

Works and Community Committee AGENDA NO. 5/17

Meeting Date: Tuesday 18 July 2017

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

Time: 5.00pm

NOTICE OF BUSINESS

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1 CONFIRMATION OF MINUTES - Meeting held on 20 June 2017

Report prepared by: Senior Coordinator - Governance

File No.: CLM/17/1/2/2 - BP17/654

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 4/17, held on 20 June 2017, be confirmed.

ATTACHMENTS

1 MINUTES - Works and Community Committee Meeting - 20 June 2017



ATTACHMENT 1

Works and Community Committee MINUTES OF MEETING NO. 4/17

Meeting Date: Tuesday 20 June 2017

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

Time: 5.00pm

Councillors Present: Councillors Maggio (Chairperson), Laxale and Stott.

Apologies: Councillors Li, Perram and Yedelian OAM.

Leave of Absence: Councillor Pendleton.

Absent: Councillor Simon.

Staff Present: Acting General Manager, Acting Director – Corporate and Organisational Support Services, Acting Director – City Planning and Development, Acting Director – City Works and Infrastructure, Manager – Operations, Manager – Project Development, Manager – RALC, Acting Manager – City Planning, Acting Manager – Asset Systems, Acting Manager – Business Infrastructure, Senior Coordinator – Project Planning, Senior Coordinator – Open Space Planning and Development, Senior Coordinator – Environment, Senior Coordinator – Parks and Recreation, Senior Coordinator – Waste, Senior Coordinator – Traffic, Transport and Development, Senior Coordinator – Communications, Senior Coordinator – Community Engagement, Community Engagement Coordinator, Open Space Planner, Project Delivery Manager, Community Project Officer – Young People, Stormwater Engineer, Consultant (Convic), Senior Coordinator – Governance and Governance, Risk and Audit Coordinator.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

1 CONFIRMATION OF MINUTES - Meeting held on 16 May 2017

RESOLUTION: (Moved by Councillors Stott and Laxale)

That the Minutes of the Works and Community Committee 3/17, held on 16 May 2017, be confirmed.



ATTACHMENT 1

Record of Voting:

For the Motion: Unanimous

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

2 DENISTONE EAST BOWLING CLUB - COMMUNITY CONSULTATION OUTCOMES AND FUTURE USE

RECOMMENDATION: (Moved by Councillors Maggio and Stott)

- (a) That Council endorse the implementation of passive and active recreation open space (Community Consultation Option 2) on the land known as Denistone Bowling Club and allocate a total of \$2.2 million to be funded by Developer Contributions and be adjusted in the Four Year Delivery Plan accordingly (\$400,000 in 2018/19 and \$1.8M in 2019/20) for this purpose.
- (b) That Council write to all who took part in the community consultation for the Denistone Bowling Club advising of the Council's resolution and thanking them for their time and input.

Record of Voting:

For the Motion: Councillors Maggio and Stott

Against the Motion: Councillor Laxale

Note: This matter will be dealt with at the Council Meeting to be held on **27 JUNE 2017** as dissenting votes were recorded and it is outside the Committee's delegations.

3 RYDE OUTDOOR YOUTH AND FAMILY RECREATION SPACE

Note: Lesley Slender, Elizabeth Lawrence (representing City of Ryde Sports Advisory Committee – Skate Park Working Party), Ellissia Valenta, Aidan Fisher (representing Ryde Youth Council), Andrew Alcorn (representing Ryde Skate Park Working Party), Aileen Jaji, Dominic Hassett, Kenrick Thompson, Margaret Booth, Barry Booth and Ivan Valenta addressed the meeting in relation to this Item.

RECOMMENDATION: (Moved by Councillors Stott and Laxale)

(a) In accordance with the results of the community consultation, that Council endorse Meadowbank Park as the location for construction of the Ryde Outdoor Youth and Family Recreation Space, including skate facilities.



ATTACHMENT 1

- (b) That Council endorse the allocation of an additional \$1.3M for the construction of the Ryde Outdoor Youth and Family Recreation Space at Meadowbank Park. To be funded by Developer Contributions, and to be adjusted in the Four Year Delivery Plan accordingly (adjusting the funding to \$500,000 in 2017/2018 and \$2.3m in 2018/19).
- (c) That Council write to all who took part in the community consultation, including NSW Police, NSW Health and the Skate Park Working Group thanking them for their contributions to the Ryde Outdoor Youth and Family Recreation Space and advising them of the Council's resolution.
- (d) That all residents who addressed Council in relation to this item be invited to future community consultations to progress the concept to construction stage.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **27 JUNE 2017** as it is outside the Committee's delegations.

4 GRANT FUNDING - ROADS AND MARITIME SERVICES - TRAFFIC CONTROL SIGNALS

RECOMMENDATION: (Moved by Councillors Stott and Laxale)

- (a) That Council accepts the grant funding of \$50,000 from RMS.
- (b) That the funding received from the RMS be consolidated as an income and increased program expenditure budget within the 2017/18 Traffic and Transport Program.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **27 JUNE 2017** as it is outside the Committee's delegations.

5 ANNUAL WASTE STATUS REPORT

RESOLUTION: (Moved by Councillors Stott and Laxale)

That Council receive and note the Waste Status Report.



ATTACHMENT 1

Record of Voting:

For the Motion: Unanimous

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

6 PROJECT STATUS REPORT MAY 2017

RESOLUTION: (Moved by Councillors Stott and Laxale)

That Council receive and note the Supplementary Report.

Record of Voting:

For the Motion: Unanimous

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

7 SYNTHETIC SURFACE - OPPORTUNITY FOR IMPROVED FINANCIAL RETURN AND COMMUNITY USE

RESOLUTION: (Moved by Councillors Stott and Laxale)

- (a) That Council seek requests for proposals for the use of synthetic sports fields at ELS Hall Park and Christie Park during off-peak periods for the conduct of corporate and social sports activities for a two year period with a two year option.
- (b) That a further report be brought back to Council following the completion of the request for proposals process.

Record of 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 6.23pm.

CONFIRMED THIS 18TH DAY OF JULY 2017.

Chairperson



2 SPORT AND RECREATION STRATEGY 2016-2026

Report prepared by: Open Space Planner - City Planning and Development

File No.: GRP/09/6/10 - BP17/681

REPORT SUMMARY

The draft Sport and Recreation Strategy 2016-2026, including the draft Synthetic Surface Action Plan 2016-2026 (the Draft Strategy) is submitted to Council for its adoption.

The draft Sport and Recreation Strategy 2016-2026 (ATTACHMENT 1) was prepared by the City of Ryde in partnership with Otium Planning Group and provides a comprehensive framework for the ongoing effective provision, management and coordinated development of recreation facilities and services across the City of Ryde for the next 10 years. The draft Synthetic Surface Action Plan 2016-2026 (ATTACHMENT 2) was prepared by Strategic Leisure Group in association with SGL Consulting and complements the Sport and Recreation Strategy.

Council at its meeting held on 13 December 2016 resolved to place the draft Sport and Recreation Strategy on exhibition. The Draft Strategy was subsequently exhibited from 6 February 2017 to 9 April 2017 and incorporated the draft Synthetic Surface Action Plan.

At the close of the exhibition period 12 submissions were received. After consideration of all the submissions a number of amendments were flagged to improve the Draft Strategy without significantly altering its intent. A summary of submissions received (ATTACHMENT 3) listing all submissions by topic and the officer responses are provided in this report.

The Draft Strategy is being recommended for adoption as it provides the right mix of active and passive opportunities suitably located across the City, which can meet the community's needs and expectations and is flexible enough to be expanded in a merged entity.

RECOMMENDATION:

- (a) That Council endorse the adoption of the Sport and Recreation Strategy 2016-2026 incorporating the Synthetic Surface Action Plan 2016-2026 to provide a framework for the ongoing effective provision, management and coordinated development of recreation facilities and services across the City of Ryde.
- (b) That Council write to the members of the community who wrote submissions advising of the Council's resolution and thanking them for their time and input.



ATTACHMENTS

- 1 Sport and Recreation Strategy 2016-2026
- **2** Synthetic Surface Action Plan 2016-2026
- 3 Draft Sport and Recreation Strategy Summary of Written Submissions

Report Prepared By:

Aaron Mullins
Open Space Planner - City Planning and Development

Report Approved By:

lan Andrews Senior Coordinator - Open Space Planner and Development

Dyalan Govender Acting Manager - City Planning

Liz Coad Acting Director - City Planning and Development



Discussion

The draft Sport and Recreation Strategy 2016-2026 (ATTACHMENT 1) was prepared by the City of Ryde in partnership with Otium Planning Group. The draft Synthetic Surface Action Plan 2016-2026 (ATTACHMENT 2) was prepared by Strategic Leisure Group in association with SGL Consulting and complements the Sport and Recreation Strategy. The Draft Strategy was subsequently exhibited from 6 February 2017 to 9 April 2017 for community and stakeholder comment. A total of 12 submissions were received and these submissions by topic can be found in (ATTACHMENT 3).

The Draft Strategy provides a comprehensive framework for the ongoing effective provision, management and coordinated development of recreation facilities and services across the City of Ryde for the next 10 years. The Draft Strategy established seven thematic priorities and goals for the future of sport and recreation across the City.

To address the key themes identified in the Draft Strategy, seven goals were developed to align all future actions for sport and recreation within the City of Ryde. These goals will provide for a healthy and active community and be realised through the completion of actions and priorities set out in the Implementation Plan. The seven goals are:

- Goal 1 To Make the Most of What We Have
- Goal 2 Equitable Access for All
- Goal 3 We Understand and Respond to the Needs of Our Diverse Community.
- Goal 4 Our Facilities are Fit for Purpose
- Goal 5 We Provide Inclusive and Accessible Sport and Recreation
- Goal 6 Our Community Will be Aware of Our Facilities and Programs
- Goal 7 Sustainable management of Facilities and Sport

There is flexibility in the Draft Strategy for expansion across a merged entity, should that eventuate, and the framework of the Draft Strategy will allow it to be used in conjunction with existing Plans of Management and the Integrated Open Space Plan (IOSP) 2012.

Consultation

To inform and guide the Strategy, extensive community consultation was undertaken and a Project Reference Group (PRG) was established to provide guidance for the Strategy. The main portion of the consultation took place between August 2015 to October 2015 and was managed by Council's consultant. The consultation was managed to ensure that the widest cross section of interested parties could provide comment on the Strategy in an effort to capture the full spectrum of sport and recreation currently available within the City. The same process was adopted with consultation on the Draft Strategy.



The Draft Strategy was advertised on the City of Ryde website, Council's Facebook Page, and was made available on Council's Have Your Say Page. Hard copies of the document were also available during the public exhibition period at the City of Ryde Customer Service Centre, North Ryde Office reception area and the five City of Ryde libraries at Eastwood, Top Ryde, West Ryde, Gladesville and North Ryde. A number of hard copies were distributed to stakeholders on request.

Summary of Submissions Received

12 submissions were received during the exhibition process and each contained numerous comments across the whole of the Draft Strategy. The comments were grouped in two topic areas to enable logical assessment and these were:

- 1) Requests and Concerns
- 2) Clarification of Information

Overall, general comments received were very positive. Issues raised requiring consideration related to minor typographical errors, participation numbers, field allocation, noise and lighting levels and managing user groups within parks.

Topic Area 1: Requests

Submission	Response
More outdoor fitness equipment	Agreed. Fitness stations are included in the Strategy recognising the community's aspiration for more outdoor fitness equipment.
Integration and upgrade of playgrounds	Agreed. Council's Play Implementation Plan (adopted 2013) provides a detailed framework on the provision and program of development on the City's play spaces.
Install bike/scooter tracks	Agreed. Circuit (multi-use) paths to cater for bikes, scooters and other activities in parks and reserves will continually be investigated through Council's master planning processes and implemented where appropriate. Council has resolved to provide a skate park at Meadowbank Park which includes provisions for scooter and bmx use.



ITEM 2 (continued)	
Submission	Response
A couple of walkways/footpaths need updating	Walkways and footpaths in parks and reserves are investigated through Council's asset condition renewal process and new pathways and connections will be investigated through Council's master planning processes.
Fitness equipment & facilities for people with disabilities	Fitness stations are included in the Strategy and we recognise and support the community's aspiration for inclusive facilities. The Disability Inclusion Action Plan (DIAP) for the City of Ryde is currently in draft form and will be presented to Council for adoption in late 2017. The DIAP includes actions pertaining to increasing facilities and access to fitness equipment and sports infrastructure for people with disabilities.
Improve field surfaces	Agreed. The Synthetic Surface Action Plan and specifically the construction of synthetic fields will alleviate demands and effects on Councils sports fields. A synthetic field at ELS Hall Park was constructed in 2016/2017 financial year and two synthetic fields are being constructed at Christie Park in the 2017/2018 financial year. Sportsground renewal programs have also had increases in capital funds.
Prioritise sports with strong memberships	Agreed. Sporting club membership and participation varies on a regular basis and Council staff will continue to review data and adapt plans accordingly. As indicated in the implementation plan Council will undertake a Recreation Facility Demand Study as high priority action to assist in future planning of sport and recreation facilities.
Prioritise locations close to town centres, public transport & new housing	Agreed. We note this aspiration and will continue to investigate opportunities in line with Council's master planning processes and the Greater Sydney Commission North District Plan.



ii Ewi z (continuea)	
Submission	Response
Intensify formal & passive sport in open spaces	Agreed. Goal 1 – to make more of what we have and the implementation plan list numerous actions to identify areas were additional recreation of sporting opportunities can be realized. Council's master planning program and processes also addresses this.
Upgrade sports lighting	Agreed. Lighting of sports fields form part of the asset renewal process and upgrades are undertaken on a as needs basis. The sports lighting renewal program has been expanded with additional funding and recent projects include lighting upgrades at Meadowbank Park. Additionally, lighting will be investigated through Council's master planning processes and in consultation with local residents and sporting groups. Sports lighting will also be considered in line with the Synthetic Surface Action Plan.
Introduction of a skate park	Agreed. Council has resolved to provide a skate park at Meadowbank Park.
Integration and upgrade of picnic tables/shelters	Agreed. Picnic tables and shelters in parks and reserves will continually be investigated through Council's master planning and asset auditing processes. Additionally this is also addressed in Council's Play Implementation Plan (adopted 2013).
Running tracks surrounding sports fields	Agreed. Circuit (multi-use) paths to cater for running and other activities in parks and reserves will continually be investigated through Council's master planning processes.
Paid parking meters for non-residents	Council will continue to review parking and traffic provision at all sports fields, parks and reserves. Parking issues may not be addressed by the installation of parking meters at parks. Where appropriate additional parking to be provided. Council also advocates for better public transport links to recreation facilities.



Submission	Response
Mosquito deterring plants	Noted. Comment referred to Council's design section to include in park designs in areas adjacent to creeks and rivers.
More dog waste bag stations	Agreed. Installation of dog waste bag dispensers are installed in all designated dog off leash areas and on major pathways through parks and reserves. Council will continue to review locations on an as needs basis and as part of the master planning processes.
State & Federal Government should contribute to funding facilities	Agreed. Council regularly seeks, advocates and lobbies with all levels of government for funding of recreation facilities. Council will continue to apply for grants and establish partnerships with government bodies to fund developments.
S94 and VPA funding	Agreed. A new S94 Plan is currently scheduled for consultation in 2018. Council regularly reviews s94 contributions and future works have been included in the Section 94 Plan. Council will continue to seek and work with developers on Voluntary Planning Agreements to partner or fund recreation facilities.
Community organisation funding	Agreed. Council welcomes establishing partnerships and funding agreements, where appropriate) with sporting groups, sporting organisations and community organisation to develop and/or maintain facilities. Council officers have prepared a draft Building Licensing Procedure that aims to address the management of park buildings and facilities. This is currently being consulted with various sporting and community groups that are tenants of Council park facilities.



Topic Area 1: Concerns

Submission	Response
Dog park conflicts and management	Agreed. Council has adopted 'A study on the provision of recreation areas for dogs in the City of Ryde' that sets out a framework for the distribution of dog parks across the City. Additionally dog off leash areas and fencing will be reviewed on a case by case basis. Dog parks provide an important recreation opportunity to residents of Ryde. Council Rangers will continue to monitor the City's dog areas for compliance and encourage feedback from the community on their usage and location.
Noise levels after 8:30pm	Council regularly reviews sports field usage in line with competing demands and neighbouring residents to balance noise levels and residents recreating and playing sport.
Street parking and traffic	Agreed. Council will continue to review parking and traffic provision at all sports fields, parks and reserves. Illegal parking is discouraged and parking and traffic provision will be reviewed as part of Council master planning processes and program.
Conflict between use of space	Council notes the conflict between user groups, times, space and activities. With increases in population and forecast growth for the City of Ryde Local Government Area and metropolitan Sydney as a whole, competing demand on the City's open spaces will increase. Council will continue to engage with the community to limit the effects of this through Council master planning processes, Parks and Reserves Plans of Management, and the delivery of greater capacity through improve facilities.



Topic Area 2: Clarification of information

Submission	Response
Changes to membership numbers of sporting organisations	Noted. Added additional membership numbers as requested by Putney Rangers Football Club.

Financial Implications

Implementation plans are contained in Section 10 of the draft Sport and Recreation Strategy and Section 6 of the draft Synthetic Surface Action Plan. A number of projects align with key priorities contained within Council's Four Year Delivery Plan. Examples include:

- Planning projects such as the development of the Olympic Park Strategic Plan and Master Plan, updating Open Space Plans of Management and site specific master plans;
- Capital projects including Passive Parks Improvements and Expansion Projects, Sportsfield Renewal and Upgrade Projects, Sportsfield Floodlighting Expansion and Renewal Projects and Playground Renewal and Upgrade Projects; and
- Specific projects such as the delivery of a Skate Facility at Meadowbank Park, Terry's Creek Walking Trail and Christie Park No.1 and 2 synthetic playing surface construction.

The implementation plans set out actions under each of the seven (7) goals and prioritises each action relative to timing of its implementation being High, Medium, Low and Ongoing. Specifically:

- High priority: scheduled to be achieved in up to four years
- Medium priority: scheduled to be achieved in up to seven years
- Low priority: scheduled to be achieved in up to ten years
- Ongoing priority: A recurrent action that may be regularly repeated in up to ten years



The focus will be on high priority actions, investigated to commence within first year of the plan for completion within 4 years. Medium and low priority would be considered if synergies arise with other projects and other stakeholders. A number of high priority projects are included in Council Four Year Delivery Plan. Some projects may require additional funding from Section 94, Asset Replacement Reserve, Voluntary Planning Agreements, State and/or Federal Government funding partnerships.

Priorities are non-binding on Council and it will be up to Council to decide the priority of works and the allocation of funding for identified works under its normal 4 year delivery program and budgetary processes. Any future spending will therefore need to be approved by Council through future delivery plans of Council.

Options

- 1) That Council endorses the draft Sport and Recreation Strategy 2016-2026, incorporating the draft Synthetic Surface Action Plan 2016-2026.
 - This is the recommended option as it reflects the outcomes of consultation with the community, sporting groups and associations and provides the framework for active and passive recreation that meets community needs and expectations.
- 2) That Council resolves not to endorse the draft Sport and Recreation Strategy 2016-2026, incorporating the draft Synthetic Surface Action Plan 2016-2026.
 - This is not recommended as there is demonstrated need and clear community support for a strategy to provide a framework for active and passive recreation across the City.

Conclusion

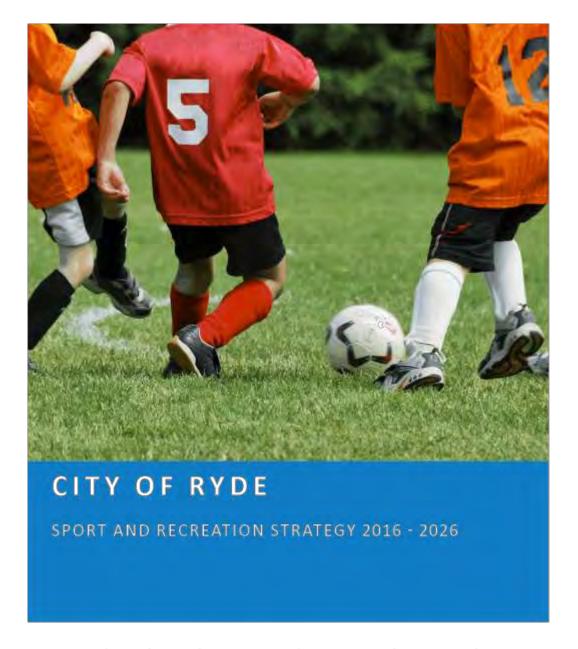
The Sport and Recreation Strategy 2016-2026 incorporating and the Synthetic Surface Action Plan 2016-2026 delivers a comprehensive framework for the planning and development of active and passive recreation opportunities across the City of Ryde for the next decade and beyond. The strategy guides the development of recreation facilities for sporting clubs, and organisations and for the use of the broader community.

The strategy sets a blueprint for priority projects to be included in Council's delivery plans and Section 94 plan, with many actions or project's being able to be funded through Voluntary Planning Agreements and developer contributions.

The strategy supports a City of Wellbeing, a healthy and active community that offers a range of cultural, sport, recreational and leisure facilities to meet the needs of all.



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Through its role in sport and recreation planning and management, the City of Ryde will contribute to the lifestyle, health and wellbeing and social cohesion of Ryde.





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Sport and Recreation Strategy 2016 - 2026

City of Ryde

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Prepared By:

This plan has been prepared by the City of Ryde in partnership with Otium Planning Group, formerly Strategic Leisure Group, SGL Consulting and Parkland Planners.

Document Control:

Issue	Date	Status
A- Internal Draft	February 2016	For internal review
B- Internal Draft	March	For internal review
C- Internal Draft	March	For internal review
D- Internal Draft	April 12 2016	For internal review
E- Draft	April 25 2016	For internal review
F- Revised Draft	August 2016	Final Review
G- Final Draft	November 2016	For Exhibition
H- Final	June 2017	For Adoption



ATTACHMENT 1

Sport and Recreation Strategy 2016 - 2026

EXECUTIVE SUMMARY

The Ryde community have expressed that their open spaces and their recreation and sporting facilities are very important to them and are critical to the community living an active and healthy lifestyle. As the City of Ryde changes and grows, it is essential for Council to provide for sport and recreation with facilities and programs that are flexible and adaptable to these changing community needs and expectations. To do this, Council needs to provide for the right mix of active and passive opportunities conveniently located across the City.

The purpose of the Sport and Recreation Strategy 2016 - 2026 (the Strategy) is to provide a framework for the ongoing effective provision, management and coordinated development of recreation facilities and services across the City of Ryde. Understanding and planning for recreation and sport is essential to ensure that the community has every opportunity to live an active lifestyle that is available and equitable to all members of the community. To achieve this, it is necessary to plan for changes in recreation and sporting needs strategically and to build in flexibility and adaptability to existing and future facilities.

This Strategy will guide the management, future planning and investment on sport and recreation across the City. As such, it will challenge how the City of Ryde currently provides for sport and recreation, question how a changing City will impact provision and allocation, contemplate new partnerships for investment, and provide the City with a long term vision of sport and recreation.

Finally, the Strategy will specify the goals and areas for strategic focus for the City of Ryde as it designs, plans and manages for sport and recreation into the future.

As Council takes a more strategic and community focused approach to the provision and management of the structured recreation across the City, the Strategy will provide the foundation stone for ongoing improvement and priority setting for the City. This will occur through a detailed understanding of local and regional trends for sport and recreation together with a detailed investigation of community needs and expectations for sport and recreation within the City of Ryde.

Vision for sport and recreation

Sport and recreation are key elements to the lifestyle of Ryde residents. A 'vision' for sport and recreation that is consistent with the broader strategies of Council will provide a framework in this area. The following vision is proposed:

"Through its role in sport and recreation planning and management, the City of Ryde will contribute to the lifestyle, health and wellbeing and social cohesion of the community."

Additionally, Council's commitment to the open space network is to ensure that

"...we have ample accessible open space to meet our needs, shared and enjoyed by us all, founded on a healthy natural environment, conserving our rich history, culture and local character and managed sustainable now and for future generations."



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To achieve this vision, Seven Thematic Priorities have been established for sport and recreation. It is these themes that will provide the structure for the ongoing management and planning for sport and recreation for the City of Ryde into the future.

The Seven Thematic Priorities for the provision, management and planning for sport and recreation in the City of Ryde are as follows.

- Optimal use of sport and recreation facilities
- Access to sport and recreation facilities
- Diversity of facilities for participation and enjoyment.
- Facilities that are fit for purpose
- Inclusive and accessible sport and recreation facilities
- Awareness of recreation facilities and programs
- Sustainable management of facilities and sports



These seven key priorities/themes arose from research on sport and recreation trends and from an extensive consultation program. They have been used as the foundation for the establishment of the Goals for Sport and Recreation; seven (7) goals developed to align all future actions for sport and recreation to the Vision for the management of Open Space in the City of Ryde, and to offer an aspirational vision for a healthy and active community.

The City of Ryde's seven goals for a healthy and active community are:

Goal 1 - To Make the Most of What We Have

The City of Ryde will examine ways to get the most out of our existing open spaces to
meet the sport and recreation needs now and into the future whilst recognising the role
and connection to our natural and cultural environmental areas, while maintaining the
amenity of our neighbourhoods.

Goal 2 - Equitable Access for All

- The City of Ryde will provide fair and equitable allocation of sporting facilities and will
 work closely with the community to provide for their changing sport and recreation
 needs.
- The City of Ryde will focus on the distribution and accessibility of passive recreation opportunities across the City.
- The City of Ryde will provide sport and recreation facilities for the whole community through a balance between the provision of structured and unstructured opportunities.

Goal 3 - We Understand and Respond to the Needs of Our Diverse Community

 The City of Ryde will respond to the changing needs of our diverse community by creating flexible sports and recreation areas that can adapt to the future needs and preferences of our Community.



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Sport and Recreation Strategy 2016 - 2026

Goal 4 - Our Facilities are Fit For Purpose

 The City of Ryde will ensure the design of all sports and recreation facilities are fit for purpose, specific to the levels of sport and recreation they are providing for.

Goal 5 - We Provide Inclusive and Accessible Sport and Recreation

The City of Ryde will design sport and recreation facilities to maximise access for people
of all abilities. This will include the design of physical access to sport and recreation
facilities, and the planning of programs to eliminate barriers to access and participation.

Goal 6 - Our Community Will be Aware of Our Facilities and Programs

- The City of Ryde will actively engage with our community and partners/stakeholders to support and promote the sustainable growth, management and success of our local clubs and associations.
- The City of Ryde will continue to advocate the benefits of a healthy and active lifestyle by promoting the variety of sport and recreation facilities and programs in the City.
- The City of Ryde will maintain a transparency in the management of all sport and recreation facilities with the assistance of the Sport and Recreation and Wheeled Sports Advisory Committee, where proactive engagement with our community will inform management strategies and priority setting.

Goal 7 - Sustainable management of facilities and Sport

 The City of Ryde will continue to work with clubs and associations to promote sustainable growth and development of our sporting facilities.



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Sport and Recreation Strategy 2016 - 2026

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Sport and Recreation Strategy 2016 - 2026

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Sport and Recreation Strategy 2016 - 2026

SECTION 1 - INTRODUCTION

Background

The Ryde community have said that their open spaces and their recreation and sporting facilities are very important to them. As the City changes due to population growth and shifting attitudes towards living an active and healthy lifestyle, it is important for Council's sport and recreation opportunities be both flexible and adaptable to meet the needs of our changing community. This requires Council to provide the right mix of active and passive opportunities conveniently located across the City, that can meet the community's needs and expectations.

As the foundation to providing for a changing community the City of Ryde's vision is to provide an Open Space Network that will be managed to ensure:

"We have ample, accessible open space to meet our needs, shared and enjoyed by us all, founded on a healthy natural environment, conserving our rich history, culture and local character and managed sustainably now and for future generations".

The Open Space Network, as shown in Figure 1, is a range of open space settings and typologies that support the provision of sport and recreation across the City of Ryde.

The Integrated Open Space Plan (IOSP) 2012, provides Council with a detailed understanding of the current and future open space needs of the community. It outlines the requirement to undertake detailed planning that will guide decision making on the provision and management of sport and recreation across the City. In the past, Council has been responsive to the needs of it's community and delivered sport and recreation facilities in an opportunistic, unplanned and largely ad-hoc approach. While successfully meeting short term goals, Council now needs to ensure that decision making and design of sport and recreation facilities is strategic, sustainable and informed.

Purpose and Strategic Links

The purpose of the Sport and Recreation Strategy 2016 - 2026 (the Strategy) is to provide the framework for the ongoing effective provision, management and coordinated development of recreation facilities and services across the City of Ryde.

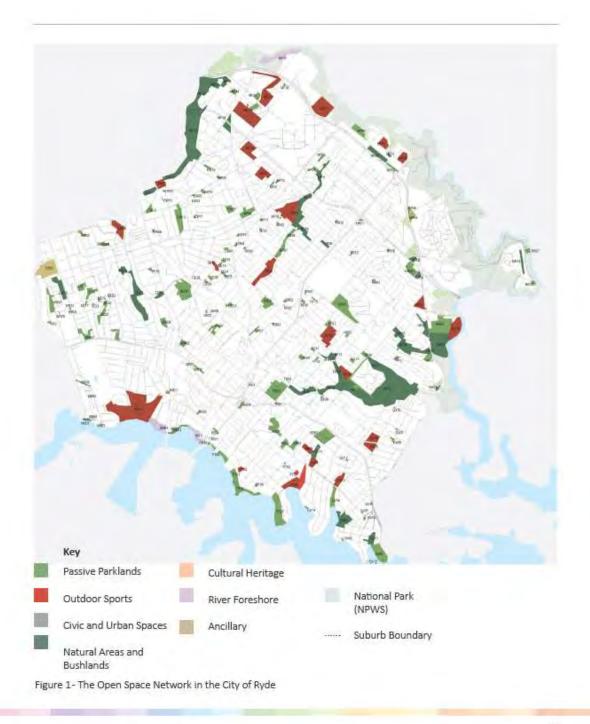
Understanding and planning for recreation and sport is essential to ensure that the community has every opportunity to live an active lifestyle that is available and equitable to all members of the community. To achieve this, it is necessary to plan for changes in recreation and sporting needs strategically and to build in flexibility and adaptability to facilities.

The Strategy guides the management, future planning and investment on sport and recreation across the City. As such, the Strategy considers how the City of Ryde currently provides for sport and recreation, questions how a changing City will impact provision and allocation, considers new partnerships for investment and offers the City a long term vision of sport and recreation. Importantly, the Strategy specifies the goals and areas for strategic focus for the City of Ryde as it design, plans and manages for sport and recreation into the future. This will aid decision making via a suite of detailed and prioritised actions to meet Council's visions for sport and recreation.



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Sport and Recreation Strategy 2016 - 2026

Objectives of the Sport and Recreation Strategy 2016 - 2026

The Strategy has the following objectives:

- Identify the current and projected sporting and recreation needs of residents/ visitors
- Recommend approaches for Council in response to relevant sporting and recreation trends
- Identify and map existing recreation facilities and services in Ryde
- Determine the role of Council and other stakeholders (e.g. Community sporting clubs and groups, the private sector and other government authorities) with the provision of sporting and recreation services and facilities
- Identify Council's role with the planning and delivery of services through its facilities
- Provide a 'best practice' template for the management of recreation reserves that articulates the expectations, roles and responsibilities of Council, tenants/ allocated users, local residents and other recreation reserve users
- Establish guiding principles to assess the broader community benefits of commercially managed, recreational activities within Council owned/managed facilities
- Review existing, and if unsuitable, recommend alternate models with guiding principles, for the provision of capital contributions from community sporting groups toward facility improvements
- Provide tenancy models that reflect equitable maintenance responsibilities and cost recovery principles for the various tenancy arrangements of Council owned/ managed recreational facilities

Scope of the Sport and Recreation Strategy 2016 - 2026

The Strategy guides the provision, allocation, management and planning for sport and recreation within the Ryde Local Government Area (LGA). This includes sport and recreation opportunities in all open spaces as shown in Figure 1, with the focus of the Strategy on structured and unstructured recreation.

Recreation in the City of Ryde is very broad and can be described using the following terminology detailed in Table 1. The definition of recreation is important in the context of this plan as the Strategy focuses on meeting the needs of both structured and unstructured recreation.

Descriptor	Definition	Common Recreation Facilities	Examples
Structured	Recreation undertaken as a part of an organised competitive club competition. There is usually a fee to participate	Sportsfields and hard courts Club houses and canteens Storage facilities Floodlighting	Soccer games, both training and competition as a part of GHFA Netball games, both training and competition as a part of ERNA Tennis Night competition netball, badminton etc Personal Training
Unstructured	Recreation undertaken on a casual basis where there is no formal organisation of the competition and there is usually no fee to participate	Share paths (such as Ryde River Walk) Playgrounds Dog off leash areas Sportsfields and hard courts	Social running club Dog walking Social sports (eg a social groups or family playing soccer on a Sunday afternoon)

Table 1- Recreation Definitions



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The City of Ryde is taking a more strategic and community focused approach to the provision and management of the structured recreation across the City of Ryde. In 2012, Council completed the Allocation and Management of Sportsgrounds Best Value Review

- To compare the performance of the City of Ryde with other Councils and to consider other stakeholders, local users, external stakeholders and staff on how to best manage Councils's community sports infrastructure
- The Strategy builds on the Best Value Review by updating its outcomes whilst analysing the unstructured recreation challenges facing the City.

Council engaged with the community to challenge why, how and by whom the services supporting community sports are being provided.

Plan Methodology

The study process comprised a four-stage methodology:

- Stage 1: Research & analysis of current situation
- Stage 2: Community & stakeholder consultation
- Stage 3: Analysis of findings and future demands
- Stage 4: Outcomes and recommendations

Contents of this report

The remaining sections of this report are:

- Section 2 Vision and Guidelines Principles for Sport and Recreation
- Section 3 Context
- Section 4 Sport and Recreation in the City of Ryde
- Section 5 Trends in Sport and Recreation
- Section 6 Community Needs and Demands for Sport and Recreation
- Section 7 City Growth and Impact on Recreation
- · Section 8 Participation in Sport and Recreation
- Section 9 Themes and Goals for Sport and Recreation
- Section 10 Implementation Plan



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Sport and Recreation Strategy 2016 - 2026

SECTION 2 - VISION & GUIDING PRINCIPLES FOR SPORT AND RECREATION

City Vision

The overarching planning document that guides long term strategic planning in the City of Ryde is the Community Strategic Plan 2025. It states that:

"Our vision will respond to and deliver on the aspirations of our community. City of Ryde: The place to be for lifestyle and opportunity @ your doorstep."

Vision for Sport and Recreation

Sport and recreation are key elements of the lifestyle of Ryde residents. A 'vision' for sport and recreation that is consistent with broader strategies of Council will provide a framework for Council's role in this area. The following vision is proposed:

"Through its role in sport and recreation planning and management, the City of Ryde will contribute to the lifestyle, health and wellbeing and social cohesion of the community."

Additionally, Council's commitment to the open space network is to ensure that:

"...we have ample accessible open space to meet our needs, shared and enjoyed by us all, founded on a healthy natural environment, conserving our rich history, culture and local character and managed sustainable now and for future generations."

The vision for sport and recreation is underpinned by a number of guiding principles that directly relate to the key challenges described in Council's Community Strategic Plan 2025.

These key challenges are described below:

Resource sustainability

Council will manage the pressures on its finite sport and recreation resources in a manner that maximises sustainability and functionality. Innovative and sustainable practices, such as synthetic surfaces, lighting and maintenance and upgrade planning will contribute to the sustainability of the City's valuable sport and recreation resources.

Responding to demographic change

Council recognises the need for accessible, adaptable and culturally appropriate sport and recreation opportunities that are available to all residents regardless of age, gender, culture, income or physical ability.

Communication and collaboration

Council will encourage sport and recreation clubs and community groups to work collaboratively with Council rather than creating a reliance on Council. Council recognises the importance of clear communication and engagement with clubs and the community in the planning and management of sport and recreation opportunities.

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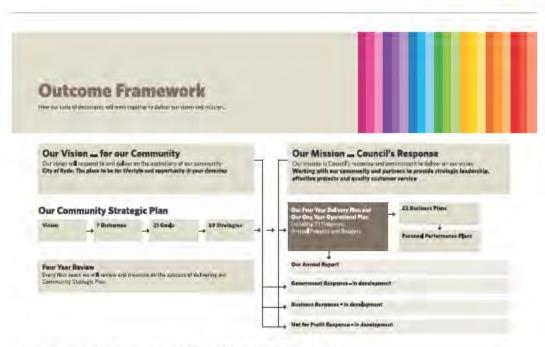


Figure 2- City of Ryde Community Strategic Plan's Outcomes Framework

Balanced provision

Council acknowledges the importance of active recreation in providing opportunities for residents to lead healthy lifestyles. Council acknowledges its important role in the provision of sporting opportunities for the broader Northern Sydney Regional Organisation of Councils (NSROC) region and will endeavour to ensure future planning balances organised sport, with active recreation needs of the community.

Participation

Council will advocate for increased participation in sport and active recreation to improve the lifestyle, health and wellbeing of all Ryde residents. Council acknowledges that a primary focus must be on increasing participation for local residents through provision of adequate facilities.

Council's primary role in sport and recreation is to ensure that its community have access to a range of recreation and sporting opportunities that support the diversity of communities in the City. These should be sustainable, meet identified needs, and encourage an active and healthy community. Council does this by:

- Planning
- Advocating
- Providing
- Collaborating

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Sport and Recreation Strategy 2016 - 2026

SECTION 3 - CONTEXT

This Section provides a summary of the information and analysis that has been used to inform the recommendations for the future provision, management and planning for sport and recreation within the City of Ryde. This has included developing and understanding of:

- Where the City of Ryde sits within a geographical context in Sydney,
- What changes will impact the City from population growth and changes to the way people live their lives (including dwelling types and preferences for recreation and sport)
- How the proposed changes to LGA boundaries will impact the future of sport and recreation.

Regional Geographic Context

Currently, the City of Ryde is bordered by six other Councils (refer to figure 3); Parramatta, Hornsby, Willoughby, Lane Cove, Ku-ring-gai and Hunters Hill. The LGA's southern boundary is the Parramatta River and located to the south of the River are Canada Bay and Auburn Councils.



Figure 3 - Regional Geographic context of the City of Ryde (red labelled names are NSROC)



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Figure 4 below, shows the larger regional open spaces adjoining the City of Ryde.

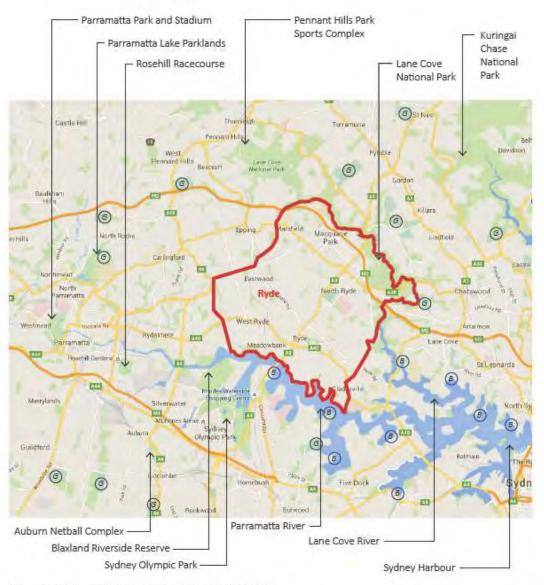


Figure 4- Sport and Recreation Regional Geographic context



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Sport and Recreation Strategy 2016 - 2026

Local Government Boundary Review

The State Government's Fit for the Future Program is proposing a possible merger of Hunter's Hill Council, Lane Cove Council and City of Ryde Council, as shown in Figure 5. At the time of preparing this Plan, the outcome of the Governments program has not been finalised. The following extract is taken from the Merger Proposal that provides a high level synopsis of the possible outcome for the City of Ryde;

'The proposed new Council will be responsible for infrastructure and service delivery to more than 164,000 residents across the Hunter's Hill, Lane Cove and City of Ryde area of Sydney. The creation of a new Council provides the opportunity to bring together the communities from across the local government areas of Hunter's Hill, Lane Cove and Ryde. These communities have similar lifestyles, demand similar services and have a common identity as residents of the broader northern Sydney region. The new council will be responsible for infrastructure and service delivery to more than 215,000 residents by 2031.'



Figure 5- Possible Local Government boundary review

This Strategy should be reviewed following any future changes to the LGA boundaries and updated to reflect the needs of a larger community, a broader catchment and a wider supply of sport and recreation facilities and program.



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Regional Strategic Context

As a part of wider metropolitan Sydney, the City of Ryde is identified in the NSW Government's Plan for Growing Sydney, as a part of the North Subregion. The Plan for Growing Sydney articulates the goals that will guide all planning decisions made by the State Government that will achieve the vision for Sydney: A strong global city, a great place to live. The goals are that Sydney will be:

- A competitive economy with world-class services and transport;
- A city of housing choice with homes that meet our needs and lifestyles;
- · A great place to live with communities that are strong, healthy and well connected; and
- A sustainable and resilient city that protects the natural environment and has a balanced approach to the use
 of land and resources

The Structure Plan that outlines the future for Sydney is shown in Figure 6.

Of particular relevance to this strategy is Goal 3. Goal 3 focuses on Sydney's great places to live;

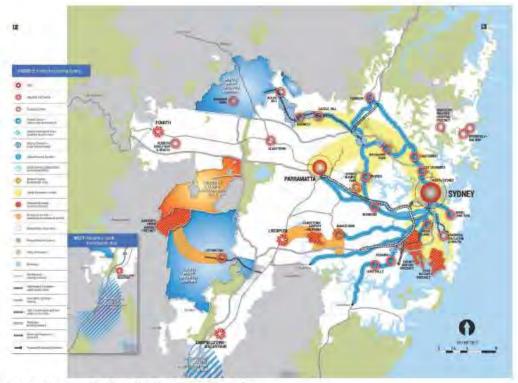


Figure 6 - Structure Plan from the Plan for Growing Sydney



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Goal 3: A great place to live with communities that are strong, healthy and well connected will have better access to jobs and economic opportunities; good transport and social infrastructure; healthy natural and built environments; and will find it easy to get to services, the arts, cultural and recreational activities.

The City of Ryde has a role to play in the maintaining and embellishing Sydney's reputation as a vibrant cosmopolitan place, through the provision of quality public spaces, green spaces, sports facilities and precincts that engage people and reflect the city's heritage and history. The City of Ryde will assist in achieving Goal 3 through being committed to raising living standards and improving wellbeing to create strong, inclusive communities. Council/Government will improve access to the natural and built environments by improving access to and provision of recreational activities and facilities that meet the communities needs of today, while remaining flexible to evolve to meet the community needs into the future.

Relating to sport and recreation, the directions and actions prescribed the *Plan for Growing Sydney* are outlined in Table 2.

Direction	Action	Actions for the City of Ryde				
Sydney's m improve the a five to 10 A Plan for 6 and parks, t	uch loved ope e environmen minute walk Growing Sydne tree-lined stre se spaces – fr Action 3.2.1 The Sydney lined streets build upon 1 Regional Tra	en spaces, bushland tracks and trails support recreation, sporting activity, walking and cycling, and ital quality and liveability of our urban communities. More than 90% of the City's residents live within of green space and less than a 30 minute drive from a large regional open space. By aims to improve the quality of green spaces and create an interconnected network of open spaces are such sushland reserves, riparian walking tracks and National Parks. It will also encourage innovative om bushland renewal to outdoor theatres and stimulating children's playgrounds. It belives the Sydney Green Grid project Green Grid will include open spaces, parks, bushland, natural areas, waterway corridors and treecapes in a network that connects our homes to centres, public transport, jobs and recreation. It will the open space network already established through the Metropolitan Greenspace Program and the cks and Trails Framework.				
	Providing open space guidelines will resource local councils to develop recreational and open space policies to meet local community needs and inform the preparation of local level plans and policies that are consistent with the Sydney Green Grid.					
		Specific Actions relative to Ryde include Continuing to implement the Metropolitan Greenspace Program; Continuing to implement the Sharing Sydney Harbour Program; Working with councils to develop open space guidelines to encourage appropriate local planning for the open space needs of communities; Working with local councils and communities to connect walking trails identified in the Regional Tracks and Trails Framework and locate new recreation and sporting facilities within the Sydney Green Grid;				
	Action 3.2.2: Investigate options for a Bushland renewal program Urban bushland is important to the city's network of green spaces, biodiversity and the development of the Sydney Green Grid. A bushland renewal program will be developed to preserve and improve the environmental quality of the bushland within the City.					
		Specific Actions relative to Ryde include those that:				



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Direction	Action	Actions for the City of Ryde				
The design	of our City	Healthy Built Environments and suburbs play an important role in supporting physical activity, social interaction and equitable access uilt environment can also facilitate social cohesion and community connectivity.				
		The built environment can encourage healthy communities by: Creating mixed-use centres that provide a convenient focus for daily activities; Providing separated footpaths and cycleways to safely connect people to destinations; Providing facilities such as bike lockers at rail stations and workplaces to make it easier to walk or cycle to public transport and local centres; Creating attractive public spaces and improving the quality of the public domain through better design, including landscaping, lighting and traffic calming measures in high pedestrian areas; and Linking open spaces to encourage recreational walking and cycling, and support cross-regional trips to centres and other destinations.				

Table 2- The Plan for Growing Sydney-Sport and Recreation specific Directions and Goals

North District Plan

The Sydney region is divided into six subregions;

- Central
- West Central
- West
- North
- South West, and
- West

Ryde is located in the north subregion with the following local government areas; Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Northern Beaches Council, Mosman, North Sydney and Willoughby.

Of the priorities outlined for the subregion the priority relevant to the Strategy is to 'Promote the natural environment and promote its sustainability and resilience'. Key areas are to protect and enhance natural and regional parks including the enhancement of connectivity.

The North District Plan is currently being finalised by the Greater Sydney Commission. Feedback given to the commission relating to Sport and Recreation include;

- There needs to be a coordinated approach to the delivery of regional open space facilities between local and State governments,
- The district plan should identify open space areas for acquisition including appropriate funding models, and
- Open spaces within the district need to be better connected with better access to Lane Cove National Park for regional links, particularly for active transport.

Sydney Regional Recreation Trails Framework

As outlined in the IOSP, The Sydney Metropolitan Regional Recreational Trails Update 2010, identifies a number of regional trails that are either complete or in need of extension across Metropolitan Sydney. The trails of relevance to the City of Ryde include the Regional Trails:

Ryde Riverwalk (Trail 5.7) which includes the section to Kissing Point Park completed



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since 2005

 Meadowbank to Lane Cove (Trail 3.7) which is part of the Walking Volunteers Harbour Circle route

The following subregional walks are also identified in the Plan:

- Lane Cove River to Ryde (Trail 3.17)
- Shrimpton's Creek Trail (Trail 3.23).

In recognition of the significance of these trails, the City has focused on improving and extending trails along the Parramatta River with the recent completion of the eastern most link of the Ryde Riverwalk. The Ryde River Walk now offers a combination of on road and off road pedestrian and shared pathways that connect Banjo Patterson Park in the east with Wharf Road in the west of the LGA, allowing the community to access a wider trail network that continues to Sydney Olympic Park and Parramatta CBD.

NSROC

The City of Ryde is part of the Northern Sydney Regional Organisation of Councils (NSROC), which comprises seven Councils, namely Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, North Sydney, Ryde and Willoughby as shown with a red name label in Figure 3.

Regional sport and recreation planning studies undertaken for NSROC have also been taken into account. These include:

- NSROC Netball Development Plan (2015)
- NSROC Regional Sportsground Management Strategy (2011)

NSROC remains an important regional direction setter for sport and recreation. Ryde's ongoing participation in planning for sport and recreation in this forum is recommended.

Local Strategic Context

The City of Ryde 2025 Community Strategic Plan

The 2025 Community Strategic Plan sets out the overall direction and long-term planning for the economic, social and environmental growth of the City. It aims to reflect the aspirations of the Ryde community, while meeting the challenges of the future. The Community Strategic Plan sets out the following Vision for the Ryde community:

"Our vision will respond to and deliver on the aspirations of our community. City of Ryde: The place to be for lifestyle and opportunity @ your doorstep."

The document outlines Council's Mission as:

"Working with our community and partners to provide strategic leadership, effective projects and quality customer service."

The document outlines seven challenges facing the City of Ryde, followed by Seven Key Outcomes for the City. The plan contains 21 Goals and 59 Strategies listed under their relevant outcome.



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The seven Challenges for the City of Ryde are:

- Meeting the needs of a growing population To meet the increasing pressure and needs of a growing population and changing demographics, while maintaining the prosperity, uniqueness and liveability of our City.
- Addressing the needs of a changing population To offer appropriately targeted support services, appropriate recreational and cultural opportunities, and to design accessible public domain to ensure that we adjust to our changing community's needs.
- Offering suitable housing options while maintaining the characteristics of our suburbs - To offer a range of affordable and varied accommodation options, through strategic forecasting and planning that meets the changing needs and demands of our growing and diverse community while maintaining the character of our many suburbs.
- 4. Creating a strong economy and employment closer to home To plan for sufficient land and infrastructure for business. As Sydney's transport systems and roads networks are placed under increasing pressure we need to accommodate this growth and encourage people to live closer to their place of employment.
- 5. Managing the pressure of population growth on our amenity To plan and design a growing and liveable city through considered urban renewal and land use, while protecting and enhancing our natural assets and keeping abreast of demand for passive and active recreation opportunities from our community and visitors.
- 6. Adapting to climate change To collaborate with all our partners to address the predicted long term effects of climate change such as higher frequencies of extreme weather patterns, bushfires, storm surge and flood inundation.
- Remain competitive To reinvigorate Macquarie Park, address its traffic management issues and utilise all the opportunities that a close association between a university and business park bring so that it remains competitive and nationally significant:

The seven Outcomes are:

- City of Liveable Neighbourhoods a range of well-planned clean and safe neighbourhoods, public spaces, designed with a strong sense of identity and place.
- City of Wellbeing A healthy community, with all supported throughout their life by services, facilities and people.
- City of Prosperity Creating urban centres which champion business, innovation and technology to stimulate economic growth and local jobs.
- City of Environmental Sensitivity Working together as a community to project and enhance our natural and built environments for the future.
- City of Connections Access and connection to, from and within the City of Ryde. Providing safe, reliable and affordable public and private travel, transport and communication infrastructure.
- City of Harmony and Culture A welcoming and diverse community, celebrating our similarities and difference, in a vibrant city of culture and learning.
- City of Progressive Leadership A well led and managed city, supported by ethical
 organisations which deliver programs and services to the community by listening,
 advocating and responding to their needs.

A City of Wellbeing is the outcome of particular relevance to sport and recreation planning in Ryde. This outcome aims to ensure the creation of a City that supports the physical and emotional health of all of the community.



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Sport and Recreation Strategy 2016 - 2026

Specific goals and strategies relevant to sport and recreation planning are:

- Our residents are encouraged and supported to live healthy and active lives.
 - To offer a range of cultural, sport, recreational and leisure facilities to meet the needs of all.
 - To collaborate with our partners to encourage more people to lead healthy and active lives locally.
- All residents feel supported and cared for in their community through the provision of ample services and facilities.
 - To provide services and facilities that meet the needs and challenges of all our community, throughout the cycles of their life.
 - To collaborate with our partners to offer the whole community a range of quality services and facilities.

This outcome states that "...the network of volunteer sporting groups and associations will be supported with sports amenities which are optimised across the region in collaboration with neighbouring Council areas (Northern Sydney Regional Organisation of Councils) and educational institutions. As the population ages Council will ensure that active living reaches all generations in the way that we design our active and passive recreational facilities".

Ryde Section 94 Development Contributions Plan 2007: Interim Update (2014)

The Ryde Section 94 Development Contributions Plan 2007: Interim Update (2014) which is currently in force, levies for open space, recreation and community cultural facilities based on a works schedule dating back to 2006-07.

Works levied for include new parks in Macquarie Park, walking tracks and cycleways, improvements to sportsgrounds, and park upgrades.

Council is currently preparing a new contributions plan for the City. The Plan will include a new works schedule meeting the future infrastructure needs of the City. The works programme is based on predicted population growth for the next 20 years and the goals set by the Community Strategic Plan 2025.

Integrated Open Space Plan

The Integrated Open Space Plan (IOSP) is a key recreation planning document for the City of Ryde and contains the following objectives for open space:

- Ample, Accessible Open Space
 - Providing open space within at least 400 metres safe and direct walking distance from every residence.
 - Maintaining existing provision at minimum (i.e. No net loss of open space)
 - Ensuring safe and convenient access to open space for all abilities.
 - Optimising access by walking and cycling.
 - Maintaining a network of recreational corridors, linkages and connections.
- Shared and Enjoyed by All
 - Providing opportunities for all ages and backgrounds.
 - Balancing structured and unstructured recreation.
 - Incorporating flexibility for multiple uses.
 - Fostering healthy physical activity and mental wellbeing.



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- Offering safe environments that encourage social interaction, health and wellbeing.
- Enabling simple wayfinding and providing accessible information and interpretation.
- Founded On a Healthy Natural Environment
 - Responding to Ryde's natural topography and geology.
 - Maximising creek, river and bushland connections and corridors.
 - Conserving and enhancing native flora and fauna communities and habitats'.
 - Providing natural connections across the City linking with adjoining LGA's.
 - Promoting awareness of Ryde's natural values.
 - Maximising permeable areas by minimising built structures and hard surfaces.
 - Adapting to the impacts of climate change by park planning and design.
- Conserving Our Rich History, Culture and Local Character
 - Integrating natural, Aboriginal and non-Aboriginal heritage into the City's open spaces.
 - Interpreting and promoting the unique history of Ryde for residents and visitors.
 - Drawing on local landscape character in park design and planting strategies.
 - Maximising views and vista opportunities across the City.
 - Implementing public art to express the identity and culture of the City.
- Managed Sustainably Now and for Future Generations
 - Conserving energy and resources and optimising life cycles.
 - Managing assets to a financially and operationally sustainable model.
 - Designing to high standards and quality with innovative practices.
 - Actively involving the community in planning and design.
 - Fostering partnerships with other parties to extend recreation opportunity.
 - Operating under a structured management and maintenance plan and program.

The IOSP provides an Open Space Structure Plan, which is the framework for delivering the Open Space Implementation Plan. The Structure Plan, refer to Figure 7, contains direction on:

- Corridors, Connections and Barriers
- Active Parklands
 - Level 1 Sports Hubs/ Precincts- Regional (Meadowbank Park, ELS Hall, Marsfield Park/Waterloo Park, Christie Park, Morrison Bay Bark/Bremner Park/Tyagarah Park precinct)
 - Level 2 Sports Parks District (e.g. Ryde Park, Eastwood Park, Gannan Park)
 - Level 3 (neighbourhood) Multi-Use Parks (e.g. Fontenoy and Tyagarah Parks)
- Passive Parklands
- Urban Spaces
- Consolidation, Acquisition and Rationalisation

The IOSP outlines the following implications for open space in response to the City's population and future growth:

- Increase in population will require additional capacity in open space
- Growth in numbers of residents living in apartments will place emphasis on ease of access to local open space in the absence of backyards
- High numbers of families in the City, with an expected increase, suggests additional demand on play and sports facilities
- High proportion of residents from Cultural and Linguistically Diverse (CALD) backgrounds implies the need to ensure facilities meet cultural needs
- The significant and growing numbers of seniors in the population will place emphasis on



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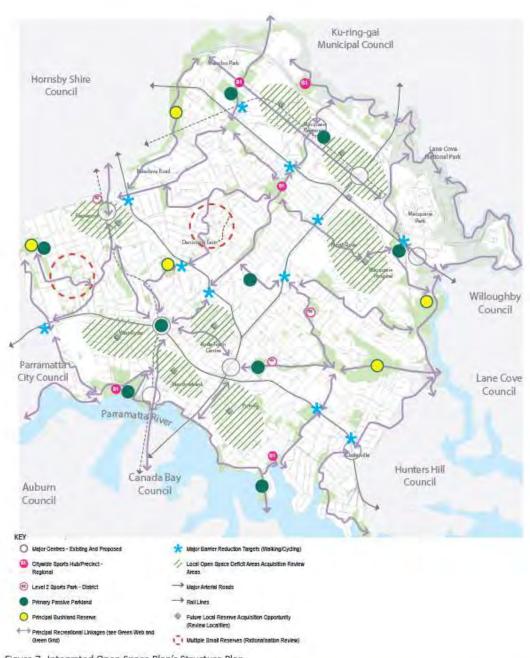


Figure 7- Integrated Open Space Plan's Structure Plan



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the need for ease of access to and within open space

- Expected growth in the working population will place pressure on facilities for formal and informal recreation in those localities
- In relation to transport and access, key implications for open space are identified:
 - Major roads act as barriers to walking access to local open space
 - Public transport access to open space is highly variable across the City-few open spaces have access via rail stations, while more have access via bus routes
 - Off-road cycle access into and across the City is limited and not linked to natural corridors and on road options
 - Planning for walking will be an essential aspect of the City's future open space
- Environmental and heritage implications are:
 - The network of creeks, including high natural values, provides opportunities for connected recreation corridors
 - A more connected recreational network would enhance environmental connectivity.
 - Steep topography makes non-vehicular access to and around some open spaces challenging
 - The City's rich Aboriginal and non-Aboriginal heritage is not currently reflected in park character and layout

The IOSP contains an Open Space Inventory identifying all open spaces in the care, control and management of the City of Ryde. The inventory identifies:

- The hierarchy of open space (Levels 1-4)
- Primary and contributory setting
- Other attributes (i.e. Status, networks and associations, levels of embellishment, assets and functions)
- Major assets within the open space (e.g. lighting, fencing, play structures, buildings)
 Key points identified by the Open Space Inventory:
- . The City contains 197 open spaces under the care, control and management of Council
- 35% of open spaces are over 1Ha
- 36% of all open spaces are under 0.2Ha
- There is a very high dependence on a large number of smaller reserves
- Residents in some suburbs have more immediate access to open space than others.
- Some suburbs contain a large number of small open spaces while others have fewer larger open spaces
- Outdoor Sports open space is extensive. Many offer singular focus and limited opportunity for additional recreation opportunities
- There are relatively few large Passive Parklands

The IOSP outlines needs and demands from previous surveys and consultations undertaken with the community and stakeholders. Some key points to note include:

- Informal activities make up the highest leisure and recreation participation across the City (e.g. walking, walking the dog, runabout, play, picnics, BBQs, etc.)
- More than 35% of the population participate in some form of sport
- Sportsgrounds have high usage levels
- Use of indoor facilities is high, particularly amongst CALD communities
- Visitation to parks increased between 2002 and 2009
- The majority of park users travel less than 5km to a park



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Best Value Review: Allocation and Management of Sportsgrounds, 2012

The Best Value Review (BVR) is a four volume report that provide specific recommendations for the allocation and management of sports grounds in the City of Ryde. The Volumes identify and provide resolution actions for a number of key issues relating to Council's sportsground allocations and management, including:

- Allocation and hire of sportsgrounds
- Fees and charges and relationship with ground quality
- Sportsground maintenance
- Facility Condition and Capital Works
- Function of the Recreation Team
- Usage and Demand for Sportsgrounds
- Overall User Perceptions

A summary of the Reviews findings are provided below:

- The sportsground services that Council offers include an enquiry, booking, allocation,
 maintenance service as well as the management and development of sporting
 infrastructure. In general, the service is highly regarded by customers and the outputs
 could be considered to be good value considering that many sites are affected by
 encumbrances, are overused, and that maintenance and capital works are underfunded.
 In future this service should aim to embrace a stronger marketing and sports
 development focus, to enhance sporting participation.
- In comparison with other Councils benchmarked the City of Ryde provides a good suite
 of sportsground opportunities and considering limited funds, the resource quality
 and the cost to users the service provided is good value. Like most other Councils
 refinements are required due mostly to changing professional practices, financial
 pressures and increasing expectations of users.
- The Open Space Unit is responsible for the delivery of these services with the exception
 of maintenance and capital improvements. The unit plays a minor role in capital
 improvements. In future it would be desirable for these aspects to be managed from
 the same unit, and this unit to have a stronger customer, marketing and planning focus.
 Note:- During the project in 2015 Council restructured the Open Space Unit. The
 planning component moved into Strategic City and the operational staff moved to
 the Operations Unit in City Works and Infrastructure.
- Whilst Council should retain turf and infrastructure management as a core service
 partnerships with other NSROC Councils, sports associations or peak bodies should be
 considered, to fund or undertake non core or supplementary elements of maintenance.
 Many internal systems relied on to deliver the sportsground service are in need of
 refinement and updating.
- An upgrade of the CLASS software is required and all booking, referral, reporting and
 monitoring should be conducted electronically with a user interface. A new system to
 record and analyse costs by playing field, reserve and season is essential to monitor
 performance and efficiency and make service deliver choices.
- The absence of this information prevents this review from recommending more specific
 actions in relation to maintenance, and comparing costs with other providers. In the
 delivery of the service a greater focus on communication with sport peak bodies and
 users, and regular monitoring of the importance of service aspects to users and their
 perceptions of performance is required (rather than satisfaction measures).



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- An additional staff person would be beneficial to deliver this aspect as well as market
 available opportunities to residents. Overall the greatest gaps in users' expectations
 relate to capital works and the condition of grounds. This is unlikely to be resolved
 without significant additional funds. In relation to how the service is delivered; users
 identified gaps in communication.
- There needs to be a stronger ownership of issues faced by Council, by sports
 associations and users, with respect to managing the condition and use of grounds. This
 needs to a focus in communication efforts and documenting.

City of Ryde Leisure and Recreation Needs Community Consultation Report, 2009

This study sought community views on current and future leisure and recreation needs. Key findings included:

Participation

- Over one third of respondents said they participated in "Outdoor Active Recreation" and "Passive or Social Outdoor Leisure" regularly to frequently.
- "Indoor Organised Sport" and "Outdoor Organised Sport" rated in the lowest 3
 participation levels.
- Participation was higher amongst English speaking respondents for "Outdoor Active Recreation" and "Passive or Social Outdoor Leisure".

Use of Council Facilities

- The eight most regularly used Council-provided facilities/ venues were:
 - Parks and gardens (13.7%)
 - Libraries (13.4%)
 - Walking tracks (7.9%)
 - Halls and meeting rooms (7.7%)
 - Bike paths (7.4%)
 - Swimming pools (7.2%)
 - Sportsfields (5.7%)
 - Playgrounds (5.6%)
- The top 10 facilities and services identified as lacking, inadequate or required were:
 - Bike paths
 - Off-leash dog areas
 - Swimming venues
 - Parks and gardens
 - Playgrounds
 - Walking paths/ tracks
 - Sportsfields and sports facilities
 - Improved transport/ accessibility/ parking
 - Libraries
 - Picnic facilities and barbecues.



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Future participation patterns/ behaviours

- Activities people expect or hope to participate in more frequently in 5 to 10 years were:
 - Walking
 - Outdoor organised sport
 - Cycling, including mountain biking
 - Visiting parks and gardens, including picnicking
 - Visiting libraries
 - Swimming.
- Parks and open space, bike paths and BMX facilities were identified as the highest priorities for Council spending in the next 5 to 10 years.

CALD Communities

- Some key notes in relation to CALD communities:
 - Halls and meeting rooms were the most used facilities
 - Natural areas were visited more frequently by CALD than English-speaking respondents
 - CALD residents reported lower frequencies of use of Council facilities/ settings
 - As well as walking, visiting libraries, swimming, visiting parks/ gardens, picnicking, outdoor active recreation, cycling, indoor organised sport, indoor leisure/ recreation and visiting playgrounds, CALD residents also indicated a desire in the future to participate in dancing, golf and bushwalking
 - Dancing/ dance socials was ranked the top priority item for future needs by CALD residents, followed by indoor sports facilities, indoor leisure venues, golfing facilities, social and recreation support services and seniors activities/ centres

Key recommendations focussed on sport and recreation:

- Provision of additional informal leisure and recreation facilities or settings (i.e. Open spaces, bike paths, walking paths and tracks, dog exercise areas, youth facilities, skate parks)
- A multi-disciplinary approach to planning, design and management of informal leisure and recreation facilities or venues
- The requirements of organised sporting groups are balanced with the needs of informal/independent participants
- Investigating improved transport and access services for leisure and recreation, particularly where seniors are concerned
- · Continuing consultation regarding the needs of CALD residents

Sport and Recreation Strategic Directions

The City of Ryde has been very active in planning for sport, recreation and open space in recent years. A great deal of strategic plans, management and maintenance plans, and policy development work has occurred in the last six years. This includes:

- Children's Play Implementation Plan (2013)
- · Provision of Recreation Areas for Dogs (2010)
- Skate Feasibility Study (Draft) (2011)
- Synthetic Sports Surfaces Study (2013)
- Sports Field Assessment Studies (2015)



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- Sports Fields Lighting Audit (2015)
- Sportsfield Upgrade Program (2014)
- Sports Ground Allocation Policy (2014)
- Sports Ground User Fees and Contribution Policy (2014)
- Parks Access Review Report (2013)

Many of the recommendations from these studies have been partially implemented or are in the process of being implemented. The Strategy is mindful of the amount of recent planning that has already occurred and endeavours to build on this work and reinforces the need to complete the implementation of recommendations from these studies.

Other relevant plans and studies were also reviewed. These included:

- City of Ryde Four Year Delivery Plan (2015-2019)
- Capital Works Projects 2014 to 2018: Sportsground, Amenities and Floodlighting
- City of Ryde Youth Interagency Survey (2015)
- City of Ryde Bicycle Strategy (2014)
- City of Ryde Council Community Research (2013)
- Recreation & Open Space Planning Guidelines for Local Government, Department of Planning (2010)
- Generic Plan of Management: Sportsgrounds, Parks, Natural Areas (2001)
- Macquarie Park and North Ryde Pedestrian and Cycling Issue Report.
- Football NSW Future Needs Report (2015)

The Strategy will consolidate the finding of these studies and reports. Table 3 provides a summary of the key sport and recreation strategic documents.

Name of Strategic Document	Summary.				
A Study on the Provision of Recreation Areas for Dogs in the City of Ryde, 2010	This study involved an assessment of parks within the City of Ryde to determine suitability as dog off leash areas. The report presents 5 recommendations: Application of a City Wide Approach to the provision of on and off leash dog recreation areas Creation of enclosed free running areas Creation of free running areas Creation of shared sportsfield dog facilities Creation dog walking trails along the Ryde River Walk and Shrimpton's Creek				
The City of Ryde Sports Field Assessment Program – Assessment Made August 2015 Labosport	This study involved an end-of-season investigation of six of Council's sports fields, as a follow up of the initial assessment in February (see summary below). The study scope included: Providing recommendations on remedial works to be undertaken. Comment on drainage.				
City of Ryde Sports Fields Lighting Audit, 2015	This document presents the results of an audit of current lighting systems on nominated Council sports fields for compliance with relevant Australian Standards. The study investigated lighting on 18 nominated sports fields in the City of Ryde.				
Netball Development Plan. Northern City Regional Organisation of Council's (NSROC). 2015.	This plan is a strategic document intended to guide Council's within NSROC (Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, North Sydney, Ryde and Willoughby) in the development of netball facility plans for each Local Government Area. The Report outlined the key future needs of netball in NSROC Region included: Need to be able to meet growing demand from women and girls' participation. Competition schedules and facilities are reaching capacity. Need access to indoor courts by representative teams, particularly for training. The few indoor facilities available are unavailable. Need better access to local training facilities for clubs. There is a shortage of training courts and lack of floodlighting.				



