

TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D08994816	Resident	In my view this is an unnecessary expense. Current road markings, speed restrictions and footpaths are perfectly adequate, I would have thought here would be more pressing road safety concerns.	Council receives many complaints from the community in relation to pedestrian safety in Hornsby East CBD with suggestion for more pedestrian facilities. The project is fully funded by the NSW State Government as part of the "Safe Speeds in High Pedestrian Activity and Local Areas" program. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries.			1
D08994825	Resident	How about you just ban cars from the roads. This is just ridicules. People just need to be responsible and be adults.	Council is unable to ban cars from accessing the local road network. Access is essential for local retail and residential precinct. The traffic studies show that the impact to traffic flow will be minimal.		1	
D08994826	Resident	As a general comment there's no gain by having speed limits if they are not enforced, specifically the 40KM/h speed limits on Peats Ridge Road through the Hornsby West shopping area is universally ignored by drivers. Perhaps the additional road markings on entry as shown on the plans for the Eastside should be implemented on the Westside to see how effective they are. I think the 40kph speed limits are a great idea but only if they can be enforced	Speed enforcement is under the responsibility of the NSW Police. Council has previously undertaken a speed review of Peats Ferry Road after the introduction of the 40km/h High Pedestrian Activity Area (HPAA). The speed review has identified that the 85th percentile of vehicles are travelling at 40km/h.		1	
D08994829	Resident	Great idea	Comments noted.	1		
D08994836	Resident	I think this overall proposal is a positive response to alleviate some of the issues of walking to and from the shops at Westfield. I walk to Westfield almost every day and it's a little awkward on occasions trying to cross the streets with the volume of traffic.	Comments noted.	1		
D08995002	Resident	Can I assume the council has done full research of these roads/streets noting how many and often vehicles are and have been travelling at more than 40km an hour. Having lived in Hornsby since 1988, yes pre Westfield and the times I have seen vehicles travelling at high speed around these streets, I can count on one hand, the present high number of traffic lights do this already. Has the Council records on the number of vehicles going through these lights when they are on Red? Have they had sensors on say Burdett Street to record the speed of traffic. How many drivers have the Police prosecuted for going through these lights on Red and speeding in these areas. How do the Council except or spending a great deal of money putting up signs and painting roads plan to monitor and control these areas once they have been installed.	The proposed HPAA treatment is supported by a number of traffic studies which were conducted by consultants and funded by Transport for NSW. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries. The project is fully funded by the NSW State Government as part of the "Safe Speeds in High Pedestrian Activity and Local Areas" program. The issue of speeding and disobeying traffic signals will be referred to NSW Police for enforcement.		1	
D08995010	Resident	The current road/pedestrian setup around Florence Street into Hunter Lane is dangerous. I regularly turn off George Street onto Florence Street and have pedestrians completely unaware the zone is a shared pedestrian and traffic zone. This is dangerous particularly for the children and elderly. To reduce traffic coming into Florence Street can you consider making Hunter Lane (from Burdett Street) dual directional until the library to allow the persons needing to park in the carparks on Hunter Lane. I believe this approach will improve pedestrian safety in the area.	Florence Street from George Street to Hunter Lane and Hunter Lane between Florence Street and Burdett Street is outside of this project scope. Notwithstanding, traffic data shows that the existing 10km/h Shared Zone is operating safely with no crashes recorded in the past 5 years. There are no plans to make Hunter Lane two way due to geometric constraints of the road alignment.		1	
D08995071	Resident	To say good to see council finally doing something about the roads around the Shopping Centre, by putting crossings in ares which need them which should have been done years ago. Also putting the end to the no left turn on the exit out the lane way of the carpark onto albert street. Hopefully these improve movements fix issues with near misses. Would love to know more of the time frame the changes will be put into place once approved.	Comments noted. Subject to approval, work is scheduled to commence in February 2025 for completion by end of June 2025.	1		
D08995081	Resident	As a pedestrian in Hornsby on occasions I fully agree with the thoughtful proposals listed in this document.	Comments noted.	1		
D08995098	Resident	In favour of proposed changes. The current state of those streets is a little piece of pedestrian hell.	Comments noted.	1		
D08995311	Resident	I completely support this project. Very important work to improve the safety for everyone in Hornsby. I love the road improvements, especially the continuous side walks, narrowing of roadways, and increase in the number of pedestrian crossings. Much needed. Definitely consider making this the norm for road construction/repair across the shire.	Comments noted.	1		
D08995503	Resident	A bit "Nanny State". How much is all this going to cost? I would rather you not spend the money we apparently didn't have. After the large increase in our rates and the backlash against it, I should of thought the Council would be more careful in their spending. How many people get knocked over because of speeding cars around the shopping centre?	The project is fully funded by the NSW State Government as part of the "Safe Speeds in High Pedestrian Activity and Local Areas" program. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries.			1
D08995920	Resident	The footpath on the northern side of Florence St, between Murial St and Albert St, is in dire need of an upgrade. At night there is limited lighting and can get quite dark, which is difficult as the most efficient path to the westfield and train station from residents around Florence St and nearby streets. This footpath also has many tripping hazards and is uneven, with parts not being sealed and containg only rocks/rubble. Improving this section and footparth will make it safer for residents travelling at night through this area.	The footpath maintenance issues will be investigated and rectified by Council. Street lighting at new pedestrian facilities will be reviewed and upgraded to meet Australian Standards.		1	
D08996226	Resident	Edgeworth David Avenue - has a fence or vegetation barrier between the road and the sidewalk. Reducing Speed to 40 km/h does not improve pedestrians safety. It will slow down traffic however, while it is already a very busy road. Thomas Street - needs rubbish bins. There are currently no bins while this is a very heavily used street (shortest walking route from waitara to westfield). This street is frequently littered with rabbish. Same for the Edgeworth David Avenue.	Managing speed, in accordance with safe system principles, is a key component in managing pedestrian safety. Research and scientific analysis show that a pedestrian hit by a car travelling at 40km/h has twice the chance of surviving the collision than if the car was travelling at 50km/h. Travelling at speeds higher than 40km/h greatly increases the risk of injury to, and death of, pedestrians. Council receives many requests in relation to pedestrian safety along Edgeworth David Avenue at existing crossings where drivers fail to stop on red lights. While this is a matter for NSW Police, the lower speed limit will reduce the chances of pedestrians being injured or killed at these locations. Council's Waste Services will investigate provision of bins.		1	
D08996569	Resident	The proposal should take into consideration the traffic on Burdett Street heading towards the Westfield. This is a heavily used road where a lot of drivers turn right from Burdett Street (coming from George Street) into the Westfield up the Harvey Norman ramp. Would there be a possibility of lights at this intersection?	Traffic modelling of the road network shows that the operation of Burdett Street and access to Hornsby Westfield will not be adversely affected by the proposed works. There are not plans to signalise the entries to Westfields in conjunction with this project.		1	
D08996572	Resident	Great idea, thanks for doing it.	Comments noted.	1		
D08996809	Resident	I would like to enquire why this is being done now and not in conjunction with the proposed Town Centre Development that is in the pipeline? Notwithstanding, I have a business in Hornsby House on the corner of Albert Street and Florence Street. I would like to raise a couple of issues. Firstly, why is there no planned pedestrian crossing on Albert Street north (other side of Florence Street) a large number of pedestrians also cross here. At this intersection there also needs to be a give way sign for traffic leaving this drop off area and re-entering Albert Street to travel south. Vehicles currently do a U turn here after dropping off and expect right of way at a busy intersection. Secondly, what has council done to provide safety for cyclists? These pedestrian friendly roadworks often force cyclists dangerously close to vehicles on a shared roadway.	Installing a pedestrian crossing on the northern leg of the Albert Street and Florence Street has been considered, however due to requirements for sight lines at crossing this would warrant the removal of all parking from the end of Albert Street. A crossing would also impact on access to the nearby loading dock. This pedestrian movement is relatively low compared with other crossings and continuous footway is provided around the end of the street to facilitate pedestrian access long the verge. Location will be monitored after completion of works and need for any additional controls evaluated.		1	
D08997366	Resident	It's about time! I have been living in the area for over 18 years and I have lobbied the council for a pedestrian crossing at Florence and albert St intersection just in front of K-Mart end of Westfield for years but to no avail. Crossing the road across to K-Mart is like a suicide to say the least!! I live just in front of Westfield carpark (Albert St side). The number of vehicle accidents every week is just unbelievable! It's always been a chaos that part of Westfield. Recently, a car ploughed through our Strata property destroying the whole brick fence and the mailbox at the same time! Very fortunate that at that time there was no pedestrian walking along the footpath. The entry and exit to and from Westfield along Albert St are just a nightmare for all vehicles! You name it, road rage, driver screaming, honking, impatient and undisciplined drivers causing accidents...!! In the last 20 years, I have seen the changes of traffic in Hornsby especially around Westfield. The number of cars and patrons are almost doubled if not tripled! These changes to the Hornsby Town Centre are overdue. These would have been done 10 years ago.	Comments noted.	1		
