



OUR CONNECTED AND ACCESSIBLE CITY

It is easy, safe and convenient for people to get to work, visit friends or shops, or use local facilities and services in the City of Ryde. Walking, cycling and public transport are easy to use and well connected throughout the City.



PRIORITIES FOR THIS OUTCOME:

PRIORITY 1

CONNECTIONS TO OUR CITY

Improving access to our suburbs, workplaces and major destinations

Continuing to advocate for better transport connections for the City of Ryde, including a light rail link from Parramatta to Macquarie Park and improved transport interchanges in key locations.

Promoting sustainable transport and reducing reliance on cars, in our work with the State Government agencies and through organisations such as Connect Macquarie Park and North Ryde.

PRIORITY 2

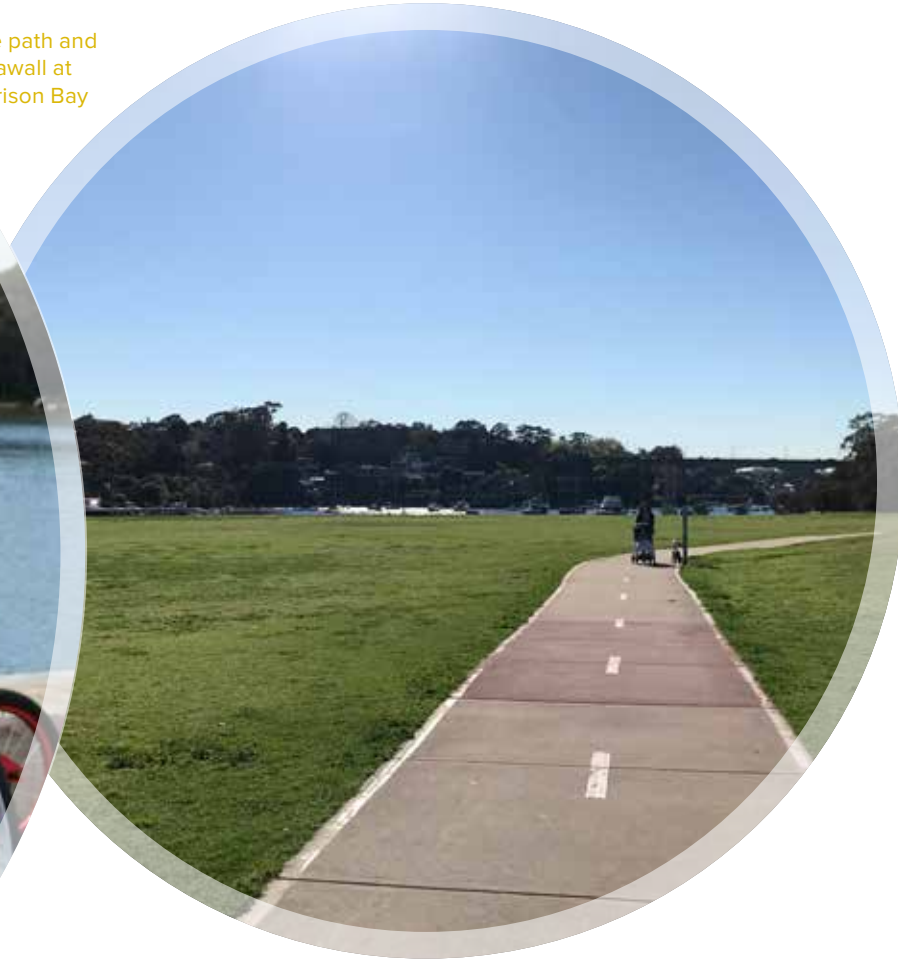
CONNECTIONS WITHIN OUR CITY

Improving access to our centres and recreation and reducing our travel footprint

Continuing to enhance and maintain connections and accessibility to centres, open spaces and places including:

- Improved car parking options, especially in town centres.
- Planning for increased use of active and public transport options, and improved pedestrian access and mobility.
- Continuing investment in the road network, footpaths, cycleways and walkways, and considering technology solutions assisting parking and vehicle movement.

