

Meeting Number	TC-06-25
Date	18 December 2025
Time	10.00 am
Location	Gosford Regional Library 123a Donnison Street Gosford, NSW 2250
Forum Members	Central Coast Council Transport for NSW NSW Police Force Local State Member Representatives
Informal Advisors	Local Bus Operators

Minutes

1 Welcome and Acknowledgement of Country

Meeting Number TC-06-25 commenced at 10.08 am by Chairperson, Unit Manager Engineering Services, Jeanette Williams.

"We acknowledge the Traditional Custodians of the land on which we live, work and play. We pay our respects to Darkinjung country, and Elders past and present. We recognise the continued connection to these lands and waterways and extend this acknowledgement to the homelands and stories of those who also call this place home. We recognise our future leaders and the shared responsibility to care for and protect our place and people".

2 Attendance

Present:

Ms Jeanette Williams (Central Coast Council)
Mr Scott Jarvis (Central Coast Council)
Mr Scott Stapleton (Central Coast Council)
Mr Jaron Gawne (Central Coast Council)
Ms Laura Knox (Central Coast Council)
Mr John Markulin (Transport for NSW [TfNSW])
Ms Julie McFadden (representative for Adam Crouch MP, Member for Terrigal)
Mr Thomas Uthaug (Red Bus CDC)
Mr Tony Tan (Red Bus CDC)
Mr Mark Brown (Busways)

Apologies: Mr Boris Bolgoff (Central Coast Council)
Senior Constable James Joiner (NSW Police, Brisbane Water Local Area Command)
Representative for NSW Police, Tuggerah Lakes Local Area Command
Representative for Yasmin Catley MP, Member for Swansea
Representative for David Harris MP, Member for Wyong [comments provided via email]
Representative for David Mehan MP, Member for The Entrance
Representative for Liesl Tesch MP, Member for Gosford [comments provided via email]

3 Changes to the Forum

Nil.

4 Declarations

a Declaration of Pecuniary Interest

The Chairperson invited members of the forum to declare any pecuniary interest they might have, in accordance with Section 451 of the Local Government Amendment Act 2000, in respect to the agenda for this meeting.

Nil declarations were received.

b Declaration of Non-Pecuniary Interest

The Chairperson invited members of the forum to declare any non-pecuniary interest they might have, in accordance with Section 440 of the Local Government Act 1993 and Council's Code of Conduct, in respect to the business of this meeting.

Nil declarations were received.

5 Confirmation of Previous Minutes

The minutes of TC-05-25 of the Local Transport Forum held on 16 October 2025 were received and noted.

ITEM TC53/2025	243 GREEN PARK PARADE, WOONGARRAH – RESIDENTIAL SUBDIVISION
MEETING DATE	18 December 2025
COUNCIL REF NO.	SCC/105/2025
ELECTORATE	Wyong
WARD	Budgewoi

REPORT/CONTEXT

Council has granted consent for an 87-lot residential subdivision development at 243 Green Park Parade, Woongarra.

As part of the consent, the developer is required to seek endorsement from the Local Transport Forum for the line marking and sign posting plans.

The proposal includes Give Way sign posting, centre, edge and No Stopping line marking, and shared path sign posting and line marking.

Consultation has been undertaken with nearby residents, with no objections received.

FINANCIAL IMPACT

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

DISCUSSION

Council officers provided an overview of the proposed plans for traffic calming, line marking and sign posting relating to the development consent.

It was noted that the raised thresholds proposed to be constructed within the development require further discussion with Council officers regarding the requirement for these devices. These residential roads are generally low speed, low volume roads which primarily provide access to residential properties only, therefore reducing the effectiveness and requirement for engineered traffic calming devices. The devices create noise, restrict access to adjacent property, restrict on-street parking and become a maintenance liability for Council. Additionally, there appears to be inconsistency across the type of raised devices being installed throughout developments, which also should be reviewed by Council officers.

Forum member representing TfNSW advised that the double centre line in Green Park Parade stops short of the intersections with Marbleleaf Road and Honey Tree Road, and should be extended.

Forum member representing TfNSW raised concerns with the shared path design in Honey Tree Road and Green Park Parade, including location of kerb ramps and crossings, path width, location of the proposed shared path signage and pavement stencils. It is recommended that Council officers further review the plans for the proposed shared path network with consideration of the Design of Roads and Streets (DORAS) guidelines.

