



Central Coast Council

Local Traffic Committee

Held
2 Hely Street, Wyong

19 June 2025

MINUTES

Attendance

Members

Ms Jeanette Williams, Central Coast Council	Present
Mr David Mehan MP, Member for The Entrance	Present
Ms Catherine Wall, Representative for Member for The Entrance	Present
Ms Donna Golightly, Representative for Member for Terrigal	Present
Ms Mel Jones, Transport for NSW [TfNSW]	Present
Representative for Ms Yasmin Catley MP, Member for Swansea	
Representative for Ms Liesl Tesch MP, Member for Gosford [comments provided via email]	Apology
Representative for Mr David Harris MP, Member for Wyong [comments provided via email]	Apology
Senior Constable James Joiner, NSW Police – Brisbane Water Local Area Command	Present
NSW Police – Tuggerah Lakes Local Area Command	Apology

Observers

Councillor Helen Crowley	Present
Mr David Davies, Busways	Apology
Ms Jamie Johnston, Red Bus CDC	Apology

Staff

Mr Boris Bolgoff	Present
Mr Scott Jarvis	Present
Mr Scott Stapleton	Present
Mr Jeremy Pether	Present
Ms Laura Knox	Present

The Chairperson, Ms Jeanette Williams, declared the meeting open at 10.04am

The Chair read an Acknowledgement of Country statement.

PROCEDURAL ITEMS

1.1 Introduction: Welcome, Acknowledgement of Country, Apologies

1.2 Confirmation of Previous Minutes

The minutes of TC-02-25 of the Local Traffic Committee held on 17 April 2025 were received and noted.

1.3 Changes to the Committee

Nil.

1.4 Disclosure of Interest

Recommendation

That the Committee now disclose any conflicts of interest in matters under consideration by Council at this meeting.

Nil declarations were received.

REPORTS

2.1 TC18/2025 | 65 Donnison Street West, Gosford - Residential Subdivision

Report/Context

Council has granted consent for a medium density residential apartment development at 65 Donnison Street West, Gosford.

As part of the consent the developer is required to seek endorsement from the Local Traffic Committee for the line marking and sign posting plans on Cape Street South.

The proposal includes a No Stopping restriction around the newly constructed turning head on Cape Street South, Gosford to assist in keeping it clear of vehicles to enable larger vehicles to turn. The design also accommodates Waste vehicles collecting from the site.

Financial Impact

The cost for the installation of the required sign posting will be borne by the developer.

Discussion

Council officers presented an overview of the proposed sign posting relating to the No Stopping restriction, to be installed to allow larger vehicles, such as home delivery and waste trucks, to manoeuvre around the newly constructed turning area.

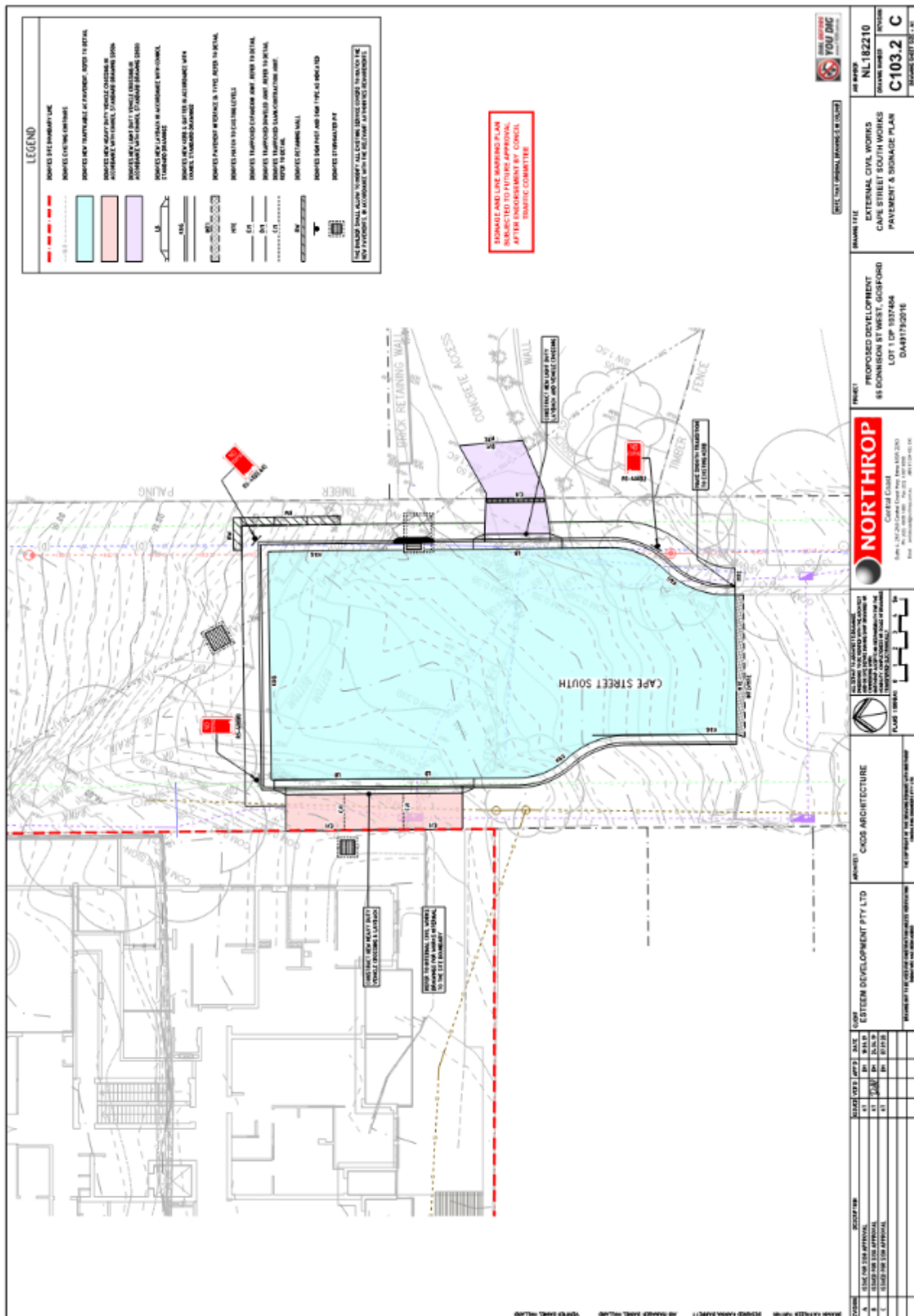
Member for Gosford noted this proposal and has no objections.

Recommendations

The installation of the No Stopping sign posting on Cape Street South, Gosford as shown on the plan in Attachment 1 be endorsed by the Committee.

Carried unanimously.

Attachment 1



2.2 TC19/2025 | Bryant Drive, Tuggerah - Commercial Development

Report/Context

Council has granted consent for a bulky goods retail development at 11 Bryant Drive, Tuggerah.

As part of the consent the developer is required to seek endorsement from the Local Traffic Committee for the line marking and sign posting plans on the adjacent and internal roads, including Bryant Drive and the internal driveway connection to the proposed roundabout.

The proposal includes an intersection upgrade on Bryant Drive with a proposed 4-way roundabout. The north and south legs of the roundabout on Bryant Drive contain pedestrian refuges with associated sign posting and line marking.

Financial Impact

The cost for the installation of the required line marking and sign posting will be borne by the developer.

Discussion

Council officers presented an overview of the proposal to install line marking and sign posting relevant to the proposed 4-way roundabout.

Committee member representing TfNSW noted the absence of dimensions in relation to the pedestrian refuge islands. Council officers confirmed that pedestrian refuges will be constructed in accordance with Council standards which is in alignment with TfNSW guidelines.

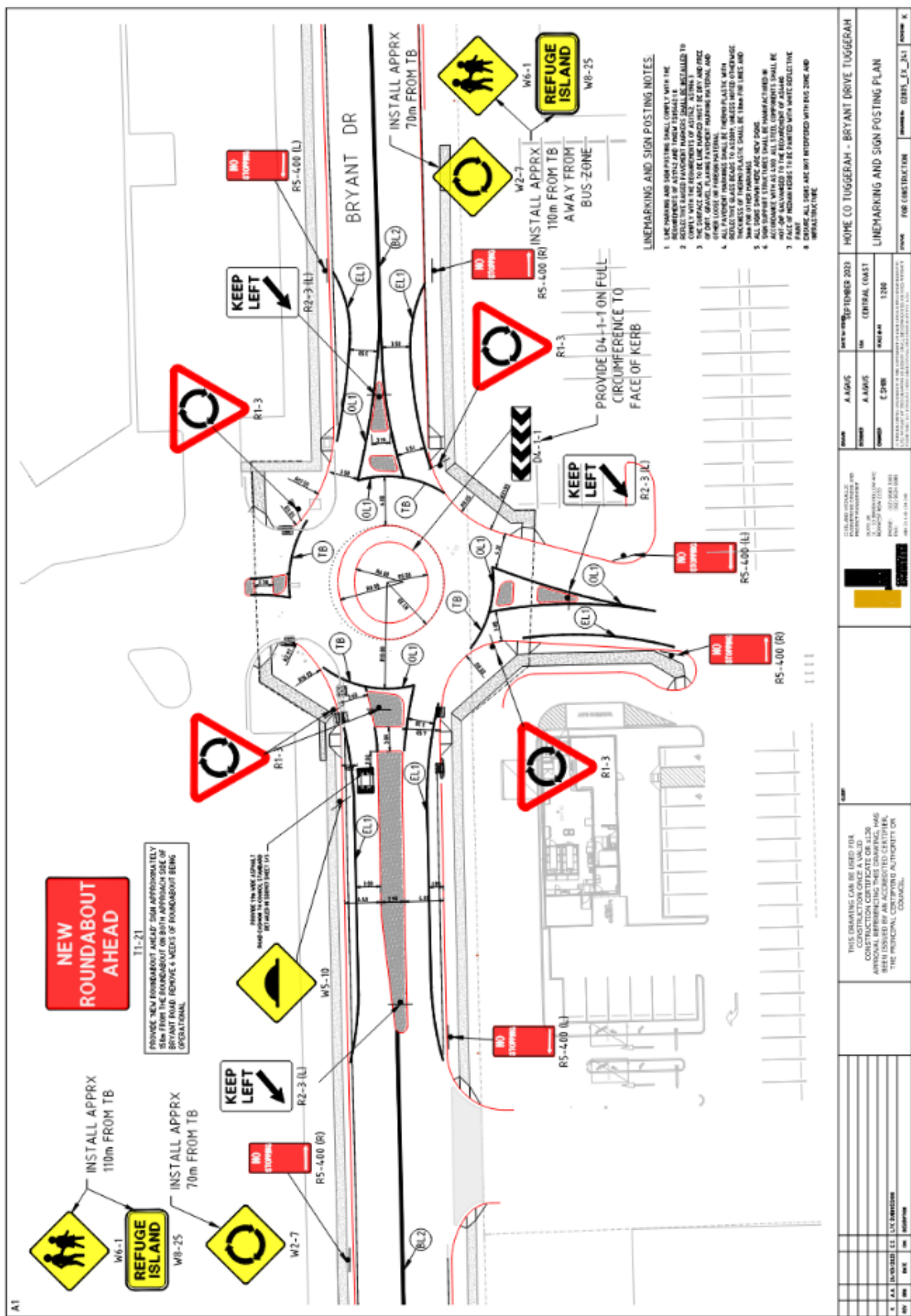
Committee member representing TfNSW also questioned the use of the speed cushion at the southern approach to the roundabout and the adopted design vehicle for swept paths. The speed cushion is included on the southern approach to compensate for a lack of deflection on that approach. The design vehicle for swept paths is a 19 metre semi-trailer.

