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**NOTICE OF MEETING**

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

**Ryde Traffic Committee Meeting**

**Thursday, 22 February 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 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) - THORN STREET, RYDE - NO PARKING**

**ITEM (B) - CONSTITUTION ROAD, RYDE - NO PARKING WASTE VEHICLE EXCEPTED**

**ITEM (C) - CULLODEN ROAD, TALAVERA ROAD, WATERLOO ROAD, VIMIERA ROAD,  
MARSFIELD AND MACQUARIE PARK - VARIOUS TRAFFIC CALMING**

**ITEM (D) - SIMPSON STREET AND REGENT STREET, PUTNEY - NOTICE OF MOTION**

**ITEM (E) - QUARRY ROAD, RYDE - VARIOUS TRAFFIC CALMING**

**GENERAL BUSINESS**

**ITEM (A) THORN STREET, RYDE**

**SUBJECT: NO PARKING**

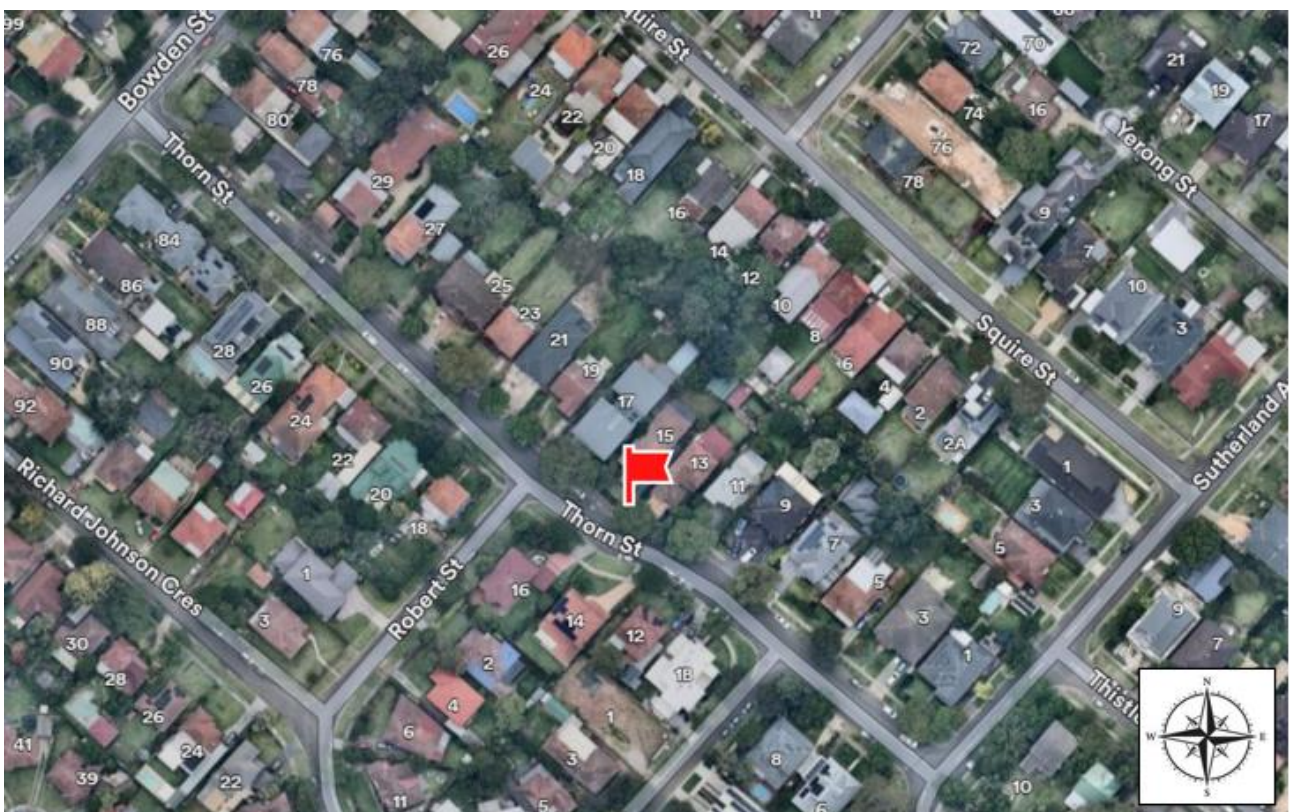
ELECTORATE: RYDE  
WARD: CENTRAL  
ROAD CLASS: NON-CLASSIFIED  
OFFICER: S ALI

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 install a 12m long 'NO PARKING' zone on the northern side of Thorn Street across the driveways servicing property nos. 13 and 15 Thorn Street, Ryde.

**Figure 1** shows the location of the proposed 'NO PARKING' zone.



**Figure 1: Location Plan**

## DISCUSSION

Local residents have expressed concerns to Council regarding accessibility to and from property nos. 13 and 15 Thorn Street. Council's traffic engineers have inspected the site and have identified the length of the kerb space between the driveways of the two properties to be approximately 3.5m. Passenger vehicles have been observed to park along this space, encroaching across one or both driveways which affects the safety and efficiency of a vehicle entering and exiting via these driveways.

To address this safety concern, Council is proposing to install a 12m long 'NO PARKING' zone on the northern side of Thorn Street across the driveways servicing property nos. 13 and 15 Thorn Street, Ryde. This measure is also expected to assist with enforcement of the parking regulations.

Please refer to **Figure 2** below for more details.



*Figure 2: Proposed 'NO PARKING' zone on Thorn Street, Ryde.*

## CONSULTATION

Consultation letters were distributed to the affected properties shown in **Figure 3** below, allowing two (2) weeks for feedback. All submissions received were in favour of the proposal.

