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**NOTICE OF MEETING**

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**You are advised of the following meeting:**

**Ryde Traffic Committee Meeting**

**Thursday, 28 November 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..... Senior Project Officer, Central River City  
NSW Police Force .....Ryde Local Area Command  
Member for Ryde .....The Hon. Jordan Lane MP  
Member for Lane Cove .....The 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**

### **CONFIRMATION OF PREVIOUS MINUTES**

### **AGENDA ITEMS**

**ITEM(A) - RYDE TRAFFIC COMMITTEE - 2025 MEETING DATES**

**ITEM(B) - CULLODEN ROAD, MACQUARIE PARK - CONVERSION OF PEDESTRIAN REFUGE**

**ITEM(C) - PEACH TREE ROAD AND COTTONWOOD CRESCENT MACQUARIE PARK- INTERSECTION TREATMENT**

**ITEM(D) - WATTS ROAD AND RONALD AVENUE, RYDE - PARKING CHANGES**

**ITEM(E) - RHODES STREET AND MACPHERSON STREET, MEADOWBANK - RELOCATION OF BUS ZONE**

**ITEM(F) - BELMORE LANE, RYDE - CONVERSION TO ONE-WAY**

**ITEM(G) - PARK AVENUE, WEST RYDE - CONVERSION TO ONE-WAY**

**ITEM(H) - ADELAIDE STREET, WEST RYDE - KEEP CLEAR PAVEMENT MARKINGS**

**ITEM(I) - JENNIFER STREET AND CLERMONT AVENUE, RYDE - PARKING CHANGES**

**ITEM(J) - 2-6 CHATHAM ROAD, WEST RYDE - CHANGE OF 1P SIGNS ON CHATHAM ROAD**

**ITEM(K) - 11-17 KHARTOUM ROAD, MACQUARIE PARK - CHANGE OF SIGNS AND LINEMARKING ON KHARTOUM ROAD AND TALAVERA ROAD**

**ITEM(L) - ROAD SAFETY UPDATE - ROAD SAFETY PROGRAMS**

### **GENERAL BUSINESS**

**ITEM (A) RYDE TRAFFIC COMMITTEE****SUBJECT: 2025 MEETING DATES**

ELECTORATE: RYDE  
WARD: ALL  
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**

The RTC meetings for 2025 are proposed to be scheduled to be held on the following dates:

- 1) 27 February 2025,
- 2) 27 March 2025,
- 3) 29 May 2025
- 4) 30 June 2025
- 5) 28 August 2025
- 6) 25 September 2025 and
- 7) 27 November 2025

**DISCUSSION**

There is a traffic committee meeting proposed every month with the exception of January, April, July, October and December as these periods coincide with school holidays which impact on public consultation, traffic surveys and investigations.

**RECOMMENDATION**

The Ryde Traffic Committee recommends that:

The 2025 Ryde Traffic Committee meetings to be held on the following dates:

1. 27 February 2025,
2. 27 March 2025,
3. 29 May 2025
4. 30 June 2025
5. 28 August 2025
6. 25 September 2025 and
7. 27 November 2025



**ITEM (B): CULLODEN ROAD, MARSFIELD**  
**SUBJECT: CONVERSION OF PEDESTRIAN REFUGE**

ELECTORATE: RYDE  
 WARD: WEST  
 ROAD CLASS: NON-CLASSIFIED  
 OFFICER: S ALI

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 replace the existing pedestrian refuge outside 164 Culloden Road, Marsfield, with a raised pedestrian crossing.

Figure 1 shows the location of the proposed changes.



Figure 1: Location Map

**DISCUSSION**

The existing refuge island on Culloden Road facilitates pedestrian movement to and from Macquarie University. This crossing forms an essential link connecting Macquarie University, Waterloo Park, student accommodation, and other recreational facilities. During peak hours and sporting events at the park, pedestrians often struggle to find safe gaps to cross due to high traffic volumes during these periods.

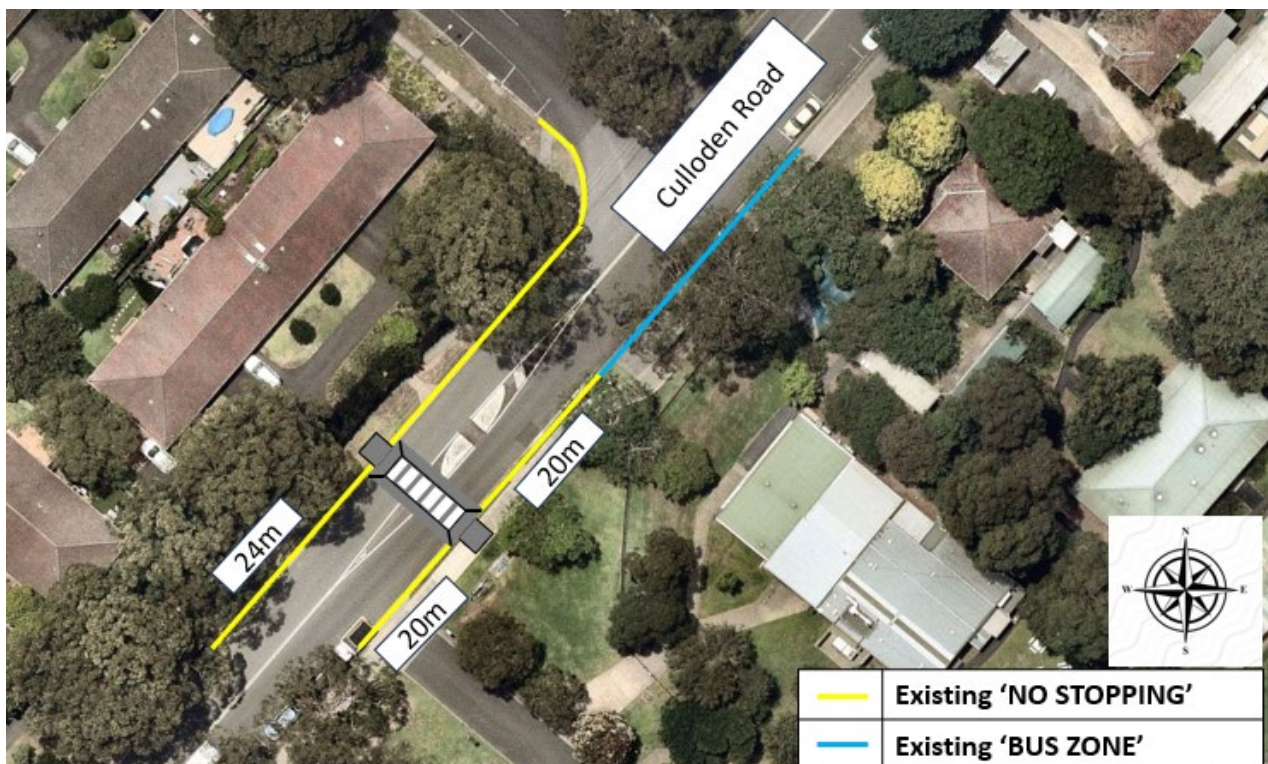
To enhance pedestrian connectivity and safety in this area, Council is proposing to replace the existing refuge island with a raised pedestrian crossing. This upgrade aims to provide a safer and more accessible crossing for pedestrians, ensuring improved traffic calming and



prioritizing pedestrian movement during peak times and special events. The location of the new crossing is approximate and may vary slightly based on site conditions determined during the detailed design stage.

Transport for NSW Technical Directions requires statutory 'No Stopping' restrictions on the approach and departure sides of a crossing. In this regard, the proposed pedestrian crossing will not result in any loss of on-street parking on Culloden Road due to existing 'No Stopping'.

**Figure 2** shows the proposed changes.



*Figure 2. Proposed replacement of pedestrian refuge with raised pedestrian crossing on Culloden Road..*

## CONSULTATION

The proposed pedestrian crossing does not affect access to adjacent properties or result in the loss of on-street parking. As such, community consultation was not required. However, surrounding residents will be notified prior to construction.

## RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) Consideration be given to replacing the existing pedestrian refuge on Culloden Road, south of the intersection with Taranto Road, Marsfield with a raised pedestrian crossing, subject to available funding and other design requirements.

