



HORNSBY SHIRE LOCAL TRAFFIC COMMITTEE

MEMBER FOR HORNSBY - Mr James Wallace MP

MEMBER FOR WAHROONGA - Mr Alister Henskens SC MP

HORNSBY POLICE - Leading Senior Constable Steven Henri

TRANSPORT FOR NSW - Mr Timothy Drozd - Traffic Engineering Officer

TRANSPORT FOR NSW - Mr Pushpendra Kharbanda - Traffic Engineering Officer

HORNSBY SHIRE COUNCIL COUNCILLOR VERITY GREENWOOD - Council's LTC Representative

HORNSBY SHIRE COUNCIL THE MAYOR AND ALL COUNCILLORS - For your information

HORNSBY SHIRE COUNCIL GENERAL MANAGER - For your information

HORNSBY SHIRE COUNCIL DIRECTOR, INFRASTRUCTURE & MAJOR PROJECTS - For your information

NSW FIRE SERVICE - For your information

NSW AMBULANCE SERVICE - For your information

CDC NSW BUS SERVICE - For your information

NSW TAXI COUNCIL - For your information

Road: Albert Lane, Hornsby
Albert Street, Hornsby
Burdett Street, Hornsby
Edgeworth David Avenue, Hornsby
Florence Street, Hornsby
Hunter Street, Hornsby
Muriel Lane, Hornsby
Muriel Street, Hornsby
Romsey Street, Waitara
Thomas Street, Waitara

Suburb: Hornsby and Waitara

Location: **Hornsby Town Centre East**

File Ref: F2024/00263 - file parts 1 and 2

LTC No: 1/2025

Electorate: HORNSBY and WAHROONGA

Google Map: <https://maps.app.goo.gl/dQRxtPJtv6mxmqE8>

Subject: Proposed 40km/h High Pedestrian Activity Area (HPAA) including Pedestrian Facilities

Date of Circulation: Friday, 17 January 2025

REFERRAL OF TRAFFIC MATTER FOR COMMENT OR OBJECTION, IF ANY

SUMMARY

This report details the traffic implications, design and outcome of Public Consultation, for the proposed traffic and pedestrian facilities to improve safety for pedestrians, in conjunction with 40km/h High Pedestrian Activity Area (HPAA) in **Hornsby Town Centre East**.

SUBJECT

Transport for NSW and Council have identified **Hornsby Town Centre East** as an area that requires traffic improvements to ensure the safety of pedestrians.

Twenty-one (21) crashes have been recorded in the area proposed to be treated in the past five (5) years. Sixteen (16) of the crashes have resulted in injuries.

Council receives regular resident requests for improved pedestrian facilities in **Hornsby Town Centre East**.

Transport for NSW has funded a number of traffic studies of the area, concluding that implementation of HPAA and associated traffic devices is required to support the growing population, and to address the existing pedestrian safety issues identified by the community.

In 2024 Transport for NSW has provided a grant to Council (\$2.8M) to implement traffic and pedestrian facilities to improve safety.

General Principles of 40km/h High Pedestrian Activity Area (HPAA)

Over the past decade, Council, in partnership with Transport for NSW, has implemented a number of HPAA's throughout Hornsby Shire (Pennant Hills, Waitara, Hornsby West Side). These treatments have proved very effective in reducing crash rates for pedestrians as well as other road users.

40km/h HPAA are areas of high pedestrian activity, near shopping strips, railway stations, bus interchanges, beach-sides and services such as medical centres. **The maximum speed limit is 40km/h at all times.** This different road environment helps to alert drivers to the lower speed limit and makes them aware of the presence of pedestrians moving about or near the road. It creates a safer road environment for all road users, particularly for pedestrians, cyclists and children.

Managing speed, in accordance with safe system principles, is a key component in managing pedestrian safety. **Research and scientific analysis show that a pedestrian hit by a car travelling at 40km/h has twice the chance of surviving the collision than if the car was travelling at 50km/h. Travelling at speeds higher than 40km/h greatly increases the risk of injury and death to pedestrians.**

Hornsby Shire Council and Transport for NSW are strongly focused on pedestrian safety. It is recognised that everyone is a pedestrian at some time and should be able to walk safely. 40km/h High Pedestrian Activity Areas are part of a strategy to reduce the number and severity of crashes. They have been introduced since 1991 as part of Local Area Traffic Management schemes. Changing the way streets are used in town centres improves the quality of life. They become places for people, not just traffic. The treatment has been developed in accordance with Transport for NSW guidelines for High Pedestrian Activity Areas.

