



**KU-RING-GAI TRAFFIC COMMITTEE
TO BE HELD ON WEDNESDAY, 28 MAY 2025 AT 9:00 AM
ANTE ROOM - LEVEL 3**

AGENDA

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NOTE: For Full Details, See Council's Website –
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 26 February 2025
Minutes numbered KTC01 to KTC07

GENERAL BUSINESS

GB.1 Nelson Road, Lindfield

File: TM6/17

Ward: Roseville
Electorate: Davidson

To consider a proposal to construct a raised Wombat crossing on Nelson Road at Tryon Road, Lindfield.

Recommendation:

- A. That subject to available funding, a Wombat crossing be constructed on Nelson Road at Tryon Road, Lindfield.

GB.2 **Lady Game Drive, Killara**

File: TM5/17

Ward: Gordon

Electorate: Davidson

To consider a proposal to provide additional lane width for right turns from Lady Game Drive into De Burgh Road.

Recommendation:

- A. That the double centre lines on Lady Game Drive be moved, as shown on the Plan *Lady Game/KTC/05/25*.
- B. That further investigations, including preliminary designs as appropriate, be carried out into future road widening at the intersection of Lady Game Drive and De Burgh Road.

GB.3 **Cecil Street, Gordon**

File: TM4/17

Ward: Gordon

Electorate: Davidson

To consider a proposal to construct a raised Wombat crossing on Cecil Street.

Recommendation:

- A. That a Wombat crossing be constructed on Cecil Street, outside Ravenswood School for Girls.
- B. That 'P10min 7am-8.30am, 2.30pm-4pm School Days' restrictions be introduced on Cecil Street.
- C. That 'No Stopping 2.30pm-3.00pm School Days' and 'No Parking at other times' restrictions replace the existing 'No Parking' restrictions on Henry Street.

GB.4 **Robert Street, Gordon**

File: TM4/17

Ward: Gordon

Electorate: Davidson

To consider a proposal to construct a raised Wombat crossing on Robert Street at Werona Avenue Gordon.

Recommendation:

- A. That a raised Wombat crossing be constructed on Robert Street at Werona Avenue, Gordon.

GB.5 **Fox Valley Road, Wahroonga**

File: TM11/17

Ward: Comenarra
Electorate: Wahroonga

To consider a proposal to upgrade the existing at-grade pedestrian crossing on Fox Valley Road at Strone Avenue Wahroonga to a raised Wombat crossing.

Recommendation:

That the existing at-grade pedestrian crossing on Fox Valley Road near Strone Avenue, Wahroonga, be upgraded to a raised Wombat crossing with lighting upgrade.

GB.6 **Cowan Road & Memorial Avenue, St Ives**

File: TM9/17

Ward: St Ives
Electorate: Davidson

To consider a proposal to retain the recently installed asphalt speed humps on Cowan Road and Memorial Avenue, St Ives.

Recommendation:

- A. That recently installed full width asphalt speed cushions, which replaced the rubber speed cushions, on Cowan Road and Memorial Avenue be retained.
- B. That pedestrian fencing be installed adjacent to all speed humps on Cowan Road and Memorial Avenue.

GENERAL DISCUSSION

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NELSON ROAD, LINDFIELD

Ward: Roseville
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider a proposal to construct a raised Wombat crossing on Nelson Road at Tryon Road, Lindfield.

BACKGROUND:

Council has received a request from the State Member for Davidson, on behalf of a resident, for a pedestrian crossing on Nelson Road at Tryon Road.

COMMENTS:

It is proposed that a Wombat crossing be constructed on Nelson Road on the southern side of the intersection with Tryon Road. This would align with the pedestrian desire line.

RECOMMENDATION:

That subject to available funding, a Wombat crossing be constructed on Nelson Road at Tryon Road, Lindfield.

PURPOSE OF REPORT

To consider a proposal to construct a raised Wombat crossing on Nelson Road at Tryon Road, Lindfield.

BACKGROUND

Council has received representations from the State Member for Davidson, on behalf of a resident, requesting that a pedestrian crossing be installed on Nelson Road at Tryon Road.

In February 2025 Council engaged consultants to carry out intersection counts of vehicles and pedestrians. It was found that very few pedestrians crossed Nelson Road to the north of Tryon Road. However, the number of pedestrians crossing in the middle of the intersection, and on the southern leg of Nelson Road were sufficient to meet the TfNSW requirements for a pedestrian crossing.

A summary of the pedestrians crossing Nelson Road is shown in the table below:

Time	Location on Nelson Rd			Total
	North of Tryon Rd	At Tryon Rd	South of Tryon Rd	
7.15am-8.15am	10	18	12	40
4.45pm-5.45pm	6	13	4	23

The table shows that over 20 pedestrians per hour were crossing Nelson Road in the vicinity of the intersection during the morning and afternoon peak times. Therefore, the site would meet the minimum TfNSW requirements for a pedestrian crossing.

From observation, most of the pedestrians crossing in the middle of the intersection at Tryon Road were walking between the northern side of the western leg of Tryon Road, and the southern side of the eastern leg of Tryon Road. Due to the offset intersection, the northern side of the western leg of Tryon Road lines up with the southern side of the eastern leg of Tryon Road. This makes it the shortest, but not the safest route to cross Nelson Road. Because most people appear to be crossing onto the southern side of Tryon Road on the eastern leg, a pedestrian crossing to the south of Tryon Road was considered the most suitable site.

COMMENTS

There is an existing raised threshold on Nelson Road to the south of Tryon Road. This is considered too far from the pedestrian desire line to be used as a pedestrian crossing. The proposed site for the Wombat crossing would line up with the existing kerb ramps just to the south of Tryon Road. There is existing signposting at the kerb ramps for the Two Creeks Track walk, and a raised Wombat crossing would encourage greater patronage of the walk.

The proposed Wombat crossing is shown on the attached Concept Plan *Nelson/TDA/17/25*.

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 local residents and children from Cromehurst School.

FINANCIAL CONSIDERATIONS

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

COMMUNITY CONSULTATION

Council has consulted with affected residents, as well as listing the proposal on Council's website, under Minor Traffic Proposals. There were no submissions received.

INTERNAL CONSULTATION

N/A.

SUMMARY

It is proposed that a Wombat crossing be constructed on Nelson Road, on the southern side of the intersection with Tryon Road. This facility will improve pedestrian safety at the intersection of Tryon Road and Nelson Road.

RECOMMENDATION:

- A. That subject to available funding, a Wombat crossing be constructed on Nelson Road at Tryon Road, Lindfield.

