



To the General Manager

Attach Plan: 1. Morton Street at Hazelbank Road Plan

SUBJECT: (4.6) Morton Street at Hazelbank Road, Wollstonecraft –Refuge Islands and Kerb Build-outs – Survey Results

AUTHOR: Report of Traffic & Transport Engineer, Iman Mohammadi

DESCRIPTION/SUBJECT MATTER:

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to upgrade the existing intersection at Morton Street and Hazelbank Road with refuge islands and kerb build outs to improve pedestrian safety at the intersection.

The proposal incorporates construction of refuge islands at all four legs and kerb build out at the four corners of intersection which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance for pedestrians. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 1280 questionnaires were sent to properties in the surrounding area, Wollstonecraft and Edward Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 131 responses were received, including 48 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (89.3% support and 10.7% objection).

RECOMMENDATION:

1. THAT Council, as part of the 2020/21 Black Spot program, constructs refuge islands and kerb build outs at the four corners of intersection of Morton Street and Hazelbank Road, as shown on the attached plan, after the affected properties are notified by letterbox delivery.

CONSULTATION REQUIREMENTS

Consultation has been undertaken in accordance with Council's Community Engagement Protocol

Relates to ECM No: ECM 8381866

Standard or Guideline Used: AS1742.10

Signs & Lines Priority: N/A

Precinct and Ward: Wollstonecraft - Edward / Wollstonecraft

Impact on Bicycles: Proposed refuge island and kerb build outs will improve cyclist's safety

Impact on Pedestrians: Proposed refuge island and kerb build outs will improve pedestrian's safety

Impact on Parking: Proposed refuge islands and kerb build outs will result in loss of 6 parking spaces

DETAIL

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to upgrade the existing intersection at Morton Street and Hazelbank Road with refuge islands and kerb build outs to improve pedestrian safety at the intersection.

The proposal incorporates construction of refuge islands at all four legs and kerb build out at the four corners of intersection which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance for pedestrians. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 1280 questionnaires were sent to properties in the surrounding area, Wollstonecraft and Edward Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 131 responses were received, including 48 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (89.3% support and 10.7% objection). The results of the survey are shown in tabular format below:

I support the proposed Refuge Islands and Kerb Build Outs at Morton Street and Hazelbank Road	Response				
	No		Yes		Total
	Qty	%	Qty	%	
Within Survey area: <ul style="list-style-type: none"> • Carr Street • Crows Nest Road • Gilles Street • Hazelbank Road • Ivy Street • King Street • Morton Street • Rocklands Road 	11	13.3	72	86.7%	83
Outside Survey area: <ul style="list-style-type: none"> • Belfour Street • Belmont Avenue • Berry Street • Boronia Street • Christie Street • Cypress Street • Emmett Street • Ernest Street • Greenwich Road • Kelrose Lane • Milner Crescent • Milray Avenue • Neutral Street • Pacific Highway • Park Road • Priory Road • Russell Street • Selwyn Street • Shirley Road • Sinclair Street • Telopea Street • Union Street • Walker Street • Union Street • Walker Street • Walumetta Drive • West Street 	3	6.3%	45	93.7%	48
Grand Total	14	10.7%	117	89.3%	131

Comments Received

Respondents were asked to provide general comments/feedback as desired. Comments have been grouped by emerging themes.

Support proposal (Within Survey Area)