Recommendation

The installation of the sign posting and line marking associated with the bulky goods retail development at 11 Bryant Drive, Tuggerah as shown on the plan in Attachment 1 be endorsed by the Committee.

Carried unanimously.

Attachment 1



2.3 TC20/2025 | Kiar Ridge Road, Jilliby - Industrial Subdivision

Report/Context

Council has granted consent for an industrial subdivision development at Kiar Ridge Road, Jilliby.

As part of the consent the developer is required to seek endorsement from the Local Traffic Committee for the line marking and sign posting plans on the internal roads.

The proposal includes an internal road for heavy vehicle access with No Stopping restrictions proposed to assist in maintaining sufficient two-way lane widths through the curve and at the turning head in the cul-de-sac.

Financial Impact

The cost for the installation of the required line marking and sign posting will be borne by the developer.

Discussion

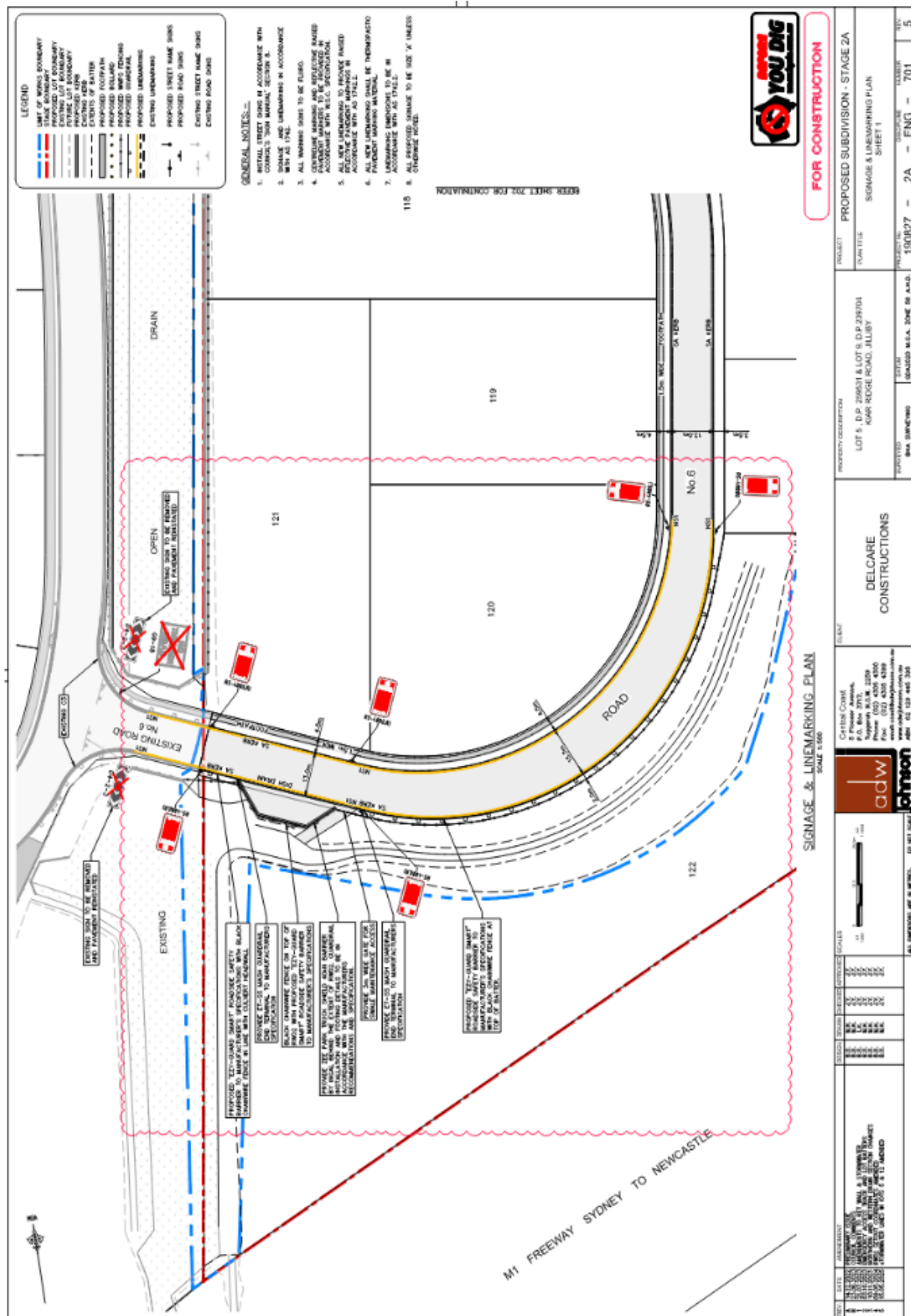
Council officers presented an overview of the proposal to install line marking and sign posting on internal roads within the industrial subdivision development. The No Stopping restrictions will assist larger vehicles by ensuring the full width of the travel lane is available through the curve as well as keeping the turning area clear of vehicles.

