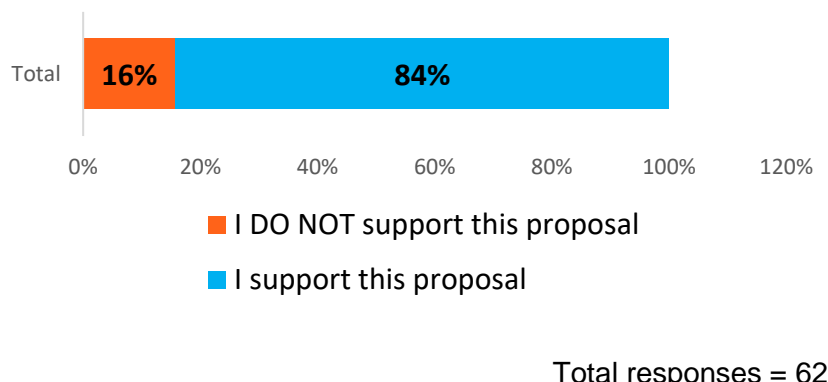


Community Engagement Summary Report

Project name	Safer Neighbourhoods - Lawrence & Rowe Streets, Freshwater
Consultation period	15 May – 12 June 2024
Background	<p>This local road safety project aims to introduce traffic calming measures that will reduce speed and through traffic, and prevent rat running through Lawrence and Rowe Streets, Freshwater.</p> <p>We have conducted investigations in this area after receiving several concerns from local residents. We have put together concept plans that aims to address the speed and visibility of vehicles to improve safety in this area. See what we're proposing, and the concept plans below.</p>
Total number of submissions	<p>63</p> <p>62 via Blink Form 1 email</p>
Project support	 <p>Total responses = 62</p>
Summary of findings	The feedback received during consultation indicated a high level of support for the local road safety project. 84% of respondents supported the proposed traffic calming measures and said it was much needed in the area.
Engagement approach	<p>The engagement was planned, implemented and reported in accordance with Council's Community Engagement Strategy (2022).</p> <p>A Your Say project page was established with information provided in an accessible and easy to read format.</p> <p>Local residents received notification letters requesting feedback on the proposed traffic calming measures.</p>

	<p>The project was primarily promoted through our regular email newsletter (EDM), media channels and signage in the affected location to reach those travelling frequently through the area.</p> <p>Feedback was captured through the Blink Form embedded onto the have Your Say project page. The form included a question that directly asked respondents for their level of support on the proposed changes. We also invited comment through email and in writing.</p>
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How we notified	
Properties notified by letter	1,062 letters
Visitors to Your Say page	492 visits

Findings		
Theme	What we heard	Council response
Extend traffic calming measures to other areas	Some respondents suggested implementing traffic calming measures in Waine Street, Wyndora Street and Oliver Street.	These requests are noted but are beyond the scope of this proposal. Council has been and continues to consider options for separate Transport management proposals on Oliver Street and for works towards introduction of a 40km/h speed zone in the Freshwater area
Pedestrian safety	<p>Most respondents felt the proposed traffic calming measures would improve pedestrian safety.</p> <p>Some respondents suggested a pedestrian crossing at the intersection of Rowe and Waine Street.</p>	Noted- The proposed speed hump on Rowe Street at Waine Street will create a safer environment for pedestrians to cross Rowe Street. The location of driveways, trees and drainage pits makes siting a raised pedestrian crossing at this intersection difficult.
Parking	People commented on the lack of on street parking and cars	There is a high demand for on-street parking due to the high proportion of units in the area,

	parked illegally which limits visibility of vehicles.	many of which have limited off-street parking some of which is used for purposes other than parking. The high parking demand leads to illegal parking activity. This can be managed by Council's Rangers
Enforcement	Some respondents commented on the Right hand turn from Harbord Road onto Lawrence Street and the need for monitoring.	The Police are aware of the location and do conduct enforcement activity within the limits of available resourcing. Council staff have requested an increased Police presence at the location to increase compliance levels.