- glad to see that the council is listening to the community and proactive increasing safety of all (mostly school children)
- This would be wonderful as it is treacherous for children and parents crossing the road due to speed of traffic and intersection itself.
As a resident on the corner of Morton and hazelbank, I am all too familiar with the Numerous car accidents, and near misses, occur at this intersection.
- Excellent idea for the safety of everyone crossing the intersection here. The blind spots on the corners means it's been especially tricky for my daughter (4.5yo) and I walking home from preschool. The changes will be welcome.
- Being so close to Brennan Park and the schools means there are many children around. Having this upgrade will make their journey safer.
- Zebra crossings and a protected bike lane are needed too.
- Great idea and fully supported. Crossing here can be difficult in busy times especially because of the wide road and long crossing distance. It should be confirmed that the existing trees are being retained. The plan shows the kerb extensions going around trees but doesn't specify if these are retained. There have been a number of locations nearby where large mature trees have been cut down and replaced with smaller ones, which is a real shame for the area in terms of shade, heat island effect, and general character and views. It would be great and important to see existing trees retained.
- This is a great initiative to increase pedestrian safety. It would also be great if NS Council would consider amendments to other quite dangerous and busy crossings in our area - 1) Carr St and King St; 2) Carr St and Crows Nest Rd
- I think that the improvements proposed will make the junction a lot safer for everyone and will also improve how the area looks aesthetically.
- The intersection at Morton St and Hazelbank Road is terrifying and unsafe it particularly for kids. please create pedestrian refuges and build out the curbs to make it safer for pedestrians to cross
- I would also support a pedestrian crossing as cars travel quite fast down Hazelbank Rd. There are too many directions for a child to look when crossing. A way to have them cross further up or down Hazelbank Rd would also work.
- While I welcome theses additions I would suggest that what is really needed here is a pedestrian crossing on both streets and speed humps or similar on Hazelbank. Cars drive up and down that speed quicker than it takes a toddler and parent to cross
- That would help our kids to walk safer to school
- The safety of children at that intersection is very concerning. It is unclear why the council would not resolve to have a pedestrian crossing put there. That is what we need. I would urge you to please consider a pedestrian crossing as part of this initiative

- I often feel unsafe crossing this intersection with my baby and dog.
- In my experience, the Hazelbank/Morton intersection is the most dangerous in Wollstonecraft/Waverton.
A roundabout would be the best overall solution for both traffic management and pedestrian safety - the proposal does not incorporate a means to actively slow down through traffic on Hazelbank and only slightly improve sightlines for drivers crossing on Morton St (trees and cars cause most problems, not shrubs).
Having said that, the proposal is much better than the current situation and is supported if a roundabout is not feasible.
- This junction is highly used by Dem schoolchildren walking to school. Please consider a 40km speed limit during school mornings and afternoons. Or a speed bump or two.
- I have always found this a dangerous place to cross, and I walk to and from work each day. This new proposal looks fantastic and I support it.
- I have personally witnessed many many many near misses at this intersection. It is only a matter of time until someone gets injured. Hazelbank is a race track for some idiot drivers. King st needs to have parking reviewed too.
- This is a long overdue project. My 17 yo son had to assist a driver who was hit a couple months ago by another driver driving across Hazelbank Road from Morton street who failed to stop. He did not see the stop sign. I live on Hazelbank and have had numerous close calls. People are unable to see the traffic driving onto Hazelbank Road from Morton street.
- At the moment the bars on the refuge island on Hazelbank road (at Morton Street) are currently gone and there is poor markings or reflectors showing there is a concrete slab sticking up in the middle of the road that use to hold these bars/rails. There is an accident waiting to happen due to poor markings. Difficult to see at night. This should be rectified ASAP before the project begins. Thank you for the opportunity to comment on this project.
- Thank you for this opportunity to comment on the proposed plans for the Hazelbank Road and Morton Street intersection. While I am very supportive of improvements to pedestrian safety at this intersection, the proposed plans do not go far enough, and in some ways increase risks for pedestrians. Specifically:
 1. The use of a refuge without pedestrian crossing on Hazelbank Road positions pedestrians in the middle of Hazelbank Road: this is a dangerous approach to pedestrian management in this instance. Hazelbank Road already sees persistent speeding, and the existing pedestrian refuge has had its signage knocked down by a vehicle: persisting with placing pedestrians in the middle of this road is not the solution.

ACTION: update the plan to include a raised pedestrian crossing on Hazelbank Road, immediately north of the intersection with Morton Street.

2. Kerb widening east-bound on Morton Street at Hazelbank Road. While this would normally be beneficial, the current plan will exacerbate the current problem of vehicles east-bound on Morton Street failing to stop when turning left onto Hazelbank Road. And not just fail to stop, but proceed through the stop sign at 30-40kph. The current footpath widening plan will result in the angle for vehicles turning left from Morton Street (east bound) into Hazelbank Road being lessened, further encouraging vehicles to proceed at speed through the intersection. Drivers doing this will be looking right to ensure no traffic is coming, rather than looking left to where pedestrians are trying to get to the refuge, thus increasing the risk to pedestrians on the proposed pedestrian refuge on Hazelbank Road.

ACTION: extend the footpath widening into the intersection of Morton and Hazelbank, with a sharp corner (north-west corner) and a vehicle lane on Morton Street into the intersection. This simple design change will prevent vehicles speeding through the stop sign on the already shallow angle from Morton (east bound) left onto Hazelbank.