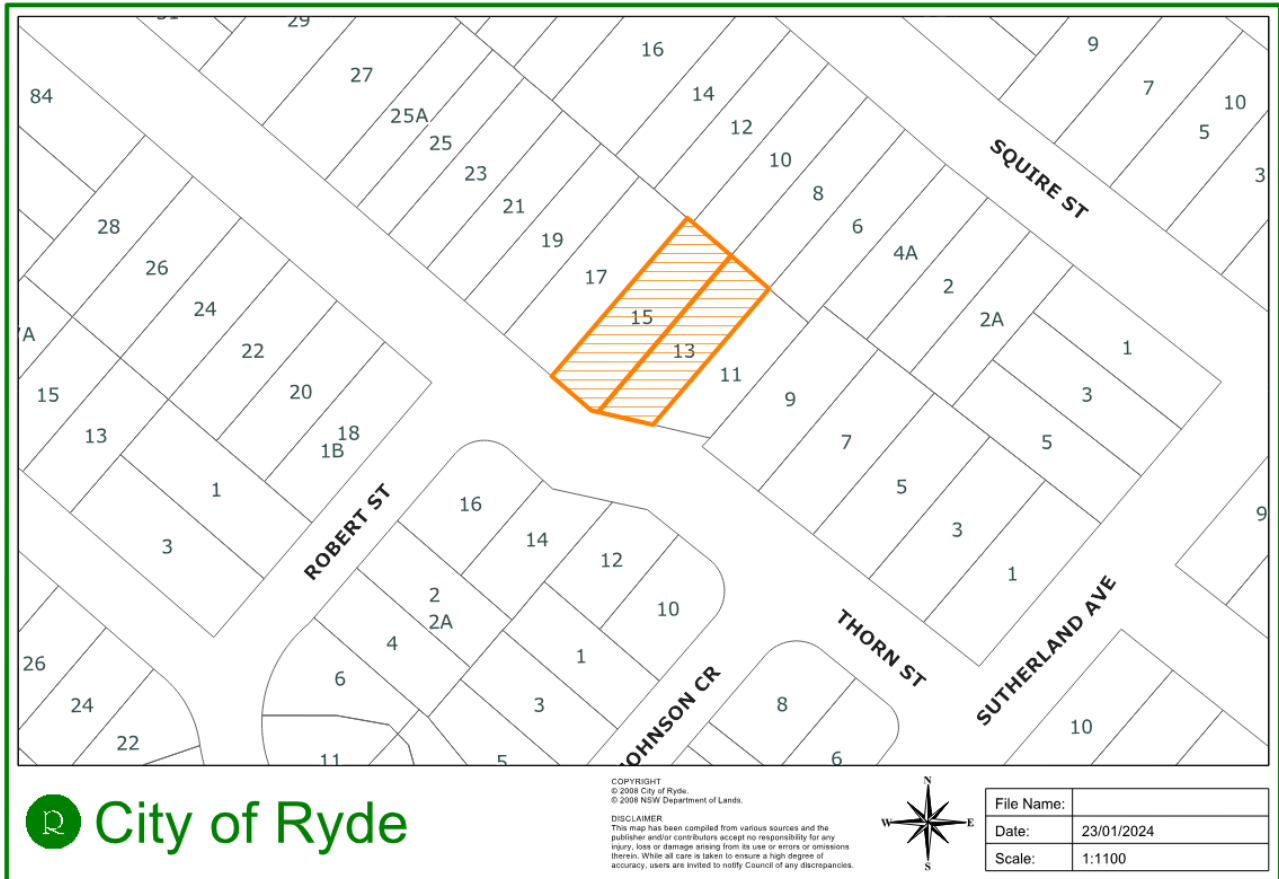


Figure 3: Distribution map for community consultation.

**RECOMMENDATION:**

The Ryde Traffic Committee recommends that: -

- a) A 12m long “NO PARKING” zone be installed on the northern side of Thorn Street across the driveways servicing property nos. 13 and 15 Thorn Street, Ryde.





**ITEM (B) CONSTITUTION ROAD, RYDE**

**SUBJECT: NO PARKING – WASTE VEHICLES EXCEPTED**

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 install a ‘NO PARKING 5AM-11AM MONDAY WASTE VEHICLES EXCEPTED’ zone at the eastern terminating end of the existing service road at the north-eastern corner of the intersection of Constitution Road and Bowden Street, Ryde.

Figure 1 shows the location of the proposed parking change.

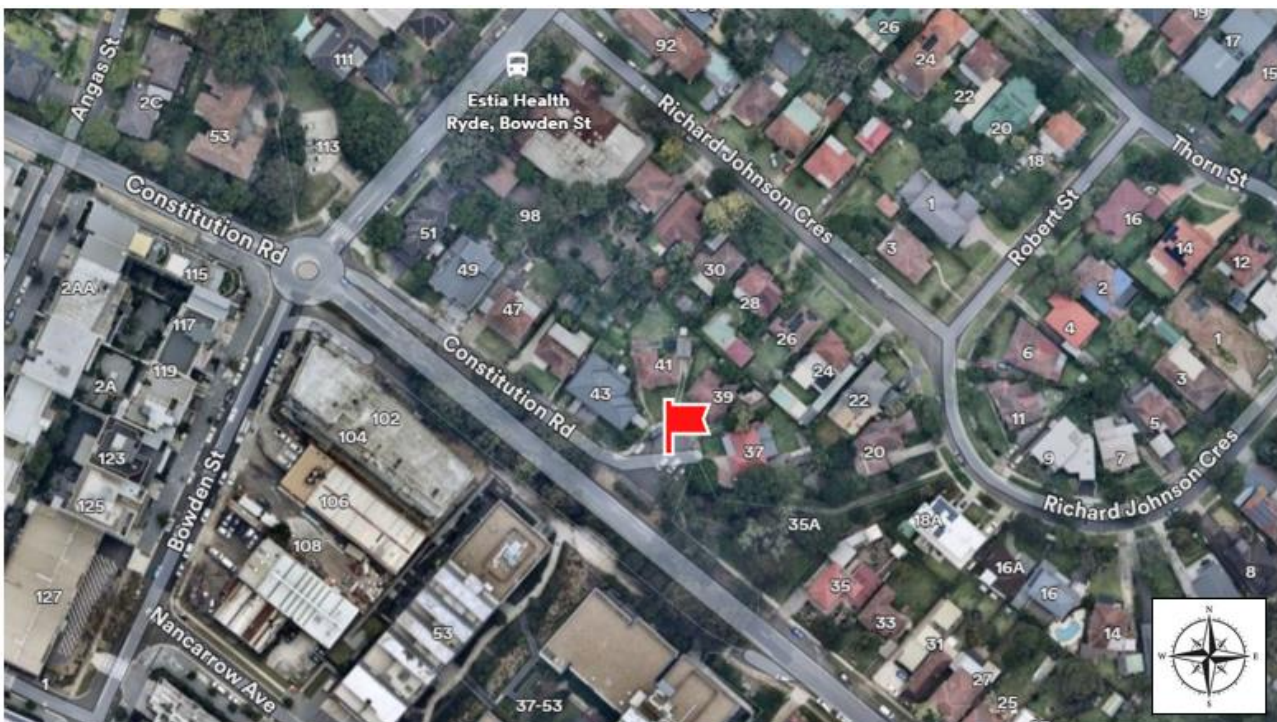


Figure 1: Location Plan

**DISCUSSION**

Vehicles parked along the cul-de-sac of the service road shown in **Figure 1** above, affect the ability of Council’s waste vehicle to safely and efficiently turnaround. Parking within the cul-de-sac of the service road forces Council’s waste vehicle to reverse along the service road to Bowden Street. This manoeuvring represents a high traffic safety risk.



To address this safety concern, Council is proposing to install a 'NO PARKING 5AM-11AM MONDAY WASTE VEHICLES EXPECTED' zone within the cul-de-sac of the service road as in **Figure 2** below. This parking restriction will facilitate a dedicated turnaround area which will enable Council's waste vehicle to exit onto Bowden Street in a forward direction.



*Figure 2: Proposed 'NO PARKING 5AM-11AM MONDAY WASTE VEHICLES EXPECTED' zone on Constitution Road, Ryde.*

## CONSULTATION

Consultation letters were distributed to the following seven (7) properties shown in **Figure 3** below, allowing two (2) weeks for feedback. No objections were received about the proposed parking restrictions.