It was also noted that a temporary End Shared Path sign is required at the end of Caladenia Road and is to remain until the road is extended with the next stage of development.

Forum members discussed the No Stopping line marking being implemented within residential areas. Typically, No Stopping is not installed within residential areas unless the area has a high demand for on-street parking due to the close proximity to facilities such as schools, shopping precincts or recreational areas and sporting fields. This area is residential only, with No Stopping not required and likely to become an ongoing maintenance liability to Council. This is to be reviewed by Council officers.

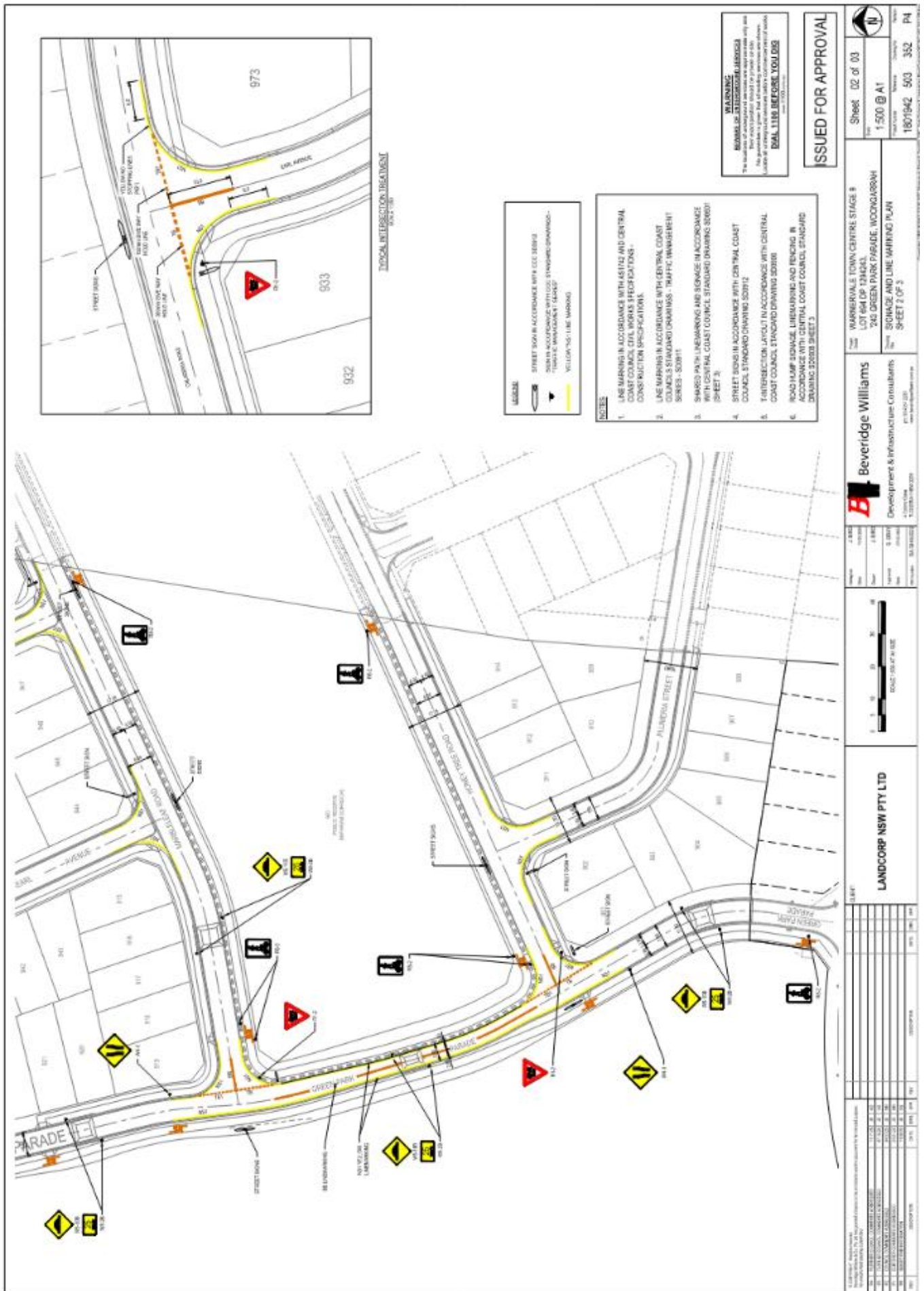
It was noted that Give Way restrictions are not typically required at T intersections within residential streets. This is to be reviewed by Council officers.