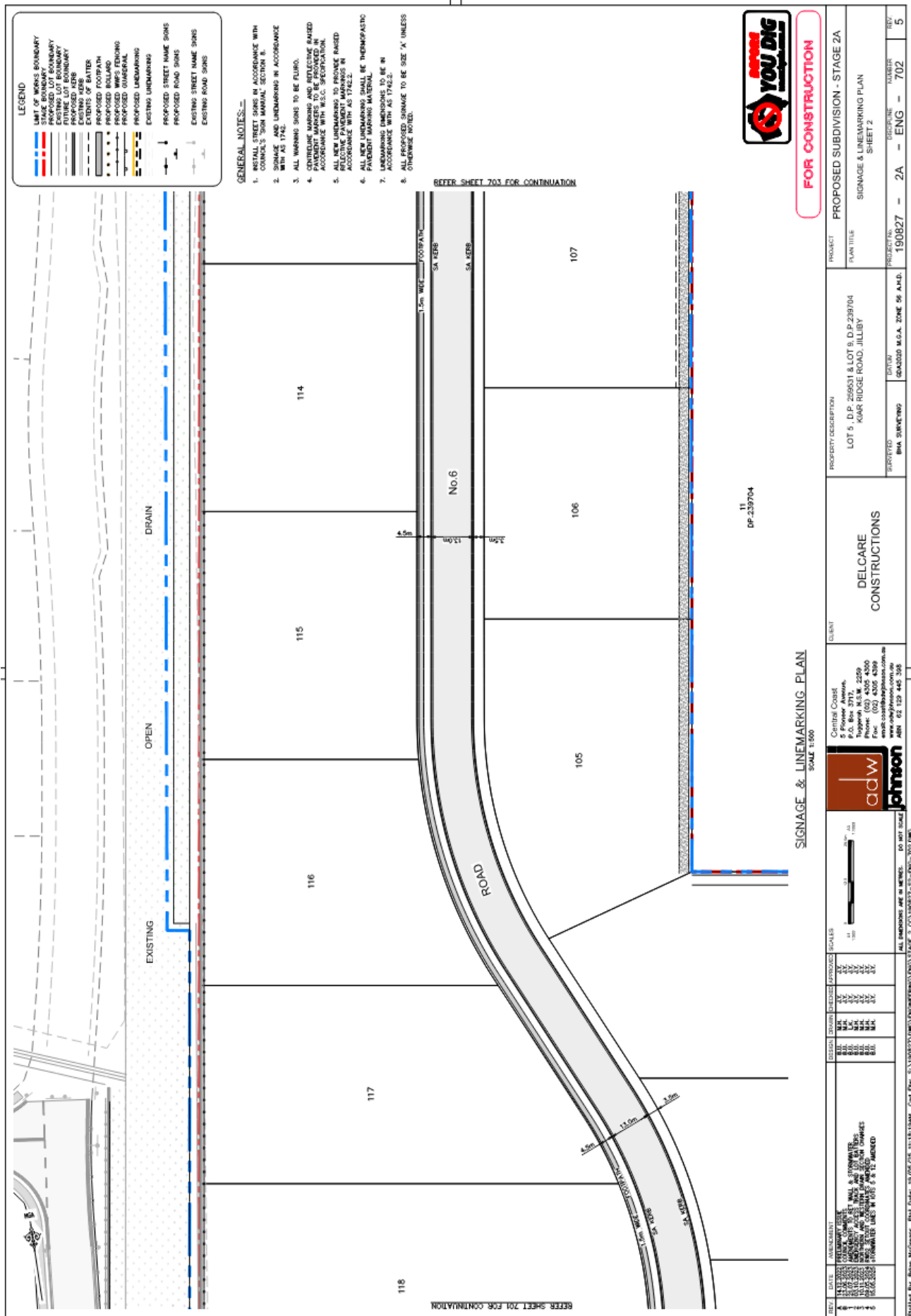
Recommendation

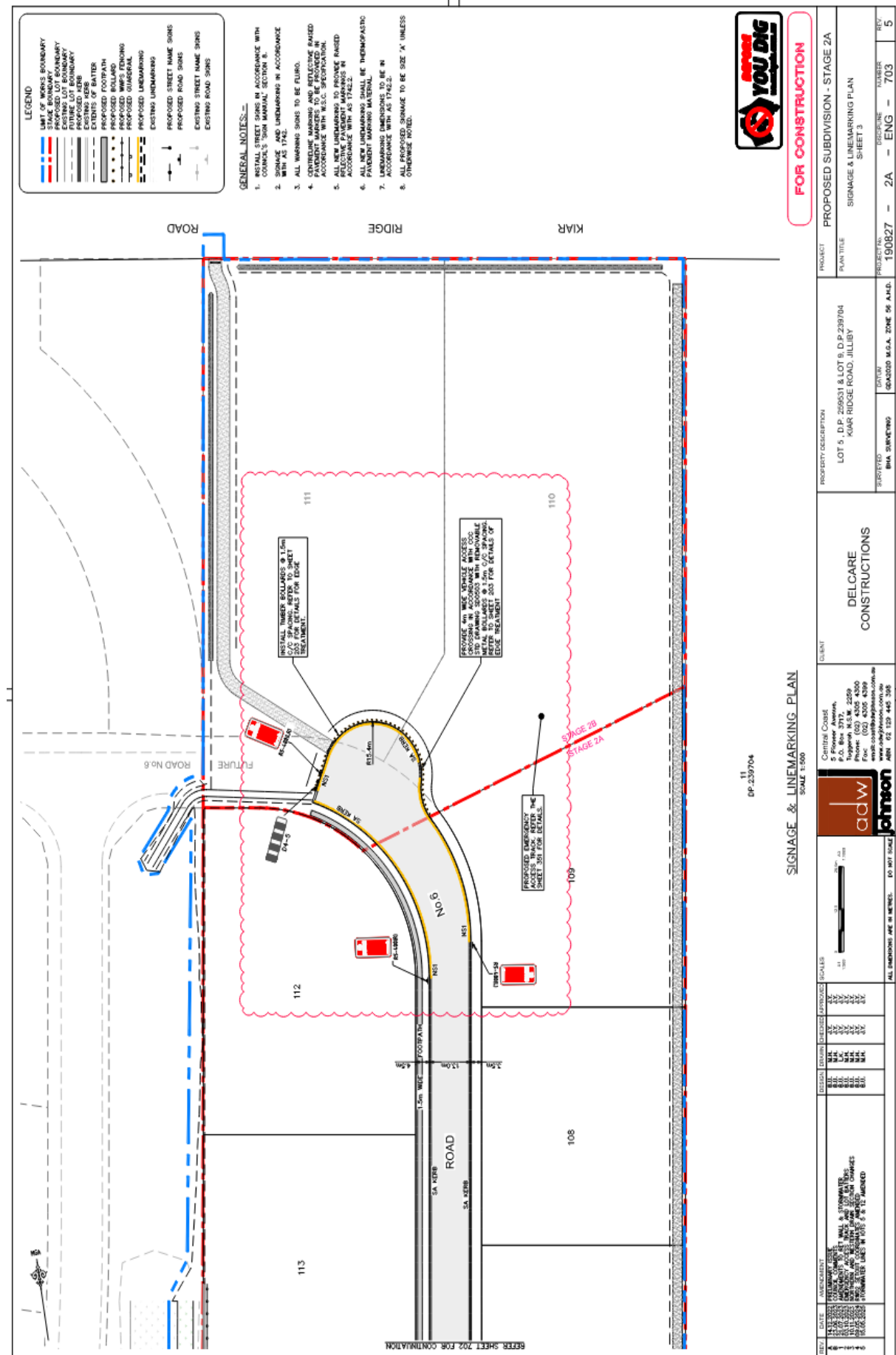
The installation of the sign posting and line marking associated with the industrial subdivision development at Kiar Ridge Road, Jilliby as shown on the plan in Attachment 1 be endorsed by the Committee.

Carried unanimously.

Attachment 1







2.4 TC21/2025 | Goonak Parade, Narara - Childcare Development

Report/Context

The Land and Environment Court NSW has granted consent for a Childcare development at Goonak Parade, Narara.

As part of the consent the developer is required to seek endorsement from the Local Traffic Committee for the line marking and sign posting plans in Goonak Parade and Narara Crescent. The relevant extract from the Court Order is below:

2.12 Road Works to be Constructed

- a) *Design drawings, reports and documentation must include the following works to be carried out as part of the development:*
 - i. *Installation of a pedestrian refuge island, kerb blister, pram ramp and signage at the intersection of Manns Road / Narara Crescent as identified in Drawing No.2023-746-01-09D, Rev D as referenced in the letter from Transport for NSW dated 30 August 2024 (File No. NTH24/00316/005);*
 - ii. *The trimming of vegetation (but no removal of vegetation) as identified in Drawing No.2023-746-01-09D, Rev D as referenced in the letter from Transport for NSW dated 30 August 2024 (File No. NTH24/00316/005);*
 - iii. *Restore the line marking along Narara Cres on the approach to Manns Road as shown in Drawing 2023-746-01-01B referenced in the Traffic and Parking Assessment prepared by McLaren Traffic Engineering & Road Safety Consultants, Issue B Final (Ref. 221093.01FB);*
 - iv. *Additional line marking around the crest within Narara Cres and horizontal curve as shown in Drawing 2023-746-01-01B referenced in the Traffic and Parking Assessment prepared by McLaren Traffic Engineering & Road Safety Consultants, Issue B Final (Ref. 221093.01FB and carry out associated road widening to a minimum of 6 metres where the line marking occurs;*
 - v. *Road widening to a minimum of 6 metres should occur in the location noted as "4.3 width road" on the plan attached as Annexure E to the Joint Traffic Report filed on 1 October 2024 as re-produced in Attachment A of this consent.*
- b) Prior to the issue of a construction certificate, the applicant / proponent must obtain Local Traffic Committee approval to:**
 - i. *Install road signage on Goonak Parade and carry out road works, to render Goonak Parade from the intersection of the Pacific Highway to Narara Crescent, a one way north bound street.*

The detailed design is to be undertaken in accordance with the relevant

Standards, guidelines and technical directions, and submitted to Council's Traffic and Transport Service.

All costs associated with approval and construction of the works, including relevant Council fees, are to be paid by the applicant at no cost to Council.

No construction certificates can be issued in the absence of an approval of the works in condition 2.12(b)(i) by the Local Traffic Committee.

- c) *The portion of Goonak Parade providing access to 638 Pacific Highway to 648 Pacific Highway may remain as it is currently, providing two-way access*

The proposal includes a one-way restriction north bound on Goonak Parade between Pacific Highway and Narara Crescent; a Left Only restriction at the intersection of Narara Crescent and Goonak Parade; NS1 No Stopping line marking on Goonak Parade; centre line marking on Narara Crescent; and a Give Way arrangement at the intersection of Narara Crescent and Goonak Parade.

Financial Impact

The cost for the installation of the required line marking and sign posting will be borne by the developer.

Discussion

Council officers presented an overview of the line marking and sign posting plans as proposed by the developer. It was noted that community consultation has not yet occurred.

Committee member representing TfNSW questioned the use of DL1 line marking throughout Narara Crescent and alternatively suggested BL2 centre line. Council officers explained that typically the preference would be to avoid line marking which may result in the removal of on-street parking opportunities.

It was noted by Council officers that part of the Court order recommends small sections of Narara Crescent should be widened to 6 metres however it is Council's preference to widen the full length of the road to ensure a continuous width throughout Narara Crescent.

Council officers also raised concerns with the proposed arrangements at Goonak Parade and Narara Crescent, suggesting a preference for a conventional modified T-Junction arrangement to reinforce the priority movements. The recommendation was made that consultation with the community should include an alternative design for Goonak Parade and Narara Crescent.

Recommendation

- A Council carry out consultation on behalf of the applicant, with all property owners and residents of Goonak Parade and Narara Crescent in relation to the proposed design and proposed modifications to traffic conditions within both Goonak Parade and Narara Crescent. The consultation must include all elements of the proposal, including

an alternate Council design option at Goonak Parade and Narara Crescent. All traffic related issues raised by the property owners and residents must be addressed by the applicant to the satisfaction of Council, prior to returning the design to the Local Traffic Committee for consideration.

- B The alternate intersection design of Goonak Parade and Narara Crescent be redesigned to a "Modified T" intersection, with the Give Way restriction installed on Goonak Parade at the northern end of the proposed one-way section. Motorists travelling from / to Goonak Parade and Narara Crescent will have priority. The modified design shall be returned to the Local Traffic Committee for consideration.
- C The proposed DL1 centre line marking on Narara Crescent be removed from the design.
- D Consideration be given to Narara Crescent being widened to at least 6m in width for the entire length of the road to accommodate the increased volume of two-way traffic.

Carried unanimously.



NOTE: PROPOSED CHANGES
WITHIN MAINS ROAD SUBJECT
TO TENDR APPROVAL.

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 Web: www.proposedexternalworks.com

Diagram showing a road layout with dimensions and labels. The diagram includes a central section labeled '1' and '2' with dimensions '100' and '100'. The overall width is labeled '100'.

