

	A	B	C	D	E	F
1	Malton Road, North Epping - Proposed pedestrian refuge					
2	F2005/00063					
3	Trim	Support	Object	Support with other suggestions	COMMENTS	COUNCIL REPLY
4	D08678613			1	Please consider as part of the proposed installation, the addition of 'No Stopping' restrictions on the North East side of the intersection on Norfolk road (i.e in front of 155 Norfolk Road). Visibility for vehicles turning right from Malton Road onto Norfolk Road (and going straight through the intersection) is restricted when vehicles are parked close to the intersection.	Plan has been updated to include regulatory 'No Stopping' restriction on the other side of the intersection as per suggestion.
5	D08680366			1	It definitely will be an improvement but a better option would be to make it a roundabout do it takes the speed out of the cars going down Norfolk as well.	The location does not warrant a roundabout for traffic flow reasons. Level of service at the intersection is adequate under existing Give Way control. Roundabout would be very costly. Council may consider a roundabout in the future if traffic conditions change.
6	D08680348	1			No objection – Condition of Consent applies. The proponent will need to submit a Building Plan Approval application before starting any work.	Council's Design and Construction Branch will lodge the application before construction commences.
7	D08680307		1		We feel this only creates extra hazards for the cars. It will only be a matter of time before cars smash into it. We live at that corner and don't feel there is a need for this as there is hardly any pedestrian traffic that crosses there. Most people cross Norfolk road to go to the bus stop on Norfolk road or cross Norfolk rd to walk or ride down the footpath side of Malton road towards the school and preschool or shops. Cars turning right into Norfolk from Malton will block the traffic trying to turn left onto Norfolk Rd. Not fair for three residents houses to lose street parking	Council has received requests from residents / parents concerned about safety of pedestrians crossing the road at this location. Pedestrian refuges are a commonly installed at intersections to provide two stage crossing of roadway at location where the pedestrian movements are not high enough to warrant a full marked pedestrian crossing. The presence of traffic islands also reduces the speed of cars negotiating the intersection, which increases safety. The loss of parking on the approach to the refuge island is unavoidable as clear sight lines are required by traffic regulations. The other restrictions proposed as simply reinstating the parking that is already prohibited near the intersection under the Road Rules.
8	D08678561	1			This proposed installation would really help with crossing Malton Rd as there are often cars in all four directions, and cars coming down Norfolk and turning right into Malton come at speed. There are also lots of school children who walk home independently and cross that intersection so will help to improve safety.	Comments noted.
9	D08678506			1	Why don't you put a set of lights there? This would be a lot safer. If not you need to put the refuge island further back from the corner, as cars speed around from all 3 directions.	The location does not warrant traffic signals for traffic flow reasons. Level of service at the intersection is adequate under existing Give Way control. Traffic signals would be very costly. The pedestrian refuge near intersection is a standard treatment to provide speed reduction at the intersection as well crossing for pedestrian along the existing desire line.
10	D08678453	1			Fantastic idea. This is very needed as this is a dangerous intersection with limited visibility for pedestrians and drivers.	Comments noted.
11	D08678414			1	I think it's a great idea, great to improve the experience of people who choose to walk. I hope the refuge will be large enough and inclusive for those with prams, large groups and wheelchairs. It would also be great to have wayfinding signage to the laneway cut way local residents usually use and to shops as well. There are also a lot of people who choose to cycle and that really needs to be considered as part of this design, especially since the Council has noted they will improve active travel. I hope that installation of cycling signage and separated pathways are included for both people who choose to cycle on the road and for people who are crossing with bikes.	The refuge islands will be 2m wide and provide adequate storage / protection for cyclists and people with prams. Future cycle paths and wayfinding signs will be implemented in accordance with the Walking and Cycling strategy. The strategy identifies the need for a shared path along Norfolk Road between Boundary Road and Somerset Street. (priority 2)
12	D08678326	1			Thank you this is an excellent idea. I have seen so many near misses at this intersection due to cars driving fast and "cutting" the corner.	Comments noted.
13	D08673872	1			TINSW has reviewed the proposed traffic improvements and has no objections or concerns regarding these.	Comments noted.
14	D08671622	1			Ausgrid has no objections to this proposal.	Comments noted.
15	D08671302			1	Can you advise if there will be any impact to Norfolk Rd during construction of the pedestrian refuge? Busways has no objections to to the proposed refuge and bus zone signs.	Traffic control will be implemented by Council to ensure that bus services are not affected during construction.
16	D08677330			1	The pedestrian refuge is a good idea but it needs to be accompanied by speed reduction measures like speed bumps on Malton Road to slow the traffic down. Very few vehicles currently give way at that junction.	The speeds on the approach to the intersection will be reduced by the presence of the refuge islands (visual narrowing), speed humps are not recommended as they tend to generate noise for residents near the devices.
17	D08693731			1	Australia Post supports the proposal in general and advises that the requirement to maintain DDA compliance access to the post box must be met. Additional footpath should be constructed to allow disable access via a concrete path to the new post box location.	Footpath extension will be provided to the new post box location.
18		6	1	7		