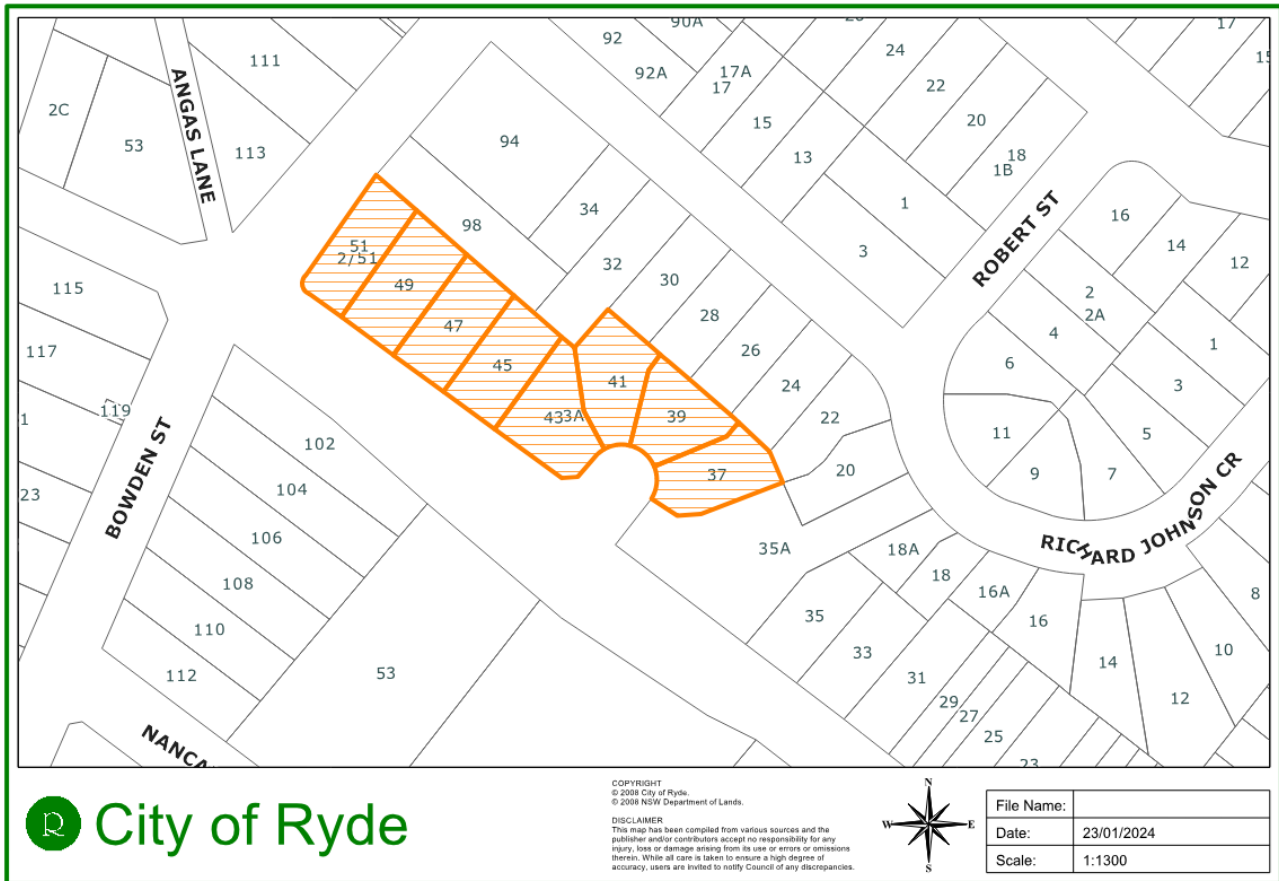


Figure 3: Distribution map for community consultation.

**RECOMMENDATION:**

The Ryde Traffic Committee recommends that: -

- a) A 'NO PARKING 5AM-11AM MONDAY WASTE VEHICLES EXCEPTED' zone be installed at the eastern terminating end of the existing service road at the north-eastern corner of the intersection of Constitution Road and Bowden Street, Ryde.



**ITEM (C) CULLODEN ROAD, TALAVERA ROAD, WATERLOO ROAD, VIMIERA ROAD, MARSFIELD AND MACQUARIE PARK**

**SUBJECT: TRAFFIC CALMING DEVICES**

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 about the item discussed below.

**PROPOSAL**

Council is proposing to install a series of traffic calming devices (speed humps) and associated signage at the following intersections:

- Culloden Road and Talavera Road, Marsfield, and Macquarie Park
- Culloden Road and Waterloo Road, Marsfield, and Macquarie Park
- Vimiera Road and Waterloo Road, Marsfield, and Macquarie Park

**Figure 1** shows the locations of the proposed speed humps.



**Figure 1: Location Plan**

**DISCUSSION**

Culloden Road, Talavera Road and Vimiera Roads are collector roads linking Macquarie Park and Marsfield.

The purpose of this project is to deter speeding on Culloden Road, Talavera Road, Waterloo Road and Vimiera Road, through installing speed humps at critical intersections on these public roads. This treatment type is recognised by Transport for NSW as an effective method of reducing rates of vehicle crashes and lowering speeds along a section of road.

The nominated locations for proposed works are based on a review of the crash history analysis which show a number of crashes occurring at the nominated locations in recent years. **Figures 2,3 and 4** show the indicated locations of the proposed speed humps at the three intersections.



