

F2004/09996					
Trim	Support	Object	Support with other suggestions	COMMENTS	COUNCIL REPLY
D08053564	1			We received the notification about proposed road safety improvements for Bellamy Street, Pennant Hills and are very supportive of the changes. There is one request please. We live at 15 Bellamy St, Pennant Hills NSW 2120 and often the parked cars in front of our home do no leave sufficient room for us to get out safely (the parked cars are so close to the driveways we can not exit safely or even get blocked sometimes) It is usually parents who are dropping children to either the school, or sports ground for Pennant Hills High School and the childcare centre near by. And with the vehicles flowing continuously on both sides at times 60KM an hr all properties face this same issue. It is really an issue for us as my husband has a neurological condition and we need a safe and quick way to exit the property with a very long disability-modified van. Would council consider putting lines along the driveway in the newly created parking lanes so people do park too close to the driveway exits for properties along the new parking lanes?	The issue relating to cars parked and blocking driveways is an enforcement matter. Residents are encouraged to contact NSW Police or Council Rangers for enforcement. Parking occurring near driveway is typical of most driveways in areas of high parking demand in the Shire. Council does not provide delineation or sign posting in circumstance where existing roads rules prohibit parking. The Australian Road Rule 198 Obstructing access to and from a footpath, drive etc, permit vehicles to park up to the edge of the driveway. Traffic rangers will monitor the streets for illegal parking.
D08043859 D8044698 D8048441 D08048571 D08049951 D08050468 D08052078 D08052268 D08057305			1	Thank you for responding to our concerns and the concerns of our neighbours regarding the excessive speeding and danger to the community of speeding cars since the council removed the raised threshold last October. We have repeatedly appealed to the council to do something about this situation since then due to the significant rise in serious accidents along this stretch of road in just one year since that time. Also, it's not about whether "I say" it's becoming dangerous as you state in your reply, the photos below prove that beyond any shadow of a doubt it is, in fact, dangerous. As you can see from the photos, it is fortunate that no one has been killed as yet, but it is only a matter of time. The photos below and more, have all been sent to council for the attention of the chief traffic engineer asking for council to act on this situation. The kerb blisters will stop the cars from travelling close to the kerb and hitting parked cars but will not stop the speeding. The raised threshold needs to be reinstated to slow the traffic down as it descends the hill, in the same way they as they have been placed in the two other streets running parallel to Stevens Street (as mentioned in the email below). Since the removal of this raised threshold, there have been four serious accidents directly attributed to excessive speed of cars at this sections. That's four serious accidents in the space of less than a year, including one where an ambulance was called. Six cars were "written off" as a result of these accidents and thankfully, the person who was knocked off their motorbike due to the speeding car heading east that was unable to slow down. The curb blisters will definitely help in this regard, they are absolutely necessary to protect the cars, but more importantly the people alighting from the road side of the vehicle. I would like to council to consider reinstalling the raised threshold that existed there for many years and was originally constructed to mitigate speed. Raised thresholds have been constructed on Yarrara Road, Ramsay Road and Hillcrest Road. Stevens Street runs parallel to two of these roads and so has the same hill descent and should have the raised threshold also. Kerb blisters along this section will help keep traffic within the driving lane but speed will still occur. Speeding cars will simply mount the blisters and still pose a danger to residents and visitors. The raised threshold will slow down the traffic heading east and ensure the safety of the community. I ask Council and the Local Traffic Committee to consider installing rain garden blisters for all ten kerb blister islands rather than just the proposed two. The environmental benefits of rain garden blisters as opposed to full concrete blisters are many and are clearly outlined in the Council's Fact Sheet, as stated below: "Stormwater runoff carries with it a range of pollutants – including litter, cigarette butts, fertilisers, dog poo, chemicals, tyre rubber, heavy metals and sediment which washes from our roads, roofs, properties, parks, gardens and footpaths into stormwater drains and affects the health of local creeks, rivers and estuaries. Raingardens and biofilters are self-watering, low maintenance gardens designed to protect our creeks and rivers by capturing and treating stormwater which runs off hard surfaces after it rains." Given the close proximity of Bellamy and Stevens Streets to Zig Zag Creek, Bellamy Trail and Benowie Walking Track, rain garden technology should be considered essential for use in road blister islands for the health of the creek. The natural filter technology that has been installed in the Creek area would also operate more efficiently, if storm water was already somewhat filtered around the surrounding roads by the use of rain garden technology.	Council has undertaken a speed and accident survey and has identified operating speed is consistent with the posted speed limit of 50km/h. 10 crashes have been recorded along the route in the past 5 years and the location of crashes is generally spread along the roads. Bellamy and Stevens Streets are classified as a regional road and carry a high number of vehicles. The proposed line marking and blister island treatment is intended to reduce travel speed and accidents. Following the release of new pedestrian crossing warrants by TfNSW the plans have been updated. A raised marked pedestrian zebra crossing will be provided at the location of the existing refuge island as suggested by the residents.
D08052813	1			On the proposal a pair of Raised Blister Island outside number 38. It is overall a good improvement for traffic on the road. However, please make sure that the island is not too close to our driving and make it difficult to turn in and out of our driveway.	Turning paths have been checked in accordance with Australian Standards. The kerb blisters will not impact on access to properties.
D08052656	1			I appreciate the attempt to calm traffic in our street (Bellamy St). I have no objections to your plans. They are minimal but should send a message to motorists. HOWEVER, please do not install bumps, whether speed bumps or bumps in the style of the recent addition to Ramsay Street near the small shopping centre. Some motorists, especially drivers of 4WD vehicles, tend to speed over such bumps regardless and you hear a thump-thump noise 24/7. I understand there is a plan a foot in some quarters to recommend a speed bump and pedestrian crossing near the Lilian Fraser garden. Please do not install bumps or rises. This is unnecessary as traffic already has to slow for the roundabout at the intersection of Lawrence and Bellamy, right where the Lilian Fraser garden is. It makes no sense at all to put a speed bump near there let alone a pedestrian crossing - there is already a pedestrian crossing about 70 metres away at the T-intersection of Bellamy and Ramsay. If a pedestrian crossing is urgent, then it should be closer to where it is needed - Malahide St, where people stream out of the primary school. It is imperative that traffic flows smoothly through Bellamy St. In spite of the tunnel being opened, people still insist on using the Bellamy-Stevens St run and Bellamy St is listed as a secondary artery for ambulances in emergencies. Finally, one of the best ways to control the nuisance problem - hoons gunning their cars up and down Bellamy, often at late and very early hours - then a speed camera would be much better option and perhaps reducing the speed limit to 40km.	One raised threshold is proposed at the new marked pedestrian crossing in Stevens Street. Both Bellamy Street and Stevens Streets are classified as a regional roads in councils road hierarchy and is design to carry carrying large volumes of traffic. The current 50 km/hr speed limit with a section of 40 km/hr school zone is appropriate. Installation of a speed camera is a matter for TfNSW.