It is noted that construction work for the road and pathway network for this subdivision is currently well advanced.

RECOMMENDATION

The installation of the sign posting and line marking associated with the residential subdivision at 243 Green Park Parade, Woongarra as shown on the plan in Attachment 1 be endorsed by the Forum with the following actions with Council:

- A No objection to the installation of the proposed engineered traffic calming devices, however further review of the requirement for the proposed engineered traffic calming measures may be undertaken by Council.
- B No objections to the shared path signage and pavement stencilling, however further review of the shared path design and shared path signage should be undertaken in accordance with the Design of Roads and Streets (DORAS) guidelines.
- C No objection to the installation of the proposed No Stopping restrictions, however these are not typically required in residential streets, and may be implemented at a later date, should parking issues arise.
- D No objections to the installation of the Give Way signage and line marking, however these are not typically required at T intersections within residential streets. Council to review the requirement for Give Way restrictions at the proposed locations.



Sheet 02 of 03
 1:500 @ A1
 1801942 503 352 P4

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WARRENDALE TOWN CENTRE STAGE 8
 LOT 64 DP 124243
 243 GREEN PARK PARADE, WOODGARBOH
 STORAGE AND LINE MARKING PLAN
 SHEET 2 OF 3

Project	WARRENDALE TOWN CENTRE STAGE 8
Client	LANDCORP NSW PTY LTD
Scale	1:500 @ A1
Author	[Name]
Check	[Name]
Date	18/01/2024
Revision	01

ITEM TC54/2025	23-35 ALBERT WARNER DRIVE, WARNERVALE – RESIDENTIAL SUBDIVISION
MEETING DATE	18 December 2025
COUNCIL REF NO.	
ELECTORATE	Wyong
WARD	Wyong

REPORT/CONTEXT

Council has granted consent for a 51-lot residential subdivision development at 23-35 Albert Warner Drive, Warnervale.

As part of the consent the developer is required to seek endorsement from the Local Transport Forum for the line marking and sign posting plans on Albert Warner Drive.

The proposal includes the upgrade of the intersection with a dedicated right turn bay on Albert Warner Drive with associated sign posting and line marking, Give Way sign posting and line marking, double centre line and No Stopping line marking and shared path sign posting and line marking.

As part of the Section 138 conditions, the developer must provide written evidence of notification to and receive confirmation from surrounding residents prior to the commencement of construction.

FINANCIAL IMPACT

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

DISCUSSION

Council officers provided an overview of the proposed plans for line marking and sign posting relating to the development consent.

It was noted that the raised thresholds proposed to be constructed within the development requires further discussion with Council officers regarding the requirement for these devices. These residential roads are generally low speed, low volume roads which access residential property only therefore reducing the effectiveness and requirement for engineered traffic calming devices. The devices create noise, restrict access to adjacent property and restrict on-street parking. Additionally, there appears to be inconsistency across the type of raised devices being installed throughout developments, which also should be reviewed by Council officers.

Forum members questioned the location, alignment and width of the shared path and whether the associated shared path signage and pavement stencils were correct and consistent. It is recommended that Council officers further review the plans for the proposed shared path network with consideration of the Design of Roads and Streets (DORAS) guidelines.

Forum member representing TfNSW questioned the requirement for No Stopping line marking in the curve of Atlas Crescent. More generally, forum members questioned the need for centreline marking and No Stopping line marking due to the width of the road and anticipated low traffic volumes.

Forum member representing TfNSW noted that the No Stopping restriction in Albert Warner Drive should be extended.