Michael Foscett
Team Leader Traffic

Deva Thevaraja
Manager Traffic and Transport

Attachments: A1 Nelson Road Lindfield - TDA 17 25 - Plan.pdf 2025/055618



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LADY GAME DRIVE, KILLARA

Ward: Gordon
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider a proposal to provide additional lane width for right turns from Lady Game Drive into De Burgh Road.

BACKGROUND:

Council has received a request for a right turn lane into De Burgh Road from Lady Game Drive. On some occasions vehicles waiting to turn right into De Burgh Road can block eastbound traffic on Lady Game Drive.

COMMENTS:

As an interim solution, shifting the centre line on Lady Game Drive towards De Burgh Road would provide sufficient space for eastbound traffic to pass vehicles waiting to turn right into De Burgh Road. Further investigation will be undertaken with regards to road widening at the intersection.

RECOMMENDATION:

That the double centre lines on Lady Game Drive be moved, as shown on the Plan *Lady Game/KTC/05/25*.

That further investigations, including preliminary designs as appropriate, be carried out into future road widening at the intersection of Lady Game Drive and De Burgh Road.

PURPOSE OF REPORT

To consider a proposal to provide additional lane width for right turns from Lady Game Drive into De Burgh Road.

BACKGROUND

Council has received correspondence from the Member for Davidson, on behalf of the 416 Community Group, a community group of residents in Lindfield and Killara. The 416 Community Group has requested that a right turn lane be provided on Lady Game Drive at De Burgh Road.

Lady Game Drive is a busy Regional Road. Traffic counts taken in 2018 show that almost 18,000 vehicles per day travelled along Lady Game Drive. Nearly 700 vehicles travelled south-east along this section of Lady Game Drive in the 1 hour period between 7am and 8am.

Many eastbound motorists choose to access West Lindfield via De Burgh Road, to avoid using the busy roundabout at Fiddens Wharf Road. The eastbound lane on Lady Game Drive is approximately 3.8 metres wide, with a shoulder width of up to 1.5 metres when the adjacent vegetation has been trimmed.

When a vehicle is waiting to turn right into De Burgh Road, there is often insufficient room for other vehicles to pass. Due to the heavy traffic volumes, a motorist could be waiting for an extended period to turn right which can lead to extensive queues back along Lady Game Drive.

Council staff have investigated the site and found that there is insufficient space to create a right turn bay. The ground drops away steeply beyond the edge of the existing shoulder on the northern side. Shifting the road centre lines toward the southern side to create a right turn bay would create a sudden change in direction for westbound traffic, which would be hazardous.

A report proposing shifting the double centre lines by 0.5 metres towards the southern side was considered by the voting members of the Traffic Committee in February 2025, (TDA5/25). TfNSW raised concerns that the proposal did not meet the minimum width requirements of Austroads Guide to Road Design 4a, which is 6.0 metres.

Council staff met on-site with Chairperson of the Ku-ring-gai Traffic Committee, Councillor Devlin, and Councillor Ward to discuss possible options. It was agreed that further investigations be carried out into shifting of the centre lines, as a possible interim solutions, plus a long-term proposal for a roundabout or other reconfiguration of the intersection.

COMMENTS

Council staff have carried out further investigations and found that the double centre lines could be shifted by 1.2 metres towards De Burgh Road. This is shown on the attached Plan *Lady Game/KTC/05/25*. By doing this, the minimum through lane width of 6.0 metres at the intersection could be achieved. The 1.0 metre shoulder width shown on the plan is a conservative estimate, and in reality is closer to 1.5 metres.

Due to the narrow road reserve to the west of the intersection, it was not possible to achieve the overall transition length requirements of Austroads Guide to Road Design Part 4A for an Urban

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Basic Right Turn treatment. However, a swept path analysis has shown that a westbound vehicle on Lady Game Drive can comfortably negotiate the intersection at 60km/h.

The proposed changes would provide adequate space for an eastbound vehicle to pass a vehicle waiting to turn right into De Burgh Road.

Preliminary investigations into the feasibility of constructing a roundabout were carried out, and some significant constraints were found. Due to the topography, it is unlikely that the road could be extended out towards the bush side any further. With the current configuration, it would be difficult to get any deflection for eastbound traffic through a roundabout. Therefore, a speed cushion would be necessary on approach. There are also concerns about limited sight distance coming out of De Burgh Rd, as the holding line would need to be set back quite a distance.

There appears to be space within the road reserve on the southern side of Lady Game Drive to the west of De Burgh Road for some future road widening. This could permit the introduction of a dedicated right turn bay. However, it would require the removal of a tree, and the possible relocation of a power pole. This appears to be a more practical long-term option than a roundabout. Further investigation into this option will be undertaken.

RISK MANAGEMENT

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

FINANCIAL CONSIDERATIONS

The cost to shift the centre lines is not significant and could be funded from Council's Signs and Linemarking budget.

COMMUNITY CONSULTATION

The proposed changes to the line marking would not directly impact any local residents in terms of parking or amenity. Therefore, consultation was not considered necessary.

INTERNAL CONSULTATION

N/A.

SUMMARY

It is proposed that the double centre lines be shifted by 1.2 metres on Lady Game Drive at De Burgh Road. This will allow sufficient road width for eastbound traffic on Lady Game Drive to drive around vehicles waiting to turn right into De Burgh Road.

A long-term solution could be to widen Lady Game Drive to the west of De Burgh Road, so that a dedicated right turn bay could be created at the intersection, subject to further investigation.