**Figure 2 – Location of proposed speed humps at the intersection of Culloden Road and Talavera Road**



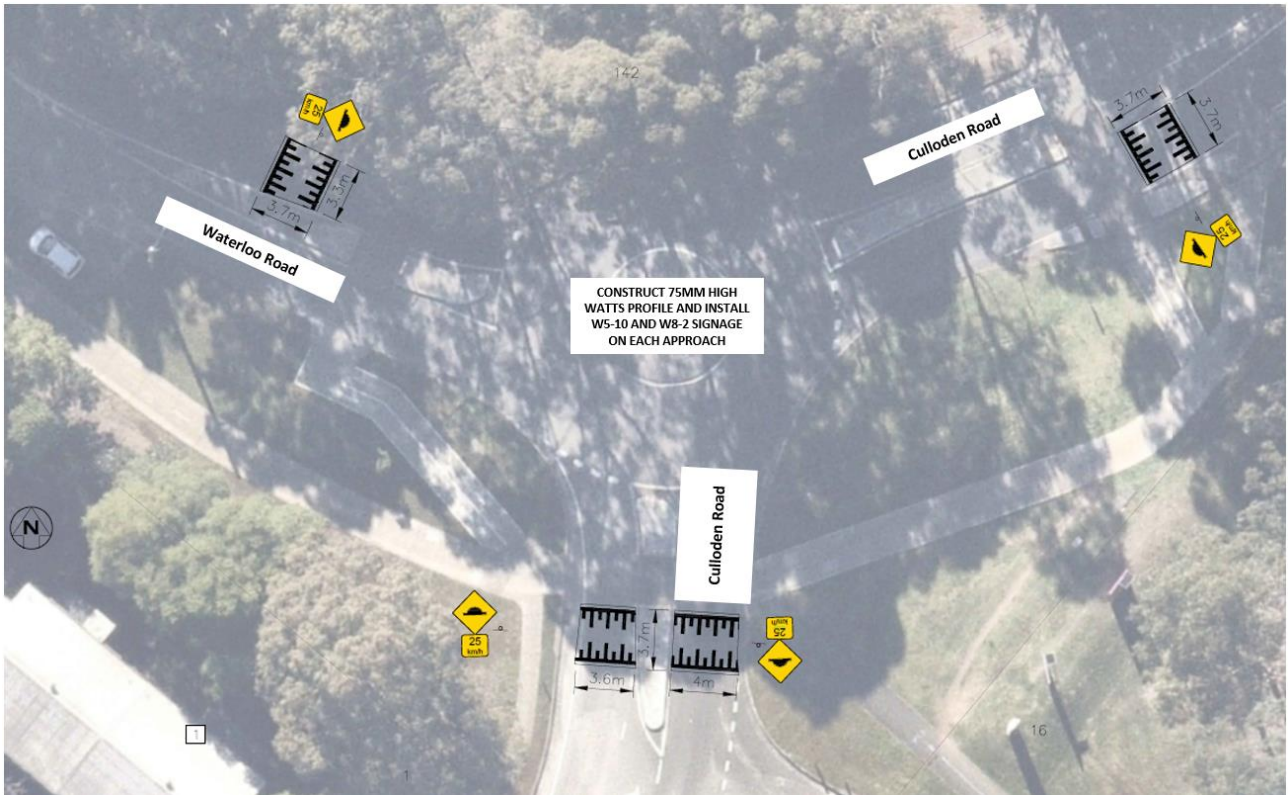


Figure 3 – Location of proposed speed humps at the intersection of Culloden Road and Waterloo Road



Figure 4 – Location of proposed speed humps at the intersection of Vimiera Road and Waterloo Road





## **FUNDING**

There is no funding currently allocated for this project in Council's capital works program. This project has been endorsed in principle by Transport for NSW (TfNSW) as part of the blackspot funding program for 2024-25 financial year. Council is still waiting for final funding approval from TfNSW.

## **CONSULTATION**

This project is seeking in principle support for the proposed traffic calming measure at the intersections of Culloden Road and Talavera Road, Culloden Road and Waterloo Road, Vimiera Road and Waterloo Road. This is considered a safety matter and will not be sent for public consultation. However, residents who will be directly affected by the installation of speed humps will be notified prior to implementation.

## **RECOMMENDATION:**

The Ryde Traffic Committee recommends that:

- a) In principle approval be given to install speed humps at the following intersections (subject to availability of funds): -
  - Culloden Road and Talavera Road, Marsfield, and Macquarie Park
  - Culloden Road and Waterloo Road, Marsfield, and Macquarie Park
  - Vimiera Road and Waterloo Road, Marsfield, and Macquarie Park

**ITEM (D) SIMPSON STREET AND REGENT STREET, PUTNEY****SUBJECT: NOTICE OF MOTION**

ELECTORATE: LANECOVE  
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 about the item discussed below.

**PROPOSAL**

Council is proposing:

- a) No traffic signage changes to the intersection of Regent Street/ Simpson Street/ Beacon Avenue, Putney
- b) No infrastructure changes to Simpson Street, Putney

**DISCUSSION**

At the Council meeting held on 28 February 2023, it was resolved:

- (a) *That Council investigates traffic and road safety issues at the intersections of Church Street/Simpson Street and Regent Street/Simpson Street/Beacon Avenue.*
- (b) *That consideration be given to the following improvements based on the conclusions reached in the traffic and road safety assessment: -*
  - I. *Replacing the existing 'GIVE WAY' signs with 'STOP' signs on Simpson Street/Beacon Avenue at its intersection with Regent Street. This includes installing regulatory supplementary linemarking to improve visibility and reinforce the 'STOP' sign traffic control at this intersection.*
  - II. *Formal closure of Simpson Street at Church Street.*
  - III. *Any other measure recommended in the traffic and road safety assessment.*
- (c) *That Council undertakes community consultation on proposed options identified in part(b).*
- (d) *That the option(s) supported by the outcomes of the public consultation be raised at the Ryde Local Traffic Committee for endorsement and reported back to Council.*

## Response to Part (a)

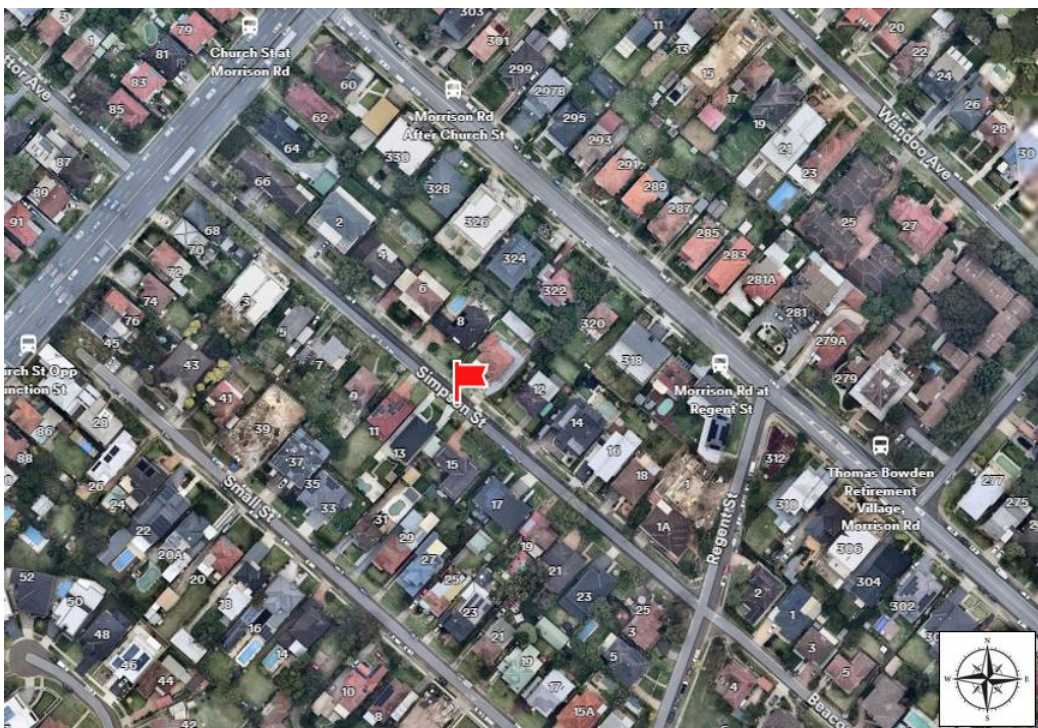
In assessing the current traffic situation on Simpson Street at its intersections at Church Street and Regent Street/Beacon Avenue, the following actions were undertaken:

- Council commissioned for independent traffic volume and speed surveys to be undertaken on Simpson Street. These 24 hour/7 day surveys were undertaken between Saturday, 14 October 2023 to Friday, 20 October 2023.
- Council's traffic engineers undertook numerous site investigations between October 2023 to January 2024.

The following conclusions can be drawn from the traffic assessment:

- Simpson Street provides a pavement width between kerbs of approximately 7m. It accommodates one through lane of traffic in each direction in conjunction with parallel parking along both kerb alignments. Simpson Street connects with Church Street at its western end, whereby traffic flow is restricted to left turn entry movements from Church Street to Simpson Street only. Simpson Street intersects with Regent Street/Beacon Avenue at its eastern extremity, under 'GIVE WAY' priority control, with Regent Street being the main road.