Cycle path and
seawall at
Morrison Bay



PRIORITY
3

DIGITAL CONNECTIVITY

**Accessible digital connections for
the community and business**

Growing digital connection to improve public accessibility to information and provide the infrastructure framework supporting future 'Smart City' initiatives.



WiFi in Eastwood Plaza



The City of Ryde has
320km of roads
traversing the City with over

641km
of kerbs and guttering
and
560,400m²
of footpaths

There are over
71,000
registered vehicles
housed in the City of Ryde local
government area.

Of the
84,327
local workers
in the City of Ryde,
80%
live outside the area.



53%
of over
57,000
working residents
use their car to get to work.

39%
of working residents
catch public transport to get to work, or
walk, cycle or work at home.

Up to
200,000
vehicle movements
every weekday on the four major state
roads that traverse the City of Ryde



More than
110,000
Opal Card taps
on more than
1,200
bus, train and ferry services
every weekday.

Almost 80% of
people coming to
City of Ryde use their
car. City of Ryde
residents use their
own car for
approximately 70% of
trips that they make.

QUARTER 4 RESULT FOR THIS OUTCOME

('000)	BUDGET	ACTUAL
Income	-46,006	-49,452
Expenditure	31,127	29,898



Macquarie Park
roadworks



Eastwood to Macquarie Park cycleway

Building connections within our City

The City of Ryde's central location, close to Sydney's CBD and with good public transport links, is a key strength.

However, traffic, congestion and availability of parking limit access to centres and reduce liveability. This has been identified by every group in our community as the number-one issue affecting our City. Forecast population and economic growth and future housing development will only increase these problems if left unchecked.

Already, many major roads in our City including Victoria Road, Epping Road and Lane Cove Road are subject to traffic queues every day. Public transport only offers a partial solution.

Our community wants to see new transport connections and infrastructure in advance of new housing developments, linking people to their local centres, to work and around their neighbourhoods. These must be networked, efficient, safe and able to be accessed by anyone, regardless of age or mobility.

Our aim is to improve connectivity across our City and improve accessibility to our suburbs, centres, open spaces and places. Relieving traffic and congestion on roads, reducing car use and increasing public transport, pedestrian and cyclist access to destinations across the City are key priorities. Addressing this very difficult challenge will involve a combination of infrastructure and technology solutions, improved or different services, and behavioural change by everybody who travels within the City of Ryde.

With transport primarily planned and funded by the NSW Government, and Council focused on local streets and centres, we must consistently advocate on behalf of the community for improved transport solutions, while also enhancing and renewing our existing civil infrastructure assets like roads and pathways.

How we monitor progress

- Vehicle movements
- Modal shift
- Community sentiment

Committees that support this outcome

- Bicycle Advisory Committee
- Traffic Committee

Programs that support this outcome

The Connected and Accessible City outcome is supported by eight programs:

- Centres and Neighbourhoods program
- Foreshore program
- Land Use Planning program
- Library program
- Paths and Cycleways program
- Regulatory program
- Roads program
- Traffic and Transport program

In 2018/19, we asked you about:

- Parking improvements and restrictions
- Traffic and parking around schools
- Carparking in Eastwood
- Pedestrian crossing points

Services

HIGHLIGHTS

Improving carparking and congestion in Eastwood

- We completed the Eastwood Traffic and Parking Study, developed a traffic and parking management strategy and undertook a cycling infrastructure review for Eastwood Town Centre
- We developed a concept plan to support the creation of a new shopper car park on the western side of Eastwood and a new public plaza and community facilities including lodging a development application for the construction of a new multi-storey short stay car park in Rowe Street to alleviate carparking shortages

Winning cycleway funding

- We were awarded \$3.85 million for a shared user path along Epping Road between Paul Street and Vimiera Road and between Epping Road and Bronhill Avenue

Supporting the Epping to Chatswood rail shutdown

- We assisted Transport for NSW to manage traffic and bus changes associated with construction of the Sydney Metro and returning our streets to their original conditions, including implementing a temporary resident parking scheme on 38 streets to protect residents from possible commuter influx due to the rail shutdown

