

HORNSBY SHIRE

LOCAL TRAFFIC COMMITTEE



ATTENTION MEMBER FOR HORNSBY – Mr Matt Kean MP
HORNSBY POLICE – Snr Const Narelle Tomich
ROADS AND MARITIME SERVICES – 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
NSW TAXI COUNCIL - For your information

**Road: NRT Cherrybrook Station Precinct –
Franklin Road, Robert Road, Neale Avenue and
Unnamed Road (precinct Road A) at Cherrybrook Station**

Suburb: Cherrybrook

Location: New Cherrybrook Station **LTC No: 26/2017**

File Ref: F2007/00096-05

Electorate: Hornsby **UBD Ref: 151 N16**

Subject: Proposed detail road designs, parking restrictions and traffic facilities

Date of Circulation: 15 September 2017

REFERRAL OF TRAFFIC MATTER FOR COMMENT OR OBJECTION, IF ANY

SUMMARY

This report details the traffic implications of the Northwest Rapid Transit (NRT) - Cherrybrook Station precinct on local roads including installation of new traffic facilities and parking restrictions in Franklin Road, Robert Road and Neale Avenue Cherrybrook.

SUBJECT

The Hornsby Local Traffic Committee considered a report (LTC36/2015) on the conceptual road designs for the Northwest Rapid Transit (NRT) Cherrybrook Station precinct recommending in part that:

- 1. Detail designs for traffic facilities, regulatory signage and road furniture be referred to the Hornsby LTC for recommendation when available.*

NRT and Transport for NSW have developed detailed designs for road infrastructure works including a new Precinct Road A, intersections, traffic facilities and regulatory restrictions on existing local roads. A number of new traffic and pedestrian facilities are proposed in the station precinct to cater for pedestrian and vehicular movements to and from the station. Franklin Road and Robert Road are proposed to be reclassified from Local Street to Collector Street status in conjunction with the strategic intent to use these streets for bus operations in the future. At this stage no decision has been made regarding bus access to the station via local roads and any traffic and road design impacts due to bus access, if it occurs, will need to be considered separately during the Precinct Planning process.

Key features of the proposal and Council's comment/recommendation (*in italics*) are provided below:

1. New Precinct Street A - A new road connecting Franklin Road with Robert Road to facilitate access for all travel modes to and from the Cherrybrook Station. The road will accommodate Bus Zone, Taxi Zone, No Parking (set down and pickup), No Stopping and P5Min Disabled drop off areas. The road will feature a 40km/h High Pedestrian Activity Area (subject to RMS approval) with bus friendly speed humps near the entry points.

The red pavement treatment for the bus bays shall be constructed in coloured concrete. Delineation of individual parallel parking spaces in the parking lanes proposed by NRT is not supported due to ongoing maintenance issues. In addition, making of individual spaces can lead to a reduction in the number of car parking spaces available in the street. Larger gaps between vehicles, where present, provide additional parking capacity for smaller vehicles or motorcycles that otherwise would be forced to occupy a single full size marked space. The speed humps shall be constructed in concrete. All transverse and longitudinal delineation shall be applied in thermoplastic or equivalent long lasting material.

2. New intersection of Robert Road and Precinct Street A - The intersection will operate as un-signalised T- junction with 'Give Way sign and delineation. A pedestrian refuge island will be provided in Robert Road at the intersection with Precinct Street A. Robert Road will be widened on the approach to the intersection to provide two approach lanes and one departure lane. 'Keep Clear' delineation and 'Do not queue across intersection' sign will be posted in Precinct Street A.

The pedestrian refuge in Robert Road spans two approach traffic lanes. It is noted that this pedestrian facility cannot be upgraded to a marked pedestrian crossing in the future as RMS guidelines prohibit un-signalised marked crossings on multilane roads.

3. Robert Road between Precinct Street A and John Road - is proposed to be reclassified as a Collector Road without appropriate upgrades. Combination of 'No Parking' and 'No Stopping' restrictions are proposed to cater for increased traffic flow in the road. A mid-block raised threshold is proposed between John Road and Dalkeith Road to minimise speeds that are likely to increase due to removal of on-street parking.

The geometric road layout of Robert Road does not comply with Council's Aus-Spec requirements for a collector street. Significant property acquisition, drainage works utility relocation and road reconstruction is required to support reclassification of Robert Road from its current local street status to a collector street. The proposed 'No Parking' restrictions in Robert Road are not supported by Council. Compliance table below demonstrates that Robert Road is not capable of functioning as a collector street in its current form.

	Carriageway Width (m)	Parking Provisions Within Road Reserve	Kerbing	Footpath Requirement	Bicycle Path Requirement	Road Reserve Width
HSC - Aus Spec Geometric Road Layout - collector street	11	Carriageway or indented Parking.	Integral Kerb and Gutter	1.2m wide footpath both sides	2.5m bicycle / pedestrian path one side only in the verge	20m
Robert Road	9	Proposed 'No Parking' restrictions	Kerb and Gutter missing in some sections	No path along western side	no bike path	15m
Complies (Yes / No)	No	No	No	No	No	No

4. Intersection of Robert Road and John Road – will be upgraded from unmarked T-Junction to a Give-Way intersection with delineation and sign. 40 metre double barrier lines will be marked in Robert Road and John Road on the approach to the intersection. The centre line of John Road near the intersection will be shifted north to provide 7.5m travel lane along the southern side of Robert Road to assist longer vehicles entering and exiting Robert Road. The shift of the centre line will create a 3.5m wide travel lane along the southern side of John Road and will result in loss of on street parking to approximately 5 properties.