During the consultation period, Council received questions either through direct contact or online.

Question raised in feedback	Council's answer
Can you please trial a sign board or two with "your" speed, pass fail smiley face display.	Council does use Variable Message Signboards (VMS) to educate motorists about their speeds in problem locations. Should the current proposals not be progressed Council may use the VMS in Lawrence and Rowe as an alternate option.
Further, previous Council approved remedy included No Parking from approximately No.16 Rowe Street to 22 Rowe Street providing clearer visibility on exit for those houses uphill of the blind bend. I notice this has been removed and question why this is so?	Council is currently reviewing the subject location and as part of the wider road safety upgrade this proposal remains under consideration by Council
Have the prior concerns raised about cars speeding around the corner, where Lawrence Street, meets Rowe Street, been addressed in this plan?	The proposed works are intended to create a lower speed environment throughout Lawrence and Rowe Streets including for vehicles travelling around the bend.
This plan still does not address the need for residents to cross the road safely on Rowe Street. The pedestrian crossing proposed, will not help residents with children, needing to cross to 26-28 Rowe	There is a continuous footpath along the eastern (odd numbered) side of Rowe Street and the south side (even numbered) of Lawrence Street. It is not possible to construct pedestrian

<p>Street, given there is no path on this side. This is a very dangerous part of the road, given the blind spot here.</p>	<p>crossings at every point where pedestrians might want to cross the road. It is acknowledged that there are sight line issues for pedestrian wanting to cross near the tight bend where Rowe Street meets Lawrence Street, however, these sight line issues mean the location is inappropriate for a marked pedestrian crossing.</p> <p>Pedestrians wishing to cross should do so at a location where sight lines are adequate.</p>
<p>The raised speed bump proposed to be installed outside number 10 Rowe should be moved further up the hill. On this picture, it is looks like it is to be installed outside number 16 which would be more effective in my opinion. Please do confirm.</p>	<p>The reference to No.10 on the concept plan is a typographical error. The raised speed hump is proposed to be installed at No.16</p>
<p>This existing speed bump north of the intersection of Rowe Street and Palomar Parade is highly ineffective.... Cars seem to speed up after going over it. Can this also upgraded to be made more effective as part of the proposed works?</p>	<p>Yes, the speed hump which is currently present at this intersection, and which covers only the western side of the road is proposed to be reconstructed and will both the north and southbound travel lanes. It should be a more effective traffic calming device.</p>
<p>What I am not clear about is if having the hump includes no parking either side of it - is this what you mean by 'parking delineation'?</p> <p>Can you please explain this?</p>	<p>The edge line delineates parking from the trafficable lane. The trafficable lane requires a 3 metres road width; therefore, the edge line delineates where it is legal and safe to park.</p>