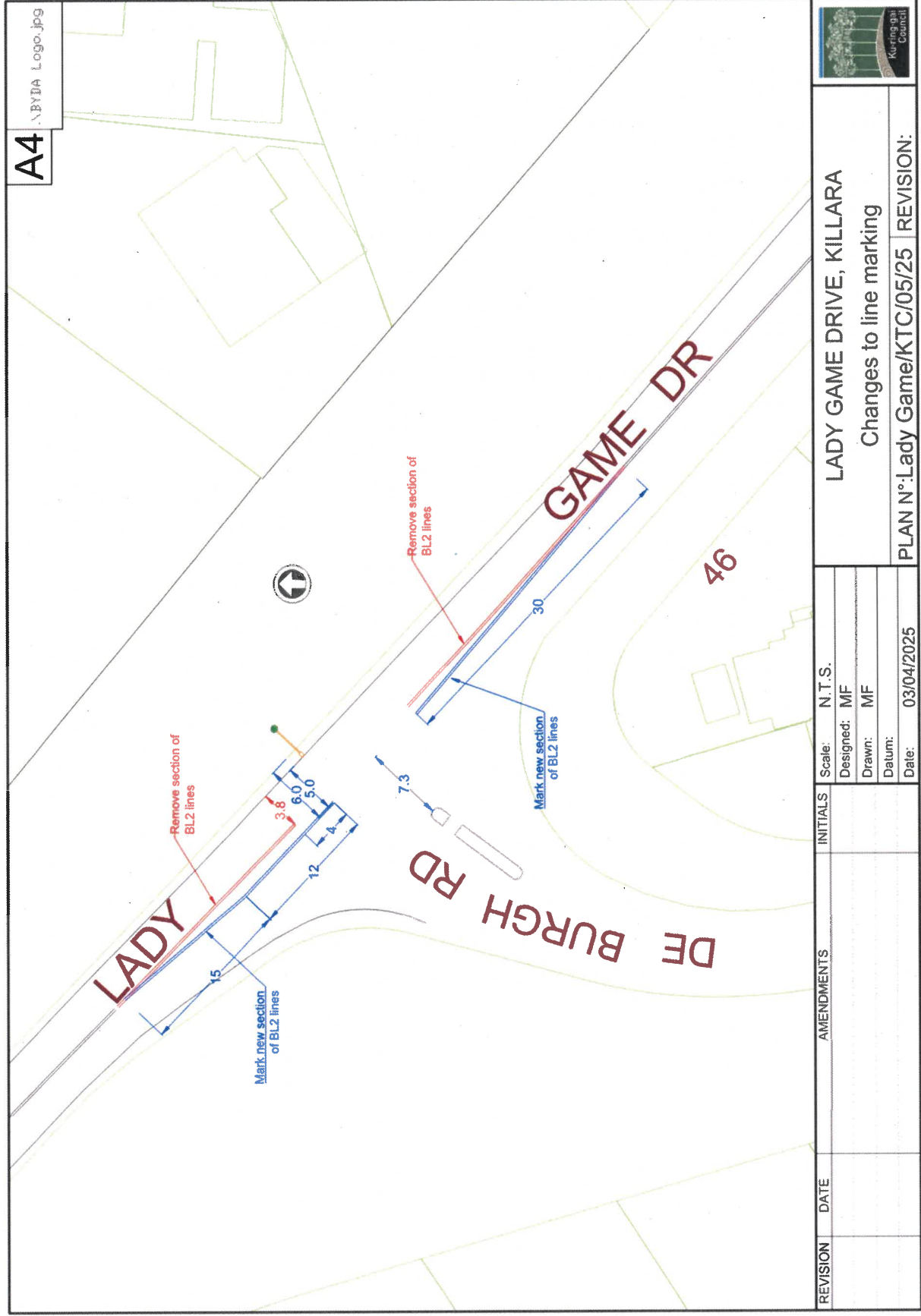
RECOMMENDATION:

- A. That the double centre lines on Lady Game Drive be moved, as shown on the Plan *Lady Game/KTC/05/25*.
- B. That further investigations, including preliminary designs as appropriate, be carried out into future road widening at the intersection of Lady Game Drive and De Burgh Road.

Michael Foskett
Team Leader Traffic

Deva Thevaraja
Manager Traffic and Transport

Attachments: A1 Lady Game Drive Killara - KTC 05 25 Plan.pdf 2025/127647



CECIL STREET, GORDON

Ward: Gordon
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider a proposal to construct a raised Wombat crossing on Cecil Street.

BACKGROUND:

Council has received a request from Ravenswood School for Girls to construct a Wombat crossing at the eastern end of Cecil Street. The works would be fully funded by Ravenswood School for Girls.

COMMENTS:

A Wombat crossing would provide a safe crossing point for the many school students and their parents that cross at this section of Cecil Street. It is also proposed that changes to parking restrictions be introduced in Cecil Street and Henry Street, to improve parking availability and traffic flow during school peak times.

RECOMMENDATION:

That a Wombat crossing be constructed on Cecil Street, and that 'P10min 7am-8.30am, 2.30pm-4pm School Days' restrictions be introduced on Cecil Street.

That 'No Stopping 2.30pm-3.00pm School Days' and 'No Parking at Other Times' restrictions replace the existing 'No Parking' restrictions on Henry Street.

PURPOSE OF REPORT

To consider a proposal to construct a raised Wombat crossing on Cecil Street.

BACKGROUND

In June 2024, EPM Projects, on behalf of Ravenswood School for Girls, contacted Council regarding the construction of a raised Wombat crossing on Cecil Street. This was considered necessary to cater for the many students and parents that cross at the eastern end of Cecil Street.

In July 2024 Council staff held an online Meeting with representatives from EPM Projects and Ravenswood School to discuss the proposal. At the meeting it was confirmed that the project would be fully funded by Ravenswood School, with no costs incurred by Council. It was also agreed that the works would include an upgrade of the street lighting to the adequate Australian Standards.

Pedestrian and vehicle counts were undertaken at the eastern end of Cecil Street on Tuesday 6 August 2024. The table below summarises these results:

Time	Vehicles	Pedestrians		Total Pedestrians
		Adult	Children	
7.45am-8.45am	339	95	47	142
2.45pm-3.45pm	150	41	17	58

The results of the count show that the site meets the TfNSW requirements for a pedestrian crossing.

In August 2024, Council consulted with affected residents in Cecil Street regarding the proposed Wombat crossing. There were 3 responses to the proposal, with 1 in favour and 2 against the Wombat crossing. Those opposed raised concerns about the loss of 8 on-street parking spaces, when there is already a shortage of on-street parking in Cecil Street.

Council forwarded the concerns raised by the residents to EPM Projects. Council also raised the issue of excessive queuing on Cecil Street during the afternoon school pick-up period. At these times it has been observed that traffic regularly queues back along Cecil Street and around the corner onto the Pacific Highway. There is an issue with parents arriving early and waiting in the Kiss & Ride area for extended periods.

Concerns were raised that the proposed Wombat crossing would shorten the effective queue length in Cecil Street, thereby increasing the likelihood of queuing on the Pacific Highway. Council requested that EPM Projects consider measures to resolve the queuing issue before a Wombat crossing could be considered.

In late September 2024, EPM provided an updated proposal which included a plan to increase the utilisation of the northern end of Henry Street for Kiss & Ride activity, with queuing management by traffic controllers. It was also proposed that 10-minute parking be provided for up to 10 vehicles on the southern side of Cecil Street and the eastern side of Henry Street. The purpose of this is to alleviate eastbound queuing on Cecil Street and accommodate demand for both the Prep School and Primary School Year K-2.

Affected residents on Cecil Street were again consulted about the revised proposal. Of the 4 responses, there was 1 in support of the proposal and 3 against. The 3 residents opposed to the proposal were all concerned about the loss of on-street parking.