**Figure 1** below shows the location of Simpson Street within the context of the surrounding public road network.



**Figure 1 – Location map**

- The traffic surveys indicate that Simpson Street accommodates less than 20 vehicles per hour during weekday peak hour periods. Further, the surveys show that the majority of vehicles travelling along Simpson Street were travelling well below the sign posted speed limit of 50km/h.

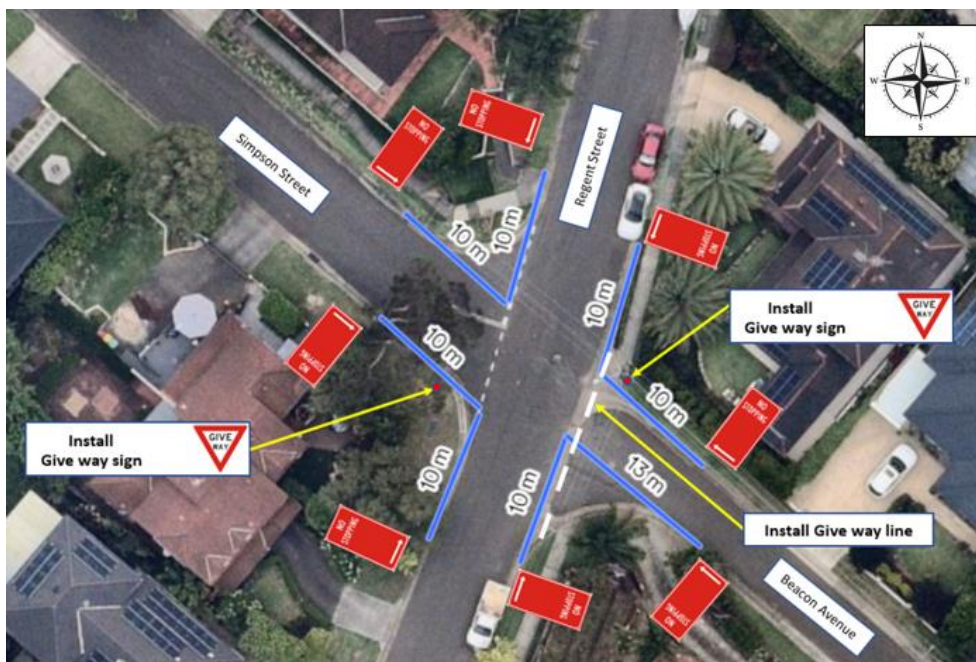




- Based on the survey results and the criteria stipulated within design guides such as the *Guide to Traffic Generating Developments*, Simpson Street is considered to perform with a Level of Service (LoS) 'A'. The *Guide to Traffic Generating Developments* defines a LoS 'A' as free flowing traffic conditions "in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent."

The above description is consistent with staff observations on site, whereby it was found that there were regular gaps in the traffic flow, drivers experienced minimal delays and capacity was available within Simpson Street to accommodate additional traffic demands.

- Site inspections by Council's traffic engineers have also found that there is good sight distance at the intersection of Regent Street and Simpson Street/Beacon Avenue, which comply with Australian Standard requirements.
- Staff did identify some missing signage and linemarking at the intersection of Regent Street and Simpson Street/Beacon Avenue. Council will endeavour to have the missing signage and linemarking, as shown in **Figure 2**, installed by 15 March 2024, notwithstanding any unforeseen circumstances. These works are intended to reinforce road rules to drivers. The works do not represent a change to the existing traffic management or parking conditions at this intersection.



**Figure 2 – Signage and linemarking plan**

Overall, the findings from the traffic assessment indicate that there are no significant traffic safety and efficiency issues that would necessitate changes to the current traffic controls or road environment on Simpson Street and at its intersections at Church Street and Regent Street/Beacon Avenue.



**Response to Part (b)**

**b(i) Replacing the existing ‘GIVE WAY’ with ‘STOP’ traffic control at the intersection of Regent Street/Simpson Street/Beacon Avenue.**

The Australian Standard *Manual of Uniform Traffic Control Devices Part 2: Traffic control for general use (AS1742.2)* requires ‘STOP’ traffic control to be provided at a priority-controlled intersection, only when there is insufficient sight distance afforded to drivers on approach to the intersection. Investigations by Council’s traffic engineers have found that the intersection of Regent Street/Simpson Street/Beacon Avenue comply with the sight distance requirements specified within AS1742.2. As such, the intersection does not meet the criteria for ‘GIVE WAY’ traffic control to be replaced with ‘STOP’ traffic control. Further, the introduction of ‘STOP’ traffic control will create unnecessary delays and inconvenience for vehicles turning from Simpson Street into Regent Street. Based on these reasons, a ‘STOP’ traffic control at the intersection of Regent Street/Simpson Street/Beacon Avenue is not recommended.

**b(ii) Formal closure of Simpson Street at Church Street.**

The permanent closure of Simpson Street at Church Street will adversely impact on waste collection and other essential/emergency services (e.g. fire trucks) undertaken by large vehicles in the area. The current width of Simpson Street is not sufficient to accommodate safe and efficient turning movements by large vehicles. Creation of a suitable manoeuvring area for large vehicles at the western end of Simpson Street would require loss of mature trees, relocation of underground services and acquisition of private property. This will have a negative impact on surrounding residents and the local amenity.

Recent traffic surveys from have also found the traffic volumes on Simpson Street to be low. Further, Transport for NSW (TfNSW) recently upgraded Church Street at Morrison Road to legally permit southbound vehicles from Devlin Street to merge into the Church Street kerbside lane to turn left into Morrison Road (Refer to **Figure 3**). This has contributed to reducing reliance on Simpson Street as a rat running route.

Based on the above considerations, the permanent closure of Simpson Street at Church Street is not recommended.



**Figure 3 – Before and after intersection upgrade**

**b(iii) Any other measure recommended in the traffic and road safety assessment**



As stated in the response to part (a), the recent traffic assessment has identified no significant traffic safety and efficiency issues that would necessitate changes to the current traffic controls or road environment on Simpson Street and at its intersections at Church Street and Regent Street/Beacon Avenue.

### **Response to Part (c)**

#### **CONSULTATION**

Since no changes are proposed to the current traffic controls or road environment on Simpson Street and at its intersections at Church Street and Regent Street/Beacon Avenue, community consultation was not required.

#### **RECOMMENDATION:**

The Ryde Traffic Committee recommends that: -

- a) No traffic signage changes to the intersection of Regent Street/ Simpson Street/Beacon Avenue, Putney.
- b) No infrastructure changes to Simpson Street, Putney.
- c) Existing 'NO STOPPING' restriction be further formalised by associated signage at the intersection of Simpson Street/ Regent Street and Beacon Avenue, Putney.
- d) Existing 'GIVE WAY' control sign be further formalised by associated linemarking at the intersection of Regent Street and Beacon Avenue, Putney.