Making our City more accessible

- We increased the walkability of our suburbs, access to public transport and helped to reduce dependence on cars, including enhancing pedestrian accessibility around Macquarie Park and upgraded bus stops to comply with the Disability Standards for Accessible Public Transport
- We provided more than 48,700 passenger trips on our Shop Ryder community bus service, conservatively taking over 10,000 single passenger car trips off the road

Supporting road safety

- We continued our rolling program of road safety upgrades including delivered new pedestrian refuges and kerb ramps in eight locations in West Ryde and Meadowbank and improving pedestrian facilities at eight schools around the Ryde LGA as part of our Safety Around Schools project



TRAFFIC AND TRANSPORT

The City of Ryde provides specialist advice on traffic, transport and development matters, managing our transport, traffic and car parking and implementing sustainable transport options to improve mobility and connectivity across our City and improve accessibility to our suburbs, centres, open spaces and places.

This includes working with State Government transport agencies to deliver major transport infrastructure, managing the renewal of existing traffic facilities, and developing plans and strategies that support the use of non-car based modes of transport (cycling, walking, public transport) and improve safety for all road users. It also includes optimising the use of on- and off-street parking to provide access to our town centres and places of interest.

The City of Ryde also operates a free bus service (Shop Ryder) that supports members of the community with limited mobility or access to transport, connecting them to key centres within the City.

PROJECTS

- **Traffic facilities renewal**
Repairs, updates and maintenance of traffic facilities.
- **Traffic calming devices**
An ongoing program to address speed in local streets.
- ⊗ **See Street traffic facilities expansion**
Project deferred until completion of Meadowbank Education Precinct study.
- **Cambridge Street Gladesville – traffic management devices**
Raised guides with additional Stop/ Give Way signs installed.
- **Top Ryde – construction of 40km/hr HPAA**
Ryde High Pedestrian Activity Area 40km/hr zone completed. It includes raised thresholds, road resurfacing and new lines and markings, providing safety improvements for pedestrians and maintaining conditions for traffic.
- **Pedestrian accessibility and mobility plans**
An ongoing program developing PAMPs for six town centres and various neighbourhood and small centres in the City of Ryde
- **PAMP implementation works – central, east and west wards**
New pedestrian refuges and new kerb ramps delivered in eight locations in West Ryde and Meadowbank as part of a rolling program of pedestrian access priority works.
- ⓘ **Car park renewal**
Following resolution of design issues, resurfacing and update of the East Parade Carpark has been deferred until 2019/20.
- **Road safety upgrades and improvement**
A rolling program of road safety upgrades.
- **School zone parking officers**
Education and illegal parking enforcement provided at school zones throughout the City of Ryde.
- **Eastwood traffic and parking study**
A comprehensive traffic and parking study of Eastwood and surrounds considering future land use, traffic flow, on-street and off-street parking, cycling and so on.
- **Multi-deck car park construction – Rowe Street, Eastwood**
DA lodged and awaiting determination. Construction anticipated to commence in early 2020.
- **Bus stop DDA compliance**
Bus stops retrofitted with the requisite elements to comply with the Disability Standards for Accessible Public Transport.
- **New bus stop seats**
New bus seats installed in high pedestrian areas.
- **Devlin Street traffic study**
Future traffic studies will be incorporated into the Ryde Central Redevelopment Project as required.



CITY ROADS

Managing and maintaining our road-based assets (roads, bridges and retaining walls, car parks, and parking hardware) to ensure that they remain safe and are sustainable in the long term and provide a satisfactory level of service for the community.

2,819 metres
of kerb and guttering

Replaced and restored
176,522 m²
of road pavements

492
signs installed

PERFORMANCE

	2018/19	2017/18
✓ % of road pavement network that are condition level 4 or better (Target >= 94%)	98%	97%



