



**KU-RING-GAI TRAFFIC COMMITTEE  
TO BE HELD ON WEDNESDAY, 27 AUGUST 2025 AT 9:00 AM  
ANTE ROOM - LEVEL 3**

**A G E N D A**

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NOTE: For Full Details, See Council's Website –  
[www.kmc.nsw.gov.au](http://www.kmc.nsw.gov.au) under the link to business papers

**APOLOGIES**

**DECLARATIONS OF INTEREST**

**CONFIRMATION OF MINUTES**

**Minutes of Ku-ring-gai Traffic Committee**

File: CY00022/17  
Meeting held 28 May 2025  
Minutes numbered KTC08 to KTC13

**GENERAL BUSINESS**

**GB.1 Local Transport Forum**

File: S02527

Ward: None  
Electorate: None

To advise of changes to the Authorisation and Delegation to Council in regard to the installation of traffic facilities.

**Recommendation:**

- A. That Council note the changes introduced by TfNSW, effective 1 August 2025, to the Authorisation and Delegation to Councils regarding the installation of traffic facilities.

- B. That Council adopt TfNSW's new Authorisation and Delegation to Councils and implement the transition from the current Local Traffic Committee (LTC) model to the new Local Transport Forum (LTF).
- C. That the required amendments be made to the Council Advisory and Reference Committee Guideline and Terms of Reference (see **Attachment A2**) for the LTF for Council's approval.

**GB.2 Roseville 4.5T Load Limits**

File: TM8/17

Ward: Roseville

Electorate: Davidson

To consider a proposal to introduce a 4.5T GVM load limit on several streets in Roseville.

**Recommendation:**

- A. That a 4.5T load limit be introduced in the following streets in Roseville:
- Clanville Road between Pacific Highway and Archbold Road
  - Lord Street between Martin Lane and Archbold Road
  - Earl Street between Archbold Road and Moore Street
  - Moore Street between Earl Street and Park Avenue
- B. That Council's Team Leader Regulation be informed of Council's decision.

**GB.3 Lofberg Road, West Pymble**

File: TM7/17

Ward: Comenarra

Electorate: Wahroonga

To consider a proposal to construct a raised Wombat crossing on Lofberg Road at Ryde Road, West Pymble.

**Recommendation:**

- A. That subject to available funding, a raised Wombat crossing with street lighting upgrade and pedestrian fencing be constructed on Lofberg Road.

**GB.4 Eastern Road 40km/h High Pedestrian Activity Area**

File: TM10/17

Ward: Wahroonga  
Electorate: Wahroonga

To consider a proposal to introduce a 40km/h High Pedestrian Activity Area on Eastern Road, between the Chase Road and Billyard Avenue, Turramurra.

**Recommendation:**

- A. That the Eastern Road HPAA scheme be approved

GB.5 **Woodlands Avenue, Pymble**

File: TM7/17

Ward: Gordon  
Electorate: Davidson

To consider a proposal to introduce part-time 'No Right Turn' restrictions on Woodlands Avenue at Mona Vale Road, Pymble.

**Recommendation:**

- A. That 'No Right Turn 6am-10am, 3pm-7pm Mon-Fri' restrictions be introduced on Woodlands Avenue at Mona Vale Road.
- B. That the resident and the LAC Ku-ring-gai be informed of the outcome.

GB.6 **Eton Road, Lindfield**

File: TM6/17

Ward: Roseville  
Electorate: Davidson

To consider a proposal to install temporary speed cushions on Eton Road at Winchester Avenue, Lindfield.

**Recommendation:**

- A. That temporary speed cushions be installed on Eton Road near Winchester Avenue, as shown on the Plan *Eton/KTC/08/25*.

GB.7 **Drovers Way, Lindfield**

File: TM6/17

Ward: Roseville

Electorate: Davidson

To consider a proposal to introduce parking restrictions in Drovers Way, Lindfield.

**Recommendation:**

- A. That 'No Parking' restrictions be introduced on Drovers Way, as shown on the plan *Drovers/KTC/08/25*.
- B. That the resident and Council's Team Leader Regulation be informed of Council's decision.

GB.8 **Grosvenor Road, Lindfield**

File: TM6/17

Ward: Roseville

Electorate: Davidson

To consider a proposal to construct a raised wombat crossing on Grosvenor Road, between Bent Street and Austral Avenue, Lindfield.

**Recommendation:**

- A. That subject to available funding, a raised Wombat crossing with street lighting upgrade be constructed on Grosvenor Road.

**GENERAL DISCUSSION**

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## LOCAL TRANSPORT FORUM

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Ward: None  
Electorate: None

### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To advise of changes to the Authorisation and Delegation to Council in regard to the installation of traffic facilities.

**BACKGROUND:**

As of 1 August 2025, TfNSW has revoked the *2011 Delegation to Councils* and *2023 Temporary Delegation*. This has been replaced by a new 2025 Authorisation-Delegation. The Local Traffic Committee has been renamed as the Local Transport Forum.

**COMMENTS:**

The new 2025 Authorisation-Delegation provides Councils with TfNSW's power *(under s115 of the Roads Act 1993)* to 'regulate traffic' (i.e. restrict or prohibit passage) for any purpose. It also gives Councils authorisation *(under s122 of the Road Transport Act 2013)* for the use of prescribed traffic control devices *(PTCD)*.

**RECOMMENDATION:**

- A. That Council note the changes introduced by TfNSW, effective 1 August 2025, to the Authorisation and Delegation to Councils regarding the installation of traffic facilities.
- B. That Council adopt TfNSW's new Authorisation and Delegation to Councils and implement the transition from the current Local Traffic Committee (LTC) model to the new Local Transport Forum (LTF) model.
- C. That the required amendments be made to the Council Advisory and Reference Committee Guideline and Terms of Reference (see **Attachment A2**) for the LTF for Council's approval.

## PURPOSE OF REPORT

To advise of changes to the Authorisation and Delegation to Council in regard to the installation of traffic facilities.

## BACKGROUND

On Friday 25 July, Transport for NSW (TfNSW) notified Council that it has issued a new Authorisation and Delegation to Councils, superseding existing Delegations. As of 1 August 2025, TfNSW has revoked the *2011 Delegation to Councils* and *2023 Temporary Delegation*. The 2025 Authorisation and Delegation to Councils will make changes to Local Traffic Committees, giving additional flexibility for Councils.

Below is an extract from the covering letter to all Councils regarding the proposed changes:

*For several years TfNSW has trialled increased devolution to local government to expedite the management and improvement of local streets. The potential for further devolution is a major theme of Local Government input into the current review of the Roads Act.*

*Many NSW Councils have used the Temporary Delegation to streamline delivery of routine works such as parking management and pedestrian safety improvements. Councils have also taken advantage of the ability to sub-delegate approval responsibilities to staff.*

*Following careful monitoring of the Temporary Delegation, Transport has developed the 2025 Authorisation and Delegation Instrument.*

The Local Traffic Committee, (LTC) will be renamed as the Local Transport Forum, (LTF), to reflect the need to focus on all transport modes, especially bus services. The LTF is not a committee as defined and understood in the Local Government Act 1993.

It is up to the individual Council to choose whether to use the new streamlined options. TfNSW representatives will continue to attend LTF's and can provide advice on any matter. However, TfNSW will no longer vote on proposals, as the individual Council is ultimately responsible for decisions taken on its network. However, TfNSW is still responsible for any decisions relating to traffic signals or speed limits. Council's road network does not include roads within Ku-ring-gai that are under the jurisdiction of TfNSW, which are Pacific Highway, Mona Vale Road/Ryde Road and Boundary Street/Babbage Road.

Council may continue with any scheduled LTC meetings whilst transitioning progressively to the proposed LTF model.

The new Instrument, guidelines and supporting references are provided in **Attachment A1** to this report.

## COMMENTS

The key changes from the *2011 Delegation to Councils* are as follows:

- Local Traffic Committee, (LTC) is renamed as Local Transport Forum, (LTF). Core membership (i.e. Council, TfNSW, Police and local MPs) is unchanged.

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- Council may sub-delegate functions to staff. The Authorisation and Delegation Instrument states that a Delegate is a Council constituted under the *Local Government Act 1993*. A sub-delegate is the General Manager of a Council, or an employee of the Council.
- Fewer matters need to be referred to the LTF.
- Greater scope for Councils to use roadwork speed limit signs.
- There is no voting at LTF's, as the LTF does not issue approvals or make decisions. The LTF provides advice to support Council, and Council is the final decision maker.

The new 2025 Authorisation-Delegation provides Council with TfNSW's power (*under s115 of the Roads Act 1993*) to 'regulate traffic' (i.e. restrict or prohibit passage) for any purpose. It also gives Council authorisation (*under s122 of the Road Transport Act 2013*) for the use of prescribed traffic control devices (PTCD). A PTCD is a traffic sign, line marking or other device that is subject to a road rule. Examples include Stop signs, Give Way signs, Warning signs, School Zone sign, dividing lines and pedestrian crossing signs.

Council can decide which proposals to send to the LTF. Referral is only mandatory where:

- Regulating traffic for longer than 6 months. This includes proposals which restrict/prohibit passage or compel/prevent a turn, such as road closures, No Entry restrictions, One-Way restrictions, load limits and any restrictions on turning movements.
- Public transport is negatively affected for greater than 24 hours.
- Bus priority measures are altered or access to transport hubs is restricted.

Consultation with bus owners is required where any proposal is likely to affect operations, and a minimum 7 days' notice must be given to Police and TfNSW for public events.

Other changes and updates are listed below:

- Use of portable traffic control lights and roadwork speed limits is authorised subject to compliance with the Traffic Control at Work Sites manual.
- Traffic Management Plans, (TMP's) are no longer mandatory at LTF. Council is obliged to provide sufficient information to enable reasonable assessment.
- Out of date controls relating to Sydney Olympic Park and parking near Nominated Train Stations have been removed.
- Council is obliged to use the *Design of Roads and Streets Manual* as a primary reference.
- Regional Traffic Committee, last used in mid-2019 has been eliminated.

A delegate must consider any advice provided by the LTF. Where TfNSW holds serious, unresolved concerns regarding a proposal, it may lodge a formal 'Statement of Concern' (SoC). Only TfNSW has the authority to submit a formal SoC.

A SoC must be issued to Council within 7 days of a LTF, during which a proposal must not be implemented. The SoC clearly documents TfNSW's view, and Council is obliged to consider it and respond in writing to the LTF. After a further 7 days, Council may proceed.

TfNSW retains the rights to override or remove any traffic devices, regulate traffic on any road or revoke the delegation at any time.

### **What happens if Council does not adopt LTF**

The 2025 Authorisation and Delegation requires Councils to transition from the current Local Traffic Committee (LTC) to the new Local Transport Forum (LTF) model. While Council may choose to continue with the LTC informally for internal purposes, it would have no legal standing under the Instrument and would not allow Council to exercise the delegated powers. TfNSW and Police may not have enough resources to attend such informal meetings.

Compliance with the Instrument, including convening an LTF, is necessary for Council to retain authority to regulate traffic and install prescribed traffic control devices on local roads.

If Council does not adopt the LTF, it would lose the delegated powers provided by TfNSW. This would result in Council needing to refer traffic facility approvals back to TfNSW, creating delays, reducing flexibility, and curtailing Council's autonomy in managing local roads. It would also carry reputational and legal risks, as Council could be seen to be resisting reform and acting without proper authority.

Accordingly, it is recommended that Council note the changes introduced by TfNSW and resolve to adopt the LTF model, ensuring continuity of delegated powers and maintaining decision-making capacity for local traffic management.

### **Updated Terms of Reference for the LTF**

The Terms of Reference for the LTF will need to be updated to reflect these changes. A draft Terms of Reference is attached at **Attachment A2**. Once endorsed by the LTC, the Terms of Reference will need to be considered and adopted by Council. Once adopted, the Council Advisory and Reference Committee Guideline will be updated and re-published to Council's website.

## **GOVERNANCE MATTERS**

TfNSW's Authorisation and Delegation Instrument authorises Council to use prescribed traffic control devices under s122 of the Road Transport Act 2013 and delegates TfNSW's power under s115 of the Roads Act 1993 to regulate traffic for any purpose.

Prescribed traffic control devices are enforceable through the Road Rules 2014. Council uses these in traffic control work under s87(3) of the Roads Act. Council can already regulate traffic to do this work, but TfNSW's delegation enables Council to regulate traffic for events and activities such as markets and parades.

Where Council is regulating traffic for regular maintenance and road work (in accordance with s115 of the Roads Act, it is doing so using its own power to regulate traffic and does not need to use the Authorisation and Delegation Instrument or follow its conditions and processes.

The (2025) Authorisation and Delegation Instrument revokes and replaces both the (2011) Delegation to Council and the (2023) Temporary Delegation to Councils No.2.

One of the conditions of the Instrument is that Council establishes a Local Transport Forum (LTF) (formerly known as Local Traffic Committee). The LTF provides advice, technical review, and coordination of works and events. Roles and responsibilities:

- Council is the decision-maker, proponent, representative of local community interests and responsible for safety of users on the network.
- TfNSW provides advice regarding state-level interests such as public transport planning and operation, road safety, general standards, state network planning and operation.
- NSW Police provide advice on event safety and management advice, law enforcement, highway patrol, public safety, etc.
- Local Members of NSW Parliament provide representations on community interests and concerns.