3. Missing raised pedestrian crossing on Morton Street. There needs to be a pedestrian crossing on Morton Street, preferably immediately west of the intersection with Hazelbank Road.

ACTION: include a pedestrian crossing on Morton Street, preferably immediately west of the intersection with Hazelbank Road.

4. ACTION: Extend the footpath widening into the intersection of Hazelbank and Morton, so that there is only a single lane each way available at the intersection. (At present, the road at the intersection is roughly two lanes wide in all directions, and this extra space encourages risk taking by vehicles sweeping through stop signs or swerving around turning vehicles). This action would act as a traffic calming measure, as well as reducing the curb-to-curb distance that pedestrians have to negotiate when crossing either Hazelbank Road or Morton Street.

4. The overall street layout of Hazelbank Road. Hazelbank Road would be made safer if the overall streetscape was updated with specific raised parking areas between the trees, rather than the current extension of the road surface between the trees. This would narrow Hazelbank Road to one lane each way for its entire length, significantly improving pedestrian safety and amenity.

ACTION: use the recent road and parking upgrade of Watson Street Neutral Bay (between Yeo Street and Military Road) as the model for upgrading Hazelbank Road between King Street and the Pacific Highway.

- A sound initiative to reduce dangers at this intersection - well done.
- I often use the intersection and find it unsafe during peak hour at + before and after school hours.
- This crossing is very dangerous for pedestrians & drivers due to lack of visibility and crossing distance - it would be great to see this improved before someone gets hurt.

- This is a very dangerous intersection, not only for people but for cars. Living close to this section i hear beeping and near accidents multiple times a day. A roundabout would be a good idea.
- 'In addition to refuge islands and kerb build outs
 - Speed humps. Too many people speed along the roads towards the intersection
 - Roundabout at the intersection. There have been many near accidents as people try to sneak across the intersection.
- Very dangerous intersection
- The improved visibility at the corner and the stop signs in the middle of the road on Morton street will definitely improve safety. As I have witnessed an accident at this corner, the poor visibility of stop signs was an issue. The speed of travel of some cars is also an issue as Morton in both directions and Hazelbank from the highway side are downhill entries to the intersection. The speed of travel could be potentially addressed by a roundabout if practical.
- This is a really good idea and over due.
- An excellent idea but long overdue. Drivers only tend to look in the direction they expect cars to come from, not to the other side where there might be pedestrians trying to cross. This also occurs at the intersection of Bay Road and Harriot Street, especially in the mornings when people use Harriot Street as a short cut.
- Thanks for finally doing something about this dangerous intersection. Some more traffic management further uphill to slow down drivers racing down long and straight Hazelbank road could also be considered. Hopefully the revised intersection will force drivers to slow down.
- I have two young children under 5 and we regularly walk through this intersection. There has been number of times I have felt unsafe crossing Morton street due to the speed of cars traveling on hazelbank street turning into Morton street and the lack of visibility due to parked cars, and trees.
- Anything is better than what is currently there but I believe a roundabout along with either speed humps or chicanes on Morton Street would be better. I walk across this intersection at least twice daily and drive through it numerous times a week and the number of near misses is breathtaking. Also I have been the first on scene witnessing a car going straight through the Morton St stop sign. It is a very high pedestrian intersection with children walking to schools, both North Sydney Dem and Cammeraygal High School and this needs urgent attention. And whilst I think the current proposal will improve the safety in my opinion it doesn't go far enough.
- I'm an older person who uses the crossing very often and feels it is quite dangerous for pedestrians. My eyesight is deteriorating which makes the crossings even more worrying.
- i am a new south wales school crossing supervisor and a nanny to three children who go to NSDS, it is extremely unsafe and the cars parked right up against the pedestrian area make it a blind spot for children and cars. if no action is taken- a potentially fatal collision

is bound to occur

- Correction - I meant speeding up Hazelbank St

Original;

