



**KU-RING-GAI LOCAL TRANSPORT FORUM  
TO BE HELD ON WEDNESDAY, 18 FEBRUARY 2026 AT 9:00AM  
ANTE ROOM - LEVEL 3**

**AGENDA**

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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 27 August 2025  
Minutes numbered KTC14 to KTC22

**GENERAL BUSINESS**

**GB.1 Avon Road Pymble**

File: TM7/17

Ward: Comenarra  
Electorate: Wahroonga

To consider a proposal to construct a raised wombat crossing on Avon Road, Pymble.

**Recommendation:**

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

GB.2 **Park Avenue Gordon**

File: TM4/18

Ward: Gordon

Electorate: Davidson

To consider a proposal to replace the existing at-grade pedestrian crossing on Park Avenue, Gordon with a raised wombat crossing.

**Recommendation:**

- A. That subject to available funding, a raised wombat crossing with street lighting upgrade be constructed on Park Avenue.

GB.3 **Nelson Road Lindfield**

File: TM6/17

Ward: Roseville

Electorate: Davidson

To consider a proposal to install a raised wombat crossing on Nelson Road, Lindfield.

**Recommendation:**

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

GB.4 **Moore Avenue Lindfield**

File: TM6/17

Ward: Roseville

Electorate: Davidson

To consider a proposal to construct a raised wombat crossing on Moore Avenue at Bradfield Road, Lindfield.

**Recommendation:**

- A. That subject to available funding, a raised wombat crossing with street lighting upgrade be constructed on Moore Avenue.

GB.5 **Ku-ring-gai Council area 4.5T load limit**

File: S02527

Ward: All  
Electorate: All

To consider a proposal to replace the existing 3T load limit signage throughout the Ku-ring-gai LGA with 4.5T load limit signage.

**Recommendation:**

A. That the existing 'Vehicles Over 3T GVM' signs be replaced by 'Vehicles Over 4.5T GVM'.

GB.6 **Speed Cushions**

File: S02527

Ward: All  
Electorate: All

To consider a proposal to replace the existing rubber speed cushions with asphalt speed cushions, and for all new permanent speed cushions, once approved, to be constructed from asphalt.

**Recommendation:**

A. That the design of the asphalt speed cushions be approved for installation.

GB.7 **For Information Only - Avon Road, Pymble**

File: TM7/18

Ward: Comenarra  
Electorate: Wahroonga

To notify the Local Transport Forum of the extension of the School Zone on Avon Road, Pymble by Transport for NSW.

**Recommendation:**

A. That the information be noted.

## GENERAL DISCUSSION

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## AVON ROAD PYMBLE

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Ward: Comenarra  
Electorate: Wahroonga

### EXECUTIVE SUMMARY

<b>PURPOSE OF REPORT:</b>	To consider a proposal to construct a raised wombat crossing on Avon Road, Pymble.
<b>BACKGROUND:</b>	Council has received a request from a parent of students who attend PLC for a pedestrian crossing on Avon Road, near PLC Gate 3.
<b>COMMENTS:</b>	It is proposed that a wombat crossing be constructed on Avon Road near PLC Gate 3, subject to available funding.
<b>RECOMMENDATION:</b>	That subject to available funding, a raised wombat crossing with street lighting upgrade be constructed on Avon Road, Pymble.

## PURPOSE OF REPORT

To consider a proposal to construct a raised wombat crossing on Avon Road, Pymble.

## BACKGROUND

In June 2025 Council received correspondence from a parent of students who attend Pymble Ladies College, (PLC). They have requested that Council consider the installation of a pedestrian crossing on Avon Road, near PLC Gate 3.

Gate 3 is one of the main entry points for students and staff to PLC. It is located towards the southern end of Avon Road, between Arilla Road and Lonsdale Avenue. PLC caters for Kindergarten to Year 12, with a large student population. There is a high level of traffic and pedestrian activity in the streets surrounding the school during morning drop-off and afternoon pick-up times.

