

ITEM (A): OSGATHORPE ROAD, GLADESVILLE
SUBJECT: 1P PARKING

ELECTORATE: RYDE
WARD: EAST
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.

PROPOSAL

Council proposes to convert three (3) unrestricted parking spaces to “1P 8am – 5pm, Monday to Friday” on the Osgathorpe Road frontage of 334 Victoria Road, Gladesville.



Figure 1: Location Plan

DISCUSSION

Council has received requests from local business operators to install short-term parking on Osgathorpe Road at 334 Victoria Road, Gladesville, to improve the parking turnover at this location for surrounding businesses.

To address this parking issue, Council proposes to convert the three (3) unrestricted parking spaces to “1P, 8am – 5pm, Monday to Friday” on the Osgathorpe Road frontage of 334 Victoria Road, Gladesville.

Please refer to the attached plan for details.



Figure 2: Proposal to install “1P 8am – 5pm, Monday to Friday” on Osgathorpe Road.

CONSULTATION

As indicated in Figure 3, Council consulted with the following properties seeking their feedback on the proposal.

A total of nine (9) properties were consulted and no objections were received.

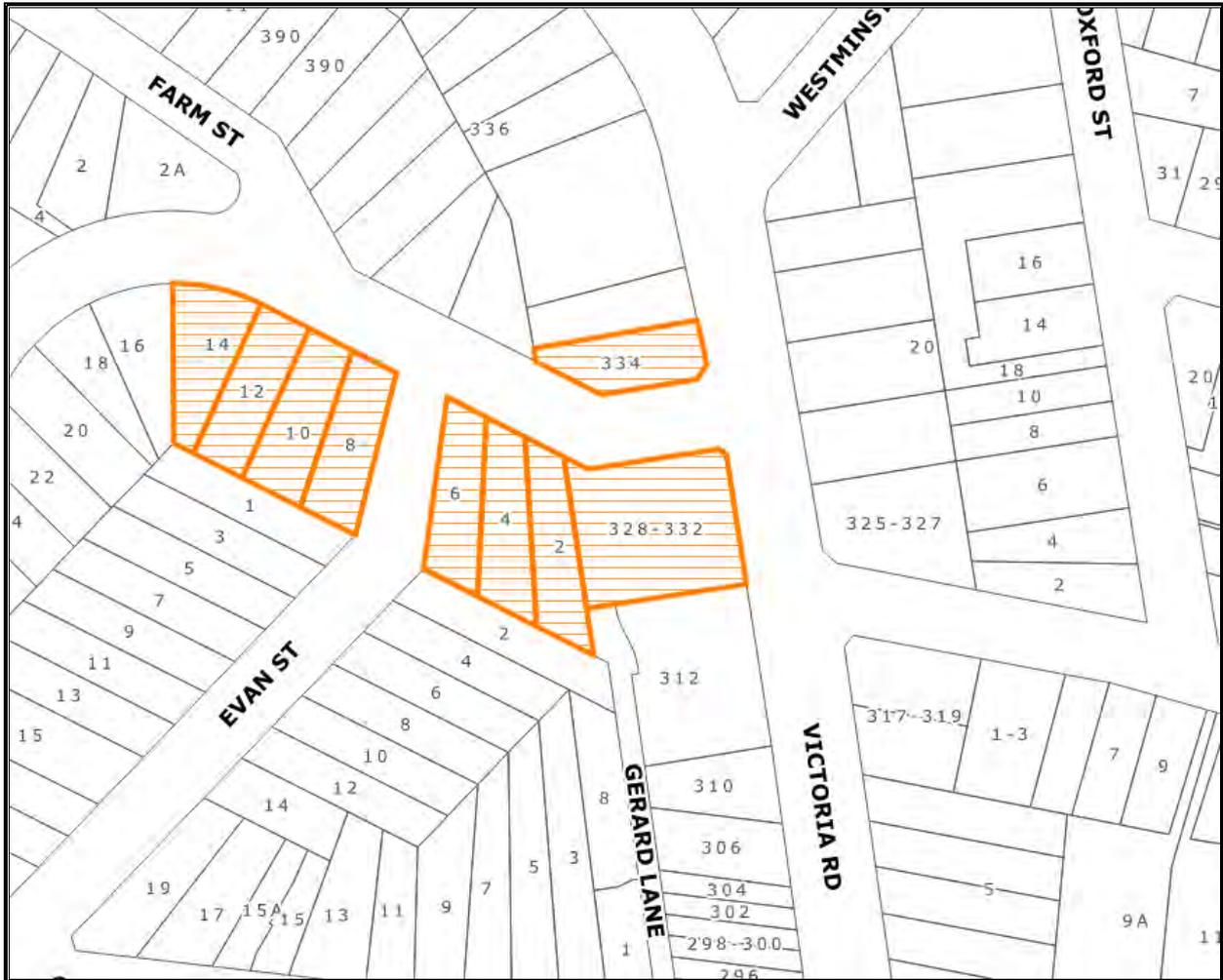


Figure 3: Consultation area

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The three (3) unrestricted parking spaces be converted to “1P, 8am – 5pm, Monday to Friday” on the Osgathorpe Road frontage of 334 Victoria Road, Gladesville.

ITEM (B): FOURTH AVENUE, DENISTONE
SUBJECT: RELOCATION OF BUS ZONE

ELECTORATE: RYDE
 WARD: WEST
 ROAD CLASS: CLASSIFIED REGIONAL ROAD

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

PROPOSAL

Council is proposing to relocate the existing bus zone from 35 Fourth Avenue to 37 Fourth Avenue, Denistone.



Figure 1: Location map

DISCUSSION

Council is currently upgrading bus stops across the Local Government Area to ensure they are compliant with the Disability Standards for Accessible Public Transport 2002 (DSAPT) under the Disability Discrimination Act 1992 (DDA).

The existing bus stop at the intersection of Fourth Avenue and Ryedale Road, in front of 35 Fourth Avenue, is not compliant with these standards. Council has assessed the suitability of upgrading the existing bus stop, however DSAPT and DDA compliance is not

possible at this location. This is due to the limited space, proximity to the roundabout and the inability to achieve an evenly graded boarding point to allow people with disability to get safely on or off a bus.

Therefore, relocation of the bus stop is required to upgrade and meet the legislative requirements of DSAPT and DDA standards. Council has identified a new bus zone area 30 metres east of the existing bus stop outside 37 Fourth Avenue.

The new bus zone will replace the existing '3P, 8:30AM-6PM MON-FRI, 8:30-12:30 SAT' parking restrictions that currently apply at this location. Please refer to Figure 2 below for details.

As a result of the proposed relocation, there will be an overall loss of three (3) on-street parking spaces to accommodate the new bus zone.



Figure 2: Proposed bus zone outside 37 Fourth Avenue

CONSULTATION

As indicated in Figure 3, Council distributed sixty-seven (67) letters to the surrounding properties and businesses. A Have Your Say (HYS) online survey was published on the Council's website on 12 September 2022 regarding the proposed changes. The survey closed on 25 September 2022 allowing two weeks for feedback and enquiries. No responses were received.

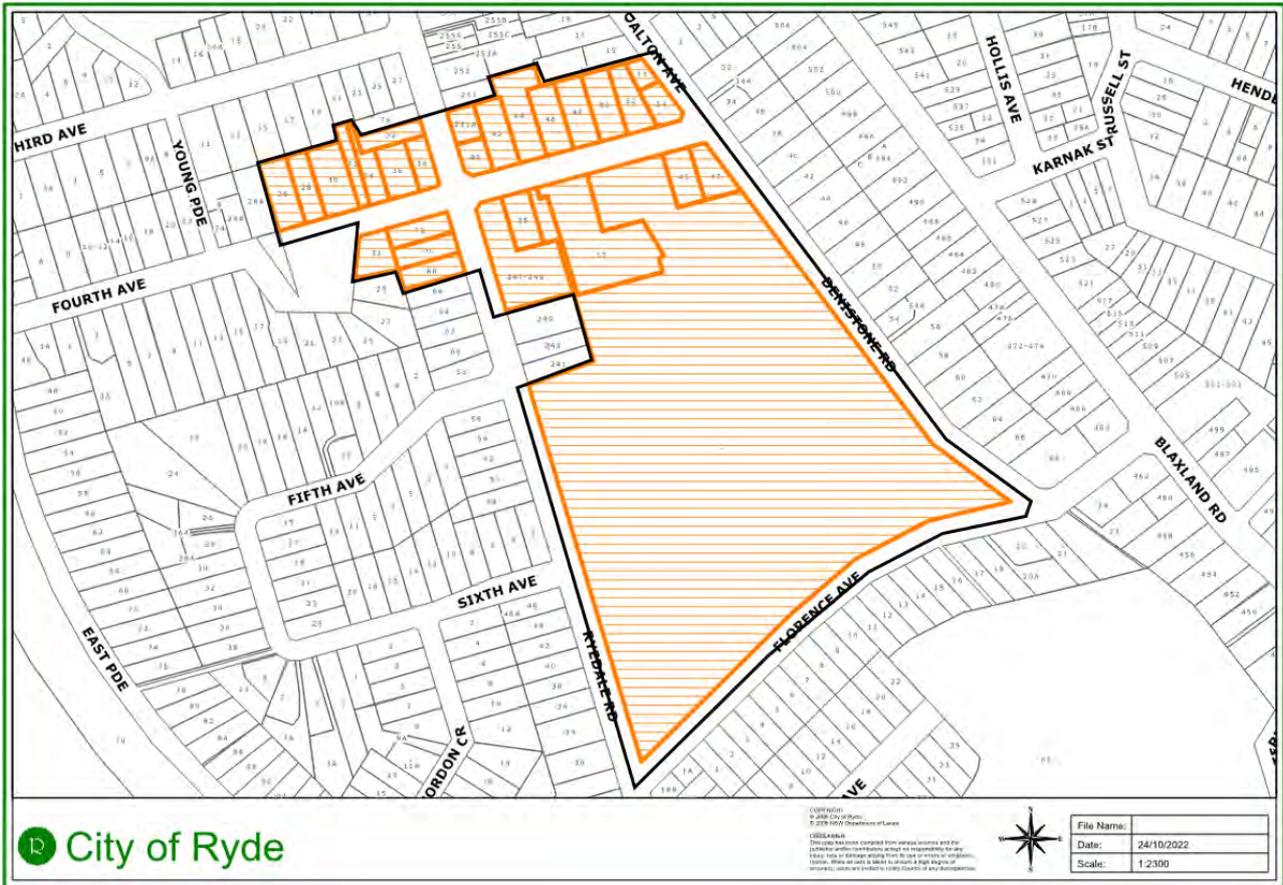


Figure 3: Distribution Map for consultation.

Due to the lack of responses, Council staff conducted a second round of consultation by door knocking and distributing letters in person to those directly affected on 18 October 2022. Nine (9) properties were further consulted, and one (1) objection was received. Refer to Figure 3b.

From the two rounds of consultation, only one objection was received. However, the benefit offered on the relocation of the bus stop provides DSAPT and DDA compliant bus stop outweighs the loss of on-street parking spaces. This information was provided to the resident who objected to the proposal. No other objections were received.



Figure 3b: Distribution Map for door knock on 18 October 2022.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The existing bus zone and associated shelter at 35 Fourth Avenue be relocated 30 metres east to outside 37 Fourth Avenue, Denistone, in order to be compliant with the Disability Standards for Accessible Public Transport 2002 (DSAPT) under the Disability Discrimination Act 1992 (DDA).

ITEM (C) HERMITAGE ROAD, WEST RYDE

SUBJECT: INSTALLATION OF DOUBLE BARRIER LINES

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.

PROPOSAL

Council is proposing to install double barrier lines on Hermitage Road, West Ryde between Victoria Road, and Rhodes Street.



Figure 1: Location plan

DISCUSSION

Council received representations from surrounding businesses regarding vehicles undertaking U-turns on Hermitage Road between Victoria Road and Rhodes Street during school pick-up and drop-off periods, causing pedestrian safety issues and traffic congestion at this location.



To address the traffic and safety concerns, Council proposes to install double barrier lines on Hermitage Road, West Ryde, between Victoria Road and Rhodes Street. Installing double barrier lines will enable enforcement of illegal U-turns at this location.



Figure 2: Proposed double barrier lines

CONSULTATION

As shown in Figure 3, thirteen (13) businesses were notified of the proposed installation of double barrier lines and were invited to provide feedback. No objections were received.



Figure 3: Consultation area

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) Double barrier lines be installed on Hermitage Road, West Ryde between Victoria Road, and Rhodes Street.

ITEM (D) THISTLE ST, GALE ST AND BELMORE ST, RYDE

SUBJECT: REMOVAL OF SCHOOL ZONE PARKING RESTRICTIONS AND CHILDREN’S CROSSING

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.

PROPOSAL

Council is proposing to remove:

- a) All school zone related parking restrictions in Thistle Street, Gale Street and Belmore Street, Meadowbank.
- b) The Children’s Crossing on Thistle Street, Meadowbank.



Figure 1: Location plan

DISCUSSION

Following the relocation of Meadowbank Public School and the closure of the Meadowbank Multipurpose Learning Centre, Council will be removing the Children’s Crossing on Thistle Street and all school zone related parking restrictions currently on Thistle Street, Gale Street and Belmore Street, Meadowbank.

After removal of the school zone parking restrictions, these locations will be converted to unrestricted parking. The details of the proposed changes are shown in Figure 2.



