



ATTENTION MEMBER FOR HORNSBY – Mr Matt Kean MP
HORNSBY POLICE – Snr Const Narelle Tomich
HORNSBY POLICE – Leading Snr Const Steven Henri
ROADS AND MARITIME SERVICES – Mr Jamie Schokman
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
SHORELINK BUS SERVICE – For your information
HILLSBUS SERVICE – For your information

Road: The Gully Road **Suburb:** Berowra
Location: North of Berowra Waters Road
File Ref: F2013/00495 **LTC No:** 05/2018
Electorate: Hornsby **UBD Ref:** 94 L13
Subject: Proposed Installation of Pedestrian Refuge Island
Date of Circulation: 31 January 2018

REFERRAL OF TRAFFIC MATTER FOR COMMENT OR OBJECTION, IF ANY

SUMMARY

This report details the traffic implications and outcome of public consultation for proposed pedestrian refuge island in The Gully Road, north of Berowra Waters Road in Berowra.

SUBJECT

Council has received representations from residents to provide a pedestrian facility in The Gully Road to assist with crossing the road near the Berowra Community Centre.

Council has considered the installation of a marked pedestrian crossing at this location; however, the site does not meet the Roads and Maritime Services (RMS) pedestrian crossing warrants in which case a marked foot crossing cannot be provided at the present time.

A design for a pedestrian refuge island has been developed.

The pedestrian refuge will allow pedestrians to cross the road in two stages reducing the exposure to traffic. The island will also reduce traffic speeds at the intersection.

Key features of the proposal are:

1. Installation of two concrete islands in The Gully Road to form a pedestrian refuge.
2. Installation of two kerb blister islands along the eastern side of road to reduce the travel lane to 3.7m and prevent two lanes of traffic forming at the crossing location.
3. Reconstruction of adjoining path and kerb ramps at the intersection.
4. Installation of 'No Stopping' restrictions to ensure visibility between pedestrians and vehicles at the intersection.
5. Installation of warning signs and delineation of roadway.
6. Formalising entry access into the unnamed lane connecting Pacific Highway with The Gully Road.

A plan of the proposed pedestrian refuge is attached.

It is noted that in accordance with RMS' document 'Guide to the delegation to councils for the regulation of traffic - Delegation to Councils for the Regulation of Traffic' Berowra Station is a Nominated Train Station.

The exercise of functions delegated to Council is subject to a number of conditions or limitations as documented in Schedule 4 (Limitations) of the delegation. The limitations state that Council must not exercise a function in respect of the following signs: Permissive parking signs, No Parking signs, No Stopping signs on any public road or road or road related area (or any part thereof), which falls within a 1 km radius of any train station listed in the RMS' document Nominated Train Stations with Commuter Parking, and which has current unrestricted parking, without the approval of the RMS.

The proposed pedestrian refuge and associated parking restrictions will result in the loss of 10 on-street parking spaces. Whilst Council supports retaining commuter parking where possible the 'No Stopping' restrictions are required by traffic engineering guidelines to ensure the safety of pedestrians crossing the road at this location. Site observations indicate that the displaced cars can be accommodated further north along The Gully Road. On this basis Council requests that approval to regulate parking be granted by the RMS.

PUBLIC CONSULTATION

In November 2017 Council invited comments on the proposal from residents and retailers. Letters were sent to 30 affected properties. Letters were sent to regulatory authorities and transport providers. The proposal was also placed on exhibition for 14 days on Council's website with a variable message sign located on site advising of exhibition.

Ten (10) written responses were received from residents. A summary of the comments and Council response is provided below. Submissions raising similar issue have been combined into a single comment. Copies of the residents' letters are available upon request:

- *Support the installation of pedestrian refuge in general, concerned with loss of parking due to proposed restrictions and displaced vehicles impacting on sight lines near the curve north of proposed refuge island. Suggest restricting parking beyond the curve.*

Response – Parking along The Gully Road, near the curve is regulated by existing double barrier lines. Parking within 3 metres of BB lines is prohibited. Notwithstanding, the installation of 'No Stopping' restrictions along the eastern side of The Gully Road from the beginning of kerb and gutter to 10 metres beyond the end of existing BB lines is recommended.

