

**Report to General Manager**

Attachments:
1. Consultation Plans

SUBJECT: Bannerman Street, Cremorne Pedestrian Crossing – Consultation Outcomes

AUTHOR: Lindsay Menday, Sustainable Transport Projects Coordinator

ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

EXECUTIVE SUMMARY:

A new pedestrian crossing was installed in Bannerman Street, Cremorne in 2018. Following the installation, Council received requests from the community for further amendments to maximise pedestrian safety and amenity. In response to this, a further report was considered at the Traffic Committee meeting on 23 November 2018 and subsequently Council, at its meeting of 10 December 2018, resolved:

***THAT** Council consult the community including costings on the two options for reconstruction of a raised pedestrian crossing over Bannerman Street to the west of the intersection with Murdoch Street – either in the current location (Drawing 2633.BM or relocated further to the west (Drawing 2633.BM.PC.001).*

This report provides the outcomes of community consultation referred to in the Council resolution of 10 December 2018. Consultation took place from June 19 to 21 July 2019 (32 days) and comprised a survey with three (3) questions and provision for addition comments. The survey was directly mailed to residents and property owners in Bannerman Street and parts of Murdoch Street, and could also be accessed via Council’s “Have Your Say” page. Precincts were notified of the consultation. The survey sought community feedback on two options for amendments to the crossing as follows:

Option 1 – Raising the existing crossing above road level, or;

Option 2 – Constructing a new crossing (raised above road level) approximately 10m west (i.e. towards Claude Avenue) of the current location.”

57 responses to the survey were received and indicated a clear community preference for Option 1. 65% of those respondents supported Option 1 and 35% of respondents opposed Option 1 compared with 39% of respondents supporting Option 2 and 61% of respondents opposing Option 2. Some respondents indicated support for both options, in which case they were asked to indicate a preferred option, to which a slight majority (53%) indicated a preference for Option 1.

Based on the responses received and clear community preference for Option 1, it is recommended that Council seek concurrence from the North Sydney Traffic Committee via Delegated Authority to construct Option 1 and, subject to this concurrence, construct these

changes in the current Financial Year.

FINANCIAL IMPLICATIONS:

A capital works budget has been allocated for the construction of the recommended project (Option 1 – Raising the existing crossing above road level) in the current Financial Year from the Traffic Facilities program. A cost estimate for the project (Option 1 – Raising the existing crossing above road level) indicates that the works would cost between \$50,000 and \$65,000.

RECOMMENDATION:

- 1. THAT** Council seek concurrence from the North Sydney Traffic Committee under Delegated Authority to raise the existing pedestrian crossing over Bannerman Street, Cremorne near to the intersection with Murdoch Street (Option 1 – Raising the existing crossing above road level).
- 2. THAT** subject to Traffic Committee concurrence, upgrades to the Bannerman Street, Cremorne Pedestrian Crossing (Option 1 – Raising the existing crossing above road level) be constructed within the 2019/20 Financial Year.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

Direction: 2. Our Built Infrastructure

Outcome: 2.4 Improved traffic and parking management

BACKGROUND

A new pedestrian crossing was installed in Bannerman Street, Cremorne in 2018. Since the installation Council has received requests from the community for the crossing to be further upgraded to maximise pedestrian safety and amenity. In response to this, Council, at its meeting of 27 August 2018, resolved:

***THAT** the existing pedestrian crossing over Bannerman Street at the intersection with Murdoch Street be relocated or reconstructed as a raised crossing subject to further community consultation and Traffic Committee approval*



Figure 1. Image of Existing Pedestrian Crossing over Bannerman Street

Concept designs prepared in response to this resolution (Figures 2 and 3) were considered by the North Sydney Traffic Committee on 23 November 2018 and at the following (10 December 2018) Council meeting Council resolved to adopt the Traffic Committee recommendation:

***THAT** Council consult the community including costings on the two options for reconstruction of a raised pedestrian crossing over Bannerman Street to the west of the intersection with Murdoch Street – either in the current location (Drawing 2633.BM or relocated further to the west (Drawing 2633.BM.PC.001).*

