
NOTICE OF MEETING

You are advised of the following meeting:

Ryde Traffic Committee Meeting

Thursday, 3 April 2025

**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 ForceRyde Local Area Command
Member for RydeThe Hon. Jordan Lane MP
Member for Lane CoveThe Hon. A Roberts MP

ADVISORS

BuswaysWestern 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) - MONASH ROAD, GLADESVILLE - PEDESTRIAN REFUGE

ITEM(B) - PARKES STREET, WEST RYDE - INSTALLATION OF NO PARKING ZONE

ITEM(C) - RYEDALE ROAD, WEST RYDE - PARKING CHANGES

ITEM(D) - WOLGER ROAD, RYDE - EXTENSION OF NO STOPPING

ITEM(E) - TERRY ROAD AND BRUSH ROAD, EASTWOOD - LOADING ZONE AND TIMED PARKING

ITEM(F) - CONVERSION OF ANGAS STREET BRIDGE TO A WALKING AND CYCLING BRIDGE, WEST RYDE – NOTICE OF MOTION

ITEM(G) - ROAD SAFETY UPDATE - ROAD SAFETY PROGRAMS

GENERAL BUSINESS

1- VICTORIA ROAD AND CHATHAM ROAD INTERSECTION

2- CUTLER PARADE, NORTH RYDE - DISABLED PARKING

3- VIMIERA ROAD, MARSFIELD - EPPING BOYS HIGH SCHOOL



ITEM (A): MONASH ROAD, GLADESVILLE
SUBJECT: PEDESTRIAN REFUGE

ELECTORATE: LANE COVE
WARD: EAST
ROAD CLASS: CLASSIFIED
OFFICER: S SALEEM

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 install a pedestrian refuge on Monash Road, to the south of College Street at the intersection of College Street/ Eltham Street and Monash Road, Gladesville.

Figure 1 shows the location of the proposed changes.