Pedestrian and vehicle counts were undertaken on Avon Road in the vicinity of Gate 3 on 4 February 2026. The table below summarises the results:

Time	Vehicles	Adult Pedestrians	Children Pedestrians	Total Pedestrians	Total Pedestrians (childrenx2)
8am-9am	429	11	29	40	69
3pm-4pm	491	31	21	52	73

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.

The results show that the site meets the reduced TfNSW requirement of 20 pedestrians per hour for a pedestrian crossing. Traffic volumes were found to be moderate at these times, and it is likely that the majority of these vehicles were entering and exiting Gate 3. The volume of traffic would mean that it could be difficult to cross Avon Road at times.

## COMMENTS

It is proposed that a raised wombat crossing be constructed adjacent to the Gate 3 entry on Avon Road, as shown on the **attached** Plan *Avon/KTC/02/26*. The crossing would be located immediately to the north of the pedestrian access at Gate 3, and approximately 20 metres north of the vehicle entry to Gate 3.

The works would also include an upgrade of the street lighting to meet the current standards for a pedestrian crossing. There is an existing streetlight at the site of the proposed crossing where an additional lantern could be attached.

This section of Avon Road is not on a bus route, therefore the wombat crossing would be at a height of 100mm.

The proposed changes would result in the loss of 4 full-time on-street parking spaces and 1 part-time space along the PLC frontage of Avon Road. It would also result in the loss of 4 part-time on-street parking spaces on the residential side of Avon Road.

## **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 Avon Road.

## **FINANCIAL CONSIDERATIONS**

This project is currently unfunded. Council will seek funding from TfNSW under its Get NSW Active Program in FY27/28.

## **COMMUNITY CONSULTATION**

Council has consulted with affected residents within a 150 metre radius of the proposed crossing site, and with PLC about the proposed wombat crossing. The proposal was also listed on the 'Your Say' section of Council's website. Council received 8 submissions, with 2 in support and 6 opposed. One of the 2 supporting submissions was from PLC.

Reasons listed for objection included:

- Loss of on-street parking for residents and their visitors.
- Unnecessary due to low pedestrian activity in the vicinity of gate 3.
- Gate 3 was not designed to be a drop-off and pick-up area for students.

## **SUMMARY**

It is proposed that a raised wombat crossing be constructed on Avon Road, near Gate 3 of PLC. 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 student access to PLC.