Figure 2: Proposed changes to school zone parking

CONSULTATION

As indicated in Figure 3, Council notified 23 properties of the proposed changes and invited feedback. No objections were received regarding the proposed changes.

It is anticipated that once plans for the existing site are confirmed, parking impacts will be reviewed and community consultation on any future changes to parking restrictions will be conducted if required.



Figure 3: Consultation area

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The Children’s Crossing on Thistle Street, Meadowbank be removed.
- b) All existing school zone parking restrictions on Thistle Street, Gale Street and Belmore Street, Meadowbank be removed and converted to unrestricted parking.
- c) The existing No Parking 6:30am to 8am Mon-Fri on the western side of Belmore Street at its intersection with Thistle Street be retained.

ITEM (E): **VARIOUS STREETS, CITY OF RYDE**
SUBJECT: **FIXED CAR SHARE SPACES**

ELECTORATE: RYDE
WARD: CENTRAL AND WEST
ROADS CLASS: NON-CLASSIFIED

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

BACKGROUND

In May 2018, Council adopted the current *Fixed Space Car Share Guidelines and Policy* as a position to enable and promote car sharing availability in our City.

The City of Ryde invited applications from eligible car share operators to establish/manage and operate fixed car share spaces within the Council area. Submissions for this year closed on 17 October 2022. Council received submissions from 3 car share operators namely GoGet, Popcar and Hertz for consideration to be given for 31 fixed spaces distributed across Eastwood, Gladesville, Macquarie Park, North Ryde, West Ryde, Meadowbank and Ryde. These locations were preliminary assessed by Council's Environment and Transport teams against Council's current *Fixed Space Car Share Guidelines (Jan 2020)* with reference to existing carriageway constraints, population need for the mode in specific areas, parking controls, proximity to public transport and proposed catchment.

As a result of the preliminary assessment by Council and subsequent alternative locations proposed by the car share operators, a total of 14 fixed car share spaces (across 13 locations), all located on unmetered and/or unrestricted parking areas, were deemed suitable to be considered as possible car share locations. It was determined that these proposed locations would be subject to a public consultation process, with the results tabled at the Ryde Traffic Committee for recommendation and subsequent resolution by Council.

The proposed car share parking spaces are located at a variety of locations across Eastwood, Gladesville, Macquarie Park, Meadowbank, North Ryde, Ryde and West Ryde, and, as identified in the below map (Figure 1).

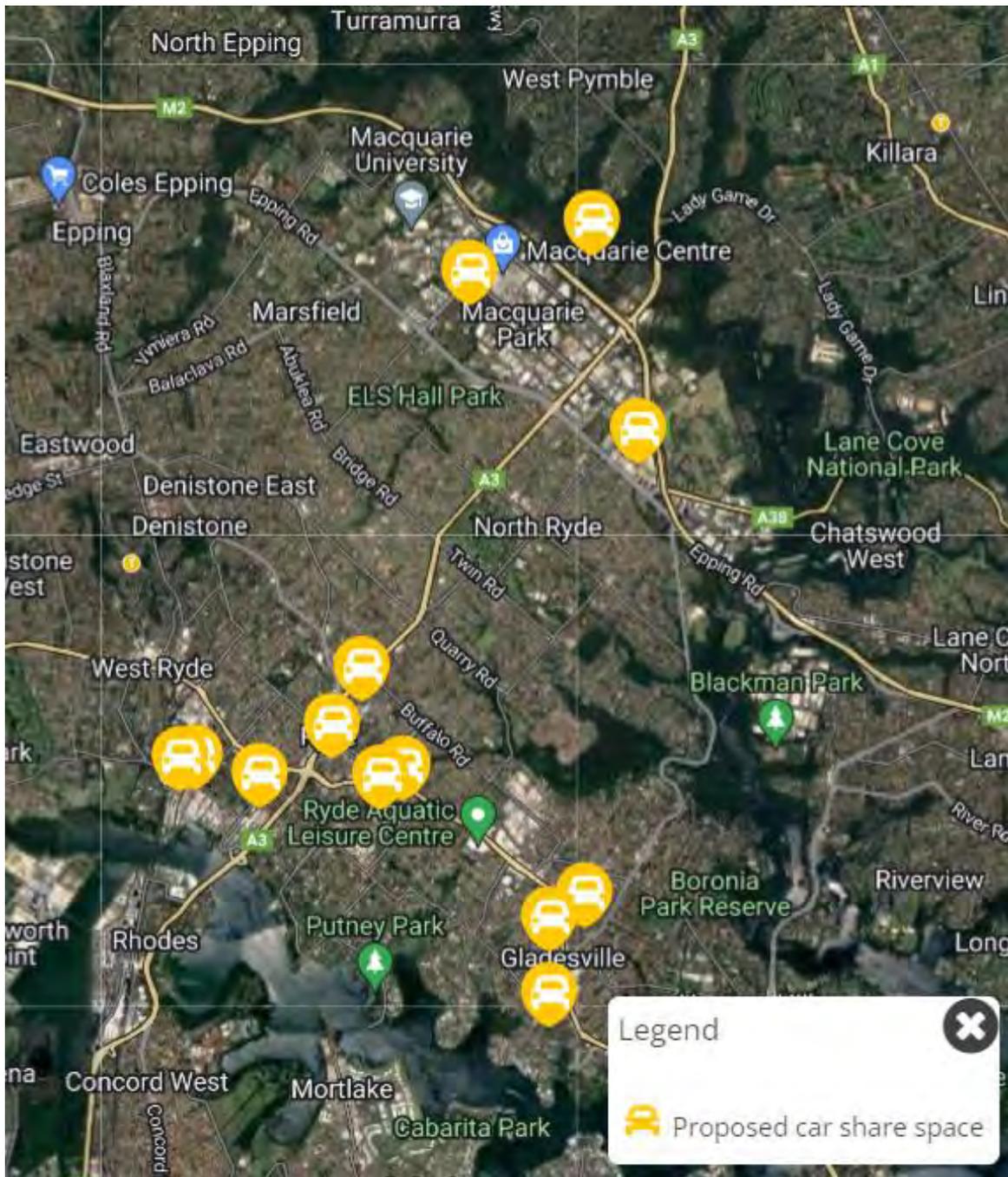


Figure 1: Indicative Location of Car Share Spaces

DISCUSSION

Car share provides an opportunity for community-based greenhouse gas emission reductions which are consistent with Council’s Community Strategic Plan objectives of: “Our natural and sustainable city”. Car share also provides an opportunity for a reduction in localised single passenger car traffic congestion and parking demand, consistent with “Our

connected and accessible city” where it is easy, safe and convenient for people to get to work, visit friends or shops, or use local facilities and services.

The increased use of sustainable transport modes such as car sharing options for our community and visitors delivers on regional sustainable transport goals and objectives under long-term strategies released by the New South Wales Government and Greater Sydney Commission.

The public application process for car share operators conducted by the City of Ryde earlier this year was in accordance with both Council’s *Fixed Space Car Share Guidelines* and *Car Share Policy*, adopted in May 2018 and publicly available on Council’s [website](#). The adopted *Guidelines*, which sets the details of the implementation of Council’s Car Share Policy and refers to fixed parking spaces located on-street and within Council-owned carparks and has also considered cost recovery models for Council through set fees and charges that will be paid by car share operators for successful applications (all relevant information can be accessed [here](#)).

According to Council’s *Car Share Policy*, some of the objectives and benefits of car sharing include:

- *Using on-street parking spaces more efficiently*: by reducing the parking demand created by underused private vehicles, freeing up spaces for other users or where parking is constrained.
- *Reducing traffic congestion, vehicle trips and greenhouse gas emissions*: by reducing vehicle kilometres travelled, and shifting travel to more fuel-efficient vehicles;
- *Reducing the growth in private car ownership*: by using car share vehicles, car share users defer or reduce their private car ownership;
- Increasing social inclusion: by enabling access to a variety of vehicles to households who could not otherwise afford them;
- *Increasing health*: as people opt to walk and cycle more.

Car share parking space serves multiple members, thus reducing the need for parking spaces that would otherwise be needed if everyone owned and parked their private vehicles on the road.

CONSULTATION

Council sought community feedback for 14 fixed car share spaces across 13 locations. The Council ‘Have Your Say’ period occurred from 27 September 2022 to 17 October 2022 where the community could provide feedback via an online survey. The consultation was promoted through the City of Ryde’s Have Your Say website, direct mail campaign to nearby residents in a 35 metre radius, City News newsletter and signage at proposed fixed car share locations. In total, 302 submissions were received.

Some of the viewpoints expressed by respondents through the consultation process include:

- Fixed car share spaces would impact on the already limited on-street parking;
- Car share spaces are needed to improve access;
- Concerns that car share spaces would be removing parking currently used by residents;
- Car share reduces emissions;
- Car share spaces should be installed in public car parks and shopping centres.

It is important to note that respondents were able to select multiple locations to provide feedback on, and it was optional to provide specific comments. With the public consultation concluded, it was determined that the following eight (8) locations are NOT recommended for approval because of the lack of community support (unsupportive exceeding 60%), proximity to existing car share spaces and narrow street width.

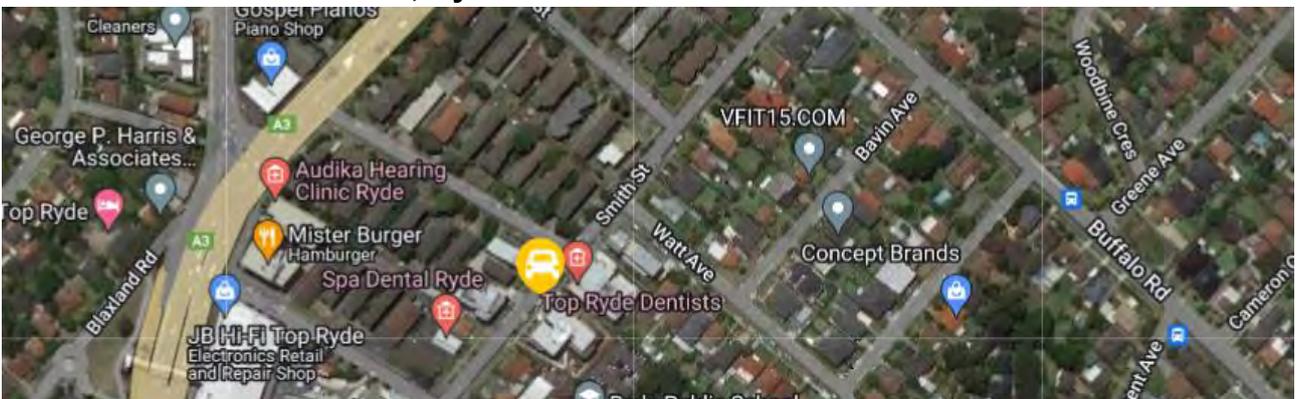
- Location 5: 15-17 Angas Street, Meadowbank
- Location 7: 3-5 Porter Street, Ryde
- Location 10: Nancarrow Avenue (Corner Bowden Street), Ryde
- Location 8: 24 Lardelli Drive, Ryde (Residents requested a replacement and is being investigated)
- Location 9: Colebee Street (near Bennelong Way), Ryde (Residents requested a replacement and is being investigated)
- Location 3: 2 Little Church Street, Ryde (Residents requested a replacement and is being investigated)
- Location 11: Halifax Street, North Ryde (Residents requested a replacement and is being investigated)
- Location 13: 8 Western Crescent, Gladesville (recommending only one (1) space)

The following location plans refer to the 6 fixed car share spaces that are **recommended for approval**. Further details on the assessed applications and determinations following community feedback, along with outcomes, is provided below and in the attached Have Your Say Report (Appendix A).