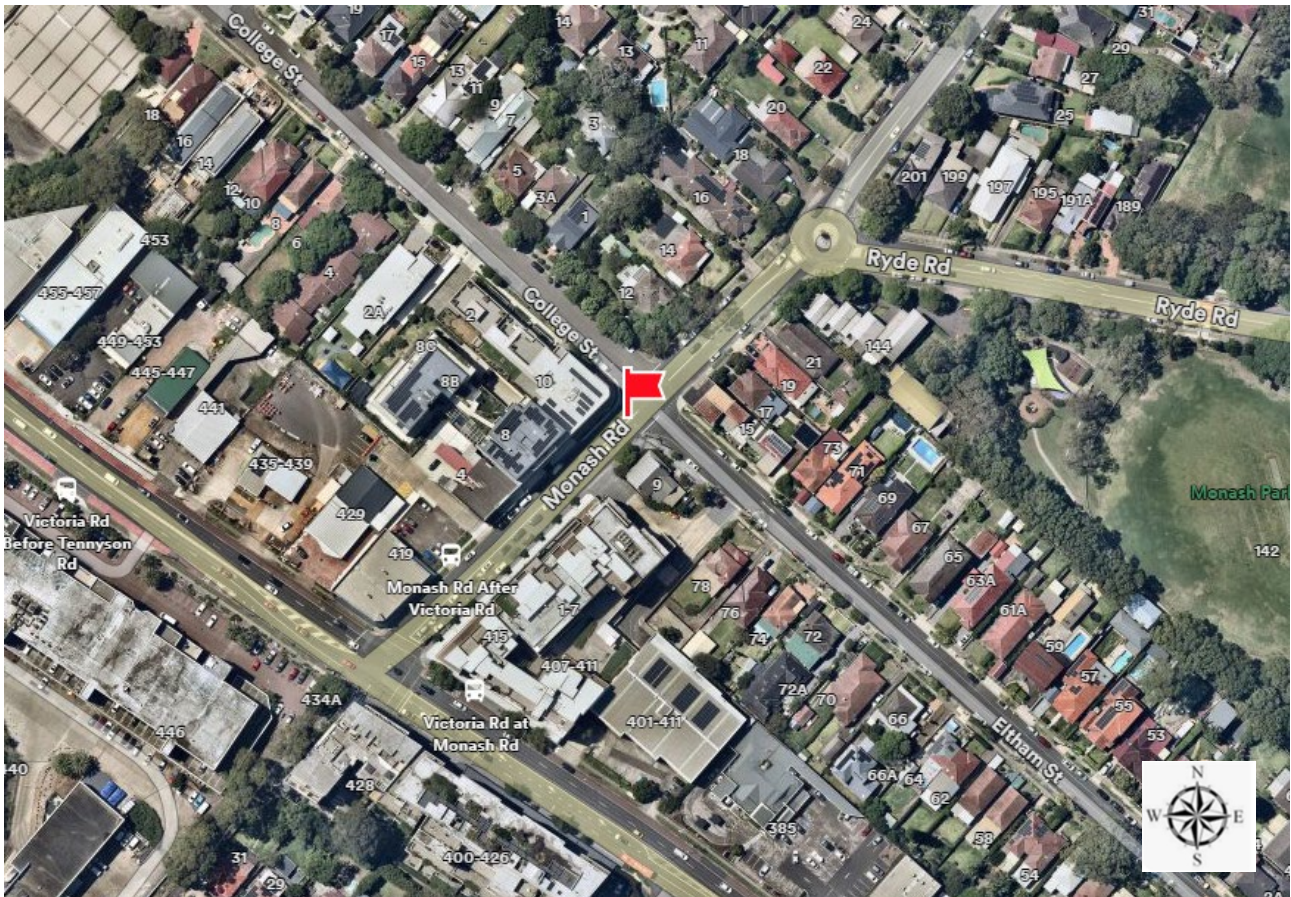


Figure 1: Location Map

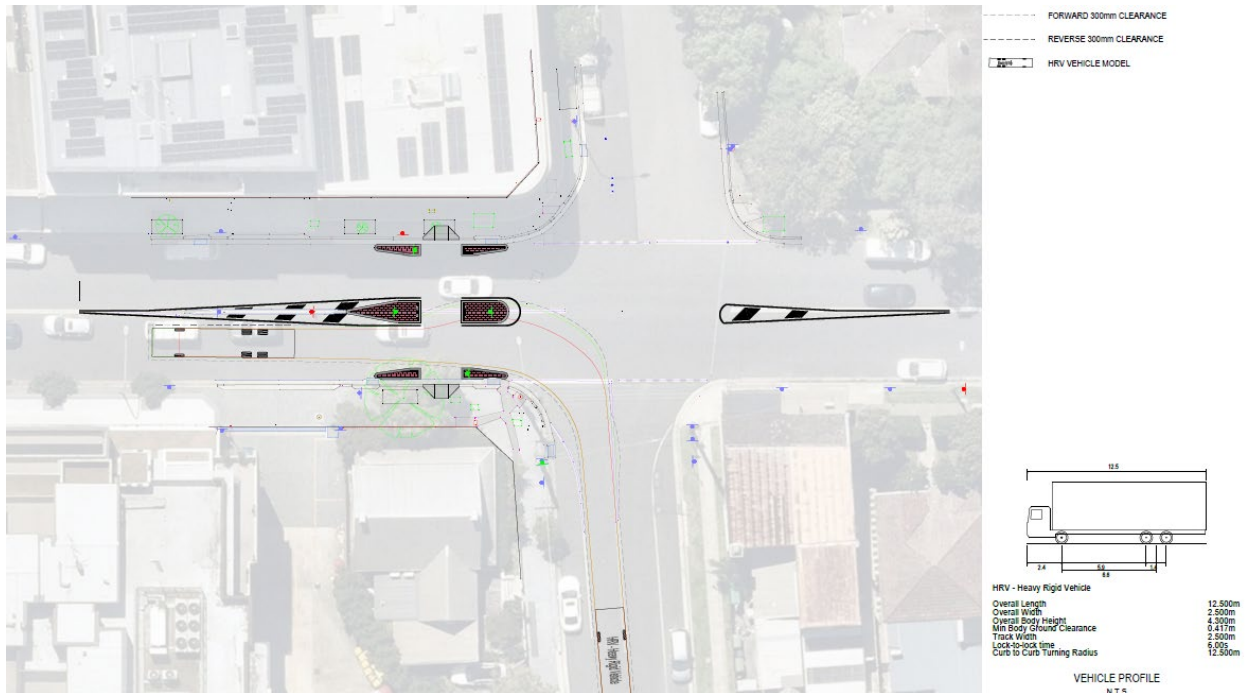


Figure 3: Swept path assessment for a 12.5m long HRV

CONSULTATION

This project does not affect access to abutting developments or results in loss of on-street parking. As such community consultation was not required. However, affected residents will be notified prior to the commencement of any construction activity.

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) A pedestrian refuge be installed on Monash Road, to the south of College Street at the intersection of College Street/ Eltham Street and Monash Road, Gladesville.
- b) Vehicles over 6m be banned from turning left onto Monash Road from Eltham Street, Gladesville.

ITEM (B): PARKES STREET, WEST RYDE
SUBJECT: INSTALLATION OF NO PARKING

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

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 NO STOPPING zone with a 5.4m long NO PARKING zone at the frontage of property no. 99 Parkes Street, West Ryde.

Figure 1 shows the location of the proposed changes.