D08051616			1	We welcome the improvements that are being planned for Bellamy Street and Stevens Street. The traffic in the area is dangerous on far too many occasions, in particular rapidly accelerating from the roundabout at Werona Street. A further improvement is required to the new pedestrian refuge island in Stevens Street Immediately west of Rosemount Avenue. This is a crossing that is used extensively by children on their way to and from Pennant Hills primary school as well as pedestrians at all times and should be made a zebra crossing with right-of-way for the pedestrians at all times. The removal of the raised area to make way for this pedestrian refuge has resulted in the traffic travelling faster and is endangering the lives of the children and the pedestrians that use that refuge island.	Council has undertaken a speed and accident survey and has identified operating speed is consistent with the posted speed limit of 50km/h. 10 crashes have been recorded along the route in the past 5 years and the location of crashes is generally spread along the roads. Bellamy and Stevens Streets are classified as a regional road and carry a high number of vehicles. The proposed line marking and blister island treatment is intended to reduce travel speed and accidents. Following the release of new pedestrian crossing warrants by TfNSW the plans have been updated. A raised marked pedestrian zebra crossing will be provided at the location of the existing refuge island as suggested by the residents.

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D08051605			1	<p>Firstly, thank you for making the effort to update the safety aspects of Stevens Street and Bellamy Street, and thank you also for involving the community. In general, I agree with the approach taken by the proposal, but I am concerned that there is not always enough space for local drivers to turn off the 2 streets that are the subject of the proposal. In detail... 1. Heading Northeast on Bellamy Street, there are often several cars waiting to turn right onto Ramsay Road. The proposal does not seem to allow adequate space for through traffic to bypass these cars on the left, because of the new parking lane. 2. Heading Northwest on Stevens Street, cars wait to turn right into the dead-end section of Bellamy Street. I can't tell whether or not the proposal has allowed space for these cars to be passed by through traffic that turns left instead. 3. Heading Southwest on Bellamy Street, cars turn right into the day-care centre at number 23 during peak hour. The proposal does not seem to allow adequate space for through traffic to bypass these cars on the left, because of the new parking lane. FYI, I recall there was some discussion about traffic measures when the day-care was initially approved a few years ago, but I don't remember any of the details and no significant works appear to have been undertaken at the time. 4. Heading Southwest on Bellamy Street, the raised blister island immediately before the entrance to Malahide Road makes it harder to turn left into Malahide Road. This is significant because many cars use Malahide Road to access Pennant Hills Public School (during school zone times this road is often full of parked cars).</p>	<p>Parking restrictions in Bellamy Street near Ramsay Road have been extended to allow vehicles traveling straight to overtake vehicles turning right into Romsey Road. Recent traffic data collected in Bellamy Street near the childcare centre shows that operating speeds are below the posted speed limit. The general geometry and alignment of intersection of Bellamy Street and Stevens Street will remain unchanged. It accommodates vehicles turning right into the dead end of Bellamy Street. Kerb blister in Bellamy Street near Malahide Road has been removed from the original proposal exhibited.</p>
D08050467			1	<p>I support the installation of kerb blisters to make these areas safer for vehicles and pedestrians. I am imploring Council to also reconsider the pedestrian refuge island near the intersection of Westwood, Rosemount and Stevens and make it into a proper pedestrian crossing. In the 12 months or so since Council made the most recent changes to this refuge, the majority of cars have stopped voluntarily for me when crossing with my children each day. This is very dangerous as a number of cars have almost driven up the back of the first car slowing down voluntarily. It is also extremely difficult to teach my children about when to cross safely when so many cars are unsure about whether or not it is a designated crossing. Please do something to make this section of road safer for our community.</p>	<p>The plans have been updated following the release of new pedestrian crossing warrants by TfNSW. A raised marked pedestrian zebra crossing will be provided at the location of the existing refuge island as suggested by the residents.</p>
D08050472			1	<p>Support for the project. The Trust executive have been aware of a few side-swiping accidents that have happened on Bellamy and Stevens Streets over the past year. At least one of these seems linked to the increase in vehicle speed since the pedestrian crossing near Maple St was removed. The Trust executive supports calming down the traffic in the area, creating safe environment for drivers, cyclist, pedestrians and school children. We understand the reasoning behind the blisters for protecting parked cars and will not increase safety for cyclist, pedestrians and school children. Blisters force cyclist back into the main vehicle stream and create additional risk even if there is no cars parked. Blisters will collect leaf litter and other rubbish in low lying area and street sweepers will not be able to get between them and the gutter. Bellamy and Stevens Streets is currently a very intensive rat run between Thornleigh and Cherrybrook both in the morning and evenings creating both a safety and noise nuisance. There is a local need at the Bellamy Street adventures traffic, Lilian Fraser Gardens, the entrance at Malahide Rd into PHPS School and BASC and children from this side wanting to get to PHHS. The pedestrian crossing are inadequate - coming from opposite the preschool. There needs to be another pedestrian crossing in the area, with many educational centres nearby. Rather than installing expensive blisters consider installing 1. Reflective road marking along the length of the road where parking is possible. 2 Reduce speed limits to 40 km/h between Boundary Rd and Yarrara Rd. 3. Improve visibility at the pedestrian crossing in Bellamy St near Ramsay Rd, e.g. by removing one or two parking spaces on either side. 4. Reinstate pedestrian crossing speed hump in Stevens St near Roasmount Ave. 5. Add a pedestrian crossing with a speed hump over Bellamy St near the Lilian Fraser Gardens. 6. Request frequent Policing with enforcement of speed limits. We recommend Council implementation of the works with Couils other draft strategies on exhibition in particular the cycling ad walking strategy. Blisters should only be considered until this has been completed adopted. If blisters must be installed, we encourage Council to ensure that these will be a safe option for cyclist, and link to Council's draft water management and urban forest strategy. Eg inclusion of rain water gardens and more trees and shrubs.</p>	<p>A separate proposal to provide dedicated shared paths in Pennant Hills is currently being developed by Council and this is subject to further consultation with the PHDCT and the wider community. The designated cyclway paths will follow links identified in Council's "Walking and Cycling Strategy". At this point in time it is anticipated that these paths will be provided along Bellamy Street and Ramsay Road nature strips. There is no issue with street cleaning as it is similar to cleaning around parked cars. It is noted that the number of kerb blisters has been reduced from the original proposal. Traffic data collected recently in Bellamy Street indicates a decrease in traffic volumes by approximately 3,000 per day. The implementation of the traffic calming works along this route will likely make the route less attractive now that the Northconnex Tunnel is open and spare capacity is available along Pennant Hills Road. The new edge lines and islands will be reflective with reflective pavement markers RRPM installed at approximately 12 m intervals. Bellamy Street and Stevens Streets are regional roads and 50 the km/h speed limit with school zones is considered appropriate. The "No Stopping" zone in Bellamy Street approaching pedestrian crossing near Ramsay Street has been extended to address the issue raised. Council works with local Police to carry out additional patrols in location where speeding and poor driver behaviour occurs when available, however the traffic data collected in dates the 85th percentile speeds are around 50km/h. The plans have been updated following the release of new pedestrian crossing warrants by TfNSW. A raised marked pedestrian zebra crossing will be provided at the location of the existing refuge island in Stevens Street as suggested by PHDCT. Two raingardens will be provided as shown on updated plans, noting that not all locations can be utilised for raingardens due to water catchment and drainage requirements. The need for additional pedestrian crossing in Bellamy Street near Lilian Fraser Gardens will be reviewed as part of the shared path proposal along Bellamy Street, (currently under investigation).</p>