**ITEM (C): PEACH TREE ROAD, MACQUARIE PARK**

**SUBJECT: INTERSECTION TREATMENT**

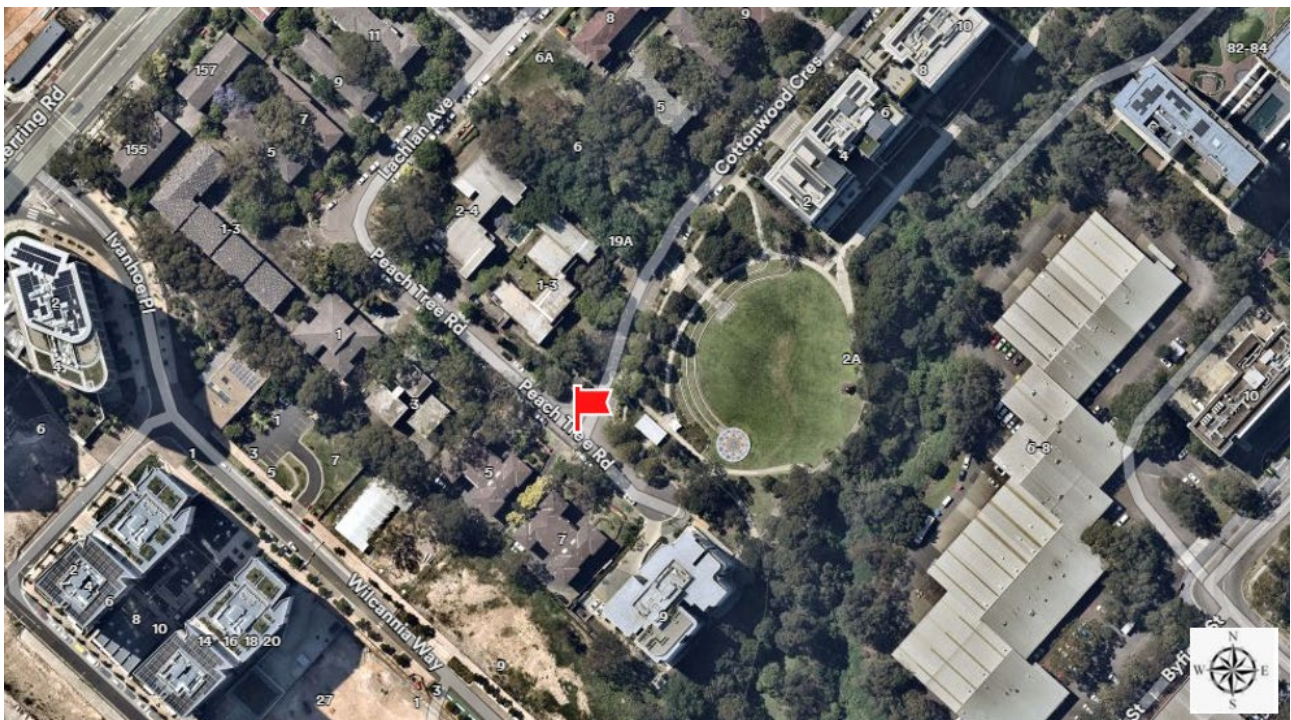
ELECTORATE: RYDE  
WARD: WEST  
ROAD CLASS: NON-CLASSIFIED  
OFFICER: K WELLS

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 define the priority movements at the intersection of Peach Tree Road and Cottonwood Crescent by installing double dividing linemarking and 'GIVE WAY' signage.

**Figure 1** shows the location of the proposed changes.



**Figure 1: Location Map**

### DISCUSSION

Council has received representations from residents regarding the manoeuvrability of vehicles and associated safety concerns due to unclear vehicle priority movements at the intersection of Peach Tree Road and Cottonwood Crescent, Macquarie Park.



Council is therefore proposing to redefine the intersection of Peach Tree Road and Cottonwood Crescent by installing double dividing linemarking and 'GIVE WAY' signage. This proposal will give priority to vehicles travelling on Cottonwood Crescent over those Peach Tree Road. The Cottonwood Crescent is the dominant movement by a significant margin. Currently, Peach Tree Road between Cottonwood Crescent and the cul-de-sac carries a low volume of traffic, and this proposal aims to enhance efficiency for all users at this intersection.

**Figure 2** shows the proposed changes.



*Figure 2. Proposed change to traffic conditions at Peach Tree Road and Cottonwood Crescent, Macquarie Park*

## CONSULTATION

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

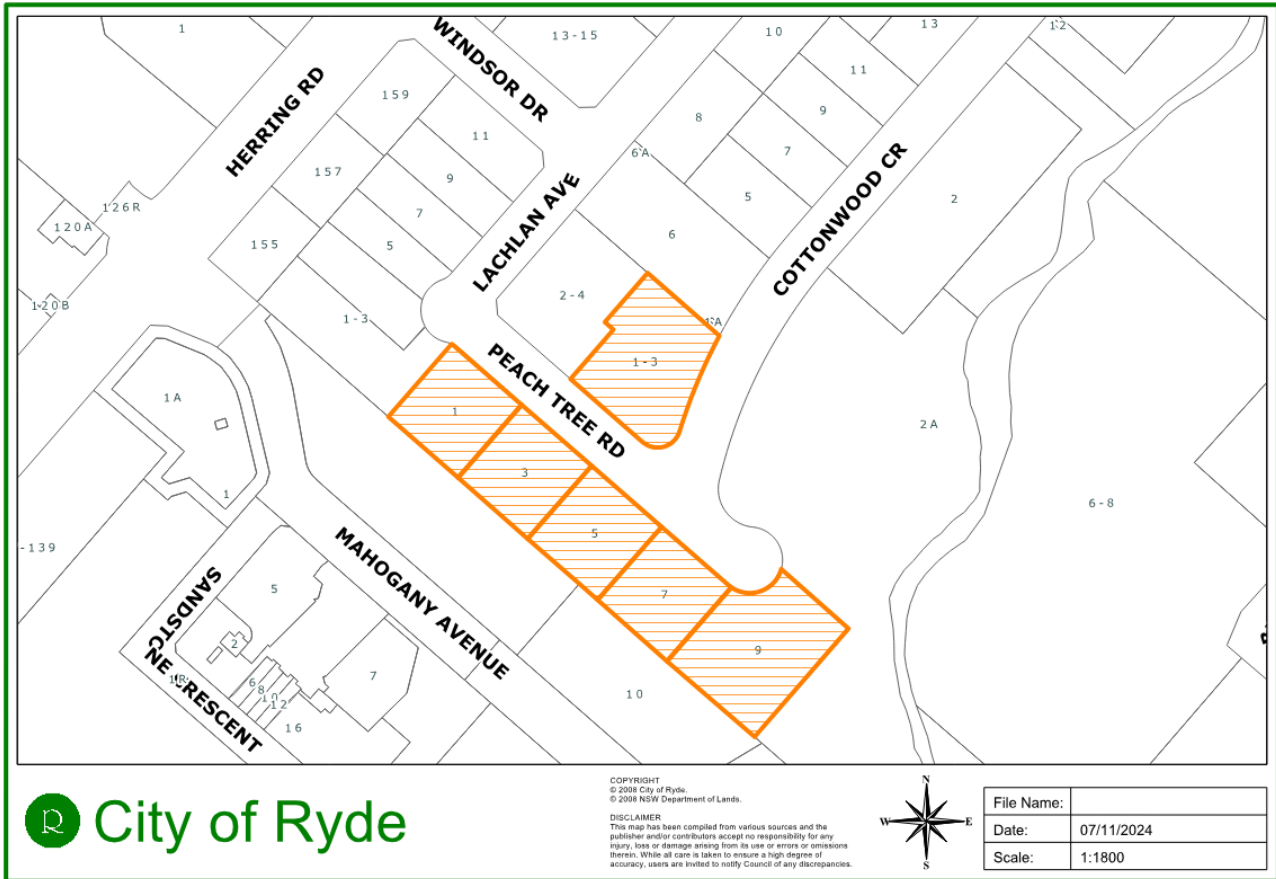


Figure 3: Distribution map for community consultation

**RECOMMENDATION:**

The Ryde Traffic Committee recommends that:

- a) The intersection of Cottonwood Crescent and Peach Tree Road be defined as an altered T – Junction, with priority given to the through movement along Cottonwood Crescent to Peach Tree Road, and the minor leg to be the cul-de-sac area of Peach Tree Road.
- b) That the intersection be marked with double dividing linemarking to define the curve.
- c) That a 'GIVE WAY' sign and hold line (TB) be installed at the cul-de-sac end of Peach Tree Road.





**ITEM (D): WATTS ROAD AND RONALD AVENUE, RYDE**  
**SUBJECT: PARKING CHANGES**

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

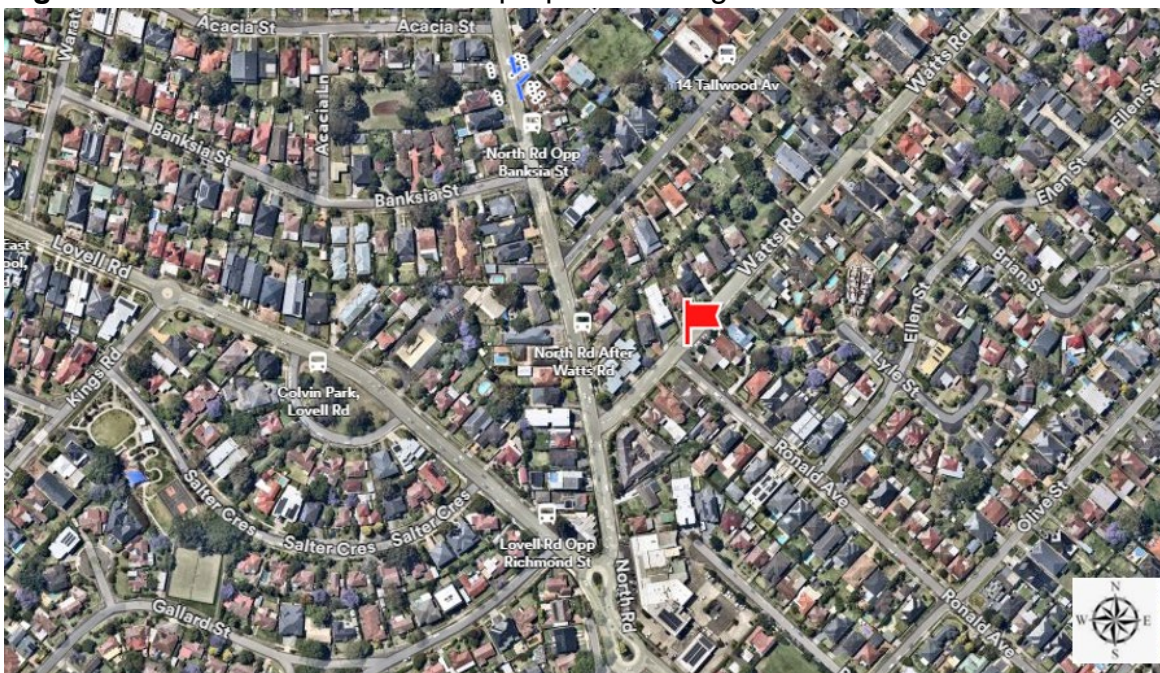
Traffic Committee Members are required to advise whether they have any pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council is proposing the following changes on Watts Road and Ronald Avenue, Ryde:

- a) Replace two (2) of the existing ‘2P 8AM-6PM MON-FRI 8AM-12PM SAT’ parking spaces with ‘1/4P 6AM-6PM 6AM-12.30PM SAT, SUN’.
- b) Replace two (2) of the existing ‘2P 8AM-6PM MON-FRI 8AM-12PM SAT’ parking spaces with ‘1P 6AM-6PM 6AM-12.30PM SAT, SUN’.
- c) Replace four (4) of the existing ‘2P 8AM-6PM MON-FRI 8AM-12PM SAT’ parking spaces with ‘2P 6AM-6PM 6AM-12.30PM SAT’.
- d) Replace the existing ‘NO PARKING’ with ‘NO STOPPING’ across the driveway servicing property no. 17 Watts Road, Ryde.
- e) Replace a single unrestricted parking space with ‘1/4P 6AM-6PM 6AM-12.30PM SAT, SUN’ outside property no. 9 Ronald Avenue, Ryde.

