

20 February 2020

File: COR2009/206

NOTICE OF MEETING

You are advised of the following meeting:

Thursday 20 February 2020

Ryde Traffic Committee Meeting

Committee Meeting Room, Level 1A, 1 Pope Street, Ryde - 10.00am

MEMBERS

City of Ryde (Chair) Senior Coordinator-Transport Services
Transport for New South Wales (TfNSW)North West Precinct
NSW Police ForceRyde Local Area Command
Member for Ryde (10 items) The Hon. V Dominello MP
Member for Lane Cove (1 items) The Hon. A Roberts MP

ADVISORS

Sydney Buses.....Western Region

Committee Members, Advisors and City of Ryde Councillors are invited to attend the next meeting of the Ryde Traffic Committee. Alternatively, please forward comments on any matter listed for discussion to the Meeting Convenor via email by 5pm, Tuesday 18 February 2020.

Members of the public may register to address the Ryde Traffic Committee on any matter listed for discussion by contacting the Meeting Convenor via email by 12 noon, Tuesday 18 February 2020.

Meeting Convenor
John Begley – Senior Coordinator – Transport Services
jbegley@ryde.nsw.gov.au



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Meeting Date: 20 February 2020
Location: Committee Meeting Room, Level 1A, 1 Pope Street, Ryde
Time: 10.00am

NOTICE OF BUSINESS

APOLOGIES

DISCLOSURES OF INTEREST

MATTERS ARISING FROM PREVIOUS MINUTES

MATTERS FOR CONSIDERATION

- (A) GRAHAM AVENUE/ MILHAM AVENUE, EASTWOOD - PARKING RESTRICTIONS**
- (B) ETHEL LANE/ MAY LANE, EASTWOOD – STOP RESTRICTIONS**
- (C) AITCHANDAR ROAD, RYDE – INTERSECTION TREATMENT**
- (D) WEST PARADE, WEST RYDE – ON-STREET PARKING**
- (E) RYEDALE ROAD, WEST RYDE – INTERSECTION TREATMENTS**
- (F) DOIG AVENUE, DENISTONE – PARKING RESTRICTIONS**
- (G) ADELPHI ROAD, MARSFIELD – DISABLED PARKING SPACE**
- (H) PEACH TREE ROAD, MACQUARIE PARK – PARKING RESTRICTIONS**

ADVISORY ITEMS

ITEM 1 MATTERS APPROVED UNDER DELEGATION & ELECTRONIC TRAFFIC COMMITTEE PROCESS

GENERAL BUSINESS

ITEM (A) GRAHAM AVENUE/MILHAM AVENUE, EASTWOOD

SUBJECT: PARKING RESTRICTIONS
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CCLASSIFIED
REFERENCE: T2020-01936
OFFICER: P DAVIDSON

INTRODUCTION

Council has received representation from a resident concerning the restricted sight distance at the 90 degree bend between Graham Avenue and Milham Avenue, Eastwood.

PROPOSAL

No Stopping restrictions and double barrier (BB) lines augmented by raised reflective pavement markers be installed on the 90 degree bend between Graham Avenue and Milham Avenue.

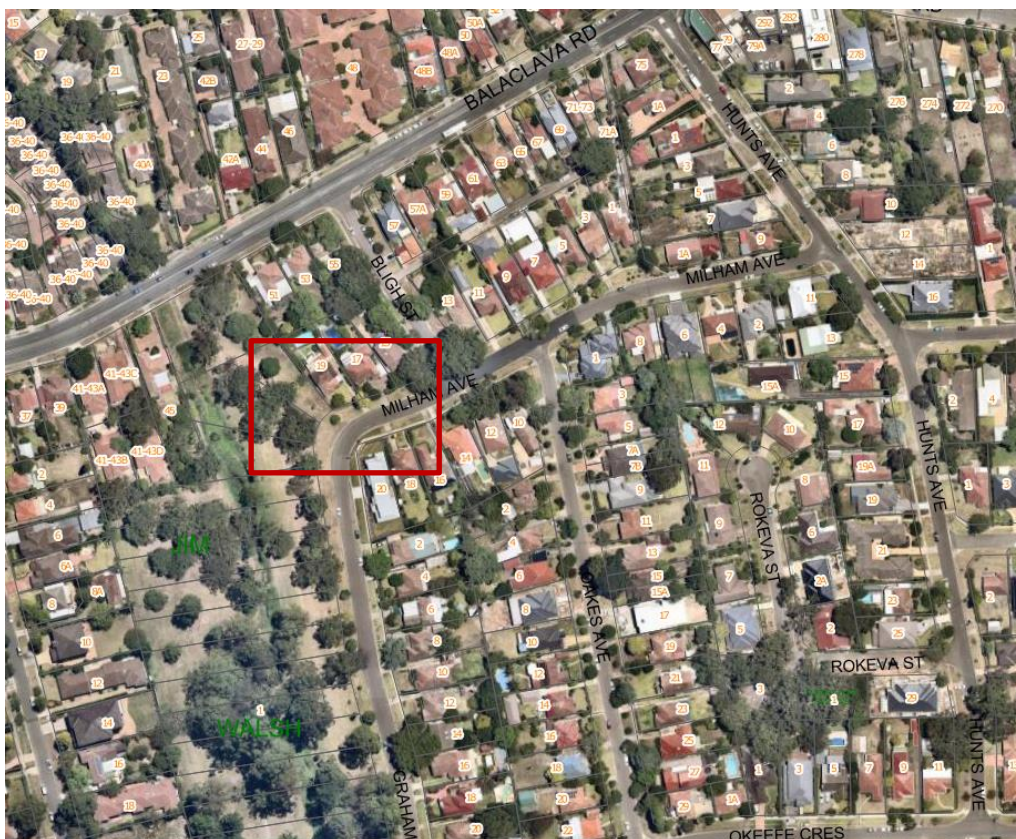


Figure A1: Location Plan



DISCUSSION

Sight lines for motorists to on-coming vehicles travelling between Graham Avenue and Milham Avenue is significantly restricted by the alignment of the road and further restricted by on-street parking. The boundary wall of the new duplex development under construction at No: 20 Milham Avenue now obstructs the previously available sight lines across the inside of the bend between oncoming vehicles. The poor level of street lighting at this location further compounds the issue.

To improve the road safety environment at this location, it is considered that *No Stopping* restrictions should be installed on the outside of the 90 degree bend to compliment the existing *No Stopping* restrictions on the inside bend. In addition, centre line BB line marking is required to guide motorists through the bend, with this line marking to augmented by RRPM's.



Figure A2: Proposed upgrade to signage and delineation through the 90 degree bend



RECOMMENDATION

That the Ryde Local Traffic Committee recommends that:

1. *No Stopping* restrictions be installed on the outside bend to compliment the existing restrictions on the inside bend.
2. *BB* linemarking augmented by RRPM's be installed through the 90 degree bend
3. Existing street lighting be to investigated and upgraded where warranted.



ITEM (B) MAY LANE / ETHEL LANE, EASTWOOD

SUBJECT: STOP RESTRICTIONS
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-00095
OFFICER: P DAVIDSON

INTRODUCTION

Council has received representation from a resident who has expressed concerned with the limited sight distance between Ethel Lane and May Lane, Eastwood.