- *Support the project in general, concerned with inconsiderate commuters parking on grass, at intersections, blocking footpath etc. Also concerned with the speed of cars travelling near the existing pedestrian refuge in The Gully Road north of Willunga Road. Suggest installation of speed hump at that location.*

Response – Council's traffic rangers regularly patrol The Gully Road to ensure that vehicles are parked legally. The proposed parking signs will regulate where parking is permitted reducing the number of offenders. Council has collected speed data in The Gully Road and referred it to NSW Police for enforcement. The Gully Road does not meet traffic calming criteria at the present time.

- *Council should widen The Gully Road to allow safe parking.*

Response – Widening of the road is beyond the scope of this proposal. Parking restrictions near the BB lines (eastern side) will be installed at locations where parking is not permitted.

- *Concerned with drivers being distracted by new signs, cars hitting the islands and loss of parking in the area. Leave The Gully Road as it is.*

Response – Pedestrian refuges are widely used to provide two-stage crossing of road. The traffic islands will also serve to reduce vehicle speeds in vicinity of the Berowra Community Centre. Delineation will be provided to guide the road users in accordance with RMS technical directions. Parking restrictions are mandatory for a pedestrian refuge.

- *Would like to express full support for the proposal. This area is a preferred pedestrian route from the train station and is very dangerous to cross the road particularly for school children. Commend Council for addressing this issue.*

Response – Comments noted.

- *The proposed traffic management will go a long way making the road safer. This should have been done in conjunction with the parking restrictions in the Berowra Community Centre.*

Response – Comments noted. Parking in the Community Centre carpark is intended for users of the centre, Council's community services has recently removed some of the parking restrictions allowing a balance of all day and short term parking.

- *Council should introduce physical barriers to prevent parking on nature strip along The Gully Road. Install parking restrictions in the unnamed lane as vehicles are driving too fast. The proposed driveway access will not slow cars down.*

Response – Council relies on the road rules to control parking on paths and nature strips and does not install physical barriers due to cost implications. Parking occurring in the unnamed lane reduces the travel lane width controlling the speeds. Removal of parking in the laneway is not recommended as it would remove significant amount of commuter parking and adversely impact on pedestrian safety due to increased travel speeds. Driveways are commonly used at access points and serve to reduce the entry / exit speed to and from an access road. The layback in the driveway acts as a speed reduction device.

- *The pedestrian refuge is a good idea, suggest extension of double barrier lines beyond the curve in The Gully road.*

Response – Council has extended the double barrier lines in The Gully Road in mid-2017. The existing delineation is clearly visible from the northern approach. 'No Stopping' restrictions are recommended at locations where road width is reduced to clarify where parking may occur.

CONCLUSION

The submissions from the residents have been addressed in the report. Provision of the pedestrian refuge island at this location will improve safety of pedestrians and encourage walking trips. The loss of 10 parking spaces is mandatory to provide sight lines between vehicles and pedestrians in accordance with traffic engineering guidelines.

RECOMMENDATION

1. That the Traffic Committee note the status of Berowra Train Station as a Nominated Station and Council seek RMS approval to regulate parking in conjunction with the proposed pedestrian refuge.
2. That the proposed pedestrian refuge island in The Gully Road, Berowra north of Berowra Waters Road be approved for construction in accordance with plan No.100111 and auxillary drawing LTC 05/2018 showing extension of No Stopping signage.

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 Lawrence Nagy on 9847 6616. Upon receipt of your comments the matter will be referred to Council for action.

Lawrence Nagy
Chairman



Date: 31 January 2018