



**ITEM (A):**                    **GIFFNOCK AVENUE, MACQUARIE PARK**

**SUBJECT:**                    **ELECTRIC VEHICLES**

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.

## **BACKGROUND**

In December 2019, Council sought community feedback on Electric Vehicle (EV) uptake and charging infrastructure. According to the survey, 3 out of 4 respondents expressed they would consider purchasing an EV to reduce fuels costs and greenhouse gas emissions and asked for more information. Our community also pointed out that one of the main barriers to transitioning to clean technology vehicles was the shortage of charging stations.

To facilitate a widespread adoption of EVs, the City of Ryde encourages installations of charging stations across our City. This includes, but is not limited to, destination chargers that can be installed by residents, local businesses, shops and tourism attractions on their respective properties. EV chargers are an important complement to the growing number of fast-charging networks currently being rolled out by private suppliers including some initiatives co-funded by Government programs.

As part of its commitment to investing in a sustainable future and supporting community to transition to lower and zero emission vehicle technology, City of Ryde is working to install two Electric Vehicle (EV) charging stations for community use in May 2021, being one at each of the following locations:

- Location 1: Council owned carpark on Church Street, Ryde.
- Location 2: Giffnock Avenue, Macquarie Park, outside number 22 (building where Sydney Metro/TfNSW are tenants)

The public EV charging stations are being delivered under Year 2 (2020/2021) of Council's current EV Innovation Project, with the installation on Giffnock Avenue to be integrated to existing Council-owned and managed multi-function pole. These are in alignment with previous reports sent to and endorsed by Council's Executive Team in 2020 to support increased EV charging across our City.

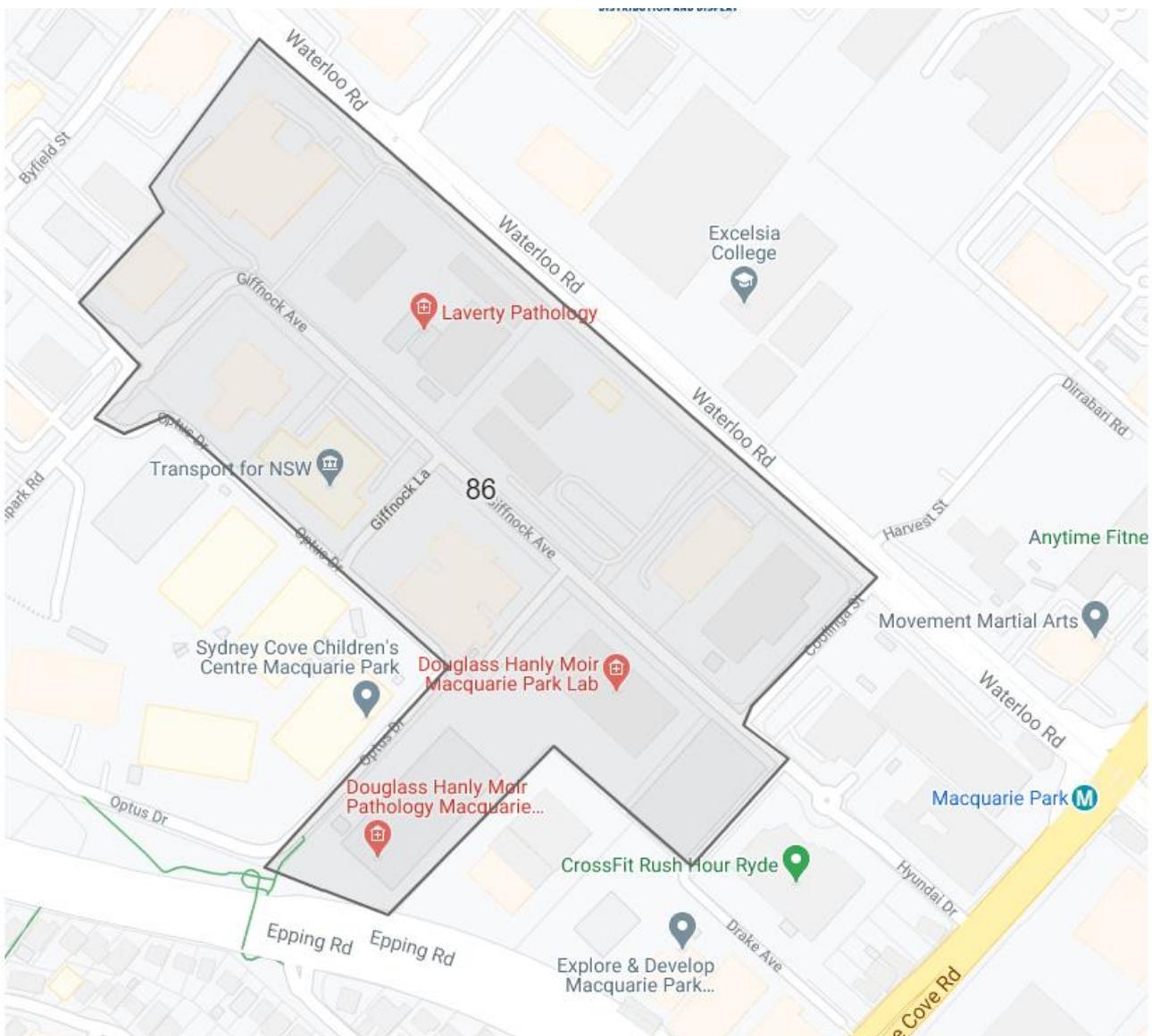
In Macquarie Park, very limited opportunities exist due to the underground services, connections and in a location delivering the project objective for community access and visibility.



Council engaged an independent electrical engineer in November 2020 to undertake assessment of suitable locations to determine the feasibility of EV charging, with two locations originally identified as suitable in Macquarie Park. Giffnock Ave was selected as the preferred location by decision of Council’s Executive Team.