PROPOSAL

It is proposed that the intersection of Ethel Lane and May Lane be formalised via STOP priority control on May Lane at Ethel Lane. To assist motorists in traversing this blind corner, 5m of BB linemarking will be installed in May Lane at Ethel Lane.



Figure B2: Location Plan Intersection Ethel Lane and May Lane

DISCUSSION

Ethel Lane and May Lane are noted for their narrow carriageway widths (approximately 5m) with sight lines for vehicles travelling from May Lane to Ethel Lane severely restricted by the brick fence and continuous brush hedging on the north western corner of the intersection. Crash analysis indicates that there has been 1 reported crash which occurred in 2014. Residents have advised that they have witnessed many minor collisions



which would have been self reported for insurance purposes. It is considered that the intersection should be formalised, with May Lane subject to *STOP* priority control. To assist motorists in traversing the intersection from Ethel Lane to May Lane, 5m of BB lines is proposed.



Figure B3 Example of restricted sight lines



Figure B3: Proposed *STOP* priority control on May Lane



RECOMMENDATION

That the Ryde Local Traffic Committee recommends that *STOP* priority control be installed on May Lane at Ethel Lane, with 5m of BB line marking to be installed on May Lane to assist motorists through the intersection.



ITEM (C) AITCHANDAR ROAD, RYDE

SUBJECT: INTERSECTION TREATMENT
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01937
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has received representation from a local resident who has expressed concern with a number of crashes that have occurred on Aitchandar Road east of its intersection with Buffalo Road in 2019.

PROPOSAL

That the follows treatments be installed:

- *Reduce Speed* signage be installed on the southbound carriageway of Buffalo Road preceding the intersection with Aitchandar Road.
- Rumble bars be installed on the outside edge of the chevron area on Buffalo Road at Aitchandar Road
- A median island be installed on Aitchandar Road at its intersection with Buffalo Road.

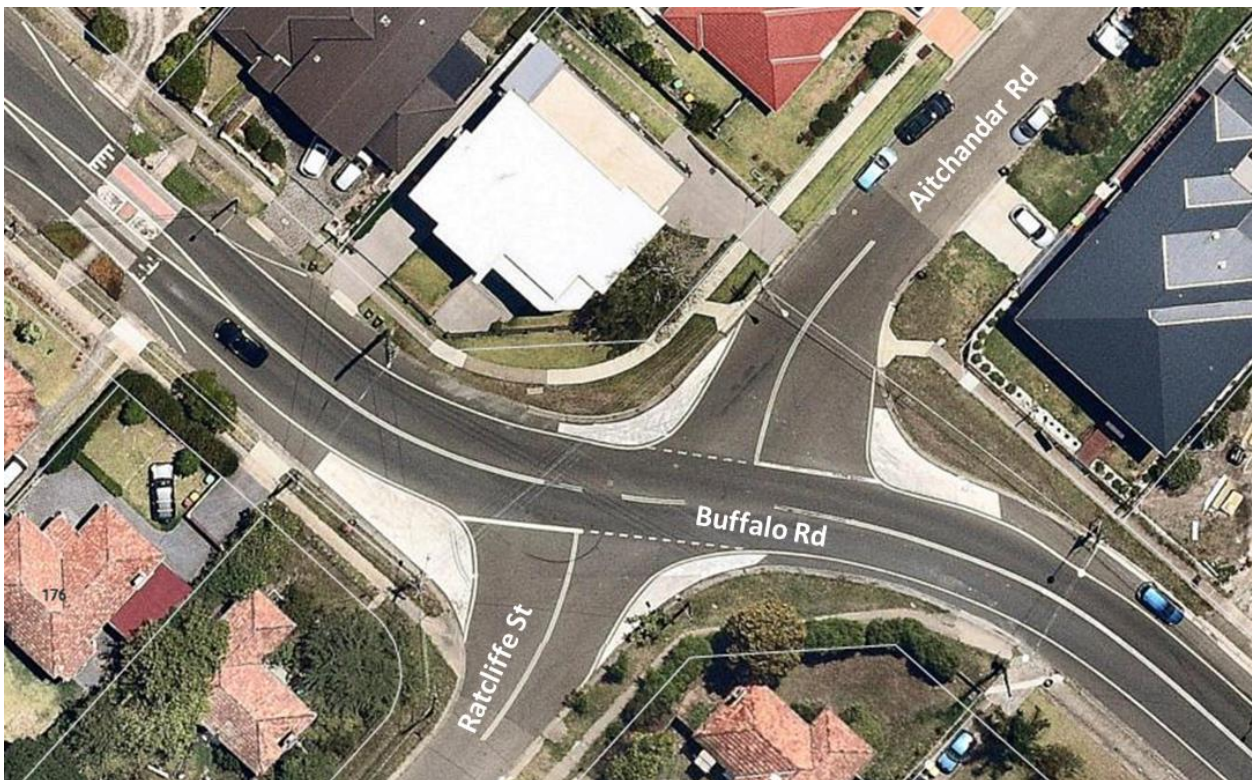


Figure C4: Location Plan



DISCUSSION

The intersection of Buffalo Road/Aitchandar Road and Radcliffe Street is an off-set intersection on a downhill gradient on a left right horizontal alignment. Intersection improvement works were undertaken at the start of 2017 which involved squaring up the intersection side streets by way of extensive delineation. A crash analysis for the period 2013 – 2018 indicated that no crashes of any description had occurred at this intersection.

There is currently a raised traffic calming device on Buffalo Road located 20m north of Aitchandar Road where an advisory speed of 25km/h is posted. In addition, motorists are also advised of the curvilinear alignment of the road by way of signage on Buffalo Road at Aitchandar Road, where a reduced speed limit of 35km/h is recommended. The lack of a crash history for the period 2013 – 2018 along this section of Buffalo Road suggested that the above improvement works contributed to an enhanced road safety environment

In 2019 however, three crashes occurred; one is a confirmed crash in February 2019, with two provisional crashes occurring in August and November 2019 respectively.



Figure C2: Existing traffic calming facilities on Buffalo Road preceding Aitchandar Road

The February 2019 crash is the only confirmed crash, with data indicating that neither speed nor fatigue were factors in the crash. The crash occurred at 4:10pm, weather was fine and the surface of the road was dry. It is coded as a minor tow away crash, with the driver of a light truck travelling north on Aitchandar Road striking a parked vehicle outside No: 2 Aitchandar Road.



Given that two years passed with no recorded crashes from the date of the improvement works, it can be deduced that the improvement works are not a contributing factor to the crashes that have since occurred in 2019. As details associated with the crashes that occurred in August and November 2019 have not been finalised and thus are not available to Council, it is proposed that the following interim measures be installed at the intersection of Buffalo Road and Aitchandar Road.

- *Reduce Speed* signage be installed on Buffalo Road preceding the raised traffic calming facility.
- Rumble bars be positioned on the outside edge of the delineation on Buffalo Road at Aitchandar Road.
- A median island be installed on Aitchandar Road at Buffalo Road.



Figure C3: Proposed Improvement Works on Buffalo Road

RECOMMENDATION

That the Ryde Local Traffic Committee recommends that:

- *Reduce Speed signage* be installed on the southbound carriageway of Buffalo Road preceding the intersection with Aitchandar Road.
- Rumble bars be installed on the edge of the chevron area on Buffalo Road at Aitchandar Road.
- A median island be installed on Aitchandar Road at its intersection with Buffalo Road.