D08997723	Resident	I think the proposal is somewhat of a good one, not necessarily the reduction in speed limits as these are only effective when they are enforced, plus a majority of these are already in school zones. The introduction of a raised pedestrian crossing at the intersection of Albert and Florence is a great idea and well overdue. However, I do suggest that there the road is appropriately marked prior to the crossing to warn motorists i.e. zig zag line. (something that is missing from the new pedestrian crossing recently installed in Romsey St and very very much needed!)	Zig-zag advance pavement markings are provided at pedestrian crossings where the approach sight distance is inadequate. Given the location of the proposed pedestrian crossings on Albert Street and Florence Street, zig-zag pavement markings are not warranted.		1	
D08999127	Resident	I am very pleased to see pedestrian crossings in Burdett Street. I use a walker and like to wait until I can cross at the pedestrian island outside the Westfield car park at my own pace. Drivers do not like it if they stop for me and I wave them on - often because they don't realise that either from the Westfield side or the pedestrian island they are expecting me to cross two lanes of traffic not just the one they are in. The improvements outside the Florence Street entrance to K Mart will also make it much easier to cross. I walk around all the areas in this plan and they are the two hardest spots. Crossing Muriel Street at Edgeworth David Avenue can sometimes be a bit difficult. I am noticing an increasing number of elderly (slower) people with trolleys, walkers and even wheelchairs and scooters so these improvements will be well received.	Comments noted.	1		
D08999133	Resident	I want to express my support for the proposed 40 km/h high pedestrian activity zone in the Hornsby area. Drivers often exceed safe speeds on these roads, so this measure is a great step toward improving safety. In addition to this, I would like to suggest installing speed cameras or red-light cameras in these areas. Recently, I had a near-miss with a vehicle that ran a red light while I was crossing near the Hornsby shopping center. I believe these additional measures would further enhance safety for pedestrians.	Transport for NSW (TfNSW) is responsible for the installation of fixed and mobile speed cameras in NSW. Speed cameras are generally installed on high volume roads and highways. The public can make a nomination on where they think a speed camera should be located, and it will be reviewed by the TfNSW Centre for Road Safety, together with crash data, to determine if the location is suitable for speed environment.		1	

TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D08999139	Resident	I believe a no left turn sign in Burdett St at the exit from the car park would be helpful. I have seen drivers not familiar with the car park slow in preparation for turning in. If there is only one lane due to the proposed alterations this may have a significant effect on traffic flow if there is hesitation near the exit or worse, a car actually ends up making it into the exit.	No changes are proposed the traffic flow or entry and exits to Westfield carpark. All carpark driveways are clearly signposted as to their function. A “No Left Turn” signs would impact on access to the carpark and is not supported.		1	
D08999146	Resident	At the two sets of traffic lights on corner of Edgeworth david and pacific highway when one set of lights goes green it emits a noise and people think it is the other lights going green even though they stay red they walk into oncoming traffic. I have stopped a number of people over the years from crossing while red don't walk due to believing the noise was to say they can walk. Can this be rectified. Also many cars are doing U turns at the traffic lights at the corner of pacific hwy and college crescent at barker college even at school times, can a camera be installed there. I think 40km is sensible given how many pedestrians have been killed in Hornsby over the last few years. Can people be encouraged to wear white clothing at night as they can't be seen if wearing all black as many do even runners. Possible slogan "When its night, wear white". You're welcome.	Traffic signal operation at intersections is under the jurisdiction of Transport for NSW (TfNSW). Council will forward the subject issue to TfNSW for investigation. NSW Police is responsible for enforcement of illegal U-turns. There are no regulations requiring pedestrians to wear high visibility clothing at night in NSW.		1	
D08999168	Resident	I have 2 young kids, we live in Sherbrook Rd and we walk along Florence St, Edgeworth David, and/or Burdett St to Westfield daily. I think the HPAA area is a fantastic idea for the safety of the many children in the area who are often walking between Westfield and the area’s many parks and daycares. Thank you Radek for the proposal and we’re hoping it gets implemented in full.	Comments noted.	1		
D08999177	Resident	I am concerned at the reference to 40 km/h zones "at all times" as "high pedestrian activity" does not happen at all hours of the day. Emergency vehicles, especially ambulances, attend many calls throughout the night when there are often very few people about, for many hours. Emergency vehicles are prohibited from travelling at more than 45 km/h above the speed limit at any time, or they are committing the criminal offence of "dangerous driving". Please note that this does NOT appear in the road rules. This is in criminal law. I am additionally concerned that physical impediments will slow emergency vehicles, particularly ambulances that are travelling at below the speed limit but need to provide a smooth ride for their patients. Each speed bump or threshold will hinder the travel of a loaded ambulance much more than it does a normal car. Transport delays for patients, particularly those with painful injuries such as fractures (and, worst-case, spinal injuries) will be an unintended consequence of this proposal. Transport of all patients will be both slower and less comfortable. Transport of certain life threatening cardiac, stroke and trauma cases is undertaken in an urgent manner as seconds count, and anything that slows transport in such cases can have negative consequences. I urge Council to consider the negative effects upon emergency responses, and to implement the following: 1. use only painted markings for traffic calming areas, and 2. apply lower speed limits only for those times of day when pedestrian activity is actually high.	Emergency service vehicles are exempt from certain road rules and traffic regulations in the event of an emergency. Traffic devices have been designed in accordance with Transport for NSW guidelines that accommodate emergency vehicles. The proposed raised pedestrian crossings and thresholds are designed to enforce speed reduction within the designated 40km/h HPAA. No objections have been received from Ambulance NSW or any other emergency services. HPAA zones must operate full time, in accordance with TfNSW regulations.		1	
D08999213	Resident	I fully support the proposed treatment aimed at enhancing pedestrian safety and comfort in the specified areas. The introduction of a 40km/h High Pedestrian Activity Area (HPAA) will create a safer, more pedestrian-friendly environment, particularly in high-traffic zones. The raised pedestrian crossings, kerb extensions, and landscaped islands are excellent measures to slow traffic and improve visibility for pedestrians. Furthermore, the addition of concrete and painted median islands near the Westfield Shopping Centre will help manage traffic flow effectively without altering access. The pedestrian safety fencing and reconstruction of pedestrian refuges and kerb ramps to meet safety guidelines are crucial improvements that will ensure pedestrian crossings are clear, accessible, and secure. Additionally, upgrading street lighting and implementing landscaping at key locations will not only improve safety but also enhance the aesthetic appeal of these areas. Overall, these changes will create a safer and more pleasant pedestrian environment, contributing to a more walkable and vibrant community.	Comments noted.	1		
D08999288	Resident	2GB this week has been talking about the Minn's Government looking at approving buildings up to 40 stories. Could this be a stuff up with your 40klm hour speed limits proposal. My understanding is that new buildings in central Hornsby have a height limit of 25 stories. Thanks and have a good weekend.	The works proposed are in line with future Town Centre Development and will support active transport.		1	
D08999300	Resident	I am writing to you in response to your proposal of the captioned. Firstly, it is not advisable to plant trees or shurbs at the corner of a road. It will obstruct the driver’s vision to see the oncoming traffic turning into the direction the driver is at, and thus increasing the risk of collision. (Please see illustration 1). Moreover, in planning about road safety improvement, please also look into the long standing traffic issue at the intersection Clark Road and Malsbury Road. I have been using this road for 8 years. During peak hours every day, especially at school drop off time, the non-stop stream of cars from Malsbury Road always hold up the traffic in all the other roads and causing heavy traffic (please see illustration 2). Sometimes drivers are also confused which one should go first at this turn. It would be good if traffic light can be installed to control the flow and provide even traffic time for users from each road. On top of traffic congestion, there are also pedestrians trying to cross the road from the corner, unfortunately a lot of them are parents with small children. It is very dangerous. With the projected increase in local population, more children will attend the schools around. Please take measures to prevent tragic events from happening. For example, installing fence to prevent crossing.	Council will ensure that the proposed vegetation and street trees to be planted will not obstruct sight distances for motorists. The intersection of Clarke Road and Malsbury Road is outside the project scope, notwithstanding Council will review the location as requested.		1	
D08999400	Resident	The proposed treatment addresses many of the problems pedestrians face when negotiating traffic in parts of Albert Lane, Albert Street, Burdett Street, Edgeworth David Avenue, Florence Street, Hunter Street, Muriel Lane, Muriel Street, Romsey Street, and Thomas Street. However, there are still two problems not addressed. 1) crossing Muriel Street at the intersection of Muriel Street and Edgeworth David Ave. There are no proposed changes leaving pedestrians to negotiate with cars. 2) cars entering and exiting Westfield via Albert Street. I understand that no changes to access the Westfield carpark are planned. This leaves pedestrians, walking on the Westfield carpark entry/exit side of Albert Street, having to negotiate with cars. To solve half of the problem, why not put up a sign on the Westfield carpark exit, 'Give Way to Pedestrians'? This is the sign at the entrance to Albert Ln and the intersection of Albert Street and Albert Ln. Furthermore, the introduction of 40km/h HPAA's and the view that "a pedestrian hit by a car travelling at 40km/h has twice the chance of surviving the collision than if the car was travelling at 50km/h" provides little comfort. "A pedestrian" simply does not cover the range of ages and mobility issues individuals face when trying to negotiate roads without pedestrian crossings or lights. I do not want to be hit by a vehicle (including bicycles) at any speed! Nor do I want to deal with the tenuous process of negotiation with drivers so I can cross the road safely. The proposal argues for improving "the quality of life" and how streets are "places for people, not just traffic". While the proposal may deliver on these fine sentiments, there is still a way to go to ensure pedestrians can knowingly walk the streets of Hornsby Town Centre (East) with safety.	The proposal includes the construction of kerb blisters and new kerb ramps on Muriel Street at the intersection with Edgeworth David Avenue. This will reduce the walking distance for pedestrians when crossing Muriel Street. Vehicles must give way to pedestrians at all driveways in NSW. This applies to all entry/ exit points controlled by driveways at Westfields. Additional signs are already installed inside the carparks reminding the drivers of this rule.		1	