**CONSULTATION**

A community notification process was conducted during the months of January and February 2021, with signs installed at the proposed locations and flyers mailed to all impacted residents / businesses. No enquiries or feedback were received from the community.



**Figure 1: Consultation Area for EV in Giffnock Avenue, Macquarie Park**

## PROPOSAL

In line with Council's EV Innovation Project's milestones and final delivery, Council has released a Request for Quotation to market in March 2021 to obtain submissions from qualified suppliers, with installation and commissioning of the chargers scheduled for May 2021.



**Figure 2: Example of an EV Charging Station in a Car Park**



**Figure 3: Proposed Location at the Church Street Council car park**

All existing parking signage will be modified to accommodate the proposed EV parking zone.



**Figure 4: Proposed Location of Giffnock Street EV Location**

## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) An Electric Vehicle charging station for one vehicle be provided on Giffnock Avenue, Macquarie Park with existing on-street parking signage to be modified to reflect the new facility.
- b) An Electric Vehicle charging station for one vehicle be provided in council's carpark on Church Street, Ryde with adjacent signage to be modified to reflect the new facility.



**ITEM (B):** GALLARD STREET, DENISTONE EAST  
**SUBJECT:** RAISED TRAFFIC DEVICES

**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 several flooding complaints over the last few years from residents and business owners on Doig Avenue, Denistone East and in particular the Doig Avenue shops adjacent to Jacaranda Reserve. In November 2018, the resident at 5A Doig Avenue reported a flood incident at his property with the water depth inside his office reaching up to 400 mm which resulted in some damages to the property.

City of Ryde Council has investigated the issue and it was noticed that the existing stormwater infrastructure being overwhelmed during a range of storm events. Therefore, Council has engaged an external consultant to carry out the option study and concept design to mitigate the issue early 2021.

## PROPOSAL

The consultant has proposed few options of concept design as follows:

**Option 1 and 2:** Options include different arrangements of a pit and pipe solution with no re-grading of the road/street surface and proposed use of flood stopping barriers (incl. raised pedestrian crossings, retaining walls and speed humps). These options will only reduce the flow only up to maximum 66% (for 5% annual exceedance probability).

**Response:** *Any proposed raised pedestrian crossing will not be endorsed as the warrants for the provision of such a facility would not be met.*

**Option 3:** Option includes the use of the raised pedestrian crossing as a flood barrier at the intersection of Gallard Street and Jackson Crescent and speed hump at Mason Street and Richmond intersection with the provision of additional speed hump or new retaining wall near the pedestrian crossings at Gallard Street.

The option will reduce the flow up to 98% (for 5% annual exceedance probability), however the proposed location of the raised pedestrian crossing is not ideal and closing the street is not applicable and non-practical.

**Response:** *Any proposed raised pedestrian crossing will not be endorsed as the warrants for the provision of such a facility would not be met.*



**Option 4:** This option includes pit and pipe on Mason Street, Jackson Street and Richmond Street. To improve the effectivity of flood management and diversion of the flood to the proposed detention basin, the consultant has proposed speed humps at Gallard Street and Mason Street. This option will reduce the flow up to %98 (for 5% annual exceedance probability).

Council teams have internally agreed this option is the preferred alternative and will provide the most of efficiency of the flood management.



**Figure 1:** Location of 1st speed hump on Gallard Street at its intersection with Jackson Crescent



**Figure 2:** Location of 2nd speed hump on Mason Street at its intersection with Richmond Street

## CONSULTATION

There will be no loss of on-street parking associated with the above facilities, with to be notified of the proposed works.



## **RECOMMENDATION**

The Ryde Traffic Committee recommends:

- c) That a Watts profile hump and associated signage be installed on Gallard Street at its intersection with Jackson Crescent.
- d) That a Watts profile hump and associated signage be installed on Mason Street at its intersection with Richmond Street.



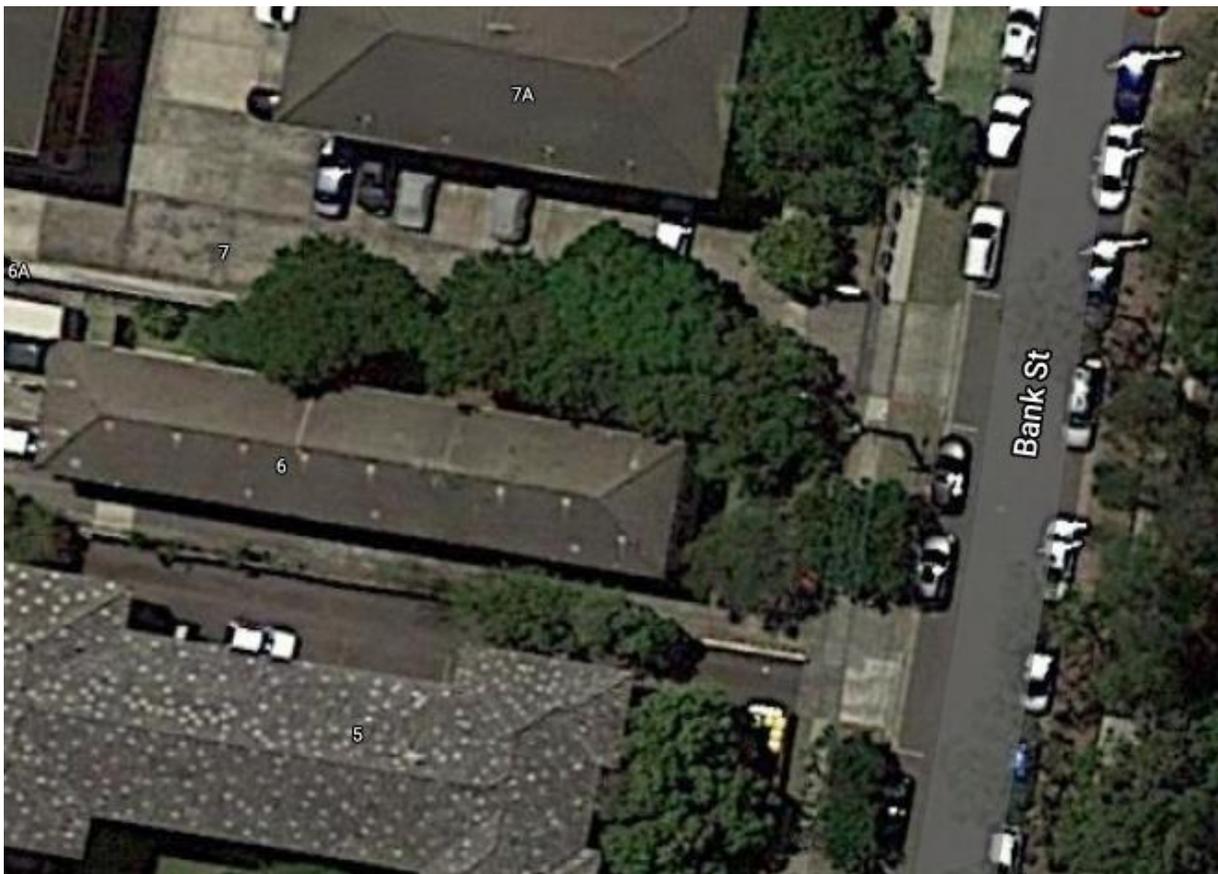
**ITEM (C):**                **BANK STREET, MEADOWBANK**  
**SUBJECT:**                **PROPOSED MOTORCYCLES ONLY ZONE**

