

Meeting Date: Tuesday 8 June 2021
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde and Online
Time: 6.00pm

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

NOTICE OF BUSINESS

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**1 CONFIRMATION OF MINUTES - Works and Community Committee
Meeting held on 11 May 2021**

Report prepared by: Civic Services Manager
File No.: CLM/21/1/2/2 - BP21/412

REPORT SUMMARY

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

RECOMMENDATION:

That the Minutes of the Works and Community Committee Meeting 4/21, held on 11 May 2021, be confirmed.

ATTACHMENTS

- 1 MINUTES - Works and Community Committee Meeting - 11 May 2021

ITEM 1 (continued)

ATTACHMENT 1

**Works and Community Committee
MINUTES OF MEETING NO. 4/21**

Meeting Date: Tuesday 11 May 2021

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

Time: 6.00pm

Councillors Present in Chambers: Councillors Purcell (Chairperson) Brown, Gordon, Pedersen and Yedelian OAM.

Councillors Present online via audio visual: Councillor Clifton.

Apologies: Nil.

Leave of Absence: Councillor Kim.

Absent: Councillor Maggio.

Staff Present: General Manager, Director – Customer and Community Services, Director – Corporate Services, Director – City Planning and Environment, Director – City Works, Chief Financial Officer, Manager – Communications and Engagement, Manager – Parks, Manager – Transport, Risk and Insurance Manager, Senior Coordinator – Parks Planning, IT Applications Support Officer, Civic Services Manager, and Executive Assistant to Mayor and Councillors.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

**1 CONFIRMATION OF MINUTES - Works and Community Committee
Meeting held on 13 April 2021**

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That the Minutes of the Works and Community Committee Meeting 3/21, held on 13 April 2021, be confirmed.

Record of Voting:

For the Motion: Unanimous

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

ITEM 1 (continued)

ATTACHMENT 1

2 ITEMS PUT WITHOUT DEBATE

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That the Committee adopt Item 3 on the Committee Agenda as per the recommendation in the report.

Record of Voting:

For the Motion: Unanimous

3 ADOPTION OF THE GENERIC PLAN OF MANAGEMENT - NATURAL AREAS

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

- (a) That Council adopt the *Generic Plan of Management – Natural Areas* (April 2021) in accordance with Section 40 of *the Local Government Act 1993*.
- (b) That Council adopt the updated Generic Plans of Management *Appendix A – Land Information – Community and Crown Lands* (April 2021) and *Appendix B – Maps Series* (April 2021) to include parks covered by the Generic Plan of Management – Natural Areas.
- (c) That staff write to thank all residents who participated in the preparation of the *Generic Plan of Management – Natural Areas* and inform them of Council's resolution.

Record of Voting:

For the Motion: Unanimous

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

3 ADOPTION OF THE GENERIC PLAN OF MANAGEMENT - NATURAL AREAS

Note: This Item was dealt with earlier in the meeting as detailed in these Minutes.

ITEM 1 (continued)

ATTACHMENT 1

4 OPEN SPACE FUTURE PROVISION STRATEGY - ADOPTION

RESOLUTION: (Moved by Councillors Gordon and Clifton)

- (a) That Council adopt the *City of Ryde Open Space Future Provision Strategy* without change to the draft presented to the community during the public exhibition period.
- (b) That future projects detailed within the *Strategy*, when implemented, be subject to the completion of a Review of Environmental Factors or Development Application (as per requirements of the Environmental Planning and Assessment Act 1979) to assess the environmental impacts of the proposed works.
- (c) That the *City of Ryde Synthetic Surfaces Action Plan* be updated following the outcomes of the NSW Governments review of synthetic sports surfaces and returned to Council for consideration and endorsement.
- (d) That staff write to thank all residents who participated in the *City of Ryde Open Space Future Provision Strategy* and inform them of Council's resolution.

Record of Voting:

For the Motion: Unanimous

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

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

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That Council endorses the following Ryde Traffic Committee recommendation:-

(A) MEADOWBANK EDUCATION EMPLOYMENT PRECINCT – TRAFFIC FACILITIES

That the following changes be made as part of the Meadowbank Education Employment Precinct, Meadowbank:

- a) An elevated shared user path and kerbside 1.2m footpath be provided on the western side of Hermitage Road from the interface of the Sydney Water driveway to the intersection with Rhodes Street.
- b) A shared user path be provided along the southern side of Rhodes Street.

ITEM 1 (continued)

ATTACHMENT 1

- c) A combined Bus Zone, No Parking Kiss n Ride Zone and ¼ P Parking Zone be provided along the southern side of Rhodes Street, with the operating hours of the above zones to be determined in conjunction with State Transit Authority (STA) and Schools Infrastructure New South Wales.
- d) A raised pedestrian crossing be provided on the western end of Macpherson Street at its intersection with Mellor Street.
- e) A shared user path be provided along the southern side of Macpherson Street.
- f) A time restricted Bus Zone be provided on the southern side of Macpherson Street, with times to be agreed with STA.
- g) A combined cycling and raised pedestrian crossing be provided on the eastern end of Macpherson Street at its intersection with Bowden Street.
- h) A shared user path be provided on the western side of Bowden Street between Macpherson Street and Victoria Road.
- i) A commuter peak hour No Stopping zone be provided on the eastern side of Bowden Street from the intersection of Squire Street to the bus zone located immediately south of Victoria Road.
- j) A combined cycling and raised pedestrian crossing be provided on Bowden Street immediately south of the roundabout intersection with Squire Street.
- k) The existing footpath on the southern side of Squire Street be rehabilitated to address any deficiencies.
- l) Bicycle symbols be marked in both directions on Squire Street
- m) Adjustments be made to the splitter island on Squire Street approaching the roundabout intersection with Bowden Street.
- n) KEEP CLEAR be marked on Bowden Street at its intersection with Macpherson Street.
- o) All the above facilities be constructed, signposted and delineated as TfNSW Technical Directions.

Record of Voting:

For the Motion: Unanimous

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

ITEM 1 (continued)

ATTACHMENT 1

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That Council endorses the following Ryde Traffic Committee recommendation:-

(B) ROAD SAFETY UPDATE – ROAD SAFETY PROGRAMS

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

Record of Voting:

For the Motion: Unanimous

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

RECOMMENDATION: (Moved by Councillors Gordon and Pedersen)

(C) ORCHARD ROAD, WEST RYDE – NEW BUS ZONE

That consideration of this Item be deferred pending consultation with the affected residents and the provision of information regarding the removal of the tree at the bus stop.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **25 MAY 2021** as substantive changes were made to the published recommendation.

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That Council endorses the following Ryde Traffic Committee recommendation:-

(D) RYDE ROAD, GLADESVILLE – PROPOSED MOTORCYCLES ONLY ZONE

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

- a) A 3.7m Motorcycles Only parking zone be created between the two driveways of 165 and 163 Ryde Road, Gladesville.

Record of Voting:

For the Motion: Unanimous

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

ITEM 1 (continued)

ATTACHMENT 1

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That Council endorses the following Ryde Traffic Committee recommendation:-

(E) BALACLAVA ROAD, EASTWOOD – PEDESTRIAN REFUGE

The following changes be made in Balaclava Road, Eastwood:

- a) The installation of a pedestrian refuge on Balaclava Road, near the intersection with Lincoln Street, be approved in principle and installed once funding becomes available. The refuge to be designed, signposted and delineated in accordance with RMS Technical Direction TDT2011/01.

Record of Voting:

For the Motion: Unanimous

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

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That Council endorses the following Ryde Traffic Committee recommendation:-

(F) BLENHEIM ROAD, NORTH RYDE – ROAD SAFETY

The following changes be made in Blenheim Road, North Ryde:

- a) The existing No Stopping area on the eastern side of Blenheim Road adjacent to No.7 be extended 10.2m south to the southern edge of the driveway access to No.5 Blenheim Road.
- b) A 1.2m painted island be installed between the kerb buildout for the pedestrian refuge and the northern edge of the driveway access of No.7 Blenheim Road.

Record of Voting:

For the Motion: Unanimous

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

ITEM 1 (continued)

ATTACHMENT 1

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That Council endorses the following Ryde Traffic Committee recommendation:-

(G) DAVID AVENUE, NORTH RYDE – MOBILITY/DISABLED PARKING

The following parking changes be made in David Avenue, North Ryde:

- a) The eastern most 90° parking space at the commercial area at 23 David Avenue commercial centre be signposted as a mobility/disability parking space, with an additional area of line marking to maintain a clear space and ensure compliance with disabled parking requirements.
- b) That a continuity line be marked from Holt Street to David Avenue to direct motorists around the intended disabled parking space.

Record of Voting:

For the Motion: Unanimous

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

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That Council endorses the following Ryde Traffic Committee recommendation:-

(H) EASTWOOD TOWNCENTRE – PARKING RESTRICTIONS

The following parking changes be made in Eastwood Town Centre:

- a) The ½P (8AM-6PM, MON-SUN) timed restrictions on Hillview Road and West Parade (24 parking spaces) be converted to 1P (8AM-6PM, MON-SUN & Public Holidays).
- b) Due to the low response rate and lack of support, no changes be made to the timed restrictions on Railway Parade (22 spaces), however the existing timed restrictions will now be enforceable on public holidays. Existing timed restrictions will now include the words "& Public Holidays".

Record of Voting:

For the Motion: Unanimous

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

ITEM 1 (continued)

ATTACHMENT 1

RESOLUTION: (Moved by Councillors Gordon and Pedersen)

That Council endorses the following Ryde Traffic Committee recommendation:-

(I) THE AVENUE, GLADESVILLE – PARKING RESTRICTIONS

The following parking changes be made in The Avenue, Gladesville:

- a) The three (3) unrestricted parking spaces along The Avenue be converted to “No Parking, 8AM-4PM, MON-FRI”.

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 6.17pm.

CONFIRMED THIS 8TH DAY OF JUNE 2021.

Chairperson

2 ITEMS PUT WITHOUT DEBATE

Report prepared by: Civic Services Manager

File No.: CLM/21/1/2/2 - BP21/413

REPORT SUMMARY

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

RECOMMENDATION:

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

OR

That the Committee determine all Items on the Agenda.

3 FUTURE USE OF UNNAMED PARK ON LANE COVE ROAD

Report prepared by: Senior Coordinator - Park Planning
File No.: GRP/21/7 - BP21/292

REPORT SUMMARY

Over a number of years Council has received multiple requests from the strata committee of 1-15 Fontenoy Road, Macquarie Park to utilise an adjoining lot known as 'Unnamed Park – Lane Cove Rd' for car parking. This use would be from vehicles associated with occupants and visitors to the residential apartments. To date these requests have not been formalised as the use would be inconsistent with the land zoning, land classification and categorisation, as per the Local Government Act, 1993.

The proposal to utilise the Park as a car park does not align to the zoning objectives of RE1 land nor the core objectives of Park categorised land. As such, Council is unable lease or license the land as a car park.

Within the body of this report, staff outline the background to the site, current planning and legislative controls, and the proposed future use of the site identified in the Local Strategic Planning Statement (LSPS). The report then considers three options available to Council.

1. Maintain the existing land classification, land categorisation and use
2. Reclassification of the Park to enable parking for private benefit
3. Divest the Park to enable parking for private benefit

Formalising the use of the site for car parking may limit Council's ability to deliver the identified connection within Council's adopted Local Strategic Planning Statement (LSPS). The future use of the Park is identified in Council's (LSPS) for the purposes to 'investigate open space link' along the M2 corridor – Figure 7 in the body of the report. This link would connect North Ryde and South Turramurra.

The development approval to construct 1-15 Fontenoy Rd would have considered the planning controls in place at the time to establish the required number of car spaces per unit. The approved number of car spaces provided would have been consistent with other similar developments at that time. The provision of additional car parking spaces for this particular strata development would not be equitable to other developments constructed under the same planning controls.

For these reasons the recommendation is to maintain the existing land classification and categorisation and undertake tree plantings in the future when funds are identified for this purpose. This report further recommends that Council can undertake vegetation planting to gain an ecological benefit from the Park until the LSPS project is realised when funding becomes available.

ITEM 3 (continued)

RECOMMENDATION:

- (a) That Council proceeds with Option 1: Maintain the existing land classification and use of the Park and undertakes improvements as outlined in this report when funding is available.
- (b) That Council writes to the strata committee of 1-15 Fontenoy Road, Macquarie Park informing them of this decision.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Michael Longworth
Senior Coordinator - Park Planning

Report Approved By:

Simon James
Manager - Parks

Wayne Rylands
Director - City Works

ITEM 3 (continued)

Context

The purpose of this report is to determine the future use of Lot 320 DP1184817 (the Park). This lot is classified as Community Land and categorised as Park. Over a number of years, the strata body and residents of an adjoining lot 1-15 Fontenoy Road, Macquarie Park have requested access to the Park to use as a car park for their private vehicles. This request has been denied by Council Officers to date due to it being inconsistent with the land zoning, classification and categorisation. Council has also received complaints from residents of the development regarding the use of the land for car parking.

The Lot

Lot 320 DP1184817 (the Park) is located within Macquarie Park. It is located between the M2, Lane Cove Road and 1-15 Fontenoy Road. The lot size is 1,489.21m². Refer to Figures 1 and 2.



Figure 1: Site Context

ITEM 3 (continued)



Figure 2: Site Location

History of the Park

The 1948 Cumberland Planning Scheme proposed to create an express way connecting what is now the Pacific Freeway in Wahroonga and the Sydney CBD. The Park adjoins the lands that were reserved for the creation of this road. Through a series of design refinements and subsequent subdivisions, the land was identified as surplus to the requirements of the motorway and dedicated to Council in the late 1990s following construction of the M2 motorway. In the 2001 Generic Plan of Management, the land was categorised as Park. In 2013, Transport for NSW (Roads and Maritime at the time) acquired a portion of the Park for the purposes of constructing a sound barrier.

Recently the strata body representing 1-15 Fontenoy Rd have raised with Council a desire to park visitor and resident vehicles with the Park. This is due to increased vehicle ownership within the development. To date, these requests have been denied due to the zoning of the land and the core objectives of the land categorisation.

The development approval to construct 1-15 Fontenoy Rd would have considered the planning controls in place at the time to establish the required number of car spaces per unit. It appears that the request to use the Park as car parking is the result of evolving trends in vehicle ownership.

ITEM 3 (continued)

Current Use

The Park is zoned RE1 in RLEP2014 – Figure 3. The objective of this zoning is;

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes



Figure 3: RLEP2014 Zoning

The Park is classified as Community Land. It is categorised as Park in the 2020 Generic Plan of Management Appendix C – Figure 4. The core objectives of Park categorisation is:-

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

ITEM 3 (continued)



Figure 4: Lane Cove Rd – Unnamed Park, 2020 Generic Plan of Management, Appendix C

The Park is currently a strip approximately 7 metres wide and 200 metres long. It is primarily mown grass with minimal trees – Figure 5.



Figure 5: Photo of the Park looking west from Lane Cove Road.