D08999555	Resident	Overall a welcomed plan for the area. Couple of suggestions for consideration: - could raised thresholds/ continuous paths be considered for Hunter Lane on both sides of Burdett Street - where kerb extensions/ blisters are proposed at intersections has consideration been given to truck turning especially at Muriel Street which has been used by trucks accessing loading docks at Westfield - should red/ white zebra crossing linemarking be considered for all the crossings to further improve visibility - something that has been adopted in other parts of Sydney - should the 40kmh zone be extended along Romsey to cover the newly installed raised crossing (where streetlights also need to be installed to improve visibility) - dedicated left turn lane on Albert for the Westfield car park access Further to the above, consideration also needs to be given with TfNSW to improving green time for all the side roads along Pacific Highway/ George Street which does not carry the high level of traffic to give it green priority. In so many instances there are large queues on the side roads while Pacific Highway is empty. Dynamic/ demand based phase timing should be considered as opposed to fixed timing given the changes envisaged for the town centre, Pacific Highway shouldn't been given such priority.	Hunter Lane, north of Burdett Street, has a contrasting pavement implemented along the pedestrian desire ling. Additional pavement treatment will be added to Hunter Lane, south of Burdett Street. The proposed raised thresholds and kerb blisters at intersections will be designed to accommodate the largest vehicle travelling at each junction during the detailed design stage. The detailed design will further refine the proposed elements and will consider any new guidelines or technical directions to further enhance pedestrian and road safety. The 40km/h area has been developed in consultation with TfNSW in accordance with the speed zoning guidelines. Council will monitor the location after installation and consider further works, if required. Under the Australian Road Rules, vehicles are required to turn left from the left lane unless detailed otherwise. The suggestion of improving green time at the Pacific Highway, George Street and Edgeworth David Avenue intersection will be forwarded to TfNSW for investigation.		1	
D08999739	Resident	Does not go far enough to promote cycling in the town centre	The proposed 40km/h HPAA will help reduce speed differential and improve safety between cyclists and motor vehicles sharing the road within the project scope. Council will continue to expand the cycling network with Hornsby Shire in accordance with Council's Walking and Cycling Strategy such as the recent installation of a shared path along the southern side of Edgeworth David Avenue.		1	
D08999747	Resident	Sherbrook Road Hornsby. Heavy vehicle trucks & cars constantly exceeding 60k limit. Speed bumps would help!! Take your life in your hands trying to cross to the other side of the Road!!	Sherbrook Road is outside the project scope. Council will investigate the location.		1	
D08999754	Resident	I am in favour of reducing the speed limit to 40km/h in the high pedestrian activity area in Hornsby Town Centre.	Comments noted.	1		

TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D08999786	Resident	No, stop slowing down traffic in the areas where vehicles need to get through. Focus on pedestrian education, pedestrians are a danger to vehicles not the other way round.	Traffic modelling of the road network shows that the operation of the local network will not be affected by the reduced speed. The proposed HPAA treatment is supported by a number of traffic studies which were conducted by consultants and funded by Transport for NSW. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries. Education campaign will be undertaken once the HPAA works are completed.			1
D09000328	Resident	We have been residents in Albert Street for 35 years. With the heavy traffic and fast moving vehicles, it is very dangerous to cross the street to access the shopping centre ,train station and other facilities. We accept the all proposals for the crossing and the reduced speed limit for pedestrian safety. Thank you very much	Comments noted.	1		
D09000359	Resident	Please ensure clear provisions for cyclist lanes and lock-ups are included	The proposed 40km/h HPAA will help reduce speed differential and improve safety between cyclists and motor vehicles sharing the road within the project scope. Council will continue to expand the cycling network with Hornsby Shire in accordance with Council's Walking and Cycling Strategy such as the recent installation of a shared path along the southern side of Edgeworth David Avenue.		1	
D09000360	Resident	I think it's time you stop your constant BS and start concentrating on what's important which is rezoning the areas with old 3 storey buildings around the station and the shopping centre before they turn into slums. How many accidents we had in these areas in the past 20 years???	Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries. Rezoning of land does not form part of this project.		1	
D09000364	Resident	Great initiative. Agree with all the recommendations. I would like to propose street lighting at the intersection of Leonards st and Romsey Street as when you enter Leonards st from Romsey ie turning right into Leonards St, its risky at night as you cant see any pedestrian crossing leonards street due to low visibility. You can only see it when you enter the leo st, by the time its too late as unmarked crossing is right the start of leo st. Would appreciate if street lighting there can be added in scope. I can share pics if you need one.	Street lighting at new pedestrian facilities will be upgraded in accordance with the Australian Standards.		1	
D09000372	Resident	I live in Romsey st and frequent hornsby Westfield. I like to walk with my young children but don't feel safe on the streets. I constantly see cars go through red lights- even when pedestrian lights are green. I feel these proposed measure would increase pedestrian safety and I would like to see more pedestrians around hornsby rather than more cars and traffic	Comments noted.	1		
D09000374	Resident	Pedestrian crossings at the Florence and Albert St intersection are long overdue. Totally supportive of this safety plan!	Comments noted.	1		
D09000375	Resident	I do not agree with these changes.	Comments noted.			1
D09000380	Resident	Slowing traffic will not solve the issue. More pedestrian education is needed. 40 km will create further traffic gridlock on top of the proposed increase ro development.	Traffic modelling of the road network shows that the operation of the local network will not be affected by the reduced speed. The proposed HPAA treatment is supported by a number of traffic studies which were conducted by consultants and funded by Transport for NSW. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries. Education campaign will be undertaken once the HPAA works are completed.			1
D09000383	Resident	I like the proposal for the below pedestrian crossing as well as the 40km/h HPAA but exactly where will the crossing be? Do you have drawings of the proposed crossing or crossings? "Raised pedestrian crossings with kerb extensions and landscaping at the intersection of Florence Street with Albert Street." Pedestrians cross over frequently to Westfield as well as to the medical centres from the corner of Florence & Albert Streets on the side where the units are built.	The design plan is accessible On the "Have Your Say" page on Council's website.	1		
D09000387	Resident	Concrete median traffic island in Albert Street opposite Westfield car park exit to reinforce existing left out only of Westfield Shopping Centre / Florence Street by-pass road. Existing "All Traffic Left" restriction to remain. I am concerned that the concrete median will block right turn access into the apartments at 17 albert st, will the median stop short of the driveway into 17 albert st and allow right turn into the driveway from albert st.	The proposed concrete median traffic island on Albert Street does not restrict any movements to No. 17 Albert Street.		1	
D09000390	Resident	Please also increase space for large trees and vegetation. Consider all opportunities to increase canopy cover and amenity and water sensitive urban design. I would hope these elements are already included but I can't see any mention of this. Use nature to assist with traffic management and slowing down drivers in the precinct.	Street trees and vegetation will be included in the scope of works.		1	
D09000392	Resident	I am writing to express my support for the council's proposed safety initiatives aimed at enhancing pedestrian safety across our local area. These are positive steps forward and, in my view, are long overdue in terms of addressing the need for safer pathways and crossings. Pedestrian safety is a crucial aspect of creating a walkable and accessible community, benefiting both residents and visitors. These proposed measures will not only improve safety for pedestrians but also promote better traffic flow and visibility for drivers, contributing to a safer and more liveable environment. As a local resident, I believe prioritising pedestrian safety aligns well with the values of our community and significantly enhances the overall quality of life. I strongly encourage the council to proceed with these initiatives and, if possible, to expand upon them, particularly in areas with high foot traffic, such as near schools, parks, and busy intersections. Thank you for your commitment to making our community safer, and I look forward to seeing these initiatives come to fruition.	Comments noted.	1		
D09000402	Resident	I have nothing against Council upgrading pedestrian crossings, upgrading median traffic islands, erecting safety fencing, and upgrading street lighting at crossing locations. BUT I have everything against turning the entire town centre on the East side into a permanent "school zone". Keep 40km/hr speed limits for school zones only.	Managing speed, in accordance with safe system principles, is a key component in managing pedestrian safety. Research and scientific analysis show that a pedestrian hit by a car travelling at 40km/h has twice the chance of surviving the collision than if the car was travelling at 50km/h. Travelling at speeds higher than 40km/h greatly increases the risk of injury to, and death of, pedestrians. Traffic modelling of the road network shows that the operation of the local network will not be affected by the reduced speed. The proposed HPAA treatment is supported by a number of traffic studies which were conducted by consultants and funded by Transport for NSW. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries.		1	
D09000410	Resident	Please consider Waitara Avenue. I live here and I see people fly down here at 70km/h plus. It's dangerous due to the amount of parked cars, number of kids crossing to/from the oval, between the old and new park, traffic going to Waitara Public School. You can't see kids between the parked cars, and turning out of the apartment buildings you are often blind to oncoming traffic due to the parked cars.	Waitara Avenue is outside the project scope. Residents are encouraged to report speeding to NSW Police.		1	