ITEM (D) WEST PARADE, WEST RYDE

SUBJECT: ON-STREET PARKING
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-Classified
REFERENCE: T2020-00119
OFFICER: J BEGLEY

INTRODUCTION

An on-street parking survey undertaken in 2019 around Denistone Station indicated that there was significant usage of street parking by commuters with many of the streets closest to Denistone Station having a parking utilisation rate over 95%. This survey noted that many commuters were parking haphazardly along the unformed eastern side of West Parade that adjoins the railway line. In response to resident requests regarding safety issues associated with inappropriate commuter parking, no stopping restrictions were installed at many of the closest locations to Denistone Station previously used by commuters.

To address this loss of commuter parking, Council is proposing to formalise the eastern side of West Parade immediately south of Miriam Road to provide a safer parking environment for commuters.



Figure D1: Location Plan

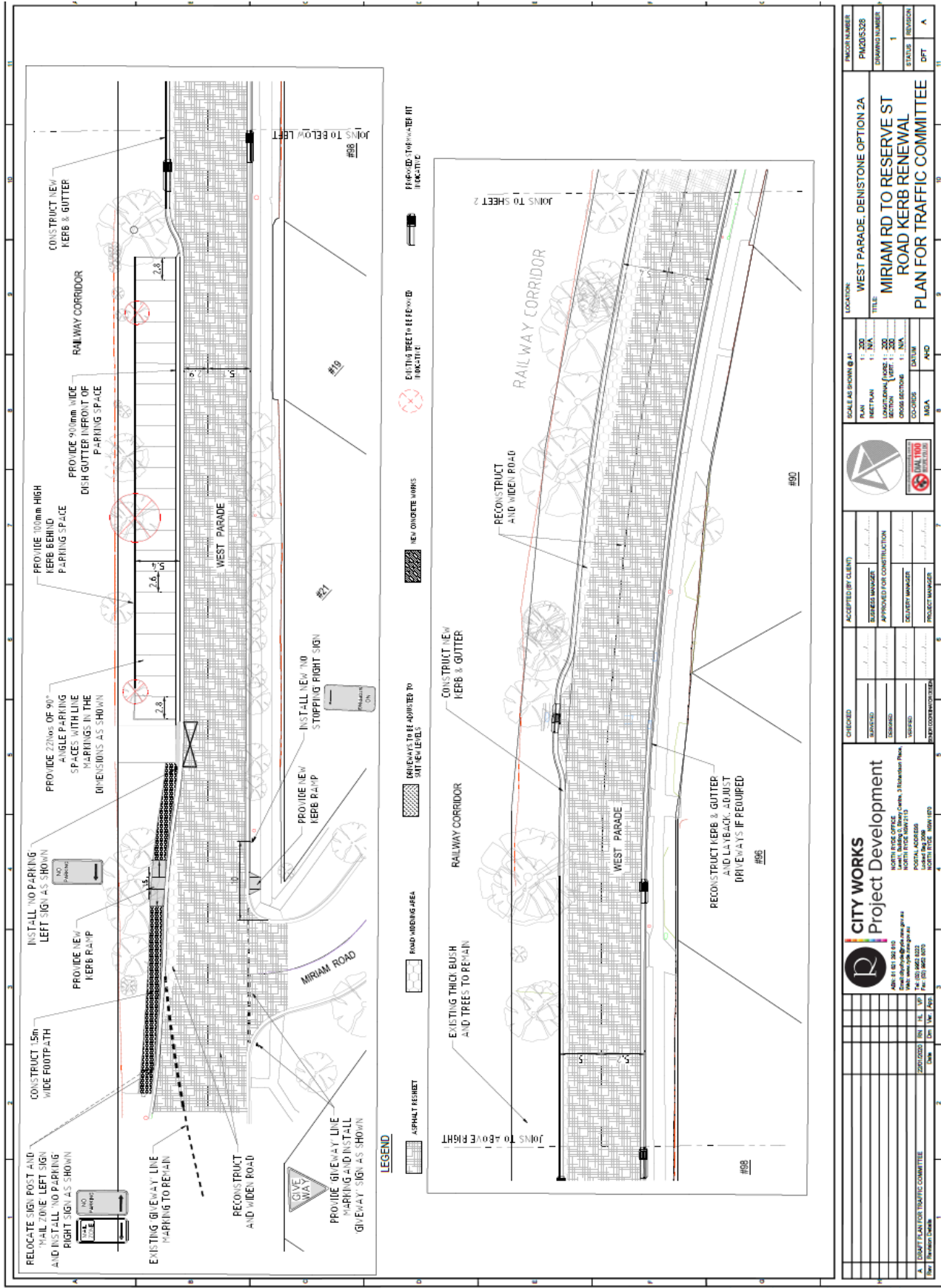


Figure D2: Proposed On-Street Parking on West Parade

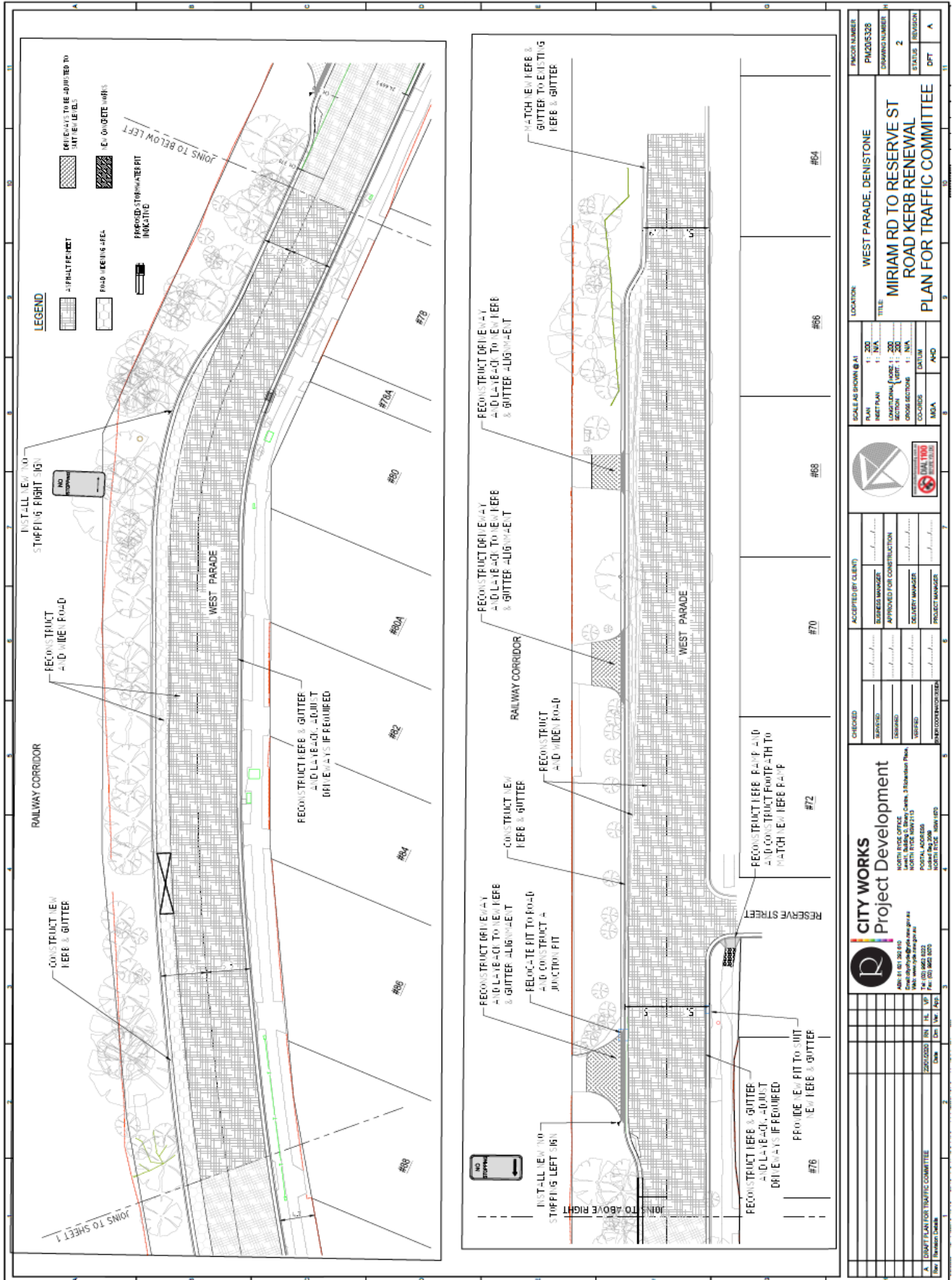


Figure D3: Proposed On-Street Parking on West Parade



PROPOSAL

The proposed improvement works along the eastern side of West Parade will facilitate the creation of a small section of 90 degree angled parking (approximately 22 spaces) and a longer section of parallel parking (approximately 50 spaces).

In addition to the above works, existing signage and delineation will be upgraded with a new section of footpath and associated kerb ramps provided on the eastern side of West Parade.

DISCUSSION

Formalisation of the eastern side of West Parade, south of Miriam Road will enable the creation of a safe parking area accommodating 72 on-street parking spaces. Carriageway constraints and resultant loss of significant trees meant that a footpath could not be accommodated on the eastern side of West Parade. There is a footpath on the western side of West Parade, which will require commuters needing to recross West Parade at Miriam Road to access the new footpath leading to Denistone Station.