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Name of Strategic Document	Summary
Macquarie Park and North	Connect Macquarie Park + North Ryde (Connect) is a Transport Management Association
Ryde Pedestrian and Cycling Issue Report, 2015	that has made a number of recommendations to improve the walkability of Macquarie Park and North Ryde to fully realise their potential as a blue chip employment and activity centre. The report examines footpath and bicycle network issues in the Macquarie Park-North Ryde activity centre. It identifies the following key actions: Prioritising pedestrians and cyclists over motor vehicles. Reduce speed limits (to 50km/hr). Fund footpath projects by increasing car parking cap prices. Deliver footpaths and pedestrian crossings by bringing them forward in development stages. Install pedestrian crossings. Audit and monitor the pedestrian network.
Youth Interagency Survey 2015. City of Ryde.	An internal survey conducted by City of Ryde officers of youth preferences and needs found the following in relation to sport and recreation: • More males than females indicated their 'talents and passions' included sports & outdoors (68% compared to 46%). • More males than females indicated they are currently involved in sports and outdoors (75% compared to 54%). • More men who indicated that their talents and passions included sports and outdoors were actually involved in that activity compared to females (82% compared to 55%).
City of Ryde Sports Ground Allocation Policy (2014)	This policy applies to all sports grounds owned or managed by the Council and is aimed at ensuring the sustainable and equitable use of sports fields and providing guiding principles on how they will be managed. The intent of the policy is to: Provide a responsible, consistent, transparent and equitable process for the use of Council sportsgrounds and associated facilities. Provide agreed principles to priorities use and management of the sportsgrounds and associated facilities. Assist Council in the allocation of Sports Grounds when competing requests are submitted. Provide a Policy that is consistent with Council policies, relevant local laws and other relevant legislation
City of Ryde Children's Play Implementation Plan: Volume 1, 2013	This Plan was commissioned to guide the City of Ryde's approach to the provision of play over the next 10 years. The Plan contains the following vision "The City of Ryde is committed to enhancing and promoting imaginative, creative and diverse play opportunities which are intrinsically linked to the vibrant community and natural environment, and also enhance health, wellbeing and social connections." The Plan recommends 5 Regional Destination playgrounds, 17 District Destination Playgrounds, 28 Everyday Neighbourhood Playgrounds and 38 Everyday local playgrounds, with decommissioning of 23 playgrounds (1 x district destination, 5 x neighbourhood everyday, 17 x local everyday). There are five strategy streams, each with recommendations and key actions provided: Safe play for all Convenient everyday play Exciting and challenging destination play Play valued as a child's right Sustainable play for the future
The City of Ryde Sports Field Assessment Report. Labosport, May 2015.	This study involved assessment of the current condition of Council's sports fields, and advice on how to optimise sports field usage. 11 sports fields were investigated, and 10 key performance properties were measured at five separate locations at each of these fields. Surveys of user groups and Council's maintenance staff were also used to understand the current situation.





Name of Strategic Document	Summary				
Sports Ground User Fees and Contribution Policy (2014)	This policy applies to all sports grounds located in the City of Ryde. The goal of the policy is to "ensure the sustainable and equitable use of Council's sports grounds." Key points of the policy are: Fees are based on actual cost of maintenance and provision of the service (including administration costs associated with bookings). Two levels of fees apply: City of Ryde rate — incorporated not-for-profit community sporting groups, associations & charities. Non City of Ryde Rate — user groups who do not meeting the "City of Ryde" definition (e.g. commercial and private operators). Fees are set based on a 3-level ground hierarchy determined depending on competition level, associated amenities and supporting infrastructure. Fees will be based on a daily rate or hourly rate (i.e. Not a seasonal rate). Fees applied to sports grounds will aim to achieve a 75% subsidy for the total cost to council of maintaining the sports ground. School groups will be able to use sportsgrounds free of charge for general sports programs. Fees will be applied for carnivals and inter-school competitions. Council encourages capital contribution from sporting groups, aiming for a minimum 40% contribution towards the total project cost. Council will enter into an agreement with clubs that includes: Moul outlining the project and responsibilities of each party; Capital depreciation schedule; Agreement for reduction of fees if appropriate. Council will consider applications for up to a 50% reduction in fees for groups supporting people from disadvantaged backgrounds/ target groups will receive a 50% reduction, 2 or more programs will receive a 30% reduction, 1 program will receive a 50% reduction.				
City of Ryde Bicycle Strategy, 2014	This study builds on a 2007 Bicycle Strategy, and aims to make cycling easier and more attractive in Ryde, and to reduce car usage, particularly for short trips with the following Community vision- Ryde will be a bicycle friendly environment where people of all ages are encouraged to use bicycles for every-day transportation and enjoyment. The City will be connected by a cycling network providing safer, more comfortable and enjoyable cycling environment. Our community recognises the important role of cycling in improving the quality of city life and community health, better environmental sustainability and reduced traffic congestion, and; Cycling and walking are the natural first choices for medium and short trips and local shopping in our City.				
City of Ryde Skate Feasibility Study: A Summary Report (Draft), 2011	This study assessed six sites for suitability as a regional skate park location. The following key site selection criteria were used: Physical site conditions & technical considerations Access/ transport Natural surveillance, security and safety Proximity to amenities (water, toilets, shade, food & drink) Impact on existing facilities, adjoining uses and users Distance from housing and incompatible land use Event space opportunities Maintenance issues Context & amenity Consistency with strategic objectives				

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Name of Strategic Document	Summary
City of Ryde Parks Access Review Report, 2013	This report was prepared to provide advice and strategies to maximise the accessibility provisions to and within 13 of the City of Ryde's most popular parks for people of all ages and abilities. The Parks were analysed and recommendations presented for each park under the following headings: Park Entrances – entry points which visitors could use to enter the park Path of Travel – Pathways and stairs in the parks Facilities – Sanitary facilities, playground areas, BBQ areas and other facilities Car Parking – Provision of accessible car parking facilities Miscellaneous – Directional signage, seating and other facilities
City of Ryde Synthetic Sports Surfaces Study, 2013	This report identified the following as key sports that would probably need to accommodate growth over the next two decades- Football (soccer), Australian Rules Football, Hockey, Rugby Codes. It suggested that the City would be unlikely to be able to accommodate growth just with the current natural sports turf facilities. It recommended that due to the growth in demand, Council consider using the synthetic turf technology in order to satisfy growing demand for sporting facilities and reduce the financial impost on Council due to the additional maintenance and renovation cost that will be needed should natural turf fields continue to be over utilised. Vision (outcome): "More people recreating, playing sport more often in Ryde by providing quality, safe and appropriate facilities." Mission (purpose) "To use the technology of synthetic surfaces to allow for greater use by the community who wish to recreation and play sport, by satisfying the demand and encouraging development
NSROC Regional Sportsground Management Strategy. Volume 1 – Strategy, 2011	In this report analyses sportsground management in the NSROC region. Five key issues and associated recommendations are presented: Councils' role in sports Managing fluctuations in demand Planning and managing infrastructure and the carrying capacity of grounds Pricing and occupancy of facilities Funding capital works as well as planning and management Key regional initiatives to emerge from the plan include: Regional sports knowledge base A regional golf, bowls and tennis strategy A regional schools' initiative Smart transport and low sport miles Joint Council approach to capital works forward planning Co-operative development of proposed regional facilities Standardising conditions of use Region wide sportsground information portal A consistent approach to costs of ownership for synthetic and grass sportsgrounds

Table 3 - Sport and Recreation Strategic Directions at the City of Ryde









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Sport and Recreation Strategy 2016 - 2026

SECTION 4 - SPORT AND RECREATION IN THE CITY OF RYDE

In Ryde, sport and recreation takes place in a very diverse range of settings and locations. It may be a structured sporting activity such as a water polo competition at the RALC, or sitting in a cafe in Ryde Park as children play at the adjoining playground, or enjoying a bush walk in the Field of Mars and Lane Cove National Park. Ryde has diversity of open space and park settings that can accommodate a wide variety of land based and water based recreation opportunities for the community and the residents of Ryde participate in recreation activities at times that are convenient to them. This can mean that on any given day, Ryde residents are up in the early hours of the morning enjoying a cycling course along the Ryde River Walk and connecting to Sydney Olympic Park or late in the evening with night competition netball at Meadowbank Park or a jog along the Shrimpton's Creek Corridor. Further to this, drop past a Eastwood Park during lunchtime and you will see school children enjoying lunch time recreation and PE classes.

The demand from the community, for a diversity of settings, activities, times and purposes for recreation and sport requires Council to understand the facilities available for the community. Council needs to be able to respond and adapt to the changing sport and recreation needs of the community. This section provides a snap shot on the sport and recreation facilities provided by the City of Ryde and what recreation activities the Ryde Community participates in.

Open Space Provision

As detailed in the IOSP, Council manages 355 hectares of public open space across 197 open spaces within the suburbs of the City of Ryde, representing approximately 8.7% of the total LGA. The distribution of open space can be seen in Figure 9.

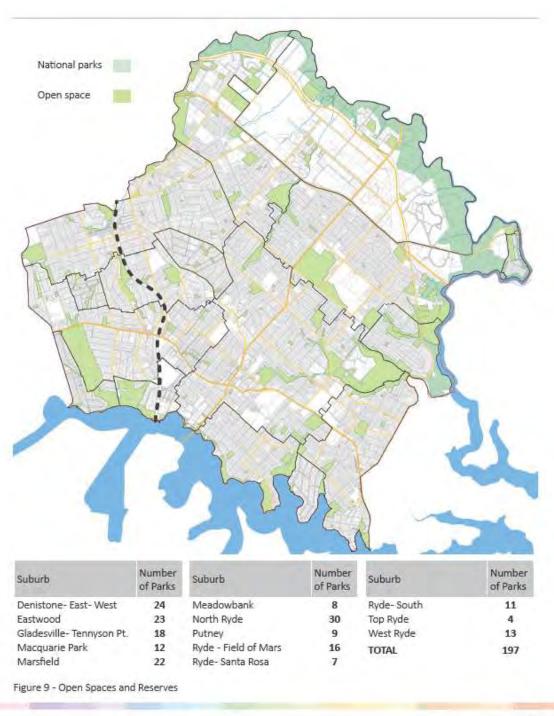
The City's open space network is complex and can provide for many recreation opportunities simultaneously. Council manages this complexity by segregating all open space into active, passive and natural areas. The purpose of this is to simplify the management of the open space and to comprehensively plan for open space typologies. However, recreation can sit within each of these open space typologies and Figure 8 and Table 4 provides definition of the typology and examples of recreation that can sit within each type.



Figure 8 - Open space typologies are areas across the City of Ryde









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Open Space Typology	Definition	Locations	Possible Recreation Activities
Passive Parklands Approx area 133 hectares	Those park areas that facilitate unstructured activities that do not generally require a high level of physical exertion. Typically examples of passive parklands include river foreshores, playgrounds, open kick about areas etc.	Putney Park Meadowbank Park surrounds (the areas not used as sportsfield) Ryde Park surrounds (the areas not used as sportsfield) Elouera Park	Share paths and footpaths Fitness equipment Viewing areas
Active Parklands Approx area 61 hectares	Those park areas that facilitate active participation in a sport involving a moderate to high level of physical activity, usually but not exclusively on a competitive basis, be it individual or team related. Typically occurring active parklands are sportsfields and indoor sporting venues.	Meadowbank Park sportsfields Christie Park sportsfields Magdala Park sportsfields ELS Hall Sports Centre RALC Eastwood Park sportsfields	Soccer Netball Cricket Hockey Rugby Union / League Tennis
Natural Areas Approx area 158 hectares	Those park areas of unique ecological value that are maintained with minimal human intervention and are protected because of their significant ecological value for the Ryde Community.	Field of Mars Reserve Brush Farm Park surrounds (the areas not used as sportsfield)	Bushwalking Running Bushcare Programs Bird watching

Table 4 - Sport and Recreation Strategic Directions at the City of Ryde

Sport and Recreation Provision

This Section provides an analysis and evaluation of the sport and recreation assets and infrastructure that are located within the City of Ryde. As a baseline of information, the *Sport and Recreation Inventory* will be the foundation stone for assessing whether the Ryde community has access to adequate facilities and will offer insight into those area where there are deficits and oversupply.

This Inventory should be read in conjunction with the Open Space Inventory that is contained in Section 3 of the IOSP.

For the purpose of this audit, sport and recreation facilities and settings are physical assets which accommodate sport and recreation activities. They are:



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- Places where people recreate or play sport
- Either natural or built assets specifically provided and managed for recreational purposes
- Land or water based
- In public or private ownership or management

Primarily the Sport and Recreation Inventory differentiates the following types of recreation facility

- Structured sport infrastructure. This will include playing fields, floodlighting, park amenity buildings, courts etc.
- Water based recreation infrastructure and will include boat ramps, jetties, dinghy racks etc.
- Unstructured facilities and settings encompassing playgrounds, dog off leash areas, outdoor gyms, cycle and walking trails
- Sport and recreation facilities that are available to the public but are owned or managed privately

Refer to figures 10,11 and 12

It should be noted that many of the Council assets are designed to fulfil several roles such as parks and reserves that can be used for both structured and unstructured recreation. Included in this Audit are the facilities within the schools of the Ryde LGA as there are opportunities to enhance community access to Department of Education facilities and settings.

Understanding the facilities that are available to the community will enable us to establish whether the City has enough open space to meet the recreation needs of the existing community, as well as the flexibility to meet the requirements of the future generations.

As outlined in the IOSP, when establishing the adequacy and accessibility of public open space that serves a given population, a number of factors need to be considered. Similarly, this applies to the analysis of recreation and sporting facilities and infrastructure and as such the analysis of provision extends beyond a listing of assets. The analysis also considered the following:

- Quantum and sizes of open space and sporting fields
- Distribution (geographic spread across a given area) and diversity (range of open space settings)
- · Flexibility of the infrastructure
- Accessibility and connectivity to the facility
- Ratio of population (current and forecast) to quantum of open space and facilities
- Influence of facilities that are owned and managed by other agencies (schools, universities)
- Private providers of open space or recreation facilities (golf course, fitness centres etc).



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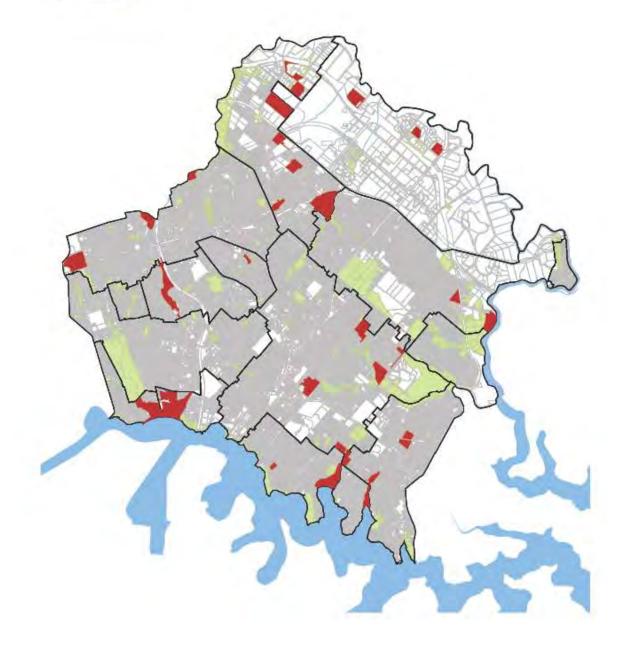


Figure 10 - Existing Structured Recreation Facilities



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Structured Recreation Facilities

Legend



Sporting Fields

Summary of assets and facilities

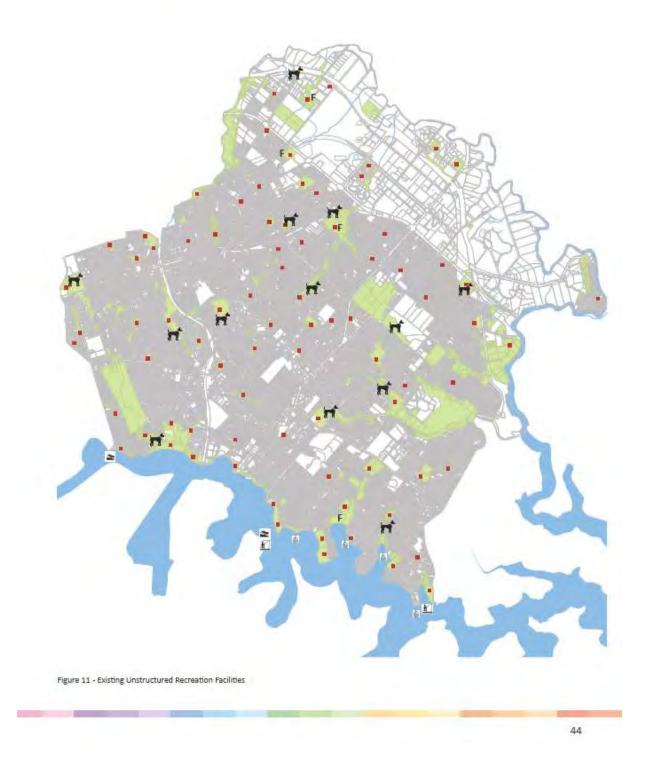
Recreation Asset	Quantity
Cricket Wicket (Turf)	4
Cricket Wicket (Synthetic)	21
Cricket Nets	9
Soccer Pitches (Senior)	37
Soccer Pitched (Junior / Mini)	9
Baseball (Senior)	6
Baseball (Junior)	8
Rugby (Senior)	4
Rugby (Junior)	1
AFL (Junior)	2
Tennis Courts	30
Netball Courts	47
Multi Court Indoor	4
Basketball Court (Half Court)	1
Swimming Pools (Public)	2
Athletics Track	1
Hockey Pitch (Turf)	1
Bowling Greens and Clubs (Public ownership)	9
Indoor Sports Facilities	2
Sailing Club	1

Notes

Not all areas within each of the active parks are a designated active park area. Reference to individual park maps is required to identify designation of active areas, passive areas and natural areas.









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Unstructured Recreation Facilities Legend Playgrounds F Outdoor Gyms

Dog off leash areas
Public Boat Ramp

Public Jetty / Wharf

Dinghy Racks

Summary of assets and facilities

Recreation Asset	Quantity
Basketball Court (Half Court)	í
Bowling Greens and Clubs (Public ownership)	9
Outdoor Fitness Centres	4
Wharfs + Jetties	7
Boat Ramps	2
Dinghy Racks	86
Cycle Network	20,436m
Walking Trails	TBC
Equestrian	1
Boat Houses + Clubs (Sailing)	1
Boat Houses + Clubs (Rowing)	1
Dog Off Leash Areas	13
Playgrounds	87





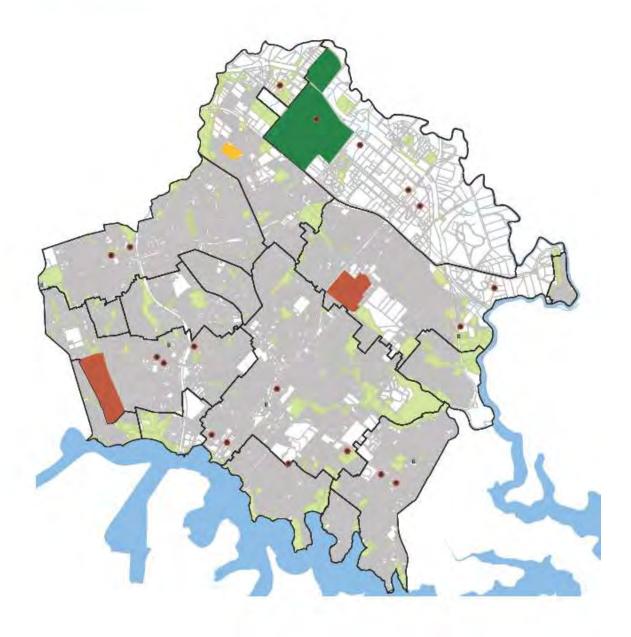


Figure 12 - Existing Privately Owned / Managed Recreation Facilities



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Recreation Facilities Owned / Managed by Others



Summary of assets and facilities

Recreation Asset	Quantity
Rugby (Private)	3
Tennis Courts (Private)	30
Netball Courts (Private)	1
Swimming Pools (Private)	7
Hockey Pitch (Synthetic Private)	1
Bowling Greens and Clubs (Private ownership)	5
Indoor Fitness Centres (Private)	23
Golf Courses (Private)	2
University Facilities	
Boat Houses + Clubs (Sailing)	1
Boat Houses + Clubs (Rowing)	1
Ice Skating	1
Concord and Ryde Sailing Club	1



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Active Open Space Areas

The City of Ryde has 61.35 hectares of active sports area spread across 30 open space areas where they are predominately a component of a broader open space area. The City of Ryde does not have any open spaces that have the active space classification for the entirety of the park area. The active areas within the City of Ryde are listed in Table 5.

Park Name	IOSP ID	Ward	Street Address	Suburb	Area (m²)	% of total park area
DARVALL PARK	DE07	West	2c Chatham Road	West Ryde	2,954	3%
BRUSH FARM PARK	EW03	West	2-4 Lawson Street	Eastwood	11,880	15%
WATERLOO PARK	MF21	West	191a Waterloo Road	Marsfield	12,733	19%
TYRELL PARK	RF15	East	25a John Miller Street	North Ryde	2,100	20%
GANNAN PARK	RF08	East	Buna Street	Ryde	10,896	24%
SANTA ROSA PARK	RR04	Central	64 Bridge Road	Ryde	11,707	25%
TYAGARÁH PARK	RS08	East	5 Tyagarah Street	Gladesville	5,595	31%
PIDDING PARK	RF14	East	84 Cressy Road	Ryde	15,617	34%
KOTARA PARK	MF09	West	87 Abuklea Road	Eastwood	7,775	39%
PIONEER PARK	MF16	West	188a Balaciava Road	Marsfield	9,989	39%
TUCKWELL PARK	MP09	Central	442 Lane Cove Road	Macquarie Park	9,319	39%
MARSFIELD PARK	MF13	West	202 Vimiera Road	Marsfield	35,690	39%
PEEL PARK	GV13	East	32 Stanbury Street	Gladesville	6,403	39%
ELS HALL PARK	MF04	Central	Kent Road	Marsfield	49,761	40%
FORRESTER PARK	EW07	West	47 Vimiera Road	Eastwood	6,560	44%
NORTH RYDE PARK	NR23	East	26 Cressy Road	North Ryde	9,460	44%
DUNBAR PARK	MF03	West	16 Sobraon Road	Marsfield	15,450	44%
WESTMINISTER PARK	GV16	East	6a Ryde Road	Gladesville	7,782	45%
BREMNER PARK	GV06	East	129 Morrison Road	Gladesville	9,879	46%
BILL MITCHELL PARK	GV04	East	82 Morrison Road	Tennyson Point	11,250	48%
MAGDALA PARK	NR15	East	Magdala Road	East Ryde	20,464	48%
CLEVES PARK	PT02	East	53 Douglas Street	Putney	3,590	49%
FONTENDY PARK	MP04	Central	52a Fontenoy Road	Macquarie Park	9,911	51%
MONASH PARK	GV15	East	142 Ryde Road	Gladesville	10,620	54%
RYDE PARK	TRO3	Central	7 Blaxland Road	Ryde	35,776	55%
CHRISTIE PARK	MP01	West	16-26 Christie Road	Macquarie Park	29,027	56%
MORRISON BAY PARK	PT06	East	Frances Road	Putney	56,305	64%
MEADOWBANK PARK	MB03	West	Constitution Road	Meadowbank	165,385	66%
EASTWOOD PARK	EW05	West	45 West Parade	Eastwood	23,135	67%
KINGS PARK	DE10	West	22 Salter Cresent	Denistone East	5,495	85%

Table 5- Active Open Spaces in Ryde



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Active open space areas contain those areas that are used for structured recreation, such as sportsfields, tennis courts, swimming pools etc. To assist with planning and management of active areas, all active areas have been allocated one of three classifications based on the function, setting, capacity and community desire for each of the active areas. These classifications are:

- Premier Grounds
- Community Grounds
- Supplementary Grounds and Training Areas

Premier Active Areas

The City of Ryde provides for a range of community sport including high level competition and accordingly, the City offers eight Premier Active Areas that cater to the needs of higher level sporting competition. These active areas will draw people from the whole of the City of Ryde and from wider afield as a result of their use for regional sporting competitions and as destination areas for competition finals. The following sportsgrounds, as listed in Table 6 are Premier Grounds.

Park	Field	Summer Season	Winter Season
Christie Park	Field 1	✓	✓
Eastwood Park	Upper	✓	×
ELS Hall Park	Field 2	✓	×
Magdala Park	Field 1	×	✓
Marsfield Park	All	×	✓
Meadowbank Park	Field 1	×	✓
Morrison Bay Park	Field 4	×	✓
Ryde Park	Field 1	✓	×

Table 6 - Premier Active Areas

Community Active Areas

The City of Ryde provides for a range of community sport whereby the City offers 35 Community Active areas that cater to the needs of community level sporting competition and associated training. These active areas will draw people from the whole of the City of Ryde and from adjoining suburbs as a result of their use for community sporting competitions and associated training. The following sportsgrounds, as listed in Table 7, are Community Active Areas

Park	Field	Summer Season	Winter Season
Bremner Park		✓	✓
Brush Farm Park		✓	✓
Dunbar Park		✓	✓
Eastwood Park	Upper	×	✓



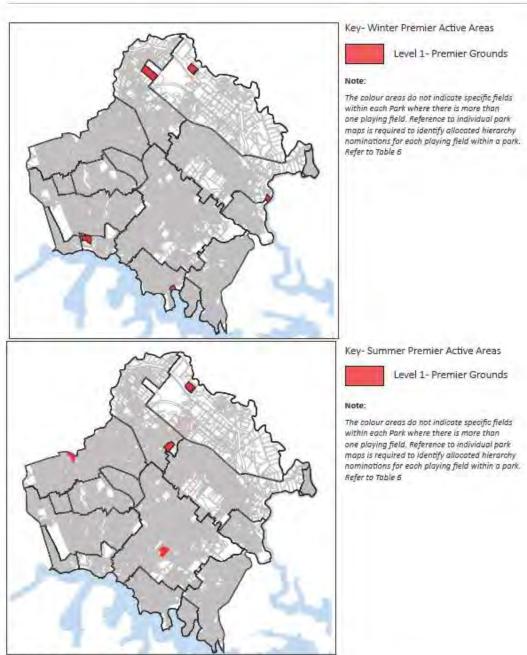


Figure 13 - Premier Active Areas-Summer and Winter Seasons



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Park	Field	Summer Season	Winter Season
Eastwood Park	Lower	×	✓
ELS Hall Park	Field 1	✓	✓
ELS Hall Park	Field 2	✓	✓
Gannan Park		✓	✓
Magdala Park	Field 2	×	✓
Marsfield Park		✓	×
Meadowbank Park	Field 1	✓	*
Meadowbank Park	Field 2	✓	✓
Meadowbank Park	Field 3	✓	✓
Meadowbank Park	Field 4	×	✓
Meadowbank Park	Field 7	✓	✓
Meadowbank Park	Field 8	✓	✓
Meadowbank Park	Field 9	×	✓
Meadowbank Park	Field 10	✓	✓
Meadowbank Park	Field 12	✓	✓
Meadowbank Park	Field 13	✓	✓

Park	Field	Summer Season	Winter Season
Monash Park		✓	✓
Morrison Bay Park	Field 2	✓	✓
Morrison Bay Park	Field 3	✓	✓
Morrison Bay Park	Field 4	✓	×
Morrison Bay Park	Field 5	✓	×
Morrison Bay Park	Field 6	✓	✓
North Ryde Park		✓	✓
Peel Park		✓	✓
Pidding Park		✓	✓
Pioneer Park		✓	✓
Ryde Park	Field 1	×	✓
Santa Rosa Park		×	✓
Tuckwell Park		✓	✓
Waterloo Park		✓	✓
Westminister Park		✓	✓

Table 7- Community Active Areas

Supplementary and Training Areas

Across the City there are a number of sporting areas that for various reasons are not able to sustain community level sporting activities. This may be due to size, condition or through a decision to maintain their purpose to be a specifically identified training facility. The following sportsgrounds are listed as Supplementary and Training Areas (Table 8).

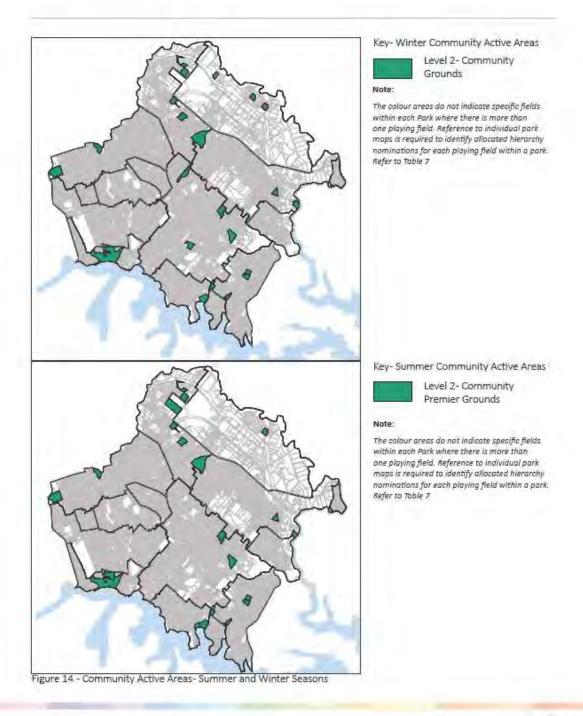
Park	Field	Summer Season	Winter Season
Bill Mitchell Park		✓	✓
Bremner Park		✓	×
Christie Park	Field 2	✓	✓
Cleves Park		✓	✓
Darvall Park		✓	✓
Eastwood Park	Lower	✓	×
Fontenoy Park		✓	✓
Magdala Park	Field 2	✓	✓
Meadowbank Park	Field 4	✓	×
Meadowbank Park	Field 5	×	✓

Park	Field	Summer Season	Winter Season
Meadowbank Park	Field	✓	✓
Meadowbank Park	Field 9	✓	×
Morrison Bay Park	Field 1	×	✓
Morrison Bay Park	Field 2	✓	×
Morrison Bat Park	Field 5	×	✓
Morrison Bay Park	Field 6	✓	✓
Pidding Park		✓	×
Ryde Park	Field 2	✓	✓
Santa Rosa Park		✓	×
Tyagarah Park		✓	✓

Table 8- Supplementary and Training Areas









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Passive Recreation Areas

The City of Ryde has in excess of 133 hectares of open space and parklands that are classified as spaces used for passive recreation. This represents approximately 38% of the open space area in the LGA. Passive open space areas are found in 162 parks and they are often colocated with natural areas and active open spaces areas, with only 105 of the 162 open spaces fully dedicated as passive open space.

As defined in the IOSP, all passive spaces have been assigned a hierarchy to assist with management of the open space assets. With regard to passive space,

- 26% is Level 1 with and area of 35 hectares
- 37% is Level 2 with an areas of 50 hectares
- 18% is Level 3 with an area of 23 hectares
- . 19% is Level 4 with an area of 25 hectares

The provision of passive open space across the City is listed for each catchment below

- Denistone 7.7 hectares
- Eastwood 11.2 hectares
- Gladesville 8.8 hectares
- Macquarie Park- 10 hectares
- · Field of Mars- 14.5 hectares
- North Ryde- 16.8 hectares
- Putney- 13.8 hectares
- Ryde- 28.7 hectares
- West Ryde 7.9 hectares

The recreation activities that are supported by the passive open spaces within the City are outlined in Table 9.

Recreation Type	Quantity / Location
Bowling Clubs	 Ryde bowling Club – currently closed, 3 lawns. Crown Land, City of Ryde management Denistone East Bowling Club – 2 lawns (currently closed). City of Ryde owned + managed Putney Tennyson Bowling Club – 2 lawns. City of Ryde owned + managed Denistone Bowling Club – 3 lawns. Private and City of Ryde owned, privately managed Gladesville Sporties – 2 lawns. Privately owned and managed Ryde Ex – 2 lawns. Privately owned and managed North Ryde RSL – 2 lawns. Privately owned and managed Brush Farm Park – 3 lawns. Privately owned and managed.
Playgrounds	 5 Regional Playgrounds 17 District Playgrounds 28 Neighbourhood Playgrounds 37 Local Playgrounds
Boat Ramps	 Ermington Boat Ramp. 60 car + trailer spaces. Toilets, pontoon (on the boundary of Parramatta City Council) shared facility. Kissing Point Park Boat Ramp. Approx 50 car spaces inc 15-20 +trailer spaces. Toilets, pontoon.



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Recreation Type	Quantity / Location	
Dinghy Racks	 Kissing Point Park – 27 racks. Utilisation in 14/15=70% Tennyson Park – 23 racks. Utilisation in 15/16=98% Glades Bay Park – 20 racks. Utilisation in 14/15=70% Meditation Bay Park – 16 racks. Utilisation in 14/15=75% 	
Cycle Network	20,436 meters linking across the City and to external areas	
Walking Trails	N/A	
Equestrian	Riding for disabled, Marsfield Park.	
Boat Houses + Clubs	Sailing Concord and Ryde Sailing Club, Kissing Point Park, Putney Closest outside City of Ryde boundaries Hunters Hill Sailing Club. Hunters Hill Council. Rowing: Closest outside City of Ryde boundaries UNSW Rowing Club, Gladesville. Hunters Hill Council. Wharfs + Jetties Wharf Rd, Melrose Park Meadowbank Wharf, Meadowbank Wharf Reserve, Ryde Kissing Point Park, Putneyx3 Banjo Paterson Park, Gladesville.	
Macquarie Ice Rink	Macquarie Shopping Centre	
Dog Off Leash Areas	12 located across the City-including free running and enclosed exercise areas	
Outdoor Gyms	4	

Table 9- Passive Recreation Assets

Natural Recreation Areas

The final open space typology is natural areas and bushland. These areas provide for recreation activities that can be used for walking, bush regeneration, bird watching, cycling and provision of picnic areas. Ryde has approximately 158 hectares of natural areas and the major bushland areas are at the Field of Mars Reserve, Brush Farm Park and along the interface with the Lane Cove National Park.

Sport and Recreation Inventory

The following pages contains an inventory of the sport and recreation facilities within the City of Ryde. Table 10 provides a summary of the following:

- Structured sport and recreation
- Unstructured sport and recreation- both land and water based
- · Sport and Recreation facilities that are privately owned or managed

Recreation Asset	Quantity	Location	
Cricket Wicket (Turf)	-4	Eastwood Park, ELS Hall Park (2), Ryde Park	



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Recreation Asset	Quantity	Location
Cricket Wicket (Synthetic)	21	Bill Mitchell Park (2), Bremner Park, Brush Farm Park, Cleves Park, Darvall Park, Eastwood Park (2), Forrester Park, Gannan Park, Marsfield Park, Meadowbank Park (4), Monash Park, Morrison Bay Park (3), North Ryde Park, Pidding Park, Santa Rosa Park, Smalls Road Park, Tyagarah Park, Westminister Park.
Cricket Nets	9	Gannan Park (2), Marsfield Park (2), Meadowbank Park (2), Morrison Bay Park (3)
Soccer Pitches (Senior)	37	Bill Mitchell Park, Brenmer Park, Christie Park (2), Eastwood Park (2), ELS Hall Park (2), Magdala Park, Meadowbank Park (8), Monash Park, Morrison Bay Park (6), North Ryde Park, Peel Park, Pidding Park, Santa Rosa Park (2), Smalls Road Park (2), Tuckwell Park, Tyagarah Park, Waterloo Park, Westminister Park.
Soccer Pitched (Junior / Mini)	9	Bill Mitchell Park, Fontenoy Park (3), Magdala Park, Meadowbank Park (2), Smalls Road Park (2)
Baseball (Senior)	6	ELS Hall Park, Gannan Park, Magdala (2), Pioneer Park, Westminister Park
Baseball (Junior)	8	ELS Hall Park, Marsfield Park (4), Pioneer Park (3)
Rugby (Senior)	4	ELS Hall Park, Marsfield Park (2), Ryde Park
Rugby (Junior)	1	Santa Rosa Park
Rugby (Private)	3	TJ Milner Oval
AFL (Junior)	2	ELS Hall Park (2)
Tennis Courts	30	Kotara Park (8 courts with lighting), Kings Park (2 courts with lights), Meadowbank Park (8 courts with lights), Olympic Park (8 courts with lights), Next Gen (4 courts with lights)
Tennis Courts (Private)	30	Tennis world (10 courts with lighting), North Ryde RSL (2 courts with lighting), St Anthony's, Marsfield (4 courts with lights), Macquarie University (12 courts with lights), Royal Rehab (2 courts, no lights).
Netball Courts	47	North Ryde RSL (2 outdoor netball courts), Meadowbank Park (28 hard courts with lighting), Brush Farm Park (4 hard courts with lighting and, 12 grass courts)
Netball Courts (Private)	1	Macquarie Uni – 1 indoor court
Multi Court Indoor	4	Ryde Community Sports Centre (2 indoor courts), RALC (2 indoor courts),
Basketball Court (Half Court)	1	Meadowbank Park, Waterloo Park
Swimming Pools (Public)	2	RALC (50m multi format indoor pool, water playground, indoor leisure pool)
Swimming Pools (Private)	7	Next Generation Gym (25m outdoor pool), Macquarie Uni (outdoor 50m and 25m indoor), Ryde Eastwood Leagues Club (25m indoor), Carlile Swimming (Learn to swim pool), Ryde Swim School (Learn to swim pool) and Brewer Swimming, Macquarie Park (Learn to swim pool)
Athletics Track	1	Dunbar Park (Track, Discuss, Hammer Throw, Long Jump (2))
Hockey Pitch (Grass)	1	Meadowbank Park
Hockey Pitch (Synthetic turf- Private)	1	Macquarie Park
Bowling Greens and Clubs (Public ownership)	9	Ryde bowling Club (3), Denistone East Bowling Club (2), Putney Tennyson Bowling Club (2)
Bowling Greens and Clubs (Private ownership)	12	Denistone Bowling Club (3), Gladesville Sporties (2), Ryde Ex (2), North Ryde RSL (2), Brush Farm Park (3).
Outdoor Fitness Centres	5	Waterloo Park, Morrison Bay Park, Pioneer Park, ELS Hall Park, Meadowbank Park





Recreation Asset	Quartity	Location	
Indoor Fitness Centres (COR Owned)	1	Next Generation	
Indoor Fitness Centres (Private)	23	Acrass whole LGA	
Golf Courses (Private)	2	Ryde Parramatta Golf Course (18 holes), North Ryde Golf Club (18 holes)	
Wharfs + Jetties	7	Wharf Rd Melrose Park, Meadowbank Wharf Meadowbank, Wharf Reserve Ryde, Kissing Point Park Putney (3), Banjo Paterson Park Gladesville	
University Facilities		Sports and Aquatic Centre: Gymnastics Hall Recreation hall — flexible space for either; 10 table tennis tables/three badminton courts/one volleyball court/one netball court. Sports hall — flexible space for either; four badminton courts/one futsa courts/one basketball court/one netball court. Swimming pools: 1 outdoor 50m pool, 1 indoor 25m pool. 2 outdoor kompan courts — either basketball or small sided soccer. Lifestyle studio — yoga room. Fields for cricket/AFL/soccer/rugby 12 tennis courts.	
Indoor Sports Facilities	2	RALC, Ryde Community Sports Centre, Macquarie Uni, MAASH – Marsfield. Squash courts, rock climbing	
Boat Ramps	2	Ermington Boat Ramp. 60 car + trailer spaces. Toilets, pontoon and Kissing Poil Park Boat Ramp. Approx 50 car spaces inc 15-20 +trailer spaces. Toilets, ponto	
Dinghy Racks	86	Kissing Point Park (27), Tennyson Park (23), Glades Bay Park (20), Meditation B Park (16)	
Cycle Network	20,436m	Linking across the City and to external areas	
Walking Trails		N/A	
Equestrian	1	Riding for disabled, Marsfield Park	
Boat Houses + Clubs (Sailing)	1	Hunters Hill Sailing Club. Hunters Hill Council	
Boat Houses + Clubs (Rowing)	1	UNSW Rowing Club, Gladesville: Hunters Hill Council	
Ice Skating	1	Macquarie Centre	
Dog Off Leash Areas	12	N/A	



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Recreation Asset	Quantity	Location
Playgrounds	87	Adventure Park, Anderson Park, Ann thorn Park, Anzac Park, Australia 2 Park, Banjo Paterson Reserve, Beattie Park, Bell Park, Bennelong Park, Blamey Park, Blenheim Park, Boyla Reserve, Braemar Park, Brigade Park, Brush farm Park, Byron Park, Carara Reserve, Charity Creek Cascades, Cleves Park, Community Park, Darvall Park, Denistone Park, Dunbar Park, Eastwood Park, Elouera Park, ELS Hall Park, Fontenoy Park, Forrester Park, Gannan Park, Girraween Reserve, Glades Bay Park, Glen Reserve, Granny Smith Memorial Park, Halcyon Park, Hardy Park, Heatly Reserve, Henri Dunant Reserve, Holt Park, Irene Park, Jennifer Park, Jim Walsh Park, John Miller Park, Johan Park, Kathleen Reserve, Kissing Point Park, Kotara Park, Lardelli Park, Lions Park, Lynelle Park, Lynn Park, Magdala Park, Marjorie Park, Meadowbank Park (4), Melrose Park, Memorial Park, Midgee Reserve, Miriam Park, Monash Park, Moreshead Park, Morrison Bay Park, Mulhall Park, North Ryde Park, Olympic Park, Parry Park, Peel Park, Pidding Park, Pindari Park, Pioneer Park, Putney Park, Quandong Reserve, Ryde Park, Santa Rosa Park, Stewart Park, Talavera Reserve, Tennyson Park, Tuckwell Park, Valerie Park, Wamdoo Reserve, Waterloo Park, Watts Park, Wendy Park, West Denistone Park, Yamble Reserve

Table 10 - City of Ryde Sport and Recreation Inventory

Sport and Recreation in the Surrounding LGA's

Meetings were held with neighbouring Councils in the NSROC region and Parramatta City Council (refer Table 11). The purpose of these meetings was to discuss the following issues:

- Key sport and recreation issues relevant to their Council
- Capacity of existing facilities
- Future plans for facilities
- Ground allocation/ tenure policies
- Maintenance responsibilities
- Policies on pricing and capital contributions by clubs
- Commercial use of recreation parkland
- Synthetic surface provision, planning and management

Discussions with NSROC management also revealed that previous studies have demonstrated that sports fields are at or over capacity however current plans lack detail on how planning for sport will meet the needs generated by population growth.



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LGA	Key Issues	Facility Capacity	Future Plans for Facilities	Ground Allocation 8. Tenure Policies
Ku-ring-gai Council	Indoor facilities Athletics facilities Netball courts Hockey synthetic fields Oversupply of tennis courts & bowls greens	Fields current capacity around 30 hours per week & 15 Sundays per season	Proposed site for indoor facility. Proposed installation of lights at existing netball facility. Proposed relocation of athletics to Bannockburn Park. Gordon Golf Course proposal to sell 30-40 lots and use proceeds to fund development of indoor facilities and athletics on the site.	Beasonal allocation. All soccer & cricket grounds kired to associations and not clubs (works well). Other clubs dealt with individually. No leases over grounds.
Hornsby Cauncil	Not enough facilities for high participant sport (soccer, cricket, netball) Insufficient indoor facilities. Emerging sports demand for facilities (MTB, BMX). Tennis in decline.	Fields operating at maximum — 30 hours per week. Fields at capacity at southern end of Council (high density/ growth). Less so in northern end (less growth/ lower density). Continual shortage for playing fields.	3-court indoor facility at Waitara Park. New sports field at Hornsby Park Additional synthetic surface.	Seasonal allocations mostly. Long term lease given if major capital works. Most ground allocation to parent association and some individual clube.



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Maint	enance Responsibilities	Pricing and Capital Contributions	Commercial use of parkland	Synthetic Surfaces
	Clubs have responsibility for ground closure Council does major maintenance and capital upgrades on playing areas but not buildings. Clubs/ associations have minor responsibility (eg. Repairing rabbit holes). Council maintain turf pitches.	NSROC proposal to standardise fees & charges across NSROC. Has been agreed at office level. Council will allow capital contribution towards clubhouses (5 years mostly). Council will allow lease over buildings/ clubhouses. Some associations have fully funded facility improvements. Capital contribution can entitle the association to guaranteed bookings but not permanent tenure. Associations still pay for ground hire and use of lights.	LEP allows kiosks in open space (can have cafes in parks).	Existing field 105m x 68m (Football NSW standard). Maintenance fortnightly. Surface holding up well. Planning for new synthetic field at North Turramurra. Will build another field at West Pymble – seeking 50% contribution from clubs and associations (will not entitle them to lease, just guaranteed booking schedule). Sinking fund set up from user fees.
	Fields operating at 30 hours per week maximum. If lease exists, clubs do maintenance. Otherwise Council does all maintenance, line marking, turf pitches. Clubs have minimal maintenance responsibilities.	Where large investment in improvements (eg. Synthetic hockey field & indoor netball courts), have granted long term lease. Soccer put in \$800K to upgrade grounds and have been granted a long term lease (20 years). For smaller grants (eg.\$200K) Council advises clubs of seasonal allocation. A guarantee is provided that should Council require access to the fields over the agreed tenure period, clubs will be refunded part of their contribution on a pro rata basis. Will grant lease of building or part thereof for capital contribution.	Small fee for personal trainers. Coffee van – charges apply.	In the process of building a facility at Pennant Hills Park. Another 2 proposed at Epping Park (YMCA).



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LGA	Key Issues Facility Capacity		Future Plans for Facilities	Ground Allocation &. Tenura Policies	
Lane Cove Council	Inadequate number of sports fields. Demand for netball and basketball (especially 15-24 age cohort). Demand for teenage activities (eg. Skate, BMX, ball sports). Demand for better amenities / facilities/ storage areas at sportsground and lighting. Demand for sporting facilities outside standard working hours.	Sports fields at capacity. Number of fields don't have lighting or adequate lighting. Lack of informal sports fields. Only 6 sportsgrounds — small and no expansion capacity. Playing fields at St Ignatius available for community sport. No formal agreement.	Galf Course – 10 holes and numbers declining. Rebuild tennis courts and possibly accommodate indoor sports.	Seasonal allocation based on precedent bookings. Larger clubs seeking to secure additional space. Clubs wanting to book in advance is a major problem. Systems need improvement. Largest clubs are soccer and rugby main pressure on grounds are in winter.	
Willoughby City Council	Coping with government growth expectations.	Capacity exacerbated by population growth. No additional land. Minimum 2 week layover of fields for recovery between seasons.	Further partnerships with schools. Guaranteed school access during school hours, otherwise book. Plans to light some grounds to increase capacity – funded via approved infrastructure levy.	Seasonal allocations on a historic basis. Allocations are made to associations on the vast majority of occasions.	



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1	Maintenance Responsibilities	Pricing and Capital Contributions	Commercial use of parkland	Synthetic Surfaces
	 Council maintains most grounds. Council does all mowing, maintenance of lights, grounds. Soccer does some minor maintenance at Blackman Park (eg. Top dressing). 	Do joint bids with clubs for some upgrades. Have discretion to reduce user fees in return for capital contribution. Don't generally provide a reduction in user fees.	Standardisation of fees and charges not approved by NSROC General Managers as yet. Hire policy on personal trainers.	2 existing fields at Blackman Park with cricket pitch in middle. Built on landfill. Council takes bookings. Sinking fund set up to pay off debt for surface development and then towards long term replacement. Hourly rate \$40
	Council does all maintenance and pays water rates, plus capital works improvements (eg. Lights). Council maintenance done by mixture of in-house staff and external contractors. Clubs do line marking.	No active policy. Associations have contributed to capital works (eg. Lights – up to \$150K). No formal tenure is granted in these instances – club gets a letter regarding preferred usage	NSROC is proposing to standardise personal trainers. Less than 5 casual, 6+ = groups and therefore charged accordingly.	1 existing facility which was over capacity within 4 years. 2nd facility recently completed. Maintenance cost believed to be about the same as grass fields. Main advantage is improved usage due to availability when fields are unable to be used on wet weather days, plus allows multiple uses.



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LGA	Key Issues	Pacility Capacity	Future Plans for Facilities	Ground Allocation & Tenure Policies
North Sydney Cauncil	Lack of opportunity for 'greenfield' sites means need to increase capacity of existing facilities and/or providing more indoor sporting opportunities.	Fields were being overused until Cammeray Park was converted to synthetic. This has now taken the "pressure off". Future plans for a synthetic surface 9 (hockey/soccer) at Anderson Park will ensure current demand is met.	Upgrade North Sydney Oval to become more competitive as a stadium for regional and state events. Provide or improve lighting to outdoor sports facilities to enhance flexibility of use. Add an additional court to the North Sydney indoor sports centre. Improve all the support facilities at outdoor sports grounds providing compact, shared spaces Provide an additional synthetic field in North Sydney Investigate options for parking, shared path/cycle access, and transport for existing sports precincts. Investigate opportunities for other sports activities on, or around the golf course, including at night.	Utilise standard seasonal booking arrangements. Utilise standard seasonal booking arrangements.



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Maintenance Responsibilities	Pricing and Capital Contributions	Commercial use of parkland	Synthetic Surfaces
Council carries out all maintenance responsibilities.	Policy is to recover 25% of costs. Standard and comparable seasonal and casual booking fees in NSROC area. Schools book facilities, but are free of charge within school hours and for schools within the LGA.	Significant number of personal trainers using open space at no cost (policy position). Private corporate lunchtime operators conduct programs at Anderson Park.	Only opened in February 2015. Expect 50 – 60 hours of use per week.



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LGA	Key Issues	Facility Capacity	Future Plans for Facilities	Ground Allocation &. Tenure Policies
Parramatta Council	Key focus is on Parramatta CBD (following on from Plan for Growing Sydney) No indoor recreation or aquatics in CBD. Changing demographics (greater variety in backgrounds, particularly SE Asian population) that require research. Assets are dominated by traditional sports and "ownership" Desire to change approach to sport Create networks and variety of experiences. Sport viewed as an important part of the culture. Recreation and sport seen as key support areas to facilitate future growth and make Parramatta an attractive place to live.	Completed sportsground capacity review to manage reallocation of sports activities.	New fields at George Kendall Reserve (2 Ovals/4 fields). Page 14 Page 15 Page 16 Page 16	Standard seasonal and casual use booking process. Council has a very active physical activity program for residents targeting disadvantaged groups and school aged children.

Table 11 - Surrounding LGA's recreation observations



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Policy Analysis

Following is an analysis of policies on the management of recreation reserves, capital contributions from community sporting groups toward facility improvements, and tenancy and maintenance models.

SERVICE DELIVERY MODEL

It is commonly accepted that Council has a significant role to play in the provision and management of sport and recreation services. State and federal governments, local, regional and state sporting bodies and the commercial sector also have significant roles in providing services. Perhaps the most crucial provider is the community sector which consists of the hundreds of thousands of volunteers who run and organise local sport, without whom most sports would perish.

At a local level, the community and local government sectors typically 'plug the gaps' by providing programs (community) and facilities (local government and community) for sports not economically viable/ sustainable without some support. This usually leads to a closer relationship with 'community' sporting bodies that use Council facilities. Indeed, Council's principles for service provision revolve around partnerships with the various sporting bodies that use its facilities.

A typical model of how local government and community sport service provision is structured is shown at Figure 15. This structure is generally consistent with the observed provision of services by the City of Ryde. Under this structure, Council tends to focus on resource management (ie the development and management of facilities) whilst community sporting bodies tend to focus on providing direct services to the community/ customers/ members (ie competitions, coaching etc).

This approach is generally consistent among neighbouring Councils in NSROC, however, variations occur from Council to Council including resource levels, management systems, staff structures and competing service priorities.

MANAGEMENT ROLES

With regard to facility management Council plays three main roles:

- Maintenance/ Assets developing and implementing maintenance and asset management programs
- Administrator developing policies and procedures for the use of the land (eg. Bookings, fees etc.)
- Promoter promoting use of facilities by user groups.

In managing facilities Council is responsible for developing:

- Cost recovery levels (fees and charges),
- Booking/ allocation policies
- Tenure arrangements (types and conditions of land tenure),
- Maintenance and asset management issues
- Wet weather ground closure policies

Sporting groups contribute to the management of facilities through:

- Complying with and implementing:
 - Policies of Council
 - User/booking agreements
 - Management practices
- Monitoring and reporting on:
 - Inappropriate use
 - Facility condition and safety
 - Maintenance needs

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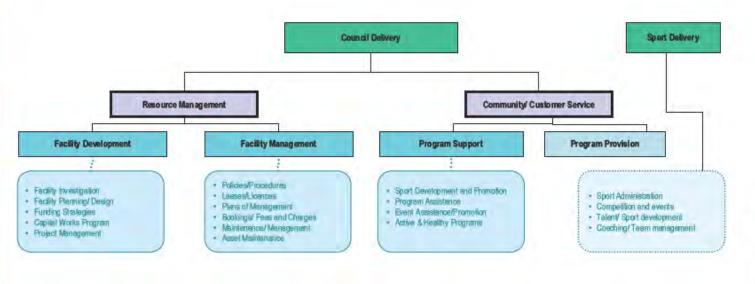


Figure 15 - Typical Model of Service Provision for Sport in Local Government



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Payment of:

- Season hire fees
- Outgoings (eg lights)

The survey of sporting clubs, found that, in general, there is an expectation that the current approach to service provision should be continued, that is, where Council takes primary responsibility for maintenance and management and sporting groups focus on providing service direct to the community/ members.

Clubs in Ryde believe they can contribute to management of facilities by communicating issues/ needs to Council, being responsible users, providing input into decision making etc.

ALLOCATION AND TENURE

A brief overview of tenure options for Council land classified as 'community land' is as follows:

- Lease
 - Provides exclusive use (subject to the terms of the lease)
 - Lessee is responsible for maintenance of leased area
 - Could be considered for specialised playing surfaces where multi-use is not possible (eg bowls or tennis courts) or where a club/ association has made a large contribution to capital improvements
 - Can be granted over buildings only (eg clubhouses), playing areas, or both
 - For periods of 5 years or less must comply with Section 47A of Local Government Act 1993; for periods
 up to 21 years (or 30 years with Ministerial approval) must comply with Section 47 of Local Government
 Act 1993.
 - Fees dependent on the level of commerciality of use
- Licence
 - Non-exclusive use
 - Council responsible for maintenance
 - Can be granted over buildings only (eg clubhouses), playing areas, or both
 - For periods of 5 years or less must comply with Section 47A of Local Government Act 1993; for periods up to 21 years (or 30 years with Ministerial approval) must comply with Section 47 of the Act
 - Subsidised fees in recognition of community benefit and not-for-profit status, otherwise fees dependent on level of commerciality
- Seasonal tenancy
 - Winter and/ or summer allocation
 - Existing users generally given first right of refusal
 - Council responsible for maintenance
 - Exempt from provisions of Section 47A of Local Government Act 1993 if less than 5 years
 - Subsidised fees in recognition of community benefit and not-for-profit status

The City of Ryde grants seasonal tenancies for all playing fields. User groups that responded to the survey of sport and recreation organisations generally felt that the current allocation process works well. Key principles of Council's ground allocation policy are:

- Seasonal bookings have priority over casual bookings.
- In the event that there is a need to prioritise contested use of sportsgrounds a priority matrix sets out the
 method for determining priorities (this considers historical use, tenancy record, access & equity, whether or not
 the sport is 'in season', and contributions toward Council infrastructure improvements)
- Clubs are required to provide Council with confirmation of the residential suburb details of its members
- Casual bookings and bookings made by sporting teams from out of the area are only considered where there is no existing booking request.
- . Council will only consider an application if the ground is in a satisfactory condition (determined after



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consultation with Council maintenance staff)

- Season draws must be provided to Council once confirmed by the sporting associations to allow Council to hire
 out unused sports fields.
- Blanket bookings are not permitted

The City of Ryde has historically granted leases or licences to user groups with specialist surfaces (eg tennis courts, bowls clubs) for periods up to 21 years. Long term (21 year) leases have also been granted to scouts, guides, steam locomotive, soccer and RSL groups. Licences (generally 5 years) have been granted to netball, soccer, and recreation organisations such as dog training, racing pigeon, riding for the disabled and radio controlled car clubs. Lease and licence fees vary according to Council's assessment of the level of commerciality of use.

Some sports clubs/ associations have expressed a desire to have greater security of tenure over facilities which are partly or wholly funded by them. The granting of licences for up to 5 years or longer, rather than seasonal tenancies, over playing fields and associated buildings could be considered where user groups have made a substantial contribution to capital improvements.

All Councils in NSROC grant seasonal allocations over playing fields typically to associations rather than individual clubs. One Council in NSROC (Ku-ring-gai) allows leases over buildings of up to 5 years where capital contributions toward their development have been made. Where clubs/ associations have made capital contributions toward the upgrading of playing areas they are typically not granted leases or licences but are entitled to guaranteed seasonal allocations, preferred usage rights, or a reduction in user fees. One Council (Hornsby) has granted a long term lease over playing fields in return for a major capital contribution.

CAPITAL CONTRIBUTIONS FROM USER GROUPS

Capital contributions toward facility improvements in other Councils in NSROC are encouraged but not compulsory. The Best Value Review: Allocation and Management of Sportsgrounds Study (2012) found that only two of the 17 Councils benchmarked for the study required user groups to contribute to capital upgrades.

The City of Ryde's Sports Ground User Fees and Contribution Policy encourages sporting groups to contribute to Council identified sports ground and amenity projects with the aim of securing a minimum 40% contribution towards the total project cost from user groups. A written agreement with the relevant user group is put in place which includes:

- A Memorandum of Understanding outlining the project and clarifying each party's expectation and responsibilities;
- 2. A capital depreciation schedule detailing the value of the asset over a specified time period; and
- 3. An agreement for the reduction of fees for use of the relevant facility if appropriate.

Council's policy allows for the 40% contribution to be derived from grants from government agencies. Clubs/ associations that responded to the organisation survey had mixed views about the requirement to co-fund improvements to Council facilities. Capital contributions need to be balanced against:

- Some security or return for investment, that is, preferential or licence agreement for use
- Equitable usage costs compared to 'non-contributing' groups
- Council's 'obligation' to provide a certain level of facilities and services

In reality, some clubs / associations will be able to afford to make a 40% capital contribution to capital improvements and others not. The capacity of any user group to meet the 40% target in the existing policy will depend on the nature of the improvement. For example, the installation of synthetic surfaces could require a contribution in excess of \$1m while other projects such as lighting upgrades could be in the order of \$40,000.



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SPORTSGROUND USER FEES

Sportsground user fees are outlined in the Sportsground User Fees and Contributions Policy. The policy applies to all sportsgrounds located in the City of Ryde. Broadly the goal of the policy is to ensure the sustainable and equitable use of Councils sportsgrounds.

Fees and charges are reviewed annually and are updated in the fees and charges section within the one year Operational Plan. In addition fees and charges are set in accordance with other NSROC Councils.



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SECTION 5 - TRENDS IN SPORT AND RECREATION

Nationwide Megatrends in Recreation and Sport

A recent CSIRO report identified six megatrends likely to shape the Australian sports sector over the next 30 years. These include:

- Personalised sport for health and fitness
- The rise of lifestyle sports
- Health, community and overseas aid objectives via sport
- Demographic, generational and cultural change
- Economic growth and sports development in Asia
- Market pressures and new business models

Each of these megatrends are discussed in detail below.

Personalised sport for health and fitness

Individualised sport and fitness activities are on the rise. Australians are becoming more health conscious and increasingly playing sport to get fit, rather than getting fit to play sport. People may be less willing to commit time needed for training and match fixtures in some team sports. Discretionary time available for sport and leisure is limited and the amount of time people spend on sport and outdoor activities has decreased. Consequently, they "... seek, often serendipitous, opportunities to play or watch sport that fits into a busy schedule." Health matters more to Australians than ever before and is likely to feature to a greater extent in people's choices about sport. There has been significant growth in the number of fitness centres (including the rise of 24 hour access gyms) with revenue from the fitness industry estimated at \$2.9 billion in 2011-12.

The rise of lifestyle sports

While mainstream and organised sports have remained constant or declined over the past decade, lifestyle, adventure and alternative sports have risen in popularity particularly among young people. These sports typically have some element of inherent danger or thrill seeking and participants often a sense of self-expression (eg BMX, skateboarding, kite surfing, white water rafting, scuba diving and rock climbing). Some (eg BMX) have found their way into the Olympics and there are efforts to also have skateboarding and rock climbing included. However, opinion is divided among the extreme sports communities about the merit of their inclusion in mainstream competitions due to the nature of lifestyle sports being about constant change and experimentation.

Health, community and overseas aid objectives via sport

The broader benefits of sport are being recognised by governments and business. With obesity on the rise, one in two Australians being overweight and projected to rise by a further 15% over the next 10 years, and diabetes increasing, sport is seen as having an important role. Participation in sport among children is reported as an effective means of reducing obesity in adulthood. Many controlled studies demonstrate overwhelming evidence that sport and exercise produce better outcomes in the clinical treatment of mental disorders. Anecdotal evidence of the potential for sport to reduce crime by helping to achieve social inclusion for marginalised groups is also cited. Despite the physical and mental benefits of sport, there has been a decrease in the prominence of sport and physical activity in



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the school curriculum and a reduced number of teachers trained in the delivery of sports programs. Sport can build bridges to other countries and contribute to economic and foreign policy objectives.

Demographic, generational and cultural change

The population is ageing and life expectancy is on the rise. In 1900 males and females had a life expectancy of 50 and 55 years respectively; by 2030 this is projected to be 84.5 and 87.8 years respectively. People may continue to engage in sporting activities further into their old age. The popularity of the World Masters Games suggests that the ageing population is still keen to participate in sporting activities. Increasing cultural diversity will result in different sporting preferences. Sporting organisations will be challenged with capturing the interest of diverse cultures. Outdoor soccer has had significant growth between 2001 and 2010 with the third highest increase among the top 10 physical activities. Large scale community competitions have become more popular (eg City to Surf fun races, Sydney to the Gong bike ride) revealing a demand for sporting activity across broad cross sectoral demographics.

Economic growth and sports development in Asia

Population and income growth in Asia has started to raise living standards and available leisure time. The Chinese and Indian economies are likely to play a vital role in shaping the world economy. Asian countries are investing heavily in sports capabilities and the international sporting arena will become increasingly competitive for Australia with the overseas athlete pool growing faster than the Australian athlete pool. The Chinese sports system is channelling the country's sports resources into elite sport. As disposable incomes grow, Asian countries are becoming more interested in sport. This may create new markets for sports television, sports tourism, sports equipment, sports services and sports events.

Market pressures and new business models

The coming decades are likely to see many Australian sports organisations transition to corporatised governance structures (eg AFL). There will be more pressure on sport from market forces (eg virtual participation, smartphone broadcasting, adaptation of game rules to capture emerging markets and offer a better customer experience, move from sport-oriented business to an entertainment business). Elite athletes in some sports will have considerable pay rises which may draw athletes away from sports with lower salaries. Volunteering in sport and physical recreation organisations accounted for 37% of the total volunteer population in Australia in 2010. However barriers to volunteering are growing (eg time pressures, increased bureaucracy, lack of local Council support, lack of appreciation and fear of being sued). The cost of participation is increasing and is a barrier to participation for many people.

Observational Trends

A range of sport and recreation trends have been observed through studies for various local governments throughout Australia and analysis of published data (eg ABS, CSIRO, Australian Sports Commission). Following is a summary of participation, planning, design and management trends that may have implications for sport and recreation planning and provision in Ryde and elsewhere.



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Generic trends

The following general trends influencing the use of sport and recreation facilities and parks are evident:

- Many individuals and families are time poor and the scheduling of activities at times that are convenient to them is increasingly important.
- There is a desire by many participants to simply "turn up and play" with minimal volunteering commitments. Many participants are willing to pay extra for this service which has created some opportunities for commercial provision.
- Participation in organised sport is generally static but there is growing demand for social forms of participation in sport.
- Local governments are recognising the importance of creating environments to enable people to lead active and healthy lives, placing greater focus on integration with urban planning, provision and/ or connectivity of walk/ cycle paths, provision of sport and recreation facilities and programs, and provision and access to parks and open space.
- There is a greater demand for floodlighting of facilities so that people can participate at times that are convenient to them or to reduce exposure to the sun.
- Volunteerism is declining in many sport and recreation organisations. This is placing
 greater pressure on the remaining volunteer base and may impact on participation
 levels and/ or costs in future if services that were once provided voluntarily need to be
 paid for
- Declining volunteerism is also placing greater pressure on Councils in terms of the way they manage sports facilities on their land.
- There is an awareness of the importance of "risk management" and the need for a "whole of life" approach to facility development and asset management.
- Multiple use of sport and recreation facilities, season overlap and across season usage is becoming more prevalent in response to limited supply in some areas.
- New methods to maximise use of sport and recreation facilities are being explored (e.g. community/ cultural events, off season sports, nontraditional sports).
- Demographic shift, especially in larger cities, is changing the patterns of participation in sport and recreation.
- Many sports peak bodies are responding to social and demographic trends by introducing modified forms of participation and scheduling.
- Toilets and change rooms are expected to be adequate in size, accessible to playing areas and compliant with Building Codes and Australian Standards.
- Accessibility to facilities, particularly via walking and cycling is increasingly important.

Facility planning & design

Trends in facility planning and design include:

- The planning process for new facilities has improved significantly with the conduct
 of effective feasibility studies being the norm. These studies have generally included
 management/ marketing/ financial plans with demand projections based on
 sophisticated survey data.
- There is a strong trend away from single purpose facilities towards multi-purpose facilities, however facilities need to be designed to ensure they can meet the specific needs of key user groups.
- Contemporary planning seeks to create, where possible, 'community hubs' for sport and



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recreation that can meet a broader range of needs, and facilitate higher utilisation and viability.

- More flexible designs are being created and there is a growing expectation that facilities
 will need to be renovated/ upgraded on a periodic basis. There is a realisation that
 facilities have a "customer interest life-span", which is much less than the facilities lifespan.
- Sport facility designs are increasingly required to cater for different levels and standards
 of competition
- Provision for socialising spaces is a key component of facility design.
- Environmentally sustainable design of facilities are prerequisites.