RECOMMENDATION

The installation of the sign posting and line marking associated with the residential subdivision at Albert Warner Drive, Warnervale, as shown on the plan in Attachment 1 be endorsed by the Forum with the following actions with Council:

- A No objection to the installation of the proposed engineered traffic calming devices, however further review of the requirement for the proposed engineered traffic calming measures may be undertaken by Council.
- B No objections to the shared path signage and pavement stencilling, however, further review of the shared path design, including alignment and width, and shared path signage should be undertaken in accordance with the Design of Roads and Streets (DORAS) guidelines.
- C No objection to the installation of the proposed No Stopping restrictions and centre line marking, however these are not typically required in residential streets, and may be implemented at a later date, should parking or lane discipline issues arise.
- D Review the location of the No Stopping sign posting on Albert Warner Drive

ITEM TC55/2025	VIRGINIA ROAD, WARNERVALE – RESIDENTIAL SUBDIVISION
MEETING DATE	18 December 2025
COUNCIL REF NO.	DA/1892/2021
ELECTORATE	Wyong
WARD	Wyong

REPORT/CONTEXT

Council has granted consent for a 75-lot residential subdivision development at Virginia Road, Warnervale.

As part of the consent the developer is required to seek endorsement from the Local Transport Forum for the line marking and sign posting plans.

The proposal includes Give Way sign posting and line marking, double centre line and No Stopping line marking and shared path sign posting and line marking.

As part of the Section 138 conditions, the developer must provide written evidence of notification to and receive confirmation from surrounding residents prior to the commencement of construction.

FINANCIAL IMPACT

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

DISCUSSION

Council officers provided an overview of the proposed plans for line marking and sign posting relating to the development consent.

Forum members discussed the use of No Parking and No Stopping line marking being implemented within residential areas. Typically, No Parking and No Stopping restrictions are not installed within residential areas unless the area has a high demand for on-street parking due to the close proximity to facilities such as schools, shopping precincts or recreational areas and sporting fields. This area is residential only, with the No Parking signage and No Stopping line marking not required. This is to be reviewed by Council officers.

Forum members discussed the inconsistent use of Give Way signs. It was noted that Give Way restrictions at T intersections should only be installed where sight distance may be an issue. This is to be reviewed by Council officers.

Forum member representing TfNSW noted that a Watts profile speed hump in Eastern Rosella Drive would be more beneficial to minimise speeding than the proposed speed cushions. There appears to be inconsistency across the type of raised devices being installed throughout developments, which also should be reviewed by Council officers.

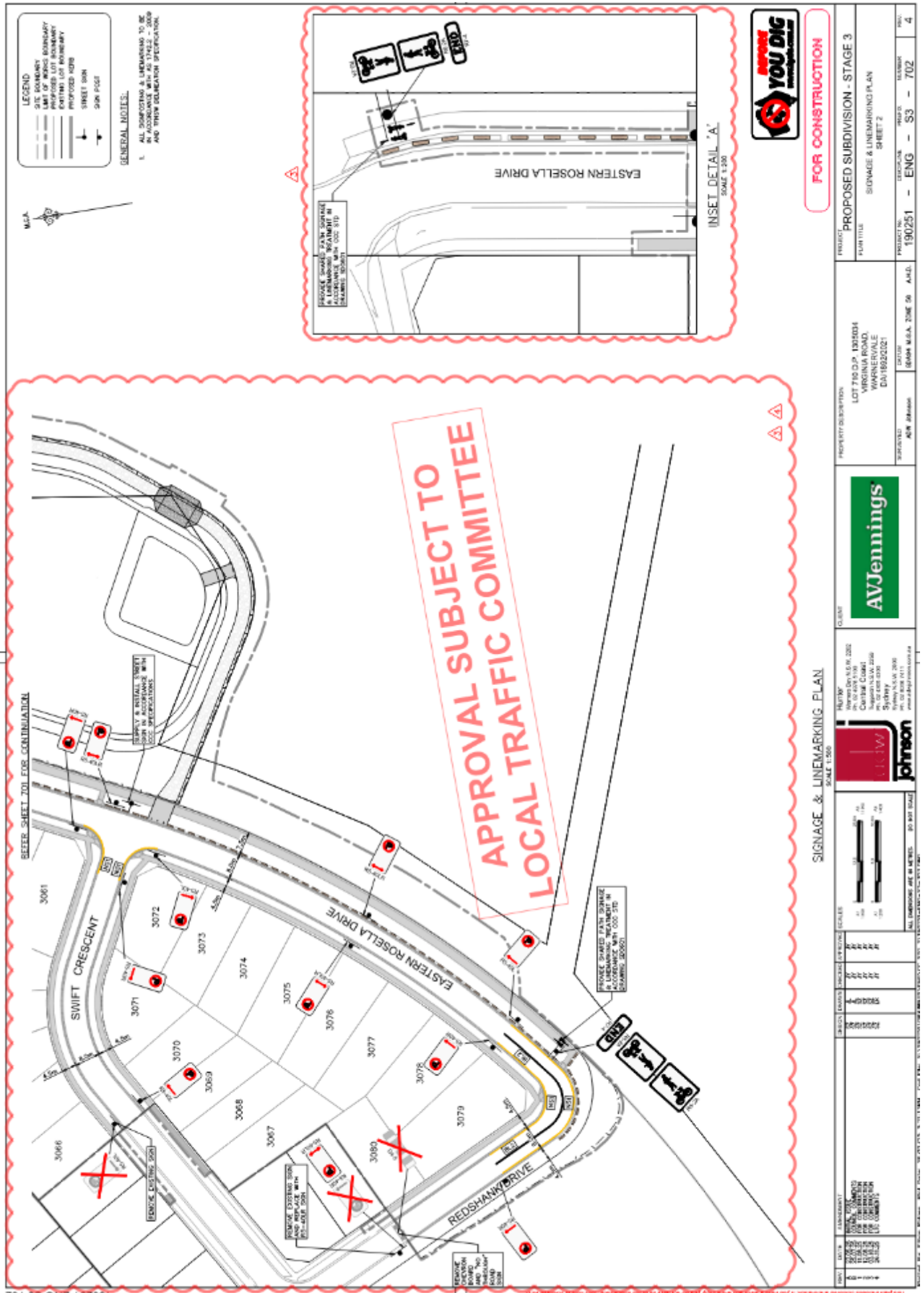
In addition, each of the connections from shared path to footpaths require End Shared Path signs to be installed. It is recommended that Council officers further review the plans for the proposed shared path network with consideration of the Design of Roads and Streets (DORAS) guidelines.