LTF members provide advice, but do not vote. LTF advice does not need to be unanimous. Council must consider advice given by members. If significant concerns cannot be resolved, TfNSW may file a Statement of Concern (SoC) within 7 days and Council must respond in writing to all members and wait 7 days before proceeding.

The LTF is convened and managed by Council, with frequency and format at the discretion of Council. Under the LTF guidelines, attendees must be provided with the meeting agenda at least seven (7) calendar days in advance of the meeting (unless otherwise agreed by members), given the opportunity to review meeting minutes prior to finalisation, and be provided with a copy of the finalised meeting minutes.

Proceedings of the LTF must be made publicly available as soon as practicable and must include the meeting agenda, minutes, any formal records of use of the prescribed traffic control device authorisation, any Statements of Concern submitted by TfNSW and Council's response.

## RISK MANAGEMENT

There are no material risks that arise from the recommendation contained in this report.

## SUMMARY

TfNSW has revoked the *2011 Delegation to Councils* and *2023 Temporary Delegation*. The Local Traffic Committee has been renamed the Local Transport Forum, (LTF). Fewer matters need to be reported to the LTF. Referral to the LTF is only mandatory where regulating traffic for longer than 6 months, or public transport is negatively affected for greater than 24 hours.

There is no voting at LTF's, as the LTF does not issue approvals or make decisions.

## RECOMMENDATION:

- A. That Council note the changes introduced by TfNSW, effective 1 August 2025, to the Authorisation and Delegation to Councils regarding the installation of traffic facilities.

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- B. That Council adopt TfNSW's new Authorisation and Delegation to Councils and implement the transition from the current Local Traffic Committee (LTC) model to the new Local Transport Forum (LTF).
- C. That the required amendments be made to the Council Advisory and Reference Committee Guideline and Terms of Reference (see **Attachment A2**) for the LTF for Council's approval.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

<b>Attachments:</b>	A1	TfNSW - Authorisation and Delegation to Councils	2025/269763
	A2	Draft Terms of Reference for the Local Traffic Forum	2025/268101



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## Transport's Authorisation and Delegation to Councils

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[Local Transport Forum](#)

[Using the Instrument](#)

[Links and tools](#)

[Bus Route Map](#)

Councils take the lead in managing most of the NSW road network. Responsibility for the regulation and control of traffic is shared with Transport for NSW (Transport).

Transport's (2025) *Authorisation and Delegation Instrument* authorises councils to use prescribed traffic control devices under [s122 \(https://legislation.nsw.gov.au/view/whole/html/inforce/current/act-2013-018#sec.122\)](#) of the *Road Transport Act 2013* and delegates Transport's power under [s115 \(https://legislation.nsw.gov.au/view/whole/html/inforce/current/act-1993-033#sec.115\)](#) of the *Roads Act 1993* to regulate traffic for any purpose.

Prescribed traffic control devices are the kinds of signs, markings, and devices that are enforceable through the *Road Rules 2014*. Councils use them in traffic control work done under [s87\(3\) \(https://legislation.nsw.gov.au/view/whole/html/inforce/current/act-1993-033#sec.87\)](#) of the *Roads Act 1993*. Councils can already regulate traffic to do this work (as well as for a number of other purposes as specified in s115), but Transport's delegation enables councils to also regulate traffic for events and activities such as markets and parades. Where council is regulating traffic for purposes listed in s115 (such as regular maintenance and road work), they are doing so using their own power to

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regulate traffic and do not need to use the *(2025) Authorisation and Delegation Instrument* or follow its conditions and processes.

The *(2025) Authorisation and Delegation Instrument* revokes and replaces both the *(2011) Delegation to Councils* and the *(2023) Temporary Delegation to Councils No.2*.

## Local Transport Forum

One of the conditions of the Instrument is that councils establish a Local Transport Forum (formerly known as Local Traffic Committee). The Forum provides advice, technical review, and coordination of works and events. It does not vote, issue approvals, or make decisions.

The four formal members of the Local Transport Forum are representatives from each of Council, Transport, NSW Police, and the relevant State Member(s) of Parliament. Councils are welcome to invite others.

Some works must be referred to the Local Transport Forum for advice prior to implementation, such as those which restrict or prohibit passage for longer than 6 months and those which prevent or hinder safe public transport operations for more than 24 hours.

For most works, referral to the Local Transport Forum is optional at the discretion of council, provided the Forum is later given a record of any use of prescribed traffic control devices.

Proposals of less than 24 hours are not required to be referred at all, but some will require notification of Transport, Police, and/or bus operators.

## Using the Instrument

The Authorisation and Delegation Instrument provides councils with flexibility and discretion in support of their role as local roads authorities. Transport remains available to provide support and advice to councils.

There are a few conditions applied to the authorisation and delegation. They can be found in Schedule 4.

The Instrument, a detailed guide, and some supporting references are available below.

- [\(2025\) Authorisation and Delegation Instrument – Prescribed Traffic Control Devices and Regulation of Traffic \(PDF, 201.36 KB\)](#)  
[\(/system/files/media/documents/2025/2025-Authorisation-Delegation-Instrument.pdf\)](#)



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- [A Guide for councils using the \(2025\) Authorisation and Delegation Instrument \(PDF, 447.45 KB\)](#) ([/system/files/media/documents/2025/A-Guide-for-Councils-using-the-Authorisation-and-Delegation-Instrument-August-2025-2.pdf](#))
- [Factsheet: The 2025 Instrument – What is it? \(PDF, 99.52 KB\)](#) ([/system/files/media/documents/2025/Factsheet-1-What-is-it.pdf](#))
- [Factsheet: The 2025 Instrument – What has changed? \(PDF, 93.04 KB\)](#) ([/system/files/media/documents/2025/Authorisation-and-Delegation-Instrument-What-has-changed-Fact-sheet-2-August-2025.pdf](#))
- [Factsheet: Local Transport Forum – Function and responsibilities \(PDF, 96.18 KB\)](#) ([/system/files/media/documents/2025/Factsheet-3-LTF-function-responsibilities.pdf](#))
- [Factsheet: Local Transport Forum – Referrals and review \(PDF, 81.23 KB\)](#) ([/system/files/media/documents/2025/Local-Transport-Forum-LTF-Referrals-and-Review-Fact-sheet-4-August-2025.pdf](#))
- [Factsheet: Using the Instrument – Events and trials \(PDF, 168.48 KB\)](#) ([/system/files/media/documents/2025/Using-the-Instrument-Events-and-trials-on-local-streets-Fact-Sheet%205-July-2025.pdf](#))
- [Factsheet: Using the Instrument – Designing for public transport \(PDF, 83.51 KB\)](#) ([/system/files/media/documents/2025/Using-the-instrument-Factsheet-6-Designing-for-public-transport-August-2025.pdf](#))
- [Factsheet: Key terms \(PDF, 100.84 KB\)](#) ([/system/files/media/documents/2025/Regulation-of%20Traffic-and-PTCD-Understanding-key-terms-fact-sheet.pdf](#))
- [Practitioner Checklists \(PDF, 116.79 KB\)](#) ([/system/files/media/documents/2025/Authorisation-and-Delegation-Instrument-Practitioner-checklists-July-2025.pdf](#))
- [Worked examples \(PDF, 3.43 MB\)](#) ([/system/files/media/documents/2025/Authorisation-and-delegation-instrument-worked-examples-August-2025.pdf](#))

## Links and tools

[NSW Design of Roads and Streets Manual \(DORAS\)](#)  
(<https://www.movementandplace.nsw.gov.au/design-principles/design-roads-and-streets>)

<https://www.transport.nsw.gov.au/operations/roads-and-waterways/committees-communities-and-groups/committees-and-groups/transport#Local...> 3/6

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A practical 'how-to' manual providing context-specific design advice and technical detail to improve roads and streets throughout NSW. Includes a [library of design solutions](https://www.movementandplace.nsw.gov.au/design-principles/design-roads-and-streets/design-solutions) (<https://www.movementandplace.nsw.gov.au/design-principles/design-roads-and-streets/design-solutions>) containing dozens of examples of treatments successfully installed across NSW.

### Movement and Place framework

<https://www.movementandplace.nsw.gov.au/place-and-network/guides>

A range of guides and practical references to support practitioners and evaluators in applying a Movement and Place approach.

### Guide and resources for active transport

<https://www.transport.nsw.gov.au/operations/active-transport/guides-and-resources>

A collection of guides and tools useful for designing and planning streets and places to support active transport.

### Road classifications

<https://www.transport.nsw.gov.au/operations/roads-and-waterways/business-and-industry/partners-and-suppliers/local-government-12-3>

Information (including mapping) relating to the classification of roads across NSW.

### Transport Standards Portal

<https://standards.transport.nsw.gov.au/>

Transport for NSW's database for technical and asset management standards.

### Traffic Signs Register

<https://www.transport.nsw.gov.au/operations/roads-and-waterways/traffic-signs>

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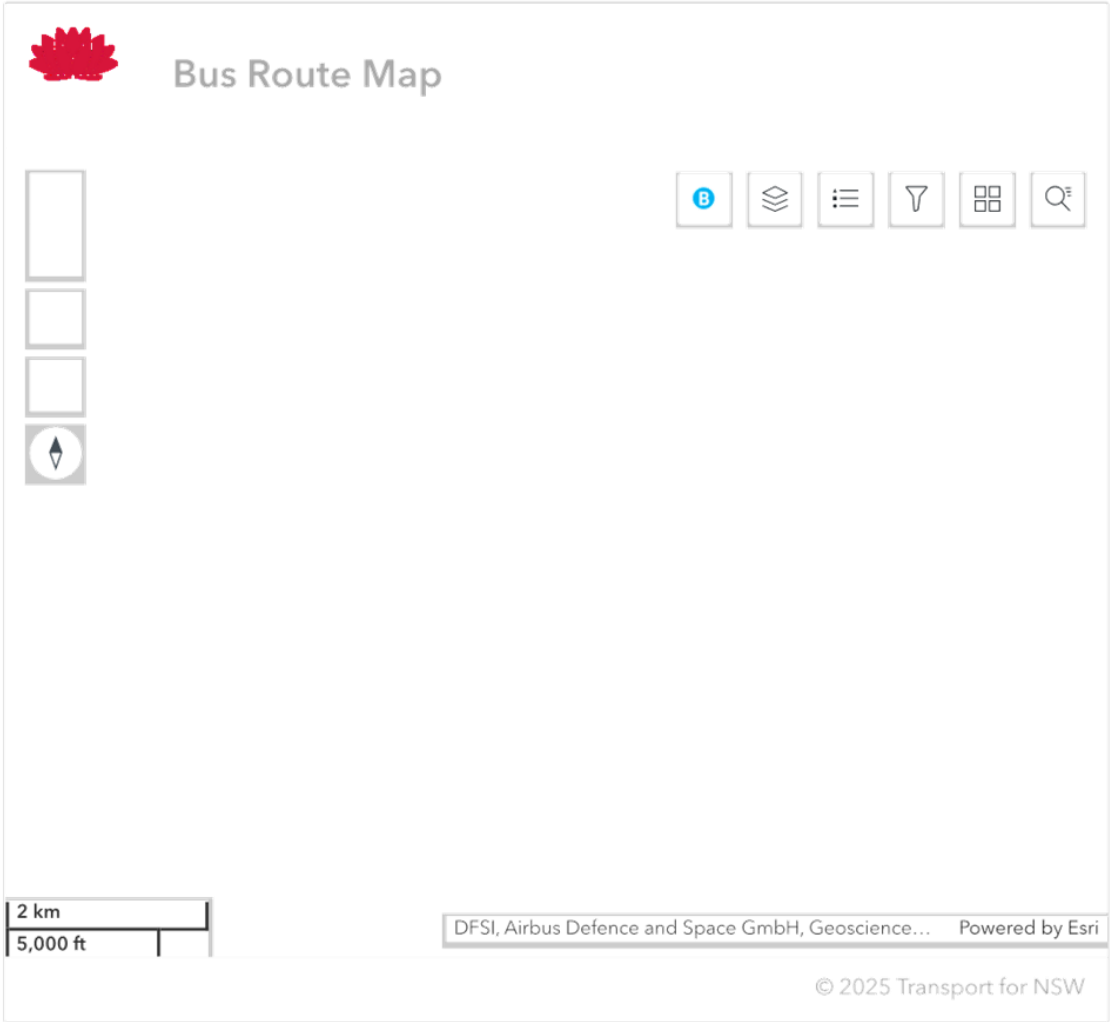
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Database of standard signs used in NSW for regulating, warning, informing, and guiding road users. Refer here for indication of whether use of a sign is restricted under Transport's prescribed traffic control device authorisation.

Bus Route Map

Bus services are a critical consideration on local roads. This map below helps identify public bus services across NSW. It also contains Local Government Area boundaries, road classifications, and some other useful details such as bus lanes, clearways, and railway stations.

Please note that the underlying map datasets are large and may contain errors and duplication. Users should always check against on-site conditions.



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Transport for NSW recognise and celebrate the diversity of Aboriginal peoples and their ongoing cultures and care of Country. We pay respect to traditional custodians and Elders past and present.



