
NOTICE OF MEETING

You are advised of the following meeting:

Ryde Traffic Committee Meeting

Thursday, 25 July 2024

**Meeting Room Landmark, Level 1, North Ryde Office
&
MS Teams**

MEMBERS

City of Ryde (Chair) Senior Coordinator Traffic Operations (for Mgr. Traffic Services)
Transport for New South Wales..... Network & Safety Officer, Central River City
NSW Police ForceRyde Local Area Command
Member for RydeThe Hon. Jordan Lane MP
Member for Lane CoveThe Hon. A Roberts MP

ADVISORS

Busways Western Region

MEETING CONVENOR

Muddasir Ilyas – Senior Coordinator - Traffic Operations
Muddasirl@ryde.nsw.gov.au

NOTICE OF BUSINESS

APOLOGIES

GENERAL BUSINESS

CONFIRMATION OF PREVIOUS MINUTES

AGENDA ITEMS

- ITEM(A) - WATTLE STREET, WEST RYDE - 3P PARKING RESTRICTIONS**
- ITEM(B) - POTTS STREET, RYDE - INTERSECTION SAFETY IMPROVEMENT**
- ITEM(C) - EASTWOOD TOWN CENTRE, EASTWOOD - INSTALLATION OF 40KM/H HPAA**
- ITEM(D) - ROWE STREET, EASTWOOD - PARKING CHANGES**
- ITEM(E) - RUTLEDGE STREET, EASTWOOD - INTERSECTION IMPROVEMENTS**
- ITEM(F) - FARM STREET, GLADESVILLE - 2P PARKING RESTRICTIONS**
- ITEM(G) - OLIVE STREET AND BRIDGE ROAD, RYDE - INTERSECTION SAFETY IMPROVEMENT**
- ITEM(H) - ROAD SAFETY UPDATE - ROAD SAFETY PROGRAMS**

ITEM (A) WATTLE STREET, WEST RYDE

SUBJECT: 3P PARKING RESTRICTIONS

ELECTORATE: RYDE
WARD: CENTRAL
ROAD CLASS: NON-Classified
OFFICER: S ALI

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

PROPOSAL

Council is proposing to convert five (5) out of 23 unrestricted angled parking spaces to 3-hour “3P 8AM-6PM” parking on the southern side of Wattle Street outside Anzac Park, West Ryde.

Figure 1 shows the location of the proposed works.

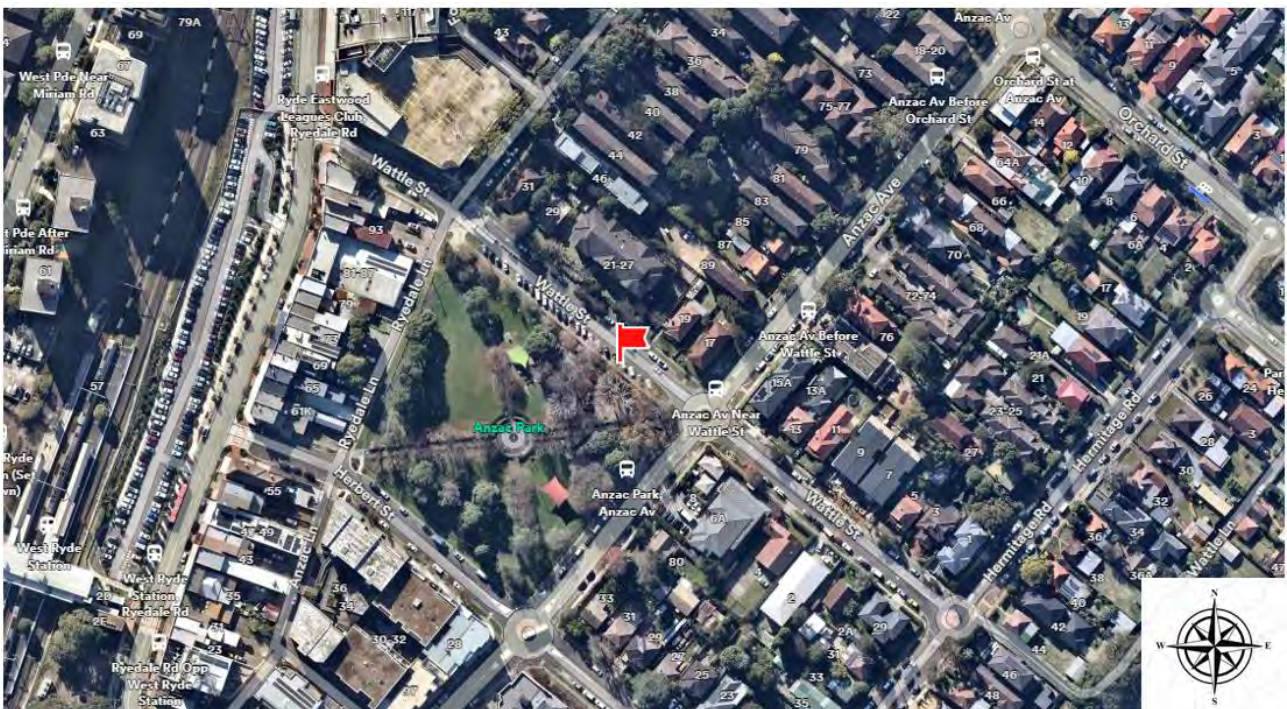


Figure 1: Location Plan

DISCUSSION

Currently, Wattle Street accommodates parallel parking on the northern side and angled parking on the southern side between Forster Street and Anzac Avenue. The angled parking is unrestricted and, being in close proximity to the train station and businesses, is highly utilised.

Council has received representations from the community to provide short-term parking for visitors to Anzac Park. The proposed changes will increase the parking turnover and improve access to the recreational facilities, particularly for those with children or with limited mobility.

A site investigation was undertaken to find suitable short term parking spaces. This investigation indicated that the five (5) spaces closer to the children play area in Anzac Park would be the most beneficial for short-term parking. These spaces will be designated for short-term use, allowing visitors to park conveniently close to the play area, improving accessibility and ensuring a higher turnover of parking availability.

Please refer to **Figure 2** for the detail of the proposed changes.



Figure 2: Proposed parking changes on Wattle Street, West Ryde

CONSULTATION

Consultation letters were distributed to all affected properties as shown in **Figure 3** below, allowing two (2) weeks for feedback. No objections were received from the community.

