Proposed improvements at the intersection of Pennant Hills Road and George Street, Pennant Hills
Community Consultation Report
Roads and Maritime Services | February 2018
Executive Summary

This report provides a summary of the community consultation carried out by Roads and Maritime Services on proposed safety improvements to the intersection of Pennant Hills Road and George Street, Pennant Hills.

The Australian Government is funding this $250,000 proposal under its Black Spot Programme to reduce the number and severity of crashes on Australian roads. There have been 39 reported crashes at this intersection across a five year period.

The proposed work includes:

- installing a 40 metre concrete median barrier between the existing barriers on Pennant Hills Road to ban right turn movements in and out of George Street and limit pedestrian movements
- closing the existing right turn bay on Pennant Hills Road into George Street by installing a white painted median.

Roads and Maritime invited feedback on this proposal and proposed improvements at the intersection of Pennant Hills Road and The Crescent in December 2016. Issues specifically related to improvements at The Crescent have been responded to in a separate report.

A Business Impact Assessment (BIA) was then carried out to identify and assess the potential impacts of the proposal on businesses operating in the immediate area. This included a review of submissions, business surveys, further consultation with businesses and a review of traffic data, which together inform the BIA’s set of recommended mitigation measures.

We received 95 submissions relating to the proposed changes at George Street, from community members, local businesses and emergency services in the area, they raised 31 different matters as summarised.

Key matters raised included access for the community, the alternative route, social and business impacts, the consultation process and matters that were outside the scope of this proposal.

We thank everyone who considered the proposal and provided comments.

The decision

After considering all responses, along with the intersection’s crash history, the proposal’s aims and design requirements, we have decided to proceed with the proposed intersection improvements at Pennant Hills Road and George Street, Pennant Hills.

We will continue to keep the community and stakeholders informed as the project progresses.
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1. Introduction

1.1. Background

Pennant Hills Road forms part of the National Highway system by providing the main connection between the Pacific Motorway and the M2 in north-west Sydney. The un-signalised intersection between Pennant Hills Road and George Street consists of three lanes of traffic in each direction. There is a sign-posted speed limit of 70 kilometres per hour.

A right turn bay is also located at this intersection for northbound traffic on Pennant Hills Road. The average annual daily traffic on this section of Pennant Hills Road is 60,301 vehicles.

An analysis of the five year reported crash data (1 July 2009 to 30 June 2014) shows that there have been 39 reported crashes at this intersection. Of the 39 reported crashes, 28 occurred as a result of vehicles turning right into George Street from Pennant Hills Road.

1.2. The proposal

The Australian Government is funding this $250,000 proposal under its Black Spot Programme to reduce the number and severity of crashes on Australian roads. The work includes:

- installing a 40 metre concrete median barrier between the existing barriers on Pennant Hills Road to ban right turn movements in and out of George Street and limit pedestrian movements
- closing the existing right turn bay on Pennant Hills Road into George Street by installing a white painted median.

The proposal aims to improve safety on Pennant Hills Road at George Street by banning right turn movements to and from George Street.
2. Consultation approach

2.1. Consultation objectives

In December 2016, Roads and Maritime consulted with the community and key stakeholders to:

- seek comment, feedback, ideas, and suggestions for Roads and Maritime to consider when developing the proposal
- build a database of interested and concerned community members who Roads and Maritime could continue to engage during the development of the proposal.

2.2. How consultation was done

Consultation on the proposed intersection improvements was carried out in December 2016. Community members and stakeholders were encouraged to provide their feedback and make comments via email, mail or phone contact with the team.

The following table outlines the communication tools used to inform the community about the proposal:

<table>
<thead>
<tr>
<th>Communications tool</th>
<th>Description of use</th>
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<tbody>
<tr>
<td>Have Your Say letter – December 2016 (Appendix A)</td>
<td>Delivered to 2800 local residents and businesses in the Pennant Hills area (Appendix B)</td>
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<td>Direct emails and letters to emergency services, schools, hospitals and community groups and relevant stakeholders in the local area</td>
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<tr>
<td>Door knock</td>
<td>A door knock was carried out to 108 properties affected by the project. The door knock was carried out on Wednesday 7 December, on George Street, Harold Avenue, Charlotte Road, Brittanina Street and The Crescent. 32 residents were reached; eight of these were against the proposal and expressed concerns about the alternative route and the limited access to the residential area. These concerns are addressed in more detail in section 3.3.</td>
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<td>Doorknock to local residents in the Pennant Hills area in May 2017 (Appendix C)</td>
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<td>Targeted discussions</td>
<td>Targeted discussions were held with CKD Auto, KFC Pennant Hills, Pennant Hills Day Surgery and Shell Pennant Hills. These businesses are accessed via George Street and Pennant Hills Road and were encouraged to make submissions as part of the consultation. Each of these businesses made a submission, and their feedback is captured in section 3.3 below. Discussions were also held with Fire and Rescue NSW and the NSW Ambulance Service. Their feedback is captured in section 3.3 below.</td>
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<tr>
<td>Website</td>
<td>Details of the proposal were provided on the Roads and Maritime Services website.</td>
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<tr>
<td>Business Impact Assessment (BIA)</td>
<td>Consultation tools used as part of the BIA methodology include business surveys and interviews with KFC Pennant Hills, CKD Auto and Pennant Hills Day Surgery. Feedback from this consultation is reported in the BIA.</td>
</tr>
</tbody>
</table>
3. Consultation summary

Below is a summary of the feedback received for proposed changes to the intersection of Pennant Hills Road and George Street only. The consultation summary for the extension of the right turn bay from Pennant Hills Road into The Crescent is provided in a separate report.

3.1. Overview

We received 95 submissions, from the local member, community members, local businesses and emergency services in the area, they raised 31 different matters as summarised in Table 1.

Key matters raised included access and the alternative route, the consultation process, social and business impacts, and matters that were outside the scope of this proposal.

3.2. Responses to issues raised

Roads and Maritime has provided responses to all feedback received for this proposal. A response was provided directly to the person who commented as well as in this report, which will be made available to the public through our website www.rms.gov.au.

All comments have been considered to help us make decisions on this proposal.