Outdoor playing fields

In relation to outdoor playing fields, the following trends are evident:

- Designing and maintaining playing surfaces to maximise their sustainability is important
 as the intensity of playing surfaces increases.
- It is necessary for facility design to incorporate options for temporary/spill over parking to support major events.
- Water harvesting initiatives to reduce town water consumption, maintain a high standard of playing fields and improve viability is important.
- Provision of shade (natural and artificial) is increasingly important given the emphasis on sun safe practices.
- Change rooms, canteen, storage and clubrooms are considered typical ancillary facilities provided within outdoor playing field environments.
- Due to the open nature of outdoor playing field facilities, Crime Prevention Through Environmental Design (CPTED) is critical to protect users and the facility assets.
- Lighting of playing fields, compliant with Australian Standards and/ or sport-specific standards and increasingly the desire for LED lighting to enhance cost savings is increasing in importance.
- Population growth, extreme climatic conditions, and a shortage of affordable land for sports fields in some urban centres are contributing to increases in the intensity of use of outdoor playing fields. This often results in overuse of fields and adversely impacts on the standard and usability of playing fields. Synthetic surfaces are increasingly being examined as a solution to these challenges.

Multi-purpose indoor court facilities

Trends associated with multi-purpose indoor court facilities include:

- A minimum of three courts is generally required to support the effective sustainability
 of indoor court facilities. Generally, centres with less than three courts have a lower
 income generating capacity and lower likelihood of being financially viable.
- Higher quality finishes, including higher quality amenities, wall finishes, lighting, audio/ visual and seating are incorporated to support broader community and cultural events.
- Food and beverage facilities are being designed to have the capacity to support larger scale sporting and community/ cultural events.
- Incorporation of indoor court facilities as part of a broader leisure facility mix can result
 in a range of economies of scale including reduced staffing costs, increased buying



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power and improved energy rates. Facilities that are designed to be "multi-use" are generally operated at higher levels of usage capacity and financial performance than single sport/ specialist facilities.

- Despite the influx of single court facilities as a result of the Federal Government's
 Building Education Revolution program, there remains a shortage of indoor courts in
 many localities. Single court facilities are less functional and there is intense competition
 for access to indoor courts during peak times in many areas. Larger, centralised facilities
 are more efficient in terms of both competition coordination and financial sustainability.
- Effective Ecologically Sustainable Development (ESD) outcomes are being incorporated to improve airflow and reduce the need for artificial lighting.

Health & fitness facilities

Trends relating to health and fitness facilities include:

- The rapid growth in new health and fitness centres has resulted in strong market competition and increased accessibility.
- The rapidly increasing health and fitness centre market has raised the need to ensure facilities that incorporate high quality finishes with the latest in technology, lighting and audio visual elements.
- 24 hour access to facilities is increasing in popularity as work patterns change.
- Programs and facilities are designed to attract a variety of market segments, are increasingly age specific and aimed towards older adults, children, injury recovery, strength and conditioning and general health, fitness and wellbeing.
- A large proportion of health and fitness floor space is retained as multi-use program
 rooms to accommodate a range of programs and to be adaptable to changing market
 interests.
- Wellness centres (eg allied health, beauty and relaxation services) are being
 incorporated as part of the health and fitness centres to provide a comprehensive
 service to patrons and contribute to viability.
- There is an increase in the use of personal trainers as patrons seek personalised fitness programs to achieve their goals.

Facility management

A number of facility management trends are emerging. These include:

- Improvement in the management of leisure facilities, with increased expectations of managers to provide better financial outcomes and generate higher attendance.
- Ongoing economic constraints and limited capital and operational budgets, new sports facilities may need to consider joint venture arrangements between private and public sectors.
- Managers of publicly owned/managed sporting facilities have increased responsibilities and need higher skill levels, access to training and professional networks, and suitable financial reporting systems.
- While many local governments continue with traditional models of external
 management of facilities such as pools or indoor sporting centres, many Councils are
 managing facilities 'in-house' either as part of normal operations, or dedicated business
 units, or a wholly owned company limited by guarantee. The latter two arrangements



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permit more flexible staffing and commercial management practices.

 Many facility managers pursue non-sporting uses (eg. Events, displays, functions etc.) to maximise the viability of aquatic, sport and recreation facilities.

Trends Affecting Sports in Ryde Clubs and Associations

Sporting Clubs were asked to indicate if there were any current or emerging trends affecting their sport. The trends that were most frequently mentioned were a desire for shorter game formats, and the performance of Australian teams at an elite level impacting on the interest in their sport. A full summary of responses is contained at Table 12.

Club	CLUB REASONS FOR MEMBERSHIP CHANGE		
All Saints Hunters Hill Football	People will play team sport for longer — well into 50's and 60's. Many kids are now playing multiple sports, for example, rugby and soccer, netball and soccer		
Anderson Events	None		
Brush Farm Dog Training Club	Don't think so as we have operated much the same for the past 40 years on the same ground		
Church Cricket NSW	Increase in T20, Last Man Standing and winter cricket		
Eastwood Croquet Club	Shorter, faster games increasingly favoured over longer and more technically difficult games, but croquet continues to offer sporting and social opportunities that appeal to many		
Eastwood Ryde Netball Association	Popularity of netball now that we are World Champions and the media attention netball has gained. Introduction of NSW premier league – only 8 associations have a franchise and Eastwood Ryde Netball Association is one of them		
Eastwood St Andrews AFC	With an increasing population in the City of Ryde we expect the growth rate to continue into the future		
Gladesville Hornsby Football Association	The game of football remains constant however the success of the Socceroos or A-League clubs does impact the interest		
Gladesville United	We should have 80 more junior players in 2016 season		
Hillview Eastwood Rugby Union Club	None		
North Ryde Junior Rugby League	If Rugby Union clubs continue to move to play on a Sunday, this will continue to cause a clash between the two codes. If the current demographic continues to influx in the area, then it will have an ongoing effect on our numbers. The fact primary schools do not play Rugby League, and the NRL does such a poor job of promoting the sport at grassroots (will) continue to have a negative effect on numbers when other sports do promote themselves better		
North-Western Suburbs Tennis Association	Tennis NSW is in the progress of introducing a regional grouping of associations and clubs on a tiered structure which will provide other alternatives for players as to the way competitions are conducted. In addition, people are more time poor, through work and/ or family commitments and have less time to play organised/structured tennis and are looking for shorter time ways to play tennis such as the advent of Fast4 Tennis		



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Club	CLUB REASONS FOR MEMBERSHIP CHANGE
Pacific Coast Baseball League/ Ryde Eastwood Baseball Club	Lack of baseball fields. Decrease in baseball fields maintenance quality. Poor club management and direction
Putney Rangers Football Club	Increase in membership due to increase in population in the area. The club is also a Level 2 FFA accredited club, attracting more members.
Ryde Eastwood Touch Association	Most senior touch competitions are now played under lights even in the summer. It seems that people struggle to leave work early enough to get to the grounds in dayligh t time (even though ours is a summer sport). Being able to play games at a later time requires lights and these are currently not available at Morrison Bay
Sydney North Volleyball Club	The sport is growing popularity within local schools so numbers are expected to increase
West Ryde Rovers Football Club	More popularity at summer football. Also with demands of increased membership demands on night games will increase. This will also place a greater demand on training needs

Table 12 - Current and Emerging Trends for Sports Clubs in the City of Ryde

Implications of Trends

Generally the implications of these trends for sport and recreation planning include:

- Local government will have an increasingly important role in improving health outcomes by enabling residents to be more physically active
- There is increased demand for "self-directed exercise related recreation". This means
 that Local Government will need to respond to increasing need for running, walking
 and cycling networks as well as demand for public spaces to accommodate fitness and
 exercise activities with demand occurring before during and after work hours
- People will want to be able to access recreation opportunities easily from where they live, especially in areas where density is increasing. Local and regional linkages via cycle/ walkways will grow in importance
- Maximum flexibility in design to accommodate varying community needs and forms
 of use should be a prerequisite. Multi-use sport and recreation precincts may need to
 consider incorporating opportunities for traditional and nontraditional activities
- Future facilities and activities will need to be safe, easily accessible, with few barriers to
 entry, and cater for formal and informal forms of participation. Provision of safe facilities
 and safe access-ways is of particular importance for female participation
- Lighting of playing fields and parks for safety and/ or to extend their usage and functionality will be increasingly important. Evening competitions are likely to continue to grow
- Lighting of playing fields should use contemporary technology to maximise operating viability and minimise impacts on neighbouring residents
- Facility design should maximise opportunities for generating increased revenue and utilisation and/ or to reduce operating costs
- Aquatic/ indoor sport and recreation facilities should be designed as community hubs where possible to maximise viability and respond to social trends. The range of design elements should consider aquatic, indoor court, informal recreation, health and fitness, wellness, food and beverage, socialising and retail opportunities



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- Sustainable facility design is essential, including: Management models that maximise
 financial viability; CPTED design principles to prolong the life of assets and protect users
 ESD solutions to reduce a facility's carbon footprint and reduce energy costs; Linkages
 with sustainable transport solutions aimed at reducing the sole reliance on motor
 vehicles to access community facilities
- Synthetic playing surfaces may need to be considered in areas where limited provision
 opportunities, high use of existing facilities, and/ or an inability to adequately maintain
 grass fields to suitable standards are evident
- Increasing demands within limited budgets may necessitate the need for regional scale
 planning of higher level facilities to ensure that facilities are economically and socially
 viable
- Partnerships with schools, tertiary sector, or associations/ clubs should be considered in the provision of new/ upgraded sporting infrastructure
- Facility design will need to remain flexible so as to enable opportunities for informal/ non-organised activities not just organised sport
- Facilities should support the ability to host a variety of activities, including beyond their primary intended use (e.g. community, cultural and entertainment events)



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SECTION 6 - COMMUNITY NEEDS AND DEMANDS FOR SPORT AND RECREATION

As a part of this project, an extensive community engagement program was undertaken to understand the needs and expectations of the community in the provision of sport and recreation facilities. Administrated by the consultant Strategic Leisure Group (SLG) in partnership with the City of Ryde, the consultation processes with the residents of the City of Ryde, park users, sporting clubs/associations, community groups, relevant Council staff, and other key stakeholders was completed in August- October 2015. The approach to the consultation program was to ensure that a wide cross section of the community in addition to interested parties (such as a clubs and associations) were given an opportunity to provide input into the direction of the future provision of sport and recreation across the City.

A comprehensive community and stakeholder engagement process was implemented for this project that comprised of the following:

- · Surveys of Sport and Recreation organisations within the City of Ryde
- On-line community survey promoted widely by the City of Ryde
- Intercept interviews of residents at Lions Park, West Ryde (Friday 11th Sept 2015), Yamble Reserve, Ryde (Sunday 13th Sept 2015), and North Ryde Library (Tuesday 15th Sept 2015)
- · Distribution of surveys within CALD community groups in Chinese and Korean languages
- Focus group meetings with representatives of environmental groups, key sport and recreation organisations, walking and cycling groups, youth groups and personal trainers
- Meetings with managers of major sport and recreation facilities in City of Ryde (eg YMCA at ELS Hall Park, Ryde Aquatic Leisure Centre, Macquarie University Sport)
- Meetings with officers of neighbouring NSROC Councils
- Meetings with major licensed clubs
- · Meetings/ discussions with State Sporting organisations
- Meetings with external Project Reference Group established to provide guidance
- · Workshop and meetings with City of Ryde staff

Park User and Broad Community Outcomes

Community Survey

An on-line survey designed by SLG was made available via Council's website between 25 August and 18 October 2015. The survey and the project in general was heavily promoted by Social media (Facebook and Twitter), the City of Ryde website, Mayoral message in the local newspaper and through flyers and posters erected in Council's Customer Service Centres and all City of Ryde Libraries.

The survey sought information about:

- Importance of, and satisfaction with, sport and recreation facilities or services in the City
- Things that Council is doing well in terms of sport and recreation opportunities
- Participation patterns
- Barriers to participation in sport and recreation
- Relative priority of Council spending on sport and recreation compared to other things

214 survey responses were received and analysed by City of Ryde and the characteristics of the responses are outlined in the following pages. Please note, due to the skew of the survey respondents, the community survey findings should be interpreted with caution as the sample



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may not reflect broader community views.

- A high proportion of couples with families (72% of respondents as compared to 33.5% of the population (2011))
- A low proportion of people from non-English speaking backgrounds (6% of respondents as compared to 42% of the population (2011))
- Mostly female respondents (62%)
- 36% of respondents had a household member who was a member of a soccer club
- High proportion from Gladesville-Tennyson Point (27% as compared to being only 9.7% of the total City of Ryde population)

Importance of Sport and Recreation Facilities and Services

Survey respondents identified parks (87% very important), walk/ cycle paths in urban areas (72% very important), and outdoor sports fields (72% very important) as the three most important sport and recreation facilities or services (refer to figure 16 for additional results).

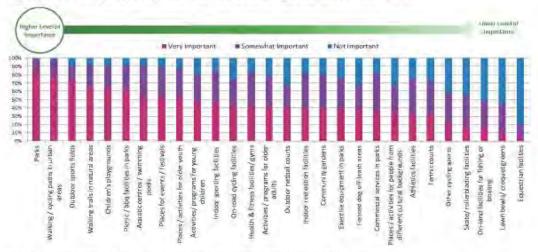


Figure 16- Importance of sport and recreation facilities and services to the Community

Levels of Satisfaction with Sport & Recreation Facilities and Services

Levels of satisfaction with facilities and services vary, with the strongest performing areas identified as aquatic centres, parks and children's playgrounds. Figure 17 describes satisfaction rankings with sport and recreation facilities and services compared to their importance ranking. Facilities/ services ranked relatively high in importance but comparatively weak in performance were:

- Places/ activities for older youth (unaware of opportunities, more programs/ more innovative programs sought)
- Activities/programs for older adults (unaware of opportunities, lack of facilities/ time restrictions for those wanting to practice tai chi)
- Activities/programs for young children (unaware of opportunities, more programs sought particularly in the toddler-kindy age group)



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- Indoor recreation facilities (facilities not affordable, need additional facilities)
- Other facilities/ services that were ranked as somewhat lower in importance but comparatively weak in performance were:
 - On-road cycling (feel unsafe due to narrow roads or motorists, need more/ dedicated cycle lanes, better line marking/ wider lanes/ better surfacing, better links to destinations (eg riding to work)
 - Commercial services in parks (cafes and kiosks always closed, need more cafes/ kiosks, Areas for personal training can become crowded on weekends or school sport days)
 - Exercise equipment in parks (not aware/ too few facilities)
 - Community gardens (not aware of facilities)

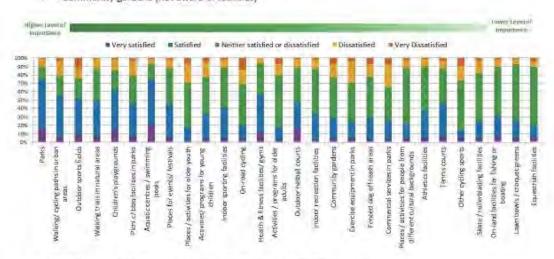


Figure 17- Levels of satisfaction with sport and recreation facilities and services

What is Council doing well?

When asked to nominate things that Council is "doing well" in terms of its involvement in sport and recreation, only 81 of the 214 respondents to the survey answered this question. Of those who did, the most frequently expressed comments related to

- Well-maintained grounds/ fields/ facilities (23% of responses)
- Good playgrounds or facilities for kids and adults (14% of responses)
- Redevelopment of existing parks/ landscapes/ paths (12% of responses)

Barriers to participation in sport & recreation

The community was asked to identify barriers that prevented their participation in sport and recreation in the City of Ryde. Of the 147 respondents who answered this question, the main barriers were identified as:

- Cost of joining or activity fees (26%)
- Cost of sporting club membership (16%)
- Overcrowding of existing facilities (14%)
- Lack of facilities within easy access of where they live (12%)

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Priorities for improving sport and recreation

Respondents were asked to identify the top three priorities that the City of Ryde should address over the next 10 years to improve sport and recreation facilities or services. A wide variety of items were mentioned with improving the quality of sports fields by way of lighting, drainage, turfing, resurfacing as the highest priority.

Other items that were identified as areas where Council should focus included the points below with a full list show in Figure 18:

- Improved provision for cycling (eg more/ improved lanes)
- Improved walkway/ cycleway linkages
- Maintenance of fields/ grounds/ facilities/ trails/ paths
- Creation of a Tai-Chi friendly areas

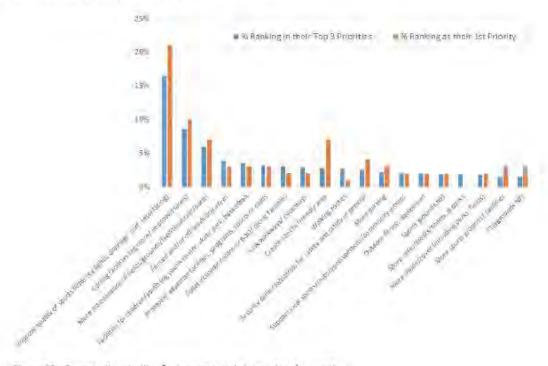


Figure 18 - Community priorities for improvements in sport and recreation

Intercept Interviews

Intercept interviews were conducted by members of the SLG team and Council during the consultation period. Council promoted all three events via local media and distribution of flyers and organised activities at each location. The surveys were completed at Lions Park, West Ryde (Friday 11 Sept 2015), Yamble Reserve, Ryde (Sunday 13 Sept 2015) and North



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Ryde Library (Tuesday 15 Sept 2015). The purpose of the intercept interviews was to engage with residents to discuss:

- What things they felt are being done well in terms of sport and recreation in the City
- What needs to be done better
- What essential new or improved facilities/ services are required
- What priorities need to be addressed

In total 138 intercept interviews were completed. Key characteristics of residents interviewed are as follows:

- More participants were female (63%) than male (37%)
- More than half were aged 30-39 years (53%), followed by 40-49 years (23%)
- West Ryde was by far the most common residential suburb of survey respondents, followed by Ryde and Eastwood

What is being done well?

When asked "Thinking about sport or recreation opportunities in the City of Ryde, what things are being done well?" the responses from the community were ranked as follows:

- Provision and facilities in parks/ reserves was the most common response
- Support and appreciation for the work Council has been doing in park/ reserve upgrades
- · The Ryde Aquatic & Leisure Centre is well supported and liked by the community
- Council's provision of playgrounds is also considered positively by the community

What could be done better?

The community identified the following as areas where Council can improve in the provision of sport and recreation facilities:

- · Inadequate or insufficient facilities
- · Poor condition of sports facilities and inadequate drainage of playing fields
- Lack of provision for Tai Chi
- Need to provide more playgrounds that are suitable for toddlers
- Inadequate shade provided in parks and playgrounds
- Additional fitness equipment / outdoor gyms in parks
- Need for more upgrades of parks across the City
- Inadequate maintenance of parks and open spaces
- Inadequate car parking and fencing
- Ryde Aquatic and Leisure Centre too expensive and too busy

Suggestions and Priorities for new or improved Sport & Recreation Facilities/ Services Participants were asked "What new or improved sport or recreation facilities or services do you think are essential in the City of Ryde?". The preferences of the community are outlined in Figure 19.

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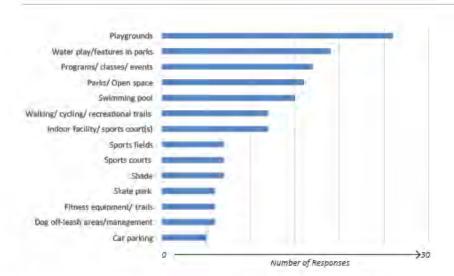


Figure 19- Community Suggestions and Priorities for new or improved Sport & Recreation Facilities/ Services

The CALD Community - Intercept Interviews

The City of Ryde has a high proportion of residents from non-English speaking backgrounds, in particular from China and Korea. Council distributed surveys to community groups comprising people from culturally and linguistically diverse (CALD) backgrounds. Surveys were made available in the most common written languages within the City of Ryde, namely Chinese and Korean and later translated by Council officers. 102 surveys from CALD community members were completed. The following points describe the survey group:

- More of the survey participants were female (64%) than male (36%)
- The majority of surveys were completed by older residents with 70% of survey respondents aged 60 and over, and a further 16% aged 50 – 59
- Ryde and Eastwood were the most common residential suburb of survey respondents, followed by West Ryde.

What is Council doing well?

The most common responses related to activities/ events/ programs, with English classes mentioned frequently in the discussions with the interviewer. Playgrounds and children's facilities was the second most common response followed by general discussions about the provision of open space facilities, places and spaces.

What could Council do done better?

The areas that were identified as areas for improvement for Council in sport and recreation provided by the CALD Community were:



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- General commentary about the provision of facilities in open spaces with the following elements listed as a high priority for Council to action
 - Provision of Tai Chi suitable destinations
 - Provision of additional indoor facilities
 - Installation of additional exercise equipment or outdoor fitness areas
 - Additional sports courts
- The next most common response related to Councils running of activities, events and programs. The responses focused on a preference for:
 - Longer classes
 - Provision of Tai Chi community programs
 - Additional events and community programs for seniors
 - Increased frequency of events and activities

Suggestions and Priorities for new or improved Sport & Recreation Facilities or Services

When asked "What new or improved sport or recreation facilities or services do you think are essential in the City of Ryde" the largest number of responses related to the provision of facilities, places and spaces for seniors. This outcome is skewed by the large proportion of older respondents to the survey. In addition to this, the CALD community indicated these focus areas for improvements

- 1. Additional activities/ programs)
- Provision of undercover/ indoor facilities/ spaces
- 3. Additional spaces and facilities for Tai Chi
- 4. It should be noted that many of the responses mentioned a combination of the above responses, for example "more big indoor exercise sites for seniors so we can practise Tai chi", "Activity space for the elderly, especially roofed outdoor space', and "Indoor or open space for the elderly, appropriate for group activities."

Sporting Club and Association Feedback

Sporting Association and Club Membership

During the preparation of this Study, 60 sport and recreation clubs and associations that used the sport and recreation facilities within the Ryde LGA were asked to provide information on membership levels. The following 16 clubs submitted information:

- All Saints Hunters Hill Football
- Anderson Events
- Brush Farm Dog Training Club
- Church Cricket New South Wales
- Eastwood Croquet Club
- Eastwood Ryde Netball Association
- Eastwood St Andrews AFC
- Gladesville Hornsby Football Association •
- Hillview Eastwood Rugby Union Club
- North Ryde Junior Rugby League
- North-Western Suburbs Tennis Association
- Pacific Coast Baseball League
- Ryde Eastwood Touch Association
- Sydney North Volleyball Club
- West Ryde Rovers Football Club
- Gladesville United Soccer

Table 13 provides the reported membership number and the change in membership over the last 2 years.



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Dis / Association	Membership Type (Active Players)	Corrent Membership	Membership 2013	Difference	% Change
and a contract of	Seniors	295	185	+110	59%
All Saints Hunters Hill Football	Juniors	573	342	+231	68%
Anderson Events	All	150			100
Daniel Come Bus Turbica Chile	Seniors	476	420	+56	13%
Brush Farm Dog Training Club	Juniors	25	22	+3	14%
Church Cricket NSW	All	400	450	-50	-11%
Eastwood Croquet Club	All	46	45	+1	2%
Eastwood Ryde Netball	Seniors	1,200 (+ 300 night competition members)	1,130	+70	6%
Association	Juniors	3,300 (+ 200 night competition members)	2,875	+425 +50 +125	15%
77-37-78-17	Senior	350	300	+50	17%
Eastwood St Andrews	Junior	350	225	+125	56%
Gladesville Hornsby Football Association	All	14,058	13,135	+923	7%
es victorial and a second	Senior	40	40	-0	0%
Gladesville United Soccer	Junior	110	110	0	096
Hillyiew Eastwood Rugby Union Club	Junior	80	120	-40	-33%
North Ryde Junior Rugby League	Senior	77	82	-5	-6%
Club	Junior	64	95	-31	-33%
North-Western Suburbs Tennis	Senior	190	170	+20	12%
Association	Junior	106	150	-94	-29%
Pacific Coast Baseball League	All	2,500	1,800	+700	39%
	Senior	327			247
Putney Rangers Football Club	Junior	252			
TAX DECEMBER	Senior	420	380	+40	11%
Ryde Eastwood Touch Association	Junior	400	320	+80	25%
	Senior	397	312	+85	27%
Sydney North Volleyball Club	Junior	69	60	+9	15%
	Senior	327	321	+6	2%
West Ryde Royers Football Club	penior	327	521	76	276

Table 13 - Membership patterns of Clubs in the City of Ryde



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Clubs were asked to indicate the reasons for any membership change. Of those sports reporting a decline in membership the main reason cited was changing demographics of the area. The main reasons cited for growth in membership were organic growth, growth in women's participation, successful introductory programs or promotion days, and changes in management structures resulting in more professional management, or movement in players from other areas. Full reasons for membership changes as stated by survey respondents are summarised in Table 14 below.

Club	CLUB REASONS FOR MEMBERSHIP CHANGE						
All Saints Hunters Hill Football	We have seen an increase in 30+ age group returning to team sport. We have also found that All Ages, over 35 and over 45 is seeing members play team sport for longer. We have many members in their 50's still playing – both men and women. We have also seen a growth in women's football in the junior girls age as well as more mixed teams. There seems to be a greater participation in sport for junior kids						
Anderson Events	We are growing our lunchtime competitions and getting more companies involved, which means it should be more active members however keep in mind we play in 10 week seasons so every 10 weeks our members change						
Brush Farm Dog Training Club	People train their dogs and when they are satisfied they move on						
Church Cricket NSW	There is a reduction in adult players playing normal full length cricket matches						
Eastwood Croquet Club	Inability to play due to work/ study/ personal circumstances means a small number may not renew in any year. However, there is a steady recruitment of new members						
Eastwood Ryde Netball Association	Increase in families living in units in the area. Increase in interest in sport for children. Successful Come & Try / Skills Fitness & Fun sessions for 5-7 years. Last year 50 children attended. This year 100 children attended! Hopefully a lot of these children will register with a club and play netball next year						
Eastwood St Andrews AFC	We have increased our membership base particularly in recent times. We have a new committee whom are trying to rebuild the community spirit that our great club use to foster in years gone past. This year alone we grew our juniors by 45% and we expect that growth to continue into the future						
Gladesville Hornsby Football Association	The increase in total GHFA membership is primarily due to organic growth in numbers						
Hillview Eastwood Rugby Union Club	Change in demographics						
North Ryde Junior Rugby League	Change of demographic in the North Ryde area. Certain ethnic backgrounds are less likely to play Rugby League. Some of the bad press around the NRL has an effect on mums wanting their son/daughter playing the game. Financial stresses on households has meant that children are being told they can only play one sport. Rugby Union changed to playing on Sunday's which had an effect on Rugby League given we had quite a number of players in the club playing both codes, some of whom now had to choose one or the other						
North-Western Suburbs Tennis Association	Between 1.7.2014 and 30.6.2015, the association had embarked on a revised membership structure where besides all competition players be they seniors/ adults or juniors, membership packages have been extended to social players and children/ adults in coaching. This has met with reasonable success but more work is being carried out in this current year to 30.6.2016 to attract more of those adults and juniors in those categories						



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club	CLUB REASONS FOR MEMBERSHIP CHANGE				
Pacific Coast Baseball League/ Ryde Eastwood Baseball Club	Increase new players and club. The increase is not in internal growth but movement of players from other areas				
Ryde Eastwood Touch Association	We have made a conscious effort to recruit juniors by running gala days etc. The competition has been stagnating but the new Board has reinvigorated the association. The competition is being run more professionally now and we are struggling to cater for all the senior sides that want to play				
Sydney North Volleyball Club	Increased participation in our representative growth. We also started a new women's only social volleyball competition				
Vest Ryde Primary membership is pure growth. WRRFC has an average growth at 7% over the past 7 years projected growth at 7-10% over the subsequent years past 2015					

Table 14 - Analysis of membership trends of Clubs in the City of Ryde

User Satisfaction of Sporting Facilities

In the dialogue with the Sporting clubs and associations, Council sort information on level of satisfaction with the provision of sporting infrastructure. Each of the respondents provided specific information on facilities. The recurrent themes that arose during the consultation with regard to the satisfaction levels is summarised below:

- During the winter months, the areas that are covering synthetic cricket pitches can deteriorate quickly and can become unsafe for users
- The application of line marking does not align with the sporting activities taking place (eg. Fontenoy Park is used for six aside games and the field is not line marked for this arrangement)
- The timing of maintenance activities often creates conflicts with club activities (Eg. Timing of watering at Brush Farm Park and the use of the park by the Dog Training Club)
- Field size inadequate for the level of sporting being played
- The provision of car parking for users is inadequate. This is a particular issue at
 Eastwood Park and timed parking should be considered to allow the park users to
 access the parking rather that it be fully subscribed by commuter parking. Meadowbank
 Park is also highlighted as having insufficient parking for the sport activities
- Field condition is not suitable for competition
- It is preferred that all of netball is provided for in one location and there is no longer support from the Netball Association to invest in facilities at Brush Farm Park.
- Use of playing fields for community events causes damage
- Floodlighting provision is inadequate. This extends to the lack of floodlit grounds and where the grounds are floodlit, the lux level is inadequate for training
- Lack of and poor quality amenity buildings, including toilets, change rooms, canteens etc
- · Fencing is needed to prevent balls going onto surrounding roads
- Maintenance is criticised as being substandard and there is a lack of understanding from the grounds staff of the specific maintenance needs for each type of sport



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Summary of Consultation with Clubs and Associations

Membership trends

Sports with high levels of participation in Ryde experienced significant growth in the last 3 years, namely soccer (+923), baseball (+700) and netball (+495). Other sports have had significant growth off a lower base of participants namely Touch (+120), AFL (+175) and volleyball (+94) refer to Table 13. Some sports, namely cricket, rugby league, rugby union and tennis reported a decline in participation over the last 3 years.

Of those sports reporting a decline in membership the main reason cited was changing demographics of the area. The main reasons cited for growth in membership were organic growth, growth in women's participation, successful introductory programs or promotion days, and changes in management structures resulting in more professional management, or movement in players from other areas.

Trends affecting sports

Clubs were asked to indicate if there were any current or emerging trends affecting their sport. The trends that were most frequently mentioned were a desire for shorter game formats, and the performance of Australian teams at an elite level impacting on the interest in their sport.

Satisfaction with areas/ facilities used

Most clubs/ associations that responded to the survey were satisfied or neutral in their rating of facilities used. Where clubs/ associations indicated dissatisfaction with facilities the main reasons stated were:

- Poor condition/ maintenance (5)
- Inadequate parking (3)
- Lack of amenities (2)
- Inadequate lighting (1)

Club views on improving facility utilisation

Clubs/ Associations were asked if they felt sports grounds or sports facilities in the City of Ryde could be better utilised or more frequently utilised. About half of the organisations that responded to the survey offered suggestions.

- Eastwood Ryde Netball Association reported underutilisation of adjacent hockey fields and soccer fields at Meadowbank Park
- West Ryde Rovers Football Club suggested the area to the west of Meadowbank number 10 could be better utilised by the addition of two half size, or one half size and one three quarter size football fields for winter use
- Sydney North Volleyball Club commented on their inability to book courts at the indoor centre at ELS Hall Park

Likelihood of changed facility use by Clubs

Clubs were asked whether their utilisation of facilities in the City of Ryde was likely to change in the future. Most clubs/ associations expect their utilisation to increase citing a likely need



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for additional facilities, or upgrading of facilities (eg lights).

Essential facility needs expressed by Clubs/ Associations

Clubs were also asked to indicate the new or upgraded facilities that were essential in order to meet club needs over the next ten years and to indicate the reasons why these are important. A wide range of needs considered essential were expressed with the most frequent relating to installation of synthetic surfaces, additional playing fields/ courts, upgrading of playing surfaces/ drainage/ amenities, and lighting.

Agreement with 25% maintenance cost recovery target

Respondents were asked to indicate their level of agreement with the target among Councils in the region of recovering 25% of sports ground maintenance costs from user fees and charges. Six organisations agreed or strongly agreed with this proposal, four were neutral, and three disagreed.

Views on Club/ Associations role in management or maintenance of grounds and facilities

Clubs/ Associations were asked for their view on the role that clubs should play in the management of Council owned sports grounds or facilities.

- There is general acceptance of the premise that already applies to the booking of grounds whereby organisations take good care of facilities they use, avoid damage, only train/ play on the grounds/ times that have been allocated, ensure cleanliness, communicate problems to Council etc
- A number of organisations indicated they would like to have a greater say in assigning priorities for future works or wet weather closures
- Some organisations feel that there is capacity for users to play a greater role (eg general maintenance, ensure goal areas are not used during mid-week training sessions, erect signs and fence off goal mouths when grounds are closed)
- However, others felt that they should not have to bear the brunt of costs as reserves have "passive" users and/ or users are already paying for them in their rates
- One organisation commented on Council's expectation for users to pay more but does not listen or do what users need

Bookings Process

In order to understand perceptions on how well Council manages the booking and allocations process for sports grounds in the City of Ryde, Clubs were asked to rate Council's performance in this area. Nine clubs rated Council's performance as 'very good' or 'good' and a further three rated the performance as fair. Only two clubs gave Council a 'poor' rating. Notwithstanding their perception of the bookings process, a number of Clubs offered suggestions on actions that they felt would improve the process, for example:

- Introduction of an online booking system
- Allocating an extra 2 weeks to winter sports at the beginning or end of their present season
- Better enforcement of unauthorised usage
- Giving priority to local associations
- Addressing the threat from other sports taking over grounds.



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Wet weather ground closure

Seven Clubs rated Council's performance in this area as 'good' or 'very good, two rated it as 'fair', and four rated it as 'poor' or 'very poor'. [It should be noted that Council has recently adopted new procedures for ground closures which would not have been experienced by some respondents.]

A number of Clubs commented favourably on improvements in this area. Some felt that sports should be able to make decisions on ground closures as applies in some other Councils. Some commented on the need for more timely communication with Clubs/ Associations.

Club/ Association role in funding capital improvements

Clubs/ Associations had mixed views about the requirement to co-fund improvements. There is a view that this needs to be balanced against security or return for investment; equitable usage costs compared to 'non-contributing' groups; and Council's 'obligation' to provide a certain level of facilities.

Schools Feedback

A survey was distributed via email to all 29 schools within the City of Ryde to ascertain information about:

- Schools' utilisation of Council sporting facilities and levels of satisfaction
- · Likelihood of school use of sport and recreation facilities changing in future
- Utilisation of school facilities for community use and partnership potential
- School plans for the development of sport and recreation facilities

A follow up phone call was made and an email sent to schools that did not respond by the closing date. Responses to the survey were received from six schools and a summary of the feedback is provided in Table 15.

School	Is your ulitisation of facilities likely to change in the future?	What facilities do you use currently?	How satisfied are you with the facilities? (5 Very satisfied - 1 Very Dissatisfied)	Do you offer community recreation and sport on your campus?		Are there future plans for facility development on your campus? Will these be available for community use?
Kent Road Public School	Yes	Not Specified	5	Yes	Sporting Field for evening junior soccer training	No
Meadowbank Public School	Yes	Meadowbank Park	5	Not	ed -	No
		Putney Park	5	Specified		
Our Lady Queen of Peace Gladesville	Yes	Monash Oval	5	Not Specified	-	No
Putney Public School	Yes	Parry Park	2	Yes	School hall is used for karate and yoga classes	No



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School St Anthony's Marsfield	Is your ulitisation of facilities likely to change in the future?	What facilities do you use currently? Dunbar Park	How satisfied are you with the facilities? (a we) are feed a livery also an affect 5	Do you offer community recreation and sport on your campus?		Are there future plans for facility development on your campus? Will these be available for community use?
				Yes	School hall used for parish events	Yes-The P&F committee are planning to re turf the bottom oval or find a suitable alternative for that area. It is currently dirt, However
St Charles Ryde	Nes	RALC	5	Yes	Netball courts used for after school training School hall used for after school and weekend use	rommunity use will be not be provided Yes- Always looking to improve and update existing facilities as well as put in new and more equipment that helps our students. Community use could be possible depending on request and who shall be using the area. Principal shall take a case by case outlook on this.
		Meadowbank Park	4			
		Morrison Bay Park	5			

Table 15 - Analysis of local school use of sport and recreation facilities

Schools were asked if they were considering a number of scenarios relating to usage of facilities and partnership potential. Specifically, they were asked if they were considering:

- Allowing community use of an existing facility that has not previously been made available for community use
- · Developing a partnership with a club or association for the use of grounds or facilities
- Seeking a partnership with Council to improve sport and recreation facilities
- Removing any sport and recreation facilities or ceasing to make them available for community use



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School	Allow the community use of an existing sport / recreation facility on your campus?	Develop a partnership with a club for use of sport facilities on your campus?	Develop a partnership with Council to improve sport / recreation facilities on your campus?	Remove a facility or cease to make is available	Comment
Kent Road Public School	-	-	Yes	-	We are always happy to make connections with the Council in regards to the facilities we use.
Meadowbank Public School	-	-	-	-	
Our Lady Queen of Peace Gladesville	-	-	-	-	
Putney Public School	-	-	-	-	
St Anthony's Marsfield	-	-	-	-	
St Charles Ryde	Yes	Yes	-	-	School Principal to take a case by case approach depending on request and those using facility.

Table 16 - Opportunities for community use of school sport and recreation facilities

Analysis of School Feedback

A variety of Council facilities were utilised by the six schools that responded to the survey, including playing fields, athletics track, netball courts and aquatic centre. Schools are very satisfied with these facilities with the exception of Putney Public School which commented on the removal of the netball court at Parry Park. Four schools had sport or recreation facilities that were utilised by community groups (eg sports fields, tennis courts, hall or indoor sports court). None of the schools had any plans to develop new or upgraded sport or recreation facilities in the next 5-10 years that would be available for community use.

One school commented on the increasing difficulty in booking sports fields and another suggested some forward notice of ground closures that have been scheduled for maintenance and a calendar or dates of when the grounds are changed over between summer and winter.



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State Sporting Organisations Feedback

Discussions were held with representatives of larger state sporting organisations to identify any specific needs/ priorities for the City of Ryde. A summary of the outcome of these discussions is outlined at Table 17.

Sporting Organisation	Key Issues						
AFL NSW/ ACT	 AFL has seen significant growth over the past 10 years across NSW/ ACT but in particular within Metropolitan Sydney. Between 2005 and 2015, club football participants in Metropolitan Sydney have increased from 5,710 to 10,429. Currently there is just one Junior club within the City of Ryde (North Ryde Dockers with 160 members who play out of ELS Hall Oval) and one senior club (Macquarie University with 110 members who play out of University Oval). Above numbers exclude Auskick program participants. The AFL NSW/ ACT development workforce run introductory Auskick programs in 14 schools within the City of Ryde in 2015 with approximately 1,200 participants. Additionally 16 teams and 240 participants competed in the AFL PSSA competition (primary school AFL in 2015. Participation trends and strategies are as follows: There is a focus on transitioning introductory programs for younger children at school level across to local community clubs. A critical influence on this transition is the quality of the Club, both in the built form (facilities) and the quality of people and expertise within these Clubs. Female football is a rapidly growing market and is a key priority for the AFL A modified, social game for the code has also rapidly grown in recent years in the form of AFL 9's. There is a 15 team/ 150 participant competition at Macquarie University. Each team comprises male and female players in a 9 a side, non-contact format. Association is intimately aware of the challenges faced by Councils and sporting groups within Metropolitan Sydney in relation to green space availability. As a code, they fully support the use of synthetic surfaces for training and matches. Fully support proposal for a synthetic oval at ELS Hall Park. 						
Baseball NSW	Participation trends show little or no growth Major numbers in the Metropolitan area in North Sydney Region (Manly, Ryde, Hills Council areas) Improvements identified in facilities audit for Ryde include: Ploneer Park — utilities/ canteen and lighting Magdala Park — Utilities/ canteen, field/ fencing/ dugouts, lighting and hitting tunnels ELS Hall — Utilities/Canteen and Field/Fencing/Dugouts Key issues for Ryde: Need for 'home' facility Senior pitching mound is an issue for code sharing Baseball Australia is investigating potential locations for state junior championship. Potential for Ryde facility.						



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Key Issues
Membership figures across NSW indicate a 29% growth over the past 5 years with a total of 53,822 in 2015. For Metropolitan Sydney, 5 year growth is 38% (2015 members = 32,224). Metropolitan North have grown by 47% to 11,967 in 2015. In this time Ryde's membership has fluctuated and is currently approximately 400 (220 juniors and 180 seniors). The association uses three courts across two venues. The provision of basketball courts in Ryde is around the metro Sydney average (1:40,000 population) but below the Metropolitan North Average (1:22,000). With a growing population and a trend toward more indoor sport the long term provision of indoor courts will be crucial in Ryde.
Statewide facility audit identified 74% of facilities are average or below average standard Cricket Australia have developed Community Cricket Facility Guidelines which aim to provide a consolidated resource of community cricket facility planning, development, management and maintenance information for use by community, government and national cricket industry partners and stakeholders No specific Ryde demands
The code has grown by 8% across NSW in 2015 season Peak body believes facilities within City of Ryde are most inadequate No home training or competition venue for elite women's team Koalas Women's FC Women's teams have to walk a long way to access change rooms at Meadowbank Park Some facilities should be allocated as home grounds for different sports (eg Christie Park as home for soccer) Need for 2-3 synthetic facilities in Ryde to enable scheduling of games in wet weather, high quality surface for home games, training venue, and better management of other grounds. Recommended locations are Christie Park and ELS Hall Park Principal of sinking funds for maintenance/ replacement of synthetic surfaces is well established Upgrading of facilities/ amenities at Monash Park, Morrison Bay Park and Meadowbank Park are also recommended
 There were 47,000 gymnastics participants across 185 clubs in NSW in 2014 Annualised growth of 6% per annum over the last 5 years In providing a directed and prioritised approach to the identification of participation areas, Gymnastics NSW uses criterion that remains consistent with the sports growth strategy which includes identification of areas that fall below the target participation rate of 1.5% of the population area The upgrading or development of new facilities has a substantial impact on gymnastics in the local areas and the ability to increase participation through the diverse number of activities that can be delivered to the community. The high demand for gymnastics, as experienced by existing clubs, demonstrates that a facility has the potential for high usage and income generation Ryde participation is currently 1.18%. Four (4) gymnastics clubs are operating in the area with evidence of opportunity and potential for growth 3 clubs are operating through RSL entities with limited venue capacity Venue sizes restrict the ability to deliver the full suite of gymnastics programs to the community 1 club, Macquarie University, is servicing over 1,100 members in a small non-conventional facility Macquarie University is at full capacity to engage new members



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Sporting Organisation	Key Issues
Hockey NSW	1,800+ members in North West Sydney, with significant percentage (circa 50%) in Ryde (which is seen as a progressive association) with only 1 field Membership statistics demonstrate that larger memberships tend to be where facility supply is plentiful Additional field in Ryde would be supported by Hockey NSW.
Netball NSW	Introducing alternative game formats and schedules (e.g. 'Net-Set-Go') Investigating other opportunities to spread use onto days other than Saturday Key issues to facilitate are lighting security and parking Expect to release a strategic plan early in 2016 Northern region issues include need for additional courts in Eastwood Ryde Netball Association (ERNA) region
Tennis NSW	The City of Ryde is currently home to 7 tennis venues which incorporate 51 tennis courts across the City. The City of Ryde is also home to one of Tennis NSW's largest competition providers, namely Ryde-Balmain Tennis Association The projection of population to courts ratio contained in the NSW State Master Plan for the City of Ryde is as follows: - 2010 1,955 - 2015 2,056 - 2020 2,158 - 2025 2,262 These figures in a NSW context meet expectations for court provision for the local community Tennis NSW has seen significant growth in player registration due to a re-structure of the NSW membership offering, increase in Hot Shots (modified program), and tournament plai A key issue for tennis in NSW, and in particular metropolitan Sydney, is leasing of courts. Leases tend to be inconsistent, expensive, and with little view to producing sustainable/ accountable outcomes for the longer term Tennis Australia is tackling this issue by producing a national leasing strategy document which focuses on best practice leasing terms for purpose built tennis facilities Educating clubs and operators on best practice club and facility, management is a key area for coaches, volunteers and operators to maximise sustainability/ accountability outcomes Provisioning tennis courts as part of a Community Hub (sport grouping) is a concept which can be successful, shared clubhouse facilities etc Tennis Australia is introducing new software for affiliated venues which provides an online platform to manage existing membership data, competition and tournament software, booking courts and providing community access to tennis venues Tennis NSW has a Participation Leader who focuses on the above and associated

Table 17- State sporting organisation issues relevant to Sport & Recreation Strategy

Focus Group Meetings

Focus group meetings were conducted with a range of stakeholder groups including:

- a. Walking and cycling groups
- b. Environmental groups
- c. Key sport & recreation organisations
- d. Youth groups
- e. Personal trainers

Broad ranging discussions about sport and recreation were held at these meetings-including



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things that are working well or need to be improved, barriers to participation, essential needs and priorities. Key issues arising out of these meetings are summarised below.

Walking/ cycling groups

Key issues are as follows

- Walking programs funded by Council in urban and natural areas are popular
- A lot of good work has been done in implementing Council's Bicycle Plan
- There is a need to ensure that new developments make provision for walking/ cycling
- Regular reviews of Council's Open Space Plan and Bike Plan should be undertaken to integrate funding opportunities for walking/cycling facilities
- Voluntary Planning Agreements (VPA's) must link with broader planning objectives to
 ensure that opportunities for walking/cycling and pathway linkages are considered
- Additional exercise stations are needed
- Council should encourage end-of-trip facilities at key locations (eg lockable facilities)
- There is an absence of lit walk/ cycle paths at key locations
- · There is a demand for additional funded walking programs to be conducted
- · Council should play a leadership role in active transport
- Rvde lacks a criterium track
- Specific recommendations have been made by Bike North to improve cycling opportunities within the City of Ryde. The group has input into Council's Bicycle Committee.

Youth agencies

Key points to emerge from meetings with Ryde Hunters Hill Youth Interagency and Ryde Youth Council were as follows:

- Young people like feel there is a good supply of sporting fields, open space, playgrounds for young children, and a strong network of organised clubs
- The RALC, access/ availability of fitness equipment, and organised outdoor activities (eg outdoor cinema) are liked by young people
- There is a trend toward unstructured activity among people
- A dedicated youth facility for unstructured activities is lacking. This should include
 provision for table tennis and badminton and a range of facilities to attract young people
 (eg outdoor water facilities, wi-fi, basketball courts with reversible hoops, outdoor gym
 equipment, creative spaces for performances and drama, skate park, parkour, spaces for
 dancing and playing music, beach volleyball courts)
- Need for youth-led and youth-driven activities
- Adventure play equipment similar to the flying fox in Buffalo Creek Reserve just outside Rvde is desired
- The number of off-road bike paths could be improved

Environmental groups

A number of points raised in the meeting with environmental groups focussed on environmental issues unrelated to sport and recreation. Issues relevant to this study included:

 Guided walk programs are working well and many families walk in the bush on weekends



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- There are five endangered ecological communities on City of Ryde land
- Bushland has value for aesthetics and quiet enjoyment.
- The Darvall Park upgrade has been well done featuring active and passive areas which
 have not taken any bushland. The bushland is separated from active areas by logs
 and fences to clearly define mowing areas and there has not been much damage to
 bushland or conflict between sport and bushland
- An increasing population results in the need for open space and bushland
- Recreation and sport development is occurring at the expense of natural areas (eg. Council resurfaced the oval at Brush Farm Park/ Lambert Park but bush regenerators were told there was no money to upgrade the bushland)
- There is concern about encroachment of sporting fields being carved out of bushland.
 Use rooftops for sport rather than clearing bushland.
- There is a concern about the differentiation of Sportsground and Natural Area-Bushland categories in Plans of Management
- Bushland is not valued and protected in Ryde. Council's priority is development
- Spending on bushland should be separated from spending on open space because bushland comes second in terms of funds allocated to it
- All bushland is zoned E2 Environmental Conservation because it has high conservation value. Under this zoning concrete roads and mountain bike tracks are not permitted
- A generic Plan of Management covers bushland areas in Ryde. The Field of Mars Plan of Management is the only PoM which covers a specific bushland area. There is no specific Plan of Management for Darvall Park or other bushland areas
- Poorly maintained tracks in Ryde Park at Princes Street downstream to Burrows
 Park. The track quality is inconsistent and dangerous with exposed rocks before the
 intersection with Higginbotham Road
- Some specific priorities were mentioned:
 - Bush regeneration (allocate more funds to bush regeneration; encourage people
 who live in high density and people from CALD communities to visit bushland;
 biodiversity plantings for linkages. Pockets of unused space could be planted while
 not taking away kickabout space)
 - Education and signage (need good signage regarding bushland areas wayfinding and interpretive signs; Darvall Park: provide education and information about the benefits of the bush; more guided walks and talks about bushland for people from the CALD community)
 - Upgrade entrances and walking tracks (want more "invitations" to enter the bush via formalised paths. Darvall Park has a legible, safe entrance; more funding for Walking tracks. Brush Farm Park is clay on shale, so soil erodes easily. Properly constructed tracks could reduce erosion)
 - Monitoring (control impacts on bushland; reconfigure some sportsfields; exercise circuit in Darvall Park)

Sporting organisations

To provide input and guidance into the study Council formed an external Project Reference Group comprising representatives of sporting organisations and/or residents with an interest in sport and recreation. Four meetings were held with this group. In addition, representatives of sporting organisations were invited to a focus group meeting to discuss the study. Key issues raised in these meetings were as follows:



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- There are concerns about the impact of urban development on provision of sporting facilities (need to protect existing facilities and look for expansion where possible)
- Urban growth will exacerbate the demand for sport and recreation facilities
- The process for allocating grounds is generally ok but there are insufficient grounds to meet demands
- Overuse of fields means that some grounds are in poor condition. Moreover there is always loss of access to grounds in wet weather
- Maintenance of sports fields and upgraded parks could be improved
- Synthetic surfaces and new/ upgraded lighting of grounds can enable increased utilisation
- Resident concerns about lighting of facilities are acknowledged, but lighting technology
 has improved and lighting of facilities can also improve security for community
 members
- Cricket is concerned about the potential loss of turf pitches if synthetic fields are developed
- Sports are already responding to capacity issues by adjusting days/ times competitions are played (cricket, soccer, baseball), modifying field sizes (soccer), or utilising school facilities in some cases
- There are good fields in a number of schools but their availability for community use depends on school principal
- Council grounds need to be multi-use to maximise capacity. However, home grounds should be allocated for some sports (eg football at Christie Park)
- Need for better communication between Council and sporting groups when implementing improvements at grounds (eg layout of facilities so that potential conflicts are avoided)
- There is a need for a balance between active and passive opportunities. More active than
 passive in Ryde. Passive recreation at Waterloo Park works well
- Need for a skate park has been identified in previous reports but has not been developed as yet
- Netball courts at Meadowbank Park are situated on former landfill and subsidence under the courts is an ongoing concern. Relocation of courts may be required
- No dedicated indoor training facility for netball and access is difficult at ELS Hall. Have to go
 outside Ryde
- Need better facilities for organised sport. Adjacent Councils have clubhouses for sporting clubs but this hasn't happened in Ryde. Clubs have the ability to contribute financially
- Upgraded facilities should be conducted in partnership with sports (eg lighting). Some form of tenure over upgraded facilities should be provided where partnership funding has been received from clubs/ associations
- Licensed clubs are strong supporters of sporting clubs
- Needs to be better integration of sport and recreation needs with funding opportunities [eg S94 Plans and Voluntary Planning Agreements (VPA's)]
- Lack of parking is an issue at some grounds. Allowing clubs to control car parking on adjoining unused grounds would help to address demands
- Declining volunteers in many sports and some are struggling with viability. This puts
 pressure on fees and charges with some sports having to pay coaches when no
 volunteers are available



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Personal trainers

A meeting with personal trainers identified the following:

- Need for shade/ shelter in parks (notably ELS Hall Park, Ryde Park, and Yamble Park which are well used for personal training activities).
- Greater promotion of personal trainers approved by Council would improve the visibility
 of this aspect of Council's Active in Ryde program.
- Personal trainers felt that exercise equipment in parks was not well used and not appropriate for older adults.
- Alternative training surfaces are needed during wet weather.

Discussions with Neighbouring Councils

Meetings were held with neighbouring Councils in the NSROC region. The purpose of these meetings was to discuss the following issues:

- Key sport and recreation issues relevant to their Council
- Capacity of existing facilities
- Future plans for facilities
- Ground allocation/ tenure policies
- Maintenance responsibilities
- Policies on pricing and capital contributions by clubs
- Commercial use of recreation parkland
- Synthetic surface provision, planning and management

The main sport and recreation challenges confronting other Councils in NSROC are:

- High population growth
- Changing demographics (especially SE Asia) creating different, non-traditional demands.
- Demand for more indoor facilities
- Tennis/ bowls are in decline
- · Many playing fields at, or near, capacity

A range of initiatives are being implemented to address demands for playing fields, including development of synthetic surfaces, new grass fields, flood lighting of grounds, use of school facilities, and retrofitting of golf courses.

Other key points to emerge from these discussions included:

- Sinking funds are commonly set up for capital development and/ or surface replacement in respect of synthetic surfaces and charged to users of these facilities
- Councils are responsible for the maintenance of playing fields as also occurs in the City
 of Byde
- Other NSROC Councils allow capital contributions from clubs/ associations and so do
 we. However, tenure over playing facilities is uncommon. Capital contributions usually
 entitle the users of playing facilities to preferred usage, not formal tenure
- A common fee for playing fields (25% cost recovery) and hourly rate for use of synthetic surfaces across all Councils in NSROC has been proposed for ratification by the General Managers Advisory Group (GMAC).

Discussions were also held with NSROC management which revealed that previous studies



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have demonstrated that sports fields are at or over capacity; but plans lack detail on how planning for sport will meet needs generated by population growth

Other Observations

Several meetings/ workshops were held with Council officers throughout the course of the study. A wide range of issues were raised in these discussions including:

- · There are no large tracts of vacant land in Ryde, increasing pressure on open space
- · There is a growing demand for unstructured recreation/ self-determined exercise
- Population is aging. Likely demand for indoor facilities
- Macquarie Park public domain demand for walking and jogging tracks
- Active transport corridors are a recreation opportunity
- Sports fields are heavily used. Summer use has increased which is eating into what were previously rest periods. Unauthorised use such as corporate lunchtime groups contributes to wear and tear of fields
- Sportsfields are in good condition considering use they get. Higher use needs higher maintenance
- Some facilities/ grounds at schools are used by community sporting clubs (eg Marsden High, Holy Cross)
- Some upgrading of sports grounds has been ad hoc rather than based on an overall strategy
- Netball courts are situated on a landfill site and have subsidence problems.
- Lighting of sports fields needs to consider impacts on residential areas, drainage lines, creeks, threatened species
- · Parking is a major issue and spillover into residential areas needs to be avoided.
- Playgrounds are experiencing wear and tear. Many parks are being loved to death especially after upgrading (eg Anderson Park, Yamble Park, Blenheim Park).
- Future provision of sport and recreation facilities needs to be considered on a regional basis. Ryde plays a significant role in regional provision.
- There is a lack of opportunities for older youth (eg skate park, outdoor gym equipment, parkour, performance space)
- Council runs a popular 'Active in Ryde' program which focuses on activating open space.
 Well attended by diverse ethnic groups and new arrivals to area.
- Programs are delivered in partnership with range of agencies eg corporate sector, volunteer groups, government agencies, sport/ leisure venues. Walking programs have a waiting list of prospective participants



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SECTION 7 - CITY GROWTH AND IMPACT ON RECREATION

This Section provides a discussion on the future forecasts for the City of Ryde, including the forecast population growth and the type of urban development that is predicted for the City and its impact on the provision and use of open space and recreation assets for the community.

City population growth and the impact on Sport and Recreation

The City of Ryde forecasted population in 2016 is 114,996, and is forecast to grow to 135,508 by 2031, a growth of 17.84% The use of the recreation facilities and sporting fields will intensify with this growth without additional open space areas and or facilities being provided. The impact of this can lead to, most simply, more people using the parks for sport and recreation and placing increased demand on an open space network that is already under pressure.

The consequence of the projected City population growth is more people living and working in higher density neighbourhoods. This increase in urban density leads to more people relying on the City's public open space network to support their physical and mental health and wellbeing. This will place additional demand on the existing open spaces and in those areas of the most growth (Macquarie Park, Ryde and North Ryde) there will be a need to provide additional open space to ensure Council continues to meet the agreed open space commitment.

Population growth requires the City to improve the quantity, diversity, quality and natural features of open space and parklands to adequately cater to the increasing population.

The City of Ryde's population has been growing steadily over the past decades and there are situations where the growth is in areas that are already lacking in open space. West Ryde is an example of this where there has been growth of 1,889 people since 2006 with no additional open space provided to cater for this increase in demand.

The forecast growth impact on the existing open space network is analysed suburb by suburb in Table 18. This Table provides a breakdown of the amount of open space available in each suburb in hectares per 1,000 people and how this will reduce (with the exception on Marsfield, where the population is forecast to reduce slightly) with the projected population growth over the next 17 years. To provide a more detailed analysis, the table includes a breakdown of the open space network into the three main open space functions:

- Passive recreation areas (such as picnic areas, playgrounds, unstructured open spaces)
- Natural areas and bushland (those areas categorised as natural area under the Local Government Act) and
- Active recreation areas (including all sports fields and courts)

The purpose of this breakdown is to fully understand where the pressures in open space use intensification will be felt.



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Suburb	Population 2016 114,996	Total / Ha Open Space	Total Ha / 1000 people in 2014					
City of Ryde			Total Open Space Settings	Passive Open Space*	Bushland and Netural Areas	Active Open Space*		
Denistone- East- West	7,062	22.49	3.18	1.10	1.96	0.04		
Eastwood	13,262	27.01	2.04	0.85	0.87	0.31		
Gladesville /Tennyson	10,714	19.37	1.81	0.83	0.54	0.43		
Macquarie Park	6,916	17,62	2.25	1.45	0.41	0.70		
Marsfield	12,836	60.35	4.7	1.13	2.57	1.02		
Meadowbank	5,570	31.68	5.69	2,38	0.34	2.97		
North Ryde	14,057	48.05	3.49	1.20	1.90	0,21		
Putney	4,258	23.51	5.52	3.25	0.65	1.41		
Ryde	23,935	93,47	3.91	1.20	2.44	0.33		
West Ryde	13,012	9.87	0.75	0.61	0.15	0.00		

Suburb City of Ryde	Population 2031	Total / Ha Open Space	Total Ha / 1000 people in 2031					
	135,508		Total Open Space Settings	Passive Open Space*	Bushland and Natural Areas*	Active Open Space*		
Denistone- East- West	7,546	22.49	2.98	1.03	1.83	0.04		
Eastwood	15,097	27.01	1.79	0.75	0.77	0.28		
Gladesville /Tennyson	12,357	19.37	1.57	0.72	0.47	0.37		
Macquarie Park	10,601	17.62	1.66	0.94	0.26	0.46		
Marsfield	12,791	60.35	4.72	1.14	2.58	1.03		
Meadowbank	5,664	31.68	5.59	2,34	0.33	2.92		
North Ryde	18,345	48.05	2.62	0.92	1.46	0.16		
Putney	4,266	23.51	5.51	3,25	0.65	1.40		
Ryde	34,333	93,47	2.72	0.84	1.70	0.23		
West Ryde	14,510	9.87	0.68	0.55	0.13	0.00		

Table 18 - Impact on Open Space with future population growth

(Note*: This is an estimated total based on the mapping used in the Generic Plan of Management.)

As shown in Table 18 the impact of the projected growth in population of 21.4% on the open space network is an overall intensification of community use of the existing open space network of 17.9% from 2014 to 2031 when averaged across the whole City. However, the growth for the City is not balanced evenly across the City and is focused on three suburbs, Macquarie Park, Ryde and North Ryde where the 18,371 new residents or 71% of the total City population growth will be located. The intensification on open space in these three suburbs is shown in Table 19.



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Suburb	Population 2014	Population 2031	Additional Residents	Intensification on Open Space Network*
Macquarie Park	6,916	10,601	3,685 (53%)	34.7%
North Ryde	14,057	18,345	4,288 (43%)	38.2%
Ryde	23,935	34,333	10,398 (31%)	30.4%
TOTAL			18,371	

Table 19- Intensification of Open Space in Macquarie Park, Ryde and North Ryde.

(Note[#]: Intensification of open space is the amount of increased use predicted for all the open spaces in the corresponding suburb, calculated as a percentage of the reduced provision per 1,000 people against the provision in 2014.)

To fully understand the impact of the forecast population growth on the City's open space network, further analysis has been undertaken to examine the increase in patronage of each park across the City. Table 20 details how many additional people will use each park, from a Level 1, regional park through to the impact on each Level 4 local park in each suburb.

Suburb	Number of Level 1 parks	Increase in people using the Park from 2014- 2031	Number of Level 2 parks	Increase in people using the Park from 2014- 2031	Number of Level 3 parks	Increase in people using the Park from 2014- 2031	Number of Level 4 parks	Increase in people using the Park from 2014- 2031
Denistone- East - West	0	_	2	242	3	161	19	25
Eastwood	0	-	2	918	7	262	14	131
Gladesville								
Tennyson	1	1643	6	274	2	822	9	186
Macquarie Park	1	3685	3	1228	2	1843	6	614
Marsfield	2	-22	5	-9	2	-23	13	-3
Meadowbank	1	94	0	-	1	94	6	16
North Ryde	2	2144	3	1429	6	715	19	226
Putney	1	8	4	2	1	8	3	3
Ryde	4	2600	6	1733	4	2600	24	433
West Ryde	0	-	0	-	6	250	7	214

Table 20- Predicted increase in Open Space patronage.

Forecast development and changes in dwelling numbers

The type of future urban development has a major impact on the open space network. The reduction and or loss of the traditional back yard area is placing and will continue to place, significant pressure on the City's open space network as in many areas of the City. The community's backyard will be the local park and become the only destination for outdoor play for many people.

The City of Ryde completed a Housing Study as a part of the Local Planning Study in 2010. This Study provides a detailed analysis of the Housing growth and changes expected over the



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futures years. Key characteristics of the City's housing is summarised below:

- The City of Ryde is an established residential area. The suburbs are largely made up of a single house per lot, with interspersed villas (townhouses) and duplex buildings.
- Higher density residential development in the form of apartment buildings and three storey walk-up flat buildings occur within and at the edges of town centres.
- Recent planning controls will deliver more housing to town centres in the form of multilevel apartment buildings above street level retail and commercial premises.
- Household types in the City of Ryde are changing. While the dominant household type is still couples with children, lone person households are increasing, as are the percentage of families living in town houses or villas.
- The most common dwellings in Ryde are separate houses followed by walk-up flats/ units and townhouses or semi detached houses. However recent development trends see an increase in medium and high density and a reduction in separate houses.

Other general key findings of the Housing Study are as follows:

- Higher densities should be concentrated in town centres.
- The character of the low density areas should be retained.
- Town centres are good places for increased residential densities, but new buildings should be well designed and accessible.
- There is the potential for increased residential densities in small centres.
- Infill development should be grouped in defined areas rather than spread throughout the low density residential areas.
- Free-standing houses on small allotments, together with villas and duplex buildings are appropriate for infill development in low density residential areas.

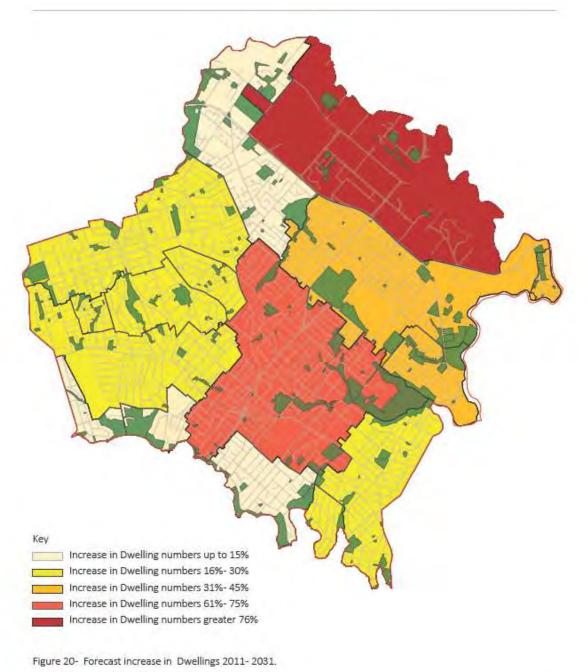
The forecast growth in dwelling numbers across the City is listed in Table 21 and shown on Figure 20.