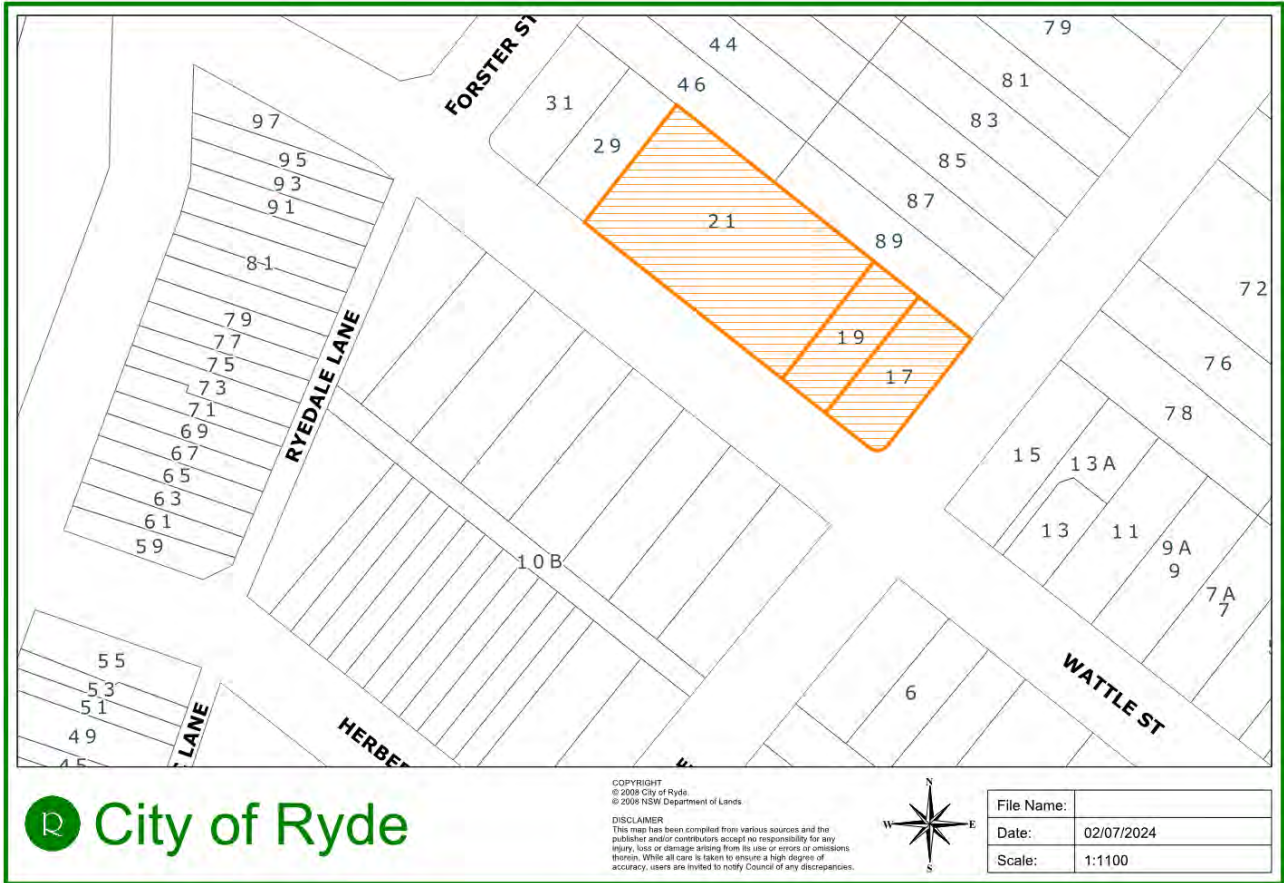


Figure 3: Distribution map for community consultation

RECOMMENDATION:

The Ryde Traffic Committee recommends that: -

- a) Five (5) out of 23 unrestricted angled parking spaces be converted to 3-hour “3P 8AM-6PM” parking on the southern side of Wattle Street outside Anzac Park, West Ryde.

ITEM (B) **POTTS STREET, RYDE**
SUBJECT: **INTERSECTION SAFETY IMPROVEMENT**

ELECTORATE: LANE COVE
WARD: EAST
ROAD CLASS: NON-CLASSIFIED
OFFICER: S ALI

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 the following changes at the intersection of Potts Street and Victoria Road, Ryde:

- a) Installing a “GIVE WAY” hold line and associated signage on Potts Street at its intersection with Victoria Road, Ryde.
- b) Installing a 30m long double barrier line on Potts Street at its intersection with Victoria Road, Ryde to prohibit U-turns.

Figure 1 shows the location of the proposed works.



Figure 1: Location Map

DISCUSSION

Council conducted traffic surveys on Potts Street in August 2023. The data revealed that the five-day annual average daily traffic (AADT) on Potts Street is around 2,000 vehicles, with the dominant movement being left turns from Victoria Road onto Potts Street. There is an existing kiss and ride zone along the western side of Potts Street adjacent to St Charles Primary School, which is heavily utilised during the afternoon school zone period.

Council has received representations from the community concerning pedestrian safety and vehicle manoeuvrability whilst entering and exiting Potts Street onto Victoria Road.

To address these concerns Council is proposing a 30m long dividing barrier (BB) centreline and rumble bars on Potts Street at its intersection with Victoria Road to improve safety opposing turning movements at this location. The provision of a BB centreline will make it illegal for U-turn movement in the immediate vicinity of the kiss and ride zone on Potts Street, thereby enhancing overall traffic performance and safety.

In addition to the above, "GIVE WAY" signage and linemarking are proposed to be installed on Potts Street at its intersection with Victoria Road, to encourage drivers to take care when turning out of Potts Street onto Victoria Road.

Figure 2 below illustrates the extent of the proposed signage and linemarking changes.

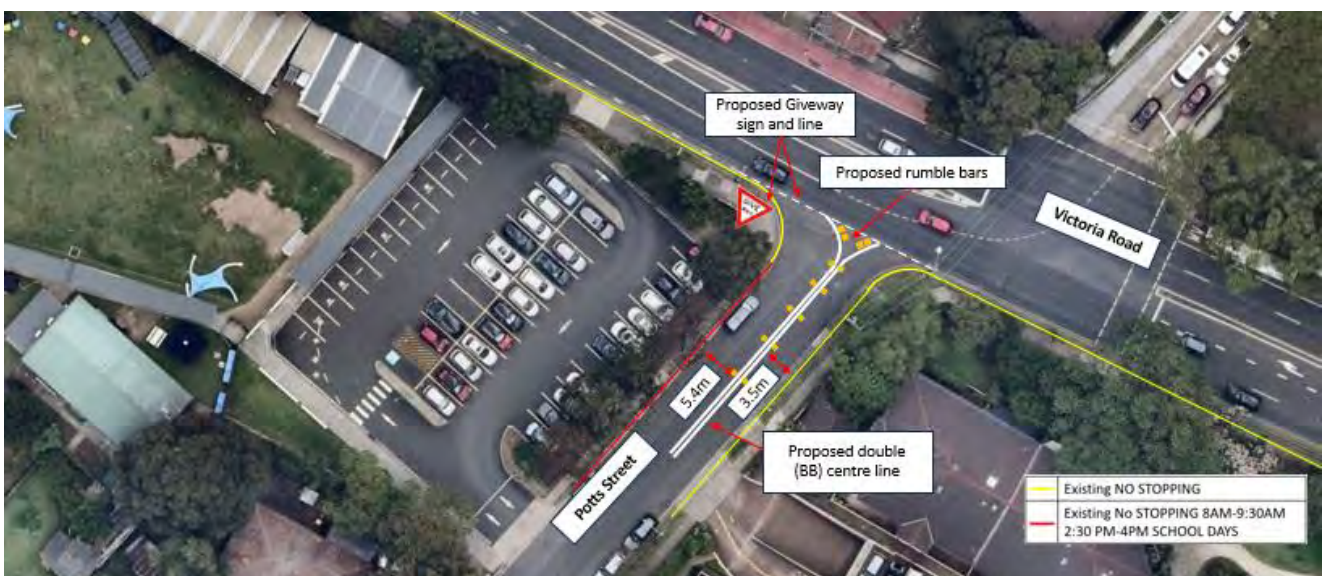


Figure 2: Proposed changes on Potts Street, Ryde.