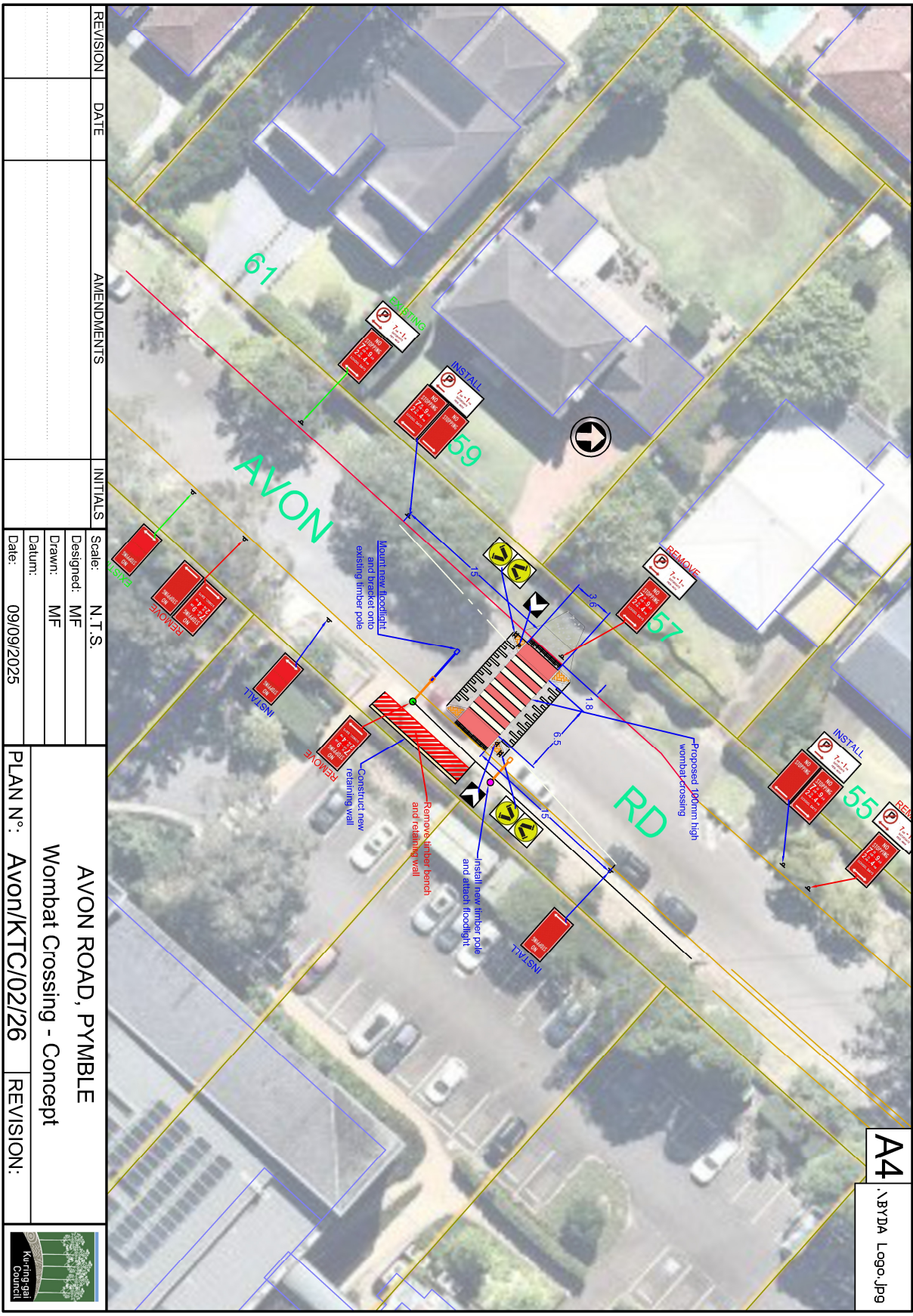
## **RECOMMENDATION:**

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

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:**    A1 [↓](#) Avon Road Pymble - KTC 02 26 - Plan    2026/027187



REVISION	DATE	AMENDMENTS	INITIALS

Scale: N.T.S.  
 Designed: MF  
 Drawn: MF  
 Datum:  
 Date: 09/09/2025

AVON ROAD, PYMBLE  
 Wombat Crossing - Concept  
 PLAN N°: Avon/KTC/02/26 REVISION:



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## PARK AVENUE GORDON

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Ward: Gordon  
Electorate: Davidson

### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To consider a proposal to replace the existing at-grade pedestrian crossing on Park Avenue, Gordon with a raised wombat crossing.

**BACKGROUND:**

Council has received concerns from local residents about vehicles failing to stop for pedestrians using the at-grade crossing on Park Avenue, west of Werona Avenue, Gordon.

**COMMENTS:**

It is proposed that the existing at-grade pedestrian crossing on Park Avenue, Gordon be replaced by a raised wombat crossing to improve pedestrian safety, subject to available funding. The works would also include an upgrade of the street lighting to meet the current standards.

**RECOMMENDATION:**

That subject to available funding, a raised wombat crossing with street lighting upgrade be constructed on Park Avenue, Gordon.

## PURPOSE OF REPORT

To consider a proposal to replace the existing at-grade pedestrian crossing on Park Avenue, Gordon with a raised wombat crossing.