Suburbi	2011 Number of Dwellings	2031 Number of Dwellings	Increase of dwelling between 2011 and 2031		
Denistone-East-West	2,298	2,650	352 (15.3%)		
Eastwood	4,774	5,700	926 (19.4%)		
Gladesville Tennyson	4,428	5,405	977 (22.1%)		
Macquarie Park	2,819	5,008	2,189 (77.1%)		
Marsfield	5,178	5,364	186 (3.6%)		
Meadowbank	2,526	2,749	223 (8.8%)		
North Ryde	4,843	5,530	1,687 (34.8%)		
Putney	1,406	1,558	125 (10.8%)		
Ryae	8,856	14,404	5,548 (62,6%)		
West Ryde	5,020	5,148	1,128 (22.5%)		
TOTAL	42,148	55,516	13,368 (31,7%)		

Table 21- Forecast growth in dwellings in the City



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Other Demographic Observations for the City of Ryde

Other key demographic variables for the City of Ryde as at the 2011 Census include:

- Significantly higher median weekly household income (\$1,466) compared to NSW (\$1,237) but lower than NSROC Councils as a whole (\$1,987). Macquarie Park has the lowest median weekly household income (\$1,274)
- 25.3% of households earn a high income compared with 18.9% for NSW as a whole
- Double the proportion of people from non-English speaking backgrounds (36,5%) compared to NSW (18,6%)
- 42% speak a language other than English at home, compared with 28.7% for NSROC and 32.5% for the Greater Sydney Region
- The largest non-English speaking country of birth is China (9.5%) followed by Korea (3.4%)
- Overall, less socio-economic disadvantage than NSW as a whole but Macquarie Park has a higher level of socio-economic disadvantage than NSW as a whole

City growth and its impact on the use of the Open Space Network

- Intensification of open space activity and use will be felt in a range of ways. According
 to Exercise, Recreation and Sport Survey (ERASS), the 2031 demand could be realised in
 an additional (as an example):
 - 8,873 more walkers and 2,260 runners in our parks and streets
 - 2,941 additional cyclists on our streets and bike paths
 - 1,186 more soccer players- 70 more teams
 - 915 more netballers- 101 more teams
 - 1,186 additional bushwalkers in our natural areas and bushland
- From a passive recreation perspective, population growth will see increase demand for
 - playgrounds
 - picnic and BBQ areas
 - place to walk and relax
 - areas for unstructured outdoor recreation and so on
- Increased recreational use of natural areas and bushland will required careful
 management and control to minimise harm to the habitat value of the City's natural
 areas
- Population growth placed further demand on the use of sporting facilities including fields, courts, canteens and club facilities
- Increased medium density and high density developments place increased pressure on the use of open space as the pseudo backyard

City growth and its impact on Sport and Recreation

Possible implications of the demographic make-up for the City of Ryde in terms of sport and recreation include:

- Higher demand for non-traditional sport and recreation opportunities (eg indoor facilities)
- Lower levels of physical activity due to high proportion born overseas and/ or speak a language other than English at home (research has indicated that these populations are less likely to undertake sufficient physical activity to derive a health benefit)
- Higher participation in social sport, informal recreation (eg cycling)

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- Likely ongoing pressure on playing fields due to lower median age and projected growth in families with young children
- Demand for recreation park land
- Greater capacity to pay in terms of membership fees/ entry fees/ program fees due to higher median household incomes (but may be negated due to high cost of housing)



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SECTION 8 - PARTICIPATION IN SPORT AND RECREATION

Australia wide studies have been completed on the participation in sport and recreation activities. As outlined in the ERASS 2010 and the ABS report 4177.0- Participation in Sport and Physical Recreation, Australia, 2013-14, participation in sport and recreation generally decreases with age. The findings conclude that:

- People aged 15–17 years reported the highest participation rate in sport and physical recreation (74%)
- People aged 65 years and over had the lowest (47%)
- Male and female participation rates were similar, except in the 25-34 age group where participation rates were higher for males (67%) than females (61%)
- Walking for exercise was the most popular physical recreational activity, with 19% of people aged 15 years and over walking for exercise
- Females were more likely to walk for exercise than males (25% and 14% respectively)
- Fitness and gym were the next most popular activity (17%) again with more females than males participating (19% and 16% respectively)
- Males were more likely than females to play golf (6.6% and 1.4% respectively) or participate in cycling and BMXing (8.5% and 4.0respectively)

Using these benchmarking rates of participation, an analysis of the City of Ryde population against participation rates has been completed. The purpose of this is to gauge how many additional sport and recreation participants will be using the facilities within Ryde and the surrounding areas. 19 sport and recreational activities have been selected for this analysis and the results are listed in Table 22.

		Estimated Number Participants							
Sport	Participation Rates	Today	By 2021	Increase from 2016	By 2031	Increase from 2016			
Aerobics/ Gym	22.4%	25,759	27,407	1,648	30,354	4,595			
Athletics	0.7%	805	856	52	949	144			
Australian Rules Football	1.7%	1,955	2,080	125	2,304	349			
Baseball	0.4%	460	489	29	542	82			
Cricket	3.4%	3,910	4,160	250	4,607	697			
Cycling	10.6%	12,190	12,970	780	14,364	697			
Hockey	1.1%	1,265	1,346	81	1,491	226			
Lawn Bowls	2.3%	2,645	2,814	169	3,117	472			
Netball	3.0%	3,450	3,671	221	4,065	615			
Rugby League	2.1%	2,415	2,569	155	2,846	431			
Rugby Union	1.2%	1,380	1,468	88	1,626	246			
Running	9.1%	10,465	11,134	670	12,331	1,867			
Soccer	6.5%	7,475	7,953	478	8,808	1,333			
Softball	0.4%	460	489	29	542	82			
Touch Football	4.4%	5,060	5,384	324	5,962	903			
Walking (bush)	4.8%	5,520	5,873	353	6,504	985			



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Sport		Estimated Number Participants							
	Participation Rates	Today	By 2021	Increase from 2016	By 2031	Increase from 2016			
Walking	34.0%	39,099	41,600	2,502	46,073	6,974			

Table 22- National participation rates in sport and recreation

This method of assessing demand is an indicative guide only. Each LGA will have nuances that will impact participation rates and such factors can included demography of the population (including ethnicity and socioeconomic factors), availability of other sport and recreation facilities by other public providers, quality of facilities and availability of facilities in neighbouring LGA's should also be a consideration.

Structure and Non-Structured Sport and Recreation Participation

To further understand the changing need for the community in sport and recreation participation, it is necessary to analyse the participation levels in structured sport and recreation against the more social and non-structured sport and recreation patterns of the community. The industry benchmark implies that of those people who participate in sport and recreation;

- 27% only participate in structured sport and recreation
- 53% only participate in unstructured sport and recreation
- 65% will participate in both structured and structured sport and recreation.

The trends for structured and unstructured participation between males and females is similar to the broader trends with 54% of men and 51% of women participating in non structured sport and recreation while 66% of men and 64% of women will participate in both structured and unstructured sport and recreation.

The changes in participation patterns in structured sport has been assessed Australia wide and Tables 23 and 24 from ERASS 2010 show details of the changing participation rates for organised sports. This includes:

- Participation in golf and tennis is declining
- Netball participation rates are steady
- The traditional winter sports of Australian Rules and Soccer (Football) are growing rapidly
- After a period of decline, lawn bowls is now increasing in participation
- Cricket continues as steady growth in participation

Similar assessment has been undertaken for the top 10 sport and recreation activities that Australians participate in an unstructured format the changing participation rates for unstructured sports. This includes:

- Use of fitness centre, gyms, personal trainers and boot camps (etc) is undergoing a rapid increase in participation level
- . Cycling and Running is also experiencing significant growth in participation

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- Playing of social tennis is declining and swimming is declineing only slightly
- Walking is the most popular activity and the participation rate has grown by 44% over 10 years.

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	% change 2001-2010
	Total participation (*000)									(a)	
Withhorn	4283.5	4625.1	5787.8	6099.7	5875.3	5724.1	5309.7	6417.5	6110.2	6181.8	44
Azerobies/(thees	1104.1	1273.5	1340.7	1551.8	1623.2	1959.9	1876.7	2788.1	2855.2	3126.5	183
a ylim inj	2170.1	2042.2	2066,5	2295.2	2070.8	1955.0	1738.8	2158.9	2219.8	2153.2	-t
Geling	1361.1	1342.4	1400.7	1591.3	1576.4	1571.7	1532.0	1850.5	1809.9	1985.1	46
Honning:	989.3	1067.5	1094.5	1242.4	1143.2	1125.5	1171.4	1554.6	1771.4	1748.1	77
Tim hwalking.	737.4	787.8	824.8	731.1	837.6	693.8	862.5	984.8	803.0	772.6	5
Salt	695.2	733.1	690.4	680.5	654.0	631.4	488.9	752.5	703.8	744.9	7
31100	927.0	818.0	884.4	819.7	792.5	752.7	602.3	791.1	714.0	736:3	-21
Wilein thiming	313.8	230.0	274.6	304.3	233.1	355.0	257.7	468.5	402.7	421.7	34
Fisaing.	335.5	337.1	387,7	349.4	312.0	335.0	252.7	356.3	367,4	383.2	14

Table 23 - Top 10 Unstructured sport and recreation activities participation rates 2001-2010

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	% change
		Total participation ('000)						2001- 2010 (a)			
Annobles / Otrosa	982.9	1095.1	1309.1	1393,3	1502.8	1282,0	1610.1	1327.4	1279.3	1238.0	26
Gulf	655.1	709.5	728.7	678.8	590.8	601,3	513.2	602.2	565.4	602.7	-8
(continu) (continue)	381.9	467.9	429.0	447.5	431.1	428.0	418.0	574.1	579.2	593.8	55
Vethall	533.2	523.6	545.6	509,9	510.3	504.5	438.9	526.6	577,3	537.6	1
Australian rules Teologia	272.5	289.0	319.1	342.1	387.0	336.3	241.5	371.7	375.5	447.3	64
Termin	548.6	541.9	588.9	597.8	547.5	433.7	427.2	448.1	463,4	419.2	-24
Restation (364.2	432.0	367.5	341.1	376,3	370.0	353.4	388.3	413.3	403.5	11
louds (notos):	345.8	299.9	273.0	304.6	299.8	305.5	276.3	412.5	302.2	398.8	15
Bricker (prodoci)	279.6	327.4	332.4	346.3	317.1	382.7	264.1	344.4	347.0	372.1	33
Lownitionis	280.3	337.1	353.9	343.4	340.9	307.2	229.1	329.4	319.1	337.0	20

Table 24 - Top 10 Structured sport and recreation activities participation rates 2001-2010



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SECTION 9 - THEMES AND GOALS FOR SPORT AND RECREATION

Thematic Priorities for Sport and Recreation

As detailed in Section 5 an understanding of local and regional trends for sport and recreation together with a detailed investigation of community needs and expectations for sport and recreation within the City of Ryde has been analysed and *Seven Thematic Priorities* have been established. It is these themes that will provide the structure for the ongoing management and planning for sport and recreation for the City of Ryde into the future.

The Seven Thematic Priorities for the provision, management and planning for sport and recreation in the City of Ryde are as follows.

- Optimal use of sport and recreation facilities
- Access to sport and recreation facilities
- Diversity of facilities for participation and enjoyment
- Facilities that are fit for purpose
- Inclusive and accessible sport and recreation facilities
- Awareness of recreation facilities and programs
- Sustainable management of facilities and sports

Theme 1 - Optimal use of sport and recreation facilities

A key theme of the IOSP is optimistation, or to put it more simply, making more out of what we have. This theme applies directly to sport and recreation across the City where there are many situations where there is significant wastage of space, poor location of recreation and sporting infrastructure and duplication of facilities that results in under provision of opportunities for the community.

Consideration of how to maximise the facilities that are provided is of paramount importance as the opportunity to create new facilities is constrained. Nonetheless, as outlined in the IOSP, making more of the existing sport and recreation opportunities is the first priority and could be achieved through

- More efficient planning, design and programming of existing open space and facilities
- Review of layout and designs that enable increased multiuse of space and facilities
- Improved access to existing parks through more comprehensive recreational linkages
- Designs that encourage safe use throughout the day and evenings
- Extending the effective areas for recreation on the doorstep of our community by better planning of the streetscapes and urban spaces.

With changing recreation needs and preferences by the community Council is more than maximising community use of the sport and recreation facilities. It is reviewing the design and placement of facilities. It must also encompass the way Council allocates fields for organised sporting use and this will require reviewing and where necessary modifying traditional patterns of use to allow more increase community participation and benefit.

Theme 2 - Access to sport and recreation facilities

The community has indicated during the consultation program that access to sport and recreation facilities is considered with a very high level of importance. It is important to note that the community's concern about access to facilities is not just about the allocation of sporting fields for organised sport.



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Access to sport and recreation covers a range of topics that include the following:

- Provision for new and emerging sports
- Availability of areas for organised sport that encompasses season changes, hours of use, supporting use infrastructure (such as floodlighting of fields)
- Quality of sports fields and sporting infrastructure and the need for planned and programmed asset renewal for aging infrastructure
- Creation of new sport and recreation opportunities in parts of the City that are undergoing urban renewal (such as Shepherds Bay and Macquarie Park)
- Provision of adequate supporting infrastructure, including off street car parking, park amenity buildings and storage facilities
- Opportunities to access major sporting precincts by shared paths, public transport and other methods of transport
- Targeted review of traditional use patterns with the purpose of offering new opportunities for sport and recreation
- Opportunities for alternate tenure for sporting clubs and associations that offer long term stability while continuing to provide for broad community access and benefit

The consideration of access also encompasses the improvement of open space and recreation connections across the City. The planning of and implementation of a integrated network of pathways and cycle ways is essential to meet the most frequented recreation activity in the City of Ryde, walking.

Theme 3 - Diversity of facilities for participation and enjoyment

Ryde has a very diverse community and the planning, design and management of sport and recreation must reflect the needs of this very diverse community. Age, ability, ethnicity and housing type all influence the recreation preference of the community and Council needs to maximise diversity of recreation experiences across the City. Opportunities for participation is of high importance to the Ryde community and the type of participation is diverse enough to include

- Active or passive;
- · Competitive or noncompetitive;
- In a group or individually;
- At a park or in a community centre or on the River





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Providing flexible and adaptable open spaces and urban plazas across the City will enable the community to make their mark and adapt their recreation preferences. Council can complement this with keeping abreast of the needs of the community and offering a range of recreation opportunities that will activate the community and encourage an active and healthy community.

Theme 4 - Facilities that are fit for purpose

The City of Ryde is committed to providing infrastructure for community sport that are fit for purpose. Fit for purpose requires agreement on the level of community sport and recreation that is to be provided by the open spaces of the City of Ryde and to do this, identification of those areas where there is over servicing and those areas where the existing infrastructure is not at the standard for community sport is required.

Working towards providing fit for purpose will include:

- Council must work with sporting associations to understand their needs but also balance their need with the wider needs of the community
- Consideration should be given to opportunities for Council to partner with recreation providers and sporting clubs and associations to create new or improve existing facilities to ensure fit for propose
- Work with the state sporting bodies to establish a suite of guidelines for facility upgrade that meets community requirements

Council needs to continue to take a lead role in managing community expectation for sporting facility provision with the aim of eliminating over capitalisation at the expense of community level fit for purpose provision.

Theme 5 - Inclusive and accessible sport and recreation facilities

A challenge facing many Council's in the Sydney metropolitan area is being able to meet the demands due to the increasing levels of participation in sport and recreation by people of all abilities and ages. With this increase in demand comes the need for suitable supporting infrastructure.





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Theme 6 - Awareness of recreation facilities and programs

The Ryde Community values the open spaces in their community and they have communicated that protection of these spaces is very important. However, it is unclear as to how much the community knows of what is available to them for use. Whether it be sports fields, parks, the foreshore, playgrounds, urban plazas, community halls, bushland areas, golf courses, swimming pools or walking paths, the community has a plethora of opportunities for recreation and Council can do more in educating with the community what is available to them for sport and recreation.

Communication is a very important part of meeting the sport and recreation needs of the Ryde community. Council will look at ways of improving how it communicates to the community for sport and recreation. This could include:

- An active program of park promotion that outlines what recreation opportunities are on offer in each park
- Partner with local providers to maximise opportunity for the community to be involved with sport and recreation activities
- Expand the focus of the sports and recreation and wheeled sports advisory committee
 to reflect both active and passive sports and in doing so create a new platform for other
 emerging sports and recreation activities to position for facilities and opportunities
- Wet weather communications

Theme 7 - Sustainable management of facilities and sports

Many of Council facilities are at capacity with Council unable to fully support the needs of some Clubs and Associations. Management of Club growth against a finite asset base is essential to ensure that Clubs do not place an unmanageable demand on the City's sport and recreation assets.

Environmental issues have become one of the biggest issues of concern for our Clubs and community groups. Increasing costs of utilities are beginning to have an impact on Club and group sustainability.

Goals for Sport and Recreation

The seven key themes that arose from the research on sport and recreation trends and from the extensive consultation program have been used as the foundation for the establishment of the Goals for Sport and Recreation. These goals have been developed to align all future actions for sport and recreation to the Vision for the management of Open Space in the City of Ryde and to offer an aspirational vision for a healthy and active community.

Each goal is discussed and analysed against the key themes that were identified. The following section articulates how we are going to achieve these goals through listing of actions and specific tasks.



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Goal 1 - To Make the Most of What We Have

The City of Ryde will examine ways to get the most out of our existing open spaces to meet the sport and recreation needs now and into the future, recognising the role and connection to our natural and cultural environmental areas while maintaining the amenity of our neighbourhoods.

Strategic Focus	Action
Review layouts of all major open spaces to identify areas where additional recreation or sporting opportunities can be realised.	Prepare a Master Plan for Meadowbank Park which: Improves amenities Identifies the extent of the former land fill area Examines the potential to reconfigure the netball courts (or the majority of them) on solid ground, and if possible extend the number of courts Identifies the potential to reconfigure and retain the number of hockey, football playing fields and cricket pitches or moving their activities to another field(s) within the City of Ryde Analyses and identify parking and internal traffic movement solutions that benefit the complex as a whole Takes into account possible future synthetic surface(s) at Meadowbank Number 2 and/ or Number 3 Provides for more extensive shade via tree planting and shade structures Considers the inclusion of a potential skate park Incorporates upgrades and addition of sports lighting Incorporates extensive consultation with user groups and neighbouring residents Incorporate passive recreation into master plan including youth facilities, playgrounds, walkway/cycle paths and picnic facilities. Progressively implement the outcomes of the Meadowbank Park Master Plan. Prepare a Master Plan for ELS Hall Park to incorporate parking solutions, dog off leash area, additional shade, expanded playground and opportunities for improvements to existing baseball and cricket facilities. Progressively implement the outcomes of the ELS Hall Master Plan.
	Prepare a Master Plan for the redevelopment of Gannan Park which incorporates: Consideration of field layout, lighting, parking and extended passive recreation opportunities (eg bbq, circuit path, landscaping, additional shade, seating etc) Consultation with sporting groups and neighbouring residents Progressively implement the outcomes of the Gannan Park Master Plan. Progressively prepare Master Plans for all Level 1 and 2 sports fields Prepare a Strategic Plan and Master Plan which investigates upgrading of Olympic
	Prepare a Strategic Plan and Master Plan which investigates upgrading of Olympic Park including the Ryde Aquatic Leisure Centre (RALC). Upgrading to possibly include additional facilities including indoor courts, pool, futsal, a skate / youth facility, additional carparking, provision of tennis and the existing open space.



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Strategic Focus	Action		
Strategic Pocus Establish new recreation opportunities within the existing open space network	Prepare a combined Walking and Cycling Plan (linked to the Recreational network Plan) for the City that integrates all aspects of recreational, fitness and commuter cycling and walking. Actions to promote and accommodate more cycling should include: • Updating the plan to integrate the recreational walking and cycling objectives in the IOSP with the proposed commuter cycling routes • Integrate the proposed recreational and street based walking and cycling corridor into the cycle network. • Review new apportunities for shared paths in parks and recreational corridors with respect to capacity, suitability and context • Incorporate children's cycle circuits in identified parks to encourage cycling. Actions to promote and cater for more walking in the City of Ryde should include: • Preparation of walkability audit across the City of Ryde as putlined in NSW Premier's Council for Active Living website • Integrate all parks and open space into a walking network for the city that links paths with generators and attractors (shops, public transport, education facilities, employment areas and community facilities, etc) • Establish a walking 'web' with a walking 'grid' of streets identified from the walkability audit as best suited to walking and which also link the corridors to generators and attractors.		
	Prepare a detailed Recreational Corridor Network Plan, based on the proposed network identified in the Open Space Structure Plan and as further detailed in Figure 21. The plan should integrate the natural corridors (green web) with street based linkages and connections (green grid). The Plan should include: Determination of routes that optimise use of the physical geography (ridges and valleys) and natural environment (bushland, creeks and rivers) of the City of Ryde Analysis of linkages in the network that cannot be achieved solely as above (ie. Using streets, rail corridors, etc) that align as closely as possible with the catchment and sub-catchment geography Design parameters for the corridors such as path design, natural habitat conservation, planting, shade and amenity Identification of third parties that may be critical to achieving each section of the network (ie. State government agencies, other landowners) Street and road based design to achieve the objectives of the green grid (eg. Amenity, the canopy, safe walking and cycling) Criteria for highest priorities of implementation should include: Completing local missing links in existing corridors that would significantly extend open space access Enhancing links in areas with limited open space and high populations Creating links where this would enhance natural values Overcoming major barriers (roads, etc) Establishing links that would benefit children (eg. Off-road paths to school or		



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Strategic Focus	Action			
Review all sporting fields and identify where improvements are needed to supporting infrastructure to maximise sporting use, such as floodlighting, off street car parking, park amenity buildings, field orientations and layouts and so on.	Priority actions include: Investigate to convert Gannan Park into two full size football pitches with lighting Investigate to relocate winter baseball from Gannan Park to ELS Hall #2. Upgrade ancillary facilities at Gannan Park to accommodate the new use Proceed with installation of lighting at Marrison Bay #2 and #4. Install field lighting to Meadowbank #12 (currently under utilised with capability of accommodating multiple field users). Liaise with the Department of Education to secure a community use agreement and joint funding arrangement for the development of a floodlit synthetic surface at Smalls Road (upper) field; OR If a suitable joint funding/community use arrangement cannot be secured with the Department of Education, investigate the feasibility of establishing a synthetic surface at either Meadowbank #2 or #3. Integrate passive recreation apportunities into sports reserves, egicrcuit paths, seating, fitness stations, shade, playgrounds, picnic/ bbq and informal kickabout space (ELS Hall, Meadowbank, Marsfield and Morrison Bay parks). Integrate recreation and leisure needs that are specific to CALD communities into the planning and design of public spaces and reserves (egishade and shelter for large social groups) Plan and design open space to meet the recreational, social and leisure needs of seniors recognising the increasing demand for physical activity in seniors (egivariety of walking paths and circuits close to home, ample shade and bench seats especially at local parks, playgrounds and sportsfields, ease of access from public transport, ample nature walks, community gardens, and disability access) Identify parks within the City that can provide additional netball facilities. Review the provision of netball facilities at Brush Farm Park including an audit of the condition of the courts and prepare a works program to upgrade as required.			
	Ensure that the neighbouring residents are consulted when planning and designing any changes to sporting facilities to ensure actions to minimise adverse impact on the community can be applied. Roll out synthetic surfaces to open spaces as identified in the Synthetic Surfaces Action Plan. Priority list highest to lowest (2016–2026) Christie Park 1+2 (2016–2017) ELS Hall Park 1 (2016–2017) Please note; the ongoing provision of synthetic sports fields needs to be assessed after the completion of ELS Hall Park 1 and Christie Park 1 and 2. Both Meadowbank Park and Magdala Park are located on former tip sites and will require a further feasibility			
	assessment prior to the consideration of their viability. Undertake a review of all traditional use patterns (eg. Soccer, football, cricket) of sports field use and establish if modifications to this pattern can open up new sporting opportunities. Council are to work closely with sporting clubs during this review to understand their demands and changing needs. Implement the findings of the Labosport Field Assessment Report.			
	Review criteria of sportsground categories (Level 1,2 and 3) and determine what elements should be in each category. For example, amenity, buildings, carpants, access to transport.			



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Strategic Focus	Action			
Identify opportunities for targeted open space acquisition that will offer new recreation connections, increase field sizes for sporting activities and create new facilities in areas of deficiency.	Review the draft Open Space Future Provision Plan, assess the need for sport and recreation and make recommendations for targeted open space acquisition to: Create a new opportunity or Improve the functionality on an existing facility			
Ongoing implementation of sport and recreation strategies- Best Value Review and Regional Sports Strategies from NSROC	In accordance with the NSROC Regional Sports Strategy and the associated Best Practice Review (BVR) the definition of three tiers of sports facility provision, namely: Five Level 1 Citywide Sports Hubs- Regional: 1) Meadowbank Park, 2] Marsfield Park/Waterloo Park, 3) Morrison Bay Park/Bremner Park/Tyagarah Park, 4) ELS Hall Park, 5) Christie Park. Progressively upgrade these hubs to meet the principles outlined in Typical Planning, Design & Management Guidelines (IOSP) Level 2 Sports Parks- District: combining competition standard sports facilities with training capacity and flexible facilities to adapt to various sports needs in short five-ten year cycles. Typical parks would be Eastwood Park, Gannan Park, Ryde Park Level 3 Multi-Use Parks (Neighbourhood): laid out to permit sports uses, mostly of Junior/lower grade levels; permanent infrastructure limited to that which suits the widest range of field and court sports. Extend existing sports capacity within existing reserves through a combined Masterplan and Plan of Management process that addresses the hierarchy above. Integrate passive recreation opportunity and facilities into all levels of sports reserves (at minimum basic needs would include circuit paths around the park, ample seating in shade, planting with emphasis on native species, play from toddler to ten years typically, picnic/BBQ and informal kickabout space).			
Ongoing review of sporting clubs and associations to encourage alternative use of sporting facilities.	Encourage sporting clubs and associations to allocate alterative game times to maximise the use of facilities. For example, Friday nights or Sundays.			





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Gual 2 - Equitable Access for Alf

The City of Ryde will provide fair and equitable allocation of sporting facilities and will work closely with the community to provide for their changing sport and recreation needs.

The City of Ryde will focus on the distribution and accessibility of passive recreation opportunities across the City.

The City of Ryde provides sport and recreation facilities for the whole community through a balance between the provision of structured and unstructured opportunities.

Strategic Focus	Action		
Ground Allocation and Tenure management	Council continue to allocate and manage sports grounds in accordance with Council's adopted policies. Review annually. This will be particularly important when synthetic surfaces are developed so that over-utilisation of grounds is reduced. In line with BVR allocate sports grounds to associations for training and competition use and ongoing monitoring to ensure equity for clubs.		
	Permit tenure arrangements over user funded capital improvements in accordance with Council's adopted policy. Review annually.		
	Map existing field layouts and link them to Council's GIS and booking systems to improve user understanding of areas booked and internal reporting on performance		
	Acquire and implement software to provide a user friendly interface for bookings, allocations, payments, wet weather closures and collecting data about demand and use of sportsfields		
	Develop criteria for assessing the level of commerciality when setting fees for leases/ licences of Council land to sport and recreation grounds to ensure equity.		
	Conduct random audits of sports grounds (weekends and evenings) to ensure that actual usage is commensurate with bookings made.		
	At a regular pre-season forum with user groups of Council reserves, seek feedback on the following: Vlews of winter/summer sports on suitability of current winter/summer season time frame Extended financial reporting Communication with Council Presentation and discussion of capital works allocations Scheduling of high demands sports (netbal and soccer) to create additional opportunities to maximise use of Council's facilities.		
S94 Plan and VPA'S	Update the S94 Development Plan to include eligible costed capital items in the Sport & Recreation Strategy and other adopted reports and studies including Synthetic Surface Action Plan, Parks Accessibility Review, Children's Play Implementation Plan, Integrated Open Space Plan and land acquisition for additional recreation needs.		
	Negotiations that occur as part of Voluntary Planning Agreements should reflect the outcomes and recommendations of the Sport & Recreation Strategy and other relevant reports and studies		



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Goal 3 - We understand and response to the needs of our Diverse Community

The City of Ryde will respond to the changing needs of our diverse community by creating flexible sports and recreation areas that can adapted to the future needs and preferences of our Community.

Undertake regular reviews (after completion of each Census) of the demographics of the Ryde community to allow for modifications to actions to continually meet community needs. This review should include population and demographics, barriers to participation and what programs/initiatives exist in your area. Undertake consultation with youth groups from a range of backgrounds and youth inter-
Undertake consultation with youth groups from a range of backgrounds and youth inter-
agencies to gain a clearer picture of the recreation and leisure needs of the City's youth. In particular, address issues such as: Preferred social gathering spaces and places (including specific locations in the City) Means of access to meet friends at parks or urban spaces (walking, cycling, car, public transport) Range of passive recreation needs Design issues with respect to parks and urban spaces to meet their needs. Integrate the findings into Plans of Management, Masterplans and urban design guidelines. Develop an Outdoor Youth and Family Recreation Space Implementation Program for the City of Ryde that addresses the need for: Permanent skate facilities that meet the needs of varied ages and skill levels Location of facilities close to public transport and with ample natural surveillance Temporary facilities that can be relocated on a rotational basis Skateable spaces that may have other uses (stages for bands, temporary art installations, event spaces, etc).
feasibility study for a new indoor sport and recreation centre.
Establish partnerships with local agencies, groups and state sporting associations to develop a recreation program that targets those groups that have a low participation rate, such as Mum's and Bub's Elderly CALD community People with a disability Increase opportunities for these low participation groups to participate in existing



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Strategic Focus	Action			
Commitment to "Girls make your move" initiative of the Commonwealth Government	The "Girls make your move" campaign features real girls playing sport and being active. The Initiative's purpose is to encourage sport and physical activity to be a natural part of young women's lives — enjoyed, not endured. The campaign aims to encourage and support young women aged 12-19 to be more active and reinforce the benefits of an active life, whether through recreation, sport or other physical activity. The campaign primarily target young women aged 15-18 to generate intentions to participate in a wide range of physical activities and sport. It also encourages parents of young women to provide support, be active themselves, and encourage family activity.			
	Undertake a study to understand the needs and preferences for women in sport and recreation. This study should include an analysis of the barriers to participation for women in the City of Ryde.			
	Following the completion of the Study, develop a Women in Sport policy that is to set the priority actions to eliminate barriers to participation in sport and recreation.			
	Review amenity buildings in parks with regards to increased female participation in sport.			
Offer a diverse range of sport and recreation opportunities for the diverse CALD community living in Ryde	Work with local sporting clubs and associations to promote a welcoming attitude amongst members and develop plans, policies and procedures to support inclusion of the CALD community.			
	Build partnerships with local community organisations that are connected with the groups you are aiming to work with, such as youth organisations, multicultural agencies and disability service providers.			
	Integrate any recreational and leisure needs that may be specific to CALD communities into all planning and design for public spaces, places and reserves, such as: Multi-use indoor facilities that can accommodate social, dance; tai chi, performance or sporting activities Shade and shelter for large social groups and gatherings Facilities and management that recognises specific cultural or religious practices (eg. Halal BBQs)			
Creation of sport and recreation facilities that support participation of a diverse community	Review the design and location of sports amenity buildings to ensure appropriate physical access to facilities and that the facility offers the suitable access to equipment and amenities such as male/female change rooms, ramps (permanent/portable), wide doors and disabled toilets.			
Increase the awareness of the aport and recreation facilities provided by Council and how to access them	Prepare information on sport and recreation in different languages that provide information on Location of facilities How to join a club How to participate in sport and recreation			
	Promote local public transport links for players to attend training and games.			
Become more responsive to the changing needs of the community with after hours and casual sport and recreation	Promote messaging by clubs in different languages Investigate alternate methods of providing for sport and recreation before and after work such as • Personal trainers • Indoor facilities (such as the RALC and the RCSC)			
Commitment to creating flexible and adaptable spaces for sport and recreation	During the preparation of masterplans for open space, consideration of the future needs of the community should be undertaken and the design of the open spaces should enable adaptability to user needs and preferences.			



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Strategic Focus	Action				
	Undertake a feasibility study to determine the need, viability, site location, facility mix, indicative capital cost, concept plans, financial projections, and management arrangements for the development of an indoor sport and recreation centre. Key elements to be investigated should include: Indoor sports courts (with possible retractable seating) Gymnastics training facility (with capability of staging competitions on indoor sports court) Flexible programming spaces for recreation activities Potential dedicated youth area linked to outdoor facilities Health & fitness area Food and beverage and socialising Prominent location and ease of access by public transport, bicycle as well as car Consult with sport and recreation organisations, CALD groups, youth agencies, neighbouring Councils and the broader community in undertaking the feasibility study. If confirmed by the outcome of the feasibility study, budget to develop the facility and incorporate within Council's S94 Plan				
Commitment to the Provision of Sporting Facilities to cater for the needs and demands of the Community	Undertake a recreation facilities demand study				
	Establish an Asset Management Plan for all of Council's recreation and sporting facilities				





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Goal 4 - Our Facilities are fit for purpose

The City of Ryde will ensure the design of all sports and recreation facilities are fit for purpose specific to the levels of sport and recreation they are providing for.

Strategic Focus	Action		
Integration with Other Studies	As recommended in the IOSP: Integrate passive recreation opportunities into sports reserves, eg circuit paths, seating, shade, playgrounds, picnic/ bbq and informal kickabout space (especially in Level 1 and 2 sportsgrounds such as ELS Hall, Meadowbank, Marsfield and Morrison Bay Parks). Integrate recreation and leisure needs that are specific to CALD communities into the planning and design of public spaces and reserves (eg shade and shelter for large social groups, contemplative spaces that suit activities such as tai chi, meditation, outdoor prayer, locations for performance, cultural events and temporary installations) Plan and design open space to meet the recreational, social and leisure needs of seniors recognising the increasing demand for physical activity in seniors (eg variety of walking paths and circuits close to home, ample shade and bench seats especially at local parks, playgrounds and sportsfields, ease of access from public transport, ample nature walks, sensory gardens, community gardens, and disability access) Create more extensive shaded areas through tree planting and shade structures in major open spaces such as Meadowbank Park and Blenheim Parks		
	Implement the recommendations of the Children's Play Implementation Plan (2013) and incorporate into Plans of Management and S94 Plans.		
	Investigate opportunities for incorporating informal water play features as part of new/ upgraded playgrounds in one or two major recreation parks that are inclusive spaces.		
	Progressively implement the recommendations of the Parks Access Review (2013) in terms of access to parks and associated facilities (eg parking, toilets, picnic areas etc.)		
	Review the identification and establishment of suitable dog off-leash areas.		
Regional Planning	Continue to support the regional planning and management of sport and recreation facilities within the North Subregion of Sydney and NSROC and adopt policies and principles agreed by the NSROC General Managers Advisory Group (GMAC).		
	Review internal procedures to enable operating and maintenance costs of sports ground and synthetic surfaces to be accurately measured (including the separation of informal community use from formal sport use).		
	Consistent with the NSROC Regional Sportsground Management Strategy, 2011 develo a strategy for the rationalisation and redevelopment of bowls clubs for other sport, recreation or community uses. If other NSROC Councils are unable or unwilling to participate, develop a Strategy for the City of Ryde.		
	Pursue formal partnerships with Macquarie University and schools to avoid duplication of facilities and maximise value from Council's investment in sport and recreation.		



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Strategic Focus	Action				
Facilitate cycling and walking across the City	Consistent with the recommendations of the Integrated Open Space Plan (2012): Undertake a walkability audit across the city consistent with guidelines prepared by the Premiers Council for Active Living Integrate parks and open space into a walking network for the city that links with other generators and attractors (eg shops, public transport, education facilities, employment areas, and community facilities) Endeavour to create shared use walk/ cycle paths in connecting the open space network, where possible Ensure the Bicycle Plan continues to recognise the importance of recreational cycling as a key objective				
	In consultation with walking and cycling groups and the Bicycle Committee identify and prioritise opportunities for lighting of walk/ cycle paths to provide safe evening access for walking/ cycling.				
	Inform Council's Bicycle Committee of priorities for improving cycling from consultation undertaken for the Sport & Recreation Strategy (eg more/ dedicated cycle lanes, better line marking, wider lanes, better surfacing.				
	Ensure that new developments make provision for walking/cycling that connects and/ or integrates with the existing network. This should form part of \$94 contributions or Voluntary Planning Agreements.				
A programmed approach to the implementation of synthetic surfaces and field lighting and all	Construction of a synthetic football field suitable for shared use by AFL/ soccer at ELS Hall #1 and develop a new turf wicket between Marsfield #1 and #2 to accommodate the relocation of cricket.				
playing field remediation projects.	Construction of synthetic surfaces at Christie Park #1 and #2, subject to resolution of planning and environmental issues, and amend the Plan of Management if required.				
	Given their high capital cost, the development of each synthetic sports field should be subject to the completion of a detailed business case. The Synthetic Surface Action Plan has undertaken a preliminary assessment of priority sites, but variables may emerge through the completion of the business case (eg planning/zoning constraints, adverse geotech conditions, or cost/availability of services). For this reason it is recommended that Council adopt a flexible approach to the implementation of the Action Plan.				
	Establish user pays sinking funds to cover (or contribute to) the net capital cost to Council of establishing and/ or replacing synthetic surfaces in Council's fees and charges.				
	Develop a forward planning program for the delivery of sportsfield renewals including geotechnical studies, soil profile analysis and field design.				



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Goal 5 - We provide inclusive and accessible sport and recreation

The City of Ryde will design sport and recreation facilities to maximise access for people of all abilities. This will include the design of physical access to sport and recreation facilities and the planning of programs to eliminate barriers to access and participation.

Strategic Focus	Action	
Design of open spaces that support passive recreation to ensure access of people of all abilities	Create picnic areas that allow for adequate movement space for people who use wheelchairs, crutches, motor scooters or walkers etc, Where possible, including wheelchair friendly park furniture and provide sealed pathway connections between carpark areas and picnic area. High priority locations include those parks in close proximity to town centres, areas a increased housing densities, and areas accessible by public transport. Examples include Meadowbank Park. ELS Hall Park and Ryde Park.	
Modify existing park buildings to provide for improved access to people of all abilities	Undertake a review of park amenity buildings against accessibility principles. This should include provision of accessible toilets and access to the building, reduction of the tension on doors to make them easier to open for individuals with decreased balance/strength. High priority locations include those parks in close proximity to town centres, areas of increased housing densities, and areas accessible by public transport. Examples include Meadowbank Park, ELS Hall Park and Ryde Park.	
Creation of a network of pathways across the City that offer opportunities for people with restricted mobility.	Complete and audit of the Ryde River Walk and Shrimpton's Creek Parklands Trail with the intention of improving access.	
Provision of adequate accessible carparking	Review the provision of accessible car parking spaces within or near to open spaces (including on and off street).	
Support the accessibility of sport and recreation opportunities through a suitable maintenance regime.	Increase maintenance frequency of key open spaces to ensure access to facilities is maintained. This should include removing leaves, sticks, or other debris from walkways etc. Focus is to be placed on Yamble Reserve Ryde Riverside Reserves Ryde Park	
Continue to make play walkable to the majority of the community to ensure everyday accessibility and to encourage physical activity and mental wellbeing.	Ongoing implementation of the Children's Play Implementation Plan with a focus on: Providing play spaces for all ages, abilities and cultural backgrounds. Locating playgrounds near destinations, centre and supporting services. Making play walkable to the majority of the community to ensure everyday accessibility and to encourage physical activity and mental wellbeing.	
Provide areas that enable people with mobility limitations to exercise their dogs through the creation of enclosed dog off leash areas in accordance with the Provision of Dog Recreation Areas Report.	Creation of enclosed free running dog parks with associated facilities such as seating, picnic tables, landscaping, trees, shade, dog water bowls etc. High priority focus locations Denistone Park ELS Hall Park Olympic Park Once these projects have been undertaken the Provision of Dog Recreation Areas Report will need to be reviewed and updated.	



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Strategic Focus	Action
Provide the community with a range of viewing areas of community sport for the elderly and for people with access limitations.	During the masterplanning of open spaces, consider what opportunities there are to offer spectator seating from vehicles or nearby to car parking areas. Priority locations: Meadowbank Park ELS Hall Park Christie Park Magdala Park Waterloo Park
Offer opportunities for people of all abilities and ages to participate in recreation and sport programs.	Review and expand existing programs to encompass people of all ages and abilities. This review should consider changes or modification to the way the program or activity is conducted through modification of: The location of the programme The equipment used, The program/activity (e.g., rules, playing environment) and The person engages in the task, such as using a personal assistant or parental involvement
Encourage and support local clubs that have a policy of inclusion - regardless of age, gender, race and ability, all members have an equal opportunity to participate in sport and recreation at a level they choose.	Work with local sport and recreation clubs to Identify areas for improvement in the provision of facilities so that all members have appropriate physical access to facilities by offering equipment and amenities such as male/female change rooms, ramps (permanent/portable), wide doors and disabled toilets. Offer training and support for volunteers and staff to ensure all members feel welcome. Promote a welcoming attitude amongst members and develop plans, policies and procedures to support inclusion and promote respect, integrity and leadership. Consider members' needs when planning and delivering training sessions. Promote local public transport links for players to attend training and games. Encourage members/volunteers to support inclusive practices and promote a welcoming environment for everyone.
Pro-active planning for sport and recreation opportunities for an	Undertake community consultation to understand the needs of older people for sport and recreation. Use the findings to develop a program for improving access and
ageing community	opportunity across the City.



ATTACHMENT 1



Gual 6 - Full community will be aware of our fatilities and programs.

The City of Ryde will actively engage with our community and partners to support and promote the sustainable growth, management and success of our local clubs and associations.

The City of Ryde will continue to advocate the benefits of a healthy and active lifestyle by promoting the variety or sport and recreation facilities and programs in the City.

The City of Ryde will maintain a transparency in the management of all sport and recreation facilities through the Sport and Recreation (including wheeled sports) Advisory Committee where proactive engagement with our community will inform management strategies and priority setting.

Strategic Focus	Action			
Increase community and stakeholder engagement with sport and recreation decision making	Encourage clubs, associations and stakeholder groups to distribute sport and recreation communiques to their members and promote events and activities and participation apportunities.			
Inform the community on a regular basis using a variety of methods to increase awareness of and participation in sport and recreation pursuits.	Increase the use of social media as a platform for communication of programs, ground closures, opportunities to comment on upgrades and so on.			
Increase communication of sport and recreation opportunities with the CALD Community	Increase and diversify the communication methods to ensure the messages reach all people in our community. Consideration of alternate communication methods, such as providing information accessible in different languages			
Maintain a commitment to the Active in Ryde program and plan for further expansion into the CALD community and the other disengaged groups	Undertake a review of the Active in Ryde program to ensure that it is adequately resourced and sustainable into the future. As part of the review: Clarify the program's strategic objectives and performance measures Engage with existing program partners and participants to identify what is working well and needs improvement Determine most effective means of expanding guided walking program and other fully booked programs that are consistent with strategic objectives Analyse marketing arrangements and potential improvements Identify management and delivery improvements Identify resourcing priorities for the future			
Liaise with Macquarie University with the purpose of collaboration and promoting of recreation opportunities for the worker, student and residential communities.	Develop a partnership arrangement with Macquarie University to promote recreation programs and access to sports and recreation facilities on campus			



ATTACHMENT 1

Sport and Recreation Strategy 2016 - 2026

Strategic Focus	Action
Support local clubs and associations to operate their clubs effectively and sustainably.	Develop a program for supporting the administration of local clubs and associations through training programmes. This could include workshops and seminars in first aid, governance, working with children, volunteer management, inclusiveness and working with Council. Work with local clubs to increase the understanding for managed growth. This should include discussions about how to manage growth due to finite recreation and sporting resources. Engage with state sporting organisations to work closely with local clubs and associations. Undertake a review of peak priority bodies through consultation with the peak sporting bodies it was identified the need for them to work closely with both sporting clubs and Councils. Council should utilise the capacity of peak sporting bodies to provide support and leadership to clubs in the development of policies and management practices. Enhance the information provided directly to sportsground users to encourage greater
Increase information provided to the community about the unstructured recreation opportunities in the City	knowledge, care and ownership of issues associated with the sportsground service and management Update web page to provide additional information on unstructured recreation opportunities including, playgrounds, water based recreation, dog of leash areas, outdoor fitness areas etc.
Improved communication of the opportunities for walking and cycling in the City	Prepare a Wayfinding Plan in keeping with the Walking and Cycling Strategy (as above) with particular emphasis on: Off-road routes that link school, work and home through the public open space network Recreational circuits with distances and walking times identified Routes that can be readily undertaken by those with a disability Links between walking routes and public transport stops. The Plan should draw on all media in an integrated fashion including in-field maps, signage, brochures, phone enabled GPS and web (including Council's website), etc.



ATTACHMENT 1



Goal 7 - Sustainable management of facilities and Sport

The City of Ryde will continue to work with clubs and associations to promote sustainable growth and development while ensuring the long term sustainable of the physical assets will be maintained.

Strategic Focus	Action		
User Group Contributions to Capital Improvements	Consider granting of licences (up to 5 years) for club/ association funded development of canteens/ clubhouses/ amenities. Ensure that granting of a licence complies with provisions of Local Government Act 1993 (Including 547A)		
	Review the Sports Ground User Fees and Contribution Policy to permit the granting of preferred allocation over playing areas, in return for capital contributions to improvements subject to: The development being consistent with the Sport & Recreation Strategy The term of the preferred allocation to be dependent on the value of contribution and for a finite period of less than 10 years The facility continues to be available for shared use and is accessible to other community users Align with the Community Building Licensing Policy with regards to Council's subsidies aligning with the tenants capacity to contribute and the level of community benefit. Sportsground user fees are outlined in the Sportsground User Fees and Contributions. Policy. The policy applies to all sportsgrounds located in the City of Ryde. Broadly the goal of the policy is to ensure sustainable and equitable use of Council's sportsgrounds. Fees and charges are reviewed annually and are updated in the fees and charges section within the one year Operational Plan. In addition fees and charges are set in accordance with other NSROC Councils.		
	The development of a policy that includes one-off requests for upgrading facilities (eg with full or partial funding from user groups) they should be assessed against the following criteria: Primary Criteria Alignment with Sport & Recreation Strategy Increased capacity and supply of field hours for sport (eg lighting, synthetic or hybrid surfaces, drainage/ ground improvements) Cost to Council Alignment with existing demand and future participation forecasts Secondary Criteria Main user beneficiaries (amateur, semi-professional, professional) Benefits to other user groups/ community Impact on accessibility and/ or participation opportunities for people with disabilities Likelihood of increasing operating efficiency or significantly reduce maintenance costs Addresses safety/ risk management issues Extent of capital contribution by club/ association Demonstrated financial/ management capacity of club/ association Likelihood of securing other external funding Implications if work does not proceed		



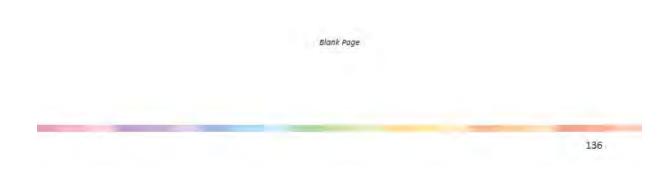
ATTACHMENT 1

Sport and Recreation Strategy 2016 - 2026

Strategic Focus	Action
	Assign the maintenance of any approved improvements funded by clubs/ associations to the club/ association, where the purpose of the improvement is to raise revenue.
Sports ground maintenance	In line with other Councils in NSROC, adopt a maximum threshold of 30 hours per week for playing field usage. Work with the Sport and Recreation Advisory Committee to determine the ongoing management. Expand the criteria to include intensity of use, type of sport and time of year.
	Investigate the recommendations of the Sportsfield Assessment Report by Labosport and build into maintenance programs and capital works improvements. Consistently monitor effectiveness of these measures. Improve maintenance practices by: Adapting and implementing the 'effective hours of use' model prepared by Labosport to more accurately identify and monitor field use carrying capacity and user impacts Adopting the recommendations of recently completed investigations undertaken by turf management specialists and reviewing budget allocations [NB: Increased operating maintenance budgets may have an offsetting reduction in capital works allocations for field upgrading]
	Consider the utilisation of 'hybrid turf technology' in high wear areas (e.g. goal mouths).









ATTACHMENT 1

Sport and Recreation Strategy 2016 - 2026

SECTION 10 - IMPLEMENTATION PLAN (2016 to 2026)

The Implementation Plan sets out the actions that will see the Sport and Recreation Strategy realised and it should be read in conjunction with the previous section. For each action a program (timing) and responsibility has been assigned to guide the priority setting for the implementation of the Strategy. The **Program** proposes the relative priority in implementing the action being High, Medium, Low or Ongoing and the **Responsibilty** assigns the action of a unit of Council who will take the lead in the completion of the Action.

Priority of implementation

For each action in the Action Plan a corresponding priority for its implementation is assigned as follows:

- High: Top priority. Where there are no impediments to its delivery, this action should be achieved in up to 4 years
- Medium: Second tier priority with implementation due in up to 7 years
- Low: Not an urgent implementation action but important nonetheless and should be planned for completion in up to 10 year
- Ongoing: A recurrent action that may be regularly repeated. Ongoing actions have been ranked in priority; high, medium, or low.

The time frames provided are indicative only. As opportunities arise for partnerships to deliver actions, timeframes may need to adjusted. It should be noted that the delivery of the Implementation Plan may extend beyond the 10 year time frame. Some of the actions suggested are large, complex projects that may require additional funding from s94, VPA's, State and/or Federal Government funding partnerships or may require land acquisition.

Responsibilty

Each action in the Implementation Plan has been assigned to a department or section of Council that is responsible for the completion of the action. There will be times when more than one group may be needed to achieve an outcome, however this action plan nominates the group that is responsible for the delivery and reporting of the actions' implementation.

The groups in Council responsible for the realisation of the Strategy are:

- Strategic City
- Community Engagement
- Project Development
- Operations
- Asset Systems
- Operations

Note: For the Implementation Plan to be a success it must be noted that the contribution of clubs and associations in the managing of facilities. They contribute by communicating issues and their needs to Council, being responsible users and playing an active role in reviewing allocation of training time, game day play etc in the management of the grounds. Maximising the use of our current facilities (through scheduling of games, additional floodlight etc) is the most important priority in the ongoing management of our facilities. In a City that is impacted by a rapidly growing population the creation of new facilities can be cost prohibitive and difficult to achieve.

Responsibility

Strategic City

Strategic City

Strategic City

Strategic City

High

Medium

Schreekle Locas	The Great	LEDSOUNE	Deplement of the second
Goal 1 - To make the most	of what we have		
needs now and into the fut	ne ways to get the most out of our existing open spaces to meet cure whilst recognising the role and connection to our natural an e amenity of our neighbourhoods.		
Review layouts of all major open spaces to identify areas where additional recreation or sporting opportunities can be realised.	Prepare a Strategic Plan and Master Plan which investigates upgrading of Olympic Park including the Ryde Aquatic Leisure Centre (RALC). Upgrading to possibly include additional facilities including indoor courts, pool, futsal, a skate / youth facility, additional carparking, provision of tennis and the existing open space.	High	RALC
	Progressively prepare Master Plans for Level 1 Parks; Christie Park (completed 2016), Eastwood Park, Meadowbank Park, ELS Hall Park	High	Strategic City
	Progressively prepare Master Plans for Level 1 Parks; Blenheim Park, Marsfield Park, Ryde Park, Magdala Park, Peel Park.	Medium	Strategic City.

Progressively prepare Master Plans for Level 1 Parks; Yamble Reserve, Field of

Progressively prepare Master Plans for Level 2 Parks; Brush Farm Park, Gannan

Progressively prepare Master Plans for Level 2 Parks; Ploneer Park, Dunbar Park,

Progressively prepare Master Plans for Level 2 Parks; Santa Rosa Park, Monash/ Westminster Park, Bill Mitchell Park, Banjo Paterson Park

Park, Fontency Park, Tuckwell Park, Pidding Park

Mars, Putney Park.

Darvall Park, Bremner Park

Sport and Recreation Strategy 2016 - 2026

Strategic Focus	Action	Priority	Responsibilty
Establish new recreation	Prepare a combined Walking and Cycling Plan	Low	Strategic City
opportunities within the existing	Prepare a detailed Recreational Corridor Network Plan	Medium	Strategic City
open space network Review all sporting fields and identify where improvements	Investigate to convert Gannan Park into two full size football pitches with sportsfield lighting as part of the Masterplan for the Park	High	Strategic City
are needed to supporting	Investigate relocation of winter baseball from Gannan Park to ELS Hall #2	High	Strategic City
infrastructure to maximise sporting use, such as floodlighting, off	Upgrade ancillary facilities at Gannan Park to accommodate the new uses	High	Strategic City
street car parking, park amenity	Consider additional field lighting at Meadowbank Park and upgrade existing	Medium	Operations
buildings, field orientations and layouts and so on.	Liaise with the Department of Education to secure a community use agreement and joint funding arrangement for the development of a floodlit synthetic surface at Smalls Road (upper) field	Low	Strategic City/ Operations
	Integrate passive recreation opportunities into sports reserves, eg circuit paths, seating, shade, playgrounds, picnic/ bbq and informal kickabout space all Level 1 and 2 sports fields.	Ongoing (Medium)	Strategic City
	Integrate recreation and leisure needs that are specific to CALD communities into the planning and design of public spaces and reserves (eg shade and shelter for large social groups, contemplative spaces that suit activities such as tai chi, meditation, outdoor prayer, locations for performance, cultural events and temporary installations).	Ongoing (Medium)	Strategic City
	Plan and design open space to meet the recreational, social and leisure needs of seniors recognising the increasing demand for physical activity in seniors	Ongoing (Medium)	Strategic City
	Implementation of the Synthetic Surfaces Action Plan; ELS Hall Park#1, Christie Park#1 and #2.	High	Operations
	Investigation of the Synthetic Surfaces at Meadowbank Park Note: The ongoing provision of synthetic sports fields needs to be reassessed after the completion of ELS Hall Park #1 and Christie Park #1 and #2. Meadowbank Park is located on a former landfill site and will require a feasibility assessment prior to the consideration of their viability.	Medium	Operations
	Investigation of the Synthetic Surfaces at Magdala Park Note: The ongoing provision of synthetic sports fields needs to be reassessed after the completion of ELS Hall Park #1 and Christie Park #1 and #2. Magdala Park is located on a former landfill site and will require a feasibility assessment prior to the consideration of their viability.	Low	Operations
	Review criteria of sportsground categories (Level 1, 2, 3) and determine what elements should be in each category eg amenity buildings, car parks, access to public transport	High	Strategic City/ Operations
	Identify parks within the City that can provide additional netball facilities. Review the provision of netball facilities at Brush Farm Park including an audit of the condition of the courts and prepare a works program to upgrade as required	High	Strategic City/ Operations

Works

ITEM 2 (continued)





facilities.

Sport and Recreation Strategy 2016 - 2026

Strategic Focus Action Priority Responsibilty Goal 2 - Equitable Access for All The City of Ryde will provide fair and equitable allocation of sporting facilities and will work closely with the community

to provide for their changing sport and recreation needs.

The City of Ryde will focus on the distribution and accessibility of passive recreation opportunities across the City.

The City of Ryde provides sport and recreation facilities for the whole community through a balance between the provision of structured and unstructured opportunities.

Ground Allocation and Tenure	Continue to allocate and manage sports grounds in accordance with Council	Ongoing	Operations
management	adopted policies. Review annually. In line with BVR allocate sportsgrounds to associations for training and competition use. Ongoing monitoring to ensure equity for clubs.	(High)	
	Permit tenure arrangements over user funded capital improvements in accordance with Councils adopted policy. Review annually.	Ongoing (Medium)	Operations
	Map existing field layouts and link them to Council's GIS and booking systems.	High	Operations
	Acquire and implement software to provide a user friendly interface for bookings, allocations, payments, wet weather closures etc	Medium	Operations
	Develop criteria for assessing the level of commerciality when setting fees for leases/ licences.	High	Operations
	Work with associations and clubs on the scheduling of high demand sports (netball and soccer) to create additional opportunities to maximise the use of Council's facilities.	Ongoing (High)	Operations
Balance between provision and funding for structured and unstructured recreation opportunities	Continue to provide adequate funding for unstructured recreation improvements across the City in accordance with the IOSP and the Strategy	Ongoing (Medium)	Strategic City
S94 Plan and VPA'S	Ensure the updated S94 Development Plan includes eligible costed capital items in the Sport & Recreation Strategy and other adopted reports and studies for sport and recreation	Ongoing (High)	Strategic City
	Ensure Voluntary Planning Agreements reflect outcomes and recommendations of the Sport & Recreation Strategy and other relevant reports and studies	Ongoing (High)	Strategic City

ITEM 2 (continued)



Strategic Focus	Action	Priority	Responsibility
Goal 3 - We understand an	d respond to the needs of our Diverse Community		
	d to the changing needs of our diverse community by creating f ne future needs and preferences of our Community.	lexible spo	orts and recreation
Maintain an up to date understanding of the changing demographic and needs of the community in sport and recreation	Undertake regular reviews of the demographics of the Ryde community to allow for modifications to actions to continually meet community needs.	Ongoing (Low)	Community Engagement
Provision of recreation opportunities for youth	Undertake specific consultation with youth groups from a range of backgrounds and youth inter-agencies to gain a clearer picture of the recreation and leisure needs of the City's youth. Integrate the findings into Plans of Management, Masterplans and urban design guidelines.	Ongoing (Medium)	Strategic City
	Prepare an Outdoor Youth Space Strategy for the City of Ryde. Three proposed for the City of Ryde- one in each ward.	High	Strategic City
	Progressively develop an outdoor youth space- Central Ward	High	Strategic City
	Progressively develop an outdoor youth space-West Ward	Medium	Strategic City
	Progressively develop an outdoor youth space- East Ward	Low	Strategic City
	Include the potential for a dedicated youth area linked to outdoor facilities in the feasibility study for a new indoor sport and recreation centre.	Ongoing (High)	Strategic City
Facilitate a range of sport and recreation programs that will appeal to the diverse Ryde Community	Establish partnerships with local agencies, groups and state sporting associations to develop a recreation program that targets those groups that have a low participation rate	Ongoing (Medium)	Operations
	Increase opportunities for these low participation groups to participate in existing programs by reviewing location, timing and cost.	Ongoing (Low)	Operations
Commitment to "Girls make your move" initiative of the Commonwealth Government	Undertake a study to understand the needs and preferences for women in sport and recreation. This study should include an analysis of the barriers to participation for women in the City of Ryde.	Medium	Strategic City
	Following the completion of the Study, develop a Women in Sport policy that is to set the priority actions to eliminate barriers to participation in sport and recreation.	Medium	Operations

Sport and Recreation Strategy 2016 - 2026

Strategic Focus	Action	Priority	Responsibilty
Offer a diverse range of sport and recreation opportunities for the diverse CALD community living in	Work with local sporting clubs and associations to promote a welcoming attitude amongst members and develop plans, policies and procedures to support inclusion of the CALD community.	Ongoing (Medium)	Operations
Ryde	Build partnerships with local community organisations that are connected with the groups you are aiming to work with, such as youth organisations, multicultural agencies and disability service providers.	Ongoing (Medium)	Strategic City/ Operations
	Integrate any recreational and leisure needs that may be specific to CALD communities into all planning and design for public spaces, places and reserves.	Ongoing (Medium)	Strategic City/ Operations
Creation of sport and recreation facilities that support participation of a diverse community	Review the design and location of sports amenity buildings to ensure appropriate physical access to facilities and that the facility offers the suitable access to equipment and amenities such as male/female change rooms, ramps (permanent/portable), wide doors and disabled toilets.	Ongoing (High)	Strategic City/ Operations
Increase the awareness of the sport and recreation facilities provide by Council and how to access them	Prepare information on sport and recreation in different languages that provide information on location of facilities, how to join a club, how to participate in sport and recreation	High	Community Engagement
	Promote local public transport links for players to attend training and games.	Ongoing (High)	Operations
	Promote messaging by clubs in different languages	Ongoing (Medium)	Operations
Become more responsive to the changing needs of the community with after hours and casual sport and recreation	Investigate alternate methods of providing for sport and recreation before and after work such as personal trainers and Indoor facilities (such as the RALC and the RCSC)	Low	Strategic City



Strategic Focus	Action	Priority	Responsibility
Commitment to creating flexible and adaptable spaces for sport and recreation	During the preparation of masterplans for open space, consideration of the future needs of the community should be undertaken and the design of the open spaces should enable adaptability to need user needs and preferences.	Ongoing (High)	Strategic City
	Undertake a feasibility study to determine the need, viability, site location, facility mix, indicative capital cost, concept plans, financial projections, and management arrangements for the development of an indoor sport and recreation centre.	High	Strategic City
Commitment to the provision	Undertake a recreation facilities demand study	High	Strategic City
of sporting facilities to cater for the needs and demands of the community	Establish an Asset Management Plan for all of Council's recreation and sporting facilities	High	Operations
Goal 4 - Our Facilities are fit	t for purpose		
The City of Ryde will ensure sport and recreation they are	the design of all sports and recreation facilities are fit for purpo e providing for.	se specific	to the levels o
Integration with Other Studies	Integrate passive recreation opportunities into sports reserves, eg circuit paths, seating, shade, playgrounds, picnic/ bbq and informal kickabout space (especially in Level 1 and 2 sportsgrounds such as ELS Hall, Meadowbank, Marsfield and Morrison Bay parks)	Ongoing (High)	Strategic City
	Integrate recreation and leisure needs that are specific to CALD communities into the planning and design of public spaces and reserves (eg shade and shelter for large social groups, contemplative spaces that suit activities such as tallichi, meditation, outdoor prayer, locations for performance, cultural events and temporary installations)	Ongoing (Medium)	Strategic City
	Create more extensive shaded areas through tree planting and shade structure in major open spaces such as Brush Farm and Blenheim Parks	Ongoing (High)	Strategic City
	Implement the recommendations of the Children's Play Implementation Plan (2013) and incorporate into Plans of Management and S94 Plans.	Ongoing (High)	Strategic City
	Investigate opportunities for incorporating informal water play features as part of new/ upgraded playgrounds in one or two major recreation parks.	Medium	Strategic City
	Progressively implement the recommendations of the Parks Access Review (2013) in terms of access to parks and associated facilities (eg parking, toilets, plant areas etc.)	Ongoing (High)	Strategic City

Continue to provide improvements to Council's dog off-leash areas. This may

Plan and design open space to meet the recreational, social and leisure needs of

seniors eg. Walking paths, fitness circuits, seating with shade, disabled access,

include fencing, shade, shelter etc.

fitness equipment and ample nature trails.

Ongoing

(Medium)

Ongoing

(High)

Strategic City

Strategic City

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Sport and Recreation Strategy 2016 - 2026

ITEM 2 (continued)

Strategic Focus	Action	Priority	Responsibilty
Regional Planning	Continue to support the regional planning and management of sport and recreation facilities within the North Subregion of Sydney and NSROC and adopt policies and principles agreed by the NSROC General Managers Advisory Group (GMAC).	Ongoing (High)	Operations
	Review internal procedures to enable operating and maintenance costs of sports grounds and synthetic surfaces to be accurately measured including the separation of informal community use from formal sport.	High	Operations
	Consistent with the NSROC Regional Sportsground Management Strategy, 2011 (refer Supporting Resources Document: Volume 1) develop a strategy for the rationalisation and redevelopment of bowls clubs for other sport, recreation or community uses.	Medium	Strategic City
	Pursue formal partnerships with Macquarie University and schools to avoid duplication of facilities	Medium	Strategic City
Facilitate cycling and walking across the City	Undertake a walkability audit across the city consistent with guidelines prepared by the Premiers Council for Active Living	Low	Strategic City/Asset Systems
	Integrate parks and open space into a walking network for the city that links with other generators and attractors	Medium	Strategic City
	Endeavour to create shared use walk/ cycle paths in connecting the open space network	Ongoing (High)	Strategic City/Asset Systems
	Ensure the Bicycle Plan continues to recognise the importance of recreational cycling as a key objective	Ongoing (Medium)	Strategic City/Asset Systems
	In consultation with walking and cycling groups and the Bicycle Committee identify and prioritise opportunities for lighting of walk/ cycle paths to provide safe evening access for walking/ cycling.	Ongoing (Medium)	Strategic City/Asset Systems
	Inform Council's Bicycle Committee of priorities for improving cycling from consultation undertaken for the Sport & Recreation Strategy	Ongoing (Medium)	Strategic City/Asset Systems
	Ensure that new developments make provision for walking/cycling and form part of S94 contributions or Voluntary Planning Agreements.	Ongoing (High)	Strategic City

ATTACHMENT 1



Strategic Focus	Action	Priority	Responsibility
A programmed approach to the implementation of synthetic surfaces, field lighting and all	Construction of a synthetic football field sultable for shared use by AFL/ soccer at ELS Hall #1 and develop a new turf wicket between Marsfield #1 and #2 to accommodate the relocation of cricket.	High	Project Development/ Operations
playing field remediation projects,	Construction of synthetic surfaces at Christie Park #1 and #2.	High	Project Development/ Operations/Strategic City
	Establish user pays sinking funds to cover (or contribute to) the net capital cost to Council of establishing and/ or replacing synthetic surfaces in Council's fees and charges.	High	Operations
	Develop a forward planning program for the delivery of sportsfield renewals including geotechnical studies, soil profile analysis and field design.	High	Strategic City/ Operations
	Given their high capital cost, the development of each synthetic sports field should be subject to the completion of a detailed business case. The Draft Synthetic Surface Action Plan has undertaken a preliminary assessment of priority sites, but variables may emerge through the completion of the business case (eg planning/ zoning constraints, adverse geotech conditions, or cost/ availability of services). For this reason it is recommended that Council adopt a flexible approach to the implementation of the Action Plan.	Ongoing (Low)	Strategic City

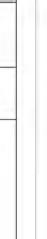
Agenda of the Works and Community Committee Report No. 5/17, dated Tuesday 18 July 2017.