CONSULTATION

A notification letter was distributed to the following properties as shown in **Figure 3** below, allowing two (2) weeks for feedback. No objections were received from the community.

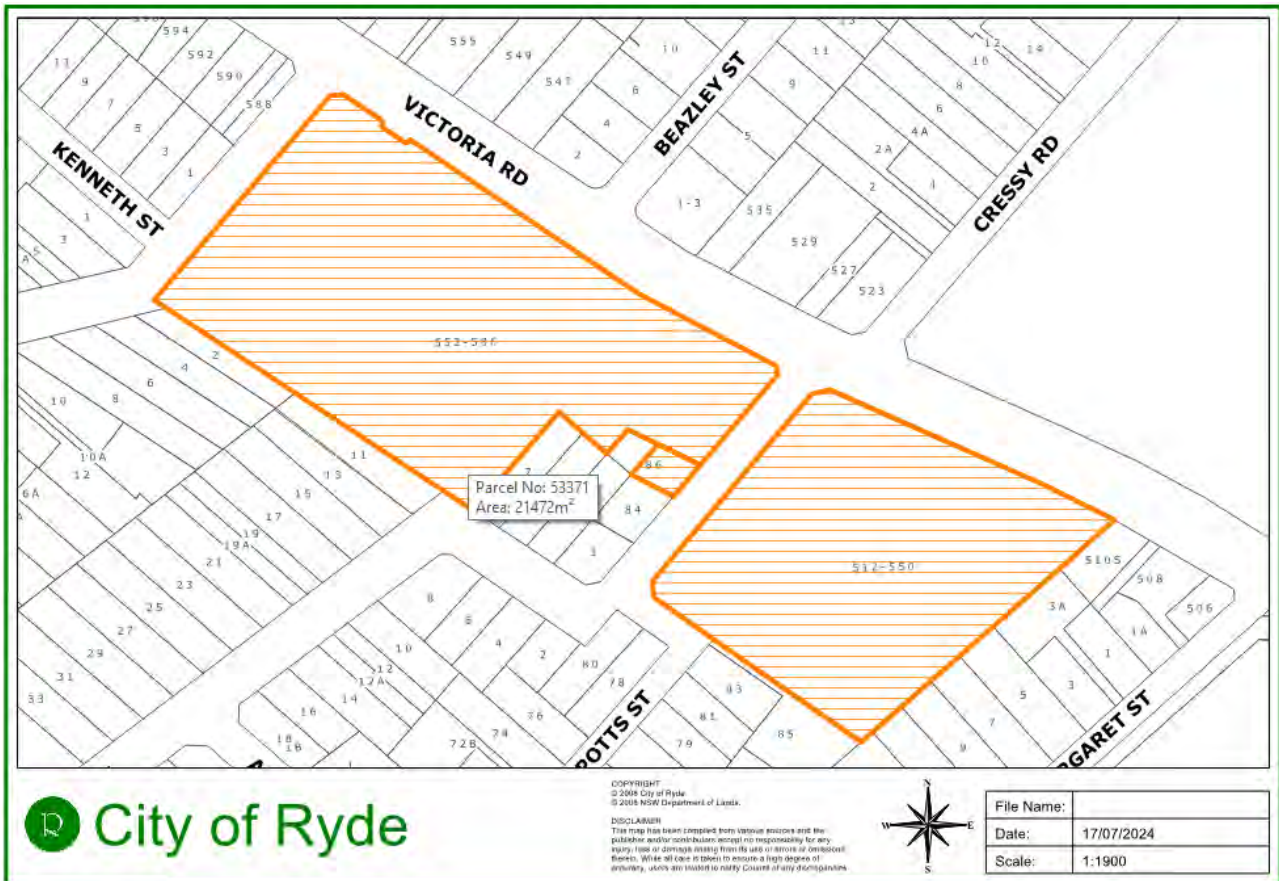


Figure 3: Distribution map for community consultation

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) A “GIVE WAY” hold line and associated signage be installed on Potts Street at its intersection with Victoria Road, Ryde.
- b) A 30m long double barrier line be painted on Potts Street at its intersection with Victoria Road, Ryde to prohibit U-turns.

ITEM (C) EASTWOOD TOWN CENTRE, EASTWOOD

SUBJECT: INSTALLATION OF 40KM/H HPAA

ELECTORATE: RYDE
 WARD: WEST
 ROAD CLASS: NON-CLASSIFIED
 OFFICER: K WELLS

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

PROPOSAL

Council is proposing to implement a 40km/h High Pedestrian Activity Area (HPAA) in Eastwood town centres. This will involve the lowering of the speed limit and installation of traffic calming devices and pedestrian facilities throughout the area.

Figure 1 shows the boundary of the proposed HPAA zone (hereafter referred to as ‘Subject Area’)



Figure 1: Location Plan

DISCUSSION

The objective of the HPAA is to be reduce the maximum legal speed in the town centre from 50km/h to 40km/h, which will improve safety for all road users travelling within the town centre as well as improve the amenity within the town centre.

Part of the installation of a HPAA will be prominent gateway treatments to advise motorists of the change in road conditions and speed limit. This will be supplemented by upgraded pedestrian facilities and introducing treatments such as kerb buildouts, continuous footpaths



and road humps, which will contribute to improving pedestrian environment within the town centre by deterring speeding and enhancing the presence of pedestrians. The extent of the proposed civil works is highlighted in Figures 2 and 3 below, being an extract of the concept plan has been prepared by an independent civil engineering consultant.