PATHS AND CYCLEWAYS

PROJECTS

- **Integrated Transport Strategy implementation**
 An ongoing program implementing the actions from Council's Integrated Transport Strategy
- **Heavy patching**
 Ongoing program of renewing large (but less than street-block-sized) sections of road pavement.
- ✓ **Flood mitigation/Constitution Road upgrade**
 Design of Constitution Road public domain and drainage between Belmore Street and Railway Road, Meadowbank is in progress. Final scope of works is dependent on adjoining developments.
- **Road resurfacing renewal**
 Ongoing program of replacement and resurfacing of existing road pavements to preserve structural and functional integrity. forty-nine projects completed in 2018/19.
- ✓ **Pittwater Road Upgrade (High Street – Field of Mars)**
 Construction of a shared use path, kerb and gutter, drainage and associated infrastructure, and reconstruction of road pavement.
- **Bridge upgrade/renewal**
 Upgrades and renewals of bridge assets. Three projects were completed, including the refurbishment of the Lucinda Road bridge, North Ryde.
- **Kerb and gutter renewal**
 Ongoing program of repairs and replacement of poor condition sections of kerb and gutter throughout the City.
- ✓ **Road kerb renewal**
 Ongoing program of repairs and replacement of road kerbs in poor condition throughout the City. Six of eight projects were completed as planned. Ryedale Road was postponed pending West Ryde Town Centre upgrades. Denistone Road will be completed in the first quarter of the 2019/20.

Developing, managing and maintaining our footpaths, paths and cycleways to support safe and convenient mobility and connections throughout the City of Ryde.

PERFORMANCE

	2018/19	2017/18
✓ % of paths and cycleways that are condition level 4 or better (Target >= 95%)	99.7%	99%

Replaced and restored
7,000 m²
 of footpaths
 and cycleways

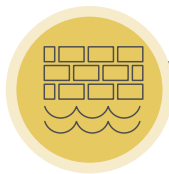
Installed
6,924 m²
 of new footpaths
 and cycleways

PROJECTS

- **Cycleways construction expansion**
 Ongoing program of implementing additional cycleway facilities (specific and/or shared).
- **Field of Mars Shared Use Path**
 Design and Stage 1 completed. Stage 2 to be completed in 2019/20.
- **Footpath construction renewal**
 Ongoing program of renewing deteriorated and very poor condition sections of existing footpaths throughout the City of Ryde. All 12 planned projects completed.
- ✓ **Footpath construction expansion**
 Constructing footpaths throughout the City of Ryde in order to provide paving on at least one side, including kerb ramps. 11 projects completed.