Sport and Recreation Strategy 2016 - 2026

Strategic Focus	Action	Priority	Responsibilty
Goal 5 - We provide inclusive and accessible sport and recreation			
	The City of Ryde will design sport and recreation facilities to maximise access for people of all abilities. This will include the design of physical access to sport and recreation facilities and the planning of programs to eliminate barriers for access and participation.		
Design of open spaces that support passive recreation to ensure access of people of all abilities	Create picnic areas that allow for adequate movement space for people who use wheelchairs, crutches, motor scooters or walkers etc. High priority locations include Putney Park, Banjo Paterson Park, Brush Farm Park, Field of Mars, Kissing Point Park and Ryde Park	Ongoing (High)	Strategic City
Modify existing park buildings to provide for improved access to people of all abilities	Undertake a review of park amenity buildings against accessibility principles. This should include provision of accessible toilets and access to the building, reduction of the tension on doors to make them easier to open for individuals with decreased balance/strength.	High	Operations
Creation of a network of pathways across the City that offer opportunities for people with restricted mobility.	Complete and audit of the Ryde River Walk and Shrimpton's Creek Parklands Trail with the intention of improving access.	Medium	Asset Systems
Provision of adequate accessible carparking	Review the provision of accessible car parking spaces within or near to open spaces (including on and off street).	Medium	Asset Systems
Support the accessibility of sport and recreation opportunities through a suitable maintenance regime.	Increase maintenance frequency of key open spaces to ensure access to facilities is maintained.	Ongoing (Medium)	Operations
Continue to make play walkable to the majority of the community to ensure everyday accessibility and to encourage physical activity and mental wellbeing.	Ongoing implementation of the Children's Play Implementation Plan, particularly local park upgrades.	Ongoing (High)	Strategic City
Provide areas that enable people with mobility limitations to exercise their dogs through the creation of enclosed dog off leash areas in accordance with the Study on the Provision of Recreation Areas for Dogs in the City of Ryde, July 2010.	Creation of enclosed free running dog parks with associated facilities such as seating, picnic tables, landscaping, trees, shade, dog water bowls etc. High priority focus locations Denistone Park, ELS Hall Park, and Olympic Park.	Ongoing (Medium)	Strategic City

ITEM 2 (continued)





Strategic Focus	Action	Priority	Responsibility
Provide the community with a range of viewing areas of community sport for the eklerly and for people with access limitations. During the masterplanning of open spaces, consider what opportunities there are to offer spectator seating from vehicles or nearby to car parking areas. Priority locations including Meadowbank Park, ELS Hall Park, Christie Park, Magdala Park, Waterloo Park		Ongoing (Medium)	Strategic City/ Operations
Offer opportunities for people of all abilities and ages to participate in recreation and sport programs.	es to participate abilities such as Seniors (Heart Moves) and school holiday programs. Integrate		Operations
Encourage and support local clubs that have a policy of inclusion - regardless of age, gender, race and ability, all members have an equal opportunity to participate in sport and recreation at a level they choose.	Work with local sport and recreation clubs to Identify areas for improvement in the provision of facilities so that all members have appropriate physical access to facilities by offering equipment and amenities such as male/female change rooms, ramps (permanent/portable), wide doors and disabled toilets. Offer training and support for volunteers and staff to ensure all members feel welcome. Promote a welcoming attitude amongst members and develop plans, policies and procedures to support inclusion and promote respect, integrity and leadership. Consider members' needs when planning and delivering training sessions. Promote local public transport links for players to attend training and games. Encourage members/volunteers to support inclusive practices and promote a welcoming environment for everyone.	High	Operations
Pro-active planning for sport and recreation opportunities for an ageing community	port and Undertake community consultation to understand the needs of older people		Strategic City/ Community Engagement

ITEM 2 (continued)

Sport and Recreation Strategy 2016 - 2026

Strategic Focus	Action	Priority	Responsibilty		
Goal 6 - Our community wi	Goal 6 - Our community will be aware of our facilities and programs				
management and success of	The City of Ryde will actively engage with our community and partners to support and promote the sustainable growth, management and success of our local clubs and associations.				
The City of Ryde will continu and recreation facilities and	ue to advocate the benefits of a healthy and active lifestyle by programs in the City.	omoting th	e variety or sport		
	in a transparency in the management of all sport and recreatior /heeled Sports) Advisory Committee where proactive engageme ies and priority setting.		-		
Increase community and stakeholder engagement with sport and recreation decision making	Encourage clubs, associations and stakeholder groups to distribute sport and recreation communiqués to their members and promote events and activities and participation opportunities.	Ongoing (High)	Operations/ Community Engagement		
Inform the community on a regular basis using a variety of methods to increase awareness of and participation in sport and recreation pursuits.	Increase the use of social media as a platform for communication of programs, ground closures, opportunities to comment on upgrades and so on.	Ongoing (High)	Community Engagement/ Operations		
Increase communication of sport and recreation opportunities with the CALD Community	Increase and diversify the communication methods to ensure the messages reach all people in our community. Consideration of alternate communication methods, such as providing information accessible in different languages	Ongoing (High)	Community Engagement/ Operations		
Maintain a commitment to the Active in Ryde program and plan for further expansion into the CALD community and the other disengaged groups	Undertake a review of the Active in Ryde program to ensure that it is adequately resourced and sustainable into the future. As part of the review: Clarify the program's strategic objectives and performance measures Engage with existing program partners and participants to identify what is working well and needs improvement Determine most effective means of expanding guided walking program and other fully booked programs that are consistent with strategic objectives Analyse marketing arrangements and potential improvements Identify management and delivery improvements Identify resourcing priorities for the future	Medium	Operations		



Strategic Focus	Action	Priority	Responsibility
Liaise with Macquarie University with the purpose of collaboration and promoting of recreation opportunities for the worker, student and residential communities.	Develop a partnership arrangement with Macquarie University to promote recreation programs and access to sports and recreation facilities on campus	Low	Strategic City/ Operations
Support local clubs and associations to operate their clubs effectively and sustainably.	Develop a program for supporting the administration of local clubs and associations through training programmes. This could include workshops and seminars in first aid, governance, working with children, volunteer management, inclusiveness and working with Council.	Ongoing (High)	Operations
	Develop a program to work with local clubs to increase the understanding for managed growth. This should include discussions about how to manage growth due to finite recreation and sporting resources. Conversely develop a program to work with sporting clubs where their participation is declining.	Ongoing (High)	Operations
	Engage with state sporting organisations to work closely with local clubs and associations.	High	Operations
	Utilise the capacity of peak sporting bodies to provide support and leadership to clubs in the development of policies and management practices.	Ongoing (High)	Operations
	Enhance the information provided directly to sportsground users to encourage greater knowledge, care and ownership of issues associated with the sportsground service and management	Ongoing (High)	Operations
Increase Information provided to the community about the unstructured recreation opportunities in the City	Update web page to provide additional information on unstructured recreation opportunities including, playgrounds, water base recreation, dog of leash areas, outdoor fitness areas etc.	Ongoing (High)	Community Engagement

Sport and Recreation Strategy 2016 - 2026

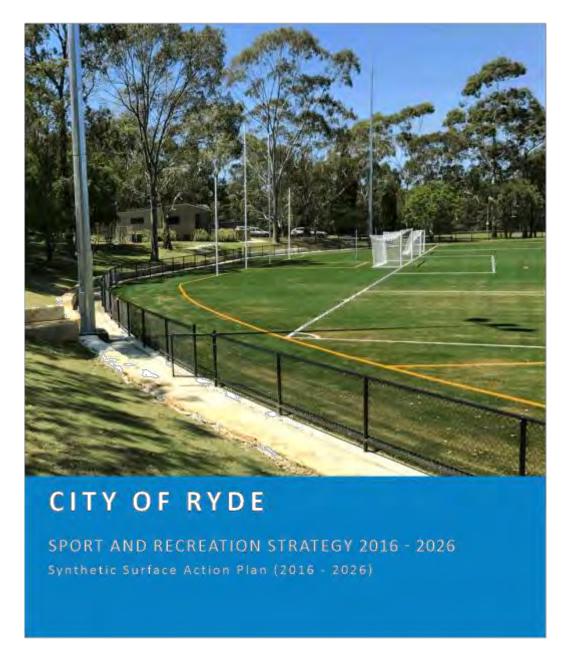
Strategic Focus	Action	Priority	Responsibilty
Improved communication of the opportunities for walking and cycling in the City	Prepare a Wayfinding Plan in keeping with the Walking and Cycling Strategy (as above) with particular emphasis on: Off-road routes that link school, work and home through the public open space network Recreational circuits with distances and walking times identified Routes that can be readily undertaken by those with a disability Links between walking routes and public transport stops. The Plan should draw on all media in an integrated fashion including in-field maps, signage, brochures, phone enabled GPS and web (including Council's website), etc.	Medium	Strategic City
Goal 7 - Sustainable manag	ement of facilities and Sport		
	e to work with clubs and associations to promote sustainable g n sustainable of the physical assets will be maintained.	rowth and	development
User Group Contributions to Capital Improvements	Consider granting of licences (up to 5 years) for club/ association funded development of canteens/clubhouses/amenities. Ensure that granting of a licence complies with provisions of Local Government Act 1993 (including S47A)	Ongoing (Medium)	Strategic City
	Review the Sports Ground User Fees and Contribution Policy to permit the granting of preferred allocation over playing areas, in return for capital contributions to improvements subject to consistency with the Sport & Recreation Strategy, the term of the preferred allocation to be dependent on the value of contribution and for a finite period of less than 10 years and the facility continues to be available for shared use and is accessible to other community users. Align with Community Buildings Licensing Policy with regards to Council's subsidies aligning with the tenants capacity to contribute and the level of community benefit. Sportsground user fees are outlined in the Sportsground User Fees and Contributions Policy. The policy applies to all sportsgrounds located in the City of Ryde. Broadly the goal of the policy is to ensure sustainable and equitable use of Council's sportsgrounds. Refer to page 18 of supporting reference documents. Fees and charges are reviewed annually and are updated in the fees and charges section within the one year Operational Plan. In addition fees and	High	Operations
	charges are set in accordance with other NSROC Councils. Ensure priorities for annual capital works program are consistent with the Sport & Recreation Strategy	Ongoing (High)	Operations



Strategic Focus	Action	Priority	Responsibility
	Where one-off requests for upgrading areas are received they should be assessed against the following criteria: Primary Criteria Alignment with Sport & Recreation Strategy Increased capacity and supply of field hours for sport (eg lighting, synthetic or hybrid surfaces, drainage/ ground improvements) Cost to Council Alignment with existing demand and future participation forecasts Secondary Criteria Main user beneficiaries (amateur, semi-professional, professional) Benefits to other user groups/ community Impact on accessibility and/ or participation opportunities for people with disabilities Likelihood of increasing operating efficiency or significantly reduce maintenance costs Addresses safety/risk management issues Extent of capital contribution by dub/ association Demonstrated financial/ management capacity of club/ association Likelihood of securing other external funding Implications if work does not proceed	Ongoing (Medium)	Operations
Sports ground maintenance	In line with other Councils in NSROC, adopt a maximum threshold of 30 hours per week for playing field usage. Work with the Sport and Recreation Advisory Committee to determine the ongoing management. Expand the criteria to include the intensity of use, type of sport and time of year.	Ongoing (High)	Sports and Recreation
	Improve maintenance practices by: Adapting and implementing the 'effective hours of use' model prepared by Labosport to more accurately identify and monitor field use carrying capacity and user impacts Adopting the recommendations of recently completed investigations undertaken by furf management specialists and reviewing budget allocations An increase in capital investment in recreation and sporting facilities will require an increase in maintenance budgets to keep pace with an increase in facilities. New types of facilities eg synthetic playing fields require different maintenance regimes and may require capital costs for special maintenance equipment Consider the utilisation of hybrid turf technologies in high wear areas (eg goal mouths)	Ongoing (High)	Sports and Recreation



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Through its role in sport and recreation planning and management, the City of Ryde will contribute to the lifestyle, health and wellbeing and social cohesion of Ryde.





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Synthetic Surface Action Plan (2016 - 2026)

City of Ryde

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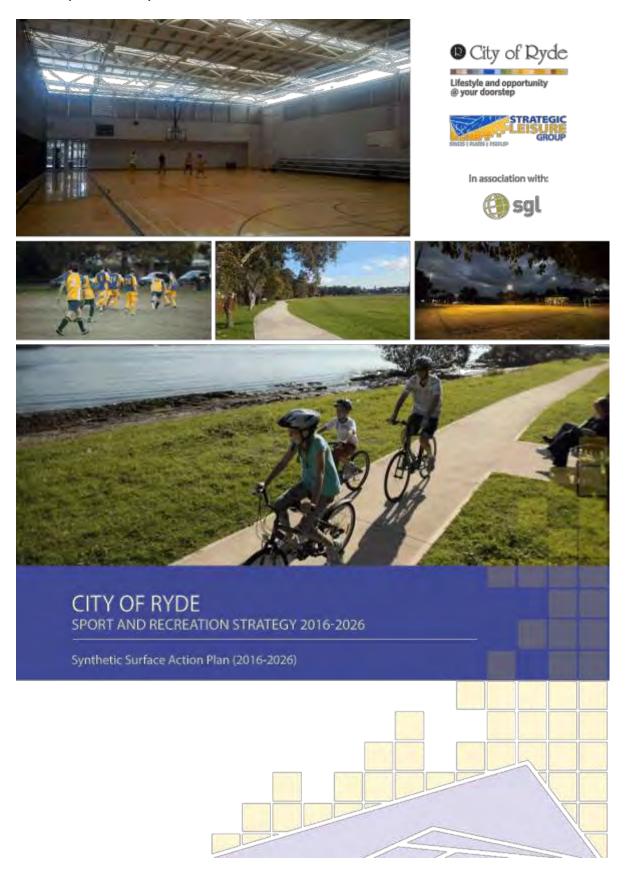
Prepared By:

This plan has been prepared by the City of Ryde in partnership with Otium Planning Group, formerly Strategic Leisure Group, SGL Consulting and Parkland Planners.

Document Control:

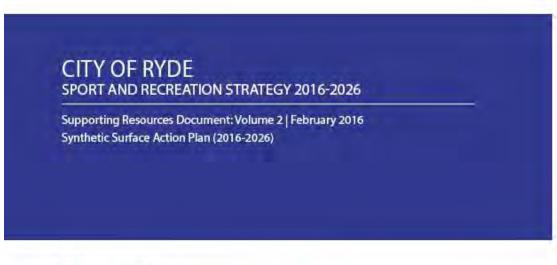
Issue	Date	Status
A- Draft	November 2015	For Review
B- Final Draft	February 2017	For Exhibition
C- Final	June 2017	For Adoption

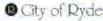






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1 STUDY FRAMEWORK

1.1 STUDY PURPOSE

As an extension to the completion of the City of Ryde Sport and Recreation Strategy, Strategic Leisure Group was asked to prepare a specific action plan for the provision of synthetic sports fields in the City of Ryde.

The continuing over utilisation of sports fields in Ryde is leading to poor surface quality of many of the City's most significant facilities impacting on availability and functionality. This issue has been previously addressed from varying perspectives by the following studies:

- Best Value Review: Allocation and Management of Sportsgrounds (2011)
- Synthetic Sports Surfaces Study (2013)
- Sports Field Assessment Report (2015 May and August)

This study aims to develop a specific action plan for the provision of synthetic sportsfields over the next tenyears.

1.2 STUDY TEAM AND PROCESS

The purpose of this study was to: Provide key objectives, principles and policy recommendations on the provision of synthetic surfaces over the next ren (10) years.

Key elements of the scope included:

- Identify immediate and future needs for synthetic surfaces
- Outline specific guidelines and policy directions for future provision and management
- Provide a basis for future decision making incorporating the following:
 - Meeting needs support new or redeveloped facilities that meet the needs of sport and the community

- Capacity and quality increase the capacity of existing surfaces and ensure provision and maintenance of high quality surfaces
- Funding contributions ensure fair and equitable contributions from Council, associations, clubs and other users towards management and redevelopment of existing facilities
- Targeted provision Prioritise the renewal of existing facilities based on need, sustainability and ability to increase participation in sport and physical activities
- Specific recommendations for policy, enhancing existing facilities, new provision, and management

1.3 STUDY APPROACH

The study process comprised the following:

- Integration of research and consultation with the Christie Park Master Plan and monitor any Council intentions regarding the synthetic surface at ELS Hall Park
- Review of NSROC Regional Plan for Synthetic Sports Fields
- Review of current/ planned synthetic surface provision in neighbouring NSROC Councils
- Detailed analysis of current seasonal allocation and usage of playing fields.
- Analysis of condition of existing playing fields (from recent reports and discussions with Council officers)
- Analysis of current and historic participation levels in relevant field sports (ie AFL, football, rugby league, rugby union, cricket, hockey, touch)
- Preparation of notional demand projections for relevant sports to cater for predicted population growth over the next 10 years

- Assessment of the notional impact of projected demand on existing sports fields.
- Assessment of options for addressing projected demand (e.g. synthetic surfaces, installation of lighting, changed uses)
- Estimation of the number, and indicative cost, of synthetic surfaces required to address projected demand in the City of Ryde over the next 5 years initially, and subsequent 5 years.
- Review of site selection criteria contained in the City of Ryde Synthetic Sports Surfaces Study, and considerations that need to be undertaken prior to selecting a site for a synthetic surface
- Meetings with Council officers

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City of Ryde Sport and Recreation Strategy 2016-2026

2 REGIONAL CONTEXT

As of November 2015 there are ten (10) existing rectangular synthetic playing fields in the Northern Sydney Region of Councils area (NSROC) that are used for multiple sports. Two of these are located at private schools in Ku-ring-gai and Hornsby Council areas. There are five (5) existing synthetic fields dedicated for hockey use only, two of which are situated at schools in the

Ku-ring-gai Council area. Eight (8) multi-use synthetic surfaces are planned within the NSROC region.

Current and proposed provision of multi-use synthetic surfaces are outlined at Table 1 and Table 2 and illustrated at Map 1.

Table 1: Existing synthetic surfaces in NSROC area

LOCAL GOVERNMENT AREA AND LOCATION	DETAILS
Ku-ring-gai - Charles Bean Sportsfield	One rectangular field
Ku-ring-gai - Pymble Ladies College	One rectangular field
Ku-ring-gai - Creative Arts High School	One synthetic hockey field
Ku-ring-gai - Abbotsleigh College for Girls	One synthetic hockey field
North Sydney - Cammeray Park	One rectangular field (completed 2015)
Willoughby - Northbridge Oval	One sports field with two football pitches and cricket oval with cricket wicket on a hydraulic platform
Willoughby - Thomson Park	One rectangular field (completed 2015)
Lane Cove - Blackman Park	One sports field with two rectangular fields incorporating an AFL and cricket oval, with the cricket wicket installed on a hydraulic platform
Hornsby - Pennant Hills Park	One rectangular field (completed 2015)
Hornsby - Barker College	One sports field
Hornsby - Pennant Hills Park	Two synthetic hockey fields
Ryde - Keith Thompson Hockey Centre	One synthetic hockey field

Table 2: Proposed synthetic surfaces in NSROC area

LOCAL GOVERNMENT AREA AND LOCATION	DETAILS
Ku-ring-gai - North Turramurra	One rectangular field
Ku-ring-gai - Norman Griffith Oval	One rectangular field (scheduled 2016)
North Sydney - Anderson Park	One rectangular field
Willoughby - Chatswood High School	One rectangular field
Willoughby - Gore Hill Park	Oval with two rectangular fields
Hornsby - West Epping Park	Two rectangular fields





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2.1 NSROC SYNTHETIC SURFACE PLANNING

A recently completed regional plan for synthetic sportsfields! found a strong indication that "...demand for access to consistently available playing areas for field sports outstrips supply of available facilities [in NSROC] and that the gap will widen as population in northern Sydney continues to grow. It also noted that the region does not have large greenfield areas to develop new sports fields to meet forecast demand. Potential strategies to increase the supply of sportsfields included:

- Developing sports fields on greenfield sites (opportunities limited but examine possible conversion of land to open space eg former tip or industrial sites)
- Increase community use of existing natural turf or school sports fields
- Community access to synthetic sports fields in schools, including private schools
- Increasing the maintenance regime on natural turf sports fields for increased training and competitions (may require significant capital costs on drainage and irrigation)
- Improving floodlighting to spread the load on natural turf surfaces
- 6. Convert natural turf to synthetic surfaces

The study notes a number of advantages that synthetic sports fields have over natural turf including:

- Fields are not affected by reduced or increased rainfall
- They can sustain significantly higher use than natural grass
- They require lower ongoing maintenance than natural turf surfaces
- Fields can provide a consistent and safe surface year round

Floodlighting of synthetic fields is imperative to optimise capacity for training and competition use. The report notes that the additional infrastructure required to generate increased use can negatively impact on the local community, and community concerns need to be taken into account in the developmental stage.

While the report notes that the construction of additional synthetic sports fields will satisfy some of the demand pressures, developing a "a large number within a short time frame does not provide the opportunity to assess the regional impact when a facility is opened" and there is a risk that "...a point will be reached if too many synthetic surfaces are established that revenue will be inadequate to cover operating and replacement costs." The report recommends that a detailed feasibility study and business case be undertaken prior to developing a synthetic sports field. Once the synthetic fields already in the planning phase are developed their usage should be evaluated to avoid oversupply.



4

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SQL Consulting Group. "Northern Sydney Regional Organisation of Councils: Regional Plan for Synthetic Sportsfields", 2015

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2.2 CITY OF RYDE SYNTHETIC SURFACE PLANNING

Previous work² in relation to the provision of synthetic sportsfields in Ryde was conducted in 2013. Key findings included:

- Key sports that would probably need to accommodate growth over the next two decades were seen as:
 - Football (soccer)
 - Australian Rules Football
- Hockey
- Rugby Codes
- The city would be unlikely to be able to accommodate growth just with the current natural sports turffacilities, and recommended that:
 - Due to the growth in demand, Council consider using the synthetic turf technology in order to satisfy growing demand for sporting facilities and reduce the financial impost on Council due to the additional maintenance and renovation cost that will be needed should natural turf fields continue to be over utilised.
- By the end of 2013 a new standard called "One Turf Standard" is expected to be adopted by soccer, AFL and rugby/ touch/tag, and recommended that:
 - Council adopt the Multi-sports standard of "One Turf Standard" for its site chosen at ELS Hall Park Field No. 1.
- Recommended that Council adopt the following strategic focus and principles when considering the case of synthetic surface technology:
 - a. Vision (outcome):
 "More people recreating, playing sport more often in Ryde by providing quality, safe and appropriate facilities."
 - b. Mission (purpose)
 - "To use the technology of synthetic surfaces to allow for greater use by the community who wish to recreation and play sport, by satisfying the demand and encouraging development opportunities."

The following key principles were recommended:

- Priority alignment with Council's strategies, policies and plans for assets and participation, and with external stakeholders and legislation.
- Accessible and promotes social inclusiveness design, management and positioning encourages participation, particularly amongst key target groups.
- Environmental integration environmentally friendly design that integrates into the natural environment.
- Participation pathway development meets current demand and provides opportunities for broader participation.
- Economically Prudent investment linked to priorities and principles and seeks out partnership opportunities.
- A preliminary assessment of all sports fields was undertaken with ten identified for further assessment. From these, four potential sites were identified and assessed.
- ELS Hall Park Field #1 recommended as a multisports field incorporating a One-Turf Standards so that Football (soccer), Rugby (Tag and Touch), Australian Rules and Cricket be played there.
- Christie Park Field #2 recommended to be considered as a second site, subject to the repositioning of the complex as a community football centre with a clear strategic focus on being more community inclusive.
- Eastwood Park Upper Oval not recommended due to issues associated with late night use and impacts on surrounding residents
- Magdala Park #1 not recommended due to issues associated with former use as a tip site

[:] Smart Connection Company and SLS One Eighty. "City of Ryde Synthetic Sports Surfaces Study", October 2013





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City of Ryde Sport and Recreation Strategy 2016-2026

3 FIELD USAGE AND SUSTAINABILITY

An analysis of the existing usage of sportsfields was undertaken. This analysis incorporated the following key elements:

- Main focus was placed on the winter sports season.
 This is due to higher participation levels, field demand, the subsequent impact on the fields and the lack of natural recovery (natural turf is largely domant during this period).
- To ensure a consistent measure was used to assess current utilisation, a standard field was assumed to be equivalent to one full sized football field (football/league/union). Therefore, an oval large enough to accommodate two football fields (e.g. ELS Hall) was considered to be two fields rather than one.
- Council's booking system was interrogated to establish the number of hours booked per field.
 One 'field hour' is equivalent to the use of one full sized football field used for 1 hour.

Council has commissioned a number of recent studies into the condition and management of its sports fields. The most recent of these was completed by Labosport in May and August 2015. Key findings of the Labosport studies include:

- Fields with over 30 hours per utilisation per week "would be expected to produce a surface of very poor, and most likely unacceptable, quality by the latter part of the football season" (May report, p23)
- 22.5hrs per week is regarded as the maximum effective usage (May report, p4)

- Areas of high utilisation and subsequent impacts were identified
- Poor surface quality at specific grounds studied was observed
- Surface quality is impacted at some grounds by localised high wear areas, generally penalty boxes and "significant improvement could be achieved by focussing on remedying these localised areas" (May report, p57)
- Overall usage of Council fields is very high and "realistically above the maximum usage capacity of several fields" (August report, p4)
- It appears that the City of Ryde "invests less in in sports field maintenance on the whole than what we believe is optimum...better (more cost effective) strategy to limit damage done to a playing surface through intensive maintenance than it is to call upon a capital investment every few years to remedy the problem" (May report, p58)
- Several maintenance and/ or drainage improvement recommendations were made

The conclusions of the Labosport reports in relation to the carrying capacity of playing fields reinforce an earlier audit of five Council sports grounds undertaken by LivingTurf² which noted that once use of a sportsground exceeds 20 hours per week in winter, the laying surface will deteriorate; and if a field receives more than 30 hours per week usage then severe surface damage is expected.

3.1 USAGE VS SUGGESTED GUIDELINES

After interrogating Council's current booking system and applying the guidelines developed by Labosport, it was found that of Council's 51 winter sportsfields, 45% were utilised for more than the recommended 22.5hrs per week. One third (33%) were used for more than 30hrs per week beyond which severe damage is expected. This is illustrated at Figure 1.

Figure 2 summarises all facilities equal to or above the 22.5 hour per week usage threshold as well as those above the 30 hour per week threshold. Columns with red edging indicate facilities that have been rated as having a poor surface either by Labosport or sporting groups. This does not mean that other facilities are necessarily considered to have a good surface as were not assessed. However, it is a useful to note that six out of the eight fields rated as poor had usage hours at, or above, 30 hours per week.

Reported in @leisure. "Best Value Review: Allocation and Management of Sportsgrounds, Volume 1, p9".

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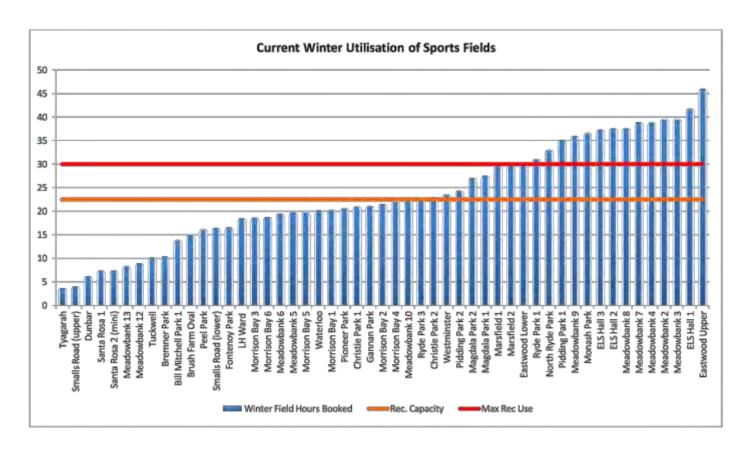
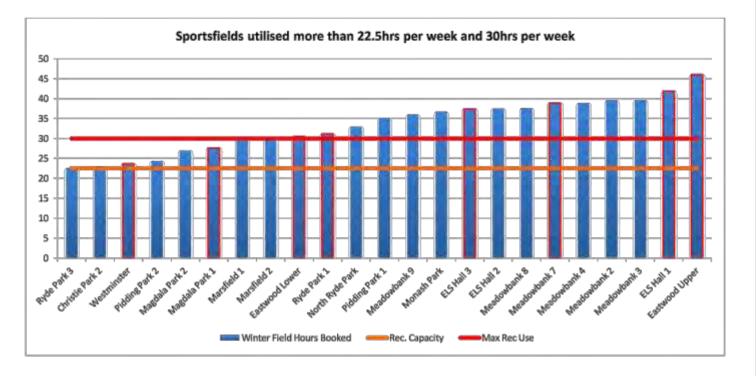


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Figure 1



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4 PARTICIPATION DEMAND FORECAST

In addition to current utilisation levels it is necessary to estimate the future demand for sports fields. Given that this study is focused on traditional outdoor winter sportsfields, this analysis has concentrated on football, rugby league, rugby union, AFL touch oztag and baseball. This has been carried out for both children's and adult participation. To estimate participation rates among children aged 5 – 14 years, ABS data on children's participation in sport and leisure was accessed'. Forecasts of adult participation were derived by analysing ERASS survey data for persons aged 15 and over compiled under the auspices of the Australian

Sports Commission³. City of Ryde population forecast data⁴ to 2026 was then analysed in order to calculate an estimate of future participation.

The forecast population increase in the City of Ryde from 2016 to 2026 indicates that the number of people aged between 5 and 14 will increase by approximately 1,534. Table 3 shows the expected number of new participants based on the participation rate for each sport. This is then converted into an estimated number of new teams based on assumptions of number of participants per team.

Table 3: City of Ryde: Forecast additional children's participation in selected sports (2016-2026).

SPORT	PARTICIPATION RATE	PARTICIPANTS	PARTICIPANTS/ TEAM	ESTIMATED NO OF TEAMS
Basebail	0.7%	10.7	9	1,2
Australian rules football*	8.1%	124.3	14	8,9
Rugby league	3.9%	59.8	12	5.0
Rugby union	2.1%	32,2	12	2.7
Football (soccer)	14.3%	219.4	.12	18.3
Touch/ Oztag	1.8%	27.6	10	2.8
Trital		470,0	4.0	38-8

Between 2016 and 2026 it is expected that the number of people aged 15 years and over will increase by 12,070. Using the same methodology for 5 to 14 year olds, the estimated number of new participants and teams for each sport is calculated based on the projected population increase.

Table #: City of Ryde: Forecast additional adult participation in selected sports (2016-2026)

SPORT	PARTICIPATION RATE	PARTICIPANTS	PARTICIPANTS/ TEAM	OF TEAMS
Baseball	.0.2%	24.7	12	2.0
Australian rules football*	1.5%	181.1	22	8.2
Rugby league	1.6%	193,1	17	11.4
Rugby union	1.196	132.8	19	7.0
Football (soccer)	4.8%	579.4	15	38.6
Touch/ Oztag	3.7%	446,6	12	37.2
Total		1,557.0		104.4

Based on this methodology, in the selected sports there would be, over the next 10 years:

- An additional 474 participants aged between 5 and 14 forming approximately 39 teams
- An additional 1,557 participants aged 15 years and over forming approximately 104 teams
- ➤ Total participants of 2,031 or 143 teams

ABS, Children's Participation in Cultural and Leisure Activities, October 2012.

Australian Sports Commission: "Participation in Exercise: Recreation and Sport Survey ERASS). Annual Report 2011: "NSW tables.

Ad. Forecast 2016-2026 Population Change by 5 Year Age conocts



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City of Ryde Sport and Recreation Strategy 2016-2026.

4.1 CURRENT DEMAND

Using the threshold of a maximum of 30 hours use per field per week, the following facilities have been identified as over-allocated during the winter season of 2015.

Table 5: Over allocation of fields (winter 2015)

SPORTSFIELD	HOURS OVER THRESHOLD (30 HRS)		
Ryde Park 1	1		
North Ryde Park	3		
Pidding Park 1	5		
Meadowbank 9	6		
Monash Park	7		
ELS Hall 3	7		
ELS Hall 2	8		
Meadowbank 8	8		
Meadowbank 7	9		
Meadowbank 4	9		
Meadowbank 2	10		
Meadowbank 3	10		
ELS Hall 1 (a)	12		
ELS Hall 1 (b)	12		
Eastwood Upper	16		
Total	122		



As shown at Table 5, the total combined 'over-allocation' is currently 122 hours per week which, as outlined at section 3, is clearly impacting on the quality of these facilities.

Whilst there are a number of playing fields that may have some spare capacity (i.e. below 30 and or 22.5 hours) they are likely to require some form of upgrade (e.g. lighting) to accommodate additional use. This aspect is explored further in Section 6.

Nevertheless as it stands, without any change, the present over-allocation of 122 field hours per week represents a 'shortfall' in current supply to meet current demand.



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4.2 FORECAST FUTURE DEMAND

By utilising the estimated number of new teams over the next ten years (refer Table 6 and Table 7) and applying assumptions in regard to game and training requirements, an estimate of future field hour demand can be calculated. Table 6 and Table 7below show the forecast demand for field hours for both children and adults based on an assumed area (of a full field) required multiplied by the number of hours the area is required for games and training. Whilst this varies greatly between clubs, teams and age groups/ level of competition, the assumptions are viewed as a 'reasonable average' developed in consultation with Council staff.

Table 6: Forecast additional field hours generated by children aged 5 - 14 years (2016-2026

SPORT	ESTIMATED TEAMS	GAME AREA/TEAM	ASSUMED GAMETIME (HRS)	TRAIN AREA/TEAM	ASSUMED TRAIN TIME (HRS)	FIELD HOURS
Baseball	1.2	0.5	3	0.25	1	2.1
Australian rules football	8.9	0.7	1	0.35	1	9.3
Rugby league	5.0	0.4	1	0.2	1	3.0
Rugby union	2.7	0.4	1	0.2	1	1.6
Football (soccer)	18.3	0.4	1	0.2	1	11.0
Touch/ Oztag	2.8	0.25	1	0.13	0.5	0.9
Total Field Hours						27.8

Table 7: City of Ryde - Forecast additional field hours generated by adults 15 years & over (2016-2026)

SPORT	ESTIMATED TEAMS	GAME AREA/TEAM	ASSUMED GAMETIME (HRS)	TRAIN AREA/TEAM	ASSUMED TRAIN TIME (HRS)	FIELD HOURS
Baseball	2.0	1	5	0.5	2	12.1
Australian rules football	8.2	1	1.5	0.66	2	23.2
Rugby league	11.4	0.5	1.5	0.33	2	16.0
Rugby union	7.0	0.5	1.5	0.33	2	9.9
Football (soccer)	38.6	0.5	1.5	0.33	2	54.5
Touch/ Oztag	37.2	0.25	1	0.13	1	14.1
Total Field Hours						129.7

Based on this model, an additional 158 field hours per week would need to be provided to meet projected demand. This is equivalent to 5 new rectangular football fields.

4.3 GAP ANALYSIS SUMMARY

Without any action taking place, the 'over allocation' of current facilities (122 field hours) represents a short term gap between supply and demand which needs to be addressed as soon as practicable to improve the

quality and availability of sportsfields. Meanwhile, the forecast demand (158 field hours) represents a medium to long term gap which should be addressed over the coming 10 year period.



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City of Ryde Sport and Recreation Strategy 2016-2026

OPTIONS FOR IMPROVING SUPPLY 5

A number of options to address the supply gap outlined at section 4.3 were developed and discussed with Council staff. These included:

- 1. Increasing supply by creating 'new facilities' (e.g. using school facilities)
- Installing lighting and upgrading ancillary facilities to accommodate more use of under utilised fields
- Installing 'hybrid' (natural turf/ synthetic) surfaces to maintain surface quality
- Installing full synthetic sportsfields.

Given the high capital cost of installing synthetic sportsfields, an initial focus on other 'upgrade' options was undertaken as these could potentially increase existing supply at a relatively lower capital cost compared to full synthetics with less disruption to existing use. Once this analysis was completed options for developing synthetic sportsfields were considered.

5.1 EXISTING FIELD UPGRADE OPTIONS

Using Council's sportsfield data and discussing issues with Council staff, options to upgrade facilities and increase capacity/ utilisation were identified. following priorities were adopted:

- Fields that had under 30 hours allocated
- Fields that had no significant site constraints
- Fields that had potential for lighting
- Fields that are of a reasonable size to accommodate higher use

This review resulted in the upgrade options outlined in the table below. The amount of yield (potential additional field hours) provided by each facility upgrade was based on the difference between current utilisation and the maximum capacity of 30 field hours per week.

Table 8: Potential additional field usage hours from lighting upgrade options

SITE	POTENTIAL UPGRADE	INDICATIVE ADDITIONAL FIELD HOURS	COMMENT
Morrison Bay 2	Field lighting – as per scheduled program	+8	
Morrison Bay 4	Field lighting – as per scheduled program	+8	
Gannan Park	Relocate winter baseball to ELS Hall 2 and convert Gannan Park into two full size football pitches with lighting. Upgrade ancillary facilities to accommodate new use.	+39	This would enable a permanent home to be created for baseball and football at respective facilities and reduce changeover/ maintenance issues. Some training use of ELS Hall 2 for football would be possible
Smalls Road (upper)	Negotiate increased utilisation with DEC and install lighting	+26	Possibly considered in association with synthetic facility if the site is to be developed for education purposes
Meadowbank 12	Field lighting	+21	Underutilised area in major complex that could have multiple users
Tuckwell	Field lighting	+20	
Pioneer Park	Field lighting	+9	Small area
Santa Rosa 1	Field lighting	+23	Small area
Dunbar	Field lighting	+24	Potential issues/ conflict with athletics
Smalls Road (lower)	Field lighting	+14	Small area

Note: The potential upgrades outlined in this table are for planning purposes only. Consultation with sporting groups and surrounding residents has not been undertaken in relation to these items.

Along with existing high use fields (ie 30 hours plus), the impact of increased utilisation of these fields would need to be monitored. If the impact cannot be managed through traditional maintenance techniques, the utilisation of 'hybrid turf technology' could be implemented in 'high wear areas' and the properties of th(e.g. goal mouths) and/ or across an entire field if required.

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Synthetic Starfage Action Flan

SYNTHETIC SPORTSFIELD OPTIONS 5.2

In order to Identify and assess potential sites for Table 9-Ranking of powntial synthetic sportsheld-sites the installation of synthetic sportsfields, a two-step process was initiated. An initial cull of sites considered unsuitable due to factors such as inadequate size, ground conditions etc was made trefer Appendix A). This resulted in fifteen remaining sites for which further consideration was warranted. These sites were then assessed against the following selection criteria:

1. Size of the site

is the site of sufficient size to accommodate field(s) and car parking?

2. Accessibility to main roads and public transport Access to/ from major roads and public transport. Should have main road frontage not residential street

3. Suitable topography

The site should be relatively flat, have suitable stable soil conditions and be able to be protected from floods, high water table and not have a previous landfill or fill site history.

Is the site currently floodlit or capable of being floodlit?

5. Parking/internal access

Does the site have the capability to accommodate car parking (assume 80-90% of users will come by car), bus parking and group drop off /pick up.

6. Impact on current users

Will the development impact or displace current site

7. Neighbourhood impact

Would development create adverse neighbourhood impacts (eg noise, traffic, lighting and amenity) that could not be mitigated.

8. Future facility expansion capability

Can the site accommodate additional synthetic surfaces in the future?

9. Capital cost savings

Does the site offer substantial capital cost savings to Council (eg partnership with school, university,

A summary of site assessments is outlined at Appendix B. The most suitable sites for the potential development of synthetic surfaces are summarised at Table 9.

SPORTSFIELD	HOURS OVER THRESHOLD (30 HRS)		
Ryde Park 1	1		
North Ryde Park	3		
Pidding Park 1	5		
Meadowbank 9	δ		
Monash Park	7.		
ELS Hall 3	7		
ELS Hall 2	В		
Meadowbank 8	8		
Meadowbank 7	ā		
Meadowbank 4	9		
Meadowbank 2	10		
Meadowbank 3	10		
ELS Hall T (a)	12		
ELS Hall 1 (b)	12		
Eastwood Upper	16.		
Total	122		

For the purpose of this study, the potential available hours for a synthetic sportsfield were conservatively estimated at 54 hours per week ie 30 hours mid-week (6 hours per evening) and 24 hours over a weekend (12 hours per day). The potential additional yield from installing a synthetic surface is therefore 54 hours minus current hours of utilisation.

Note: As actions are progressively implemented to reduce existing over-utilisation of fields (whether by way of lighting helds or imitalling synthetic surfaces) the current rates of over-strillisation will reduce. No field should be utilised for more than 30 hours per week

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City of Ryde Sport and Recreation Strategy 2016-2026

6 IMPLEMENTATION PLAN

The Implementation Plan has been structured so as to address current over-utilisation issues, and over the next decade, address forecast demand brought about by population growth.

6.1 ONGOING ACTIONS

- Given their high capital cost, the development of each synthetic sportsfield should be subject to the completion of a detailed business case. This study has undertaken a preliminary assessment of priority sites, but variables may emerge through the completion of the business case (eg planning/ zoning constraints, adverse geotech conditions, or cost/ availability of services). For this reason it is recommended that Council adopt a flexible approach to the implementation of the Action Plan.
- It is strongly recommended that Council monitor the impact on demand of each new synthetic field development – whether with the City of Ryde or
- neighbouring Councils. Installation of synthetic sportsfields in other areas has been found to dramatically influence patterns of utilisation and demand.
- It is recommended that Council adopt a maximum of 30 hours per week usage of natural turf fields as severe damage can be expected beyond these levels.
- In addition to the short, medium and long term actions in this Action Plan, Council should consider the utilisation of 'hybrid turf technology' in high wear areas (e.g. goal mouths).

6.2 SHORT TERM ACTIONS

Table 10 outlines proposed short term actions to address the existing over-allocation of sportsfields of 122 hours.

Table 10: Short Term Actions

LOCATION	DEVELOPMENT	ADDITIONAL FIELD HOURS	COMMENT	
Morrison Bay #2	Install field lighting	+8		
Morrison Bay #4	Install field lighting	+8		
Gannan Park	Redevelop into two football fields with field lighting Upgrade ancillary facilities to accommodate new use.	+39	This could create a home for both baseball and football.	
Christie Park #1	Develop synthetic football field in line with master plan.	+33	Requires resolution of planning issues before	
Christie Park #2	Develop synthetic football field in line with master plan.	+31	proceeding and possibly amended Plan of Management	
ELS Hall#1	Revise design package and develop synthetic football field	+24	Added by Council to Short Term actions due to delay in ability to develop Christie Park (refer over page)	
Total Field Hours		+143		



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Synthetic Surface Action #Tan

Council wishes to proceed with the development of a synthetic surface at ELS Hall #1 as a Short Term action due to the delay in being able to develop synthetic surfaces at Christie Park resulting from the need to resolve planning and environmental issues at this location plus the fact that ELS Hall #1 can be developed comparatively quickly. A proposed design layout is illustrated at Appendix C. Council proposes to

develop a new turf wicket between Marsfield fields #1 and #2 to accommodate the relocation of cricket from EL5 Hall #1. Design layout options for Christie Park are illustrated at Appendix D.

From discussion with Council officers the likely time frames for developing synthetic surfaces at ELS Hall #1 and Christie Park are outlined at Table 11.

Table 3.1. Likely implementation time frame for synthetic surfaces at ELS Hall 4T and Christie hall

LOCATION	INDICATIVE COST	COMMENT
ELS Hall III	He-tender design package	Feb 2016
	Award tender	May 2016
	Commence construction (end of winter season)	Sept 2016
	Completion and ready for use in winter season	Mar 2017
Christie Park #1 & #2	Approval of master plan, consultation with community, sporting groups and National Parks and Wildlife for revised Plan of Management	Feb to July 2016
	Design documentation (including review of environmental factors)	Aug to Oct 2016
	Award terider	Mar 2017
	Commence construction (end of winter season)	Sept 2017
	Completion and ready for use in winter season	Mar 2018

If all of the developments above can be realised, they will yield a combined total of approximately 143 field hours. It is noted that the two Morrison Bay field lighting projects are already scheduled for the 2015/16 Financial Year.

Through the preparation of a Master Plan and Feasibility Report for Christie Park, the development of two synthetic sportsfields has revealed existing demand from local football bodies could completely utilise all available peak hours for 38 weeks a year (January to September) and over 50% of peak hours for 12 weeks (October - December).

Research for the Christie Park Feasibility Study shows that at least 50% of this use will be reallocated from

other facilities including ELS Hall, Magdala Park and Peel Park. This will contribute directly to addressing the overall over-allocation issue by reducing the use of ELS Hall (currently over-used) and/ or indirectly by providing an opportunity to re-allocate use from other over used facilities to Peel Park and/ or Magdala Park. The increased carrying capacity of the fields will also enable the Gladesville-Hornsby Football Association to schedule more local youth and senior games on the facility, once again reducing the impact on existing fields and creating greater capacity. Finally, concentration of 'pre' and 'post' season activities at Christie Park will also enable other fields to have a longer period to recover from, and be prepared for, the winter season.



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6.3 MEDIUM TERM ACTIONS

Proposed medium term actions are outlined at Table 12.

Table 12: Medium term actions

LOCATION	DEVELOPMENT	ADDITIONAL FIELD HOURS	COMMENT
Monitor impact on o actions.	demand of Short Term action	s. If demand warra	nts, proceed with Medium Term
Smalls Road (upper)	Develop synthetic football field	50	Potential for part funding by DEC. Subject to successful negotiations with DEC and implementation of acceptable community use agreement.
Meadowbank #12	Field lighting	21	

Given that capital funding is likely to be a concern for Council, the opportunity to partner with DEC should be investigated as soon as practicable. If a joint funding arrangement with DEC does not eventuate or does not align with the timing of future demand, then one of the Long Term options should be brought forward. Medium term

6.4 LONG TERM ACTIONS

Table 13: Long term actions

LOCATION	DEVELOPMENT	ADDITIONAL FIELD HOURS	COMMENT	
			s. If demand still indicates a need ocations to develop two additional	
Meadowbank #3	Potential synthetic football field	24	Could be primary alternative if Smalls Road negotiations stall.	
Meadowbank #2	Potential synthetic football field	24		
Christie Park #3 (new)	Potential synthetic football field	54	Requires specialist analysis due to site constraints. Likely higher capital cost should be analysed against the benefit of greater reduction in over-use hours compared to other options as this would be a greenfield site.	

It is critical that ongoing demand be monitored prior to implementing Long Term actions. Depending on which of the potential locations is adopted, the development of two additional synthetic fields would contribute between 24 hours and 54 hours toward the forecast remaining long term short fall of 63 hours.



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Synthetic Surface Action Plan

A report to Council was prepared in December 2015.

The outcome of this report was the following resolution; (b) That Council endorse the Draft Synthetic Action Plan (2016 - 2026). Fields to be converted as listed below in preference order as per the plan - Christie Park No1, Christie Park No2, ELS Hall Park No1, Meadowbank Park No2, Magdala Park and Meadowbank Park No3.

As noted in the Draft Sport and Recreation Strategy, the ongoing provision of synthetic sports fields needs to be assessed after the completion of ELS Hall Park 1 and Christie Park 1 and 2. Both Meadowbank and Magdala Park are located on former tip sites and will require a further feasibility assessment prior to the consideration of their viability.

6.5 MANAGEMENT

In order to ensure that the development of synthetic surfaces most effectively reduces over-utilisation of natural turf fields, and these assets are appropriately maintained, it is recommended that Council manage these facilities. This does not preclude Council from accepting a capital contribution from third parties toward the cost of the facility, for which preferential access under a licence agreement could be made. Once

developed, user fees should be allocated to a sinking fund to recoup all or part of the net development cost. (le capital costs in excess of 594 contributions or external grants) and to fund the future replacement of the surface. Capital contributions from third parties should not entitle users to a waiver or reduction in hire fees.

6.6 FUNDING

It is noted that some internal funding for the development of synthetic sportsfields may be available through Section 94 funds. Where this is applicable, it may be possible to match this funding with external grants from state and/ or federal levels. Partnerships with schools/ Macquarie University in developing future facilities should be explored where possible.

If Council wishes to ensure that new facilities are cost neutral (i.e. revenue meets the ongoing costs of maintaining and renewing synthetic surfaces), then the timing of development will need to be linked to demonstrated demand to ensure that available hours are used at or close to capacity.



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City of Ryde Sport and Recreation Strategy 2016-2026

7 APPENDIX A:

Sites considered unsuitable for synthetic surface location



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ETT. OCATION	PENDON POR EVOLUCION
SITE LOCATION	REASON FOR EXCLUSION
Bill Mitchell Park 1	Drainage issues Lack of parking.
Bill Mitchell Park 2	Drainage issues, Lack of parking.
Bremner Park	Former landful
Brush Farm Netball (Hard courts)	Heritage issues. Existing uses:
Brush Farm Netball (Grass courts)	Heritage Issues, Existing uses.
Brush Farm Oyal	Heritage issues, Existing uses.
Cleves Park	Too small
Darvall Park	Too small
Eastwood Lower	Flooding. Lack of parking. Used for major events.
Meadowbank – LH Waud	Former landfill
Magdala Park 2	Too small. Former landfill.
Magdala Park 3	Too small. Former landfill,
Marsfield 1	Former landfill
Marsfield 2	Former landfill
Meadowbank 1	Former landfill
Meadowbank 4	Former landful
Meadowbank 5	Former landfill
Meadawbank 6	Former landfill
Meadowbank 7	Former landfill
Meadowbank 8	Former landfill
Meadowbank 9	Former landfill
Meadowbank 10	Former landfill
Meadowbank) (Former landfill
Meadowbank 12	Former landfill
Meadowbank 13	Former Landfill
Meadowbank Netball	Former landfill Existing use
Morrison Bay 1	Former landfill. Inundated at high tides.
Marrison Bay 2	Former landfill. Inundated at high tides.
Morrison Bay 3	Former landfill. Inundated at high tides.
Morrison Bay 4	Former landfill. Inundated at high tides
Morrison Bay 5	Former landfill. Inundated at high tides.
Macrison Bay 6	Former landfill Inundated at high tides.
Peel Park	Too small
Pidding Park 1	Too small. Former landfill.
Pidding Park 2	Too small. Former landfill.
Fioneer Park	Former landfill
Ryde Park 1	Existing premier hurf wicket
Rycle Park 3	Too small
Santa Rosa I	Lack of parking. Proximity to residents.
Santa Rosa Z (mini)	Too small
Tyagarah	Too small
Waterloo	Drainage issues. Detention basin.



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8 APPENDIX B:

Assessment of sites considered suitable for synthetic surface location



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Location	Site Size	Accessibility	Topography	Lighting	Parking/ Internal Access	Impact on Users	Neighbour- hood Impact	Future Ex- pansion	Capital Cost Savings
Christie Park 1	3	3	3	3	3	3	3	3	1
Christie Park 2	3	3.	3.	1	3	3:	3	3	T
Smalls Road (upper)	3	1	3	2	2	3	2	3	6
Christie Park 3	3	3	3	3	2	3 3	3 2	3	1
Meadowbank 3	3	3	3						
Meadowbank 2	3	3	3						
ELS Hall 1	3	2	3	3	2	1	3	1	1
ELS Hall 2	3	2	3	3.	2	1	3	1	T
ELS Hall 3	3	2	3	3	2	1	3	1	1
North Ryde Park	3	3	3	3	2	1	2	T	1
Gannan Park	3	2.	1	3	2	1	2.	3	7
Monash Park	3	2	3	3	1	2:	2	1	1
Smalls Road (lower)	2	1	3	2	2	2	2	1	6
Tuckwell	2	2	3.	2	3	1	3	1	T
Magdala Park 1	3	2	T	3.	2	1	2	1	3
Dunbar	3	2	1	2.	3	t	2	T	1
Eastwood Upper	3	1	3	3	1	1	1	1	1
Westminster	2	2	3	1	1	1	1	A.	1

Scoring:

- 3 = Strong compliance or opportunity
- 2 = Moderate compliance or opportunity
- 1 = Low or no compliance or opportunity

Capital cost savings score weighted by a factor of 2



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9 APPENDIX C:

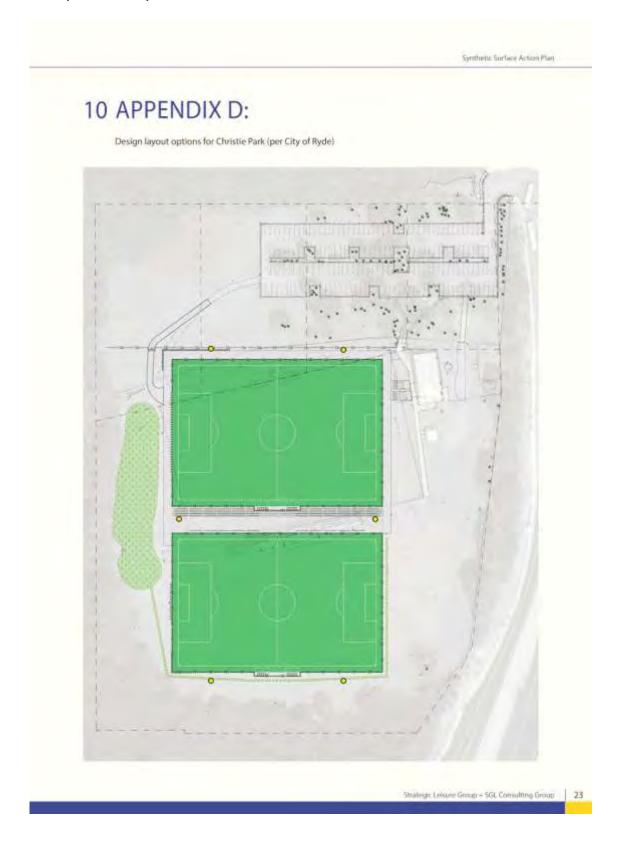
Proposed design layout for ELS Hall #1 (per City of Ryde)



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ATTACHMENT 3



Draft Sport and Recreation Strategy 2016-2026

Consultation

Summary of Written Submissions



ATTACHMENT 3

Summary of written submissions

Topic	Number of responses
Requests	
Outdoor fitness equipment	3
Playgrounds	3
Bike/scooter tracks	3
Walkways/footpaths	2
Fitness equipment & facilities for people with disabilities	2
Improve field surfaces	2
Prioritise sports with strong memberships	2
Prioritise locations close to town centres, public transport & new housing	1
Intensify formal & passive sport in open spaces	1
Upgrade sports lighting	1
Skate park	1
Picnic tables/shelters	1
Running tracks surrounding sports fields	1
Paid parking meters for non-residents	1
Mosquito deterring plants	1
Dog poo bag stations	1
State & Federal Government funding	1
S94 and VPA funding	1
Community organisation funding	1
Concerns	
Dog parks	3
Noise levels after 8:30pm	1
Street parking	1
Traffic	1
Conflict between use of space	1
Clarification of information	
Putney Rangers membership numbers	1

Requests

It will be good if we have **more outdoor fitness equipment** that are free for public to use and also **more inclusive fitness equipment for people with disability** so they can exercise. More sports program for mothers/ fathers/ parents and babies.

We love the existing walkways and playgrounds. A couple need updating. We love the more natural looking ones. The exercise equipment is a great idea. Inviting native animals and the local birds is really lovely and educational. An addition of somewhere other than the netball courts to ride bikes, scooters etc would be good. Mosquitoes are an issue, planting of some plants near the play areas that deter them would be helpful planning. Adding some dog poo bag stations could be a good idea as there are lots of dog walkers.

I'd like to suggest the inclusion of more outdoor exercise equipment around (outdoor gyms). The outdoor fitness equipment at Kent Oval are great but limited - there's potential to add more outdoor facilities there. The ones at Blenheim Park are also great (for runners and skateboarders to use), and perhaps the council could consider adding a greater variety of equipment in the parks, similar to those found at for example Burrows Park, Clovelly or Christison Park Vaucluse, Camperdown Park, Wentworth Park Ultimo. Thank you for your consideration.

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I appreciate the extensive analysis and thought that has gone into the draft report. My only contribution is that residents of Ryde Council Area do not limit their recreational activities or family outings to the council boundaries in which they live. Basically everyone will use the facilities nearest to them or travel to those that meet their needs. Therefore I believe paid parking meters should be installed at the heavily used outdoor racilities but free if you have a Ryde ratepayer sticker as they do at the public beaches in Sydney. That way all users contribute to the upkeep. This could include secured bike racks. Further, State and Federal governments should contribute to the public spaces If they don't already do so, as part of government policy to encourage an active lifestyle for all age groups.

Goal 1- to make the most of what we have:

Review layouts of all major open spaces to identity areas where additional recreation or sporting opportunities can be realised: Priority should be to make fields /open space/sporting fields able to be used for formal and passive sport. This can be done with: upgrades of facilities such as sports lighting, running tracks, bike tracks surrounding sporting fields, integration of play equipment, integration of picnic tables/shelters Focus to ensure facilities meet the needs of formal and informal activities. Example Waterloo Park: By the installation of sports lighting at the park - the football community train four nights a week. The local community (including university students) use the running track facility to exercise in the darker winter months. Charity organisations (Can Two) have 20-30 local members attending Waterloo Park running track most weeks nights (March- July) for training in a lit field. The upgrade of the basketball court (including the fencing of the court to limit the hours of use has still allowed passive basketball 'turn up and play' recreation and meets the needs of the local residents (no late night noise) The local foolball club working with council - will extend the current canteen roof line - for improved amenity for the user groups with a flow on benefit to passive users (personal trainers, tai chi groups). This co-operative approach should be considered across the city. Concern: The proposal to limit usage of fields to 30 hours per week (goal 7 recommendations) - is a challenge for council staff to implement - with the demands for fields for training and match play. School sports use should not be considered in the calculation. Investment in the quality of the field surface management would support additional hours of training and play. The current playing surface of Waterloo Park is poor despite relatively recent returfing (2015).

Goal Two - Equitable access for all

Ground Allocation and Tenure Management Priority should be given to those sports that have strong and continual membership bases, adhere to council controls, and are prepared to make a contribution to the management and upkeep of facilities. Recognition of the changing demographics in the city need to be recognised - eg decreased membership in some sporting codes and increased membership in others - should be reflected in the ground allocation policy. Allocation should be on the basis of current membership, rather than historical membership. Community organisations who invest in female and CALD community membership should have this recognised in the allocation policy. S94 Plan and VPA's - this should be a high priority for council to ensure funding for sporting and recreation opportunities. This should not be limited to the installation of synthetic surfaces but rather a broader approach to improving all sporting facilities - field maintenance, facilities maintenance, footpaths, and bike tracks. The capacity for S94 contributions should be strongly considered to provide support for council funding and maintenace of existing sporting infrastructure. The predicted growth in the City of Ryde in the 10+ years means extra ordinary pressure on facilities.

Developers/companies who have had outstanding economic benefits from providing housing in the City of Ryde should also contribute to the health and well- being of the residents of the City of Ryde.

Goal 3 - Understand and respond to needs of diverse community

Provision of the Youth **Skate Park** and Youth Precinct will support youth who do not have an interest in formal/organised sport. Will provide another outdoor space for meeting/recreation/ relaxation. Women in Sport policy/Creation of sport and recreation facilities that support participation of a diverse community - should include an assessment of the facilities at all sporting fields in respect of the quality and status of toilets and changing rooms. My own personal experience is that a number of the facilities in the City of Ryde are older style, poor access for people with physical disabilities, are a challenge to keep clean, have limited, poor ventilation and dark. This is a barrier for those potential participants.

I note this is listed as an ongoing medium priority. I believe to ensure improved/increased participation this should become a HIGH priority.

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Goal 4 - Facilities Fit for Purpose

Consider allowing community organisations to contribute to the maintenance of facilities (eg either by an agreement for maintenance of fields, management of the broader outdoor areas) Consider entering into a formal agreement for community lease holders to manage and maintain the facility/venue (eg field maintenance, line markings etc) - subject to necessary insurance, WHS requirements etc. When considering the plan and design of open space to meet the recreational social and leisure needs of seniors / the Parks Access Review etc - consider consultation for a sensory garden/area/safe space for children and adults with sensory issues (autism) etc - and extend the planning beyond that of disability access (eg consult with disability services to design and enhance for those members of the community who use the facilities in a different context. Investigate opportunities for informal water play features - consider making this disability 'friendly' and sensory aware (eg accessible for children/adults in wheelchairs to enjoy water play)

Goal 5 -Inclusive and Accessible sport and recreation

As per Goal 3 - the review of park amenity buildings against accessibility principles is listed as medium - and I believe this should be considered as a HIGH priority. Review and expand existing programs to encompass people of all ages (Heart Moves) - this can be done in conjunction with existing facilities - eg upgrade/amend current buildings to allow for these programs - at venues accessible by public transport. (Consider these programs to also be conducted for CALD participants). As per goal 4 -look at ways of integrating sensory experiences for participants with physical and intellectual disabilities.

Goal 6 - our community be aware of facilities and programs

Support local clubs and associations to operate their clubs effectively and sustainably: NSW Department of Planning has identified to Macquarie Park/Ryde area for at least 30 000 new dwellings. A number of those residents will want to play formal organised sport as well as participate in passive recreation. Sporting clubs can work with council to effectively manage their growth within their sport. Council to work with those sports whose participation is declining - to assist that sport to exist - cohesively with other faster growing sports. (Example - decrease in numbers for rugby league/union as opposed to increased numbers in football). Aging population in City of Ryde to be aware of options - (this population may not identify as 'seniors'). Consider promotion of the walking/cycling options.

Goal 7 - sustainable management of facilities

Sports Ground maintenance - **improved field maintenance**, coupled with more capital funding to maintain fields is essential. S94 funding is a potential source to improve the quality of the current fields and parks. Capping field usage to 30 hours per week is a challenge given the increasing number of participants. School usage should not be considered in this calculation (as it varies week to week). Consider the recommendations of the turf specialists and hybrid turf technologies - in conjunction with an increased capital investment in the maintenance of the fields. The improved quality of the fields allows for a better outcome for sports users and passive users alike.

Concerns

I hope that dog parks will be abolished, if they are required they need to be fenced off as dogs are dangerous when off leashes! Kotara Park on Agincourt road marsfield is used as a dog pooping park! Not everyone picks up after their dog, off leashed dogs need a fenced off area, before someone gets bitten, dogs chase and bark at everyone walking! So scary for elderly and children! Please remove poop bin tool Disgusting, people should take poop home and dispose of it, not put in in bin and left for weeks to stink, people (rate payers walk through park too), when a child is bitten will Ryde council be to blame? Or dog owner? No fence? Whose at fault? I think Council should think before they implement these stupid ideas without getting legal advice!! Unhappy rate payer.

I have concerns re sports Fields allocations. Namely Hockey fields at Meadowbank Park. Eastwood/Ryde Hockey are now part of Parramatta Hockey Association and ONLY veterans play spasmodically on the two fields at Meadowbank Park. Rarely are the two fields used at same time. Surely if an allocation is made it should be just one field not two. **Netball is crying out for more space** as are other sports and yet each Saturday we see the Hockey fields vacant or used occasionally for a game. Netball courts are used from 8am to 4.45pm every Saturday. **Hockey fields should be reallocated** to sports who need the space and fields should be used regularly

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ATTACHMENT 3

The off-leash dog areas in the Council need to be better managed. I used to use Brush Farm Park, to walk on the walking trails in the forested areas where dogs are not allowed. The oval was made an off-leash dog area, but dogs are not allowed in other areas of the park. Despite this, every time I ever walked there, it was filled with off-leash dogs in the forested areas where dogs are not allowed. The dog owners apparently have no idea that the entire of Brush Farm Park isn't an off-leash dog area, and they do not stay with their dogs either, the dogs just run around without even an owner in sight in many cases, in the forested parts of the park, NOT the oval which is the only designated off-leash dog area. Although there are a few nonobvious signs these are NOT at most entrances to the park via the walking tracks and apparently dog owners never notice them. I was eventually forced to stop using the park entirely when I was taking a walk in the forested part of the park (where dogs are not allowed) nowhere near the off-lead area and a poorly trained dog ran up, jumped on me and ate my MP3 player. When the owner finally turned up they refused to pay for the broken item and left. Then about 10 minutes later the same dog came back, jumped up on me and ale the tissues out of my pocket. I tried to tell the owner that dogs are banned from the rest of the park and only the oval is the off-lead dog area and they refused to believe me and told me it was my own fault I had my property eaten by their dog and was jumped on, like there was no problem with the dog acting this way. So since the Council does not make it adequately clear to dog owners which parts of the park are the off-leash dog areas and which are not. I simply can't use the park any more, since I don't want to be attacked or have property damaged by an off-leashed dog in the wrong area, because the dog owners simply do not understand that the oval is the only part of the park which is the off-lead area.

Need to consider noise levels due to recreation activities. Would like sporting events to be finished by 830pm. Some nights the lights at 202 Vimiera Rd Marsfield Park are still on past 1030pm and people cheering and whistling after 930pm meanwhile people who have to work or have young children are trying to get to sleep. Other councils have implemented a 830 lights off policy why cant Ryde? 2. A number of people parking outside the amenities block 202 Vimiera Rd Marsfield Park which is not a car park and under the tree driplines and damaging the tree roots. Street parking is also terriable with local residents fighting for carspaces with the spoting people, need to have painted lines along Vimiera Rd to indicate parking spaces to make the street space most efficient. 3. Need to consider how sporting matches affect local traffic. On nights where sport is being played at 202 Vimiera Rd Marsfield Park Vimiera Rd is a nightmare and take over 30mins to travel from Waterloo Rd to Epping Rd. 4. Can you please continue the footpath from 192 Vimiera Rd to the 202 Vimiera Rd Marsfield Park carpark? 5. Children playgrounds — would be nice for all playgrounds to have a shade cover, drinking fountain and soft rubber matting not mulch that is horrible 6. Have no bike riders allowed on talaveria rd, culloden rd and waterloo rd but make them use the multi million dollar cycleway next to the road that no one uses. Due to the narrow road and the number of buses this can be a big safety risk to bike riders. Thank you

I regularly get involved in some free outdoor get-active programs. Personally these programs are really inclusive and accessible. But there are also a lot of conflicts between the use of the space, the noise of music, the safety issue. Wish the council can get more support, guidance and co-ordinations to these activities.

The Draft Strategy is a long document. It contains six goals, nine objectives, a vision, and seven thematic priorities - but in reading the document, it is difficult to gain an understanding of how, in the years ahead, Ryde Council will prioritise locations for improvements to parks and open space. This means, for example, that regarding the action on page 130 to create picnic areas that allow for adequate movement space for people who use mobility devices - it is difficult to understand why particular parks are identified as priorities, but not others. Of the six parks identified, only one (being Ryde Park) appears to be in or near a town centre.

It is my view that, for most kinds of park and open space improvements - not just those targeted at people with a disability - Council should prioritise locations that are: in or close to town centres; accessible by public transport (and especially by train); and in areas where a relatively large amount of additional housing is planned - and that this should be made clear in the document.

Regarding off-leash dog areas, page 131 contains a strategic focus (and related action) to provide enclosed off-leash areas at three particular parks, for the benefit of people with mobility limitations. It is my very strong view that all off-leash dog areas should be enclosed - to help protect the safety of children and other

Lifestyle and opportunity @ your doorstep





ATTACHMENT 3

vulnerable people. In lieu of the Draft Strategy explaining why particular parks (and not others) have been identified as "high priority focus locations" for this action, I simply request that Darvall Park in Denistone be added to the list - on the basis that the existing off-leash dog area is incompatible with the adjacent children's playground. I hope that the matters I have raised can be reflected in changes to the final Strategy.

Clarification of information

Putney Rangers is one of the major clubs in the area. Including numbers would enhance the report here are membership numbers with expectations - the increase is being driven by increase in population in the area and we are level 2 FFA accredited club.

PUT numbers for 2016 (LY) and projections for 2017 are as follows:

Putney Rangers Football Club

Player numbers	2016 actuals	2017 estimates
Male - juniors	229	332
Male - seniors	256	234
Female - juniors	23	24
Fernale - seniors	71	54
Total	579	644

That is an expected 11% increase in players from 2016 numbers.





3 INTEGRATED TRANSPORT STRATEGY 2017

Report prepared by: Senior Coordinator - Traffic, Transport and Development

File No.: GRP/09/3/14 - BP17/690

REPORT SUMMARY

The City of Ryde is experiencing rapid growth across the whole local government area. This growth is placing even more pressure on both the state and local government roads whilst consequential impacts include more traffic and parking in local streets influencing neighbourhood amenity. There is a clear need to better support public transport, cycling and walking to provide viable alternatives to reduce the continual growth in private vehicle transport, and with an eye to the future in emerging vehicle technologies and shared mobility trends.

There is a concentration of both commercial and retail development within and surrounding Macquarie Park. Macquarie Park is identified as a "Strategic Centre" in the Draft North District Plan and there is extensive land use and transport planning activity being undertaken for this area. This is a major focus of travel activity within the City of Ryde with enormous challenges to improve its accessibility and maintain its regional competitiveness.

To address the future transport challenges associated with this unprecedented growth, a contemporary transport plan needs to be put in place by Council that provides a cohesive framework to develop more detailed plans and to implement actions to achieve the targeted transport outcomes in a consistent, complimentary and efficient way. Without such a plan, ad hoc transport planning decisions may undermine long term objectives as well as leaving the City of Ryde in an uninformed position when negotiating with the state government over specific projects or when advocating for improvements under the state government's remit.

The *Integrated Transport Strategy* (ITS) is Council's guiding framework that aims to maximise opportunities to increase public transport, walking and cycling use, reduce the frequency and length of trips on the transport system, improve local traffic access and parking and provide the basis for a more cohesive transport network by 2031.

The ITS provides a policy framework for transport and operational decisions within Council through to the year 2031, as well as a foundation for more detailed investigations into more specific issues in specific high risk corridors or within key centres. The report also goes into more detail, nominating some specific projects for planning and implementation in consultation with the state government, stakeholders and local communities.