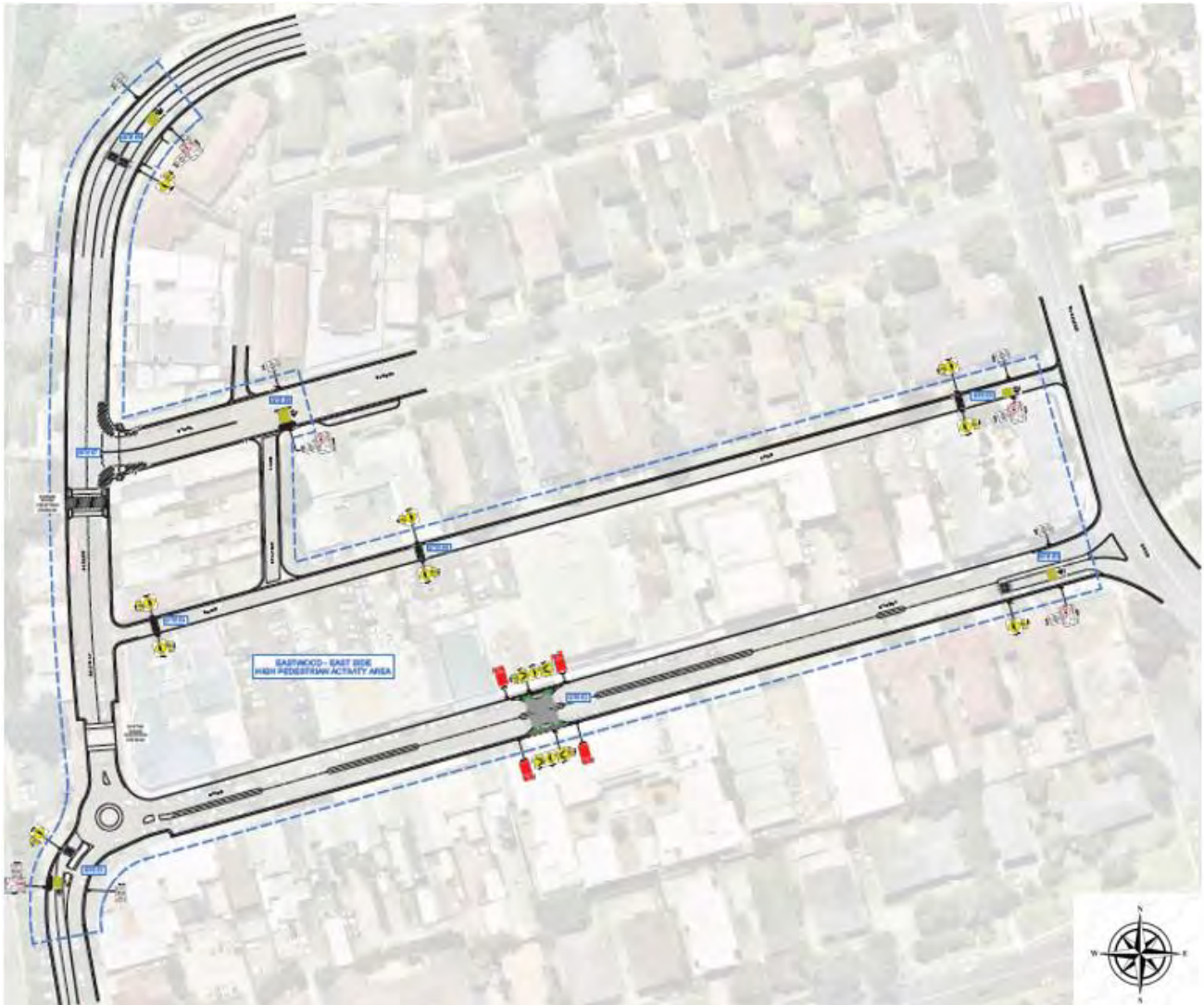


Figure 2: Proposed works - Eastern side of Eastwood Railway Station

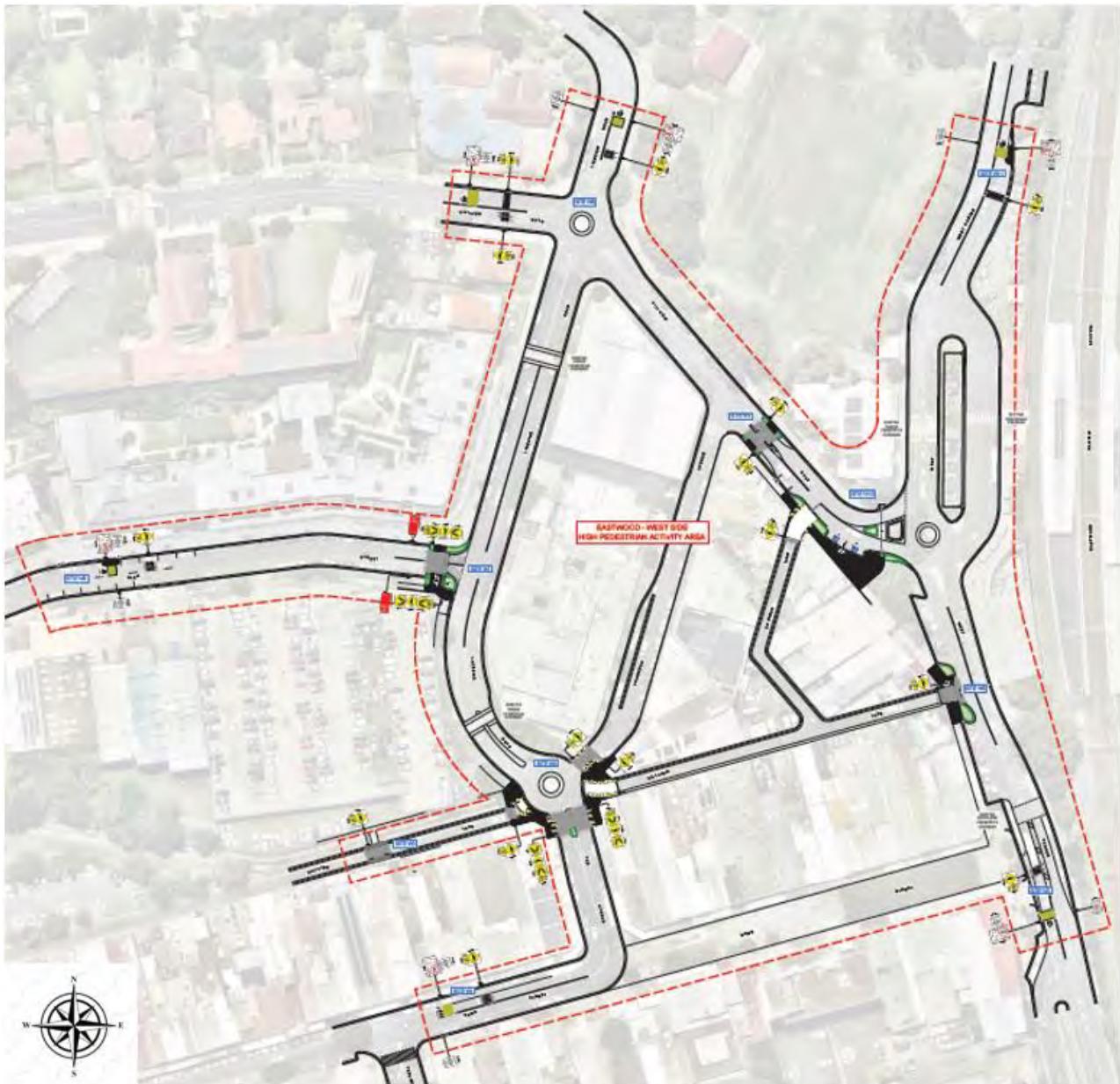


Figure 3: Proposed works - Western side of Eastwood Railway Station

CONSULTATION

This project has been a long-standing plan for road safety improvements in Eastwood. It is presented as an advisory item for in principle support. Consultation have been previously undertaken on some components of the project (e.g. new pedestrian crossings on Glen Street and Hillview Road), which have been supported by the community. Further, consultation will be undertaken on the other components of the project at the detailed design stage, should there be any impact to nearby properties.