Verbatim Responses received via Online Blink Survey form

Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

No.	Submission
1	Thank you for the proposal. I agree with all parts. The 40km signage is constantly ignored. The no right turn AM restrictions also needs more signage and enforcement.
2	I live on this street and fully support this proposal. This section of Lawrence Street has been dangerous for years with excessive speeding by cars regularly. I would also suggest reducing speed limit to 30 km/h to further protect young pedestrians and road users. Thanks for this initiative.
3	I support any reasonable proposal for making roads safer, particularly for school children pedestrians who I see alighting from the 166 bus, often distracted.
4	I am one of the residents who raised some of the highlighted concerns, specifically about the very high speeds with which cars from Freshwater drive along Harbord Road, which endanger those turning into Lawrence Street from Harbord Road
5	Whilst I am completely for improved traffic calming measures, I don't understand why Rowe and Lawrence require further traffic calming (there are three speed humps in this section) and other streets, such as Wyndora which I live, are still waiting for any kind of solution. This is despite multiple meetings and discussions with council and with Councillor Glanville. I would prefer action being made to the precinct as a whole, further efforts to make the whole precinct 40km/hr, and efforts to reduce traffic numbers and speed at accident blackspots (the Wyndora/Oliver roundabout) - with the addition of pedestrian accessibility at these spots (put zebra crossings on each exit to the roundabouts)
6	<i>No further comment provided</i>
7	There are also many utes and vehicles speeding up and down Waine Street. It is particularly hard to get in and out of apartment blocks as it is due to the amount of large trucks. The day care car park is also tricky and if people are speeding up and down it is a huge hazard. I would suggest speed bumps along Waine Street too.
8	This area feels dangerous to walk in due to high vehicle speeds and lack of visibility. I feel these changes will improve feelings of safety for pedestrians.
9	It would also be great to have a pedestrian crossing on the intersection of Rowe and Waine Street for everyone dropping their young children at the day care on the corner. There isn't an appropriate spot to cross with a lack of footpath for buggies.
10	I would also recommend a pedestrian crossing near the speed bump on the intersection of Rowe and Waine Street.
11	Fed of seeing people race through this street that's full of kids, also regularly get tailgated cycling up Rowe Street, more speed bumps please
12	<i>No further comment provided</i>
13	<i>No further comment provided</i>

No.	Submission
14	<p>1. Stop the right turn from Harbord Rd onto Lawrence Street altogether rather than installing a raised pedestrian crossing at the intersection of Lawrence St and Harbord Rd. This right turn is dangerous altogether and should not be allowed.</p> <p>2. Further, there is already a zebra crossing on Harbord Rd / Wilson St, why not making pedestrians to use this zebra crossing that is only about 5m away?</p> <p>3. I live/have lived on Waine St for 28 years. Based on my experience, I don't see how a raised speed hump at the intersection of Rowe and Waine St will assist with improving safety.</p> <p>4. I don't believe there is rat running through Lawrence and Rowe Streets.</p>
15	<p>Numerous cars/ vans/trailers parked in our streets have created many concealed driveways, plus vehicles parking on nature strips are destroying our streetscapes and creating dangerous pedestrian conditions. Traffic calming devices are urgently need in many Freshwater streets, mine included.</p>
16	<p>Also please put a camera in to stop people turning right from Harbord Road into Lawrence St between 6 & 9 am Monday to Friday</p>
17	<p>Traffic slowing is sound and essential. Please consider further attention to the Oliver Street situation. Adam's Street leading to Oliver Street requires urgent vehicle slowing, also the adjacent side streets. Brighton Street particularly and Soldiers Avenue. Also, the yellow line marking for people that have no sense and park right up to busy intersections.</p>
18	<p><i>No further comment provided</i></p>
19	<p>Turning left into Lawrence Street from Harbord Rd has no line of sight for cars leaving the side road of Lawrence due to shrubs and trees that need to be pruned back it is quite dangerous. The no right turn needs monitoring as cars regularly turn there especially between 6am and 7am</p>
20	<p>As a resident of Waine Street, I regularly use this crossing, often with my two children. I believe these changes would make it much safer for us and others.</p>
21	<p>Thank you for proposing these changes. I live on Waine St and cross at this section multiple times a day with my children. The changes would make this so much safer for us and others.</p>
22	<p>Additional safety reviews are required at the top of Waine Street at the sharp hairpin corner. Two issues (1) cars parking on the bend (in a clearly demarcated No Stopping zone) creating a dangerous blind spot on the corner when heading down Waine Street and (2) speeding up Waine which is still child and dog friendly.</p> <p>Recommend building out a raised concrete curb side so that it is not possible to park on the bend and second recommendation is to place a speed bump near the top of Waine Street approaching the corner to slow vehicles down in both directions.</p>
23	<p>The raised speed bump proposed to be installed outside number 10 Rowe should be moved further up the hill. On this picture, it is looks like it is to be installed outside number 16 which would be more effective in my opinion. Please do confirm.</p> <p>Also, this existing speed bump north of the intersection of Rowe Street and Palomar Pde is highly ineffective.... Cars actually seem to speed up after going over it. Can this also upgraded to be made more effective as part of the proposed works?</p>

