



To the General Manager

Attach:

1. Hazelbank Rd at Morton St Street - Black Spot treatment – concept plan
-

SUBJECT: (4.5) Hazelbank Road at Morton Street, Wollstonecraft- Black Spot Treatment

AUTHOR: Report of Traffic & Transport Engineer, Iman Mohammadi

DESCRIPTION/SUBJECT MATTER:

A report with the result of community consultation on the proposed refuge islands and kerb build outs at the intersection of Hazelbank Rd and Morton St was considered at the 537th Traffic Committee meeting on 5 February 2021 where it was recommended:

7. THAT the Item 4.6 be deferred for a site meeting commencing at 8.30am and a further report be submitted to the next Traffic Committee meeting. (4.6).

A site meeting was held on Friday 19 February 2021 with the Mayor, Councillor Keen, Council's Traffic & Transport Operations Manager, local residents and representatives from North Sydney Demonstration School to discuss the proposed treatment and view the site conditions.

At the meeting it was suggested that raised pedestrian crossings be considered on the eastern leg of Hazelbank Road and one at the northern leg of Morton Street. These pedestrian crossings would predominantly be used by school children at North Sydney Demonstration School and Cammeraygal High School.

This report details the outcomes of the further investigations with regard to the request for pedestrian crossings

RECOMMENDATION:

- 1. THAT** Council re-design the intersection to include raised pedestrian crossings on the northern and eastern legs of Hazelbank Road and Morton Street.
- 2. THAT** Council undertake community engagement of minimum 14 days with the affected community and previous submitters on the revised plan for raised pedestrian crossings at the intersection of Hazelbank Road and Morton Street
- 3. THAT** should the variation of the already funded Black Spot Program for the refuge island and kerb build outs at this intersection to include the raised Pedestrian Crossings be unsuccessful in the 2020/21 Black Spot Program, Council resubmit a nomination in the 2021/22 Black Spot Program.
- 4. THAT** Council nominate the raised pedestrian crossings under eligible grant programs as appropriate.

CONSULTATION REQUIREMENTS

Consultation will be undertaken in accordance with Council's Community Engagement Protocol

Relates to ECM No: N/A

Standard or Guideline Used: AS1742.10

Signs & Lines Priority: N/A

Precinct and Ward: Wollstonecraft - Edward / Wollstonecraft

Impact on Bicycles: Proposed raised pedestrian crossings and refuge island and kerb build outs will improve cyclist safety as the road width will be narrow and traffic is expected to slow down at the pedestrian crossings and refuge islands.

Impact on Pedestrians: Proposed raised pedestrian crossings, refuge island and kerb build outs will improve pedestrian safety by providing pedestrian priority to cross Hazelbank Road and Morton Street; improving sight lines to approaching traffic and reducing the crossing distance

Impact on Parking: Proposed raised pedestrian crossings, refuge island and kerb build outs will result in loss of 5-6 parking spaces (subject to a detailed design). There is not expected to be any additional loss of parking with the inclusion of the pedestrian crossings compared to the original plan tabled at the Traffic Committee meeting on 5/2/21.

DETAIL

The TfNSW supplement to AS1742, Manual of uniform Traffic Control Devices, Part 10: Pedestrian Control and Protection – Version 3 requires the followings to be satisfied for a reduced warrant:

ii) Reduced Warrant for sites used predominantly by children and by aged or impaired pedestrians:

If the crossing is used predominately by school children, is not suitable site for a Children's Crossing and in two counts of one hour duration immediately before and after school hours:

(a) $P \geq 30$

AND

(b) $V \geq 200$

a pedestrian (Zebra) Crossing may be installed.

Pedestrian and vehicle counts were carried out on Wednesday 24 February 2021 by R.O.A.R Data Pty Ltd between the hours of 8:00am-9:30 am and 2:30-4:00 pm to determine if the intersection meets the TfNSW Reduced Warrant for pedestrian crossings.

Results of this count are produced in Figures 1 and 2 below. Of the observed pedestrian flows, school children comprise approximately 37%



Figure 1: AM peak intersection vehicle and pedestrian counts



Figure 2: PM peak intersection vehicle and pedestrian counts

There is clearly a desire for pedestrians to cross Hazelbank Road and Morton Street, however due to the current traffic conditions there are currently two main pedestrian desire lines on Hazelbank Road. It is reasonable to assume that once the raised pedestrian crossings are constructed on the northern and eastern sides of this intersection, some of the pedestrians that currently use the southern and western sides of the intersection will choose to cross on the northern and eastern sides where it is safer to cross the road by utilising these pedestrian crossings.

The combined projected traffic and pedestrian counts of this scenario are shown in Figures 3 and 4.