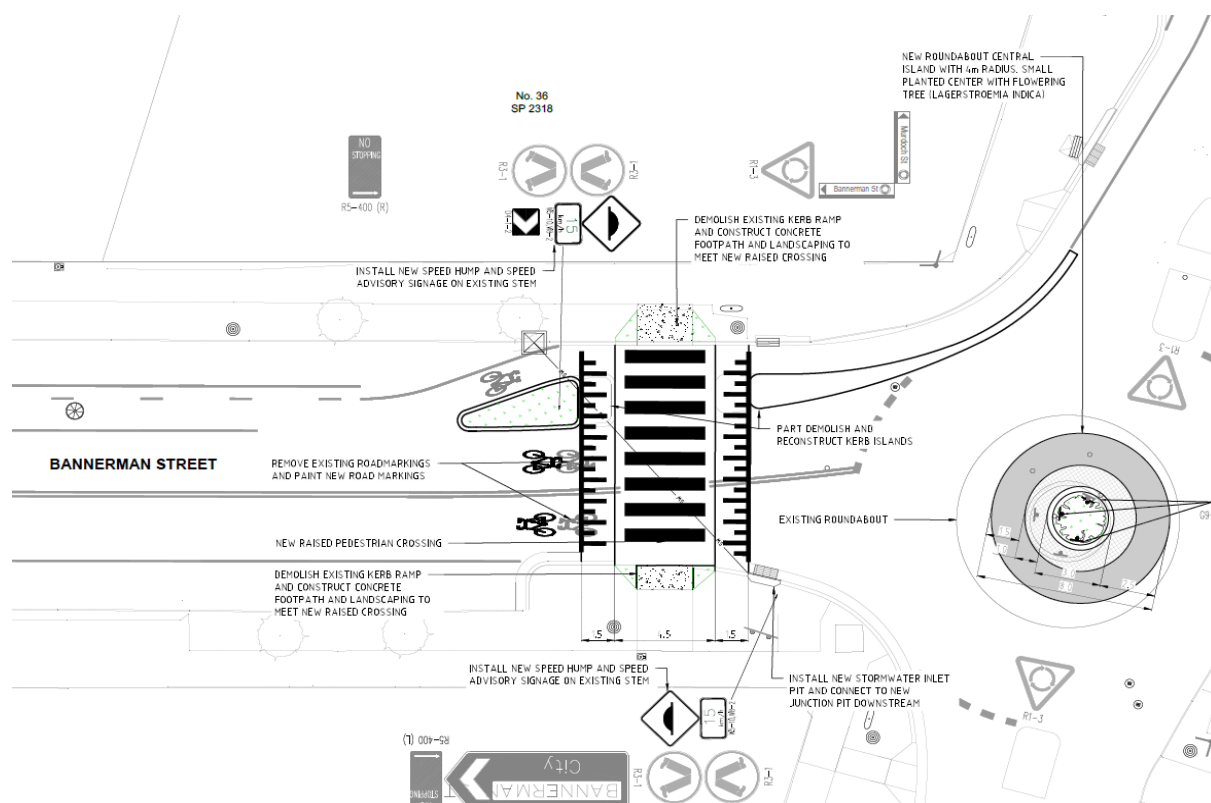


Figure 2. Concept for 'Option 1' Raised Crossing in Existing location

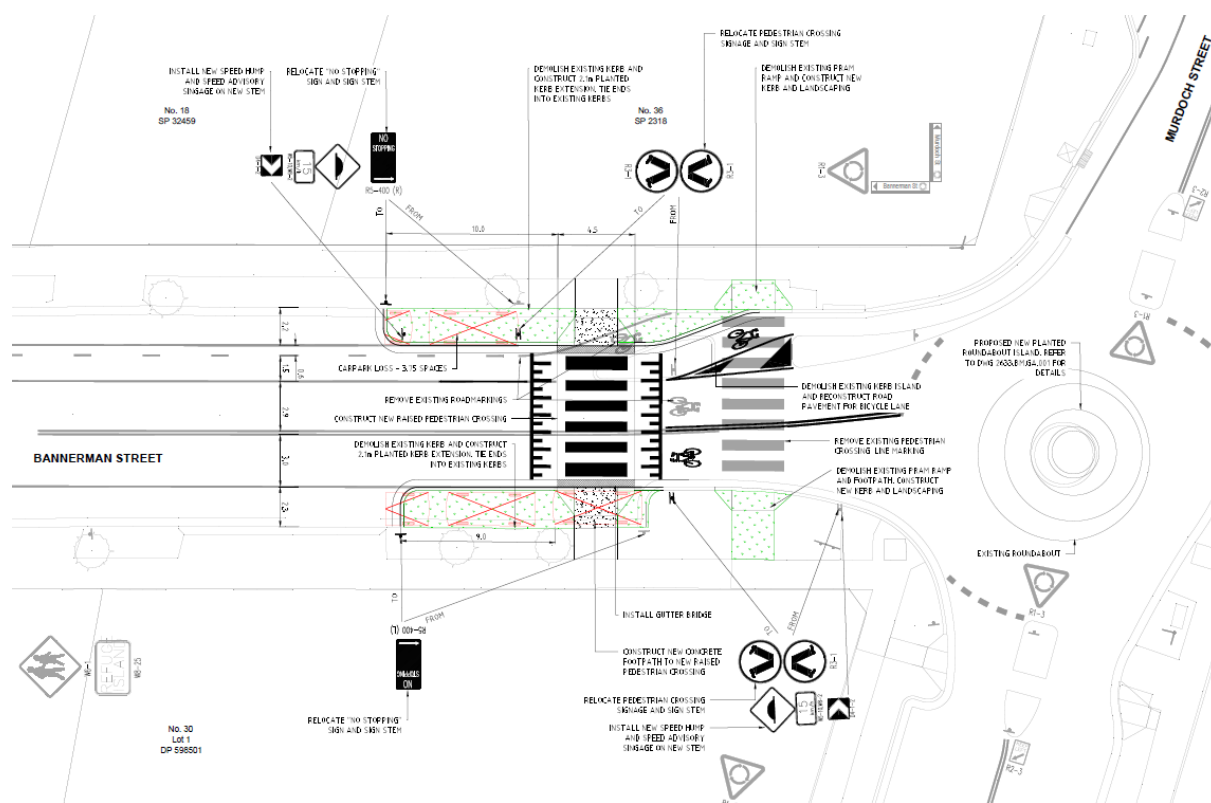


Figure 3. Concept for 'Option 2' Raised Crossing Approximately 10m West of the Existing Location

The full version of the report to the North Sydney Traffic Committee is available at [northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2018/23_November_2018](https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Committees/Traffic_Committee/2018/23_November_2018)

This report provides details of the outcomes of consultation referred to in the above Council resolutions.

CONSULTATION REQUIREMENTS

Community engagement was undertaken in accordance with Council's Community Engagement Protocol.

SUSTAINABILITY STATEMENT

The sustainability implications were considered and reported on during the initiation phase of this project.

DETAIL

This report provides the outcomes of community consultation on two options for the upgrade of the existing pedestrian crossing over Bannerman Street, near to the intersection with Murdoch Street. The crossing was initially installed in response to community requests for the crossing, further details of which can be found in a report to Council on this matter considered at Council's meeting of 27 August 2018 available at:

https://www.northsydney.nsw.gov.au/Council_Meetings/Meetings/Council_Meetings/Council_Reports_27_Aug_2018.

Following the completion of the crossing Council received feedback that some drivers were not giving way to people using the crossing, and that visibility to and from the crossing needed to be improved. In response, Council developed concept options for the crossing to be raised. Raising the crossing above road level is likely to increase pedestrian visibility and reduce vehicle speeds, thus increasing road safety for all user groups. Two options for the raised crossing were prepared as follows:

“Option 1 – Raising the existing crossing above road level, or;

Option 2 – Constructing a new crossing (raised above road level) approximately 10m west (i.e. towards Claude Avenue) of the current location.”

The material used in consultation to describe the two (2) options (included concept diagrams) is attached to this report at Appendix B.

The consultation letter also included indicative costings for the 2 options as set out in the following table.

Table 1. Cost Estimate for Pedestrian Crossing Options