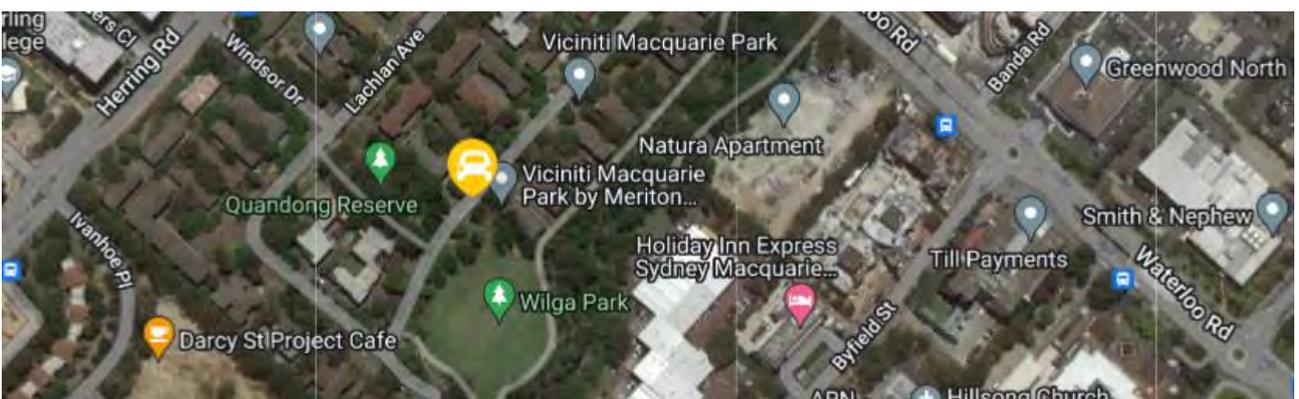
Location 1: 3 Harvard Street, Gladesville



Location 2: 3 Smith Street, Ryde

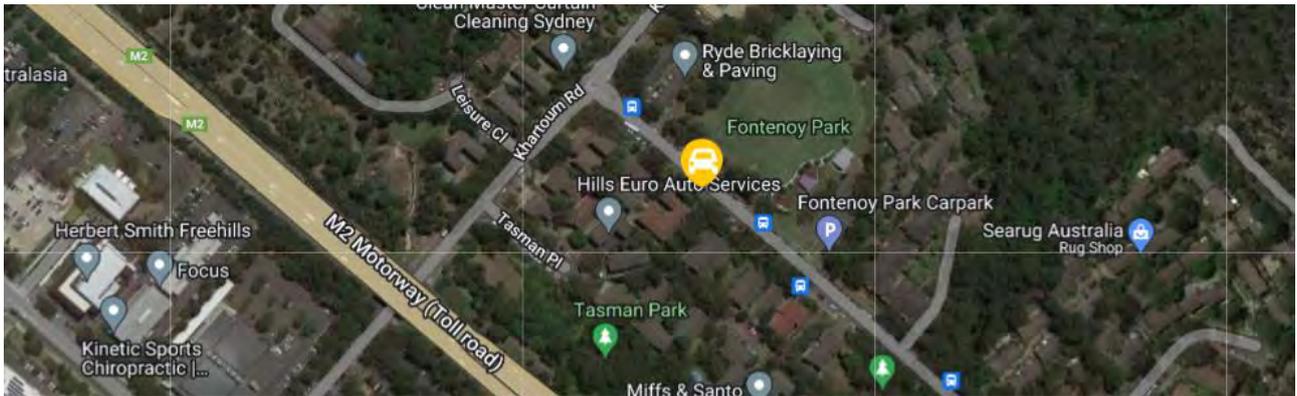


Location 4: Opposite 5 Cottonwood Crescent, Macquarie Park (Wilga Park frontage)

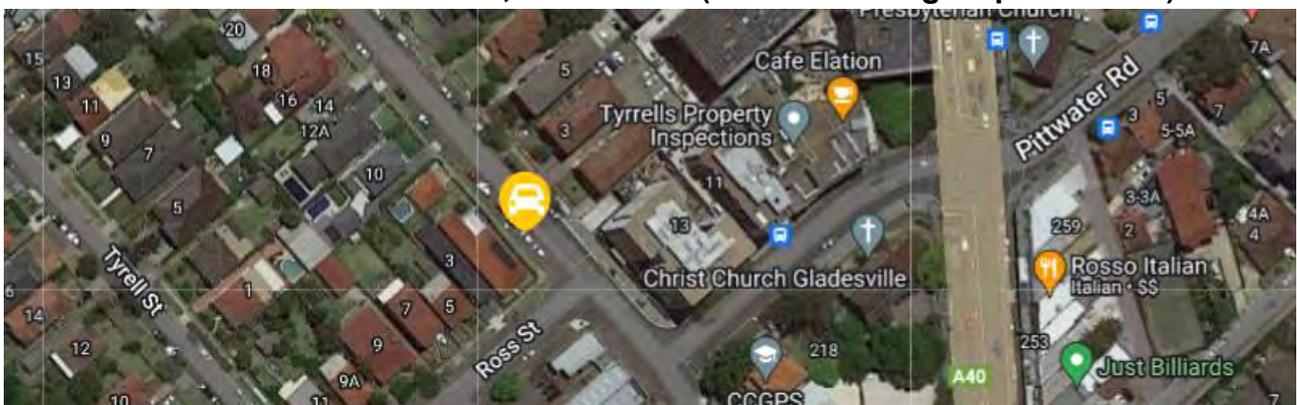




Location 6: 37 Fontenoy Road (near Khartoum Road), Macquarie Park



Location 12: 8 Western Crescent, Gladesville (recommending 1 space ONLY)



Location 14: 31-33 Wharf Road, Gladesville



In conclusion, out of the 14 proposed fixed car share spaces across 13 different locations, the recommendation to the Ryde Traffic Committee is for fixed car share spaces to be approved at 6 locations under this round of application. The distribution of the new fixed car share spaces is as follows:

- Popcar to be selected as operator at locations 1 and 2;
- Hertz to be selected as operator at location 4;
- GoGet to be selected as operator at locations 6, 12, and 14.

These recommended locations are consistent with Council's *Fixed Space Car Share Guidelines* and are determined to have met the overarching need for providing an additional means of public transportation service at these locations for current and future community.

Whilst Council recognises that some locations are deemed unfavourable by some residents who have raised concerns with loss of one on-street car space or preferring alternate locations, the recommended locations have demonstrated to Council that they met the needs for approval in accordance with the program objective. Determination of these fixed car share spaces also considers population growth and potential future users who will be able to take advantage of this alternative transport mode by enabling provision of it in these areas. This is consistent with Council's adopted position to provide these services across the City to increase use of these modes as an additional mode of transportation service in these areas.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The following locations be authorised for single use fixed car share parking:
 - Location 1: 3 Harvard Street, Gladesville
 - Location 2: 3 Smith Street, Ryde
 - Location 4: Opposite 5 Cottonwood Crescent, Macquarie Park (Wilga Park frontage)
 - Location 6: 37 Fontenoy Road (near Khartoum Road), Macquarie Park
 - Location 12: 8 Western Crescent, Gladesville (recommending 1 out of 2 proposed spaces)
 - Location 14: 31-33 Wharf Road, Gladesville
- b) All approved fixed car share locations be delineated in accordance with Council's *Fixed Space Car Share Guidelines (Jan 2020)*, with the required payment of the applicable setup and annual fees and charges by the car share operators to Council, upon which Council will also issue a Car Share Vehicle Parking Authority to each of the approved locations.

Appendix A – Have your say report



Car sharing supports community transport and environmental goals by reducing the demand of on-street car parking, reducing private vehicle ownership and encouraging a shift to active and public transport modes.

Earlier this year, Council invited eligible car share operators to apply for fixed car share parking spaces to be located on-street or within Council-owned car parks.

Council sought community feedback for 14 proposed fixed car share spaces across 13 locations. The Have Your Say period occurred from 27 September to 17 October 2022 where the community could provide feedback via online survey and email submission. The consultation was promoted through the City of Ryde’s Have Your Say website, flyers to directly affected residents, signage at the proposed fixed car share locations and listing in the local newspaper.

Through the online survey, respondents were able to select which location(s) they provided feedback for and were asked to indicate whether they were supportive, not supportive or unsure/no preference. It was optional to provide a comment, therefore the number of comments may not total to the number of responses.

Eight of the proposed fixed car share locations were supported by majority of respondents. Those who indicated support often didn’t provide supporting comments. The general themes of the comments provided referenced environmental benefits of minimising car ownership, satisfaction of fixed car share locations and a desire for more spaces.

Six of the proposed fixed car-share locations were opposed to by a majority of respondents. Opposing respondents were more likely to provide comments. The most consistent concerns were the current critical lack of parking for residents, visitors, and sometimes business clientele in the highly dense residential locations. In some cases, this has resulted in illegally parked vehicles. These challenges differ for each location depending on other parking competitors, including commercial businesses, construction workers, churches, TAFE and existing underutilised car-share spaces.

It is important to note, that self-selection bias is likely within the sample and it is the respondents’ choice to participate in the consultation. This bias should be taken into consideration when viewing the results and subsequent decision making.

 **292**
SURVEY
SUBMISSIONS

 **7**
EMAIL
SUBMISSIONS

 **3**
EMAIL & SURVEY
SUBMISSION



Please indicate whether you support or do not support the proposed fixed car share space?

Location 1: 3 Harvard Street, Gladesville (n=45)

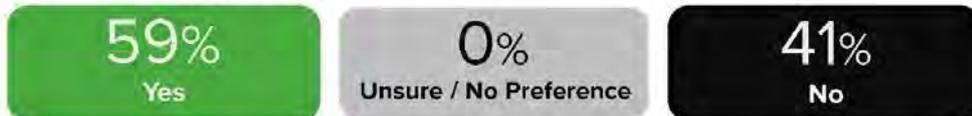


Comments:

Supportive comments (n=3)
Supports initiative to minimise car ownership

Unsupportive comments (n=14)
Challenges faced by residents and businesses struggling with current critical parking shortages, exacerbated by more “no parking” spaces. Mentions of illegal parking complaints

Location 2: 3 Smith Street, Ryde (n=41)

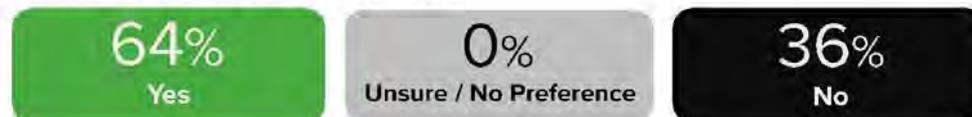


Comments:

Supportive comments (n=5)
Satisfied with this fixed car-share location

Unsupportive comments (n=8)
Challenges faced by residents struggling with current critical parking shortages

Location 3: 2 Little Church Street, Ryde (n=33)



Comments:

Supportive comments (n=4)
Overall support for fixed car-share initiative

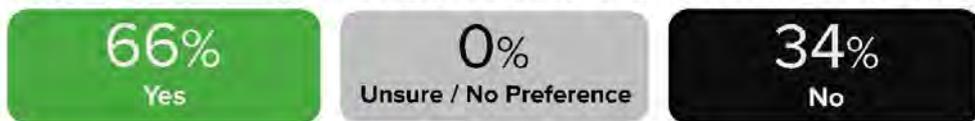
Unsupportive comments (n=4)
Concerned about current parking shortages

Only includes themes mentioned by more than one respondent; small samples sizes indicate themes are indicative only



Please indicate whether you support or do not support the proposed fixed car share space?

Location 4: Opposite 5 Cottonwood Crescent, Macquarie Park (Front of Wilga Park) (n=32)

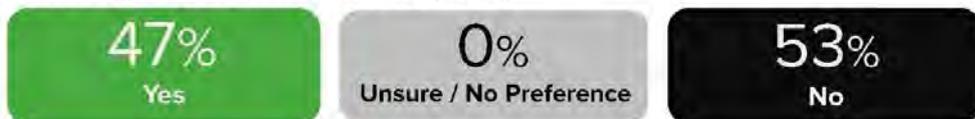


Comments:

Supportive comments (n=2)
Overall support for fixed car-share initiative

Unsupportive comments (n=4)
References current parking issues within area

Location 5: 15-17 Angas Street, Meadowbank (n=60)

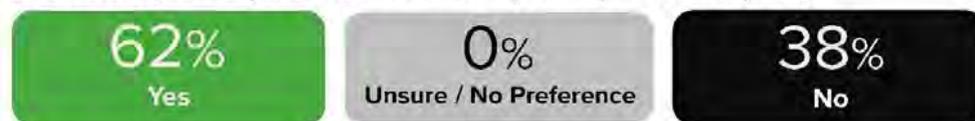


Comments:

Supportive comments (n=3)
Overall support for fixed car-share initiative

Unsupportive comments (n=18)
Challenges faced by residents struggling with current critical parking shortages; exacerbated by existing unused fixed car-share spaces, "no parking" spaces, and nearby TAFE students parking. Calls for council to improve planning

Location 6: 37 Fontenoy Road (near Khartoum Road), Macquarie Park (n=39)



Comments:

Supportive comments (n=4)
Interest for more car-share spaces

Unsupportive comments (n=7)
General dissatisfaction with initiative and concerns with current parking shortages within area. Suggests construction workers occupying free spaces and alternative locations for initiative

Only includes themes mentioned by more than one respondent; small sample sizes indicate themes are indicative only



Please indicate whether you support or do not support the proposed fixed car share space?

Location 7: 3-5 Porter Street, Ryde (n=56)



Comments:

Supportive comments (n=2)
Interest in having more fixed car-share spaces

No preference / unsure (n=1)

Unsupportive comments (n=15)
Challenges faced by residents struggling with current critical parking shortages, exacerbated by rezoning spaces for construction. Calls for better planning from council

Location 8: 24 Lardelli Drive, Ryde (n=74)



Comments:

Supportive comments (n=5)
General support for car-share

Unsupportive comments (n=27)
Challenges faced by residents struggling with current critical parking shortages. A number of other nearby locations have been suggested as alternatives (i.e. time-parking adjacent to lake). Some understanding initiative is trying to benefit the environment

Location 9: Colebee Street (Near Bennelong Way) (n=46)



Comments:

Supportive comments (n=3)
General support for car-share

No preference / unsure (n=1)

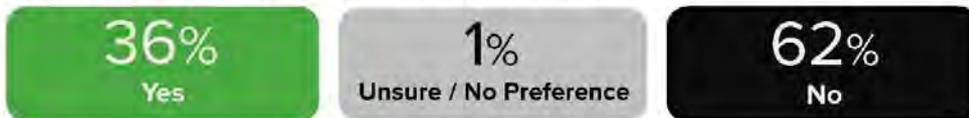
Unsupportive comments (n=14)
Challenges faced by residents struggling with current critical parking shortages. Concerns of inadequate parking planning. Current fixed car-share not utilised and Charles St. suggested as alternative

Only includes themes mentioned by more than one respondent; small samples sizes indicate themes are indicative only



Please indicate whether you support or do not support the proposed fixed car share space?