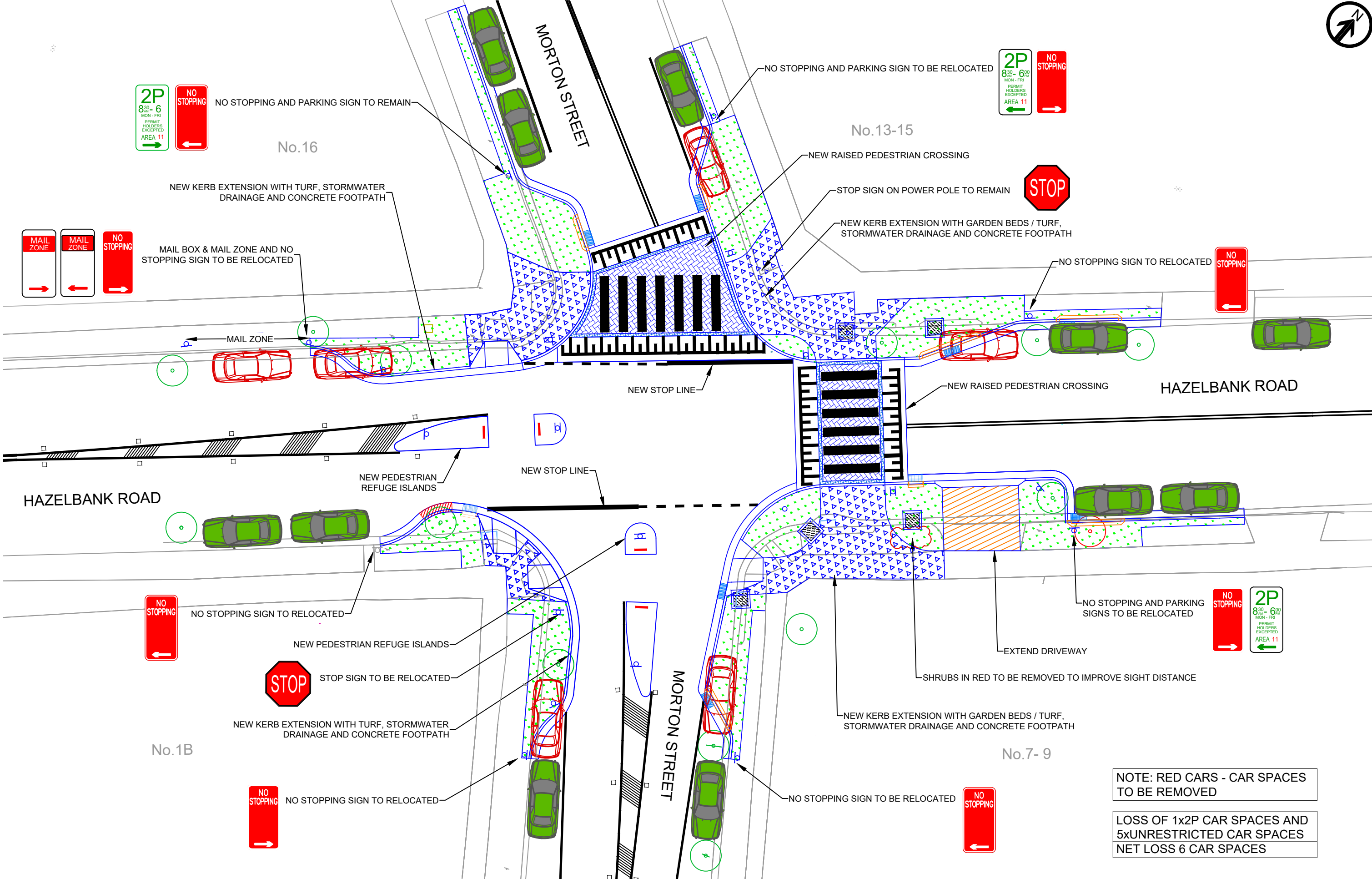


Figure 3: AM Projected peak intersection vehicle and pedestrian counts



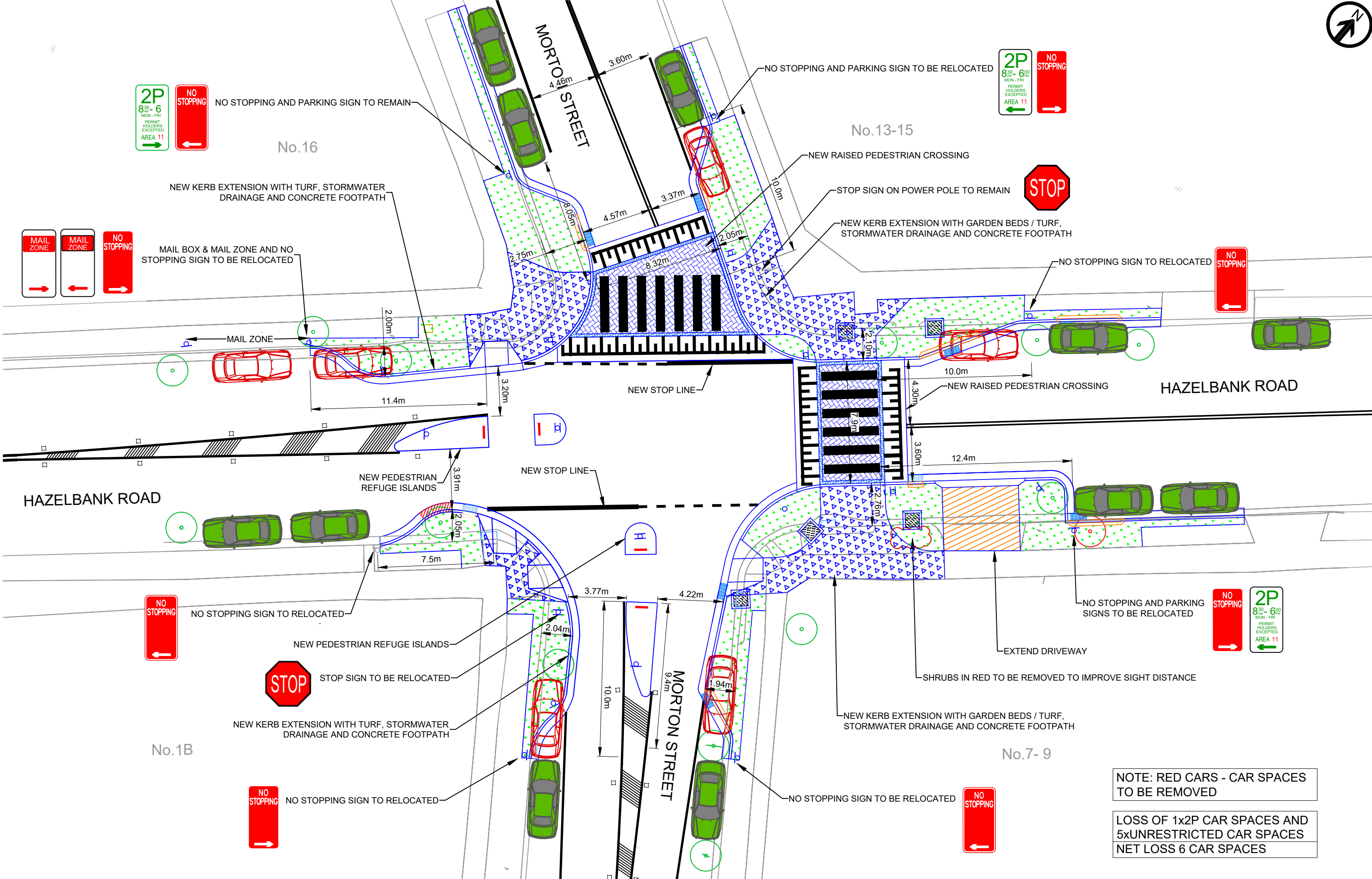
Figure 4: PM Projected peak intersection vehicle and pedestrian counts

The result of this survey revealed that the Hazelbank Road eastern leg meets the TfNSW reduced warrant in the AM peak hour but not the PM peak hour. The Morton Street northern leg meets the TfNSW reduced warrant in the PM peak hour but not the AM peak hour. However, it is likely that the pedestrian volumes on these legs would increase to meet the TfNSW reduced warrants if pedestrian crossings were provided, due to increased convenience and perceived safety. Therefore, it is recommended that Council seek TfNSW approval to vary the scope of the Black Spot treatment to include the pedestrian crossings.



PROPOSED PEDESTRIAN REFUGES & RAISED PEDESTRIAN CROSSINGS
 INTERSECTION OF HAZELBANK RD AND MORTON ST, WOLLSTONECRAFT
 NOT TO SCALE