ITEM 3 (continued)

The Park is located within the proximity of Tasman Park to the west and Tuckwell Park to the north – Figure 6. The Park does not share a common boundary with any other Council owned land.

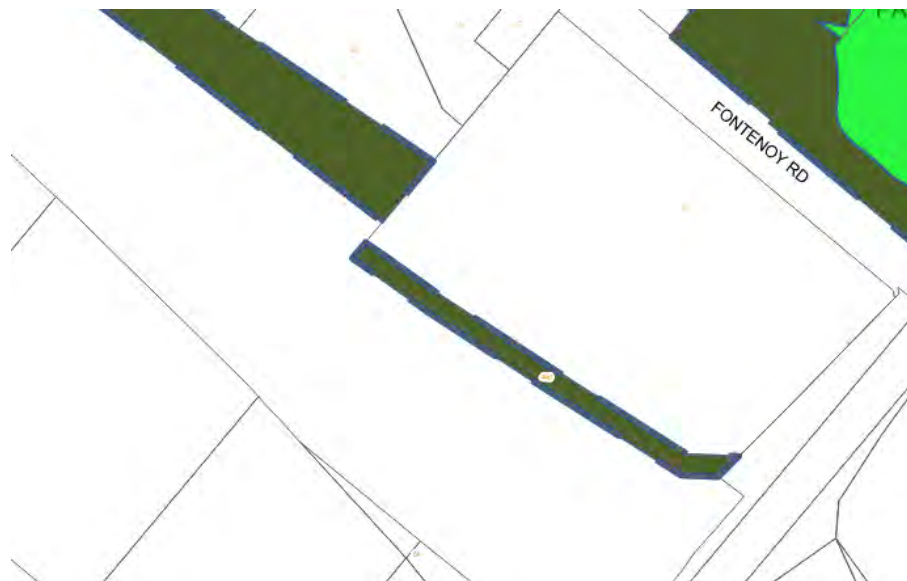


Figure 6: Plan showing location of nearby parks

The Park is currently maintained by Council having successfully negotiated with the strata of 1-15 Fontenoy Rd access to the Park through their land. Should this agreement be rescinded, Council will have very limited ability to access the site with vehicles (construction, maintenance or otherwise) due to the vegetation growing along the Lane Cove Rd frontage.

ITEM 3 (continued)

Future Use

The future use of the Park is identified in Council's Local Strategic Planning Statement (LSPS). The LSPS identifies Council to 'investigate open space link' along the M2 corridor – Figure 7. This link would connect North Ryde and South Turramurra.

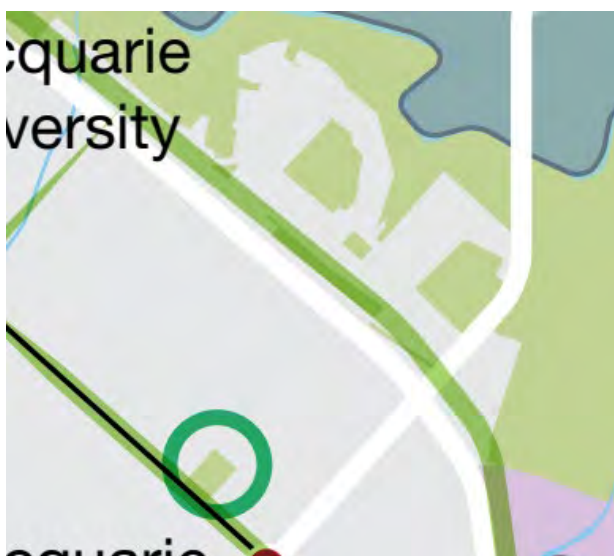


Figure 7: Inset map from Open Space Structure Plan, LSPS 2020

The Park is not located within local or regional connectivity corridors identified in the Biodiversity Plan 2016.

Discussion

The proposal to utilise the Park as a car park does not align to the zoning objectives of RE1 land nor the core objectives of Park categorised land. As such, Council is unable to lease or license the land as a car park.

The following options are available to Council;

OPTION 1: Maintain the existing land classification, categorisation and use

This is the recommended option

Description: Council maintains ownership of the Park and will seek ecological and environmental outcomes through tree plantings and alike until the future open space link is delivered. The Park would not be used as a car park.

ITEM 3 (continued)

Advantages:-

- Maintains Council ownership of the Park.
- Provides ecological outcomes.
- Increase in tree canopy within the City.
- Allows for a future project to connect North Ryde and South Turramurra.
- Complies with zoning and the core objectives of the Park.

Disadvantages:-

- Nil

OPTION 2: Reclassification of the Park to enable parking for private benefit

This is not the recommended option

Description: Council undertakes a Planning Proposal including legislative requirements for public hearing and public exhibition to change the classification of the Park from Community Land to Operational Land and change the zoning. Council would then be able to lease and or license the land as a car park subject to the required planning approval.

Advantages:-

- Limited financial benefit to Council.
- Maintains Council ownership of the Park.

Disadvantages:-

- Limited number of parties would be interested in the tenure of the Park due to restricted access from a road. Access would need to be negotiated with 1-15 Fontenoy Road if an alternate tenant was identified. This would limit the number of potential tenants and therefor further reduce the likely small rental return for Council.
- Potential loss of the opportunity to deliver the LSPS open space link.
- Likely community opposition to the reclassification which has limited community benefit.

ITEM 3 (continued)

OPTION 3: Divest the Park to enable parking for private benefit

This is not the recommended option

Description: To enable divestment of the Park, Council would need to undertake a Planning Proposal to change the classification of the Park from Community Land to Operational Land and change the zoning. Council would then be able to divest the land through an auction.

Advantages:-

- Potential financial benefit to Council.

Disadvantages:-

- Limited number of parties would be interested in the Park due to its 7m width and limited access from a road. This could result in limited participants in the auction and therefore a smaller financial benefit to Council.
- Loss of opportunity to deliver the LSPS open space link.
- Likely community opposition to the divestment which has limited community benefit.

Conclusion

Following consideration of the three options available to Council, it is recommended Council implements Option 1: Maintain the existing land classification, categorisation and use as Council maintains ownership of the Park. It further recommends that Council undertake vegetation planting when funds are available to gain an ecological benefit from the Park until the LSPS project is realised.

4 EV CHARGING INFRASTRUCTURE ON PUBLIC LAND POLICY AND GUIDELINES

Report prepared by: Senior Sustainability Transport and Environment
File No.: PM19/42896 - BP21/375

REPORT SUMMARY

In December 2019, Council sought community feedback on Electric Vehicle (EV) purchase uptake and charging infrastructure in the Ryde LGA. Almost 300 survey submissions were received, with approximately 75% of respondents indicating that a shortage of public charging stations was one of the main barriers to purchasing an EV.

In August 2020, Council's Executive Team supported a recommendation from the Environment Department to investigate the development of a policy for EV charging infrastructure on public land to assist with increasing and facilitating installations by third party providers across the city.

The proposed Electric Vehicle Charging Infrastructure on Public Land Policy and Guidelines have now been completed for release. These have reviewed other adopted council EV policies including Hornsby and Shoalhaven, for benchmarking and modelling for Ryde's own. The documents (**ATTACHMENTS 1 AND 2**) have been adapted to the City of Ryde context and our specific needs and a comprehensive peer review process has been undertaken with key internal stakeholders consulted.

The Policy and Guidelines will set the framework for the planning, design, provision, installation, risk management, maintenance and removal, of Electric Vehicle infrastructure on land that is owned or managed by Council. It is expected that the adoption of these documents will attract opportunities for collaboration with the EV charging industry for community rollout, relieving long term maintenance and cost burdens under a Council-led and funded delivery.

Council acknowledges that a functional EV charging network will require charging infrastructure on both private and public land. This Policy will guide the provision of the public component of this network to increase uptake of the technology and contribute towards lowering the City's greenhouse gas emissions.

RECOMMENDATION:

- (a) That Council acknowledges the contribution of public EV charging infrastructure in the City towards supporting the uptake of electric vehicles.

ITEM 4 (continued)

- (b) That Council adopts the proposed Electric Vehicle (EV) Charging Infrastructure on Public Land Policy and associated Guidelines (**ATTACHMENTS 1 AND 2**) effective immediately.

ATTACHMENTS

- 1** FINAL DRAFT Policy -EV Charging Infrastructure on Public Land 2021
- 2** FINAL DRAFT Guidelines -EV Charging Infrastructure on Public Land 2021

Report Prepared By:

Diego Uzzun
Senior Sustainability Transport and Environment

Report Approved By:

Katie Helm
Senior Coordinator - Environment

Kylie McMahon
Manager - Environment

Liz Coad
Director - City Planning and Environment

ITEM 4 (continued)

Discussion

In recent years, there has been increasing pressure for the rollout of EV charging infrastructure to support the shift towards lower and zero emission transport options.

Many international and national projections forecast a significant growth of EVs due to the fact that EVs are expected to match traditional petrol vehicles on both upfront price and range by the mid-2020s, further encouraging community uptake as EVs have significantly lower running and maintenance costs with reduced or zero impact on the environment.

The purpose of the EV Charging Policy and Guidelines is to encourage and support delivery of EV charging infrastructure on public land across Ryde in a coordinated and supported manner. The infrastructure covered by the policy may serve public or private transport solutions.

The Policy also makes provision for consideration of charging infrastructure across different modes, that is, vehicles, bicycles, and micro-mobility devices where possible.

The Policy will assist Council to:-

- deliver a fit-for-purpose network of public EV charging stations that increase visibility and access to infrastructure, particularly for community who do not have private charging access;
- support Council's goals for increasing modes and opportunities from sustainable transportation alternatives;
- deliver cost-effective infrastructure outcomes that will benefit community and Council long term;
- seek to contribute to lowering the City's greenhouse gas emissions and towards improving air quality;
- provide opportunities both locally and regionally for tourism and economy;
- expand opportunities for new and smart city outcomes for transport and technology.

ITEM 4 (continued)

The main objectives of the Policy is to support Council in delivering on the following local and regional priorities and planning outcomes:-

- Net Zero Plan Stage 1: 2020-2030 (NSW Government)
- Future Transport Strategy 2056 – NSW Electric and Hybrid Vehicle Plan (NSW Government)
- State Infrastructure Strategy 2018-2028 (NSW Government)
- City of Ryde Community Strategic Plan 2028
- City of Ryde Local Strategic Planning Statement 2020
- Ryde Resilience Plan 2030
- City of Ryde Integrated Transport Strategy 2016-2031
- City of Ryde Sustainable Transport Strategy 2021 *(to be recommended for adoption in May/June 2021)*

Council supports private sector investment in this area to support opportunities for the rollout of public EV charging infrastructure. Under the proposed Policy and Guidelines, the selection of suitable and qualified providers and assessment of any submissions will be decided by Council in a fair and equitable way and will be at the discretion of Council to approve or reject. Proposals from providers can either be directly assessed or Council may prefer to develop and release Expression of Interest (EOI) processes to market seeking interest from the private sector.

Proposals from charging providers are expected to provide Council details and known data on the projected uptake of the new EV charging infrastructure by Ryde residents and visitors and demonstrate the benefits to the broader community as aligned with promoting and increasing sustainable transport options across the city.

Any exclusivity requests from providers will be assessed by Council on a case by case basis, however the preference is for a coordinated network of public EV chargers in the Ryde LGA that will foster market competition and provide fair rates for the broader community.

Preference will be given for proposals offering the best combination of environmental, social and economic benefits. These include the use of renewable energy sources to power EV chargers on public land, or alternative arrangements to purchase accredited GreenPower for the same purposes, wherever practical, in line with Council's commitments and goals to reduce emissions across our city for environmental and air quality improvement.

ITEM 4 (continued)

Financial Implications

The proposed City of Ryde Electric Vehicle (EV) Charging Infrastructure on Public Land Policy and Guidelines have been modelled upon policies developed and endorsed by other Councils including Hornsby and Shoalhaven Councils.

Adoption of the recommended Policy and Guidelines will have no financial impact as the implementation of any future proposals from providers to install EV charging infrastructure on public land will be subject to assessment on a case by case basis.

Consultation with relevant external bodies

A comprehensive internal peer review process has been undertaken with key internal stakeholders consulted.

The following Council teams have reviewed the proposed Policy and Guidelines and provided feedback which has been incorporated into the final versions of the documents: Transport, Community & Ranger Services, Property/Corporate Services, Urban Strategy, Assets & Infrastructures, Parks, Risk & Insurance/Corporate Governance. Council's Operations and Procurement teams were also consulted but did not provide comments or changes.

ITEM 4 (continued)

ATTACHMENT 1



Lifestyle and opportunity @ your doorstep



Electric Vehicle (EV) Charging Infrastructure on Public Land Policy

ITEM 4 (continued)

ATTACHMENT 1

**Electric Vehicle (EV) Charging
Infrastructure on Public Land Policy**

Document Version Control

Document Name:	Electric Vehicle (EV) Charging Infrastructure on Public Land Policy
CM Reference WORD:	D21/60262
CM Reference PDF:	
Document Status:	[Draft / Approved by General Manager / Approved by Council]
Version Number:	Version 1.0
Review Date:	04 May 2023
Owner:	Environment Department
Endorsed By:	Council on [Date]
Distribution:	Internal and External

Change History

Version	Date	Author	Reason for Change
1.0	04 May 2021	Diego Uzzun	New Policy

Electric Vehicle (EV) Charging Infrastructure on Public Land Policy		
Owner: Environment	Accountability: Manager Environment	Endorsed:
CM Reference: D21/60262	Date: 04 May 2021	Next review date: 04 May 2023

ITEM 4 (continued)

ATTACHMENT 1

**Electric Vehicle (EV) Charging
Infrastructure on Public Land Policy**

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Electric Vehicle (EV) Charging Infrastructure on Public Land Policy		
Owner: Environment	Accountability: Manager Environment	Endorsed:
CMI Reference: D21/60262	Date: 04 May 2021	Next review date: 04 May 2023

ITEM 4 (continued)

ATTACHMENT 1

**Electric Vehicle (EV) Charging
Infrastructure on Public Land Policy**

1. Scope

This Policy applies to the implementation of EV charging infrastructure on land that is owned or managed by City of Ryde Council as per the definition of public land in the Local Government Act 1993.

The Policy makes provision for consideration of charging infrastructure across modes including cars, motorbikes, bicycles and other types of low and zero emission vehicles. The infrastructure covered by the policy may serve public or private transport solutions.

2. Purpose

The purpose of the EV Charging Policy is to encourage and support delivery of EV charging infrastructure on public land across Ryde in a coordinated and supported manner. Council acknowledges a functional EV charging network will require charging infrastructure on both private and public land, and this policy will guide the provision of the public component of this network to increase uptake of the technology and contribute towards lowering the City's greenhouse gas emissions.