Matters raised during consultation that are not within our area of responsibility have been forwarded to Hornsby Shire Council.
<table>
<thead>
<tr>
<th>Category</th>
<th>Matters raised</th>
<th>Roads and Maritime’s response</th>
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</thead>
<tbody>
<tr>
<td>Support proposal (22 comments)</td>
<td>Supportive of the proposed intersection improvements without change</td>
<td>Thank you for your comments on our proposal, we acknowledge your support.</td>
</tr>
<tr>
<td>Proposal (42 comments)</td>
<td>Will the left turn to/from George Street be maintained?</td>
<td>The left turn in and out of George Street from and to Pennant Hills Road will be maintained.</td>
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<td></td>
<td>An alternative solution should be looked at such as traffic lights, closing George street just past the dealership, only banning the right turn out of George Street, making sure there are no queuing intersection markings, building a low median, or only banning the movement during peak periods.</td>
<td>This work aims to reduce the number and severity of crashes on Australian roads. An analysis of the five year reported crash data (1 July 2009 to 30 June 2014) shows that there have been 39 reported crashes at this intersection. Of the 39 reported crashes, 28 occurred as a result of vehicles turning right into George Street from Pennant Hills Road. The crash history identifies this intersection as one of the worst crash sites in Sydney. It is expected that the proposed turning restrictions will only impact 31 vehicles in peak times. The intersection of Pennant Hills Road and George Street does not warrant traffic signals due to the low volume of right turning traffic and network impacts for Pennant Hills Road. Additionally traffic signals at this intersection would have a negative impact on traffic movements along Pennant Hills Road. Crashes at the intersection of Pennant Hills Road and George Street occur at all times of the day, as a result a full time ban is being adopted by Roads and Maritime.</td>
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<td></td>
<td>Would like to understand the locations of the accidents referred to in the Have Your Say.</td>
<td>A total of 28 accidents over a five year period occurred as a result of northbound vehicles turning right into George Street from Pennant Hills Road.</td>
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<td>If the proposal proceeds, can the area where the right turn bay is now be used for emergency vehicle access?</td>
<td>For safety reasons, the existing right turn bay area will not be used for emergency vehicle access.</td>
</tr>
<tr>
<td></td>
<td>The proposal is not needed, the right turn at George Street is safe.</td>
<td>An analysis of the five year reported crash data (1 July 2009 to 30 June 2014) shows that there have been 39 reported crashes at this intersection. Of the 39 reported crashes, 28 occurred as a result of vehicles turning right into George Street from Pennant Hills Road. The crash history identifies this intersection as one of the worse crash sites in Sydney. As a result this proposal is considered necessary to improve safety on Pennant Hills Road.</td>
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<td>Would like information on traffic modelling that indicates the impacts of closing George Street on The Crescent. This should consider impacts during netball season as there is increased traffic on the road at this time.</td>
<td>This work aims to reduce the number and severity of crashes on Australian roads. An analysis of the five year reported crash data (1 July 2009 to 30 June 2014) shows that there have been 39 reported crashes at this intersection. Of the 39 reported crashes, 28 occurred as a result of vehicles turning right into George Street from Pennant Hills Road. The crash history identifies this intersection as one of the worse crash sites in Sydney. Traffic surveys and modelling were carried out to assess the impact of redirected traffic from George Street. Traffic survey reports indicate 21 vehicles turn right from Pennant Hills Road onto George Street in the AM peak period and 12 vehicles in the PM peak period. We have assumed that these additional vehicles will use the traffic lights at The Crescent to turn right. Modelling indicates that these vehicles will fit within the extended right turn bay (which stores up to 26 vehicles). Britannia Street and The Crescent (which lead to the sporting fields) are both local roads which are maintained and managed by Hornsby Shire Council. Also, parking restrictions are set by Hornsby Shire Council. We have forwarded your comments to council for their consideration.</td>
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<td></td>
<td>How does this work improve pedestrian safety?</td>
<td>The median across Pennant Hills Road at George Street would be raised, which would prevent pedestrians crossing Pennant Hills Road in this area.</td>
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<td></td>
<td>If the proposal proceeds Roads and Maritime should provide signage on approach to The Crescent advising motorists of the change in traffic conditions.</td>
<td>Roads and Maritime will place temporary variable message signs on Pennant Hills Road alerting motorists of the changes happening on the road during and for a period after construction.</td>
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<td>If vegetation is to be removed it should be replaced.</td>
<td>Shrubs were removed from the median to make room for the extended north bound right turn lane onto The Crescent. Roads and Maritime have only removed vegetation as required to complete the work and ensure visibility for road users.</td>
</tr>
<tr>
<td>Alternative Route (93 comments)</td>
<td>The proposed alternative route is narrow and congested with drivers and parked cars. The proposal will increase traffic on these local roads, posing a safety risk.</td>
<td>Traffic surveys and modelling were carried out to assess the impact of redirected traffic from George Street. Traffic survey reports indicate 21 vehicles turn right from Pennant Hills Road onto George Street in the AM peak period and 12 vehicles in the PM peak period. We have assumed that these additional vehicles will use the traffic lights at The Crescent to turn right. Modelling indicates that these vehicles will fit within the extended right turn bay (which stores up to 26 vehicles). Any proposed changes to parking on the local road network is the responsibility of council. Roads and Maritime will place temporary variable message signs on Pennant Hills Road alerting motorists of the changes happening on the road during and for a period after construction.</td>