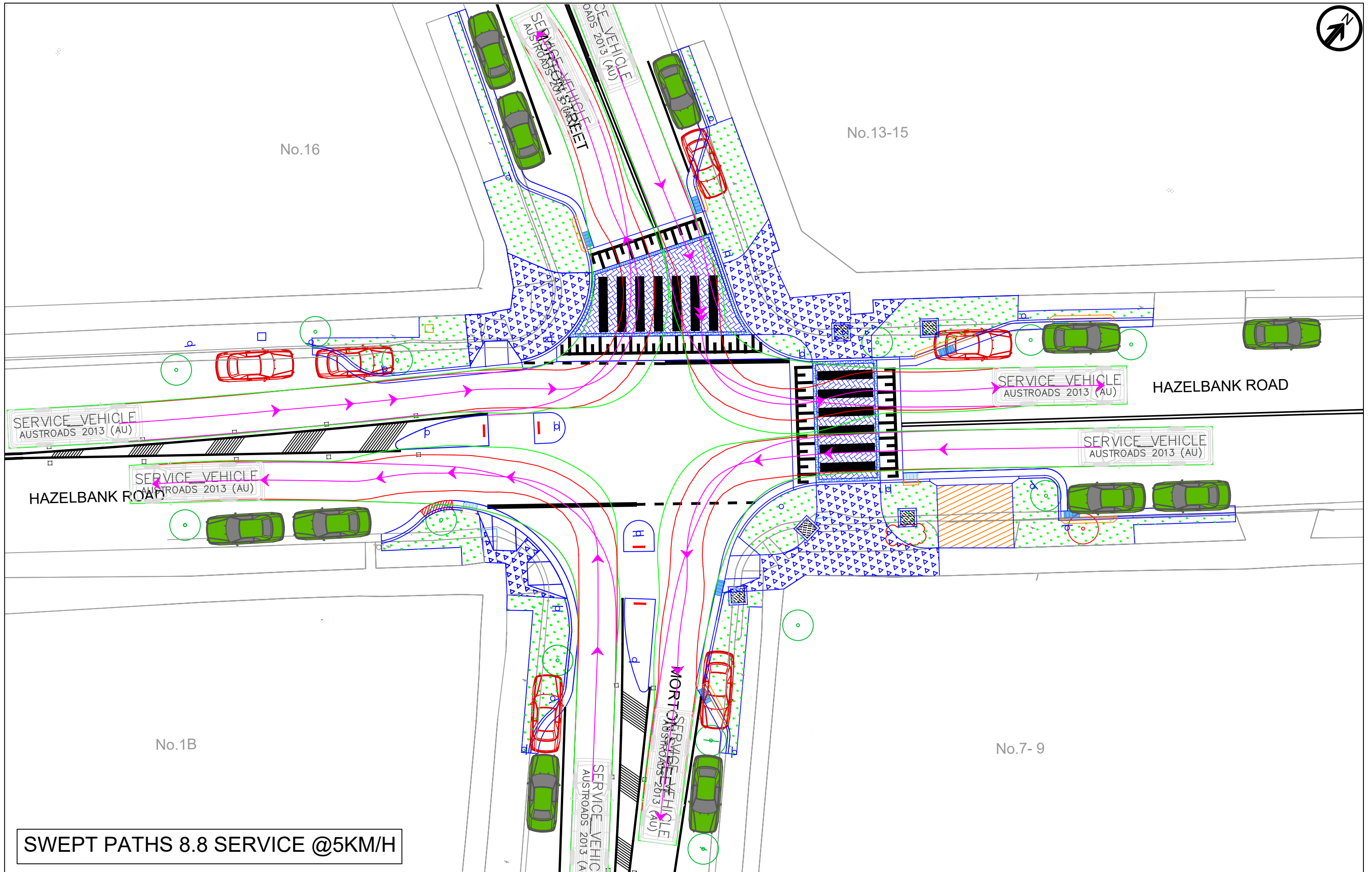


PROPOSED PEDESTRIAN REFUGES & RAISED PEDESTRIAN CROSSINGS (ADDED DIMENSIONS)
 INTERSECTION OF HAZELBANK RD AND MORTON ST, WOLLSTONECRAFT
 NOT TO SCALE



NOTE: RED CARS - CAR SPACES TO BE REMOVED

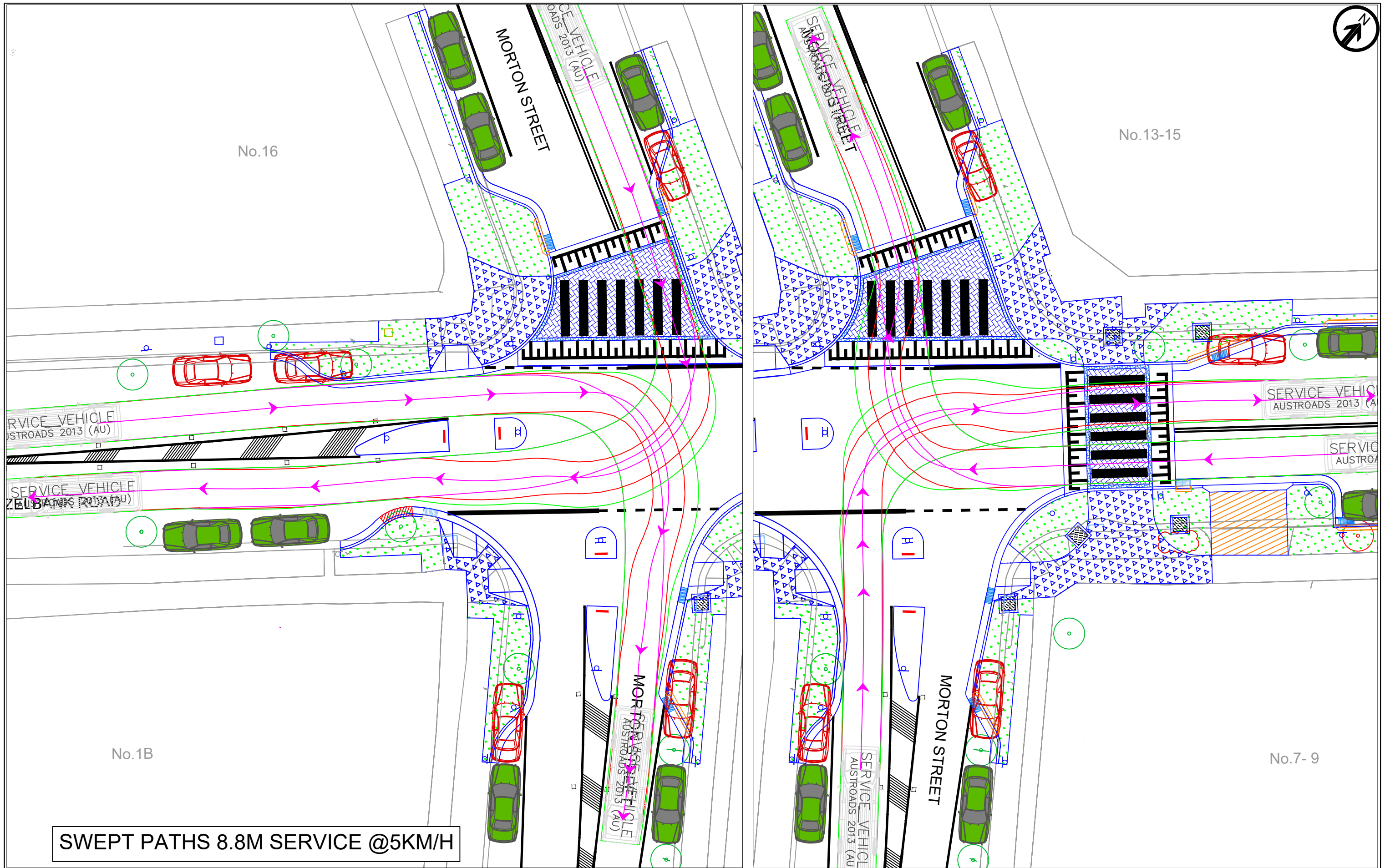
LOSS OF 1x2P CAR SPACES AND 5xUNRESTRICTED CAR SPACES NET LOSS 6 CAR SPACES