The proposed parking spaces all conform to AS2890.5 On-Street Parking Code. These parking spaces are targeted at commuters and thus they will not be subject to any time restrictions.

RECOMMENDATION

That the Ryde Traffic Committee endorses the improvements works proposed on the eastern side of West Parade, south of Miriam Road, that will provide 90 degree angled parking (approximately 22 spaces) and a longer section of parallel parking (approximately 50 spaces).



ITEM (E) RYEDALE ROAD, WEST RYDE

SUBJECT: INTERSECTIONS TREATMENT
ELECTORATE: RYDE
WARD: EAST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2019-01818
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde is committed to creating neighbourhoods that thrive and grow through sustainable design and planning that reflects community needs . Council’s four year delivery program contributes to this outcome through Council’s Centres and Neighbourhood Program . As part of this program, an upgrade to Ryedale Road, West Ryde is scheduled to be undertaken within three years. The area of Ryedale Road that will be upgraded is principally located between the Ryde Eastwood Leagues Club and the 90 degree bend opposite where Ryedale Road becomes Victoria Road.

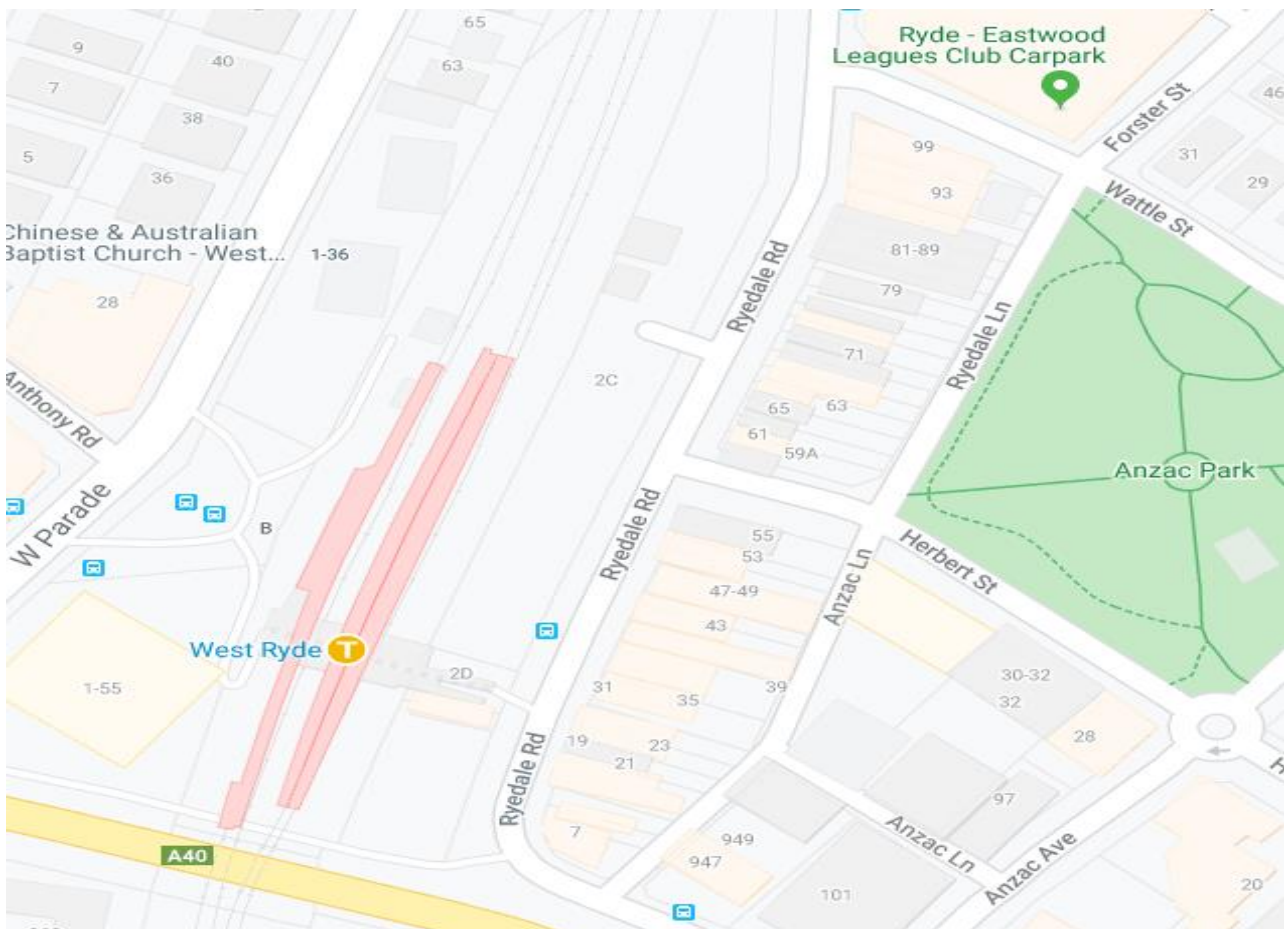


Figure E1: Location Plan



PROPOSAL

It is proposed that the following works be undertaken:

1. Remove the at-grade pedestrian crossing on Ryedale Road located on the bend nearest West Ryde Station and replace with time restricted parking.
2. Construct kerb buildouts on Herbert Street at Ryedale Road and install a raised pedestrian crossing on Herbert Street between the two buildouts.
3. Construct kerb buildouts on Wattle Street, remove the existing pedestrian refuge and install a raised pedestrian crossing between the two buildouts.
4. Construct kerb buildouts on Herbert Street at the gateway to Anzac Park, immediately east of Anzac Lane and construct a raised pedestrian crossing between the two buildouts.
5. Re-arrange the parking restrictions on Ryedale Road such that all intersections, bus and mail zones are signposted appropriately.
6. Zig – zag line marking be provided preceding raised pedestrian crossings where appropriate.