The creation of Council's ITS occurred over 4 key stages as follows:

- 1. Identifying the land use and transport challenges
- 2. Setting a vision, policies and objectives to guide the right strategies
- 3. Detailing strategies for each transport mode and the creation specific actions for those strategies
- 4. Preparing a monitoring and implementation regime to continually re-align and update the action plan to ensure that it is a dynamic document that responds to change as it occurs within the City of Ryde.

The ITS document is intended to be a live document that will be regularly monitored with the first major review planned expected to be undertaken by 2021. The ITS has already started to shape transport decision making within the Ryde LGA. Project examples include:

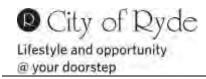
- Bus Priority within Macquarie Park (in progress)
- Future Traffic Signals at the intersection Epping Road and Lyon Park Road (under investigation)
- Future Cross Regional Cycle Routes, such as the Epping Road Cycleway (partially completed with further stages to be implemented over the financial years 2017/18; 2018/19 and 2019/20)

The ITS was placed on public exhibition in 2016 and no written responses received from the public. Transport for NSW and the Roads and Maritime Services were also directly notified in this process and no written responses were received through these agencies.

If adopted by Council, the next steps will translate the report's action plan into specific projects/studies for further investigation and implementation in forward programs and to initiate discussions with the state government over the projects primarily under their control.

RECOMMENDATION:

- (a) That Council adopts the Integrated Transport Strategy 2017.
- (b) That Council's Integrated Transport Strategy be placed onto Council's webpage for public access.
- (c) That Council undertake a review of the Integrated Transport Strategy Summary Report within 5 years following full public release or when there is an update to a State Government Planning Instrument (eg NSW Long Term Transport Master Plan) or similar.



(d) That Council staff develop a forward program of studies/projects to establish the appropriate levels of funding from 2018/19 onwards.

ATTACHMENTS

1 Integrated Transport Strategy - Summary Report - July 2017

Report Prepared By:

Harry Muker Senior Coordinator - Traffic, Transport and Development

Report Approved By:

Anthony Ogle Manager - Asset Systems

Joe So Acting Director - City Works and Infrastructure



Background

The City of Ryde Local Government Area (LGA) is located approximately 12 km's north-west of the Sydney CBD. It currently faces very strong growth pressures from within, through redevelopment, which places undue pressure on an existing road network whose capacity is constrained. During the morning peak periods residents of the City of Ryde compete with inbound morning employment traffic which is either passing through the Ryde LGA towards the city or transiting towards our key commercial centre, namely Macquarie Park.

The number of people who live within the City of Ryde is expected to grow from 113,000 in 2015 to 153,000 by 2031. Over the same period, employment is forecast to increase dramatically, largely due to the influence of Macquarie Park. Of the nearly 100,000 jobs within the Ryde LGA, around 55,000 are in Macquarie Park. Similarly, Macquarie University is expecting to grow from 38,000 to 50,000 students in the coming years. Macquarie Park has the most prolific growth in the City of Ryde, though other growth areas include North Ryde, East Ryde, Top Ryde and Meadowbank.

Council's previous Integrated Transport and Land Use Strategy (ITLUS) is almost 10 years old and a new strategy can provide contemporary policies and strategies to guide Council decisions on traffic and transport matters.

Discussion

Council's Integrated Transport Strategy (ITS) was prepared following the establishment of a Technical Working Group (TWG) including City of Ryde, State Government and Business sector representatives whose prime purpose was to guide decision making to enable Council's ITS to be developed.

A total of 4 working papers were prepared with the content reviewed and confirmed through Technical Working Group Committee meetings, as follows:

Working Paper 1 – Trends and Challenges

Summary Note: To outline the existing trends and potential challenges that need to considered when preparing an ITS. This included a review of previous traffic studies undertaken by Council, for example, Macquarie Park Traffic Study; Meadowbank Traffic Study; Gladesville Traffic and Parking Study, Town Centre PAMPS (Eastwood, Gladesville, Top Ryde and Macquarie Park), LGA wide demographics and an understanding of movements within, into and out of the Ryde LGA.



Working Paper 2 – Vision and Policies

Summary Note: To outline the integrated vision and key policies to respond to the trends and challenges and to form the basis for the development of the detailed strategies. The vision statement agreed by the TWG was: "A traffic and transport system that supports economic growth and local amenity by stimulating land development, influencing the use of sustainable transport and promoting safety and equity. The City of Ryde will be regionally connected and locally accessible."

Working Paper 3 – Strategies

Summary Note: Takes the Vision, Policies and Objectives in Stage 2 and formulates then into specific strategies for implementation. Actions for each strategy were also developed.

Working Paper 4 – Implementation Plan and Technical Report

Summary Note: The policy framework for traffic and transport planning and operational decisions within the City of Ryde between 2016 and 2031. Its purpose is also as a foundation plan for engineering further more detailed investigation. The actions and implementation plan contained in this report is intended to be a "live" document that is regularly monitored and reviewed.

The Integrated Transport Strategy (ATTACHED) summarises the work undertaken by Council through the formulation of 4 specific working papers as described above, to develop an easy-to-read document that can be used by Council to plan its future transport studies and projects in a consistent and complimentary way and to advocate key traffic and transport actions with State Agencies and the like.

To date, the ITS has been instrumental in engaging with Transport for NSW (TfNSW) towards future bus priority provisions within Macquarie Park and further, ensuring that key infrastructure options are appropriately investigated consistent with overall accessibility objectives for all modes of transport (for example, the Epping Road and Lyon Park Road signalised intersection improving multi-modal accessibility for Macquarie Park). It also recommends the development and adoption of a Road Use Hierarchy for Macquarie Park which in broad terms nominates which modes of transport have priority on which streets and intersections, so that the network can be built and operated and development can be conditioned consistent with the overall intent for specific streets and intersections as the centre evolves.

Further investigations will be undertaken over (3) distinct intervals: short-term (1 to 5 years); medium-term (6 to 10 years) and long-term (11 to 15 years).



As with any transport plan a periodic review is undertaken to ensure alignment and relevance of actions proposed and this will occur within 5 years (around 2021).

Financial Implications

The Action Plan within the ITS provides budgetary estimates for investigations and/or studies that Council could undertake in a particular financial year to meet the emerging transport issues affecting Council.

For 2017/18, Council staff have identified the following projects as detailed in the Action Plan.

- Development a Parking Classification Scheme and Parking Classification Map (PK1.1)
- Parking Strategy (conduct centre-based parking studies to apply the off-street and on-street parking principles) (PK1.2)
- Parking Strategy (audit kerbside allocation in key centres and define kerbside allocation policy improvement plan) (PK5.1)
- Develop a LATM scheme warrants and implementation policy (RF2.1)

Should Council resolve to undertake further investigations and/or studies, it will require the existing budget to be increased which will be consolidated at the appropriate Quarterly Budget review.

Context

The North District Plan and Updated NSW Transport Master Plan will be released in due course. Council's ITS – Summary Report would be updated in due course to reflect updates that would have an impact on the Ryde Local Government Area.

Consultation With Relevant External Bodies

The Technical Working Group (TWG) shaped the development of Council's ITS, which comprised representation from TfNSW, RMS, Council's Strategic City, Sustainability and Traffic Teams and Connect Macquarie Park. Department of Planning was also invited to participate in the TWG, but could not commit a resource at that point in time.

The ITS document was publicly exhibited for 28 days from 25 May 2016 to 22 June 2016 and no written responses received from the public. Transport for NSW and the Roads and Maritime Services were also directly notified in this process and no written responses were received through these agencies.



Conclusion

To address the future transport challenges associated with unprecedented growth in the City, a contemporary transport plan needs to be put in place to provide a cohesive framework to achieve targeted transport outcomes in a consistent, complimentary, and efficient way.

Council's Integrated Transport Strategy provides the guiding framework with an aim of delivering a cohesive transport network for the City. The strategy sets the foundation for detailed investigations and transport planning in specific high risk corridors and key centres.

The ITS provides Council with a strong planning tool to advocate key traffic and transport actions with State Agencies with a view of progressing matters under consideration to higher level of review. The ITS also provides a policy framework for transport and operational decisions within Council through to the year 2031.

It is recommended that Council adopt the ITS, including the development of an appropriate action plan to achieve the targeted transport outcomes. The ITS is intended to be a live document that will be regularly monitored with the first major review expected by 2021.





ATTACHMENT 1

ITEM 3 (continued)

City of Ryde Integrated Transport Strategy

May 2016 © City of Ryde

ACKNOWLEDGEMENTS

The City of Ryde Integrated Transport Strategy is a collaborative initiative. The City of Ryde would like to acknowledge the contributions of our key partners, Transport for NSW, Connect Macquarie Park and Roads and Maritime Services.

DISCLAIMER

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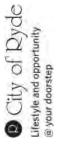
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Glossary of Terms

Term	Definition
City of Ryde ITS	City of Ryde Integrated Transport Strategy
CoR	City of Ryde
Council	Refers to the City of Ryde Council
LGA	Local Government Area
LATM	Local Area Traffic Management
PAMP	Pedestrian Access and Mobility Plan
Cycleway	Common term used to define both on-road and off-road bikeways

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ITEM 3 (continued)

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		Public Transport Actions		Action Plan - Medium/Long Term Actions	
se parking is provided		ROADS AND FREIGHT STRATEGY RPT: Through Imific movements are efficient.		Sudget to Further Investigations	
		RF2. Residential amonity is preserved in streets			

3 (continued)

HEM

Mayor's Message

Transport forms a central part of our lives, and helps us to make connections between where we live and work, and to see friends and family or visit places of leisure. How we travel will become even more important in the

I am pleased to present the City of Ryde Integrated Transport Stretegy 2016 – 2031 Regionally Connected Locally Accessible.

future as our population increases.

Our Integrated Transport Strategy looks at the challenges our city faces, and presents actions that will guide future transport planning and development to deliver a sustainable, integrated network with better active transport options. It has been developed to meet the needs of the community and to support Council's social, economic, environmental and planning policies and actions.

Our Strategy will achieve an Integrated Transport System for the city by:

- Maximising opportunities to increase the use of public transport, walking and cycling
- Improving local traffic access and parking
- Providing a framework for a more cohesive transport network by 2031.

Our future planning must build on the existing transport network to accommodate the needs of a population that is expected to increase from 113,000 people now to 153,000 by 2031.

Research shows there will be strong employment growth in Macquarie Park and many more students enrolled at Macquarie University.

This Strategy will support this growth while also improving the travel experience for residents, business and visitors.

The Strategy contains short-term (0-5 years), medium-term (6-10 years) and long-term (11-15 years) actions.

One of our key short-term actions is to Improve public transport access to Macquarie Park by facilitating high frequency metro bus services and planning for a future light rail corridor. Projects of this calibre will ensure this high-performing business park is sustainable, transport-wise, for years to come.

The Strategy also looks at new transport technologies and trends and how land use impacts our transport needs.

The City of Ryde is a great place to live, work, play and visit. We need to work together as a community and as part of a wider, more complex regional identity to rethink the way our City works and how people move around it. We look forward to working with our community and partners to embrace change and build a better future by delivering a more accessible, reliable and equitable transport network.

Sincorply

Cir Bill Pickering (LtCol Retd) Mayor - City of Ryde



4 | City of Ryde Integrated Transport Strategy

5/17, dated Tuesday

Report No.

Committee

Community

and





Agenda of the Works and Community Committee Report No. 5/17, dated Tuesday 18 July 2017.





Agenda of the Works and Community Committee Report No. 5/17, dated Tuesday 18 July 2017.

ATTACHMENT

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HEM

Context

BACKGROUND

The City of Ryde Local Government Area (LGA) is located approximately 12 kilometres north-west of the Sydney CBD. While mostly developed, the LGA is facing growth pressures from Infill and redevelopment, changing the balance of how people travel in the city with far more inbound employment trips competing for road space with outbound resident-based trips. At the same time, the amount of traffic going through the LGA is also increasing as western growth areas interact with eastern employment areas vie major roads through the City of Ryde.

The number of people who live in the LGA is expected to grow from around f13,000 in 2015 to 153,000 by 2031. Over the same period, employment is forecast to increase dramatically, largely due to the influence of the Macquarie Park. Of the nearly 100,000 jobs in the LGA, around 55,000 are in Macquarie Park. Also, Macquarie University is expecting growth from 38,000 to 50,000 students in the coming years. Macquarie Park has the most prolific growth in the City of Ryde, though other key growth areas are expected to include North Ryde, East Ryde, Meadowbank and Top Ryde.

Council's previous Integrated Land Use and Transport Strategy is almost 10 years old and a new strategy can provide contemporary policies and strategies to guide Council decisions on traffic and transport needs.

PURPOSE OF THIS DOCUMENT

The City of Ryde Integrated Transport Strategy (City of Ryde ITS) aims to maximise opportunities to increase public transport and walking and cycling use, reduce the frequency and length of trips on the transport system, improve local traffic access and parking and provide a framework for a more cohesive transport network out to the year 2031.

It provides a policy framework for transport and operational decisions within the City of Ryde between 2016 and 2031, as well as a foundation for more detailed investigations into specific issues or centres. It is intended to be a live document that is regularly monitored and reviewed.

The City of Ryde ITS sits within the frameworks, strategies and agreements of a number of overarching policies, strategies and projects at all levels of government. Some major projects and strategies include a National Partnership Agreement, NSW Long Term Transport Master Plan, Transport NSW policies and City of Ryde Local Environment Plan (LEP) and Development Control Plan (DCP) documents.

The City of Ryde ITS has required four key stages (see Figure 1) to:

- · Identify the land use and transport challenges
- Set a vision, policies and objectives to guide the right strategies
- · Detail strategies for each transport mode and create specific actions
- · Present a monitoring and implementation regime to continually update the action plan.

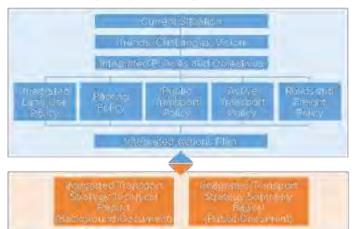


Figure 1: City of Ryde ITS Development Framework

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TRANSPORT CHALLENGES

Unique Mix of Population and Employment

The ratio of jobs to residents within City of Ryde is well above the average for Greater Sydney, primarily due to Macquarie Park. This results in a stronger mix of inbound (to City of Ryde) and outbound (from City of Ryde) traffic patterns. This can impact traffic flows in locations such as Lane Cove Road and Epping Road, near Macquarie Park. Both population and employment are expected to increase by 30% between 2016 and 2031 with population increases expected in Top Ryde, Meadowbank, North Ryde and Macquarie Park and the majority of new employment in Macquarie Park.

Household Structure

Higher density living (units or townhouses) is proportionally more prolific in City of Ryde than in Greater Sydney, while detached houses are slightly below average. Income levels and dwelling types typically influence the number of vehicles owned by each household. The average number of vehicles per household in City of Ryde is 1.4 vehicles which is slightly lower than the Greater Sydney average. Income levels vary across City of Ryde (Figure 2). In general, areas with more units/apartments have lower household sizes and hence lower household incomes.

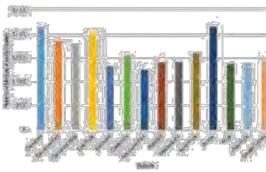


Figure 2: Average Suburb income levels Source: Australian Bureau of Statistics 2011

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Travel Patterns

The proportion of commute and work-related business trips within the City of Ryde are above the Greater Sydney average. While trips are generally shorter, average travel times are similar, which highlights greater than average traffic congestion issues in City of Ryde.

Of the people living in City of Ryde in 2011, 67% used a private vehicle for the journey to work, while for those coming to City of Ryde, 78% used a private vehicle. The resident journey to work transport mode veries considerably by area (Figure 3). Higher-density areas near reliway stations have the lowest percentage of private vehicle usage for the trip to work.

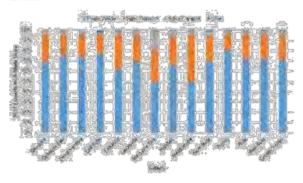


Figure 3: Suburbs Transport Mode Share Source: Australian Bureau of Statistics, Journey to Work 2011

Reducing the proportion of inbound work trips by private vehicle is challenging given dispersal of where these people live across Greater Sydney (Figure 4). With a traditional CBD, many railway lines and bus stations feed radially towards the centre, ensuring a good catchment for these facilities. Macquarie Park, however, essentially has a single direct railway line with a limited catchment and bus services that can be a less attractive option than private cars in terms of service frequency, travel times and the presence of considerable parking in the area.

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Figure 4: Ryde Journey to Work Resident locations for journeys to work in the City of Ryde LGA Source: Bureau of Transport Statistics 2011

Used by over 20,000 passengers a day, Macquarle University Station is the City of Ryde's busiest, followed by Eastwood, (14,140 passengers), West Ryde (11,780) and Macquarie Park (7,800). This illustrates the potential to substantially increase public transport patronage if Macquarie University Station is transformed into a key multi-modal interchange in the north-west Sydney transport network.

Historical travel trends show private car use has reduced over the past 15 years. At the current rate of 3.7 trips per person per day, and at a 67.5% private vehicle mode share, there will be an additional 86,000 resident car trips per day generated within City of Ryde by 2031. This would equate to 9,000 additional traffic movements per peak hour. The challenge is to encourage a sufficient model shift to public transport, walking or cycling and restrain private vehicle traffic to somewhere near current levels. By 2031, this would require private vehicle shares of around 52% for the Journey to Work (JTW), a significant reduction in current patterns.

ABS data for Macquarle Park Indicates a drop from 86% mode share by private vehicles in 2006 to 75% in 2011. Unless this decreases further, employment growth in Macquarie Park could generate an additional 9,000 peak hour vehicle trips on the surrounding network. This level of traffic increase is not sustainable - a significant. shift to public transport, walking and cycling is essential for Macquarie Park to realise its employment potential.

Road Network Structure

The City of Ryde road network is dissected by major State-controlled roads such as Victoria Road, Epping Road and Lane Cove Road, Without significant investment, these roads will remain congested, with a greater reliance on secondary roads such as Blaxland Road, Coxs Road, Herring Road and Balaclava Road. Consequently, as these roads become more congested, the LGA's grid-like suburban street system will attract more traffic to lower order roads, impacting the amenity on local streets. Appropriate traffic management. schemes are therefore becoming increasingly important. There are few opportunities for new roads or additional lanes to augment existing capacity. There are, however, a number of pinch points at key intersections that, if relieved, would contribute to consistent travel speeds along local corridors, without requiring significant investment.

Macquarle Park is a congestion hot spot with most of its road congested in peak periods. With limited opportunities for additional road capacity, this Strategy focuses on limiting growth on private car use, balancing congestion and providing for an increase in use of public transport and active transport use.

Freight efficiency is largely related to the efficiency of the State road system. While there are some pockets of light industry in City of Ryde, most major freight movements travel through the area, particularly along Lane Cove Road.

Parking

With limited public off-street parking stations and the introduction of time limits to reduce longer-stay parking, some on-street parking has displaced further into adjacent residential areas.

Current parking management has evolved around key centre without consideration of broader land use and transport policy objectives. Parking in Macquarie Park is a particular challenge with a complex mix of demands, regulated time restrictions and pricing.

The City of Ryde requires consistent parking management policies and implementation methods founded on consistent sustainable development principles.

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City of Ryde

Public Transport

In general, the City of Ryde bus network involves buses collecting passengers from residential areas and conveying them to/through key centres enroute to a major bus corridor such as Victoria Road, Epping Road or Lane Cove Road (Figure 5). Other local services terminate at interchange locations such as Macquarle University.



LEGEND
Rail + Station
Major Bus Routes
Shop Ryder Shuttle
LGA Boundary

Figure 5: Major Public Transport in Ryde Major Train Lines and Bus Routes in the City of Ryde

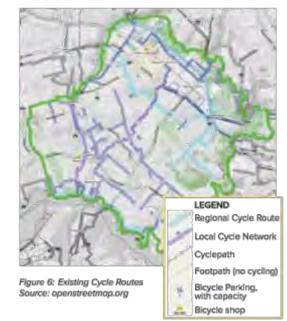
Multiple bus services cover the same residential areas, without any cohesive bus network structure. Also, in most cases, circuitous service try to optimise the balance between coverage and direct services, creating a mesh of services across the City. Bus priority measures are limited to Victoria Road and Epping Road, catering mostly for CBD-orientated buses.

Trains are relatively well used for commuting and university trips. Challenges involve the intensification of residential development around station catchments and encouraging greater bus usage. Macquarie Park is a key location for employment and education trips and its sparseness limits the benefits of its stations. The new Sydney Metro Northwest will reduce the need for private car use for employees living in the north west of the City of Ryde. A key challenge will be to facilitate efficient bus connections from Macquarie University Station into the rest of the City of Ryde to maximise this new infrastructure for the broader community.

The expected increase in the proportion of young and elderly residents creates new challenges to provide transport for those more likely to rely on public transport.

Active Transport (Walking and Cycling)

While the City of Ryde provides a network of formal and informal cycle routes, the cross-city terrain can be quite difficult (Figure 6). There is no coherent cycling network and a number of obvious missing links. While funding to correct these missing links has been limited, any future investment will need to integrate existing facilities into a prominent and logical network to attract new and existing cyclists.



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Despite numerous walking facilities and footpath connections exist through the City of Ryde, large block sizes and long walking distances make it difficult to get to public transport, particularly in centres and near stations. These issues are exacerbated by limited wayfinding measures either through formal signage or

visual triggers and sight lines.

Other key challenges for active transport include the barriers presented by arterial roads, nerrow lane widths and a lack of connected cycle routes parallel to major roads. However, active transport will increase as land uses in centres change, with mixed use intensification driving a stronger active transport culture.

Transport Technology and Trends

Understanding future transport and technology trend plays an important role in planning for how people are likely to travel in the future.

Short-term trends that may influence traffic and transport in the City of Ryde could include traffic monitoring; smartphone applications and GPS; dynamic/variable tolling; congestion charging; dynamic parking charging and management; public bike sharing; on-demand public transport; car share schemes; and managed motorways.

Long-term trends could include automated cars, vehicle purchase 'sharing', on-demand public transport services, real-time vehicle to vehicle communications, sustainable transport and light rail.





ATTACHMENT Killigtill East Linutfiel Macquarie University Interchange Upgrade The Macquaire University interchange has 150m Macquarie between its bus stops and the railway station with Marchield limited pedestrian connections. With the opening of the Lindheld Sydney Metro Northwest and the expected influx of bus services to this area, a major overhaul of the capacity of the interchange is needed considering the increased interaction of buses, trains, pedestrians, cyclists and traffic in this area. Dondas Valley 200 **Bus Boulevard on Waterloo** Road Eastwood orth Ryde Efficient bus services will be essential to encourage people away from using private vehicles. Bus boulevard corridor will provide buses a travel time advantage over cars and provide cyclists a continuous priority path West Ryde adjacent to the bus boulevard. This East Ryd West Byr project will provide bus boulevard along Waterloo Road from Herring Road Ryde Herring Road/Epping Road Grade to Epping Road near Delhi Road as part Meadowbank Separation 23 of a solution during temporary rall line shut down period. 233 The Herring Road and Epping Road intersection is a radowb.m major traffic pinch point with expansion of Macquarie 200 Putney University, Macquarie Centre, and growth in Macquarie Lyon Park Road / Epping Road Park in general. This project involves grade separation Signalisation Putney of this intersection allowing Epping Road traffic to flow uninterrupted under the intersection, allowing the Increasing development in Macquarie separation of local and through trips and allowing for 3 (continued) Park will need more traffic access more public transport and active transport facilities at from Epping Road. Currently there ground level. are limited opportunities to turn right into Macquarie Park. This project would allow right turns into and out of Lyon Park Road and more efficiently Salverwater distributing traffic around the precinct. Breakfast Poin HEM

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ATTACHMENT Killista Past Codfiel Lane Cove Road T3 lanes Balaclava Road - Eastwood Bus Priority (Victoria Road to M2) Scheme Macquarie Lane Cove Road is at capacity in peak periods. Park Eastwood Station is the most northern station Bus services accessing Macquarle Park to/from the on the T1 Northern Line from Strathfield and the south are relatively poor with indirect routes and most convenient location for connection into lengthy delays. This project introduces the potential Macquarie Park, Effective, efficient and reliable bus for additional, more reliable and more frequent bus connections between Eastwood and Macquarle services between the south and Macquarie Park as Park "open up" a significant potential commuter well as between the Victoria Road and Epping Road market whilst strengthening the linkages between high frequency corridors. T3 lanes in this route, given these two centres. This project is to provide bus its length, also provide a significant incentive for priority measures between Eastwood Train Station ridesharing and tie into ridesharing programs run by and the Macquarie University Bus/Rail Interchange. Connect Macquarie Park. generally along the Balaclava Road corridor. **Devlin Street - Blaxland Road** Improvement Scheme The Devlin Street/Blaxland Road intersection area near Victoria Road / West Parade Top Ryde is a key traffic pinch point with buses, cars, East Ryde Intersection Upgrade pedestrians and cyclists mixing in a constrained area, resulting in low levels of service for all modes. This Buses accessing West Ryde Station from Victoria project separates Devlin Street - Lane Cove Road traffic Road east of the Station do so via a circultous Mendowbank underground, allowing the surface capacity to be taken route of Ryedale Road, Marlow Avenue and West up by more bus, pedestrian and cyclist infrastructure Parade. This project introduces a bus-only right with much lower traffic volumes. The project also opens turn from Victoria Road directly into West Parade up opportunities for the City of Ryde administration to significantly reduce bus travel times in this high Potrwy building site redevelopment to be better augmented. frequency bus corridor. with the rest of the Top Ryde centre. 3 (continued) Hunters Hill Bitverwater Woolwich Breakfast Point Liberty Grove TEM

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ITEM

VISION POLICIES, OBJECTIVES

Vision, Policies and Objectives

The vision for the City of Ryde's traffic and transport system (2016-2031) is defined as:

A traffic and transport system that supports economic growth and local amenity by stimulating land development, influencing the use of sustainable transport and promoting safety and equity. The City of Ryde will be regionally connected and locally accessible.

KEY POLICY POSITIONS

This vision leads to five key integrated transport policy positions.

KP1. Integrated Land Use

Land use intensification is focused in the most accessible centres, defined as those centres most accessible by active transport then by public transport then by traffic and parking. The mix of different land uses will minimise the need to travel while also creating a greater return on the investment in active and public transport facilities.

KP2. Parking

Parking will be planned and managed to maximise local accessibility for on-street and off-street short-stay, high-value parking and to encourage alternative modes for on-street and off-street long-stay, low-value parking.

KPS. Active transport

Walking and cycling will be encouraged for commute to work or to travel for education or recreational purposes. Pedestrian and cyclist safety will be paramount, and better connections will link facilities provided for each user group.

KP4. Public transport

Public transport will efficiently move residents to key destinations within and outside City of Ryde using logical, accessible and connected services, maximising the use of infrastructure that gives a travel time advantage over cars. Service coverage will ensure social equity throughout the LGA.

KPS. Roads and Freight

Roads are managed to maximise traffic efficiency and safety, and local freight movement efficiency considering all road users. Streets will be designed and managed to maximise accessibility while prioritising safety and amenity.

The links between the vision, policies and objectives is shown in Flaure 7.

The vision and key policy positions are translated into ambibous targets for the number of trips made by residents and the specific number of work trips to Macquarie Park. 5/17, dated Tuesday

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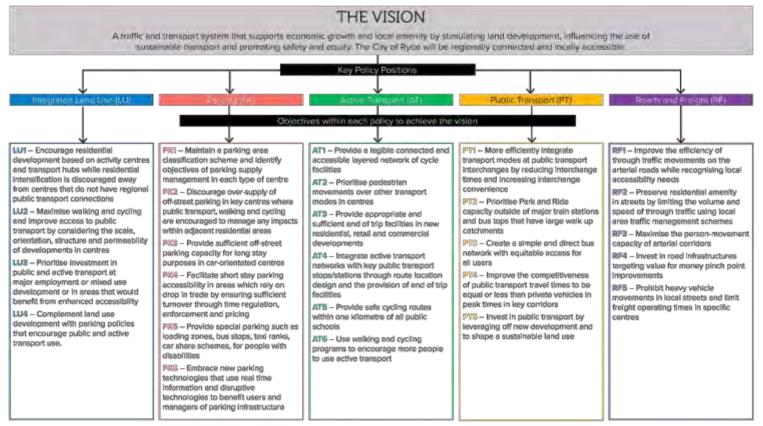


Figure 7: Vision, Policies and Objectives

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TARGETS TRIPS BY RESIDENTS

Approximately 70% of trips made by City of Ryde residents are by private vehicle. If this trend continues to 2031, the road network will need to accommodate an additional 110,000 person trips per day - equating to approximately 76,000 more private vehicle trips per day. Even under existing travel patterns, an extra 29,000 public transport trips and 25,000 active transport trips per day would need to be accommodated.

Given existing levels of congestion on the City of Ryde road network, private vehicle use must be limited. Reducing the trend growth in daily private vehicle trips from 76,000 to 37,000 equates to a private vehicle modal share of 60% by 2031.

While active transport usage is currently higher than public transport usage, the intensification of residential areas in City of Ryde around transport hubs suggests that public transport has greater potential to attract trips away from private vehicles. On this basis, targets for public and active transport have been set as (Figure 8):

- 20% of resident-generated trips in 2031 by public transport
- 20% of resident-generated trips in 2031 by active transport.

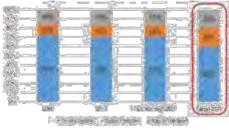


Figure 8: Daily Resident Trip Modol Share Targets 2031

TARGETS – WORK TRIPS TO MACQUARIE PARK

Roads surrounding Mecquarie Park are at capacity now for many hours of the day. Hence, it is important to restrain private vehicle usage to current levels. Macquarie Centre presents enormous potential for increased public transport access. In response the ITS nominates the following targets by 2031 (Figure 9):

- Private vehicle: 60%
- · Public transport: 34%
- Active transport: 6%

Applying the above targets means that there would be no significant increase in private vehicle traffic to Macquarie Park between now and 2031, with public transport trips increasing by nearly 10,000 passenger movements per day (one-way) and walking and cycling to Macquarie Park increasing by about 1,300 trips per day (one-way). While the public transport target is ambitious, it is vital if Macquarie Park is to maintain its accessibility and attractiveness as the second largest business district in NSW.

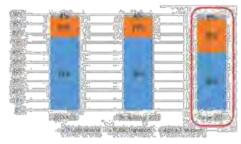


Figure 9: Journey to Work Modal Share Targets 2031 Macauarie park

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Integrated Land Use - Transport Strategy

LUM: Encourage residential development based on activity centres and transport hubs

The efficiency of the transport system relates to the densification of land use and particularly mixed land use. In City of Ryde, increasing residential dwelling densities in centres and near major train stations and bus interchanges will reduce the need to travel long distances and will minimise travel times to major public transport facilities (Figure 10). Shorter trips are more feesible for walking and cycling and shorter vehicle trips use less of the road network - reducing congestion and road infrastructure costs. Consolidating trips closer to public transport will decrease car trips, and will, in particular, lessen longer-distance commuter trips.

Current population densities are largely unrelated to the location of major transport nodes, with only 33% of all City of Ryde residents living within 800m of a major transport node.

Higher density residential development will be encouraged in areas closest to train stations and major bus stops. While the viability of higher density development near train stations is fundamentally a matter for the property sector, Council can adopt supportive land use planning controls in areas of desired intensification and adopt restrictive planning controls outside these areas. Council intervention will be carefully considered so as not to undermine the short to medium-term economic benefits of property development, but rather encourage investment into areas more likely to provide long-term sustainable transport and economic outcomes.

Densification in these areas will also provide stronger competition to private car use for outbound commuter trips from train stations.

Distance from stop/station	400m	600m	800m
Now	12%	21%	33%
2031 Target	20%	33%	40%
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Figure 10: Station Catchments and Activity Zones in Ryde

Low Activity

LU2: Maximise walking and cycling and improve access to public transport in centres

People will be less likely to walk or cycle to, from and within town centres with insufficient permeability, which increases trip distances, Successful town centres are designed to provide direct and attractive walking and cycling options (Figure 11).

Direct, legible access to major train stations and bus stops within centres can reduce trip times to and from the centre. Some town centres within City of Ryde have layouts that make it difficult for pedestrians and cyclists to move into or through the area or to/from public transport stops.

The redevelopment of centres within the City of Ryde should reduce block sizes and provide pedestrian and cyclist access through the development site as directly as possible while considering the location of major train stations and bus stops. 5/17, dated Tuesday

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More permeable centres as development occurs





Figure 11: Typical Centre Zone Permeability Source: www.architectureanddesign.com.au/news/ construction-begins-at-sydney-s-green-square

US: Prioritise investment in public and active transport at major employment or mixed use development areas and enhance accessibility across City of Ryde

The City of Ryde has spent just over \$840,000 in 2014/15 on footpaths. Approximately \$295,000 was spent on repairing existing footpaths and \$545,000 was spent on construction of new footpaths.

It makes sense to invest in locations where the proportion of walking and cycling trips is most likely to Increase - places where the trip origin is close to a large number of destinations.

Likewise, prioritising public transport investment where the most contestable trips are located maximises the return on this investment - usually in larger mixed use commercial centres and universities/colleges (centres such as Macquarie Park, Eastwood and Ryde) where more of the long-stay trips can be taken on public transport.

The ITS will prioritise investment in footpath, cycleway and bus stop infrastructure based on the expected population and employment densities over the next five to 10 years and the facilities currently in place. This will provide at least twice the density of footpaths and cycling facilities per person in identified centres and their walking and cycling catchments than non-centre locations.



UU4: Complement land use development with parking policies that encourage public and active transport use

Land use strategies to increase walking and cycling and public transport usage can be undermined if complementary parking policies are not introduced at the same time.

New development is required to provide parking at rates specified in the centre's planning controls. Traditionally, development parking rates have evolved as centres evolve and issues are addressed, without aligning to broader land use and transport policy objectives in each

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Centre-by-centre parking strategies are needed that specify maximum parking rates, rather than minimum rates to restrain the growth in long-stay parking. In addition to Macquarie Park, Eastwood and Meadowbank town centres could be investigated for maximum rates.

The definition of centralised parking stations in key locations and the associated creation of local parking station contribution schemes would allow development to offset part or all of their parking to these centralised areas (Figure 12). As public transport, walking and cycling improvements are introduced, this would influence long stay parking supply.

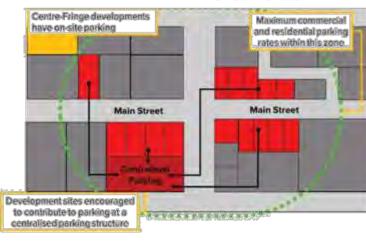


Figure 12: Example of Centralised Parking in Centres

Integrated Land Use - Transport Actions

No.	Action	Lend Area	Tem
LU1.1	Through planning controls, encourage residential densification in areas with high public transport accessibility and high trip activity for education, commercial, recreational and shopping destinations.	CoR	Medium
LU1.2	Through planning controls, discourage residential densification in areas without high public transport accessibility and high trip activity for education, commercial, recreational and shopping destinations.	CoR	Medium
LU1.3	Undertake detailed investigations to more precisely define areas of high public transport accessibility and high trip activity for inclusion in future plenning controls.	CoR	Short
LU2,1	Ensure centre DCPs aim to reduce block sizes in high activity areas.	CoR	Medium
LU2,2	Establish development controls in centres to achieve pedestrian and cyclist permeability orientated to/from railway stations and major bus stops.	CoR	Medium
LU3:1	Determine current footpath, cycle-wey and bus stops by centre and non-centre areas related to population and employment density expected in 2021, 2026 and 2031.	CoR	Short
LU3.2	Develop an investment prioritisation scheme to achieve twice the density of facilities (per person) in centres compared to non-centre areas.	CoR	Short
LU4.1	investigate reduced or maximum parking rates in Eastwood, Meadowbank and West Ryde.	CoR	Medium
LU4,2	Investigate centrolised parking stations and developer contribution- in-lieu schemes in Eastwood, Meadowbank and Macquarie Park (near train stations).	CoR	Medium
LU4.3	Consider investing parking meter proceeds back into the area where the funds were received.	CoR	Medium
Case Study 1	Investigate the feasibility of a car share scheme, or further extension of the GoGet scheme and adapting it specifically to Mecquarie Park.	CoR	Short

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FUTURE OPPORTUNITIES IN CAR/RIDE-SHARING

THE 'LIFTSHARE' APP (UK)

The LiftShare App is a ride share scheme that was introduced in 1998. It has over 420,000 members. Ride sharing or car-pooling involves a number of people driving in the same car to the same destinations. This system is particularly effective for large businesses in a central area with high numbers of employees working at the same or nearby buildings.

In recent years the company has offered to integrate their system within large businesses to tailor car-share schemes within business as well as across areas.

Users have the option to request a lift, offer a ride or simply input a regular daily route to be put in touch with people using similar routes to organise a ride share.



Potential applications within the City of Ryde

With a large number of employees in a relatively small area with similar job start and finish times, Macquarle Park provides the ideal conditions for the scheme. The proximity of university trips introduces another dimension for this type of ridesharing scheme.

The scheme would work best if implemented with complementary strategies such as reduced or more expensive all day parking and even Transit (or High Occupancy Vehicles) lanes on some roads approaching and within Macquarie Park.

An initial scheme has commenced in Macquarie Park. Called "Co Hop", it started in September 2015 and now has 450 registered vehicles. 5/17, dated Tuesday





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Parking Strategy

PK1. Classification scheme and hierarchy

A parking area classification scheme and hierarchy is maintained and identifies the objectives of parking supply management in each type of centre.

PK2. Discourage over-supply of off-street parking

Over-supply of off-street parking is discouraged in key centres where public transport, walking and cycling are encouraged to manage any impacts within adjacent residential areas.

PK3. Off-street parking capacity

Sufficient off-street parking capacity is provided for long stay purposes in "car-orientated" centres.

PKA. Short stay parking accessibility

Short stay parking accessibility is facilitated in areas which rely on drop-in trade by ensuring sufficient turnover through time regulation, enforcement and pricing if needed. Parking is used for a range of purposes and it is important to understand the mix of parking demand types in each centre and the supporting transport system available in order to achieve the relevant transport objectives in each area (Figure 13).

Effective parking policy is essential to achieving broader transport objectives and the economic prosperity in smaller centres. The type, location and amount of parking provided in each area can influence on modal share and accessibility to businesses that rely on easy access.

High Activity Area



Figure 13: Typical High Activity Area Zoning

A perking classification scheme (Figure 14) should be consistent with the underlying principle that the shorter the duration of the trip, the closer the parking should be to the destination. This strategy provides a parking area classification scheme based on the following definitions:

- Integrated Activity Centre where public transport, walking and/or cycling are practical, particularly for long-stay trips
- Integrated Activity Centre Fringe where public transport, walking and/or cycling are moderately attractive compared to private vehicle access
- Car-Based Centre where public transport, walking and cycling are not practical options for most trips to the area
- Other (Residential) areas where perking is typically unrestricted except when resident parking schemes are required.

The implementation of a classification scheme and parking hierarchy principles will require investigation into current parking characteristics, land uses and public and active transport accessibility of each centre. Centre-based parking studies would be needed to apply the parking principles at the local scale and consider other objectives and actions in this ITS.

The definition of parking area classification and specific requirements in each area should recognise current parking issues and needs while reflecting expected land use and transport conditions through to 2031.



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Parking Area Class	Off-Street Perking Principles	On-Street Parking Principles
Integrated Activity Centre	Progressively climish the supply of off-street parking outwards from the centre's hub Introduce pay parking where the impacts can be managed and where on-street parking areas are able to be charged for Allow for conversion of site-based off-street parking to floor space where possible Plan for and encourage centralised parking stations to be established with less development site-specific parking and using maximum development and parking rates	Manage on-street parking from the area of highest activity to the area of lowest activity by: Regulated time limits being the lowest closer to the centre of activity Parking charges per hours being the highest closer to the centre of activity Prioritise parking proximity for loading and disabled parking purposes Peak occupancy should be targeted at a maximum of 75-80%
Integrated Activity Centre Fringe	Introduce maximum development parking rates for off-street parking to encourage the use of alternative modes. Allow for conversion of off-street parking to floor space where possible.	Use regulations to encourage off-street parking for parking durations longer than 2 hours Peak company obtains he appropriate an experience of 75 500°. Continue of 75 500°.
	- Provide the destruction of the street painting to not apole where possible	Peak occupancy should be targeted at a maximum of 75-80%
Car-Based Centre	Provide sufficient off-street parking for development-generated needs	 Manage on-street parking regulations to limit long-stay parking
		Ensure sufficient accessible parking for customers and visitors
		Peak occupancy should be targeted at a maximum of 75-80%
Residential Area	 Limit parking for new development in centres to encourage occupants with lower car ownership into these areas 	 Manage on-street parking durations near commercial centres to ensure overflow parking impacts do not adversely affect residents
	 Accommodate parking demand off-street for new development outside of centres 	Provide on-street parking on at least one side of the road in new development areas away from centres

Figure 14: Ryde Parking Demand Zones

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PKS. Provide adequate special parking such as loading zones, bus stops, taxi ranks, car share schemes or parking for people with disabilities

Kerbside space is a valuable asset. Bus stops, loading zones and taxl ranks are often provided in the most accessible locations. As centres evolve, new locations for loading zones, bus layover and taxi layover are required so kerbside space is utilised in the most efficient manner.

Car share schemes are being implemented more across Sydney, Macquarle Park would be an ideal candidate for expansion of these schemes (such as GoGet that is currently being trialled in Macquarie Park). However, most off-street parking in these areas is contained within private developments and City of Ryde has no policies relating to on-street car share spaces.

Kerbside allocation in the central hub of centres should be prioritised for the highest value purposes, in priority order:

- Bus stops
- Loading zones
- Taxl ranks
- Drop-off and pick-up areas
- 5. Disabled parking
- Car share schemes
- General public on-street parking.

An audit and re-evaluation of kerbside allocation is needed for special parking. Investigating appropriate locations and restrictions for pick-up/drop-off zones around stations can ensure the surrounding traffic nature of each station is retained. Consideration should also be given to providing driver amenities near longer stay zones.

PK6. Embrace new parking technologies that use real time information and disruptive technologies to benefit users and managers of parking infrastructure

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New technologies create opportunities for dynamic parking management/pricing, integrating on-street and off-street availability and pricing in real time to better match demand and supply, by time of day and day of week. Dynamic signage also allows for the re-allocation of kerb-side space for different uses at different times of the day. A feasibility study into an integrated automated parking management system should be undertaken for commercial parking areas in centres, but with a particular focus on potential parking hot spots such as in Eastwood and in Macquarie Park.

The scheme could include:

- · Real-time occupancy determination by location
- · Real time information to potential users through on road Information and app-based systems
- · Real time parking pricing for selected areas to manage demand and supply
- · Real time monitoring of duration of stay for semiautomated infringement detection and notice deployment
- · Variable bay usage allocation by time of day or day of the week through signage.

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Parking Actions

No	Action	Lead	Term
PK11	Develop a Parking Classification Scheme and Parking Classification Map	CoR	Short
PK1.2	Conduct centre-based parking studies for Eastwood, Meadowbank, Gladesville, Ryde Town Centre, West Ryde and Macquarie Park to apply the off-street and on-street parking principles in each centre.	CoR	Short
PK5.1	Audit the kerbside ellocation in key centres and apply the ellocation hierarchy principles to each centre to define a kerbside allocation improvements plan.	CoR	Medium
PK5.2	Develop a kerbside allocation policy to guide decision making on how and where to allocate each type of parking in centres. The policy should prioritise cer share, taxi ranks and passenger pick up/drop off space.	CoR	Medium
PK5.3	Develop a location approval policy and procedure for car share schemes such as GoGet considering the learning ablication policy. Also consider dedicating publicly accessible off-street parking for car share.	CoR	Medium
PK6.1	Undertake a feasibility study for the development of a real time dynamic parking management system for the City of Ryde, or a selected centre such as Macquarie Park	CoR	Medium
Case Study 2	Undertake a feasibility study for the development of a real time dynamic parking management system for the City of Ryde, or a selected centre such as Macquarie Park.	CoR	Medium

FUTURE OPPORTUNITIES IN DYNAMIC PARKING

Dynamic Parking SF Park (San Francisco)

The city of San Francisco (USA) has implemented a dynamic parking scheme for a number of central areas with high levels of congestion. The scheme uses demand responsive pricing to reduce circulating traffic and double-parking. The prices are adjusted based on location, time of day/week and demand levels. Sensors and meters set up in on-street and off-street parking spaces detect parking availability and record demand levels in real-time. This information is provided to drivers free online or via various free-to-use apps for their smartphones. The service also provides information on where to find accessible parking spaces and for a small fee parking may even be paid for or extended online or through an app.

Applications within the City of Ryde

Dynamic parking data collection and management could be applied within a number of Council's centres, especially Eastwood and Macquarle Park. Macquarie Park in particular, with its mix of demand types and evolving on-street parking usage, would be ideally suited. The dynamic adjustment of parking fees would ensure equitable usage of on-street

space while significantly reducing vehicle circulation by providing clear information to drivers on parking availability at all times of the day.

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Active Transport Strategy

AT1. Provide a legible connected and accessible layered network of cycle facilities

Different cycling users require different types of cycling facilities. Footpath and cycleway facilities connecting to key destinations such as employment centres, universities, shopping centres, schools or parks, are typically constructed for their specific purpose. Cycle facilities can be defined as three (3) distinct types:

- Cycleway: off-road cyclists only path
- Shared user path: cycleway shared with pedestrians
- Bike lanes: usually on-street lanes for cyclists only.

Connecting these facilities by joining up the missing links in the network significantly adds value to purpose-specific route facilities to create a network of cycle facilities and footpaths across the City of Ryde (Figure 15).

Wayfinding signage or branding of key cycle corridors is also needed as many facilities are shown only on maps with no associated street signage or pavement markings to denote them as key cycling routes.

The existing cycle network in City of Ryde has evolved over time considering specific user markets/needs without considering wider opportunities to establish a layered network of facilities.

Developing a program to fund and construct the missing cycleway links will improve the connectivity of the overall cycleway network in the LGA and give more potential users access to train stations, universities/colleges, schools, employment areas and recreational routes.

This will be suported by a pedestrian and cyclist wayfinding and facility branding strategy which will also provide benefits in improving network legibility and highlight the presence of cycling and walking as alternative options to private vehicle travel.

The use of Personal Mobility Devices (PMD's) may offer an alternative mode of transport into the future as public acceptance of these facilities grows and legislative changes are put in place. PMD's are a long term consideration that could be assessed as the ITS is reviewed in the future.

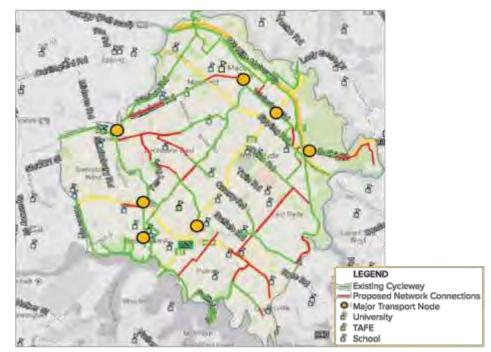


Figure 15: Cycleway Strategy Map

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AT2. Prioritise pedestrian movements over other transport modes in centres

Pedestrian priority can be clearly defined in centres through pavement treatments, traffic lane narrowing, speed reductions, and where possible, one-way traffic schemes. In the locations in City of Ryde with high pedestrian volumes, street configurations have the majority of the street space provided for vehicles and parking, with narrow paths and few crossing points.



Source: Google Images

A number of centres within the City of Ryde have the potential for High Pedestrian Activity Area (HPAA) schemes. These reduce speed limits to 40kph, creete shared zones and prioritise pedestrians, reducing traffic levels. Suitable locations include; Eastwood Town Centre, Herring Road and Giffnock Avenue (Macquarie Park), North Ryde Station, Anthony Lane (West Ryde) and Shepherd's Bay (Meadowbark).

Pedestrian Access and Mobility Plans (PAMPs) help to prioritise pedestrian movements. These have been completed for Eastwood, Macquarie Park and Gladesville town centres and are underway for Top Ryde, the smaller centres of Cox's Road and Blenheim Road, and for North Ryde. PAMPs may be developed for Meadowbank and West Ryde and other small and medium centres.

Funding from all levels of government and developer contributions will assist the development of these key major pedestrian infrastructure improvements.



Source: Google Images

AT3. Provide appropriate and sufficient end of trip facilities in new developments

End of trip facilities include storage for bicycles and shower and change room areas. Quantity and quality of facilities varies, depending on a development's location and cycling demand.

Minimal facilities are required in areas where cycling is unlikely. Where significant potential exists to attract more cyclists, developments should provide a higher level of end of trip facilities to reduce traffic impacts. Figure 16 has divided the City of Ryde LGA into key areas where the level of facility provision has been identified as high, medium or low (or none) depending on the scale and nature of the centre/area with the level of facilities most appropriate to each also defined.



Source: Google Images

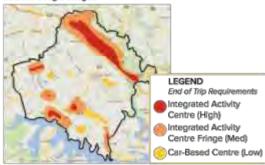


Figure 16: End of Trip Provision Requirement Zones

Scale	Bicycle Storage	Rider Amenities
High	Secure individual lockers, undercover	Shower/locker room facilities
Medium	Secure undercover racks {wall mounted or similar}	Individual showers for offices, suites etc.
Low	Standard bicycle racks	None

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AT4. Integrate active transport networks with key public transport stops/stations through route location design and the provision of end of trip facilities

Walking and cycling connections to public transport will encourage greater public transport use. Direct, flat (where possible), open, aesthetically pleasing and safe connections influence the attractiveness of using public

Provisions and facilities for bicycles also offer further incentives.

Many older public transport stations and stops within City of Ryde do not provide direct and well signed pedestrian and cyclist access routes.

Transport for NSW is undertaking active transport assessments of the North Ryde, Macquarie Park and Macquarie University stations applying up to a 2km catchment radius. However, for the purposes of this strategy, a more detailed focus is proposed within 500m-1km catchment radius approaching railway stations and major bus stops.

This means areas within a five to 10 minute walk to stations and major bus stops should progressively develop a good coverage of high quality footpath and cycleway facilities. This should apply to existing facilities and be embedded within the design of new facilities, such as major bus stops in new locations.

Further, major bus stops and train stations should include secure bicycle storage facilities.



ATS. Provide safe cycling routes within one kilometre of all public schools

Cycling to school introduces a range of benefits to the transport system as well as to general health and wellbeing of students. The separation of cycling facilities in school areas from traffic and the need to ensure street crossing point treatments recognise the varied behaviours of children is paramount.

The greatest value for money for safe cycling route Investment is close to each school where the largest number of cyclists will cycle. Safe cycling routes should be determined outwards from each school location and into its 1km catchment (Figure 17). Where deficiencies exist, investment should be prioritised from the location of the school outwards on the basis of providing as many students as possible the opportunity to ride to school. The development of these cycle routes should be undertaken in conjunction with Action AT1.1.

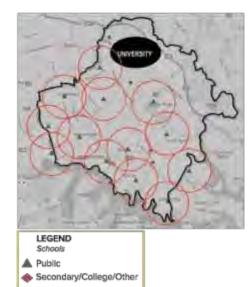


Figure 17: 1km School Catchments

1km Radius

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Active Transport Actions

AT6. Use walking and cycling programs to encourage more people to use active transport

A barrier for many new active transport users is lack of information. This may include not understanding the routes/facilities available, not understanding the physical benefits and not understanding the broader economic and community benefits of less cars on local roads.

Given the trend for increasing elderly residents and younger children in the City of Ryde in the coming 15 years, walking and cycling education programs will provide significant value in improving mobility and generating sustainable transport habits in the local community.

These could be modelled or drawn from existing programs such as KidsRIDE or through Bicycle NSW,

No.	Action	Lead Area	Term
AT1.1	Update development controls to reflect the types of bicycle paths required in City of Ryde.	CoR	Medium
AT2J	Investigate Eastwood Town Centre, the Herring Road precinct, the North Ryde Station precinct, West Ryde (Graf Avenue-Anthony Lane) and Meadowbank (Shepherd's Bay) for implementation of HPAA schemes and shared zones.		Short
AT2.2	Undertake Speed Limit Reviews in high pedestrian activity areas.	CoR	Medium
AT2.3	Investigate key linkages and undertake negotiations with land owners for right of way corridors through sites.	CoR	Short
AT3.1	Update development controls to reflect the level of bicycle end of trip facilities required in each area within the City of Ryde and include a component of visitor cycle facilities.	CoR	Medium
AT4.1	Undertake an audit within 500m of train stations and major bus stops to identify footpeth and cycle-way deficiencies for access to stations/stops.		Short
AT4.2	Consider pedestrian and cyclist facilities, including bicycle racks, in the design development investigations for new major bus stop and train station upgrades.	CoR	Short
AT5.1	Assess the availability and quality of safe cycle routes to/from each public school in the City of Ryde and develop a program of improvements/upgrades, prioritised on the basis of proximity to each school and in consideration of Action AT11.	CoR	Medium
AT6.1	Investigate assisting public schools and community groups to implement bicycle training and awareness programs throughout the City of Ryde.	CoR	Medium
AT6.2	Develop a position within Council for an active transport liaison officer responsible for pedestrian and cycling planning, information management, event planning and education program development and roll out.	CoR	Medium
Case Study 3	Investigate the feasibility of a cycle-share scheme for Macquarie Park, including "ebikes"	CoR	Short

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FUTURE OPPORTUNITIES IN CYCLE-SHARING

PUBLIC BICYCLE SHARE BIKEMI AND EBIKES (MILAN, ITALY)

The BikeMi public bicycle share system in Milan utilises traditional style bikes for public hire at specific locations throughout the city. Users subscribe through a smartphone app and enter a code or swipe a pre-purchased card at any station to access a bike for a set period of time.

Recently the scheme has introduced a fleet of electric power bicycles (ebikes) that can be used at the existing parking stations and cost only a fraction more to hire. They aim to overcome terrain obstacles, reducing the need for redistribution trucks, and encourage more people to use the system.

Applications within the City of Ryde

Successful blke share schemes require a large number of potential cyclists in a similar area. Macquarie Park, with its mix of university, recreational and commuting trips and its rail station anchors for hire-bikes would be ideal. Ebikes could also address some of the topographic challenges in Macquarie Park. The system could be used by university students, employees of Macquarie Park and for trips connecting to/from train station, as will as potentially for midday business or recreational trips. On the weekends the bikes would also be available for the rapidly growing number of residents in the area.

A further extension to the scheme could be longer-term hire should students require bicycles for an entire term before returning them during end of term breaks.







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ITEM :

Public Transport Strategy

PT1. Efficiently integrate transport modes at public transport interchanges

As travel patterns become more complex and development intensifies within the City of Ryde, relying on "same seat" journeys from origin to destination becomes more difficult.

Within the City of Ryde, train stations and services are primarily used for longer distance, commute-style trips or for university trips into Macquarie University Station. Without effective bus-rail interchanging at key locations, the demand for Park and Ride is higher than it needs to be, or trips are made by private vehicle instead of public transport.

Eastwood and West Ryde are relatively well set up for bus-rail interchanging. The most important interchanges within the City of Ryde are along the Sydney Metro Northwest line. In particular, Macquarie University Station/ Interchange is expected to significantly increase its importance in the metropolitan public transport network.

Improving bus-rail proximity with Interchanges and the quality of the interchange experience will help to make public transport a more attractive option that the private The strategies to increase the effectiveness of bus-rail Interchanging within the City of Ryde are:

- For high volume locations, identify opportunities for closer integration of bus stops and railway stations
- . For medium volume locations, identify measures to Improve the quality of the pedestrian connections between bus stops and railway stations to improve the interchange experience
- . For low volume locations or locations where no Integration occurs at all, investigate re-routing existing bus services or adding additional services to give local residents the opportunity to use buses to access railway stations.

Interchange Location	Importance	Bus / Rail Proximity	Strategies
Macquarie University	Very High	Approximately 150m from closest bus station and down a level	Investigate locating buses closer to rail platforms for Herring Road and Waterloo Road services including allowing for significantly more buses and more interchanging passengers
Macquarle University Station	High	Westbound buses adjacent to station. Eastbound buses across Lane Cove Road and across Waterloo Road with significant pedestrian crossing times due to signal phasing arrangements. Lane Cove Road bus stops 80m from station entry	Investigate options to improve pedestrien connections from the bus stops in Waterloo Road. Consider indented bus bays on Lane Cove Road adjacent to the station
North Ryde Station	High	Westbound buses adjacent to station. Eastbound buses across Delhi Road with 200m walk	Investigate more direct pedestrian connections from the eastbound bus stop to station
Top Ryde Bus Stations	High	Several bus stops with major connections throughout the City of Ryde within 200m walk of the Top Ryde Centre	Investigate graded separation on Lane Cove Road and improving pedestrian connections between bus stop locations
Eastwood	Medium	Bus stops generally within 50m of rail platforms	Extend covered walkways from bus stops to platforms on both sides of station
Denistone	Low	Nearest major bus stop/service 300m away	Investigate new bus services covering Denistone West, via the station, to Denistone East
West Ryde	Medium	Bus stops generally within 50m of rail platforms and key intercept location for Victoria Road buses	Reconfigure the bus interchange to the west of the station to better define pedestrian paths and crossing points and extend the covered walkways to the station
Meadowbank	Low	Nearest major bus stop/service 200m away	Investigate extending/diverting the 513 bus service to the rail station and duplicating the 524 bus service to pass the station and Constitution Road

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PT2. Prioritise Park and Ride capacity outside centres with insufficient bus feeder services

Park and Ride (Figure 18) will be planned outside of centres so as not to:

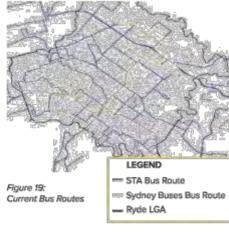
- · Undermine the potential for use of alternative, more efficient modes for connection to stations and major bus stops
- Take up valuable development space close to a railway station
- Introduce extra congestion into a centre near a railway station.



Figure 18: Park and Ride

PT3. Create a simple and direct bus network with equitable access for all users

While bus service coverage is good, the City of Ryde bus network is a complicated array of routes that join multiple origins and destinations (Figure 19), Many services are infrequent, particularly during off-peak periods.



This coverage has been achieved by compromising route clarity. Currently, the City of Ryde has major public transport spines as follows:

- · Sydney Metro Northwest
- · Strathfield-Epping Line for trips towards the CBD or towards Parramatta via Strathfield

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- · Epping Road with dis-jointed bus priority measures
- · Victoria Road with dis-jointed but increasing lengths of bus priority measures.

With the exception of the Sydney Metro Northwest, these facilities are primarily orientated towards the Sydney CBD and little bus priority infrastructure caters for bus services to/from Macquarle Park. Possible bus network structure options include a grid system or a collector-feeder system (Figure 20). A collector-feeder system structure promotes the consolidated use of corridors where bus priority can be provided.

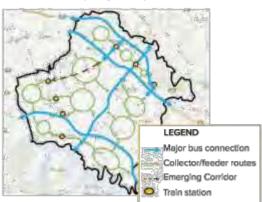


Figure 20: Proposed Bus Route Structure

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PT4. Improve the competitiveness of public transport travel times compared to private vehicles in peak times

People generally compare door-to-door travel times when considering a modal shift from the private vehicle to public transport. Public transport travel times often include reasonably long components of walk and walt

Unless public transport in-vehicle travel times can be at least as competitive as car travel times, then modal shift is relying on restrictive and expensive parking fees to offset the additional time walking, waiting and

The trips where bus travel would be more advantageous than car travel are:

- . From the City of Ryde towards the CBD
- . Towards Macquarie Park, and particularly near the Herring Road Urban Activation Precinct.

Macquarie Park will require competitive bus travel times. This can be achieved by investing in key bus corridors such as in Lane Cove Road-Devlin Street and Epping Road, to supplement the benefits of the Sydney Metro Northwest.

PTS. Improve public transport by leveraging off new development and shape a sustainable land use

Value can be created by the accessibility provided from Investments in transport infrastructure, as evidenced around the Sydney Metro Northwest stations through Macquarie Park with significant redevelopment interests.

Light rail - with its fixed infrastructure, high levels of accessibility due to stop spacing and typically its separation from traffic congestion - can shape a land use into a more sustainable form. While it is difficult to generalise the land value uplift from transport Investments, recent research by the Tourism and Transport Forum of Australia Identified light rall property value uplift of at least 30% in three U.S cities where light rail was introduced.

The potential for light rall has been identified between Parramatta and Macquarie Park (Figure 21). This could Integrate with Eastwood Railway Station (if the alignment passed this way instead of via Epping Station) and Macquarle University and from Macquarle University Station to further east in Macquarie Park.



Potential Light Rail Corridor

Accessibility-led land use Intensification opportunities Potential route options through the City of Ryde

Figure 21: Macquarie Park Potential Light Rail Corridor

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Public Transport Actions

No	Action	Lead Area	Term
PT1.1	Investigate a major upgrade to Macquerle University Bus Station to Improve the Integration of buses and trains and allow for significant increases in bus capacity	CoR / TfNSW	Short
PT1.2	Investigate improving pedestries connections at Macquarie Park Station, Top Ryde, North Ryde Station, Eastwood Station and West Ryde Station (western side)	TINSW	Short
PT1.3	Investigate new/modified bus routes via Denistone Station and via Meadowbank Station	TINSW	Medium
PT2.1	Actively discourage Park and Ride near Macquarie University, Macquarie Park, Eastwood and West Ryde Stations	CoR	Short
PT2.2	Investigate opportunities for newladditional Park and Ride at Denistone Station and near Victoria Road, Gladesville	CoR	Medium
PT3.1	Investigate Introducing T3 lanes or bus priority measures in the Lene Cove Road-Devlin Street corridor (peak period or full time) and simplify north-south services to use this infrestructure	CoR	Long
PT3.2	Investigate introducing additional east-west services passing through Denistone and Meadowbank train stations	CoR	Medium
PT3.3	Investigate bus priority measures along Epping Road from the Lane Cove River to Lane Cove Road	CoR/TfNSW	Short
PT3.4	Investigate bus priority measures between Eastwood end Macquarie University Station	CoR/ T/NSW	Short
PT4.1	As per PT 3.1		
PT5.1	Continue discussions with the NSW Government to progress the planning of the Parrametts to Mecquarie Park Light Rail proposal and identify a preferred alignment, integrated public transport strategy and local land use strategy	CoR	Short
Case Study 4	Investigate the feesibility for an on-demand public transport system anchored in Macquarie Perk and possibly linked to a ride share program	CoR	Long

FUTURE OPPORTUNITIES IN PUBLIC TRANSPORT

On-Demand Public Transport (Boston, USA)

Growing demand for public transport within high density cities and the introduction of on-demand car share services has created a middle ground; on-demand public transport systems.

One of the project is Bridj, which operates in Boston. It is designed around a dynamic routing system based on service demands. Users input their location and destination information on a smartphone app. The on-demand routing system then calculates the most efficient route and cost of the service. If another user adds a nearby location/ destination then the system re-calculates the route to include this user. The app also provides users with common pickup locations and directions to walk to their nearest point. These locations are chosen around multiple user's locations and appropriate stopping zones (i.e., avoiding conflicts with other public transport modes).



Applications within the City of Ryde

Demand-responsive public transport systems can operate on an 'anywhere to anywhere', trip pattern but are more efficient for situations where either the origin or destination of trips are near each other.

Macquarie Park is an ideal candidate for such a scheme with its sheer volume of trips going to roughly the same area for which conventional mass public transport is not effective in isolation and where the origin of trips can be spread away from fixed rate services. An on-demand public transport scheme anchored in Macquarie Park would also provide benefits outside of peak commuting hours for university and shopping trips.

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ITEM

Roads and Freight Strategy

RP1. Improve the efficiency of through traffic movements on the arterial roads while recognising local accessibility needs

More efficient traffic movements provide economic benefits through productivity gains due to travel time savings. This efficiency has traditionally been achieved by progressively restricting local access to these roads, whether by cutting off local streets, barring right turn movements or simply reducing the amount of signal green time available for local street approaches to major Intersections. As networks evolve and arterial roads become congested for much of the day, a balance needs to be struck between preserving through movement efficiency and allowing local movements that have no need to be held up in this congestion, to cross the area (Figure 22).



Figure 22: Local Accessibility and Arterial Roads

Local accessibility is currently restricted near the major through movements on Victoria Road, Epping Road and Lane Cove Road. Most issues stem from the limited number of crossings/full intersections that consolidate traffic movements, creating fewer but larger Intersections, Examples include Intersections like Herring Road/Epping Road, Lane Cove Road/Blaxland Road (at Top Ryde), Morrison Road/Church Street (Meadowbank), Lane Cove Road/Waterloo Road and Pittwater Road/ Victoria Road.

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The City of Ryde local road network is split by three State arterial routes of Victoria Road, Epping Road and Lane Cove Road-Deviln Street, Beyond these roads, there is a loose functional hierarchy of secondary local government roads. These roads perform important through movement functions but have direct property access and no formal policy to control through movements.

A revised functional road hierarchy and access management strategy can address these issues, while also identifying opportunities to separate local traffic movements from through traffic movements that may warrant grade separation (creating roads of different heights to ease traffic flow). Potential locations include Herring Road/Epping Road, Waterloo Road/Lane Cove Road and Wicks Road/Epping Road.

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Preserve residential amenity in streets by limiting the volume and speed of through traffic using local area traffic management schemes

Residential amenity in local streets can be improved by discouraging through traffic and/or travel at a reduced speed. With a well-established functional road hierarchy, traffic would be encouraged to use arterial, distributor and collector routes rather than local streets. Where this clear segregation of functional purposes and traffic trip lengths is not possible, Local Area Traffic Management (LATM) schemes can be implemented to manage competing needs. These schemes can also be used more broadly as street scaping measures to beautify local streets for residents.

The City of Ryde has a relatively poor definition of street function due to the way its grid street network has evolved over time. In some locations, this has led to excessive traffic volumes or excessive speeds in local streets.

A LATM policy can define what type of street conditions warrant what types of measures. The policy would be used for auditing local streets to prioritise programs for more detailed traffic management scheme investigations. The most successful schemes have significant community involvement.

RF3. Maximise the person-movement capacity of arterial corridors

As roads in physically constrained corridors approach capacity, options for upgrades become limited. Rather than providing additional road capacity, it is often more effective to manage the existing road corridor to maximise its person-movement capacity.

That is, in congested corridors there is often a shift from a traffic capacity focus to trying to maximise the person-movement capacity of the road.

Victoria Road, Epping Road and Lane Cove Road are at or approaching capacity for long periods on weekdays as well as weekends.

Victoria Road and Epping Road run east-west at the northern and southern ends of the City of Ryde with bus lane/bus priority measures orientated to/from the Sydney CBD. A north-south bus priority spine on Lane Cove Road would help focus the City of Ryde services and essist in accessing the east-west corridors (Figure 23).