**ITEM (E) QUARRY ROAD, RYDE**

**SUBJECT: TRAFFIC CALMING DEVICES**

ELECTORATE: RYDE  
 WARD: CENTRAL AND EAST  
 ROAD CLASS: NON-Classified  
 OFFICER: K WELLS

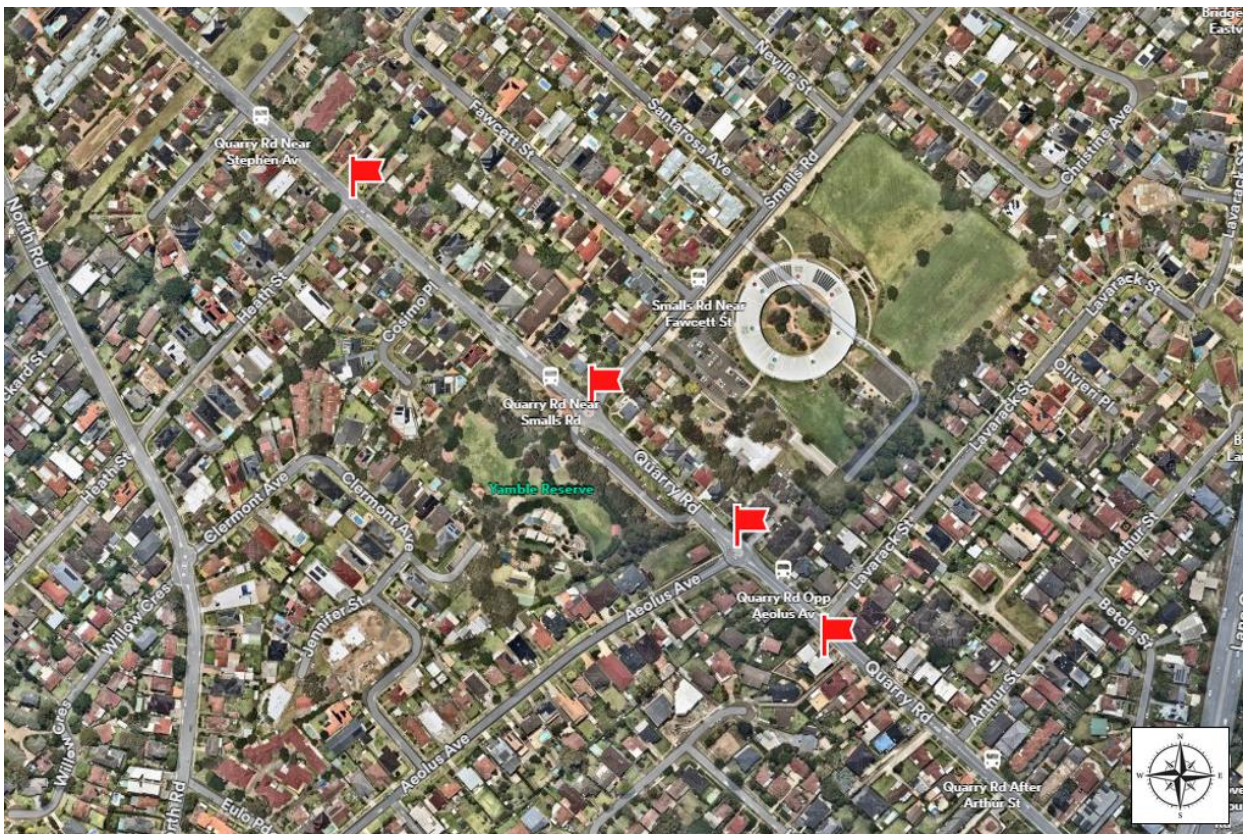
Traffic Committee Members are required to advise whether they have any pecuniary or non-pecuniary interest about the item discussed below.

**PROPOSAL**

Council is proposing to install a series of traffic calming devices (speed humps) at the following intersections:

- Quarry Road and Olive Street, Ryde
- Quarry Road and Heath Street, Ryde
- Quarry Road and Smalls Road, Ryde
- Quarry Road and Aeolus Avenue, Ryde
- Quarry Road and Badajoz Road, Ryde

Figure 1 shows the locations of the proposed traffic calming devices.



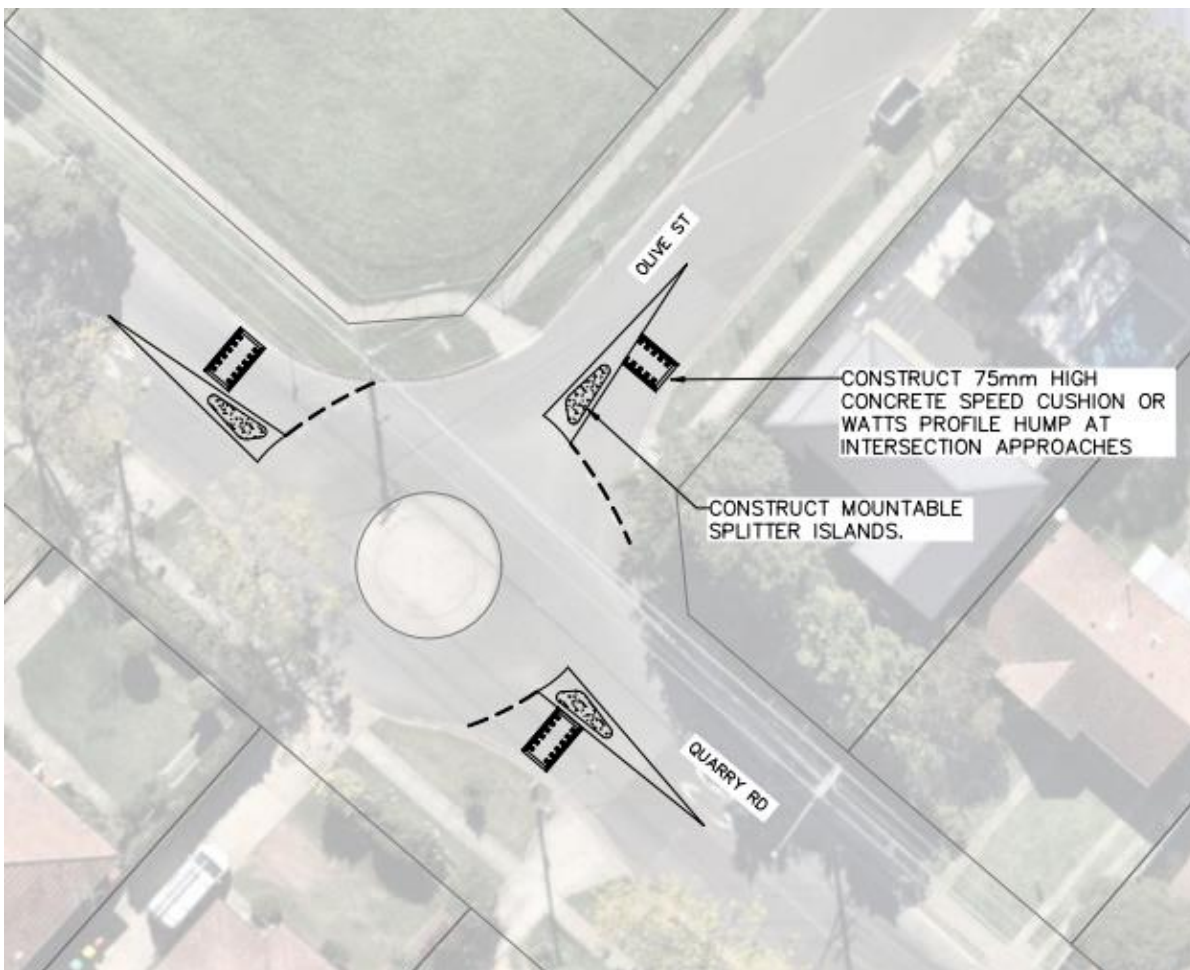
**Figure 1: Location Plan**

## DISCUSSION

Quarry Road forms a significant east-west link through Ryde and operates as a collector road within the road hierarchy.