**DRAFT TERMS OF REFERENCE  
KU-RING-GAI LOCAL TRAFFIC FORUM**

The terms of reference for the Ku-ring-gai Local Traffic Forum are outlined below:

**Role of the Forum**

The Transport for NSW Authorisation and Delegation Instrument (2025) authorises Council to use prescribed traffic control devices under s122 of the *Road Transport Act 2013* and delegates Transport's power under s115 of the *Roads Act 1993* to regulate traffic for any purpose.

One of the conditions of the Instrument is that Council establish a Local Transport Forum (formerly known as Local Traffic Committee). The functions of the Forum include:

- collaboration between agencies involved in transport management
- advice on street design, infrastructure and traffic control facilities
- coordination of planned events and activities
- advice and information sharing on transport plans, policy, and management
- ensuring a public record of decisions relating to roads and streets.

**Membership**

Membership is limited to formal and informal members. Each category provides a single representative.

- Formal members:
  - Council (one member who is the Chairperson. Council will also appoint an alternate member who will act as Chairperson in the member's absence)
  - TfNSW (one member)
  - Local Member of Parliament (for respective electorate only) (one member)
  - Police Local Area Command (one member)

Formal members may (with the Forum's approval) have additional persons attend in a support or observer or technical capacity.

Representatives of local bus companies will be invited to any meeting where a proposal is likely to affect public passenger services.

Informal members are representatives of Bicycle Institute of NSW, Ambulance Service and Fire Service, and others as determined by the Forum.

**Term of membership**

Councillors will be appointed to the Forum by a resolution of Council for the same period as the term of office of the Mayor.

**Delegation and voting**

The Forum is an advisory body only, having no decision-making powers. It is primarily a technical review committee that is required to advise the Council on traffic related matters referred to it.

The General Manager or their delegate may consult with members of the Forum prior to determining matters for which delegation has been granted to the General Manager.

There is no voting at the Forum, as Council is responsible for decisions it takes on local roads. Members and attendees are to provide advice in good faith, share information and coordinate activities and plans. Council is obliged to consider any advice provided by the Forum, but any decisions are the sole responsibility of Council

**Mandatory referral of proposals**

The following proposals must be referred to the Forum:

- Proposals which restrict or prohibit passage on a road, or compel or prevent a turn from one public road to another public road for longer than 6 months
- Proposals that prevent or hinder the operation of a public passenger service, prevent access to a public transport station, stop or service, remove or impact any bus priority measure.

Proposals of less than 24 hours do not need to be referred to the forum.

**Rules and procedures of the Forum**

In the absence of a direction from TfNSW, the Forum may determine its own meeting procedures. These are set out below:

- The Chairperson of the Forum will be the representative appointed on behalf of the Council (or their duly authorised representative).
- The meeting will operate on a formal basis. All business will be transacted through the Chairperson.
- Only Forum members may submit items for the agenda, ask questions about items that are not listed as general business, address the Forum with respect to confirmation of minutes, raise late items or ask a question of Forum members.
- Meetings of the Forum are not public meetings. Written submissions are preferred. However, provision is made for interested members of the public to address the Forum under certain circumstances. Members of the public (including Councillors) may only address the Forum on matters listed on the agenda under general business where prior notice of the intention to speak has been made to Council staff, and the intended speaker has a relevant interest in the subject matter.
- 'Address the Forum' will normally take place immediately before each relevant item is considered. Items which have speakers will generally be dealt with earlier in the meeting – with the order of business being changed accordingly with the consent of the Forum.
- Members of the public (excluding Councillors) shall leave the meeting after all addresses relating to the item under consideration have been made. Members of the public wanting to address more than one item shall re-enter the meeting room when invited to do so.
- Technical discussion on agenda items and establishment of recommendations for Council are undertaken in closed session.
- Proceedings of the Forum will be recorded in the minutes and made public as soon as practicable.

**Attendance by audio-visual link**

- Members of the Forum may attend meetings by audio-visual link, in accordance with the Council Advisory and Reference Committee Guideline.

**Code of Conduct**

The Ku-ring-gai Council Code of Conduct applies to all members of advisory and reference committees. All Forum members must declare and manage any conflicts of interest they may have in matters being considered at meetings in accordance with the Code. All declarations of conflicts of interest and how the conflict of interest was managed by the person who made the declaration must be recorded in the minutes of the meeting at which the declaration was made

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## ROSEVILLE 4.5T LOAD LIMITS

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**Ward: Roseville**  
**Electorate: Davidson**

### EXECUTIVE SUMMARY

<b>PURPOSE OF REPORT:</b>	To consider a proposal to introduce a 4.5T GVM load limit on several streets in Roseville.
<b>BACKGROUND:</b>	Traffic count data has shown that Clanville Road, Lord Street and Earl Street are carrying disproportionately high numbers of heavy vehicles.
<b>COMMENTS:</b>	The proposed load limits would make it illegal for heavy vehicle drivers to use these streets when travelling between the Pacific Highway at Clanville Road, and Babbage Road at Park Avenue.
<b>RECOMMENDATION:</b>	<p>A. That a 4.5T GVM load limit be introduced in the following streets in Roseville:</p> <ul style="list-style-type: none"><li>• Clanville Road between Pacific Highway and Archbold Road</li><li>• Lord Street between Martin Lane and Archbold Road</li><li>• Earl Street between Archbold Road and Moore Street</li><li>• Moore Street between Earl Street and Park Avenue</li></ul>



## PURPOSE OF REPORT

To consider a proposal to introduce a 4.5T GVM load limit on several streets in Roseville.

## BACKGROUND

Council has received concerns from a resident about the frequency of heavy vehicles travelling along Clanville Road. Clanville Road is a Connecting Road that carries approximately 2,000 vehicles per day, providing a link between the Pacific Highway and Archbold Road. There are raised entry thresholds at either end of Clanville Road, and 3 speed humps between Trafalgar Avenue and Cranbrook Avenue. There are load limit restrictions already in place on Archbold Road, therefore, it would be expected that the proportion of heavy vehicles using Clanville Road would be relatively low.

However, traffic counts undertaken in March 2025 have shown that there is a high proportion of heavy vehicles using Clanville Road, particularly in the eastbound direction. Further investigations showed that a high proportion of heavy vehicles are also using Earl Street and the eastern end of Lord Street. The table below shows the proportion of heavy vehicle usage in these streets:

Street Name	Between	Direction	Daily Volume	% Heavy Vehicles
Clanville Rd	Cranbrook Ave & Gregory St	E	894	7.8
		W	1,160	4.0
Lord St	Glencroft Ave & Archbold Rd	E	812	6.0
		W	1,112	4.3
Earl St	Archbold Rd & Moore St	E	2,352	8.1
		W	201	4.2

The table shows that significant numbers of heavy vehicles are using local roads to travel in an eastbound direction. This would indicate that heavy vehicle drivers travelling to the northern beaches are using these streets as a short-cut to avoid using Boundary Street.

## COMMENTS

It is proposed that a 4.5T GVM, (Gross Vehicle Mass) load limit be introduced on the following streets in Roseville, as shown on the **attached** Plan *Roseville/KTC/08/25*:

- Clanville Road between Pacific Highway and Archbold Road
- Lord Street between Martin Lane and Archbold Road
- Earl Street between Archbold Road and Moore Street
- Moore Street between Earl Street and Park Avenue

The proposed load limits would make it illegal for heavy vehicle drivers to use these streets when travelling between the Pacific Highway at Clanville Road, and Babbage Road at Park Avenue. This would significantly reduce the number of heavy vehicles using these local roads, which would improve resident amenity.

There are existing 3T GVM load limits in place on the following roads in the area:

- Archbold Road
- Lindfield Avenue
- Strickland Avenue

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- Rawhiti Street
- Hill Street
- Park Avenue
- Addison Avenue
- Duntroon Avenue

It is proposed that the existing 'Over 3T GVM' signs be replaced by 'Over 4.5T GVM'. The change in the load limit is considered necessary, as passenger vehicles have increased in size and weight in recent years. There are now many larger SUV's and utility vehicles with that have a GVM which is greater than 3T.

Those that objected to the proposal were mainly concerned that it would force heavy vehicles onto other local streets within the area. However, to access these local streets, a heavy vehicle would first have to illegally travel along a load limited road. As an example, a heavy vehicle would need to use Archbold Road or Strickland Avenue to access Chelmsford Avenue.

The 558 bus service travels along the section of Clanville Road between Archbold Road and Gregory Street. The 194 and 194X bus services travel east along Earl Street and Moore Street, before turning left into Addison Avenue. Buses are permitted to travel along roads with a signposted load limit, provided it is on their designated bus route.

Heavy vehicles are also permitted to use these streets if their intended destination lies within these streets. Therefore, the proposed changes would not impact deliveries to local residents or businesses.

## **RISK MANAGEMENT**

There are no material risks that arise from the recommendation contained in this report. The introduction of load limits will improve safety and amenity for local residents.

## **FINANCIAL CONSIDERATIONS**

The cost of the installation of 4.5T Load Limit signs could be funded from Council's Signs and Linemarking budget.

## **COMMUNITY CONSULTATION**

Letters were delivered to over 2,800 households and businesses in the area. The proposed changes were also advertised in the 'Your Say' section of Council's website. Of the 119 responses, 98, (82%) supported the proposed changes. There were 18 objections to the proposed changes, while 3 were unsure.

## **INTERNAL CONSULTATION**

Council's Traffic team sought advice from Council's Team Leader Regulation regarding the proposed changes.

## **SUMMARY**

It is proposed to introduce a 4.5T GVM load limit on Clanville Road and Earl Street, as well as parts of Lord Street and Moore Street. This is considered necessary to make it illegal for heavy vehicles to use these streets when travelling towards the northern beaches.

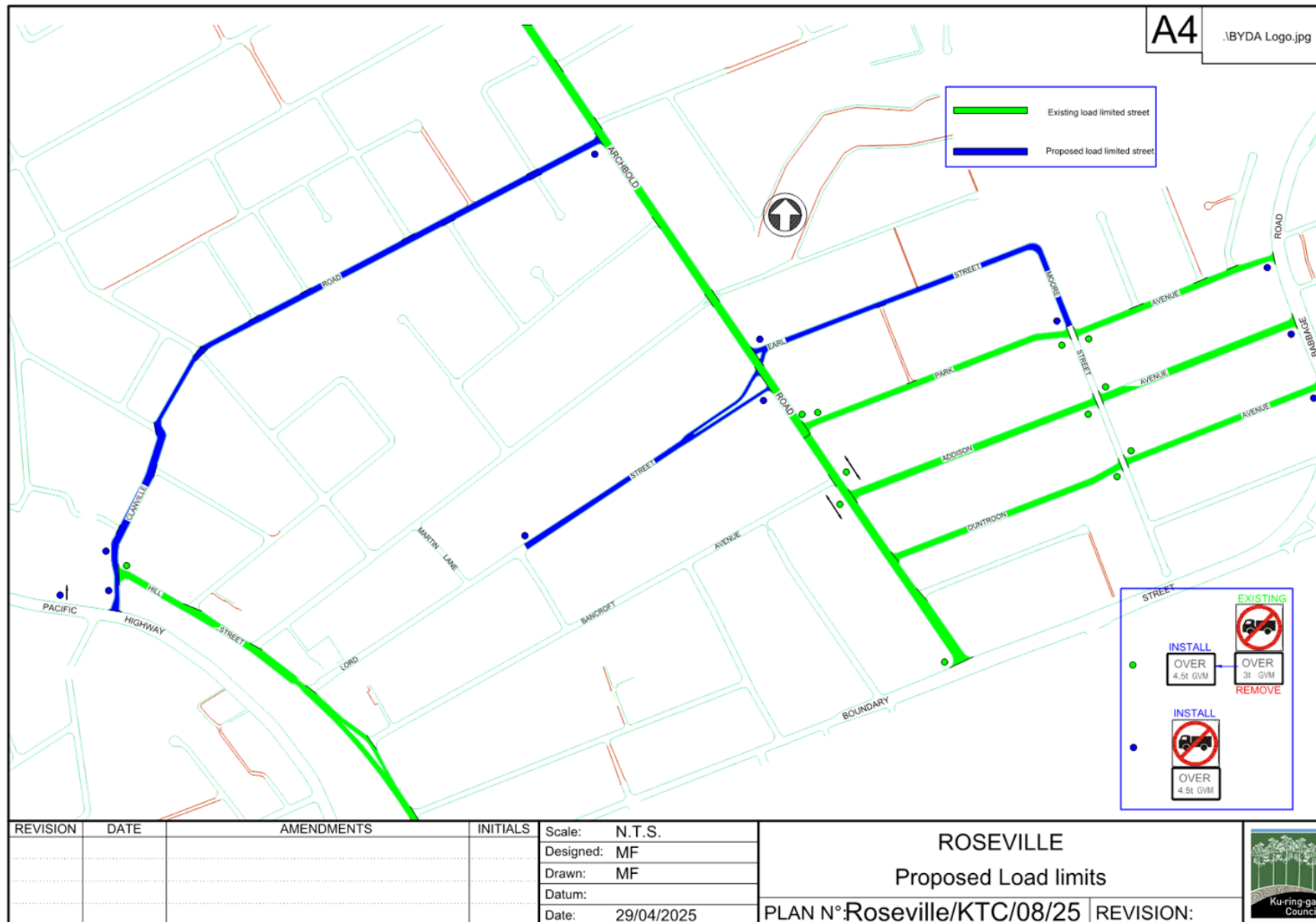
## **RECOMMENDATION:**

- A. That a 4.5T load limit be introduced in the following streets in Roseville:
  - Clanville Road between Pacific Highway and Archbold Road
  - Lord Street between Martin Lane and Archbold Road
  - Earl Street between Archbold Road and Moore Street
  - Moore Street between Earl Street and Park Avenue
  
- B. That Council's Team Leader Regulation be informed of Council's decision.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:** A1 Roseville 4.5T Load Limits - KTC 08 25 - Plan.pdf 2025/205580



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## LOFBERG ROAD, WEST PYMBLE

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Ward: Comenarra  
Electorate: Wahroonga

### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To consider a proposal to construct a raised Wombat crossing on Lofberg Road at Ryde Road, West Pymble.