Traffic races at excessive speeds up HAZELBANK street and doubt the plan will slow them unless the curbs are built like chicanes further into the road rather than narrowing the road as per plan. Further speed inhibitors should be implemented at other corners eg Gillies on HAZELBANK so speed cannot be built up before getting to this intersection. Yet again the island barriers were smashed flat last week which wont help pedestrians. Pedestrian crossings on two corners or away from the intersection to force priority would help. Lighting should be improved and light poles on corners relocated as they block views - people look at the oncoming traffic as they turn the corners and don't see people or the islands. Whatever solution should not increase the noise on this intersection caused by traffic slowing down and then accelerating(no speed humps, lights) - it should just be slower and smoother. The traffic is often heavy with trucks incl doubleDs, very frequent rail replacement buses that grind their way up the Morton St hill and loud bikes that enjoy the straight run. The traffic on this corner at peak backs up - it is the rat run for the naval base and the extensive education precinct and the very frequent rail replacement route which runs most of the night and seems like every 15 mins when it is on!! This plan will increase the duration of traffic jams and future work at Balls Point will make it unbearable.

- Endorse this plan to create a series of pedestrian refuge spaces as I have witnessed, and been subject to 'near misses'. It will be a boon for young children, people with mobility issues, parents with strollers/shoppers, out-of-area trekkers - and the brush turkeys. While this may seem silly, I have observed the birds become flustered as they try to cross the road and avoid traffic.

Will this plan ensure the brush turkey nest on the corner of No7-9 be retained?

Additionally

Can the residents be informed about any early morning or late afternoon drilling/blasting or any other noise that will create problems.

The intersection is used by State Rail buses when they are doing State rail repairs. Are the reduced lanes wide enough for State Rail buses?

- Until recently I lived at this corner & it is so dangerous even i would be stressed crossing at peak times. I would go as far as recommending a crossing with a hump. Definitely need something that slows cars down.
- This is not enough, speed hump in both direction and/or crossing path should be added. Let's not wait for an accident to react.
- While acknowledging that the safety of pedestrians is paramount, and that those measures suggested may go some way to improve the issue at hand, the crux of the problem is not being addressed. The problem is two fold:
 - 1) Excessive speed of vehicles travelling along Hazelbank Road.
 - 2) Drivers wilfully ignoring the stop signs on Morton Street on both sides of the intersection.

The following observations are provided as anecdotal evidence to the statements above:

1) Having lived on the corner of Morton Street and Hazelbank Road for close to a year and a half, we have have observed four traffic collisions involving two vehicles at this

intersection with one vehicle having been travelling along Morton Street and not stopped at the stop sign striking or having been struck by a vehicle travelling along Hazelbank Road.

2) Multiple times a day (in excess of five) near misses occur as identified by the beeping of car horns and the screeching of tyres from sudden braking (this can be seen as skid marks on the road), these incidents have also been visually observed on a number of occasions.

A more fitting solution to the issue in hand may be:

1) Chicanes or speedbumps to reduce the speed of traffic going down Hazelbank Road from the Pacific Highway.

2) Reducing the speed limit along Hazelbank Road and/or incorporating into the School Zone.

These measures would also aid in reducing the risk to pedestrians.

- This will improve pedestrian safety and is fully supported
- While any improvement is welcomed, what this intersection really needs is a pedestrian crossing and traffic calming measures. It is very dangerous, especially for small children, as traffic goes very quickly and it is hard to be seen.
- My kids and I cross this road every day to go to school. We do not like it, cars go fast and it's a wide intersection.
- I think it will improve safety
- I would like this intersection to be safer and easier to cross however I think that a roundabout should be installed.
There are a lot of children that use this intersection to walk to and from school and it is dangerous and difficult for them to keep track of traffic in all 4 directions on such a busy intersection.
It would also be easier for cars to merge.
I think a round about would make this intersection much safer without impacting the flow of traffic.
- After witnessing another collision at this intersection on 29th November 2020 due to a car running the Stop sign, I am supportive of this proposal however I would ask the council to reconsider the design in order to minimise the loss of parking spaces. On street parking is already a challenge in this area, and as the parking is used by the workers of the Mater Hospital and the Cammeraygal school from a community perspective it would be beneficial to keep as many parking spots as possible.
- Fully support this proposal to make pedestrian crossing safer. This intersection has been a pain for many parents and children for many years. Wonderful to see actions are finally taken to address this.
- I regularly walk to Brennan Park and find it hard to spot oncoming cars around parked vehicles and trees, especially when I am returning up Hazelbank Rd. Cars travel north at alarming speeds. The idea of pedestrians having right of way at intersections is respected

by only a few drivers. Anything you can do to make it easier to see oncoming cars before a pedestrian steps onto the road would be very helpful, particularly for elderly residents who want to keep fit, but cannot move very quickly.