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

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

Council has received representations from residents requesting consideration be given to rearranging the 9.8m parking bay between the two driveways of 6 and 6A Bank Street, Meadowbank in such a way that it can accommodate a single car without overhanging the driveways.

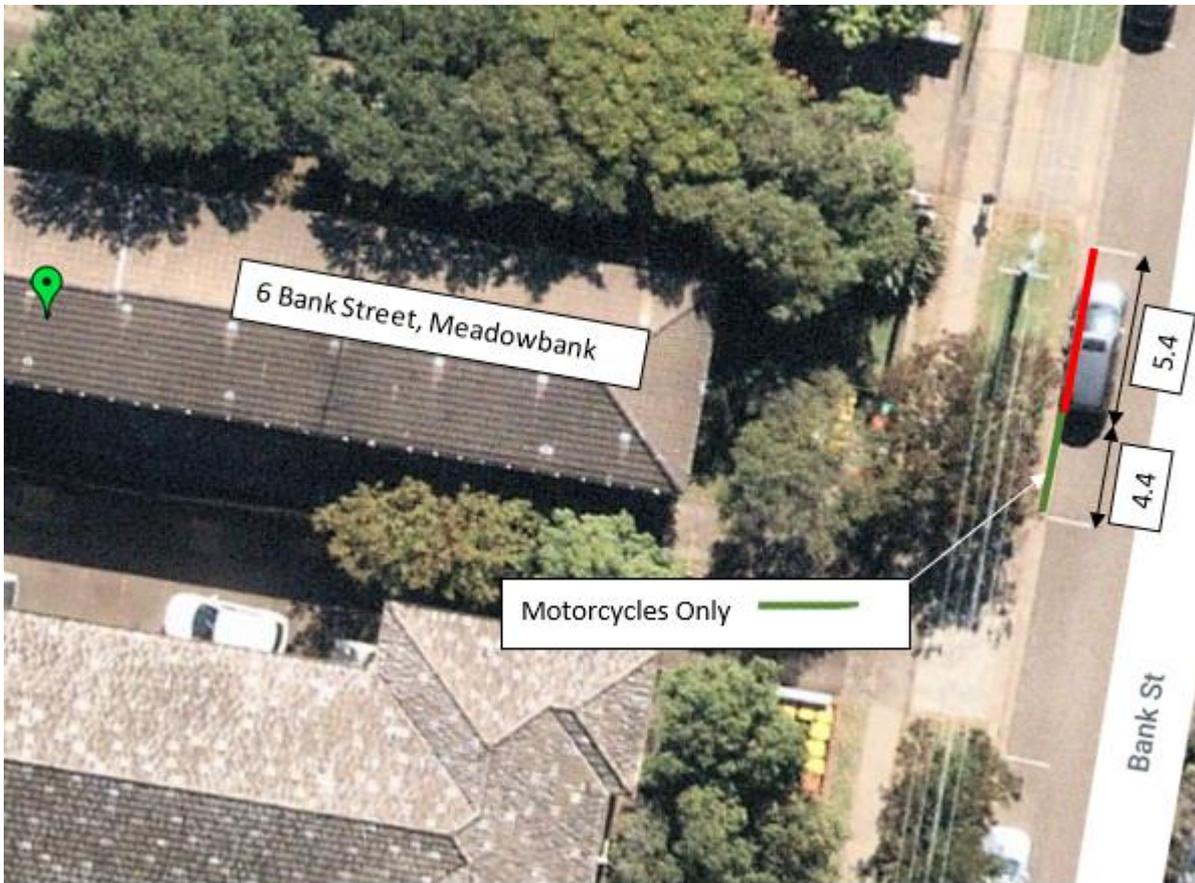
The existing parking space between the two driveways of 6 & 6A Bank Street is not long enough to accommodate two vehicles at a time. As a result, when two vehicles attempt to park here, one vehicle will inevitably partially block a driveway. Additionally, at times the existing parking space is not well utilised when a single car is parked at this location.



**Figure 1: Location map of Proposed Motorcycles Only Zone**

## PROPOSAL

To address this issue, Council is proposing to split the existing 9.8m long parking bay into a 4.4m Motorcycles Only Zone and a 5.4m standard parking space outside 6 Bank Street, Meadowbank.