DISCUSSION

In addition to an electronic feedback page that ran from 21 October to 24 November 2019, Council held a workshop with West Ryde businesses, land owners and other stake holders on 23 October 2019 to discuss proposed changes, additions and treatments that would result in a safer environment for all users.

Attendees were united in their request for street planting, upgraded pedestrian crossing facilities, a reduced speed limit through the area and enhanced pedestrian areas. They wished to see safer connectivity along Ryedale Road that would link the commercial areas with the transport hub at West Ryde Station and recreation area associated with Anzac Park. Provision of a mix of parking zones appropriate to location was also requested.

The majority of requests from the community was for enhanced pedestrian crossing facilities to be provided at the intersections points on Ryedale Road and across Herbert Street at Anzac Park. Site investigations undertaken along Ryedale Road and its environs identified a need for pedestrian facilities at intersections.

1. Existing Pedestrian Crossing on the southern end of Ryedale Road:

It is proposed that the existing at grade pedestrian crossing on the 90 degree bend between Victoria Road (local section) and Ryedale Road be removed. This pedestrian crossing currently connects with the underpass down to Victoria Road and is currently not DDA compliant as to access the crossing from the western side of the road; all users are confronted by a set of stairs. A disabled person cannot use this facility safely, as once across the road, they must then travel 20m on Ryedale Road itself in order to access the footpath leading to the underpass.



It is intended that once the pedestrian crossing is removed that pedestrian fencing would be installed on the western side of the road to physically prevent pedestrians from crossing Ryedale Road at this point. Removing this pedestrian crossing will not inconvenience pedestrians as the next crossing is a mere 45m north of this. The existing at grade pedestrian crossing at the entrance to West Ryde Station will be upgraded to a raised pedestrian crossing.

The removal of the pedestrian crossing on the bend will facilitate additional on-street parking to be considered.



Figure E2: DDA Non-Compliant Pedestrian Crossing to be removed

2. Existing at grade Pedestrian Crossing at West Ryde Station access.

As part of the upgrade works, the existing at grade pedestrian crossing on Ryedale Road at the access point to West Ryde Railway Station is scheduled to be upgraded to a raised pedestrian crossing with buildouts. The buildouts will facilitate a reduction in the statutory No Stopping distance requirements on approach to the pedestrian crossing. All parking signage on Ryedale Road will be reviewed and modified to ensure that statutory requirements have been met.

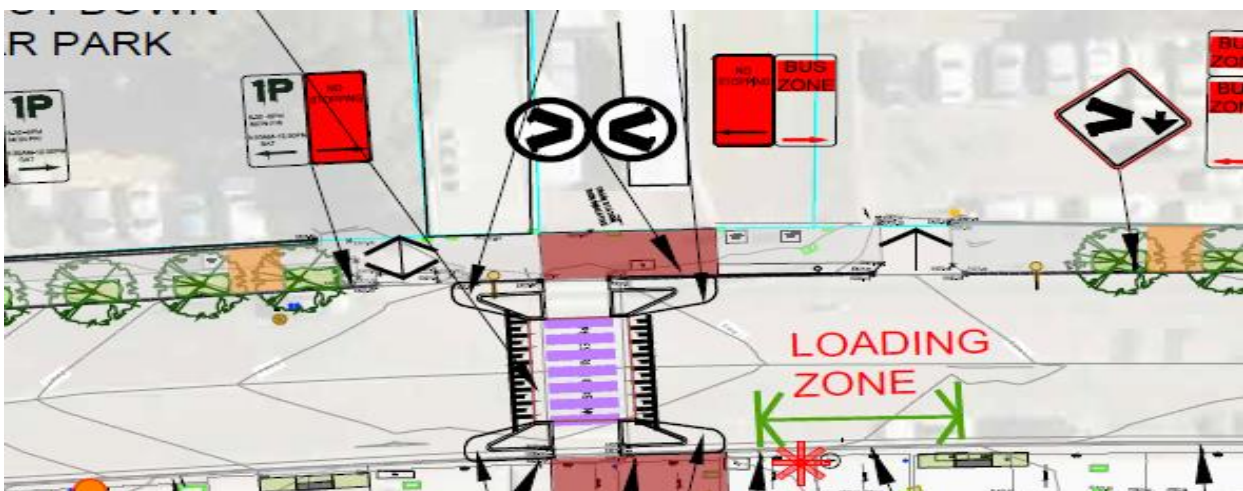


Figure E3: Upgrade of existing facility to a raised pedestrian crossing at West Ryde Railway Station



3. Pedestrian Crossing Warrants for provision of new crossings at Wattle Street, Herbert Street and Anzac Park.

Before a location can be considered for the provision of a pedestrian crossing it must meet minimum warrants that are based on pedestrian and vehicular numbers.

Normal Warrant:

A pedestrian (zebra) crossing is warranted where in each of three separate one hour periods in a typical day:

- the pedestrian flow per hour (P) crossing the road ≥ 30
AND
- the vehicular flow per hour (V) through the site ≥ 500
AND
- the product PV $\geq 60,000$

Reduced Warrant:

The reduced warrant can be utilised if the intended crossing will be principally used by school children. Then in two counts of one hour duration immediately before and after school hours:

- the pedestrian flow per hour (P) ≥ 30
AND
- the vehicular flow per hour (V) through the site ≥ 200

If at least 50% of pedestrians using the crossing are aged or impaired and for each three one hour periods in a typical day

- the pedestrian flow per hour (P) ≥ 30
AND
- the vehicular flow per hour (V) ≥ 200
AND
- the product PV $\geq 60,000$

Special Warrant:

In certain circumstances where:

- the product PV $\geq 45,000$ (but less than 60,000)
AND
- the pedestrian flow per hour (P) ≥ 30
AND
- the vehicular flow per hour (V) ≥ 500

It is considered that additional raised pedestrian crossings should be located at the following locations, namely on Herbert Street and Wattle Street where they intersect with Ryedale Road and also on Herbert Street at Anzac Park. Site observations indicate that currently these locations will not meet the normal warrant criteria however they will come close to meeting the reduced warrant that targets school children/aged or impaired



persons. While the pedestrian warrant is met easily, the requirement of 500 vehicles/ hour will not be met as traffic counts indicate that the peak vehicular activity on both Wattle Street and Herbert Street is approximately 150 veh/h during the morning and afternoon peak periods.