**BACKGROUND:**

Council has received a Councillor request to consider a pedestrian crossing on Lofberg Road at Ryde Road.

**COMMENTS:**

The proposed crossing would necessitate an upgrade of the street lighting. Pedestrian fencing would be required along the southern side of Lofberg Road, as the crossing would be set back a considerable distance from the intersection on the southern side.

**RECOMMENDATION:**

That subject to available funding, a raised Wombat crossing, with street lighting upgrade and pedestrian fencing be constructed on Lofberg Road at Ryde Road, West Pymble.

## PURPOSE OF REPORT

To consider a proposal to construct a raised Wombat crossing on Lofberg Road at Ryde Road, West Pymble.

## BACKGROUND

A request has been received to investigate the provision of a pedestrian crossing on Lofberg Road at its intersection with Ryde Road, in addition to accommodating the usual pedestrian movements. Students from Gordon West Public School cross at this location to get to and from the school and also to their swimming lessons at Ku-ring-gai Aquatic Centre at the Bicentennial Park, West Pymble.

There is currently a pedestrian refuge on Lofberg Road which allows pedestrians to cross the road in 2 stages. However, Lofberg Road is quite wide at the intersection, so the crossing distance for pedestrians is relatively long. Also, vehicles turning left from Ryde Road into Lofberg Road can enter at speed due to the wide entry and shallow turning angle.

Pedestrian counts were undertaken at the site on Wednesday 5 March 2025. The table below shows the pedestrian volumes for the 1-hour peak periods in the morning and the afternoon.

Time	Adults	Children	Combined	Combined (if 1 child counts as 2)
8.15am-9.15am	11	5	16	21
3.00pm-4.00pm	11	11	22	33

The counts show that the site meets the TfNSW minimum guidelines of 20 pedestrians over two 1-hour periods in a typical day, when children are counted as 2 pedestrians.

## COMMENTS

The proposed Wombat crossing is shown on the **attached** Concept Plan *Lofberg/KTC/05/25*. Lofberg Road runs at an angle of approximately 45 degrees to Ryde Road. A pedestrian crossing would need to be perpendicular to Lofberg Road to minimise the crossing distance and allow vehicles to approach the crossing at a perpendicular angle. Wide kerb blisters to extend 2.5 metres from the face of kerb are proposed on both sides of the crossing, to minimise the crossing distance for pedestrians.

Due to the offset angle at the intersection, the crossing would be set back approximately 21 metres from the intersection on the southern side. Therefore, approximately 30 metres of pedestrian fencing would be required on the southern kerb to direct pedestrians to the crossing.

An upgrade of the street lighting would also be required, to ensure that the lighting at the crossing meets the minimum requirements of AS1158.4. It is considered that a new floodlight and bracket could be attached to an existing pole on the northern side. On the southern side, it is probable that a new pole and floodlight would be required, subject to detailed design.

This project is currently unfunded. Council will seek funding from TfNSW under its Get NSW Active Program. Should funding become available, then Council will prepare a detailed design plan for TfNSW approval.

## **RISK MANAGEMENT**

There are no material risks that arise from the recommendation contained in this report. The provision of the proposed raised Wombat crossing will improve pedestrian safety for those crossing Lofberg Road.

## **FINANCIAL CONSIDERATIONS**

This project is currently unfunded. Council will seek funding from TfNSW under its Get NSW Active Program.

## **COMMUNITY CONSULTATION**

There is only one property with frontage near the proposed Wombat crossing, and its vehicular access is located well away from the proposed site. The resident of this property was consulted but did not respond. The proposal was also published on the Council's website under "Minor Traffic Proposals." As the consultation occurred prior to July 2025, the current practice of consulting residents within a 150 m radius and advertising on Council's "Have Your Say" section was not undertaken.

## **INTERNAL CONSULTATION**

N/A.

## **SUMMARY**

It is proposed that a raised Wombat crossing be constructed on Lofberg Road at Ryde Road, to replace the existing pedestrian refuge. The works would also include an upgrade of the street lighting, and pedestrian fencing along the southern side of Lofberg Road.

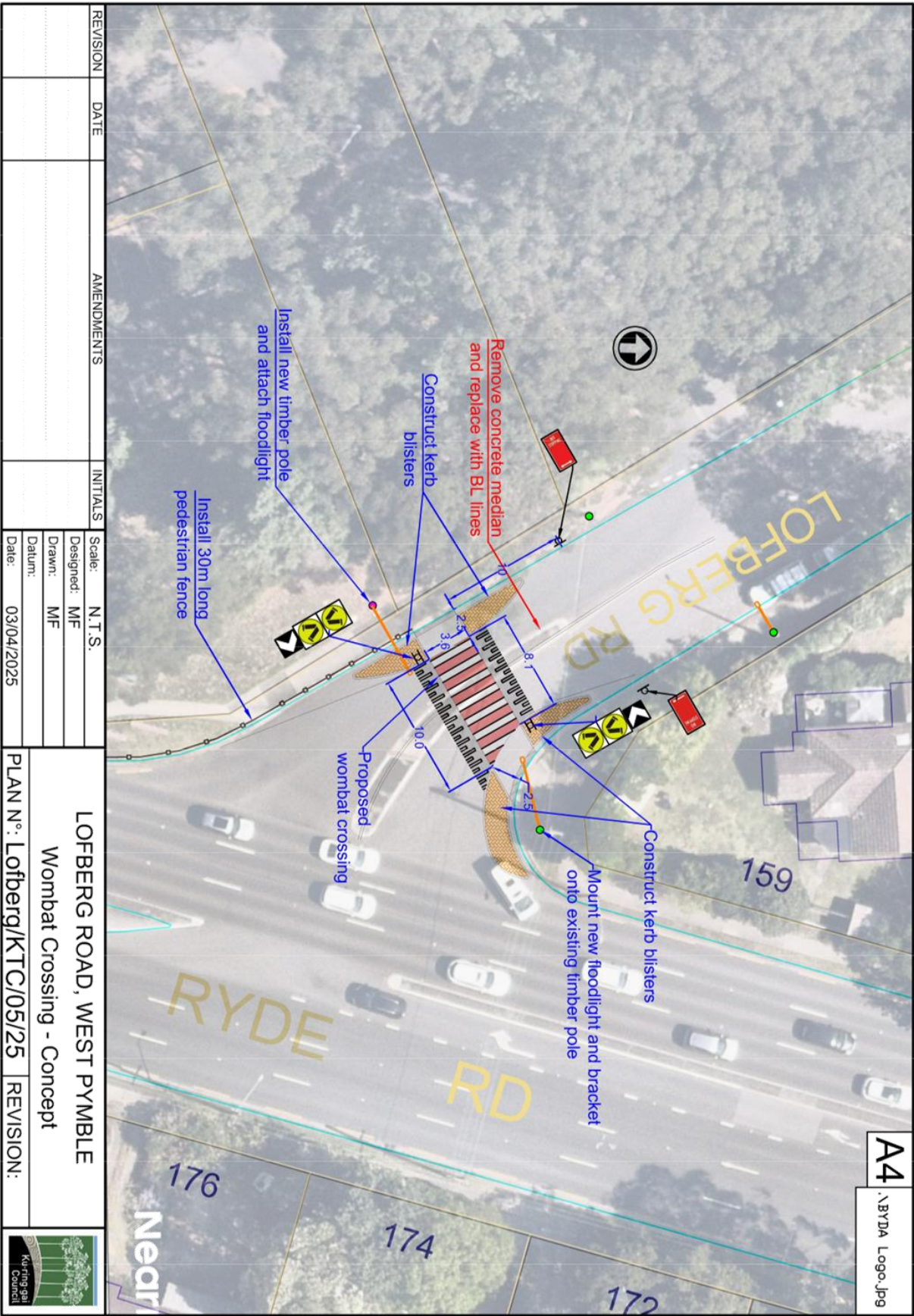
## **RECOMMENDATION:**

- A. That subject to available funding, a raised Wombat crossing with street lighting upgrade and pedestrian fencing be constructed on Lofberg Road.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:** A1 Lofberg Road West Pymble - KTC 05 25 - Plan amended 2025/140197





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## EASTERN ROAD 40KM/H HIGH PEDESTRIAN ACTIVITY AREA

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Ward: Wahroonga  
Electorate: Wahroonga

### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To consider a proposal to introduce a 40km/h High Pedestrian Activity Area on Eastern Road, between the Chase Road and Billyard Avenue, Turramurra.

**BACKGROUND:**

Council has received funding from TfNSW to implement a 40km/h High Pedestrian Activity Area on Eastern Road, in order to improve pedestrian safety in the area.

**COMMENTS:**

There was considerable opposition to the roundabout proposed on Eastern Road at Chilton Parade. The proposal has been amended, with the roundabout removed, and replaced with a wombat crossing on Eastern Road at Chilton Parade.

**RECOMMENDATION:**

That the Eastern Road HPAA scheme be approved.

## PURPOSE OF REPORT

To consider a proposal to introduce a 40km/h High Pedestrian Activity Area on Eastern Road, between the Chase Road and Billyard Avenue, Turramurra.

## BACKGROUND

In recent years, Council has received numerous complaints about pedestrian safety when using the at-grade pedestrian crossing on Eastern Road at Tennyson Avenue. There were complaints that drivers were failing to stop for pedestrians using the crossing. In late 2021 speed cushions were installed on the approaches to the pedestrian crossing. This has been effective in reducing speeds, and somewhat improving pedestrian safety.

In 2023 Transport for NSW, (TfNSW) committed \$165,563 in funding to replace the pedestrian crossing on Eastern Road with a Wombat Crossing. Further investigations revealed that it would not be possible to construct a Wombat Crossing at this location. This is because the ramps from the wombat crossing would encroach into the intersections with the 2 offset side streets, Tennyson Avenue and Wiltshire Place.

The original proposal was amended to raise the intersection of Eastern Road and Tennyson Avenue, instead of upgrading the at-grade crossing. In 2024 TfNSW enquired as to whether Council would consider nominating any sites for funding for a 40km/h High Pedestrian Activity Area, (HPAA). Council staff nominated the section of Eastern Road between Chilton Parade and Alice Street, as there is a busy local shopping centre with a high level of pedestrian activity.

In late 2023 Council engaged traffic consultants TAR to investigate the feasibility of introducing a 40km/h HPAA along the Eastern Road corridor between Chilton Parade and Alice Street, including Tennyson Avenue between the lane at the rear of the shops and Eastern Road. The traffic study identified the following issues:

- Approach speeds from both directions on Eastern Road were high, due to the main study area being at the bottom of a dip and the unobstructed straight path.
- Pedestrians frequently use the narrow central median on Eastern Road adjacent to the angle parking area as a refuge to cross the road. The median is particularly narrow and is not suitable for such use.
- The existing 45 degree parking in front of the shops is no longer compliant with the current standards for parking design.
- The pedestrian crossing lengths across Eastern Road are considered excessively long.

The traffic study identified a range of measures to reduce traffic speeds and improve pedestrian safety, with the main features being:

- Construct roundabouts at the intersections with Alice Street/Worcester Place and at Chilton Parade.
- Construct a raised intersection with pedestrian crossings on Eastern Road at Tennyson Avenue.

The traffic study was forwarded to TfNSW, and in July 2024, TfNSW offered \$734,775 in funding to introduce a 40km/h HPAA in Eastern Road, Turramurra. TfNSW offered a further \$819,141 for the

**Item GB.4**

**TM10/17**

project in January 2025, as a detailed cost estimate found that additional funding would be required. The initial funding offer for the raised intersection on Eastern Road at Tennyson Avenue was descope, as the works were included in the Eastern Road HPAA Project.

The proposed works were advertised on Council's website. There were many objections to the initial proposal. Of particular concern was the proposed roundabout at Chilton Parade. Many respondents were concerned that the roundabout would encourage non-local traffic to use the roundabout at Chilton Parade to turn right onto Eastern Road.

## **COMMENTS**

In response to the survey, Council staff amended the proposal by removing the roundabout at Chilton Parade. Instead, it is now proposed that a wombat crossing be constructed on Eastern Road on the northern side of Chilton Parade. It is also proposed that kerb blisters be installed on both sides of Eastern Road with the 40km/h HPAA entry signage.

The wombat crossing would provide a safe crossing point at the southern end of the HPAA. It would also act to slow traffic on approach to the shops. The proposed HPAA is shown on the **attached** Plan.

## **RISK MANAGEMENT**

There are no material risks that arise from the recommendation contained in this report. The proposed changes will improve pedestrian safety in the vicinity of the Eastern Road shopping centre.

## **FINANCIAL CONSIDERATIONS**

Council has received \$1,553,916 in funding from TfNSW to complete the works.