D08050474			1	<p>Although there seems to be far less traffic travelling through these back streets since the tunnel opened, we do support road calming initiatives in our local and feel the best solution – cost and ease of implementation – is by way of the road line markings proposed. Opposed to the road blisters. They are costly and not required until line marking has been implemented and evaluated for their efficiency. Road blisters are a hazard for cyclists. In low lying areas they will collect debris which could block drains and prove problematic for road cleaners to reach around. Until these roads are designed with the Cycle and Walking Strategy, the Urban Forest and Water Sensitive Urban design strategies in mind, we do not want any more band aid solutions, no more concrete and no more costly installations to take place. We support a safer crossing to be reinstated on Stevens St near the corner of Rosemount Ave as this is a high pedestrian link between Thornleigh and Pennant Hills. We support speed reduction measures and would welcome these roads to have 40km limits. We request that some of the parking along Stevens St between Yarrara Rd and Willis Ave be removed to allow clear line of sight when exiting Willis Ave to turn right on to Stevens St. This is much safer when there are less cars parked there. We support the use of rumble strips on corners or stretches of road where cars tend to take a wide berth or cut corners at speed.</p>	<p>The number of traffic blister has been reduced to key areas to provide deflection near traffic facilities. Raingardens have also been provided where possible. A separate proposal to provide dedicated shared paths in Pennant Hills is currently being developed by Council and this is subject to further consultation with the PHDCT and the wider community. The designated shared paths will follow links identified in Council's "Walking and Cycling Strategy". At this point in time it is anticipated that these paths will be provided along Bellamy Street and Ramsay Road nature strips. Rumble strips on the bend are not recommended as they can present a hazard. Bellamy Street and Stevens Streets are regional roads and 50 the km/h speed limit with school zones is considered appropriate. 10m parking restrictions apply to all intersections in NSW under the road rules. This restriction is considered acceptable. Council will monitor the roads to ensure that cars are legally parked.</p>
D080495719			1	<p>I have had a look at the plans. As a person who often uses this route on a Friday afternoon, I know it is a nightmare. A lot of the traffic problem is caused by those who like to turn into Thorn Street, via Vaughan ave, Lawrence street and then pushing their way in to the traffic on Bellamy St at the roundabout. This holds up the traffic that has to give way causing the jam. It is a often takes 25 mins to get from Yarrara Rd to New Line Road. So my thought would be to see if there is some way of stopping that rat run that leads traffic backing up. Now trucks are removed from PH road maybe through traffic to Dural / Cherrybrook could be encouraged to use Pennant Hills Rd.</p>	<p>Bellamy St and Stevens St are regional, sub-arterial roads and a such designated to carry a significant amount of traffic. The Northconnex post opening study has identified opportunities for changes to traffic signal phasing along Pennant Hills Road minimise through traffic. The additional capacity along Pennant Hills Road has attracted more motorists to travel on the main roads. Initial traffic observation have recorded a drop in traffic volumes along Steven Street from 16,000 to 12,000 per day.</p>

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D08043968			1	The proposed road safety improvements along Bellamy and Stevens Streets are basic designs which add little to the streetscape of Pennant Hills. The proposed kerb blisters have no detail and I presumed that the structures are simply concrete kerbs with little thought to design and landscaping. If Hornsby Shire Council promotes itself as the bushland shire I would expect some effort to design the kerb blisters with a landscaping component. I provide some images of kerb blisters which would be appropriate for Bellamy and Stevens Streets to soften the appearance of the road and reflect the Mayor's initiative in the greening of Pennant Hills. Road safety of Bellamy and Stevens Streets has always been a concern to residents. I note that you say "the majority of sections on Bellamy and Stevens Streets are regional roads and as such are designated to carry a significant amount of traffic." In 2018 the Council removed the speed hump pedestrian crossing at Westwood Street and replaced it with a pedestrian refuge stating that a pedestrian crossing was not be warranted due to low volumes of traffic along Stevens Street. This is despite resident protests and requests that the crossing be upgraded to a pedestrian crossing. It would now seem that the traffic situation has changed along the roadway. If safety improvements are required then, at the very least, a road calming structure should be installed. Why? Traffic speeds up in both directions in the vicinity of Westwood Street as vehicles speed over the crest down to Yarrara Road or up Stevens Street into Bellamy Street. Of more concern is the fact that school children from both the primary and secondary schools use the Westwood Street location to cross Stevens Street. Vehicles do not slow down and there have been occasions where school children have been stranded in the refuge in an unsafe manner. As part of the proposed traffic improvements, the dangerous pedestrian refuge should be removed and a speed hump crossing similar to the image below installed at the Westwood Street location or even upgrade to a pedestrian crossing similar to that in Bellamy Street.	Both roads are relatively narrow and the islands have been designed to suit the road geometry. Landscaped rain gardens have been provided at locations where possible. The plans have been updated following the release of new pedestrian crossing warrants by TfNSW. A raised marked pedestrian zebra crossing will be provided at the location of the existing refuge island in Stevens Street as suggested by the resident.
D08041310		1		I am a resident of Lynwood Close (off Bellamy Street) and am wondering why you would put this proposal through. The Northconnex is now open and this will finally stop drivers from using Bellamy & Stevens Sts as backroads to Boundary Road now that the traffic Pennant Hills Road is flowing freely.	10 crashes have been recorded along the route in the past 5 years and the location of crashes is generally spread along the roads. Bellamy and Stevens Streets are classified as a regional road and carry a high number of vehicles. The proposed line marking and blister island treatment is intended to reduce travel speed and accidents. While the 85th percentile speeds are generally in line with the posted speed limit, a number of residents have raised concerns about unsafe passing and speeding in the streets.
D08050025			1	I would like to ask if while these safety improvements are being considered, if a pedestrian crossing or pedestrian refuge could be considered across Ramsay St. The existing pedestrian crossing across Bellamy St is helpful - but there is no safe way to get across Ramsay Rd which is very busy in peak. I have daughters who need to make that cross regularly, one of them has a Disability. Putting a pedestrian crossing where I am recommending would improve safety significantly. I have attached an image indicating the location I am talking about.	The provision of an additional pedestrian crossing or pedestrian refuge is outside the scope of the current project. A shared path proposal is being developed for Ramsay Road, a crossing facility in Ramsay Road will be considered as part of future works in Pennant Hills.
D08045190			1	I am a resident of Werona Street. Stevens Street is a major bottleneck in peak hour. I have contacted council in the past about the poorly designed roundabout at the junction of Stevens and Werona. It is the site of many incidents, not always collisions, but the fact the west bound Steven St. traffic tail-gates at speed into the roundabout, means Werona Street residents have trouble getting into the roundabout. This occurs due to the fact that the roundabout is poorly designed and is nearly a straight through run for west bound Stevens street traffic. A dual carriageway would be ideal but this must be done with due consideration to a correctly designed structure that forces drivers to slow down before entering the roundabout so that drivers waiting to enter can do so safely and promote the steady flow of traffic which is the purpose and intension of a roundabout. Additionally the removal of the traffic lights at Stevens and Yarrara, to be replaced with a properly designed roundabout (one lane turning right, one turning right or going straight on, that causes right turning traffic from Yarrara into Stevens to kink left and slow before making their right turn. Stevens Street in particular is possessed of sufficient nature strips on both sides to allow expansion of the carriageways and allow parking on both sides in bays that are broken up with street planting.	The upgrade of the current roundabout at the intersection of Stevens Street and Werona Street is outside the scope of the project. The plans have been updated to include 2 kerb blisters on the approaches to the roundabout to increase deflection and reduce the speeds through the roundabout. The additional delineation will also assist drivers with correct approach to the roundabout. The removal of traffic signals from the intersection of Yarrara Road and Stevens Street cannot be supported. This would result in a poor level of service and increase risk to pedestrians at this location. Widening of Stevens Street is beyond the scope of this project.