Figure 1 shows the location of the proposed changes.



**Figure 1: Location Map**

## DISCUSSION

Currently, the existing angled parking is signposted as ‘2P 8AM-6PM MON-FRI 8AM-12PM SAT’. This parking restriction was installed at this location to meet the parking needs of businesses a few years back. The nature of businesses in this commercial zone has changed over time. As a result, their parking requirements have also changed. Recently, Council received concerns regarding a lack of short-term parking for customers and business operators which has affected neighbouring residential properties.

It is therefore proposed that the parking restrictions on Watts Road and Ronald Avenue be altered and clearly defined in order to meet the parking needs of businesses, improve parking efficiency, and minimise the impact on nearby residential properties. Furthermore, these parking changes will provide a variety of parking options for different user groups in addition to improving residential and commercial access.

**Figure 2** shows the proposed changes.



**Figure 2: Proposed changes to parking on Watts Road and Ronald Avenue, Ryde**

## CONSULTATION

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

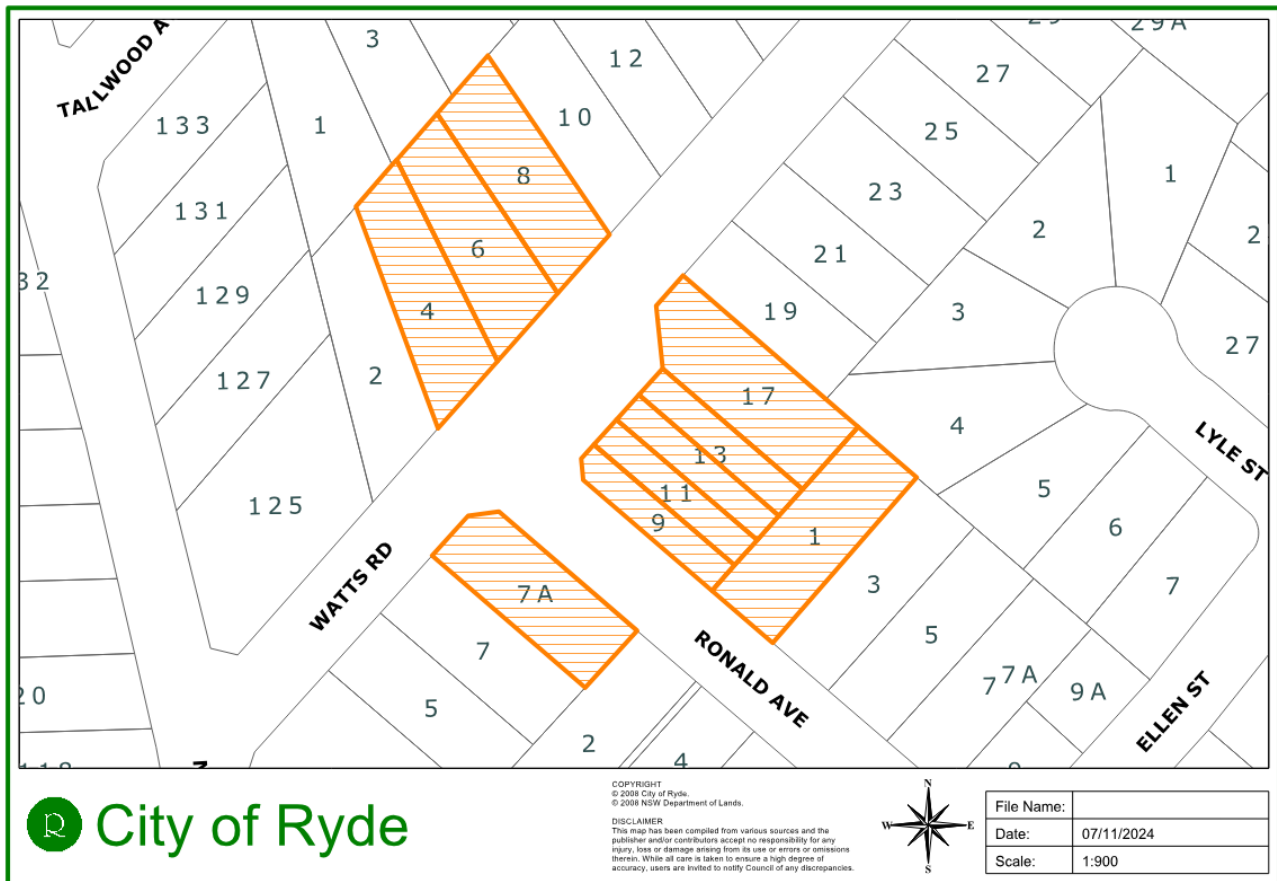


Figure 3: Distribution map for community consultation

**RECOMMENDATION:**

The Ryde Traffic Committee recommends that:

- a) Two (2) of the existing '2P 8AM-6PM MON-FRI 8AM-12PM SAT' parking spaces be converted to '1/4P 6AM-6PM 6AM-12.30PM SAT, SUN'.
- b) Two (2) of the existing '2P 8AM-6PM MON-FRI 8AM-12PM SAT' parking spaces be converted to '1P 6AM-6PM 6AM-12.30PM SAT, SUN'.
- c) Four (4) of the existing '2P 8AM-6PM MON-FRI 8AM-12PM SAT' parking spaces be converted to '2P 6AM-6PM 6AM-12.30PM SAT'.
- d) The existing 'NO PARKING' across the driveway servicing property no. 17 Watts Road, Ryde be converted to 'NO STOPPING'.
- e) A single unrestricted parking space outside property no. 9 Ronald Avenue, Ryde be converted to '1/4P 6AM-6PM 6AM-12.30PM SAT, SUN'.

**ITEM (E) RHODES STREET AND MACPHERSON STREET,  
MEADOWBANK****SUBJECT: RELOCATION OF BUS ZONE**

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 with regards to the item discussed below.

**PROPOSAL**

Council is proposing to relocate the existing bus zone from Macpherson Street to Rhodes Street and proposing the following changes:

- a) Convert 65m of '1/4P 7:00AM-9:30AM, 2:30PM-6PM SCHOOL DAYS' on the western side of Rhodes Street, West Ryde, outside the school frontage to 'BUS ZONE SCHOOL DAYS'
- b) Convert the existing 'BUS ZONE SCHOOL DAYS' on the western side of Macpherson Street, Meadowbank, to '1/4P 7:00AM-9:30AM, 2:30PM-6PM SCHOOL DAYS'.
- c) A 'NO STOPPING' zone at the side frontage of property nos. 96-104 Hermitage Road and outside property nos. 15 – 17 Rhodes Street, West Ryde.
- d) Relocate the double centreline to east on Rhodes Street, West Ryde, to accommodate a legal bus zone on the western side of Rhodes Street outside the school frontage.

**Figure 1** shows the location of the proposed changes.



Figure 1: Location map

## DISCUSSION

Council has received requests from the local community to relocate the bus zone from Macpherson Street to Rhodes Street, which is expected to assist with improving the safety and efficiency of students being picked up and dropped off by buses. Further, this measure is expected to help with improving the efficiency of school bus operations and minimising conflict with school traffic within the existing 'KISS AND RIDE' zone on Rhodes Street. The following measures are therefore proposed to address these safety issues:

- a) Convert 65m of '1/4P 7:00AM-9:30AM, 2:30PM-6PM SCHOOL DAYS' on the western side of Rhodes Street, West Ryde, outside the school frontage to 'BUS ZONE SCHOOL DAYS'
- b) Convert the existing 'BUS ZONE SCHOOL DAYS' on the western side of Macpherson Street, Meadowbank, to '1/4P 7:00AM-9:30AM, 2:30PM-6PM SCHOOL DAYS'.



- c) A 'NO STOPPING' zone at the side frontage of property nos. 96-104 Hermitage Road and outside property nos. 15 – 17 Rhodes Street, West Ryde.
- d) Relocate the double centreline to east on Rhodes Street, West Ryde, to accommodate a legal bus zone on the western side of Rhodes Street outside the school frontage.

Figure 2 shows the details of the proposed changes.