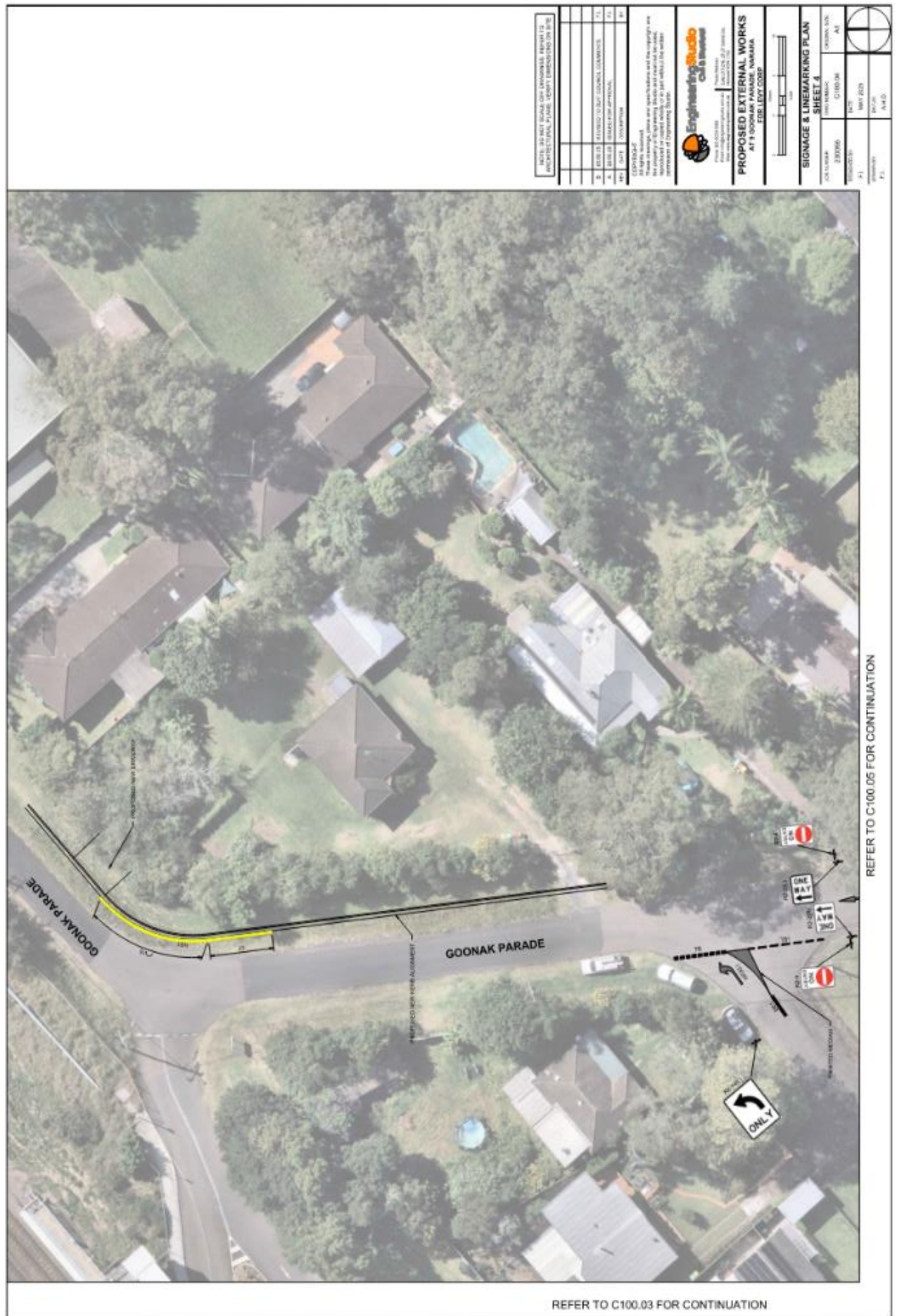
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REFER TO C100.01 FOR CONTINUATION

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2.5 TC22/2025 | Molsten Avenue, Tumbi Umbi - Keep Clear Markings

Report/Context

Council has received concerns from residents regarding traffic queuing on Tumbi Road across the intersection of Molsten Avenue.

Council officers have investigated and identified that traffic in the morning and afternoon peak periods regularly queue along Tumbi Road from the traffic signals at Wyong Road to the Eastern Road / Tumbi Road roundabout. To assist with access into and out of Molsten Avenue, Council is proposing to install Keep Clear markings on the north bound lane of Tumbi Road, Tumbi Umbi.

Consultation was carried out with adjacent residents and businesses with no objections received.

Financial Impact

The cost for the installation of the line marking will be accommodated within the existing traffic facilities budget and be undertaken as soon as work priorities permit.

Discussion

Council officers presented an overview of the proposal to install Keep Clear line marking on Tumbi Road to assist with access into and out of Molsten Avenue. There was discussion around opportunities to install similar line markings to other side streets, such as Roberta Street, as motorists at these locations encounter the same issue. It was also suggested that consideration be given to the operation of the traffic signals at the intersection of Tumbi Road and Wyong Road with a view to reducing the extent of queuing on Tumbi Road.

Committee member representing TfNSW expressed while this proposal is supported within this committee, the TfNSW guidelines state that Keep Clear markings are not preferred for the purpose of access into side roads.

The recommendation was made to defer this item to assess queueing across all intersections between Wyong Road and Eastern Road.

Recommendation

The proposal to install Keep Clear markings on the north bound lane of Tumbi Road, Tumbi Umbi across the intersection of Molsten Avenue as shown on the plan in Attachment 1 be deferred to a future meeting date, to assess queueing across all intersections between Wyong Road and Eastern Road

Carried unanimously.

Attachment 1



**TUMBI ROAD, TUMBI UMBI -
KEEP CLEAR LINE MARKING**



2.6 TC23/2025 | Penrose Crescent, Erina - No Stopping Restriction

Report/Context

Council has received concerns from residents regarding pedestrian safety on Penrose Crescent, Erina.

Council officers have investigated and identified that the existing pedestrian kerb ramps are regularly blocked by parked vehicles, restricting pedestrian access.

Council is proposing to install No Stopping signs and NS1 yellow No Stopping line from the existing kerb ramps to the intersection with The Entrance Road (Central Coast Highway) to assist in keeping the kerb ramps and intersection clear of parked vehicles.

Consultation was carried out with adjacent residents and businesses where the majority were in favour of the proposal. Council has also received concurrence from TfNSW for the proposed NS1 and No Stopping sign on The Entrance Road.

Financial Impact

The cost for the installation of the line marking and signposting will be accommodated within the existing traffic facilities budget and be undertaken as soon as work priorities permit.

Discussion

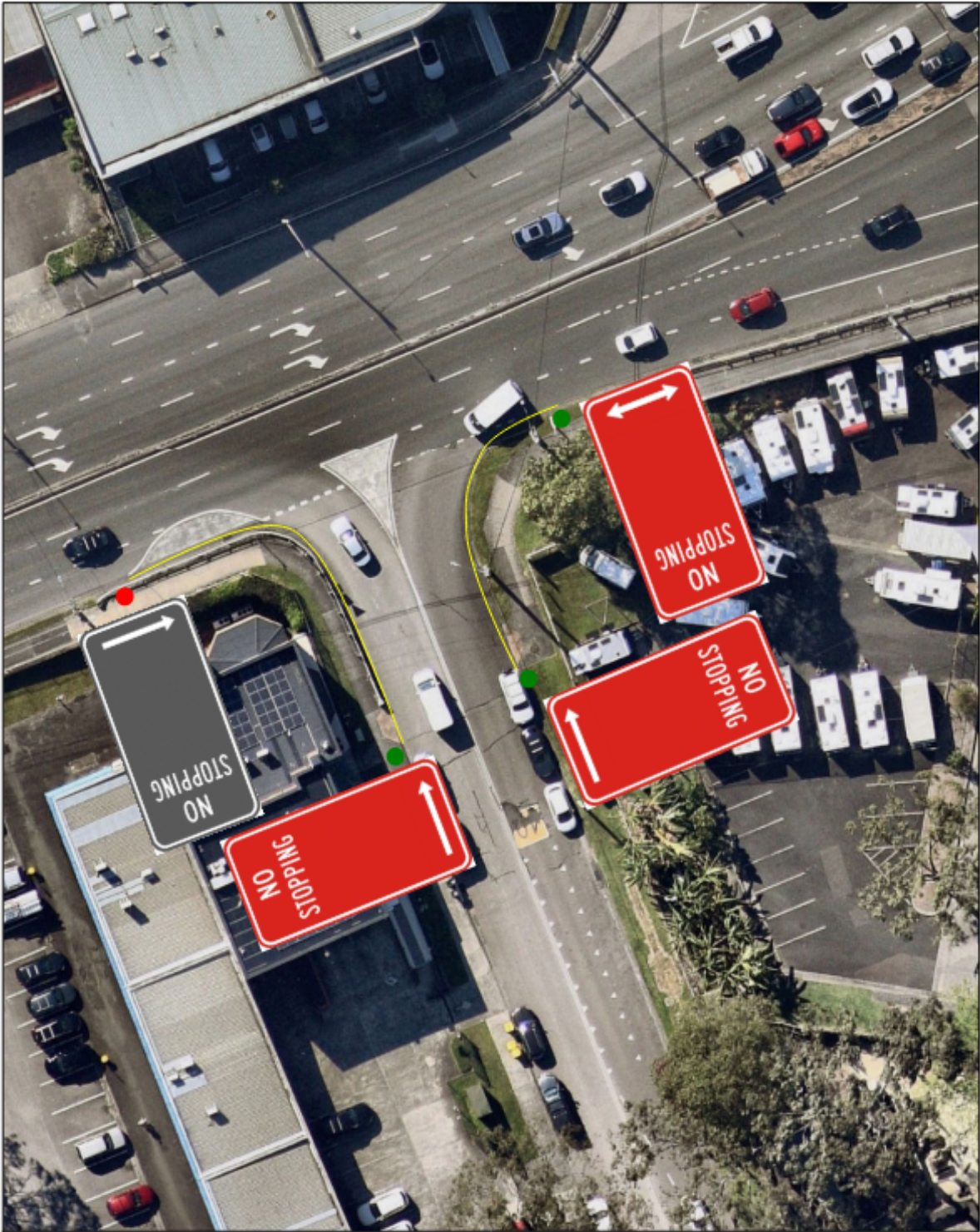
Council officers presented an overview of the proposed linemarking and sign posting to be installed in Penrose Crescent to ensure kerb ramps and the intersection is clear of parked vehicles.

Recommendation

Install sign posting and line marking at the intersection of Penrose Crescent and The Entrance Road, Erina as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.

Carried unanimously.

Attachment 1



**PENROSE CRESCENT & THE
ENTRANCE ROAD, ERINA - NO
STOPPING RESTRICTION**



2.7 TC24/2025 | Pueblo Street & Del Mar Drive, Copacabana - Intersection Improvements

Report/Context

Council has received concerns from residents regarding road safety around Copacabana Public School, in particular at the intersection of Pueblo Street and Del Mar Drive.

Council officers have carried out an investigation and identified improvements to line marking and sign posting to improve delineation of the intersection and assist with lane discipline and reducing instances of illegal parking.

Council is proposing to install a Give Way restriction with associated sign posting and line marking on Pueblo Street, BL2 line marking on Pueblo Street and Del Mar Drive and No Stopping sign posting and NS1 yellow No Stopping line marking to reinforce the statutory 10 metres around the intersection as shown on the plan in Attachment 1.

Consultation was carried out with adjacent residents with majority in favour of the proposal.

Financial Impact

The cost for the installation of the sign posting and line marking will be accommodated within the existing traffic facilities budget and be undertaken as soon as work priorities permit.

Discussion

Council officers provided an overview of the proposed installation of sign posting and line marking to assist with lane discipline and instances of illegal parking.

Committee member representing TfNSW noted that sign posting for No Stopping restrictions must be installed on either side of the restriction and 'bookend' so that motorists can be clear about where the restriction starts and ends.

The recommendation was made to remove the proposed sign posting and install line marking only. If there are further instances of illegal parking, sign posting can be installed at a later date.