Forum members noted that there appears to be inconsistencies with the naming of roads through this subdivision, which is likely to cause confusion in the future. The review should ensure that the road naming provides ease of access and directions, including for emergency vehicles.

RECOMMENDATION

The installation of the sign posting and line marking associated with the residential subdivision at Virginia Road, Warnervale, as shown on the plan in Attachment 1 be endorsed by the Forum with the following actions with Council:

- A Further review the type of proposed engineered traffic calming measures, with a Watts profile hump on Eastern Rosella Drive recommended.
- B No objections to the shared path signage and pavement stencilling, however further review of the shared path design and shared path signage should be undertaken in accordance with the DORAS guidelines.
- C No objection to the installation of the proposed No Stopping and No Parking restrictions, however these are not typically required in residential streets, and may be implemented at a later date, should parking issues arise.
- D No objections to the installation of the Give Way signage and line marking, however these are not typically required at T intersections within residential streets. Council to review of the requirement for Give Way restrictions at the proposed locations.
- E Review naming of roads within the subdivision and adjacent area to ensure consistency and ease of access for emergency vehicles



FOR CONSTRUCTION

CLIENT HNTBF 10000 Dwyer Blvd, 2202 Central Coast Ingalls NSW 2250 Ph: 02 633 0300 Fax: 02 633 0300 www.hntbf.com.au		PROJECT DESCRIPTION LOT 150 D.P. 1242004 VIRGINIA ROAD WARRINALE DA18922021		PROJECT NO. 190251 - ENG - S3 - 702		DATE 2023		SCALE 1:200		NO. 4	
PROJECT PROPOSED SUBDIVISION - STAGE 3		PLAN TITLE SIGNAGE & LINEMARKING PLAN SHEET 2		DATE 2023		SCALE 1:200		NO. 4		REV. 01	
APPROVED [Signature]		DATE 2023		SCALE 1:200		NO. 4		REV. 01		DATE 2023	
AVJennings		johnson		SCALE 1:200		NO. 4		REV. 01		DATE 2023	

ITEM TC56/2025	AVOCA DRIVE, AVOCA BEACH – SHARED PATH
MEETING DATE	18 December 2025
COUNCIL REF NO.	CPA/265594
ELECTORATE	Terrigal
WARD	Gosford East

REPORT/CONTEXT

Council has prepared a design for Stage 1 of the Avoca Drive Shared Path, Avoca Beach.