There is considerable pedestrian activity along Ryedale Road which peaks during the morning and afternoon commuter peak periods. Access to West Ryde Railway Station sees a continual stream of pedestrian traffic across and along Ryedale Road throughout the day with pedestrian numbers crossing at Herbert Street and Wattle Street often in excess of 150 – 200 pedestrian/hour.

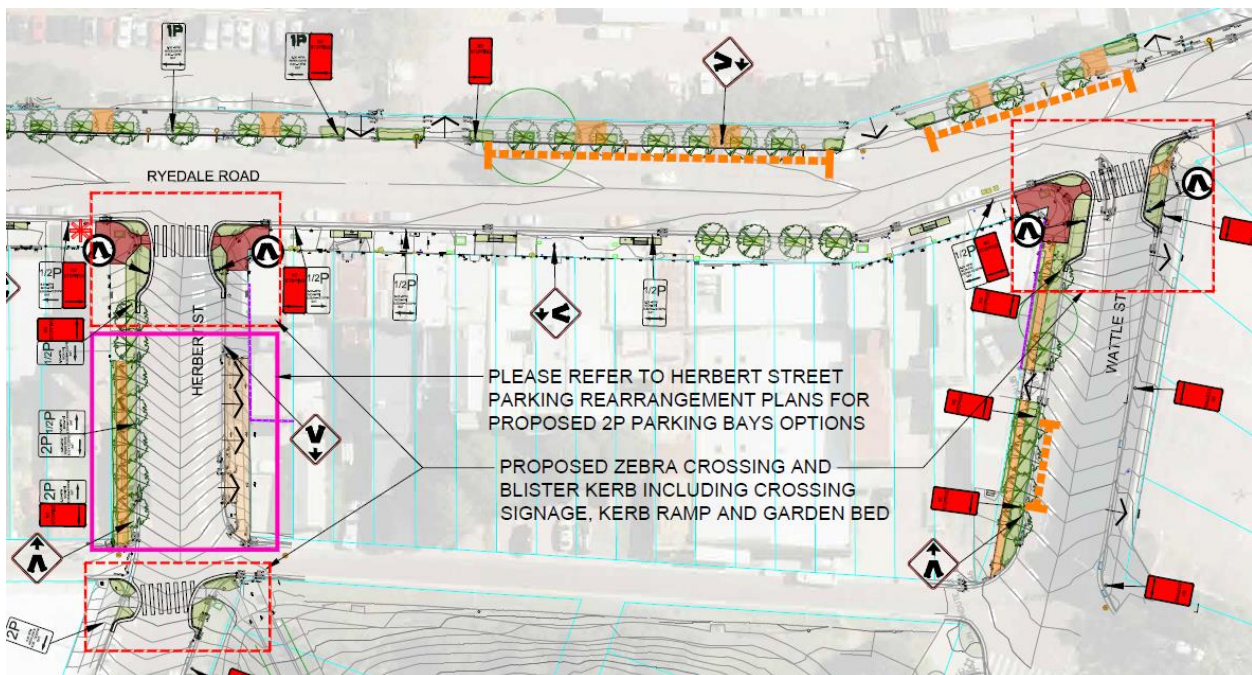


Figure E4: Proposed location of 3 raised pedestrian crossings

Events at Anzac Park attract large crowds of people thus a pedestrian crossing at the gateway to the park would provide a safe pedestrian environment for patrons wishing to access the event via the West Ryde Train and Bus Station. It is intended that at all three locations where new raised pedestrian crossings are proposed that each would be accompanied by kerb buildouts which would enhance the pedestrian environment and which would also enable a reduction in the statutory No Stopping distances to facilitate additional on-street parking.

The proposal that angle parking be provided in advance of the crossing in Herbert Street has been discounted and the provision of such parking would require an extension to No Stopping restrictions, thus the current parallel parking arrangement will be retained.

**RECOMMENDATION**

The Ryde Traffic Committee makes the following recommendations

1. Remove the at-grade pedestrian crossing on Ryedale Road located on the bend nearest West Ryde Station and replace with time restricted parking.
2. Construct kerb buildouts on Herbert Street at Ryedale Road and install a raised pedestrian crossing on Herbert Street between the two buildouts.
3. Construct kerb buildouts on Wattle Street, remove the existing pedestrian refuge and install a raised pedestrian crossing between the two buildouts.
4. Construct kerb buildouts on Herbert Street at the gateway to Anzac Park, immediately east of Anzac Lane and construct a raised pedestrian crossing between the two buildouts.
5. Re-arrange the parking restrictions on Ryedale Road such that all intersections, bus and mail zones are signposted appropriately.
6. Zig – zag line marking be provided preceding raised pedestrian crossings where appropriate.

ITEM (F) DOIG AVENUE, DENISTONE EAST

SUBJECT: INTERSECTIONS TREATMENT
ELECTORATE: RYDE
WARD: CENTRAL
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-00120
OFFICER: J BEGLEY

INTRODUCTION

City of Ryde has received representation from a local business owner requesting changes be made to the parking restrictions along the commercial side of Doig Avenue, Denistone East.

PROPOSAL

That the following changes be made to the parking restrictions along the commercial side of Doig Avenue.

- Statutory *No Stopping* distances to be signposted.
- *Mail Zone* to be signposted.
- Remainder of street to be converted from ½ P parking to 2P 8am – 6pm Mon-Fri.



Figure F5: Location Plan



DISCUSSION

Doig Avenue is a quiet two way street with parallel parking provided on both sides of the road. A small commercial town centre is located on the western side of the road and a reserve on the eastern side of the road. Currently ½ P time restricted parking is available on the commercial side of the road, with unrestricted parking along the reserve frontage.

The commercial owners have requested that the western side of the road be converted from ½ P parking to 2P 8am – 6pm Mon-Fri. They also requested that time restrictions should apply on the reserve side of the road. They considered that the road was wide enough to facilitate angled parking and thus more on-street parking could be provided.

All the commercial owners agreed with the proposal to convert the ½ P parking to 2P 8am – 6pm Mon-Fri, with the *Mail Zone* and statutory *No Stopping* distances signposted appropriately. They were advised that while their request for changes to the parking restrictions on the western side of the road could be easily dealt with, their request for possible angled parking and time restrictions on the reserve side of the road would impact on the broader community and thus significant community consultation would be required.