In November 2024, Council advised EPM Projects of the results of the consultation, and that Council would like to see evidence that Ravenswood School is serious about taking measures to reduce traffic congestion around the school during the afternoon pick-up. In late November EPM Projects advised that Ravenswood School had started implementing the queuing management practices. As the private school year ended in early December, Council staff were unable to view traffic conditions before the end of the school year.

Council staff visited the site on the afternoon of Tuesday 11 February 2025. It was observed that parents were arriving well before the school end time and occupying all of the Kiss & Ride spaces. It was noted that 3 vehicles in this area were unoccupied, in contravention of the 'No Parking' restrictions. By 3pm traffic had queued back into Cecil Street, beyond where the proposed wombat crossing would be located.

It was noted that several eastbound drivers on Cecil Street crossed to the wrong side of the road to get around the queued vehicles. This could present a dangerous situation if this practice were to continue after the Wombat crossing was constructed. In one instance, a driver attempting to travel west along Cecil Street was forced to reverse into Henry Street, to allow 2 eastbound vehicles on the wrong side of the road to pass.

By 3.10pm the queue had extended back onto the Pacific Highway. And by 3.15pm there were 9 cars queued along the Pacific Highway. It was noted that the volume of cars entering Cecil Street was relatively low after 3pm. The issue was that the queue barely moved between 3pm and 3.15pm. This made it very difficult for drivers to turn right into Cecil Street from the Pacific Highway.

COMMENTS

Council staff met on-site with representatives from EPM and Ravenswood on Tuesday 18 February 2025 to discuss possible solutions to the queuing problems. It was discussed that having the proposed P10 minute parking for 10 vehicles around the outside of the bend would encourage more traffic to travel westbound on Cecil Street. This in turn would reduce the demand for eastbound traffic, thereby reducing queue lengths. It was also noted that it was early in the school year, and some of the parents were unfamiliar with the systems in place.

At the Meeting it was noted that several of the existing P10 minute restrictions on the northern side of Cecil Street would be lost due to the crossing. It was agreed that the remaining P10 minute spaces between the Wombat crossing and Henry Street should be replaced by 'No Stopping' restrictions between 2.30pm and 4pm on school days. This would allow queuing traffic to move closer to the kerb, thereby allowing eastbound traffic to drive past the queued vehicles.

It is proposed that a raised Wombat crossing be constructed on Cecil Street, as shown on the attached Plan. The works would include an upgrade of the street lighting to meet the minimum requirements of AS1158.4. The Wombat crossing would be located at the eastern end of Cecil Street. This would result in the loss of 8 on-street parking spaces. The 4 spaces that would be

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lost on the northern side currently have 'P10min 7am-8.30am, 2.30pm-4pm School Days' restrictions. The 4 parking spaces that would be lost on the southern side have unrestricted parking.

It is also proposed that 'P10min 7am-8.30am, 2.30pm-4pm School Days' restrictions be introduced around the outside of the bend where Henry Street meets Cecil Street. This would improve kerbside access and alleviate eastbound queuing on Cecil Street. It would accommodate demands for both the Prep School and Primary School years K-2, where parents receive students at the gate. However, it would result in the loss of 10 commuter parking spaces.

The Police contacted Council on 21 February 2025 regarding traffic conditions on Henry Street and Cecil Street. They raised major concerns about driver behaviour. Of particular concern was the number of parents arriving well before the bell time and occupying the No Parking zone on Henry Street, as was observed previously by Council staff.

To resolve this issue, it is proposed that the full time 'No Parking' restrictions on Henry Street be replaced with 'No Stopping 2.30pm-3.00pm School Days' and 'No Parking at other times' restrictions. This would prevent parents from arriving early, thereby ensuring a higher turnover of parking, and shorter queue lengths.

RISK MANAGEMENT

There are no material risks that arise from the recommendation contained in this report. The proposed Wombat crossing on Cecil Street will improve safety for Ravenswood School for Girls.

FINANCIAL CONSIDERATIONS

This project would be wholly funded by Ravenswood School for Girls, with no costs incurred by Council.

COMMUNITY CONSULTATION

Affected residents have been consulted on two occasions regarding the proposed works. It should be noted that the properties adjacent to the crossing on the southern side of Cecil Street are owned by the school.

Ravenswood School for Girls has expressed strong support for the proposed crossing outside their property at No. 10. They noted that the new crossing would allow staff to safely escort children from the Early Learning Centre at No. 6 to the main campus.

Three submissions were received from residents of the units at Nos. 12-14, located to the west of the proposed crossing, who objected to the proposal due to the potential loss of on-street parking on Cecil Street. It is noted that these residents are not directly impacted by the crossing and have access to 3P parking spaces directly in front of their units. They also raised concerns about potential traffic congestion on Cecil Street resulting from the installation of the crossing.

These objections have been considered, and measures have been implemented to address them, including restricting parking on the inside bend at the Cecil Street/Henry Street intersection and introducing additional parking restrictions on the school side of Henry Street.

Despite the objections, the crossing is considered necessary to enhance the safety of school children accessing the main campus.

INTERNAL CONSULTATION

N/A

SUMMARY

It is proposed that a raised Wombat crossing be constructed on Cecil Street, with an upgrade of the street lighting. This will provide a safe crossing point for the many school students and their parents that cross at this section of Cecil Street. It is also proposed that 'P10min 7am-8.30am, 2.30pm-4pm School Days' restrictions be introduced, to improve parking availability and traffic flow during school peak times.

It is proposed that the full time 'No Parking' restrictions on Henry Street be replaced by 'No Stopping 2.30pm-3.00pm School Days' and 'No Parking at other times' restrictions. This will prevent parents from arriving early, thereby ensuring a higher turnover of parking and reduced queue lengths.

The works would be fully funded by Ravenswood School for Girls.

RECOMMENDATION:

- A. That a Wombat crossing be constructed on Cecil Street, outside Ravenswood School for Girls.
- B. That 'P10min 7am-8.30am, 2.30pm-4pm School Days' restrictions be introduced on Cecil Street.
- C. That 'No Stopping 2.30pm-3.00pm School Days' and 'No Parking at other times' restrictions replace the existing 'No Parking' restrictions on Henry Street.