D09000412	Resident	Stop wasting money on this ridiculous schemes. Nobody wants them, you are just being governed from external sources such as ICLEI and WEF. We do not want our rates wasted on these schemes, and the pretend 'consultation' we know it's already decided. Making life more difficult for ratepayers is not what you are employed to do.	Council receives many complaints from the community in relation to pedestrian safety in Hornsby East CBD with suggestion for more pedestrian facilities. The project is fully funded by the NSW State Government as part of the "Safe Speeds in High Pedestrian Activity and Local Areas" program. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries. A number of changes have been made to the conept plans to respond to suggestions from the community.			1
D09000417	Resident	Hornsby is already time consuming to drive through for residents. Invest in pedestrian safety not waste money on hindering drivers who are just trying to get to work in the overly congested traffic created by poor planning	Managing speed, in accordance with safe system principles, is a key component in managing pedestrian safety. Research and scientific analysis show that a pedestrian hit by a car travelling at 40km/h has twice the chance of surviving the collision than if the car was travelling at 50km/h. Travelling at speeds higher than 40km/h greatly increases the risk of injury to, and death of, pedestrians.			1
D09001520	Resident	BRIDGE ROAD , SHOULD BE CONSIDER SPEED LIMIT, ALMOST ALL FLEETS OVER SPEED AND NIGHT TIME WE CSN HEAR THERE BREAKS LOUD DUE TO ROUND ABOUT.	Bridge Road is outside the project scope. Residents are encouraged to report speeding to NSW Police.		1	
D09001532	Principal of Hornsby Girls High School	I fully support this reduction in speed limits in the town centre. As Principal of Hornsby Girls High School I have been in contact with Council over many years to have a permanent reduction due to the number of vehicles that do not obey speed limits whether in or out of school zone hours and the increased pedestrian activity I have observed. We have had a number of near misses of students and staff over the years both in and out of school zone hours. Extra-curricular activities (Music, sport), Library and Year 12 classes are timetabled from 7:20am - 4:45pm. Our students are accessing the school outside of regular school zone times and there is a need to slow traffic at these times. My general observation is that cars speed along Edgeworth David at all times and present a danger to pedestrians. By having a permanent 40kmh speed limit driver behaviour will change and pedestrians including school students and staff will be safer in the Hornsby Town Centre. Thank you!	Comments noted.	1		

TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D09001548	Resident	I note that reference is made to the intersection of Burdett Street with Muriel Street. Higher in the Notice there is reference to HPAA in parts of Burdett Street. I believe that consideration is being given ONLY to that part of Burdett Street running from the traffic lights with Hunter Street and that NO consideration is being given to that part of Burdett Street running from the intersection of that street with Muriel Street down to the lights at Sherbrook Road. I live a couple of doors from the roundabout at the intersection of Burdett an Muriel Streets on the lower side of Burdett Street. Vehicles driving up Burdett from Sherbrook gradually build up speed until many drivers attack the roundabout at excessive speed forcing their way into the roundabout notwithstanding another vehicle (in the right) may have entered the roundabout, thereby forcing the driver in the right to stop abruptly to avoid a collision often being blasted on the horn by the "speeder" from Burdett St.. I have seen this happen a number of times when walking near the roundabout and experienced it myself when attempting to enter the roundabout when driving my vehicle from Muriel St. My recommendation is to slow down the traffic coming up Burdett St. from Sherbrook Rd. by erecting a 40km sign at 60 metres before the Burdett/Muriel Streets roundabout.	The roundabout at the intersection of Burdett Street and Muriel Street will be upgraded with new kerb ramps and splitter islands to control vehicle speeds through the intersection. A gateway treatment (start of HPAA) will be installed in Burdett Street east of Muriel Street to control approach speeds. The extent of the HPAA zone has been set by TfNSW in accordance with speed zoning guidelines.		1	
D09001560	Resident	I have lived at 12/14 Muriel St Hornsby now for 8 years. I agree with everything proposed on the letter sent to me on 21 October 2024. The speeds, noise & traffic have concerned me for some time. It's like playing Russian Roulette getting out of my driveway. You have my utmost support in getting these changes made.	Comments noted.		1	
D09001574	Resident	I strongly support this proposal to improve road safety around Hornsby High School. As both a parent of a student and a member of our local community, I am deeply concerned by the frequent speeding in this area. Every day, hundreds of students cross these roads, and without urgent action, we're at risk of a serious accident occurring. Slowing down traffic here is not just about protecting our children—many elderly residents and visitors to nearby medical facilities also depend on safe crossings. This is a vital step to safeguard our community, and we owe it to everyone who lives, studies, and works here to make these changes happen now.	Comments noted.		1	
D09001583	Staff of Hornsby Girls High School	I agree with this.	Comments noted.		1	
D09001584	Resident	I 100% support the whole proposal.	Comments noted.		1	
D09001588	Teacher of Hornsby Girls High School	As a teacher at Hornsby Girls High School and an ex local resident I have seen a number of near misses at the pedestrian crossing on Edgeworth David Ave between the school and Westfield. Changing the speed limit in this area would have a considerable impact on cars' abilities to stop at these lights and could reduce the number of potential incidents in this area.	Comments noted.		1	
D09002718	Resident	Strongly endorse this proposal for lowering the posted sign limit to 40km/hr in high pedestrian areas. This type of action has already been taken in other LGA areas such as Liverpool in Sydney South West, it seems odd that Hornsby is slow to enact similar practices in the inner areas around the train station and inner township schools.	Comments noted.		1	
D09002808	Teacher of Hornsby Girls High School	As a teacher at Hornsby Girls High School, I am in favour of the proposed changes, especially the speed reduction to 40kmh on Edgeworth David Avenue as vehicles are regularly speeding through the school zone. By having a permanent and enforceable 40kmh speed limit I believe that the area will be safer for students and staff and all members of the public.	Comments noted.		1	
D09002818	Teacher of Hornsby Girls High School	I am a teacher at Hornsby Girls High School, and would love the permanent 40km/h speed limit. We are always worried about the students safety at the pedestrian crossing outside the school. I always check the traffic before I cross even if the pedestrian light is green, as sometimes people dont see the red traffic light. Its very dangerous when this happens. We constantly tell the students to do the same, ie check the traffic before crossing, but we are worried that they forget, or dont understand the danger. The last thing we want is an accident or a fatality.	Comments noted.		1	
D09002844	Visitor	I work in Hornsby and use Edgeworth David Ave regularly. Almost daily I am almost getting run over by drivers using the designated pedestrian crossing due to speeding drivers during times of school zones as well as outside of these times. They are looking down the hill and not taking notice of what is right in front of them. By having a permanent reduction is speed should make it more consistent with drivers and safer for the high pedestrian traffic through this area.	Comments noted.		1	
D09002922	Staff of Hornsby Girls High School	its dangerous for high-speed traffic to operate in an area where school children are constantly walking around. prevention is better than rehabilitation.	Comments noted.		1	
D09002926	Resident	I support the 40 km speed limit in the HPAA.	Comments noted.		1	
D09002932	Staff of Hornsby Girls High School	I believe that this proposal should go forward as it would be beneficial for the citizens of public, especially for students commuting for school during the morning and afternoon.	Comments noted.		1	
D09002954	Staff of Hornsby Girls High School	have the speed limit at 40 km/h at high pedestrian activity area	Comments noted.		1	
D09002962	Resident	I support the reduction of speed to 40km/h permanently in the proposed HPAA.	Comments noted.		1	
D09002963	Visitor	I fully support this initiative as it will provide a safer surrounding for pedestrians in general and school kids in particular. My daughter attends Hornsby Girl HA, I would feel so much safer if we have this in place permanently	Comments noted.		1	
D09002966	Visitor	I agree to making the area 40km/h	Comments noted.		1	
D09002967	Resident	Agree	Comments noted.		1	
D09002970	Visitor		Comments noted.		1	
D09002974	Visitor	I would like to see council approve this proposal as those areas have higher pedestrian activities, especially with many students either study at Hornsby Girls High School or visit Westfield outside school hours.	Comments noted.		1	
D09003040	Staff of Hornsby Girls High School	As a member of Hornsby Girls High School, I sometimes see vehicles going at unsafe speeds around our school. This worries me as most students have to cross these roads twice a day. I would greatly appreciate the new 40km/h speed limit in HPAAAs as it would greatly reduce potential injuries, should an accident occur. I also believe the raised pedestrian crossings and pedestrian safety fencing will be an worthwile investment to protect civilians. I hope this allows you to improve the effectiveness of your proposal.	Comments noted.		1	
D09003041	Resident	I support the implementation of a HPAA in the proposed streets (Hornsby Town Centre (East). I have been a resident of the Hornsby Shire for 14 years and have taught at Hornsby Girls High School since 2013. I regularly use the crossing at Edgeworth David Avenue (between HGHS and Westfield) and witness cars speeding or missing the traffic lights at this stopping altogether. On several occasions I have witnessed several 'near misses' when a car has been travelling too fast to see a pedestrian and have had to slam on their brakes.I have also had to pull pedestrians out of the way of cars who do not stop. This crossing is particularly busy with lots of students using it, as well as local residents. Given the increase in density in nearby Waitara, there has been an increase in people walking between Waitara and Hornsby and any measures that Council can take to improve pedestrian safety are welcomed. Furthermore, any traffic calming measures that could be introduced in these areas, particularly on Edgeworth David Avenue heading west, would be great. In the afternoon drivers are affected by sun glare which means they lower their gaze and sometimes miss the high traffic lights at this crossing. A physical barrier e.g. speed cushion/ raised profile markings should lead to improved pedestrian conditions in this area.	Pedestrian safety fencing will be installed along the southern side of Edgeworth David Avenue to prevent pedestrians crossing the road at undesirable locations. Council receives many requests in relation to pedestrian safety along Edgeworth David Avenue at existing crossings where drivers fail to stop on red lights. While this is a matter for NSW Police, the lower speed limit will reduce the chances of pedestrians being injured or killed at these locations. Council has considered the installation of a raised threshold at the signalised crossing near the High School, while not funded in the current HPAA grant, it is something that will be considered in the future.		1	