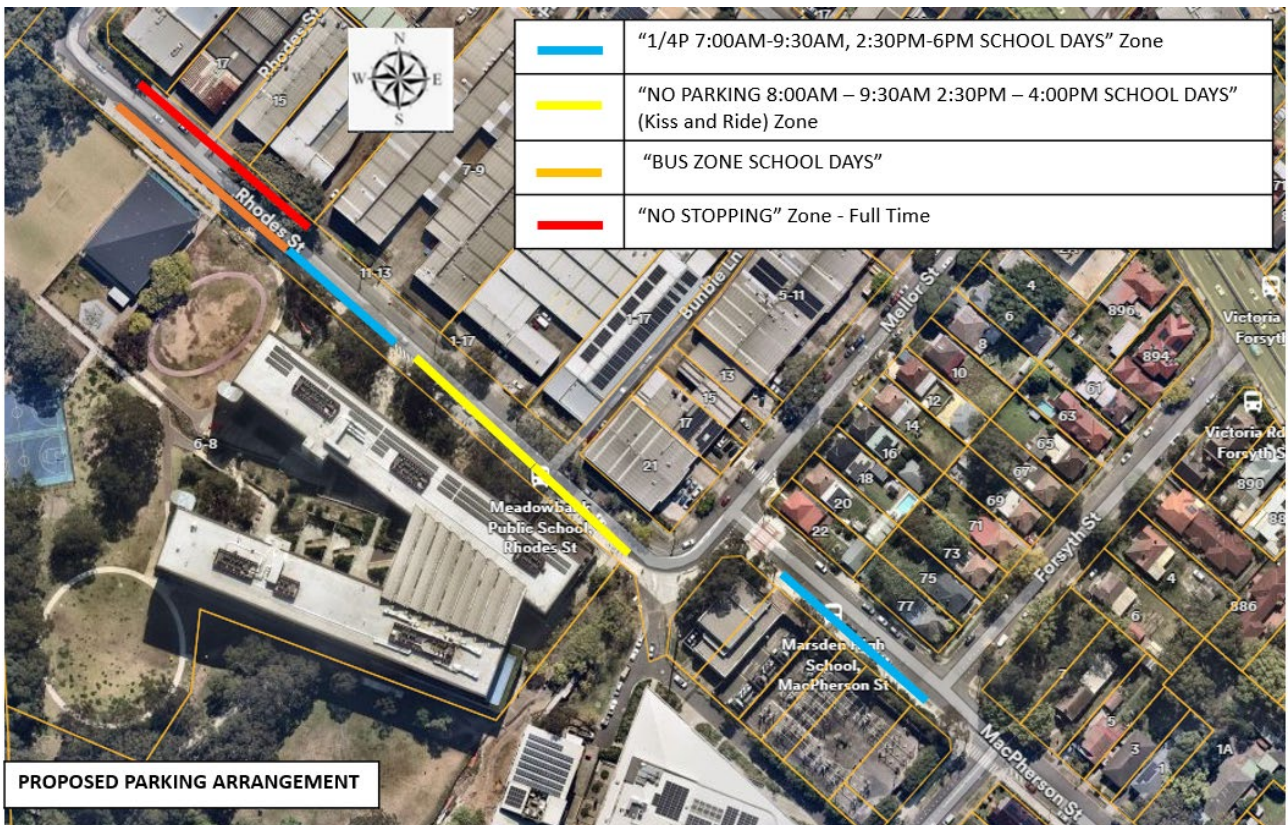


Figure 2: Proposed relocation of the bus zone and parking changes

### CONSULTATION

Consultation letters were distributed to all affected properties as shown in **Figure 3** below, allowing three (3) weeks for feedback. The feedback received were generally supportive of the proposed measures.

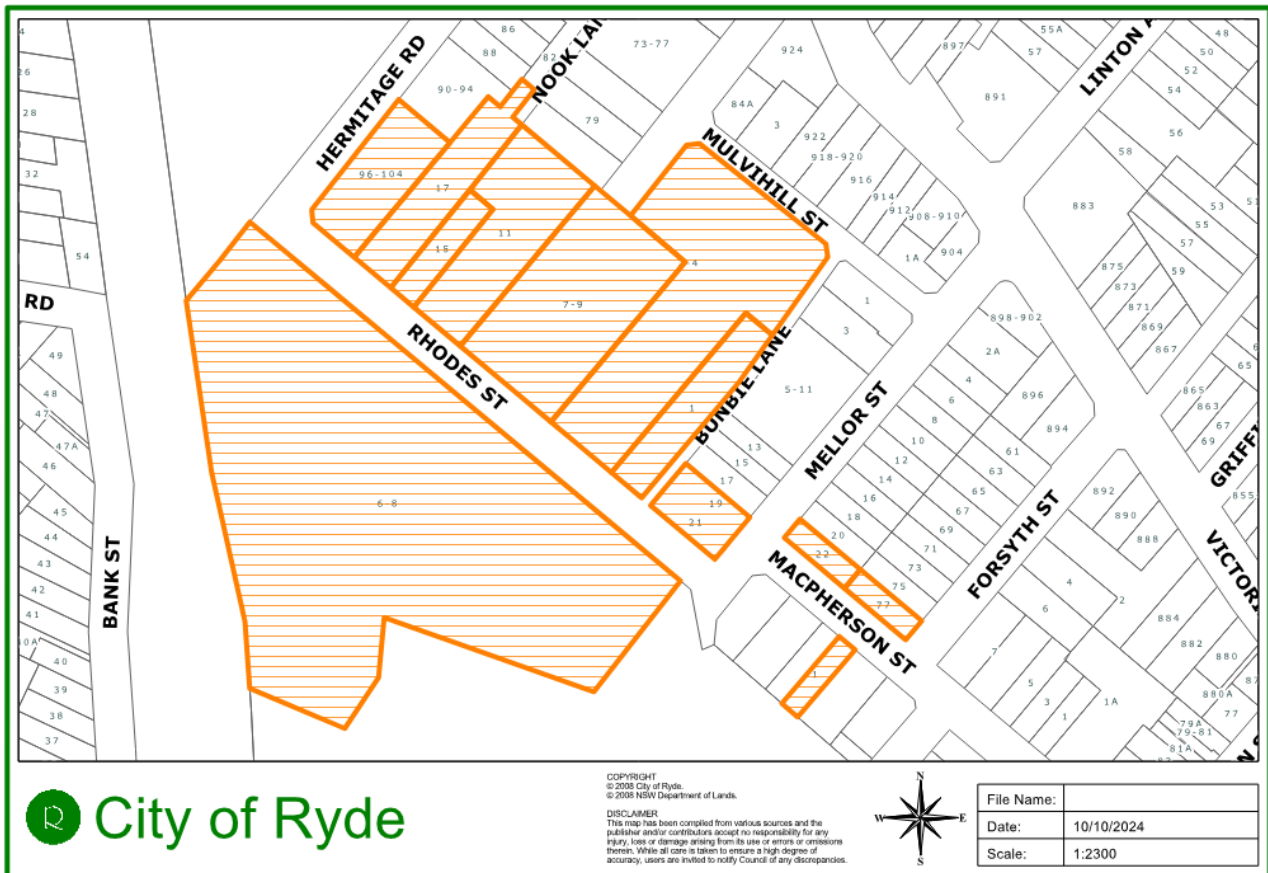


Figure 3: Distribution map for community consultation

**RECOMMENDATION:**

The Ryde Traffic Committee recommends that the following changes be made on Macpherson Street and Rhodes Street:

- a) Convert 65m of '1/4P 7:00AM-9:30AM, 2:30PM-6PM SCHOOL DAYS' on the western side of Rhodes Street, West Ryde, outside the school frontage to 'BUS ZONE SCHOOL DAYS'
- b) Convert the existing 'BUS ZONE SCHOOL DAYS' on the western side of Macpherson Street, Meadowbank, to '1/4P 7:00AM-9:30AM, 2:30PM-6PM SCHOOL DAYS'.
- c) Install a 'NO STOPPING' zone at the side frontage of property nos. 96-104 Hermitage Road and outside property nos. 15 – 17 Rhodes Street, West Ryde.
- d) Relocate the double centreline to east on Rhodes Street, West Ryde, to accommodate a legal bus zone on the western side of Rhodes Street outside the school frontage.



**ITEM (F): BELMORE LANE, RYDE**  
**SUBJECT: CONVERSION TO ONE-WAY**

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

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 the section of Belmore Lane between Blaxland Road and Blaxland Lane into a one-way southbound laneway.

Figure 1 shows the location of the proposed changes.



*Figure 1: Location Map*

**DISCUSSION**

The carriageway width of this section of Belmore Lane is approximately 3.9m wide, which is too narrow to accommodate two-way traffic. The current two-way traffic flow arrangement poses the following safety concerns:

- When opposing vehicles are travelling along the laneway, one vehicle is required to reverse a considerable distance or onto an intersection to enable the opposing vehicle to pass. This situation can increase the risk of collisions between the reversing vehicle and other road users on the public road.





- Vehicles exiting from Belmore Lane to turn left into Blaxland Road have to negotiate multiple lanes of traffic. The congestion observed on Devlin Street and Blaxland Road during weekday peak hour periods increases delay for drivers looking to turn out of Belmore Lane onto Blaxland Road. This has caused impatient drivers to perform unsafe turns, which increases the risk of accidents at the junction of Blaxland Road and Belmore Lane.

Vehicles turning right from Belmore Lane onto Blaxland Road during weekday peak periods have also been observed to obstruct the westbound traffic lane on Blaxland Road, causing queues to extend back onto Devlin Street.

The proposal to convert Belmore Lane between Blaxland Road and Blaxland Lane into a one-way southbound laneway is intended to address the abovementioned traffic safety and efficiency issues caused by the current traffic flow arrangement.