Council officers added that education material will be provided to the School community once the line marking is installed.

Recommendation

Install NS1 yellow No Stopping line marking at the intersection of Pueblo Street and Del Mar Drive, Copacabana as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.

Carried unanimously.

Attachment 1



**PUEBLO STREET & DEL MAR DRIVE,
COPACABANA - INTERSECTION
IMPROVEMENTS**



2.8 TC25/2025 | Kallaroo Road & Dora Road, Umina Beach - Intersection Improvements

Report/Context

Council has received concerns from a resident regarding road safety at the intersection of Kallaroo Road and Dora Road, Umina Beach following an off-road vehicle crash.

Council has carried out an investigation and identified improvements to sign posting and line marking at the intersection to clearly define the intersection and priority control.

Council is proposing to install a Give Way restriction with associated line marking and sign posting, BL2 and EL1 line marking at the intersection of Kallaroo Road and Dora Road, Umina Beach as shown on the plan in Attachment 1.

Consultation was carried out with adjacent residents, and community groups. Responses received welcomed improvements but requested pavement condition improvement, crash barriers and information regarding driveway approvals.

Financial Impact

The cost for the installation of the sign posting and line marking will be accommodated within the existing traffic facilities budget and be undertaken as soon as work priorities permit.

Discussion

Council officers presented an overview of the proposal to install line marking and sign posting to address road safety concerns at this intersection. The proposal will also include RRPMs to reinforce the curve as well as improving guidance and definition of the travel lane.

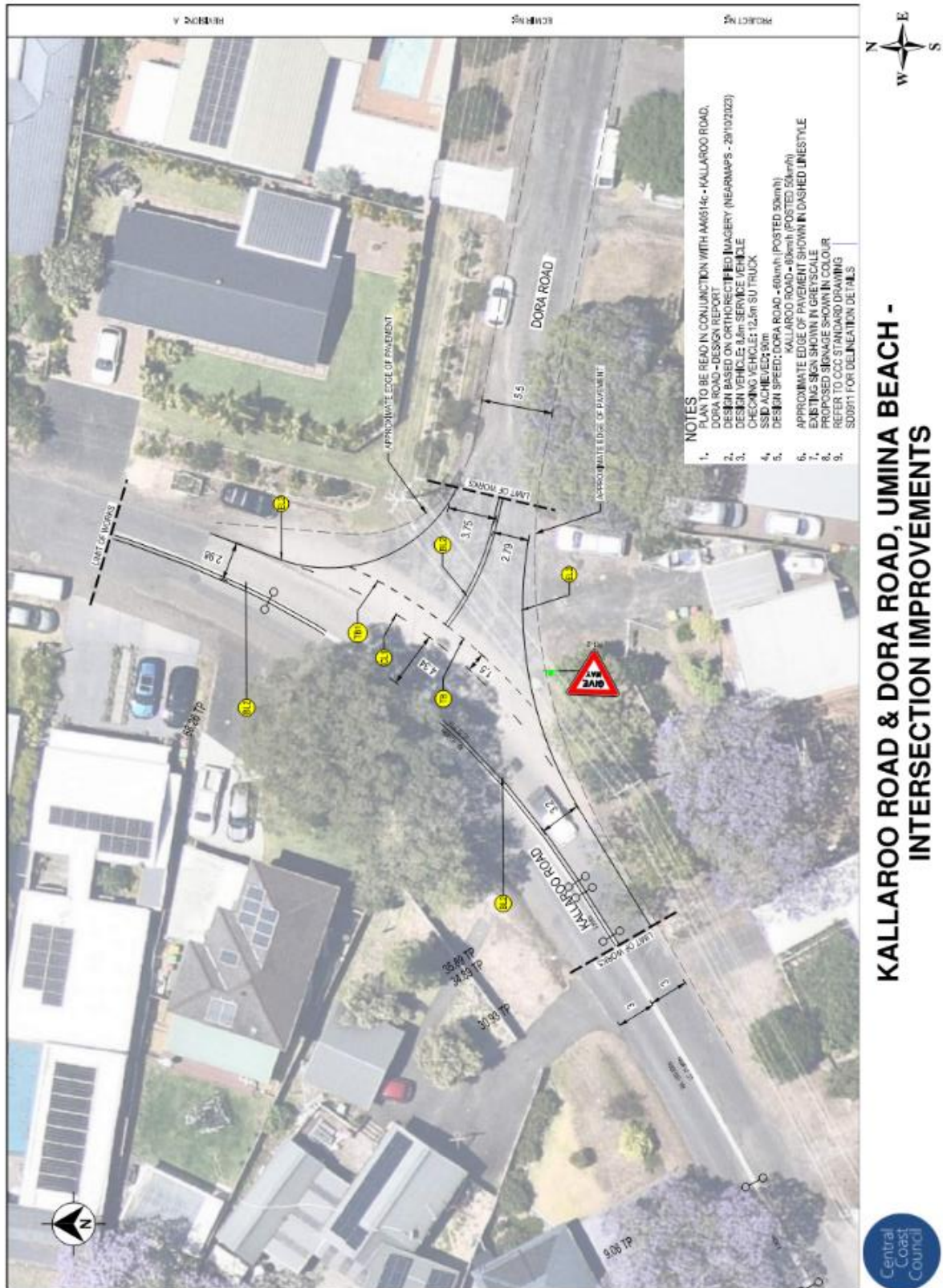
Member for Gosford noted this proposal and has no objections.

Recommendation

Install the sign posting and line marking at the intersection of Kallaroo Road and Dora Road, Umina Beach as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.

Carried unanimously.

Attachment 1



Improvements

Report/Context

Council has received a request from community members regarding road safety concerns at the intersection of Panonia Road and Howarth Street, Wyong.

Council officers have investigated and identified that sight distance for vehicles exiting Howarth Street is restricted, largely due to the adjacent railway bridge abutment.

To improve safety at this intersection, Council officers are proposing to relocate the existing stop control further forward to maximise available sight distance; provide BL2 and EL1 delineation on Panonia Road to allow the relocation of the stop control; and a No Stopping restriction on Panonia Road to facilitate the lateral shift for the through travel lane.

Consultation was carried out with adjacent businesses and residents with no objections received.

It is noted that this intersection is proposed to be modified as part of Transport for NSW's Wyong Town centre Pacific Highway Upgrade project. However, this proposed line marking and signage project is able to be implemented at a low cost to improve motorist safety until the upgrade project is undertaken.

Additionally, Council will consider undertaking patching work to the pavement at this location prior to the installation of the line marking.

Financial Impact

The cost for the installation of the sign posting and line marking will be accommodated within the existing traffic facilities budget and be undertaken as soon as work priorities permit.

Discussion

Council officers presented an overview of the proposed sign posting and line marking improvements which is an interim treatment as the intersection will be modified as part of TfNSW's Wyong Town centre Pacific Highway Upgrade project.

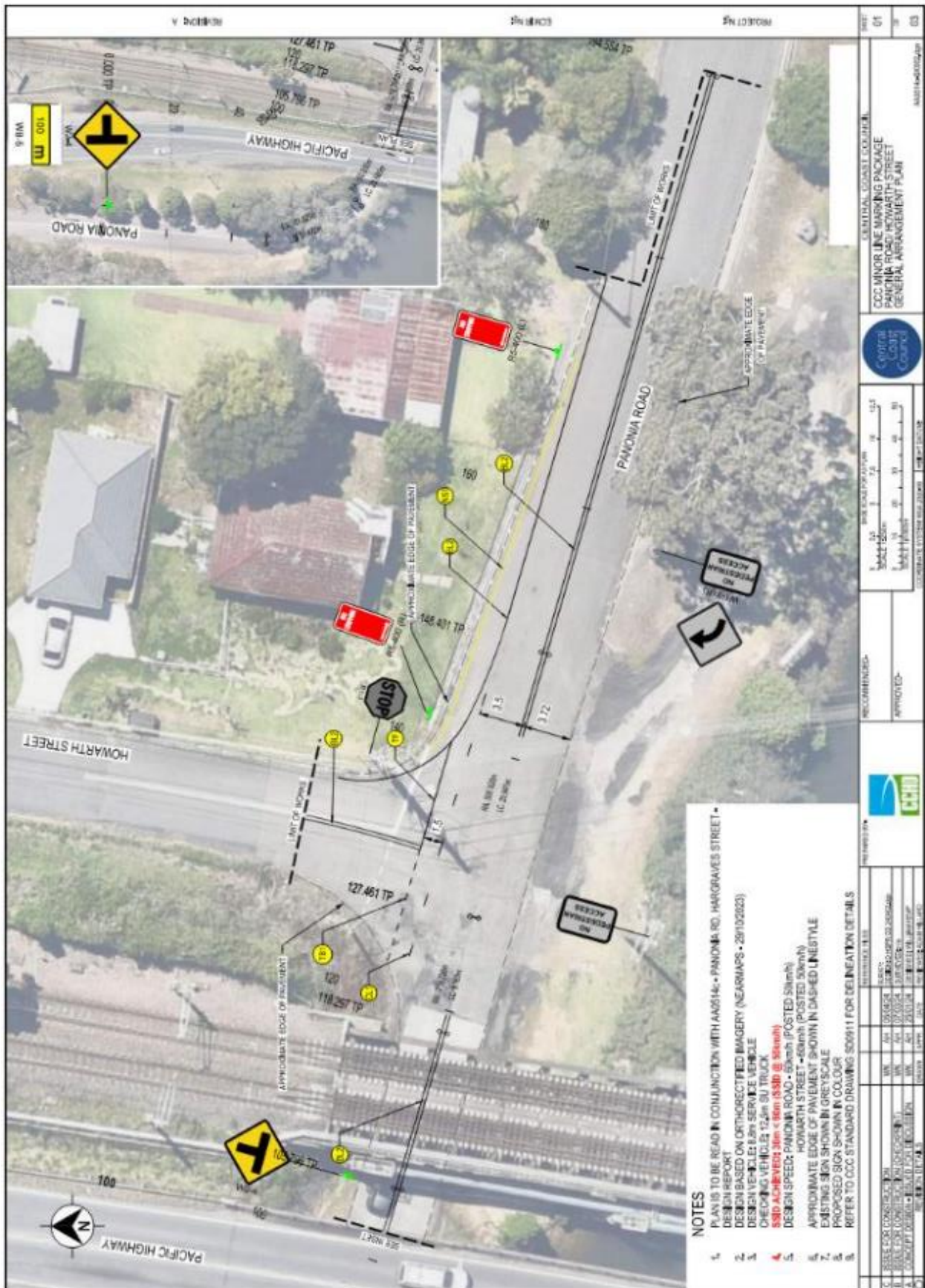
Committee member representing TfNSW noted a Right Turn arrow is incorrectly orientated towards the river on the western side of Pacific Highway and needs to be corrected. Council officers will discuss this matter further with TfNSW to seek clarification of the location as it appears the comment may relate to an adjacent intersection.