SWEPT PATHS 8.8 SERVICE @5KM/H



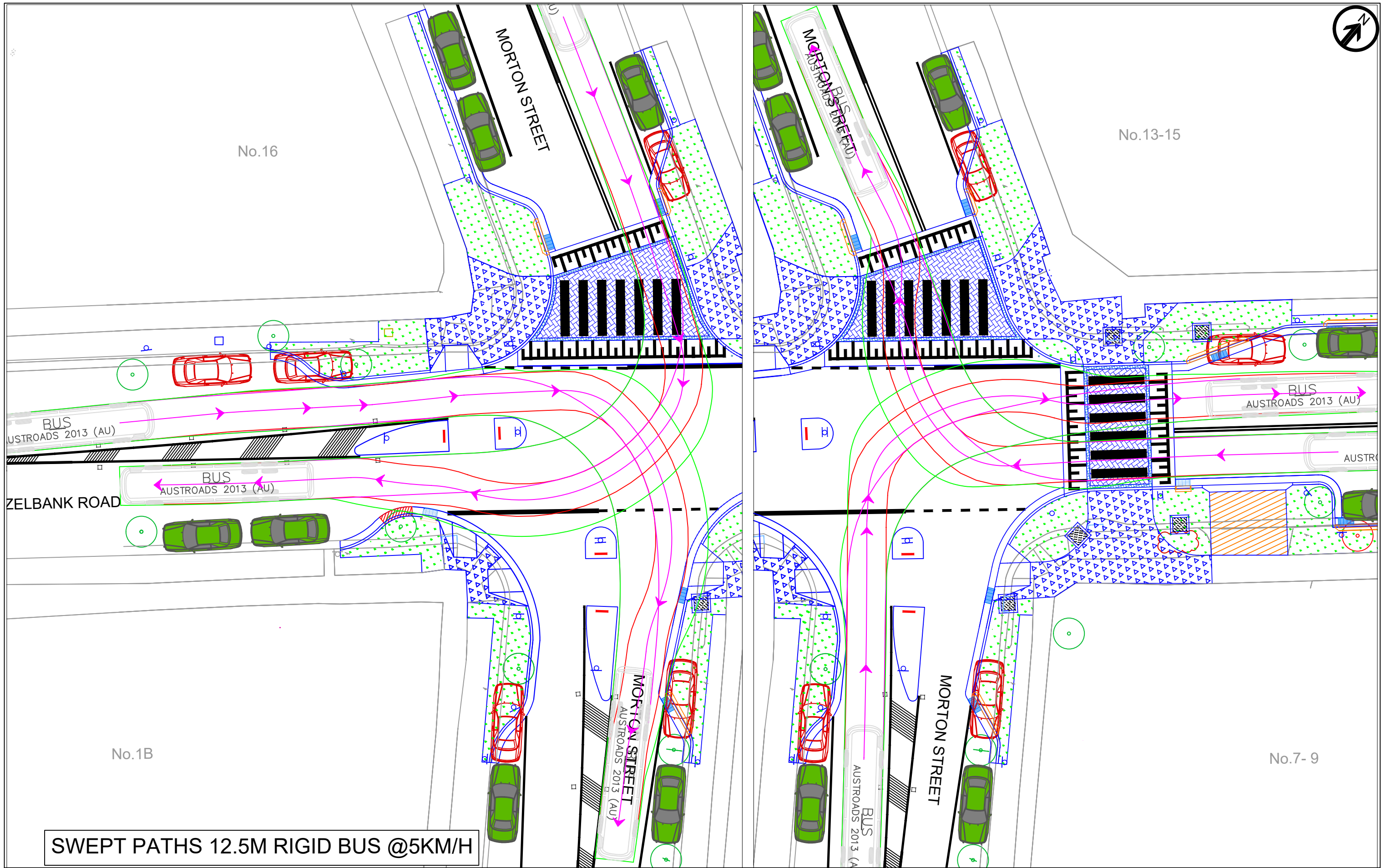
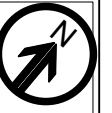
PROPOSED PEDESTRIAN REFUGES & RAISED PEDESTRIAN CROSSINGS - SWEPT PATH OF 8.8 M SERVICE VEHICLE LEFT TURNS
 INTERSECTION OF HAZELBANK RD AND MORTON ST, WOLLSTONECRAFT
 NOT TO SCALE