| | Option 1. Raised pedestrian crossing in current location | Option 2. Raised pedestrian crossing approx. 10m west of existing location |
|-------------------|---|---|
| Cost estimate | \$50,000 to \$65,000 | \$80,000 to \$105,000 |
| Impact on parking | Nil | Loss of three (3) parking spaces |

The option to relocate the crossing (Option 2) would require the removal of three (3) parking spaces.

Consultation took place from 19 June 2019 to 21 July 2019 and comprised a survey with three (3) questions and provision for addition comments. The survey was directly mailed to residents and property owners living in Bannerman and parts of Murdoch Street, and could also be accessed via Council's "Have Your Say" page. Precincts were notified of the project.

57 responses to the survey were received, which are summarised in the following table.

Table 2. Summary of Survey Result Responses for Pedestrian Crossing Options 1 & 2

| Question | Yes | No |
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| 1. I support the installation of a raised pedestrian crossing in the location of the existing road level crossing. (Option 1) | 65% | 35% |
| 2. I support the installation of a raised pedestrian crossing approximately 10m west of the existing location, and removal of three (3) parking spaces to accommodate this. (Option 2) | 39% | 61% |

As the survey allowed for respondents to indicate support for both options, a third question was included asking "*If you ticked yes to both option 1 and 2 please circle which of the two you would prefer*", to which a slight majority (53%) indicated a preference for Option 1.

The Survey also included the provision for respondents to provide additional feedback. A table with the additional feedback is provided in Appendix A, along with a response on the implications for the project. The key issues raised in submissions included:

- View that one of the options should be chosen over the other and rationale for this preference. Reasons given predominantly focussed on which option was considered most likely to result in the best road safety option. Comments were highly varied in terms of perceptions of which option would be preferable from a road safety perspective.
- Objections to any changes being made as it was considered unnecessary and unreasonable in terms of cost.
- Objection to any potential parking loss.
- Requests or comments about other traffic facilities in the area.