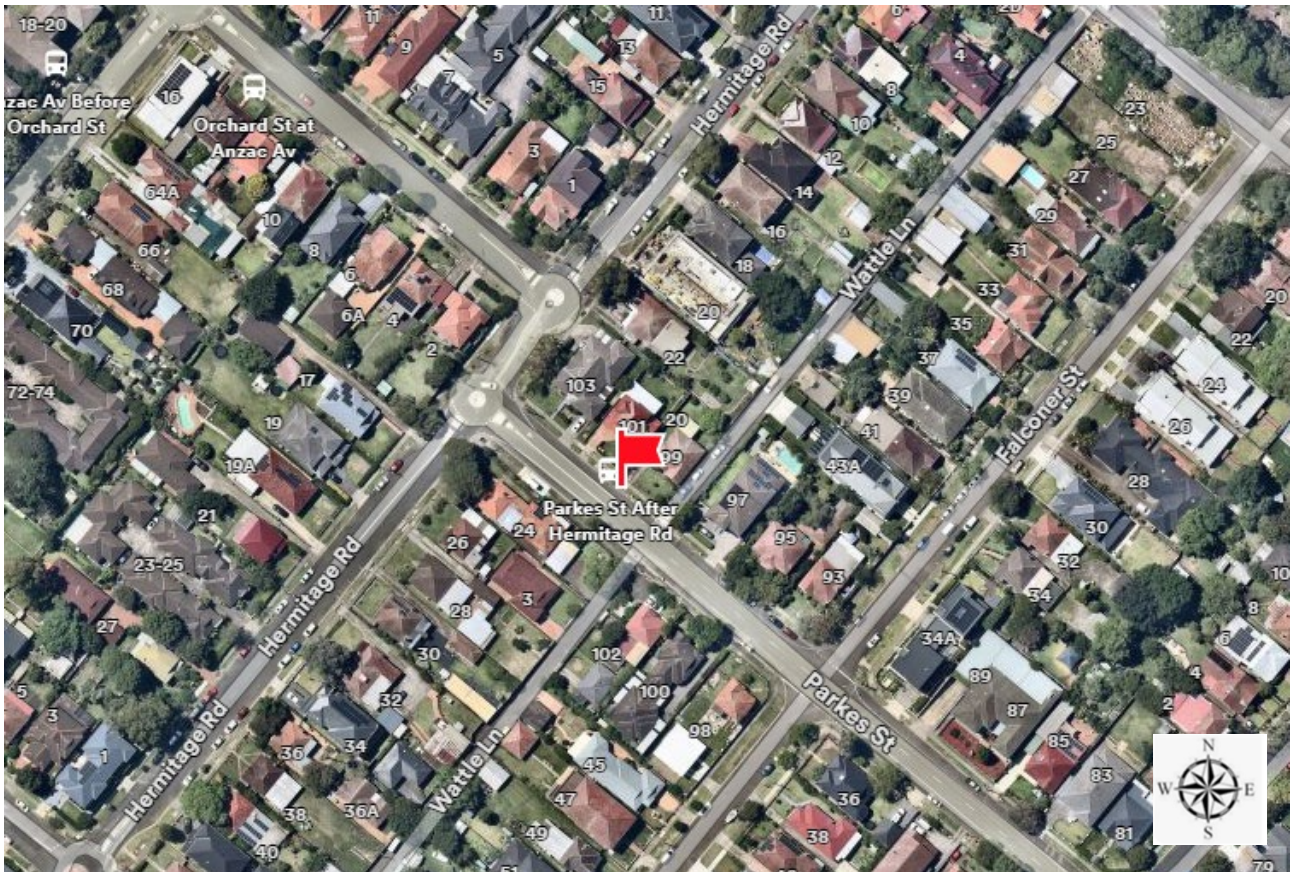


Figure 1: Location Map

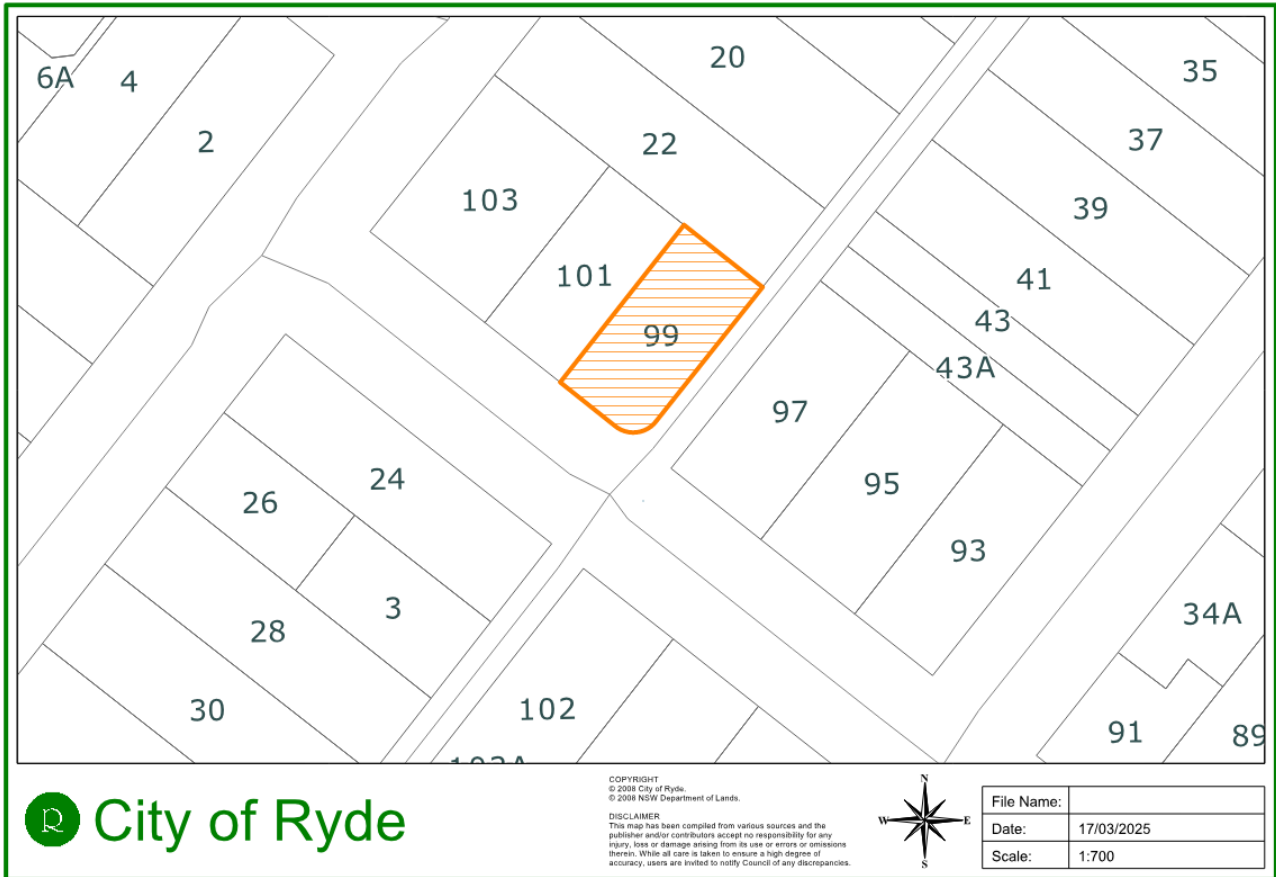


Figure 3: Distribution map for community consultation

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) The existing 5.4m long NO STOPPING zone be replaced with a NO PARKING STRYDER VEHICLES EXCEPTED zone outside property no. 99 Parkes Street, West Ryde.



ITEM (C): RYEDALE ROAD, WEST RYDE
SUBJECT: PARKING CHANGES

ELECTORATE: RYDE
WARD: CENTRAL
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:

- a) Change the 1/2P 8:30AM-6PM MON-FRI 8:30AM-12:30PM SAT parking restriction to 1/2P (at all times) at the frontage of businesses located on the eastern side of Ryedale Road, between Wattle Street and Victoria Road, West Ryde.
- b) Install the parking bay lines at the parking spaces on the eastern side of Ryedale Road, opposite to the West Ryde train station.

Figure 1 shows the location of the proposed changes.



Figure 1: Location Map

DISCUSSION

At the meeting held on 27 August 2024, Council resolved:

- a) Organise lines for car parking to provide drivers with clear guidance on the spots for parking opposite the train station on Ryedale Road.
- b) Work with the Traffic Committee to come back with a report within three months on the feasibility of restricting parking to 30 minutes all day rather than the current limit of 30 minutes which only applies to the hours of 8:30am to 3:30pm.

In response to the above resolution, staff investigated the parking situation on Ryedale Road during different periods of the day. There was a lack of parking spots available along Ryedale Road on weeknights and weekends based on staff's observations. In order to increase parking opportunities in that area, it is proposed that the existing parking restrictions (1/2P 8:30AM – 6:00PM MON–FRI, 8:30AM – 12:30PM SAT) are changed to 1/2P at all times. This change would apply to parking spaces in front of businesses on the eastern side of Ryedale Road, between Wattle Street and Victoria Road, West Ryde.

In addition, Council is also proposing to install parking bay lines at the parking spaces on the eastern side of Ryedale Road, opposite to the West Ryde train station. This measure is expected to assist with drivers accessing and vacating a parking space.

Figure 2 shows the proposed changes.

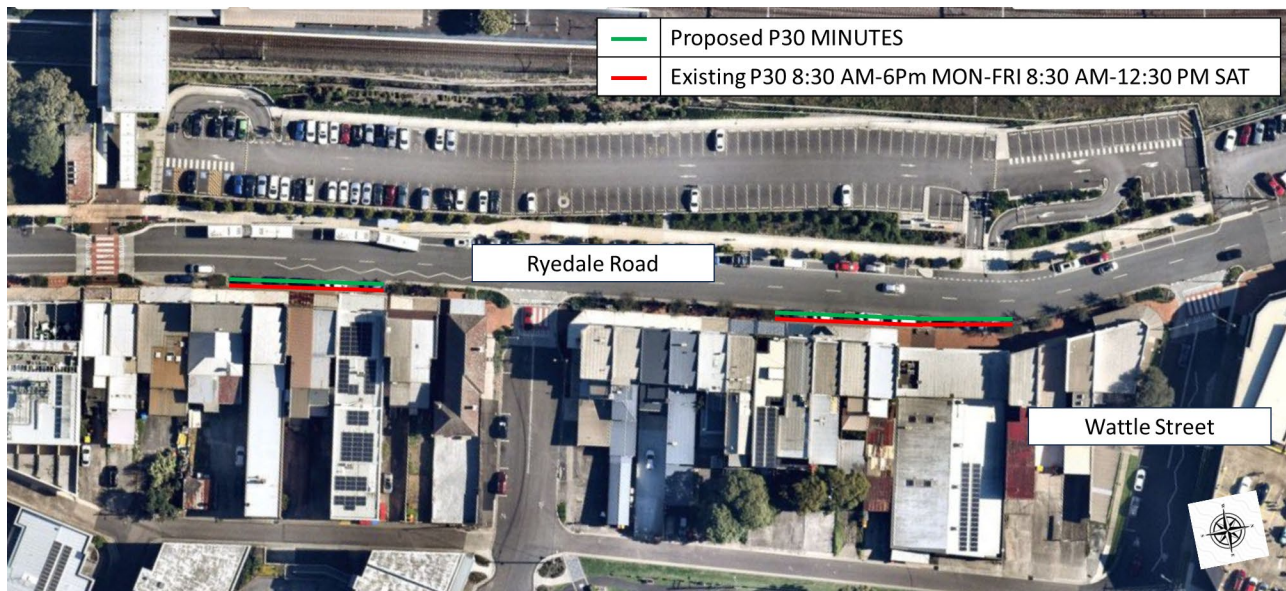


Figure 2: Proposed changes on Ryedale Road, West Ryde.

CONSULTATION

Consultation letters were distributed to all affected businesses as shown in **Figure 3** below, allowing at least 10 business days for feedback. The consultation period was between 5 March 2025 to 20 March 2025. Council received no objection regarding the proposal.