The Policy will assist to:

- deliver a fit-for-purpose network of public EV charging stations that increase the visibility and access to the infrastructure, particularly for community who do not have private charging access;
- support Council's goals for increasing modes and opportunities from sustainable transportation alternatives;
- deliver cost-effective infrastructure outcomes that will benefit community and Council long term;
- seek to contribute to lowering the City's greenhouse gas emissions and towards improving air quality;
- provide opportunities both locally and regionally for tourism and economy;
- expand opportunities for new and smart city outcomes for transport and technology.

Objectives of this policy support Council in delivering on the following local and regional priorities and planning outcomes:

- Net Zero Plan Stage 1: 2020-2030 (NSW Government)
- Future Transport Strategy 2056 – NSW Electric and Hybrid Vehicle Plan (NSW Government)
- State Infrastructure Strategy 2018-2028 (NSW Government)
- City of Ryde Community Strategic Plan 2028
- City of Ryde Local Strategic Planning Statement 2020
- Ryde Resilience Plan 2030
- City of Ryde Integrated Transport Strategy 2016-2031

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Owner: Environment	Accountability: Manager Environment	Endorsed:
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ATTACHMENT 1

**Electric Vehicle (EV) Charging
Infrastructure on Public Land Policy**

3. Guidelines

Delivery of this Policy will be provided through the *Electric Vehicle (EV) Charging Infrastructure on Public Land Guidelines* document. The attached Guidelines outline the criteria and guidance for the planning, design, provision, installation, risk management, maintenance and removal of Electric Vehicle (EV) infrastructure on public land in the City of Ryde Local Government Area (LGA).

4. Review Process and Endorsement

This Policy and related Guidelines are proposed to be reviewed and endorsed by Council every 2 years.

Endorsement:

<i>Name</i>	<i>Position</i>	<i>Signature and Date</i>
<i>Kylie McMahon</i>	<i>Manager Environment</i>	
<i>Liz Coad</i>	<i>Director, City Planning and Environment</i>	
<i>George Dedes</i>	<i>General Manager, City of Ryde Council</i>	

5. Attachments

<i>Title</i>	<i>CM Reference</i>
<i>Electric Vehicle (EV) Charging Infrastructure on Public Land Guidelines</i>	D21/60375

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Electric Vehicle (EV) Charging Infrastructure on Public Land Guidelines

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**Electric Vehicle (EV) Charging
Infrastructure on Public Land Guidelines**

Document Version Control

Document Name:	Electric Vehicle (EV) Charging Infrastructure on Public Land Guidelines
CM Reference WORD:	D21/60375
CM Reference PDF:	
Document Status:	[Draft / Approved by General Manager / Approved by Council]
Version Number:	Version 1.0
Review Date:	04 May 2023
Owner:	Environment Department
Endorsed By:	Council on [Date]
Distribution:	Internal and External

Change History

Version	Date	Author	Reason for Change
1.0	04 May 2021	Diego Uzzun	New Guidelines

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**Electric Vehicle (EV) Charging
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DRAFT

Electric Vehicle (EV) Charging Infrastructure on Public Land Guidelines		
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**Electric Vehicle (EV) Charging
Infrastructure on Public Land Guidelines**

1. Related Policy and Overview

These Guidelines apply to the City of Ryde's **Electric Vehicle (EV) Charging Infrastructure on Public Land Policy (2021)** and for the implementation of EV charging infrastructure on land that is owned or managed by City of Ryde Council.

The Guidelines provide a criteria and guidance for the planning, design, provision, installation, risk management, maintenance and removal of Electric Vehicle (EV) infrastructure on public land in the City of Ryde Local Government Area (LGA). Wherever possible, charging infrastructure will also cater for charging other transport modes such as bicycles, motorbikes, new freight and public transport solutions.

Requirements are set and guidance is provided for the identification and assessment of suitable locations, appropriate types of infrastructure and potential partnership opportunities to select the most suitable and cost-effective solutions for Council and deliver the best outcome to community.

It is expected that the Council Policy and Guidelines will supplement residential and visitor access to off-street parking for EV charging infrastructure to uptake electric vehicle technologies.

2. Guidelines

2.1 Proposals from charging providers

Council supports private sector investment in this area to support opportunities for the rollout of public EV charging infrastructure. Council may consider (i) proposals received directly from EV charging providers to install EV infrastructure on public land in the Ryde LGA; or (ii) to develop and release Expression of Interest (EOI) processes to market seeking interest from the private sector to install EV charging infrastructure, including if an applicant proposes exclusive arrangements for the installation and use of EV chargers, or if multiple providers demonstrate interest for a particular location or area.

The assessment of any proposals or submissions from providers will be subject to negotiation on a case-by-case basis and observe all requirements under this Policy. The selection of suitable and qualified providers will be decided by Council in a fair and equitable way and will be at the discretion of Council to approve or reject. Should a provider fail to provide complete information in line with these guidelines, the proposal or application will be deemed incomplete and refused for approval.

Should two or more proposals be received from providers requesting the same location for the installation of EV charging infrastructure, the proposal presenting the

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best environmental, social and economic benefits will be supported at Council's discretion. If that occurs, Council reserves the right to either invite the unsuccessful provider to modify their proposal and reapply to another nearby location or develop and release an Expression of Interest (EOI) process to market.

Opportunities to establish Public/Private partnerships with EV charging providers will be considered by Council to deliver EV charging infrastructure on public land, subject to third parties sufficiently demonstrating relevant experience in previous similar projects, and based on strong business cases supported by evidence of market demand and EV charging behaviour in the Ryde LGA.

Proposals from charging providers are expected to provide Council details and known data on the projected uptake of the new EV charging infrastructure by Ryde residents and visitors and demonstrate the benefits to the broader community as aligned with promoting and increasing sustainable transport options across the city.

Any exclusivity requests from providers will be assessed by Council on a case by case basis, however preference is favoured towards a coordinated network of public EV chargers in the Ryde LGA that will foster market competition and provide fair and equitable rates for the broader community.

Proposals received from EV charging providers will be subject to:

- a) a 'public-interest' test through a full assessment of the proposal's benefits (social, environmental and economic), project costs (both financial and non-financial), risk management analysis, and details on forecasted revenue and cost-recovery models for Council wherever applicable, including if any capital or non-capital contribution is required from Council;
- b) adherence to all Council requirements, including but not limited to applicable planning controls, design manuals and plans of management, as well as procurement requirements and details on proposed shared use of customers data;
- c) full transparency on tasks, responsibilities and any fees or charges attributed to Council (reviewing whole of life infrastructure and associated costs), including Council staff time; and
- d) comparison to other EV charging options and models implemented by other Government bodies in partnership with the private sector on public land, including but not limited to learnings and successful business cases covering both free and paid charging sessions, along with details on community uptake and behaviour.

Council expects all proposals for EV charging infrastructure on public land would ensure at a minimum the following:

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e) providers will facilitate consultation with energy provider and relevant authorities, with community consultation (especially neighbouring residents/businesses within a radius of 300 metres from the proposed location for EV charging infrastructure) managed by Council;

f) unrestricted public use of the EV charging infrastructure at average market rates to be indicated under the initial proposal inclusive of any scaling or known rises or changes once installed;

g) full life-cycle responsibility for infrastructure comprising design, supply, installation, commissioning, operation, on-going maintenance and removal or relocation of EV charging infrastructure if required; and

h) adherence to best industry standards of services relating to reliability, work health and safety regulations and procedures, traffic and transport, signage, customer service, etc.

2.2 Site identification

A site may be considered suitable for the implementation of EV charging infrastructure where it is compliant with relevant legislations, zoning regulations and Council's plans of management and investment strategies for the area.

Any proposals from charging providers are required to demonstrate to Council's satisfaction that:

a) the land is *public land* in accordance with the Local Government Act 1993, meaning any land (including a public reserve) vested in or under the control of the Council;

b) the land classification has been considered. Community land may be considered suitable where the proposal is in accordance with the Local Government Act 1993, Crown Land Management Act 2016 and the relevant Plan of Management for that land;

c) EV charging infrastructure is permissible under the relevant legislation at the proposed location (e.g. City of Ryde planning controls, relevant State Environmental Planning Policies, the Roads Act 1993, etc.). *Note: the provider is responsible for securing development consent or approval, where applicable, from City of Ryde Council on a case by case basis and at their own cost;*

d) environmental constraints and characteristics of the proposed locations have been considered, including but not limited to elements of the proposal that could result in air, visual or noise pollution;

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- e) existing electrical supply network and infrastructure at the proposed location is suitable or can be reasonably upgraded at no cost or responsibility for Council, with no interference to Council-owned and managed switchboards and electrical connections. Proposals including renewable energy sources or arrangements to power the EV chargers with accredited green power will take preference;
- f) the land is located within short walking distance (generally within 500m) of a town or village centre, or strategic tourism location. EV charging infrastructure is to be highly visible and in busy locations to support motorists charging electric vehicles;
- g) the land has a reasonable connection to the wider road network in the Ryde LGA;
- h) the facility and its operation will not adversely impact upon the amenity and function of surrounding areas;
- i) the EV charging infrastructure is kept safe with lighting and pedestrian and vehicular access available at all times of the day and night. Ensuring equitable access to charging is important in facilitating the uptake of electric vehicle technology to the whole community;
- j) the facility is compliant with relevant Australian Standards and Regulations for occupational health and safety. Charging station hardware must be located a safe distance away from hazards (e.g. dangerous goods and fuels);
- k) consultation with the local community and relevant stakeholders, including City of Ryde Council, is satisfactorily undertaken in conjunction with site selection; and
- l) permission granted by Council for the provision of a charging station on Council land will not preclude Council from allowing other providers, including Council, to offer charging infrastructure and services on nearby land or integrated to multi-function smart poles or similar infrastructure, with or without charging fees to end users.

2.3 Design considerations

The EV charging facility and all its ancillary infrastructure (including signage, parking bays and charging infrastructure) must always be highly visible and accessible for all motorists to find, with special consideration of the following as a minimum:

- a) wayfinding signage will be required to allow users to find the EV charging station from the main road network, similar to wayfinding signs for car parking. Wayfinding signage shall be consistent with relevant industry standards, best practice installations and applicable guidelines and technical directions from both local and State Governments and their agencies, as well as kept to a minimum to avoid unnecessary visual pollution;

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b) all EV dedicated parking bays shall be clearly labelled with the words 'Electric Vehicle Parking Only While Charging' or similar as a minimum, painted on the ground (or the like according to best industry practice and other successful case studies in operation at the time of each proposed installation) and approved by Council prior to installation. An exemption to this provision may be considered in areas where it is inappropriate or not possible, provided that sufficient alternative identification can be provided to the satisfaction of Council in a manner that allows for more widespread charging including the use of 'Smart Poles' or other similar infrastructure;

c) appropriate pole signage must be installed to indicate the parking spaces are allocated for 'Electric Vehicle Parking Only While Charging' or similar as approved prior by Council. Pole signage shall be provided in accordance with relevant technical directions from Transport for NSW and other relevant authorities. Should an EV not be charging, or another car parked on the dedicated parking bay, including a non-plug-in hybrid EV, the driver could incur a fine (Disobey No Parking Sign);

d) lighting is to be provided for the safety and security of EV drivers, passengers, and appropriate use of infrastructure. Lighting should be sufficient to easily read associated signs, instructions, controls on vehicles / EV infrastructure, identify all possible EV charging inlet locations and for charging cable visibility and proper management, preventing trip hazards and must not obstruct traffic sightlines or pedestrian mobility or footpath access;

e) parking spaces shall be located to ensure that safe sight distances for pedestrians and vehicles are met;

f) the promotion of tobacco, alcohol, gambling and related industries is not permitted on any advertising associated with and displayed on the EV charging infrastructure. EV charging providers will be required to provide a comprehensive and exhaustive list of permissible advertising content which to be disclosed to Council in the initial proposal. Advertising is also to be undertaken in accordance with the Outdoor Media Association Code of Ethics. Separate Planning approvals may be required for the presence of advertising, which may not be permitted in residential zones and other land uses according to relevant planning controls; and

g) all wiring is to be undergrounded before the proposed property boundary and any new private poles and additional overhead wiring within parks/road reserve should be avoided wherever possible for installations proposing independent electrical connections to power the EV charging infrastructure.

Providers will be required to prepare detailed concept designs and works as executed drawing packages to Council approval for the optimal installation of the proposed EV charging infrastructure in accordance with requirements for

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development applications involving works on public domain. These requirements will include footprint and setbacks, mounting systems proposed for the chargers, trench works and alignment (if required), relocation of assets on public land (if applicable), and proposed electrical connections with existing power supply or details on proposed electrical upgrades.

2.4 Parking configuration

The following must be considered at a minimum:

- a) all aspects of EV charging bays are to be designed and constructed in accordance with relevant Australian Standards and current industry best practice;
- b) all EV parking spaces / charging bay pavements shall be constructed to Council's specifications including sealing, kerb and guttering, pram ramps, signage and line marking;
- c) preference will be given to the provision of inclusive EV charging infrastructure that can cater for different transport modes and user needs, and that can serve two or more adjoining / adjacent parking spaces with mounting systems requiring minimum floor or wall space, observed the constraints of each location and the benefits for community; and
- d) if through the proposed EV dedicated parking bays within a Council-owned carpark requires a new car park layout, the providers may be required to fund the new design and line marking.

2.5 Fast, Smart & Universal Charging

Council's objective is to facilitate the provision of EV charging infrastructure for community use and uptake in an efficient, inclusive and accessible manner. All EV infrastructure proposed on public land in the Ryde LGA is to preferably provide fast charging capabilities and enable charging of two or more vehicles simultaneously, with charging units to provide dual or multiple-port connections wherever possible for space and cost optimisation.

The installation of EV charging infrastructure on public land in the Ryde LGA must be consistent with local, regional and State relevant long-term policies and strategies, as well as current best industry practices at the moment of each proposed new installation.

The charging technology proposed will include:

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- a) consistent standards for charging connections based on European CCS2 and CHAdeMo for DC fast chargers, and Type 2 for AC charging. These provisions aim to provide universal charging facilities, with necessary provisions made for the adaptation of the proposed infrastructure to cater for all types of EVs and connecting plugs;
- b) connected and smart EV chargers that allow the most efficient energy use for both consumers and network operators, as well as remote and live monitoring of the usage of the EV chargers through a user-friendly software;
- c) preference will be given to EV charging infrastructure with an input power capacity of 25kW or more concurrent charging per charging point on three-phase installations, however alternative arrangements involving slower charging speeds will be considered depending on the overall benefits indicated under each proposal;
- d) charging cables shall have the capacity to cater for EVs with front, rear or side charging points, and appropriate cable management solutions are expected to address and prevent not only vandalism but also any hazard for people utilising the chargers, pedestrians, passers-by, or other vehicles at any given time. As the technology evolves, smarter solutions will be available including wireless EV chargers, and will take preference over proposals involving cables;
- e) the provision of a cloud-based monitoring system software to allow regular monitoring and reporting of the usage of the EV charging infrastructure by users over time, preferably free of charge to Council;
- f) anti-vandalism solutions to protect EV chargers and their components, particularly charging leads and screens; and
- g) load management smart system to manage power supply and demand per location as appropriate.