No.	Submission
	Finally, it was proposed that a no right turn sign be installed on Pittwater Rd turning north into Girard St during the afternoon peak period. Can you please follow this up with the NSW Government?
24	I have never contacted the council regarding the matter, but I have had so many near misses trying to cross the road at the corner of Lawrence and Harbord Rod. It is incredibly dangerous for pedestrians, and I am very glad to hear that this is being addressed. I can't wait for the zebra crossing to be installed.
25	Agree, lots of people use a short cut through Lawrence Street and drive fast, however I think the speed bump at Rowe St no 16 is overkill....
26	<i>No further comment provided</i>
27	We have lived here for 40 years, and the traffic has more volume and has become a constant rat run. This will be great for reducing traffic.
28	Text indicates speed hump outside 10 Rowe St. Diagram indicates outside 16. Outside 16 is best. No parking area on NE side of lane opposite 16 Rowe St should be better delineated or No Stopping. It is often impossible to see traffic coming down the hill when exiting this lane especially if commercial vehicle parked north of lane
29	<i>No further comment provided</i>
30	I support this proposal and am thankful also, I have lived in Rowe Street for 24 years and have seen many poor driving displays with 90 % being on the bend where Rowe meets Lawrence Street. As per plan this will see still be open to the same behaviours. I believe a speed bump on the bend would easily be the best solution and would also have nil parking spaces lost
31	This is a really dangerous road so good to see it is being fixed. I also think as part of this you should be looking at the parking at the top of Lawrence Street, where the side street / driveway access for multiple properties joins Lawrence Street near the speed hump. Allowing parking right up to the edge of the side street means that when you are exiting this side street you have limited visibility of cars coming up the road and do you to angle of the vehicles you need to temporarily pull out into the opposite lane to drive down the hill. This is exacerbated with large vans and trucks with extended trays.
32	I support this proposal, speeding from cars using Rowe St to cut around traffic on Oliver St is a big problem. An additional problem however is lack of on-street parking, which leads to some cars squeezing into spaces on the side of the street that causes them to stick out, and cars driving past sometimes have to swerve around them. Palomar parade is a nightmare, and I believe this should be changed to a one-way street as it's too narrow for 2 cars to pass through. It is one self-contained loop so I believe this should not be too disruptive (I personally already drive one way already).
33	Thank you for taking into account my past submissions of 2022 and 2023. I believe that the solution you have now arrived at regarding Rowe Street is a fair and balanced one which hopefully will have the desired effect. I and I am sure many other residents are particularly grateful that you are not continuing

No.	Submission
	with the previous proposal to install speed humps outside No 12 Rowe Street although of course I have no problem with warning signs being erected as proposed in this latest notification. Many thanks
34	<i>No further comment provided</i>
35	Pedestrian crossing up by Harbord Road may cause congestion for Harbord Road. Perhaps if this were down outside 126A Lawrence st (in place of the speed cushion). Also, the difficulty is between 16 Rowe St and 128 Lawrence St where the road is steep and curves. Suggest adding a 'children about' sign or zigzag on the road to slow people down around the blind corner
36	<p>Hi - I am supportive, however is it possible to please seek clarification on the following?</p> <ul style="list-style-type: none"> - have the prior concerns raised about cars speeding around the corner (where Lawrence St meets Rowe St) been addressed in this plan? - this plan still does not address the need for residents to cross the road safely on Rowe St. The pedestrian crossing proposed will not help residents with children in particular, needing to cross to 26-28 Rowe St, given there is no path on this side. This is a very dangerous part of the road, given the blind spot here. <p>I would appreciate a response on the above.</p> <p>Thank you.</p>
37	However, do not agree with the part about no parking, as parking is already really limiting out on the street so will make it even more challenging.
38	It would also ease congestion if there was a "no right turn" from Girard Road onto Pittwater Rd between 7am and 9 or 10am
39	<i>No further comment provided</i>
40	<i>No further comment provided</i>
41	This is a huge step forward for the security and safety of the residents who live in this area. We have been advocating for change for over a decade, and I know history regarding the safety of this street goes back many years, further than that. Further to the proposal, I would also like to see the existing speed hump in front of 22 to 24 Rowe Street elevated as well. I have literally seen cars become airborne over that speed hump as they go down the Street over this speed hump. Please consider that amendment to this plan. otherwise, I am fully supportive, it's well and truly overdue, that something is done to slow down traffic in this area.
42	I am very appreciative that council has listened to the concerns of residents on this street and reprised this plan for speed bumps. I wholly approve and support this plan; it would make a huge difference to the many of us who live on this street with young children. Thank you!
43	<p>Great idea.</p> <p>I have always felt extremely unsafe crossing Rowe st with my child due to speeding cars and motor bikes. Anything to make the street safer for parents and children is a good thing!</p> <p>Thanks Council</p>