## **COMMUNITY CONSULTATION**

Council has consulted with affected residents and business owners regarding the proposed wombat crossing. The proposal was also advertised on the 'Your Say' section of Council's website. There were 27 responses, with 18 in support and 9 opposed.

## **INTERNAL CONSULTATION**

None.

## **SUMMARY**

Council has received funding from TfNSW to introduce a 40km/h HPAA on Eastern Road between Alice Street and Chilton Parade. The works will include a raised intersection with pedestrian crossings at Tennyson Avenue. A roundabout is proposed at the intersection with Alice Street. A wombat crossing is proposed on Eastern Road to the north of Chilton Parade. This project is fully funded by TfNSW and is expected to be completed by June 2026.

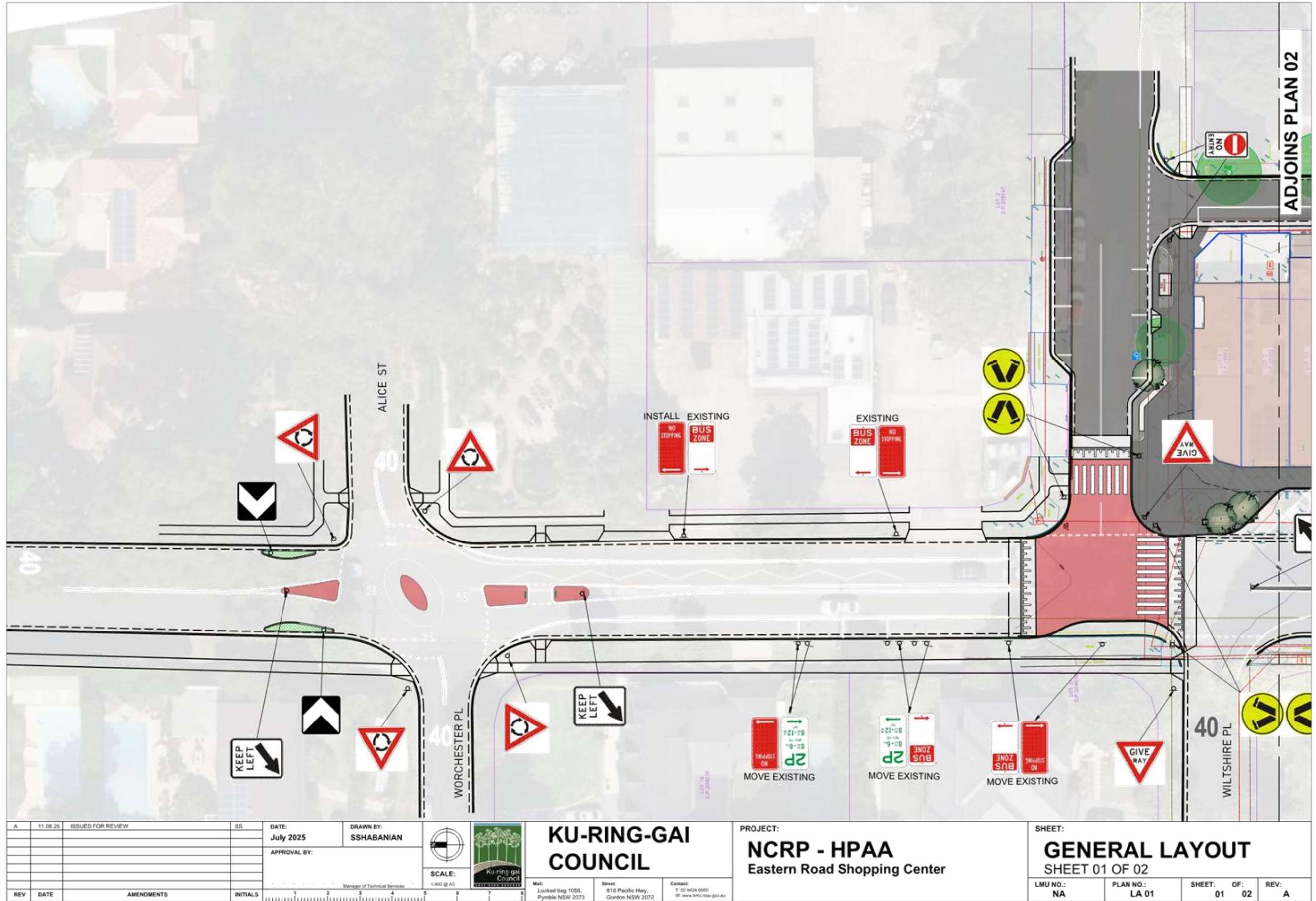
## **RECOMMENDATION:**

A. That the Eastern Road HPAA scheme be approved

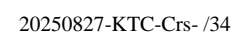
Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:**    A1    Eastern Rd Turramurra - HPAA - Concept Plan    2025/262060







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## WOODLANDS AVENUE, PYMBLE

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Ward: Gordon  
Electorate: Davidson

### EXECUTIVE SUMMARY

<b>PURPOSE OF REPORT:</b>	To consider a proposal to introduce part-time 'No Right Turn' restrictions on Woodlands Avenue at Mona Vale Road, Pymble.
<b>BACKGROUND:</b>	During morning and afternoon peak periods, vehicles on Woodlands Avenue can experience several minutes of delay when turning right, which in turn holds up motorists seeking to turn left onto Mona Vale Road.
<b>COMMENTS:</b>	The proposed measures will reduce the likelihood of crashes occurring during the morning and afternoon peak periods and reduce delays and queuing on Woodlands Avenue for motorists wishing to turn left onto Mona Vale Road.
<b>RECOMMENDATION:</b>	That 'No Right Turn 6am-10am, 3pm-7pm Mon-Fri' restrictions be introduced on Woodlands Avenue at Mona Vale Road, Pymble.

## PURPOSE OF REPORT

To consider a proposal to introduce part-time 'No Right Turn' restrictions on Woodlands Avenue at Mona Vale Road, Pymble.

## BACKGROUND

Woodlands Avenue is a local Connector street that meets Mona Vale Road at its western end. Traffic counts conducted in 2024 showed that it carries over 2,400 vehicles per day. The majority of traffic on Woodlands Avenue is eastbound, with less than 700 vehicles per day travelling west towards Mona Vale Road.

Mona Vale Road is a 6-lane Arterial Road that carries bi-directional volumes of over 3,500 vehicles per hour during peak periods. This section of Mona Vale Road is on a moderate grade, with a 70km/h speed limit. The intersection of Woodlands Avenue and Mona Vale Road is unsignalised, and right turns are permitted into and out of Woodlands Avenue.

Council has received a concern from a resident about vehicles turning right out of Woodlands Avenue. Due to the heavy traffic volumes on Mona Vale Road, it can be difficult to turn right from Woodlands Avenue, particularly during peak periods. Therefore, motorists could be waiting for several minutes to be able to turn right. This in turn delays motorists who are attempting to turn left onto Mona Vale Road.

There are significant safety concerns associated with turning right onto Mona Vale Road from Woodlands Avenue during peak periods. Several accidents have occurred at the intersection in recent years, including a fatality involving a cyclist.

Traffic intersection counts were undertaken at the intersection of Woodlands Avenue and Mona Vale Road on Tuesday 13 May 2025, between 6am and 6pm. The counts showed that during the 12-hour period, only 60 vehicles (12%) turned right onto Mona Vale Road. During this time, a total of 438 vehicles (88%) turned left. The peak hourly figure for right turns was 11, which occurred between 11:15am and 12:15am, and also between 4pm and 5pm.

Video footage from that count showed that during peak times, vehicles were waiting for several minutes to be able to turn right. Vehicles waiting to turn right caused significant delays for the majority of vehicles waiting to turn left.

## COMMENTS

Council is proposing to introduce 'No Right Turn 6am-10am, 3pm-7pm Mon-Fri' restrictions on Woodlands Avenue at Mona Vale Road, as per the **attached** Plan No. *Woodlands/KTC/08/25*.

The proposed measures will prevent motorists from turning right out of Woodlands Avenue at Archbold Road between 6am and 10am, and 3pm and 7pm on weekdays. Council's crash data shows that there have been 2 recorded crashes at the intersection during the 5-year period to the end of March 2024. One of these accidents involved a vehicle turning right from Woodlands Avenue colliding with a southbound vehicle on Mona Vale Road.

The proposed measures will reduce the likelihood of crashes occurring during the morning and afternoon peak periods and reduce delays and queuing on Woodlands Avenue for motorists



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wishing to turn left onto Mona Vale Road. Based on the results of the intersection count, this will only impact a small number of vehicles. Right turns would be permitted outside of these times, when there is less traffic on Mona Vale Road.

Motorists wishing to travel north towards St Ives can do so via Rosedale Road and either Lynbara Avenue or Horace Street. Motorists wishing to travel west towards Turramurra can do so via Mona Vale Road and the Pacific Highway. Left turning vehicles can also turn right from Mona Vale Road into Church Street to access Pymble Station or Telegraph Road. A map showing alternate routes is **attached**.

It is proposed to install temporary signage 1 month prior to the introduction of the right turn bans, notifying motorists of the changed conditions

## **GOVERNANCE MATTERS**

A Traffic Management Plan, (TMP) outlining the impacts of the proposed changes was submitted to TfNSW. The TMP has been approved by TfNSW and is **attached**.

## **RISK MANAGEMENT**

There are no material risks that arise from the recommendation contained in this report. The proposed changes will reduce the risk of an accident occurring at the intersection.

## **FINANCIAL CONSIDERATIONS**

The cost of the installation of 'No Right Turn' signs is not significant and could be funded from Council's signs and Linemarking budget.

## **COMMUNITY CONSULTATION**

Council has consulted with over 350 properties on Woodlands Avenue and adjacent streets regarding the proposal. The proposal was also posted on the 'Have Your Say' section of Council's website. Council received 136 responses, with 114 in favour of the proposal and 22 opposed.

## **INTERNAL CONSULTATION**

N/A

## **SUMMARY**

Council is proposing to introduce 'No Right Turn 6am-10am, 3pm-7pm Mon-Fri' restrictions on Woodlands Avenue at Mona Vale Road. Observations have found that right turning vehicles often have to wait for several minutes to be able to turn onto Mona Vale Road. This causes significant delays for the majority of vehicles that are waiting to turn left.