- I walk my child to the Dem school every day and cross this intersection with a great deal of trepidation and caution. It's a very busy intersection and cars can be travelling along Hazelbank Rd quite quickly and are not always easy to see, particularly when turning into Morton St. I support the proposed works, as safety definitely needs to be improved at this intersection.
- With so many school children in the area we are desperate to improve this, and the rocklands road and Morton street intersection.
- I've lived locally for 20 years, and this is an intersection that has become incredibly dangerous in recent years, with more local traffic on backroads. At rush hour in mornings/afternoons, I've personally witnessed close to 20 very near-misses where fatal accidents were narrowly avoided, including young schoolchildren being hit as they are forced to take a big risk in crossing that road in order to get to North Sydney Demonstration School. I walk my own young kids to school every morning, and dread crossing that intersection though it's the only way to get to school. Even with me paying close attention and holding their hands I never feel that we are safe. It's unacceptable given the high numbers of young kids using that intersection to walk/cycle to school, just as all the public health advice tells us to do. I know that dozens of local parents have complained to Council over the years about this intersection, and we are very grateful that our concerns have been heard and that this action is proposed. It is a crucial and relatively simple amendment that will have a major impact on the safety of our children, and enable us to continue to walk to school daily and build community and health that way. Please do the right thing and make this intersection safe to use! Thank you so much.
- A great step forward. Your foresight is to be congratulated. I know these projects are ongoing and cannot please everyone. Corner of Rockmans Road and Morton Street could do with a revision please. The "Through" traffic increase daily 89 year old has concerns. Keep up the good work!
- We like increased safety for all drivers + pedestrians.

Oppose proposal (Within survey Area)

LOSS OF PARKING

- While something needs to be done, the proposed solution of Kerb Build Outs and Refuge Islands will not help pedestrian safety, and will unnecessarily remove car parking in the area.
- I have found this intersection to have adequate signage and safety refuges. For the past 19years I have walked and driven my car in this area and have never encountered a problem. The removal of car parking spaces will severely impact residents, the staff from the Mater hospital and commuters. Please do not change. Many Thanks
- You will recall our requests for a planting area between No's 1 & 3 Morton St driveways were rejected because it would take away a parking space and in your works a "valuable

parking space”. This proposal removes 6 spaces which will now add to our illegal parking issues.

SAFETY

- The current pedestrian refuge on Hazelbank St gets flattened, yes flattened, fairly regularly, so does not actually provide any pedestrian safety. You actually need to slow the cars coming down Hazelbank Road, and some who speed up the street, i.e. via a speed-hump or similar to Morton St/Cross Nest Road but before the intersection.

SIGHT DISTANCE

- 2. Re outside 13-15 Morton St: Cars currently regularly stick their 'noses' out when trying to cross Hazelbank Road despite the STOP sign and line - this is because they can not see. Removing the two car spots near the post box on Hazelbank Road will assist seeing down hill, but the tree near the mailbox also needs to go so cars can actually see down Hazelbank Road. Removing the two existing car parks as proposed outside 13-15 Morton St will not visibility and appear as cosmetic kerb adjustments. You need to remove the tree and the first car spot from outside 13-15 Morton St but on Hazelbank, not Morton St, so they can see what's coming down the hill as well.
- 3. Re outside 1B Morton St: Cars currently stick out as they can not see up the hill. Agree to removing the vegetation and possibly relocating the power pole, but also include vegetation in 7-9 Morton St. Removing the two single parking spot in Morton St will not help visibility, and appear as cosmetic kerb adjustments. The drainage outside 7-9 Morton St also needs work as regularly clogs and floods over making it slippery.

PROVISION OF PEDESTRIAN CROSSING

- 4. Suggest making a raised pedestrian crossing from 16 to 13-15 Morton St, and then 13-15 Morton St to 7-9 Morton St. This would provide continuity and support to the crossings at Morton St and Crows Nest Road. You also need to add a speed bump incentive to slow cars coming down Hazelbank, maybe just after Gillies St.
- While I agree something needs to be done and its quite dangerous there is only really one entry point that is an issue. The cars coming down the hill from the north on Morton Street is the issue they fly down and don't stop. You need to have some pedestrian crossing here to ensure people are looked after I have seen countless times people almost be clipped by speeding drivers. A simple elevated crossing would solve the problem and mean a lot less work and money spent.