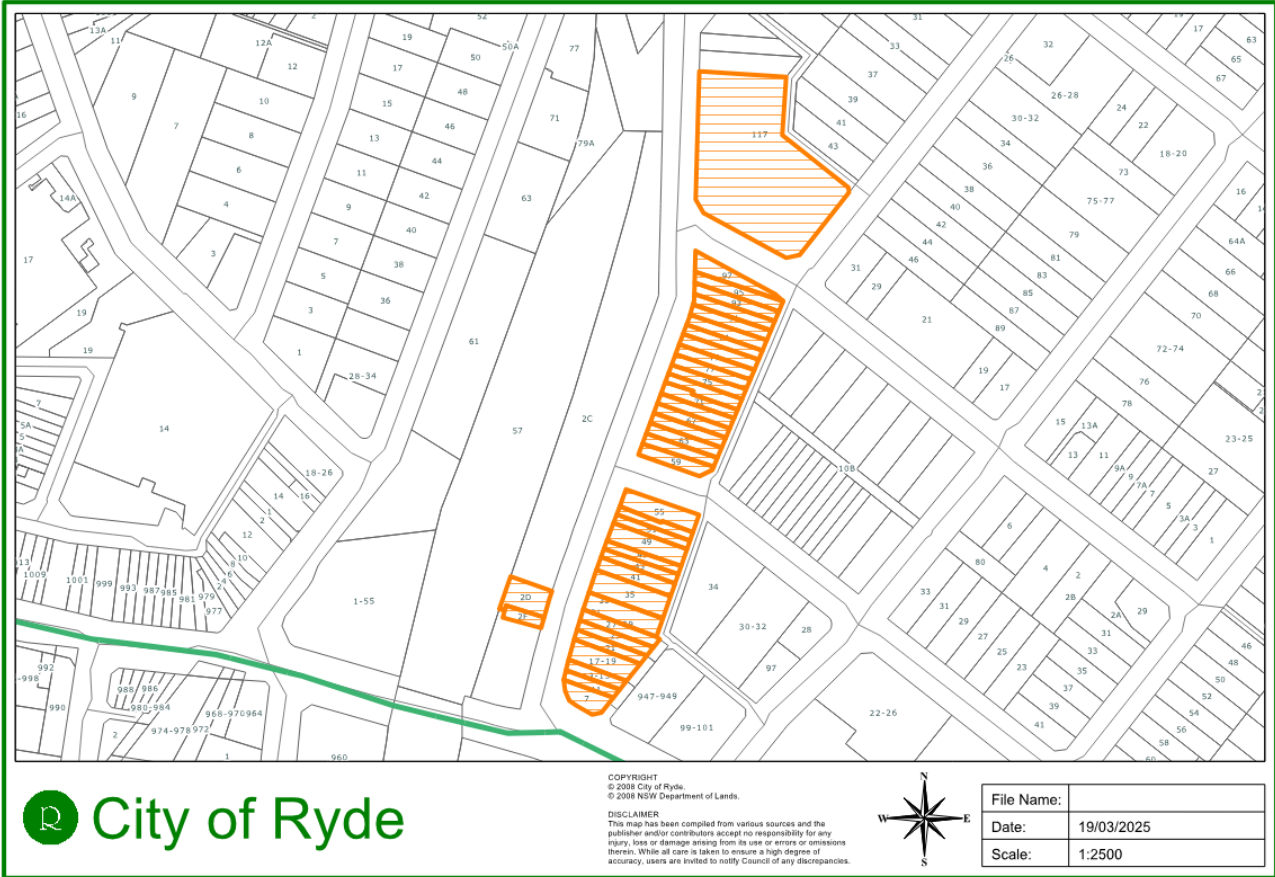


Figure 3: Distribution map for community consultation

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) The existing 1/2P 8:30AM-6PM MON-FRI 8:30AM-12:30PM SAT parking restriction be changed to 1/2P (at all times) at the frontage of businesses located on the eastern side of Ryedale Road, between Wattle Street and Victoria Road, West Ryde.
- b) The parking bay lines be marked at the parking spaces on the eastern side of Ryedale Road, opposite to the West Ryde train station.

ITEM (D): WOLGER ROAD, RYDE
SUBJECT: EXTENSION OF NO STOPPING

ELECTORATE: RYDE
WARD: CENTRAL
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:

- a) Extend the existing NO STOPPING zone on the western side at the property frontages of 30 to 38 Wolger Road, Ryde.
- b) Extend the existing NO STOPPING zone on eastern side of Wolger Road at the property frontages of 47 to 49A Wolger Road and side frontage of 9 Aeolus Avenue, Ryde.

Figure 1 shows the location of the proposed changes.

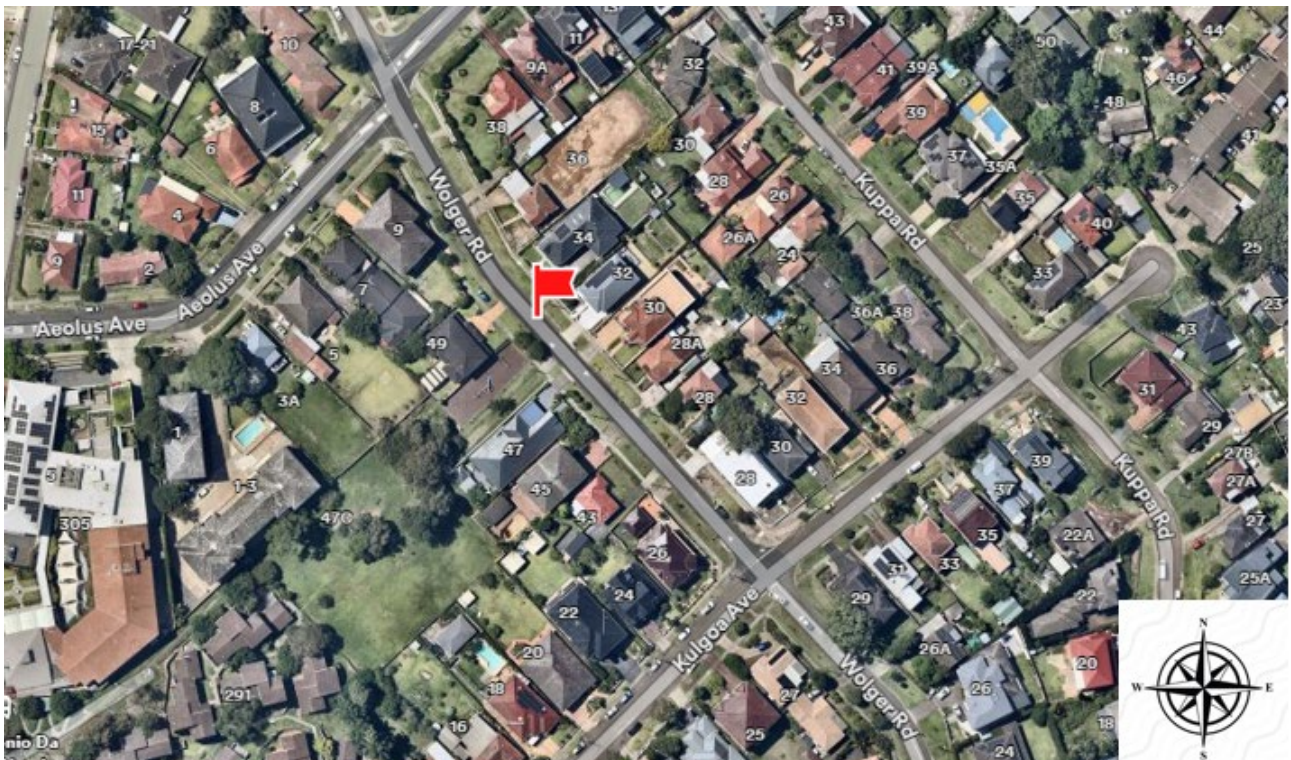


Figure 1: Location Map

DISCUSSION

Council has received representation from residents concerning property access, traffic efficiency and obstructed sightlines for vehicles travelling on Wolger Road. Council is therefore proposing to extend the existing NO STOPPING zones on both sides of Wolger Road at the property frontages of 30 to 38 and 47 to 49A Wolger Road, Ryde.