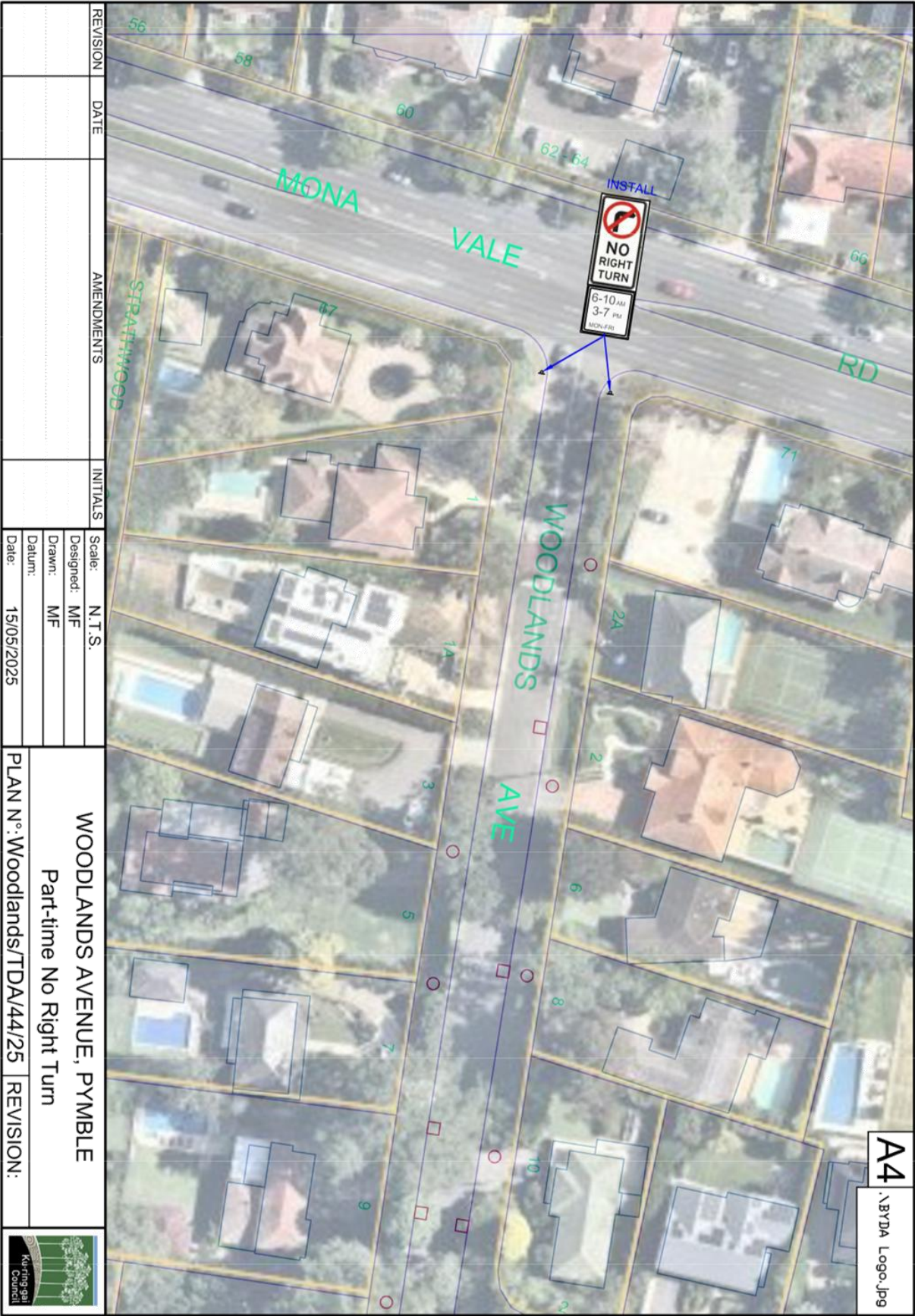
## **RECOMMENDATION:**

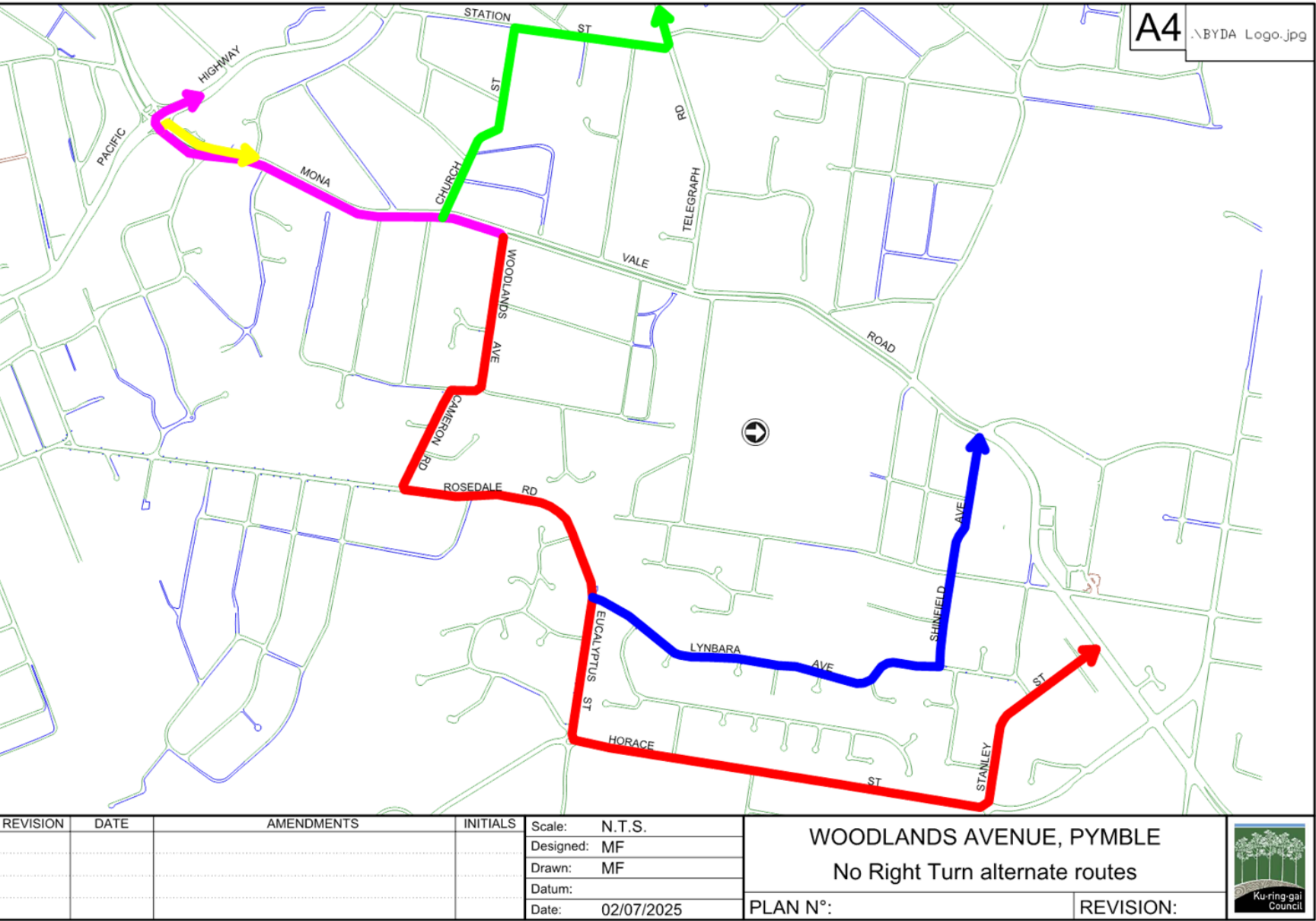
- A. That 'No Right Turn 6am-10am, 3pm-7pm Mon-Fri' restrictions be introduced on Woodlands Avenue at Mona Vale Road.
- B. That the resident and the LAC Ku-ring-gai be informed of the outcome.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

<b>Attachments:</b>	A1	Woodlands Avenue Pymble - TDA 44 25 - Plan.pdf	2025/150529
	A2	Woodlands Avenue Lindfield - KTC 08 25 - map of alternate routes	2025/257098
	A3	Woodlands Avenue Pymble - TDA 44 25 - Proposed part-time No Right Turn - TMP	2025/202911
	A4	Woodlands Avenue Pymble - KTC 08 25 - TfNSW approval of TMP	2025/257093





## TRAFFIC MANAGEMENT PLAN

For

### WOODLANDS AVENUE AT MONA VALE ROAD, PYMBLE

#### Proposed “No Right Turn 6am-10am, 3pm-7pm Mon-Fri” restrictions

Council is seeking TfNSW approval for the introduction of “No Right Turn 6.00am-10.00am, 3.00pm-7.00pm Mon-Fri” restrictions for vehicles exiting Woodlands Avenue at Mona Vale Road. The proposed changes are shown on the **attached** Plan *Woodlands/TDA/44/25*.

There are significant safety concerns associated with turning right onto Mona Vale Road from Woodlands Avenue during peak periods. Several accidents have occurred at the intersection in recent years.

Traffic counts were recently undertaken at the intersection of Mona Vale Road and Woodlands Avenue. The counts showed that very few vehicles turned right from Woodlands Avenue throughout the day. However, video footage shows that drivers may have to wait for several minutes before being able to turn right during peak times. This in turn, delays motorists wishing to turn left onto Mona Vale Road.

#### **A. Description or detailed plan of proposed measures.**

It is proposed to install “No Right Turn 6.00am-10.00am, 3.00pm-7.00pm Mon-Fri” signs on Woodlands Avenue at Mona Vale Road, as per the **attached** Plan No. *Woodlands/TDA/44/25*.

#### **B. Identification and assessment of impact of proposed measures.**

Mona Vale Road is a 6-lane Arterial Road that carries bi-directional volumes of over 3,500 vehicles per hour during peak periods. This section of Mona Vale Road is on a moderate grade, with a 70km/h speed limit.

Traffic intersection counts were undertaken at the intersection of Woodlands Avenue and Mona Vale Road on Tuesday 13 May 2025, between 6am and 6pm. The counts showed that during the 12-hour period, only 60 vehicles turned right onto Mona Vale Road. During this time, a total of 438 vehicles turned left. The peak hourly figure for right turns was 11, which occurred between 11.15am and 12.15am, and also between 4pm and 5pm.

Video footage from that count showed that during peak times, vehicles were waiting for several minutes to be able to turn right. Vehicles waiting to turn right caused significant delays for the majority of vehicles waiting to turn left.

The proposed measures will prevent motorists from turning right out of Woodlands Avenue at Archbold Road between 6.00am and 10.00am, and 3.00pm and 7.00pm on weekdays. Council’s crash data shows that there have been 2 recorded crashes at the intersection during the 5-year period to the end of March 2024. One of these accidents involved a



vehicle turning right from Woodlands Avenue colliding with a southbound vehicle on Mona Vale Road.

The proposed measures will reduce the likelihood of crashes occurring during the morning and afternoon peak periods, and reduce delays and queuing on Woodlands Avenue for motorists wishing to turn left onto Mona Vale Road.

**C. Measures to ameliorate the impact of re-assigned traffic.**

The number of vehicles turning right from Woodlands Avenue during am and pm peak periods is relatively low. Right turns would be permitted outside of these times, when there is less traffic on Mona Vale Road.

Motorists wishing to travel north towards St Ives can do so via Rosedale Road and either Lynbara Avenue or Horace Street. Motorists wishing to travel west towards Turramurra can do so via Mona Vale Road and the Pacific Highway. Left turning vehicles can also turn right from Mona Vale Road into Church Street to access Pymble Station or Telegraph Road.

It is proposed to install temporary signage 1 month prior to the introduction of the right turn bans, notifying motorists of the changed conditions.

**D. Assessment of public transport services affected.**

Woodlands Road is not on a designated bus route.

**E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.**

The proposed measures will not prevent access for emergency vehicles.

Woodlands Avenue is a local street, and should not be used as a through route for heavy vehicles. Therefore, the proposed measures should not impact heavy vehicle access.

Woodlands Avenue is not on a designated bike route. The proposed measures should not impact cyclists, other than to prevent them from carrying out a highly hazardous manoeuvre.

The proposed measures will not impact pedestrian access.

**F. Assessment of effect on existing and future developments with transport implications in the vicinity of proposed measures.**

The proposed measures would have minimal impact on existing and future developments in the vicinity of the intersection.

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

The proposed measures will not impact traffic movements in adjoining Council areas.

**H. Public consultation process**

Council has consulted with over 350 properties on Woodlands Avenue and adjacent streets regarding the proposal. The proposal was also posted on the 'Have Your Say' section of Council's website. Council received 136 responses, with 114 in favour of the proposal and 22 opposed.



Transport  
for NSW

# Permanent Traffic Management Plan

## Site Details

<b>Address:</b> Mona Vale Road and Woodlands Avenue	<b>LGA:</b> Ku-ring-gai
<b>Ref / Version:</b> 1	<b>Date of TMP Submission:</b> 23/06/2025
<b>Council Contact Name:</b> Michael Foskett	<b>Council Contact Number:</b> (02) 9424 0937

## Introduction

**Ku-ring-gai Council** has submitted a Traffic Management Plan (TMP) in accordance with the Roads and Maritime Services *Procedures for use in the preparation of a Traffic Management Plan (2001)* for the unsignalised intersection of Mona Vale Road and Woodlands Avenue, Pymble – Part time no right turn ban.

## Details

Ku-ring-gai Council has proposed to ban the right turn movement from Woodlands Avenue onto Mona Vale Road, Pymble, between 6.00am-10am, 3.00pm-7.00pm Mon-Fri.

Mona Vale Road is a 6-lane Arterial Road that carries bi-directional volumes of over 3,500 vehicles per hour during peak periods. This section of Mona Vale Road is on a moderate grade, with a 70km/h speed limit. Woodlands Avenue is a local road with primarily residential development and is used by many residents in the area to access Mona Vale Road.

Traffic counts were undertaken at the intersections on Tuesday 13 May 2025, between 6am and 6pm. The counts showed that during the 12-hour period, only 60 vehicles turned right onto Mona Vale Road. During this time, a total of 438 vehicles turned left. The peak hourly figure for right turns was 11, which occurred between 11:15am and 12:15pm, and also between 4pm and 5pm. A complete breakdown of the traffic counts is attached below. Video footage from that count showed that during peak times, vehicles were waiting several minutes to turn right. Due to the narrow intersection, right turning vehicles cause significant delays for the majority of vehicles waiting to turn left.

Motorists wishing to travel north towards St Ives can do so via Rosedale Road and either Lynbara Avenue or Horace Street. Motorists wishing to travel west towards Turramurra can do so via Mona Vale Road and the Pacific Highway. Left turning vehicles can also turn right from Mona Vale Road into Church Street to access Pymble Station or Telegraph Road. Detour maps have been included below.

Woodlands Avenue is not a designated bus route, as such there should be no impact to buses. The proposed measures will not prevent access for emergency vehicles. Though not an approved heavy vehicle route, in the case that heavy vehicles are using these roads, they may use the above-mentioned detour routes.

This intersection is not on a designated bike route. It is unlikely that a cyclist would turn right out of Woodlands Avenue onto Mona Vale Road due to the significant traffic volumes on Mona Vale Road. Cyclists may also use the above detour routes to travel north on Mona Vale Road. Therefore, the proposed measures should not impact cyclists.

The proposed measures would have minimal impact on existing and future developments and does not impact traffic movement in adjoining Council areas.



Council consulted with over 350 affected properties on Woodlands Avenue and adjacent streets regarding the proposal. The proposal was also posted on the 'Have Your Say' section of Council's website. Of the 136 responses, 114 supported the proposal, while 22 were opposed to it.

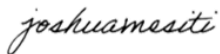
**Recommendation**

The submission from **Ku-ring-gai Council** regarding the proposal to ban the right turn movement from Woodlands Avenue onto Mona Vale Road, Pymble, between 6.00am-10am, 3.00pm-7.00pm Mon-Fri has satisfactorily addressed the necessary requirements of the TMP and is **Recommended for approval**.