The comments received were varied and did not indicate a consolidated community view about one aspect of the project that would trigger the need for a significant design change.

SUMMARY AND RECOMMENDATIONS

Given that responses to the survey indicated a clear preference for Option 1 – the construction of a raised pedestrian crossing in the location of the existing crossing – this report recommends that these changes to the pedestrian crossing be constructed in the current Financial Year subject to the necessary approvals being received. It is considered that this option provides an appropriate response to the community concern regarding pedestrian access and safety as it is likely to improve visibility to and from the crossing and reduce traffic speeds, while also providing a more direct pedestrian access route.

Appendix A – Table of Submissions

| Number | Submission | Key Issue Raised | Comment |
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| 1. | Are there any plans to put a roundabout at the Harriette/Shellcove/Bannerman side as this downhill slope is where cars begin speeding down Bannerman Street? | Question/comment relating to another traffic facility | Outside of the scope of this project, to be considered within context of LATM Action Plans |
| 2. | As a pedestrian I take personal responsibility to stop and see if traffic is pretty clear ahead and then I eyeball any approaching drivers before stepping out. I would never blindly step out. I feel sorry for some drivers at times when they have a pedestrian quickly dash out. It's a shame there isn't lighting after dusk to make some crossings in North Sydney more obvious when there are darkly clothed pedestrians. | Comment regarding road safety | |
| 3. | I live in the area and I don't feel either is required, nor should we be spending the money on this. I don't feel speed is an issue and I feel the existing cross and the refuge islands suffice | View that no changes are required | Community consultation identified broad support for improvements to the crossing in the current location |
| 4. | The crossing is currently very dangerous and I often seen drivers speed straight through it with a pedestrian waiting to cross. It's particularly dangerous at night. I think it is way too close to the roundabout and don't believe raising it in that location will help. | Comment regarding road safety | |
| 5. | I strongly agree with raising the crossing. I also think it would be far safer to be moved 10m west as its currently much too close to the roundabout - making it unnecessarily dangerous for the pedestrians and also causing back logs on the roundabout when a car has to stop at the crossing. | Support for Option 2 | Community consultation identified broad support for improvements to the crossing in the current location |
| 6. | Total waste of money with absolutely no benefits to either locals or commuters. Please North Sydney Council, stop wasting our tax dollars! | View that no changes are required | |

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| 7. | the current location is incredibly dangerous. hopefully this will be the last change after the incredible waste of money on the adjacent roundabout and the inappropriate location of the pedestrian crossing. shame there's not a third option of a 'non-raised' crossing 10m west of existing crossing. | | |
| 8. | Street parking major issue, suggest 2hr limit for non-residents. | Concern regarding parking loss | The recommended option will not impact on parking |
| 9. | The crossing should have been installed at the newly proposed location initially. It is very dangerous with vehicles exiting the roundabout to find a pedestrian almost immediately in front of them. The additional 10m will give drivers a chance to refocus on the road and the crossing. | Support for Option 2 | Community consultation identified broad support for improvements to the crossing in the current location |
| 10. | The crossing should have been installed at the newly proposed location initially. It is very dangerous with vehicles exiting the roundabout to find a pedestrian almost immediately in front of them. The additional 10m will give drivers a chance to refocus on the road and the crossing. As an early morning jogger I find it a little scary crossing here in the dark, I assume the vehicle will not stop as they are not expecting the crossing. | Support for Option 2 | Community consultation identified broad support for improvements to the crossing in the current location |

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| 11. | <p>I hope there are no further plans to 'tinker' with the crossing of Bannerman St near Guthrie Avenue. At the Bennett Precinct one speaker was extremely vocal about HIS amenity being lessened by the narrowing of the road there which meant loss of 2 parking spaces. He said that people did not cross there and the cars from the units Ivanhoe, turned north up Guthrie Ave.....totally neglecting the fact that Guthrie Avenue is a cul de sac in the middle, so that the cars from the units, and those parked in Guthrie must turn south into Bannerman St. Because the traffic speeds along Bannerman Street it is very difficult for vehicles to turn right from Guthrie. About ten of the residents in the units are in their 60s, 70s or 80s, and there are 10babies and children in the units, so the elderly and parents, have to scuttle across the road between the traffic. Please don't make it any more difficult there!</p> | Question/comment relating to another traffic facility | No changes to location identified in the submission are proposed |
| 12. | <p>Thank you for the opportunity to comment. We support the proposal to install a raised pedestrian crossing further west (10M plus) of the existing location as the current location poses a traffic hazard. The current location of the pedestrian crossing is in an awkward position as imminent pedestrians are blind to motorists and often cause a late reaction which cannot be anticipated when turning right from Murdoch St into Bannerman. It would also be ideal if the proposed raised crossing had handicap access. There are many young families in this area and the current pathways particularly around Cremorne Point which are not young family or pram friendly.</p> | Support for Option 2 | Community consultation identified broad support for improvements to the crossing in the current location |
| 13. | <p>Moving the crossing will be dangerous as pedestrians will continue to cross at the junction of Murdoch and Bannerman Street</p> | Opposition to Option 2 | Community consultation identified broad support for improvements to the crossing in the current location |