Figure 2 shows the proposed changes.

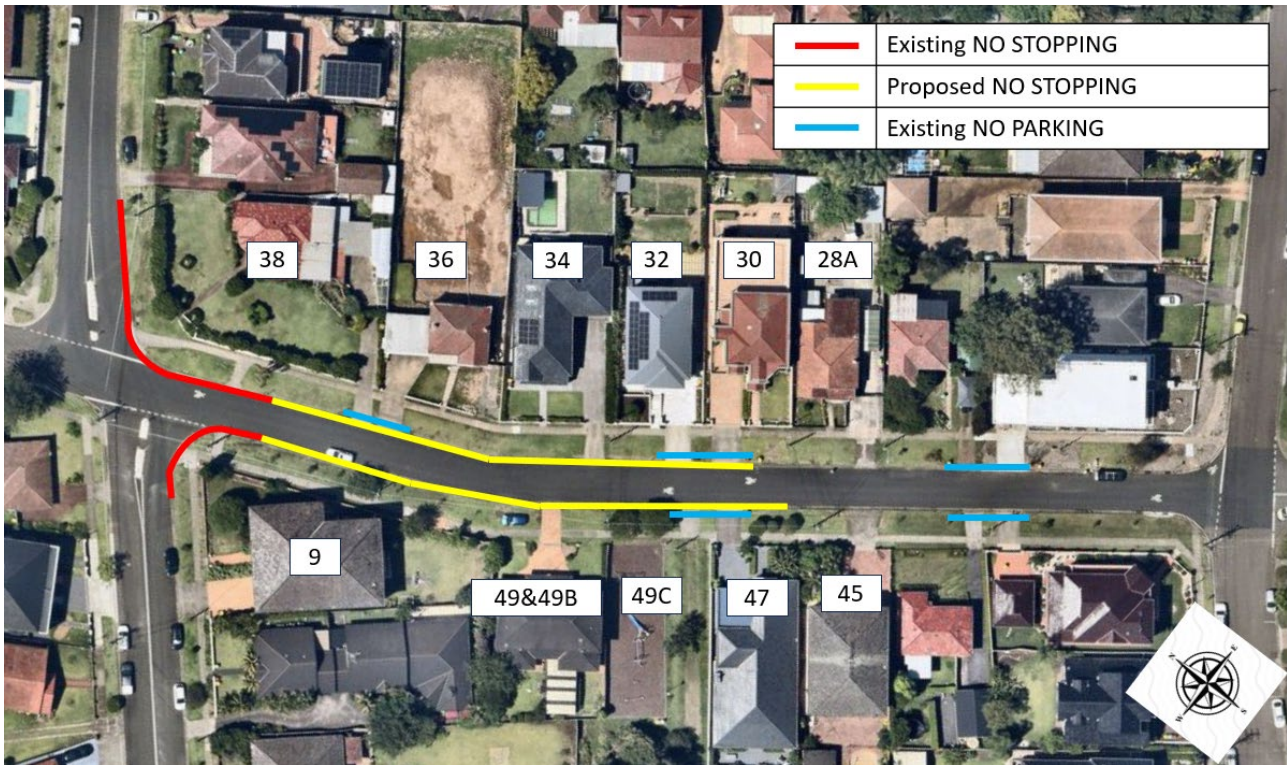


Figure 2: Proposed changes on Wolger Road, Ryde

CONSULTATION

Consultation letters were distributed to all affected properties as shown in Figure 3 below, allowing for at least 10 business days for feedback. The consultation period was between 6 March 2025 to 16 March 2025. Council received no objections regarding the proposal.

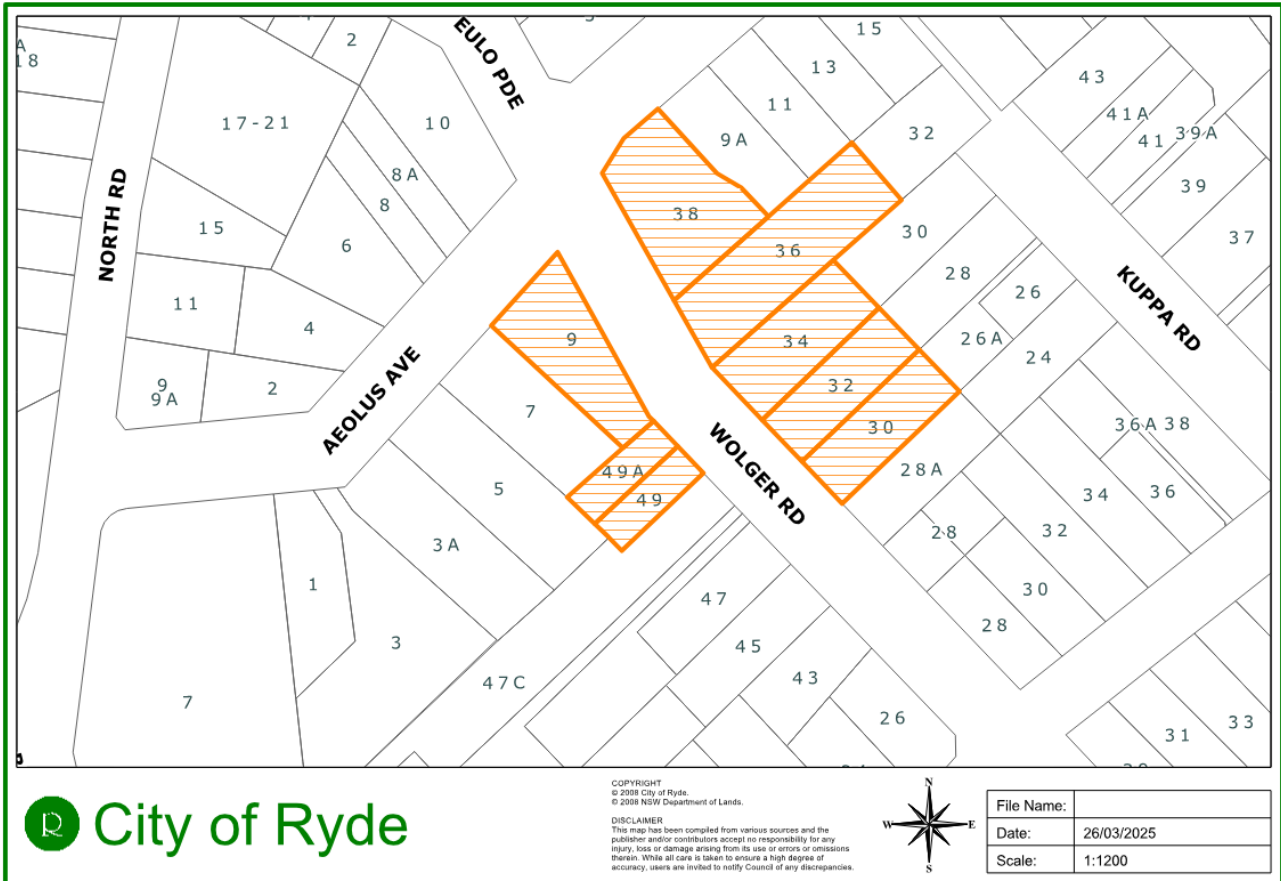


Figure 3: Distribution map for community consultation

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) The existing NO STOPPING zone on the western side be extended at the property frontages of 30 to 38 Wolger Road, Ryde.
- b) The existing NO STOPPING zone be extended on the eastern side of Wolger Road at the property frontages of 47 to 49A Wolger Road and side frontage of 9 Aeolus Avenue, Ryde.