Location 10: Nancarrow Avenue (Cnr Bowden Street) (n=74)



Comments:

Supportive comments (n=4)
Interest in having more fixed car-share spaces

No preference / unsure (n=1)

Unsupportive comments (n=30)
Majority flagged critical shortage of resident parking spaces, leading to illegally parked vehicles. Complaints of local smash repairs business unfairly utilising spaces; suggest as alternative locations. Current car-share vehicles are unused and council needs better planning

Location 11: Halifax Street, North Ryde (n=46)

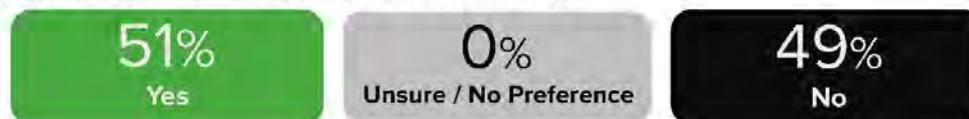


Comments:

Supportive comments (n=5)
General support for fixed car-share initiative

Unsupportive comments (n=5)
Challenges faced by residents struggling with current critical parking shortages. Calls for less fixed locations.

Locations 12 & 13: 8 Western Crescent, Gladesville (n=37)



Comments:

Supportive comments (n=3)
General support for fixed car-share initiative

Unsupportive comments (n=10)
Challenges faced by residents struggling with current critical parking shortages and to use council carpark spaces as alternative

Only includes themes mentioned by more than one respondent; small samples sizes indicate themes are indicative only



Please indicate whether you support or do not support the proposed fixed car share space?

Location 14: 31-33 Wharf Road, Gladesville (n=41)

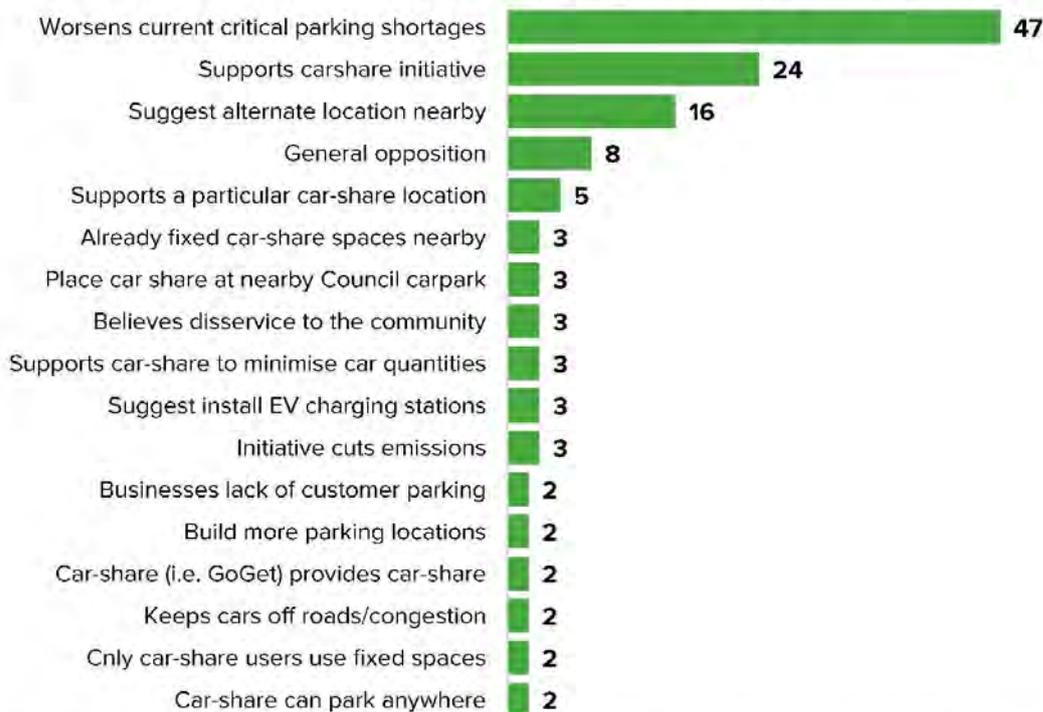


Comments:

Supportive comments (n=4)
Believes initiative will keep cars off roads and calls for more fixed spaces

Unsupportive comments (n=11)
Challenges faced by residents struggling with current critical parking shortages, especially when Greek Orthodox Church holds services. Ashburn Pl. suggested as alternative.

Themes of further comments regarding the proposed fixed car share locations (n=119)



Only includes themes mentioned by more than one respondent; small samples sizes indicate themes are indicative only



HAVE YOUR SAY WEBSITE

Home / Have Your Say / Have Your Say / Fixed Car Share Spaces 2022

Fixed Car Share Spaces 2022

Created on 17 October 2022, 11:58 PM



Car sharing supports community transport and environmental goals by reducing the demand of on-street car parking, reducing private vehicle ownership and encouraging a shift to active and public transport modes.

Earlier this year, Council invited eligible car share operators to apply for fixed car share parking spaces to be located on-street or within Council-owned car parks.

We invite you to provide feedback on the proposed fixed car share spaces before they are considered by the Ryde Traffic Committee.

Proposed Fixed Car Share Locations

Council is considering applications for 14 proposed fixed car share spaces across the local government area. You can view the proposed fixed car share space locations via our [online interactive map](#) or by clicking on one of the locations listed below:

Location Number	Address
1.	3 Harvard Street, Gladesville
2.	3 Smith Street, Ryde
3.	2 Little Church Street, Ryde
4.	Opposite 5 Cottonwood Crescent, Macquarie Park (front of Wiggins Plaza)
5.	15-17 Anjan Street, Meadowbank
6.	37 Forlenoy Road (near Kharoum Road), Macquarie Park
7.	3-5 Porter Street, Ryde
8.	24 Lardell Drive, Ryde
9.	Colbee Street (Near Bennelong Way), Ryde
10.	Nahcarrow Avenue (Cnr Bowden Street), Ryde
11.	Halifax Street, North Ryde
12 & 13.	8 Western Crescent, Gladesville (2 Spaces)
14.	31-33 Wharf Road, Gladesville

Related Information +

HAVE YOUR SAY

You can Have Your Say on the Fixed Car Share Spaces 2022 in a number of ways including completing the online survey, via e-mail or post.

[Online Survey](#)

FIXED CAR SHARE SPACES 2022

Appendices (continued)



A4 FLYER

FIXED CAR SHARE SPACES 2022

Location 1 – 3 Harvard Street, Gladesville

Car sharing supports community transport and environmental goals by reducing the demand of on-street car parking, reducing private vehicle ownership and encouraging a shift to active and public transport modes.

Earlier this year, Council invited eligible car share operators to apply for fixed car share parking spaces to be located on-street or within Council-owned car parks.

Council is considering applications for 14 proposed fixed car share spaces across the local government area including one (1) space outside, 3 Harvard Street, Gladesville. We would like to hear your feedback before they are considered by the Ryde Traffic Committee.

HAVE YOUR SAY

How do I provide my feedback?

You can Have Your Say on Fixed Car Share Spaces 2022 in a number of ways including:

Online Complete the online survey at www.ryde.nsw.gov.au/haveyoursay/CarShare2022 or scan the QR code

Email cityofryde@ryde.nsw.gov.au

Post City of Ryde, Locked bag 2069, North Ryde NSW 1670

Submissions must be received by **Monday 17 October 2022**.

Scan to view Proposed Locations and Have Your Say

Translation Assistance
한국어 | 中文

City of Ryde

For more information

Visit www.ryde.nsw.gov.au/haveyoursay/CarShare2022

Call Customer Service on 9952 8222 or email cityofryde@ryde.nsw.gov.au

Please note a Flyer was created for each of the 14 proposed fixed car share space locations.



STREET SIGNAGE

FIXED CAR SHARE SPACES 2022
Location 1 – 3 Harvard Street, Gladesville



Car sharing supports community transport and environmental goals by reducing the demand of on-street car parking, reducing private vehicle ownership and encouraging a shift to active and public transport modes.

Earlier this year, Council invited eligible car share operators to apply for fixed car share parking spaces to be located on-street or within Council-owned car parks.

Council is considering applications for 14 proposed fixed car share spaces across the local government area including one (1) space outside, **3 Harvard Street, Gladesville**. We would like to hear your feedback before they are considered by the Ryde Traffic Committee.

HAVE YOUR SAY

How do I provide my feedback?
You can Have Your Say on Fixed Car Share Spaces 2022 in a number of ways including:

Online	Complete the online survey at www.ryde.nsw.gov.au/haveyoursay/CarShare2022 or scan the QR code	 Scan to view Proposed Locations and Have Your Say
Email	cityofryde@ryde.nsw.gov.au	 Translation Assistance 한국어 中文
Post	City of Ryde, Locked bag 2066, North Ryde NSW 1670	

Submissions must be received by **Monday 17 October 2022**.

City of Ryde For more information
 Visit www.ryde.nsw.gov.au/haveyoursay/CarShare2022
 Call Customer Service on 9952 8222 or email cityofryde@ryde.nsw.gov.au

Please note a Flyer was created for each of the 14 proposed fixed car share space locations.



**NEWSPAPER AD - OPEN COMMUNITY CONSULTATIONS
THE WEEKLY TIMES**

HAVE YOUR SAY

OPEN COMMUNITY CONSULTATIONS

You are invited to have your say about documents, projects and proposals that are currently on public exhibition, or provide feedback on services and concerns that affect the community.

- Proposed Closure of Part of Blenheim Road, North Ryde (Closing 9 October 2022)
- Draft Property Policy (Closing 13 October 2022)
- Draft Sports Fields Action Plan – Towards 2036 (Closing 13 October 2022)
- Fixed Car Share Spaces 2022 (Closing 17 October 2022)
- Dragon Boat Club – Boat Storage Trial (Closing 11 December 2022)
- Charity Creek Cascade – Dog Off-Leash Trial (Closing 6 September 2023)

Want to find out more?

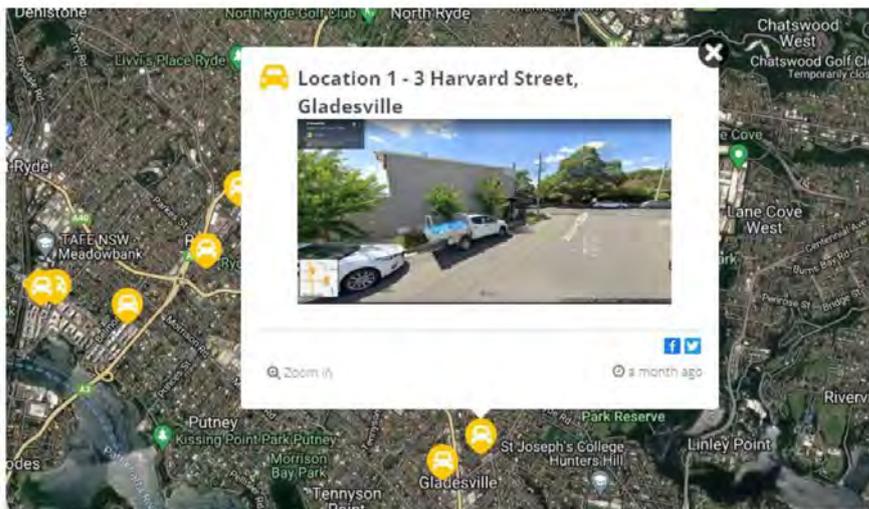
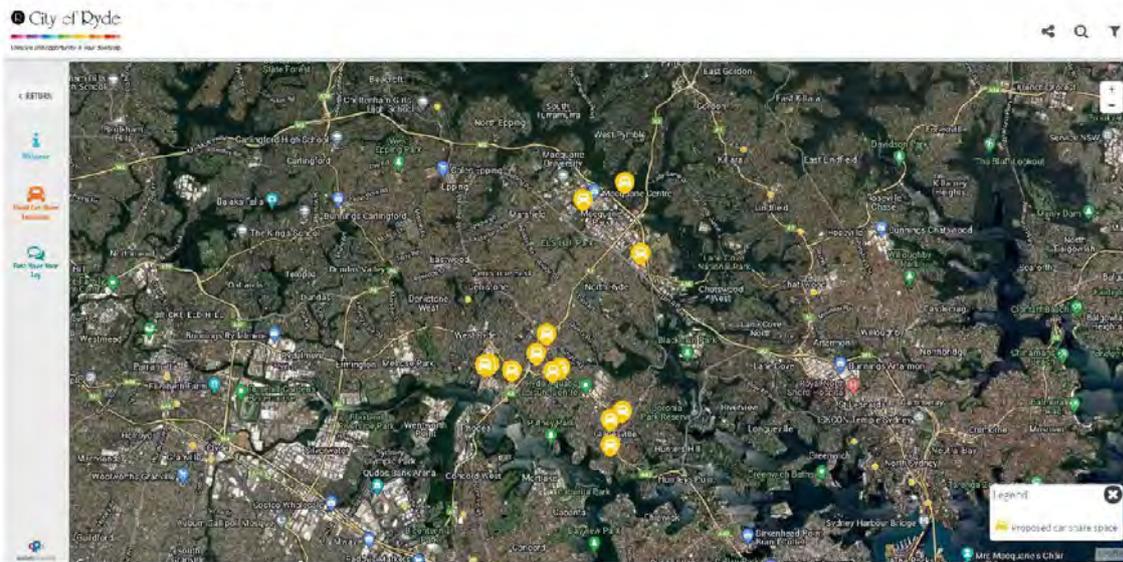
To find out more about one of the above projects or for information on how to provide feedback, please visit www.ryde.nsw.gov.au/haveyoursay or call Customer Service on 9952 8222.

