

MINUTES OF KU-RING-GAI TRAFFIC COMMITTEE HELD ON WEDNESDAY, 27 AUGUST 2025

- Present: Ku-ring-gai Council (Councillor Matt Devlin, Chairperson) (Comenarra Ward)
Transport for NSW (Mr Joshua Mesiti)
Representing Police Local Area Command Ku-ring-gai (Snr Const Steven Henri)
Representing Police Local Area Command North Shore (Sgt Anthony Leeson)
Representing Police Local Area Command North Shore (Sgt Fraser Mackay)
Representing Member for Wahroonga (Ms Deanna Turner)
- Staff Present: Director Operations (Mr Peter Lichaa)
Manager Traffic and Transport (Mr Deva Thevaraja)
Team Leader Traffic (Mr Michael Foskett)
Representing Team Leader Regulation (Mr Keith Ross)
Strategic Transport Engineer (Mr Joseph Piccoli) via Teams
Corporate Lawyer (Mr Jamie Taylor) for Item GB.01
Manager Governance and Strategy (Mr Christopher Jones) via Teams for GB.01
Administration and Traffic Support Officer (Michelle Regan)
- Others Present: Bike North (Mr David Thompson)
- Apologies: None

The Meeting commenced at 9:00 AM

DECLARATIONS OF INTEREST

No interest was declared.

CONFIRMATION OF MINUTES

Minutes of Ku-ring-gai Traffic Committee

File: CY00022/17

Meeting held 28 May 2025

Minutes numbered KTC08 to KTC13

The Committee Recommends:

That Minutes numbered KTC08 to KTC13 were received and confirmed as an accurate record of the proceedings of the meeting. The Minutes were adopted by Council at the Ordinary Meeting (OMC) on 17 June 2025.

GENERAL BUSINESS

Local Transport Forum

File: S02527

Vide: GB.1

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

The Committee's Comments:

The Manager Traffic and Transport addressed the Committee and discussed Transport for NSW's (TfNSW) new Authorisation and Delegations to Councils, which came into effect on 1 August 2025.

The Committee was advised that:

- The 2011 Delegation and the 2023 Temporary Delegation have been revoked.
- A new 2025 Delegation has been issued, giving Councils greater flexibility and authority in managing traffic and transport matters on their local road networks.
- The Local Traffic Committee (LTC) has been replaced by the Local Transport Forum (LTF). The LTF will provide broader focus on all transport modes, with particular emphasis on public transport and buses.
- The LTF is not a formal committee under the Local Government Act 1993. It will function as an advisory forum only, with no voting.
- Membership of the LTF remains unchanged and includes Council, TfNSW, NSW Police, and local Members of Parliament.

The Manager Traffic and Transport explained that, under the new Delegation:

- Council is now the final decision-making authority for traffic management on its local road network.
- TfNSW retains control over traffic signals and speed limits, as well as State roads within Ku-ring-gai (Pacific Highway, Mona Vale/Ryde Road, Boundary Street/Babbage Road).
- Council has been granted greater authority to regulate traffic using prescribed devices such as signs, line markings, and pedestrian crossings.

- Certain matters must be referred to the LTF, including:
 - Traffic regulations lasting longer than six months (e.g. permanent road closures, one-way arrangements, load limits, turn restrictions).
 - Proposals impacting public transport services for more than 24 hours.
 - Changes affecting bus priority or access to transport hubs.
 - Event-related road closures, which require 7 days' notice to TfNSW and NSW Police.

Other changes under the 2025 Delegation include:

- Authorisation for portable traffic lights and roadwork speed limits provided they comply with the Traffic Control at Work Sites Manual.
- Traffic Management Plans no longer being mandatory for referral to the LTF, provided sufficient information is submitted.
- Removal of obsolete controls (e.g. nominated train station parking).
- The Design of Roads and Streets Manual is now the primary reference for design matters.
- Abolition of the Regional Traffic Committee.

The Manager Traffic and Transport noted that delegates must consider advice provided by the LTF. Where TfNSW disagrees with a proposal, TfNSW may issue a Statement of Concern (SoC) within seven days. Council must then respond in writing. After a further seven days, Council may proceed unless TfNSW exercises its right to override, remove traffic devices, or revoke delegations.