No.	Submission
44	Highly supportive. At the moment traffic speed and noise are concerning
45	Anything to slow that traffic down is a good thing. People use this Street as a thoroughfare
46	I support this but the most dangerous section of roads in this area is the pedestrian crossing on Harbord Road between Martin Street and Wilson St which vehicles very rarely slow down for and often go straight through nearly hitting people. That crossing needs to be raised to force vehicles to slow down. It is only a matter of time before someone is seriously hurt there.
47	Much needed, the speed with which people come up the hill is horrendous, they use the existing speed hump like it's a fun thing to speed over, I think it doesn't have enough of a hump to it. The extra ones should help reduce the speed enough. I'm all for the no parking, you might get some push back from other residents about that. The crossing at the Lawrence is also a great idea. It's a big YES from me.
48	This & your previous efforts in these streets are very good. While you are at it the Girard Rd-Pittwater Rd intersection should be visited as it is quite a dangerous bottleneck at times, particularly exiting Girard onto Pittwater. I believe an exclusion zone rectangle painted on Pittwater Rd (west to east lane) at the Girard intersection that leaves the space open when the traffic lights towards Manly are red on Pittwater Rd & traffic is banking up. This will allow the orderly exit/entry of vehicles out/into Girard rather than the current 'running the gauntlet' which is quite 'hairy' at times. There is also often quite a bit of impatience by drivers lined up trying to exit Girard particularly those wanting to turn left but held up for lengthy periods by a vehicle wanting to turn right.
49	<i>No further comment provided</i>
50	<i>No further comment provided</i>
51	<p>As the tenant of [REDACTED] Rowe Street, I am very supportive of this proposal. Indeed, I have recently emailed asking why the council approved works have not yet happened and shown photos of the lack of visibility as I exit my driveway.</p> <p>I would like to clarify the location of the proposed speed humps. The description states, "outside 10 Rowe Street" and "intersection of Rowe and Wayne Street". This is essentially the same location.</p> <p>The visual on the QR code shows a second hump at about 16 Rowe Street which is a far better option.</p> <p>The danger is care speeding up the hill, slowing them before the blind corner is the safest outcome.</p> <p>Further, the previous council approved remedy included no parking from approximately 16 Rowe Street to 22 Rowe Street providing clearer visibility on exit for those houses uphill of the blind bend.</p> <p>I notice this has been removed and question why this is so? You will notice (and I have an email from council confirming this) that contractors did install a no parking sign outside number 16 but inexplicably had the sign down hill not</p>



No. Submission

uphill rendering the sign useless.

Photos attached show the lack of visibility exiting number 20 Rowe Street.





No. Submission



52

To reduce speed (limit is 40 kph in both sections of road) and volume of traffic using Lawrence Street and Rowe Street as a rat-run between Harbord Road and Pittwater Road.