The provisions and requirements under this item may be altered where future EV charging infrastructure technology supersedes the minimum criteria covered in this Policy, particularly if smarter and more sustainable alternatives are demonstrated to be suitable to the satisfaction of Council.

2.6 Leasing and Licensing

Any provision of EV charging stations on public land will be subject to licensing/leasing arrangements, or similar, between the provider and City of Ryde Council, in compliance with Council's relevant policies. In principle, any concession period should be kept to a minimum and shall not involve long-term commitment for Council.

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**Electric Vehicle (EV) Charging
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Entering into a deed of agreement or Memorandum of Understanding or equivalent document with Council for the future installation and operation of EV charging station(s) on public domain in no way guarantees development consent or approval. The signature of any lease or licensing agreement is subject to development application consent and should contain standard clauses utilised for Council-owned assets, including but not limited to demolition, right of termination and make good.

Council reserves the right to require appropriate remuneration for the use of public land for the purposes of EV charging infrastructure, especially when long-term concession periods are required by providers. This may be in the form of a lease/licence fee, apportionment of user fees, or other form to be determined on a case-by-case basis as part of any licence/lease (or other) arrangement with providers, with Council's asset managers and other relevant internal teams and stakeholders to be consulted to provide advice.

2.7 Installation, maintenance and removal

Any costs associated with the supply, design, installation, operation, ongoing maintenance and removal or relocation of any given EV charging infrastructure on public land is the responsibility of the provider, unless agreed in writing otherwise with Council. This includes ancillary infrastructure such as dedicated car parking spaces, signage, line marking, pavement marking, lighting and the like, and the reinstatement of the site to match the existing surrounding domain, when required.

Prior to the commencement of any works on public land, Council may require a security bond or other security mechanism to be paid by the provider together with all applicable insurances and warranties. This security payment will be of sufficient value to cover all works required to reinstate the site to its original condition and might be held by Council for the duration of any lease or licence agreement.

Any costs incurred by Council in excess of the security amount will be borne by the applicant/EV charging station operator, with further details to be specified within the lease or licence agreement, including alternative arrangements if the creation and maintenance of a security bond for the duration of the lease/licence is not the preferred or most suitable option for Council.

Providers are expected to implement a maintenance schedule which includes regular inspections. All maintenance and repair works shall be carried out in a timely manner to avoid delays to service, with a requirement for providers offering 24/7 customer service based in Australia to be confirmed in the application submission.

Support mechanisms including number of staff for customer service and response, response times for technical issues and faults and locations of servicing providers must be within Sydney and must make immediate effort to rectify any risks from electrical hazards and notify Council immediately. Information on these response times is to be provided to Council with reports on usage to demonstrate compliance.

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Non-compliance with these Guidelines and its overarching Policy may lead to the termination of any agreement between the provider and Council and may result in the forced removal of EV charging and ancillary infrastructure, at the cost and responsibility of the provider.

The specific terms are to be determined as part of any licence/lease arrangement, or similar.

2.8 Renewable Energy

Many EV users are supportive of the technology as it aims to support their personal reduction of their carbon emissions as generated from driving. This outcome is also aligned with Council's commitments and goals to reduce emissions across our city for environmental and air quality improvement. As such, preference will be given for applications proposing to use renewable energy sources to power EV chargers on public land, or alternative arrangements to purchase accredited GreenPower for the same purposes, wherever practical. Demonstration of this ongoing power or offset registration is required to be submitted to Council annually and include total CO2kg p/annum or equivalence.

3. Review

These Guidelines along with its Policy are proposed to be reviewed and endorsed by Council every 2 years to ensure relevant industry and regulation changes are addressed.

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5 DRAFT COMMUNICATIONS AND ENGAGEMENT POLICY AND STRATEGY

Report prepared by: Senior Coordinator - Community Engagement
File No.: GRP/21/11 - BP21/440

REPORT SUMMARY

This report provides Council with a draft Communications and Engagement Policy (Policy) and Communications and Engagement Strategy (Strategy) in accordance with Council's resolution at its meeting held on 23 February 2021.

The Communications and Engagement Policy and Strategy has been prepared as part of a suite of documents to support Council's Strategic Plan and as part of Council's commitment to develop a strong foundation that builds a co-operative and responsive relationship between Council and the community within the City of Ryde.

The Policy and Strategy are underpinned by Councillor and community feedback which has provided Council with insights into our community's needs since the Communications and Engagement department was first established in 2013.

RECOMMENDATION:

- (a) That Council endorse the Draft Communications and Engagement Policy and Strategy.
- (b) That the Draft Communications and Engagement Policy and Strategy be placed on public exhibition for a period of 28 days.
- (c) That should any objections be received during the exhibition they are to be reported to Council as soon as practicable; should there be no objections and/or minor changes to the Communications and Engagement Policy and Strategy documents, they will be finalised and adopted with Councillors advised via a CIB.

ATTACHMENTS

- 1 DRAFT Communications and Engagement Policy
- 2 DRAFT Communications and Engagement Strategy

ITEM 5 (continued)

Report Prepared By:

Claudia Micallef
Senior Coordinator - Community Engagement

Report Approved By:

Liz Berger
Manager - Communications and Engagement

Angela Jones-Blayney
Director - Customer and Community Services

ITEM 5 (continued)

History

The preparation of a Communications and Engagement Policy, Strategy, Procedure and Community Participation Plan for the City of Ryde is an important suite of documents that Council, both Councillors and the organisation believe is of immense value for Council's future. The aim of such a suite is to develop a strong foundation that builds a co-operative and responsive relationship between Council and the community within the City of Ryde.

This suite of documents addresses the Council resolution of 23 February 2021 as follows:-

- a) *That Council note community and Councillor feedback in regards to the requirement for a new strategic approach towards Council Communications and Engagement.*
- b) *That the General Manager arrange a review of Council's Communications and Engagement Strategy with a view for all engagement and communications going through the Communications and Engagement Department.*
- c) *That a new or reviewed Communications and Engagement Policy be brought to Council for adoption.*

Discussion

The Communications and Engagement Strategy 2014 was developed when the Communications and Engagement Department was newly formed. The purpose of this document was to inform the community of the strategic direction and goals of the new Department. As a result of the evolving requirements of our community, we are now able to tailor our communications and engagement document/s to meet the current and future needs of our community.

To achieve this, a suite of Communication and Engagement documents are required for both staff and the community. Each document needs to clearly define who they are for and what they are about. Below is the list of documents in the proposed suite.

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Suite of Documents:

- | | |
|---|--|
| 1. Policy – An overarching guideline that applies to Council staff who inform and/or consult with community stakeholder groups. | <u>Current status:</u>
Draft created for consideration in this report. |
| 2. Strategy – A document that provides the community with an understanding of Council's approach when keeping them informed and consulting with them for their feedback. | <u>Current status:</u>
Draft created for consideration in this report. |
| 3. Community Participation Plan – A single document that the community can access, which sets out all of Council's community participation requirements under the planning legislation, including all mandatory exhibition timeframes as required by the <i>Environmental Planning and Assessment Act 1979</i> . | <u>Current status:</u>
Finalised September 2019.
<i>Note: If the new Strategy is finalised, then the branding of this document will be updated to compliment the new Strategy.</i> |
| 4. Procedure – Detailed internal processes and operational procedures for Council staff who inform and consult community stakeholder groups. | <u>Current status:</u>
To be developed following community consultation. |

Development of the Policy and Strategy

The Communications and Engagement Policy and Strategy were created from common themes we've heard over the years from our Councillors and the Community. The following table indicates the common themes and how these have been incorporated in the suite of documents.

COMMON THEMES	INCLUSION IN SUITE
<u>Councillors:</u> <i>'That the General Manager arrange a review of Council's Communications and Engagement Strategy with a view for all engagement and communications going through the Communications and Engagement Department'</i>	<u>Policy – Guidelines / Procedures:</u> <i>'As part of City of Ryde's commitment to communications and engagement, Council has a dedicated Communications and Engagement Department with a view that all Council communications and engagement with community stakeholder groups will be reviewed by this Department'</i>

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COMMON THEMES	INCLUSION IN SUITE
<u>Councillors:</u> <i>That community members are treated fairly</i>	<u>Policy and Strategy – Principles:</u> <i>‘Our community interactions are, genuine, respectful, inclusive and accessible’</i>
<u>Councillors:</u> <i>That Council are consistent in what they do</i>	<u>Policy and Strategy – Principles:</u> <i>‘Our process is consistent’</i>
<u>Councillors:</u> <i>That information is translated</i>	<u>Policy and Strategy – Principles:</u> <i>‘Our language is clear, customer friendly and where possible translated’</i>
<u>Councillors and Community:</u> <i>Information should be provided in a timely manner</i>	<u>Policy and Strategy – Principles:</u> <i>‘Our delivery is timely’</i>
<u>Community:</u> <i>Acknowledge and take into account previous feedback provided</i>	<u>Policy and Strategy – Principles:</u> <i>‘Our approach is creative and engaging and acknowledges existing input/information’</i>
<u>Community:</u> <i>That Council are transparent in what they do</i>	<u>Policy and Strategy – Principles:</u> <i>‘Our process is transparent’</i>
<u>Community:</u> <i>Will I find out what happened with my feedback (Closing the loop)</i>	<u>Policy and Strategy – Principles:</u> <i>‘Our process is accountable’</i>
<u>Community Strategic Plan:</u> <i>‘People want to be involved in Council decision-making across all areas...’</i>	<u>Policy - Purpose and Strategy -Introduction:</u> <i>‘create meaningful consultation opportunities whereby community feedback is sought and considered as part of the decision-making process.’</i>
<u>Community Strategic Plan:</u> <i>‘Our community want to be supported through Council advocating on their behalf’</i>	<u>Strategy – What is Council trying to achieve:</u> <i>‘To communicate by advocating on behalf of our community’</i>

ITEM 5 (continued)

COMMON THEMES	INCLUSION IN SUITE
<u>Community Strategic Plan:</u> <i>'More effective communication through a variety of channels including online'</i>	<u>Policy and Strategy – Principles:</u> <i>'Our delivery is targeted, cost effective'</i>

The Strategy also provides the community with an understanding of:-

- What Council communicates and engages with them about
- How Council communicates and engages with them
- Who Council communicates and engages with
- How they can communicate and engage with Council
- The challenges Council face
- Council's expectations

Next Steps

If the Policy and Strategy are endorsed by Council, both documents will be translated into Chinese Simplified and Korean and placed on public exhibition for 28 days.

During the exhibition period, a survey will be open for the community to provide more specific feedback regarding communications and engagement to guide the Communications and Engagement Procedure.

If any objections to the Policy and Strategy are received during the exhibition they will be reported to Council as soon as practicable; should there be no objections and/or minor changes to the Communications and Engagement Policy and Strategy documents, they will be finalised and adopted with Councillors advised via a CIB.

Once the Policy and Strategy are finalised, an animation/illustration video will be created for the Strategy and all versions once completed will be placed on Council's website.

Financial Implications

Endorsement of the Communications and Engagement Policy and Strategy will have no financial impact as it will be managed in house with existing resources and within current approved budgets.

ITEM 5 (continued)

ATTACHMENT 1

**COMMUNICATIONS AND
ENGAGEMENT POLICY**

Scope

The City of Ryde is committed to delivering quality customer service and to communicating effectively with our community.

Council recognises through good communications and engagement it provides opportunities to participate in meaningful conversations with our community and is vital for successful planning and decision-making.

This Policy applies to all City of Ryde staff who inform and/or consult with community stakeholder groups such as, residents, businesses, ratepayers, community/sporting groups, schools, facility users, visitors etc.

Purpose

This Policy aims to communicate and engage with the community on relevant projects, planning matters, initiatives and events to ensure all community stakeholders are informed, and where possible and appropriate, create meaningful consultation opportunities whereby community feedback is sought and considered as part of the decision-making process.

Guidelines / Procedures

The implementation of this policy will:

- Advise and deliver planned and effective communications by utilising multiple mediums that are cost effective, innovative and wide reaching
- Seek out opportunities to communicate the many services, events and initiatives that the City of Ryde provides
- Raise awareness with our community stakeholders
- Liaise with our community stakeholders on relevant projects and planning matters to ensure those affected are informed
- Create genuine engagement opportunities
- Obtain useful community feedback that can be considered as part of the decision-making process
- Inform Council of the needs and aspirations of the community
- Build a co-operative and responsive relationship between Council and the community

We will achieve our objectives by:

- Informing the community of the projects, planning matters, initiatives and events that Council delivers, has a community impact or would generate community interest
- Meeting legal obligations of informing the public of exhibitions and notices
- Planning, advising and delivering succinct, appropriate, transparent and timely communications where possible
- Distributing communications through appropriate channels that meet the needs of the community across multiple mediums cost effectively where possible
- Facilitating community consultations that seek to provide the community with opportunities to obtain information, understanding and provide feedback
- Closing the loop with customers on how their feedback was used and considered
- Monitoring, reviewing, evaluating and continually improving our processes

Communications and Engagement Policy		
Owner: Communications and Engagement Department	Communications and Engagement	Policy Number: # <i>Provided by Governance</i>
Trim Reference: D10/	Review date:	Endorsed: Date and Authority

ITEM 5 (continued)

ATTACHMENT 1

**COMMUNICATIONS AND
ENGAGEMENT POLICY**

The City of Ryde understands the importance of communication and engagement and commits to the following principles:

- Our communications and engagement is planned, proactive and fit for purpose
- Our community interactions are genuine, respectful, inclusive and accessible
- Our approach is creative and engaging and acknowledges existing input/information
- Our delivery is timely, targeted, cost-effective and where possible sustainable
- Our language is clear, customer friendly and where possible translated
- Our process is transparent, consistent, strategic, accountable and regularly reviewed

As part of City of Ryde's commitment to communications and engagement, Council has a dedicated Communications and Engagement Department with a view that all Council communications and engagement with community stakeholder groups will be reviewed by this Department.

Definitions

Project Inform	Means a project, issue, document/s, payment, expenditure, program or service to provide the community with balanced and objective information on the projects, initiatives and events that Council delivers, has a community impact or generates community interest and/or to assist them in understanding any problems, alternatives and/or solutions.
Consult	To work directly with the community and obtain feedback on analysis, alternatives and/or a decision to ensure that community concerns and aspirations are consistently understood and considered when making decisions.

References - Legislation

City of Ryde – Code of Conduct
City of Ryde – Customer Feedback Policy
City of Ryde – Managing Unreasonable Complainant Conduct Policy
City of Ryde – Email and Internet Use Policy
City of Ryde – Media Policy
City of Ryde – Social Media Policy
City of Ryde – Anti-Discrimination, Bullying and Harassment Policy
City of Ryde – Written Style Guide
City of Ryde – Corporate Style Guidelines
City of Ryde – Logo Guidelines
Local Government (State) Award
Local Government Act
The Environmental Planning and Assessment Act

Review Process and Endorsement

This Policy will be reviewed by the Communications and Engagement Department as required. This Policy requires endorsement by Council.