The Manager Traffic and Transport further advised that if Council does not adopt the LTF model:

- The former LTC would have no legal standing.
- Council would lose delegated powers.
- TfNSW and NSW Police may not attend informal meetings.
- Each traffic matter would need to be referred back to TfNSW, resulting in delays, inefficiencies, and potential legal, reputational, and operational risks for Council.

Finally, the Manager Traffic and Transport explained that Council would continue to use the Traffic Delegated Authority (TDA) process for most traffic facilities. The

TDA template will be updated, delegates will be given seven days to provide comments, and their feedback will be favourably considered before approval is granted by Council's Director Operations under delegated authority.

The Committee Recommends:

- 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.
- D. That Council continues the Traffic Delegated Authority (TDA) process, with the updated template to be implemented, and final approval decisions made under delegated authority by the Director Operations.
- E. That the existing membership and meeting arrangements of the LTC remain in place for the new LTF.

Roseville 4.5T Load Limits

File: TM8/17

Vide: GB.2

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

The Committee's Comments:

The Manager Traffic and Transport provided background on the proposal. Council has received concerns from a resident along Clanville Road regarding heavy vehicle usage. It was noted that Clanville Road, Lord Street, Earl Street and Moore Street are being used by heavy vehicles as a shortcut to the Northern Beaches via Archbold Road. A new load limit will be introduced in Roseville initially, with the potential to expand to further suburbs. Community consultation was undertaken through Council's website and letterbox distribution, and the proposal received strong community support.

The Committee supported the proposal.

The Committee Recommends:

- 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.

Lofberg Road, West Pymble

File: TM7/17

Vide: GB.3

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

The Committee's Comments:

The Manager Traffic and Transport provided background on this item. Council received a request for a pedestrian crossing at Lofberg Road at Ryde Road, West Ryde. Pedestrian counts were undertaken, and the results met the TfNSW Guidelines to replace the existing pedestrian refuge island to a raised wombat crossing. The Manager Traffic and Transport advised this traffic facility is not funded. However, an application will be made for funding under TfNSW Active Program.

The Committee discussed the proposal. The Representative for Bike North commented that vehicles travel at speed around the corner and suggested consideration be given to relocating the crossing further back to allow traffic to slow down. Representative for Transport for NSW advised there are no objections to the current location and advance warning signage could be installed. The Director Operations advised that the final location of the crossing and appropriate signage would be determined at the detailed design stage.

The Chairperson, Cllr Devlin, declared an interest in this matter and did not vote.

The Committee Recommends:

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

Eastern Road 40km/h High Pedestrian Activity Area

File: TM10/17

Vide: GB.4

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

The Committee's Comments:

The Manager Traffic and Transport provided an overview of the proposal. He highlighted ongoing concerns raised by the community regarding the at-grade crossing at Eastern Road and Tennyson Avenue. In 2024, TfNSW offered funding to introduce a 40 km/h High Pedestrian Activity Area (HPAA) on Eastern Road, Turramurra in the Eastern Road Shops vicinity. The area identified was on Eastern Road between Alice Street/Worchester Place and Chilton Parade.

The Manager Traffic and Transport further informed the Committee that the proposed HPAA on Eastern Road include the following facilities:

- Raised intersection at Eastern Road and Tennyson Avenue with pedestrian crossings on both legs.
- A raised Wombat crossing on Eastern Road north of Chilton Parade.
- Kerb blisters on both sides on Eastern Road on the approach to the HPAA area.

The Committee discussed the proposed HPAA in detail, with concerns raised about the potential impact on existing parking arrangements outside the shops and the importance of ensuring pedestrians use the proposed crossings at the intersection. It was clarified that the current parking configuration would remain unchanged. To further encourage safe crossing behaviour, the installation of planter boxes or fencing on the northeastern corner of the raised platforms was suggested as a means to discourage pedestrians from crossing at undesignated locations.

The Manager Traffic and Transport stated that community consultation was conducted through Council's "Your Say" platform, with 27 responses received; 18 in support and 9 opposed. The primary concern raised was that the Chilton Parade roundabout might encourage non-local traffic. These concerns were addressed through amendments to the proposal.

The Chairperson advised that he had received concerns with both the proposed speed reduction and the overall design of the scheme. In response, the Manager Traffic and Transport acknowledged that Council had received several complaints in recent years regarding near misses attributed to vehicle speed. He confirmed that the design remains flexible and could be amended to address the concerns raised.