D09003043	Resident	These improvements are urgently needed.	Comments noted.		1	
D09003048	Resident	I believe that this would be a very wise decision. I have seen motorists speeding through this area and going through red lights at the crossing outside Hornsby Girls High School. I believe there should also be a speed camera/red light camera installed at this crossing as well. This would deter all traffic speeding at all times and prevent the possibility of seriouse injury at this crossing.	Transport for NSW (TfNSW) is responsible for the installation of fixed or mobile speed cameras and red light cameras in NSW. Speed cameras are generally installed on high volume roads and highways. The public can make a nomination on where they think a speed camera should be located, and it will be reviewed by the TfNSW Centre for Road Safety, together with crash data, to determine if the location is suitable for speed environment.		1	
D09003049	Visitor	I absolutely support the proposal that the speed should be below 40kmh. I saw many cars were speeding on the road between Hornsby Girls High School and Westfield Hornsby Shopping Center, even there were students passing by. It is better that the council could also set up a speeding camera at that place. Thank you!	Transport for NSW (TfNSW) is responsible for the installation of fixed or mobile speed cameras and red light cameras in NSW. Speed cameras are generally installed on high volume roads and highways. The public can make a nomination on where they think a speed camera should be located, and it will be reviewed by the TfNSW Centre for Road Safety, together with crash data, to determine if the location is suitable for speed environment.		1	
D09003050	Resident	I support the proposal, the roads are extremely narrow in some parts and having 40 speed limit is an excellent proposal.	Comments noted.		1	
D09003056	Visitor	Hi, I am a mother of Year 7 student in Hornsby Girls High School. I believe that by having a permanent and enforceable 40kmh speed limit we believe that the area will be safer for students and staff and all members of the public. Thank you.	Comments noted.		1	
D09003064	Staff of Hornsby Girls High School	It would make the area a lot safer, the number of times I have seen cars speeding through at yellow light, about to turn red are countless. After school and before school, everyone would be safer as many students stay back at school or go early. This ensures the perfect safety of all students and the general public.	Comments noted.		1	
D09003075	Resident	I agree.	Comments noted.		1	

TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D09003079	Visitor	Hi, my girl is a year 12 student at HGHS. I highly support this proposal for the safety in her last year at school and for future students.	Comments noted.	1		
D09003085	Visitor	I also believe permanent 40km/h around that areas would be beneficial for the student and pedestrians safety. Drivers usually don't follow 40 zone in school designated timing. With heavy pedestrians activity it can be dangerous. 40 zone permanent would enforce drivers to drive 40k at all times etc. Council should consider this request on high priority.	Comments noted.	1		
D09003093	Resident	This is a residential area with HGHS near by, which students use everyday to enter and exit school. Speed control is definitely safer for the neighborhood and students.	Comments noted.	1		
D09003099	Resident	Hornsby Town Centre (East) - 40km/h High Pedestrian Activity Area (HPAA) 2024	Comments noted.	1		
D09003100	Visitor	I support making the town center 40kmph permanently in light of safety in a high traffic zone.	Comments noted.	1		
D09003104	Resident	This is a great thing to be implemented to keep our community safe!! I strongly support for the 40km/h HPAA. thank you	Comments noted.	1		
D09003106	Resident	I strongly agree with the "Hornsby Town Centre (East) - Proposed 40km/h High Pedestrian Activity Area (HPAA) - Reference No F2024/00263" proposal. With the increasing population density and also schools/shops in Hornsby town center, the speed limit would make the area more safe.	Comments noted.	1		
D09003107	Visitor	We want to have a permanent reduction to 40kmh due to the high pedestrian traffic in our area and the need to slow traffic outside the school at all times. Although the school is a designated School Zone from 8am - 9:30am and 2:30pm - 4:00pm vehicles are regularly speeding through the school zone at these times. By having a permanent and enforceable 40kmh speed limit we believe that the area will be safer for students and staff and all members of the public.	Comments noted.	1		
D09003110	Resident	Fully support this speed restriction plan	Comments noted.	1		
D09003112	Resident	We should have done it. Many accidents happened at the BP corner.	Comments noted.	1		
D09003114	Resident	My personal view on this, the current school zone speed limit is effective, and I don't see the need to change it to the proposed 40km/h High Pedestrian Activity Area (HPAA). people tend to ignore the speed limit and frequently speed, even during school hours, making it less effective. Thanks.	The proposed HPAA treatment is supported by a number of traffic studies which were conducted by consultants and funded by Transport for NSW. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries. Hornsby Shire Council and Transport for NSW are strongly focused on pedestrian safety. We recognise that everyone is a pedestrian at some time and should be able to walk safely. 40km/h HPAA's are part of a strategy to reduce the number and severity of crashes. They have been introduced since 1991 as part of Local Area Traffic Management schemes. Changing the way streets are used in town centres improves the quality of life. They become places for people, not just traffic. The treatment has been developed in accordance with Transport for NSW guidelines for HPAA's. 40km/h HPAA are areas of high pedestrian activity, near shopping strips, railway stations, bus interchanges, beach-sides and services such as medical centres. The maximum speed limit is 40km/h at all times. This different road environment helps to alert drivers to the lower speed limit, and makes them aware of the presence of pedestrians moving about or near the road. It creates a safer road environment for all road users, particularly for pedestrians, cyclists and children. Over the past decade, Council, in partnership with Transport for NSW, has implemented a number of HPAA's throughout Hornsby Shire (Pennant Hills, Waitara, Hornsby West Side). Managing speed, in accordance with safe system principles, is a key component in managing pedestrian safety.			1
D09003118	Resident	Agree, this area is full of school kids and high traffic.	Comments noted.	1		
D09003121	Resident	Supporting the implementation of 40km/h High Pedestrian Activity Areas is a proactive step toward enhancing road safety and creating more livable, accessible spaces. Lowering speed limits in these zones prioritizes pedestrian well-being, reduces the likelihood and severity of accidents, and encourages a more mindful driving culture in high-foot-traffic areas. By protecting vulnerable road users, we foster a safer and more community-friendly environment that benefits everyone.	Comments noted.	1		
D09003123	Resident	I support this proposal.	Comments noted.	1		
D09003125	Resident	Please reduce the speed limit to 40 km/h permanently for safety of children. Thank you.	Comments noted.	1		
D09003138	Resident	I support the proposal to lower the speed limit in these Hornsby areas due to the high student pedestrian activity on these streets.	Comments noted.	1		
D09003143		I believe that having the permanent 40km/h speed zone for the Hornsby Town Centre (east) should be implemented because it will make the area safer for the pedestrians that are constantly crossing there including kids from the local highschool. Although there is the current school zone, it is not effective as people still speed through during school zone periods but by applying the 40km/hr permanent speed zone, it will ensure that the drivers have to stay at the speed.	Comments noted.	1		
D09003148	Resident	I am all for it. It is a high pedestrian traffic area with schools, shops etc.	Comments noted.	1		
D09003155	Resident	Good to see this change	Comments noted.	1		
D09003159	Resident	Please approve this proposal. safety is more important than a few minutes lost because of this speed limit.	Comments noted.	1		
D09003180	Resident	To maintain a safe environment to school student and community given the area is getting more crowded.	Comments noted.	1		
D09003181		Yes, this needs to be done especially due to the fact that people even speeding during school times here.	Comments noted.	1		
D09003184	Resident	It's necessary.	Comments noted.	1		
D09003188	Resident	I support this proposal. It's safer for students and pedestrians.	Comments noted.	1		
D09003210	Visitor	I support of a permanent reduction in the speed limit in the Hornsby Town Centre.	Comments noted.	1		
D09003214	Visitor	Yes	Comments noted.	1		
D09003226	Visitor	The school is a designated School Zone from 8am - 9:30am and 2:30pm - 4:00pm vehicles are regularly speeding through the school zone at these times.	Comments noted.	1		
D09003229	Visitor	It would be helpful to have HPAA in this area. My child attends Hornsby girls high and I regularly see young kids to and fro school but also to other facilities like tennis courts, shops, medical doctors/ dentists/ optometrists etc. There are also growing number of elderly as well as migrants who may or may not be familiar with how our roads work. It makes sense to have the 40km/h enforced at all times to give these people a chance.	Comments noted.	1		
D09003233	Visitor	Please reduce the speed to 40km/hr	Comments noted.	1		
D09003235	Visitor	My kid will attend the Hornsby Girls High from next year. I hope the walking way is always safe for her.	Comments noted.	1		
D09003241	Resident	Fully support	Comments noted.	1		
D09003244	Resident	With many schools and shopping center in that area, I'm supportive of this proposal.	Comments noted.	1		
D09003296	Visitor	I support reduction of speed limit to 40km/h for safety of students and pedestrians	Comments noted.	1		
D09003326	Resident	Fully support it. Safer for school kids. Although the HGHS is a designated School Zone from 8am - 9:30am and 2:30pm - 4:00pm vehicles are regularly speeding through the school zone at these times. By having a permanent and enforceable 40kmh speed limit we believe that the area will be safer for students and staff and all members of the public.	Comments noted.	1		
D09003332		I strongly support this initiative. Quite often I see vehicles speeding through Edgeworth David Av, even during school hours putting school kids in risk.	Comments noted.	1		
D09003343	Resident	I totally support that there would have the permanent reduction of speed limit in this area. 40km/h high would be much more safer for the pedestrian including a lot of students. Please do that as soon as possible!	Comments noted.	1		
D09003366	Visitor	I fully support the proposal to implement speed limit 40km/h in this location due vicinity of a high school student traffic.	Comments noted.	1		
D09003372	Visitor	Please change the speed limit to 40km/hr permanantly	Comments noted.	1		
D09003375	Visitor	Shopping center, High school, so crowded!	Comments noted.	1		