SWEPT PATHS 8.8M SERVICE @5KM/H

PROPOSED PEDESTRIAN REFUGES & RAISED PEDESTRIAN CROSSINGS - SWEEP PATH OF 8.8M SERVICE VEHICLE RIGHT TURN
 INTERSECTION OF HAZELBANK RD AND MORTON ST , WOLLSTONECRAFT
 NOT TO SCALE

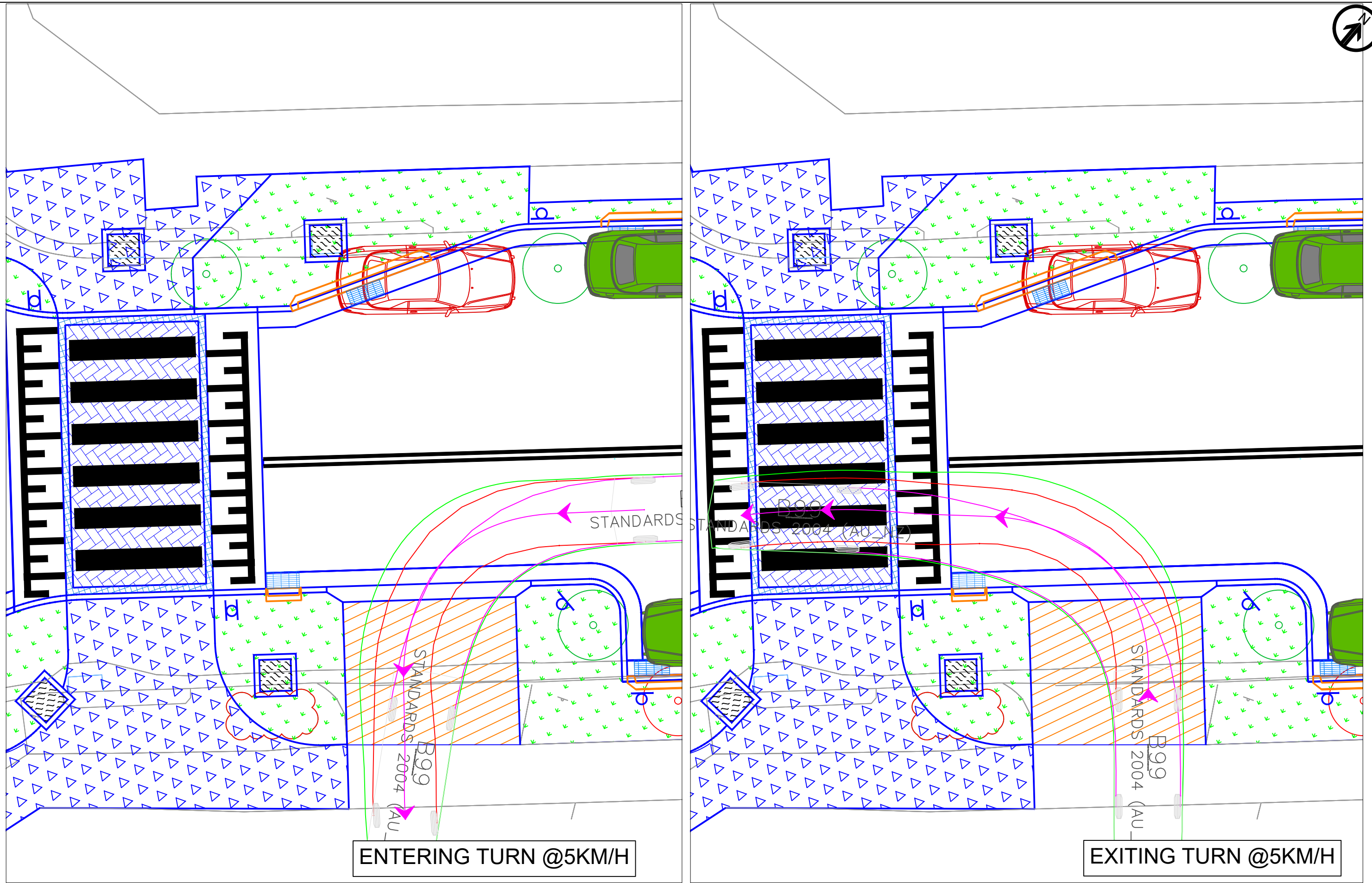




SWEPT PATHS 12.5M RIGID BUS @5KM/H

PROPOSED PEDESTRIAN REFUGES & RAISED PEDESTRIAN CROSSINGS - SWEPT PATH OF 12.5M RIGID BUS RIGHT TURN
 INTERSECTION OF HAZELBANK RD AND MORTON ST , WOLLSTONECRAFT
 NOT TO SCALE