Communications and Engagement Policy		
Owner: Communications and Engagement Department	Communications and Engagement	Policy Number: # <i>Provided by Governance</i>
Trim Reference: D10/	Review date:	Endorsed: Date and Authority

ITEM 5 (continued)

ATTACHMENT 1

**COMMUNICATIONS AND
ENGAGEMENT POLICY**

Attachments

<i>Title</i>	<i>Trim Reference</i>
Communications and Engagement Strategy	TBC
Communications and Engagement Procedure	To be developed

Communications and Engagement Policy		
Owner: Communications and Engagement Department	Communications and Engagement	Policy Number: # <i>Provided by Governance</i>
Trim Reference: D10/	Review date:	Endorsed: Date and Authority

ITEM 5 (continued)

ATTACHMENT 2



COMMUNICATIONS AND ENGAGEMENT STRATEGY

ITEM 5 (continued)

ATTACHMENT 2

Introduction

The City of Ryde recognises that effective communication and engagement is vital for successful planning and decision-making.

Council is committed to communicating with our community on projects, planning matters, initiatives and events that Council delivers in the local government area.

Where possible and appropriate, Council will create meaningful consultation opportunities whereby community feedback is sought and considered as part of the decision making process.

Due to the diverse nature of Council's business, the way we communicate and engage with the community can vary. However, the results are the same; to inform and consult.

This Strategy is designed to provide the community with an understanding of Council's approach when:

- Keeping our community informed
- Consulting with our community to obtain their feedback

2



ITEM 5 (continued)

ATTACHMENT 2

Contents

This strategy covers:

What is Council trying to achieve?	Page 4
What you can expect from Council?	Page 5
How does Council undertake communications and engagement?	Page 6
What does Council communicate and engage with you about?	Page 7
Who does Council communicate and engage with?	Page 8
How does Council communicate and engage with you?	Page 9
What are Council's challenges when communicating and engaging with you?	Page 10
How can you communicate and engage with Council?	Page 11
What Council expects from you	Page 12
Definitions	Page 13



ITEM 5 (continued)

ATTACHMENT 2



What is Council trying to achieve?



To **communicate** by **informing** our community



To **engage** by **consulting** with our community



To **engage** by **collaborating** with our advisory committees and reference groups



To **communicate** by **advocating** on behalf of our community

ITEM 5 (continued)

ATTACHMENT 2

5

What can you expect from Council?



Our communications and engagement is planned, proactive and fit for purpose



Our approach is creative and engaging and acknowledges existing input/information



Our language is clear, customer friendly and where possible translated



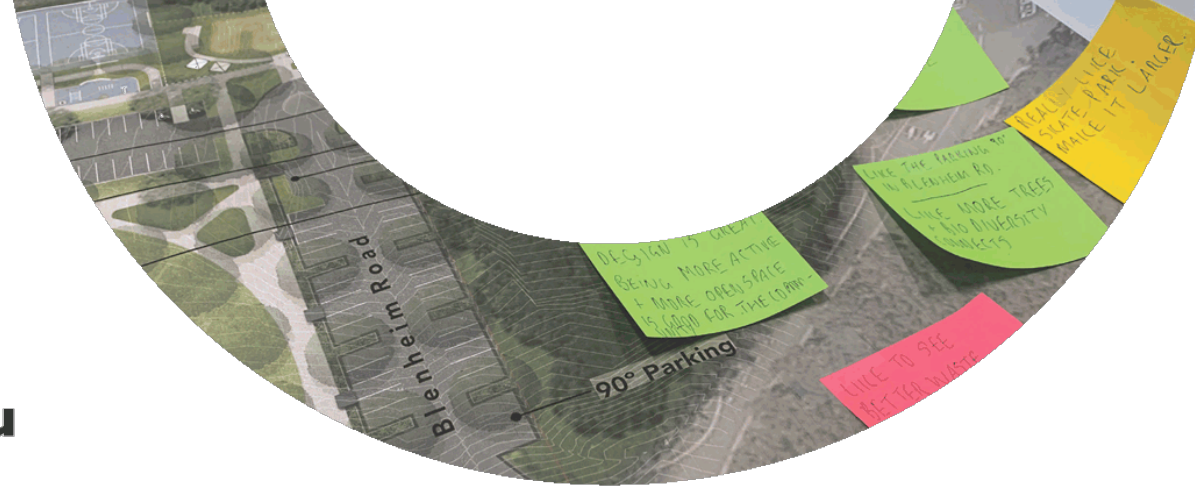
Our community interactions are genuine, respectful, inclusive and accessible



Our delivery is timely, targeted, cost-effective and where possible sustainable



Our process is transparent, consistent, strategic, accountable and regularly reviewed



ITEM 5 (continued)

ATTACHMENT 2

How does Council undertake communications and engagement?

Process

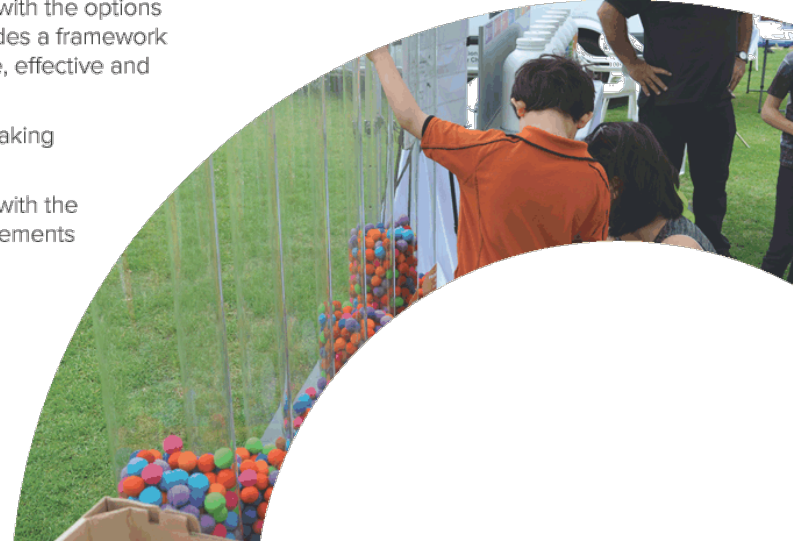
Every project is different. As each project may vary by target audience/stakeholders, level of impact and resources available. Every project needs to be planned individually, as issues and impacts may change during the project and the approach may need reviewing. However, all projects follow the same process as outlined below:

Prepare ► Implement ► Evaluate ► Record

We realise that sometimes, despite our best efforts, people may not be happy with the options or solutions available. The Communications and Engagement Procedure provides a framework to ensure that all communication and engagement is handled in an appropriate, effective and systematic way.

Separately, the engagement process for development applications and plan making documents is defined in Council's Community Participation Plan.

The Community Participation Plan outlines how and when Council will engage with the community on planning matters and reflects the community participation requirements in planning legislation, including mandatory consultation time-frames.



ITEM 5 (continued)

ATTACHMENT 2



What does Council communicate and engage with you about?

Projects, planning matters, initiatives and events that Council delivers, has a community impact or would generate community interest.

If you have provided feedback to Council, you will be kept informed of either how it has been considered, when the project goes to Council and/or when a decision has been made or when a project is being built.

ITEM 5 (continued)

ATTACHMENT 2

Who does Council communicate and engage with?

Where possible:



Council will always contact groups that are directly affected



Council will at times contact groups that are in close proximity, or that are indirectly affected



Where appropriate contact groups who have shown an interest

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ITEM 5 (continued)

ATTACHMENT 2

9

How does Council communicate and engage with you?



Written correspondence through letters, newsletters, email, rates notices, flyers, publications, fact sheets, our Annual Report, legislative reporting and other published information.



Over the phone through customer follow up and phone surveys.



Face-to-face interactions through our centres, meetings, door knocks, community consultation and feedback sessions, events, workshops, advisory committees and reference groups.



Media through briefings, press releases and advertising.



Online through our website, social media, webinars, online meetings and surveys.



Signage through signs, posters and banners.



ITEM 5 (continued)

ATTACHMENT 2

What are Council's challenges when communicating and engaging with you?



From time-to-time there is a limitation on the funding, resources and/or timing available for Council to communicate or engage with the community. This requires Council to effectively manage expectations on each project and/or service that affects the community.



Council acknowledges that often stakeholders have differing views and needs to be considered. It may not be possible for Council to satisfy all of the views. All feedback received will be recorded, which may assist in future decision making.



Due to our diverse community there may be times where information is not available in a community language. However, Council provides access to the Translating and Interpreting Service and has staff trained as Language Aides to assist with the interpretation of some languages other than English.



There may be times where Council is unable to communicate or engage with the community, such as when there is a safety issue and/or an urgent issue arises.



As part of Council's role in making decisions in the best interests of the community, it will require Council from time-to-time to make difficult decisions that not all community members will agree with. However, Council's commitment to the community is to provide a consistent and transparent process in its decision making to provide the community with clarity.



Sometimes Council is also required to act on behalf of an external group, agency and government body, but are not the responsible authority and are unable to change a decision. In some cases where there is community interest, Council may advocate to these external groups, agencies and government bodies on the community's behalf.

Council will communicate and engage with our community the best way we can within our constraints.

ITEM 5 (continued)

ATTACHMENT 2



How can you communicate and engage with Council?



In Person at our Customer Service Centre located at 1 Pope St, Ryde



Phone Council on 02 9952 8222
Translating and Interpreting Service 131 450



Email cityofryde@ryde.nsw.gov.au

Post Att: General Manager
City of Ryde
Locked Bag 2069
NORTH RYDE NSW 1670



Fill in the feedback form on our **website**
www.ryde.nsw.gov.au/feedback



Attend an event, Council facility, community consultation drop-in session, info session, or participate in a survey or workshop on a specific project



Get social and connect with us on our social media channels, including Facebook, Twitter, LinkedIn and Instagram



Make submissions on the Council's Four-Year Delivery Plan including its One-Year Operational Plan or on its 10-year Community Strategic Plan. You can also make a submission on other projects or notified consents that are consulted or advertised throughout the year

Please note petitions submitted to Council as part of a community consultation are reported however, are separate to the consultation results as this information was not collected by Council.



Arrange to **speak at a meeting**



Vote for Councillors every four years through the local government election for the City of Ryde



Write to or phone elected members of the Council

ITEM 5 (continued)

ATTACHMENT 2

What Council expects from you

Council acknowledges that often stakeholders have differing views and Council makes difficult decisions that not all community members will agree with which can be frustrating.

However, we ask that our community:



Are respectful towards staff and others



Do not seek to disrupt processes or deny the right of others to communicate and engage with Council

Any aggressive, abusive, offensive and intimidating behavior will not be tolerated.

Most customers abide by this, and we would like to thank you for being one of them.

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ITEM 5 (continued)

ATTACHMENT 2



Definitions

Project

Means a project, issue, document/s, payment, expenditure, program or service.

Inform

To provide the community with balanced and objective information on the projects, initiatives and events that Council delivers, has a community impact or generates community interest and/or to assist them in understanding any problems, alternatives and/or solutions.

Consult

To work directly with the community and obtain feedback on analysis, alternatives and/or a decision to ensure that community concerns and aspirations are consistently understood and considered when making decisions.

Collaborate

A partnering relationship between our community and Council to develop a project or consider advice in making decisions.

Advocate

Supports Council and/or the communities' cause with external groups, agencies and government bodies.

ITEM 5 (continued)

ATTACHMENT 2



6 RESIGNATION ARTS ADVISORY COMMITTEE MEMBER

Report prepared by: Arts & Cultural Development Coordinator
File No.: GRP/09/5/11/1 - BP21/393

REPORT SUMMARY

The City of Ryde Arts Advisory Committee consists of twelve (12) members. Prior to the Arts Advisory Committee meeting held on Monday, 10 May 2021 Council received a resignation from one committee member.

This report seeks Council's endorsement of the resignation of this committee member.

RECOMMENDATION:

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

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Yasmin Masri
Arts & Cultural Development Coordinator

Report Approved By:

Sue Verhoek
Senior Coordinator - Social Development & Capacity Building

Lindsay Godfrey
Manager - Community and Ranger Services

Angela Jones-Blayney
Director - Customer and Community Services

ITEM 6 (continued)

Discussion

The Terms of Reference (ToR) for the Arts Advisory Committee stipulates that the role of the committee is to consider matters and provide advice and recommendations to Council regarding the progress of the arts and cultural sector in the City of Ryde.

The ToR for the Arts Advisory Committee outlines the following membership criteria:-

- Persons with specialist skills and experience relevant to the arts and cultural sector.
- People who reside, work or visit the Ryde Local Government area who have a demonstrated commitment to arts and culture.
- Representatives from community groups/organisations invested the progression of arts and culture within the City of Ryde.

On Monday, 3 May 2021 Council was notified by Ms Margaret Mayger that she was resigning from the Arts Advisory Committee. Ms Mayger cited that she is no longer able to contribute to the Committee due to personal commitments.

Financial Implications

Adoption of the recommendation will have no financial impact.

7 SAFETY AT COULTER STREET CAR PARK

Report prepared by: Traffic Engineer
File No.: GRP/21/7 - BP21/459

REPORT SUMMARY

At the Council meeting of 25 August 2020, two Notices of Motion were presented regarding pedestrian safety around the Coulter Street car park in Gladesville. It was subsequently resolved by Council that a report be brought back to the Works and Community Committee that outlined:-

- i. where, when and how often these incidents occurred across the Ryde LGA and neighbouring Council areas.
- ii. what solutions are used in other Council areas to mitigate this risk to safety.
- iii. options for mitigating the future risk of these accidents in Ryde and a funding source for works designed to mitigate these risks.

The following report provides information on the two incidents that have occurred in the previous five years at the Coulter Street car park, treatments used by neighbouring Councils and a recommendation for addressing the immediate risk in the Coulter Street car park and conducting a broader review of car parks across the Ryde LGA.

RECOMMENDATION:

- (a) That bollards be installed in front of the accessible (disabled) parking spaces along Linsley Street, Gladesville.
- (b) That a review of all car parks in the Ryde LGA be undertaken to determine if similar treatments are required at other high pedestrian locations.
- (c) That a report be brought back to Council should approval for new funding be required for remedial measures.

Report Prepared By:

Loretta Kung
Traffic Engineer

Report Approved By:

Michael Dixon
Transport Manager

Wayne Rylands
Director - City Works

ITEM 7 (continued)

Discussion

The Council's Coulter Street car park in Gladesville is bounded by Western Crescent, Linsley Street and Coulter Street and is diagonally opposite to Gladesville Public School.

A pedestrian crossing is located on Linsley Street in front of Gladesville RSL & Community Club. The car park and pedestrian crossing are frequently utilised by RSL patrons, and school aged children during school drop off and pick up times. Refer to Figure 1 below.



Figure 1 – Locality map.