PROVISION OF ROUNDABOUT

- Agree we need some change however the real issue is poor traffic behaviour of cars that cross that intersection. Currently the cars travelling along Moreton are impatient and do not 'stop' causing near misses with cars travelling along Hazelbank. If you can fix this problem, the safety for pedestrians will also be improved. The construction of refuge islands will not fix the traffic issue and so is not the best solution. A roundabout however could be a better solution as it would importantly slow traffic in all directions (thereby

improving safety) and it would also appease the Moreton drivers (which these days almost equal the number of Hazelbank drivers).

- Appears to be a major, industrial / commercial - looking design for a highly residential and heritage area. And yet, it does not include traffic lights or other design-inclusive requirements to slow down traffic at Morton Street corners. Cutting back shrubs on the corners to improve drivers' sight is insufficient to 'hurried' drivers in the mornings and evenings that want to swiftly get across without looking for cars going up/down Hazelbank Road. Design creates additional safety risk for pedestrians allowing them to stand in the middle of the road.
Alternative suggestions - roundabout and/or speed humps on Morton Street approaching each side of Hazelbank Road. Both suggestions would not hinder reduction of crucial car parks in the area - loss of 6 car spaces is significant. Garden beds - whilst nice greenery - is going to be a maintenance hazard and cost ongoing.
- I suggest we add in a roundabout at the morton st and hazelbank rd to add some sort of system. I have seen numerous close accidents because people are not sure who has right of way. It will also slow people down on the approach to the intersection.

PROVISION OF SPEED HUMPS

- I suggest speed humps on all entrances and exits to the speed hump. For some reason people seem to speed on all approaches to the intersection which is quite dangerous and won't be prevented by either the refuge islands or the kerb build outs.

PROVISION OF TRAFFIC LIGHTS

- This upgrade would seem to be a waste of time and money. The only way to prevent motorists from using the area as a speedway is to install traffic lights.

PROVISION OF CYCLE LANE

- I cycle across this intersection every day. It appears that the proposed changes will narrow the road and increase danger for cyclists as a result. I was actually hit by a car at this intersection about 15 years ago. How about a proper cycle lane (not in the door zone)!

TRAFFIC ISSUES/CONGESTION

- 3 refuges already exist for pedestrian safety. The intersection is too narrow to accommodate kerb build outs at Morton St and Hazelbank Rd. Single lane traffic will incur large build-up of traffic waiting at the intersection.
- I support refuge islands. I do not support kerb build out because it will cause a bottleneck of traffic.

NOISE POLLUTION

- Assuming that this work will actually result in improved safety outcomes for this intersection, as someone who lives in very close proximity to the intersection I am deeply concerned about the noise pollution that this work will no doubt produce.
In the past I have been severely affected by noise pollution produced by similar works which were conducted throughout the night and persisted for many months. As is now well established in the science of sleep, poor health outcomes are expected for both those who carry out the work and those whose sleep is interrupted due to the noise. I trust that this work will not be carried out during the night.
My concern then lies with the noise produced during the day as I work from home. What efforts are being made to ensure that there is a minimal amount of noise pollution produced by this work? How long is this work expected to take from start to finish?

OTHER

- 5. Could they fix the camber on the driveway of 13-15 Morton St onto Hazelbank as this means cars currently go in and out very slowly compared to what most drivers expect, so causes cars to behave unexpectedly
- It is my opinion that the volume of traffic does not require such traffic restrictions to be implemented. There is also very little pedestrian traffic in that area. Money should be better used in actual 'black spots'.

Comments received from outside Survey Area

Support proposal

- It is a very busy intersection and needs help slowing cars down to protect children crossing.
- Thank goodness you are considering this proposal. I have been very concerned about safety at this intersection for years, especially given it is a key crossroads for both North Sydney Dem and Cammeraygal High, for both pedestrians and cars. Even at times without the flow of kids, visibility is poor and I am commonly nervous about crossing Hazelbank while driving, or any street here while walking. It would be tragic to wait for an accident to action change, especially as the local population grows and this intersection gets busier and more dysfunctional over time. Full support!
- It's really scary to cross this road for adults and kids
- As a parent walking their children to/from school and daycare I wholeheartedly support this change. A speed hump on Hazelbank Rd would also be a welcomed addition!
- This is an incredibly dangerous intersection for pedestrians (including school children) to cross during peak hour and this change is long overdue.
- This will make that very busy crossing much safer for my school kids walking to North Sydney Demonstration School.
- Email Please.