Recommendation

Install the sign posting and line marking at the intersection of Panonia Road and Howarth Street, Wyong as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.

Carried unanimously.

Attachment 1



2.10 TC27/2025 | Arundel Road, Erina Heights - Pedestrian Crossing

Report/Context

Council has received a request from Central Coast Grammar School to upgrade the existing children's crossing on Arundel Road to a combined Children's Crossing and Pedestrian Crossing.

The existing Children's Crossing caters for a significant number of children moving around the campus on either side of Arundel Road as well as regular night-time usage for after hours events at the school.

Central Coast Grammar School are funding the installation of the flood lighting for the proposed crossing. The approval for the crossing is dependent on compliant lighting being installed by the School.

Council will carry out further consultation with the School prior to the crossing being marked.

Financial Impact

The cost for the installation of the line marking and sign posting will be accommodated within the existing traffic facilities budget and be undertaken as soon as work priorities permit.

Discussion

Council officers presented an overview of the line marking which is proposed for the crossing, following the installation of compliant flood lighting at the crossing which is to be funded by the School.

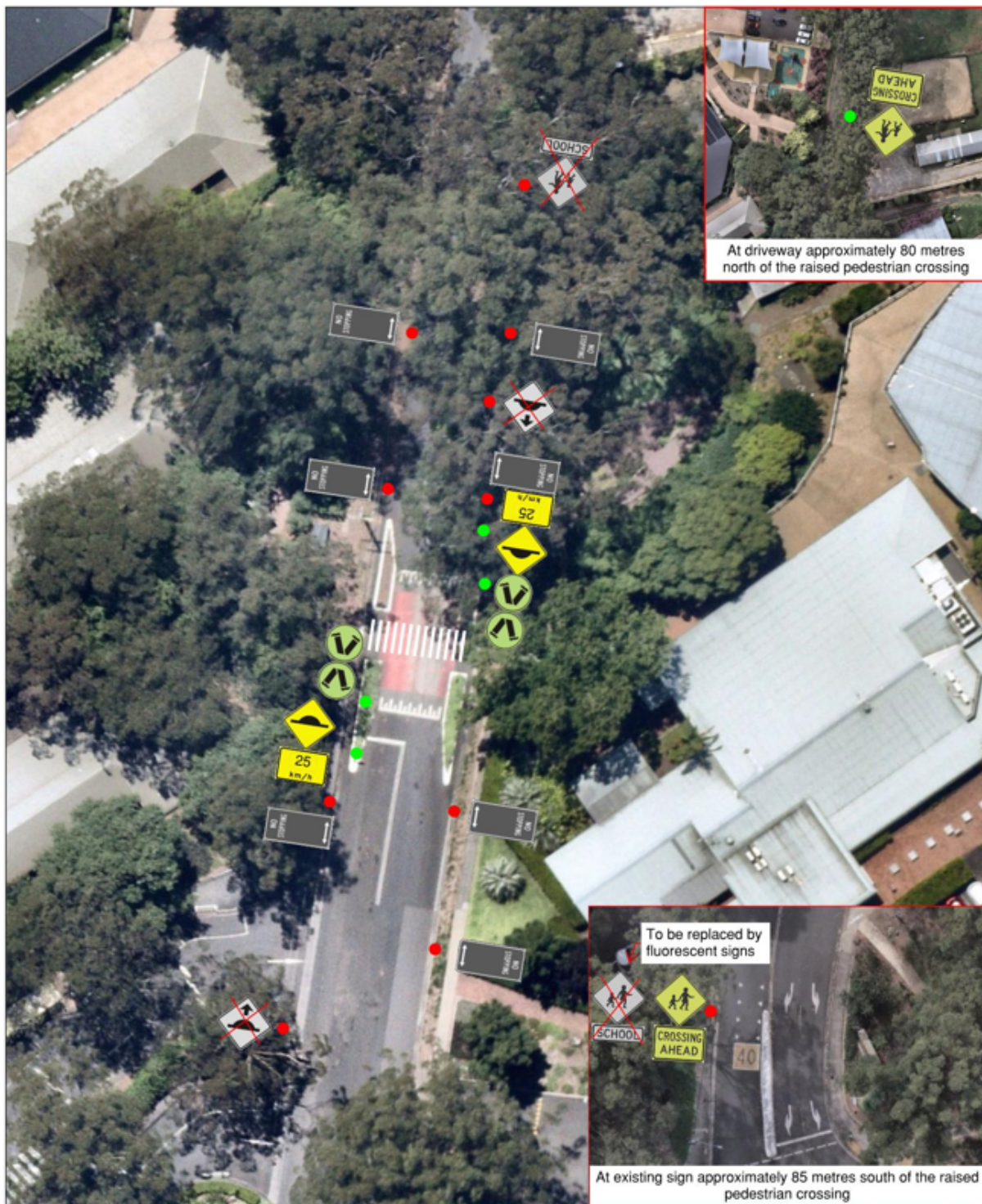
It was noted that the plans shown in Attachment 1 should include standard pedestrian crossing and speed hump sign posting.

Recommendation

Install the combined Children's Crossing and Pedestrian Crossing on Arundel Road, Erina Heights, pending installation of compliant lighting and consultation, as shown on the plan in Attachment 1.

Carried unanimously.

Attachment 1



ARUNDEL ROAD, ERINA HEIGHTS - RAISED PEDESTRIAN CROSSING IMPROVEMENTS



Report/Context

Council officers have prepared a design for the upgrade of the existing car park located at Harry Moore Oval, Toukley.

As part of the upgrade, Council is proposing to make the car park one-way; line marking of parking spaces, and provision of three accessible parking spaces.

Consultation with the community and sporting groups will be undertaken prior to the upgrade.

Financial Impact

The cost for the installation of the required line marking and sign posting will be accommodated within the project budget.

Discussion

Council officers presented an overview on the proposed car park improvements at Harry Moore Oval, which will see the change from dual entry access ways to a one-way direction around the car park.

It was suggested that the hatched area in the top left corner of the car park could be relocated adjacent to the kerb ramp to allow pedestrians to access the car park without being obstructed by parked vehicles.

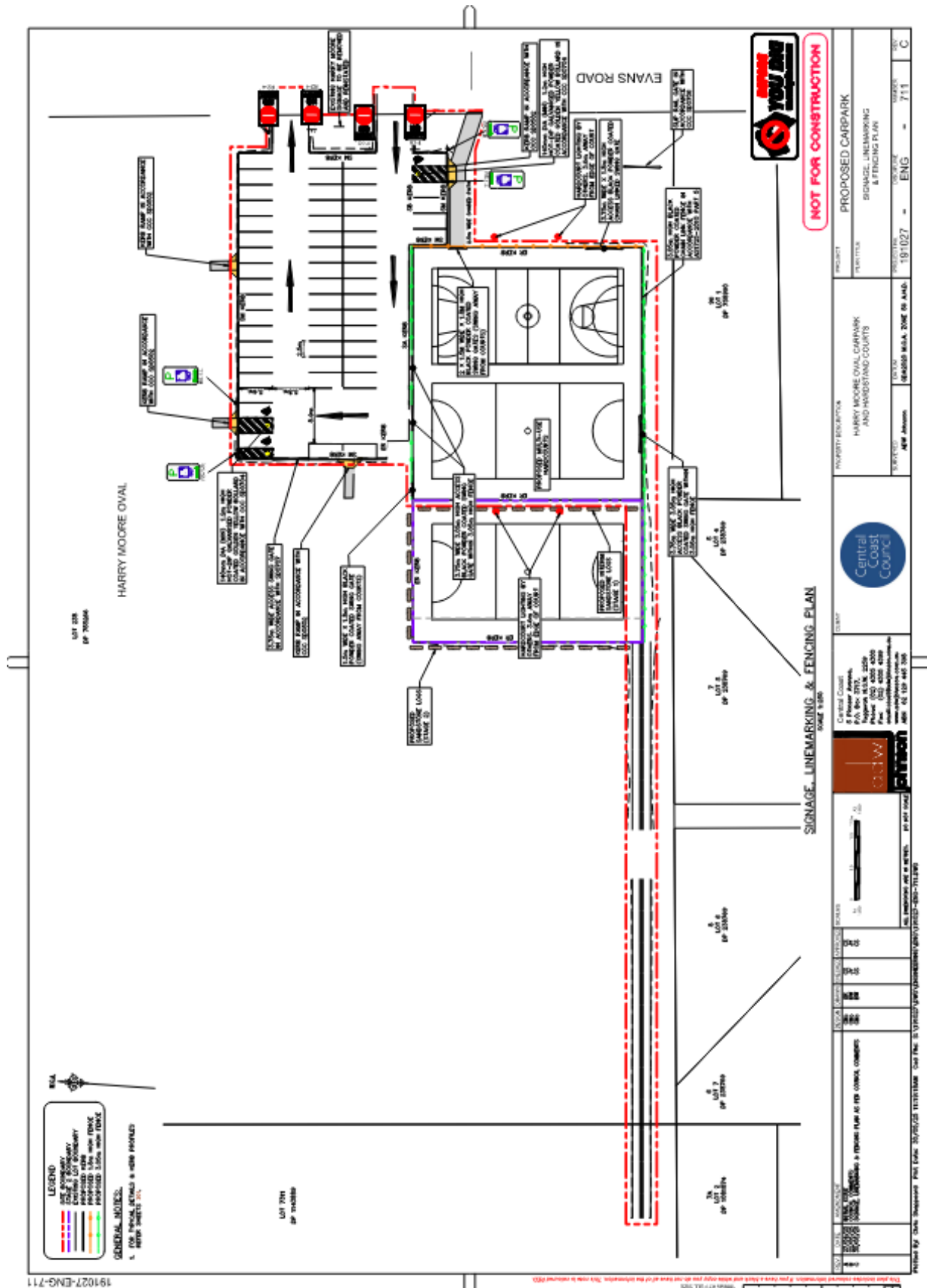
Committee member representing TfNSW questioned whether Council have received any customer enquiries relating to sight distance when exiting the car park. Council officers confirmed that no enquiries have been received on this issue, and that motorists have the option to move forward to the edge line to assist with improving sight distance.