FIXED CAR SHARE SPACES 2022

Appendices



SOCIAL PINPOINT



ITEM (F): GORDON CRESCENT, DENISTONE
SUBJECT: CARPARK UPGRADE AND ACCESS – DENISTONE STATION

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

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

PROPOSAL

Transport for NSW is proposing to formalise the reconstruction of the Gordon Crescent carpark including the installation of a ‘Kiss and Ride’ zone outside the carpark and the replacement of 10 metres of “No Parking” with “No Stopping” on the eastern side of Gordon crescent, on the rail bridge, shown in Figure 2.

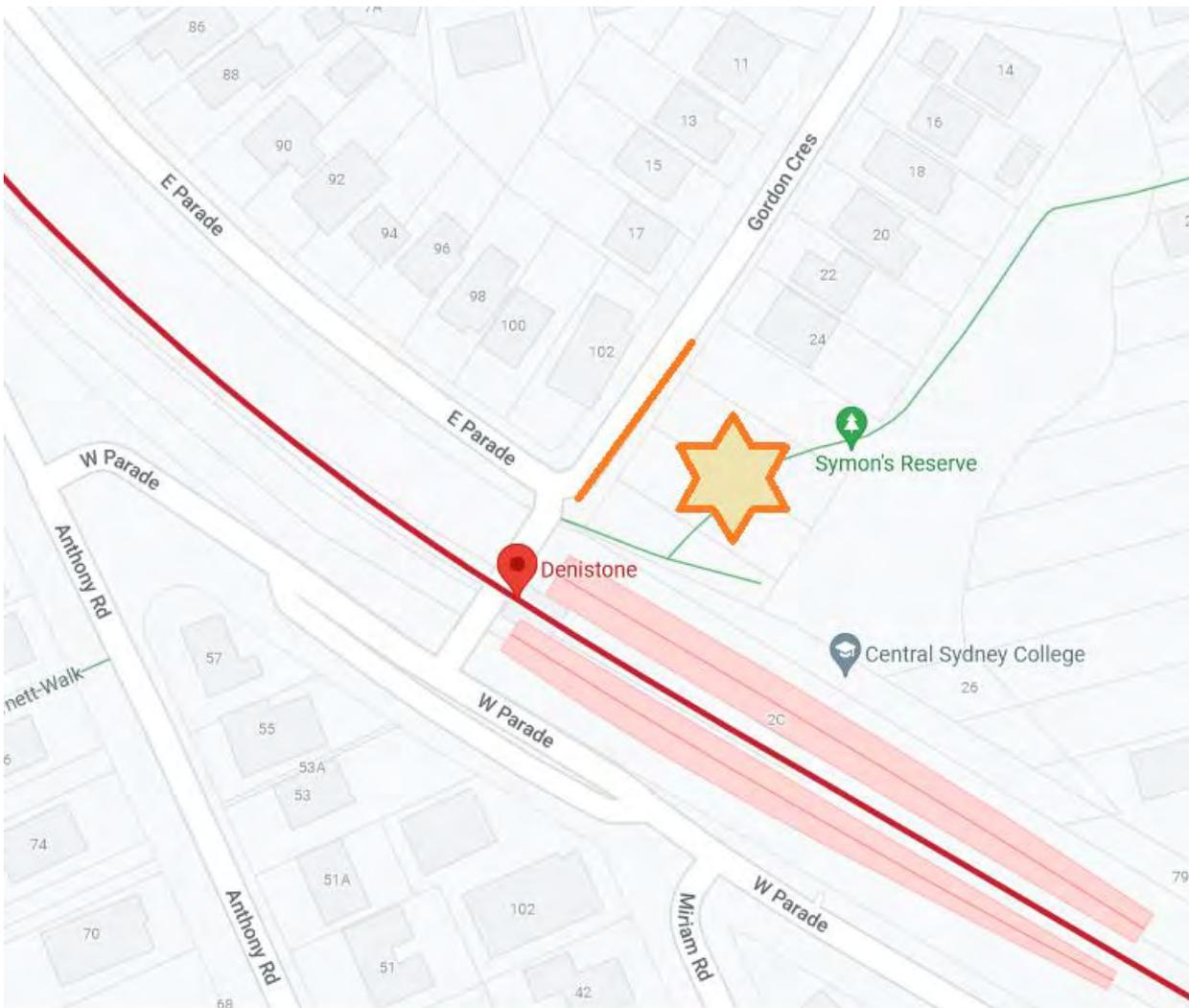


Figure 1: Location Map

DISCUSSION

As part of the Transport Access Program 3 (TAP3) to provide better access to Denistone Train Station, the existing carpark on Gordon Crescent adjacent to the intersection with East Parade shall be reconstructed to provide parking to meet current standards.

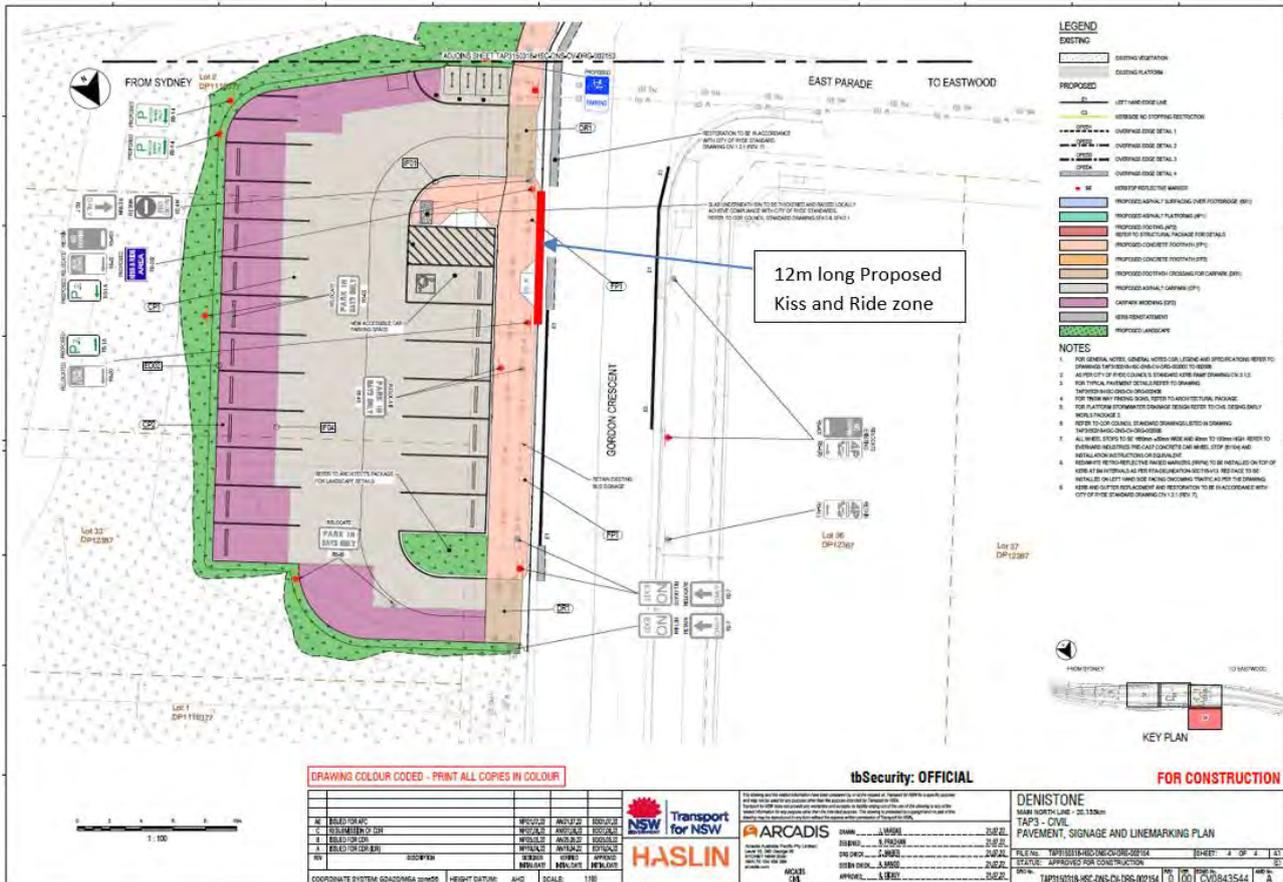


Figure 2: Overview Showing Carpark Works including a Kiss and Ride Zone on Gordon Crescent

The primary nature of the works is to provide increased functionality and level compliant access to the station. This is part of an upgrade to the station with the majority of works to be within the station area on TfNSW land.

The change on Gordon Crescent from No Parking to No Stopping is also being considered in conjunction with this project. The rail bridge, forming part of the alignment of Gordon Crescent, is a narrow two-lane, two-way section of road. It is not considered appropriate or safe to allow pick up and set down in this area.

Council intends to remove this facility in favour of the one provided by TfNSW as part of the station upgrade.



Figure 3: section of No Parking to be converted to No Stopping

CONSULTATION

This is a Transport for NSW (TfNSW) project. Consultation with affected residents has been included within the scope of the project, with TfNSW advise Council of any outcomes resulting from public comments.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The signage and line-marking plan in Figure 2 showing the proposed works associated with the Denistone Station carpark on Gordon Crescent, Denistone, be approved.
- b) A 12-metre-long Kiss and Ride zone be installed on the eastern side of Gordon Crescent adjacent to the carpark entry.
- c) The 10 metres of “No Parking” on the eastern side of Gordon crescent, on the rail bridge, be converted to “No Stopping”.

ITEM (G): **HIGGINBOTHAM ROAD, RYDE**

SUBJECT: **ROAD SAFETY ISSUES**

ELECTORATE: RYDE

WARD: EAST

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.

PROPOSAL

Council is proposing to undertake the following short-term improvements to address the road safety issues along the bend between 72-80 Higginbotham Rd, Ryde:

- Installation of a solid yellow line along the “No Stopping” zone on both sides of Higginbotham Road to improve delineation along the bend.
- Shortening of the double barrier lines outside 84 Higginbotham Road by 4 metres to align with existing signage and allow motorists to pass parked vehicles without crossing the double barrier lines.
- Installation of additional chevron alignment markers along the curve to improve delineation.

Notwithstanding above, Council will consider the following actions to address the pavement issues in the longer term. These actions will require further detailed investigation and consultation:

- Failed sections of the pavement will be replaced with high friction asphalt to improve the road surface to reduce off carriageway crashes in the wet.
- A feasibility design study to reconstruct the road reserve to correct the reverse camber of the road along the bend without impacting existing driveway accesses.

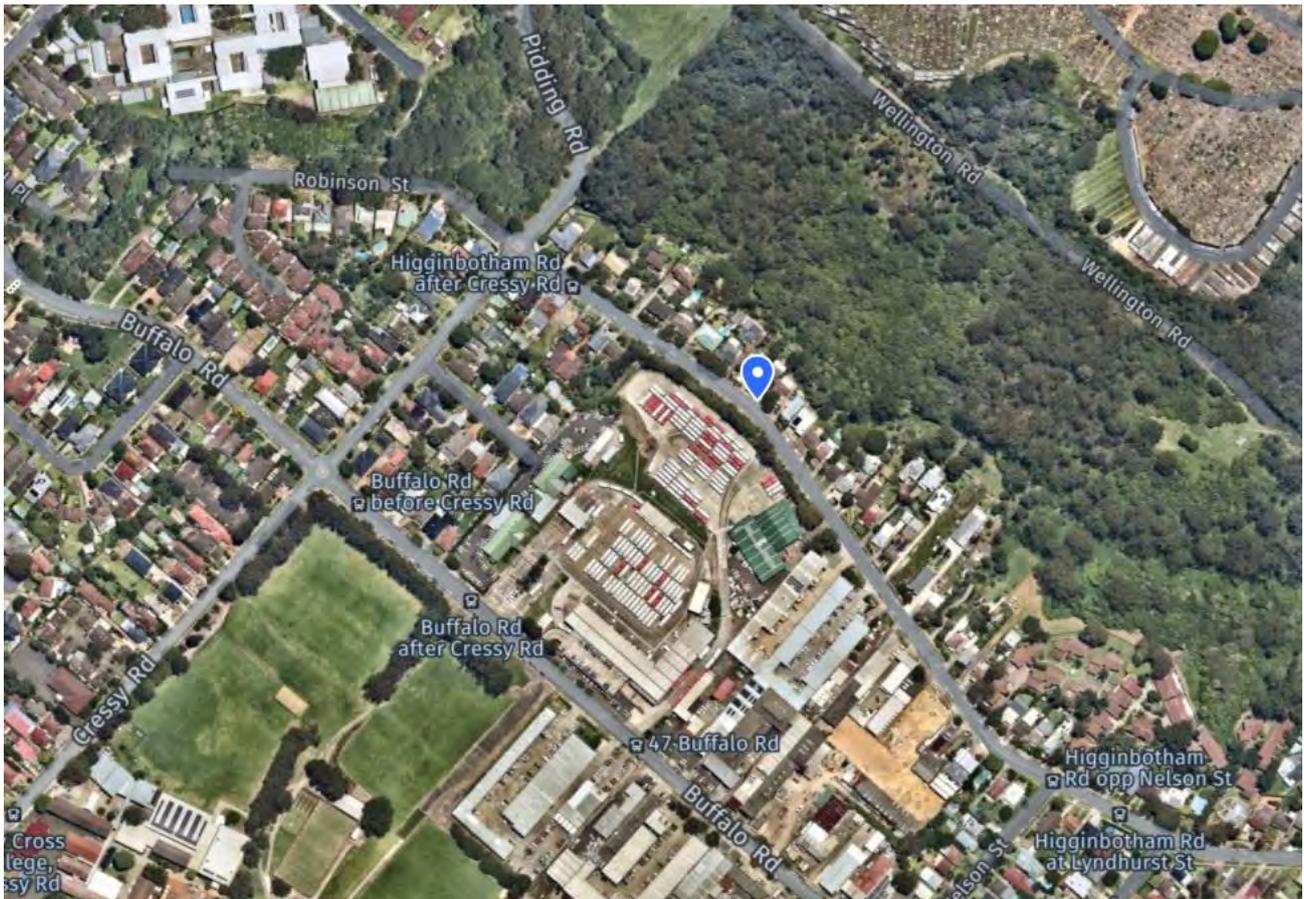


Figure 1: Location Plan

DISCUSSION

At the Council Meeting held on 28 June 2022, it was resolved:

1. That Council’s Transport department urgently meet with the residents of 72-80 Higginbotham Road, Ryde to discuss their concerns with road safety following a spate of accidents in this area.
2. That the staff investigate solutions to minimise the potential for future accidents to occur in this area.
3. That a report be tabled for Council’s consideration within 3 months that details the solutions investigated and the respective costs.