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<td>Extending the right turn lane into The Crescent won’t make up for closing George Street as the intersection is often blocked by buses trying to cross the intersection so cars cannot get into The Crescent.</td>
<td>The traffic lights on Pennant Hills Road at Yarrara Road and The Crescent are part of the Sydney Coordinated Adaptive System (SCATS). The green time for each phase or movement is allocated by SCATS. This allocation is determined by measured traffic demand and density and continually varies for all approaches to ensure maximum efficiency for all road users. The timing of the traffic lights are adjusted and optimised where possible to meet demand. Previously, bus operators requested adjustments be made to the traffic light phasing and adjustments to signal operation were made. We will continue to monitor the intersection (via CCTV and road visits) and will make further adjustments if possible.</td>
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<td>Think about traffic light sequence changes for pedestrians before implementing changes, as it can be dangerous when people are unaware of the changes. Pedestrian movements at The Crescent intersection limit car movement through.</td>
<td>Traffic light phasing will be considered at both The Crescent and Yarrara Road intersections as part of this work, and the timing of the traffic lights will be adjusted and optimised where possible.</td>
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<td>The proposal would result in a lot of trucks travelling down local roads in order to make deliveries to the businesses at the intersection of Pennant Hills Road and George street.</td>
<td>In planning for these improvements, Roads and Maritime considered the additional traffic turning into The Crescent following the ban in right turn movements to and from George Street. Based on site observation and total counts in AM and PM peaks the number was assessed as being very low with little impact to the community. Roads and Maritime undertook traffic counts in February 2017 to determine the number of heavy vehicles using the intersection of Pennant Hills Road and George Street, Pennant Hills. The counts show that on a typical weekday 13 heavy vehicles entered George Street and 23 exited George Street (mostly small delivery trucks). The traffic counts show that a low number of heavy vehicles are using the local road network to access George Street at this time. Due to a number of alternative routes it is expected that only 8 additional heavy vehicle trips will use the local road network in one day which will have negligible effect on the local road that is already accommodating a small number of heavy vehicles. Local roads such as George Street are the responsibility of council. Hornsby Shire Council has advised that</td>
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<td>Proposed improvements at the intersection of Pennant Hills Road and George Street, Pennant Hills</td>
<td>trucks such as waste collection vehicles already use these roads regularly. It is expected that very large vehicles such as car carriers would approach George Street from the north due to the difficulty for them in making the right turn. Should truck traffic patterns change significantly on local roads, council may choose to review access permissions. The proposal would result in people having to wait longer at The Crescent to turn right. The proposal at The Crescent does consider the traffic growth impacts from the proposed right turn banned at George Street and Pennant Hills Road. Traffic surveys and modelling were carried out to assess the impact of redirected traffic from George Street. Traffic survey reports indicate 21 vehicles turn right from Pennant Hills Road onto George Street in the AM peak period and 12 vehicles in the PM peak period. We have assumed that these additional vehicles will use the traffic lights at The Crescent to turn right. Modelling indicates that these vehicles will fit within the extended right turn bay (which stores up to 26 vehicles). Another benefit of this proposal occurs during the evening peak period, when a time savings of 35 seconds are expected for vehicles travelling northbound on Pennant Hills Road.</td>
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<tr>
<td>Access</td>
<td>The proposal would make it difficult for people wanting to go from west of Pennant Hills Road (where the train station and local shops are to the east side (where there are over 500 homes). This is because people would need to immediately cross three lanes of traffic from Yarrara Road to turn into the Crescent if George Street is closed. Traffic light phasing will be considered at both The Crescent and Yarrara Road intersections as part of this work, and the timing of the traffic lights will be adjusted and optimised where possible.</td>
<td>By closing George Street Roads and Maritime is limiting access for emergency vehicles and limiting escape routes for residents in the event of a disaster. Roads and Maritime has consulted with Fire and Rescue NSW who determined that the benefits resulting from the safety improvements outweigh any small increase in response time to George Street and surrounding areas as the increase in response time is expected to be less than one minute. Additionally, if evacuation were required, NSW Police would be involved and could control the intersection at The Crescent. Given the left turn out of George Street continues to be allowed, Fire and Rescue NSW saw no major difference to getting out of the area.</td>
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<td>bush fire.</td>
<td>Roads and Maritime also consulted with the NSW Ambulance Service who did not express any concerns with the proposal.</td>
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<td>Extending the median through the intersection will impede emergency vehicle access in case of major accidents at The Crescent.</td>
<td>Roads and Maritime has extended the existing northbound right turn lane by 95 metres on Pennant Hills Road between The Crescent and Fisher Avenue. This has reduced travel times during morning and evening peak times. In the event of a major accident or breakdown, NSW Police would be involved and control appropriate detours. Access to this area via George Street will remain open for southbound traffic travelling along Pennant Hills Road.</td>