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| 14. | Raising the crossing in its current location will stop pedestrians in a hurry trying to cross there rather than walking down Bannerman Street a short distance to a crossing. Raising it will make it more visible. | Support for Option 1 | This report recommends implementation of Option 1 |
| 15. | My reason for opposing the shifting of the pedestrian crossing is 1. most people who use it are walking straight up Murdoch St and so it's much more convenient 2. Wherever it is pedestrians have to be InStyle crossing the road 3. Quite enough money has been spent on these road changes already e.g. the roundabout! 4. Parking is short- we can't lose 3 more spaces | | |
| 16. | Option 2 would be safer as not so close to the roundabout which requires 100% attention in its own right | Support for Option 2 | Community consultation identified broad support for improvements to the crossing in the current location |
| 17. | If the crossing is moved, it may make it safer for pedestrians to cross, since it is further from the roundabout. However, pedestrians walking up/down Murdoch may be tempted to cross near the roundabout rather than walking further down Bannerman to the crossing. Parking spaces are at a premium. The raised crossing should have been installed initially to avoid this additional cost to ratepayer. Why was this not considered? | Comments regarding both options Concern regarding parking loss | The recommended option will not impact on parking |
| 18. | The new roundabout and pedestrian crossing are working well now. Only need minor improvements. More lighting is required as the crossing is quite dark at night. | View that no changes are required | Community consultation identified broad support for improvements to the crossing in the current location |
| 19. | I am disappointed that a pedestrian crossing that has only been recently installed, only last year, is in need of an amendment! And at such great costs. What a waste of ratepayers' money, do jobs right the first time!! What is wrong with the current crossing?? | View that no changes are required /Concern regarding cost | Community consultation identified broad support for improvements to the crossing in the current location |

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| 20. | There isn't a need for a pedestrian crossing here and it shouldn't have been installed in the first place. | Opposition to the crossing | Community consultation identified broad support for improvements to the crossing in the current location |
| 21. | <p>There is a fundamental safety issue here in that raised or not raised, the position of this Crossing is too close to the roundabout to be safe. Cars turning left onto Bannerman off Murdoch are too busy looking right to see whether cars are in the roundabout, to be aware of pedestrians about to cross the current crossing of their lhs. Drivers are looming to the right not left.</p> <p>The raising of the roundabout in this position would not alleviate this danger hence it must be moved west.</p> <p>As well and respectfully I, and other residents, around this area request that a formal inquiry be held as to why both the roundabout and the pedestrian crossing had to be completely rebuilt and reconsidered. An awful waste of taxpayers' money that could have been spent on positive changes for the community. The inquiry should seek to ensure that this lack of planning and insight does not happen again so that budgets do not blow out as was the case here.</p> | <p>Opposition to both options</p> <p>Comments regarding safety</p> | <p>Community consultation identified broad support for improvements to the crossing in the current location</p> <p>A Road Safety Audit was prepared for the crossing as part the initial project development.</p> |
| 22. | Either location may not be particularly safe places to cross given driver focus on negotiating the roundabout and competing traffic which distracts from observing pedestrians on pavement. Traffic cushions to reduce speed ought to greatly enhance safety of pedestrian crossing | Comments regarding both options | |
| 23. | If the crossing is moved further from the roundabout, pedestrians using Murdoch Street will cross at the roundabout (with accident risk) to avoid the detour | Opposition to Option 2 | This report recommends implementation of Option 1 |