Michael Foscett
Team Leader Traffic

Deva Thevaraja
Manager Traffic and Transport

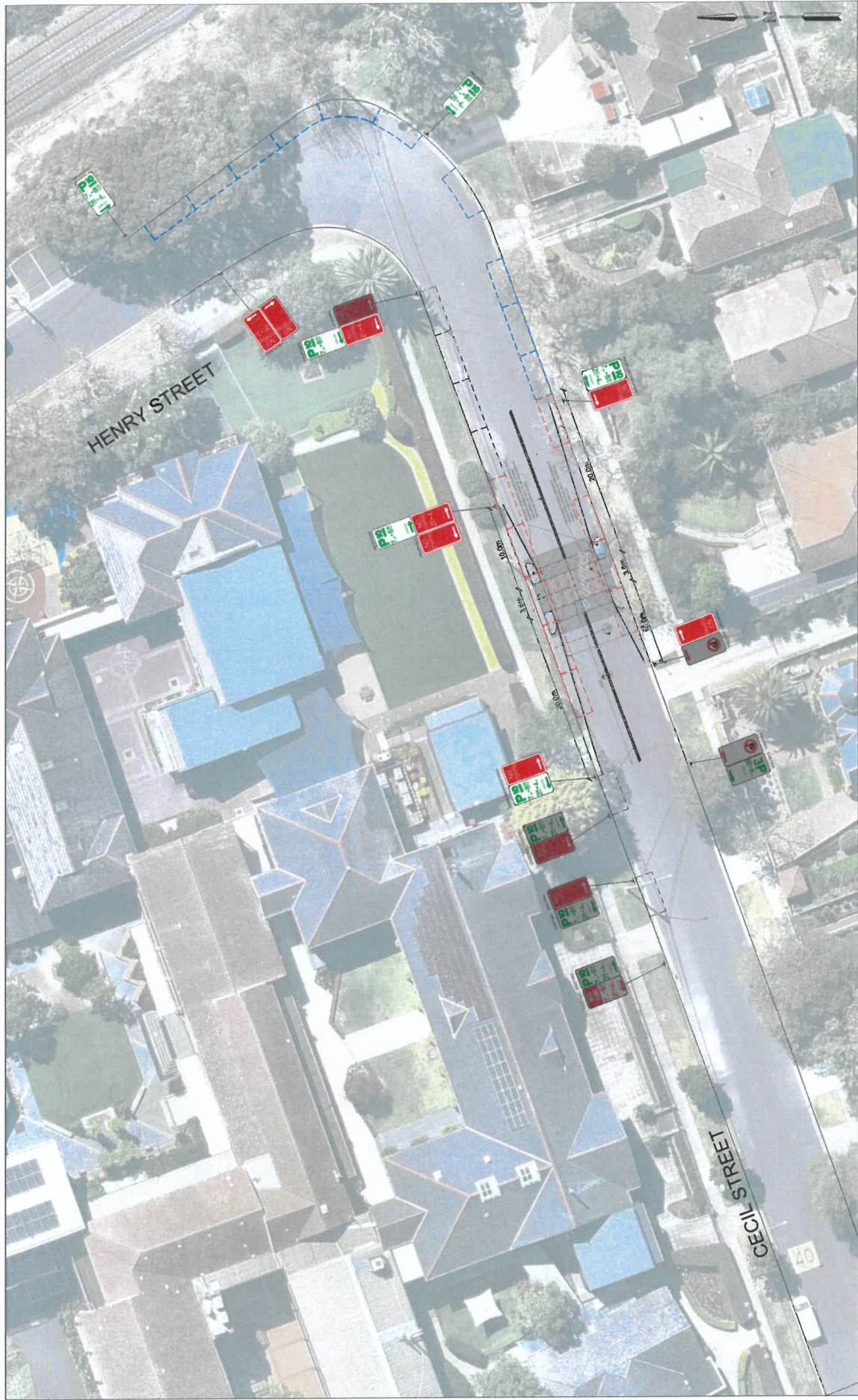
Attachments: A1 Cecil Street Gordon - Proposed Wombat Crossing and parking restrictions - Plans attachment

2025/135747



GENERAL NOTES		DESIGNED		PAPER SIZE		CLIENT		DOCUMENT INFORMATION	
<p>This drawing is provided for information purposes only and should not be used for construction. Aerial Base from Neamap captured on 2023.10.03. Existing parking spaces to be removed due to pedestrian crossing indicated in red outline Existing parking spaces with modified restrictions are indicated in blue outline</p>		DESIGNED BY	Angela Ji	PAPER SIZE	A3	CLIENT	Predecessor School for Girls	DOCUMENT INFORMATION	Concept Plan - Cecil Street Proposed Crossing
		APPROVED BY	Kecser Balazs	DATE	08.03.2025	PROJECT	2299	EXISTING RESTRICTIONS	FILE NAME
		SCALE	1:400	SCALE	0 4 8	10 Henry St, Gordon	AC2299-02-00a.dwg	SHEET	A001

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GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Aerial Base from Neamap captured on 2023.10.03.
Existing parking spaces to be removed due to pedestrian crossing indicated in red outline
Existing parking spaces with modified restrictions are indicated in blue outline

CLIENT

Penmore School for Girls
PROJECT
2399
19 Henry St, Gordon

PAPER SIZE

A3

DESIGNED

Angela Ji

APPROVED BY

Kedar Balakrishna

DATE

06.03.2025

SCALE

1:400

PROJECT

2399

FILE NAME

A62399-02-v00a.dwg

DOCUMENT INFORMATION

Concept Plan - Cecil Street Proposed Crossing

Proposed Restrictions and Crossing Layout

SHEET
A002

asongroup

Suite 17.02, Level 17, 1 Castlereagh St
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GENERAL NOTES

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Aerial Base from Nearmap captured on 2023.10.03.
Existing parking spaces to be removed due to pedestrian crossing indicated in red outline
Existing parking spaces with modified restrictions are indicated in blue outline

CLIENT

Revised School for Girls
PROJECT
2020
10 Henry St, Gordon

PAPER SIZE

A3

DESIGNED

Angela A

APPROVED BY

Kristen Bellenger

DATE

06.03.2025

SCALE

1:400

PROJECT

2020

FILE NAME

AC2595-02-008-Avg

SHEET

A003

DOCUMENT INFORMATION

Concept Plan - Cecil Street Proposed Crossing
Existing Restrictions (Page 1 of 2)

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DOCUMENT INFORMATION	
Concept Plan - Cecil Street Proposed Crossing	
Existing Restrictions (Page 2 of 2)	
FILE NAME	AC2388-GB-02a.dwg
SHEET	A004

CLIENT	Russellwood School for Girls
PROJECT	2389
19 News St, Gordon	

DESIGNED	Angela J
APPROVED BY	Kieran Baker
DATE	06.03.2025
SCALE	1:400
PAPER SIZE	A3

GENERAL NOTES
This drawing is provided for information purposes only and should not be used for construction. Aerial Base from Mapbox captured on 2023.10.03. Existing parking spaces to be removed due to pedestrian crossing indicated in red outline Existing parking spaces with modified restrictions are indicated in blue outline