## BACKGROUND

A resident has raised concerns about the number of vehicles that fail to stop for pedestrians using the at-grade zebra crossing on Park Avenue, to the west of Werona Avenue, Gordon.

The existing pedestrian crossing is located between Werona Avenue and the rail bridge, approximately 120 metres from the signalised intersection at the Pacific Highway. The crossing is heavily used by pedestrians, due to its proximity to Gordon Station and Town Centre. The driveway for Gordon Community Pre-School is located next to the crossing on the northern side. However, the driveway is for staff access only, and traffic movements in and out of the driveway would be very low.

There are also marked pedestrian crossings on Werona Avenue and Pearson Avenue at the intersection with Park Avenue.

Park Avenue is a busy connector road that links the Pacific Highway with Werona Avenue, Pearson Avenue and Rosedale Road, which are all busy connector roads. The Wade Lane car park can be accessed from Park Avenue. There are also marked pedestrian crossings on Werona Avenue and Pearson Avenue at the intersection with Park Avenue.

Traffic counts were last undertaken on Park Avenue in late 2018 at the rail bridge. The counts showed that over 9,000 vehicles per day travelled along this section of Park Avenue. Pearson Avenue carries over 3,000 vehicles per day, and Werona Avenue carries over 8,000 vehicles per day.

Pedestrian and vehicle counts were undertaken at the crossing over 3 one-hour periods in November 2025. A summary of the results is shown in the table below:

Time	Vehicles	Pedestrians
8am-9am	744	128
12pm-1pm	607	39
3pm-4pm	961	78

The table shows that traffic volumes are high, with a significant number of pedestrians using the crossing throughout the day.

The offset intersection of Park Avenue with Werona Avenue and Pearson Avenue can be difficult to navigate, particularly during peak times. This is due to the volume of traffic and the high number of turning movements. Because of this, some motorists may fail to notice pedestrians using the crossing, as they are focussed on watching for approaching traffic when turning onto Park Avenue.

## COMMENTS

A new raised pedestrian crossing is proposed on Park Avenue, Gordon to replace the existing at-grade pedestrian crossing. The raised crossing would provide greater protection for pedestrians

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using the crossing, as it would be more visible to approaching traffic and force motorists to reduce their speed to negotiate the ramps. The proposed wombat crossing is shown on the **attached** Plan *Park/KTC/02/26*.

The existing pedestrian refuge would be removed and kerb blisters would be installed to reduce the crossing distance for pedestrians. TfNSW has recommended that pedestrian refuges not be used at marked pedestrian crossings, as it can create confusion for pedestrians and motorists alike. This is because vehicles have right of way at pedestrian refuges, while pedestrians have right of way at marked crossings.

Concerns have been raised that a tree adjacent to the crossing on the northern kerb of Park Avenue restricts visibility for pedestrians. Council staff have inspected the site and found that the tree does not adversely affect visibility. The proposed kerb blister on the approach side will bring pedestrians out beyond the line of the tree before having to cross the roadway. The adjacent driveway for the staff parking area for Gordon Community Pre-School would prevent a kerb blister from being constructed on the exit side of the crossing.

The works would also include an upgrade of the street lighting to meet current standards for a pedestrian crossing. Council's Assets Team has advised that a lighting design has been prepared for the 3 crossings at the intersection. These crossings have been given the highest priority for a lighting upgrade due to the high pedestrian volumes.

It has been estimated that it would cost approximately \$200,000 to upgrade the lighting for the Park Avenue crossing, and approximately \$350,000 to upgrade the lighting for all 3 crossings.

## **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 Park Avenue.

## **FINANCIAL CONSIDERATIONS**

This project is currently unfunded. If approved, Council will seek State Government funding under its Get NSW Active Program in FY2027/28. No cost estimate has been provided for the construction of the wombat crossing at this stage. However, it has been estimated that the cost of the lighting upgrade would be approximately \$200,000.