The Committee was asked to approve the Eastern Road HPAA scheme, which is expected to significantly improve pedestrian safety in the vicinity of the Eastern

Road shopping centre. The Committee expressed overall support for the proposal, subject to a detailed design, including barriers to ensure pedestrians are guided into the safe use of the proposed crossing and edge lines to better define vehicle travel paths, being submitted to TfNSW for approval.

The Committee Recommends:

- A. That the Eastern Road HPAA scheme be approved, subject to a detailed design being submitted to TfNSW for approval.

Woodlands Avenue, Pymble

File: TM7/17

Vide: GB.5

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

The Committee's Comments:

The Manager Traffic and Transport provided background on the item, noting ongoing concerns with vehicles turning right onto Mona Vale Road at an unsignalised intersection, where traffic travels at speeds of up to 70 km/h. This makes right-turn movements particularly challenging and contributes to queuing along Woodlands Avenue. To address this, a proposal was put forward to introduce a No Right Turn restriction during peak periods to improve safety at the intersection and to reduce traffic delays on Woodlands Avenue.

During the Committee's discussion, the Chairperson expressed concern that implementing the No Right Turn restriction could shift traffic volumes and queuing to adjacent streets. It was also noted that traffic conditions during the afternoon peak differ significantly from those in the morning.

The representative from the Ku-ring-gai Local Area Command queried whether a feed-in lane on Mona Vale Road could be considered, especially if space constraints prevent the provision of separate left and right-turn lanes in Woodlands Avenue. In response, the Transport for NSW representative advised that the installation of slip lanes requires careful consideration, particularly regarding the available median width.

Following discussion, the Committee agreed to proceed with the No Right Turn restriction during the morning peak period only, and recommended that Council revise the Traffic Management Plan (TMP) accordingly and resubmit it to Transport for NSW for approval.

At the meeting, the Committee Recommended:

- A. That 'No Right Turn 6am-10am Mon-Fri' restrictions be introduced on Woodlands Avenue at its intersection with Mona Vale Road.
- B. That the residents of Woodlands Avenue and the LAC Ku-ring-gai be informed of the outcome.

Post Meeting Note:

Council has received further representation from TfNSW due to its concerns about permitting right turns during the afternoon peak period. TfNSW has made the following comments:

As per our discussion earlier this week, it makes more sense to enforce the right turn ban for both the AM and PM peak periods rather than just the AM period. Traffic volumes are just as heavy on Mona Vale Road in the PM period and there is still a safety risk with motorists turning out during these times. Queuing is also likely to continue in the PM periods on Woodlands Avenue.

It is noted that traffic volumes in the PM peak are roughly equivalent to the AM peak period. Traffic volumes are also generally low enough that impacted vehicles are unlikely to have any significant impact on the surrounding local road network.

Following the Authority's recommendation, it is now proposed to restrict right-turn movements from Woodlands Avenue onto Mona Vale Road during both the AM and PM peak periods.

Therefore, the revised Recommendation is:

- A. That 'No Right Turn 6am-10am, 3pm-7pm Mon-Fri' restrictions be introduced on Woodlands Avenue at its intersection with Mona Vale Road.
- B. That Council monitor the effects of the new turning restrictions at the Woodlands Avenue and Mona Vale Road intersection for at least six months, and report any significant adverse impacts to the LTF.
- C. That the residents of Woodlands Avenue and the LAC Ku-ring-gai be informed of the outcome.

Eton Road, Lindfield

File: TM6/17

Vide: GB.6

To consider a proposal to install temporary speed cushions on Eton Road at

Winchester Avenue, Lindfield.

The Committee's Comments:

The Manager Traffic and Transport provided background information on this matter, highlighting concerns raised by residents regarding pedestrian safety at the existing refuge island on Eton Road near Winchester Avenue. Council previously applied for funding to upgrade the refuge to a Wombat crossing; however, the application was unsuccessful. A further application is planned under Transport for NSW's Get NSW Active Program.

An on-site meeting with a Ward Councillor and residents confirmed heavy traffic during school pick-up times and high speed southbound vehicle movement near a bend. To address these concerns, short term safety measures were requested at the meeting. To address this issue, temporary rubber speed cushions were proposed north of Winchester Avenue, consisting of three cushions across the road width to slow traffic approaching Lindfield Learning Village. These cushions would be removed if a Wombat crossing is later installed.