Recommendation

- A The plans be amended to show the relocation of the hatched area, from the top left corner to adjacent to the kerb ramp.
- B The sign posting and line marking in Harry More Oval car park, Toukley as shown on the plan in Attachment 1 be endorsed by the Committee.

Carried unanimously.

Attachment 1



2.12 TC29/2025 | Macdonalds Road, Lisarow - Line Marking

Report/Context

Council has received incoming correspondence from residents and members of parliament regarding safety concerns on Macdonalds Road, Lisarow. In addition, Council at its meeting held on 29 April 2025, resolved:

- 1 That Council acknowledges community concern about speeding cars and safety issues on MacDonalds Road Lisarow.*
- 2 That the Chief Executive Officer prepares a report on potential actions and opportunities to improve safety outcomes for the community on MacDonalds Road and the surrounding area.*
- 3 That this report be provided to Council no later than the July 2025 Council meeting.*
- 4 That the report considers how Council could work with Transport NSW to do things such as lower the speed limit on MacDonalds Road to 50 kph, install flashing signs at the nearby school, review light sequencing in the immediate area and traffic flows and direction near Lisarow Train Station and the School.*
- 5 That the report considers how Council could implement speed calming or speed mitigation infrastructure such as line marking, rumble strips, speed humps, chicanes or footpaths. Improve the conditions of nearby local runs to limit the use of MacDonalds Road as a 'rat run', and work with NSW Police to step up enforcement of the speed limit in the area.*
- 6 That the report contains any additional information, surveys or the like that Council Officers deem necessary to include to respond to this Notice of Motion.*
- 7 That this matter be referred to the Local Traffic Committee.*

Officers from Council's Traffic Team have undertaken an investigation into road safety improvements and identified low cost improvements that may be implemented in the short term to Macdonalds Road, from Tuggerah Street to Nexus Way.

The proposed improvements include the provision of centre line and edge line marking, audio-tactile line marking, Retro-reflective pavement markers (RRPM's, or "cats eyes"), Curve warning signage, pedestrian warning signage and Chevron Alignment Markers (CAMS).

Additionally, No Stopping sign posting adjacent to Lisarow Public School is proposed to be adjusted to close out existing No Stopping zones.

Plans showing the proposed line marking is attached for the Committee's review. Additionally, plans showing the proposed warning signage has been provided for the Committee's information.

It is noted that engineered traffic calming devices were considered in the investigation, however were assessed as a lower priority when compared to other roads within the Central

Coast area. Engineered traffic calming devices such as speed humps and chicanes are typically implemented in cases where excessive speed is resulting in serious injury traffic crashes or significantly increased risk of road crashes. Speed data obtained from Macdonalds Road resulted in an 85th percentile speed of 57km/h, which is below the current sign posted speed limit, and identified that instances of speeding on Macdonalds Road is considerably lower than on neighbouring local roads.

It is noted that requests regarding the Speed limit and speed limit review, school zone flashing signage and traffic signal phasing is not a matter for the Local Traffic Committee. These matters are being discussed with TfNSW independently.

The provision of a footpath along Macdonalds Road from the school to Nexus Way has not currently been identified, however Council has commenced a review of our active transport plans into a combined Walking and Cycling Strategy. As part of the consultation process, Council will be consulting with schools, as one of the stakeholders to understand the needs of the school community.

Council will carry out consultation with adjacent residents prior to the installation of the line marking, sign posting and audio tactile line marking.

Financial Impact

The cost for the installation of the line marking will be accommodated within the existing traffic facilities budget and be undertaken as soon as work priorities permit.

Discussion

Council officers presented an overview of the proposed safety improvements at Macdonalds Road, Lisarow, and explained that a commitment had been made by Council's Traffic team to review issues in this location in line with Council's prioritisation.

Committee member, Local Member for The Entrance, gave thanks to Council officers for their efforts in this review however reiterated his preference is to lower the speed limit, which is the responsibility of TfNSW.

Committee member representing TfNSW confirmed that the speed limit on Macdonalds Road has been independently reviewed by the TfNSW Centre of Road Safety. The independent review supports the decision to retain the 60km/h speed limit.

Committee member representing TfNSW made a comment in relation to the location and number of Chevron Alignment Markers (CAMs) with a suggestion that the over use of these signs can reduce the efficacy of the signs. Council officers explained that the preference is not to remove existing signs and the proposal merely seeks to enhance existing CAMs.

The Committee discussed the requirement for Audio Tactile Line Marking (ATLM), and agreed that it should be removed from the recommendation, and if required it can be installed at a later date.

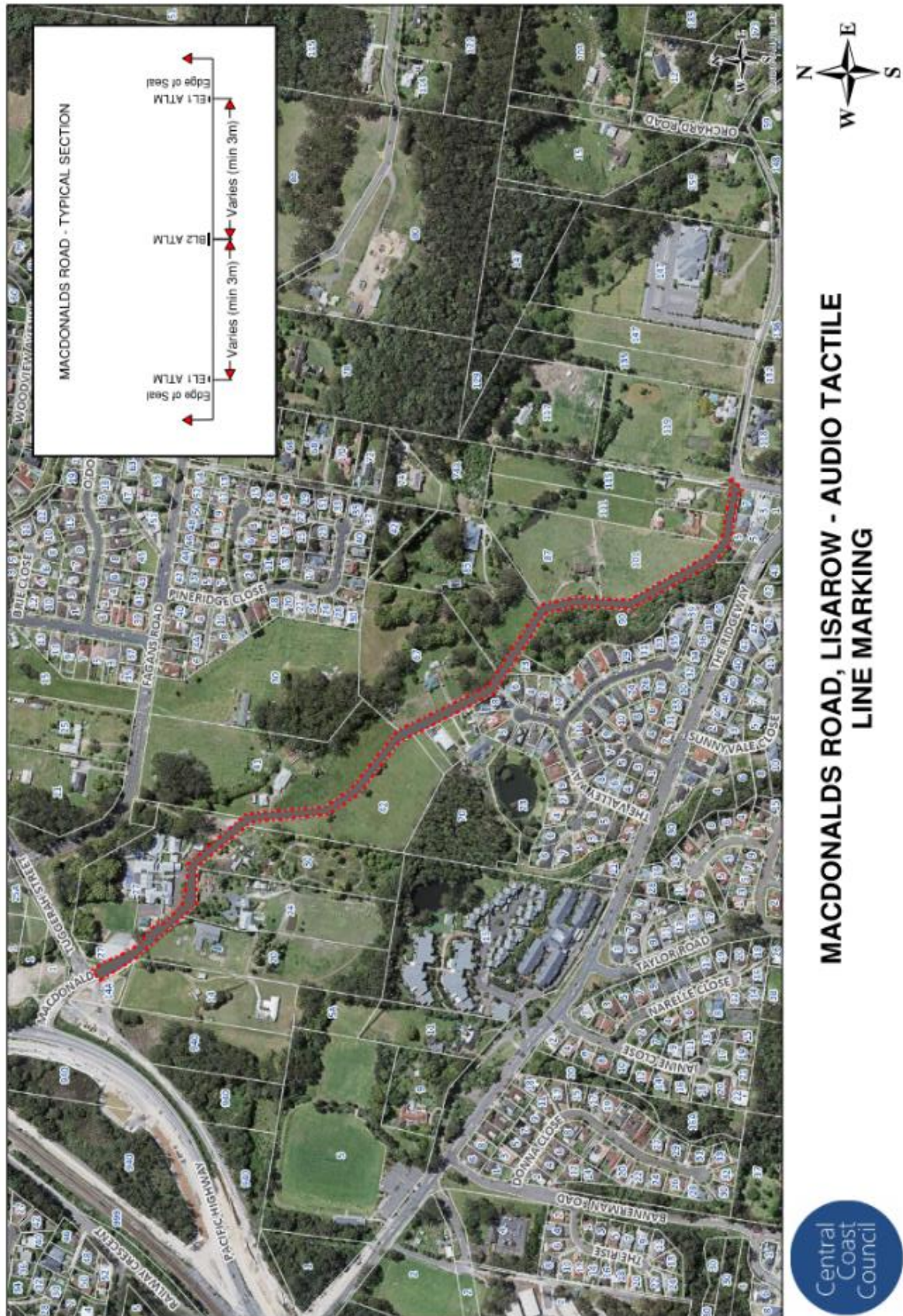
Recommendation

- A Install BL2 centre line and EL1 edge lines on MacDonalds Road, Lisarow from Tuggerah Street to Nexus Way as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.

- B Remove the existing No Parking sign and Install a No Stopping sign on the eastern side of Macdonalds Road, and install a No Stopping sign on the western side of Macdonalds Road adjacent to Lisarow Public School as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.

- C The Committee notes the proposed implementation of safety improvements including warning signage and the recommendation to remove the installation of audio-tactile line marking, which is to be installed at a later date, if required.

