



## HORNSBY SHIRE LOCAL TRAFFIC COMMITTEE

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**MEMBER FOR KU-RING-GAI - Mr Alister Henskens SC MP**  
**MEMBER FOR KU-RING-GAI - Mr Alister Henskens MP's Delegate Mr David Ross**  
**HORNSBY POLICE - Senior Constable Narelle Drummond**  
**TRANSPORT FOR NSW - Mr Zakaria Ahmad**  
**COUNCILLOR WARREN WADDELL - Council's representative**  
**THE MAYOR AND ALL COUNCILLORS - For your information**  
**GENERAL MANAGER - For your information**  
**DEPUTY GENERAL MANAGER INFRASTRUCTURE & MAJOR PROJECTS -**  
**For your information**  
**NSW FIRE SERVICE - For your information**  
**NSW AMBULANCE SERVICE - For your information**  
**TRANSDEV NSW BUS SERVICE - For your information**  
**HILLSBUS SERVICE - For your information**  
**NSW TAXI COUNCIL - For your information**

Road: Campbell Avenue  
Suburb: Normanhurst  
Location: near the intersection with Cumberland Highway (Pennant Hills Road)  
File Ref: F2020/00048  
LTC No: 13/2022  
Electorate: KU-RING-GAI  
Google Map: <https://goo.gl/maps/KZP1txXGWcvvjNog9>  
Subject: Proposed Pedestrian Refuge and 'No Left Turn - Buses and Vehicles Under 11m Excepted' for long vehicles  
Date of Circulation: Wednesday, 1 June 2022

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REFERRAL OF TRAFFIC MATTER FOR COMMENT OR OBJECTION, IF ANY

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## **SUMMARY**

This report details the traffic implications of proposed Pedestrian Refuge in Campbell Avenue, Normanhurst, near the intersection with Cumberland Highway, to improve pedestrian safety and prohibit long heavy vehicles entering Campbell Avenue.

## **SUBJECT**

Since the opening of the NorthConnex tunnel, Council has received complaints from residents that heavy vehicles are entering Campbell Avenue in order to bypass the *NorthConnex heavy vehicle monitoring gantry* on Pennant Hills Road, south of Campbell Avenue. It has also been reported that the crossing of Campbell Avenue near the intersection is unsafe for pedestrians due to the extended crossing distance and exposure to turning traffic.

Council is considering constructing a pedestrian refuge in Campbell Avenue, at the intersection with Pennant Hills Road, to improve pedestrian safety and traffic flow at this location. The pedestrian refuge will allow pedestrians to cross the road in two stages reducing their exposure to traffic. The refuge will also reduce the speed of traffic near the intersection. The device will also act as a deterrent for long heavy vehicles that have been reported to enter Campbell Avenue to avoid the *NorthConnex monitoring gantry structure* location on Pennant Hills Road.

Key features of the proposal are:

1. Installation of two concrete islands in Campbell Avenue to form a pedestrian refuge
2. Reconstruction of adjoining path and kerb ramps at the intersection
3. Installation of 'No Stopping' restrictions to ensure visibility between pedestrians and vehicles at the intersection  
Note that approximately 4 parking spaces will be removed
4. Installation of warning signs and delineation of roadway
5. Installation of 'No Left Turn - Buses and Vehicles Under 11m Excepted' signs at the intersection of Pennant Hills Road and Campbell Avenue

Extract from NSW Government 'Guide to Using NorthConnex for Trucks and Buses' (December 2020)

*"Trucks and buses (over 12.5 metres long or over 2.8 metres clearance height) travelling between the M1 and M2 must use the tunnels unless they have a genuine delivery or pick up destination only accessible via Pennant Hills Road.*

*Two gantries monitor trucks and buses on Pennant Hills Road - in the north at Normanhurst and in the south at Beecroft / West Pennant Hills. Cameras in the gantries record the height and length of trucks and buses."*

<https://roads-waterways.transport.nsw.gov.au/documents/business-industry/heavy-vehicles/safety-compliance/pennant-hills-road-regulation/northconnex-truck-bus.pdf>

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**CONSULTATION**

26 April to 10 May 2022, Council invited comments on the proposal - "Public Consultation".

25 **letters** were posted to the complainant residents, affected property residents and 3A Campbell Avenue Owner's Corporation.

A **variable message sign (VMS)** was placed at the site providing information about the exhibition process and inviting comments from the general public.

**Emails** were sent to regulatory authorities, transport providers and key stakeholders including:

NSW Police

Transport for NSW

Transport For NSW - Sonja Shand Senior Motorway Partnerships Manager Western Greater Sydney Operations

State Transit Authority

NSW Ambulance

Fire and Rescue NSW

NSW Taxi Council

Ausgrid

Sydney Water

Transdev NSW

CDC Hillsbus bus

The proposal was also exhibited on Council's **website** for the 14 days.

Fourteen (14) Submissions have been received from residents and key stakeholders.

Thirteen (13) providing support and additional comments, and one (1) requesting changes to the design.

A summary of the Submissions, and Council Responses, are provided below.

Copies of Submissions are available upon request.

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**CONSULTATION continued**

*Submission - Fully support the proposal. Please install as soon as possible. (11 submissions)*

Council Response: Comments noted.

*Submission - Support the proposal. Consideration should be given to providing landscaping within the refuge islands.*

Council Response: This island is not considered optimal for planting, where, due to factors of slope and traffic speeds, there is a concern that planting will be costly to maintain and may impede sight to pedestrians from the roadway. A plan for streetscape works along Pennant Hills Road will be developed by Council in consultation with Transport for NSW (TfNSW) as part of the *Pennant Hills Road Corridor Study*. The Corridor Study will consider and identify opportunities to reduce heat-island effects, increase shade cover through trees, provide a more attractive and friendly pedestrian environment and improve the management of urban runoff along this significant corridor. While this particular refuge at Campbell Avenue is not favoured for planting works, it will deliver an important safety feature at this wide crossing location.

*Submission - Support the proposal. Consideration should be given to providing refuges at the other end of Campbell Avenue near Myrtle Street and Willowtree Street.*

Council Response: The request for additional pedestrian facilities at other locations will be investigated and considered in future *Active Transport Program*.

*Submission from Ausgrid - No objection to the proposal.*

Council Response: Comment noted.

*Submission from Transdev bus operator - Transdev operates a school bus service in Campbell Avenue, buses must be able to turn left into Campbell Avenue.*

Council Response: Council has discussed the design with the bus operator and made the following amendments for the design:

1. Revised geometry of the island to provide wider turn path for a bus turning left from Pennant Hills Road into Campbell Avenue
2. 'No Left Turn' sign has been updated to include 'Buses excepted'

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**RECOMMENDATION THAT**

1. Installation of two concrete islands in Campbell Avenue to form a pedestrian refuge, associated signs and markings be approved.
  2. Installation of 'No Left Turn - Buses & Vehicles Under 11m Excepted' signs at the intersection of Pennant Hills Road and Campbell Avenue be approved.
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**Note for voting Local Traffic Committee members.**

Under Transport for NSW '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](mailto:trafficbranch@hornsby.nsw.gov.au)

For further information please contact Radek Zarzycki on 9847 6524.

Upon receipt of your comments the matter will be referred to Council for action.

Radek Zarzycki  
Chairman



Issued Date: Wednesday, 1 June 2022

Comments Close Date: Wednesday, 15 June 2022, at 5:00pm