Figure 23: Bus Priority and Potential T3 Corridor

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Faster and more reliable north-south bus movements

within the City of Ryde will encourage people to take

When an urban network reaches capacity, the sources of congestion are most likely at intersections rather than mid-block. Congestion is often due to isolated pinch points where traffic demand and traffic capacity is, for various reasons, out of balance with intersections, creating a bottleneck. In these situations, the works required to provide relief and to better balance delays along a corridor may be minor, delivering strong value for money given the level of congestion experienced.

The City of Ryde has a mature road network and numerous pinch points have become apparent (Figure 24). NSW Roads and Maritime Services (RMS) undertakes a series of formal pinch point programs to identify and alleviate critical pinch points. The City of Ryde is in a position to support and add to RMS' pinch point programs. A similar process to that used by RMS could be adopted for local road corridors by undertaking:

- · Identify existing and potential future pinch points within the City of Ryde network
- · Identify the causes of congestion
- · Investigate improvement measures, costs and the program works.



City of Ryde LGA Boundary Figure 24: Ryde Pinch Point Examples

Key Traffic Pinch Point.

RF5. Prohibit heavy vehicle movements in local streets and limit freight operating times In specific centres

Efficient freight movement is important for regional and local economies. The evolution of land use sometimes mean that freight-generating activities are embedded in residential areas that develop around them, presenting freight traffic and residential traffic interface issues. Transport for NSW has an overarching freight network that is developed in close consultation with local, state and federal government agencies (Figure 25).

A number of City of Ryde's major industrial areas connect to the existing NSW freight network while sitting adjacent to or impinging upon local residential areas. Examples of these areas can be found within the Meadowbank, Macquarle Park, Gladesville and Ryde suburbs.

An audit of access routes to/from industrial areas/sites adjacent to residential areas will assist in determining where these conflicts exist. Specific restrictions or management plans can be implemented to better cater for these conflicts. These may include LATM schemes, consideration of tonnage limits, re-assessment of land use zoning and limit freight operating times in specific centres.

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Roads and Freight Actions

No.	Action	Load Area	Term
RFI;1	Establish a functional road hierarchy and access management plan for local government roads to support the arterial road system and improve local accessibility.	CoR	Short
RF1.2	Investigate opportunities for grade separation or improved cross-road connections at key locations.	CoR	Medium
RF2,1	Develop a Local Area Traffic Management (LATM) scheme warrants and implementation policy.	CoR	Short
RF2.2	Generate a work program of street audits against the LATM policy and create a budget and program for LATM/streetsceping Improvements, consistent with the functional road hierarchy.	CoR	Medium
RF3.1	Investigate the potential benefits and impacts of a T3 lane on Lane Cove Road (Victoria Road to MZ).	CoR / RMS	Long
RF4.1	Development of a City of Ryde pinch point improvement program.	CoR	Medium
RF4,2	Work closely with the NSW Government on future plnch point improvement projects for Lane Cove Road, Epping Road and Victoria Road.	CoR/ RMS	Ongoing
RF5.1	Assess the Ryde, Gladesville and Macquarie Park industrial areas and truck routes for impacts on residential areas and develop appropriate management measures.	CoR	Medium
Case Study 5	Initiate a SmartRoads pilot investigation in Macquarie Park to define an operational multi- modal hierarchy and management scheme.	CoR	Short

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LEGEND B-Double Routes NSW RAIL NETWORK Australian Rail Track Corporation Network Country Regional Network Country Regional Network - non-operational Metropolitan Rail Network - key freight routes Metropolitan Rail Network - non-freight routes Other	

Figure 25: Australian and NSW Freight Routes

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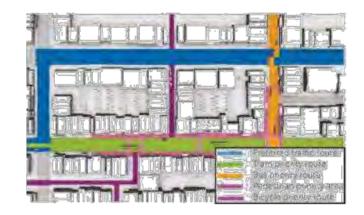
FUTURE OPPORTUNITIES IN ROAD NETWORK MANAGEMENT

SMARTROADS TRAFFIC MANAGEMENT (VICROADS)

The VicRoads SmartRoads program is a smarter, long-term approach for operating new and existing road networks. The system implements a hierarchy-based mode priority system for all routes and aims to influence the development of future road projects and in integrating transport and land use planning.

Potential applications within the City of Ryde

Key centres within the City of Ryde need clarity as they evolve as to where access can be provided, where pedestrian movements will be prioritised and where traffic movement efficiency will be paramount. Implementing a SmartRoads scheme within each centre can provide this planning and operational clarity as well as consistency for decision making within the centre.



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ITEM

LOCAL CENTRE STRATEGIES

Local Centre Strategies

EASTWOOD

Intersected by the rail line, Eastwood suffers from limited connectivity, with First Avenue predominantly used for cross-centre movements. Through traffic conflicts with pedestrians walking from the mail to the train station across West Parade. There is little priority for pedestrian movements, given the level of demand in streets around the core of the town centre. All-day parking is also spreading to areas around Eastwood Park and along Railway Avenue to the north.

The Eastwood Local Centre Strategy will create a new link for pedestrians across the rail line, with signals at either end of the link also making it easier for pedestrians and cyclists to travel along and across this area.

A 40kph High Pedestrian Priority Area (HPAA) in the streets west of the railway line will prioritise the movements and safety of pedestrians.

Eastwood Town Centre



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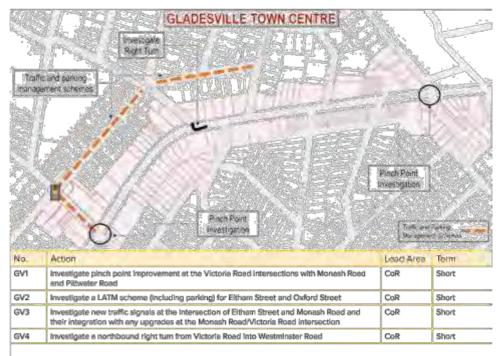
GLADESVILLE

Growing congestion on Victoria Road, as well as the redevelopment of sites fronting Victoria Road, is putting pressure on local roads. Short trips to schools or the shops are limited by right turn prohibitions in a number of locations. Key traffic pinch points in the area includes Victoria Road intersections with Pittwater Road and Monash Road.

The Gladesville Local Centre Strategy will ease the pinch points at Pittwater Road intersection and the intersection with Monash and Victoria Roads with minor upgrades. The ability to turn right into Westminster Road will improve circulation while easing pressure off the right turn into Monash Road from Victoria Road.

Local traffic management schemes will help to ease traffic and parking movements on Eitham Street and Oxford Street and new signals at the Eitham Street and Monash Road Intersection will make it safer for drivers and pedestrians.

Gladesville Town Centre



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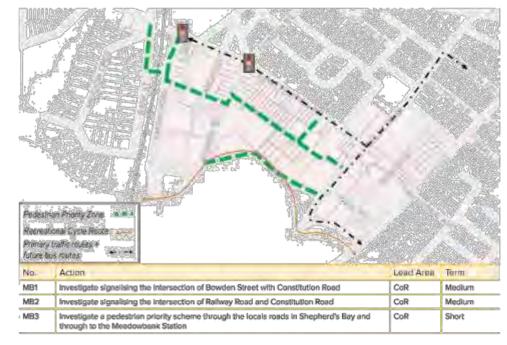
LOCAL CENTRE STRATEGIES

MEADOWBANK

The Shepherd's Bay development is changing the character of Meadowbank and changing its traffic, transport and parking needs. With more local traffic generated in the area, and with Victoria Road congestion continuing to grow, the Constitution Road corridor is evolving into a key supporting traffic link in the network, its connection across the railway line currently has limited capacity and is a key pinch point. Also, without protection, some of the key pedestrian access routes to/from the Meadowbank Station will be increasingly used by traffic. Pedestrian prioritisation in these streets will increase the attractiveness of accessing the station by foot or by bicycle from Shepherd's Bay.

The Meadowbank Local Centre Strategy will establish a better traffic link across the railway line that can also provide a more direct connection to the railway station for pedestrians and cyclists. This will be supported by the signalisation of the Bowden Street/Constitution Road intersection to improve pedestrian and cyclist conditions through this major squeeze point while improving traffic access for local movements.

Meadowbank Town Centre



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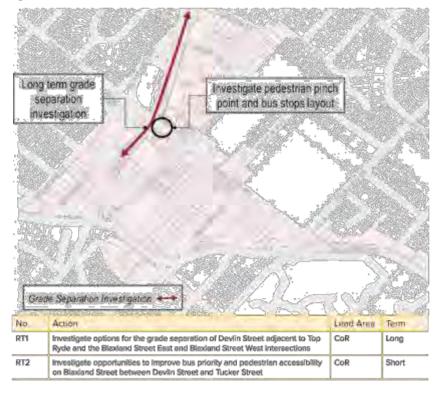
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RYDE TOWN CENTRE

Ryde Town Centre Including Top Ryde is impacted by a major traffic pinch point at the intersection of Blaxland Road and Devlin Street. The centre is largely disconnected by both Blaxland Road and Devlin Street with major pedestrian overpasses, which is the most viable way to cross Devlin Street. With the possibility of Council relocating from its offices on the western side of Devlin Street, this site offers opportunities to better Integrate with Top Ryde; however, crossing Deviln Street is a major impediment. The volumes and width of this road is also an issue for accessing bus services efficiently on either side. In particular, issues with access occur on Blaxland Road between Devlin Street and Tucker Street as a result of bus stop and pedestrian pinch point constraints on Blaxland Road.

The Ryde Town Centre Local Strategy will separate north-south through traffic out of the centre and consider grade separation between Victoria Road and Blaxland Road west. This measure would allow for boulevard treatments at street level on this section on Devlin. Street, creating better access between the Council site and Top Ryde and introducing opportunities for improved bus station facilities and bus lanes. Grade separation would most likely involve lowering the north-south route although other options may be available.

Ryde Town Centre



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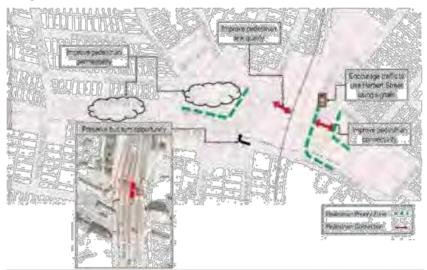
WEST RYDE

West Ryde draws much of its trade from passing traffic on Victoria Road and the train station. The station is generally well connected to the centre, although the link through the bus interchange to the train station is uncovered and unappealing, it is difficult to walk from the station across to Rydedale Lane, between Dickson Lane and Victoria Road and in the Market Street-Graf Avenue area.

The most significant issue is bus access to the bus interchange, particularly from the east where buses have to meander through Hermitage Road-Herbert Street-Anzec Avenue to access the eastern side of the station, and then circulate up to Merlow Avenue some 500m to the north to cross the railway line and return via the western side of the railway line.

The West Ryde Local Centre Strategy aims to improve pedestrian permeability, reduce walking distances, improve the quality of the pedestrian environment and, importantly, improve access to the bus interchange from bus services arriving in the west.

West Ryde Town Centre



No	Action	Lead Area	Term
WR1	Improve pedestrian permeability and connections from Dickson Lane to Victoria Road, in the Market Street-Graf Avenue area and from the station across to Rydedale Lane	CoR	Medium
WR2	Improve the quality of the pedestrien connection from Anthony Road across the bus interchange to the station	TfNSW/ CoR	Medium
WR3	Investigate signalising the Herbert Street / Rydedale Road intersection	CoR	Long
WR4	Investigate and preserve a new bus only right turn from Victoria Road Into West Parade	CoR	Long

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MACQUARIE PARK

Macquarie Park faces significant transport challenges as it evolves from a business perk into a mixed use, multi-purpose centre. Traffic capacity in the surrounding area is already an issue and more locally-generated traffic will exacerbate the existing issues at intersections surrounding Macquarie Park.

Sydney Metro Northwest will reduce reliance on private vehicles; however, as it will only serve a relatively small part of Macquarie Park travellers, efficient bus services will be essential to encourage people away from using private vehicles. This will require the appropriate level of services that reflect the scale and focal point of Macquarie Park within the wider bus network, as well as efficient interchanges with Sydney Metro Northwest, particularly for services from the east/north-east. The scale of bus movements around the Macquarie University interchange and the scale of potential bus-rall interchanging in the future, requires a bigger picture approach to how this interchange should be configured.

The shift eway from private car use can also be supported by an appropriate on-street and off-street parking strategy. The shift to public transport cannot be achieved through increasing services and infrastructure alone.

With potential residential developments in the Herring Road and in North Ryde Station Urban Activation Precincts, many more trips will be local trips – those trips that can be undertaken on foot or by bike. This will require better walking and cycling connections within Macquarie Park. The key themes for improving traffic and transport conditions within Macquarie Park to 2031 include:

- Assess and upgrade targeted traffic pinch points to Increase the ease of entering and exiting Macquarie Park at key times
- Improve local connectivity for traffic, pedestrians and cyclists through developing more "fine grained" networks so that there is not as much relience on a few roads for access and circulation
- Significantly improve bus access to/from Macquarie Park and plan for the expected significant increase in bus movements within the Macquarie University Interchange
- Progressively centralise off-street parking into public parking "stations" through establishing a mechanism to fund these as sites redevelop and provide contributions in lieu of all parking being provided on site; including developing a complimentary on-street pey parking regime to support the economic feesibility of off-street pay parking. Fringe Benefits Tax and Parking Levee implications would also need to be assessed.

The Macquarie Park Local Centre Strategy will include:

- Investigating parking pricing policy within the framework of a new dynamic parking, undertaking a detailed investigation of the Herring Road/Waterloo Road intersection and interchange area considering a broad range of potential substantial options such as, grade separation of traffic under the surface to free up space on the surface for wider footpaths, cycleways and an expanded bus interchange that is closer to the station
- Planning for light rail through Waterloo Road as an interim "Bus Boulevarde" corridor to provide buses a travel time advantage over cars, and provide cyclists a continuous priority path adjacent to the Bus Boulevard
- Testing the benefits of "opening up" Macquarle Park to its surrounding road system through a series of left in/ left out intersections initially in order to relieve capacity at key external intersections
- Reviewing speed limits on local roads with high pedestrian activity
- Developing a holistic parking strategy considering development perking, potential off-street parking station sites, a contributions scheme, an on-street management system.

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and

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ATTACHMENT 1

Macquarie Park Corridor



No.	Action	Lend Area	Term
MP1	Undertake a Herring Road-Waterloo Road aree multi-modal planning study	CoR	Short
MP2	Investigate options for a bus boulevard along Waterloo Road from Herring Road to Epping Road near Delhi Road as a precursor to light rail, potentially as part of a solution during temporary rail line shut down period	TfNSW/ CoR	Short
MP3	Identify locations for additional left in/left out intersections to Epping Road and Lane Cove Road and assess their benefits and impacts	CoR	Medium
MP4	Develop a holistic parking strategy that considers off-street parking station sites and funding, and on-street parking pricing policy within the fremework of a new dynamic parking management system	CoR	Medium
MP5	Address current access, footpath and cycle-way connectivity issues in Macquarie Park by acquiring land in the highest priority areas to/from public transport stops and investigate pedestrian links even without roachways	CoR	Short

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Agenda of the Works and Community Committee Report No. 5/17, dated Tuesday 18 July 2017.

Implementation and Actions

FUNDING

The City of Ryde ITS is not intended to be a fully-funded strategy. It provides a vision and guide for future policy, investment and development relating to transport network and infrastructure. The ITS and actions can be used to assess funding needs from all levels of government and analyse any potential gaps in revenue and investment needs.

Funding the City of Ryde ITS and its downstream projects will be challenging as budgets become more constrained and maintenance expenditure starts to overwhelm new capital expenditure. However, additional funding for transport is critical to ensure that the City of Ryde achieves its economic objectives while maintaining its residential amenity objectives.

An analysis of Council's past three years of capital expenditure on "Roads, Bridges and Footpaths" has found that the City of Ryde expends approximately \$100 per resident per annum on roads, bridges and footpaths and this will likely need to increase to nearly \$150 per resident per year (in 2015 dollars) by 2031, to meet the needs of a growing city.

If this is achieved, \$256 million will be available to fund the ITS over the next 15 years. Clearly, NSW Government assistance will be required for major projects and innovative funding mechanisms need to be explored. Opportunities include:

 Partnering with key developments to provide transport Infrastructure on/near their sites where there are benefits for both parties to do so

- Hypothecating local parking revenues into local bus service kilometres and local cycling facilities and footpaths, rather than into general revenue
- Investigating how advertising could supplement the funding of new technology-based initiatives
- Encouraging, supporting and using local transport management groups such as Connect Macquarie
 Park to deliver business-based programs (such as ride share, green travel plans, blike share etc).

DEVELOPMENT FUNDING TOWARDS KEY INFRASTRUCTURE

New development introduces traffic and transport impacts in the immediate area surrounding the development. Larger developments often generate impacts well beyond the site to other parts of the City of Ryde LGA, it is appropriate for development to contribute to surrounding transport networks and infrastructure improvements relative to the scale and reach of the impacts generated.

Three available funding mechanisms that could contribute to the actions of the ITS include:

- An updated Section 94 contributions scheme
- · Voluntary Planning Agreements (VPAs)
- Direct impact identification and associated construction of work or contribution to the construction of works.

In a fast growing area like the City of Ryde, development-related funding is an important component of total transport infrastructure funding.

MONITORING AND IMPLEMENTATION

The City of Ryde ITS provides a framework and action plan for more detailed investigations. With rapid changes in technology development and travel patterns, monitoring and reviewing the City of Ryde ITS will ensure its actions are still current, and to modify them based on changing circumstances.

The City of Ryde ITS will be subject to:

- An annual report (interim review) that summarises actions implemented and outcomes achieved
- A five-yearly major report (major review) to reasess the policies, objectives and targets and realign the action plan accordingly.

The five-yearly review must be based on quantifiable data, including achievement of modal share targets. As part of this, the first five-year review will identify which measurable objectives could be quantified, how and when this would be done and what data collection programs need to be put in place, including appropriate budgets and responsibilities.

Tuesday

dated

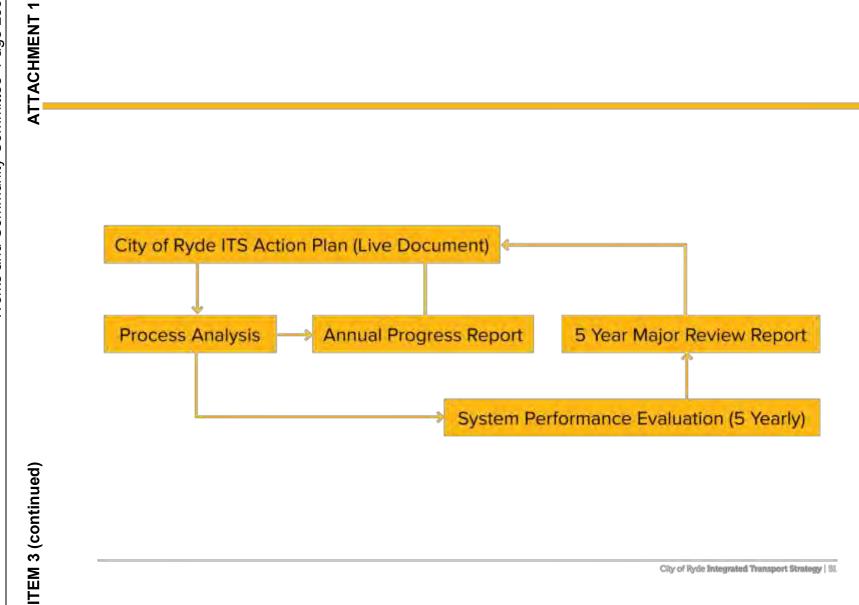
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ITEM 3 (continued)

Action Plan - Short Term Actions (0 to 5 years)

Кеу	No	Action	Lead Area	Torm	Indicative Budget
	LU1.3	Precisely define areas of high public transport accessibility and high trip activity for inclusion in future planning controls.	CoR	Short	\$10,000
	LU3.1	Determine required footpath, cycle-way and bus stops by centre and non-centre areas related to population and employment density expected in 2021, 2026 and 2031.	CoR	Short	\$10,000
	LU3.2	Develop an investment prioritisation scheme to achieve twice the density of facilities (per person) in centres compared to non-centre areas.	CoR	Short	\$10,000
	Case Study 1	Investigate the feasibility of a car share scheme, or extending the GoGet scheme and adapting it specifically to Macquarie Park.	CoR	Short	\$100,000
	PK1.1	Develop a Parking Classification Scheme and Parking Classification Map.	CoR	Short	\$20,000
	PK1.2	Conduct centre-based parking studies for Eastwood, Meadowbank, Gladesville, Ryde Town Centre, West Ryde and Mecquarie Park to apply the off-street and on-street parking principles in each centre.	CoR	Short	\$40,000
	AT2:1	Investigate Eastwood Town Centre, the Herring Road precinct, the North Ryde Station precinct, West Ryde (Graf Avenue-Anthony Lane) and Meedowbank (Shepherd's Bay) for implementation of HPAA schemes and shared zones where warranted.	CoR	Short	\$150,000
	AT2.3	Investigate key linkages and undertake negotiations with land owners for right of way corridors through sites.	CoR	Short	\$10,000
	AT4.1	Undertake an audit within 500m of train stations and major bus stops to identify footpath and cycle-way deficiencies for access to stations/stops.	CoR	Short	\$50,000
	AT4.2	Ensure pedestrian and cyclist facilities including bicycle racks, are considered in the design development investigations for new major bus stop and train station upgrades.	CoR	Short Term	n.a.
	Case Study 3	Investigate the feasibility of a cycle-share scheme for Macquarie Park, including "eblikes"	CoR	Short	\$100,000
	PT1.1	Investigate a major upgrade to Macquarie University Bus Station to improve the integration of buses and trains and allow for significant increases in bus capacity.	CoR / TfNSW	Short	\$100,000
	PT1.2	Investigate improving pedestrian connections at Macquarie Park Station, Top Ryde, North Ryde Station, Eastwood Station and West Ryde Station (western side).	TfNSW	Short	As part of PAMPS
	PT2,1	Actively discourage Park and Ride near Macquarie University, Macquarie Park, Eastwood and West Ryde Stations.	CoR	Short	n.a.
	PT3.3	Investigate bus priority measures along Epping Road from the Lane Cove River to Lane Cove Road	CoR / TfNSW	Short	\$150,000
	PT3.4	Investigate bus priority measures between Eastwood and Macquarle University Station	CoR/ TfNSW	Short	\$100,000
	PT5.1	Continue discussions with the NSW Government to progress the planning of the Perramatta to Macquarie Park Light Rail proposal and identify a preferred alignment, integrated public transport strategy and local land use strategy.	CoR	Short	n.a.

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ATTACHMENT 1

Key	No	Action	Area	Term	Budget
	RF1.1	Establish a functional road hierarchy and access management plan for local government roads to support the arterial road system and improve local accessibility.	CoR	Short	\$150,000
	RF2,1	Develop a Local Area Traffic Management (LATM) scheme warrants and implementation policy.	CoR	Short	\$20,000
	Case Study 5	Initiate a SmartRoads pilot investigation in Macquarie Park to define an operational multi-modal hierarchy and management scheme.	CoR	Short	\$150,000
	EWI	Investigate a HPAA scheme for Eastwood Town Centre.	CoR	Short	\$30,000
	EW2	Investigate improving pedestrian connections across the existing bus-rall interchange and its linkages to the mail.	CoR	Short	\$20,000
	GV1	Pinch point investigations for Monash / Victoria and Pittwater / Victoria.	CoR	Short	\$20,000
	GV2	LATM scheme investigations (including parking) for Eltham Street and Oxford Street.	CoR	Short	\$10,000
	GV3	Investigate new traffic signals at Eitham / Monash and their integration with any upgrades at Monash / Victoria.	CoR	Short	\$10,000
	GV4	Investigate addition of northbound right turn lifrom Victoria Road into Westminster Road.	CoR	Short	\$10,000
	MB3	Investigate introducing a pedestrian priority scheme through the locals roads in Shepherd's Bay and through to the Meadowbank Station.	CoR	Short	\$10,000
1	RT2	Investigate opportunities to improve bus priority and pedestrian accessibility on Blaxland Street between Devlin Street and Tucker Street.	CoR	Short	\$20,000
	MP1	Undertake a Herring Road-Waterloo Road area multi-model planning study.	CoR/ TfNSW	Short	\$100,000
	MP2	Investigate options for a "bus bouleverd" along Waterloo Road from Herring Road to Epping Road near Delhi Road as a pre-cursor to light rell. Could be implemented as part of a solution during temporary reli line shut down period.	CoR/ TfNSW	Short	\$200,000
	MP5	Address current access, footpath and cycle-way connectivity issues in Macquarie Park through pro-active land acquisition in the highest priority areas to/from public transport stops and investigate pedestrian links even without roadways.	CoR	Short	\$50,000

Roses and Freight (RF)

Local Centre Strategio

ITEM 3 (continued)

Action Plan - Medium Term Actions (6 to 10 years)

Kery	No.	Action	Lend Area	Term	Indicative Budget
	LUti	Through planning controls, encourage residential densification in areas with high public transport access and high trip activity for education, commercial, recreational and shopping destinations.	CoR	Medium	n.a.
	LU1.2	Through planning controls, discourage residential densification in areas without high public transport access and high trip activity for education, commercial, recreational and shopping destinations.	CoR	Medium	n.a.
	LU2.1	Ensure centre DCPs aim to reduce block sizes in high activity areas,	CoR	Medium	n.a.
	LU2.2	Establish development controls in centres to achieve pedestrian and cyclist permeability orientated to/from railway stations and major bus stops.	CoR	Medium	n.a.
	LU4.1	Investigate reduced or maximum parking rates in Eastwood, Meadowbank and West Ryde.	CoR	Medium	\$30,000
	LU4.2	Investigate centralised parking stations and developer contribution-in-lieu schemes in Eastwood, Meadowbank and Macquarie Park (near train stations).	CoR	Medium	\$30,000
	LU4.3	Consider investing parking meter proceeds back into the area where the funds were received.	CoR	Medium	n.a.
	PK2.1	Audit the kerbside allocation in key centres and apply the allocation hierarchy principles to each centre to define a kerbside allocation improvements plan.	CoR	Medium	\$120,000
	PK2.2	Develop a kerbside allocation policy to guide decision making on how and where to allocate each type of parking in centres. The policy should prioritise car share, taxi ranks and passenger pick up/drop off space.	CoR	Medium	Included in PK1.2
	PK2.3	Develop a location approval policy and procedure for car share schemes such as GoGet considering the kerbside allocation policy. Also consider dedicating publicly accessible off-street parking for car share.	CoR	Medium	\$10,000
	PK3.1	Undertake a feesibility study for the development of a real time dynamic parking management system for the City of Ryde, or a selected centre such as Macquarie Park	CoR	Medium	\$80,000
	Case Study 2	Undertake a feasibility study for the development of a real-time dynamic parking management system for the CoR, or a selected sub-area such as Macquarie Park.	CoR	Medium	\$250,000
	ATti	Update development controls to reflect the types of bicycle paths required in City of Ryde.	CoR	Medium	n.a.
	AT2.2	Undertake Speed Limit Reviews in high pedestrian activity areas.	CoR	Medium	\$50,000
	AT3.1	Update development controls to reflect the level of bicycle end of trip facilities required in each area within the City of Rycle and include a component of visitor cycle facilities.	CoR	Medium	n.a.
	AT5.1	Assess the evallebility and quality of safe cycle routes to/from each public school in the City of Ryde and develop a program of improvements/upgrades, prioritised on the basis of proximity to each school and in consideration of Action AT1.1.	CoR	Medium	\$80,000
	AT6.1	Investigate assisting public schools and community groups to implement bicycle training and awareness programs throughout the City of Ryde.	CoR	Medium	\$20,000
	AT6.2	Develop a position within Council for an active transport lisison officer responsible for padestrian and cycling planning, information management, event planning and education program development and roll out.	CoR	Medium	\$70,000

Internated Land Use 9.13

Resident (Pin)

Active Temperant (AT)

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ATTACHMENT 1

Key.	No.	Action	Area	Term	Budget
	PT1.3	Investigate new/modified bus routes via Denistone Station and via Meedowbank Station.	TINSW	Medium	\$10,000
	PT2,2	Investigate apportunities for new/additional Park and Ride at Denistone Station and near Victoria Road, Gladesville.	CoR	Medium	\$20,000
	PT3.2	Investigate additional east-west services passing through Denistone and Meadowbank train stations.	CaR	Medium	\$10,000
	RF1.2	Investigate opportunities for grade separation or improved cross-road connections at key locations.	CoR	Medium	\$20,000
	RF2.2	Generate a work program of street audits against the LATM policy and create a budget and program for LATM/streetscaping improvements, consistent with the functional road hierarchy.	CoR	Medium	\$10,000
	RF4.1	Development of a City of Ryde plnch point improvement program.	CoR	Medium	\$50,000
	RF5.1	Assess the Ryde, Gladesville and Macquarie Park industrial areas and truck routes for impacts on residential areas and develop appropriate management measures.	CoR	Medium	\$20,000
	EW3	Discourage all day parking in residential streets around Eastwood Park.	CoR	Medium	n.a.
	MB1	Investigate signalising the intersection of Bowden Street with Constitution Road.	CoR	Medium	n.a.
	MB2	Investigate the signalisation of Railway Road Drive and Constitution Road.	CoR	Medium	\$10,000
	WR1	Improve pedestrian permeability and connections from Dickson Lane to Victoria Road, in the Market Street-Graf Avenue area and from the station across to Rydedale Rod and to Rydedale Lane.	CoR	Medium	n.a.
4	WR2	Improve the quality of the pedestrian connection from Anthony Road across the bus interchange to the station.	TfNSW/ CoR	Medium	\$10,000
	MP3	Identify locations for additional left in/left out intersections to Epping Road and Lane Cove Road and assess their benefits and impacts.	CoR/ TfNSW	Medium	\$30,000
	MP4	Develop a holistic parking strategy considering off street parking station sites and funding. Consider introducing on street parking pricing policy within the framework of a new dynamic parking management system.	CoR	Medium	In PK1.2

unde Transport PT

Roads and Freight (RF)

Loce Centri Stratogie

ITEM 3 (continued)

Action Plan - Long Term and Ongoing Actions (11 to 15 years and beyond)

Key	No.	Action	Lead Area	Term	Indicative Budget
	PT3,1	Investigate T3 lanes or bus priority measures in the Lane Cove Road-Devlin Street corridor (peak period or full time) and simplify north-south services to use this infrastructure.	CoR	Long Term	\$200,000
	PT4.1	As per PT 3.1	CoR	Long Term	\$200,000
	Case Study 4	Investigate the feasibility for an on-demand public transport system anchored in Macquarie Park and possibly linked to a ride share program.	CoR	Long Term	\$200,000
	RF3.1	Investigate the potential benefits and impacts of a T3 lane on Lane Cove Road (Victoria Road to M2).	CoR / RMS	Long Term	In PT3.1
	RF4,2	Work closely with the NSW Government on future pinch point improvement projects for Lane Cove Road, Epping Road and Victoria Road.	CoR/ RMS	Ongoing	n.a.
	WR3	Investigate signalising the Herbert Street / Rydedale Road Intersection.	CoR	Long Term	\$20,000
	WR4	Investigate and preserve a new bus only right turn from Victoria Road Into West Parade.	TfNSW	Long Term	\$20,000
	RT1	Investigate options for the grade separation of Devlin Street edjecent to Top Ryde and the Blaxland Street East and Blaxland Street West intersections.	CoR	Long Term	\$200,000

Budget for Further Investigations

The actions equate to a "studies and investigations budget" of approximately \$400,000 per annum between 2016/17 and 2020/21 financial years.





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4 SMALL GRANTS PROGRAM - ALLOCATION OF FUNDING - JULY 2017

Report prepared by: Senior Coordinator - Community Services

File No.: GRP/09/5/9 - BP17/691

REPORT SUMMARY

The Small Grants Scheme is part of Council's Community Grants program. The Small Grants Scheme is designed to respond to the changing circumstances and emerging issues within the City of Ryde, enabling community groups and small organisations to submit applications outside of the annual grants cycle. The Small Grants Scheme assessments are conducted on a quarterly basis throughout the course of the year.

Under the Community Grants Policy, funding of up to \$1,000 per application is available for Small Grants.

Within the current round for Small Grants which closed on 12 May 2017. Council received one application for funding.

This report provides an update on the Small Grants application and makes a recommendation as to the outcome of that application.

RECOMMENDATION:

(a) That Council endorse the allocation of The City of Ryde **Small Grants Category** as follows:

Organisation	Project Name	Amount
Ryde Hunters Hill Flora	5 for Ryde	\$1,000
and Fauna Preservation	-	
Society		

(b) That the successful Grant applicant be informed of the outcome of their application.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Tania Gamble

Senior Coordinator - Community Services

Report Approved By:

Paul Chidzero

Manager - Community Services

Angela Jones-Blayney

Acting Director - Customer and Community Services

Agenda of the Works and Community Committee Report No. 5/17, dated Tuesday 18 July 2017.



Background

As part of Council's Community Grants initiative the Small Grants Scheme was launched on 10 August 2015.

The aim of the Small Grants Scheme is to:

- Enable small projects that emerge outside of Council's annual Grants Program to be submitted.
- Allows Council to respond effectively to changing circumstances within the community by providing a responsive program that can support emerging ideas and organisations.
- Enables small organisations to access Small Grants throughout the course of the year.

Discussion

The Small Grants submission process is open throughout the year. The Small Grants Scheme is promoted and advertised through Council's website, local newspaper, in shopping centres, as an insert with Council's rate notices and via community interagency meetings. Applications are assessed on a quarterly basis. The current round closed on 12 May 2017.

Under the Community Grants Policy the proposed activities have to be undertaken within 12 months from the date of notification that the application has been successful.

Applicants can only apply for a Small Grant once within a financial year and the maximum funding under this scheme is up to \$1,000 per application. In this current round one application was received and the application was recommended for funding as it meets the criteria specified within the Small Grants Guidelines. The application was assessed by staff from Community Services in line with the Small Grants Guidelines.

Organisation	Project Name	Project Summary	Amount Sought
Ryde Hunters Hill	5 for Ryde	To provide community	\$1,000
Flora and Fauna		education on the use of	
Preservation		re-useable coffee cups	
Society		and to work with local	
		cafes to incentivize the	
		use of re-useable cups.	

Financial Implications

The application recommended for this round of Small Grants funding totals \$1,000.

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5 TRAFFIC AND PARKING MATTERS TABLED AT THE RYDE TRAFFIC COMMITTEE MEETING HELD ON 29 JUNE 2017

Report prepared by: Team Leader - Traffic Services

File No.: GRP/09/3/14 - BP17/680

REPORT SUMMARY

This report discusses each traffic/parking matter separately and provides discussion and recommendations on how Council may proceed with the proposed measures. Seven reports were tabled at the Ryde Traffic Committee (RTC) meeting held on 29 June 2017, proposing traffic and parking measures:

- (A) Sobraon Road, Marsfield Temporary 'BUS ZONE' at Dunbar Park
- (B) Adelaide Street, West Ryde 'NO STOPPING' on approach to Victoria Road
- (C) Olive Street, Ryde 'NO PARKING' at reverse curve
- (D) Junction Street, Ryde Review of parking control measures
- (E) Cam Street, North Ryde 'P DISABILITY ONLY' zone
- (F) West Ryde Town Centre On-Street parking review
- (G) 1-3 & 2-8 Wharf Road, Gladesville Signage and Linemarking Plan.

The Minutes of the RTC meeting provide Technical Approval for the proposed measures and are included at the end of this report.

The measures are implemented under the Traffic and Transport Program – Traffic Calming Devices Budget and generally cost less than \$2,000 for each item except where noted in the report.

A further four matters, including General Business, were discussed at the RTC meeting and are included in the Minutes of the RTC meeting for the Council's information.

RECOMMENDATION:

- (a) That Council converts the existing 50 m of unrestricted parking on the north-western side of Sobraon Road, outside Dunbar Park, Marsfield, to 'BUS ZONE 8.30AM-10AM MON-FRI MAY-SEP', to be reviewed after September 2017.
- (b) That Council converts the existing 20 m of unrestricted parking on the western side of Adelaide Street, between Hay Street and Victoria Road, West Ryde, to 'NO STOPPING'.



- (c) That Council converts the existing unrestricted parking to 'NO PARKING' at the reverse curve in Olive Street, Ryde:
 - i. outside 11 to 9A Olive Street, and
 - ii. outside 8 to 10 Olive Street.

(d) That Council:

- i. Installs a 14.5 m 'NO STOPPING' zone on the north-eastern side of Junction Street, across and between the driveways of 11 & 13 Junction Street, Ryde.
- Converts the existing 'NO PARKING' zone on the south-western side of Junction Street between, Porter Street and Belmore Street, Ryde, to 'NO STOPPING'.
- (e) That Council converts 5.5 m of the existing two-hour parking on the south-western side of Cam Street, outside 2 Cam Street, North Ryde, to a 'P DISABILITY ONLY' zone, to be reviewed annually and removed once the resident leaves.

(f) That Council:

- i. Retains of the following parking control measures in the West Ryde Town Centre on a permanent basis:
 - six spaces of half-hour parking in Graf Avenue,
 - two spaces of one-hour parking in Chatham Road, and
 - two spaces of one-hour and half-hour parking in Anthony Road.
- ii. Retains of the existing two-hour parking controls in Anthony Road, Chatham Road and Dickson Avenue, West Ryde.
- iii. Installs of three spaces of '½P REAR TO KERB' on the south-western side of Anthony Road, outside 14 Anthony Road, West Ryde.
- (g) That Council approves the following signage and linemarking plans:
 - Plan C7.01 (Revision A), prepared by Novati Consulting Engineers Pty Ltd, on behalf of Windesa Build Pty Ltd, at 1-3 Wharf Road, Gladesville, subject to both sides of the new laneway at the southern end of the site being signposted 'NO STOPPING', and
 - Plan C506 (Revision 4), prepared by van der Meer Consulting, on behalf of Hindmarsh Development Pty Ltd, at 2-8 Wharf Road, Gladesville, subject to:
 - o both sides of Pearson Lane being signposted 'NO STOPPING', and
 - 'NO ENTRY' and 'ONE WAY' signage and linemarking being installed in Pearson Lane at Victoria Road.



ATTACHMENTS

1 West Ryde Town Centre on-street parking and consultation review

Report Prepared By:

Gregory Holding Team Leader - Traffic Services

Report Approved By:

Harry Muker Senior Coordinator - Traffic, Transport and Development

Anthony Ogle Manager - Asset Systems

Joe So Acting Director - City Works and Infrastructure



ITEM (A) SOBRAON ROAD, MARSFIELD

SUBJECT: 'BUS ZONE' AT DUNBAR PARK

WARD: WEST

ROAD CLASS: NON-CLASSIFIED

REFERENCE: T2016-02185

OVERVIEW

Council recently considered installing parking control measures in Sobraon Road, Marsfield. It was resolved to only install driveway delineation linemarking at the driveways to assist vehicles entering and exiting their driveways and provide a location for bins to be placed for collection.

Although this is due for review in September 2017, it does not accommodate private buses picking-up and dropping-off at Dunbar Park, which is used extensively between May and September for sports carnivals. Parking is in high demand in the area, due to nearby construction sites. Therefore, it is proposed to install a 'BUS ZONE' directly outside the park for peak periods between May and September.

BACKGROUND

Local residents raised concerns regarding the high demand for parking in Sobraon Road, due to the large number of nearby construction sites. A proposal to install 'NO PARKING 8AM-6PM MON-SAT' on the western side of Sobraon Road was referred to the Works and Community Committee meeting, held on 18 April 2017, with support from the Ryde Traffic Committee. There were concerns regarding the impacts of installing the parking control measures and therefore, Council resolved the following:

- (i) That Council installs delineated linemarking on driveways along the full length of both sides of Sobraon Road, Marsfield to help improve access.
- (ii) That a further review of this solution be undertaken in 12 months time and be reported back to the Works and Community Committee for its consideration.

The driveway delineation lines have since been installed and will be reviewed after September 2017.

The matter of providing a Bus Zone in Sobraon Road, to drop-off/pick-up students attending school sports carnivals at Dunbar Park, was considered by the Works and Community Committee held on 18 April 2017. Subsequently, the Council resolved the following:



- (a) That Council refer the matter to the Ryde Traffic Committee to consider the installation of a 50 m 'BUS ZONE 8.30AM–10AM 2PM–3.30PM MAY-AUG, MON FRI' in Sobraon Road, outside Dunbar Park, Marsfield, for the winter sports season.
- (b) Subject to the measures detailed in Part (a) that a review be undertaken from August 2017.

Discussions with the schools that use Dunbar Park for sporting activities confirmed that the most appropriate times to accommodate buses are from 8.30am to 10am and from 1pm to 3.30pm, on weekdays, between May and September.

CONTEXT

- 1. Although the basements for the following nearby construction sites are nearing completion, which will make them available for construction workers to park onsite, it is likely that there will be an overspill of parking and parking demand will remain high:
 - 108 Herring Road (the Ranch Hotel)100 construction workers
 - 110-114 Herring Road (Parkview)250 construction workers
 - 126 Herring Road (Saunders Close)......100 construction workers.

Furthermore, 120 Herring Road (College site) is due to commence shortly, with 100 construction workers, and the Ivanhoe Estate and 137-143 Herring Road due to come online in the next few years.

Council's Rangers have indicated that enforcing the requirement for construction vehicles to park in the basements has been difficult, due to the inability to identify which vehicles are associated with which site.

2. Dunbar Park is typically used extensively by schools and sporting groups between May and September for sports carnivals. Most of these use buses to drop off their students / participants between 8.30am and 10am and pick up between 1pm and 3.30pm. Groups using buses in 2016 found it increasingly difficult to find an area to drop-off / pick-up passengers, without double parking. Some of the larger schools have in excess of 500 students attending Dunbar Park, which translates to 10 buses dropping off and collecting school children. This results in buses double parking, which places children in a dangerous situation as they then have to weave between parked vehicles when getting on/off buses.

REFERENCES

- [NSW] Road Rules 2014 Rule 183 Stopping in a bus zone
- [NSW] Road Rules 2014 Rule 189 Double Parking



COMMUNITY ENGAGEMENT

All schools that have booked Dunbar Park for sports carnivals were contacted to confirm their school carnival booking dates, number of students who will be attending, the number of buses that will be utilised to convey students to and from Dunbar Park and the expectant drop-off / pick-up times that these buses were scheduled for at the sports carnival.

Residents in the vicinity of Dunbar Park were letterboxed regarding the proposal, as shown in *Figure 1A*. One response has been received, suggesting that dedicated bus parking be provided in the Dunbar Park car park. The car park pavement surface has not been designed to withstand loads from buses.

Since the Ryde Traffic Committee meeting, the local residents of the original consultation were notified of the recommended measures.

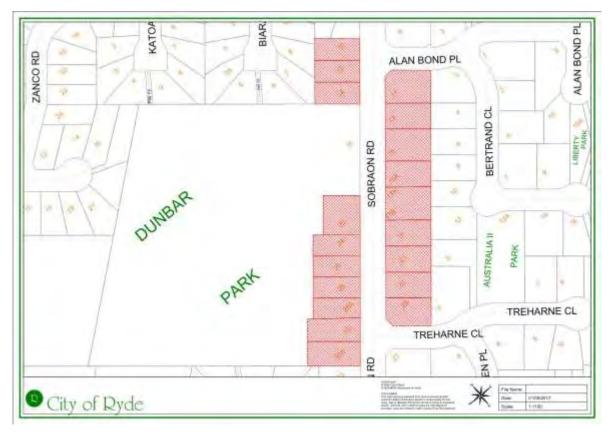
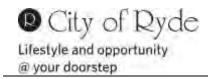


Figure A1 Community engagement distribution



DISCUSSION

The proposed part time May to September bus zone is to be located between the access and egress driveways to Dunbar Park car park. This is approximately 50 m in length and will enable four 12.5 m long buses to park at any one time. The location between the two access driveways also enables the buses to use the driveways as a draw in / draw out facility.

APPROVALS

The recommendation is supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

IMPLEMENTATION AND FUNDING

Should the recommended measures be approved, they will be installed as soon as practicable and reviewed after September 2017.

PROPOSAL FOR RTC CONSIDERATION

To convert the existing 50 m of unrestricted parking on the north-western side of Sobraon Road, outside Dunbar Park, Marsfield, to 'BUS ZONE 8.30AM-10AM 1PM-3.30PM MON-FRI MAY-SEP', to be reviewed after September 2017.

RTC COMMENTS

The STA representative supports the proposed 'BUS ZONE' operating between 8.30AM- 3.30PM, as these hours will assist with self-enforcement.

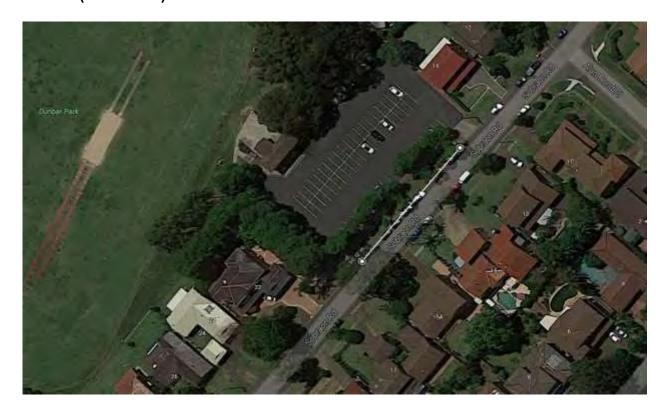
RTC RESOLUTION

That the Ryde Traffic Committee agrees to the conversion of the existing 50 m of unrestricted parking on the north-western side of Sobraon Road, outside Dunbar Park, Marsfield, to 'BUS ZONE 8.30AM-3.30PM MON-FRI MAY-SEP', to be reviewed after September 2017.

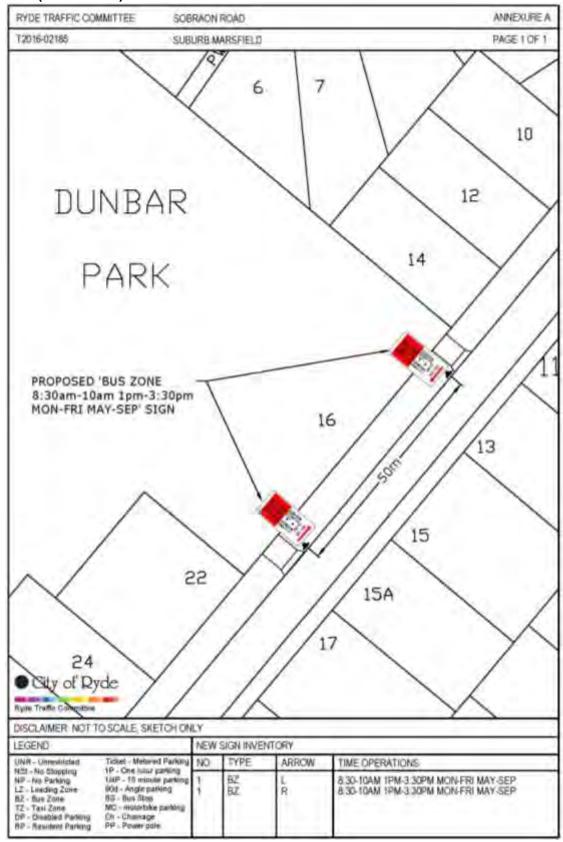
RECOMMENDATION

That Council converts the existing 50 m of unrestricted parking on the north-western side of Sobraon Road, outside Dunbar Park, Marsfield, to 'BUS ZONE 8.30AM-10AM MON-FRI MAY-SEP', to be reviewed after September 2017.











ITEM (B) ADELAIDE STREET, WEST RYDE

SUBJECT: 'NO STOPPING' ON APPROACH TO VICTORIA ROAD

WARD: CENTRAL & WEST ROAD CLASS: NON-CLASSIFIED REFERENCE: T2016-02194

OVERVIEW

Traffic queues in Adelaide Street, on approach to Victoria Road, are contributed to by two unrestricted parking spaces on the western side of Adelaide Street, south of Victoria Road. Therefore it is recommended that these two spaces be signposted 'NO STOPPING'. Residents in the area are in favour of the changes.

INTRODUCTION

City of Ryde has received representations from a number of local residents requesting consideration be given to installing parking control measures to improve traffic flow in Adelaide Street. In response, it is proposed to install parking control measures on approach to the traffic signals.

In association with these changes, 10 m of 'NO STOPPING' will be installed on the western side of Adelaide Street, both sides of Hay Street, to reinforce the existing Road Rules for stopping near an intersection without traffic lights.

These measures compliment the City of Ryde's *Road Safety Plan*, which identifies driver impatience as a factor that contributes to road crashes.

Council's consultant for the traffic signal project at Meadowbank has advised that these measures are not likely to increase traffic flow through the area.

CONTEXT

- The signalised intersection of Victoria Road / Adelaide Street is one of only two signalised intersections in the City of Ryde council area, located west of the northern railway line, that enables full vehicular movement onto Victoria Road. The other intersection is Wharf Road which is Council's boundary with Parramatta City Council.
- 2. The intersection of Victoria Road / Adelaide Street is a signalised T intersection with marked foot crossings provided on two arms of the intersection, namely across Adelaide Street and Victoria Road (eastern arm).
- 3. The northbound carriageway of Adelaide Street between Victoria Road and Hay Street has two delineated lanes that are direction specific.



- 4. There is a small section of unrestricted parking on Adelaide Street between Victoria Road and Hay Street that facilitates parking for two vehicles. Statutory No Stopping zones and a Bus Zone comprise the remainder of the parking restrictions along this section of Adelaide Street.
- 5. The No Stopping zone on Adelaide Street immediately north of Hay Street is not signposted.

REFERENCES

- City of Ryde's Road Safety Plan
- [NSW] Road Rules 2014 Rule 169 No Stopping Signs.
- [NSW] Road Rules 2014 Rule 183 Bus Zone Signs
- RMS's Traffic Signal Design Appendix E Left turn on red.

COMMUNITY ENGAGEMENT

The proposed measures were distributed to the occupants shown in *Figure B1*. Two responses were received, both in support of the changes.

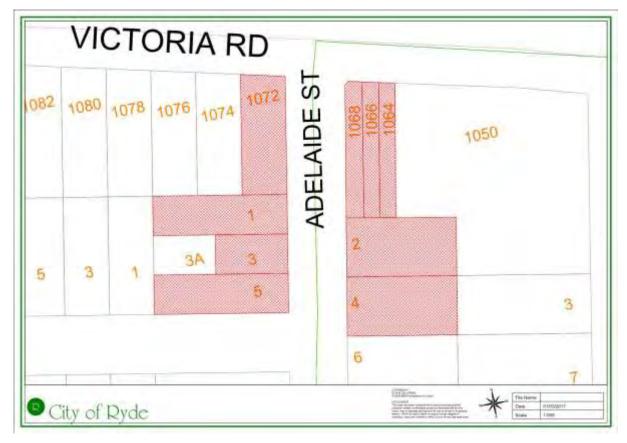
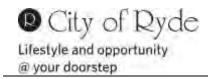


Figure B1 Community engagement distribution



DISCUSSION

Council has been contacted by a number of residents regarding the congestion in Adelaide Street during morning and afternoon peak periods and on weekends, due to vehicles parking in the kerbside lane on approach to the traffic signals at Victoria Road.

A heavy right turn movement from Adelaide Street onto Victoria Road, which is sometimes delayed due to the operation of the marked foot crossing on Victoria Road (eastside), often results in a queue of vehicles which extends along Adelaide Street past the unrestricted parking zone. Any vehicles parked in the unrestricted zone on Adelaide Street essentially blocks access for all vehicles that are attempting to access the left turn lane.

Council staff visited the subject location during morning and afternoon peak periods and have observed the significant negative impact that parked vehicles in the unrestricted zone has on the operation of the signalised intersection. The queue length on Adelaide Street at times extended south of Hay Street.

Converting this unrestricted parking zone to 'NO STOPPING' would essentially address the localised congestion issue that is presently occurring on Adelaide Street.

All properties in the area have access to off-street parking and there is alternative onstreet parking in nearby Hay Street.

Council has also reviewed the feasibility of installing a 'LEFT TURN ON RED PERMITTED AFTER STOPPING' (LTOR) in Adelaide Street at the traffic lights in Victoria Road to improve the operational efficiency of the intersection. Initial investigations indicate that the site meets the criteria under RMS's *Traffic Signal Design-Appendix E: Left turn on red* and therefore, the matter has been referred to RMS.

APPROVALS

The recommendation is supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

The installation of LTOR can only be authorised by the Network Operations division of RMS and is governed by the criteria in RMS's *Traffic Signal Design-Appendix E:* Left turn on red.



The 10 m of 'NO STOPPING in Adelaide Street at the intersection of Hay Street reinforces the existing Road Rules for stopping near an intersection without traffic lights and therefore, no approvals are required for their installation.

PROPOSAL FOR RTC CONSIDERATION

To convert the existing 20 m of unrestricted parking on the western side of Adelaide Street, between Hay Street and Victoria Road, West Ryde, to 'NO STOPPING'.

RTC COMMENTS

The STA representative supports the proposed 'NO STOPPING' zone, as it will assist with the efficiency of their Bus Route through the area.

The RMS representative indicated that the requested 'LEFT TURN ON RED PERMITTED AFER STOPPING' (LTOR) is currently being reviewed.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the **PROPOSAL**.

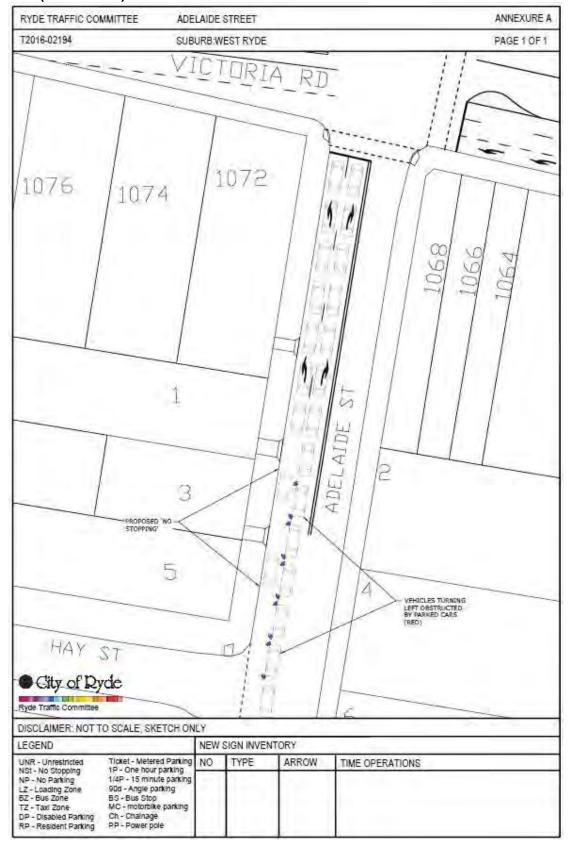
RECOMMENDATION

That Council converts the existing 20 m of unrestricted parking on the western side of Adelaide Street, between Hay Street and Victoria Road, West Ryde, to 'NO STOPPING'.



Agenda of the Works and Community Committee Report No. 5/17, dated Tuesday 18 July 2017.







ITEM (C) OLIVE STREET, RYDE

SUBJECT: 'NO PARKING' AT REVERSE CURVE

WARD: CENTRAL

ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-00157

OVERVIEW

Olive Street has a reverse curve, where sightlines are currently blocked by kerbside parked vehicles. It is therefore recommended that parking control measures be installed on both sides of Olive Street at the reverse curve. All respondents to the consultation have been in agreement with the recommendation.

INTRODUCTION

City of Ryde has received representation from a resident of Olive Street requesting consideration be given to improving road safety around the reverse curve in Olive Street, Ryde.

The carriageway along Olive Street is 7.4 m wide and kerbside parking is regularly at high occupancy. It is proposed to install 'NO PARKING' zones to improve driver sight distance to approaching traffic on the reverse curve on both approaches.

Investigations have also revealed that a 'NO STOPPING' zone has also been approved as part of a previous development at 10-12 Olive Street.

CONTEXT

- 1. Olive Street has a 7.4 m carriageway and parking is currently unrestricted throughout the reverse curve.
- 2. Olive Street has a speed limit of 50 km/h.

REFERENCES

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

COMMUNITY ENGAGEMENT

The proposed parking control measures were distributed to all 63 properties in Olive Street. Eight responses were received, including a petition with nine signatures, all in support of the changes and the following suggestions were made:



- Two requests to extend the proposed 'NO PARKING' zones up to 7 Olive Street and 12 Olive Street.
 - The proposed parking controls have been kept to a minimum, to minimise the effects on local residents.
- Two requests to install double barrier lines and blisters in the middle of Olive Street to reduce driver speeds.
 - The carriageway is 7.4 m wide which is not wide enough to maintain two separated travel lanes and one parking lane.
- One request to install speed humps to reduce driver speeds.
 - A traffic speed survey will be undertaken in Olive Street and if driver speeds are significantly over the speed limit, the matter will be referred to the Police in the first instance, as is current practice throughout City of Ryde.



Figure C1 Community engagement distribution



DISCUSSION

Sight lines for drivers to see oncoming vehicles are regularly blocked by parked vehicles around the reverse curve in Olive Street. To improve the safety of road users and accessibility for waste-collection vehicles, it is proposed to install 'NO PARKING' zones:

- outside 9A to 11 Olive Street, and
- outside 8 Olive Street and 10-12 Olive Street.

Investigations have also revealed that a 'NO STOPPING' zone has previously been approved by Council, through the Conditions of Consent for LDA 108/2007 at 10-12 Olive Street:

92. No Stopping restrictions for a minimum length of 6m along the northern side and 10 metres along the southern side from the edge of the driveway splay (the limit of the No Stopping restriction along the southern side would be the boundary line with the adjacent property).

These works will be completed in association with the proposed measures.

APPROVALS

The recommendation is supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

PROPOSAL FOR RTC CONSIDERATION

To convert the remaining unrestricted parking to 'NO PARKING' at the reverse curve in Olive Street, Ryde:

- 1. outside 11 to 9A Olive Street, and
- 2. outside 8 to 10-12 Olive Street.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the **PROPOSAL**.



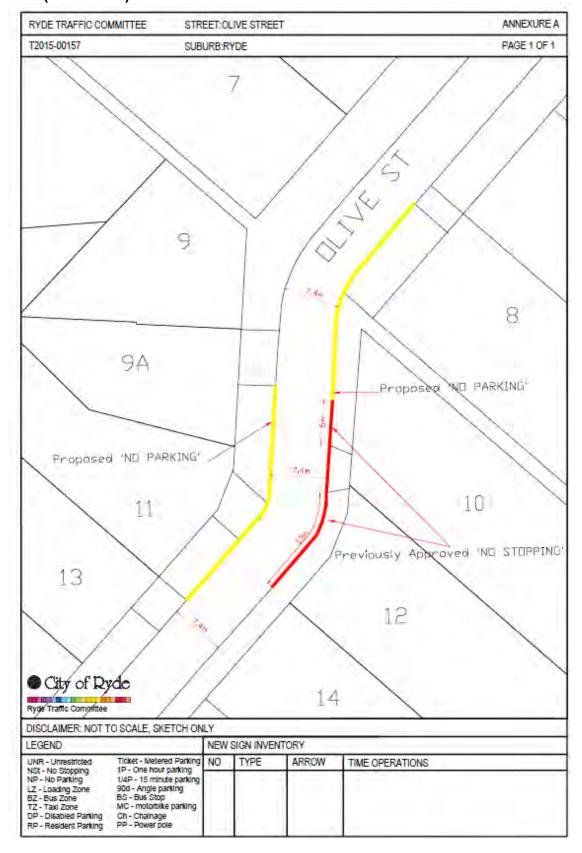
RECOMMENDATION

That Council converts the existing unrestricted parking to 'NO PARKING' at the reverse curve in Olive Street, Ryde:

- 1. outside 11 to 9A Olive Street, and
- 2. outside 8 to 10 Olive Street.









ITEM (D) JUNCTION STREET, RYDE

SUBJECT: REVIEW OF PARKING CONTROL MEASURES

WARD: EAST

ROAD CLASS: NON-CLASSIFIED

REFERENCE: T2017-00631

OVERVIEW

City of Ryde has received representation from the residents at 11 and 13 Junction Street, Ryde requesting consideration be given to installing parking control measures in the short section of kerb between their driveways. A previously installed 'P MOTOR BIKES ONLY' zone has proven ineffective.

It has also been observed that the nearby kerbside northwest-bound traffic lane is 3.5 m wide, adjacent to a continuous dividing (BB) line. It is proposed to change the existing 'NO PARKING' control to 'NO STOPPING' to reduce the incidence of stopped vehicles from blocking the travel lane.

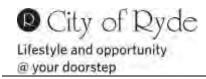
BACKGROUND

Linemarking was installed in the kerbside parking between the driveways at 11 and 13 Junction Street in August 2013, as a "soft measure" to indicate to drivers that the area was not suitable for parking. This is the standard treatment used in City of Ryde in the first instance and is generally very effective.

However, this treatment was ineffective and in April 2015, the current 4 m 'P MOTOR BIKES ONLY' zone was installed.

CONTEXT

- 1. Junction Street is a two-way road, which runs between Church Street and Belmore Street, with traffic lights at both ends.
- 2. There is limited on-street parking in the area close to a number of concurrent urban-renewal projects that are under construction along Porter Street.
- 3. The northwest-bound and southeast-bound lanes of Junction Street are 3.5 m and 5 m wide, respectively, and there is an existing double-barrier line in Junction Street between Belmore and Porter Streets.



DISCUSSION

Kerbside parking between the driveways at 11 and 13 Junction Street

The section of kerbside parking between the driveways at 11 and 13 Junction Street is 4 m long, which is not long enough to park a standard B85 vehicle. The intention of the current 'P MOTOR BIKES ONLY' zone was to disallow vehicles from parking, except for motorcycles, and blocking the driveway access.

These measures have proven ineffective, with vehicles continuing to park between the driveways. Council's Parking Officers have issued infringement notices to 20 vehicles parked over the driveway of 11 Junction Street during the last two years. It is likely that the large amount of construction in the area is a major contributing factor and it is anticipated that this will continue for the next two years. Therefore, it is recommended that any changes be reviewed in two years' time.

To address the ongoing issue of vehicle parking across the driveway of 11 Junction Street, it is proposed to convert the 'P MOTOR BIKES ONLY' zone, including across the driveways themselves, to 'NO STOPPING'.

Northwest-bound travel lane parking controls

Site investigations have also revealed that there is an existing 'NO PARKING" zone on the northwest-bound lane of Junction Street, between Porter Street and Belmore Street, which is only 3.5 m wide. As the northbound vehicles are unable to pass vehicles that have been stopped to drop-off/pick-up goods/passengers, without crossing the double barrier line, it is appropriate to convert this existing 'NO PARKING' zone to 'NO STOPPING'.

APPROVALS

The recommendation is supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.

PROPOSAL FOR RTC CONSIDERATION

- 1. To install a 14.5 m 'NO STOPPING' zone on the north-eastern side of Junction Street, across and between the driveways of 11 & 13 Junction Street, Ryde.
- To convert the existing 'NO PARKING' zone on the south-western side of Junction Street, between Porter Street and Belmore Street, Ryde, to 'NO STOPPING'.



RTC RESOLUTION

That the Ryde Traffic Committee agrees to the PROPOSAL.

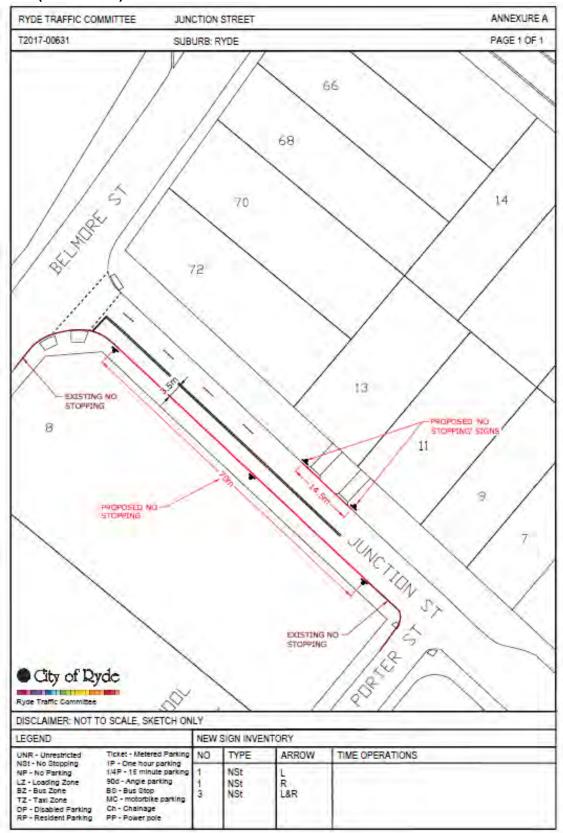
RECOMMENDATION

That Council:

- 1. Installs a 14.5 m 'NO STOPPING' zone on the north-eastern side of Junction Street, across and between the driveways of 11 & 13 Junction Street, Ryde.
- Converts the existing 'NO PARKING' zone on the south-western side of Junction Street between, Porter Street and Belmore Street, Ryde, to 'NO STOPPING'.









ITEM (E) CAM STREET, NORTH RYDE

SUBJECT: 'P DISABILITY ONLY' ZONE

WARD: EAST

ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-00319

OVERVIEW

This Item proposes the installation of a 'P DISABILITY ONLY' zone for use by residents in the Cam Street, North Ryde area. In association with these changes, 10 m of 'NO STOPPING' will be installed in Cam Street at Cam Lane, to reinforce the existing Road Rules for stopping near an intersection without traffic lights, which also satisfies a request to widen the travel lanes near the bend at Avon Road.

CONTEXT

- 1. Cam Street is a two-way road, with 7.5 m wide carriageway.
- 2. There is time restricted kerbside parking '2P 8AM-6PM MON-FRI PERMIT HOLDER EXCEPTED ZONE 4' permitted on both sides of street.
- 3. The kerbside parking between new 10 m No Stopping and the driveway of 4 Cam Street is 17 m long.

REFERENCES

- [NSW] Road Rules 2014 Rule 203 Stopping in a parking area for people with disabilities
- [NSW] Road Rules 2014 Rule 206 Time extension for people with disabilities
- Australian Standards' AS2890.5 Section 4.5 On Street Parking Parking for people with disabilities.
- [NSW] Road Rules 2014 Rule 170 Stopping at or near an intersection.

DISCUSSION

Given there is no footpath provided outside 2, 4 & 6 Cam Street, therefore, it is not proposed to install a kerb ramp.

APPROVALS

The recommendation is supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals.



The 10 m of NO STOPPING' in Cam Street at the intersection of Cam Lane reinforces the Road Rules near an intersection without traffic lights and therefore, no approvals are required for their installation.