**Recommended:**

**Network and Safety Officer:** Joshua Mesiti

**Comments:** Recommended

**Signed:** 

**Date:** 14/07/2025

**Network & Safety Manager:** Mohammed Irfan

**Comments:** Concurred

**Signed:** 

**Date:** 16/07/2025

**Senior Manager Network and Safety:**  
Natalie Gulliver

**Comments:** Approved

**Signed:** 

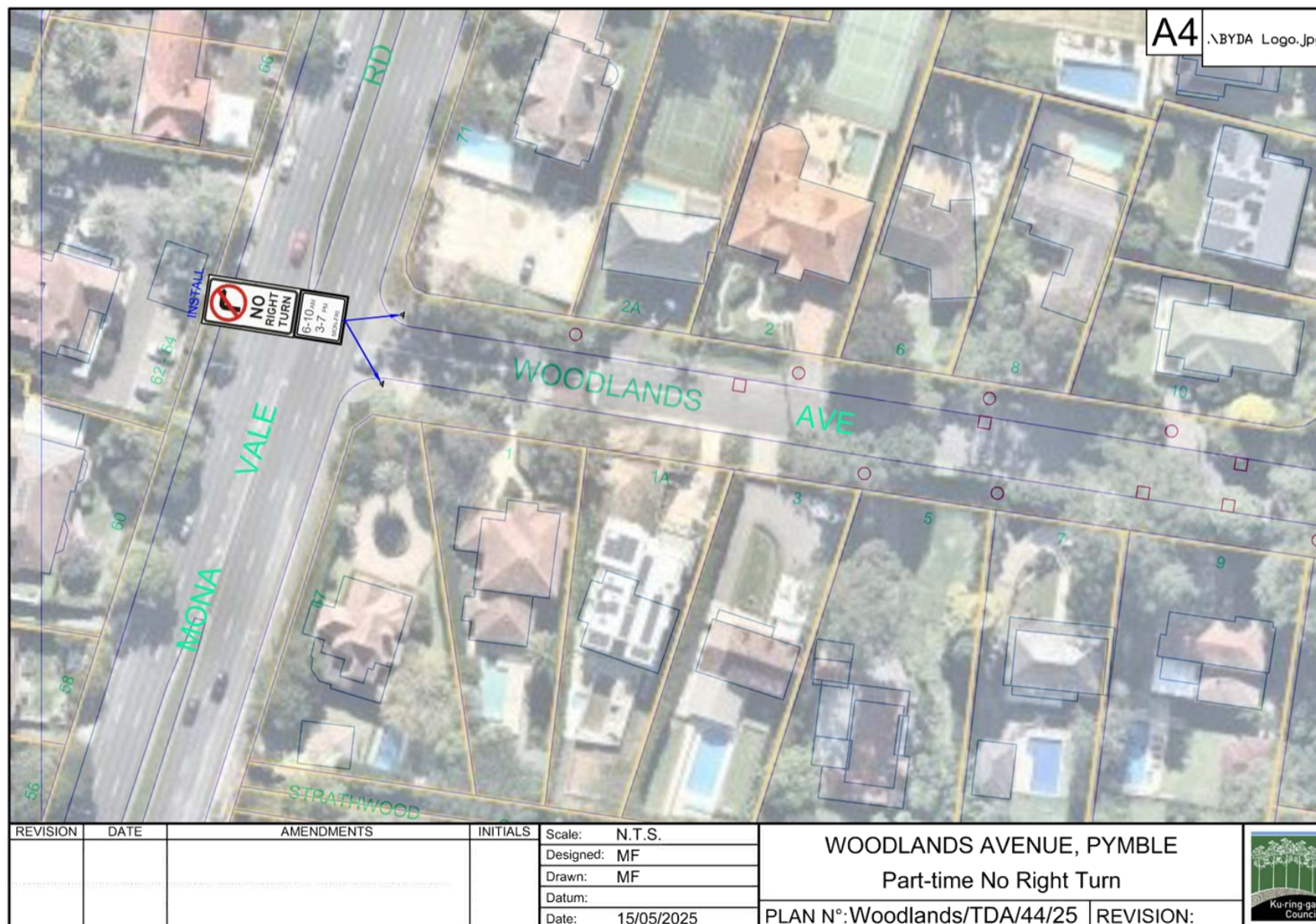
**Date:** 29/07/2025

**Director Network Management Eastern:**  
Shane Schneider

**Comments:** Approved

**Signed:** 

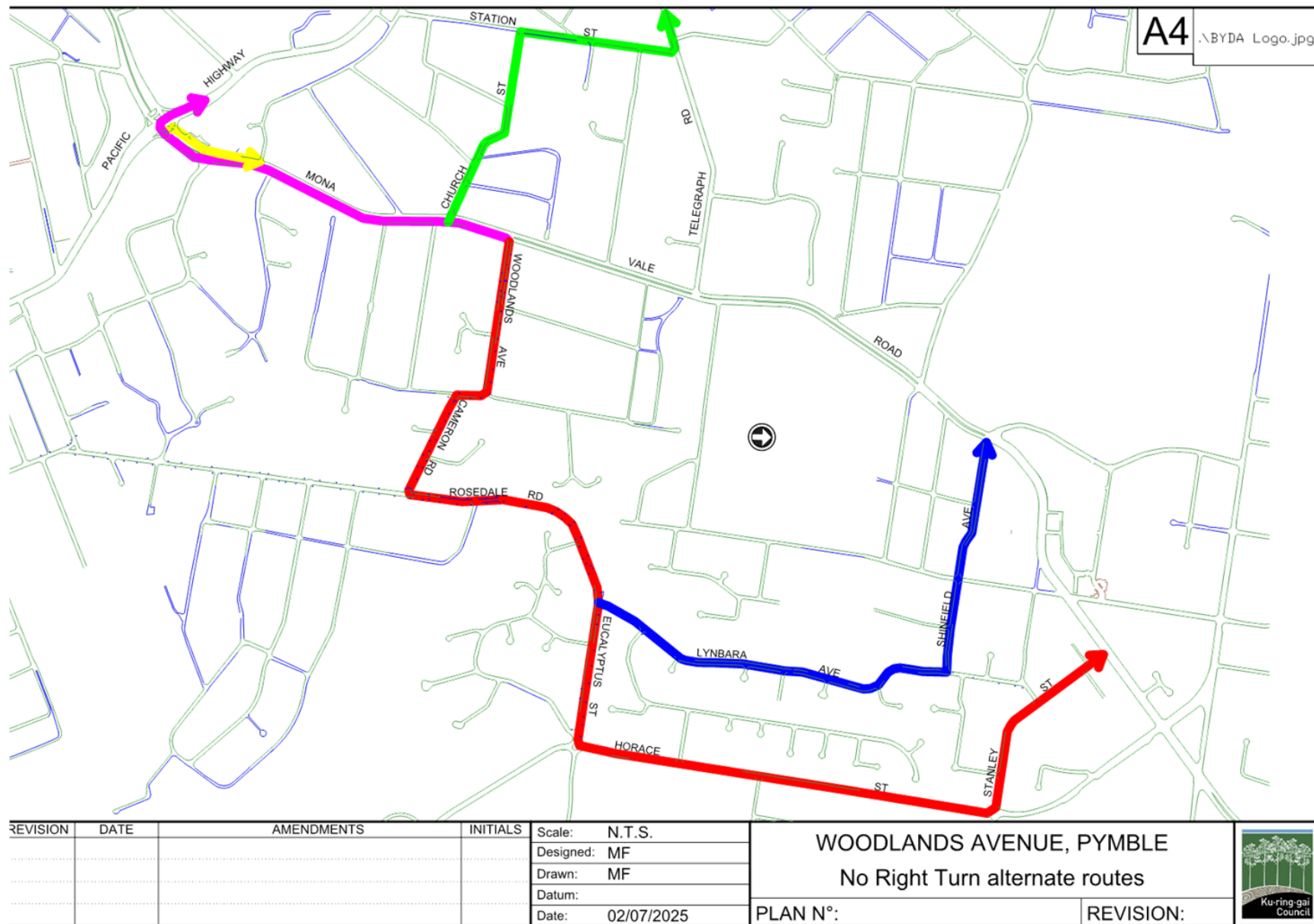
**Date:** 30/07/2025



**ITEM NO: GB.5**



CEPACM





ETON ROAD, LINDFIELD

Ward: Roseville  
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To consider a proposal to install temporary speed cushions on Eton Road at Winchester Avenue, Lindfield.
BACKGROUND:	Concerns have been raised by local residents about pedestrian safety when crossing at the pedestrian refuge on Eton Road at Winchester Avenue.
COMMENTS:	Temporary speed cushions will slow traffic on approach to the existing pedestrian refuge, until such a time that a wombat crossing can be constructed to replace it.
RECOMMENDATION:	That temporary speed cushions be installed on Eton Road near Winchester Avenue, Lindfield.



## PURPOSE OF REPORT

To consider a proposal to install temporary speed cushions on Eton Road at Winchester Avenue, Lindfield.

## BACKGROUND

Concerns have been received from local residents about pedestrian safety when using the pedestrian refuge on Eton Road at Winchester Avenue. In 2024 Council resolved to upgrade the pedestrian refuge to a raised wombat crossing, subject to available funding. In late 2024 Council sought funding from TfNSW under its Get NSW Active Program. Council has been notified that the application was unsuccessful. Council will again seek funding when the next round of funding applications opens.

A site meeting with a Ward Councillor and two residents was conducted to view conditions during the afternoon school pick-up period. It was found that pedestrians had difficulty crossing at times due to the heavy traffic volumes. It was also noted that some southbound vehicles on Eton Road came around the sharp bend to the north of Winchester Avenue at considerable speed. At the meeting it was agreed that Council staff investigate short-term measures to improve pedestrian safety, until funding became available to construct a wombat crossing.

This matter was the subject of TDA 48/25 which was not supported at the time. TfNSW expressed support for the temporary arrangement but recommended backing up the proposal with 85<sup>th</sup> percentile speed counts. This matter is now referred to the LTC for further consideration.

## COMMENTS

Traffic speeds on Eton Road were measured using the Compass program. The 85<sup>th</sup> percentile speed for southbound vehicles was 43km/h, while for northbound vehicles it was 44km/h.

It is proposed that temporary rubber speed cushions be installed on Eton Road, to the north of Winchester Avenue. This would slow traffic travelling towards Lindfield Learning Village. The speed cushions would be placed in a row of 3 across the width of the road, as shown on the **attached** Plan *Eton/TDA/48/25*. If funding for the wombat crossing became available, then the speed cushions would be removed when the new crossing was constructed.

The approach sight distance, (ASD) to the proposed site of the speed cushions for vehicles negotiating the bend on Eton Road has been measured at 55 metres. This is the minimum required ASD for a design speed of 50km/h and a reaction time of 2 seconds, according to table 3.1 of Austroads *Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*.

It is considered that the speed cushions would be effective in reducing vehicle speeds on approach to the existing pedestrian refuge on Eton Road. If the wombat crossing can be constructed at some point in the future, then the speed cushions would no longer be required.

## RISK MANAGEMENT

There are no material risks that arise from the recommendation contained in this report. The provision of speed cushions will slow traffic and improve pedestrian safety for those crossing Eton Road.

## FINANCIAL CONSIDERATIONS

The supply and installation of the speed cushions will be funded from Council's funds allocated to traffic division under "speed cushions".

## COMMUNITY CONSULTATION

Affected residents were consulted for their views on the proposed speed cushions. The proposal was also posted on the Council's website under 'Minor Traffic Proposals'. There were 3 responses, with 2 in support and 1 opposed.

## INTERNAL CONSULTATION

N/A

## SUMMARY

It is proposed that temporary speed cushions be installed on Eton Road, just to the north of Winchester Avenue. This is considered necessary to slow traffic on approach to the existing pedestrian refuge on Eton Road. Council will apply to TfNSW for funding to replace the pedestrian refuge with a wombat crossing. If funding can be found, and a wombat crossing is constructed, then the speed cushions will be removed following its construction.

## RECOMMENDATION:

- A. That temporary speed cushions be installed on Eton Road near Winchester Avenue, as shown on the Plan *Eton/KTC/08/25*.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:** A1 Eton Road Lindfield - KTC 08 25 - Report 2025/257003





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## DROVERS WAY, LINDFIELD

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Ward: Roseville  
Electorate: Davidson

### EXECUTIVE SUMMARY

<b>PURPOSE OF REPORT:</b>	To consider a proposal to introduce parking restrictions in Drovers Way, Lindfield.
<b>BACKGROUND:</b>	Council has received complaints about restricted visibility for drivers exiting the driveway of No. 10 Drovers Way when looking uphill to the left.
<b>COMMENTS:</b>	The parking restrictions would provide improved visibility for drivers exiting the driveway of No. 10 Drovers Way. It would also be highly useful for dropping-off and picking-up passengers, given the difficulty in finding on-street parking in Drovers Way at times.
<b>RECOMMENDATION:</b>	That 'No Parking' restrictions be introduced at No. 10 Drovers Way, Lindfield.

## PURPOSE OF REPORT

To consider a proposal to introduce parking restrictions in Drovers Way, Lindfield.

## BACKGROUND

Council has received complaints from a resident of No. 10 Drovers Way about restricted visibility for drivers exiting the driveway when looking uphill to the left.

Drovers Way is a narrow street that carries relatively low traffic volumes. There is a heavy demand for on-street parking, due to the many unit complexes in the street, and its proximity to Lindfield Town Centre and Lindfield Station. It is often difficult to find an on-street parking space on Drovers Way. There are no driveways on the western side of Drovers Way to the north of the driveway to No. 10. This means that there is usually a long, uninterrupted line of parked vehicles to the north of the driveway.