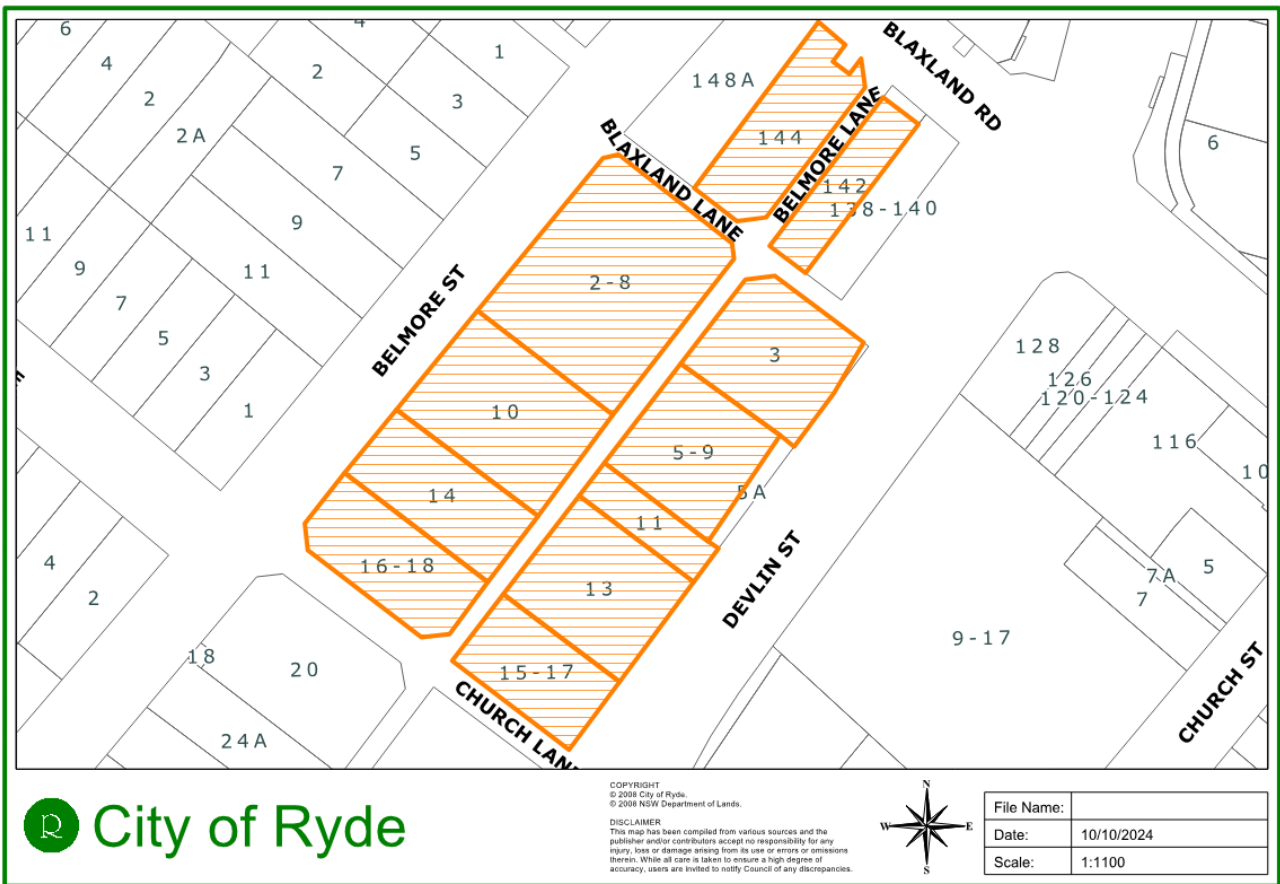


**Figure 2: Proposed conversion of Belmore Lane to one-way.**

As this represents a permanent change to the road network this matter must be approved by Transport for NSW (TfNSW). Council has created and supplied a TMP to request this change to TfNSW and met all the requirements of advertising the changes and seeking public input.

**CONSULTATION**

Consultation letters were distributed to all affected properties as shown in Figure 3 below, allowing three (3) 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) Belmore Lane, Ryde, be converted to one-way southbound between Blaxland Road and Blaxland Lane (Bicycles Excepted).

**ITEM (G):** PARK AVENUE, WEST RYDE  
**SUBJECT:** CONVERSION TO ONE-WAY

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

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:

- a) Convert Park Avenue to one-way westbound between Anthony Road and Chatham Road, West Ryde.
- b) Install parking bays and 'PARK IN BAYS ONLY' signage.

Figure 1 shows the location of the proposed changes.



Figure 1: Location Map

## DISCUSSION

Council has received numerous requests from residents, including a petition, to address the traffic and parking issues on Park Avenue, West Ryde.

The carriageway of Park Avenue is approximately 5.6m wide, which leads to situations where two vehicles travelling in opposite directions cannot pass each other. Council is therefore proposing to convert Park Avenue to one-way westbound between Chatham Road and Anthony Road, West Ryde.

This change will have the following implications for residents' consideration:

- The residents on the north side (even numbers) of Park Avenue will require to place their waste bins on the southern side for collection.
- Access to Park Avenue will be from Anthony Road only.
- Availability of on-street parking will be decreased.



**Figure 2: Proposed conversion of park avenue to one-way**

As part of this proposal Council intends to mark parking bays along the length of Park Avenue. These bays will create a serpentine arrangement for the single lane of traffic flow to act as traffic calming and prevent encroachment onto residential driveways. An indicative arrangement is shown in Figure 3 below. The final arrangement of the bays will be subject to further discussions with affected residents.

As this represents a permanent change to the road network this matter must be approved by Transport for NSW (TfNSW). Council has created and supplied a TMP to request this



change to TfNSW and met all the requirements of advertising the changes and seeking public input.



Figure 3: Indicative parking arrangement

**CONSULTATION**

Consultation letters were distributed to all affected properties as shown in Figure 3 below, allowing three (3) weeks for feedback. Majority of respondents who are residents of Park Avenue are supportive of the proposal.

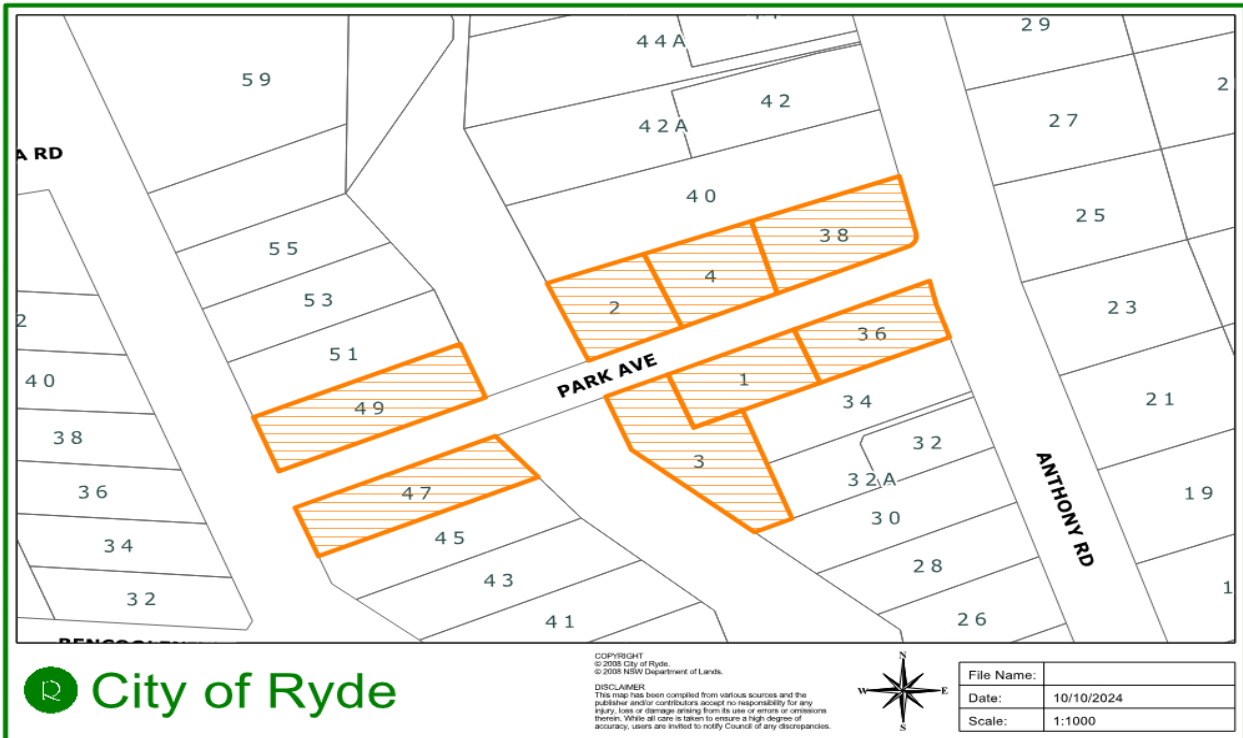


Figure 3: Distribution map for community consultation



**RECOMMENDATION:**

The Ryde Traffic Committee recommends that:

- a) Park Avenue, West Ryde be converted to one-way westbound (Bicycles Excepted) between Anthony Road and Chatham Road, West Ryde.
- b) Marked parking bays, with appropriate supporting signage, be installed on Park Avenue, West Ryde.



**ITEM (H)**                    **ADELAIDE STREET, WEST RYDE**

**SUBJECT:**                **KEEP CLEAR PAVEMENT MARKING**

ELECTORATE:        RYDE  
 WARD:                    WEST  
 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 to install ‘KEEP CLEAR’ pavement marking on the westbound carriageway on Adelaide Street where it intersects with Hay Street, West Ryde.

Figure 1 shows the location of the proposed markings.



Figure 1: Location plan

**DISCUSSION**

Site observations have confirmed that during peak times the back of queue for northbound traffic at Adelaide Street and Victoria Road regularly extend past the intersection of Hay Street and Adelaide Street. This affects the ability of Hay Street residents to exit onto Adelaide Street and cause serious delays in accessing the wider road network, specifically for vehicles attempting to turn right from Hay Street onto Adelaide Street.



It has also been observed when vehicles attempt to enter Hay Street from Adelaide Street, they block the southbound traffic, and the queue length extends all the way to the traffic lights at the intersection of Victoria Road and Adelaide Street.

In order to improve access for residents and efficiency of the traffic lights at the intersection of Victoria Road, Council proposes to install 'KEEP CLEAR' marking on Adelaide Street, as shown in **Figure 2**.



*Figure 2: Proposed Keep Clear Marking*

## CONSULTATION

Council has received feedback from local residents requesting to install 'Keep Clear' marking on Adelaide Street at its intersection with Hay Street, West Ryde.

## RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) No 'KEEP CLEAR' pavement marking be installed on Adelaide Street where it intersects with Hay Street, West Ryde.