The project includes an off-road shared path and pedestrian facility. The proposed works also include Give Way sign posting and line marking at Townsend Avenue, parking restrictions, Bus Zones, No Entry sign posting, centre and edge line marking, and green cycle lane markings.

Consultation has been carried out with adjacent residents and businesses with the majority in favour of the proposal.

FINANCIAL IMPACT

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

DISCUSSION

Council officers provided an overview of the proposed plans for line marking and sign posting relating to the Avoca Drive Shared Path, Avoca Beach.

Representatives of Red Bus Services commented that the location of the No Stopping and Bus Zone restrictions on the northern side near the pedestrian refuge should be reviewed to ensure that the length of No Stopping complies with regulatory requirements for the pedestrian refuge, and the Bus Zone is of sufficient length.

Forum member representing Member for Terrigal questioned why there is no dedicated on-road cycle lane on the northern side of Avoca Drive. Council officers confirmed that an on-road cycle lane on the northern side was outside of the scope of the project, noting that experienced cyclists are likely to use the roadway with recreational users preferring to use the shared path. The forum noted that if only one cycle lane is being constructed, the northern side would be preferred. It is noted that all cyclists will have the option of using the shared path rather than the road / on-road cycle lane.

Council officers also confirmed that the current change of speed zone from 60km/h to 70km/h is planned to be relocated further to the east, to be located away from the pedestrian refuge facilities as part of the project, subject to TfNSW approval. Requests for further reductions to the speed limit throughout the project would need to be forwarded to TfNSW for their assessment and approval.

Forum member representing Member for Terrigal questioned whether trees required to be removed as part of the project would be replaced. Council officers confirmed that trees would be replaced at a ratio of 3:1, located preferably within the project boundary, or at a suitable location nearby within Avoca Beach.

Council officers confirmed that where feasible, No Stopping signposting along Avoca Drive will be removed, as it is not required.

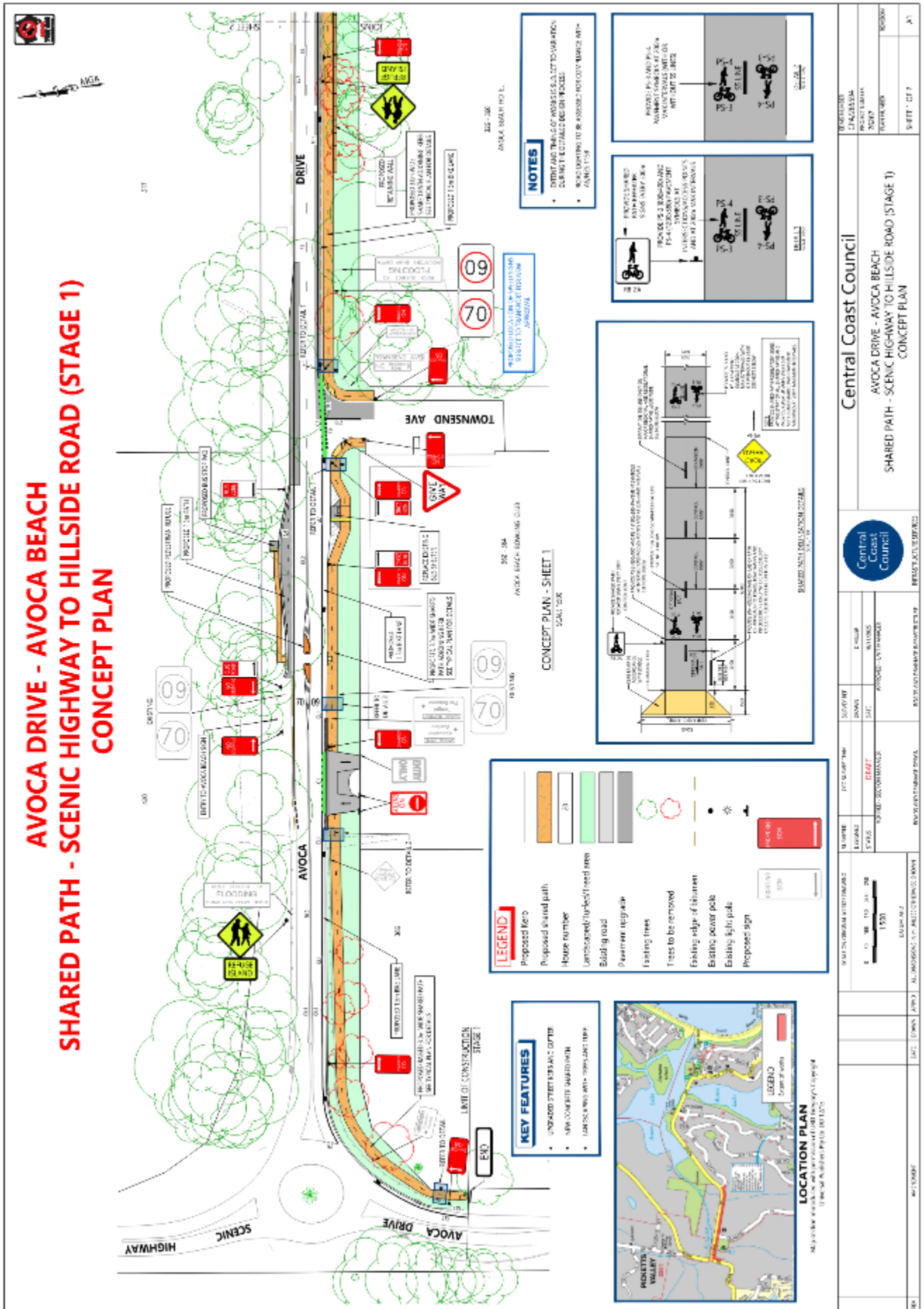
Council officers also confirmed that the layout of pram ramps and the shared path around pram ramps would be further reviewed during detailed design, to address issues currently identified such as mis-aligned pram ramps and pram ramps protruding into the shared path.

