

## **Table of Consultation**

<b>Address</b>	Hill St, Balgowlah
<b>Proposal</b>	Pedestrian Crossing Upgrade

<b>Properties notified</b>	70
<b>Signage installed</b>	2
<b>Submissions</b>	17
<b>Visitors to page</b>	719

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Request for additional crossings	<p>I fully support the upgrade however I also feel that there should be a further crossing on the other side of Hill Street to provide a safe place to cross from Griffiths Street to the cemetery. Hill Street is a very busy road and currently there is no safe place to cross Hill Street between Sydney Road and Griffiths Street. As there is no parking at that point there would be no reduction in parking spots. There needs to be more of these safer crossings in the Fairlight area given the number of children walking to school. I think ALL the crossings surrounding the school should be raised (Balgowlah Rd, Boyle St, Griffiths St too). On many occasions cars haven't stopped for me at the Balgowlah Rd crossing hence my desire to have safer crossings for kids.</p>	<p>Through this project, Council worked with Transport for NSW to identify locations to fund. However, Transport for NSW had the ultimate say in deciding where funding was allocated. These additional locations will be kept in mind for any future funding.</p>
Request for upgrade of existing crossing	<p>What about Boyle St. Apparently it's doesn't warrant and crossing supervisor so it's anarchy. Drivers behaviours are absolutely appalling. - driving across the crossing in the wrong side of the road, blocking the crossing, 3 point turns, banked up in no standing areas. A child will be hit.</p>	<p>Boyle St crossing is already a raised threshold and unfortunately Council has no authority over Pedestrian Crossing Supervisors.</p>
Not needed	<p>This is unnecessary! Traffic does not need to be slowed further. There is a man to help the kids cross the road. There have never been any accidents here. Please concentrate on things that actually need doing, like repairing buildings in the school!</p>	<p>Raised pedestrian crossings help to slow down motorists and raise awareness of pedestrians. This funding is only for pedestrian facilities - school infrastructure works are out of scope for this project and for Council.</p>
Illegal parking	<p>Biggest problem of this crossing is</p>	<p>Illegal parking should be</p>

	cars pulling into the No Stopping area after the crossing and before the Kiss n Drop starts. It's dangerous because it then impedes everyone's vision. If there is a way to really highlight this no stopping area, ie big yellow diagonal lines on the road or something like that, that would be great. I'm sure people know they are doing the wrong thing and they just don't care, but if it's way more obvious to everyone around then it might stop a few people.	reinforced by the rangers. If this area is an issue, concerned personnel can reach out to the rangers.
Lighting	Better lighting is also needed as it is dark from 5/5.30 in winter and i have seen so many near misses when parents collect their children from after school activities. It would be a better design to have a raised section / speed hump on the road before the crossing as by the time cars get to the crossing they are going too fast to stop. Similar to the design outside St Marys school in Raglan St, Manly.	Lighting at the pedestrian crossing is designed to Ausgrid standards. A raised crossing has been designed due to the topography of the road. It also helps to raise awareness of the crossing.
Design changes	Besides these much needed improvements it might be a good idea to extend the "NO PARKING" AREAS " before and after these crossings as vehicles sometimes park too close to these crossings impeding views. There might also be value in adding a "DISABLED PARKING" spot immediately after these crossings outside the No Parking areas as many of the Lolli Pop staff are elderly or have some disability. Would also suggest that Council co-ordinate action with the local police command to police the thoughtless bicycle riders who just charge across these pedestrian crossings instead of dismounting as per the Road Rules .	NO STOPPING areas around the crossing all comply with the standards set out by Transport for NSW. If residents have issues with road users, they should contact the police for road rule enforcement.
	The pedestrian crossing is too narrow. This needs to be a very wide 'traffic calm' section that gives low speed travel priority.  The design of the crossing create squeeze points which encourage motorists to rush past adults and children on bicycles (who are	Motorists should be slowing down for a raised pedestrian crossing - overtaking a cyclist near a crossing and in a school zone would be deemed to be negligent driving. The kerb blisters and kerb extension have been implemented to create a

	<p>seeking to pass before having to slow down as the bicycle riders need to move over to navigation the crossing).</p> <p>By creating a wide pedestrian and bike rider priority corridor, motorists need to slow down for longer and active travel modes (which are healthier and have a lower environmental impact) are encouraged.</p>	<p>shorter and safer crossing for pedestrians.</p>
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