Road resurfacing, Morrison Road, Gladesville



SEAWALLS AND FORESHORES

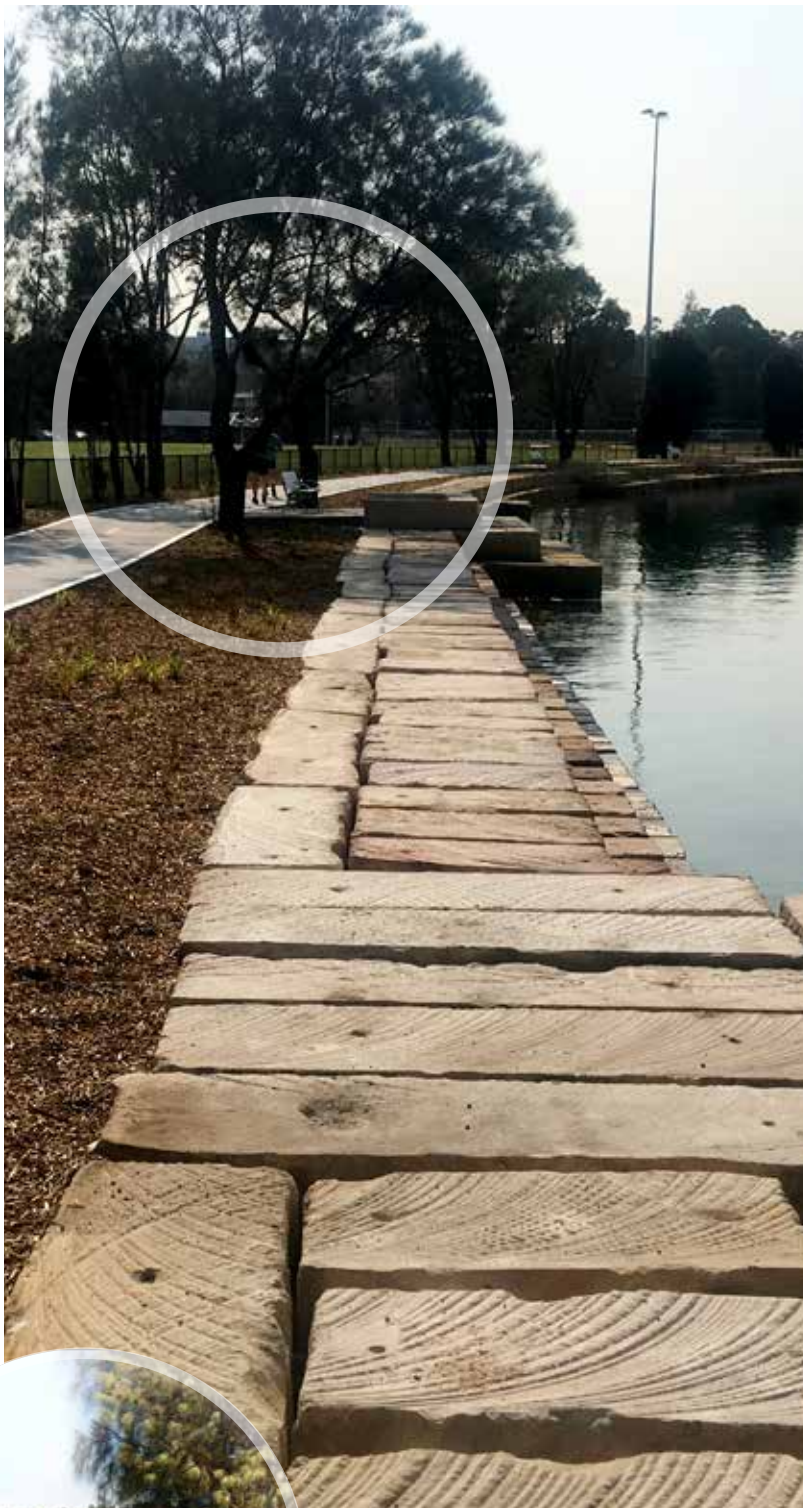
Development, management, delivery, remediation, improvement and maintenance of our foreshore infrastructure and assets (including wharves, jetties, boat ramps and seawalls) to ensure that they remain safe, are sustainable in the long term and provide a satisfactory level of service for the community.

PROJECTS

- Kissing Point Boat Ramp repairs**
 Extension of the kissing point ramp by 2m to allow for sufficient water depth on low tides to ensure safety for users
- Seawalls/Retaining walls refurbishment renewal**
 Putney Park – Concept design completed. Detailed design to be integrated with the Putney Park foreshore walkway and Putney Beach Activation Project. Banjo Patterson design to be completed by the first week of August 2019 due to additional geotechnical analysis. Tender scheduled for August 2019.
- Bennelong Park groyne and foreshore improvement**
 Government grant funding to address foreshore erosion issues facing Bennelong Park/Concord & Ryde Sailing Club. The Council component of this project is complete, with the physical construction of groynes to be completed by the NSW Government in 2019/20.

PERFORMANCE

	2018/19	2017/18
✓ % of seawalls that are condition level 4 or better (Target >= 95%)	98.0%	100%



Morrison Bay Seawall



Putney Beach concept

The year in review

Addressing traffic and parking issues in Eastwood and bringing the Rowe Street East shopper car park closer

Traffic congestion in Eastwood is set to ease, thanks to a recently completed Eastwood Traffic and Parking Study. This assessed both current traffic conditions and the impacts of further potential development in the Eastwood Town Centre during the next 10 years. A new localised strategy was then developed to address the traffic and parking issues identified in the study. This was further supported by a cycling infrastructure review.

We also received strong support from the Eastwood community for the new Eastwood short stay car park. Once the new 150-space short-stay carpark is built on the current site at 53-71 Rowe Street, it will address chronic parking shortages for shoppers in the area and help boost the local economy.

More than 750 residents, workers and business owners from Eastwood as well as visitors to the suburb took part in the consultation.

A development application has been lodged for the new car park, which will provide the biggest increase in public parking spaces in Eastwood in nearly 50 years. The new multi-storey shopper car park will be located at 53-71 Rowe Street, have approximately 150 spaces and – in a first for a City of Ryde-owned facility – will feature charging stations for electric vehicles.

