



HORNSBY SHIRE LOCAL TRAFFIC COMMITTEE

ATTENTION MEMBER FOR HORNSBY – Mr Matt Kean MP
HORNSBY POLICE – Snr Const Narelle Tomich
TRANSPORT FOR NSW (RMS) – Mr Zakaria Ahmad
COUNCILLOR MICHAEL HUTCHENCE – 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
SHORELINK BUS SERVICE – For your information
HILLSBUS SERVICE – For your information
NSW TAXI COUNCIL - For your information

Road: Galston Road Suburb: Hornsby
Location: Intersection with Clarinda Street
File Ref: F2004/09909-003 LTC No: 03/2020
Electorate: Hornsby UBD Ref: 133 G10
Subject: Proposed installation of traffic signals and associated traffic management works at Hookhams Corner
Date of Circulation: 14 February 2020

REFERRAL OF TRAFFIC MATTER **AFTER** FACE TO FACE MEETING 6 FEBRUARY 2020

SUMMARY

This report details the traffic implications and outcome of public consultation for the installation of traffic signals at the intersection of Galston Road and Clarinda Street in Hornsby. Additional traffic management works such as installation of traffic medians in Galston Road and Peats Ferry Road and permanent closure of Roper Lane are also covered in this report.

SUBJECT

Council's Development Control Plan has identified a number of traffic management works to provide safe and efficient movement of vehicles and pedestrians in the Hookhams Corner area. First stage of the works included the installation of traffic signals at the intersection of Peats Ferry Road, Watson Avenue and Mildred Avenue to cater for safe vehicle and pedestrian access to the growth area.

The additional traffic works are aimed at providing residents with alternative access to the state road network. This in turn will reduce the number of cars using Peats Ferry Road / Watson Avenue signals via Silvia Street to access the main roads. In addition, the new traffic signals will provide controlled pedestrian and vehicular access to Storey Park and the medical precinct (Mount Wilga Hospital).

Key features of the proposal are:

- Installation of traffic signals at the intersection of Galston Road and Clarinda Street.
- Removal of existing pedestrian refuge islands from Galston Road near Clarinda Street (signalised crossing will be provided at the above intersection).
- Installation of a traffic median island in Galston Road at the intersection with Carrington Road.
- Installation of pedestrian refuge in Carrington Road near Galston Road.
- Installation of a traffic median island in Peats Ferry Road at the intersection with Old Berowra Road.
- Continuation of the closure of Roper Lane to through traffic.
- Minor changes to bus routes subject to review and approval by Transport for NSW.

Plans of the proposed traffic signals and associated traffic management are attached.

TRAFFIC IMPACT

The traffic impacts of the proposed works are provided in the attached justification report for Traffic Signals at Intersection of Galston Road with Clarinda Street, Hornsby – January 2018.

TRANSPORT IMPACT (BUS ROUTES)

One of the features of the proposal is a traffic median island in Galston Road at Carrington Road with a pedestrian refuge in Carrington Road. As this intersection is currently used by buses to turn right out of Carrington Road, some local change to the bus routes will be required.

Council has been consulting with the bus operator Transdev NSW and Transport for NSW who have provided an in-principle agreement to the works subject to a separate review of bus routes to be undertaken by Transport for NSW.

A preliminary bus route has been discussed with the bus operator and TfNSW as pictured below. The review is aimed at taking advantage of the new traffic signals at the intersection of Galston Road and Clarinda Street which will allow for safe and controlled crossing of Galston Road by buses which currently struggle to cross this busy road during peak hours at Ethel Street. The review of the bus routes will also address changes to housing density in the area resulting from the Hornsby Housing Strategy.