**ITEM (I): JENNIFER STREET AND CLERMONT AVENUE, RYDE**  
**SUBJECT: PARKING CHANGES**

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

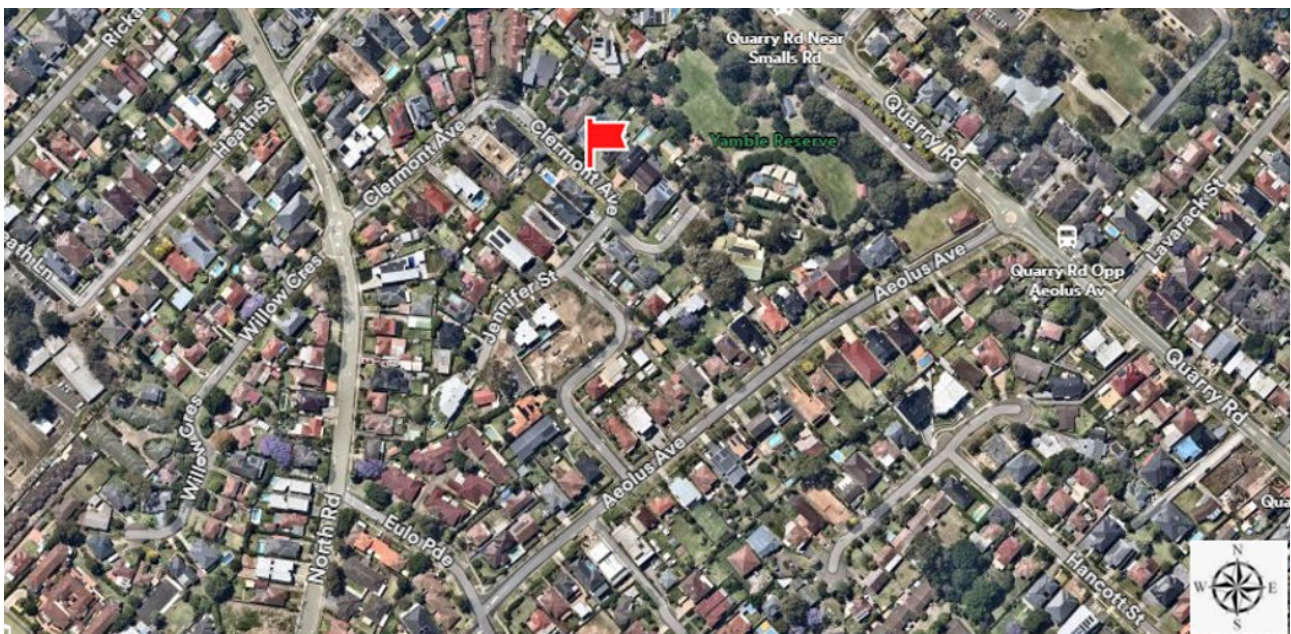
Traffic Committee Members are required to advise whether they have any pecuniary interest with regards to the item discussed below.

**PROPOSAL**

Council is proposing the following parking changes on Jennifer Street and Clermont Avenue, Ryde:

- a) A 'NO STOPPING' zone be installed at the inner side of 90-degree bends on Clermont Avenue at the property frontages of 1, 12 and 24 Clermont Avenue, Ryde.
- b) A 14m long 'NO STOPPING' zone be installed along the western side of Clermont Avenue across the driveway servicing property nos. 18-20 Clermont Avenue, Ryde.
- c) Statutory 10m 'NO STOPPING' zone be installed at the intersection of Aeolus Avenue and Clermont Avenue, Ryde.
- d) A 'NO STOPPING' zone be installed on Jennifer Street at the entire frontage of 10 Clermont Avenue, Ryde.

**Figure 1** shows the location of the proposed changes.



**Figure 1: Location Map**

## DISCUSSION

Council has received representation from residents concerning property access, traffic efficiency and restricted sightlines for vehicles travelling on Clermont Avenue and Jennifer Street, Ryde. To address these issues, Council developed two (2) parking options described below and illustrated in **Figure 2**:

### Option A

- (i) New 'NO STOPPING' zone along one side of Clermont Avenue and Jennifer Street outside property nos. 41, 39, 37, 35, 31, 33, 29, 27, 25, 23, 21, 19, 17, 15, 11, 9, 7, 5, 1 Clermont Avenue; 8-14 Jennifer Street; side frontage of 18 Aeolus Avenue and 45 North Road.
- (ii) New 'NO STOPPING' zone on the cul-de-sac at Jennifer Street, outside property nos. 5, 6, 7, 7A, 8 and 9 Jennifer Street.
- (iii) A 14m long 'NO STOPPING' zone along the western side of Clermont Avenue across the driveway servicing property nos. 18-20 Clermont Avenue.
- (iv) Statutory 10m 'NO STOPPING' at the intersection of Aeolus Avenue and Clermont Avenue.

### Option B

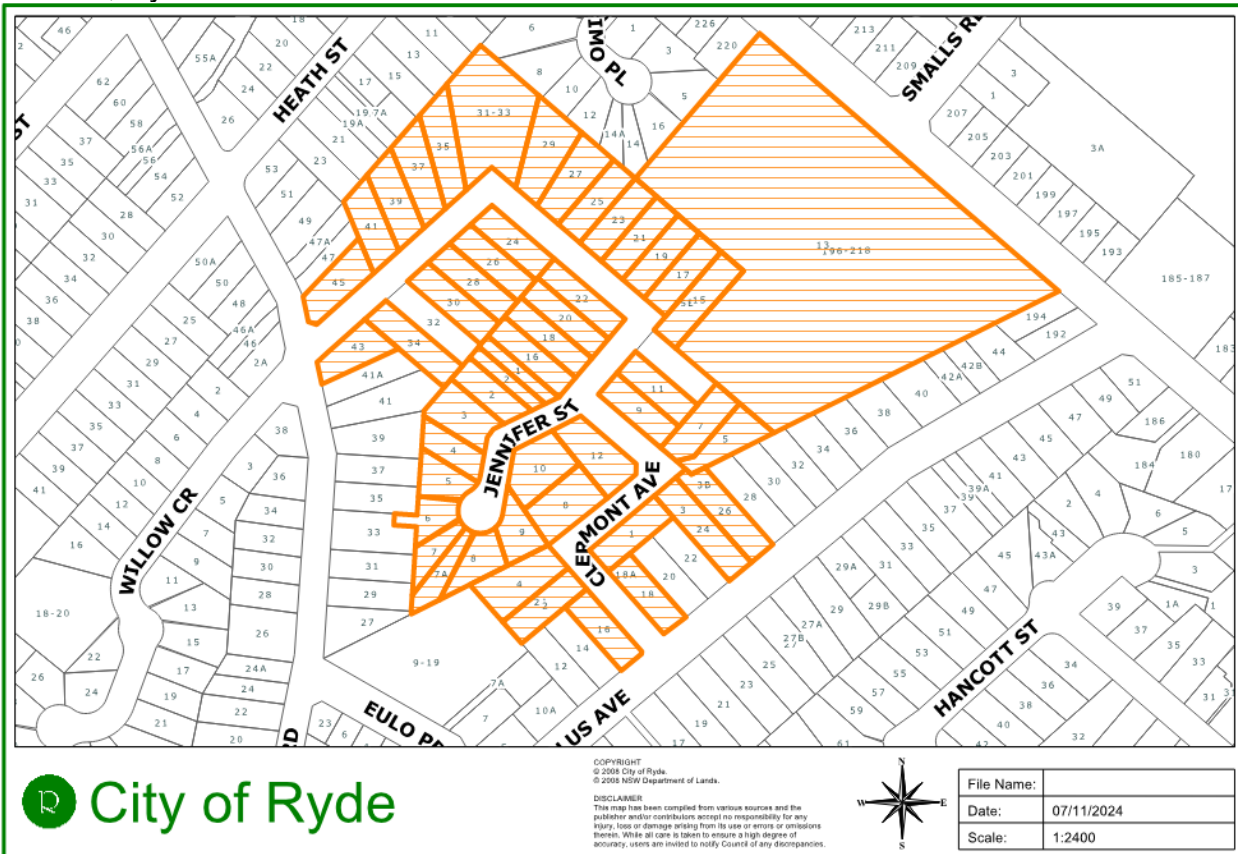
- (i) 'NO STOPPING' zone at the inner side of 90-degree bends on Clermont Avenue at the property frontages of 1, 12 and 24 Clermont Avenue, Ryde
- (ii) Install a 14m long 'NO STOPPING' zone along the western side of Clermont Avenue across the driveway servicing property nos. 18-20 Clermont Avenue, Ryde.
- (iii) 'NO STOPPING' zone on the cul-de-sac at Jennifer Street, outside property nos. 5, 6, 7, 7A, 8 and 9 Jennifer Street.
- (iv) Install 'NO STOPPING' zone at the bend on Jennifer Street at the frontage of 10 Clermont Avenue, Ryde.
- (v) Statutory 10m 'NO STOPPING' at the intersection of Aeolus Avenue and Clermont Avenue.



**Figure 2: Proposed parking restrictions (Options A and B)**

**CONSULTATION**

Consultation letters were distributed to all affected properties as shown in **Figure 3** below, allowing three (3) weeks for feedback. The majority of residents were not in favour of option (A) due to removal of excessive on-street parking on Clermont Avenue and Jennifer Street. The residents also opposed the installation of ‘NO STOPPING’ at the cul-de-sac on Jennifer Street. However, they supported the installation of ‘NO STOPPING’ signs at the 90-degree bends, across driveways and on Jennifer Street at the frontage of property no. 10 Clermont Avenue, Ryde.



**Figure 3: Distribution map for community consultation**

Based on the community feedback Council recommends installing:

- a) A ‘NO STOPPING’ zone be installed at the inner side of 90-degree bends on Clermont Avenue at the property frontages of 1, 12 and 24 Clermont Avenue, Ryde.
- b) A 14m long ‘NO STOPPING’ zone be installed along the western side of Clermont Avenue across the driveway servicing property nos. 18-20 Clermont Avenue, Ryde.
- c) Statutory 10m ‘NO STOPPING’ zone be installed at the intersection of Aeolus Avenue and Clermont Avenue.
- d) A ‘NO STOPPING’ zone be installed on Jennifer Street at the entire frontage of 10 Clermont Avenue, Ryde.

**Figure 4** shows the preferred option based on the community feedback.



Figure 4: Proposed parking restrictions

### RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) A 'NO STOPPING' zone be installed at the inner side of 90-degree bends on Clermont Avenue at the property frontages of 1, 12 and 24 Clermont Avenue, Ryde.
- b) A 14m long 'NO STOPPING' zone be installed along the western side of Clermont Avenue across the driveway servicing property nos. 18-20 Clermont Avenue, Ryde.
- c) Statutory 10m 'NO STOPPING' zone be installed at the intersection of Aeolus Avenue and Clermont Avenue.
- d) A 'NO STOPPING' zone be installed on Jennifer Street at the entire frontage of 10 Clermont Avenue, Ryde.