ITEM (E): TERRY ROAD AND BRUSH ROAD, EASTWOOD
SUBJECT: LOADING ZONE AND TIMED PARKING

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 install:

- a) A 12.5m long LOADING ZONE 6AM-6PM MON-FRI on Terry Road at the frontage of property no. 64 Terry Road.
- b) The existing BUS ZONE on Terry Road opposite Milton Avenue be extended to 30m (20m approach and 10m departure).
- c) A 26m zone of 1/2P Parking 8AM-6PM ALL DAYS be installed on Brush Road along the frontage of No.64 Terry Road.

Figure 1 shows the location of the proposed changes.

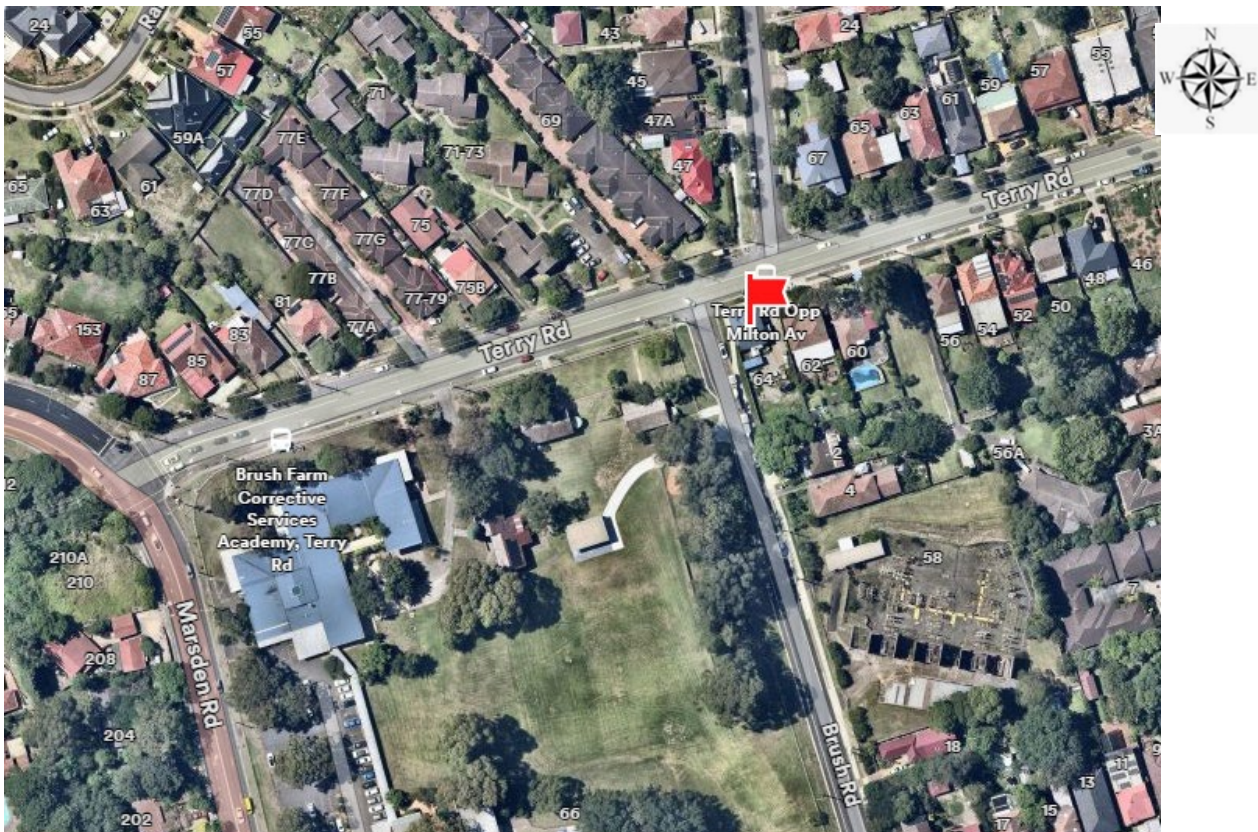


Figure 1: Location Map



DISCUSSION

The property at 64 Terry Road is an isolated retail outlet in a residential area. This location has been experiencing issues with loading arrangements and access for customers.

The provision of a new **LOADING ZONE** and alterations to the existing **BUS ZONE** on Terry Road are expected to assist with pick-up/drop-off activities in the area. Currently parking in the area restricts bus access and results in the bus tailing into the travel lane, disrupting traffic flow and impeding passenger access.

The timed parking (4 spaces) proposed on Brush Road, adjacent to the retail use is intended to provide more parking opportunities for customers of the adjoining business.

Figure 2 shows the proposed changes.



Figure 2: Proposed parking changes - Terry Road and Brush Road, Eastwood

CONSULTATION

Consultation letters were distributed to all affected properties as shown in **Figure 3** below, allowing for at least 10 business days for feedback. The consultation period was between 7-16 March. Council only received one (1) submission, which was generally in support of



the proposal but requesting for a minor adjustment to the parking restrictions to 30minutes, to better support general use by customers.