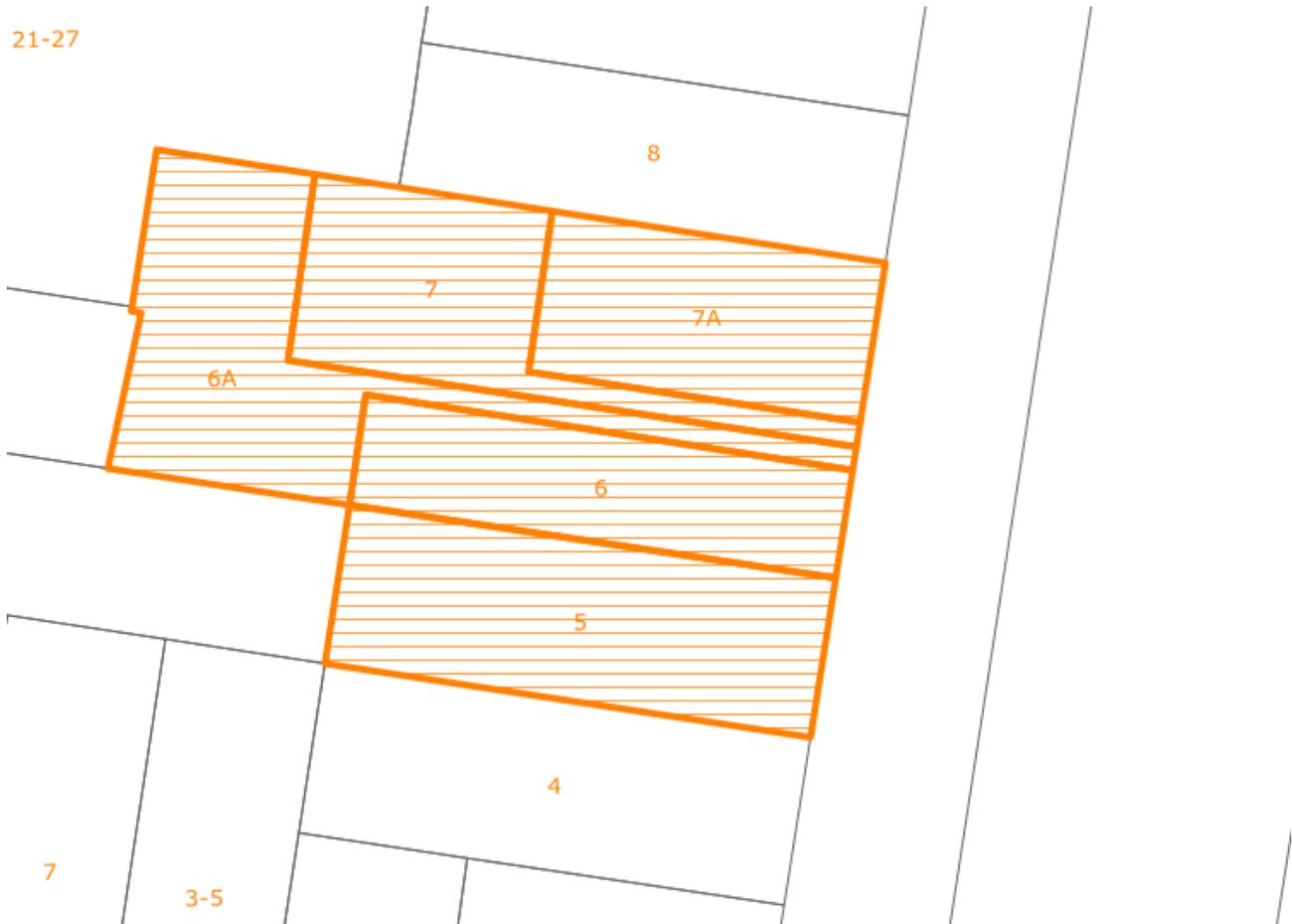
*Figure 2: Proposed Re-Arrangement of On-Street Parking Zone*

## CONSULTATION

Given the negligible impact, the properties shown in the map below were only notified. However, Council has already received support from a few residents in the form of petitions.



21-27



**Figure 3: Distribution Map**

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) A 4.4m Motorcycles Only parking zone be created between the two driveways of 6 and 6A Bank Street, Meadowbank.



**ITEM (D): ROAD SAFETY UPDATE**

**SUBJECT: ELECTRIC VEHICLES**

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**

### **Child Car Seat Checking Program**

Previously Council held four car seat checking days per year, however this has now moved to a voucher program where residents can register for one voucher per year that is redeemable for a free child car seat check or fit with the Council allocated authorised fitters at one of their locations in and around the City of Ryde. Council has provided 40 vouchers since January 2021.

### **Safer Driving for Seniors**

Council's first face to face workshop in 12 months was held on 4 March 2021 with numbers halved to comply with social distancing requirements. The workshop was fully booked and was well received by all participants. Staff are currently planning another workshop along the same format for the Seniors Festival in April 2021.

### **Helping Learner Drivers Become Safer Drivers**

These workshops were previously undertaken face-to-face with generally around 15 people. Now that the workshops are being held online upwards of 60-70 people have attended each session. Resource packs are sent out before the workshop with the Road Safety Officer managing the queries throughout the session.

City of Ryde is now partnering with Willoughby Council to hold 2-3 workshops per year. The last workshop was held on 3rd March 2021 and had over 100 bookings with 70 people attending the workshop. The above format has proved so successful that most Councils are now only delivering online workshops.

## **COUNCIL FUNDED PROGRAMS**

### **Speeding**

Speed check trailers are continuing to rotate through various locations around the council area. Targeted locations are identified by Council's Transport Section as known hot spots or in response to resident concerns about perceived speeding issues.