The shift of the centreline in John Road at the intersection with Robert road is not supported due to loss of parking amenity and consequences of drivers ignoring or misjudging non-standard delineation along a straight section of road. This type of centreline treatment is unusual in residential streets and cannot be supported. The geometry of the kerb returns at this intersection must be redesigned in the future to accommodate longer vehicles (buses) when required.

5. Intersection of Franklin Road and Neale Avenue – will be upgraded from unmarked T-Junction to a Give-Way intersection with delineation and sign. Raised threshold will be provided in Neale Avenue to reduce speeds of vehicles approaching the pedestrian desire line along Franklin Road with kerb ramps in Neale Avenue. Pedestrian fencing will be installed along the threshold to prevent it from being used as a crossing location.

The realignment of the kerb returns at the intersection will reduce the nature strip width at the intersection. The width of the nature strip is to be 2.5m minimum. 'No Stopping' restriction in Franklin Road near the intersection shall be extended to location where distance between the double barrier lines and kerb face is greater than 5 metres.

6. Franklin Road between Kayla Way and John Road - is proposed to be reclassified as a Collector Road without appropriate upgrades. A new pedestrian crossing with a raised threshold is proposed in front of Tangara School for Girls. Existing 'Bus Zone' in front of the school will be shortened to 15 metres and relocated to the departure side of the new crossing. Existing 'No Parking 8-4pm school days' will be adjusted and changed to 'No Parking 8-9.30am, 2.30pm-4pm Mon-Fri'.

The geometric road layout of Franklin Road does not comply with Council's Aus-Spec requirements for a collector street. Significant property acquisition, drainage works utility relocation and road reconstruction is required to support reclassification of Franklin Road from its current local street status to a collector street. Compliance table below demonstrates that Franklin Road is not capable of functioning as a collector street in its current form.

	Carriageway Width (m)	Parking Provisions Within Road Reserve	Kerbing	Footpath Requirement	Bicycle Path Requirement	Road Reserve Width
HSC - Aus Spec Geometric Road Layout - collector street	11	Carriageway or indented Parking.	Integral Kerb and Gutter	1.2m wide footpath both sides	2.5m bicycle / pedestrian path one side only in the verge	20m
Franklin Road	Existing alignment between 7.6 and 9.6, proposed alignment 10.8	Existing and Proposed 'No Parking' and No Stopping restrictions	Kerb and Gutter missing in some sections	No path proposed between Kayla Way and Castle Hill Road along south-east side, path missing in sections	no bike path	15m
Complies (Yes / No)	No	No	No	No	No	No

7. New intersection of Franklin Road and Precinct Street A - The intersection will operate as un-signalised T- junction. A marked pedestrian crossing with median island will be provided in Precinct Street at the intersection with Franklin Road. Franklin Road will be widened to 10.8 metres between Castle Hill Road and Kayla Way. Pedestrian fencing will be installed along the south-western kerb return.

The T-junction of Franklin Road and Precinct Street A shall be upgraded to 'Give way' sign and delineation to provide consistency of T-junction treatments in the Cherrybrook Station precinct.

8. Intersection of Franklin Road and Castle Hill Road - The intersection will be reconstructed and will operate as un-signalised T- junction with left in and left out movement permitted at Franklin Road. The left out movement will be controlled by 'Stop' sign and delineation. A pedestrian refuge will be provided in Franklin Road at Castle Hill Road.

No issues raised.

9. Castle Hill Road and new signalised intersections along state road network.

No issues raised.

Pedestrian facilities design and marked crossing warrants

The NRT has prepared a 'Speed Zone and Pedestrian Crossing Review Technical Note' to justify the introduction of new pedestrian crossing and upgrades to existing facilities in the precinct. The findings and recommendations of the Technical Note in relation to pedestrian facilities are supported. A copy of the Technical Note is attached to this report.

CONSULTATION

Consultation for the proposal with the general public was undertaken by NRT and Transport for NSW during 2016 and 2017. The proponents met with Tangara School for Girls on 22 August 2016 to discuss the changes to parking restrictions and the installation of the new pedestrian crossing near the school in Franklin Road. On 8 February 2017, NRT and Transport for NSW doorknocked affected residents in Robert Road. The local bus operator CDC Hills Bus has accepted the relocation and shortening of the Bus Zone in Franklin Road via email to NRT team on 19 July 2017. Details of the consultation are provided in a report attached with this item 'Cherrybrook Local Traffic Consultation – engagement and outcomes report'.

CONCLUSION

The introduction of rapid transit in Cherrybrook by Transport for NSW is welcomed as it will significantly improve public transport options for existing and future residents in the local area. The design of the roads and traffic devices around Cherrybrook to accommodate station access is supported in general however the reclassification of Robert Road and Franklin Road to accommodate increased traffic and potential bus movements requires additional civil works and needs to be considered as a separate matter once the bus strategy and future plans for Cherrybrook precinct are known.

Attachments:

1. Speed Zone and Pedestrian Crossing Review Technical Note
2. Cherrybrook Local Traffic Consultation – engagement and outcomes report
3. North West Rail Link Cherrybrook Station Road Signage and Delineation plans (15 pages)

RECOMMENDATION THAT

1. The proposed road designs including traffic and pedestrian facilities, regulatory and warning signs for Precinct Road A, Robert Road and Franklin Road and Neale Avenue be supported by Council in general with the exception of:
 - a) The proposed 'No Parking' restrictions in Robert Road not be supported.
 - b) The proposed shift of centreline in John Road at the intersection of Robert Road not be supported.
 - c) The proposed reclassification of Robert Road and Franklin Road from Local Street to Collector Street must be considered during the precinct planning process.
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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: 15/09/2017