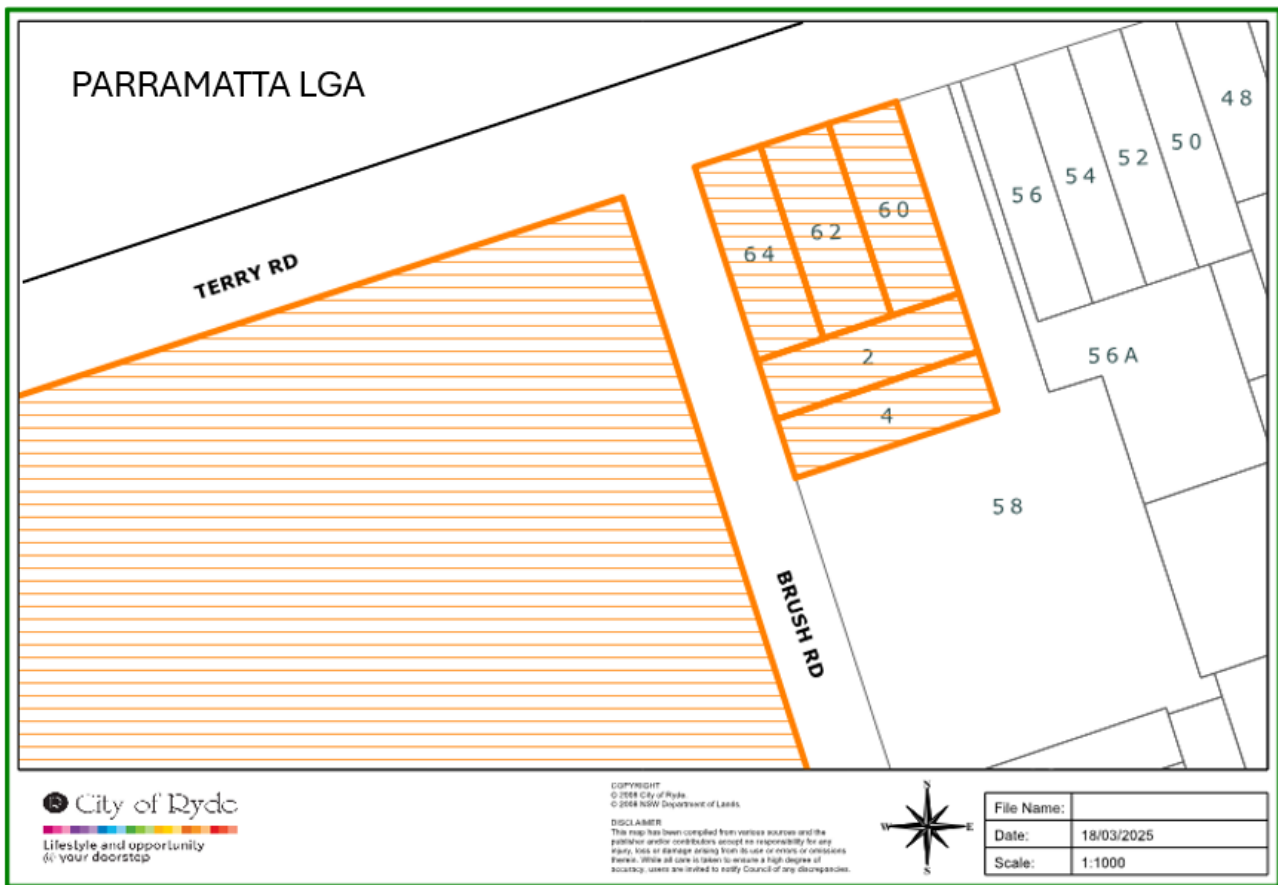


Figure 3: Distribution map for community consultation

RECOMMENDATION:

The Ryde Traffic Committee recommends that:

- a) A 12.5m long LOADING ZONE 6AM-6PM MON-FRI be installed on Terry Road at the frontage of property no. 64 Terry Road.
- b) The existing BUS ZONE on Terry Road opposite Milton Avenue be extended to 30m (20m approach and 10m departure).
- c) A 26m long 1/2P Parking 8AM-6PM ALL DAYS be installed on Brush Road along the frontage of property no. 64 Terry Road.



ITEM(F): CONVERSION OF ANGAS STREET BRIDGE TO A WALKING AND CYCLING BRIDGE

SUBJECT: NOTICE OF MOTION

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

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:

- 1) Repurpose Angas Street bridge in Meadowbank, to accommodate pedestrian and cyclist traffic only (i.e. vehicular traffic will not be permitted to travel across the bridge).
- 2) Provide a turnaround facility at the northern and southern ends of Angas Street bridge to enable vehicles to turnaround. These areas will be signposted NO STOPPING to assist with the safety of vehicular manoeuvring.

Error! Reference source not found. shows the location of the proposed changes.



Figure 1: Location Map



DISCUSSION

Angas Street, between See Street and Underdale Lane, is a local road lined with residential developments, a primary school, a childcare centre, and the Meadowbank Scout Group. It provides access to residential driveways and private apartment parking lots, with restricted on-street parking and a designated 'kiss and ride' zone in front of the primary school. The Angas Street bridge provides connectivity across Constitution Road.

Angas Street bridge is approximately 12m in length and provides a carriageway width of 3m. The width of the bridge is only capable of supporting traffic flow in one direction at a time, under courtesy conditions. The bridge is governed by a signposted speed limit of 10km/h and is restricted for use by vehicles that are 3 tonnes or under.

In recent years, an independent structural assessment was undertaken of the bridge. This study identified that maintaining the bridge in its current state was a high safety risk, as the bridge was assessed to be unsuitable for supporting vehicular traffic over the next five (5) years with significant renewal and upgrade required to restore serviceability. Given this assessment, Council explored various options to upgrade and widen the bridge.

Option for replacement with a new bridge supporting both two-way vehicular traffic and pedestrian/cyclist access was considered. The Angas Street bridge project forms part of the broader Stage 2 Constitution Road Infrastructure Upgrade works, which is primarily funded by the State Government under the Accelerated Infrastructure Fund (Round 3). The funding from the grant only supports the 'pedestrianisation' of the bridge (i.e., closing the bridge off to vehicular traffic). Therefore, such upgrade is outside the scope of the funding. Furthermore, it is also estimated that the cost of such upgrade is circa \$7.5M which is cost prohibitive when considering the funding available. Therefore, there is currently no scope or funding available for widening of the bridge.

The refurbishment of the bridge for long-term support of the current operation will continue to retain the existing pedestrian and vehicle conflict. In this regard, there have been several traffic studies undertaken to assess the impact of closing Angas Street bridge to vehicular traffic. These studies concluded that this measure would require traffic to be redirected to other streets such as Bowden Street and See Street. The redistribution of traffic has been assessed to have negligible impact on the operations of the surrounding public road network, as the traffic volumes using Angas Street bridge are low. It is further noted that the upgrade of Constitution Road and Bowden Street involving the provision of traffic lights at this intersection and the future connection of Faraday Lane to Constitution Road is envisaged to result in capacity improvements that will enable the minor redirected traffic that is currently using Angas Street bridge to be absorbed.

The conversion of Angas Street bridge to support walking and cycling trips only contributes to the expansion of the active transport network in Meadowbank, which support safer and more efficient travel for pedestrians and cyclists in particular vulnerable road users such as



students. This measure is aligned with the objectives specified within the adopted Bicycle Strategy & Action Plan 2022 – 2030 and the Meadowbank/West Ryde Renewal Strategy.

The Angas Street bridge project also involves the provision of a turnaround facility at its northern and southern ends to assist with vehicular manoeuvring at these locations. “NO STOPPING” zones are proposed at these terminating ends to assist with the safety of turnaround movement of vehicles. Figure 2 shows the location of the proposed parking changes.