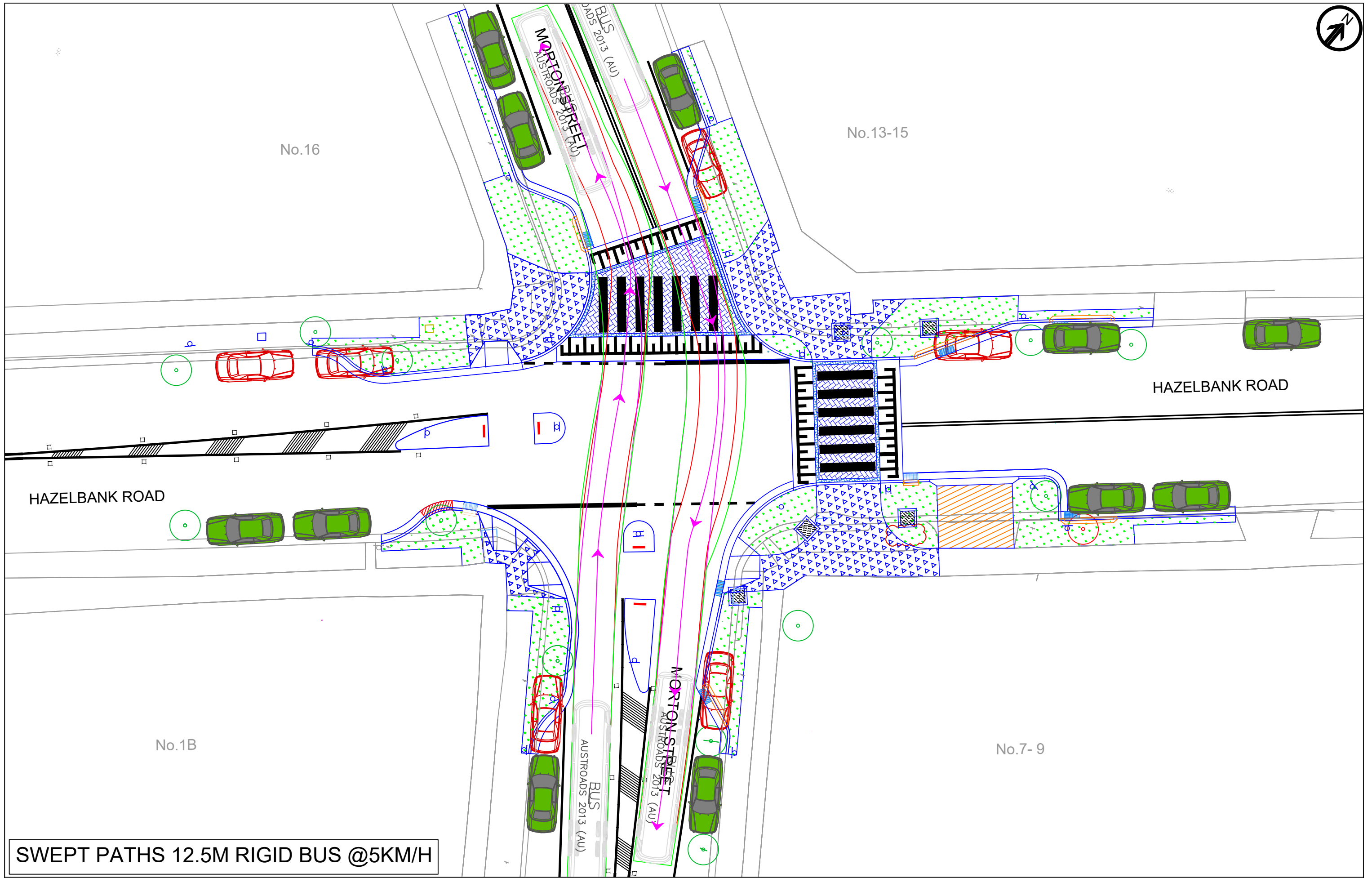


ENTERING TURN @5KM/H

EXITING TURN @5KM/H



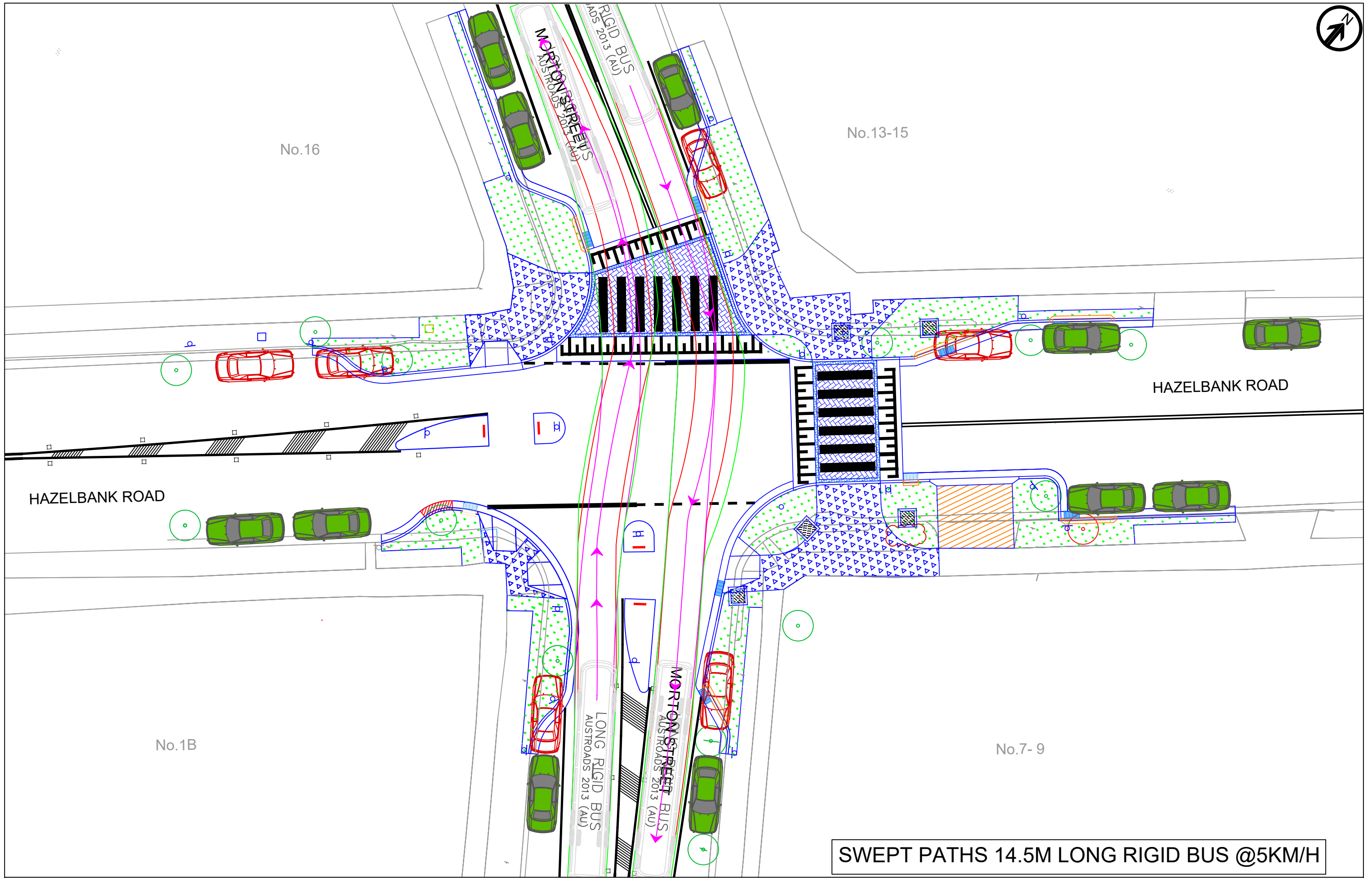
PROPOSED PEDESTRIAN REFUGES & RAISED PEDESTRIAN CROSSINGS - SWEEP PATH OF DRIVEWAY TURNS OF B99 VEHICLE
 INTERSECTION OF HAZELBANK RD AND MORTON ST , WOLLSTONECRAFT
 NOT TO SCALE



SWEPT PATHS 12.5M RIGID BUS @5KM/H

PROPOSED PEDESTRIAN REFUGES & RAISED PEDESTRIAN CROSSINGS - SWEPT PATH OF RIGID BUS (12.5M)
 INTERSECTION OF HAZELBANK RD AND MORTON ST, WOLLSTONECRAFT
 NOT TO SCALE





PROPOSED PEDESTRIAN REFUGES & RAISED PEDESTRIAN CROSSINGS - SWEPT PATH OF LONG RIGID BUS (14.5M)
 INTERSECTION OF HAZELBANK RD AND MORTON ST, WOLLSTONECRAFT
 NOT TO SCALE