- Existing Route
- - - - New Route Under Discussion

Concept bus route plan - subject to TfNSW review

PUBLIC CONSULTATION

In April / May 2019 Council invited comments on the proposal from residents and authorities. Letters were sent to 224 affected properties. The proposal was also placed on Council's website and advertised on variable message boards placed at key locations at Hookhams Corner. Letters were sent to regulatory authorities and transport providers. Following a significant response from the public during the exhibition period the exhibition was extended up until November 2019 with over 50 additional letters sent to residents seeking information about the proposal.

In total, over 400 submissions were received by Council. A table summarising the responses is provided below with detailed summary of the issues raised and responses. Similar issues have been grouped together. Copies of the submissions are available upon request:

Galston Clarinda TCS		Galston Carrington Median		Peats Ferry Old Berowra Median		Roper Lane Permanent Closure	
Support	Object	Support	Object	Support	Object	Support	Object
39	91⁽¹⁾	29	21	17	84⁽²⁾	18⁽³⁾	8⁽⁴⁾

Notes:

1. Indicates total number of objectors (91). Further analysis of the objections shows that majority of objectors (57) are motorists who do not live in the immediate area. Their concerns relate to additional delays on their journey to Hornsby or through Hornsby.
2. Significant number of objections are part of a petition organised by a resident.
3. Significant number of supporters of the closure would like to see the closure take place at another location.
4. Majority of the objections were received from residents of Roper Lane between Bridge Road and Summers Avenue.

Summarised consultation feedback and responses

Concerned with signalisation of the intersection of Galston Road with Clarinda Street – this will create additional delays. Consideration should be given to a roundabout.

The traffic signals will facilitate access to areas on the east and on the west side of Galston Road including Mount Wilga Hospital Precinct. While several suggestions have been made that a roundabout at this intersection would be more appropriate, a roundabout would not provide the required level of service and safety to vehicles and pedestrians at this intersection.

Concerned with signalisation of the intersection of Galston Road with Clarinda Street – traffic signals should be provided at Ethel Street intersection instead of Clarinda Street.

This issue is comprehensively addressed in the attached justification report Section 5.2 (TCS siting and location). More recent review of the site has identified additional constraints such as deficient stopping sight distance on the approach to traffic signals at Ethel Street.

Request that signals or a roundabout be installed at another intersection (Galston Road / Carrington Road intersection). New lights at Galston Road / Carrington Road intersection to be linked to Peats Ferry Road. Install pedestrian crossing at (Galston Road / Carrington Road intersection).

The Hornsby Shire strategic transport model was developed to allow modelling of the future traffic growth due to Hornsby Housing Strategy and other future development. The model is used to determine where traffic problems can be expected to occur in the future and to test solutions. The model has been accepted by the NSW Department of Planning & Environment and NSW Roads and Maritime Services.

The model shows that two signalised intersections are required to handle future traffic growth in and around the area, one at Peats Ferry Road/Watson Avenue/Mildred Avenue for the southern part of the precinct, and the other at Galston Road/Clarinda Street for the northern part. The intersection of Carrington Road/Galston Road has poor geometry for efficient and safe signal operation and is too close to the existing traffic signals at the intersection of Galston Road/Peats Ferry Road to operate efficiently. The RMS minimum distance between traffic signal sites is 130 metres, Carrington Road is 60 metres from Peats Ferry Road. Transport for NSW has advised that it does not support signalising this intersection.

Median Island in Peats Ferry Road at Old Berowra Road will impact on established access for residents in Old Berowra Road and restrict traffic movements to left in and left out only. Loss of access and business for local Service Station.

Access for vehicles wishing to turn right out of Old Berowra Road would be available via Clarinda Street at the proposed signalised intersection with Galston Road. Vehicles wishing to turn right into Old Berowra Road from Peats Ferry Road (north approach) would be redirected to Galston Road and would access the area via Clarinda Street at the proposed new signals. As the traffic volumes along Peats Ferry Road increase in the future, the ability for drivers to make a safe right turn in to and out of Old Berowra Road will decrease.