GENERAL NOTES

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Aerial Base from Nearmap captured on 2023.10.03.
Existing parking spaces to be removed due to pedestrian crossing indicated in red outline
Existing parking spaces with modified restrictions are indicated in blue outline

DOCUMENT INFORMATION

Concept Plan - Cecil Street Proposed Crossing
Proposed Restrictions (Page 1 of 2)
FILE NAME
AC2595-02-00a.dwg

CLIENT

PROJECT
2595
St Henry St, Gordon

PAPER SIZE

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06.03.2025
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DESIGNED

APPROVED BY
Kedar Ballarukar
Kedar Ballarukar

CLIENT

PROJECT
2595
St Henry St, Gordon

PAPER SIZE

A3
DATE
06.03.2025
SCALE
1:400

DESIGNED

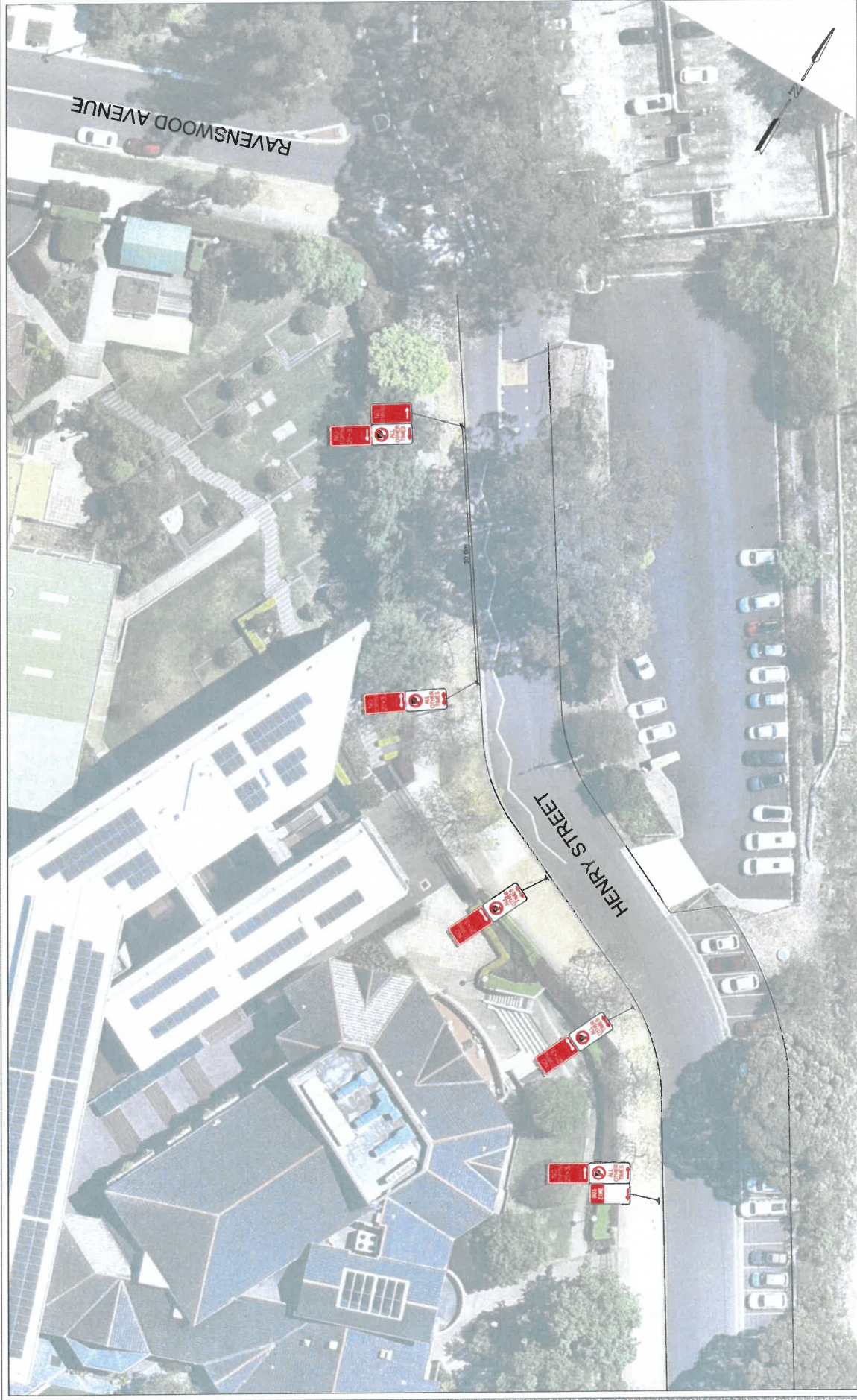
APPROVED BY
Kedar Ballarukar
Kedar Ballarukar

CLIENT

PROJECT
2595
St Henry St, Gordon

PAPER SIZE

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DATE
06.03.2025
SCALE
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		APPROVED BY Kodie Kallabur	DATE 06.03.2025	PROJECT 2399	FILE NAME AC2399-05-008.dwg		PROPOSED RESTRICTIONS (Page 2 of 2)		SHEET A006	

ROBERT STREET, GORDON

Ward: Gordon
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider a proposal to construct a raised Wombat crossing on Robert Street at Werona Avenue Gordon.

BACKGROUND:

At the Ordinary Meeting of Council on 18 March 2025 it was resolved;

- A. *That a raised Wombat crossing, along with new street lighting, be constructed on Robert Street, subject to the approval of the detailed design by TfNSW, and further consultation with affected businesses and residents regarding the amended proposal.*
- B. *That the results of the consultation be referred to the next Traffic Committee Meeting.*

COMMENTS:

Further consultation showed 50% support for the proposal. Those that objected raised concerns about the loss of on-street parking. However, under the amended proposal there would be an overall increase of 1 on-street short-term parking space.

RECOMMENDATION:

That a raised Wombat crossing be constructed on Robert Street at Werona Avenue, Gordon.

PURPOSE OF REPORT

To consider a proposal to construct a raised Wombat crossing on Robert Street at Werona Avenue Gordon.

BACKGROUND

At its Meeting of 26 February 2025, the Ku-ring-gai Traffic Committee considered a proposal to construct a raised Wombat crossing on Robert Street at Werona Avenue. Council has received funding under its Road Safety Program to construct a pedestrian crossing at this location. In early 2023 Council received a request from the State Member for Wahroonga on behalf of a resident for a pedestrian crossing at this location.

When Council consulted with affected businesses and residents in January 2025, there was considerable opposition to the proposal, due mainly to concerns about the loss of on-street parking. A petition was then presented by Councillor Ward at the Ordinary Meeting of Council on 18 February 2025, requesting that additional 1/2P parking spaces be provided on Robert Street. Council resolved:

That the petition be received and referred to the appropriate Officer of Council for attention.