The Proposal

The proposed treatment is aimed at improving pedestrian amenity by providing a self-enforcing low speed environment consisting of the following devices:

- 40km/h High Pedestrian Activity Area in parts of Albert Lane, Albert Street, Burdett Street, Edgeworth David Avenue, Florence Street, Hunter Street, Muriel Lane, Muriel Street, Romsey Street and Thomas Street.
- Raised pedestrian crossings with landscaped islands in Burdett Street between Albert Lane and Muriel Street.
- Wider traffic median and nature strip in Burdett Street between Albert Lane and Muriel Street.
- Raised pedestrian crossings with kerb extensions and landscaping at the intersection of Florence Street with Albert Street.
- Concrete median traffic island in Albert Street opposite Westfield car park exit to reinforce existing left out only of Westfield Shopping Centre. No changes to access at the shopping centre driveways are proposed.
- Pedestrian safety fencing in Edgeworth David Avenue from Thomas Street to Romsey Street.
- Reconstruct pedestrian refuges and kerb ramps to meet Traffic Engineering and Road Safety guidelines at intersection of Florence Street with Muriel Street, and intersection of Burdett Street with Muriel Street.
- Reconstruct intersection to “continuous footpath treatment”, driveway type entry with paved platform to give priority to pedestrians at intersection of Muriel Lane with Edgeworth David Avenue, intersection of Burdett Street with Muriel Lane and Hunter Lane with Burdett Street.
- Kerb blisters in Muriel Street at the intersection with Edgeworth David Avenue.
- Kerb blisters in Thomas Street at the intersection with Edgeworth David Avenue.
- Associated pavement delineation and traffic signs.
- Upgrades to street lighting at crossing locations.
- Landscaping at key locations near new traffic devices.

Plans of the proposed improvements are attached.

CONSULTATION

Public Consultation for the proposal was undertaken 21 October to 3 November 2024.

“Public Consultation Package - Hornsby Town Centre (East) - Proposed 40kmh High Pedestrian Activity Area (HPAA) - 21 October to 3 November 2024”

Public Consultation for the proposal was exhibited on Council’s Website.

Over 2,400 Public Consultation letters were issued by mail, letterbox drop or email to:
Affected Residents, Owners Corporations, Retailers, Occupiers, Businesses, Service Providers.

Public Consultation for the proposal was emailed to 9 Authorities and Bus Operator.

Comments were received from Transport for NSW (D08992600). Kerb ramps at the roundabout intersections of Muriel Street and Florence Street, and Muriel Street and Burdett Street have been relocated to allow the storage of one vehicle on each approach. Road Safety Audits will be undertaken following completion of the detailed design and completion of installation.

219 written Submissions were received. A table summarising the Submissions is provided below.

Hornsby Town Centre East 40km/h HPAA		
Support	Support with other suggestions	Objection
166	42	11

A number of changes have been made to the initial proposal in response to the Public Consultation.

A Public Consultation Summary including specific issues raised, and Council responses, is attached to this LTC report.

CONCLUSION

The Submissions from the community have been addressed in the Public Consultation Summary. The Submissions from the community show community support for the installation of traffic and pedestrian facilities associated with the HPAA in **Hornsby Town Centre East**.

RECOMMENDATION THAT

1. The proposed traffic and pedestrian facilities to support 40km/h High Pedestrian Activity Area in **Hornsby Town Centre East** including associated devices and parking restrictions be approved for construction as shown on attached plans "No 101688 (8 pages)".
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Note for voting Local Traffic Committee members.

Under Transport for NSW 'Delegation of Functions to Regulate Traffic' (operation of local traffic committees) you are required to comment or indicate your acceptance or objection to the recommendation of this report.

Your response must be submitted in writing within 14 days of the date of this notice.

Please send your response via return email for the item, or email trafficbranch@hornsby.nsw.gov.au

For further information please contact Radek Zarzycki on 9847 6524.

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

Radek Zarzycki

Chairman



Issued Date:

Friday, 17 January 2025

Comments Close Date:

Friday, 31 January 2025, at 5:00pm