Right turn crashes occurring at minor intersections with main roads are generally of the most severe nature as vehicle occupants have little protection on the driver and passenger side. Restricting the right turn movements and redirecting them to a controlled intersection is a proven way of reducing road trauma in high population growth areas. While the existing crash history at the intersection does not raise concerns it is likely that the increased traffic generated by the precinct may warrant a treatment of this intersection at a later date.

It is therefore recommended that the installation of a traffic median island in Peats Ferry Road at Old Berowra Road be deferred pending review of traffic impact of installation of items 1 and 2. The review is to be undertaken at least 12 months after the completion of the above works.

Concerned with Median Island in Galston Road at Carrington Road that will restrict traffic movements to left in and left out only.

Access for vehicles wishing to turn right out of Carrington Road would be available via Watson Avenue at the new signalised intersection with Peats Ferry Road. Vehicles wishing to turn right from Galston Road into Carrington Road would use the sheltered right turn bay that would be provided at the new signals at Clarinda Street. Similarly to above, the treatment is aimed at reducing the number of injury crashes at this intersection.

Object to permanent closure of Roper Lane, suggestion for lane to remain open as one-way or closure at another location.

The issue of closure of Roper Lane has been the subject of much deliberation by Council in the past with a comprehensive study reported to Council in 1998. At that time it was recommended that the lane remain open and that Peats Ferry Road / Watson Avenue be signalised. While the signalisation of the intersection would have resulted in a theoretical reduction of through traffic, Council has been unable to monitor the traffic volumes in Roper Lane due to the temporary closure required for the Northconnex works (filling of Hornsby Quarry).

Preliminary review of the Hornsby Park Development (Hornsby Quarry) suggests that retaining some access via Roper Lane could be of benefit to future circulation in the immediate precinct. It is therefore recommended permanent closure of Roper Lane to traffic at Bridge Road be deferred pending review of traffic impacts for the Hornsby Quarry (Hornsby Park) development.

Object to additional traffic and buses being redirected into Silvia Street.

It should be noted that drivers tend to experience delays turning right out of unsignalised intersections along Galston Road in the mornings, which makes using Silvia Street attractive to access the signals at Watson Avenue.

Traffic currently accessing Watson Avenue traffic signals via Silvia Street will reduce when new traffic signals are provided at Clarinda Street. The two sets of traffic signals will balance the traffic flows in the areas south-west of Galston Road. Assuming a worst-case scenario that vehicles turning right out of the Mt Wilga precinct via Carrington Road will divert to Silvia Street, traffic volumes in Silvia Street will increase from 153 vehicles in the morning peak hour to 189 vehicles in the morning peak hour. This volume is well under the maximum environmental capacity target of 300 vehicles per hour that applies to residential local roads. The possible route changes to buses are likely to result in 13 southbound bus movements per day in Silvia Street.

Object to removal of parking from Silvia Street to accommodate buses.

Silvia Street is approximately 6.7m wide. Recent observations indicate that parking occupancy in the street is generally low and that it is very rare for vehicles to park on both sides opposite each other. While removal of parking from Silvia Street is not part of the current proposal, the review of bus routes by TfNSW may identify the need to remove parking from one side of Silvia Street to accommodate the southbound bus service. All properties along Silvia Street have access to off street parking and should removal of parking be warranted, any additional vehicles will be able to be accommodated along one side of the road.

Concerns that insufficient traffic analysis and public consultation has occurred.

The Hornsby Shire strategic transport model was developed to allow modelling of the future traffic growth due to Hornsby Housing Strategy and other future development. The model is used to determine where traffic problems can be expected to occur in the future and to test solutions. The model has been accepted by the NSW Department of Planning & Environment and Transport for NSW. Intersection counts were used to verify the traffic volumes used in the modelling. Traffic justification report attached to this report details the rationale for the traffic works. Residents living on roads who will be directly affected by the proposed changes were consulted by mail. Variable Message Boards were placed at key locations and exhibition on Council's website to notify the wider community.