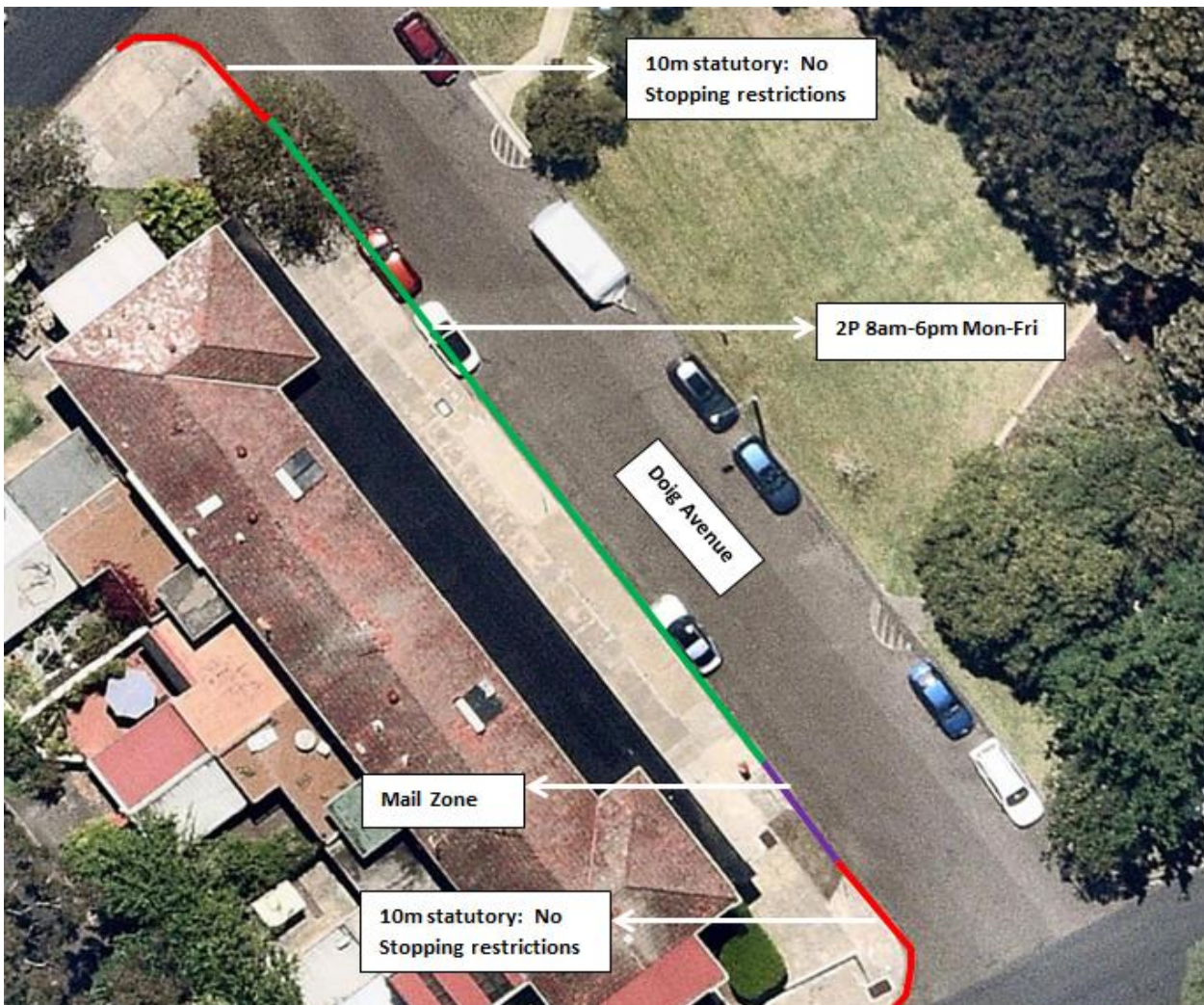


Figure F2: Proposed parking changes on the western side of Doig Avenue



RECOMMENDATION

That the Ryde Local Traffic Committee recommends that the:

- Intersection statutory *No Stopping* restrictions be signposted in Doig Avenue
- *Mail Zone* on the western side of Doig Avenue be signposted appropriately.
- Remainder of the parking on the commercial side of the road be converted from ½ P to 2P 8am – 6pm Mon-Fri.



ITEM (G) ADELPHI ROAD, MARSFIELD

SUBJECT: DISABLED PARKING SPACE
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-CLASSIFIED
REFERENCE: T2020-00118
OFFICER: J BEGLEY

INTRODUCTION

A Notice of Motion was tabled at the Council meeting of 27 August 2019 associated with the ELS Hall Off Leash Park. Part of this notice of motion was that two disabled parking spaces be provided near the off leash dog park and that these works be funded from Council’s operational maintenance budget.

PROPOSAL

That two disabled parking spaces be provided in the bulb of Adelphi Road to facilitate parking for disabled patrons wishing to access the off lease dog area in ELS Hall Park.

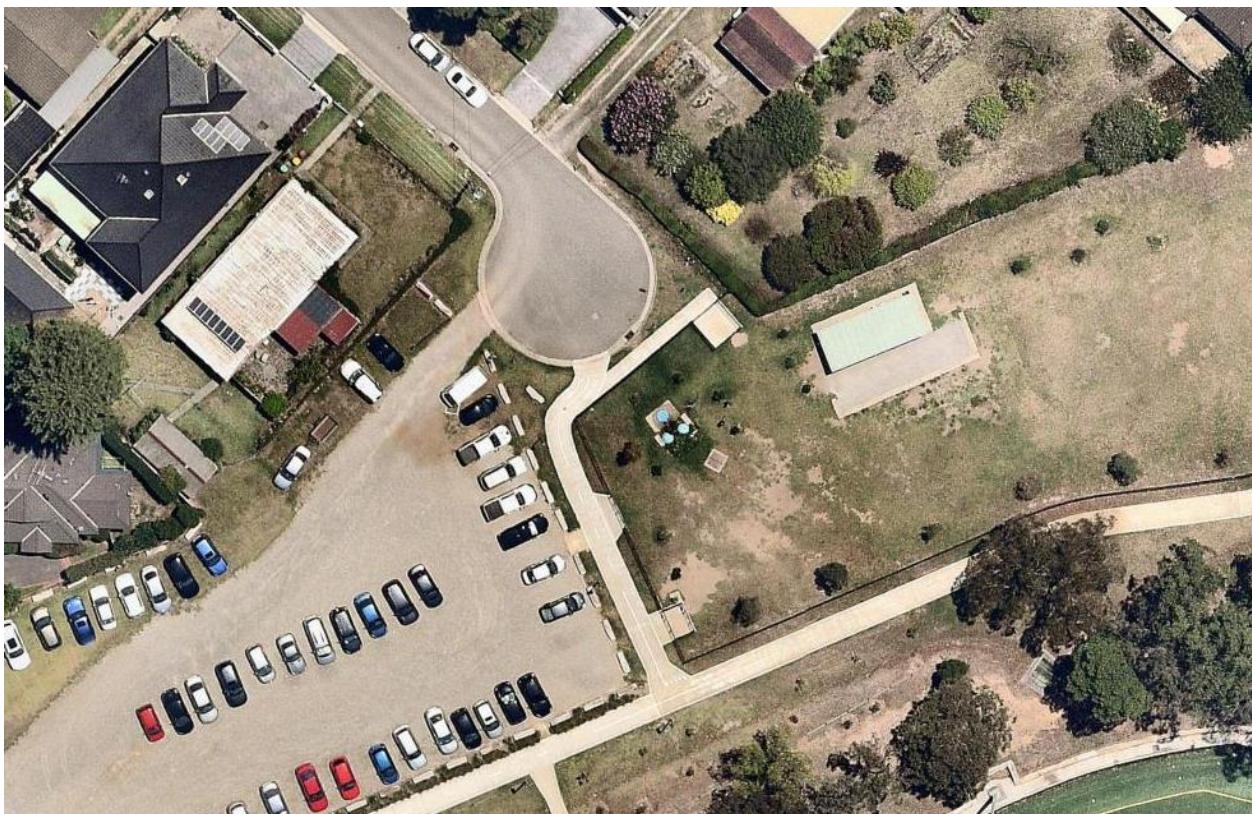


Figure G6: Location Plan

DISCUSSION

Adelphi Road is a cul-de-sac that has direct access to ELS Hall Park. A temporary car park is located off the southern end of the cul-de-sac, however as it is not sealed, the requested disabled parking spaces cannot be located here.