## **COMMUNITY CONSULTATION**

In early December 2025 Council consulted with affected residents and businesses, and the local community about the proposed changes. The proposal was also advertised on the 'Your Say' section of Council's website.

Council received 20 submissions, with 13 in favour of the changes, and 7 opposed. Of those that provided objections, concerns were raised about emergency vehicle access over the raised device. Due to the immediate road environment and traffic volumes, it would be very difficult for an emergency vehicle to travel at speed through this section of Park Avenue.

**SUMMARY**

The existing at-grade pedestrian crossing on Park Avenue at Werona Avenue carries a high number of pedestrians. Council has received complaints about motorists not stopping for pedestrians using the crossing. It is proposed that the existing at-grade pedestrian crossing be replaced by a raised wombat crossing to improve pedestrian safety. The works would also include an upgrade of the street lighting to meet the current standards.

**RECOMMENDATION:**

- A. That subject to available funding, a raised wombat crossing with street lighting upgrade be constructed on Park Avenue.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:**    A1 [↓](#) Park Avenue Gordon - KTC 02 26 - Plan.pdf    2025/398833



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## NELSON ROAD LINDFIELD

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Ward: Roseville  
Electorate: Davidson

### EXECUTIVE SUMMARY

<b>PURPOSE OF REPORT:</b>	To consider a proposal to install a raised wombat crossing on Nelson Road, Lindfield.
<b>BACKGROUND:</b>	At its May 2025 Meeting, the former Ku-ring-gai Traffic Committee (KTC) considered a proposal to construct a raised wombat crossing on the southern leg of Nelson Road at Tryon Road. The KTC agreed to defer this proposal for further consideration, focusing on the option of converting the existing nearby threshold in Nelson Road into a Wombat crossing.
<b>COMMENTS:</b>	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, subject to available funding.
<b>RECOMMENDATION:</b>	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 install a raised wombat crossing on Nelson Road, Lindfield.

## BACKGROUND

In early 2025 Council 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.

At its meeting in May 2025, the former Ku-ring-gai Traffic Committee (KTC) considered a proposal to construct a raised wombat crossing on the southern leg of Nelson Road at Tryon Road. The KTC discussed the proposal, which is currently unfunded, and the option of converting the existing threshold located a few metres from the Tryon Road intersection, rather than constructing a new crossing.

The KTC agreed to defer this proposal for further consideration, focusing on the option of converting the existing nearby threshold in Nelson Road into a Wombat crossing.

## COMMENTS

There is an existing raised threshold on the southern leg of Nelson Road, approximately 12 metres south of the intersection. The raised platform is 5.3 metres wide and is constructed from red pavers. There is a concrete median, and concrete kerb blisters on either side, which have an exposed aggregate finish.

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The existing threshold is quite old, and the paved surface would be uneven for pedestrians to walk on. This could present difficulties for elderly or disabled pedestrians. The existing threshold is located away from the pedestrian desire line, which is at the intersection.

If the existing threshold was to be converted into a wombat crossing, additional sections of footpath would need to be constructed along both sides of Nelson Road. It would also result in the loss of 2 to 3 on-street parking spaces. The existing concrete median and kerb blisters would need to be removed, which may damage the existing pavers on the raised section.

It is proposed that the existing raised threshold be removed, and a new raised wombat crossing be constructed at the intersection. 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/KTC/02/26*. The works would also require an upgrade of the existing street lighting to meet the current Australian Standards for a pedestrian crossing. Kerb blisters would be constructed to extend 2 metres from the face of kerb, thereby reducing the crossing distance for pedestrians. With the removal of the existing raised threshold, the proposed wombat crossing would result in a gain of 2 on-street parking spaces.