D09003377	Visitor	In recent years, I've noticed some drivers speeding and driving carelessly, particularly on Edgeworth David Avenue near the town center, which is always bustling with pedestrians. This area is especially frequented by school children and elderly individuals. It's crucial to take action before something unfortunate occurs. I believe implementing a 40 km/h speed limit in this area would be a great step toward ensuring everyone's safety.	Comments noted.	1		
D09003383	Resident		Comments noted.	1		
D09003389	Resident	I do agree and support the 40 km/hr rule please	Comments noted.	1		
D09003390	Visitor	I agree with this.	Comments noted.	1		
D09003393		Agreed with the proposal to enhance safety for pedestrians especially the areas near school where there are studentss and teachers walking aroundd	Comments noted.	1		
D09003397	Visitor	Good protection for the students as well as local community. Very minimum impact on traffic.	Comments noted.	1		
D09003409	Resident	Please enforce permanent reduction to 40kmh due to the high pedestrian traffic in our area and the need to slow traffic outside the school at all times.	Comments noted.	1		

TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D09003429	Visitor	I have a child studying at H哦人女生不要, and I hope to provide a safer environment for them to commute to and from school.	Comments noted.	1		
D09003430	Visitor	Support it! There are schools around Hornsby town center, so it's better to limit the highest speed.	Comments noted.	1		
D09003436	Visitor	My daughter goes to Hornsby Girls' High School. While dropping her off around Hornsby town centre, I have noticed cars driving surprisingly fast, completely disregarding the pedestrian heavy environment. I support this proposal due to my concern for road safety in the area.	Comments noted.	1		
D09003453	Resident	Really support 40km/h speed limit for Hornsby Town Centre (East) as it is safer for school students also the wider pedestrians.	Comments noted.	1		
D09003470	Visitor		Comments noted.	1		
D09003472		I greatly support the proposal. It will make all users of the area safe.	Comments noted.	1		
D09003650	Visitor	It sounds like a great idea to secure the safety of pedestrians of all ages.	Comments noted.	1		
D09003653	Visitor	100% support the proposal. Speed camera recommended on the pedestrian cross between Westfield Hornsby and Hornsby Girls High.	Transport for NSW (TfNSW) is responsible for the installation of fixed or mobile speed cameras and red light cameras in NSW. Speed cameras are generally installed on high volume roads and highways. The public can make a nomination on where they think a speed camera should be located, and it will be reviewed by the TfNSW Centre for Road Safety, together with crash data, to determine if the location is suitable for speed environment.		1	
D09003654		Agree to the proposal of 40/KM/h Hornsby Town Centre.	Comments noted.	1		
D09003658	Visitor	It's important to keep the safety of people around the Hornsby town center especially there are lots of schools in the area. My daughter goes to Hornsby Girls and I think this proposal is a very good move.	Comments noted.	1		
D09003661	Resident	Like and support this idea.	Comments noted.	1		
D09003663	Resident	agree	Comments noted.	1		
D09003688	Resident		Comments noted.	1		
D09003695		Speed limit to 40k is a must. It is a responsible action to stay the students around in the traffic risk-free situation. They deserve for it	Comments noted.	1		
D09003698	Visitor	We agree on the proposed speed to be maintained outside of school hours. We believe it will be safer. My daughter attends Hornsby Girls and she agrees as well.	Comments noted.	1		
D09003710	Visitor	I support the decision on reduced speed to 40km zone. I am writing as a parent of the child studying in hornsby girls high school.	Comments noted.	1		
D09003713	Visitor	Support a permanent 40km/h zone in Hornsby Town Centre area.	Comments noted.	1		
D09003716	Visitor	I think this proposal is a good idea, it will improve the pedestrian safety. I support this proposal.	Comments noted.	1		
D09003749	Visitor	Please do it for kids safety	Comments noted.	1		
D09003754	Visitor	I support the school in reducing speed limit to 40km/h around school and all around town area.	Comments noted.	1		
D09003755	Visitor	I support to limit the speed to 40 km/hr, this area has so many students pedestrians around during school days. My daughter studies in Hornsby Girl, I hope speed limit will let her be safer.	Comments noted.	1		
D09003771	Visitor		Comments noted.	1		
D09003787	Visitor		Comments noted.	1		
D09003820	Visitor	Our daughter is currently studying at the Hornsby girls High School. Although the school is a designated School Zone from 8am - 9:30am and 2:30pm - 4:00pm vehicles are regularly speeding through the school zone at these times. By having a permanent and enforceable 40kmh speed limit we believe that the area will be safer for students and staff and all members of the public.	Comments noted.	1		
D09003823	Resident	To keep the students safe,	Comments noted.	1		
D09003825	GoGet	GoGet Carshare supports Hornsby Council's proposal to create a 40km/h High Pedestrian Activity Area (HPAA) in Hornsby Town Centre East, we recognize the benefits this will bring to pedestrian safety, congestion reduction, and urban amenity. Lower speeds in areas with high pedestrian traffic greatly reduce collision risk and improve quality of life, transforming busy streets into safe, welcoming spaces. This initiative aligns with broader urban design goals to create vibrant, accessible, and sustainable town centres that prioritise people over cars. To further enhance the proposal, we recommend the inclusion of dedicated carshare spaces within the area. Strategically placed, these spaces would support reduced car ownership, increase foot traffic, and align with sustainable transport goals by offering residents and visitors a convenient, lower-emission alternative to private cars. Dedicated spaces would encourage carshare use, alleviate parking demand, and promote the broader goal of a more pedestrian-friendly town centre.	Council will prepare a Precinct Parking Plan for the whole of Hornsby Town Centre in the future. This Plan will identify various parking restrictions (such as car share spaces) to be implemented and to manage the balance of multiple parking demands (residents, businesses, recreational, educational). New car share spaces are not in the scope of the HPAA proposal.		1	
D09003826	Visitor	Support for 40km/h	Comments noted.	1		
D09003827	Resident	Please permanently reduce the speed limit to improve safety for our local residences and students.	Comments noted.	1		
D09003830		It should be compulsory to create a safe space for our students who frequently go to the town centre.	Comments noted.	1		
D09003832	Visitor	I am in support of the proposed permanent 40km/hr zone for Hornsby town centre to improve pedestrian safety	Comments noted.	1		
D09003834	Resident	I support this proposal.	Comments noted.	1		
D09003842	Resident	I support the 40km/h HPPA proposal. As a parent of two children that need to walk in this area, it would make us feel more at ease with these added measures. Thank you	Comments noted.	1		
D09003905	Resident	For kids safety. Even in the school zone time, cars speed is above 40 km/h	Comments noted.	1		
D09003907	Resident	Yes, I support the change of permanent 40km/h HPAA 2024.	Comments noted.	1		
D09003910	Resident	By having a permanent and enforceable 40kmh speed limit we believe that the area will be safer for students and staff and all members of the public	Comments noted.	1		
D09003912		I'd like to support changing speed limit to 40km/h in High Pedestrian activity area.	Comments noted.	1		
D09003913	Visitor	Yes to the proposed plan, as it keeps all the school kids/Pedestrians safe. School students are not watchful sometimes and this would help to keep them safe	Comments noted.	1		
D09003914	Visitor	I think the proposal will be a good solution to the safety concerns in the Hornsby area. There is high pedestrian traffic in and around the town centre due to the number of shops and schools and facilities.	Comments noted.	1		
D09003925	Resident	I support a proposition to have the above streets speed limited to 40km/hour at all times. I am particularly concerned about Edgeworth David Ave and its proximity to Hornsby Girls High School. Children frequently cross this road as do may members of the public exiting and entering Westfield shopping centre. Limiting the speed limit to 40lm/hour would improve the safety of this road for all pedestrians.	Comments noted.	1		
D09003935	Resident	I stronly support the proposal.	Comments noted.	1		
D09003942	Resident	Fully support to have a permanent and enforceable 40kmh speed limit.	Comments noted.	1		
D09004282	Resident	I support the proposal to improve the safety of pedestrians in Hornsby Town Centre (East).	Comments noted.	1		
D09004283	Visitor	I would like a permanent reduction in the speed limit to 40km/h. There are lots of pedestrians around Hornsby Town Centre. Lower speed is safer for everyone.	Comments noted.	1		
D09004296	Visitor	Totally agree with this proposal.	Comments noted.	1		
D09004297	Resident	Permanent reduction to 40kmh around Horsnby Girls High School Zone.	Comments noted.	1		
D09004298	Visitor	Please consider reducing the speed limit on Edgeworth David Avenue due to the high traffic this street received each day from the students at Hornsby Girls High School	The 40km/h HPAA on Edgeworth David Avenue is proposed between Pacific Highway and Romsey Street.	1		
D09004299		I agree to the reduction of the speed limit to 40km/hr through out the day. It is an extremely busy area and warrants lower speed limits.	Comments noted.	1		
D09004300	Resident	I am in favour of 40km/h high pedestrian activity area.	Comments noted.	1		
D09004301	Visitor	Yes, I support this policy as the pedestrian traffic is very high at all time around Hornsby Girls high school and Westfield shopping centre. The policy could lower the risk of accident in this area.	Comments noted.	1		
D09004302	Resident	I fully support the introduction of a permanent 40km/h High Pedestrian Activity Area in the Hornsby Town Centre. It will provide a much safer environment for the pedestrians, cyclists and vehicles in the area.	Comments noted.	1		
D09004303	Resident	I support this initiative.	Comments noted.	1		
D09004507	Resident	I think this change will mean a safer area for the public and for students to commute through on a daily basis.	Comments noted.	1		
D09004510	Resident	I strongly support this proposal as an effective way to improve the safety of the area, particularly as there are so many school children using the area.	Comments noted.	1		
D09004512	Resident	I support this proposal.	Comments noted.	1		
D09004514	Visitor	Many students nearby having extra-curricular activities will cross these roads before 8 am or after 4 pm. This is a busy area with many pedestrian activities. I propose to have a permanent 40 kmh speed limit enforced that the area will be safer for students and staff and all members of the public. Thank you for your consideration.	Comments noted.	1		
D09004515	Resident	I support this change as it will help reduce the chance of having 'unfortunate pedestrian accidents' in "Hornsby Town Centre (East)", especially at Edgeworth David Avenue where Hornsby Girls Selective High School students use it each day to cross to enter/exit the school.	Comments noted.	1		
D09004517	Visitor	Strongly support the change.	Comments noted.	1		

TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D09004522		Please acknowledge the dangers of fast traffic around a school. Hornsby Girls High School students use Edgeworth David Avenue regularly for coming to and going from school. Please make that area a permanent and enforceable reduced speed area.	Comments noted.	1		