PROPOSAL FOR RTC CONSIDERATION

To convert 5.5 m of the existing two-hour parking on the south-western side of Cam Street, outside 2 Cam Street, North Ryde, to a 'P DISABILITY ONLY' zone, to be reviewed annually and removed once the resident leaves.

RTC RESOLUTION

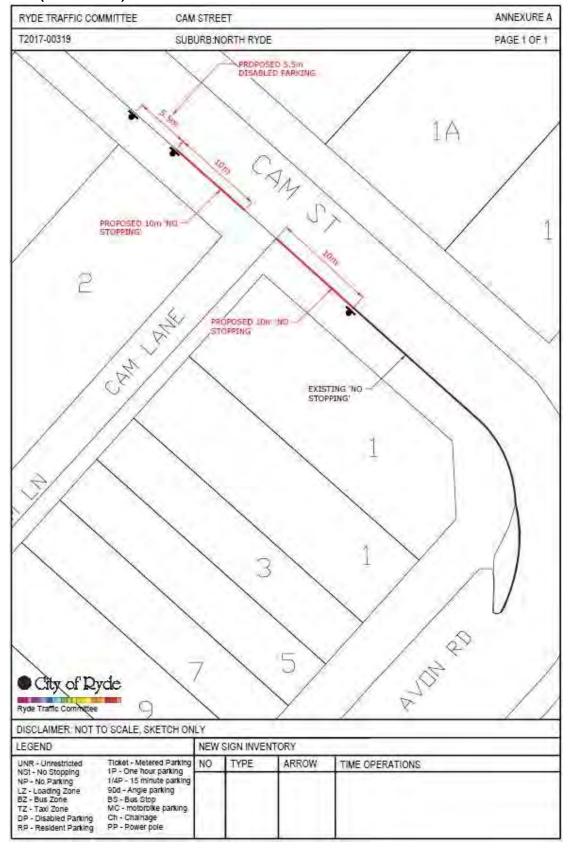
That the Ryde Traffic Committee agrees to the PROPOSAL.

RECOMMENDATION

That Council converts 5.5 m of the existing two-hour parking on the south-western side of Cam Street, outside 2 Cam Street, North Ryde, to a 'P DISABILITY ONLY' zone, to be reviewed annually and removed once the resident leaves.









ITEM (F) WEST RYDE TOWN CENTRE

SUBJECT: ON-STREET PARKING REVIEW

WARD: WEST

ROAD CLASS: NON-CLASSIFIED

REFERENCE: T2015-00920

OVERVIEW

A number of temporary changes were made to the on-street parking in West Ryde Town Centre during the Coles Development, as approved by the Council. Following recent community consultation, *this Item* proposes to retain these measures on a permanent basis and designate three new spaces as half-hour parking in Anthony Road.

BACKGROUND

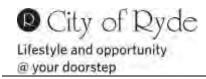
West Ryde Town Centre is bounded by West Parade to the east, Anthony Road to the northeast, Betts Street to the northwest, and Chatham Road to the west.

The West Ryde Coles development occupies a pre-existing 176 space, two-hour, free Council car park. Before building activities commenced, the Council approved the following temporary parking changes:

- A free, two-hour off-street car park was opened at 8 Anthony Road.
- Six spaces of half-hour parking in Graf Avenue, two spaces of one-hour parking in Chatham Road, two spaces of one-hour and half-hour parking in Anthony Road were installed to improve parking turnover.
- Two-hour parking was installed in the "residential fringe" of Anthony Road, Chatham Road and Dickson Avenue.

Upon completion of the Coles development:

- Coles has provided a 300 space, off-street car park, which is free for the first two hours. Council owns 170 spaces and the entire car park is operated by private operator under licence agreement.
- The temporary, free, two-hour off-street car park at 8 Anthony Road has been decommissioned.



WEST RYDE TOWN CENTRE

Bitzios Consulting was engaged to survey the parking and businesses in the area. These investigations revealed the following:

- There are 65 on-street parking spaces in the town centre, with time restrictions between five minutes and one hour:
 - o "Kiss & Ride".....one space
 - o five-minute timed parking.....one space
 - o quarter-hour timed parking..... eight spaces

 - o one-hour timed parkingsix spaces
 - o 'P DISABILITY ONLY'......three spaces.
- The on-street parking is well utilised during peak periods, with overall average occupancy of 78% and 80%, for Thursday and Saturday, respectively, in the town centre.
- The Coles car park is generally under-utilised, with occupancy rates of approximately 20% during business hours.
- The businesses surveyed were generally in favour of increasing the time limit for on-street parking.
- A small number of businesses in Anthony Road have requested an increase in the number of 'P DISABILITY ONLY' spaces near their premises.
- A small number of businesses have requested permits for their staff to park in the Coles car park, which is not possible under the Licence Agreement.

The results of the review, including on-street and off-street parking occupancy, were presented to the West Ryde Chamber of Commerce at their meeting on 24 May 2017. Two options were tabled at the meeting:

- Option 1: No change to the current on-street parking time limits in West Ryde Town Centre.
- Option 2: Increasing the current time limits of the existing on-street parking areas in West Ryde Town Centre.

Fourteen attendees voted in favour for Option 1 and two attendees voted in favour of Option 2.



There are currently two 'P DISABILITY ONLY' spaces in Anthony Road, near 14 Anthony Road. Recent reviews identified an opportunity to increase the supply of on-street parking in Anthony Road, by utilising the space previously occupied by an electrical substation near the intersection of Anthony Lane. Works, which include improving the access to the two existing 'P DISABILITY ONLY' spaces, are due to commence shortly. It is proposed that the other remaining three spaces be designated to half-hour parking, in keeping with the remaining parking controls in the area.

RESIDENTIAL FRINGE OF ANTHONY ROAD, CHATHAM ROAD & DICKSON AVENUE

There is merit in retaining the two-hour parking controls on a permanent basis, as they increase:

- availability of on-street parking for visitors, and
- passing opportunities for two-way traffic in Dickson Avenue.

A survey was distributed to the occupants of Anthony Road, Chatham Road and Dickson Avenue. A summary of responses is provided in *Table D1*.

Table D1 Summary of survey results

Location	Anthony Road	Chatham Road	Dickson Avenue	Total	
Surveys distributed	21	22	18	61	
Responses received	6	12	14	32	
Support	4	8	10	22	
DO NOT support	2	4	3	9	
Undecided	0	0	0	0	
Not specified	0	0	1	1	

Comments received from those respondents in favour of the proposal include:

Anthony Road

This will prevent people constantly encroaching over my driveway.



Chatham Road

- Keep cars moving, otherwise the cars will stay there all day and block the traffic.
- If it is removed there would be no parking available during business hours Mon-Fri as the parking would be taken up by commuters using public transport.

Dickson Avenue

- Stops all day parking for rail commuters & allows sensible parking time for genuine shoppers. Traffic in Dickson Avenue is ridiculous for a narrow suburban street. This restricted parking does allow some respite for traffic to keep moving when parking bays are not permanently full.
- If the two-hour parking is removed then we will be inundated with commuter parking again.
- I have replaced my car side mirror three times in the last couple of years, due to cars parked all day and two cars trying to pass. I would like our whole street two hours parking.
- I suggest one sided parking because when raining at night it is difficult to drive car simultaneously on each side.
- Dickson Avenue is not wide enough for parking on the roadside.

Comments received from those respondents NOT in favour of the proposal include:

Chatham Road

- We like as many people as possible to park their vehicles, when going to work.
- As my family grows older we have more cars to park and would appreciate being able to park close to our home and not be limited to two hours.

Dickson Avenue

- The two-hour parking was bad from the start, you were not fair to the people living here.
- When cars are parked on both sides of the street through traffic is significantly slowed, and makes the street safer.
- You only need two hours between 1-5 Dickson which is closer to the shops.

Taking into consideration the survey results, above, it is proposed that the two-hour parking controls be retained in on a permanent basis.



For permits to be issued under Resident Parking Schemes, RMS requires properties to have only one or no off-street parking available. As a large portion of the properties in this area have two or more off-street parking spaces, a Resident Parking Scheme is not a suitable parking solution for the area.

REFERENCES

- [NSW] Road Rules 2014 Rule 167 No Stopping signs
- [NSW] Road Rules 2014 Rule 168 No Parking signs
- [NSW] Road Rules 2014 Rule 205 Parking for longer than indicated
- Australian Standards' AS 2890.1:2004 Part 1: Off-street car parking
- Austroads' Guide to Traffic Management Part 11: Parking.

APPROVALS

The current parking control measures were approved by the Council as a temporary measure and no further approvals are required for removal. The recommendation to retain the measures on a permanent basis is supported by Ryde Traffic Committee and the matter is now presented to the Works and Community Committee for consideration by the Council, to seek the remaining approvals. However, the parking controls will be removed if they are not approved to be retained on a permanent basis.

PROPOSAL FOR RTC CONSIDERATION

- 1. To retain the following parking control measures in the West Ryde Town Centre on a permanent basis:
 - six spaces of half-hour parking in Graf Avenue,
 - two spaces of one-hour parking in Chatham Road, and
 - two spaces of one-hour and half-hour parking in Anthony Road.
- 2. To retain the existing two-hour parking controls in Anthony Road, Chatham Road and Dickson Avenue, West Ryde.
- 3. To install three spaces of '½P REAR TO KERB' on the south-western side of Anthony Road, outside 14 Anthony Road, West Ryde.



RTC COMMENTS

The Ryde Traffic Committee noted the plan of works, inclusive of the proposed '½P REAR TO KERB', on the south-western side of Anthony Road, outside 14 Anthony Road.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the PROPOSAL.

RECOMMENDATION

That Council:

- 1. Retains of the following parking control measures in the West Ryde Town Centre on a permanent basis:
 - six spaces of half-hour parking in Graf Avenue,
 - two spaces of one-hour parking in Chatham Road, and
 - two spaces of one-hour and half-hour parking in Anthony Road.
- 2. Retains of the existing two-hour parking controls in Anthony Road, Chatham Road and Dickson Avenue, West Ryde.
- 3. Installs of three spaces of '½P REAR TO KERB' on the south-western side of Anthony Road, outside 14 Anthony Road, West Ryde.

ATTACHMENT 1 West Ryde Town Centre on-street parking and consultation review

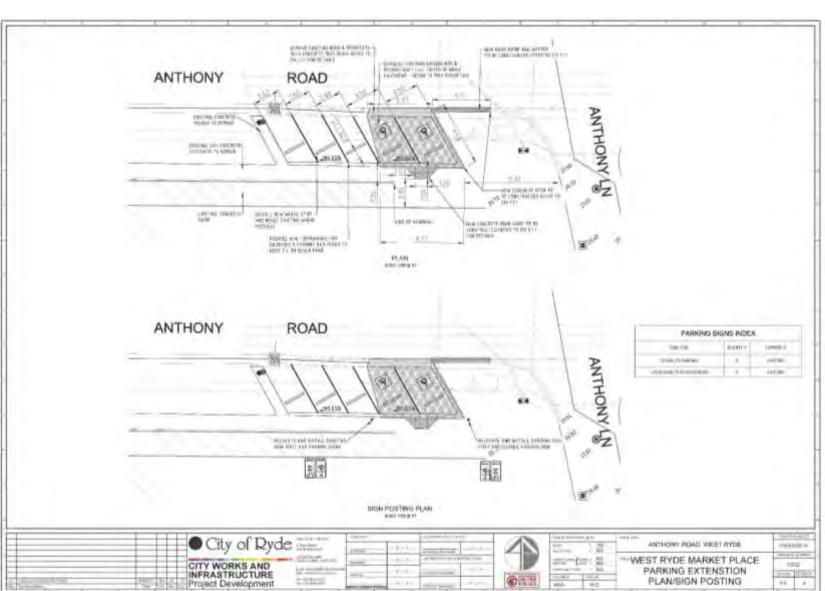














ITEM (G) 1-3 & 2-8 WHARF ROAD, GLADESVILLE

SUBJECT: SIGNAGE AND LINEMARKING PLAN

WARD: EAST

ROAD CLASS: NON-CLASSIFIED

REFERENCE: T2017-00507

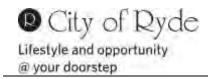
OVERVIEW

The developers at 1-3 Wharf Road and 1-8 Wharf Road, Gladesville have submitted signage and linemarking plans for their adjoining sites. In order to satisfy the Conditions of Consent, the plans must be approved by Ryde Traffic Committee and Council.

BACKGROUND

The Conditions of Consent for DA 2012/417 at 1-3 Wharf Road include:

- 111. **Road Dedication.** The new laneway shall be dedicated as Public Road, prior to issue of any Occupation Certificate. The cost of dedication and associated administrative registration where applicable shall be borne by the applicant and should only be initiated after Council has provided written confirmation of a satisfactory final inspection of the completed public infrastructure works.
- 112. Line Marking and Signage Plan for the new road. To safely manage traffic flows in site, a line marking and signage plan prepared by a traffic engineer for the existing and new public road is to be submitted to Council for approval by the Local Traffic Committee. Once approved the line marking and signage is to be completed prior to the issue of an Occupation Certificate.
- 113. **Right of Way in Meriton Street.** Prior to the issue of any Occupation Certificate, a 3 metre wide right of way is to be created adjacent to Meriton Street. This right of way is to be accessible at all times to members of the public. Terms regarding the creation of the ROW are to be submitted to and approved by Council prior to the lodgement at the Lands and Property Information Office with evidence regarding effective registration being submitted to Council prior to the issue of any Occupation Certificate.



114. Right of Way to be created. A 3 metre right of way for public access shall be created within the plaza. The location of the ROW is to be along the eastern boundary of the site as shown on level 01 plan numbered DA2.05 Rev E. The ROW is to be accessible at all times to members of the public. Terms regarding the creation of the ROW as well as the location of the ROW are to be submitted to and approved by Council prior to the lodgement at the Lands and Property Information Office with evidence regarding effective registration being submitted to Council prior to the issue of any Occupation Certificate.

The Conditions of Consent for LDA 2013/220 at 2-8 Wharf Road include:

119. **Road Dedication.** The dedication of land to Council for public road of approximately 2m wide along the entire southern boundary of the site to facilitate an 8m wide Pearson Lane road width. The dedication shall occur prior to the issue of any Occupation Certificate and the associated administrative registration costs where applicable shall be borne by the applicant and should only be initiated after Council has provided written confirmation of a satisfactory final inspection of the completed public infrastructure works.

CONTEXT

- 1. Wharf Road has previously been closed to through traffic, whilst remaining open to pedestrians at the Victoria Road / Meriton Street intersection.
- 2. The intersection of Pearson Lane and Victoria Road has previously been configured to create a left-out only at Victoria Road.
- 3. The development sites at 1-3 Wharf Road and 2-8 Wharf Road were subject to Voluntary Planning Agreements, whereby Council transferred ownership of:
 - the eastern footpath of Meriton Street, adjacent to the site, and the western half of Wharf Road, between Pearson Lane and Meriton Street / Victoria Road, to 1-3 Wharf Road, and
 - Pearson Lane and the eastern half of Wharf Road, between Pearson Lane and Meriton Street / Victoria Road, to 2-8 Wharf Road.
- 4. The following right of ways and road dedications are required prior to issuing an occupation certificate:
 - the pre-existing Pearson Lane is to be returned to Council, plus an additional 2 m wide road dedication, to create an 8 m wide Pearson Lane,
 - a 6 m wide right of way in Wharf Road plaza (3 m from each site),
 - a 3 m wide right of way along Meriton Street footpath, adjacent to 1-3
 Wharf Road, and
 - a new road dedication at the southern end of 1-3 Wharf Road.



These dedications are in line with City of Ryde's Ryde Development Control Plan 2014 – Part 4.6 Gladesville Town Centre.

REFERENCES

- [NSW] Road Rules 2014 Rule 67 Stopping and giving way at a stop sign or stop line at an intersection without traffic lights
- [NSW] Road Rules 2014 Rule 68 Stopping and giving way at a stop sign or stop line at other places
- [NSW] Road Rules 2014 Rule 167 No stopping signs
- [NSW] Road Rules 2014 Rule 168 No parking signs.

DISCUSSION

The attached plans satisfy Council staff requirements, with the exception of requiring the laneways to be signposted 'NO STOPPING', and include:

- Pearson Lane with a 5.5m wide carriageway, designated one-way, eastbound, and 'NO STOPPING' along both sides,
- The new road with a 5 m wide carriageway, designated one-way, eastbound, and 'NO STOPPING' along both sides, and
- A pedestrian plaza in Wharf Road, between Pearson Lane / the new road and Victoria Road / Meriton Street.

APPROVALS

The applicants require approval of the signage and linemarking plans to satisfy the Conditions of Consent.

No further approvals are required for the road configuration and geomerty.

IMPLEMENTATION AND FUNDING

The works will be funded and undertaken by the Developers prior to issuing an Occupancy Certificate.

PROPOSAL FOR RTC CONSIDERATION

To approve the following signage and linemarking plans:

 Plan C7.01 (Revision A), prepared by Novati Consulting Engineers Pty Ltd, on behalf of Windesa Build Pty Ltd, at 1-3 Wharf Road, Gladesville, subject to both sides of the new laneway at the southern end of the site being signposted 'NO STOPPING', and



 Plan C506 (Revision 4), prepared by van der Meer Consulting, on behalf of Hindmarsh Development Pty Ltd, at 2-8 Wharf Road, subject to both sides of Pearson Lane being signposted 'NO STOPPING', Gladesville.

RTC COMMENTS

The RMS and Police representatives requested additional signage and linemarking at the intersection of Pearson Lane and Victoria Road, to indicate the one-way operation of Pearson Lane.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the approval of the following signage and linemarking plans:

- Plan C7.01 (Revision A), prepared by Novati Consulting Engineers Pty Ltd, on behalf of Windesa Build Pty Ltd, at 1-3 Wharf Road, Gladesville, subject to both sides of the new laneway at the southern end of the site being signposted 'NO STOPPING', and
- Plan C506 (Revision 4), prepared by van der Meer Consulting, on behalf of Hindmarsh Development Pty Ltd, at 2-8 Wharf Road, Gladesville, subject to:
 - o both sides of Pearson Lane being signposted 'NO STOPPING', and
 - o 'NO ENTRY' and 'ONE WAY' signage and linemarking being installed in Pearson Lane at Victoria Road.

RECOMMENDATION

That Council approves the following signage and linemarking plans:

- Plan C7.01 (Revision A), prepared by Novati Consulting Engineers Pty Ltd, on behalf of Windesa Build Pty Ltd, at 1-3 Wharf Road, Gladesville, subject to both sides of the new laneway at the southern end of the site being signposted 'NO STOPPING', and
- Plan C506 (Revision 4), prepared by van der Meer Consulting, on behalf of Hindmarsh Development Pty Ltd, at 2-8 Wharf Road, Gladesville, subject to:
 - o both sides of Pearson Lane being signposted 'NO STOPPING', and
 - 'NO ENTRY' and 'ONE WAY' signage and linemarking being installed in Pearson Lane at Victoria Road.





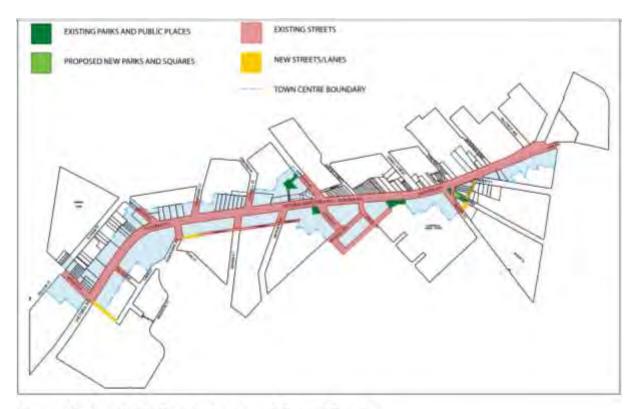
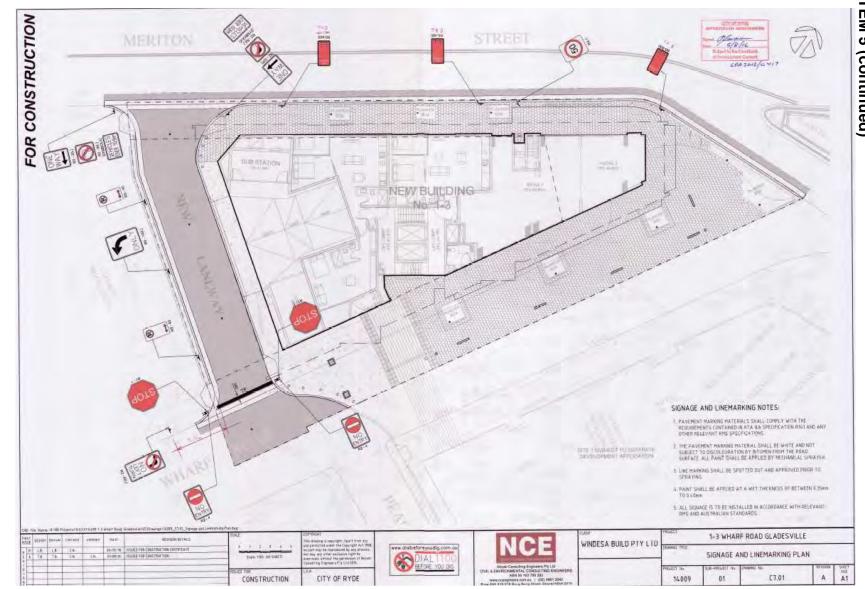
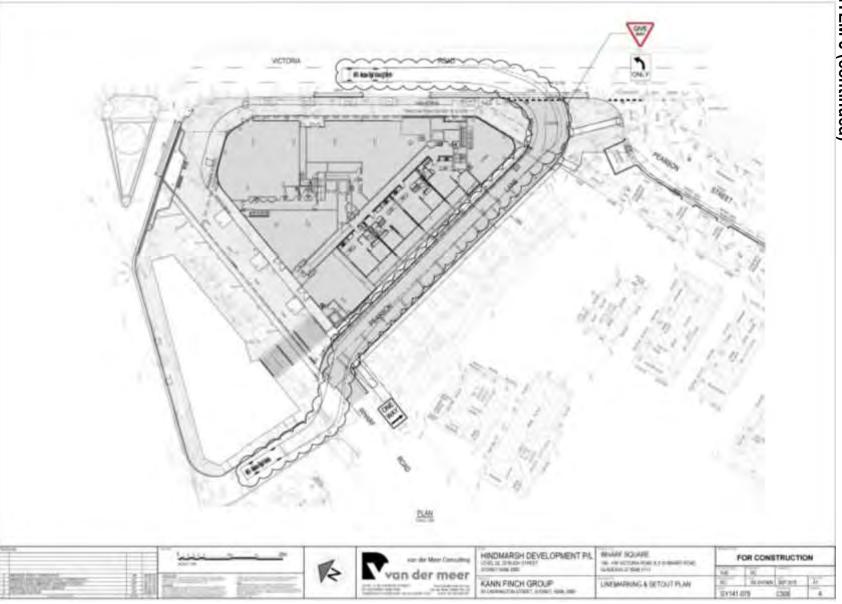


Figure 4.6.14 Public Domain Framework Control Drawing









MINUTES

Subject:	RYDE TRAFFIC COMMITTEE				
File No:	COR2009/206				
Document Ref:	D17/88906				
Venue:	Committee Meeting Room				
Date:	29 June 2017				
Time:	10.00am				
Chair:	Mr Harry Muker				
Meeting Support:	Ms Linda Smith – EA to the Mayor and Councillors				
Staff Convenor:	Mr Greg Holding				
Meeting Length:	1 hour and ten minutes				

Representatives

Present	Apology	Name	Position Title	Organisation
х		Mr Harry Muker	Senior Coordinator Traffic Transport and Development	City of Ryde
X		Mr Jamie Schokman	Network & Safety Officer	RMS
х		Sgt Leonie Abberfield	Sergeant	NSW Police Force
x		Mr Peter Graham OAM - representing The Hon. V Dominello MP	Member for Ryde	Member of NSW Parliament
	x	Councillor Roy Maggio - representing The Hon. A Roberts MP	Member for Lane Cove	Member of NSW Parliament



Attendees

Name	Position Title	Organisation
Mr Greg Holding	Team Leader Traffic Services	City of Ryde
Ms Kelly Yoon	Senior Traffic Engineer Development	City of Ryde
Mr Patrick Bastawrous	Traffic Engineer Development	City of Ryde
Mr Anura Mendis	Traffic Engineer	City of Ryde
Mr Hassan Choudhry	Traffic Engineer	City of Ryde
Ms Linda Smith	Executive Assistant - Mayor & Councillors	City of Ryde
Mr Egwin Herbert	Western Regional Traffic & Service Manager	Sydney Buses
Mr Zakaria Ahmad	Network & Safety Officer	RMS
Mr Cameron Dunger	Observer	Office of the Hon. Victor Dominello MP

DISCLOSURES OF INTEREST

There were no declarations of interest.

CONFIRMATION OF PREVIOUS MINUTES

The minutes of the Ordinary Meeting of the Ryde Traffic Committee held on 20 April 2017, previously circulated, were previously confirmed by email on 9 June 2017.

Confirmation: Unanimous

MATTERS ARISING FROM THE MINUTES

Nil.

The Minutes from the last two Ryde Traffic Committee meetings will be redistributed, via email, and placed on Council's website.



A | SOBRAON ROAD, MARSFIELD

SUBJECT: 'BUS ZONE' AT DUNBAR PARK

ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE

ROAD CLASS: NON-CLASSIFIED REFERENCE: T2016-02185 OFFICER: J BEGLEY

PROPOSAL

To convert the existing 50 m of unrestricted parking on the north-western side of Sobraon Road, outside Dunbar Park, Marsfield, to 'BUS ZONE 8.30AM-10AM 1PM-3.30PM MON-FRI MAY-SEP', to be reviewed after September 2017.

RTC COMMENTS

The STA representative supports the proposed 'BUS ZONE' operating between 8.30AM- 3.30PM, as these hours will assist with self-enforcement.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the conversion of the existing 50 m of unrestricted parking on the north-western side of Sobraon Road, outside Dunbar Park, Marsfield, to 'BUS ZONE 8.30AM-3.30PM MON-FRI MAY-SEP', to be reviewed after September 2017.

VOTING: Unanimous

B ADELAIDE STREET, WEST RYDE

SUBJECT: 'NO STOPPING' ON APPROACH TO VICTORIA ROAD

ELECTORATE: RYDE

WARD: CENTRAL & WEST

POLICE LAC: RYDE

ROAD CLASS: NON-CLASSIFIED T2016-02194 OFFICER: J BEGLEY

PROPOSAL

To convert the existing 20 m of unrestricted parking on the western side of Adelaide Street, between Hay Street and Victoria Road, West Ryde, to 'NO STOPPING'.

RTC COMMENTS

The STA representative supports the proposed 'NO STOPPING' zone, as it will assist with the efficiency of their Bus Route through the area.



The RMS representative indicated that the requested 'LEFT TURN ON RED PERMITTED AFER STOPPING' (LTOR) is currently being reviewed.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the PROPOSAL.

VOTING: Unanimous

C | OLIVE STREET, RYDE

SUBJECT: 'NO PARKING' AT REVERSE CURVE

ELECTORATE: RYDE WARD: CENTRAL POLICE LAC: RYDE

ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-00157 A MENDIS

PROPOSAL

To convert the remaining unrestricted parking to 'NO PARKING' at the reverse curve in Olive Street, Ryde:

- 1. outside 11 to 9A Olive Street, and
- outside 8 to 10-12 Olive Street.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the **PROPOSAL**.

VOTING: Unanimous

D | JUNCTION STREET, RYDE

SUBJECT: REVIEW OF PARKING CONTROL MEASURES

ELECTORATE: RYDE WARD: EAST POLICE LAC: RYDE

ROAD CLASS: NON-CLASSIFIED T2017-00631

REFERENCE: T2017-00631 OFFICER: A MENDIS

PROPOSAL

 To install a 14.5m 'NO STOPPING' zone on the north-eastern side of Junction Street, across and between the driveways of 11 & 13 Junction Street, Ryde.



2. To convert the existing 'NO PARKING' zone on the south-western side of Junction Street, between Porter Street and Belmore Street, Ryde, to 'NO STOPPING'.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the **PROPOSAL**.

VOTING: Unanimous

E | CAM STREET, NORTH RYDE

SUBJECT: 'P DISABILITY ONLY' ZONE

ELECTORATE: RYDE WARD: EAST POLICE LAC: RYDE

ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-00319 OFFICER: H CHOUDHRY

PROPOSAL

To convert 5.5 m of the existing two-hour parking on the south-western side of Cam Street, outside 2 Cam Street, North Ryde, to a 'P DISABILITY ONLY' zone, to be reviewed annually and removed once the resident leaves.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the **PROPOSAL**.

VOTING: Unanimous

F | WEST RYDE TOWN CENTRE

SUBJECT: ON-STREET PARKING REVIEW

ELECTORATE: RYDE WARD: WEST POLICE LAC: RYDE

ROAD CLASS: NON-CLASSIFIED

REFERENCE: T2015-00920

OFFICER: G HOLDING & A MENDIS

PROPOSAL

- 1. To retain the following parking control measures in the West Ryde Town Centre on a permanent basis:
 - six spaces of half-hour parking in Graf Avenue,
 - two spaces of one-hour parking in Chatham Road, and
 - two spaces of one-hour and half-hour parking in Anthony Road.



- 2. To retain the existing two-hour parking controls in Anthony Road, Chatham Road and Dickson Avenue, West Ryde.
- 3. To install three spaces of '½P REAR TO KERB' on the south-western side of Anthony Road, outside 14 Anthony Road, West Ryde.

RTC COMMENTS

The Ryde Traffic Committee noted the plan of works, inclusive of the proposed '½P REAR TO KERB', on the south-western side of Anthony Road, outside 14 Anthony Road.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the PROPOSAL.

VOTING: Unanimous

G 1-3 & 2-8 WHARF ROAD, GLADESVILLE

SUBJECT: SIGNAGE AND LINEMARKING PLAN

ELECTORATE: LANE COVE

WARD: EAST POLICE LAC: RYDE

ROAD CLASS: NON-CLASSIFIED

REFERENCE: T2017-00507

OFFICER: P BASTAWROUS

PROPOSAL

To approve the following signage and linemarking plans:

- Plan C7.01 (Revision A), prepared by Novati Consulting Engineers
 Pty Ltd, on behalf of Windesa Build Pty Ltd, at 1-3 Wharf Road,
 Gladesville, subject to both sides of the new laneway at the southern end of the site being signposted 'NO STOPPING', and
- Plan C506 (Revision 4), prepared by van der Meer Consulting, on behalf of Hindmarsh Development Pty Ltd, at 2-8 Wharf Road, Gladesville, subject to both sides of Pearson Lane being signposted 'NO STOPPING'.

RTC COMMENTS

The RMS and Police representatives requested additional signage and linemarking at the intersection of Pearson Lane and Victoria Road, to indicate the one-way operation of Pearson Lane.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the approval of the following signage and linemarking plans:



- Plan C7.01 (Revision A), prepared by Novati Consulting Engineers Pty Ltd, on behalf of Windesa Build Pty Ltd, at 1-3 Wharf Road, Gladesville, subject to both sides of the new laneway at the southern end of the site being signposted 'NO STOPPING', and
- Plan C506 (Revision 4), prepared by van der Meer Consulting, on behalf of Hindmarsh Development Pty Ltd, at 2-8 Wharf Road, Gladesville, subject to:
 - \circ $\,$ both sides of Pearson Lane being signposted 'NO STOPPING', and
 - o 'NO ENTRY' and 'ONE WAY' signage and linemarking being installed in Pearson Lane at Victoria Road.

VOTING: Majority

H 7-11 SMITH STREET, RYDE

SUBJECT: UPDATED SIGNAGE PLAN

ELECTORATE: RYDE WARD: CENTRAL POLICE LAC: RYDE

ROAD CLASS: NON-CLASSIFIED REFERENCE: T2017-00734

OFFICER: K YOON

PROPOSAL

To approve the attached Signage Plan, prepared by City of Ryde for 7-11 Smith Street, Ryde.

RTC RESOLUTION

That the Ryde Traffic Committee agrees to the **PROPOSAL**.

VOTING: Unanimous

I MATTERS APPROVED UNDER DELEGATION

The Ryde Traffic Committee noted the matters approved under Delegation.

J PEDESTRIAN CROSSINGS IN EASTWOOD TOWN CENTRE

The Ryde Traffic Committee agreed with the analysis in this Advisory Item.

K GENERAL BUSINESS

Pittwater Road at Blenheim Street, North Ryde

The Police representative requested that RMS consider undertake measures to help reduce the instance of vehicles queuing across the intersection of Pittwater Road and Blenheim Street.



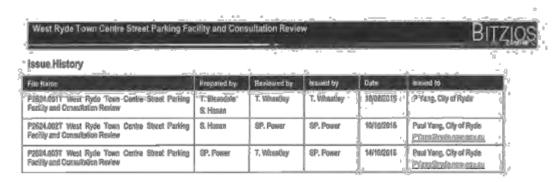
2017 Granny Smith Festival - Traffic management

The Police representative advised that they have requested additional road closures for the 2017 Granny Smith Festival.

The next Ordinary Meeting of the Ryde Traffic Committee will be held on Thursday 7 September 2017.



ATTACHMENT 1



West Ryde Town Centre Street Parking Facility and Consultation Review

INTRODUCTION

1.1 BACKGROUND

Project No. P2524

West Ryde Town Centre is located on the northern side of Victoria Road, West Ryde, in the City of Ryde local government area. The town centre is bounded by West Parade to the east, Anthony Road to the northeast, Betts Street to the northwest, and Chatham Road to the west. Within the West Ryde Town Centre, there is the existing West Ryde Marketplace, which includes a Woolworths supermarket, West Ryde Library, and other local shops. There is also the recently completed West Ryde Urban Village Development, which includes a Coles supermarket and associated parking, and a multi-level residential unit complex with resident and visitor parking.

Figure 1.1 West Ryde Town Centre

Figure 1.1 shows the locality of West Ryde Town Centre.



ATTACHMENT 1

West Ryde Town Centre Street Parking Facility and Consultation Review

BITZIOS

2 EXISTING PARKING FACILITIES

2.1 OFF-STREET PARKING FACILITIES

Off-street parking is available at both the West Ryde Marketplace shopping centre and newly constructed Coles supermarket located off Chatham Rd. The Coles supermarket is accessible via Market Street and has 307 parking spaces over 2 basement levels. Parking is free for the first 2 hours and charged hourly afterwards. West Ryde Marketplace shopping centre is also accessible via Market Street and has 194 bays in one floor, where parking is free for the first 2 hours and charged hourly afterwards.

2.2 On-Street Parking Facilities

Most of the on-street parking spaces adjacent to West Ryde Town Centre are restricted to 1/2P or less, as detailed in Table 3.1. An overview of the available parking spaces in the vicinity of West Ryde Town Centre



Figure 2.1 Existing Parking Facilities and Restrictions at West Ryde Town Centre

The parking restrictions in these locations are applicable during specific times on weekdays. Although, some of these restrictions continue to be effective during weekends as well. Part of the eastern side of Chatham Road has a "No Stopping" restriction during the weekday peak hours of 6-10 am and 3-7 pm, and 1/2P at other times. The 2P parking restriction on Dickson Avenue was installed as a temporary traffic management measure during the construction of the Coles development. It will be removed and parking will revert to unrestricted parking.

There is also ample unrestricted on-street parking available within walkable distance from West Ryde Town Centre. The nearest unrestricted on-street parking locations are:

- Western side of Dickson Avenue, approximately 220 metres west of Chatham Road / Market Street / Dickson Avenue roundabout; and
- Anthony Road, approximately 100 m north of Betts Street / Antony Road intersection.



3.1

ATTACHMENT 1



.1 Overview of the Survey

A parking occupancy survey was undertaken by Traffic Data and Control (TDC) on Thursday 21 July 2016 and Saturday 23 July 2016, between 7:00am and 7:00pm. The survey was undertaken in 15-minute intervals to determine the occupancy of each parking space.



Figure 3.1 On-Street Parking Occupancy Survey Locations

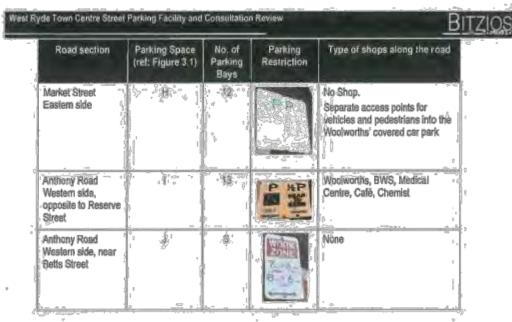
Figure 3.1 shows ten areas of existing on-street parking facilities within the vicinity of West Ryde Town Centre, marked as letters A to H, which were referred to as part of the Parking Occupancy Survey. There are 61 on-street parking spaces, which cater for various businesses and restaurants in these locations. A summary of the parking facilities and restrictions for the West Ryde Town Centre is shown in Table 3.1.



ITEM 5 (continued) **ATTACHMENT 1** West Ryde Town Centre Street Parking Facility and Consultation Review Summary of On-Street Parking Facilities Table 3.1 Road section Parking Space No. of Parking Type of shops along the road Parking (ref: Figure 3.1) Restriction Bays Chatham Road 3 (From South to North): Mitre 10; Restaurant, Music store, Eastern side (between Market Fast food, Dentist, Hair-dresser, Street and Graf Car workshop (under renovation) Avenue) Chatham Road 2 Car wash/ workshop, Sushi Western side Restaurant (between Dickson Lane and Dickson Avenue) Graf Avenue Ġ Mitre10 Northern side (between Chatham Road and Market Street) Graf Avenue D West Ryde Library Northern side 2P (between Market Street and Anthony Lane) Anthony Lane Pedestrian entrance to Shopping Western side Mall Beauty Clinic/ Day Spa, Dance Graf Avenue ۴ 6 Studio, Podiatry Clinic, Music Southern side (between Chatham workshop, Gym, Kitchenware, Road and Market Fitness/Gym Street) Graf Avenue G 1 Chemist, Café, Shoe repair, Southern side Health/beauty, Cafe, Toy store, (between Market Massage, Music school, Street and Anthony Physiotherapy, Restaurant, barber, Massage, Hair-dresser. Lane) Church/Girls School, Eye Care, Café, Chemist, Café, Tax agent Ö



ATTACHMENT 1



3.2 SURVEY FINDINGS

A summary of the parking occupancy is shown in Figure 3.2 to Figure 3.9. The detailed parking occupancy survey results are provided in Attachment A.

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Figure 3.2 Thursday 21 July 7:00am - 11:00am Parking Occupancy

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ITEM 5 (continued) **ATTACHMENT 1** Nest Ryde Town Centre Street Parking Facility and Consultation Review Special 12:00:434 (5:35:43) 16:30:436 (0:35:436 (1:30:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35:436 (1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35)(1:35) 30% BIN RISK 33% 83% 63% 129 Thursday 21 July 11:00am - 1:00pm Parking Occupancy Figure 3.3 155PM 2:07W 165PM 2:0PM 25PM 100PM 3:15PM 3:0PM 3:0FM 100FW 1-15 PM 1-50 PM 67% 79% 25% UNITE 5010 1780 75% 33% 67% 8304 alk 326 830 576. 1014 53% ERV. 17% 173 8230 67% DIS 92% Thursday 21 July 1:00pm - 4:00pm Parking Occupancy Figure 3.4 1 MIT

Figure 3.5 Thursday 21 July 4:00pm - 7:00pm Parking Occupancy

125

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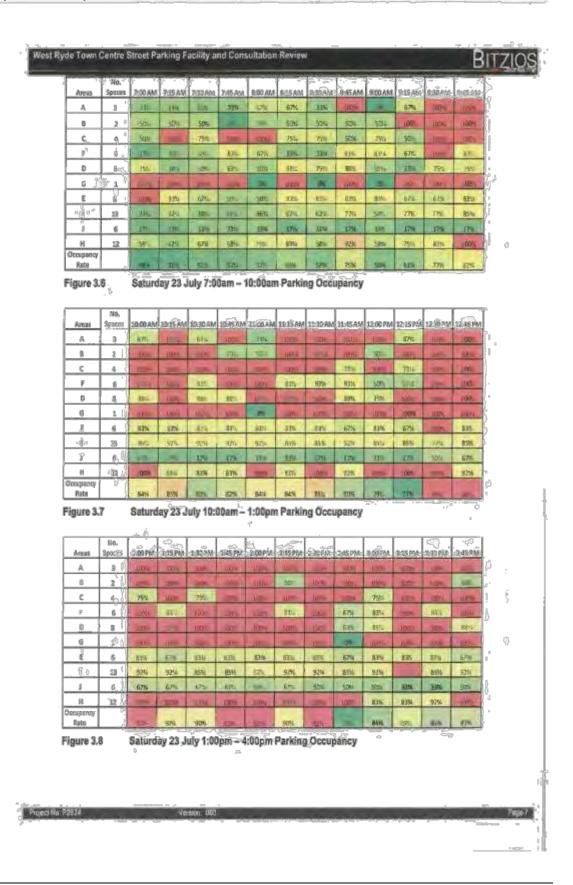
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ATTACHMENT 1

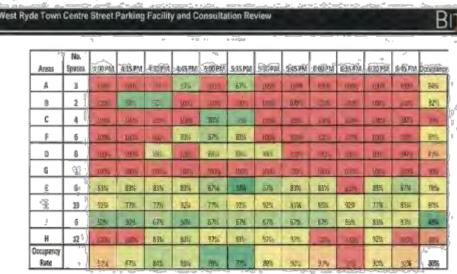


Figure 3.9 Saturday 23 July 4:00pm -7:00pm Parking Occupancy

The results show that there is a high occupancy reterior on-street parking in the West Ryde Town Centre vicinity with an overall average occupancy of 78% and 80% for Thursday 21 and Saturday 23 July, respectively. On-street parking along Chatham Road, Graf Avenue and Market Street are regularly at 100% occupancy. Anthony Road and Anthony Lane do not show tendencies to reach 100% occupancy; this is likely due to their proximity to larger shopping centres, Coles and West Ryde Marketplace, where off-street parking is available.

The data for Thursday 21 July shows consistent occupancy throughout the day, increasing slightly after 6:00pm, coinciding with late night shopping on a Thursday. Saturday 23 July had consistently high occupancy, with occupancy rates greater than 80%, from 10:00am, and particularly high occupancy during the middle of the day between 12:30pm and 2:30pm as well as after 6:00pm.

Illegal parking was observed in the "No Stopping" zone on the eastern side of Chatham Road during the morning and afternoon peak periods. This side of the road is "No Stopping" between 6-10 am and 3-7 pm from Monday to Friday. The occupancy survey also shows that these parking spaces were occupied during the peak times. This suggests the high on-street parking demand, as well as drivers' willingness to take risks for short-term parking.



ATTACHMENT 1

West Ryde Town Centre Street Parking Facility and Consultation Review



4. LOCAL BUSINESS CONSULTATION

A questionnaire was completed by local business owners along Chatham Road, Graf Avenue and Anthony Road, concerning the parking facilities surrounding their businesses. Each business was asked five questions and the responses are summarised in Table 4.1Error! Reference source not found...

Full results of the West Ryde Town Centre Parking Study Questionnaire are provided in Attachment B.

Table 4.1 Summary of responses from local business owners

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The questionnaire results show a majority of the business owners believe there is not sufficient parking available and the current parking restrictions are insufficient for their customers' needs. The businesses want parking restrictions which better cater to the needs of their customers and their typical time spent on their premises.

The majority of parking around these businesses is limited to half hour parking or less, while many of the businesses want 1-hour parking restrictions to be implemented for their customers.

The medical service providers on Anthony Road and Graf Avenue requested additional disabled parking spaces and extended hours for other parking.

Other concerns raised by business owners included requests for employee parking facilities or permits for the off-street parking in the Coles and Woolworths car parks.

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ATTACHMENT 1

West Ryde Town Centre Street Parking Facility and Consultation Review



CONCLUSION

Bitzios Consulting has undertaken an on-street parking study in the vicinity of West Ryde Town Centre, including parking occupancy surveys and consultation with local business owners,

Key findings of the study are as follows:

- 61 on-street parking spaces are available on Chatham Road, Graf Avenue, Market Street, Anthony Road and Anthony Lane. Time restrictions vary from 5 minutes to 1 hour for these spaces.
- Parking occupancy surveys show:
 - Overall average occupancy of 78% and 80%, for Thursday and Saturday, respectively in the West Ryde Town Centre vicinity.
 - 100% occupancy of the parking spaces along Chatham Road, Graf Avenue and Market Street.
 - Comparatively lower occupancy on Anthony Road and Anthony Lane; this is likely due to their
 proximity to larger shopping centres, Coles and West Ryde Marketplace, where off-street parking
 is available.
- Local businesses were concerned with a number of issues as follows:
 - Most of the business owners believe there are insufficient parking spaces and the current restrictions are insufficient for their customers' needs.
 - The medical service providers on Anthony Road and Graf Avenue requested additional disabled parking spaces and extended hours for other parking.
 - Several business owners asked whether Council would approve off-street unrestricted parking permits for owner/employee/staff at the Coles and Woolworths car parks.

6. RECOMMENDATIONS

The 2P parking restriction on Dickson Avenue was installed as a temporary traffic management measure during the construction of the Coles development. It should be removed and parking should be reverted to unrestricted parking as this was the pre-development scenario. Some of the ¼P and ¼P parking located within the town centre was also installed as a temporary traffic management measure during the development construction phase. This should be reverted to 1P as there is now more parking available. The Council owned 2-hour free parking on level B2 in the Coles off street car park can accommodate up to 170 vehicles. The Coles development is comprised of 304 spaces in total.

Illegal parking was observed in the "No Stopping" zone on the eastern side of Chatham Road during the morning and afternoon peak periods. This side of the road is "No Stopping" between 6-10 am and 3-7 pm from Monday to Friday. The restriction is in place in order to improve throughput at the Chatham Road / Victoria Road intersection. The occupancy survey showed that these parking spaces were occupied during the peak times. This non-compliance issue can be resolved with better parking enforcement.

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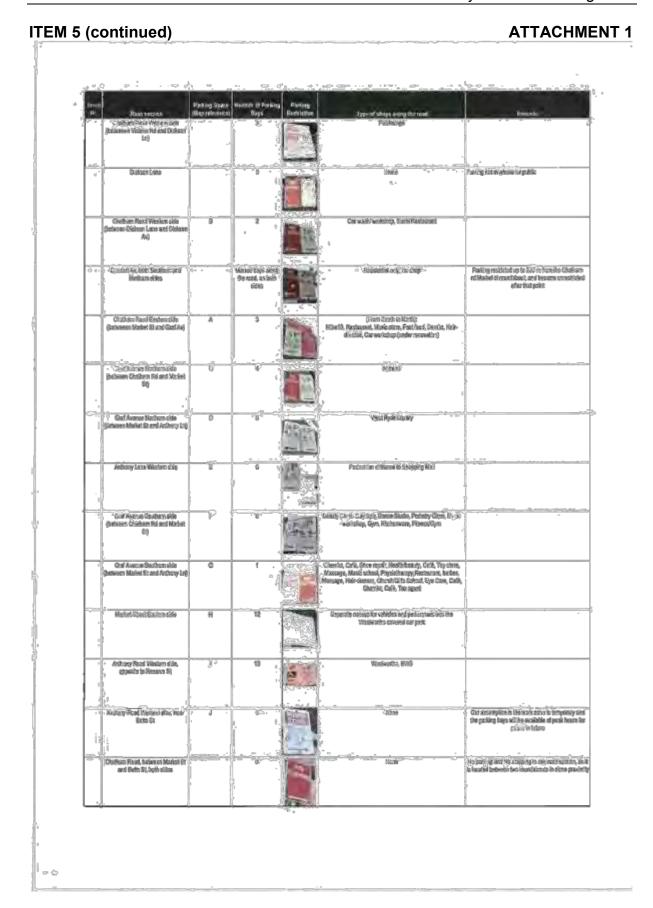
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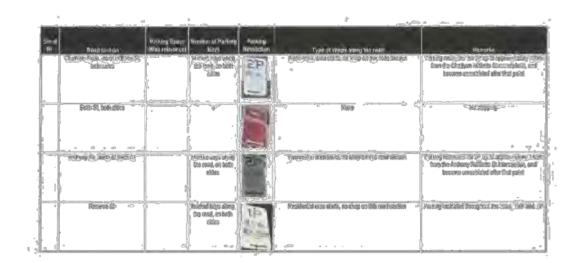
ATTACHMENT A

PARKING OCCUPANCY SURVEY





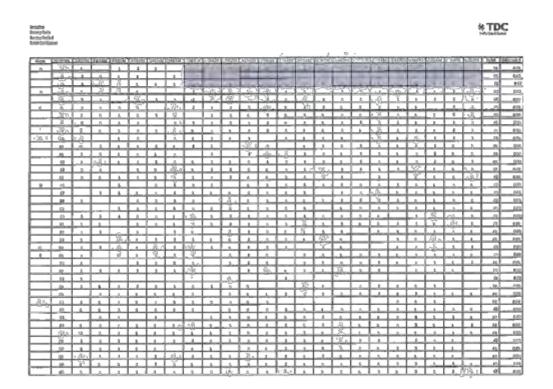




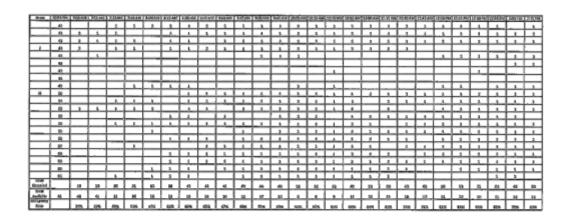


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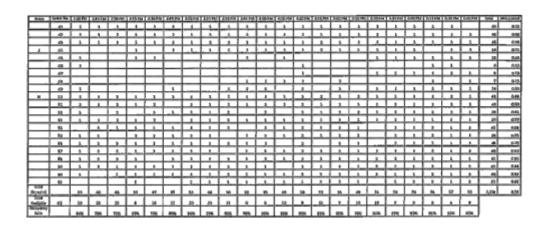










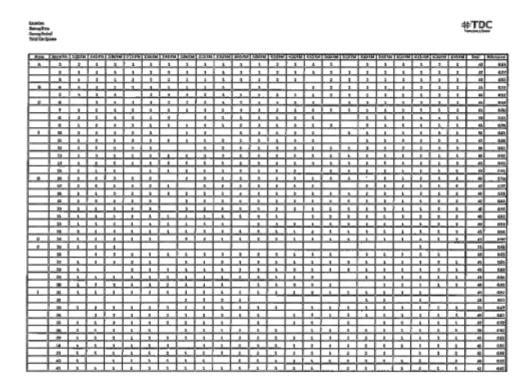




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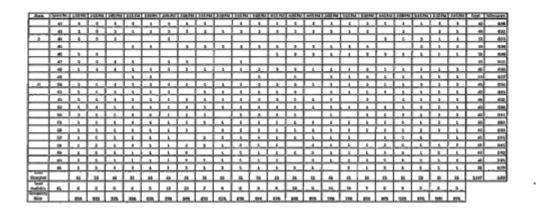
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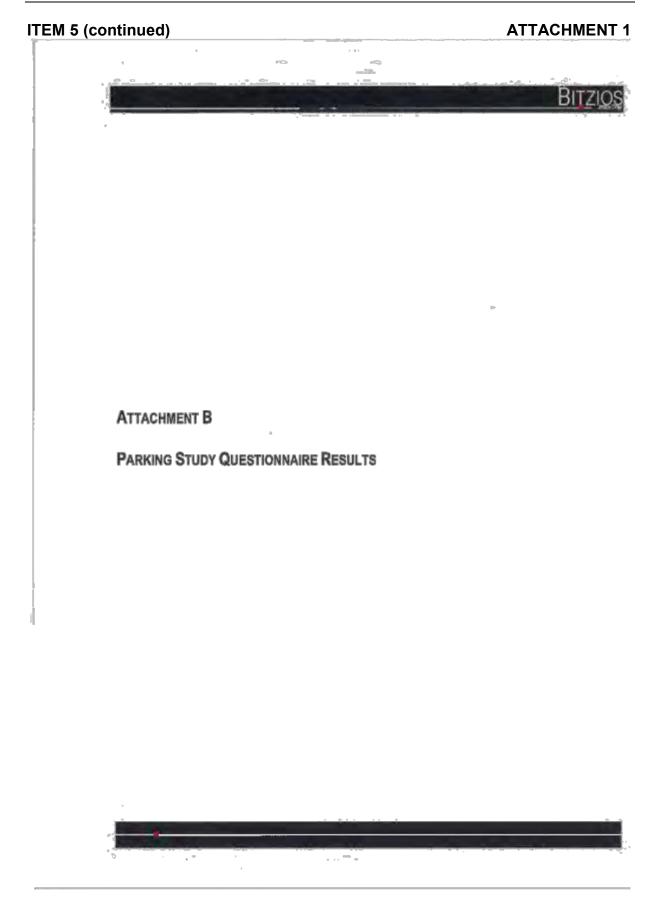


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ATTACHMENT 1

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- Ps (G7) 5562 5377 (07) 5562 5733
- W: www.biziotootsulfitg.com.au
- Prishage Office
- Equipate Unice
 Scot Level 2, 428 Upper Edward Street
 Spring H9 CLD 4000
 M2. Level 2, 428 Upper Edward Street
 Spring H9 CLD 4000
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 M4. 140 CLD 4000
- P: (07):3831 4442
- Pt (67) 3531 6455 E) _admin@bibsoccensulfing.com.ssz
- Sydney Office S Studio 200, 3 Studiotonio Street Newtown NSW 2042
- 66 Studio 203, 3 Gladerone Street Neutown NSW 2042 6- (02) 9557 6202
- R: (02) 9387 6219

11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryds Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type: "

Location: Anthony Rd

Do your customers walk/drive?

Aner Drive

2. Is the number of parking spaces in proximity to your business sufficient?

Ans: Not at all Also, there was a dedicated spot for Alabutance, but not anymore

3. Are current restrictions (1/2P/IP/2P etc.) sufficient for your customers?

Ans; "IF not enough," incol people are elderly so it's not convenient for frem.

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

Ans: 2P at least, one more space for disabled

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: 25 ... Shours

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

Postal Address: Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

ShaunPaul Power Senior Traffic Consultant

BITZIOS CONSULTING



ATTACHMENT 1



TO WHOM IT MAY CONCERN

RE: WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Anthony Rd

Do your customers walk/drive?

Ans: Mostly Walk

2. Is the number of parking spaces in proximity to your business sufficient?

Ans: Sufficient for austomers.

3. Are current restrictions (1/2P, 1P, 2P etc.) sufficient for your customers?

Ans: Yes

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

Ans: Free and unrestricted parking for business owner/staff.

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: 40 minutes

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire;

Postal Address: Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

ShaunPaul Power Senior Traffic Consultant BITZIOS CONSULTING



ATTACHMENT 1

Gold Coast Office Sy Suite 25, 55 Riverwalk Avenue Robins CLD 4226 96 FQ Box 5102 Q Saper Centra

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Bydney Office

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Studio 203, 3 Gladatone Steel

Newtown NSW 2042 (Pj:- (82) 9557 6262 Fi:- (82) 9557 6219

11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Corner of Anthony Lane & Graf Ave

1. Do your customers walk/drive?

Ans; Drive

2. Is the number of parking spaces in proximity to your business sufficient?

Ans: Not Enough

3. Are current restrictions (1/2P, 1P, 2P etc.) sufficient for your customers?

Ans: No

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

Ans: 15min

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: 10-15 minutes

One of our staff will distribute and collect onsile responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

Postal Address: Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

ShaunPaul Power Senior Traffic Consultant **BITZIOS CONSULTING**



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Mi Studio 200, 3 Gladstone Street Newtown NSVI 2042 Pigo (82) 9557 6202

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11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Graf Ave

Do your customers walk/drive?

Ans: Park at Coles/Woolworths, and walk to the gym.

2. Is the number of parking spaces in proximity to your business sufficient?

Ans: Sufficient, no Issua,

3. Are current restrictions (1/2P, 1P, 2P etc.) sufficient for your customers?

Arts:

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

. 0

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

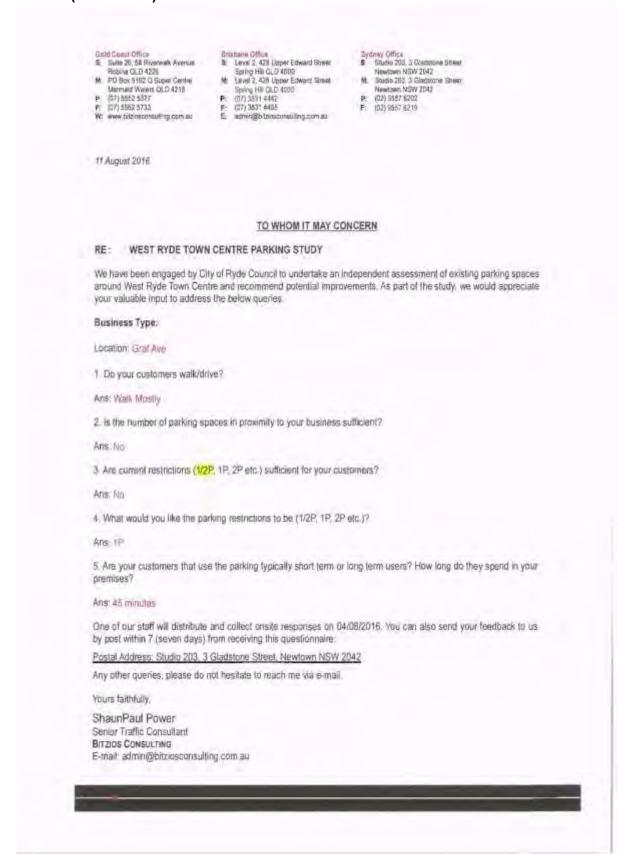
Postal Address: Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

ShaunPaul Power Senior Traffic Consultant **BITZIOS CONSULTING**







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E. (02) 9557 6219

11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Graf Ave

Do your customers walk/drive?

Ans: Drive

2. Is the number of parking spaces in proximity to your business sufficient?

Ans: No, need more spaces; one dedicated for owner/employee

3. Are current restrictions (1/2P, 1P, 2P etc.) sufficient for your customers?

Ans: No

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: 1 hour

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

Postal Address: Studio 203, 3 Gladatone Streat, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

July 2017.

ShaunPaul Power Senior Traffic Consultant BITZIOS CONSULTING



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Mt. Studio 203, 3 Gladstone Street Headown NSW 2042 P: [92] 9557 6282

P: (02) 9887 8219

11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Graf Ave

1. Do your customers walk/drive?

Ans: 50-50

2. Is the number of parking spaces in proximity to your business sufficient?

Ans: No

3. Are current restrictions (1/2P)/1P, 2P etc.) sufficient for your customers?

Ansi No

What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

Ans: 1P. diagonal parking would be better for increasing parking bays.

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: 45 minutes

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

Postal Address: Studio 203. 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach ma via e-mail.

Yours faithfully,

ShaunPaul Power Serior Traffic Consultant BITZIOS CONSULTING







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Spring HG CLD 4000 Nt Level 2, 428 Upper Edward Street Spring HG CLD 4060 Pp.: (07) 3831 4442 Edward 2004 4442 (07) 3831 4455

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(02) 9557 (202 (02) 9557 6219

11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Graf Ave

1. Do your customers walk/drive?

Ans:-Drive

2. Is the number of parking spaces in proximity to your business sufficient?

Ans. No. Also, 2 unrestricted spots required for statilemployees.

3. Are current restrictions (1/2P, 4P, 2P etc.) sufficient for your customers?

Ans Silve

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

Ans: 1P, 1 disable parking (1/2P)

Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: 20-40 minutes

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

Postal Address: Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

ShaunPaul Power Senior Traffic Consultant **BITZIOS CONSULTING**



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11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Graf Ave

Do your customers walk/drive?

2. Is the number of parking spaces in proximity to your business sufficient?

Ans: No; need more spaces

3. Are current restrictions (1/2P, 1P, 2P etc.) sufficient for your customers?

Ans: Yes

What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: more than an hour

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

Postal Address; Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

ShaunPaul Power Senior Traffic Consultant BITZIOS CONSULTING



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Newtown NSAV 2012
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11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type: :

Location: Graf Ava (rear side, frontage at Victoria Ral)

1. Do your customers walkfulrive?

Ans: Mostly Walk

2. Is the number of parking spaces in proximity to your business sufficient?

3. Are calrent restrictions (1/2P/4P, 2P etc.) sufficient for your customers?

Ans: No

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: half your

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

Postal Address: Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

ShaunPaul Power Senior Traffic Consultant **BITZIOS CONSULTING**





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Gold Coast Office

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Marrisald Waters CLD 4218 P: (87) 5682 5377

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56 Studio 203, 3 Gindstone Street Newtown NSW 2042 Plo: (82) 9557 6202

E: (02) 9557 6219

11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY RE:

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Graf Ave

Do your customers walk/drive?

Ang: Drive

2. Is the number of parking spaces in proximity to your business sufficient?

Ans; No; Also 1 disabled parking required next to shop.

3. Are current restrictions (1/2P, 1P, 2P etc.) sufficient for your customers?

Ans: No

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

Ans: 1P; Unrestricted parking for 2-3 staff

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: about an hour

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

Postal Address: Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

ShaunPaul Power Senior Traffic Consultant BITZIOS CONSULTING





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Nonfown NSW 2042 85 - (C2) 9557 6202 F) - (C2) 9557 6219

11 August 2016

TO WHOM IT MAY CONCERN

RE: WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Graf Ave

1. Do your customers walk/drive?

Ans: Drive

2. Is the number of parking spaces in proximity to your business sufficient?

Ans: No, need more spaces, including Straff parking.

3. Are current restrictions (1/2P) tP, 2P etc.) sufficient for your customers?

Ans: Yes

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

Ans: Tipp is ak

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: half-busin

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire;

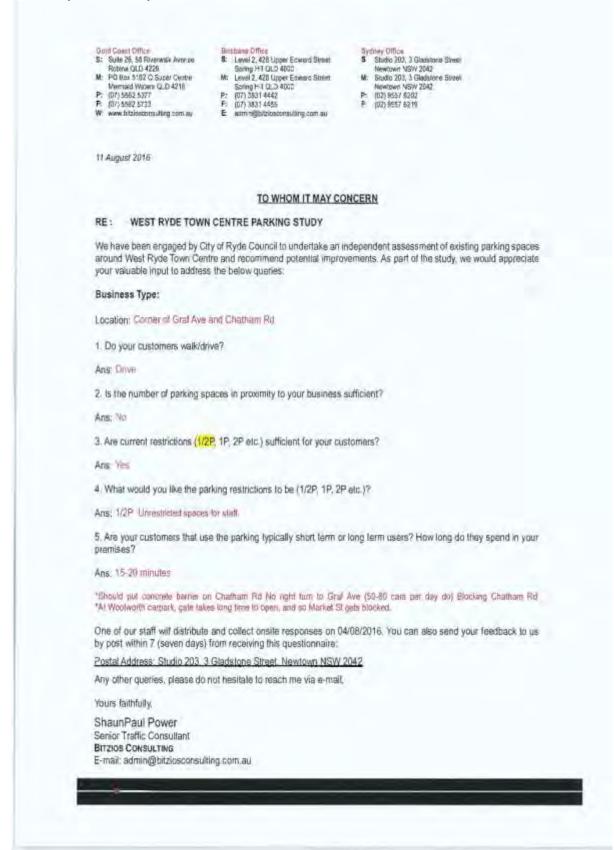
Postal Address: Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

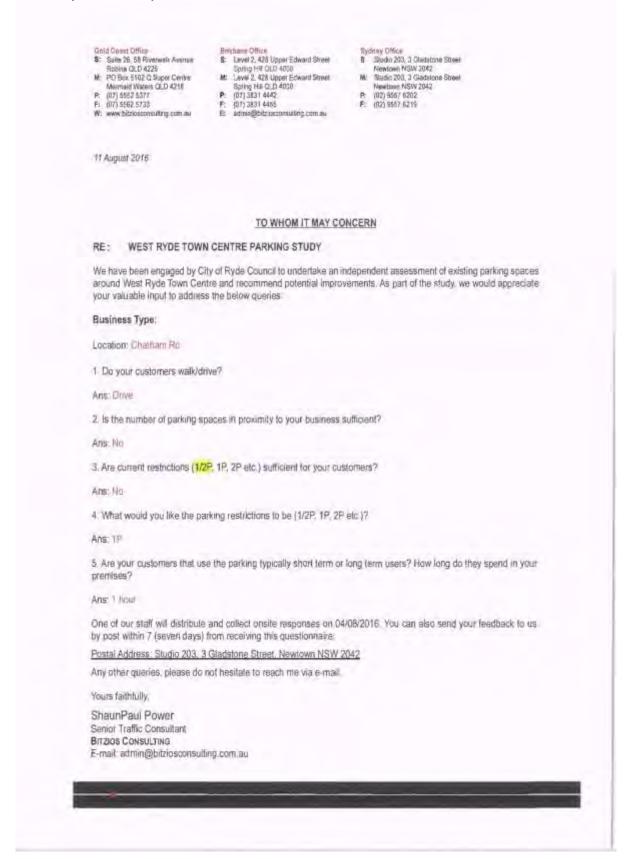
Yours faithfully,

ShaunPaul Power Senior Traffic Consultant Brizios Consulting











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- Spring Hit QLD 4000

 Will Lovel 2, 425 Upper Edward Street
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 Spring Hit QLD 4000

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- Newtown NSW 2042 M: Stadio 203, 3 Gladatono Street
- Newtown NSW 2042 P: (92) 9567 6292
- F: (02) 9557 6219

11 August 2016

TO WHOM IT MAY CONCERN

WEST RYDE TOWN CENTRE PARKING STUDY

We have been engaged by City of Ryde Council to undertake an independent assessment of existing parking spaces around West Ryde Town Centre and recommend potential improvements. As part of the study, we would appreciate your valuable input to address the below queries:

Business Type:

Location: Chatham Rd

1. Do your customers walk/drive?

Ans: Drive

2. Is the number of parking spaces in proximity to your business sufficient?

3. Are current restrictions (1/2P, 1P, 2P etc.) sufficient for your customers?

Ans: No problem (change the signs)

4. What would you like the parking restrictions to be (1/2P, 1P, 2P etc.)?

Ans: 1/2P is OK.

5. Are your customers that use the parking typically short term or long term users? How long do they spend in your premises?

Ans: 15 minutes

"Should be 3P free in the Cales and Wookworths parking

One of our staff will distribute and collect onsite responses on 04/08/2016. You can also send your feedback to us by post within 7 (seven days) from receiving this questionnaire:

Postal Address: Studio 203, 3 Gladstone Street, Newtown NSW 2042

Any other queries, please do not hesitate to reach me via e-mail.

Yours faithfully,

ShaunPaul Power Senior Traffic Consultant BITZIOS CONSULTING