## **School Zone Safety Program**

- Term 1 School Zone Safety Newsletter was distributed to all primary schools with collaboration with Hornsby Shire and Lane Cove Councils.
- Currently working with TfNSW and Northern Sydney Region Councils to develop new signage for use at schools to deliver consistent messaging about parking at these locations.
- Working on development of corflute signage to be used around school zones with relevant road safety messages (as per 25 August 2020 Notice of Motion – Ryde School Safety Measures)
- Currently working with Kent Road Public School, St Charles Primary School, Marist College Eastwood and St Kevin's Primary School to review traffic and parking conditions at these locations.
- Working with Rangers to identify issues and ongoing concerns around drop-off and pick-up times in order to target messaging and patrols to schools as needed.

## **Pedestrian Safety/Shared User Paths**

Council has received several requests from residents who have raised concerns about speeding cyclists and cycling groups on shared user paths. Council staff are currently developing an education program to address this issue via signage/stencils at known areas of concerns. Council staff are currently investigating potential infrastructure options to address inappropriate speed by cyclists on shared user paths.

## **Community Education**

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

Council is currently partnering with Ryde Police Local Area Command, Eastwood Gladesville Liquor Accord and Hornsby Shire Council in delivering a road safety awareness program to Year 10 students. Four schools per year are involved in the program. On 2 March 2021 the first event since December 2019 was held at Marist College Eastwood.

The Program includes presentations by NSW Police on drink driving and alcohol awareness, L and P conditions, speeding, distraction and drugs. Guest presenters also included car crash survivors with brain injuries and physical disabilities talking about the impact on their lives. Interactive program includes driving simulators; wheelchair basketball; NSW Highway Patrol car; NSW Fire & Rescue display; distraction, 'beer goggle'/standard drink activities and a road safety display and information stall.

## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) The Road Safety Report be received and noted



**ITEM (E):                CONSTITUTION ROAD/BOWDEN STREET, RYDE**  
**SUBJECT:                PROPOSED PEDESTRIAN CROSSING**

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.

The intersection of Constitution Road and Bowden Street is currently operating as a roundabout controlled intersection however this intersection is intended to be signalised with a marked foot crossing to be provided across both the Bowden Street and Constitution Road arms of the intersection. While a detailed TCS design has been prepared for the signalisation of this intersection, there is on-going issues as regards who will pay for this upgrade work. Council receives requests on a regular basis from local residents as regards when this facility will be provided and what measures Council intends to provide to address pedestrian safety issues until the intersection is signalised.



***Figure 1: Existing Roundabout Intersection of Constitution Road and Bowden Street***



**Figure 2: Proposed location of temporary pedestrian crossing on Bowden Street north of Constitution Road**



**Figure 3: Proposed location of temporary pedestrian crossing on Constitution Road, west of Bowden Street**

## PROPOSAL

Before a location can be considered for the installation of a pedestrian crossing it must meet minimum warrants based on vehicular and pedestrian numbers. The subject location sees considerable pedestrian traffic from local residents on their way to/from Meadowbank Railway Station and also from locations north and south of Constitution Road. It should be noted that the Meadowbank Education Precinct lies in close proximity to this location which will see over 2500 students of both primary and secondary ages attending a new school from the first term in 2022 at Rhodes Street.

Roads and Maritime Supplement to Austroads Guide to Traffic Management Part 10 outlines the requirement for a pedestrian crossing using the *Normal Warrant*.

In three separate one periods in a typical day

- (a) the pedestrian flow per hour (P) crossing the road is greater than or equal to 30
- (b) the vehicular flow per hour (V) through the site is greater than or equal to 500



AND

(c) the product PV is greater is PV is greater than or equal to 60,000

Counts were undertaken on Friday 12<sup>th</sup> February 2021 to ascertain if the intersection would meet the warrant for the provision of a pedestrian crossing. It should be noted that these crossings would only be of a temporary nature and would be removed once the intersection was signalised

7am – 8am	Pedestrian Volume = 122	Vehicular volume = 1237
8am – 9am	Pedestrian Volume = 146	Vehicular volume = 1456
5pm – 6pm	Pedestrian Volume = 154	Vehicular volume = 1377

The results of the pedestrian and vehicular counts indicate that the locations would meet the warrant for the provision of a pedestrian crossing.

It is thus proposed that until the location is signalised that an grade pedestrian crossing be provided on Bowden Street immediately north of its roundabout intersection with Constitution Road, with a second pedestrian crossing being provided on Constitution Road immediately west of its intersection with Bowden Street. Once the intersection is signalised, then the temporary pedestrian crossings will be removed. The temporary pedestrian crossings will be signposted as per technical directions.

## RECOMMENDATION

The Ryde Traffic Committee recommends:

- e) That an at grade pedestrian crossing and associated signage be installed on Constitution Road, west of the roundabout intersection with Bowden Street.
- f) That an at grade pedestrian crossing and associated signage be installed on Bowden Street, north of the roundabout intersection with Bowden Street.
- g) That both at grade pedestrian crossings be removed once the intersection of Bowden Street with Constitution Road is signalised.