On 30 November 2023 [REDACTED] and I discussed 2 speed humps in Lawrence Street – one outside No. 122 to emphasise the 40 kph speed limit and to prevent Westbound traffic from accelerating downhill, early after they have turned into Lawrence Street, and one nearer the bend, outside No. 128, to slow traffic down before the dangerous sharp bend (also downhill) where Lawrence Street becomes Rowe Street.

The proposal only has a single speed hump in the section between 110 and 128 Lawrence Street.

Much of the traffic is already travelling at 50 kph by the time it reaches 126a Lawrence Street.

These speed humps were also discussed with [REDACTED] on 24 November 2020 and documented in an email from me to Phillip the same day.



No. Submission

Additional submission uploaded:

Lawrence Street, Freshwater NSW 2096 mob: [REDACTED]

Council ref: [REDACTED]

13th May 2024

Traffic Calming in Lawrence Street and Rowe Street, Freshwater

There are errors in the attached document and many omissions.

“It is proposed that speed cushions be installed outside the boundary of No.16 Rowe Street”.

It was discussed with [REDACTED] on 30 November 2023 that speed cushions are inadequate in reducing traffic speed and Craig suggested flat-top speed humps are more effective (as per recent installations of pedestrian crossings in Adams Street, Curl Curl and Kenneth Road, North Manly).

The speed humps need to be severe enough to have an impact on traffic speed – as per the speed humps in North Steyne, Manly (the one near the junction of Pacific Street is a good example).

The location of the speed hump is incorrectly stated in the notes accompanying the diagram as “outside No. 10 Rowe Street”

“An additional review has since been completed. Council proposes a raised pedestrian crossing at the intersection of Lawrence Street and Harbord Road”

This is an excellent idea – it would also be useful to have a pedestrian refuge (or some other vehicle deterrent) midway in the crossing to prevent traffic from cutting the corner when turning right into Lawrence Street (West).

A median strip or pedestrian refuge here would be a good site for No Right Turn signage.

Incidentally, Lawrence Street (West) at this point was narrowed in the past and no-one appears to know why. This can cause issues when Eastbound traffic queueing at the junction fails to keep hard left and restricts the lane width for Westbound traffic turning into Lawrence Street (West). When constructing the pedestrian crossing I can see no reason why this part of Lawrence Street could not be returned to its full width.

“... a raised speed hump outside No.126a Lawrence Street, upgraded lane delineation outside No.126 Lawrence Street”

[REDACTED] and I discussed 2 speed humps in this stretch of road – one outside no. 122 and one nearer the bend, outside no. 128.

These speed humps were also discussed with [REDACTED] on 24 November 2020 and documented in an email from me to [REDACTED] the same day:

From: [REDACTED]
Sent: Tuesday, 24 November 2020 9:29 PM
To: [REDACTED]
Subject: RE: Your ref: [REDACTED] SUPPORT

Hi [REDACTED]



No. Submission

Thank you for your time this morning.
Regarding the discussion on speed bumps in Lawrence Street (West), near the junction of Harbord Rd, a location was identified by a street lamp close to **120 & 122 Lawrence St.**
You mentioned the speed bumps that do not cover the full width of the road (Speed Cushions ?) and I now wonder if they are severe enough to have a real impact on vehicle speed and are they a sufficient deterrent for traffic to cease using Lawrence St and Rowe St as a short cut ?

We also discussed briefly that **another speed bump would be needed by 128 Lawrence St.**

To explain:

As soon as traffic turns into Lawrence Street (West) there is the temptation to accelerate because the road runs downhill. Currently it is common for drivers to be travelling at 50kms by the time they reach 126a.

Not forgetting that most traffic using these streets as a rat-run are in a hurry, particularly in peak hours.

On 30 November 2023 it was agreed with [REDACTED] that an early speed bump at 122 is required to slow traffic before it has a chance to accelerate AND to get the message across that the area is speed restricted.

Also there is a 40kph sign at number 124 and this would emphasise the speed limit if it is immediately after a speed hump at no. 122 but would make no sense before a speed hump.

Another speed bump is needed outside 128 before the tight corner into Rowe Street in order to slow traffic before the bend.