## 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 for the 2027/28 financial year.

## 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.

## 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

**Item GB.3**

**TM6/17**

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:**    A1 [↓](#) Nelson Road Lindfield - KTC 02 26 - Plan    2026/027300



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## MOORE AVENUE LINDFIELD

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

### EXECUTIVE SUMMARY

<b>PURPOSE OF REPORT:</b>	To consider a proposal to construct a raised wombat crossing on Moore Avenue at Bradfield Road, Lindfield.
<b>BACKGROUND:</b>	Council has received a request from the Member for Davidson for a pedestrian crossing on Moore Avenue at Bradfield Road. This would provide pedestrian access to the adjacent West Lindfield shops.
<b>COMMENTS:</b>	It is proposed that a wombat crossing be constructed on Moore Avenue at Bradfield Road, Lindfield, subject to available funding.
<b>RECOMMENDATION:</b>	That subject to available funding, a raised wombat crossing with street lighting upgrade be constructed on Moore Avenue, Lindfield.

## PURPOSE OF REPORT

To consider a proposal to construct a raised wombat crossing on Moore Avenue at Bradfield Road, Lindfield.

## BACKGROUND

In September 2025 Council received a request from the State Member for Davidson on behalf of community members for a wombat crossing to be constructed on Moore Avenue at Bradfield Road, Lindfield. The site of the proposed crossing is opposite the local shopping centre in West Lindfield.

Traffic and pedestrian counts were undertaken on this section of Moore Avenue in October 2025. The table below summarises the results:

Time	Vehicles	Pedestrians- Adult	Pedestrians- Seniors/Children	Total Pedestrians
8am-9am	207	32	5x2=10	42
3pm-4pm	212	8	9x2=18	26

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.

Therefore, the site meets the warrant for a pedestrian crossing.

## COMMENTS

The proposed wombat crossing is shown on the **attached** Plan *Moore/KTC/02/26*.

The proposed site on Moore Avenue near the roundabout at Bradfield Road is the only suitable location for a crossing between Bradfield Road and Fiddens Wharf Road. Further west there is a narrow median which divides Moore Avenue from the car park, so any crossing in this section would direct pedestrians into traffic using the car park.

The proposed site for the crossing would also minimise the loss of on-street parking on Moore Avenue. Under the proposal, 1-2 on-street parking spaces would be lost outside No.17 Moore Avenue. It is noted that the car park at the rear of the shopping centre is under-utilised.

Additional street lighting to comply with the requirements of AS1158.4 for a pedestrian crossing would be required. There is an existing streetlight at the site of the proposed crossing where an additional lantern could be attached.

This section of Moore Avenue is not on a bus route, therefore the wombat crossing would be at a height of 100mm. 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.

## **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 Moore Avenue.

## **FINANCIAL CONSIDERATIONS**

This project is currently unfunded. Council will seek funding from TfNSW under its Get NSW Active Program in FY27/28.

## **COMMUNITY CONSULTATION**

In October 2025 Council consulted with affected residents and businesses within a 150 metre radius of the proposed crossing about a proposal to construct a wombat crossing on Moore Avenue. The proposal was also advertised on Council's website. Council received 8 responses, with 6 in favour of the proposed crossing.

Those that were unsure or objected had concerns about queuing back through the roundabout. This is unlikely to occur, as pedestrian volumes are relatively low. The crossing would be set back from the roundabout over 1 car length, allowing a vehicle to queue while waiting for pedestrians to cross.

## **SUMMARY**

It is proposed that a raised wombat crossing be constructed on Moore Avenue, adjacent to the roundabout at Moore 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 the local shopping centre for local residents.

## **RECOMMENDATION:**

- A. That subject to available funding, a raised wombat crossing with street lighting upgrade be constructed on Moore Avenue.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:**    [A1](#) Moore Avenue Lindfield - KTC 02 26 - Plan.pdf    2025/359953



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## KU-RING-GAI COUNCIL AREA 4.5T LOAD LIMIT

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**Ward: All**  
**Electorate: All**

### EXECUTIVE SUMMARY

**PURPOSE OF REPORT:**

To consider a proposal to replace the existing 3T load limit signage throughout the Ku-ring-gai LGA with 4.5T load limit signage.