Subsequently Council staff carried out further investigations about increasing available short-term parking on Robert Street and Werona Avenue. Council staff have amended the proposal to provide additional on-street parking for 2 vehicles on Werona Avenue to the south of Robert Street.

The Traffic Committee reviewed the amended proposal, and made the following recommendations:

- A. *That a raised Wombat crossing, along with new street lighting, be constructed on Robert Street, subject to the approval of the detailed design by TfNSW, and further consultation with affected businesses and residents regarding the amended proposal.*
- B. *That the results of the consultation be referred to the next Traffic Committee Meeting*

COMMENTS

Council has again consulted with affected businesses and residents about the amended proposal. There were 8 submissions, with 4 in favour of the proposal, and 4 against. The 4 submissions opposed to the proposal were still concerned about the loss of short-term parking. This is despite the proposed works providing a net increase of one short-term parking space in the vicinity of the intersection.

Of the 4 opposed, 3 did not live in close proximity to the site. Of the 4 in support, 2 lived in close proximity to the site. The café on the corner did not respond to the survey.

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 at the site.

FINANCIAL CONSIDERATIONS

Council has received \$274,445 funding from the State Government under the TfNSW Federal Road Safety Program to construct a pedestrian crossing on Robert Street at Werona Avenue and upgrade the street lighting at the site. The project is scheduled for completion before June 2026. The allocated funding from TfNSW is expected to cover the full cost, with no financial contribution required from Council.

COMMUNITY CONSULTATION

Council has consulted with affected residents about the amended proposal for the Wombat Crossing and associated parking changes. There were 8 submissions, with 4 in favour of the proposal, and 4 against. The 4 submissions opposed to the proposal were still concerned about the loss of short-term parking. This is not considered to be a valid argument, as the amended proposal would bring about overall increase in short-term parking by 1 space. The café on the corner of this intersection did not respond to the survey. The petition was also duly considered.

INTERNAL CONSULTATION

N/A.

SUMMARY

Council is proposing to construct a raised Wombat crossing on Robert Street at Werona Avenue. There were strong objections to the original proposal, due to the loss of on-street parking. The proposal has been amended to provide additional one on-street parking.

RECOMMENDATION:

A. That a raised Wombat crossing be constructed on Robert Street at Werona Avenue, Gordon.

Michael Foskett
Team Leader Traffic

Deva Thevaraja
Manager Traffic and Transport

Attachments: A1 Robert Street Gordon - KTC 02 25 - Plan amended 2025/037935



FOX VALLEY ROAD, WAHROONGA

Ward: Comenarra
Electorate: Wahroonga

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider a proposal to upgrade the existing at-grade pedestrian crossing on Fox Valley Road at Strone Avenue Wahroonga to a raised Wombat crossing.

BACKGROUND:

Council has received partial funding from the State Government under its Get NSW Active Program, to replace the existing at-grade pedestrian crossing on Fox Valley Road at Strone Avenue with a raised Wombat crossing.

COMMENTS:

The works will require kerb widening on the southern side, with a new ramp to meet the grade requirements.

RECOMMENDATION:

That the existing at-grade pedestrian crossing on Fox Valley Road near Strone Avenue, Wahroonga, be upgraded to a raised Wombat crossing with lighting upgrade.

PURPOSE OF REPORT

To consider a proposal to upgrade the existing at-grade pedestrian crossing on Fox Valley Road at Strone Avenue Wahroonga to a raised Wombat crossing.

BACKGROUND

Council has received partial funding of \$78,100 from the State Government under its Get NSW Active Program, to replace the existing at-grade pedestrian crossing on Fox Valley Road with a raised Wombat crossing. The pedestrian crossing is located on the western side of the intersection with Strone Avenue.

Fox Valley Road is a busy Regional Road that carries over 17,000 vehicles per day. It provides a link between Pacific Highway and The Comenarra Parkway. It is also used to access the SAN Hospital and school, which are less than 500 metres from the crossing. The pedestrian crossing is in close proximity to bus stops on both sides of the road.

In late 2023 the Ku-ring-gai Traffic Committee considered a proposal to construct a wombat crossing on Fox Valley Road, (TDA141/23). This was approved under delegated authority in March 2024.

Further investigations by Council's Design team found that additional works would be required on the southern side of Fox Valley Road, in order for the ramp to meet the grade requirements. Also, the existing lighting would need to be upgraded to meet the minimum requirements of AS1158.4.

COMMENTS

In late 2024 a detailed design was carried out, as shown on the attached *Plan No. 2024-001*. It is proposed that kerb blisters be constructed on the northern side of the crossing, which would extend out 1.5 metres into the roadway. Kerb widening on the southern side of the road would reduce the crossing width for pedestrians to 7 metres. The reduced crossing width would shorten the crossing distance for pedestrians, and also encourage reduced traffic speeds.

The kerb widening on the southern side would allow a new ramp to be constructed at a grade of 1:14, which would connect to the existing footpath. New concrete steps would also be constructed on the southern side to provide a more direct link to the existing footpath. New drainage works would be required on the southern side to cater for the proposed road widening at the crossing.

New flood lighting would need to be attached to the existing light poles, in order for the lighting to meet the minimum requirements of AS1158.4.

A raised Wombat crossing would provide a greater level of safety for pedestrians than the existing at-grade crossing. The raised platform would be at a height of 75mm instead of the standard 100mm, as Fox Valley Road is regularly used by buses and ambulance vehicles.

RISK MANAGEMENT

There are no material risks that arise from the recommendation contained in this report. The proposed upgrade of the existing at-grade pedestrian crossing on Fox Valley Road will improve

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pedestrian safety and encourage motorists to travel at lower traffic speeds in the vicinity of Sydney Adventist Hospital.

FINANCIAL CONSIDERATIONS

Council received a \$78,100 grant funding from TfNSW in FY23/24 to upgrade the existing at-grade pedestrian crossing on Fox Valley Road to a raised Wombat crossing. Subsequently, Council requested a cost variation and a time extension to complete the project. While TfNSW approved an extension to FY24/25, the request for additional funding was denied. To ensure the grant is not forfeited, the balance of funds required (approximately \$107,000) can be sourced from appropriate Council budgets via the budget review process. Due to various constraints, Council sought additional time extension to complete the project by June 2026 and received approval from TfNSW.

COMMUNITY CONSULTATION

Council has consulted with the directly affected residents and businesses (letterboxed), and the proposal has also been listed on Council's website under Minor Traffic Proposal. The consultation period ended on 14 February 2025. No submissions or resident responses were received from the resident consultation. Council's Communication Team has also advised that this consultation received no submissions. Both Sydney Adventist Hospital and NSW Ambulance service were consulted for the proposal, and both parties have confirmed that they have no objections to the proposal.

