

HORNSBY SHIRE

LOCAL TRAFFIC COMMITTEE



ATTENTION MEMBER FOR HORNSBY – Mr Matt Kean MP
HORNSBY POLICE – Snr Const Narelle Tomich
ROADS AND MARITIME SERVICES – Zakaria Ahmad
COUNCILLOR MICHAEL HUTCHENCE - Council's representative
THE MAYOR AND ALL COUNCILLORS - For your information
DEPUTY GENERAL MANAGER INFRASTRUCTURE &
RECREATION - For your information
NSW FIRE SERVICE - For your information
NSW AMBULANCE SERVICE - For your information
TRANSDEV BUS SERVICE - For your information
HILLSBUS SERVICE - For your information
NSW TAXI COUNCIL - For your information

Road:	Stevens Street	Suburb:	Pennant Hills
Location:	Outside no 26 Stevens Street		
File Ref:	F2006/00564	LTC No:	11/2019
Electorate:	Hornsby	UBD Ref:	152 M14
Subject:	Proposed pedestrian refuge islands		

Date of Circulation: 1 April 2019

REFERRAL OF TRAFFIC MATTER FOR COMMENT OR OBJECTION, IF ANY

SUMMARY

This report details the traffic and parking implications for the proposed removal of an outdated pedestrian device and construction of standard pedestrian refuge and associated parking restrictions at 26 Stevens Street, Pennant Hills to conform with current RMS guidelines.

SUBJECT

Council has received a number of complaints from the public concerned about the confusion of drivers and pedestrians at this location. Council is proposing to upgrade the existing pedestrian facility to conform to current standards and to clarify the priority at this location. It is proposed that the existing pedestrian device be removed and replaced with a standard Pedestrian Refuge Island in accordance with RMS Technical Direction TDT2011/01. The Pedestrian Refuge will assist pedestrians to cross Stevens Street in two stages. Vehicles will continue to have priority at this location as per the existing conditions. Parking will be restricted around the Pedestrian Refuge to maintain clear sight lines for pedestrians.

Key features of the proposal are:

1. Removal of existing islands raised threshold and associated signs.
2. Installation of Pedestrian Refuge outside no 26 Stevens Street, Pennant Hills in accordance with RMS Technical Direction TDT2011/01.
3. Installation of 'No Stopping' restrictions to maintain adequate sight lines.
4. Installation of warning signs and delineation of roadway.

Following a number of requests that the current device be upgraded to a marked pedestrian crossing, a traffic study was undertaken at the existing pedestrian device in March 2019. The pedestrian and vehicular count results are as follows:

Morning Peak (8.00am – 9:00am)

Pedestrians: 33
Vehicles: 1259

Product (PxV): 41547

Afternoon Peak (3.00pm – 4.00pm)

Pedestrians: 25
Vehicles: 1109

Product (PxV): 27725

Site observations

- 90% of pedestrians were observed stepping out in front of cars assuming that they had the right of way. Some vehicles came to a screening halt to prevent hitting pedestrians.
- 33% of pedestrians were primary school or lower being accompanied by adults.
- This location is not located in a school zone.

RMS Warrants

The Roads and Maritime Services (RMS) guidelines for traffic facilities contain a number of warrants which need to be met. These warrants are based on some of the following:

P – Measured pedestrian flow per hour

V – Measured vehicular traffic flow per hour

Type of road

85th percentile speed

Sight distance

Crash History

The RMS warrant for a marked foot crossing is the product of P and V, which must equal or exceed a value of 60,000 during three separate periods in a day. The traffic data indicates that the site does not meet the RMS warrant for a marked pedestrian (Zebra) crossing due to low pedestrian activity. The application of reduced warrant for school children is not appropriate due to low pedestrian movement and majority of pedestrians observed being adults.

CONSULTATION

Public consultation for the proposed pedestrian refuge islands and associated parking restrictions was undertaken in February 2019. 17 letters were delivered to residents affected by the proposal. Letters were sent to emergency services and service and transport providers. The proposal was also placed on exhibition on Council's website for 14 days.

Five written responses were received from residents and authorities. A summary of the comments and Council response is provided below. Submissions raising similar issues have been combined into a single comment. Copies of the residents' letters are available upon request:

Submission from Ausgrid - No objection to the proposal however request an illumination design to confirm lighting is adequate at the location.

Response – The review of street lighting will be referred to Council's Natural Resources team for investigation and upgrade if necessary.

Submissions from residents (3) - Request to install a pedestrian crossing rather than a pedestrian refuge. Concerned that removal of the raised threshold will lead to speeding drivers.

Response – There are strict guidelines that need to be followed to ensure a marked foot crossing will operate safely. Site observations by Council staff, indicate the pedestrian volumes at this location are not sufficient to ensure the safe operation of a pedestrian crossing in accordance with the RMS Guidelines. Furthermore, marked pedestrian crossings installed at locations that do not meet the warrant have adverse impact on safety and traffic flow. Council is unable to install a marked foot crossing in this location at this time.

The pedestrian refuge will provide speed reduction through horizontal deflection of vehicle's travel path. There is a minority of drivers who have a disregard for traffic regulations, including speed limits. This is a driver behaviour issue that can only be addressed through enforcement by NSW Police.

Submission from a resident - Under the current arrangements vehicles are stopping for pedestrians. The draft bike plan review identifies speed humps along Stevens Street and this should be retained. Kids under 10 use this crossing unsupervised.

Response – Due to the outdated layout of this facility the site is subject to confusion by both pedestrians and drivers. Pedestrian refuges are standard RMS recognised treatments for locations such as Stevens Street where low pedestrian volumes prevent the installation of marked crossings. There are many pedestrian refuges installed across the Shire which have proven to operate safely. Council's road safety officer works closely with resident groups and the schools to ensure that they are aware of the different types of pedestrian facilities and how to use them safely. The Draft Hornsby Shire Council Bike Plan is currently under review; notwithstanding the installation of speed humps on regional roads is generally not appropriate due to impact on transport services and other environmental factors. Observations of the site indicate that all children of primary school age were escorted by adults when crossing the road at this location. The Motor Accidents Authority's "Kidsafe" publication recommends that children under 10 years old should be supervised by adults around traffic.

CONCLUSION

The submissions from the residents and service providers have been addressed in the report. The proposed pedestrian refuge in this location is considered essential to manage conflicting traffic and pedestrian movements along this section of Stevens Street.

RECOMMENDATION THAT

1. Construction of Pedestrian Refuge and associated regulatory and warning signs outside no 26 Stevens Street, Pennant Hills be approved in accordance with plan No 100507- 511.8
2. A review of street lighting at the location be conducted by Council's Natural Resources Branch.

Note for voting Local Traffic Committee members.

Under the RMS' 'Delegation of Functions to Regulate Traffic' (operation of local traffic committees) you are required to comment or indicate your acceptance or objection to the recommendation of this report. Your response must be submitted in writing within 14 days of the date of this notice. Please send your response via return email for the item, or email trafficbranch@hornsby.nsw.gov.au For further information please contact Radek Zarzycki on 9847 6616. Upon receipt of your comments the matter will be referred to Council for action.

Radek Zarzycki
Acting Chairman



Date: 1 April 2019