ITEM 7 (continued)

In August 2020, an incident occurred at the Coulter Street car park where a motorist (with a mobility parking permit) that had been parked in an accessible (disabled) parking space accelerated and mounted the vertical kerb, launched across the footpath and roadway impacting the scaffolding associated with building works at the Gladesville RSL. Refer to Figure 2 below.



Figure 2 – Vehicle crash at Coulter Street car park in August 2020.

The police report indicated the incident was due to driver error, caused when the accelerator was applied with the car in drive, rather than reverse. The driver was an elderly woman with a medical condition. There was no injury to the driver or others.

As a result of Council's resolution, a crash analysis was undertaken for the 5-year period between January 2015 and June 2020 to identify similar crashes in the Ryde LGA. This is the most recent confirmed crash data available to Council. The analysis indicated there was one similar incident which also occurred at the Coulter Street car park.

ITEM 7 (continued)

The other incident occurred in August 2018 with another elderly driver in similar circumstances. The vehicle was parked in an accessible (disabled) parking space from which it mounted the kerb in a forward direction and collided with a pedestrian on Linsley Street, resulting in the pedestrian sustaining injuries. The driver's licence was later suspended due to medical reasons.

These two crashes were the only incidents recorded in the crash database for Ryde LGA for the past 5 years that involved vehicles exiting car parks through dangerous manoeuvres.


Consultation with other Councils suggests that these types of incidents are very much the exception to the rule and very rare. No Councils consulted with have a policy to mitigate errant vehicles entering pedestrian areas under such circumstances, and treatments used do vary depending on the pedestrian activity and the availability of footpath width. Proposed treatments include wheel stops, bollards and in-ground planter boxes.

Where a parking space adjoins a footpath there will always be the possibility of a motorist impacting a pedestrian. The probability that this will occur is higher where the adjoining parking space is a dedicated disabled space, as crash statistics have demonstrated. Given that Council currently manages 87 car parks, Council will target a more comprehensive review on those car parks where disabled parking spaces adjoin a footway and consider whether remedial treatments could be installed to mitigate the possibility of similar incidents occurring.



Treatment Options

Council does not currently have a policy to mitigate the risk of errant vehicles into pedestrian areas at car parks. Treatment options are usually site-specific and depend on the volume of pedestrians and available width on the pathway.

Below are treatment options for consideration.

Treatment	Function	Limitations	Approx. installation Cost
Wheel stops 	To prevent vehicle overhanging onto footpath.	Wheel stops do not prevent vehicles launching from parking spaces and can be a potential trip hazard.	\$250 each

ITEM 7 (continued)

Treatment	Function	Limitations	Approx. installation Cost
<p>Bollards (crash rated)</p> 	<p>Crash rated bollards are energy absorbing and impact resistant to stop errant vehicles.</p>	<p>It will reduce the width of the pathway and may cause injury to the driver that may otherwise have been avoided. Width of footpath must be considered. High installation and replacement cost.</p>	<p>\$1200 each</p>
<p>Planter Boxes</p> 	<p>In-ground planter boxes provide a good barrier and protection for pedestrians. They are often used in town centres and shopping precincts with high pedestrian activity due to their amenity value. Compared to bollards they are more aesthetically pleasing.</p>	<p>It will reduce the width of the pathway. Width of footpath must be considered. High installation, maintenance and replacement cost. Plants will require regular maintenance. Low chance of injury to driver as a result of striking the treatment.</p>	<p>\$ 1500/m</p>

Recommendations

Given that there is high pedestrian activity on the footpath adjacent to the Coulter Street car park, it is proposed that seven bollards (7) be installed in front of the accessible (disabled) parking spaces on Linsley Street adjacent to the pedestrian crossing. Refer to Figure 3 below.

ITEM 7 (continued)

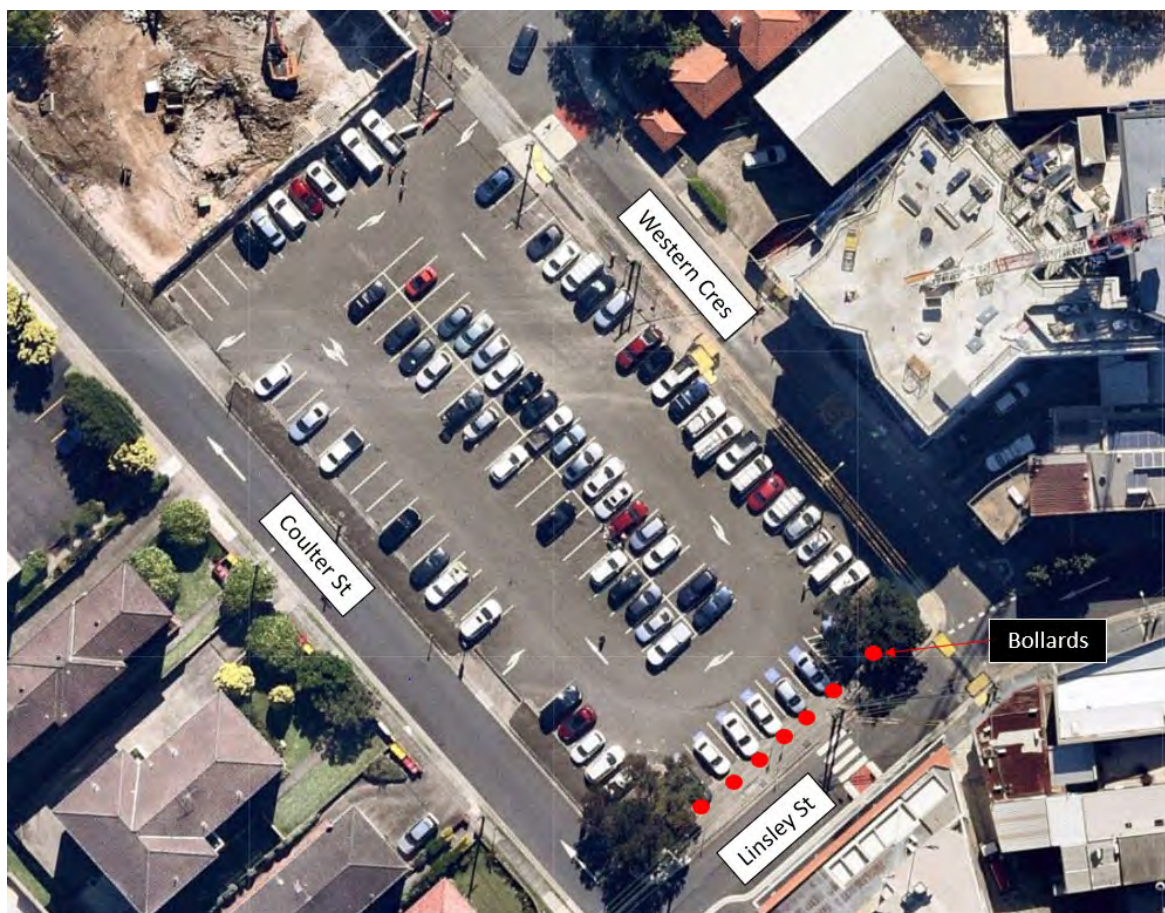


Figure 3 –Treatment proposal at Coulter Street car park.

It is also recommended that a more comprehensive review of all car parks be undertaken in areas where high pedestrian activity occurs within the Ryde LGA to identify if similar treatments are required.

Financial Implications

The installation of seven (7) bollards at Coulter Street is estimated to cost approximately \$8400 and can be absorbed within the current works program and budget.

Council currently has 87 car parks that it maintains, and a detailed risk assessment needs to be carried out on each of these to assess the relative probability of an errant vehicle impacting a pedestrian. A rolling program of assessments is proposed, with a report to Council to be prepared where any new funding is required to undertake remedial works.

8 TRAFFIC AND PARKING MATTERS APPROVED BY THE RYDE TRAFFIC COMMITTEE MEETING - MAY 2021

Report prepared by: Senior Coordinator - Transport Services
File No.: GRP/09/3 - BP21/457

REPORT SUMMARY

This report provides recommendations on each traffic/parking matter separately and details on how Council may proceed with the proposed measures. Council has resumed face to face Traffic Committee meetings at North Ryde Offices from March 2021. Members of the committee are listed below.

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

The May Traffic Committee agenda consisted of seven (7) traffic and parking proposals. There was no representative for the Member for Ryde at the meeting, however they had been sent a copy of the agenda prior to the meeting. Council was advised after the meeting, that a new representative for the Member for Ryde would be present at all subsequent meetings.

All items were approved at the meeting with the exception of item (F), whereupon the TfNSW representative requested that the item be deferred pending additional investigation into the ownership of Lucknow Road and the preparation of a traffic management plan should the removal of all turning restrictions eventuate at the subject intersection. There were no disclosures of interest received with respect to any of the items. Sydney Buses (Western Region) were also advised of the proposals and did not raise objections.

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

ITEM 8 (continued)

RECOMMENDATION:

That Council endorses the following Ryde Traffic Committee recommendations:

(A) DOUGLAS STREET, PUTNEY – PARKING RESTRICTIONS

That the following changes be made in Douglas Street, Putney:

- a) No Stopping signage be installed on both sides of Douglas Street along the side frontages of Nos 250 & 252 to where it intersects with Morrison Road, Putney.

(B) GORDON CRESCENT, DENISTONE - PARKING RESTRICTIONS

That the following changes be made in Gordon Crescent, Denistone:

- a) No Stopping signage be installed along the inner radius of the property boundary of 9 Gordon Crescent, Denistone where the 3m rule to double barrier lines is not met.

(C) WINBOURNE STREET, WEST RYDE - PARKING RESTRICTIONS

That the following changes be made in Winbourne Street, West Ryde:

- a) Converting some of the existing No Stopping zone to bus zone by extending the existing bus zone at the property frontages of Ermington Public School and Goodstart Early Learning in Winbourne Street, West Ryde.
- b) Extending the existing Kiss & Ride zone to the north of the property driveway of No: 10 Winbourne Street, West Ryde.

(D) ROAD SAFETY UPDATE - ROAD SAFETY PROGRAMS

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

(E) BUSACO ROAD, MARSFIELD - PARKING RESTRICTIONS

The following changes be made in Busaco Road, Marsfield:

- a) The formed concrete area adjacent to the cul-de-sac on Busaco Road be signposted as a No Parking Area – Buses Excepted
- b) The layover area be delineated with RRPM's (reflector markers) to guide buses as they reverse into position.

ITEM 8 (continued)**(F) NEW LINK ROAD, NORTH RYDE - INTERSECTION UPGRADE**

- a) This item be deferred pending additional investigation be undertaken as to the ownership of Lucknow Road.

(G) ROWE STREET, EASTWOOD - PROPOSED MOTORCYCLES ONLY ZONE

The following parking changes be made in Rowe Street, Eastwood:

- a) A 4.1m Motorcycles Only parking zone be created between the two driveways of 290 and 288 Rowe Street, Eastwood.

ATTACHMENTS

- 1 Agenda Ryde Traffic Committee - 20 May 2021

Report Prepared By:

John Begley
Senior Coordinator - Transport Services

Report Approved By:

Michael Dixon
Transport Manager

Wayne Rylands
Director - City Works

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

ITEM (A): DOUGLAS STREET, PUTNEY
SUBJECT: PARKING RESTRICTIONS

ELECTORATE: LANE COVE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: CR 20873

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

PROPOSAL:

Council is proposing to install No Stopping signage on both sides of Douglas Street along the side frontages of 250 & 252 Morrison Road to where it intersects with Morrison Road, Putney.

DISCUSSION:

Council has received several requests from residents for it to investigate the provision of additional No Stopping signage on Douglas Street to raise motorist's awareness of the 3m rule to double barrier lines.

In response to these requests, a site investigation was undertaken to assess the extent of illegal parking along Douglas Street. Currently double barrier lines are installed on Douglas Street along the side property frontages of 250 - 252 Morrison Road to the intersection with Morrison Road.

The road at this location is approximately 9m wide, so vehicles parked along this section of Douglas Street do so in contravention of the NSW Road Rules as the 3m rule to double barrier lines is not met.

No consultation with residents is required because all the proposed No Stopping signage is merely to enforce the existing NSW Road Rules associated with double barrier lines. However, residents have been notified to keep them updated regarding the proposed changes.

Agenda of the Ryde Traffic Committee, dated 20 May 2021

ITEM 8 (continued)

ATTACHMENT 1

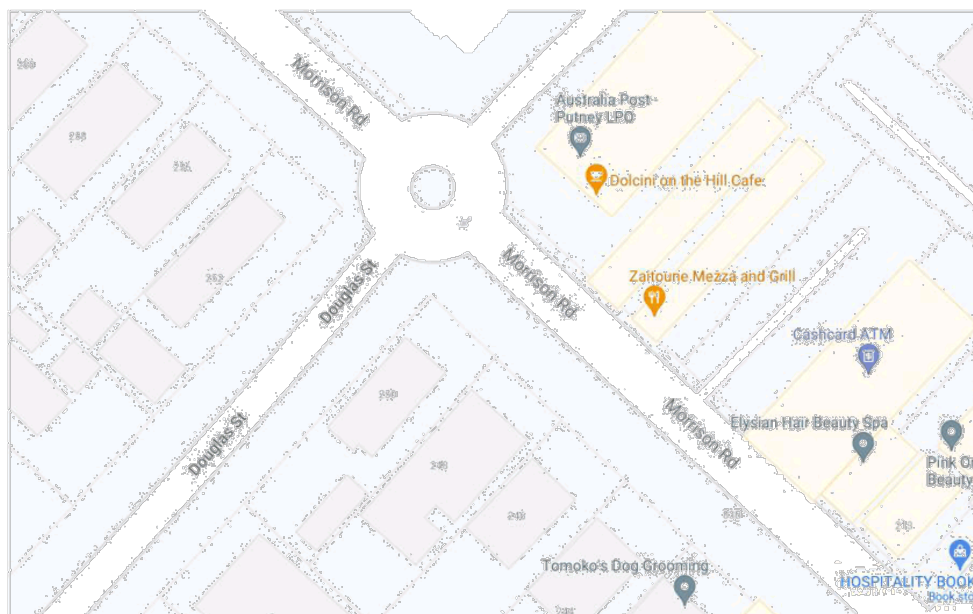


Figure 1: Location Plan

Recommendation:

The Ryde Traffic Committee recommends that the following changes be made:

- a) No Stopping signage be installed on both sides of Douglas Street along the side frontages of Nos 250 & 252 to where it intersects with Morrison Road, Putney.