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| 24. | In the same place, cars will slow down. Makes it safer as cars slow down before entering traffic circle | Support for Option 1 | This report recommends implementation of Option 1 |
| 25. | Never lose parking spots | Concern regarding parking loss | The recommended option will not impact on parking |
| 26. | Please extend the speed cushions trial to the section if Murdoch Sr between the roundabout and the Milson Rd/Murdoch St fork as it is extremely dangerous crossing anywhere along that section form either bus stop. Cars often accelerate out of the roundabout and speed both up and down that section of road. The small triangular island also forces cars too far across to parked cars endangering drivers exiting their cars and cyclists/pedestrians who also try to cross over Murdoch Street. | Question/comment relating to another traffic facility | Outside of the scope of this project, to be considered within context of LATM Action Plans |
| 27. | <p>the problem of visibility is that the crossing is too close to the roundabout so that drivers are concentrating on vehicles on or approaching the roundabout from other directions rather than pedestrians near the crossing.</p> <p>For vehicles exiting Cremorne Point on Murdoch St and turning left into Bannerman St pedestrians preparing to cross from south to north are wide to the left of drivers vision and in potential blind spots caused by vehicles left hand windscreen pillar, and by the width of visual range required to cover approaches to the crossing from both sides of the road simultaneously.</p> <p>In its present form it constitutes sensory overload. For those reasons raising the crossing in its current location would provide no benefit at all.</p> <p>Moving the crossing 10m west towards Claude street would provide separation between the two obstacles and allow time for drivers to process them separately. It would also mean that drivers turning left into Bannerman St would now be looking ahead to pedestrians preparing to cross from either side rather than looking sideways.</p> | Support for Option 2 | Community consultation identified broad support for improvements to the crossing in the current location |

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| 28. | It is difficult already to park in the area. Loss of three spaces is likely to encourage people that live in flats to park in Claude Avenue. We already have difficulty in parking in the street and there is no resident parking permits scheme in operation. | Concern regarding parking loss | The recommended option will not impact on parking |
| 29. | The pedestrian crossing works well where it currently is (I have used it plenty of times as a pedestrian and have had no issues). If Council wants to raise it to make it more visible, can I also suggest you consider a red and white paint (like the one on Yeo Street). I would also like to suggest for better lighting to be installed directly above the pedestrian crossing so it really stands out at night. The existing street light does not do a good enough job to make it obvious to the cars coming around the corner when it's dark (in my view). | Comments regarding Option 1 Request for upgraded lighting | A design for new lighting is proposed once an outcome is reached around the crossing location |
| 30. | NO to the speed cushions as well. Don't waste any more our money by raising the crossing. Just move it further west, to where it should have been in the first place. I suppose this is why Council needed a rate increase - to pay for re-doing projects that have been done incorrectly in the first place. It should be investigated as to why this crossing was placed in this dangerous spot. The sight lines for traffic coming down Murdoch St turning right into Bannerman St are poor - drivers are concentrating on looking for cars from the 2 other entry points to the roundabout. \$50,000-65,000 to raise the crossing, \$80,000-105,000 to move it - is it paved in gold for this price? | Question/comment relating to another traffic facility Concerns regarding cost | Outside of the scope of this project, to be considered within context of project identified |
| 31. | My family and neighbors would like a pedestrian crossing where Shellcove Road meets Bannerman Street (there is already an island). Many people cross at this point and it would be much safer. | Question/comment relating to another traffic facility | Outside of the scope of this project, to be considered within context of LATM Action Plans |

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| 32. | Traffic is a real issue from bannerman street down Murdoch Street, many people speed out of the roundabout and its dangerous for people who live on street | Question/comment relating to another traffic facility | Outside of the scope of this project, to be considered within context of LATM Action Plans |
| 33. | Are there any plans for a roundabout at the junction of Rangers Road and Spofforth Street, which are a death trap for both pedestrians and motorists | Question/comment relating to another traffic facility | Outside of the scope of this project, to be considered within context of LATM Action Plans |
| 34. | <p>Both options are a waste of taxpayers' money for no real benefit. As both a frequent car driver and walking user of the crossing, it is adequate for its purpose. The roundabout slows the already slow traffic sufficiently and the crossing is only a small divergence when walking north up Murdoch Street. I have never experienced any problems crossing and would not like to see the crossing further west.</p> <p>I am appalled at the recent debacle of several expensive changes to the roundabout which then lead to a return to almost what existed before, except the revised roundabout is now more difficult to navigate. The same debacle looks like it may apply to the proposed crossing and speed bumps. Save the money for more practical improvements elsewhere.</p> | Objection to both options due to cost | Community consultation identified broad support for improvements to the crossing in the current location |