D09004536	Westfield	I am a representative of Westfield Hornsby. I am writing to provide feedback regarding the Hornsby Town Centre (East) - Proposed 40km/h High Pedestrian Activity Area (HPAA) - Reference No F2024/00263. Overall, we are very supportive of the changes proposed and believe they will allow for greater vehicular flow and safer pedestrian movements. Our only concern is the proposed closure of one (1) of the west-bound lanes on Burdett Street, Hornsby. Currently, the left hand west-bound lane on Burdett Street is used by customers entering the shopping centre carpark, allowing non-Westfield customers the opportunity to continue driving west without being impeded, by using the right-hand west-bound lane. Due to the volume of vehicular traffic both entering and exiting Westfield Hornsby, we believe this lane removal will considerably increase west-bound traffic congestion. If this could please be further considered that would be greatly appreciated. We are open to further consultation on this matter if needed.	Council has undertaken extensive traffic modelling around the local road network of Hornsby Town Centre. The traffic modelling shows that the proposed changes on Burdett Street will not have an adverse traffic impact on Westfield or passing traffic. The existence of two westbound lanes in Burdett Street has proven to create speeding and pedestrian safety hazard. The improved pedestrian access to the precinct will encourage residents to walk to shops for minor shopping trips or dining instead of driving. This is envisaged to have a positive impact on traffic flow on local roads surrounding Westfields.		1	
D09004538	Visitor	Long overdue. Please consider implementation soonest possible.	Comments noted.	1		
D09004541	Resident	Can you provide the exact number of pedestrian fatalities and pedestrian-related injuries which have occurred over the last 10 years? If you can, and if it is significant, then you have a valid business case for change and expense. Given this is not included in the information provided by Hornsby Council - I do not think any change is warranted and the related expense is avoidable. While I am at it... what cost is the proposal? Surely that is of relevance as well. Please come prepared to answer these two simple questions.	The proposed HPAA treatment is supported by a number of traffic studies which were conducted by consultants and funded by Transport for NSW. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries. The project is fully funded by the NSW State Government as part of the "Safe Speeds in High Pedestrian Activity and Local Areas" program (\$2.8M).		1	
D09004543	Visitor	It is safer to reduce to 40kmh due to the high pedestrian traffic. My daughter is a student of Hornsby Girls High	Comments noted.	1		
D09004546	Resident	I have just reviewed the Transport for NSW "Evaluation of permanent 40 Km/h Speed Limits" dated October 2018. The data is now 10 years old and I find the benefits marginal. I appreciate that any reduction in accidents is beneficial. However, I believe better enforcement of both pedestrian behaviour and driving standards would address local traffic issues without affecting traffic flow in Hornsby. Therefore I oppose the widespread implementation of 40 km/h zones in this proposal.	Traffic modelling of the road network shows that the operation of the local network will not be affected by the reduced speed. The proposed HPAA treatment is supported by a number of traffic studies which were conducted by consultants and funded by Transport for NSW. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries. The project is fully funded by the NSW State Government as part of the "Safe Speeds in High Pedestrian Activity and Local Areas" program (\$2.8M).			1
D09004548	Resident	In some of the proposed streets (i.e. Edgeworth David Avenue near Westfield) there is a pedestrian fencing which is separating footpath from street and perdestrians cannot enter onto street, so reducing speed limit is not necessary in those areas. In addition, David Edgeworth is a main avenue and reducing speed limit to 40 km/h is going to make congestion in upstream sections at both ends. you can see the traffic congestion during school time caused bty 40 km/h speed limit near the school. I would suggest adding pedestrian fencing in areas of Edgeworth David Avenue which fence is not installed yet and/or other streets which would be practiccial to keep pedestriansa safe and traffic flowing.	Traffic modelling of the road network shows that the operation of the local network will not be affected by the reduced speed. Pedestrian safety fencing will be installed along the southern side of Edgeworth David Avenue to prevent pedestrians crossing the road at undesirable locations. Council receives many requests in relation to pedestrian safety along Edgeworth David Avenue at existing crossings where drivers fail to stop on red lights. While this is a matter for NSW Police, the lower speed limit will reduce the chances of pedestrians being injured or killed at these locations.		1	
D09004552	Visitor	The area will be safer for students and all members of public	Comments noted.	1		
D09004555	Resident	This is critical to keep our kids safe while waking to and from the school. We have witnessed too many incidents of drivers and motorists speeding through the areas when lights were changing.	Comments noted.	1		
D09004558	Visitor	This area has many pedestrians, including elderly and school age children. Slowing down the traffic makes sense in terms of safety.	Comments noted.	1		
D09004559	Visitor	I support the permanent reduction to 40kmh in the suggested areas to improve safety, particularly the safety of school students. My daughter attends HGHS and I understand that although the school is a designated School Zone from 8am - 9:30am and 2:30pm - 4:00pm vehicles are regularly speeding through the school zone at these times. By having a permanent and enforceable 40kmh speed limit I believe that the area will be safer for students and staff and all members of the public.	Comments noted.	1		
D09004571	Resident	On the whole this is a great plan and should make for a safer pedestrian experience, as there is a lot of pedestrian activity in the proposed areas. It's good to see there is more to the plan that just slowing the traffic - the included pedestrian crossings and islands are important aspects for safer crossing. Adding more plants and trees is also very important and it's great to see this included. One specific point which could be improved relates to the pedestrian exit from the Coles area of the Westfield, onto Burdett Street. The pedestrians using this exit either turn right, crossing over two car park entrance lanes, or left, crossing over one carpark entrance lane and the loading dock entrance. And this is in addition to all the local pedestrian traffic walking along this side of Burdett Street, in both directions, who have to cross over all four of these lanes. A pedestrian crossing across all four of these lanes would assist in making this crossing safer and would complement the proposed pedestrian crossing across Burdett Street, which is just near this pedestrian exit.	Vehicles must give way to pedestrians at all driveways in NSW. This applies to all entry/exit points controlled by driveways at Westfields. Additional signs are already installed inside the carparks reminding the drivers of this rule. Council will implement continuous footpath treatments across the Westfield driveways on Burdett Street if project funding can accommodate this.		1	
D09004574	Visitor	Agree	Comments noted.	1		
D09004575	Resident	The chances of travelling at 40km is these areas for most of the working day are pretty slim right now and will only worsen as more traffic comes to the ever growing Hornsby. If safer access is looking at elevated access, why not look at going down to the lower parking areas of Westfield with additional travelator facilities.	Traffic modelling of the road network shows that the operation of the local network will not be affected by the reduced speed. The proposed HPAA treatment is supported by a number of traffic studies which were conducted by consultants and funded by Transport for NSW. Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past 5 years. Sixteen (16) of the crashes have resulted in injuries. 40km/h HPAA are areas of high pedestrian activity, near shopping strips, railway stations, bus interchanges, beach-sides and services such as medical centres. The maximum speed limit is 40km/h at all times. This different road environment helps to alert drivers to the lower speed limit, and makes them aware of the presence of pedestrians moving about or near the road. It creates a safer road environment for all road users, particularly for pedestrians, cyclists and children. Over the past decade, Council, in partnership with Transport for NSW, has implemented a number of HPAAs throughout Hornsby Shire (Pennant Hills, Waitara, Hornsby West Side).			1
D09004585	Resident	Since the fencing was put in place to reduce pedestrian access to the 60km/h traffic lanes of Edgeworth David Avenue, and thus reduce "pedestrian exposure to vehicle speeds which greatly increase the risk of injury to, and death of, pedestrians", I submit that with the introduction of 40km/h HPAAs the existing fencing along Edgeworth David could be removed instead of extended, further increasing the amenity of the area. The footpath on the school side is already separated from the traffic lanes by landscaped gardens along the pavement edge which, without fencing, would also make it easier/safer for Council staff to maintain them. • Similarly, lower traffic speeds and improved, safer, shorter pedestrian crossings on Florence and Burdett Streets should induce people to use the crossings, without needing fencing "to direct pedestrians" to the crossings. • As a further suggestion, could the funds saved from reduced fencing be directed to installing a raised pedestrian crossing platform, as proposed for Albert St, across Thomas St at the Thomas St/Edgeworth David intersection? * Finally, does the 40km/h area extend as far up Thomas St as to the present location of the School Zone sign? Looking at OVERALL CONCEPT PLAN - SHEET 2, it appears to stop short of there.	The proposed pedestrian fencing along the southern side of Edgeworth David Avenue is to prevent pedestrians crossing the road where motorists may not be aware of. In addition, the Australian Standards state that a pedestrian crossing should not be installed on roads where there are more than two traffic lanes in the same direction. Based on this, a pedestrian crossing is not suitable on Edgeworth David Avenue. The proposed 40km/h HPAA zone is to be extended beyond the existing 40km/h school zone on Thomas Street. This will be reflected in the detailed design stage.		1	

TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D09004589	Visitor	yes. yes, you should. whoever the 'council' is. especially for 'Edgeworth David Avenue". Excuse my incredibly NOT out of place question, but shouldn't this 40km limit have been enforced a very long time ago? one of these days a car who will inevitably be speeding like always because unfortunately a rule which shouldve been set in stone on the road of a SCHOOL which an educational facility full of lives flourishes was woefully absent. The youth will think of happily crossing the road, to the shops, to the fountain, to the train-- like always; all the better to get home early and squeeze in that deadline. However, it would make much more sense to say, happily crossing the road, to their death. Instead of the usual plain black asphalt, a student will see red, the half stringed smears of their fellow classmate strewn across the ground. eyes still darting left and right. bones still full of vigour and jovial adolescence. flesh still warm and soft. hands tattered with lines of notes, and a small smiley face. the accusatory car is long gone. The driver doesnt notice anything amiss. 70km an hour, and they dont even feel a bump under their feet. They need to get to that meeting quick, dont they? Then comes the other stray students, the tears, the screaming the horrified teachers, the screaming public, the phone cameras, the unexperienced chemist warehouse staff who calls 000, the police, the ambulance, and the funeral. The grass is black, the sky black, the people black. The tombstone black. And perhaps that asphalt could've have been black, too. I dont know about you, but sounds pretty bad, doesnt it?	Speed enforcement falls under the responsibility of the NSW Police.	1		
D09004594	Resident	Our daughter goes to this local school and passes these streets every day. We support this plan to slow down to 40km/h High Pedestrian Activity Area (HPAA) for safety reason.	Comments noted.	1		
D09004617	Resident	I agree that it's safe to enforce 40 km/ hr traffic speed at that area due to high pedestrian activity throughout day.	Comments noted.	1		
D09004628	Resident	I would agree with all the proposed reforms concerned with the Hornsby Town Centre 40km/h, and high pedestrian areas. I've lived in Thomas Street since 1999, and witnessed many hoon drivers rocketing down Thomas St at very high speeds, and in loud noisy vehicles- past the High School. It's a very dangerous pastime - I've seen frail and aged pedestrians trying to cross Thomas St to visit Edgeworth Medical Centre, and PRP medical imaging having to back off. I'd agree with the reforms about slowing down traffic in Edgeworth David Ave, near the High School and Westfield. The number of trucks and tradies rocketing up and down that street is disturbing and noisy in such a high pedestrian area. I also think the reforms around the Westfield carpark entrance in Albert St are welcome. I've seen significant congestion there again and again on weekends, Thursday evenings, and school holidays.	Comments noted.	1		
D09004647	Resident	Yes please consider 40km/hr permanently.	Comments noted.	1		
D09004648	Visitor	I am in support of a permanent reduction in the speed limit in the Hornsby Town Centre due to the high pedestrian traffic in our area and the need to slow traffic outside the school at all times. Although the school is a designated School Zone, vehicles are regularly speeding through the school zone at these times. By having a permanent and enforceable 40kmh speed limit we believe that the area will be safer for students and staff and all members of the public.	Comments noted.	1		
D09004649	Student at Hornsby Girls High School	As a local student, this proposal would greatly improve road safety when arriving or leaving school for the student population as almost all students must pass through main roads with high-speed traffic every day to get to train and bus stations.	Comments noted.	1		
D09004654	Resident	I do believe enforcing the above will make the pedestrian areas around the school more safe and navigable for the school girls crossing around the streets and walking to school.my daughter too is a student of HGHS and I second this motion. It is sensible and safe thing to do.	Comments noted.	1		
D09004657		The speed limit should be set to 40km/hr as it is very fangt for students otherwise.	Comments noted.	1		
D09004662	Resident	I think it'd well provide safety for students of HGHS. Promoting this will prevent any accidents.	Comments noted.	1		
D09004701	Resident		Comments noted.	1		
D09004708	Visitor	I don't think we need to do this. The rate of incidents historically has been very low. But the car, bus traffic will not diminish in the future. This will cause so much more traffic chaos, frustration and possibly more incidents. Pedestrians already have regulated means of crossing safely in this area and keeping it at 50km/hr will allow more flow.	Crash history data records a total of 21 crash incidents in the most recent five years. Of those 21 crash incidents, five incidents were pedestrian related. Council has undertaken extensive traffic modelling around the local road network of Hornsby Town Centre. The traffic modelling shows that the proposed changes within the project scope will not have an adverse traffic impact on local road network.			1
D09004709	Resident	I support the proposal.	Comments noted.	1		
D09004713	Visitor	I support the proposal to ensure safety of pedestrian especially school children	Comments noted.	1		
D09004716	Resident	Great ideas. 1/ Can I suggest more "ONE WAY" signs on Florence St to encourage people not to turn around in this small area but continue thru the Westfield undercover area Maybe needs more encouraging signs to continue thru this area also. Seen visitors do this often enough and it is dangerous. Going the wrong way in a one way area. Plenty of food delivery drivers park in the passenger pick up and set down and leave their vehicles unattended here also which makes the designated spots pointless. 2/ Also left and right lane markings added to Burdett St exiting onto George street as a number of times witnessed people turning right from the left lane which is dangerous as unexpected for the right hand drivers who often take either lane on George St. It also holds up traffic in the left lane when it gets a left hand turn arrow onto George St but not a solid green for the right hand turn.	Florence Street, west of Albert Street is a one-way westbound with sufficient signage in place. Motorists disregarding the signs and driving in the opposite direction is a driver behaviour issue which can only be enforced by the NSW Police. In relation to food delivery vehicles parking in the pick up and drop off spaces, this can be enforced by Council's Traffic Rangers. This issue will be notified to Council's Traffic Ranger team.		1	
D09004732	Resident	Thank you for inviting submissions to resolve the Albert St traffic issue. I really appreciate the proposals to slow traffic and provide pedestrian crossings at the end of Albert St on Florence St. As a resident on Albert Street, I am acutely aware of the frustration and rage experienced by drivers every weekend, and have an idea of the volume of minor accidents that occur regularly at the Albert Street Car Park Entrance. I personally think Westfield should redesign its intenal flows within the carpark, building a new ramping system between the floors with a new entrance system venting in and out directly at the traffic lights at the intersection of Albert St and Edgeworth David Avenue. Short of that, which would be a major engineering works by Westfields, local council can provide an easing of the traffic flow conditions outside in the street by installing a well thought out traffic light system, utilizing arrows to hold one lane while allowing the other lane to flow, which would then hold the through traffic on Albert Street so the carpark can vent. I hope this submission is given consideration and makes it to the 'projects down the road tray'.	The Albert Street and Westfield Car Park entry/exit intersection to be upgraded to traffic signals will be considered in the future as part of the Hornsby Town Centre Masterplan.		1	
D09004883	Resident	I support the change to 40km/h for the HPAA. Thank you for your consideration.	Comments noted.	1		
D09005606	Resident	Apologies for not being able to address this on time. Just wanted to let you know that I wholeheartedly welcome this proposal of HPAA around the Hornsby Town Centre. I will be directly impacted by this new proposal as I live at the intersection of Edgeworth David Ave and Romsey St. As a regular user of the proposed HPAA area, I felt it is much needed to share some inputs/comments regarding the proposal. I would like to suggest that the HPAA area on Edgeworth David Ave should be extended to at least Sherbrook Rd intersection. This is to connect Willow Park and Mark Taylor Oval to the pedestrian network. This should activate Willow Park, which is a rarely used, almost abandoned community park/green space needing a boost in traffic. Secondly, the connection with Mark Taylor Oval would increase pedestrian accessibility and safety for the users of Waitara Oval Playground and the surrounding areas. The proposal does not seem to have sufficient pedestrian crossings connecting the southern part of Edgeworth David Ave to the northern part. This is essential to establish a successful pedestrian network, as the high density apartment buildings in Waitara are located to the south of this road. With many families with children living in this area, they must be prioritized and be accommodated in this proposal, so that we can ensure safe pedestrian movement from Waitara to Hornsby Town Centre. Lastly the speed limit of Edgeworth David Ave must be reconsidered. Currently even though it is a 50-60km/h zone, there are regular cases of speeding all the time. Especially after hours when there is a lack of traffic it is a regular occurrence on this road. Which is a major safety issue as most of the households in the area include children. Installing speed cameras as part of this proposal to ensure pedestrian safety can be a good option to control this traffic problem. Thank you again for putting this proposal forward. I fully approve this initiative. I believe this would bring a positive change to the neighbourhood and ensure pedestrian safety for all, increase walkability and improve overall health and wellbeing of the area	The 40km/h HPAA zone will be further refined during the detailed design stage. The Australian Standards state that a pedestrian crossing should not be installed on roads where there are more than two traffic lanes in the same direction. Based on this, a pedestrian crossing is not suitable on Edgeworth David Avenue. Speed rezoning on any roads is a matter for Transport for NSW (TfNSW). In addition, TfNSW is responsible for the installation of fixed or mobile speed cameras and red light cameras in NSW. Speed cameras are generally installed on high volume roads and highways. The public can make a nomination on where they think a speed camera should be located, and it will be reviewed by the TfNSW Centre for Road Safety, together with crash data, to determine if the location is suitable for speed environment.		1	

TRIM	ROLE	SUBMISSION	COUNCIL'S RESPONSE	SUPPORT	SUPPORT WITH OTHER SUGGESTIONS	OBJECT
D09006697	Bike Organisation	Bike North supports this proposal as outlined in the public consultation for the following reasons: <ul style="list-style-type: none">• The proposed HPAA will result in a safer road environment for cyclists and pedestrians alike• It will complement the other implemented HPAA on Hornsby West Side which greatly benefits cyclist and pedestrian safety in this area• More generally, we continue to support Council's ongoing attempts to encourage the use of active transport in those areas of the Public Domain that are within Council's control	Comments noted.	1		
D09034688	Councils Landscape Coordinator	Parks a Branch and Landscape Team have been asked by design and construction to assist in details for landscaping and trees associated with the Hornsby HPAA., which we are happy to do. Along with this we would also like to make a submission attached proposing the extension of the 40K HPAA along Edgeworth David Avenue, Thomas Street and Romsey St as set out in the attached document.	The HPAA start has been extended in Thomas Street to ensure that it does not conflict with existing School Zone signposting. Extension of HPAA zone in Edgeworth David Avenue and in Romsey Street will be considered by TfNSW as part of review.		1	
				166	42	11