advise whether they have any pecuniary interest with regards to the item discussed below.

Council has received a request from Sydney buses to install a Bus Zone at existing Bus Stop No.212223, located adjacent to 239A Vimiera Road, Marsfield.

Sydney buses have reported that vehicles parking in proximity to the bus stop are impeding access of scheduled services, causing buses to partly block the northbound travel lane.

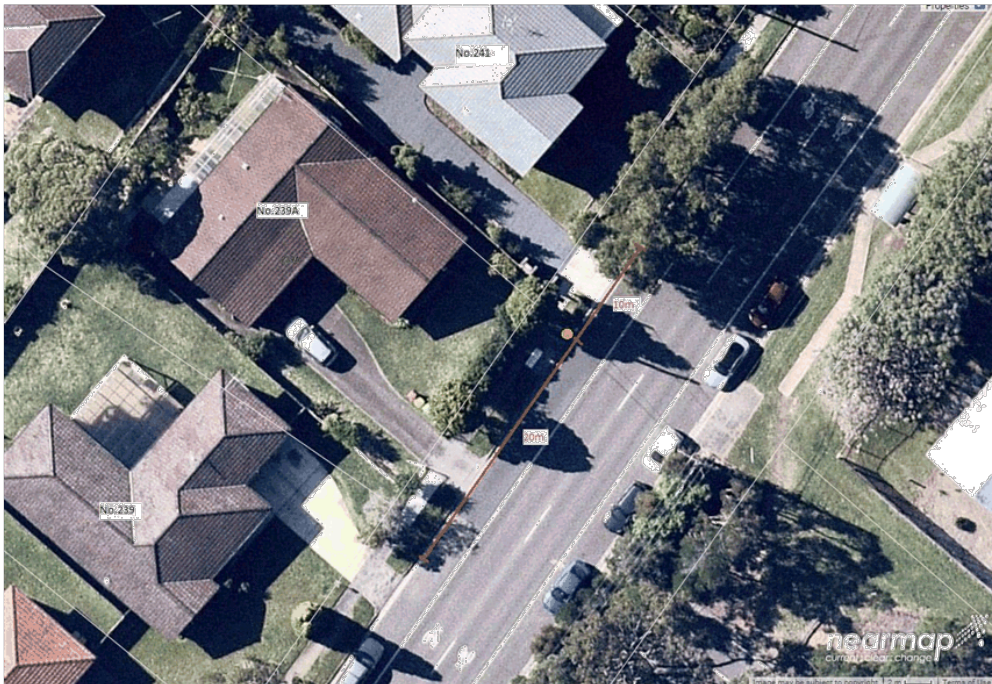


Figure 1: Locality map.

ITEM 7 (continued)

ATTACHMENT 1



Figure 2: Street view of 239a Vimiera Road, Marsfield

The bus zone will cover the statutory restrictions for parking near a bus stop, 20m on the approach and 10m on the departure. As such no legal parking will be affected by this proposal. The intention of this installation is to clearly define the area required for effective bus operations and prevent illegal parking.

The residents of 239a Vimiera Road, Marsfield will be advised before the signage is installed

Recommendation:

The Ryde Traffic Committee recommends that:

- a) A 30m Bus Zone be installed at Bus Stop No.212223 adjacent to 239A Vimiera Road, Marsfield.