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| <p>35.</p> | <p>I live on Bannerman Street in Cremorne. My living room and bedroom face directly onto Bannerman Street with no noise barrier. But never have I found traffic noise to be a problem. Cars do not routinely speed along our road, quite the opposite in fact, we barely notice the steady stream of traffic. It is a busy street through the day, but not at all at night. Noise is not the issue, speed is not the issue, it is the volume of traffic which jams bumper to bumper for several hours on Saturdays and weekday afternoon peak hours as cars detour down Bannerman Street to avoid Military Road.</p> <p>I fail to see the necessity of a single speed hump let alone 3. If 3 speed humps are installed along Bannerman Street, which is a short street, then residents will definitely notice traffic noise. Cars will be forced to slow down, then accelerate 3 times in quick succession. It will also further slow down and lengthen the duration of thick traffic at peak times.</p> <p>The present pedestrian crossing services a low volume of pedestrians and therefore perfectly satisfies the needs of locals. I use it myself as a pedestrian twice a day when I walk my dog and I also pass through it as a motorist every day when I drive to and from work. Where the crossing is presently located cars are already braking as they circle the roundabout and stop easily for pedestrians as they enter the crossing. If the crossing is moved 10 meters westward, cars that begin accelerating as they exit the roundabout will be forced to quickly brake again for the relocated crossing. This latter scenario seems far more hazardous for pedestrians that have already stepped onto the crossing. I also think the loss of 3 parking spaces in order to relocate the crossing which seems to offer no apparent benefit to pedestrians is completely senseless. Street parking is invaluable.</p> | <p>Question/comment relating to another traffic facility</p> | <p>Outside of the scope of this project, to be considered within context of project identified</p> |
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| | To propose a footbridge is simply extravagant and far exceeds the needs of the local community, as well as being a disgraceful waste of ratepayers' money—which I might add are very high in this area. Again, it would simply encourage more cars to detour down Bannerman Street as the perceived delay in having to stop for the odd pedestrian would be removed. | | |
| 36. | Parking is already limited in this area so it's not fair to remove parking spots. | Concerns about parking loss | The recommended option will not impact on parking |
| 37. | This nonsense has gone on for too long. Neither of the options are necessary. These changes have been pushed by a few vocal residents some of whom don't even live on Murdoch, Bannerman Streets or Shellcove Road who are disappointed they have moved into an area with roads! They want to change the area to suit themselves namely NO TRAFFIC. I have lived at the T of Bannerman St on Shellcove Road with a view straight down Bannerman St since 1966. I believe the traffic has reduced over recent years & has been transferred to the northern side of Military Rd. | View that no changes are required | Community consultation identified broad support for improvements to the crossing in the current location |

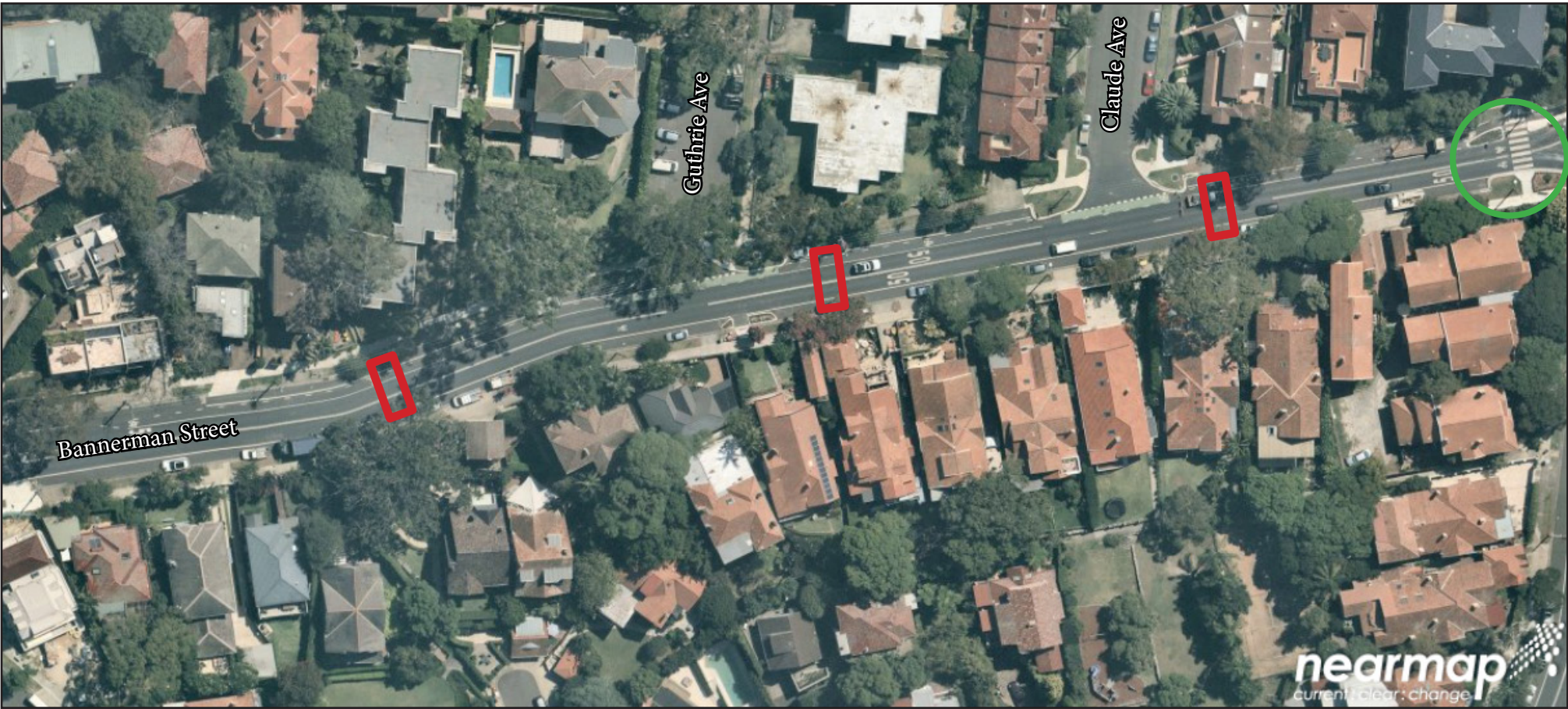
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| <p>38.</p> | <p>Hello. I am not happy nor supportive of any further works being undertaken at ratepayers' expense for this request. The council has already spent considerable funds on removing, then building a larger roundabout, then reducing said roundabout when they realised it was too big.</p> <p>In addition, changes to Murdoch St between Bannerman & Florence Sts was also undertaken (at least twice) to install bicycle lanes. Neither of these was well actioned and did not meet the goals (at least I assume you had goals). The pedestrian flow on Bannerman is no worse than Murdoch and I do not support further waste of expenses. I particularly do not support the removal of any car spaces which are few and far between as it is. My apologies for the tone of this survey however, I believe all actions to date have been flawed. Thank you for the opportunity to provide my opinion.</p> <p>Sorry, on another matter, if someone could please provide a reasonable explanation as to why the bus stop on Murdoch St was moved from outside No 21 down to No 19. Sydney Buses advise they had nothing to do with it and it appears again, to have no valid reason.</p> | <p>Opposition to the crossing</p> | <p>Community consultation identified broad support for improvements to the crossing in the current location</p> |
| <p>39.</p> | <p>Only reason I've opted for 1. is the lower cost which will inevitable be passed on to us the ratepayers. The so-called re-development of Bannerman Street (cycle path; roundabout debacle) has been controversial and poorly managed by Council</p> | <p>Concerns over cost</p> | <p>Community consultation identified broad support for improvements to the crossing in the current location</p> |