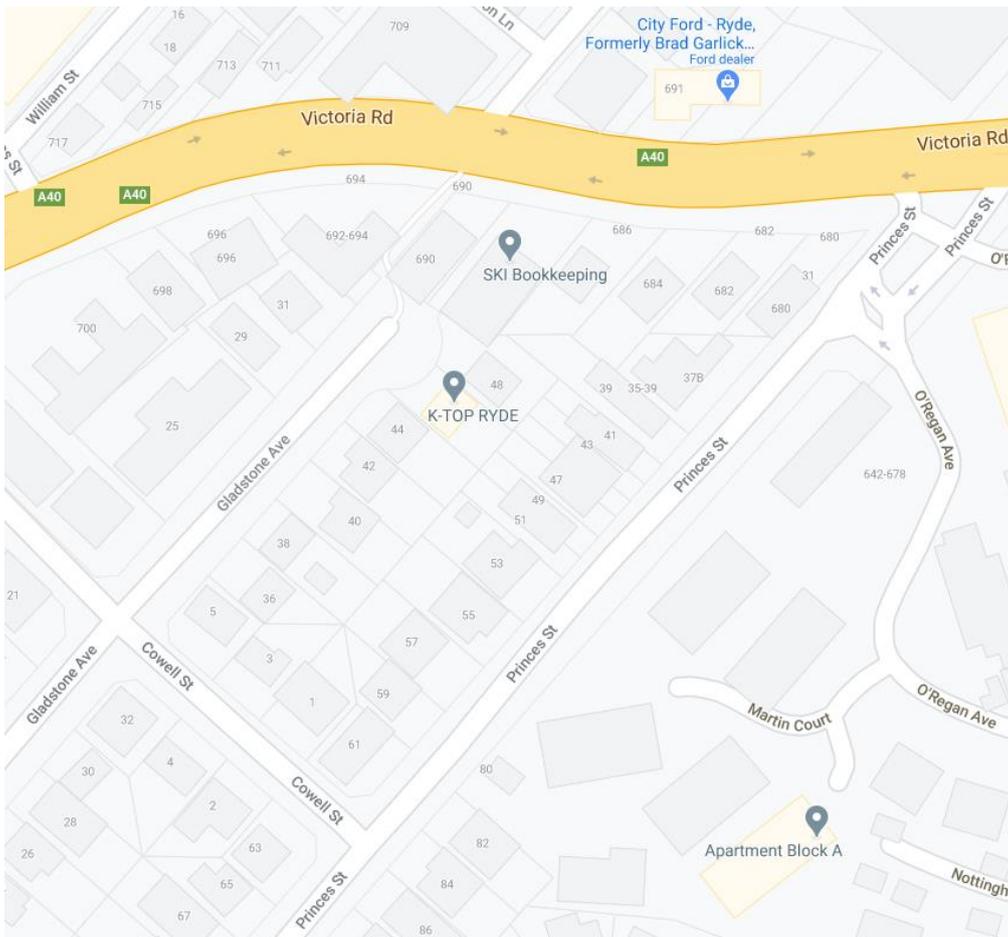
**ITEM (G): PRINCES STREET, GLADESVILLE**  
**SUBJECT: RESIDENT PARKING SCHEME**

ELECTORATE: LANE COVE  
 WARD: CENTRAL  
 ROAD CLASS: NON-CLASSIFIED

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

**BACKGROUND**

This section of Princes Street is a residential street located between Victoria Road. While the street is residential in nature, there is anecdotal evidence of on street parking being utilised by commuters and staff of nearby commercial premises. On site observations indicate that all on-street parking spaces in the street are regularly filled throughout the working week.



**Figure 1: Location Plan**



## DISCUSSION:

Due to the constrained carriageway on Princes Street an off-set double barrier (BB) line has been installed on a 128m section south of the entrance to the Calvary Retirement Community. This section allows for parking on the western (residential) side, with No Stopping restrictions on the western side of the street.



**Figure 2: Street view looking south on Princes Street.**

Council has received representation from residents of the street who wish their street to be considered for inclusion into a resident parking scheme. Council's adopted parking permit policy details a two-step criteria process for a street to be considered as a suitable candidate for a resident parking scheme.

- An on-street parking utilisation survey must indicate that 85% of the available on-street parking spaces on both sides of the street are being utilised.
- Surveys to identify this utilisation rate are undertaken at three (3) time periods (morning, lunchtime, afternoon) on any three (3) days of a normal week (does not include holidays and special event periods) to gauge the parking demand along the subject street.

Site observations indicated that on-street parking in the street between 8am and 6pm on weekdays currently is well above the 85% criteria required. Since the street met the first parking utilisation criteria, Council undertook consultation with the residents and property owners to establish the level of support for such a scheme. Consultation would need to establish that a minimum of 51% of properties in the street are in support of the proposed scheme.

All residents and property owners in the street were consulted as to whether they wished their street to be included into a resident parking scheme. Residents were letterboxed on 20 January 2021. The results of the consultation process indicated that eight (8) of the fourteen (14) properties in the street were supportive, with one (1) opposed, which exceeds the 51% support criteria required for the resident parking scheme to be endorsed.



A preliminary assessment of the parking availability of residential properties in the affected section show that most have access to a single off-street parking space.

It should be noted that there is extremely limited availability for on-street parking in the area and demand generated by the residents will occupy most, if not all, of the available parking, with observations after hours showing a high occupancy rate of available parking.



**Figure 3: Proposed RPS on western side of Princes Street**

In accordance with Council’s policies only one (western) side of the street will be restricted to resident parking, however, as the other is predominantly statutory No Stopping this is something of a moot point. The 3 angled parking bays north of the entrance of the Calvary Retirement Community are to remain unrestricted, as these spaces were provided as part of the redevelopment of the Calvary site.



## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) The western side of Princes Street, between Victoria Road and Cowell Street that is currently unrestricted (174m) be signposted as 2P 8am – 6pm Mon-Fri Authorised Permit Holders Excepted, with a new residential parking zone number to be determined
- b) All residents with a street frontage to this section of Princes Street be notified of the decision and be invited to apply for permits.