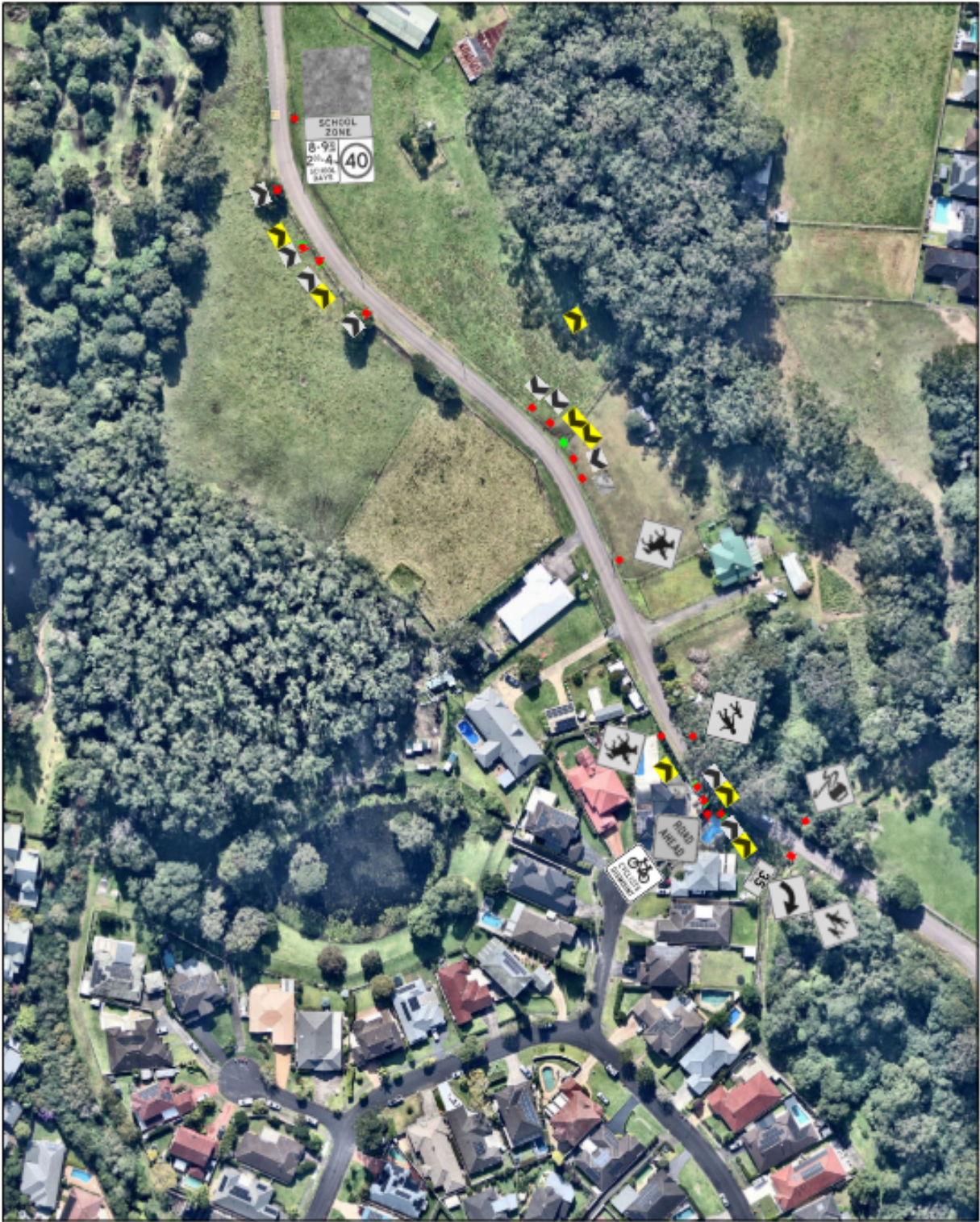
Carried unanimously.





**MACDONALDS ROAD, LISAROW - SIGN
POSTING IMPROVEMENTS**





**MACDONALDS ROAD, LISAROW - SIGN
POSTING IMPROVEMENTS**





MACDONALDS ROAD, LISAROW - SIGN POSTING IMPROVEMENTS



2.13 TC30/2025 | Sun Valley Road, Green Point - Raised Pedestrian Crossing

Report/Context

Council has prepared a plan for the upgrade of the existing splitter island on Sun Valley Road, Green Point to a raised marked pedestrian crossing (zebra crossing).

The proposed raised pedestrian crossing links Sun Valley Regional Play space with Green Point Shopping Village and is used regularly by parents with young children and school aged children moving between the park and Shopping Village. Council is proposing to remove the existing splitter island and install a raised pedestrian crossing with associated sign posting and line marking.

Councils may choose to use the following pedestrian demand calculation to determine the need for a pedestrian crossing:

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

The hourly pedestrian counts identified that the majority of the one-hour blocks exceeded the pedestrian demand calculation for a marked pedestrian crossing, with a range of 30 to 65 factored pedestrians per hour.

Consultation was carried out with adjacent residents with no objections received. Council has received several letters supporting the installation of a pedestrian crossing in this location.

Financial Impact

The cost for the installation of the required line marking and signposting will be accommodated within a future project budget. The construction stage of the project is currently unfunded.

Discussion

Council officers presented an overview of the proposal to installed a raised pedestrian crossing at this location to provide a safer and more convenient option for pedestrians.

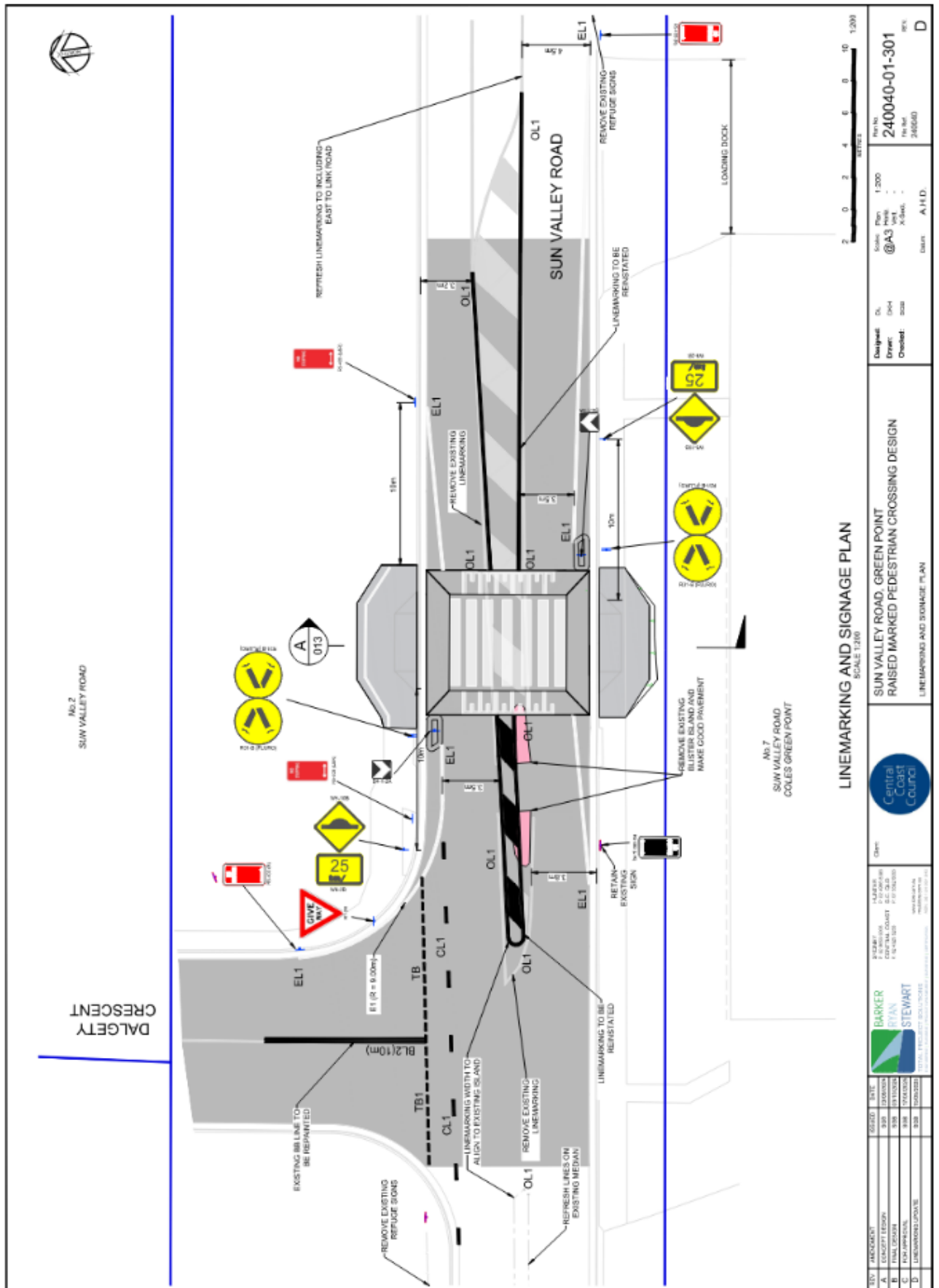
Committee member representing TfNSW queried the level of lighting at the crossing. Council officers confirmed that a lighting design has been undertaken and will be included within the project scope.

Recommendation

The raised pedestrian crossing on Sun Valley Road, Green Point with associated sign posting and line marking as shown on the plan in Attachment 1 be endorsed by the Committee.

Carried unanimously.

Attachment 1



2.14 TC31/2025 | Yallambee Avenue, West Gosford - Line Marking

Report/Context

Council has prepared a plan for line marking and sign posting on Yallambee Avenue, West Gosford.

Following meetings with Council Officers and representatives from Evergreen Life Care, West Gosford, Council is proposing to install BL2 centreline and No Stopping signposting and NS1 yellow No Stopping line marking to assist with keeping the curve clear of parked vehicles and improve lane discipline.

Consultation was carried out with adjacent residents and businesses. Attendees of the site meeting with Council officers have maintained their request for longer lengths of parking restrictions along Yallambee Avenue. This request was discussed during the site meeting and a response provided to residents, with Council's preference not to remove large lengths of existing on-street parking.

Financial Impact

The cost for the installation of the sign posting and line marking will be accommodated within the existing traffic facilities budget and be undertaken as soon as work priorities permit.

Discussion

Council officers presented an overview of the proposed sign posting and line marking to assist with keeping the curve clear of parked vehicles in Yallambee Avenue. The addition of No Stopping line marking on the northern side will supplement the existing No Stopping sign posting.

Recommendation

Install BL2 centreline, No Stopping sign posting and NS1 line marking on Yallambee Avenue as shown on the plan in Attachment 1 and be undertaken as soon as work priorities permit.

Carried unanimously.

Attachment 1



**YALLAMBEE AVENUE, WEST GOSFORD - LINE
MARKING AND SIGN POSTING**



2.15 General Business

Committee member representing NSW Police raised the following matter:

- Central Coast Highway, West Gosford: There have been multiple accidents involving vehicles queueing into the travel lanes while waiting to enter the Metro Service Station. It is understood that this is a matter for Transport for NSW as Central Coast Highway is a State Road, however Council will arrange for Council's Environment and Planning Directorate to review development consent conditions associated with the operation of the Service Station, and take appropriate action if warranted.

Committee member, Local Member for The Entrance, raised the following matter:

Shelly Beach Road, Shelly Beach: Community concerns surrounding the pedestrian facility adjacent to Our Lady of the Rosary School. Council officers advised that a review of the pedestrian facility has commenced.

2.16 Next Meeting

Thursday 21 August 2025, location to be confirmed.

2.17 Close of Meeting

The Meeting concluded at 12.33pm.

These minutes are a true and an accurate account of the meeting's proceedings and are approved for authorisation.

Jeanette Williams

Jeanette Williams
Unit Manager Engineering Services
Chairperson

These minutes are received, and recommendations are authorised for implementation by Council's delegate Director Infrastructure Services.

Boris Bolgoff

Boris Bolgoff
Director Infrastructure Services
Central Coast Council

Date: 02/07/2025