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<td>The proposal would result in there being only one way in and out from/to the south for a large sporting field and over 500 homes and right turning traffic already banks up at The Crescent intersection. If The Crescent intersection were blocked due to an accidents or breakdowns then there would be no access to these streets.</td>
<td>Roads and Maritime has provided a recommended alternative route in the ‘Have Your Say’ letter to the community however, this is a recommendation. Motorists are welcome to choose any alternate travel route they are comfortable with. Motorists are advised to follow the NSW road rules at all times.</td>
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<td>People wanting to avoid The Crescent will now continue to Pomona Avenue or do a U-Turn, options that are less safe than George Street.</td>
<td>Roads and Maritime must carefully balance the need to provide a road network that facilitates safe traffic movements while accommodating the needs of the local community. This work aims to reduce the number and severity of crashes on Australian Roads. An analysis of the five year reported crash data (1 July 2009 to 30 June 2014) shows that there have been 39 reported crashes at this intersection. Of the 39 reported crashes, 28 occurred as a result of vehicles turning right into George Street from Pennant Hills Road. The crash history identifies this intersection as one of the worse crash sites in Sydney. As a result Roads and Maritime will continue with developing this proposal. Improved safety of both road users and pedestrians at the intersection would in turn provide safety for</td>
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<tr>
<td>Social</td>
<td>The proposal would result in a loss of business for the businesses at the intersection of George Street and Pennant Hills Road.</td>
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<td>customers that come to these businesses. Throughout construction we will consult with the these businesses, including providing project updates about timing and changed access and we will work with them to implement appropriate mitigation measures for their business.</td>
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<tr>
<td>Consultation (Seven comments)</td>
<td>Some residents did not receive the notification, the notification should have extended further west.</td>
<td>Roads and Maritime distributed the ‘Have your say’ letter to 2800 community members. The location for distribution was selected with consideration for construction noise impacts and assumed access impacts. The two week consultation is the standard timeframe allowed for Roads and Maritime projects of this scale. In response to community feedback, Roads and Maritime carried out a door knock of residents further west of The Crescent to seek their feedback in May 2017 and provided additional time for residents to give feedback.</td>
</tr>
<tr>
<td>Out of scope (30 comments)</td>
<td>Hornsby Council should reopen Hampton Road for left turning vehicles. Lighting on Pennant Hills Road is very poor. The Give Way sign at the intersection of The Crescent and Brittania Street should be rearranged to encourage traffic flow. The footpath between George Street and Albion Street needs to be improved. The entrance to the Shell is unsafe, additional signage should be installed.</td>
<td>This matter is out of the scope of this proposal, Roads and Maritime has referred this matter to Council for consideration. Roads and Maritime has investigated signage at the entrance to the Shell petrol station and believes it is appropriate.</td>
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<td>Category</td>
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<td>Better access for the western side of Pennant Hills Road is needed.</td>
<td>This matter is out of the scope of this proposal, Roads and Maritime and Hornsby Shire Council will consider this in future planning for the area.</td>
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<td>The work should be delayed until NorthConnex is opened to see whether this improves the situation.</td>
<td>NorthConnex is a nine kilometre tunnel that will link the M1 Pacific Motorway at Wahroonga to the Hills M2 Motorway at West Pennant Hills, removing around 5,000 trucks off Pennant Hills Road. Completion is expected in 2019. This proposal will provide both short term and long term road safety benefits as the risk of rear end and lane change crashes would be reduced.</td>
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<td>More cycling opportunities should be provided, this would help limit congestion.</td>
<td>The NSW Government is committed to working with councils to make walking and cycling safer, more convenient and enjoyable transport options that benefit everyone. By better targeting investment to improve walking and cycling in areas where most short trips occur, the NSW Government aims to support more accessible, liveable and productive town, cities and centres and free up capacity on our roads and public transport system for those customers that need to travel further. Funding for provision of facilities such as shared paths is available to Council’s through NSW Government Active Transport Program.</td>
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<td>There should be the cross hatching on the intersection showing that it must not be blocked, and signs stating that it is illegal to block intersections. And the bus drivers need to receive severe warnings about their behaviour.</td>
<td>RMS no longer install cross hatching and ‘Keep Clear’ marking at intersections, the exception being out the front or Ambulance and Fire Stations. RMS can install signs informing motorists that it is illegal to queue across intersections. Once the median is closed, no signage will be required as vehicle will only be able to make left in and left out movements.</td>
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<td>Parking restrictions on local roads are needed as local roads are narrow and congested.</td>
<td>Any proposed changes to parking on the local road network is the responsibility of council and Roads and Maritime will pass on concerns to Hornsby Council for consideration of changes to parking.</td>
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</tbody>
</table>
4. Decision