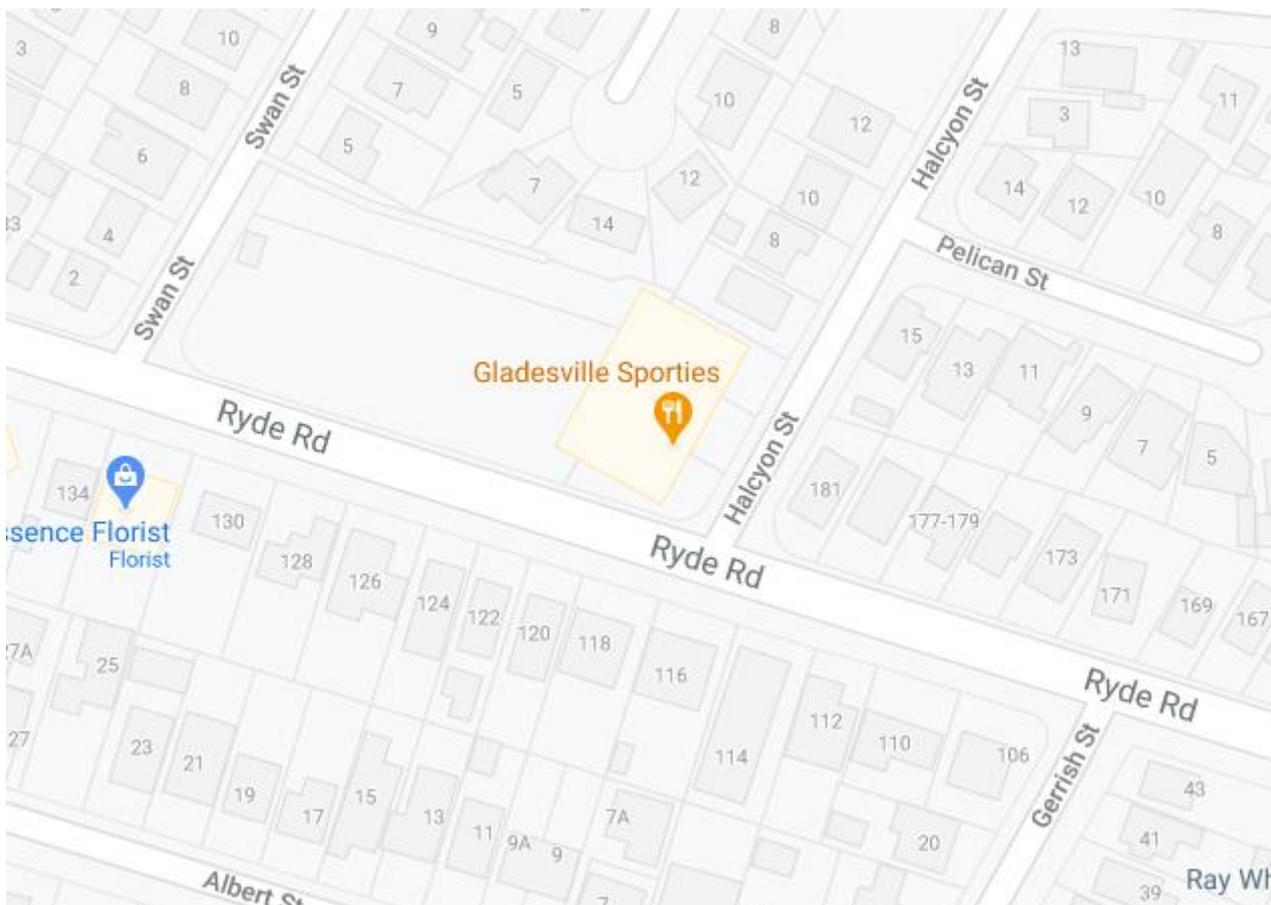
**ITEM (H): RYDE ROAD, GLADESVILLE**  
**SUBJECT: PARKING RESTRICTIONS**

ELECTORATE: LANE COVE  
 WARD: EAST  
 ROAD CLASS: REGIONAL

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

**BACKGROUND**

This section of Ryde Road is a regional road that forms a link between Monash Road and Pittwater Road. The section in question is adjacent to the Gladesville Bowling and Sports Club at 181a Ryde Road. The parking restrictions associated with this item affect the on-street parking arrangements in the vicinity of the Club, who have been consulted on this proposal.



**Figure 1: Location Plan**



**DISCUSSION:**

At the meeting on 13 August 2020 meeting of the Ryde Traffic Committee alterations to parking arrangements on Halcyon Street were considered, and subsequently adopted by Council. This proposal specifically installed a No Parking restriction on the eastern side of Halcyon Street to accommodate the through movement of traffic and minimise disruption at Rhapsody Dance Studio which operates as part of Gladesville Bowling and Spots Club.



***Figure 2: Street view looking north to Halcyon Street from Ryde Road.***

After the recommendations of the Traffic Committee were implemented a review of the area was conducted to determine if further improvements to the area were warranted. It was noted at this time that two existing disabled spaces were creating a significant impediment to the traffic flow on Halcyon Street.

Due to the gradient of Halcyon Street, the fact that disabled patrons must cross the road after parking in these spaces and lack of compliance with current standards, their value to the community in their present form is marginal.

As these spaces were specifically requested by the club (in 2004), Council officers recently met with the club management to determine if a suitable alternative could be identified. It was determined that moving these spaces to Ryde Road would provide a more direct, safe and convenient route to the club, and that sufficient kerb space could be allocated to make the spaces compliant to current standards.