FUNDING

Council has recently been successful in receiving funding from Transport for NSW under their *Safer Speed 2024/25 Program*, in the order of \$570,000. This funding amount is to deliver the following scope of works:

- Complete detailed design and investigations of the HPAA zone; and
- Implement the civil works relating to the HPAA zone on the eastern side of the railway station shown in **Figure 2**.

The abovementioned works are required to be completed by 30 June 2025 in accordance with the grant requirements.

Council will seek future funding opportunities to deliver the remaining works forming the HPAA zone.

RECOMMENDATION:

The Ryde Traffic Committee recommends that: -

- a) In principle support be given to road and transport infrastructure shown in Figures 2 and 3 to facilitate a High Pedestrian Activity Area (HPAA) within Eastwood town Centre.

ITEM (D) ROWE STREET, EASTWOOD

SUBJECT: PARKING CHANGES

ELECTORATE: RYDE
 WARD: WEST
 ROAD CLASS: NON-CLASSIFIED
 OFFICER: K WELLS

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

PROPOSAL

Council is proposing to relocate the “MAIL ZONE” on Rowe Street, Eastwood, to enable Australia Post to access the proposed parcel lockers, situated in Council’s carpark.

Figure 1 shows the location of the proposed works.



Figure 1: Location Plan

DISCUSSION

Background

In March 2022, Australia Post relocated to a property at 102 Rowe Street, Eastwood. Council changed the parking arrangements at that time to create a 10m long Mail Zone, and two (2) motorcycle bays adjacent to 102 Rowe Street. Australia Post relocated the mail boxes that were previously positioned immediately east of Council’s carpark to be adjacent to 102 Rowe Street.

Further, the previous mail zone adjacent to Council’s car park at 53 – 71 Rowe Street, was replaced with a Loading Zone.

Current Situation

Australia Post are no longer operating at 102 Rowe Street; however the mail collection boxes are still in place.

Council have been working with Australia Post on an appropriate location for Australia Post's storage lockers. It was agreed that these storage lockers be placed at the southern end of the Level 1A of Council's car park.

Australia Post have indicated to Council that they need to service their storage lockers on a regular basis. However, their vehicles exceed the height clearance of Council's car park. In order to assist Australia Post without impacting on the parking needs to surrounding community, it is proposed that the location of the existing Mail Zone adjacent to 102 Rowe Street be swapped with the existing Loading Zone outside of Council's car park.

Figure 2 Illustrates the scope of works.



Figure 2: Proposed parking changes on Rowe Street, Eastwood

CONSULTATION

Consultation letters were distributed to all affected properties as shown in **Figure 3** below, allowing two (2) weeks for feedback. No objections were received from the community.

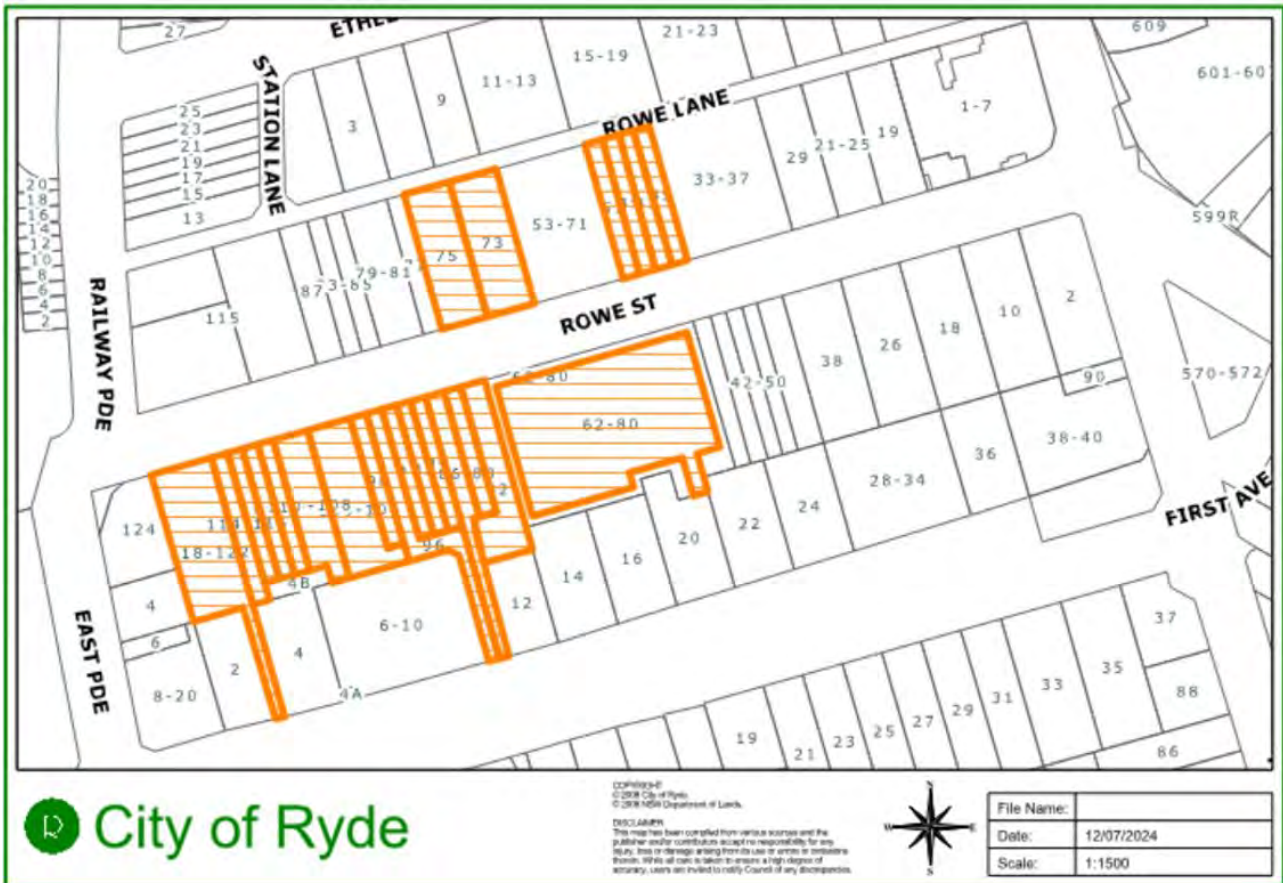


Figure 3: Distribution map for community consultation

RECOMMENDATION:

The Ryde Traffic Committee recommends that: -

- a) 10m of “MAIL ZONE” adjacent to 102 Rowe Street be changed to “LOADING ZONE 8AM-6PM”.
- b) 7m of “LOADING ZONE 8AM-6PM” immediately north of Council’s carpark be changed to “MAIL ZONE”.