ITEM 8 (continued)

ATTACHMENT 1

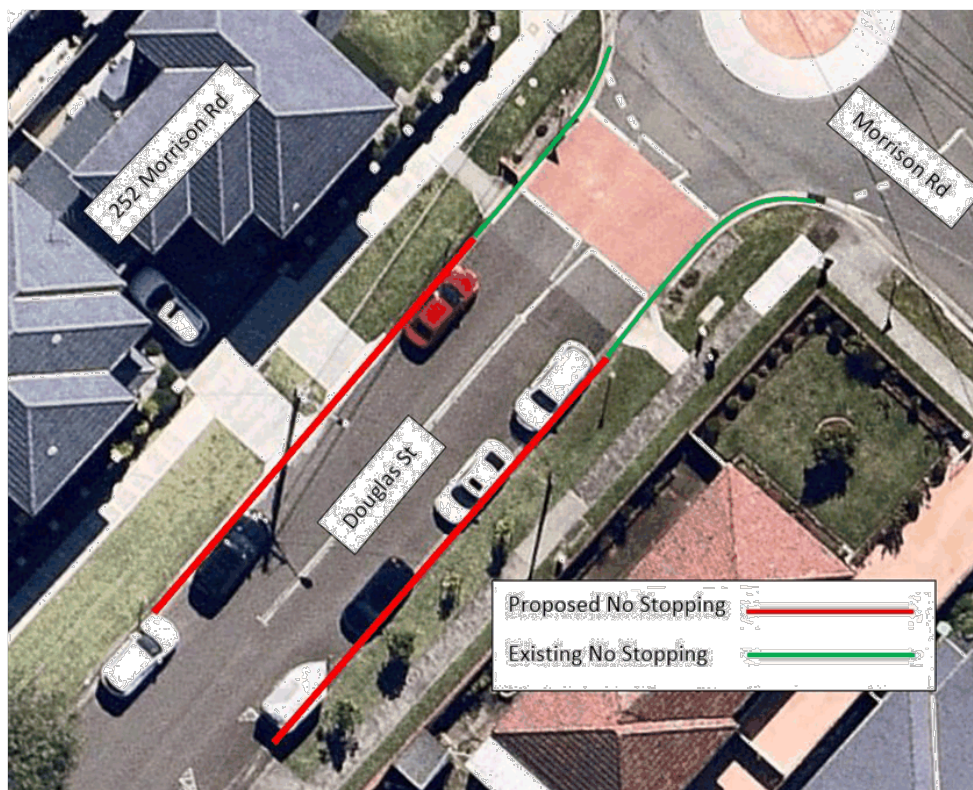


Figure 2: Proposed Restrictions:

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

ITEM (B): GORDON CRESCENT, DENISTONE
SUBJECT: PARKING RESTRICTIONS

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: 2515073

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

PROPOSAL:

Council is proposing to install No Stopping signage along the inner radius of the property frontage of 9 Gordon Crescent, Denistone where the 3m rule to double barrier lines is not met.

DISCUSSION:

Council has received several requests from residents for it to investigate the provision of additional No Stopping signage along the inner radius of the property frontage of 9 Gordon Crescent to raise motorist's awareness of the 3m rule to double barrier lines.

In response to these requests, a site investigation was undertaken to assess the extent of illegal parking along Gordon Crescent. Currently double barrier lines and associated No Stopping signage are installed on Gordon Crescent at the property frontages of 9, 12 and 14 Gordon Crescent.

The road at this location is approximately 8m wide, so vehicles parked along the inner radius of this location do so in contravention of the NSW Road Rules as the 3m rule to double barrier lines is not met.

To address the above safety issue, Council is proposing to install No Stopping signage along the inner radius of the property frontage of 9 Gordon Crescent, Denistone where the 3m rule to double barrier lines is not met.

No consultation with residents is required because all the proposed No Stopping signage is merely to enforce the existing NSW Road Rules associated with double barrier lines. However, residents have been notified to keep them updated regarding the proposed changes.

Agenda of the Ryde Traffic Committee, dated 20 May 2021

ITEM 8 (continued)

ATTACHMENT 1

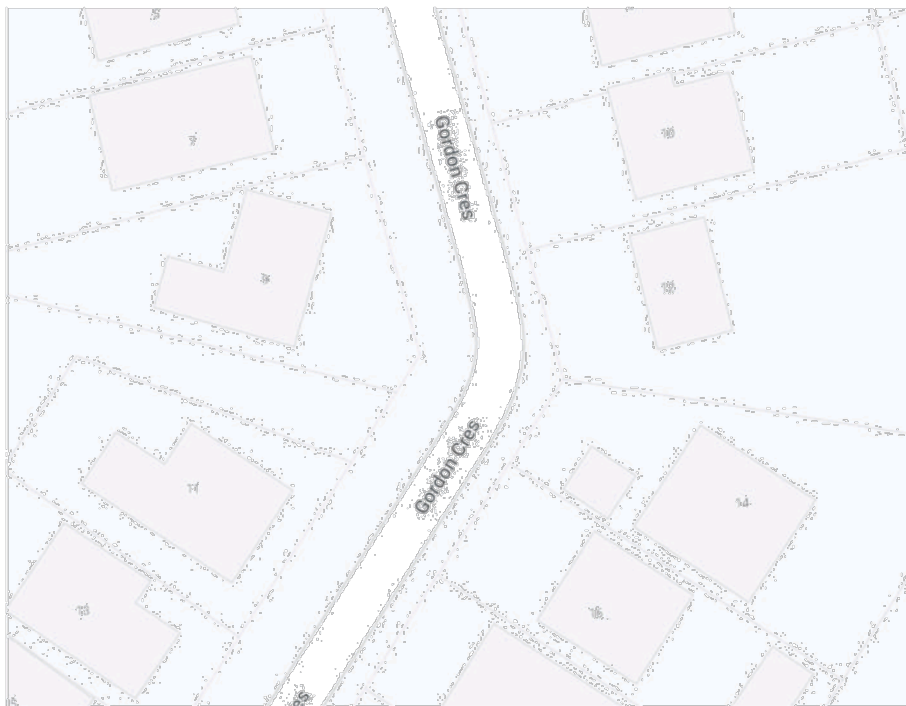


Figure 1: Location Plan

Recommendation:

The Ryde Traffic Committee recommends that the following changes be made:

- a) No Stopping signage be installed along the inner radius of the property boundary of 9 Gordon Crescent, Denistone where the 3m rule to double barrier lines is not met.

ITEM 8 (continued)

ATTACHMENT 1

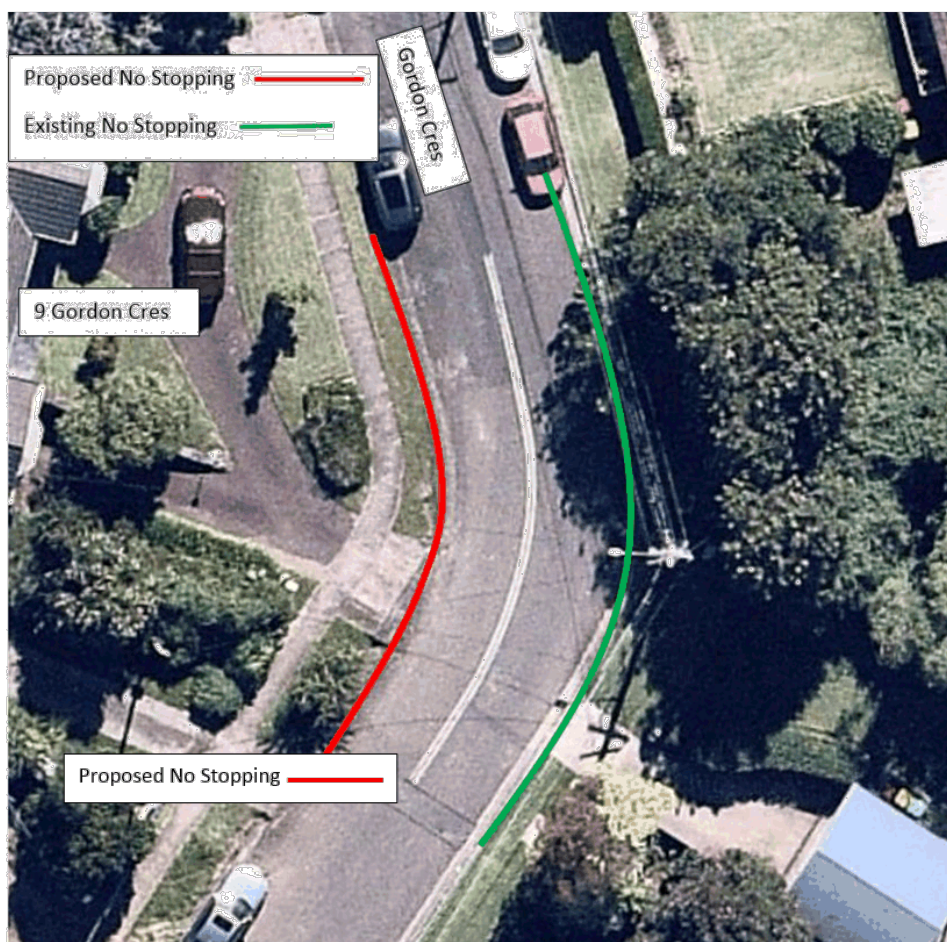


Figure 2: Proposed Restrictions:

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

ITEM (C): WINBOURNE STREET, WEST RYDE
SUBJECT: PARKING RESTRICTIONS
ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-CLASSIFIED
REFERENCE: 2517773

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

PROPOSAL:

Council is proposing to:

- Convert a section of No Stopping zone to a Bus Zone by extending the existing bus zone along the property frontages of Ermington Public School and Goodstart Early Learning in Winbourne Street, West Ryde.
- Extend the existing Kiss & Ride zone to the north of the property driveway of No. 10 Winbourne Street, West Ryde.

DISCUSSION:

Council has received a request from Ermington Public School to relocate and extend the existing bus zone along the property frontages of Ermington Public School and Goodstart Early Learning in Winbourne Street, West Ryde.

When a bus is parked within the existing bus zone, it completely blocks the driveway access to No:10 Winbourne Street, West Ryde. On several occasions Ermington Public School needs two buses for school excursions to drop-off and pick-up students in Winbourne Street. The existing bus zone is not long enough to accommodate two buses at a time.

In response to address these concerns, a site investigation was undertaken to assess the possibility of relocating and extending the existing bus zone to the north of No. 10 Winbourne Street, West Ryde.

There is a significant No Stopping zone on the departure side of the crossing, some of which can now be utilised for the proposed extension of the bus zone

The road at this location is approximately 11m wide and line marked with BB lines, so the layover of buses will not be permitted at this location.

No consultation with residents is required because there is no impact to on-street parking. However, residents have been notified to keep them updated regarding the proposed changes.

Agenda of the Ryde Traffic Committee, dated 20 May 2021

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

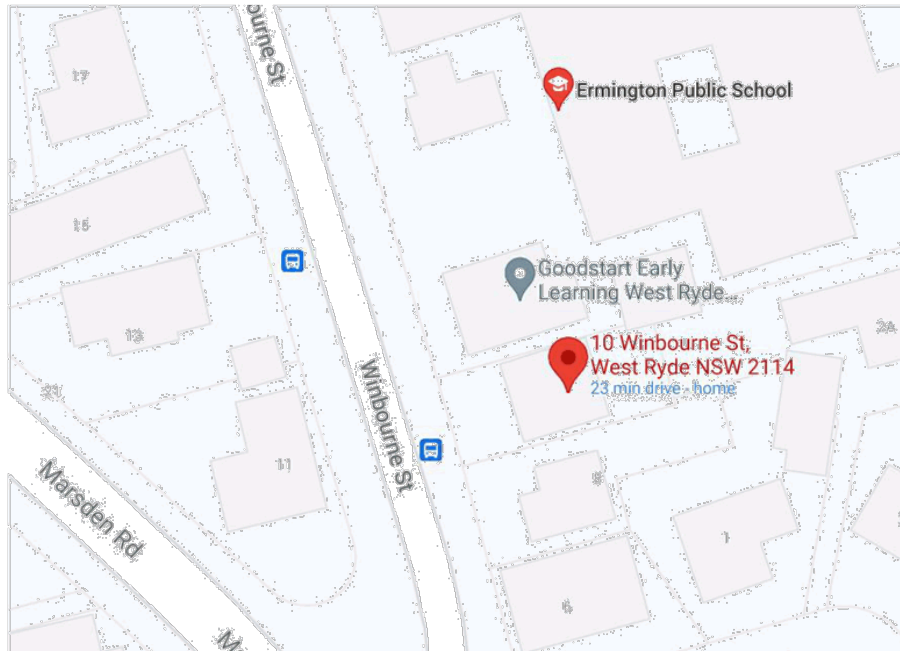


Figure 1: Location Plan

Recommendation:

The Ryde Traffic Committee recommends that the following changes be made by:

- a) Converting some of the existing No Stopping zone to bus zone by extending the existing bus zone at the property frontages of Ermington Public School and Goodstart Early Learning in Winbourne Street, West Ryde.
- b) Extending the existing Kiss & Ride zone to the north of the property driveway of no. 10 Winbourne Street, West Ryde.

ITEM 8 (continued)

ATTACHMENT 1

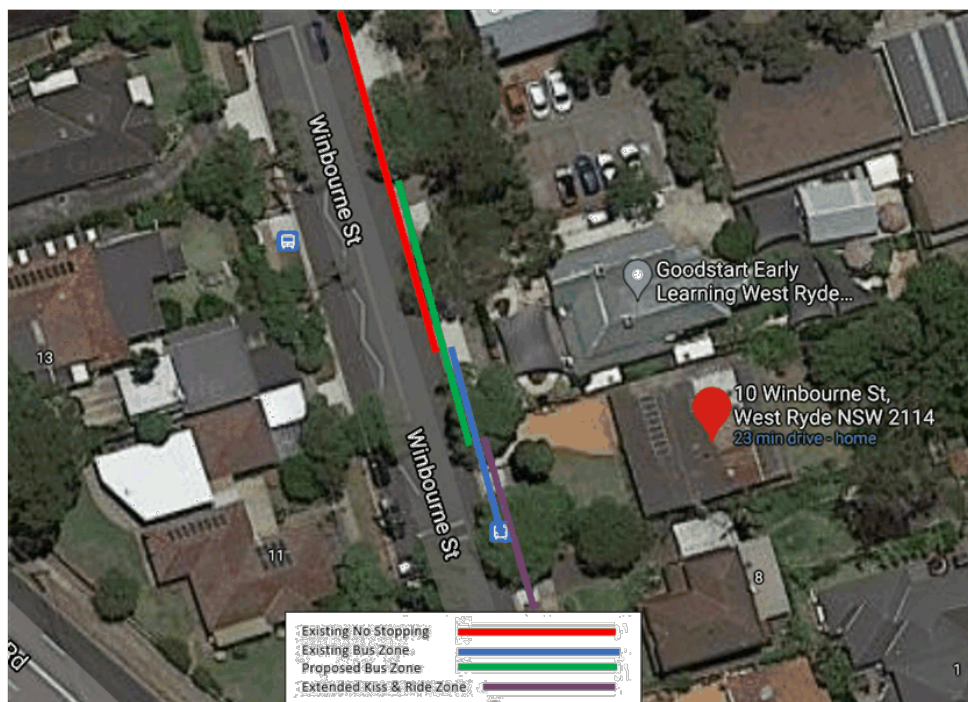


Figure 2: Proposed Restrictions:

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

ITEM (D): ROAD SAFETY UPDATE
SUBJECT: ROAD SAFETY PROGRAMS

ELECTORATE: RYDE / LANE COVE
WARD: ALL

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

TRANSPORT FOR NEW SOUTH WALES (TfNSW) FUNDED PROGRAMS

Local Government Road Safety Program (LGRSP) – Funding Agreement

From July 2021, the Program Funding Agreement (PFA) for the LGRSP will be issued to Councils every four years to give greater certainty and to ensure road safety goals can be integrated into council's four-year strategic planning and budget cycles. Previously the PFA was issued annually.

