

The Eastwood Traffic and Parking Study was commissioned by City of Ryde, and undertaken on our behalf by traffic consultants, Cardno, to gauge the impact that changes in land use may have on the Eastwood Town Centre over the next 10 years.

A review of existing traffic and parking conditions in the study area identified three key issues that are preventing growth in Eastwood. These are:

- lack of available short term parking for shopping,
- conflict between pedestrians and vehicles, and
- traffic congestion at key intersections leading to/from and within the Eastwood Town Centre.

During the study process, Transport for NSW (TfNSW) advised Council that if a suitable location for a 230 space commuter car park could be found within 400 metres walking distance of Eastwood Railway Station then up to \$25M would be provided by the State Government to build it. Cardno and Council was unable to identify a suitable site within this distance that would not cause serious traffic impacts to the Town Centre, and thus causing issues with its' economic viability. The Study suggests that the State Government owned site adjacent to West Ryde Railway Station may be a better location for commuter parking. This suggestion will require future collaboration and work between Council staff and TfNSW.

To assist the Eastwood Town Centre to grow as a retail centre, the Study identified that additional retail parking would be required on both the eastern and western sides of the Town Centre. To address this, the Study analysed four (4) parking scenarios for the Glen Street Car Park (western side), to ensure that future traffic volumes generated by this parking could be accommodated on the existing road network. The four scenarios modelled were:

Option 3A - Glen Street Car Park (450 spaces) to remain in its current location (no commuter parking, no increase in retail parking)

Option 3B - Glen Street Car Park is relocated to Glen Reserve + 150 additional retail parking spaces (no commuter parking)

Option 3C - Glen Street Car Park to remain in its current location plus 230 space Commuter Car Park at Glen Reserve

Option 3D - Glen Street Car Park is relocated to Glen Reserve + 150 additional retail parking spaces and additional 230 Commuter parking spaces at Glen Reserve (830 spaces in total)

The traffic modelling outputs for the four scenarios identified that Option 3B (with enhanced retail parking on Glen Reserve) is the best option for traffic performance, and would allow for an extra 150 retail car spaces on the western side of the railway station. Option 3A has existing traffic issues that will only get worse as the Town Centre grows. It also found that Options 3C and 3D in providing an extra 230 car spaces for commuter parking caused unworkable traffic conditions in the Town Centre. Council has already determined to provide a 150 space multi-deck carpark on the existing Rowe Street Car Park site on the eastern side of the Railway Station.

Finally, the Study also identified that key intersections in and around the Town Centre need to be upgraded to provide for future traffic volumes and to improve pedestrian safety. All road and intersection improvements that are required to sustain future growth in Eastwood have been identified in the Study to form the future year 2028 road network. The future road network

developed in the study can be used by the Council to gauge the traffic impact of any future development options and to improve pedestrian and road safety.

Conclusion:

The Draft Summary Report - Eastwood Traffic and Parking Study 2018 has been placed on public exhibition by City of Ryde Council to allow residents, community groups and the local business community to provide their views on traffic and parking issues that impact this strategically important Town Centre. Council welcomes your thoughts on this Report by responding online via www.ryde.nsw.gov.au/haveyoursay/cpew by Thursday 14 March 2019.