ITEM (E) RUTLEDGE STREET/FIRST AVENUE, EASTWOOD**SUBJECT: INTERSECTION IMPROVEMENTS**

ELECTORATE: RYDE
WARD: WEST
ROAD CLASS: CLASSIFIED
OFFICER: A MOUSAVI

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

PROPOSAL

This report has been prepared to provide an update on the following Council resolution endorsed at its meeting on 23 July 2023:

- (a) That Council note local residents have raised concerns regarding traffic issues on First Avenue and Rutledge Street, Eastwood.*
- (b) That Council write to Transport for NSW seeking the following changes for Rutledge Street, Eastwood (a State Road) to improve traffic flow and safety:*
 - (i) Installation of a red/green arrow at the traffic lights for motorists turning right from East Parade into Rutledge Street given regular accidents at that intersection.*
 - (ii) Installation of a red/green arrow at the traffic lights for motorists turning right from Rutledge Street into Shaftsbury Road in light of Council's preferred location for any new future Eastwood Car Park.*
 - (iii) Removal of street parking on weekends between Trelawney Street and Shaftsbury Road during peak traffic periods.*
- (c) That Council write to Transport for NSW to consider the need for red light cameras and any traffic calming measures on First Avenue, Eastwood (a State Road) to improve traffic safety.*
- (d) That a report be provided back to Council on the response from Transport for NSW.*

Figure 1 shows overpage shows the location of Rutledge Street and First Avenue within the context of the surrounding road network and land use.

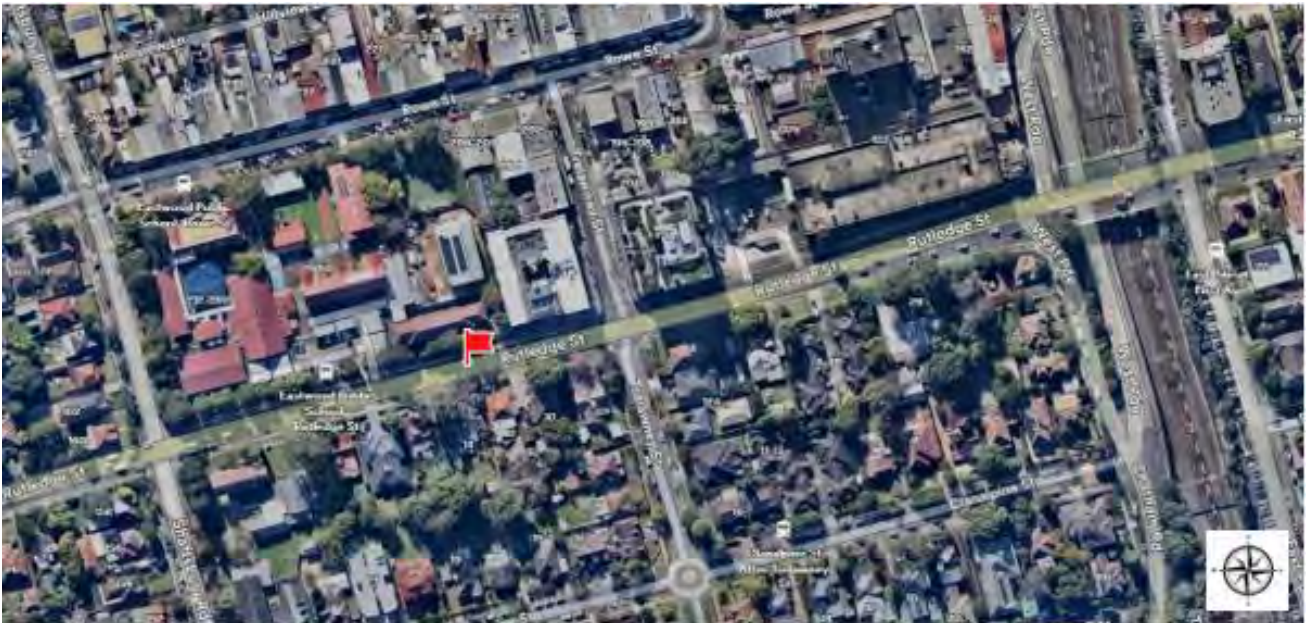


Figure 1: Location Plan

DISCUSSION

Council’s Traffic Assessment

Council’s traffic engineers conducted extensive investigations, following the adoption of the abovementioned Council resolution, to determine the impact of the suggestions specified in the resolution, on the safety and operational performance of Rutledge Street and First Avenue between Shaftsbury Road and East Parade. This assessment comprised numerous site inspections, review of peak hour traffic volumes, queue length surveys and traffic (SIDRA) modelling analysis (including calibration of the model). **Figure 2** shows the extent of the study area and potential upgrades investigated as part of the assessment.