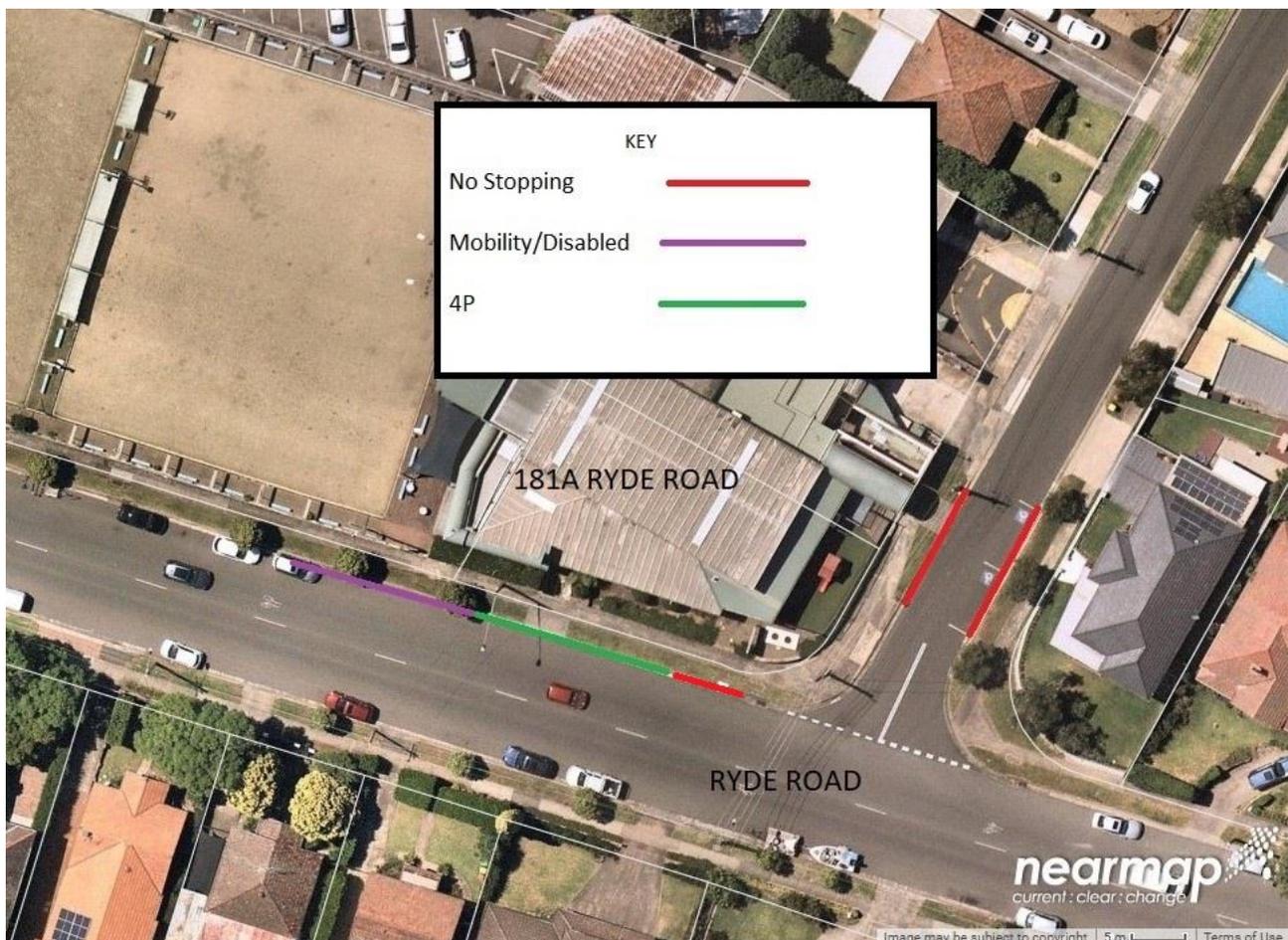


Further discussion revealed that the small bus zone on Halcyon Street was no longer utilised by the club, and that parking a bus at this location would create significant traffic flow issues.

Similarly, the Bus Zone on Ryde Road adjacent to the club was provided to accommodate coaches of visiting bowling clubs for scheduled matches. As these matches no longer occur, the restrictions are redundant, and the kerb space is available for an alternate use. As there is a tendency for long term parking in the area (boats and trailers) a parking restriction (4P) is recommended to prevent long stay parking.

These restrictions are intended to improve the traffic flow on Halcyon Street and improve the utility of the existing kerb space.

It should be noted that this site is subject to a redevelopment and the location of the mobility parking aligns to the proposed entrance rather than the existing.



**Figure 3: Proposed Parking restrictions in vicinity of 181A Ryde Road**



## **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- c) The 13m section of Mobility/Disabled parking on the eastern side of Halcyon Street be removed and replaced by No Stopping.
- d) The 12m section of Bus Zone on the western side of Halcyon Street be removed and replaced with No Stopping.
- e) The 10m statutory No Stopping Restriction on the northern side of Ryde Road west of Halcyon Street be Extended to 15m.
- f) A 19m section of 4P parking be installed on the northern side of Ryde Road commencing 15m west of the intersection of Halcyon Street.
- g) A 15.6m section of Mobility/Disabled parking be installed on the northern side of Ryde Road commencing 30m west of the intersection of Halcyon Street, and, that future works to provide kerb ramps to make these spaces fully compliant be programmed.



**ITEM (I):** 239A VIMIERA ROAD, MARSFIELD  
**SUBJECT:** INSTALLATION OF BUS ZONE

**ELECTORATE:** RYDE  
**WARD:** WEST  
**ROAD CLASS:** NON-CLASSIFIED  
**REFERENCE:** T2020-00936

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

Council has received a request from Sydney buses to install a Bus Zone at existing Bus Stop No.212223, located adjacent to 239A Vimiera Road, Marsfield.

Sydney buses have reported that vehicles parking in proximity to the bus stop are impeding access of scheduled services, causing buses to partly block the northbound travel lane.



**Figure 1: Locality map.**



**Figure 2: Street view of 239a Vimiera Road, Marsfield**

The bus zone will cover the statutory restrictions for parking near a bus stop, 20m on the approach and 10m on the departure. As such no legal parking will be affected by this proposal. The intention of this installation is to clearly define the area required for effective bus operations and prevent illegal parking.

The residents of 239a Vimiera Road, Marsfield will be advised before the signage is installed

**Recommendation:**

The Ryde Traffic Committee recommends that:

- a) A 30m Bus Zone be installed at Bus Stop No.212223 adjacent to 239A Vimiera Road, Marsfield.