D08040687			1	The suggested improvements are good BUT could something be done by Council to stop hoons racing down Stevens Street especially on a Saturday afternoon. This had been going on for many years - sometimes it's motorcyclists other times the hoons drive 'fast' cars. The number of hubcaps they lose on the corner could be used to open a hubcap shop! We have put up with it for years & expect we should not have done so but as Stevens Street is to receive attention in regard to road safety I'd like to point out the danger we listen to most Saturday afternoon. The roundabout constructed at the intersection of Stevens & Werona did stop some of them speeding but others still race around the Yarrara Road corner – trying to beat the lights & then speed down the hill to be slowed somewhat by the unexpectant roundabout. Personally I feel the speed hump outside the PH Bowling Club along Yarrara Road was a waste of money as it only slows the drivers of small cars. The drivers of larger vehicles just drive over it without pausing & the road was not a problem anyway. Jumping the lights at the intersection is the problem – esp. those turning from Yarrara Road into Stevens Street. If we, as pedestrians, are on that corner heading to Thornleigh Stn we always stand well back from the corner as drivers show little care as they turn right into Stevens Street.	The proposed line marking and blister island treatment is intended to reduce travel speed and accidents. The issue relating to hoons, speeding drivers and anti-social behaviour is a matter for Police enforcement. The traffic data collected in Bellamy Street and Stevens Street indicates that the operating speeds are appropriate for the posted 50km/h speed limit. Residents are encouraged to contact NSW Police. Council's officers liaise closely with local Police to identify location for additional Police patrols when available.
D08050111			1	As a resident of Willis Avenue Pennant Hills, we support any improvement to road safety in the area, however, we make to follow comments that should be consider regarding the proposal. · Line marking only – At present these roads do not contain any lane marking and the proposal for delineation of the traffic lane and parking bays would go most of the way to resolving the issue of vehicles forming two lanes without the need for expensive concrete raised blister islands. We would support the implementation of line marking as proposed but not the construction of raised blister islands.· Reduction in Traffic Flows post Northconnex Opening – Since the opening or Northconnex, traffic volumes using this corridor have reduced as the improvements to the traffic flows on Pennant Hills Road allows for more vehicles using this road. It is suggested that before Council embark on any further development that traffic counts be taken and compared to pre-October 2020 numbers. · Crash data – before embarking on this program of works, can the council please provide accurate data on the accident frequency which has been mentioned as one of the reasons for implementing these improvements. There is likely to be accidents that will not be mitigated by implementing the measures proposed. · Cyclist Safety – the concrete raised blister will create a hazard for cyclist using this corridor and will force them to move into the traffic flow to pass the island, whereas currently they can safely ride closer to the kerb away from the passing traffic. · Additional Maintenance – installing the raised blister islands in Bellamy and Stevens Street will generate additional council maintenance for drainage as larger debris items are likely to build up on the upstream side of the island and street sweeping will not be able to be used to clean out these drains. The blister islands are also a traffic hazard and will require maintenance of the hazard signage when hit. · Vehicle exiting Willis Avenue – Currently there is a significant line of sign issue for vehicles which are existing Willis Avenue turning right into Stevens Street. No works appear to be indicated in the section between Willis Avenue and Yarrara Road. We would request the council inspect this area and move the no parking signs further east to allow greater line of sight for vehicles performing this movement.	Council has undertaken a speed and accident survey and has identified operating speed is consistent with the posted speed limit of 50km/h. 10 crashes have been recorded along the route in the past 5 years and the location of crashes is generally spread along the roads. While the traffic volumes have generally decreased along this route, majority of residents would like to see further volume reductions. Existing 'No Stopping' restriction near Willis Avenue ahs been investigated and is 15m, this is 5m longer than the Australian Road rule requirements of 10m at an intersection. A separate proposal to provide dedicated shard paths in Pennant Hills is currently being developed by Council and this is subject to further consultation with the residents. The designated cycleway paths will follow links identified in Council's "Walking and Cycling Strategy". At this point in time it is anticipated that these paths will be provided along Bellamy Street and Ramsay Road nature strips. Maintenance costs of static traffic facilities are generally very low compared with other assets. The number of the kerb blisters originally proposed has been reduced.

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D08050205			1	As owner of one of vehicles written off in one of the multiple crashes referred to in the letter received from Council on 30 October, we do appreciate that Council has taken note of resident's views on traffic handling in Stevens Street. One consequence of my vehicle being written off is that we no longer feel safe to park in the street and warn our visitors to park in Westwood instead. It is an oxymoron both Stevens and Bellamy streets are considered regional roads yet are located in a "predominantly residential" area. Removal of the only speed restrictor in Stevens St last year has caused a significant increase in traffic speeds so this proposal to improve road safety in Bellamy/Stevens is most welcome. Whether the installation of blisters will reduce traffic speeds remains to be seen and this should be an essential outcome of this proposal. It is also important that these changes will make it safer for pedestrians to use the "clayton's crossing" outside of 26 Stevens. Should there be blisters at this crossing similar to the crossing in Ramsey St adjacent to shopping centre? Despite the "number" excuse for not converting the pedestrian refuge island into a pedestrian crossing, for the sake of safety, this ought to become a full pedestrian crossing. Residents are fearful that one day there will be a fatality at the crossing. There should there be a blister outside 12A Stevens to encourage drivers to keep their speed under control and access the roundabout at a more reasonable safe speed? Will there be any 50 signs to remind drivers that there is a 50 limit? I realise my next statement is outside of this proposal. With the vast improvements to Pennant Hills Road what can be done to encourage drivers to use PHR instead of Bellamy? Will the Traffic Committee be requesting of State/Fed Govt to change traffic signal frequency and/or add an extra turning lane at the junction of Boundary & PHR which is a pinch point in the morning peak and causes drivers to turn into Bellamy?	The issue relating to hoons, speeding drivers and anti-social behaviour is a matter for Police enforcement. Residents are encouraged to contact NSW Police. Councils officers liaise closely with local Police to identify location for additional Police patrols when available. Bellamy St and Stevens St are regional, sub-arterial roads and a such designated to carry a significant amount of traffic. The Northconnex post opening study has identified opportunities for changes to traffic signal phasing along Pennant Hills Road minimise through traffic. The additional capacity along Pennant Hills Road has attracted more motorists to travel on the main roads. Initial traffic observation have recorded a drop in traffic volumes along Steven Street from 16,000 to 12,000 per day. The plans have been updated following the release of new pedestrian crossing warrants by TfNSW. A raised marked pedestrian zebra crossing will be provided at the location of the existing refuge island in Stevens Street as suggested by the resident. Signposting of the existing 50km/h speed limit is consistent with the speed zoning guidelines of TfNSW.