In addition, we developed a concept plan to support the creation of a new shopper car park on the western side of Eastwood as well as a new public plaza and community facilities.

The plan would see the existing Glen Street carpark relocated to the Shaftsbury Road precinct at the edge of Eastwood town centre. The Glen Street carpark site would then be transformed into a public plaza, creating a more vibrant open space for the community.

The plans are part of Council's efforts to address the chronic parking shortages currently crippling Eastwood while also revitalising the town centre and local economy.



New bus Shelters

Bringing back decoration to public spaces

Bus commuters will have a more enjoyable wait as our network of bus shelters is revamped with eye-catching decorations to form an outdoor art gallery.

The program of decorating bus shelters began intermittently in 2013, but we are now in the process of replacing most of our bus shelters over the next four years, with more shelters forming an outdoor art gallery.

The shelters' glass covers are being decorated with artwork, pictures, poems, quotes as well as vegetation and other tactile features.

Designed to encourage engagement with commuters, the theme for most shelters complements their location, while some will expand the range of topics being featured to establish the concept of a public outdoor gallery.

This program is part of a broader ideal of bringing decoration back to public infrastructure, something that has diminished greatly in Sydney since the 1930s. It is also reflective of Council's philosophy of supporting the use of buses and public transport by improving the travel experience.



Rowe Street Eastwood new carpark concept

Consulting with our community about traffic changes

Our community has told us that they want more say in the changes that shape their community, so this year we met with local people to discuss the following reviews and proposals:

- A review of on-street parking in Putney Village Small Centre
- Implementing a temporary resident parking scheme in North Ryde and Macquarie Park during the Epping to Chatswood Rail closure
- Implementing a resident parking scheme in the area to the west and north of West Ryde town centre; and west of the train station (Bellevue Avenue, Bencoolen Avenue, Bigland Avenue, Chatham Road, Dickson Avenue, Fernvale Avenue, Hall Street, Miriam Road and Park Avenue)
- 'No stopping' restrictions in 14 sites across the City
- Pedestrian safety proposals, including: refuge islands in Adelaide Street, south of the intersection of Constitution Road, West Ryde; in Cobham Avenue, Melrose Park; and Adelaide Street, north of the intersection with Deakin Street, West Ryde
- Installing a pedestrian crossing on Julius Avenue, North Ryde
- Constructing a 40km/hr High Pedestrian Activity Area in Top Ryde
- Altering or installing parking controls for seven sites, including in West Parade and Gordon Crescent around Denistone Station and outside St. Michael's Church in Maxim Street, West Ryde.

Extending our cycleways and shared user paths

Shared user paths (SUPs) provide lanes wide enough for both pedestrians and bike riders, while providing safe separation between bike riders and motorists. The proposed locations of SUPs have been identified in City of Ryde's Bike Plan to provide cycling connections around our City and beyond.

As part of our cycleways construction and expansion program, we constructed shared user paths along the southern side of Epping Road between Paul Street and Herring Road (Stage 1) and between Balaclava Road and Vimiera Road (Stage 3).

The Epping Road SUP Stage 2 was deferred. The City of Ryde received \$858,000 in RMS funding to complete Stage 2. However, market fluctuations meant that the project cost increased. There was also insufficient time available within the funding window to undertake community consultation regarding the removal of trees along Waring Street. These resulted in deferral of Stage 2,



Improvements recommended for traffic and parking around schools

with funding for Stage 2 spent on completing the remainder of Stages 1 and 3 instead.

Construction is expected to be completed within the 2019/20 financial year.

We also successfully obtained \$1,155,209 in grant funding from Roads and Maritime Services (RMS) for the design and construction of the Pittwater Road SUP. The City of Ryde and RMS will co-fund the project, which will be completed over three financial years, with Stage 1 scheduled for completion in 2019/20.



Receiving funding for black spots

We successfully obtained funding of \$145,000 from the NSW Safer Roads Program for projects that included traffic calming measures on Badajoz Road and Twin Road, North Ryde. The funding also covered the installation of a raised pedestrian crossing (known as a wombat crossing) in Bay Drive, Meadowbank.