In late August 2022 Council staff conducted one on one meetings with the residents of 72-80 Higginbotham Road Ryde to address their road safety concerns at the bend located between 72 and 80 Higginbotham Road, Ryde.

Residents reported many wet weather incidents of vehicles losing control and crashing onto the adjacent properties. Most of these crashes were not reported to the police. Photographs were forwarded to Council for records. The main issue identified by the residents was the reverse camber along the bend contributing to the off-carriageway crashes.

Crash data analysis indicated that there were no crashes recorded at the bend between 2017 to 2021. Police enquiries were also made and confirmed no reporting was made.

At the meeting all the residents objected to installation of guard rail treatments due to amenity reasons and further risk of encouraging speeding around the bend.

A speed survey was also undertaken at both approaches to the bend to verify if there were any speed related issues. The traffic tube counters recorded the speed of all vehicles using the road for a 1-week period, with data recorded 24 hours a day. The results of this analysis indicated that the 85th percentile speed - that is, the speed at which 85% of all drivers are doing or less - was recorded at 52kph and 54kph in each direction. This does not indicate that there is excessive speeding at the bend.

After further investigation and feedback, Council is proposing to undertake the following short-term improvements to address the off-carriageway crashes. These works will be funded under Council's Traffic Calming Devices program.

Please refer to Figure 2 below for details of the proposed improvement works as outlined below:

- Installation of solid yellow line along the "No Stopping" zone on both sides of Higginbotham Road to improve delineation along the bend.
- Shortening of the double barrier lines outside 84 Higginbotham Road by 4 metres to align with existing signage and allow motorists to pass parked vehicles without crossing the double barrier lines.
- Installation of additional chevron alignment markers along the curve to improve delineation.
- Installation of "No Stopping (L)" sign to close off the "No Stopping" zone on the north-west bound approach adjacent to the bus stop.
- Replace faded bus stop sign on the north-west bound approach
- Maintenance of nature strip outside of 78 Higginbotham Road.

Notwithstanding above, Council will consider the following actions to address the pavement issues in the longer term. These actions will require further detailed investigation and consultation:

- Failed sections of the pavement will be replaced with high friction asphalt to improve the road surface to reduce off carriageway crashes in the wet. The estimated cost for this work is approximately \$100k for which further funding will need to be sought.
- A feasibility design study to reconstruct the road reserve to correct the reverse camber of the road along the bend without impacting existing driveway accesses. The estimated cost for the feasibility study is approximately \$40k for which further funding will need to be sought.



Figure 2: Proposed changes on Higginbotham Road, Ryde.

CONSULTATION

As indicated in Figure 3, Council staff conducted one on one meetings with the residents of 72-80 Higginbotham Road Ryde between 25th August and 30th August 2022 to address their road safety concerns. The consultation was conducted over the phone or on-site meetings with the residents. The road safety improvements highlighted in Figure 2 were outcomes from community feedback.

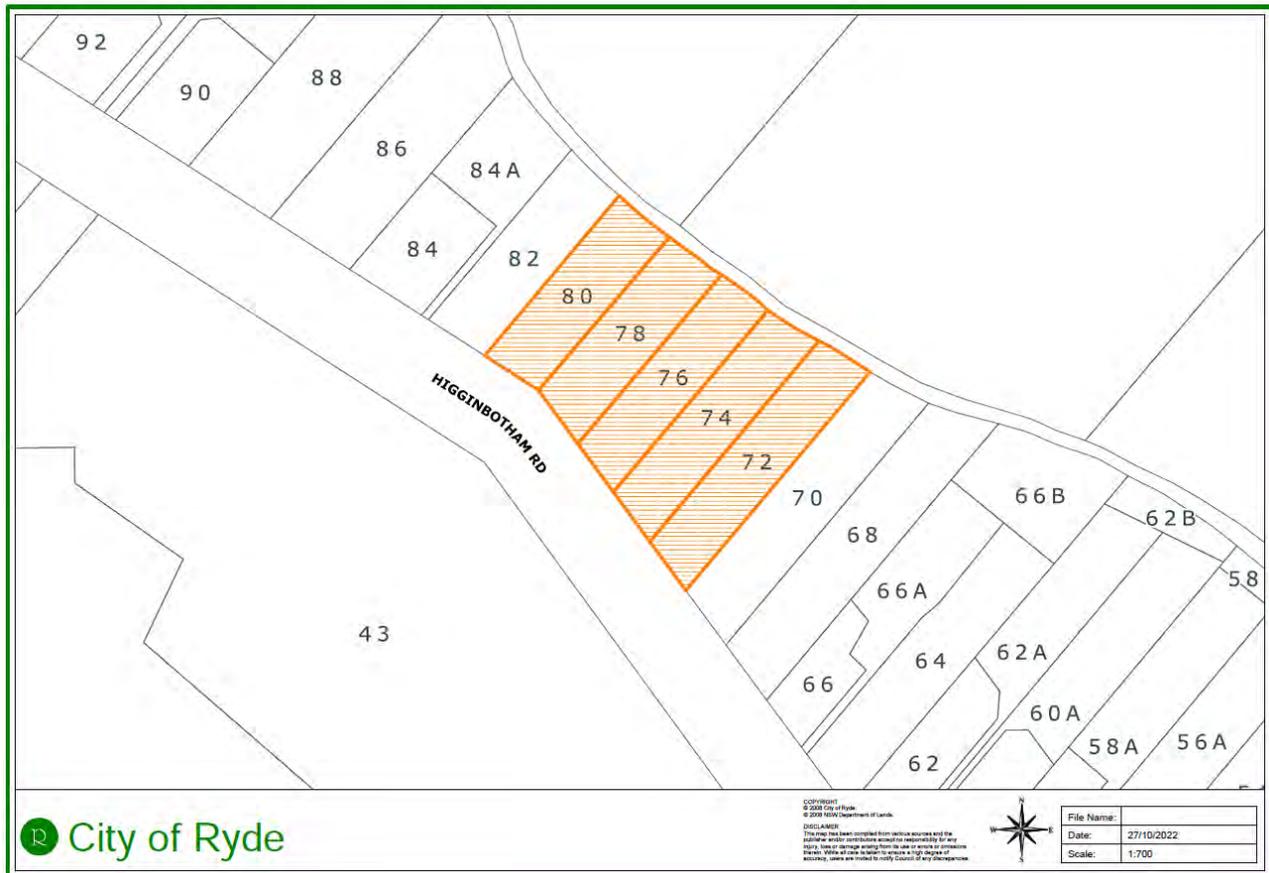


Figure 3: Consultation area

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) Yellow solid line (C3) along the “No Stopping” zone on both sides of Higginbotham Road be installed to improve delineation along the bend.
- b) The double barrier lines outside 84 Higginbotham Road be shortened by four (4) metres to align with existing “No Stopping” signage and allow motorists to pass parked vehicles without crossing the double barrier lines.
- c) The additional chevron alignment markers be installed along the curve to improve delineation.



ITEM (H): BARR STREET, NORTH RYDE
SUBJECT: INSTALLATION OF DISABLED PARKING

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

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

PROPOSAL

Council proposes to install a six (6) metre long ‘Disabled Parking’ zone at the property frontage of 7-11 Barr Street, North Ryde.

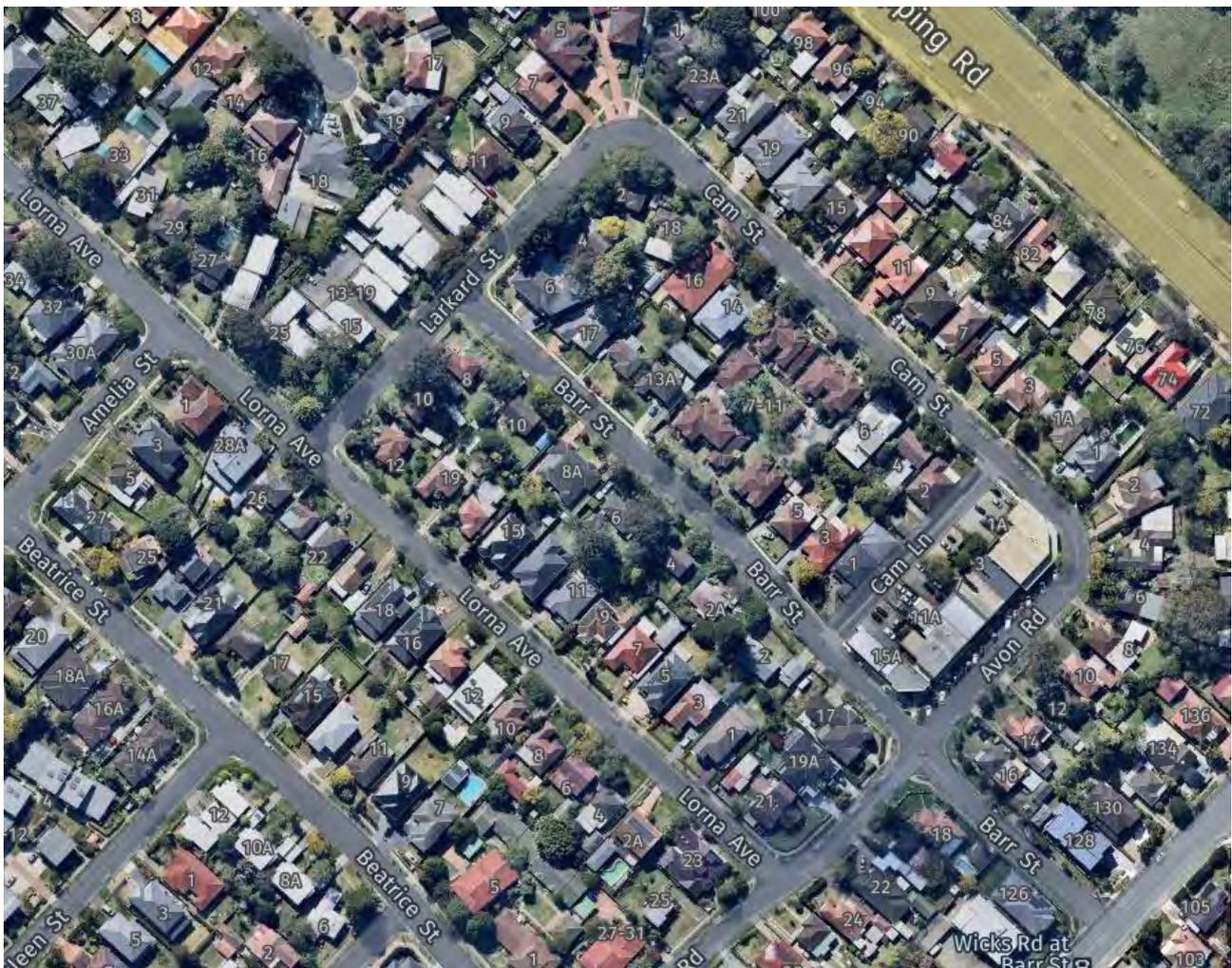


Figure 1: Location Plan – Barr Street, North Ryde

DISCUSSION

Council has received a request from a resident of 7-11 Barr Street, North Ryde to install a disabled parking space adjacent to their property. This area is currently in an RPS zone with the restriction ‘2P 8am – 6pm Mon-Fri Permit Holders Excepted Area 4’.

The current restrictions allow vehicles displaying a mobility permit to park for an indefinite period, notwithstanding that as a resident a RPS permit is available. As such, this will not impact on availability of parking in the area.

The nature of the problem is that parking demand on the street means that the space that is most accessible to the resident is frequently occupied. This proposal seeks to improve access for residents with limited mobility. Given the installation of proposed ‘Disabled Parking’ space represents a variation to Australian Standards (AS 2890.5 – 2020), it would be subject to certification from an independent DDA Disability Access Consultant.