INTERNAL CONSULTATION

N/A

SUMMARY

Council has received partial funding of \$78,100 from TfNSW under its Get NSW Active Program to upgrade the existing at-grade crossing to a raised Wombat crossing. Council will cover the short fall of funding to complete the project. The works will require road widening and a new ramp on the southern side, as well as an upgrade of the existing street lighting.

RECOMMENDATION:

That the existing at-grade pedestrian crossing on Fox Valley Road near Strone Avenue, Wahroonga, be upgraded to a raised Wombat crossing with lighting upgrade.

Michael Foscett
Team Leader Traffic

Deva Thevaraja
Manager Traffic and Transport

Attachments: A1 Plan No. Concept Plan - 2024-001 2025/031273



COWAN ROAD & MEMORIAL AVENUE, ST IVES

Ward: St Ives
Electorate: Davidson

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider a proposal to retain the recently installed asphalt speed humps on Cowan Road and Memorial Avenue, St Ives.

BACKGROUND:

In 2020 Council installed rubber speed cushions in Cowan Road and Memorial Avenue, as part of the St Ives Town Centre 40km/h High Pedestrian Activity Area.

COMMENTS:

It has been necessary to replace the original rubber speed cushions, as they have been damaged. The new asphalt speed humps cover the full width of the road. Despite some complaints from residents, TfNSW and CDC Bus Company have expressed their support to retain the new asphalt speed humps.

RECOMMENDATION:

- A. That recently installed full width asphalt speed cushions, which replaced the rubber speed cushions, on Cowan Road and Memorial Avenue St Ives be retained.
- B. That pedestrian fencing be installed adjacent to all speed humps on Cowan Road and Memorial Avenue St Ives.

PURPOSE OF REPORT

To consider a proposal to retain the recently installed asphalt speed humps on Cowan Road and Memorial Avenue, St Ives.

BACKGROUND

In 2019 Council received funding from TfNSW to introduce traffic calming measures on Cowan Road and Memorial Avenue for a 40km/h High Pedestrian Activity Area (HPAA). The aim of the HPAA was to improve safety for pedestrians and motorists by ensuring a low-speed environment in the vicinity of the St Ives Village shopping centre.

The traffic calming works included the installation of rubber speed cushions on Cowan Road and Memorial Avenue. The original speed cushions were made from rubber and overtime deteriorated to an unsafe state. The rubber speed cushions have been replaced by longer lasting asphalt speed cushions.

COMMENTS

Speed cushions are currently situated at 2 locations on Memorial Avenue between Mona Vale Road and Killeaton Street. The rubber speed cushions have been replaced by longer lasting asphalt speed humps, which now cover the full width of the road.

The rubber speed cushions at 2 locations on Cowan Road have also been replaced by asphalt speed humps. These are located adjacent to the entry to Pymble Golf Club, on both sides of the road. The other location is approximately 60 metres from the intersection with Mona Vale Road, in the northbound direction only. The existing rubber speed cushions on the approaches to the roundabout at Village Green Parade have been retained as they are still in good condition.

The new asphalt speed humps cover the full width of the road but are the same height and have the same ramp length and flat-top length as the ones they replaced. The asphalt speed humps are 75mm high with a 1 metre wide flat-top. The ramps are 0.5m, giving a ramp angle of 1:6.7. These dimensions are within the recommended limits for speed humps, according to Section 7.2 of Austroads *Guide to Traffic Management Part 8: Local Area Traffic Management*.

It should be noted that the piano-key lines for the new speed humps have been marked incorrectly. This gives the optical illusion that the platform for the speed humps is only 0.5 metres wide, when it is actually 1.0 metre wide. Conversely, it gives the illusion that the ramps are twice as long as their actual length. The line marking will soon be corrected once Council has approval to retain the new asphalt speed humps.

Since the introduction of the asphalt speed humps, Council has received complaints from the public about the severity of the speed humps. However, the speed humps have the same longitudinal profile as the previous rubber speed cushions. It is expected that the speed humps will be easier to negotiate once the line marking has been corrected.

Similar speed humps have been used in other Local Government Areas throughout Sydney. The attached photos show the old speed cushions that were removed on Cowan Road and Memorial Avenue, and the new asphalt speed humps.

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It has been observed that some pedestrians mistake the speed humps for pedestrian crossing, particularly on Memorial Avenue. Temporary barricades have been erected on either side of the speed humps on all locations. Council will install permanent pedestrian fencing to discourage pedestrians from crossing at these locations.

TfNSW has given in-principle support for the new speed humps. TfNSW believe that the asphalt speed humps will be more effective in self-enforcing the 40km/h speed limit on Cowan Road and Memorial Avenue. CDC Buses did not object to the new speed humps on Memorial Avenue after having a check run.

RISK MANAGEMENT

There are no material risks that arise from the recommendation contained in this report. The replacement of the rubberised speed cushions with asphalt speed humps is generally accepted by other Councils throughout Sydney.

FINANCIAL CONSIDERATIONS

The asphalt speed humps should last much longer than the rubberised speed cushions, leading to reduced maintenance costs.

COMMUNITY CONSULTATION

The speed humps are replacing the existing speed cushions at the same locations. Therefore, Council did not consult with any stakeholders. This was undertaken under Council's maintenance program.

INTERNAL CONSULTATION

N/A.

SUMMARY

Council has replaced the rubber speed cushions on Cowan Road and Memorial Avenue St Ives with full width asphalt speed humps. These humps are at the same profile as the rubber speed cushion but extend to full width of the road. Despite some complaints from residents, TfNSW and CDC Bus Company have expressed their support to retain the new asphalt speed humps.

RECOMMENDATION:

- A. That recently installed full width asphalt speed cushions, which replaced the rubber speed cushions, on Cowan Road and Memorial Avenue be retained.
- B. That pedestrian fencing be installed adjacent to all speed humps on Cowan Road and Memorial Avenue.

Michael Foscett
Team Leader Traffic

Deva Thevaraja
Manager Traffic and Transport

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Attachments: A1 Memorial Avenue and Cowan Road St Ives - Speed cushions
before and after

2025/138754



Location 1 - No.1 Cowan Road, St Ives
- 2 x speed cushions



Before



After

Location 2 - Cowan Road, near 162 Mona Vale Road, St Ives
- 1 x speed cushion & median island



Before



After

Location 3 - Memorial Avenue near Sturt Place, St Ives
- 2 x speed cushions



Before



After

Location 4 - Memorial Avenue near Village Green Parade, St Ives
- 2 x speed cushion



Before



After