Additional time was provided to allow for late submissions up until November 2019. The significant number of submissions received demonstrates that the community is well informed about the proposal.

Concerns that evacuation in an event of a bushfire would be affected by the proposed works.

There are many subdivisions on the ridge tops in north western Sydney restricted to one narrow access road due to steep topography and road reserve geometry. Emergency evacuation planning takes into account the existing road network. The area south of Galston Road is well connected with a number of local roads intercepting state roads thus providing alternative access options. The evacuation of this precinct during a bushfire or other disaster would be no different to these other suburbs. The additional traffic management will provide for safe and controlled access to the area and reduce the risk of crashes and potential blockages during an evacuation.

Concerns with the noise generated by the new traffic signals at Galston Road / Clarinda Street.

Residents living adjacent to state roads tend to experience traffic noise. The traffic noise generated by the new traffic signals will be typical to other residential areas where population and traffic growth warrants signalisation of intersections.

Concerns with loss of bus stop in Ethel Street and increased walking distance to new bus stop in Clarinda Street.

The relocation of bus stops will not occur until Transport for NSW has completed its review of bus routes in the area. Notwithstanding positioning and spacing of new bus stops will ensure equitable access to public transport in accordance with transport guidelines.

Concerns with impact on access to property location on corner of Carrington and Galston Road due to the proposed pedestrian refuge island in Carrington Road.

It is common for property access near intersections to be limited to left in and left out movements. Notwithstanding, the design of the pedestrian island in Carrington Road will be reviewed to improve access to the property where possible.

Concerns with children crossing Carrington Road to get to bus stops near Silvia Street. Suggest a pedestrian crossing.

Council does not have a free hand to provide pedestrian crossings. There are strict guidelines that need to be followed to ensure a pedestrian crossing will operate safely. Onsite observations by Council staff indicate the pedestrian volumes at this location are not sufficient to ensure the safe operation of a marked foot (Zebra) crossing in accordance with the Transport for NSW guidelines.

Concerns with pedestrians crossing Galston Road near Carrington Road at the median.

The current proposal includes a concrete traffic median along Galston Road at this location. It is recommended that pedestrian safety fencing be installed along the entire length of the new median island to guide pedestrians to safer crossing locations away from the intersection.

CONCLUSION

The responses from residents and retailers show general concern with increased traffic congestion and delays across the road network. The increase in traffic volumes on some roads is unavoidable given increased population forecast for Hornsby Shire and background traffic growth across Sydney, but the proposal will ensure local roads will remain within maximum recommended environmental capacities and that safe access is provided for residents. A number of suggestions for alternative treatments have been discussed in the report.

The proposal has been developed to complement other traffic management projects required to manage the road network around Hornsby Town Centre as the population increases. The combination of projects will provide controlled access to residential areas while deterring non-local traffic, as well as improve pedestrian access across Galston Road while maintaining adequate levels of service on major roads.

ATTACHMENTS

1. *Justification report for Traffic Signals at Intersection of Galston Road with Clarinda Street, Hornsby – January 2018.*
2. Preliminary Traffic Signal Plan – Galston Rd / Clarinda St
3. Overall Concept Plan of traffic works
4. General Layout and Parking Restrictions Plan - Galston Rd / Clarinda St
5. General Layout Plan – traffic median – Peats Ferry Rd / Old Berowra Rd
6. General Layout Plan – traffic median and refuge island – Galston Rd / Carrington Rd

FORMAL MEETING

Local Traffic Committee representatives met at Hornsby Council Chambers on Thursday 6 February 2020.