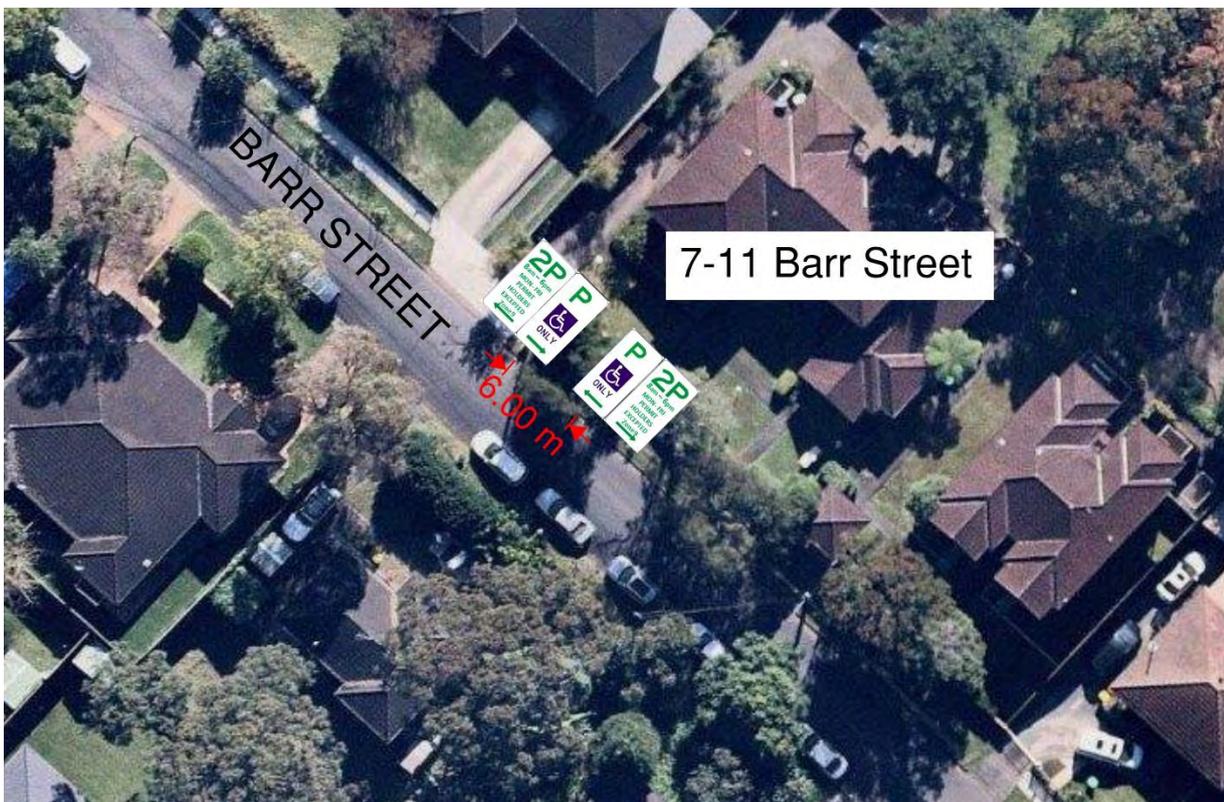


Figure 2: Proposal to install a ‘disabled parking’ zone adjacent to 7-11 Barr Street.

CONSULTATION

As indicated in Figure 3, Council consulted with the following properties seeking their feedback on the proposal.



A total of 23 properties were consulted, one objection was received. Council officers contacted the resident to clarify the nature of the objection, however no reason was provided other than the resident was exercising their right to object. No other objections were received regarding the proposed changes.

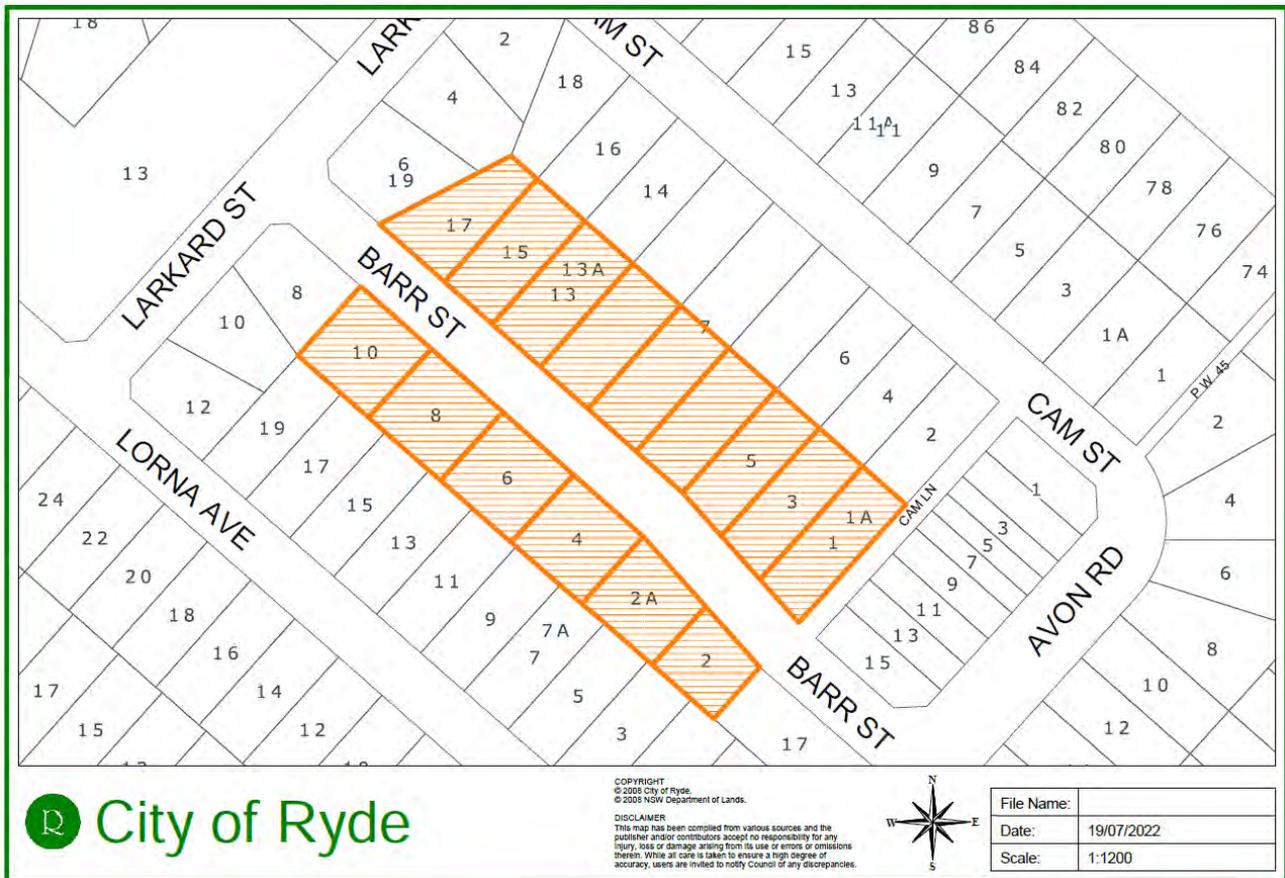


Figure 3: Consultation area

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) Six (6) metres long 'Disabled Parking' zone be installed at the property frontage of 7-11 Barr Street, North Ryde, subject to certification from an independent DDA Disability Access Consultant.



ITEM (I): JARVIS CIRCUIT, MACQUARIE PARK.
SUBJECT: INSTALLATION OF LOADING ZONE

ELECTORATE: RYDE
WARD: EAST
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.

PROPOSAL

Council is proposing to install thirteen (13) metres long ‘Loading Zone 8am-6pm Mon – Sun & Public Holidays’ on the southern side of Jarvis Circuit, Macquarie Park in the easternmost indented parking bay.



Figure 1: Location Plan

DISCUSSION

Council has been contacted by business owners and the strata manager of 19 Jarvis Circuit, Macquarie Park regarding the access to the commercial area and other community facilities in the building, including a proposed childcare centre and auditorium.

Whilst a loading dock exists via the main access to service the supermarket, there is limited access to the commercial properties fronting Jarvis Circuit, and nothing available to service the auditorium. This is preventing the community use of this facility.

This has created a situation where commercial vehicles such as vans and small rigid vehicles (SRVs) are frequently double parked, or are entering the courtyard area to load and unload goods

To rectify this situation, Council proposes to convert a parking bay, consisting of two parking spaces (13 metres) into a Loading Zone. Whilst the loss of parking, currently ‘2P 8am – 6pm Mon-Wed & Fri-Sun 8am – 9pm Thu’ is regrettable, the lack of access is limiting the functionality of the commercial area.



Figure 2: Proposal to install ‘Loading Zone 8am – 6pm Mon-Fri & Public Holidays’ adjacent to 15-19 Jarvis Circuit.

CONSULTATION

Council has consulted with the tenants and strata managers of the affected properties in the area. No objections have been received. As this was initially requested by the strata

manager, who were passing on the request from business operators, this proposal enjoys strong support.

The initial consultation was for a 'Loading Zone 8am-6pm Mon – Fri', however as the auditorium will operate on weekends it is proposed to alter this to 'Loading Zone 8am-6pm Mon-Sun & Public Holidays', to allow access to all users in the area.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) thirteen (13) metres long 'Loading Zone 8am-6pm Mon – Sun & Public Holidays' be installed on the southern side of Jarvis Circuit, Macquarie Park, in the easternmost indented parking bay.

ITEM (J): WHARF ROAD, MELROSE PARK
SUBJECT: INSTALLATION OF 2P PARKING 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.

PROPOSAL

Council initially proposed to install a '2P 8am – 6pm Mon – Fri' restricted parking area on the eastern side of Wharf Road, Melrose Park, between Cobham Lane and 35 Wharf Road.

Following the two rounds of community feedback, Council proposes no changes to the on-street parking restrictions on the eastern side of Wharf Road, between Victoria Road and 35 Wharf Road, Melrose Park.

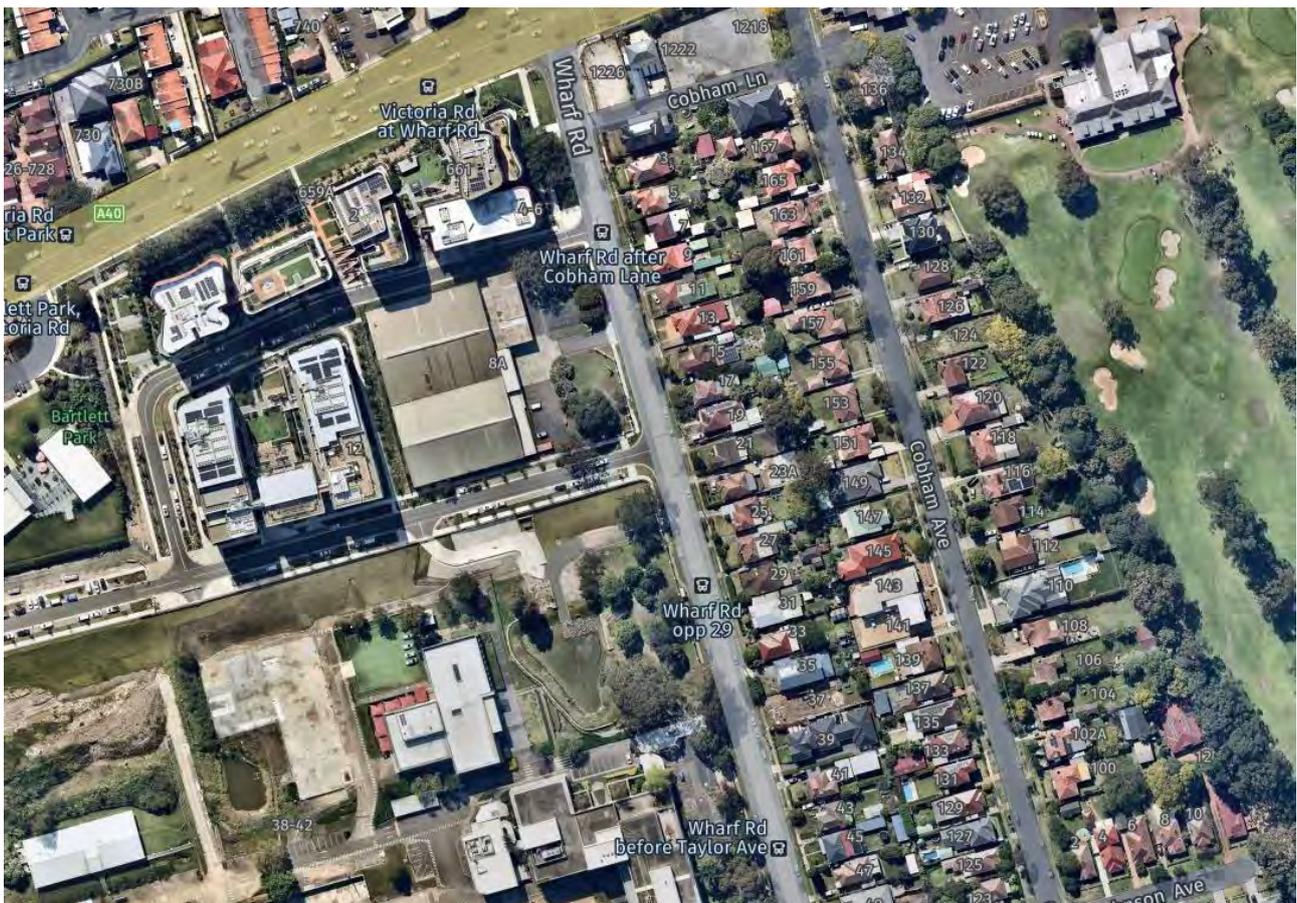


Figure 1: Location Plan

DISCUSSION

Council received requests from residents of Wharf Road, Melrose Park to increase the turnover of parking in the area. To gauge the level of community support for the proposal, Council conducted two rounds of community consultation.