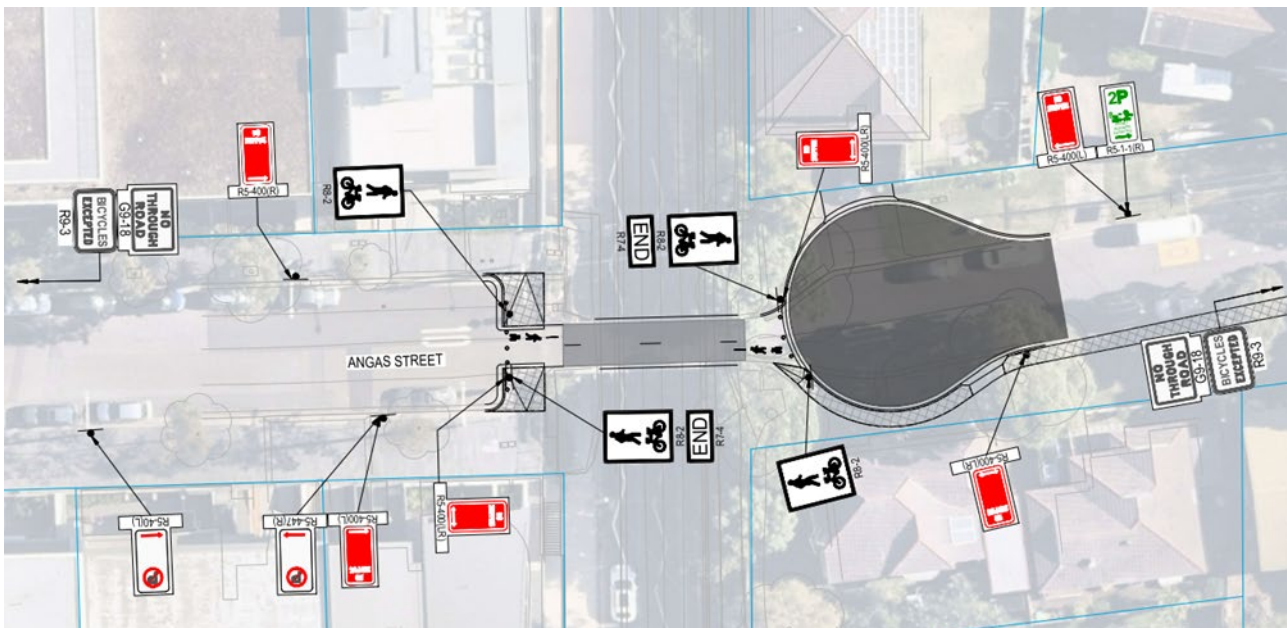


Figure 1 - Proposed Parking Changes

CONSULTATION

Council conducted a comprehensive community consultation process during February and March 2025. The purpose of this consultation was to engage directly with residents and businesses that are impacted by the proposed upgrade works to ensure any impacts are mitigated through the design process. The engagement activities, involving online survey, drop-in sessions, one-on-one meetings and email submissions, were designed to ensure effective communication and engagement with stakeholders to foster positive outcomes for all parties. The engagement plans included necessary processes for the transparent management of all issues identified during the consultation period, which is being used by Council and its technical consultants to inform the final design.

At the conclusion of the community consultation process, there were mixed feedback on the conversion of Angas Street bridge to a walking and cycling bridge only,

Table 1 below summarising the key traffic-related feedback and Council responses to the concerns and suggestions. Notwithstanding, the community has recognised the significant safety benefits of the closure for pedestrians.

Table 1 - Summary of key feedback



Key feedback, issues, and suggestions	Council response
<p>There was numerous feedback in support of making the Angas Street bridge to be pedestrian and cycle access only, highlighting safety benefits for pedestrians, particularly for children travelling to and from schools. Examples of such feedback are below:</p> <ul style="list-style-type: none"> ▪ <i>"Having Angas St bridge people and pedals only is a great upgrade. Safe for the huge volume of foot traffic."</i> ▪ <i>"An excellent option as Angas Street is too busy with vehicular traffic especially at school pick up and drop off times."</i> <p>Key concerns included:</p> <ul style="list-style-type: none"> ▪ The impact that restricting vehicle access will have on surrounding residents and people accessing schools and childcare as the road is currently frequently used by vehicles. ▪ Pedestrian access during the construction phase of the project. <p>Key suggestions included:</p> <ul style="list-style-type: none"> ▪ Widening the bridge to allow for vehicle access as well as a cycle and pedestrian pathway. ▪ Making the northern part of Angas Street a shared pedestrian zone noting that this is already the case for the southern section of Angas Street. <p>Changing the location of the turning circle or turning head to the southern end of the kiss and ride area.</p>	<p>As noted in Section 0 above:</p> <ul style="list-style-type: none"> ▪ An independent structural assessment was undertaken of the bridge. This study identified that maintaining the bridge in its current state was a high safety risk, as the bridge was assessed to be unsuitable for supporting vehicular traffic over the next 5 years with significant renewal and upgrade required to restore serviceability. ▪ There is currently no scope or funding available for widening of the bridge. ▪ There have been several traffic studies undertaken to assess the impact of closing Angas Street bridge to vehicular traffic. The redistribution of traffic has been assessed to have negligible impact on the operations of the surrounding public road network, as the traffic volumes using Angas Street bridge are low. <p>In view of the above findings, and when considering the existing pedestrian and vehicle conflict that is inherent with the current operations, Council is proposing to prohibit vehicular traffic on Angas Street bridge and convert it into an active travel link exclusively for pedestrians and cyclists.</p> <p>While the suggestion for a shared pedestrian zone is noted, Council will meet this intent by providing an off-road solution, consisting of a continuous and accessible footpath with a width of 2.5m (width of a typical shared user path), where possible.</p> <p>The turning circle will need to be located at the southern end of Angas Street (North) to adequately service all properties. The turnaround areas on both ends of Angas Street bridge will be supplemented by "NO STOPPING" signage enable the safe turnaround movement of vehicles.</p> <p>Council will ensure pedestrian safety (in particular, school-aged children) by implementing safe pedestrian accesses, signage, and traffic controllers (as required).</p>



FUNDING

The Angas Street bridge project forms part of the broader Stage 2 Constitution Road Infrastructure Upgrade works, which is primarily funded by the State Government under the Accelerated Infrastructure Fund (Round 3).

As mentioned in Section 0 above, there is currently no scope or funding available for widening the bridge.

RECOMMENDATION

The Ryde Traffic Committee recommends that:

- a) Repurpose Angas Street bridge in Meadowbank, to accommodate pedestrian and cyclist traffic only (i.e. vehicular traffic will not be permitted to travel across the bridge).
- b) Provide a turnaround facility at the northern and southern ends of Angas Street bridge to enable vehicles to turnaround. These areas will be signposted “NO STOPPING” to assist with the safety of vehicular manoeuvring.



ITEM (G) 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

Child Car Seat Check Program

A free Car seat checking day was held on 4 March at Fontenoy Park. 49 car seats were checked and correctly fitted. Parents and grandparents were provided with information and guidance on how to ensure children are correctly secured in their car seats.



Helping Learner Drivers Program

A workshop for parents and supervisors of learner drivers was held on 5 March with 33 participants. The workshop provides information and

Pedestrian Safety Program

TfNSW's pedestrian safety program which is rolling out new LOOK pavement decals at high-risk or reported pedestrian casualty locations at intersections has been

delayed and Councils are waiting on an update on delivery.

A pedestrian safety presentation was delivered to a falls prevention group at Royal Rehab on 6 March as part of our ongoing program aimed at senior pedestrians.

National Road Safety Week 11-18 May

Council will be supporting National Road Safety Week 2025 with additional messaging and promotion in May, as well as a Road Safety Storytime at Ryde Library. More details will be available closer to the date.

COUNCIL FUNDED PROGRAMS

Community Engagement

Council partnered with Busways on a stall and display for Bus Safety Week on 18 February at the Customer Service foyer at Top Ryde City shopping centre.

Safety Around Heavy Vehicles

Following the success of the Junior Tradies event in the last school holidays, another



event will be held on 24 April at the Scooter Track in Ryde Park. The event include a talk and display aimed at raising awareness of how to be safe around trucks and buses for both children and parents, while kids can ride miniature construction vehicles and help build a mini house. This event is held in partnership with the Council’s Active Recreation team.

Kids Cycle Safety Program

The next cycle program with Bike North will be held on 6 April at Meadowbank Park netball courts. Both the Learn to Ride and Skills Improvement workshops are fully booked.

School Zone Safety Program

New school zone safety resources have been distributed to schools, including fence banners and signs with different road safety messages. Schools were provided an order form and could order signage relevant to issues in their location. Nine schools have so far been provided with the new signage which includes the messages below.



New pavement decals have also been installed around 14 schools at key crossing locations. Additional information to support the STOP LOOK LISTEN THINK message was provided to schools to distribute to parents.



RECOMMENDATION

The Ryde Traffic Committee recommends that:

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