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| 40. | There is a need for pedestrian crossing for those walking up and down Murdoch Street between Bennett Street and Bannerman. 3 Crossings needed 1. across Bennett Street. 2. across Florence Street. 3. across Murdoch Street, at level of the 2 bus stops. Also make Florence Street Left Turn only coming into Murdoch Street. This will make traffic flow better and avoid many near misses and accidents | | |
| 41. | Moving the crossing is a very good idea for pedestrians and motorists. I am also thrilled to read of the planned 'speed cushions' trial as none of the other work has made any difference to road speed if it was meant to. | Support for Option 2 | Community consultation identified broad support for improvements to the crossing in the current location |
| 42. | We find the crossing works well when it is, without the added cost of raising it, but we prefer the first option to the second. We might suggest overhead lights as cars coming up from Cremorne Point tend to speed thought the roundabout and care must be taken when crossing from the south. We found road sensors in place recently were noisy and so may be speed bumps. Losing the spaces will move more parking into Claude Street and in skipping the third bump, cars may go up Claude with increased acceleration. Thank you for all the hard work done. It has helped | View that no changes are required to crossing Request for lighting | Community consultation identified broad support for improvements to the crossing in the current location |
| 43. | Good Idea! Should be located 10m west existing crosswalk - much safer for pedestrians | Support for Option 2 | |

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| 44. | <p>I would like to query the cost of the two proposals above, which to me seem exorbitant.</p> <p>The second proposal is approximately 1/10 of \$1million. Yes, \$1million. Is this why Council said it needed the Special Rate Variation? To spend our money in fixing a problem of its own making.</p> <p>A pedestrian crossing should never have been placed in this location. The sight lines for traffic coming down Murdoch Street turning right into Bannerman are poor, with drivers and cyclists concentrating on cars entering the roundabout. Then they have to suddenly stop in the middle of the roundabout (blocking traffic) when a pedestrian launches onto the crossing. With the narrowing of the traffic lanes in Bannerman Street to accommodate the cycle path, you have removed the pedestrian refuge which was previously there.</p> <p>This intersection has a farcical history in the annals of North Sydney - the removal of the previous Murdoch Street/Bannerman Street roundabout and its community garden, the installation of the cycle path, the reinstatement of the garden, the subsequent changes because the blister gardens were too wide, forcing turning traffic across into the oncoming traffic lane.</p> | View that no changes are required /Concern regarding cost | Community consultation identified broad support for improvements to the crossing in the current location |
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Bannerman Street and Murdoch Street, Trial Speed Cushions and Proposed Pedestrian Crossing Improvement Options



 Approximate location of proposed speed cushions