PRESENT

Councillor Michael Hutchence	Council's LTC Representative
Councillor Mick Marr	Council
Jeanette Farrell	Electorate Officer to Matt Kean MP
Peter Carruthers	Transport For NSW
Zakaria Ahmad	Transport For NSW
Supt Kel McNamara, Zone Commander, Metro East 2 Fire & Rescue NSW	
Snr Const Narelle Tomich	Hornsby Police
Ben Lynn	Transdev NSW Bus Service
Clint Moore	Transdev NSW Bus Service
Radek Zarzycki	Senior Traffic Engineer, HSC
Lesley Tipping	Road Safety Officer, HSC
Alan Yang	Assistant Traffic Engineer, HSC
Pedro Pajuelo-Velazco	Traffic Officer Investigations, HSC
Helen Roberts	Administration Support Officer, HSC

APOLOGIES – Nil

DISCUSSION

2:00pm Council staff welcomed everyone, acknowledged the traditional owners of the lands of Hornsby Shire, the Darug and Guringai people, and commenced the meeting.

Council staff presented on screen for the meeting, the Site Context, Project Justification and Public Consultation Summary and explained research, traffic modelling and crash data.

The Committee discussed the Bus Routes Review confirming that there is ongoing consultation with Transport for NSW and bus operators

2:30pm Discussion was held regarding speeding drivers, school children, pedestrian fencing, potential evacuation of residents during a fire (that Police manage any evacuation at the time)

2:45pm Members of the community were invited to address the Committee to reiterate their written comments.

The Committee noted that it is familiar with the submissions, hence the community representatives have been requested to limit their verbal address to approximately 5 minutes each.

The following residents / retailers addressed the Committee:

2:53pm	Ms Venkata S Methra	1/2 Silvia Street HORNSBY
2:54-2:58pm	Mr David Wilks	Silvia Street HORNSBY
3:00-3:05pm	Mr David Shrubbs	26 Knights Road GALSTON
3:06pm	Mrs Helen Oahey	44 Meluca Cres HORNSBY HEIGHTS
3:07-3:11pm	Mr Hamed Taghvaei	owner of Service Station, Metro Petroleum Hornsby 275 Pacific Hwy, Hornsby
3:12-3:14pm	Mrs Danielle Eaton	1 Galston Road HORNSBY
3:15pm	Mr Stephen Perry	1 Summers Avenue HORNSBY
3:23pm	Mr Andrew Beattie	18 Ferntree Close HORNSBY
3:26-3:30pm	Mr David Wills	9 Maranta Street HORNSBY
3:30-3:33pm	Mr David Williams	114 Old Berowra Road HORNSBY
3:33-3:38pm	Mrs Judy Parsons	40 Meredith Avenue HORNSBY
3:40-3:43pm	Mr David Hooper	39 Alan Avenue HORNSBY
3:43-3:46pm	Ms Lisa Cottam	64 Manor Road HORNSBY
3:46-4:05pm	Mrs Janette Devrell	18 Silvia Street HORNSBY

Council staff thanked the members of the community for their participation and explained the Local Traffic Committee process.

4:10pm Council staff reconvened the Committee Meeting.

Discussion was held regarding submissions and presentations from residents as documented in the body of the report under Consultation.

Committee Members unanimously supported the following recommendation.

RECOMMENDATION THAT

1. The proposed traffic signals and associated parking restrictions at the intersection of Galston Road and Clarinda Street, Hornsby be recommended for construction subject to Transport for NSW (RMS) requirements and approvals.
2. Installation of a median island in Galston Road at Carrington Road and associated pedestrian refuge in Carrington Road be approved. The installation of the median island is not to occur until Transport for NSW has completed its review of bus routes in the area. Pedestrian safety fencing is to be installed along the entire length of median in accordance with TfNSW guidelines.
3. Installation of a median island in Peats Ferry Road at Old Berowra Road be deferred pending review of traffic impact of installation of items 1 and 2. The review is to be undertaken at least 12 months after the completion of the above works.
4. Permanent closure of Roper Lane to traffic at Bridge Road be deferred pending review of traffic impacts for the Hornsby Quarry (Hornsby Park) development. The temporary closure is to remain in place until further decision is made.

4:30pm Meeting concluded.

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.

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
Acting Chairman



Date: 14 February 2020