Making our schools safer

Changes to traffic and parking conditions have been recommended at Meadowbank Public School, Ryde Secondary College, Denistone East Public School, West Ryde Public School and Northcross Christian School. Improvement works are expected to be completed in 2019/20.

Improving digital connections for our community and business

We reached 15,000 followers through our social media channels on Facebook, Twitter and Instagram and had 1.1 million visitors to Council's website.

Challenges

School safety program implementation

Following our proactive review of safety around all schools in the City in 2017/18, we moved to the next phase of our Safety around Schools campaign. The expectations of both the community and their representatives were high and sometimes conflicting, as many were understandably passionate about the outcomes for which everyone was striving to achieve. Our traffic engineers and road safety practitioners had to develop solutions that not only addressed safety issues but were also financially feasible, met engineering standards, and prioritised improvements in a way that maximised overall community benefits.

Managing the development pipeline

Providing input into the development process is essential to ensuring that future traffic-based infrastructure is implemented at no cost to Council and the community (as far as practicable) through the development pipeline.

However, with approximately 2,500 issues raised during the financial year it was a challenge to balance responding to those issues with managing the assessment of large numbers of major development proposals, including planning proposals and State Significant Developments (SSDs).

Temporary closure of the Epping to Chatswood rail line

The Epping to Chatswood rail line shutdown closed rail access to the Macquarie Park/North Ryde area and Macquarie University and resulted in significant changes to the road network and traffic across the northern part of the City of Ryde for a nine-month period from September 2018 to May 2019. The Sydney Metro project and the rail shutdown received major attention from all mainstream media outlets over this period.

During the conversion from heavy rail to metro operations, more than 1,000 replacement bus services catered for the transport needs of impacted commuters each day. These additional services required temporary removal of parking spaces to facilitate the creation of bus stops, layover and standby facilities and a range of other changes to increase the efficiency and capacity of the road network in the Macquarie Park area, particularly during peak hours.

The City of Ryde also implemented a Temporary Resident Parking Scheme to help control the influx of private vehicles into quiet residential streets. After significant community feedback supporting this scheme, Council is now planning to convert the temporary resident parking scheme into a more permanent arrangement.

Ultimately, the benefits from the temporary loss of rail services during this period have resulted in significantly improved connectivity across the northern part of the City of Ryde with opening of the new Sydney Metro.

The year ahead

The City of Ryde is a highly desirable place to live and work. We are continuing our work to improve the standard of our roads, footpaths and cycleways, and will be working to achieve our goal of reduced traffic congestion and increased use of healthier, more sustainable alternatives to getting around.

Our integrated transport plan responds to the way our community moves about our City to create a more seamless experience. Our pedestrian access and mobility plans are increasing the walkability of our suburbs, increasing access to public transport and helping to reduce dependence on cars.

In 2019/20 we have the following projects planned:

Foreshore program

- Seawalls/retaining walls refurbishment renewal

Paths and Cycleways program

- Cycleways construction expansion
- Field of Mars shared user path
- Footpath construction expansion
- Footpath construction renewal
- Glades Bay Park access, Clare Street staircase renewal

Regulatory program

- School zone parking officers

Risk Management program

- Two-way radio communication system

Roads program

- Bridge upgrade/renewal
- Flood mitigation/Constitution Road upgrade

- Heavy patching
- Implementation of road opening permit software
- Integrated Transport System (ITS) implementation
- Kerb and gutter renewal
- Pittwater Road upgrade between High Street and Field of Mars
- Road kerb renewal
- Road resurfacing renewal

Traffic and Transport program

- Bus Stop Disability Discrimination Act (DDA) compliance
- Bus stop seats – new
- Car park renewal
- eParking configuration enhancement
- Multi-deck car park construction – Rowe Street East, Eastwood
- Pedestrian Access and Mobility Plan implementation works – Central, East and West wards
- Pedestrian crossing lighting upgrade
- Road safety upgrades and improvement
- Traffic calming devices
- Traffic facilities renewal

Waste and Recycling program

- Waste app

\$170.2 million investment is planned for this outcome over the next four years.