The Committee considered the proposal to install temporary speed cushions on Eton Road near Winchester Avenue and expressed concerns about their necessity, particularly given their interim nature and the uncertainty surrounding future funding for the proposed Wombat crossing. Members questioned whether the cushions would remain in place if funding is not secured. Representative from Transport for NSW advised that additional funding opportunities are expected to become available, particularly through Active Transport initiatives and other ad hoc funding programs, which may support the long-term upgrade of the crossing.

The Committee supported the installation of the temporary speed cushions, in conjunction with relevant investigations on speed before and after their installation to inform if and how long they should remain in place.

The Committee Recommends:

- A. That temporary speed cushions be installed on Eton Road near Winchester Avenue, as shown on the Plan *Eton/KTC/08/25*.
- B. That investigations into the speeds after the installation of the cushions be undertaken to establish their effectiveness, hence informing if they should remain in place and for how long.
- C. That the temporary speed cushions be removed following the upgrade of the existing pedestrian refuge island on Eton Road to a raised Wombat crossing or until there is sufficient information from Part B.

Drovers Way, Lindfield

File: TM6/17

Vide: GB.7

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

The Committee's Comments:

The Manager Traffic and Transport provide background information on this item. The proposal is to install 'No Parking' restrictions at No. 10 Drovers Way to address residents' concerns regarding restricted visibility when exiting the driveway of the apartment, particularly when looking uphill. He further said that Drovers Way is a narrow street with high demand for on-street parking due to nearby unit complexes, Lindfield Town Centre, and the station. Visibility is further compromised by the crest of the hill and long lines of parked vehicles, with taxis and rideshare vehicles occasionally blocking the driveway.

Concerns were raised that the loss of street parking could set a precedent and become problematic, especially with the potential increased housing densities.

The Strategic Transport Engineer advised he has been involved in assessing the impact of higher housing densities on street parking and noted that when 3 or 4 lots consolidated into one site, there is often a net gain or break even in terms of on street parking due to the reduction in multiple driveways. The Team Leader added that the crest near the driveway and a long unbroken line of parked vehicles restricts visibility when exiting the driveway.

The Committee discussed the proposal and it was agreed that the existing hatch markings be removed and No Parking sign be installed 6m from the driveway.

The Committee Recommends:

- A. That 'No Parking' restrictions be introduced on Drovers Way, as shown on the Plan Drovers/KTC/08/25.
- B. That the existing hatched pavement marking, north of the driveway to No.10 Drovers Way be removed, as shown on the Plan Drovers/KTC/08/25.
- B. That the residents at No.10 Drovers Way, Lindfield and Council's Team Leader Regulation be informed of Council's decision.

Grosvenor Road, Lindfield

File: TM6/17

Vide: GB.8

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

The Committee's Comments:

The Manager Traffic and Transport provided an overview of the proposal. This proposal was raised previously as there were concerns from residents due to the road being busy. It was found that the location met the TfNSW requirements for a Wombat crossing. Objections were received regarding the loss of street parking, however, broader community consultation was in support of the crossing. The proposal is currently unfunded and Council will apply for funding under TfNSW Active funding.

The Committee discussed the proposal and raised concern regarding the bus stop and potential traffic delays. The Team Leader Traffic advised formal Bus Zone signs will be installed to accommodate the bus and the road markings will be changed from unbroken to broken.

The Committee agreed to support the proposal.

The Committee Recommends:

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

GENERAL DISCUSSION**Bobbin Head Road, North Turramurra – Removal of School Zone**

The representative for Transport for NSW advised that TfNSW is considering the removal of the existing legacy school zone on Bobbin Head Road, North Turramurra, outside the kindergarten. The site was had previously operated as Northside Montessori School, but is now a kindergarten. It was noted that parent drop-off and pick-up times fall outside the operating hours of school zones and will therefore generally not be affected. School zones are also typically applied to schools rather than kindergartens.

TfNSW will notify the community via letterbox drops, and inform local Council, Police and Ministers.

Local Traffic Forum

The Director Operations advised these Minutes will be reported to Council and that it will be proposed that the existing meeting schedule will remain unchanged. It was further noted that the Local Transport Forum will be held as required to discuss traffic matters, with a recommendation that Cllr Devlin continue as Chairperson and the membership remains unchanged.

The Meeting closed at 10:20am