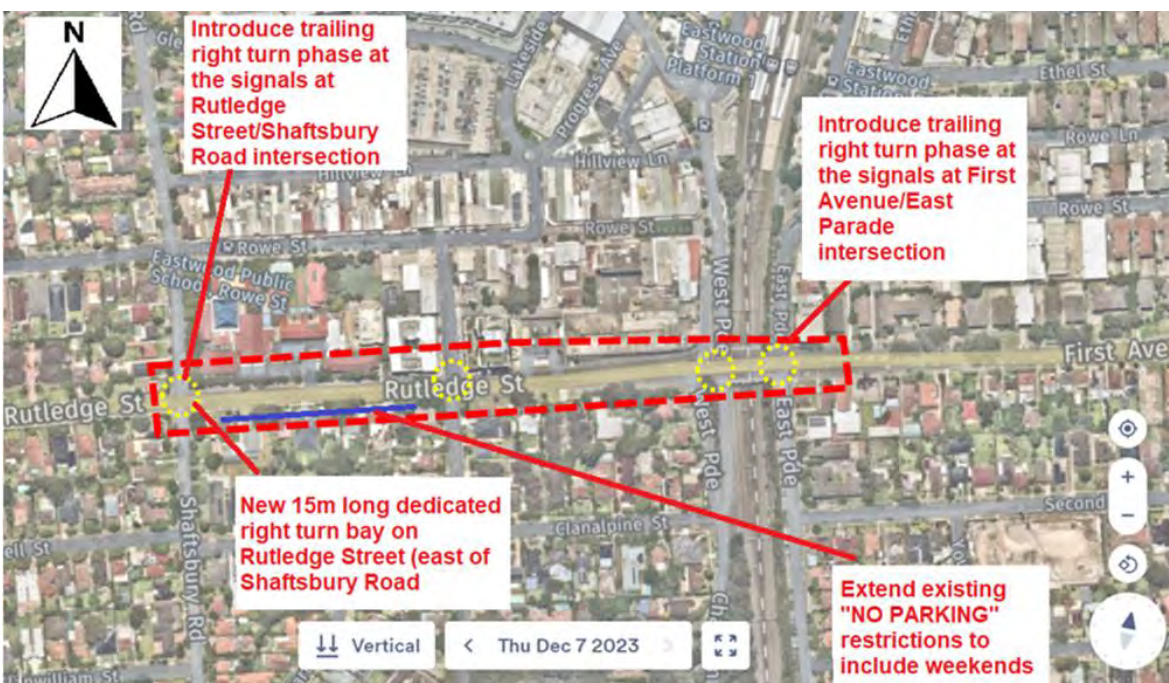


Figure 2: Potential Upgrades based on Council’s Assessment

The findings from the traffic assessment are summarised below in the table below:

Measure	Outcomes from the traffic assessment
Trailing right turn at the intersection of Rutledge Street/First Avenue and East Parade	<ul style="list-style-type: none"> - Increased delay at this intersection during the afternoon (PM) weekday peak period. - Increased congestion on Rutledge Street/First Avenue. - Potential safety improvements for right turning traffic from East Parade (northern approach) onto Rutledge Street/First Avenue.
Trailing right turn at the intersection of Rutledge Street and Shaftsbury Road	<ul style="list-style-type: none"> - Reduced delay at this intersection during the weekend peak periods.* - Reduced queues on East Parade.* - Potential safety improvements safety for right turning traffic from Rutledge Street (eastern approach) onto Shaftsbury Road.*
Removal of street parking on weekends between Trelawney Street and Shaftsbury Road during peak traffic periods	<ul style="list-style-type: none"> - Improve the efficiency for westbound traffic movements along Rutledge Street between East Parade and Shaftsbury Road on weekends.

**It is noted that the intersection of Rutledge Street and Shaftsbury Road is required to be upgraded to accommodate a dedicated right turn bay on Rutledge Street to achieve the benefits highlighted in the table above. The provision of this right turn bay would require road widening and potential relocation of services and property acquisition.*

In summary, the recommended measures outlined in the Council resolution are expected to improve the safety and efficiency of traffic circulation to and from Eastwood Town Centre, based on staff’s investigations. The findings from Council’s traffic assessment (including traffic modelling) were formally submitted to Transport for NSW, via letter dated 1 March 2024, for their consideration.

Transport for NSW’s Response and Further Actions

Transport for NSW provided a formal response in a letter to Council dated 12 April 2024. There have been subsequent meetings and correspondence between Transport for NSW and Council staff to further discuss the suggested measures adopted in the Council resolution.

A summary of the key outcomes from these discussions are provided in the table over page.

Measure	Outcomes following discussions with Transport for NSW
Trailing right turn at the intersection of Rutledge Street/First Avenue and East Parade	<ul style="list-style-type: none"> - Based on extensive consultation with Transport for NSW, which include refinement of the traffic modelling, the introduction of a trailing right turn on the northern East Parade approach is expected to increase congestion on Rutledge Street/First Avenue during weekday peak periods. It is therefore recommended that this option not be pursued at this point in time, due to the adverse impact on journey times.
Trailing right turn at the intersection of Rutledge Street and Shaftsbury Road	<ul style="list-style-type: none"> - Transport for NSW considers the costs associated with the road upgrade of Rutledge Street and Shaftsbury Road to be excessive. - Transport for NSW will undertake further analysis of this intersection as part of broader investigations into improvements along the Rutledge Street/First Avenue corridor.
Removal of street parking on weekends between Trelawney Street and Shaftsbury Road during peak traffic periods	<ul style="list-style-type: none"> - Transport for NSW will further investigate the feasibility of introducing weekend parking restrictions (including community consultation) to improve traffic flow in the area, while considering all associated implications.
Installing red light cameras on First Avenue.	<ul style="list-style-type: none"> - Transport for NSW will undertake further analysis on this measure and other initiatives, as part of broader investigations into improvements along the Rutledge Street/First Avenue corridor.

CONSULTATION

The measures covered in this report are still in the preliminary stages of assessment by Transport for NSW. Community consultation will be conducted by the relevant stakeholders at a later stage, as required.

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) The contents of this report be received and noted.

ITEM (F): FARM STREET, GLADESVILLE
SUBJECT: 2P PARKING RESTRICTIONS

ELECTORATE: LANE COVE
 WARD: EAST
 ROAD CLASS: NON-CLASSIFIED
 OFFICER: I SHAIK

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

PROPOSAL

Council is proposing to convert an unrestricted parking space to a 2-hour (“2P”) parking space on the southern side of Farm Street outside property no. 14 Farm Street, Gladesville.

Figure 1 shows the location of the proposed works.



Figure 1: Location Plan

DISCUSSION

At the Council meeting on 23 April 2024, it was resolved:

- (a) That Council resolves to undertake community consultation to extend the 2P zone across 14 Farm Street, Gladesville and submission of results and proposed extension to the Traffic Committee.

- (b) That Council note for people with a valid mobility parking permit they are exempt from the 2P parking restrictions.

Council received request from a resident regarding a lack of parking opportunities along Farm Street for people with disabilities. An assessment was undertaken by Council’s traffic engineers, which have found that the current road configuration does not enable a compliant disabled parking space to be provided along Farm Street. Notwithstanding this, ‘2P’ parking restrictions can be imposed within a short section of Farm Street near Yarluk Reserve, which will assist people with disabilities with their parking needs, as they are exempt from the restrictions, provided they have a valid mobility parking permit. Further, this parking measure will create more parking turnover, making it easier to find parking near Yarluk Reserve.

Please refer to **Figure 2** showing the location of the proposed 2P parking.



Figure 2: Proposed changes on Farm Street, Gladesville.

CONSULTATION

Consultation letters were distributed to all affected properties as shown in Figure 3 below, allowing two (2) weeks for feedback. No objections were received from the community.



Figure 3: Distribution map for community consultation

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) An unrestricted parking space be converted to a 2-hour (“2P”) parking space on the southern side of Farm Street outside property no. 14 Farm Street, Gladesville.

ITEM (G) OLIVE STREET AND BRIDGE ROAD, RYDE
SUBJECT: INTERSECTION SAFETY IMPROVEMENT

ELECTORATE: RYDE
 WARD: CENTRAL
 ROAD CLASS: NON-CLASSIFIED
 OFFICER: I SHAIK

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 the following changes at the intersection of Olive Street and Bridge Road, Ryde:

- 1) Extending the “NO STOPPING” zone by 5m on both sides of Olive Street, at the side frontage of property nos. 92 and 94 Bridge Road, Ryde.
- 2) Installing a “GIVE WAY” sign and linemarking on Olive Street, Ryde.
- 3) Installing a 10m long dividing barrier (BB) centreline on Olive Street at its intersection with Bridge Road.