**ITEM (J) 2-6 CHATHAM ROAD, WEST RYDE**

**SUBJECT: CHANGE OF 1P SIGNS ON CHATHAM ROAD**

ELECTORATE: RYDE  
 WARD: WEST  
 ROAD CLASS: UNCLASSIFIED LOCAL ROAD  
 OFFICER: A MOUSAVI

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

**PROPOSAL**

Council is proposing to install 2 × 16.7m long “1P 8AM-6AM MON-SUN” zones and an 8m long “NO STOPPING” zone between the two 1P zones, both on the western side of Chatham Road at the property frontage of 2-6 Chatham Road, West Ryde.

Figure 1 shows the location of the proposed parking changes.



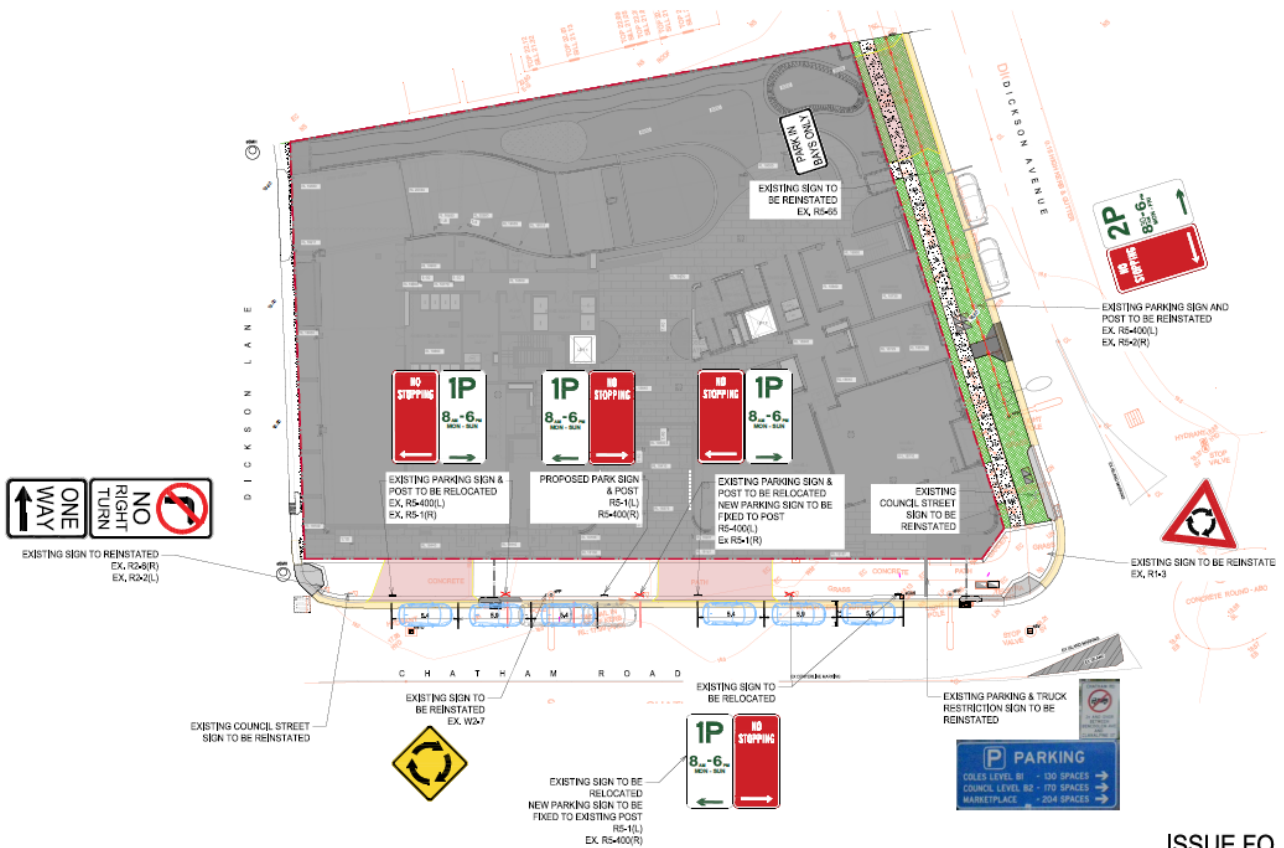
Figure 1: Location Map

**DISCUSSION**

The new development at 2-6 Chatham Road, West Ryde comprises a shop top housing development including 5 retail premises and 62 dwellings. The reconstruction of the subject site will result in redundant of two existing crossovers at the Chatham Road’s property frontage.

The provision of 2 × 16.7m long “1P 8AM-6AM MON-SUN” zones and an 8m long “NO STOPPING” zone (between the two 1P zones) within this section of Chatham Road is to formalise the on-street parking on the western side of Chatham Road as a result of the new development at 2-6 Chatham Road, West Ryde in accordance with the Conditions of Consent and approved plans.

**Figure 2** shows the details of the proposed “1P” and “NO STOPPING” signs on Chatham Road, West Ryde.



**Figure 2 – Proposed signage changes**

**CONSULTATION**

The proposed works form part of the approved development, whereby community consultation was undertaken at the development application stage.



**RECOMMENDATION:**

The Ryde Traffic Committee recommends that:

- a) 2 × 16.7m long “1P 8AM-6AM MON-SUN” zones be installed on the western side of Chatham Road at the property frontage of 2-6 Chatham Road, West Ryde.
- b) An 8m long “NO STOPPING” zone (between the two 1P zones) be installed on the western side of Chatham Road at the property frontage of 2-6 Chatham Road, West Ryde.
- c) The proposed signs in recommendations (a) and (b) be installed by the developer at no cost to Council.



**ITEM (K) 11-17 KHARTOUM ROAD, MACQUARIE PARK**

**SUBJECT: CHANGE OF SIGNS AND LINEMARKING ON KHARTOUM ROAD AND TALAVERA ROAD**

ELECTORATE: RYDE  
 WARD: CENTRAL  
 ROAD CLASS: DISTRIBUTOR ROAD  
 OFFICER: J HUANG

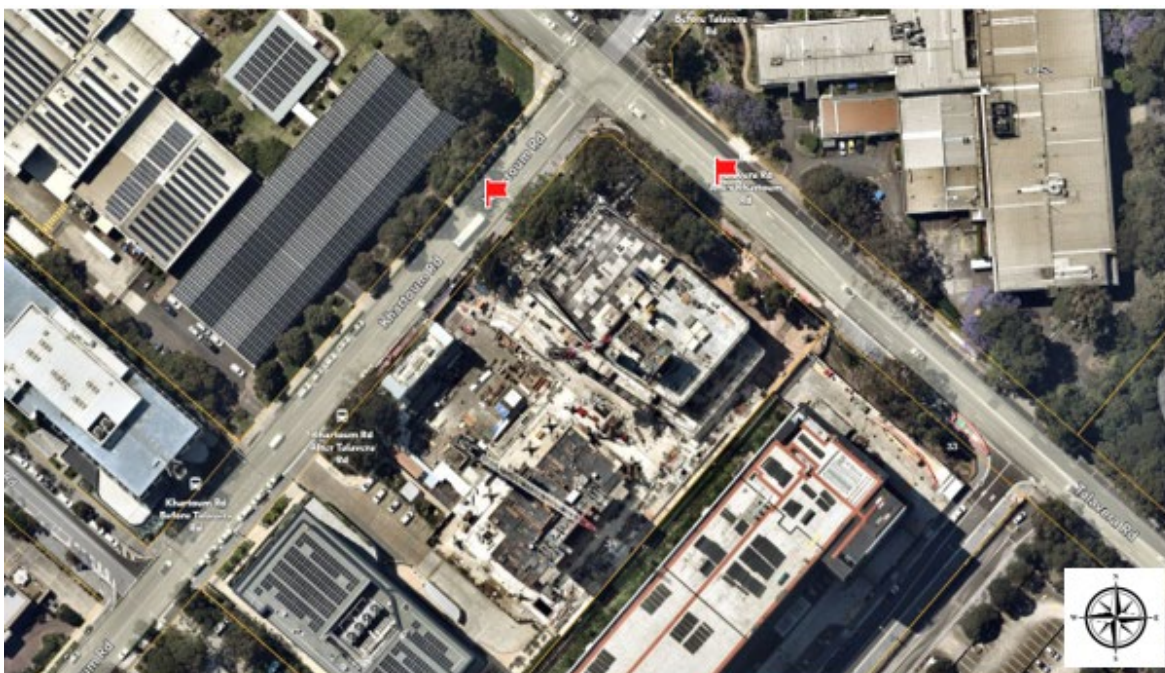
Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest about the item discussed below.

**PROPOSAL**

Council is proposing to install the following signs and linemarking at the property frontage of 11-17 Khartoum Road, Macquarie Park:

- a) Relocation of the existing 12P Parking Area sign (R5-61) on Khartoum Road, and replacement of 12P signs on Khartoum Road with 2P signs (R5-2).
- b) Provision of linemarking at the bus stop area on Khartoum Road.
- c) Provision of yellow linemarking at the layback of the proposed access road and the existing access road (with Building A).
- d) Installation of Shared Path sign (R8-2) at the intersection of Talavera Road SUP and site pedestrian link.