**BACKGROUND:**

Many large SUV's and utility vehicles now have a gross vehicle mass (GVM) of over 3T. Therefore, it is no longer practical to use the 'Vehicles Over 3T GVM' load limit signs on local roads.

**COMMENTS:**

The new signs would still make it illegal for trucks to use the signposted streets as a through route, while ensuring that large SUV's or utility vehicles would be permitted to travel along these roads.

**RECOMMENDATION:**

That the existing 'Vehicles Over 3T GVM' signs throughout the LGA be replaced by 'Vehicles Over 4.5T GVM'.

## **PURPOSE OF REPORT**

To consider a proposal to replace the existing 3T load limit signage throughout the Ku-ring-gai LGA with 4.5T load limit signage.

## **BACKGROUND**

Council has received correspondence from a resident regarding the existing signage restricting vehicles with a gross vehicle mass, (GVM) of over 3T from entering certain roads throughout the Ku-ring-gai LGA. They have noted that many larger SUV's and utility vehicles have a GVM of greater than 3T.

In recent years, average vehicle sizes and weights have increased. Many large SUV's and utility vehicles would have a gross vehicle weight of greater than 3T. Therefore, it is no longer practical to use the 'Vehicles Over 3T GVM' load limit signs on local roads.

## **COMMENTS**

According to Rule 200 of the *Australian Road Rules*, a heavy vehicle means a vehicle with a GVM of 4.5 tonnes or more.

It is proposed that the existing 'Vehicles Over 3T GVM' load limit signs be replaced by 'Vehicles over 4.5T GVM' signs. The proposed changes will mean that the signposted load limit will match the criteria for heavy vehicles as defined in the *Australian Road Rules*.

The new signs would still make it illegal for trucks to use the signposted streets as a through route, while ensuring that large SUV's or utility vehicles would be permitted to travel along these roads. Vehicles larger than 4.5T are permitted to use load limited streets for delivery of goods and services within those streets.

## **RISK MANAGEMENT**

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

## **FINANCIAL CONSIDERATIONS**

The works will be funded under Council's Signs and Line marking budget.

## **COMMUNITY CONSULTATION**

Council has advertised the proposal in the 'Your Say' section of Council's website. There were 12 responses, with 11 supporting the proposal and 1 opposed.

## **INTERNAL CONSULTATION**

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

## **SUMMARY**

Council is proposing to replace the existing 'Vehicles Over 3T GVM' load limit signs throughout Ku-ring-gai with 'Vehicles over 4.5T GVM' signs.

**RECOMMENDATION:**

A. That the existing 'Vehicles Over 3T GVM' signs be replaced by 'Vehicles Over 4.5T GVM'.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

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## SPEED CUSHIONS

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**Ward: All**  
**Electorate: All**

### EXECUTIVE SUMMARY

<b>PURPOSE OF REPORT:</b>	To consider a proposal to replace the existing rubber speed cushions with asphalt speed cushions, and for all new permanent speed cushions, once approved, to be constructed from asphalt.
<b>BACKGROUND:</b>	Many of the existing rubber speed cushions have been damaged and need to be replaced.
<b>COMMENTS:</b>	The asphalt speed cushions would be consistent with dimensions of the rubber speed cushions that are currently being used.
<b>RECOMMENDATION:</b>	That the design of the asphalt speed cushions be approved for installation.

## PURPOSE OF REPORT

To consider a proposal to replace the existing rubber speed cushions with asphalt speed cushions, and for all new permanent speed cushions, once approved, to be constructed from asphalt.

## BACKGROUND

Speed cushions have been installed at several locations throughout the Ku-ring-gai LGA in recent years, and they have been effective in reducing traffic speeds. These speed cushions have been made from recycled rubber and are bolted onto the road. Some of the speed cushions have become damaged and need to be replaced. It has been found that the rubber speed cushions have a relatively short life span of 3 to 5 years.