There is a long, moderately steep uphill section travelling northbound along Drovers Way. The crest of the hill is to the north of the driveway to No. 10.

At most times of the day, cars are parked along Drovers Way on both sides of the driveway to No.10. It is relatively easy to see approaching vehicles coming up the hill when looking to the right when exiting the driveway. However, due to parked vehicles and the crest of the hill it is difficult to see approaching vehicles when looking to the left.

Concerns have also been raised about taxis and ride share vehicles blocking the driveway to No.10 when picking-up and setting down passengers, due to the lack of available on-street parking.

A report recommending the addition of one car space length north of the driveway at No. 10 was initially considered through TDA 53/25 which was not supported. This matter is now referred to the LTC meeting for further consideration.

## COMMENTS

Section F – Traffic Facilities (Signs and Lines), of Council's *Traffic & Transport Guidelines* makes reference to situations where No Parking restrictions at driveways to multi-residential apartments could be considered. The guidelines state:

That *No Parking* restrictions at individual driveways extending up to six metres in length, particularly on the approach side, may be approved, subject to the following strict criteria:

1. *Multi-residential developments of at least four apartments,*
2. *Developments with their driveways being on roads with daily traffic volumes of at least 2,000 vehicles per day, and*
3. *Individual requests from the public being considered on their merit but requiring Body Corporate endorsement.*

In this instance, visibility to approaching vehicles when looking to the left is severely restricted due to the crest of the hill, and a long, uninterrupted line of parked vehicles. It is also noted that there are 68 units at 10 Drovers Way, meaning vehicles are regularly exiting the driveway.

Item GB.7

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In order to provide improved visibility to approaching vehicles when exiting the driveway to No. 10, it is proposed that 'No Parking' restrictions be installed in front of No.10 Drovers Way. The restrictions would extend from the power pole on the southern side of the driveway, to 6 metres north of the hatched area on the northern side of the driveway.

Although Drovers Way carries less than 2,000 vehicles per day, this proposal has been considered on its merit, and it is considered necessary to provide 'No Parking' restrictions at this location. Council has written to the Property Managers for 10 Drovers Way, as well as adjacent multi-residential complexes, and received no objections to the proposal.

The 'No Parking' restrictions would result in the loss of one (1) unrestricted parking space. However, it would allow a vehicle to stop in the space for up to 2 minutes while setting down or picking-up passengers, or to make a delivery. It is expected that the space would be well utilised, given the number of units on Drovers Way.

The proposed changes are shown on the **attached** Plan *Drovers/KTC/08/25*.

## RISK MANAGEMENT

There are no material risks that arise from the recommendation contained in this report.

## FINANCIAL CONSIDERATIONS

The cost of the installation of 'No Parking' signs is not significant and could be funded from Council's signs and Line marking budget.

## COMMUNITY CONSULTATION

Residents of Drovers Way were consulted on their views on the proposed changes. It was also listed on Council's website under Minor Traffic Proposals. There was one (1) response to the survey, and they were in support of the proposed changes.

## INTERNAL CONSULTATION

N/A.

## SUMMARY

Council has received a complaint about restricted visibility when exiting the driveway to No. 10 Drovers Way when looking to their left. Concerns have also been raised about vehicles blocking the driveway when picking-up and setting-down passengers.

It is proposed that a short section of 'No Parking' restrictions be installed in front of No. 10 Drovers Way to resolve these issues.

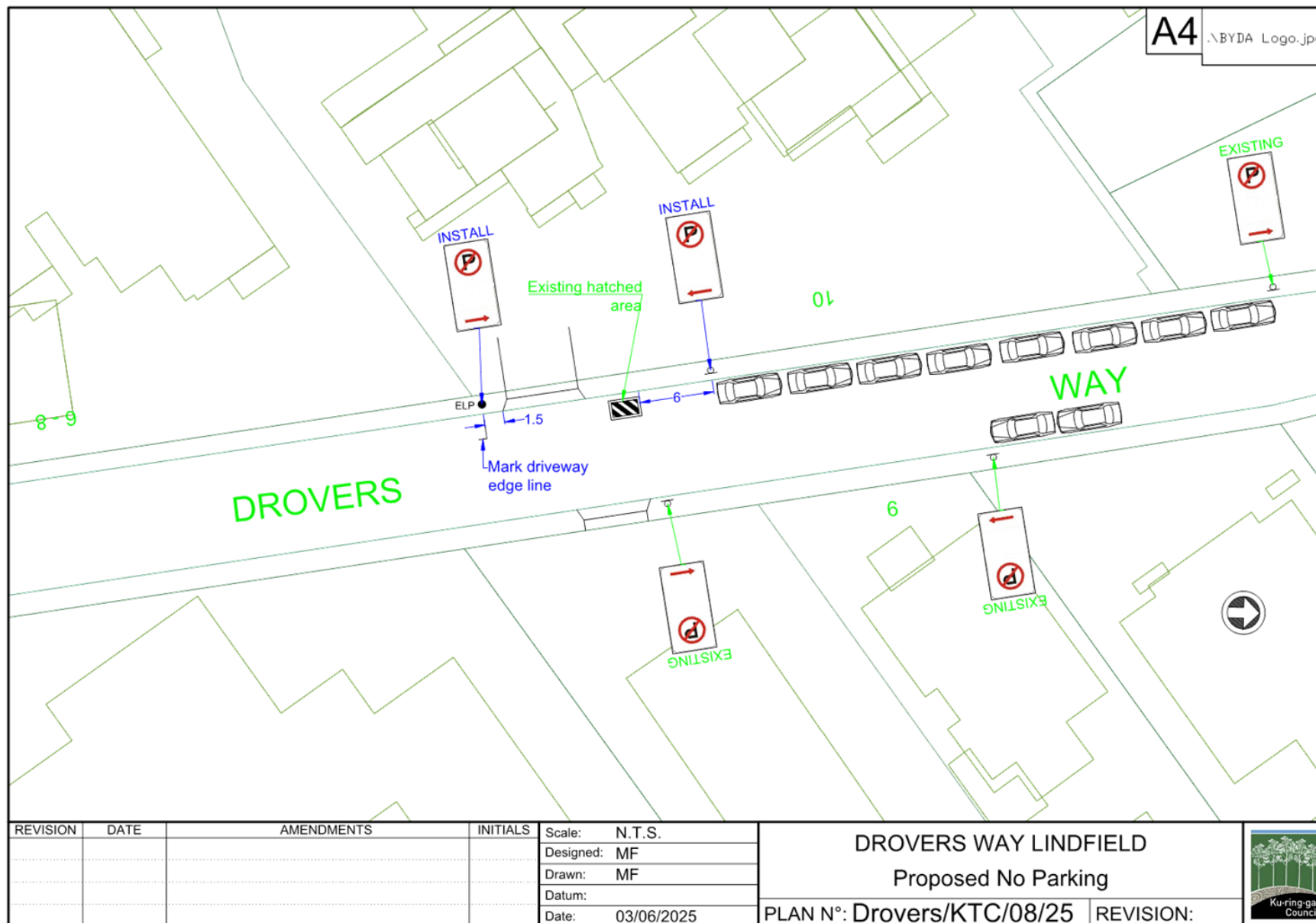
## RECOMMENDATION:

- A. That 'No Parking' restrictions be introduced on Drovers Way, as shown on the plan *Drovers/KTC/08/25*.
- B. That the resident and Council's Team Leader Regulation be informed of Council's decision.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:** A1 Drovers Way Lindfield - KTC 08 25 - Plan.pdf 2025/257015



GROSVENOR ROAD, LINDFIELD

Ward: Roseville  
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To consider a proposal to construct a raised wombat crossing on Grosvenor Road, between Bent Street and Austral Avenue, Lindfield.
BACKGROUND:	Concerns have been raised by local residents about pedestrian safety when crossing Grosvenor Road. Children cross this section of Grosvenor Road when walking to and from local schools.
COMMENTS:	It is proposed that a mid-block wombat crossing be constructed on Grosvenor Road between Bent Street and Austral Avenue.
RECOMMENDATION:	That subject to available funding, a raised Wombat crossing with street lighting upgrade be constructed on Grosvenor Road, Lindfield.

PURPOSE OF REPORT

To consider a proposal to construct a raised wombat crossing on Grosvenor Road, between Bent Street and Austral Avenue, Lindfield.

BACKGROUND

In August 2024 Council received a request from a local resident whose child attends Lindfield Learning Village, for a pedestrian crossing on Grosvenor Road between Bent Street and Austral Avenue. Concerns were raised about pedestrian safety when crossing the road, due to heavy traffic volumes.

Grosvenor Road is a busy Collector Road that runs between Lady Game Drive and The Pacific Highway. Over 7,000 vehicles per day travel along Grosvenor Road. Due to the heavy traffic volumes, it can be difficult for pedestrians to find a break in the traffic to cross Grosvenor Road during peak times.

Pedestrian counts were carried out in the section of Grosvenor Road between Bent Street and Austral Avenue in August 2024, and again in September 2024. The results of the count are summarised in the table below:

Date	Time	Adults	Children	Total	Total (children x 2)	Warrant Met
Thu 29 Aug 24	8am-9am	5	2	7	9	N
	2.45pm-3.45pm	16	9	25	34	Y
Thu 5 Sep 24	8.15am-9.15am	9	9	18	27	Y

TfNSW allows Council to use an alternate pedestrian demand calculation, which is:

- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour (P) crossing the road is, or is expected to be, equal to or greater than 20.
- Children and elderly or mobility impaired pedestrians count as two pedestrians.

In the first count, the warrant for the morning peak was not met. A further count was carried out the following week, and on this occasion the warrant was met.

In September 2024 Council consulted with affected residents living on Grosvenor Road about a proposal to construct a wombat crossing just to the west of the roundabout at Bent Street. This location was chosen to try to minimise the loss of on-street parking.

Of the four (4) responses there were two (2) objections, due to concerns about loss of on-street parking. Another resident neither supported nor objected to the proposal but raised concerns about queuing through the roundabout due to pedestrians using the crossing. There was one (1) resident that supported the proposal, but requested that if it proceeds, then Bus Zone signage should be installed outside No. 54. It was decided at the time not to proceed with the crossing, due to lack of resident support.

This matter was again raised by the Ward Councillors in June 2025, with a request that Council re-consider the installation of a wombat crossing.



## COMMENTS

Council staff carried out further investigations and found that a mid-block location would be more suitable for a pedestrian crossing than at the intersection. A mid-block location would minimise impact on traffic flow at the roundabout. It would also provide a safer crossing point for pedestrians, due to improved visibility and not having to worry about vehicles entering from the side street. The proposed wombat crossing is shown on the **attached** Concept Plan *Grosvenor/KTC/08/25*.

Under the proposal, the crossing would be located in front of No. 63 Grosvenor Road. This would result in the loss of on-street parking outside No. 52, and a partial loss of on-street parking outside No. 50. An Australia Post box outside No. 63 would need to be re-located to outside No. 65.

Additional street lighting to comply with the requirements of AS1158.4 for a pedestrian crossing would be required. Grosvenor Road is on a bus route, therefore the wombat crossing would be at the reduced 75mm height. New kerb ramps would be constructed on either side of the crossing. Kerb blisters are proposed to extend 1.5 metres from the kerb, which would shorten the crossing distance for pedestrians.

The nature strip along the southern side is on a moderate grade from the road up to the property boundaries. It would be difficult to meet the grade requirements if connecting from the crossing up to the existing footpath at the rear of the nature strip. Instead, a short section of footpath is proposed beside the road to connect to the existing footpath at the bus stop.

During the consultation stage, the resident at No. 54 requested that 'Bus Zone' restrictions be installed outside their property, to prevent vehicles parking too close to the bus stop. In order to achieve this, it is proposed that the double centre lines adjacent to the proposed bus zone be replaced by broken centre lines. This would allow vehicles to legally drive over the lines when a bus is stopped there. It should be noted that buses would only stop very briefly at the bus stop, so would have minimal impact on traffic flow.

It is also proposed that broken centre lines replace a section of double centre lines outside No. 59 and No. 61. This would allow vehicles to legally park adjacent to the broken centre lines.

## RISK MANAGEMENT

There are no material risks that arise from the recommendation contained in this report. The provision of the proposed raised Wombat crossing will improve pedestrian safety for those crossing Grosvenor Road.

## FINANCIAL CONSIDERATIONS

This project is currently unfunded. Council will seek funding from TfNSW under its Get NSW Active Program in FY26/27.

## COMMUNITY CONSULTATION

Affected residents within a 150 metre radius of the proposed wombat crossing were consulted for their views. The proposal was also listed on the 'Your Say' page on Council's website. There were 61 submissions, with 52 in support. There were 7 objections, while 2 were unsure.

## INTERNAL CONSULTATION

N/A.

## SUMMARY

It is proposed that a mid-block raised wombat crossing be constructed on Grosvenor Road between Bent Street and Austral Avenue. The works would also include an upgrade of the street lighting. A wombat crossing is recommended at this location to provide a safe crossing point for access to local schools and for local residents.

## RECOMMENDATION:

- A. That subject to available funding, a raised Wombat crossing with street lighting upgrade be constructed on Grosvenor Road.

Michael Foscett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:** A1 Grosvenor Road Lindfield - KTC 08 25 - Plan amended 2025/257068

