

Meeting Date: Tuesday 8 June 2021
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde and Online
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.*

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LATE ITEM**9 ORCHARD STREET, WEST RYDE - NEW BUS ZONE**

Report prepared by: Senior Coordinator - Transport Services
File No.: GRP/21/7 - BP21/549

REPORT SUMMARY

Council at its meeting of 25 May 2021 considered the Orchard Street, West Ryde bus route and proposed bus zone and resolved as follows:-

- a. That Council notes its opposition to changes to bus routes without a transparent and robust community consultation process.*
- b. That this matter be deferred pending consultation by Transport for NSW regarding potential changes to this particular bus route and associated impacts to local residents.*
- c. That results of this consultation be presented to the Works and Community Committee when the matter comes back to Council.*

As detailed in Resolution C, this report provides a follow up on the consultation as requested and seeks Council resolution to implement the bus zone on Orchard Street as recommended by the Ryde Local Traffic Committee.

RECOMMENDATION:

- (a) That Council endorses that the 500X bus service be rerouted from its existing route from West Ryde Station to now use Ryedale Road, right into Terry Road and right into Orchard Street before it re-joins the existing route on Orchard Street east of Anzac Avenue.
- (b) That a new bus zone be created on the eastbound side of Orchard Street immediately west of Anzac Avenue to facilitate the rerouted bus service.

ATTACHMENTS

There are no attachments for this report.

ITEM 9 (continued)

Report Prepared By:

John Begley
Senior Coordinator - Transport Services

Report Approved By:

Michael Dixon
Transport Manager

Wayne Rylands
Director - City Works

ITEM 9 (continued)**Background**

Council at its meeting of 25 May 2021 considered the Orchard Street, West Ryde bus route and proposed bus zone and resolved as follows:-

- (a) *That Council notes its opposition to changes to bus routes without a transparent and robust community consultation process.*
- (b) *That this matter be deferred pending consultation by Transport for NSW regarding potential changes to this particular bus route and associated impacts to local residents.*
- (c) *That results of this consultation be presented to the Works and Community Committee when the matter comes back to Council.*

The bus route in question is known as the 500X which connects West Ryde with the Sydney CBD at Hyde Park. This service commenced in January 2021, originating at Ryedale Road at West Ryde Station, turning right into Herbert Street, left into Anzac Avenue and right again onto Orchard Street where it continued on its route.

As Council may be aware, staff have commenced delivery of the approved public domain upgrades on Ryedale Road, which will deliver a much more practical and pleasant pedestrian environment for residents and visitors to the eastern side of the West Ryde commercial/retail precinct. This work includes an upgrade to the intersection of Ryedale Road with Herbert Street, where the road carriageway will be narrowed to facilitate expanded footpaths and the construction of a raised pedestrian crossing. These works will make it nearly impossible for buses to use Herbert Street as part of their route, meaning that an alternate route for the 500X service was required. The most practical new route was identified to be north along Ryedale Road, then turning right into Terry Road, right into Orchard Street and then rejoining the existing route on Orchard Street, east of its intersection with Anzac Avenue. These roads are considered to be the most appropriate for buses to travel upon.

State Transit Authority requested that a new bus zone be installed on Orchard Street immediately west of Anzac Avenue to compensate for the loss of two bus stops on Anzac Avenue (on the old route). It was proposed that the new bus zone would be located along the Orchard Street side frontage of 67 Anzac Avenue. The residents of this property were advised of the proposed bus zone with no adverse comments received back from them.

ITEM 9 (continued)

The matter was tabled at the 29th April meeting of the Ryde Traffic Committee who resolved that:-

- a) That the 500X bus service be rerouted from its existing route from West Ryde Station to now use Ryedale Road, right into Terry Road and right into Orchard Street before it re-joins its existing route on Orchard Street east of Anzac Avenue.*
- b) That a new bus zone be created on the eastbound side of Orchard Street immediately west of Anzac Avenue to facilitate the rerouted bus service.*
- c) That vegetation in the vicinity of this new bus zone on Orchard Street be removed to ensure clear passage for buses accessing this stop.*
- d) That the two existing bus stops on the northbound side of Anzac Avenue be removed, with the existing bus shelter adjacent to Anzac Park to be relocated to a new location as required.*

The State Transit Authority advised the public of the new route changes via their Transport for NSW website and through updates on their mobile apps. It also informed the public of the route changes via notifications at the existing bus stops on Ryedale Road and Anzac Avenue.

Should the bus zone not be approved, residents of West Ryde who reside near the town centre will have nowhere to alight or depart the bus (travelling eastbound) between the Ryde Eastwood Leagues Club and Parkes Street. This has implications for accessibility to public transport services and is not a desirable outcome. Due to the public domain changes that Council is implementing (following extensive consultation with the local West Ryde community) the bus route will have to stay on Orchard Street.

It should be noted that in relation to item (c) above, it is important to note that vegetation in the vicinity of the bus zone will not be removed, only pruned to ensure buses are not damaged from the tree branches.

Financial Implications

Adoption of the recommendation will have no financial impact as the bus zone signage can be accommodated through Council's recurrent traffic infrastructure budget.