Consideration was given to the implementation of restrictions with a resident exemption, however, based on the off-street parking available to residents, it is unlikely that the significant majority of residents would be eligible for permits.



Figure 2: Proposed extent of the 2P 8am-6pm Mon-Fri parking restrictions on Wharf Road.

CONSULTATION

As indicated in Figure 3, Council consulted with twenty-four (24) properties, seeking their feedback on the proposal. Due to the lack of response received, a second round of consultation was conducted. One additional response was received from the second round of consultation.

In total, Council received four (4) submissions in favour, and six (6) objections against the proposed changes. Two (2) of the supporting submissions were from properties on Victoria Road, who intend to develop commercial properties that will benefit from higher turnover of parking. Two (2) residents supported the proposal as it would improve driveway access by removing parking.

The objections to the proposal were universal in that it would prevent parking by residents adjacent to their own properties.

Based on the level and nature of objections received, it is recommended that the installation of 2P parking restrictions not proceed in the area.

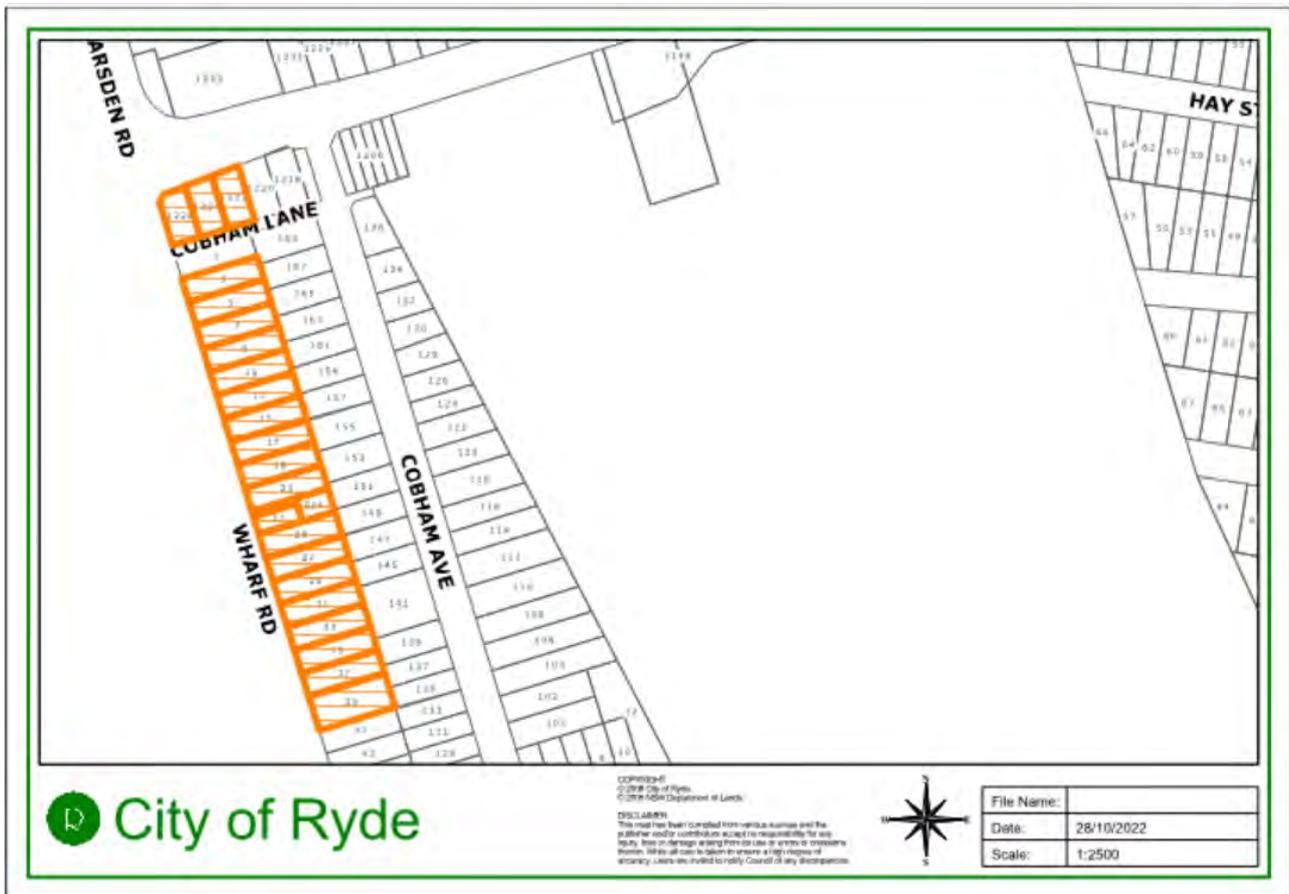


Figure 3: Consultation area

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) No changes be made to the on-street parking restrictions on the eastern side of Wharf Road, between Victoria Road and 35 Wharf Road, Melrose Park.

ITEM (K) TWIN ROAD AND WICKS ROAD, NORTH RYDE

SUBJECT: CHANGES TO PARKING RESTRICTIONS

ELECTORATE: RYDE
WARD: EAST
ROAD CLASS: CLASSIFIED

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

PROPOSAL

Council is proposing to convert the existing ‘No Parking’ zone to a ‘No Stopping’ zone on the northern side of Twin Road between the driveway access of North Ryde Golf Club and the existing bus zone on the western side of Wicks Road, North Ryde.



Figure 1: Location plan

DISCUSSION

At Council meeting held on 24 May 2022, it was resolved:

(a) That Council investigate the traffic and road safety issues at the following intersections with a view to providing improvements for the safety of our community: -

- i. Coxs Road and Blenheim Road – Roundabout*
- ii. Twin Road and Goulding Road – T-intersection arrangement*
- iii. Charles Street, outside St Charles primary school – pedestrian crossing*

To investigate the road safety, Council recently undertook a Road Safety Audit at the intersections of Coxs Road/ Blenheim Road, Twin Road/ Goulding Road and Wicks Road/Twin Road, North Ryde. The Road Safety Audit identified the need for conversion of existing 'No Parking' to 'No Stopping' on the northern side of Twin Road between the driveway access of North Ryde Golf Club and the bus zone on the western side of Wicks Road for safety reasons.

The Road Safety Audit identified the following road safety risks:

'No Parking' restriction on the northern side of Twin Road allows motorists to stop their vehicle on the travelling lane. This can lead to rear-end crashes by a vehicle turning from Goulding Road onto Twin Road. No Parking restriction can also increase the chances of side swipe crashes as stopped vehicles may come as a surprise to approaching motorists, who may have swerve onto adjacent travel lane to avoid stopped vehicle.

To address this safety concern, Council recommends changing the 'No Parking' zone to 'No Stopping' zone at this location. This change will increase traffic flow rate, and improve road safety for pedestrians and motorists.



Figure 2: Existing parking restrictions at Twin Road and Wicks Road



Figure 3: Proposed parking restrictions at Twin Road and Wicks Road



CONSULTATION

As indicated in Figure 4, Council consulted the fourteen (14) surrounding properties regarding the initial proposal for the installation of No Stopping, allowing two weeks for feedback and enquiries. No objection was received about the proposal.

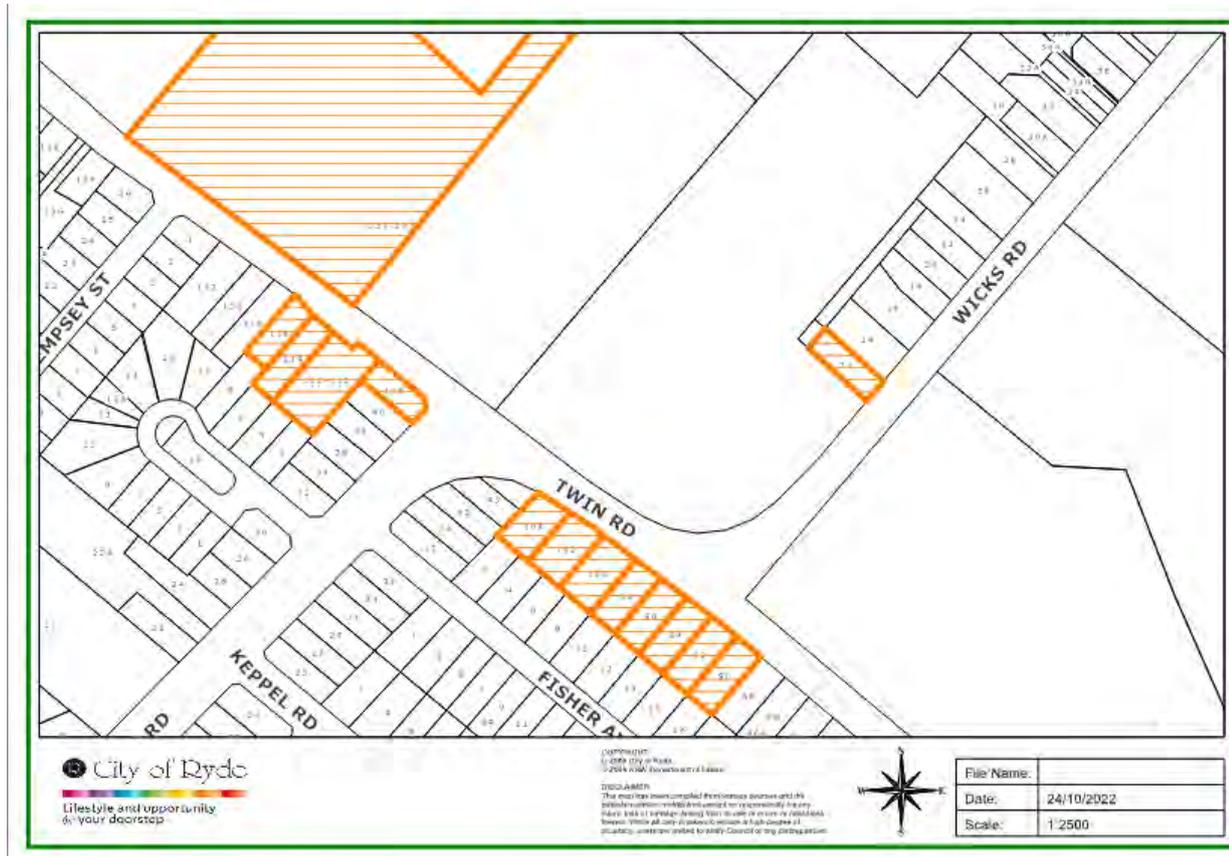


Figure 4: Distribution map

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The existing 'No Parking' zone be converted to 'No Stopping' zone on the northern side of Twin Road between the driveway access of North Ryde Golf Club and the existing bus zone on the western side of Wicks Road, North Ryde.

ITEM (L) MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table 1* were installed to reinforce existing controls under the [NSW] *Road Rules 2014*.

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Pearson Lane and Wharf Road	1. Install 'No Stopping' sign 10m away from Pearson Lane on Wharf Road (Unit 5).	Rule 170 No Stopping	Oct 2022
1 Mellor Street and Mulvihill Street, West Ryde	2. Install statutory 10m "No Stopping" on Mulvihill Street and 1 Mellor Street	Rule 170 Stopping at or near an intersection	Aug 2022
Andrew Street and Lancaster Avenue, West Ryde	3. Installing "No Stopping" at the intersection	Rule 170 No Stopping	Nov 2022
18 Trelawney Street Eastwood	4. Install 'No Parking' adjacent to threshold and driveways	Rule 168 No Parking	Nov 2022
5 Lincoln Street Eastwood	5. Install 'No Parking' adjacent to threshold and driveways	Rule 168 No Parking	Nov 2022
17 Watts Road Ryde	6. Install 'No Parking' adjacent to threshold and driveways	Rule 168 No Parking	Nov 2022
110 & 112 Abuklea Road, Eastwood	7. Install statutory 'No Stopping' at the intersection.	Rule 170 Stopping at or near an intersection	Nov 2022

Table 1 *Parking control measures installed to reinforce existing controls under Road Rules 2014.*

ITEM (M): 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 items discussed below.

TRANSPORT FOR NEW SOUTH WALES (TfNSW) FUNDED PROGRAMS

TfNSW funding has now been approved for the following programs:

- Safer Driving for Seniors \$1800
- Helping Learner Drivers \$1500
- Child Car Seat Check Program \$3000
- Community Engagement & Education \$3000

The next Safer Driving for Seniors workshop is on 1 December. A Child Car Seat Checking Day was held on 20 October. The session was fully booked with a total of 43 free checks delivered for residents and road safety information distributed.

COUNCIL FUNDED PROGRAMS

Police/Council Road Safety Awareness Program

The 6 October Macquarie University event was cancelled due to poor weather. The next event is on 15 November at Eastwood Plaza. There will be a road safety information display, Highway Patrol car and bilingual officers from the Ryde Local Area Command on hand to engage with the community.

Cycling skills and Shared Path Safety

Workshops are being held in October and November in partnership with Bike North for the following:

- Basic Bike Maintenance – 29 October
- Intermediate Bike Maintenance – 12 November
- Essential Cycling Skills – 19 November

A planned pop-up information stall and free bike check station along Ryde Riverwalk in early October was cancelled due to poor weather and will be rescheduled to late November/early December. The aim is to target both pedestrians and cyclists and increase awareness of sharing the path safely.



RECOMMENDATION

The Ryde Traffic Committee recommends that:

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