A full-width speed bump in this location (no. 128) will also prevent Northbound hoons from attempting to drift round the corner. This is a particular problem on wet days and there have been documented accidents (the most recent that I am aware of was on 28th September 2023). This issue was discussed with you and documented in my email to you on 30th September 2020.

40 kph Road and pole signs around 128 Lawrence Street for traffic travelling East – there are already signs for West-bound traffic.

There is a telegraph pole opposite 128 Lawrence St and the vegetation in front of it will need to be cut back to make sign visible.

The phone number provided for [REDACTED] is incorrect [REDACTED] – should be [REDACTED].

Ref. [REDACTED]

Page 2





No.	Submission
	<p>Diagram Page 1.</p> <p>In the box at the foot of Page 1:</p> <ul style="list-style-type: none"> • “Raised pedestrian crossing at intersection of ROWE Street and Harbord Road” This should read “Raised pedestrian crossing at intersection of LAWRENCE Street and Harbord Road” • On the plans there is one raised speed hump (at no. 126a) between the junction of Lawrence Street / Harbord Road and the bend where Lawrence St becomes Rowe Street [REDACTED] and I discussed 2 speed humps in this stretch of road – one outside no. 122 and one nearer the bend, outside no. 128. See notes above. • [REDACTED] has explained to me the meaning of the following, however this statement requires clarification for all recipients of the proposal. “Upgraded lane delineation to maintain 3m of the trafficable lane from no. 126a to no. 128 on both sides of Lawrence Street.” <p>Additionally, the following items have been raised many times but do not appear in the proposal.</p> <p>Local Traffic Only sign Sign missing from entry to Lawrence St (West) at junction with Harbord Road. Replace with NO THROUGH TRAFFIC.</p> <p>No Right Turn signage Additional sign with 3T limit sign in middle of Harbord Rd at Junction with Lawrence St.</p> <p>Timing No Right Turn 5am to 9am, 7 days a week. As a minimum (and this has been requested many times since 30 September 2020) the No Right Turn should commence at <u>5am</u> and should be all week – currently it is excluded on weekends. Having the No Right Turn enforced for 7 days would also mean less signage for drivers to read.</p> <p>I am still waiting for a complete response to my letter of 22 December 2023 and I have had nil response to my letter of 20 March 2024.</p> <p>I am very happy to discuss the above items and it is obvious to me that an on-site meeting would help to clarify the details. The traffic team need to witness the volume and speed of traffic, particularly during peak hours, in order to understand the issues.</p> <p>Regards [REDACTED]</p> <hr/> <p>Ref: [REDACTED] Page 3</p>
53	<p>Not required for local residents. The issue is those using it is a cut through to Pittwater who are not complying with existing signage. Enforcement required rather than additional measures.</p>