Figure 1 shows the location of the proposed works.



Figure 1: Location Plan

DISCUSSION

Council has received community feedback concerning vehicles parking on Olive Street close to its intersection with Bridge Road, which affects the safety of vehicles turning to and from this intersection. Following investigations by Council’s traffic engineers, vehicles have been identified to park too close to the intersection, which impacts on two-way traffic flow within Olive Street, restricts the sightline of drivers and affects manoeuvrability at this intersection. The following measures are therefore proposed to address these safety issues:

- 1) Extending the existing “NO STOPPING” zone by 5m on both sides of Olive Street, at the side frontage of property nos. 92 and 94 Bridge Road, Ryde.
- 2) Installing “GIVE WAY” signage and linemarking on Olive Street, Ryde.
- 3) Installing a 10m long dividing barrier (BB) centreline on Olive Street at its intersection with Bridge Road.

Please refer to **Figure 2** below illustrating the extent of the proposed works.



Figure 2: Proposed changes on Olive Street and Bridge Road, Ryde

CONSULTATION

Consultation letters were distributed to all affected properties as shown in **Figure 3** below, allowing two (2) weeks for feedback. No objections were received from the community.

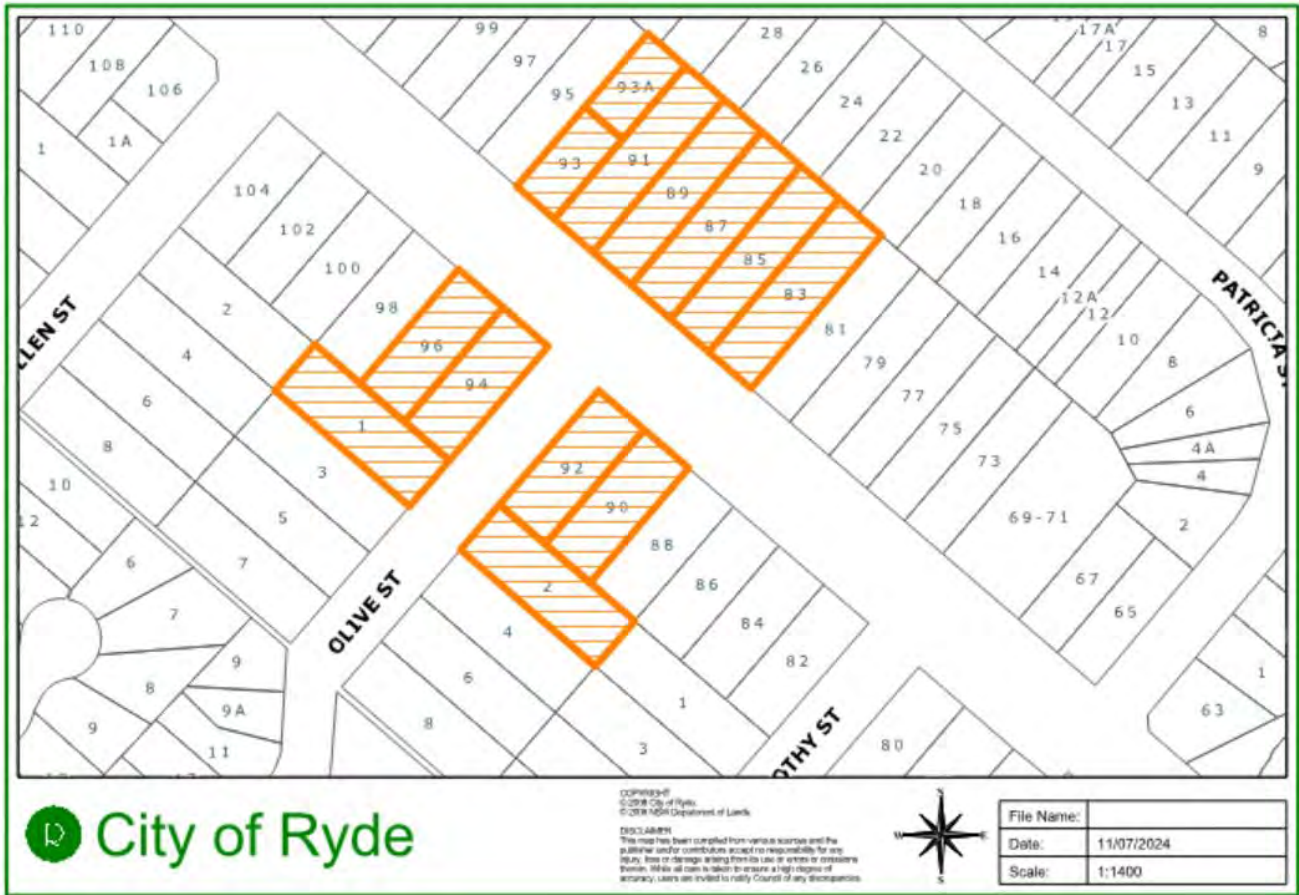


Figure 3: Distribution map for community consultation

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) The existing “NO STOPPING” zone be extended by 5m on both sides of Olive Street, at the side frontage of property nos. 92 and 94 Bridge Road, Ryde.
- b) “GIVE WAY” signage and linemarking be installed on Olive Street at its intersection with Bridge Road, Ryde.
- c) A 10m long dividing barrier (BB) centreline be installed on Olive Street at its intersection with Bridge Road, Ryde.

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

ELECTORATE: RYDE / LANE COVE
WARD: ALL
OFFICER: L PEARS

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

A free Child Car Seat Checking Day will be held at Blenheim Park on 30 July. Kids & Traffic will also be attending to present an interactive display about driveway safety.

Council is still waiting on approval of the 2024-2025 Local Government Road Safety Program Action Plan for the City of Ryde and related funding requests.

COUNCIL FUNDED PROGRAMS

Council/Police Partnership Programs

Council partners with Ryde Police Area Command and Highway Patrol to present road safety engagement events around the City of Ryde. On 9 July an information stall and display were set up in Eastwood Plaza to target road safety information to the local community, with information provided in both English and Chinese.

Resources available included road and parking rule information, older driver licensing information, changes to overseas licence information, pedestrian safety guides, information on safety around trucks and buses and various other resources.



Cycle Safety Program

School holiday cycling workshops will be held on 21 July in Meadowbank. Learn to ride and skills improvement classes for children between 4-12 years are already fully booked. Council partners with Bike North to run regular school holiday cycle workshops for children.

Macquarie University Kickstart

Council will participate in the upcoming mid-year orientation event at Macquarie University on 22 and 23 of July with a stall promoting road safety awareness for young drivers and safety and driving information for overseas students.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

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