RECOMMENDATION

The installation of the sign posting and line marking associated with the Avoca Drive Shared Path, Avoca Beach as shown on the plan in Attachment 1 be endorsed by the Forum with the following recommendations for Council:

- A Review the location of the No Stopping and Bus Zone sign posting adjacent to the pedestrian refuge and bus stop on the northern side of the project, to reflect the required No Stopping distance adjacent to pedestrian refuges, and enable adequate length for buses utilising the Bus Zone.
- B No objection to the implementation of the on-road cycle lane, however review the requirement for a westbound on-road cycle lane and whether an east-bound cycle lane would be preferred.
- C Review the design / orientation of the pram ramps in relation to the shared path, to ensure that they comply with Councils Standard Drawings.
- D With the exception of the 10m statutory No Stopping and the No Stopping adjacent to the pedestrian refuge, remove the No Stopping sign posting on the southern side of Avoca Drive.

ATTACHMENT 1



GENERAL BUSINESS

Council officers raised the following matter:

- Patonga Drive and Pearl Beach Drive intersection, Pearl Beach: Council officers have investigated a number of measures to deter anti-social driver behaviour such as the removal of tyre marks through pavement micro surfacing. The installation of physical measures such as concrete medians and central median rumble bars was also investigated, however they may introduce crash risks for other road users. Forum members recommended that a continued police presence would be the most appropriate method of addressing this issue, however Council staff will continue to investigate any new measures available to deter the anti-social driver behaviour.

Representatives of Red Bus Services raised the following matter:

- Showground Road, Gosford: There may be incorrect Bus Zone signage in place adjacent to Gosford Train Station on Showground Road. Council officers to investigate the signage and reinstate the No Parking, which operates as a high use passenger pick up and drop off point for rail users.

Representatives of Busways raised the following matter:

- Busways requested to be involved in consultation relating to Council's Bus Stop upgrade program. Council officers will circulate the proposed program to the bus companies for information and comment.

Forum member representing TfNSW raised the following matter:

- Henry Parry Drive, Gosford: Speed limit will be reduced to 50 km/h. Council recommended that TfNSW advertise the change ahead of time to notify residents and road users.

6 Next Meeting

Thursday 19 February 2026

7 Close of Meeting

The meeting closed at 11.35am

8 Approval of Minutes

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

Scott Jarvis

Scott Jarvis
Acting Unit Manager Engineering Services

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: 15 January 2025