**Figure 1** shows the location of the proposed sign and linemarking changes.



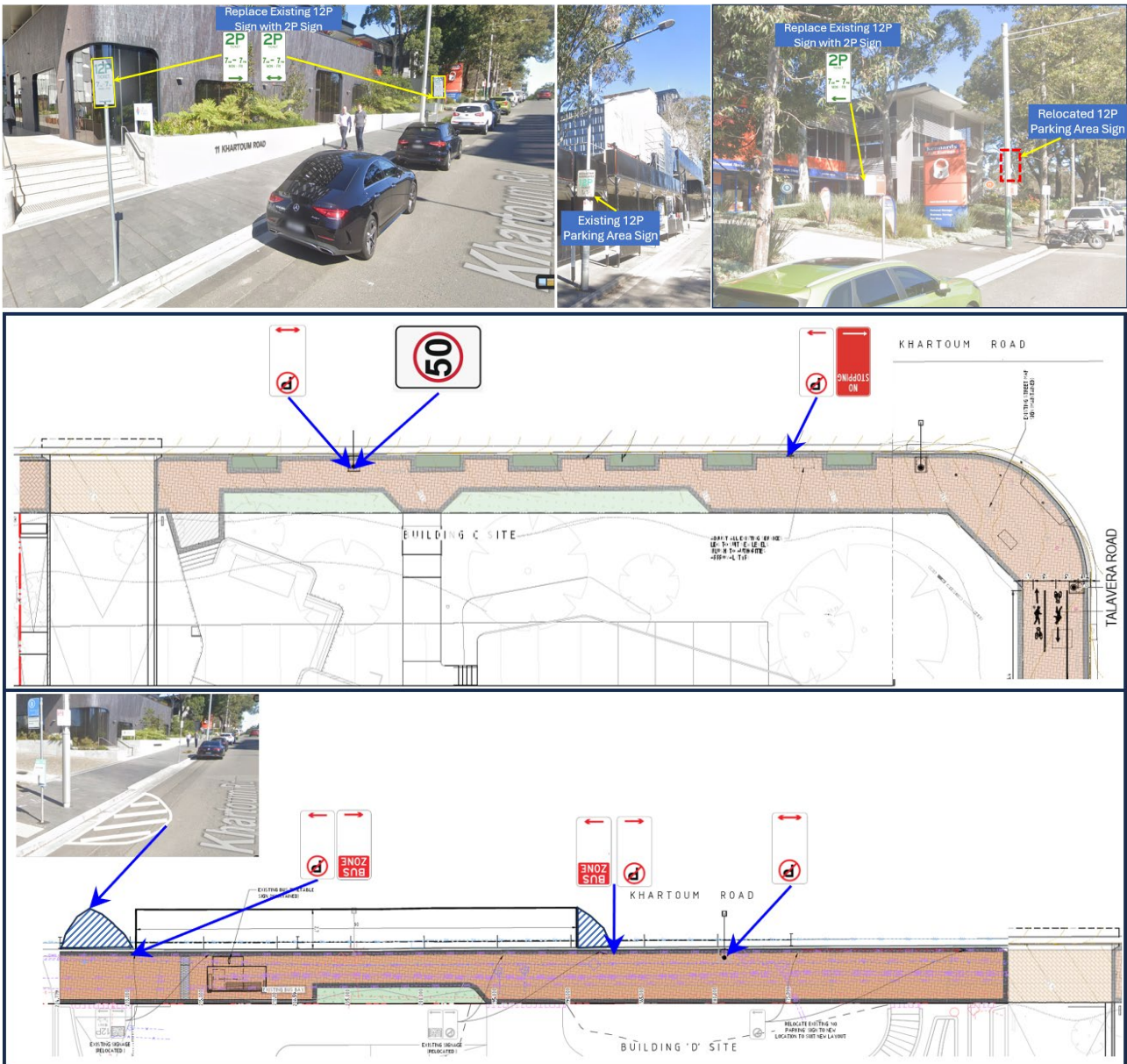
**Figure 1: Location Map**





**DISCUSSION**

This new developments at 11-17 Khartoum Road comprise two seven-storey mixed use (commercial/retail) buildings with retail on the ground floor and commercial above. The existing on-street parking on Khartoum Road adjacent to the development is regulated as 12P to serve previous office buildings. The ground-floor retail shops of the new buildings require 2P regulation to accommodate the parking demand associated with retail activities. The proposed parking signage alterations are shown in **Figure 2**.

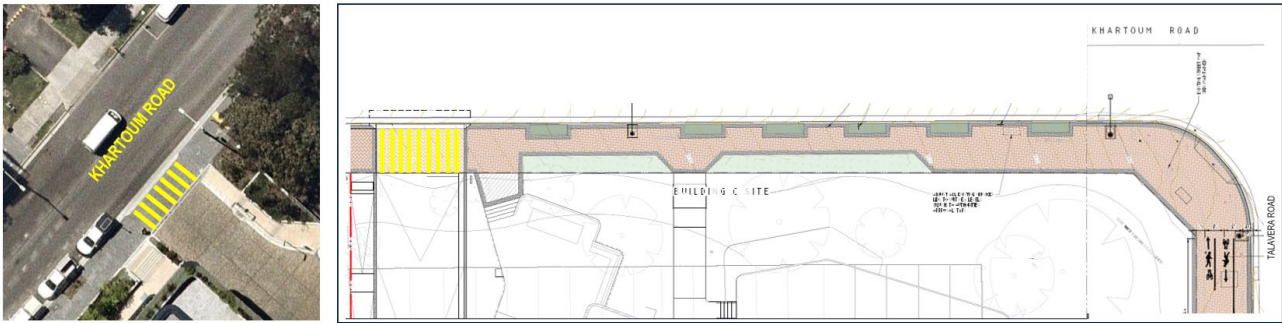


**Figure 2 – Proposed signage and linemarking along site frontage with Khartoum Road**

In addition, the site access road layback will prioritise pedestrian movement, with entering and exiting vehicles required to give way to pedestrians. However, the completed southern access layback currently matches the footpath's colour, making it less visually distinct. To improve pedestrian safety and emphasise their priority, it is proposed to add yellow line

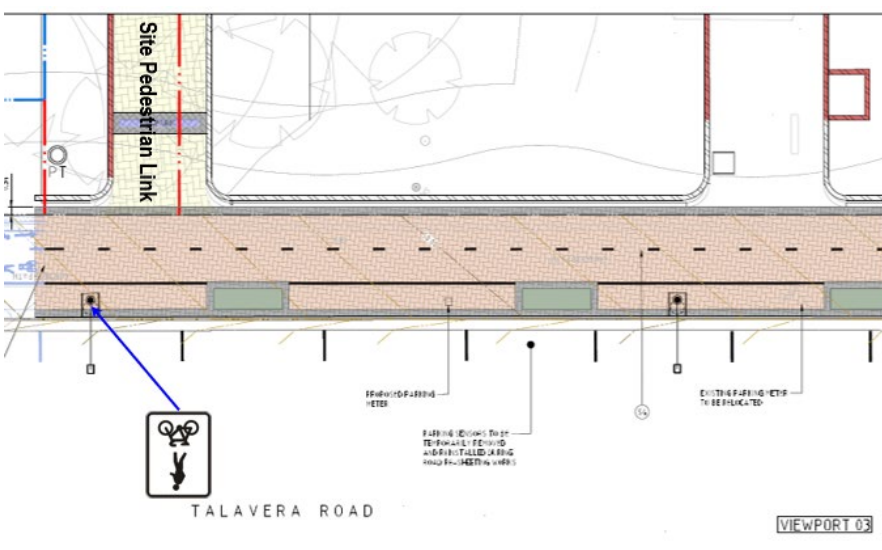


markings to the layback area, designating it as a pedestrian crossing and serving as a clear reminder for drivers to give way. Similarly, yellow line markings will be applied to the northern access layback, as illustrated in **Figure 3**. This approach is similar to the measures implemented along the eastern side of Herring Road for vehicles exiting Macquarie Centre, where its sound effects further enhance pedestrian safety.



**Figure 3 – Proposed yellow linemarking on layback area of side access road off Khartoum Road**

Finally, a Shared Path sign (R8-2) be installed on the multi-functional pole located at the intersection of Talavera Road SUP and site pedestrian link is proposed to as shown on **Figure 4**. The sign is facing to the pedestrian link.



**Figure 4 – Proposed Shared User Path Sign along Talavera Road**

## CONSULTATION

The proposed works form part of the approved development, whereby community consultation was undertaken at the development application stage.



**RECOMMENDATION:**

The Ryde Traffic Committee recommends that:

- a) Existing 12P Parking Area sign (R5-61) on Khartoum Road be relocated to the site boundary, and the existing 12P signs along the site frontage with Khartoum Road be replaced with 2P signs (R5-2).
- b) Linemarking be provided at the bus stop area on Khartoum Road.
- c) Yellow linemarking be provided at the layback of the proposed access road and the completed access road (with Building A).
- d) A Shared Path sign (R8-2) be installed at the intersection of Talavera Road SUP and site pedestrian link.
- e) The proposed signs and linemarking in recommendations (a) to (d) be installed by the developer at no cost to Council.



**ITEM (L) 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**

Council holds free child car seat checking days four times a year for people who live or work in the City of Ryde. Our next checking day is on 28 November. A number of vouchers for a free mobile checking service are also available outside the scheduled checking days. Council promotes vouchers through community support organisations targeting families in need.

### **COUNCIL FUNDED PROGRAMS**

#### **Family Engagement**

Council partnered with Kids & Traffic, an early childhood road safety education program based at Macquarie University, to deliver Road Safety Storytimes at North Ryde Library and Eastwood Library in October. Young children and their parents learned about wearing helmets and seatbelts and holding hands when around roads and traffic.

#### **Seniors Engagement**

A Safer Driving for Seniors workshop was held on 19 November in Marsfield, with around 30 attendees refreshing their knowledge of road rules and new car technologies, learning low-risk driving techniques and preparing for the Aged Driving Test. A pedestrian safety presentation was delivered to a falls prevention group at Royal Rehab.

#### **School Zone Safety Program**

Council and the Police are currently working with Denistone East Public School on a trial change to traffic and parking conditions at drop-off and pick-up times following a near-miss on Kings Road. A review of traffic and parking is also being undertaken around Truscott Street Public School.

### **RECOMMENDATION**

The Ryde Traffic Committee recommends that:

- a) The Road Safety report outlining programs and community engagements including child car seat checking day, senior driver workshop, road safety storytimes and school zone safety program be received and noted.