D08049511			1	I am the resident of 25 Fulbourne Avenue, on the corner of Stevens Street and Fulbourne Avenue. I am grateful that the council is looking into the traffic situation at the mentioned streets. Recently we have had days where it was so busy that there was a traffic jam from the traffic lights on Yarrara/Stevens Street all the way till Boundary road in the direction of Caste Hill. It is clear that a lot of people use Bellamy/Stevens as a shortcut to prevent Pennant Hills road. I had hoped that the traffic density would decrease now the North Connect tunnel is opened, and that seems to be true for Pennant Hills road, but not for Bellamy/Stevens. I would like to contribute to the consultation by asking your attention for the following two issues. 1. Of the traffic heading for Yarrara Road on Stevens 95% turns left on Yarrara (own observation). The other 5% turns right. The drivers that want to turn right try to circumvent the line with cars that want to turn left. Since many drivers tend to drive in the middle of the lane this means that there is not enough space to form two lanes. The consequence is that drivers intending to turn right find themselves on the lane in the other direction, which leads to dangerous situations in particular when cars are parked on that side of the road. I understand that a proposed solution is to extend the lane line from Yarrara to the crossing with Pennant Hills. This enables forming two lanes, which probably solves the development of potentially dangerous situations. My only concern is that drivers that want to turn left will use both lanes knowing that Yarrara is 4 lanes. That leads to two unwanted results: 1) the number of polluting and noisy cars waiting in front of my house for a green robot doubles, 2) drivers that want to turn right on Yarrara get stuck in the right lane between drivers that want to turn left. 2. We have a dog and walk her three times a day. Every now and then it is impossible to safely cross Stevens of Bellamy Street. Is it possible that you include some dedicated pedestrian crossings in your plan?	The additional capacity along Pennant Hills Road has attracted more motorists to travel on the main roads. Initial traffic observation have recorded a drop in traffic volumes along Steven Street from 16,000 to 12,000 per day. The plans have been updated following the release of new pedestrian crossing warrants by TfNSW. A raised marked pedestrian zebra crossing will be provided at the location of the existing refuge island in Stevens Street as suggested by the resident. Additional crossing in Bellamy Street will be considered in conjunction with future shared path project.
D08041827			1	I am a resident in Stevens Street, Pennant Hills. Regarding to this road safety improvement, I would like to raise two issues: 1. Some cars running through Stevens Street (especially in the off-peak time and night) are much faster than the 50 km speed limit applied to Stevens Street. These fast-running cars are very dangerous to the pedestrian crossing Stevens street. One solution I would suggest is that installs speed bump on Stevens Street (and Bellamy street if necessary). The speed bump will effectly enforce the speed limit on the street, and improve the safety. 2. Parking mark near the driveway of household. Sometimes, due to some drivers parking their car too close to my driveway, I have to drive cross to the opposite lane to drive out my driveway (left turn). Since Stevens Street is a busy road, it causes safe issue. Clearly marking the parking line in front of every household driveway could reduce the risk/issue.	The issue relating to hoons, speeding drivers and anti-social behaviour is a matter for Police enforcement. Residents are encouraged to contact NSW Police. Councils officers liaise closely with local Police to identify locations for additional Police patrols. The issue relating to cars parked and blocking driveways is an enforcement issue. Residents are encouraged to contact NSW Police or Council Rangers to investigate and issue a parking infringement if necessary. Parking occurring near a driveway is typical of most driveways in areas of high parking demand in the Shire. Council does not provide delineation or sign posting in circumstance where existing roads rules prohibit parking. The Australian Road Rule 198 Obstructing access to and from a footpath, drive etc, permit vehicles to park up to the edge of the driveway. The plans have been updated following the release of new pedestrian crossing warrants by TfNSW. A raised marked pedestrian zebra crossing will be provided at the location of the existing refuge island in Stevens Street as suggested by the resident.
D08049546			1	We are residents on Bellamy Street and we support these initiatives. What we would also love to see is more designated areas for school kids to safely cross Bellamy and Steven Street, similar to the crossing on the corner of Ramsay Rd and Bellamy Street. We grow deeply concerned every day watching school aged kids move across Bellamy and Stevens St in areas that do not currently have designated crossings and during times when there is a constant flow of traffic.	Traffic lights at the intersection of Boundary Road and Bellamy Street and Stevens Streets and Yarrara Road both have signalised pedestrian crossings. The need for additional pedestrian crossing in Bellamy Street near Laurence Street will be reviewed as part of the shared path proposal along Bellamy Street, (currently under investigation).
D08050023	1			I support the proposed changes to make the streets safer for pedestrians and cyclists by implementing raised blister islands, along with edge lines to delineate parking lanes. I also have observed that vehicles, or drivers, often do not comply with the speed limit along Stevens Street.	Comments noted. The issue relating to hoons, speeding drivers and anti-social behaviour is a matter for Police enforcement. Residents are encouraged to contact NSW Police. Council's officers liaise closely with local Police to identify location for additional Police patrols when available.
D08040851		1		I strongly oppose the proposed changes to Bellamy street where the ability to have 2 lanes turning onto new line rd will be shortened. This will cause severe traffic congestion, often back onto The Esplanade at Thornleigh during peak periods and more aggressive behaviour to get through the traffic lights turning onto New Line Road. Changes should be made to increase the number of cars able to get through the traffic lights turning onto new line road, not reduce. Why not have 2 lanes clearly marked on Bellamy street earlier on than what is currently occurring? Making a busy road more congested is not a wise move.	Bellamy Street and New Line Road do not intersect, It is assumed that the resident is referring to Boundary Road. A kerb blister near Malahide Road originally proposed has been removed. The dual right turn from Bellamy Street into Boundary Road will not be affected by the proposal. Extending the two lanes on the approach to Boundary Road is not recommended as it create additionally difficulty for residents cars accessing Malahide Road and may also attract additional traffic to the area.
D08041271			1	The enhancement needs to clearly be spelled out and most importantly the consideration of people living in these 2x streets need to be carefully and diligently considered. These 2x streets are helping 3 schools and, in the morning, and afternoon- 8 to 9:30 am and then again 2:30 to 4pm are crowded. With the opening of the Northconnex how the situation could be improved in these 2x streets should be taken care. Why not organise a community discussion with the people living in these streets before making a final decision what and how to improve road safety in these streets? Most importantly there should not be any cost to the ratepayers living in these streets.	Council has undertaken consultation and has written to residents in the area. The proposal was placed on public exhibition on Council's website. Further consultation on the project has continued with the community and the Pennant Hills District Civic Trust. The number of responses indicates that residents who may have interest in the project have contacted Council. No further consultant is planned.