All of the above comments have been considered to help Roads and Maritime make a decision on this proposal. We have considered the comments received and decided to proceed with the proposal.

Matters raised during consultation that are not within the scope of this proposal have been forwarded to the relevant organisations.

All comments received regarding The Crescent proposal will be considered and a separate consultation report has been released responding to the feedback.

5. Next steps

Roads and Maritime have decided to proceed with the proposed intersection improvements on Pennant Hills Road into George Street, and will continue to keep the community informed as the proposal progresses.
6. Appendices

6.1 Appendix A – ‘Have your say’ letter, December 2016

HAVE YOUR SAY

Proposed intersection improvements on Pennant Hills Road, Pennant Hills

December 2016

The Australian and NSW Governments are considering proposed improvements on Pennant Hills Road in order to improve safety and reduce congestion for road users.

Roads and Maritime Services is seeking community feedback by Friday 16 December on a proposal to ban the existing right turn lane along Pennant Hills Road between The Crescent and Fisher Avenue to ease congestion.

We are also seeking feedback on a proposal to ban the right turn from Pennant Hills Road into and out of George Street which would improve safety for motorists at the intersection.
Proposed improvements at the intersection of Pennant Hills Road and George Street, Pennant Hills

Proposed improvements on Pennant Hills Road at The Crescent

Roads and Maritime is considering a proposal to improve the intersection of Pennant Hills Road at The Crescent as part of its $246 million Pinch Points and Clearways Program, which aims to reduce congestion and improve travel times on Sydney’s busiest corridors.

Proposed work
- Modifying the existing median to extend the northbound right turn lane by 95 metres on Pennant Hills Road between The Crescent and Fisher Avenue.
- Removing shrubs from the median to accommodate the extended lane.
- Asphalt and line marking.

Key benefits
- Reducing congestion by allowing motorists traveling northbound on Pennant Hills Road to move through the intersection more freely.
- Extending the existing right turn lane on Pennant Hills Road into The Crescent by 95 metres which would provide additional storage capacity for approximately 16 cars.
- The additional storage capacity is expected to reduce traffic turning into The Crescent from opposing traffic and would improve safety and traffic flow at the intersection.

Proposed intersection improvements on Pennant Hills Road between George Street and Fisher Avenue

Modifying the existing median to extend the right turn northbound lane by 95 metres on Pennant Hills Road between The Crescent and Fisher Avenue.

Proposed alternative route to access George Street from Pennant Hills Road.

Proposed safety improvements to the intersection of Pennant Hills Road and George Street

The Australian Government is funding this $250,000 proposal under its Black Spot Programme to reduce the number and severity of crashes on Australian roads.

Proposed work
- Installing a 40 metre concrete median barrier between the existing barriers on Pennant Hills Road to ban right turn movements in and out of George Street and limit pedestrian movements.
- Closing the existing northbound right turn bay on Pennant Hills Road into George Street by installing a white painted median.
- Left turns into and out of George Street at Pennant Hills Road would remain unchanged and open to traffic. Pedestrians crossing Pennant Hills Road should use the signalised crossing at The Crescent.

Key benefits
- Improving road safety on Pennant Hills Road at George Street. By banning right turn movements to and from George Street. This will address the 28 reported crashes involving vehicles turning right from Pennant Hills Road into George Street in the five year period from July 2009 to June 2014.
- Extending the existing concrete median barrier on Pennant Hills Road through the George Street intersection, is intended to reduce the potential for head on crashes on Pennant Hills Road and to limit pedestrian movements. There has been one crash reported involving a pedestrian crossing Pennant Hills Road near George Street in the five years from July 2009 to June 2014. A total crash involving a pedestrian also occurred on Pennant Hills Road near the intersection of George Street in April 2015.
**Alternative route**

*(George Street and Pennant Hills Road)*

The proposed alternative route for right turning traffic would require vehicles to turn right at the signalised intersection of Pennant Hills Road into The Crescent and along Reservoir Street, Charlotte Road and Harold Avenue to access George Street. We have included a map to explain the proposed changes and alternative access.

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**Next steps**

We will consider all feedback received before deciding whether to proceed with the proposal.

The two projects will be constructed separately in order to minimise traffic impacts during construction and two separate community consultation reports will be prepared summarising the matters raised and will be made available on our website.

Please note that improvements at the intersection of Pennant Hills Road and The Crescent will be completed first of the proposals proposed. We will keep you updated as the proposals progress.

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**Have your say**

We encourage you to send us your comments on our proposal by Friday 16 December to:

- 1800 332 660
- nsw_projects@downermouchel.com
- Pennant Hills Road, Pennant Hills
  PO Box 6465, North Ryde 2113
- rms.nsw.gov.au/pinchpoints

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**Other work in your area**

Roads and Maritime will also be carrying out work which includes repairing concrete slabs and repainting lane markings on Pennant Hills Road, Pennant Hills 160 metres west of Boundary Road. This work will take two shifts to complete between Sunday 4 December and Wednesday 21 December, weather permitting. Our working hours will be from 8pm to 6am between Sundays and Thursdays.

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Privacy: Roads and Maritime Services ("RMS") is subject to the New South Wales Information Protection Act, 1998 ("IP Act") which requires that we comply with the information privacy principles set out in the IP Act. An information collector is required to take all reasonable steps to ensure that all personal information is not to be disclosed. Otherwise, RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be kept by RMS at 27 Allen Street, Parramatta NSW 2150. You have the right to access and correct the information if you believe that it is incorrect.
6.2 Appendix B – Distribution December 2016
6.3 Appendix C – Door knock area May 2017