Speed Program

Council was granted \$4000 in funding for installation of the TfNSW Crashed Cars display during the 2021/2022 financial year. The crashed car display was installed as part of the Council stall at Macquarie University's 2020 O-Week activities. As both the 2019 Granny Smith Festival and the 2021 O-Week activities were cancelled and no other suitable location for the display could be found, Council looked for alternate options to reallocate the funding. As speed check trailers and fixed signage are already in use, Council received approval from TfNSW to use the funding for speed counts around Meadowbank as part of the High Pedestrian Activity Area (HPAA) study. The counts will target streets where there are speeding concerns and provide supporting data for a request to reduce speeds around Meadowbank to 40km/h.

Child Car Seat Checking Program

Vouchers have all been distributed. Program will recommence in July 2021.

COUNCIL FUNDED PROGRAMS

National Road Safety Week 16-23 May 2021

Council supported National Road Safety Week by promoting it through Council's social media platforms and holding an information stall in the foyer outside Customer Service at the Top Ryde shopping centre.

Pedestrian Safety in Employment Centres

City of Ryde is partnering with Willoughby Council and North Sydney Council to develop a pedestrian safety campaign targeting the Chatswood, St Leonards, Macquarie Park and

Agenda of the Ryde Traffic Committee, dated 20 May 2021

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

North Sydney employment centres included in the Eastern Economic Corridor. Planning begins this month and further updates on actions will be provided.

School Zone Safety Program

- Kent Road Public School – School Infrastructure NSW has committed to funding the installation of a new indented Kiss & Drop zone in Kent Road in 2021. No dates have been confirmed but Council will work with the school to prepare parents for temporary parking and pick-up/drop-off arrangements during the extended construction period.
- Liaising with Department of Education Road Safety Officer in preparation to work with schools moving to the Meadowbank Employment Education Precinct. Council will be looking to develop and implement active travel options in order to reduce the traffic and parking load in the area.

Seniors' Festival

The events noted in the previous report were all well received. The Safer Driving for Seniors and Bike Maintenance workshops were fully booked and the Free Bike Checks for Seniors service at Meadowbank Park attracted around 30 people. The bike related events were unexpectedly popular and will be included in next year's festival.

Pedestrian Safety/Shared User Paths

Staff are currently preparing locations for the installation of stencils and signage along the Ryde Riverwalk and in Santa Rosa Park. The original WALK.RIDE.SHARE campaign promoting safe use of City of Ryde's shared user paths is being updated and will be rolled out from June 2021, with new fence banners, pop-up community engagement stalls along the Ryde Riverwalk route and promotion at the Sustainability Festival in June.

Community Education

'What If?' School Road Safety Awareness Program with Police

The next event will be delivered to Hunters Hill High School in partnership with Hunters Hill Council, Hornsby Shire Council, Ryde Police Area Command and the Eastwood Gladesville Liquor Accord (EGLA). City of Ryde and partner Councils cross support events in our neighbouring Local Government Areas.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The Road Safety report be received and noted

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

ITEM (E): BUSACO ROAD, MARSFIELD
SUBJECT: PARKING RESTRICTIONS

ELECTORATE: RYDE
WARD: WEST
ROAD CLASS: LOCAL

Council has received a request from a resident of Busaco Road to restrict the parking in the area of the road reserve at the end of Busaco Road. This area is formed with a concrete slab and is designed to accommodate buses laying over before commencing routes on Busaco Road. This layover area can accommodate up to three buses.

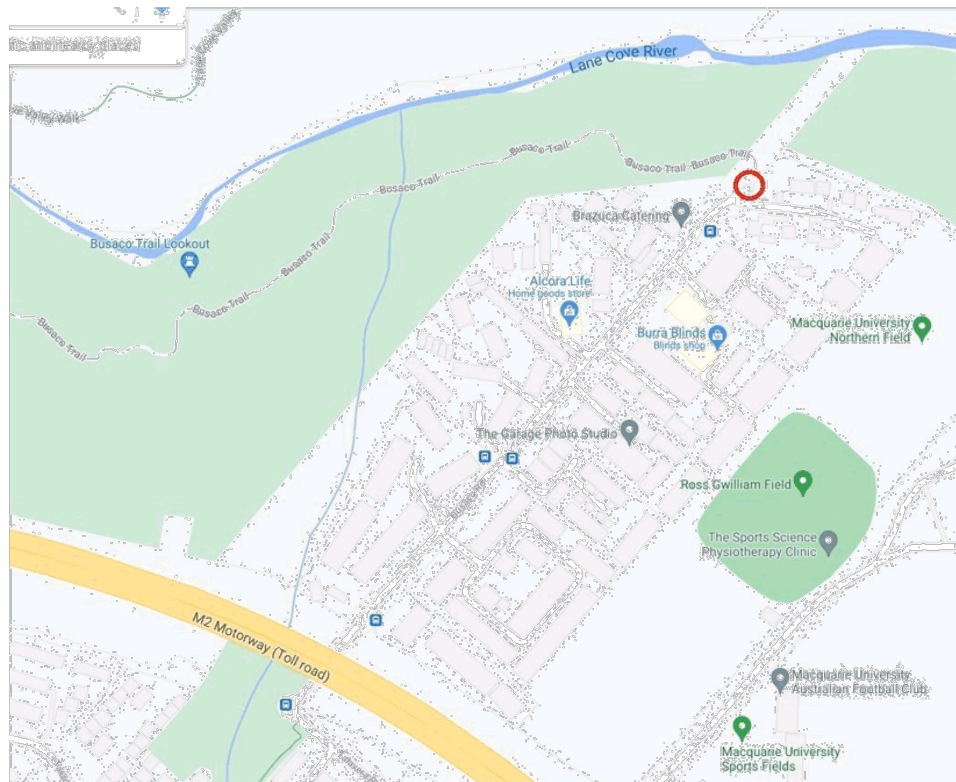


Figure 1. Site location

The nature of the concern is that this area is being utilised by residents for parking, which is preventing its legitimate use by buses, and, that some of the activity associated with this parking is anti-social behaviour.

Agenda of the Ryde Traffic Committee, dated 20 May 2021

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

PROPOSAL

The intention of the restrictions is to deter parking by private vehicles and the area to be enforced. As this restriction is not applied to a section of kerb it will be an area parking sign that applies only to the area of the road reserve with access off the cul-de-sac. No consultation is required as part of this proposal, as the area had always been intended for the sole use of State Transit Authority buses. The proposed signage will clearly indicate that only buses are permitted to park here.



Figure 2: Existing conditions.



Figure 3: Proposed signage.

Recommendation:

The Ryde Traffic Committee recommends:

- a) The formed concrete area adjacent to the cul-de-sac on Busaco Road be signposted as a No Parking Area – Buses Excepted
- b) The layover area be delineated with RRPM's (reflector markers) to guide buses as they reverse into position.

Agenda of the Ryde Traffic Committee, dated 20 May 2021

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

ITEM (F): NEW LINK ROAD, NORTH RYDE
SUBJECT: INTERSECTION UPGRADE

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

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

PROPOSAL:

Council is proposing to enable the straight through and right turn movement at the intersection of Rennie Street and New Link Road, where previously these movements were prohibited.

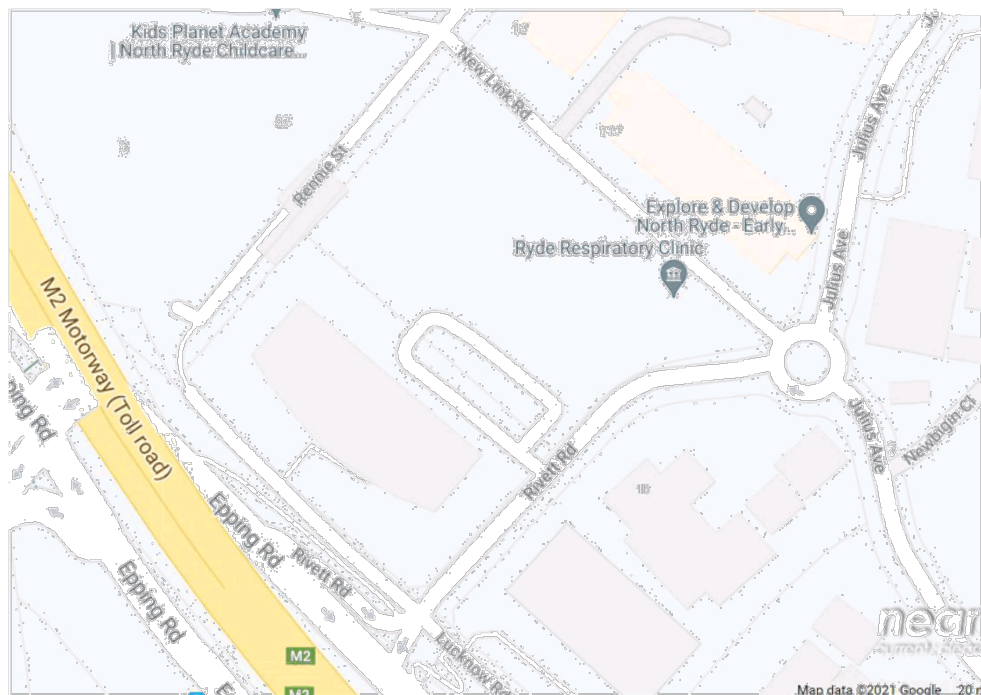


Figure 1: Location Plan

Agenda of the Ryde Traffic Committee, dated 20 May 2021

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

DISCUSSION:

As part of Council's condition of consent associated with the County Gardens development, a one way access roadway was required to be built connecting Rennie Street (a local road under Council's care and control) to Lucknow Road (a road under the care and control of Transport for New South Wales) in the southbound direction.

The link between Rennie Street and Lucknow Road was built and open to traffic in June 2018. The link road remained open until April 2019, when Council was advised that a gate had been installed across the road, thus severing the connection.

It transpires that the gate was installed by the Goodman Group, as the link road, connecting Rennie Street and Lucknow Road had been built on private land owned by Goodmans.

On-going conversations have been held between Council, TfNSW and Goodmans regarding the gate and its removal, however no agreement has been reached as to its removal. The issue at hand is that there remains a No Right Turn sign on Rennie Street facing traffic on New Link Road which forces all westbound into a dead end caused by the installation of the gate.



Figure 2: Existing arrangement at the intersection of Rennie Street/New Link Road

Agenda of the Ryde Traffic Committee, dated 20 May 2021

ITEM 8 (continued)

ATTACHMENT 1

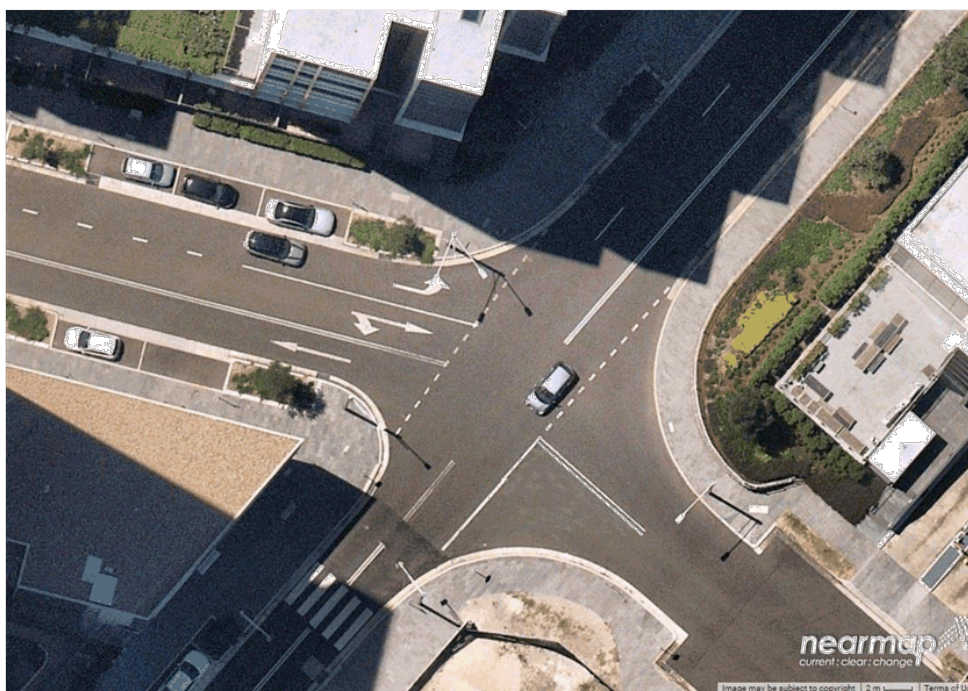


Figure 3: Proposed arrangement at the intersection of Rennie Street/New Link Road

Recommendation:

The Ryde Traffic Committee recommends that the following changes be made:

- a) The intersection of Rennie Street and New Link Road be delineated such that all movements are now permitted at this intersection.
- b) All existing No Right Turn signage be removed on the approach to, and at, the intersection of Rennie Street and New Link Road.

ITEM 8 (continued)

ATTACHMENT 1



Ryde Traffic Committee

ITEM (G): ROWE STREET, EASTWOOD
SUBJECT: PROPOSED MOTORCYCLES ONLY ZONE

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

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

Council has received representations from residents requesting consideration be given to formalise a 4.1m space between the two driveways of 290 and 288 Rowe Street, Eastwood in such a way that vehicles do not attempt to park there.

The existing space between the two driveways of 290 & 288 Rowe Street is not long enough to accommodate a legal car parking space. As a result, when a car attempts to park here, it will inevitably partially block a driveway. Additionally, this location is in close proximity to the Eastwood Town Centre and Eastwood Public School which attracts large volumes of vehicles and hence the need for vehicular parking spaces in this area.



Figure 1: Location Plan

Agenda of the Ryde Traffic Committee, dated 20 May 2021

ITEM 8 (continued)

ATTACHMENT 1

PROPOSAL

To address this issue, Council is proposing to change the existing 4.1m long parking space into a Motorcycles Only Parking Zone outside of 288 Rowe Street, Eastwood.



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

CONSULTATION

Given the negligible impact, only the properties which are directly affected have been notified of the proposal. Council has already received support from these residents.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) A 4.1m Motorcycles Only parking zone be created between the two driveways of 290 and 288 Rowe Street, Eastwood.