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Trim	Support	Object	Support with other suggestions	COMMENTS	COUNCIL REPLY
D08042376		1		<p>I live in Westwood Street, Pennant Hills which runs off Stevens Street. Vehicles try to form two lanes only occurs in two locations. The first, travelling south on Bellamy and approaching the intersection of Boundary Road. This area is separated into two lanes however when traffic is heavy cars commence moving into two lanes just prior to the formal marked area just north of Malahide Rd. Secondly is when travelling west on Stevens Street, there is heavy traffic cars occasionally move to the nearside of stationary traffic in order to access a left turn into Rosemount Ave. The proposed treatment options, you have stated that the majority of the two streets are not wide enough for two lanes and I fully agree. I question the need to 'separate' the roadway in the manner stated when for the most part it is not possible or likely that cars will travel in two lanes outside of the two areas I identified. The two streets already have three roundabouts, one pedestrian crossing and a pedestrian traffic island that control the movement of vehicles over a 1.5km distance. In addition the placement of eleven kerb blisters will likely reduce parking options for residents. I further note that the blister on the NE corner of Westwood/Stevens Sts looks likely to impede east bound traffic on Stevens trying to go around right turning vehicles turning into Rosemount. I would like to request funding to the nearby intersection of Ramsay Road and Rosemount Ave would be beneficial. The intersection has stop signs, two pedestrian crossings and is outside a primary school, in a 40km/h zone and yet very frequently I witness vehicles disregard the Stop Sign's and have near miss incidents.</p>	<p>Council has undertaken a speed and accident survey and has identified operating speed is consistent with the posted speed limit of 50km/h. 10 crashes have been recorded along the route in the past 5 years and the location of crashes is generally spread along the roads. Bellamy and Stevens Streets are classified as a regional road and carry a high number of vehicles. The proposed line marking and blister island treatment is intended to reduce travel speed and accidents. Improvements at the intersection of Ramsay Road and Rosemount Avenue will be considered as part of future cycleway project.</p>
D08044544			1	<p>With regard to the proposed road safety improvements, I have one concern, it's hard to see from the figure provided, but it looks as though the line marking at the corner where Bellamy St and Stevens St meet will push traffic further to the centre of the road than it does currently. This concerns me as currently traffic from Bellamy St turning east onto Stevens St frequently cut the corner, crossing the existing hatched road markings. Living at 69a Bellamy St, the section of Bellamy St north of the Stevens St corner, I am already faced with cars cutting that corner when I am waiting to turn right from Stevens St onto Bellamy St. Any change in line marking that push traffic further toward the centre of the road at that point will make this situation worse. If anything I'd like to see the line marking slow traffic at this junction and provide greater protection for traffic turning right from Stevens St into Bellamy at what is essentially a blind corner.</p>	<p>The proposed line marking and blister island treatment is intended to reduce travel speed and accidents. No changes are proposed to centre line delineation at the intersection of Bellamy Street and Stevens Street. The existing road lines have been recently remarked.</p>
D08049963			1	<p>Overall we are pleased with the traffic calming solutions that is long overdue as traffic volumes have significantly increased in Bellamy Street / Stevens Street. With the opening of North Connex tunnel traffic should be encouraged to use the Boundary Road / Pennant Hills Road. The installation of the traffic calming devices including lane narrowing devices and marking will hopefully lead to a reduction in the through traffic (aka "rat run") that impacts on the local residential traffic in Stevens, Bellamy and the feeder streets – notably Laurence Street. After considering the Council's proposed changes, we would like to raise the following matters for the Council's valued consideration: The placement of the blisters and the associated line markings will assist in improving the road safety for residents However, the placement of the kerb-side blister at No5. Bellamy Street needs to be repositioned to deter the drivers who regularly overtake on the left between No 1 and No 5 Bellamy Street as vehicles turn in to Malahide Road – especially in morning and evening peaks. Provide a clear turning circle for traffic turning right from Malahide Road into Bellamy Street – especially the regular waste services vehicle and for local school traffic (during school hours). If the blister remains in the vicinity of the drive way of No. 5, it poses the risk that vehicles exiting Malahide turning right into Bellamy street will strike the blister, leading to potential tyre / wheel damage and impact the flow of traffic should the drive need to take "corrective" action. Based on an ongoing issue with kerbside parking issues in Bellamy Street, during local school days and events at the local Uniting Church, the blister will lead to cars parking across the driveway to No.5. Whilst the intent of the combination of line markings and more rigid blisters is expected to reduce traffic flows in Bellamy Street, the placement of the blister at No. 5 will not deter those motorists who persistently "overtake on the left" when either vehicles are turning right into Malahide Road or even when the residents in No1, No3, or No. 5 are attempting to turn into their respective driveways (from the south). A suggested alternative positioning of the proposed blister near the entrance to No 5 would be at the boundary line for No 1 and No 3 residences to discourage the kerb-side rat runners overtaking on the left and creating a traffic lane that should not exist. This would enable motorists to clearly see at the beginning of Bellamy Street that that there is no overtaking left lane. Design of the Raised Concrete Blisters - There may also be an issue with the positioning of and the shape for the raised "blisters" including whether design and construction of the blisters follow the RMS specifications for the shaping of their blisters. Based on recent examples of works undertaken by Council in Pennant Hills and Thornleigh with traffic calming blister and traffic island constructions, the actual works are creating a traffic hazard in that the "square" shaping of the leading edge of these structures is leading to excessive tyre and wheel "scuffing" which only serves to damage wheels and tyres (just ask the local tyre dealers for their comments – and an indication of what it costs motorists for their repair). Examples of where the wrong blister / island structures have been installed include Thornleigh along the lengths of The Esplanade where the extent of tyre / wheel scuff damage is evident along the length of the Esplanade as well as the new "blisters" in Fisher Avenue / Hillcrest Street / Ramsay Road. All in all, a cheap and nasty approach to implementing these traffic calming devices. Hence the structure of the concrete blisters should be such that they are "wheel and tyre" friendly (with a sloped facing surface as per RMS standards) Consideration for the Installation of Other Traffic Calming Devices - Design of the Raised Concrete Blisters. The limited use of speed humps within the proposed plans for Stevens Street and Bellamy Street need to be reconsidered as traffic speeds also need to be addressed. Apart from a single island at the intersection of Bellamy Street and Ramsay Road, there changes in the traffic management arrangements call for traffic calming devices to slow traffic down along the Bellamy Street / Stevens Street corridor. Signage - Apart from the current signage in the traffic corridor, there is a need to ensure that suitable and highly visible signage is in place: Adding clearly displayed weight limits at the entry to Boundary Road (on the southern entry to Bellamy Street) and Yarrara (on the northern entry into Stevens Street). Indicating that traffic calming devices are in place along Boundary Road (on the southern entry to Bellamy Street) and Yarrara (on the northern entry into Stevens Street) adding clear road speed signs (to 40 kms) along the entire Stevens Street / Bellamy Street corridor – noting the high traffic volumes often traveling above the current 50 kms limits at the intersection of Malahide, adding clear signage of the presence of a "storm water dip" at the entrance of Malahide</p>	<p>Kerb blister near No 5 Bellamy Street has been moved to accommodate cars turning right into Malahide Road. A parking restriction has been added opposite the intersection. The shape of the kerb blister is 30mm slanted to reduce the risk of damage to car wheels when hit accidentally. Corners of the blisters have 600mm radius facing the road. The plans have been updated following the release of new pedestrian crossing warrants by TfNSW. A raised marked pedestrian zebra crossing will be provided in Stevens Street. Existing Load Limit signs have been reviewed and additional Load Limit sign will be installed in Bellamy Street near Boundary Road. Existing speed zone signs are considered appropriate. These are installed and maintained by TfNSW. Addition of non-standard signs is not recommended as it may lead to information overload and drivers not paying attention to legitimate regulatory signs.</p>
D08049163			1	<p>I much appreciate information sent to me regarding proposed road safety improvements in Bellamy Street and Stevens Street, Pennant Hills, to be carried out under the State Government's Safer Roads Program. I will endorse each of the proposals and would also like to recommend a few extra ones. The section of Bellamy Street between Malahide Road and Boundary Road, is at times throughout the day, a speedway for drivers approaching Boundary Road along Bellamy Street, and those turning into Bellamy Street from Boundary Road. Have speed retardants on Bellamy Street other than signs been considered? I notice on the proposal that it is planned to commence at Malahide Road, the two lane marking to Boundary Road. I feel that is too soon - drivers will start crossing (with acceleration if the lights are green) over to the curb lane as they cross the Malahide Entrance. Could the Give Way line remain on Bellamy Street at the entrance to Malahide Road? ? I feel it should remain to allow drivers wanting to turn right out of Malahide Road into Bellamy Street the option to move onto Bellamy Street, with more safety.</p>	<p>Council has undertaken a speed and accident survey and has identified operating speed is consistent with the posted speed limit of 50km/h. Existing speed zone signs are considered appropriate. The proposed line marking and blister island treatment is intended to reduce travel speed and accidents. "Keep Clear" lines and markings will be retained in Bellamy Street at Malahide Road.</p>

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Trim	Support	Object	Support with other suggestions	COMMENTS	COUNCIL REPLY
D08048350	1			My husband and I, who have lived on Bellamy Street for almost 40 years, applaud council on the above initiative. It will improve safety for the residents and local users of Bellamy and Stevens Streets. As outlined the streets are heavily utilised far beyond just residents. With access for local schools, preschool and day-care facilities, local shops, recreation and sporting venues and churches. Retirement and aged care facilities also add to a very broad cross section of age groups relying on the area accessed by both Bellamy and Stevens Streets. The parking lane treatments with kerb blisters should give drivers a clear understanding of the nature of residential streets and the need for heightened awareness to safety for all users. The long awaited completion of Northconnex (hurrah!), and this council initiative will hopefully improve the safety of this "rat run" for the Pennant Hills community and may also highlight to less thoughtful drivers that they are using residential streets not just a shortcut home.	Support comments Noted.
