

proposed Connex
truck route

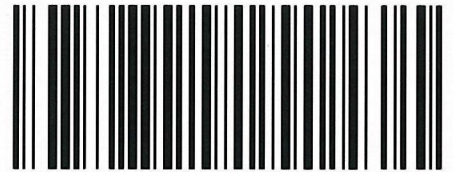
701 Pacific Hwy,
Mt. Kuring-gai
2680

Department of Planning
Received
3 SEP 2015

Pennant Hills Rd / Pacific Hwy / George St
(Hornsby)

Scanning Room

traffic conditions - adverse



PCU061413

- "Metro Buses (red)" and Hills Buses making stops, adding (2) traffic hold-ups, accidents, road rage, stress, etc.

Solution would be (2) construct 'off' road bus bays, allowing drivers to set down, without adding to daily "parking lots" - backing up of traffic.

- "wide" load semi-trailer configurations are travelling in daylight hours on Pennant Hills Rd, straddling two lanes, traffic backing up behind, drivers becoming frustrated, rightly so.

Solution, tell the R.T.A. / Police to instruct these "loads" to travel at night - not daytime.

- weekly/daily truck breakdowns/accidents, etc.

- R.T.A. to speed up removal of vehicles to nearest practical "side" roads - too slow at present

- Traffic lights actuating at present without any sign of side road vehicles or pedestrians waiting to enter/cross Pennant Hills Rd.

- R.T.A. to adjust said 'lights' and keep main road traffic flowing.

These current problems - daily - will combine with added "Connex" truck/trailer units to create a larger "parking lot" - are the "powers to be" aware of everyday driving conditions?

Pacific Hwy - Wahroonga to M1 Colah

An example of Pacific Hwy dramas occurred Monday 31/8/15:

Accident at Berowra (toll gates) on Pacific Hwy heading South is blocked, early morning peak hour. R.T.A. / Police or whoever instruct drivers to turn around and somewhere get back onto M1 m/way. A direct result of this screw-up was a parking lot on the M1 for kilometres, as drivers needed to turn off at Wahroonga off ramp, turn right into Pacific Hwy, head to Hornsby. Traffic banked back from Barker College a few K's, causing dramas. (South)

Another accident occurred on the M1 heading South, due to tailgating at the same time.

Problems are regular up this way and the added pressure of "Connex" trucks thundering along will add to the dilemma.

Spring/Summer times, bushfires possibly M1 or Pacific Hwy shut down, diverted, "parking lots" again

Are you people aware of numerous heavy traffic movements in and around ^{Hornsby} due to wholesale demolition/excavation and construction of numerous unit blocks?

A huge problem we ratepayers have inherited. Current truck drivers operating truck/trailer units are using "exhaust engine" braking / tailgating / speeding / running red lights, etc.

Heavy traffic movements - Hornsby, Asquith
Mt. Colah
areas.

Apart from current truck/trailer units
pounding the Pacific Highway and side roads,
the extra "Comex" heavy traffic will adversely
affect the "Highway" road surface, which is in
a dreadful state of disrepair from Asquith
Shops to Mt. Colah Shops - Lack of maintenance.

This section of road needs to be repaired
now!

The intersection of Yirra road / Pacific Hwy,
is a nightmare, road surface wise, neglected
so much.

Do you intend to "tweak" the traffic lights
here for "right turn" heavy traffic?

I trust not, as "through" traffic, will bank back
north and south of lights.

The 'rail' bridge for "Comex" trucks, turning
and heading down to Kuring-gai Chase Road, is
a nightmare also - 90° turn, buses, struggle with
it now, as ~~do~~ semi-trailers. Road not suitable
for what you people have in mind.

Kuring-gai Chase Rd, won't stand up to
heavy traffic volumes - road surface will break up.

You need to go back the "drawing board"
think hard; as one drives on this road,
 $\frac{1}{2}$ a dozen return trips daily or more,
you pick up on 'hotspots', problems, etc.

Pacific Hwy, Bridge road, George St.

Will N.T.A. "tweak" the traffic light timing at these intersections?

Hornsby Council Mayor and the likes are conspiring to direct through traffic onto the above roads, thereby avoiding old Pacific Hwy. Be back to a 'snails pace' with added burden of "Comex" trucks.

the 'Comex' representatives are good with the "Computer modelling" line, be realistic, need to travel these roads daily to be totally aware of conditions.

Thanking You,
Mark Collins.