The purpose of this project is to deter speeding on Quarry Road, Olive Street, Heath Street, Smalls Road, Aeolus Avenue and Badajoz Road through installing speed humps at critical intersections on these public roads. This treatment type is recognised by Transport for NSW as an effective method of reducing rates of vehicle crashes and lowering speeds along a section of road.

The nominated locations for proposed works are based on a review the of crash history analysis which show a number of crashes occurring at the nominated locations in recent years. **Figures 2,3, 4, 5 and 6** show the indicated locations of the proposed speed humps at the three intersections.



**Figure 2 – Olive Street and Quarry Road**



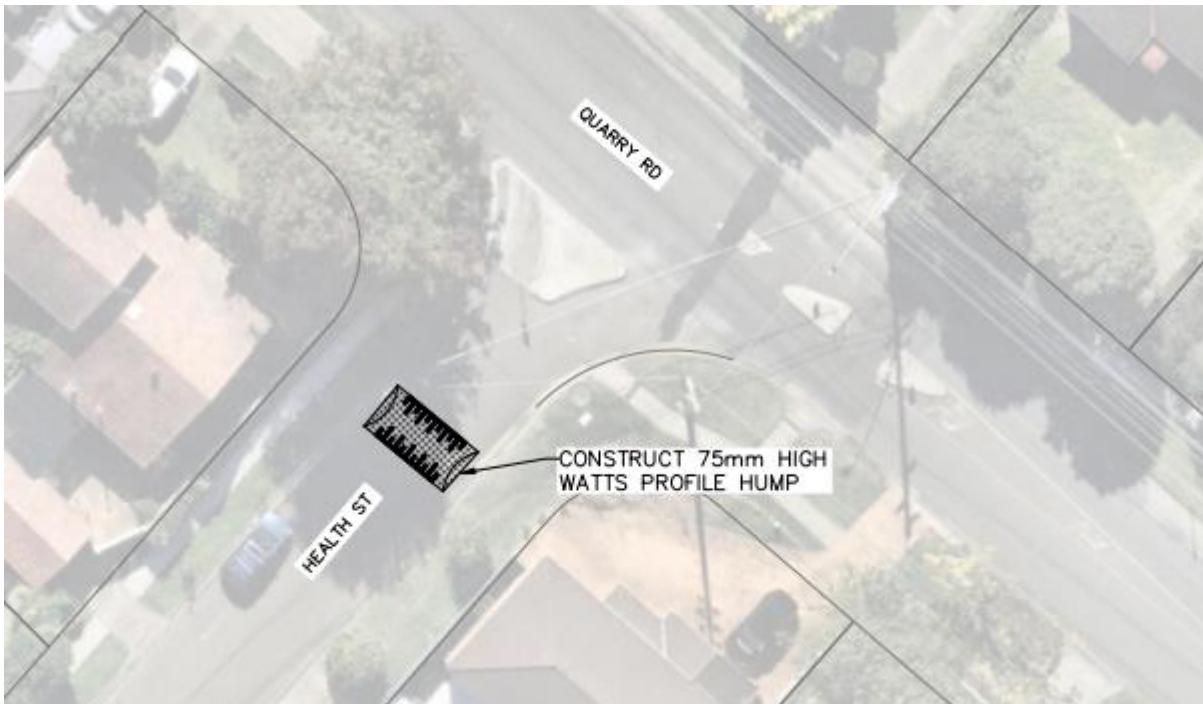


Figure 3 – Heath Street

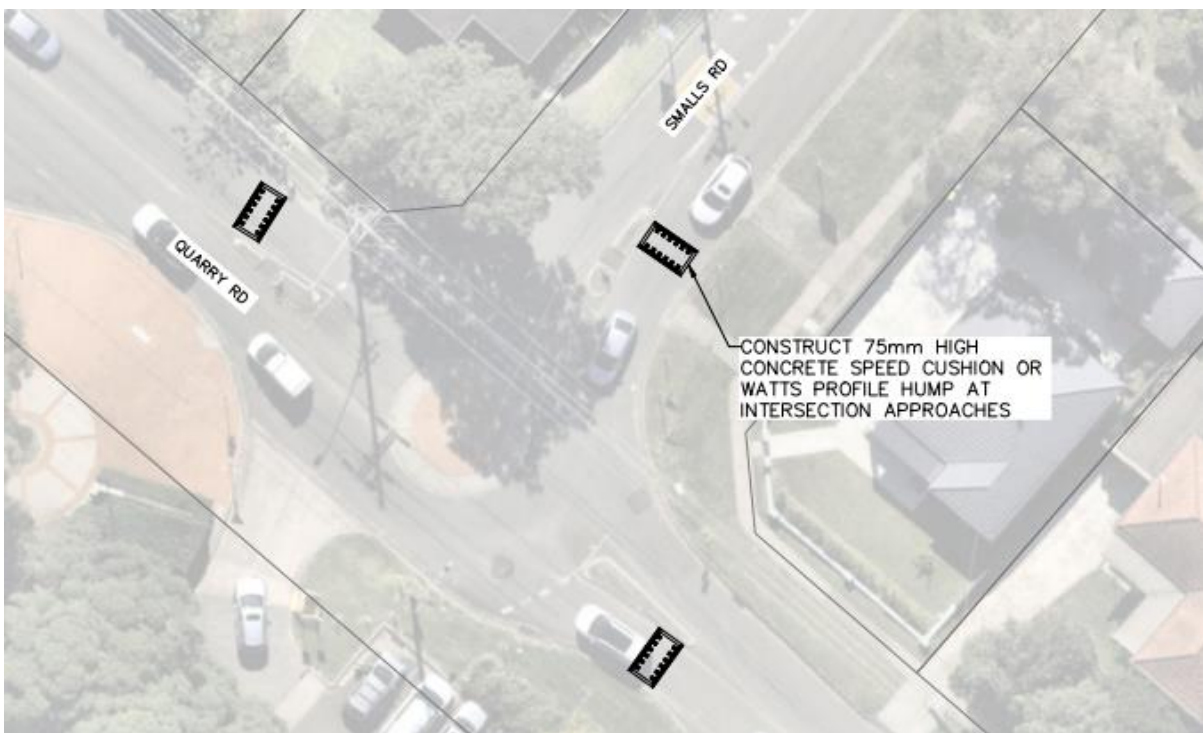


Figure 4 – Smalls Road and Quarry Road



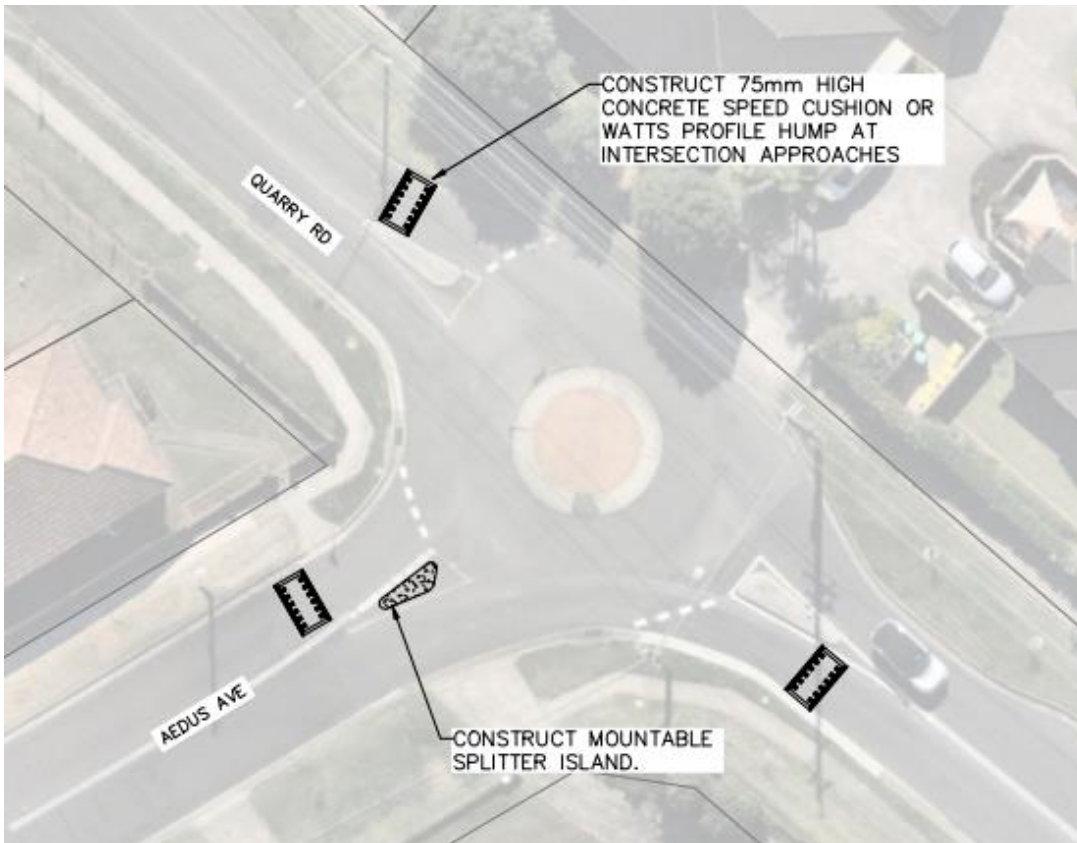


Figure 5 – Aeolus Avenue and Quarry Road

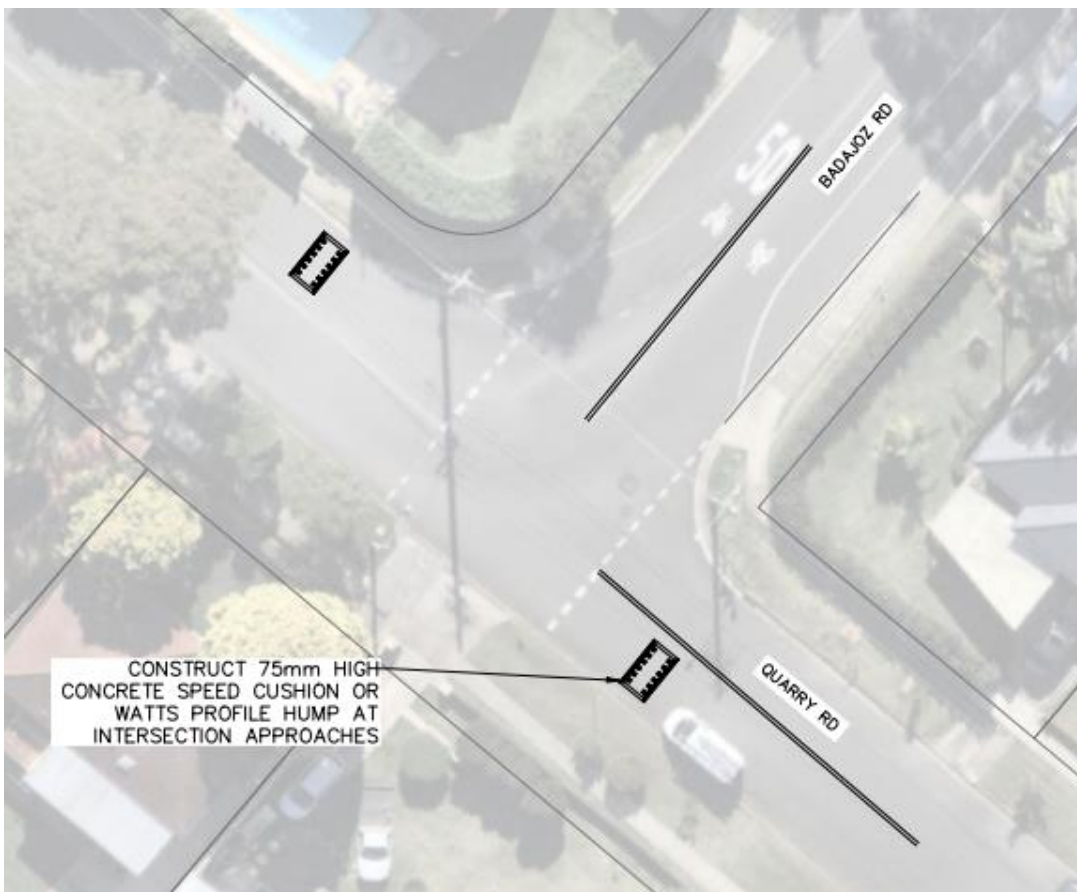


Figure 6 – Badajoz Road and Quarry Road



## **FUNDING**

There is no funding currently allocated for this project in Council's capital works program. This project has been endorsed in principle by Transport for NSW (TfNSW) as part of the blackspot funding program for 2024-25 financial year. Council is still waiting for final funding approval from TfNSW.

## **CONSULTATION**

This project is seeking in principle support for the proposed traffic calming measure at the intersections of Quarry Road with Olive Street, Heath Street, Smalls Road, Aeolus Avenue and Badajoz Road. This is considered a safety matter and will not be sent for public consultation. However, residents who will be directly affected by the installation of speed humps will be notified prior to implementation.

## **RECOMMENDATION:**

The Ryde Traffic Committee recommends that:

- a) In principle approval be given to install speed humps at the following locations (subject to availability of funds): -
  - Quarry Road and Olive Street, Ryde
  - Quarry Road and Heath Street, Ryde
  - Quarry Road and Smalls Road, Ryde
  - Quarry Road and Aeolus Avenue, Ryde
  - Quarry Road and Badajoz Road, Ryde