There are many Councils throughout Sydney, including Strathfield, Waverley and Inner West Council, that have been constructing speed cushions from asphalt.

## COMMENTS

Asphalt speed cushions would have a longer life span than rubber speed cushions. This would result in less maintenance requirements and cost savings for Council. It is proposed that existing rubber speed cushions be gradually replaced by asphalt speed cushions, and that all new permanent speed cushions be constructed from asphalt.

The asphalt speed cushions would have dimensions that are consistent with the existing rubber speed cushions. A plan of the proposed asphalt speed cushions is **attached**. They would have a height of 75mm, and the width would vary from 1.7m to 1.9m. There are some existing rubber speed cushions that are only 1.6m wide, however these were found to be less effective for SUV's and utility vehicles, which could straddle them.

The proposed speed cushions would have an overall length of 2.0m, with a 600mm long ramp and 800mm platform. This gives a ramp grade of 12.5%, which forces vehicles to slow to negotiate them. The rubber speed cushions, which are sold by several suppliers, have a length of 2.0m. Many other local Councils have a standard speed cushion design that is 2.0m in length.

Austrroads Guide to Traffic Management Part 8 recommends that cushions should generally be constructed 3.0m long. However, it is considered that the longer speed cushion would be ineffective in reducing speeds due to the flatter ramp grade and longer platform. The Austrroads Guide is only a guideline and not a requirement. It should be noted that as a voting member on the former Traffic Committee, TfNSW has previously given approval for the installation of the 2.0m long rubber speed cushions at several locations throughout Council.

## RISK MANAGEMENT

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

## FINANCIAL CONSIDERATIONS

Council currently has \$86,000 in funds allocated for the installation of speed cushions before the end of June 2026.

## COMMUNITY CONSULTATION

Council has consulted with affected residents and the community about the previously approved sites. Affected residents and the wider community will be consulted in the event of any future proposals for speed cushions.

## SUMMARY

The existing rubber speed cushions that are currently in use have a limited lifespan. It is proposed that all new speed cushions be constructed from asphalt. It is also proposed that all existing speed cushions be gradually replaced with asphalt ones. The dimensions of the asphalt speed cushion would match those of the existing rubber speed cushions.

## RECOMMENDATION:

A. That the design of the asphalt speed cushions be approved for installation.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:**    A1 [↓](#) Speed Cushions - KTC 02 26 - Plan    2026/027400



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## FOR INFORMATION ONLY - AVON ROAD, PYMBLE

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Ward: Comenarra  
Electorate: Wahroonga

### EXECUTIVE SUMMARY

<b>PURPOSE OF REPORT:</b>	To notify the Local Transport Forum of the extension of the School Zone on Avon Road, Pymble by Transport for NSW.
<b>BACKGROUND:</b>	Transport for NSW has received a request from Pymble Ladies College to extend the School Zone on Avon Road.
<b>COMMENTS:</b>	The works are due to be carried out during February 2026.
<b>RECOMMENDATION:</b>	That the information be noted.

## PURPOSE OF REPORT

To notify the Local Transport Forum of the extension of the School Zone on Avon Road, Pymble by Transport for NSW.

## BACKGROUND

Following a request from Pymble Ladies College, TfNSW reviewed the existing school zone surrounding Pymble Ladies College. As a result of this review, the school zone is being extended on Avon Road. The extent of these changes can be seen in the **attached** notification.

These works will be carried out in early February 2026 and the extended school zone will be in effect once signage has been installed.

## RECOMMENDATION:

A. That the information be noted.

Michael Foskett  
Team Leader Traffic

Deva Thevaraja  
Manager Traffic and Transport

**Attachments:**    [A1](#)    Avon Road Pymble - extension of School Zone    2026/028758