D08047092			1	We have no objection to the overall concept of reducing the road width along Bellamy St and Stevens St we have concerns about the intersection of Bellamy St and Ramsey Rd. This intersection currently has significant volumes of cars doing a right hand turn from Bellamy St into Ramsey Rd. This is due to Ramsey Rd leading directly to the Pennant Hills train station and shopping centre. At peak times there is often a solid line of cars coming from Stevens St down Bellamy St (heading towards Boundary Rd). This means there is a line of 2-4 cars waiting to turn right at the intersection. At the moment cars not turning are able to pass to the left and continue straight on towards Stevens St. Under the proposal it would appear that this would no longer occur meaning that all traffic would have to come to a halt while the right turning cars waited to turn. This may then cause a backlog of traffic to the Laurence St roundabout and would impede the free flow of straight forward traffic creating further delays at busy times. We believe the current short no parking area on Bellamy St directly before the intersection (and existing raised pedestrian crossing) should be extended slightly further (in the direction of Boundary Rd) to allow cars to clearly delineate themselves into two lanes at this point.	The 'No Stopping' restriction in Bellamy Street at Ramsay Road has been extended by 7m (south-west) to accommodate right turning vehicles.
D08046563			1	As a resident of 14 Malahide Rd, Pennant Hills NSW 2120 I wish to provide comments on the proposal to add kerb blisters near the corner of Bellamy St and Malahide Rd. As Malahide Rd is one of the entry points for the Pennant Hills Public School, there is often enough traffic banked up along Bellamy street turning left into Malahide Rd. Putting blisters near the corner will only bank up more traffic on Bellamy Rd as it gets busy anyway in peak hour to turn onto Boundary Road. Please consider not placing a kerb blister on the corner of Bellamy Street and Malahide Rd.	The kerb blister initially proposed in Bellamy Street on the approach to Malahide Road has been removed from the updated proposal.
D08044049			1	From the images it appears that a new raised blister island will be installed outside my property. I am asking that you please install the island in a distance from my driveway that does not allow enough space for a car to be parked. Currently cars often park close to my driveway which makes it difficult and dangerous for me to enter and exit my driveway.	The kerb blister has been moved to create a 2m space next to the driveway to No 55 as requested. This will prevent cars parking right up to the edge of driveway.
D08042315			1	The present route is a rat run for residents that live outside the area and until such time as another alternative is provided like the proposal linking Westleigh with Dural, then traffic will still be a nightmare for any resident that lives in Pennant Hills. The opening of the North Connex has done nothing to minimise car movements on local streets and trucks still use exhaust brakes down Boundary Road in the early hours of the morning. It has done nothing to minimise traffic that goes along Bellamy Street at all hours of the day. The proposal to make the streets safer can only be done by one of two ways - either reduce the number of cars travelling along the streets or reduce the speed limit. The second option will cause the journey along the streets to take longer causing peak travel times to be extended and make it even more frustrating for local residents trying to travel around or get out of the suburb. Why is it that some streets have roundabout access onto Bellamy Street or have another street to exit from whilst Malahide Road has only one entry /exit point and we are at the mercy or prevailing traffic? The proposed speed hump just north of Malahide Road makes no sense when one is trying to make a right hand turn out of the street and accelerating to dodge traffic and then having to brake to slow for the speed hump. It would be better if there was a lane to turn into when turning right. We should be entitled to exit the street at any time of the day, but that is assuming no one collecting kids from school/day care has not parked across your drive way so that you cannot get out anyway! Has anyone from the Council given consideration as to how garbage trucks will be able to collect rubbish in Bellamy Street and the slowing down of hoons as they approach the speed humps in the middle of the night? Also, what about emergency vehicles trying to access the area or police cars trying to get out of the area in a hurry? In summing up, if you increase traffic safety along Bellamy St you are going to cause the peak traffic times to be longer and decrease ones quality of life in the local streets. As a resident of Malahide Rd for 34 years I believe we have sacrificed enough with everyone parking in the street just about every day of the week with school days, childminding, church parking and fetes on certain Saturdays and what is being proposed is just another band aid approach to a problem that no one can really solve. I look forward to your response and would like to know when Bellamy St was reclassified as a regional street as I believe it should never have been done so in the first place?	Bellamy and Stevens Streets are classified as a regional road. There have been no changes to classification of Bellamy Street for decades. Council has undertaken a speed and accident survey and has identified operating speed is consistent with the posted speed limit of 50km/h. 10 crashes have been recorded along the route in the past 5 years and the location of crashes is generally spread along the roads. Bellamy and Stevens Streets are classified as a regional road and carry a high number of vehicles. The proposed line marking and blister island treatment is intended to reduce travel speed and accidents. Waste management vehicles can access bins near kerb blisters, this is similar to when cars are parked in the street. The current 50 km/hr speed limit with a section of 40 km/hr school zone is appropriate for this road. The kerb blister initially proposed in Bellamy Street on the approach to Malahide Road has been removed from the updated proposal. While no roundabout is proposed at the intersection of Bellamy Street and Malahide Road, additional "Keep Clear" road markings will be applied at the intersection. The current proposal will not impact on access for emergency vehicles.
D08041963			1	We wish to register our strong objection to the proposed changes in Stephens St. Reasons for objection: 1. The changes are unnecessary – there have not been accidents on our part of Stephens St. over many years. You did not provide any evidence of accidents on all part of the roads in which roadworks are proposed. 2. The proposed changes will actually worsen traffic flow on Stevens St, providing for more delays in peak time. 3. The proposed change will worsen the obstruction to driveway access in peak times for RESIDENTS. Already it can be very difficult. 4. As one of the houses you've placed a concrete bollard outside on Stevens St, we object to LOSS of PARKING for visitors, for no benefit. 5. Hornsby Council recently removed a traffic island for residents on Stevens St, despite local objection. Your move has made crossing Stevens St much more dangerous for all the children and families walking to Pennant Hills school and station. Please put in a pedestrian Crossing on Stevens St where the children cross, next to Westwood Cres.	10 crashes have been recorded along the route in the past 5 years and the location of crashes is generally spread along the roads. The proposed line marking and blister island treatment is intended to reduce travel speed and accidents. Access to driveways will not be affected by the works. Few parking spaces will be displaced by the kerb blisters, however parking demand in these streets is relatively low and visitors will be able to find spaces adjacent to the kerb blister. Following the release of new pedestrian crossing warrants by TfNSW the plans have been updated. A raised marked pedestrian zebra crossing will be provided at the location of the existing refuge island as suggested by the residents.