The turning bulb at the end of the cul-de-sac is very wide and can easily accommodate the provision of two disabled parking spaces whilst still enabling vehicles to turn around. The proposed disabled parking spaces will be provided on either side of the access point to the shared user path. This shared user path will then enable disabled patrons to access all areas of ELS Hall Park and not just the off leash dog area.

No consultation was considered necessary as no residents of Adelphi Road will be impacted by the provision of the two disabled parking spaces.



Figure G2: Proposed location of the disabled parking spaces

RECOMMENDATION

That the Ryde Local Traffic Committee recommends that a disabled parking space be provided on either side of the access point to the shared user path with existing signage modified to accommodate these spaces at the end of Adelphi Road, Marsfield.



ITEM (H) PEACH TREE ROAD, MACQUARIE PARK

SUBJECT: PARKING RESTRICTIONS
ELECTORATE: RYDE
WARD: WEST
POLICE LAC: RYDE
ROAD CLASS: NON-Classified
REFERENCE: T2019-XXXX
OFFICER: J BEGLEY

INTRODUCTION

A request has been made within Council for a dedicated on-street parking space to be provided on Peach Tree Road to facilitate maintenance of Wilga Park.

PROPOSAL

That one, on-street parking space on Peach Tree Road be signposted as “*No Parking Authorised City of Ryde Vehicles Excepted*” to assist with maintenance activities associated with Wilga Park. The existing parking restrictions would be modified to accommodate this zone.

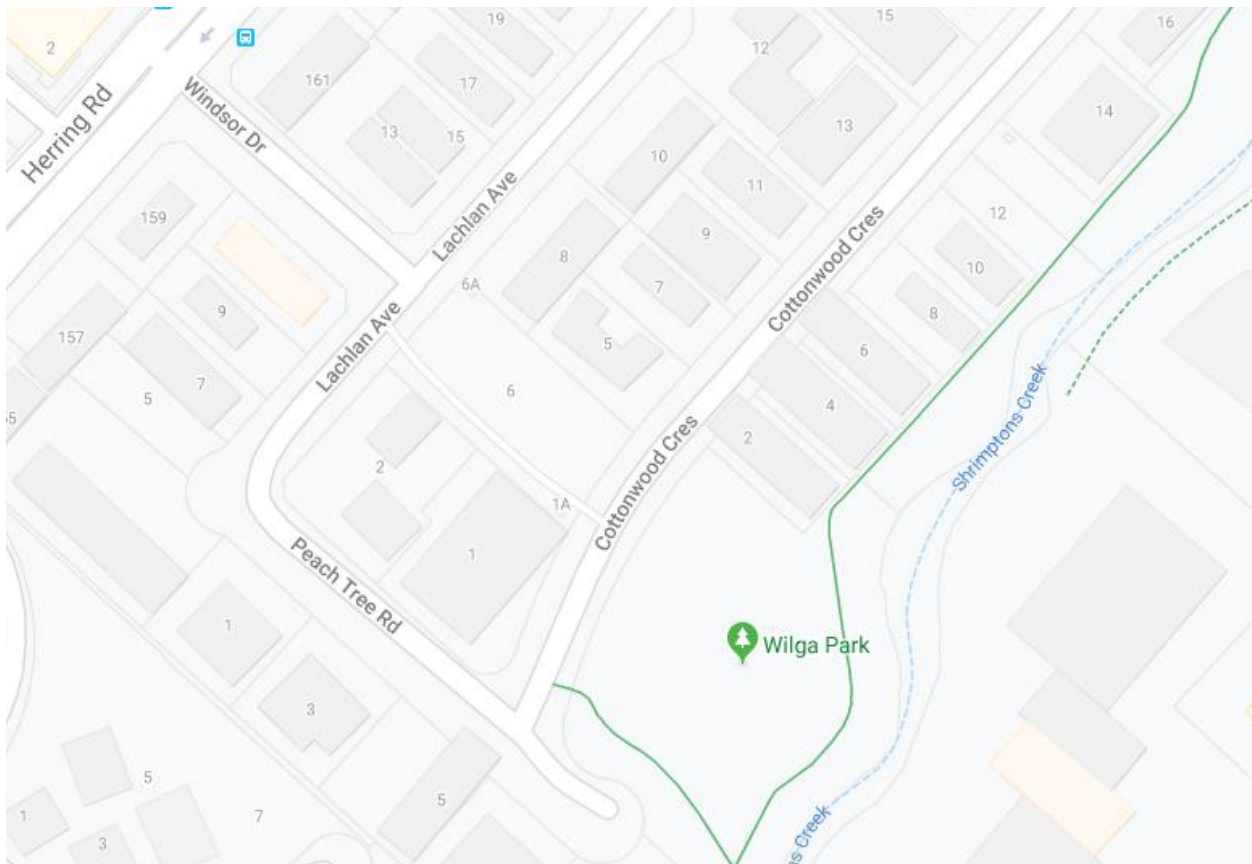


Figure H7: Location Plan



DISCUSSION

Currently a resident parking scheme operates on Peach Tree Road with the take up of on-street parking generally operating at 95- 100% utilisation due to its close proximity to the employment and transport nodes within Macquarie Park. A request has been made within Council for one on-street parking space to be signposted as *No Parking Authorised City of Ryde Vehicles Excepted* to assist with maintenance associated with Wilga Park.



Figure H2: *Proposed location for the Council*

RECOMMENDATION

That the Ryde Local Traffic Committee recommends that one on-street parking space on Peach Tree Road be signposted as *No Parking Authorised City of Ryde Vehicles Excepted* with existing parking restrictions modified to accommodate the parking space


ADVISORY ITEM 1 MATTERS APPROVED UNDER DELEGATION

The parking control measures outlined in *Table 1*, below, were installed to reinforce existing controls under the [NSW] *Road Rules 2014*. The matters outlined in *Table 2* below, were approved under Delegation. The matters outlined in *Table 3*, below, were approved under Electronic Traffic Committee process.

Table 1 Parking control measures installed to reinforce existing controls under Road Rules 2014

Location	Parking Control Measure	Existing Road Rules 2014 Control	Installation Date
Curtis St & Cross St, Ryde	Statutory parking controls at the intersection	Rule 170 Stopping at an intersection	March 2020

Table 2 Matters approved under Delegation

Location	Proposal	Consultation	Approval Date

Table 3 Matters Approved under Electronic Traffic Committee Process

Item	Location	Parking Control Measure	Consultation	Installation Date
I	Shaftsbury Rd near Beaumont Ave, Denistone	Extend existing "No Stopping" zone to improve sight visibility.	Notification letters to Residence – Feb 2020	Feb 2020
J	Bowden St, Meadowbank Ferry Terminal Car Park	Convert parking bay to "NO PARKING, AUTHORISED CITY OF RYDE VEHICLES EXCEPTED, MON to SUN & PUBLIC HOLIDAY"	NIL	Feb 2020
K	Rennie Street and Network Place, North Ryde	Convert existing "2P MON to SUN" parking bays to "2P, MON-FRI, 8AM-6PM, SAT 8AM-12:30PM" .	NIL	Feb 2020