No.	Submission
54	I always thought this was Girard Road from the street sign on Pittwater Road. Strange it turns into Rowe St then Lawrence St.
55	I support the idea of slowing vehicles down but think you are missing a big opportunity to improve the look and feel of the street and promote active transport. Planted kerb extensions with kerb ramps and new footpath will achieve the goal of slowing vehicles down as well as make the street look and feel great
56	The proposed plan will also restrict parking in the street that is already stretched to capacity. This will force vehicles to park in other streets around the area, again limiting parking in a heavily concentrated area.
57	<p>SPEED HUMPS DO NOT MAKE ROADS SAFER . TRAFFIC DOES NOT SLOW DOWN . ALL IT DOES IS CREATE EXCESSIVE NOISE WHEN VEHICLES GO OVER THE SPEED HUMPS , ESPECIALLY TRADESMENS UTES !! HAVE YOU EVER SEEN A TRADESMAN UTE SLOW DOWN OVER A SPEED HUMP ?? NO !! THE NOISE IS DEAFENING AT ALL HOURS OF THE DAY - 24 / 7 !! BECAUSE THEY INVARIABLY HAVE LOOSE TOOLS , WHEEL BARROWS , LADDERS , BUCKETS & BINS IN THE UTE TRAY WHICH THEN JUMP UP AND COME CRASHING DOWN WHEN THEY GO OVER A SPEED HUMP . ALSO VEHICLES TOWING TRAILERS WILL NOT SLOW DOWN OVER A SPEED HUMP - HAVE YOU HEARD THE NOISE WHEN A VEHICLE TOWING A TRAILER GOES OVER A SPEED HUMP ?? CRASH , BANG , WALLOP !! AND THIS WILL HAPPEN AT ALL HOURS OF THE DAY 24 / 7 !! I PITY THE RESIDENTS LIVING NEAR THE SPEED HUMPS , ESPECIALLY THOSE RESIDING AT NUMBERS 126a & 128 !! PLEASE TAKE THIS COMMENT SERIOUSLY . IT IS NOT GOOD LIVING WITH SPEED HUMPS . YOU NEED ANOTHER FORM OF SPEED CONTROL & TRAFFIC MANAGEMENT . NOT SPEED HUMPS . PLEASE - THANK YOU !!</p>
58	You've only recently reduced the speed limit in the street to 40kph, with no consultation (signs were erected overnight). I have lived here 10 years and there has not been, to my knowledge, one accident. Since you changed the traffic conditions (entry times into Lawrence from Harbord) the Police sit at the top of the road waiting for someone to make a mistake, so its become a revenue generator for them. This will just give them more reason to lurk and fine unsuspecting drivers. The lighting is however poor at night and bends are blind, so perhaps some better lighting and some chevrons or sharp bend signs might be a better than speed bumps in dark streets.
59	Most of the ideas are great. However I live directly above the proposed speed device at 126 Lawrence . Whilst slower is appreciated a hump will add to noise and air pollution - as cars break then accelerate. Can you please trial a sign board or two with "your" speed, pass fail smiley face display. That might achieve the slow speed plus quiet more efficient driving. Thanks the rest looks excellent particularly improved crossing at top.

No.	Submission
60	<i>No further comment provided</i>
61	Equally important to this upgrade is removing the parking allowance between the top of Lawrence Street and Martin Street. Vehicles parking here restrict the vision of traffic turning right out of Martin Street. Cars generally drive fast coming around the corner on Harbord Road travelling north and this is a dangerous blind spot when cars are parked in this location.
62	I would suggest to look into the traffic coming from Waine St as well. There is a steep section that many cars see as encouragement for speeding. We had a severe accident at 5 Waine St recently with three cars completely destroyed, due to a car speeding down the hill and not seeing the car coming out of the driveway. Also the childcare place at 4 Waine St needs safer pedestrian access. There is no pedestrian crossing that allows parents to cross the street safely. It's all part of the same problem. So I suggest to add additional measurements to the current planning. A crossing across Waine st at the intersection to Rowe St would solve the problem. Indicated in red in the attached picture.

Verbatim Responses received via Email

Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

No.	Submission
1	<p>I live at [REDACTED] Lawrence St and have received your proposal to put a speed bump on the road outside our properties.</p> <p>What I am not clear about is if having the hump includes no parking either side of it - is this what you mean by 'parking delineation'? Can you please explain this?</p> <p>From our property, we are coming up to the road from a steep driveway so are at a real disadvantage in trying to see the road, something that is added to with people parking either side of our driveway blocking our view both left and right of the road. We also don't have an SUV so don't have a high car to see over other SUVs or trucks that park on the road.</p> <p>If there is no parking on the [REDACTED] side of the street either side of the hump I am happy for it to go ahead. If not I will not support having it outside [REDACTED] as it is another thing to worry about when trying to negotiate coming out of our driveway.</p> <p>I have no issue with the other measures listed in your letter but I'm not sure if having a hump at the Pittwater/Girard street intersection is necessary. People can't go fast coming onto or off this bit of road anyway as it is a busy intersection.</p>



Document administration	
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Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.