D08041960			1	We would like to thank you for addressing the issues raised by the local residents of which we have been writing and phone calls to the council. Predominantly the traffic spreading into two lanes where there should be one. The use of Raised Blister Island are a MUST. One thing that would also add to the safety at Malahide Road would be marking on the ground KEEP CLEAR as you get cars parking across the intersection.	"KEEP CLEAR" at Malahide Road will be provided.
D08041938			1	I live on Bellamy street. The key problem with Bellamy street is not the artificial creation of two lanes of traffic in one direction but speed. Cars, trucks and motorcycles regularly take little notice of the speed limit on Bellamy Street and drive at dangerous speeds. The particular problem this presents is that travelling at high speed means that cars regularly do not stop at the pedestrian crossing (near the t junction of Bellamy Street and Ramsay Road) when school children or adults are crossing. It is only a matter of time before a school child or adult will be hit by a car. The solution , Raise the pedestrian crossing sufficiently to create a deterrent for driving through it at high speeds and ensure cars stop before they approach the crossing; and / or Install speed bumps between the pedestrian crossing and the two ends of Bellamy street; and / or Install a roundabout at the t junction of Ramsay Rd and Bellamy St.	The issue relating to hoons, speeding drivers and anti-social behaviour is a matter for Police enforcements. Residents are encouraged to contact NSW Police. Councils officers liaise closely with local Police to identify location for additional Police patrols when available. The existing raised thresold in Bellamy Street cannot be increased in height as this would not comply with traffic guidelines and create issues for emergency services and public transport. The installation of a roundabout at the intersection of Ramsay Road and Bellamy Street is outside the scope of the project. The proposed line marking and blister island treatment is intended to reduce travel speed and accidents.

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Trim	Support	Object	Support with other suggestions	COMMENTS	COUNCIL REPLY
D08041770			1	I would like to make the following comments: 1. As a resident of Bellamy Street, I welcome the proposed improvements to help reduce speeding and provide for adequate and continued street parking. 2. In relation to the proposed raised blister islands, would it be possible for the proposed blister islands at Malahide Road and at House Numbers 21 and 22 Bellamy Street to instead be installed as refuge island crossings? The only safe crossing at the moment is the existing raised zebra crossing on the eastern side of the Lawrence Street round-a-bout. Pedestrians, students at Pennant Hills High School, and parents accessing the child-care centre at number 23 Bellamy have no other crossing option along Bellamy Street until the traffic lights at Bellamy & Boundary Streets. Furthermore, there is no designated safe crossing point when walking along Bellamy Street towards Stevens Street. 3. Similar to the blister islands above, would it be possible to have some sort of pedestrian crossing improvements installed across Ramsay Street, close to its intersection with Bellamy Street? Traffic often backs up here, as well, and drivers are frequently more focussed on beating on-coming traffic than pedestrians attempting to cross Ramsay (walking towards Stevens Street). Given that there are multiple families with children and schools in this area (Pennant Hills High, Pennant Hills Public, a child care centre on Bellamy, a child care centre on Ramsay, St Agatha's Catholic School), it seems like an accident waiting to happen with the limited safe pedestrian crossing option across Ramsay Street. 4. In relation to street-parking, will it continue to be unlimited/untimed? While I have a driveway for both of my vehicles, my property includes a shared driveway that should not be blocked. If tradesmen or delivery vehicles need to access my or my neighbour's property, the street parking is invaluable and necessary.	The need for additional pedestrian crossing in Bellamy Street near Laurence Street and in Ramsay Road will be reviewed as part of the shared path proposal along Bellamy Street, (currently under investigation). Dedicated school crossing is provided in Ramsay Road near Weemala Road. Parking near No 30 Bellamy Street will be unrestricted.
D08041191			1	We are happy to hear that some additional safety measures are being considered to help control some of the traffic issues that we have on our street. The proposed plan that you have submitted does look good, however, as we are the Owner Residents of No. 22 Bellamy Street, can we please ask that the new Raised Blister islands that you are proposing for directly in front of our house are just moved slightly away from our driveway please? As you know we live on quite a busy road, so we always need to reverse park our car into our garage to make it easier for us to get in and out of our house and to be able to reverse park on such a busy road, we need some space to be able to manoeuvre near our driveway, and going by the proposed design that you have sent us, the proposed Blister island looks like it is right beside our driveway making it very difficult for us to reverse in and out of our driveway. As such, would you please be able to move this Blister Island slight further away, maybe closer to the boundary between No. 22 and No. 20? We know our neighbours at No.20 and as they drive straight into their driveway (they never reverse), they will not be affected by the Blister Island being positioned somewhere closer to that end of No.22? Another thing I wanted to raise was that we see a number of children jaywalking across Bellamy Street from the other side to be able to go to the Primary School behind us. We also see a number of kids walking down from Laurence Street and walking down Bellamy Street and crossing over. As you know this can be quite a busy street, and this is very dangerous for these (sometimes quite young) children. The pedestrian crossing on the other side of Bellamy Street is quite far away, as is the signal light at the other end of Bellamy Street. Is it at all possible to install another pedestrian crossing somewhere around the middle of Bellamy Street between the Laurence Street intersection and the Boundary Road intersection? As you know our area is surrounded by schools in all directions, and the children's safety should be paramount. This may also assist with managing some of the speeding issues that we see along this stretch of Bellamy Street.	The kerb blister near No 22 Bellamy Street has been removed from the scope of works. The need for additional pedestrian crossing in Bellamy Street near Laurence Street will be reviewed as part of the shared path proposal along Bellamy Street, (currently under investigation).
D08040687			1	The suggested improvements are good BUT could something be done by Council to stop hoons racing down Stevens Street especially on a Saturday afternoon. This had been going on for many years - sometimes it' motorcyclists other times the hoons drive 'fast' cars. The number of hubcaps they lose on the corner could be used to open a hubcap shop! We have put up with it for years & expect we should not have done so but as Stevens Street is to receive attention in regard to road safety I'd like to point out the danger we listen to most Saturday afternoon. The roundabout constructed at the intersection of Stevens & Werona did stop some of them speeding but others still race around the Yarrara Road corner – trying to beat the lights & then speed down the hill to be slowed somewhat by the unexpectant roundabout. Personally I feel the speed hump outside the PH Bowling Club along Yarrara Road was a waste of money as it only slows the drivers of small cars. The drivers of larger vehicles just drive over it without pausing & the road was not a problem anyway. Jumping the lights at the intersection is the problem – esp. those turning from Yarrara Road into Stevens Street. If we, as pedestrians, are on that corner heading to Thornleigh Stn we always stand well back from the corner as drivers show little care as they turn right into Stevens Street.	Council has undertaken a speed and accident survey and has identified operating speed is consistent with the posted speed limit of 50km/h.The issue relating to hoons, speeding drivers and anti-social behaviour is a matter for Police enforcement. Residents are encouraged to contact NSW Police. Council's officers liaise closely with local Police to identify location for additional Police patrols when available. The plans have been updated to include 2 kerb blisters on the approaches to the roundabout at Werona Street to increase deflection and reduce the speeds through the roundabout. The additional delineation will also assist drivers with correct approach to the roundabout.
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