- A round about here would also make it safer with cars not making mad dashes to pass through the intersection.
- I support the upgrade as it is a dangerous crossing with so many students. However, I think a roundabout and pedestrian crossings would be much safer for all involved, including cyclists. Extending the 40km school zone would also help.
- So many school kids cross here every day and it's currently quite dangerous so any improvements to make it safer is a good thing.
- This is a dangerous intersection for pedestrians as well as drivers. It would be great to have a proper pedestrian crossing/crosswalk here.
- I had wondered about a roundabout but this seems to be an alternative
- As a pedestrian and also a driver here around school hours it does not feel safe in either situations. If we can upgrade the safety for all parties during busy school drop off and pick up hours it will make the community feel much more secure.
- This is a very dangerous intersection for kids to cross. Please consider zebra crossings as well. This intersection also has poor visibility for drivers on either side of Morton St. Please consider a roundabout. Thanks
- I drive this route every day and would appreciate more visibility of pedestrians at this location to improve safety.
- The proposed improvements will address issues of pedestrian safety, which is particularly important as this intersection is on main walking routes for multiple schools.
- I have seen a couple of times that kids almost got hit by car when crossing.
- I am very supportive of this project as this crossing is not safe for young kids to cross.
- I have to supervise my child every school day of the year to cross this road. It is very hard to see / gauge the approaching traffic. Intersection is busy in the morning and is a true challenge each day. I do not have any photo evidence as need to focus on safety when crossing.
- I speak on behalf of residents whose children use this crossing in the morning and afternoon and who have been agitating for an upgrade of this crossing for some time.
- This intersection worries me every day, on foot and by car. It's an accident waiting to happen. I have seen car accidents there, and near misses involving adults and children. Please improve it
- In addition to the proposals, I suggest to turn that intersection into a runabout or to put in pedestrian crossings across Hazelbank Road. One of the problems currently is the cars

driving on Hazelbank Road in the downhill direction is going too fast and does not slow down at all, making crossing it dangerous for small children. The road is also not officially in the school traffic zone even though a lot of school children walk home and walk to school crossing that road.

- Parking is already at a premium. Can the extended kerbs be reduced in length so fewer spaces have to be removed? Particularly the west side of Hazelbank and south side of Morton Sts.
- Improvement here is desperately needed. I walk with my daughter in a pram through this intersection almost every day on our way down to Brennan Park. It is so scary because cars can come flying over the hill and down Morton St (normally from the west but sometimes from the east) and you just pray that they see you and can stop in time. When pushing a pram, it's not possible to stop safely inside the whole refuge island and it's also not possible to push the pram fast enough across the entire road width. Luckily, a number of drivers have stopped to let me cross safely but that isn't always the case and it's so dangerous. There are so many young parents now walking prams and strollers along here to get to Brennan Park that I'm really worried that it's only a matter of time before a child is run down and killed.
Frankly - Council should be implementing full pedestrian crossings here to give priority to pedestrians and ensuring motorists need to drive like they're expecting children running out on their way to the park. It's a residential area anyway and shouldn't be used for rat running by motorists.
- This is a busy intersection that is regularly used by many children traveling to and from school. It is potentially dangerous for young children to cross. A pedestrian crossing or refuge islands would greatly increase the safety for children crossing.

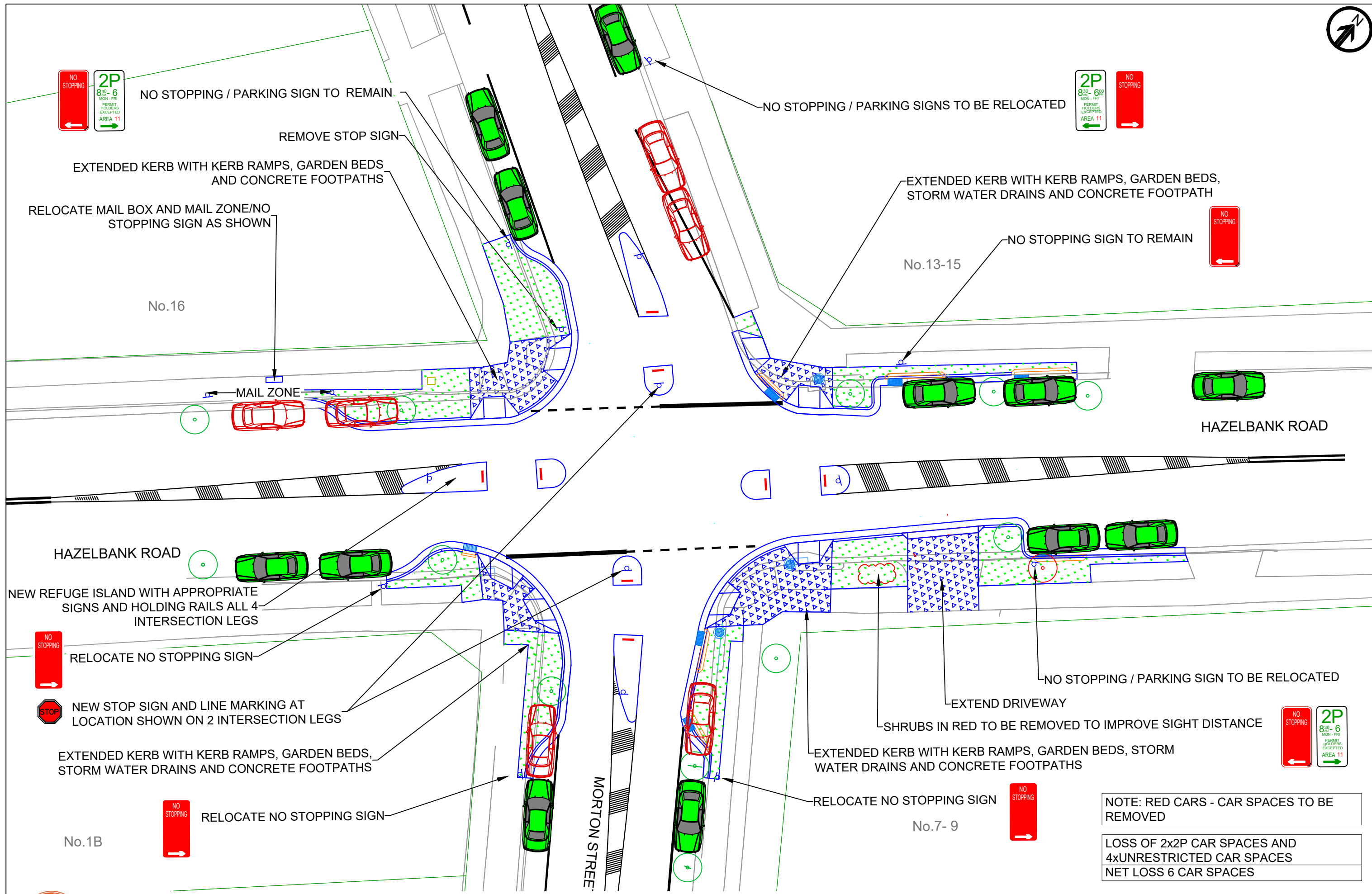
Oppose proposal

PROVISION OF TRAFFIC LIGHTS/ROUNDBABOUT

- Thank you for working on this project and improving the safety of our community. At peak hours , there are a lot of kids with and without parents trying to cross the road at the same time. They will not all fit on the refuge island and therefore this solution is not providing full pedestrian safety. I personally would prefer traffic lights. Also a lot of cars are queuing impatiently to cross the road and often bully their way across. I feel the traffic lights are more regulating and visible to drivers.
- Good start but not enough as the cars are speeding and rushing.
Need something so that pedestrians are first priority, traffic lights are ideal or at least zebra crossing for 2 or more of the entry points.
Thank you for looking into this and ensuring our kids (and adults) have a better and safer experience.

TRAFFIC ISSUES/CONGESTION

- The introduction of a kerb build out on the eastern side of Morton Street will narrow access to vehicles that wish to turn left into Hazelbank Street heading east towards the Pacific Highway. This will result in a significant traffic build up in the morning peak hours - possibly as far back as Rocklands Road. The kerb build out on Hazelbank Street east of Morton Street will do nothing to improve the safety of pedestrians at this crossing which is too close to the intersection anyway and should be moved further east.



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

