

Summary Report of Community Engagement

Project name	Traffic Calming – Frenchs Forest Local Area Traffic Management
Public notification period	13 October– 12 November 2023
Background	<p>Council has received ongoing concerns from Frenchs Forest residents regarding excessive speeds unsuitable for local roads, high traffic flows and “rat-running” through residential streets in the Frenchs Forest area due to congestion on Warringah Road.</p> <p>We have also been advised that the vehicle speed coming off Warringah Road into local roads in the Frenchs Forest area is of concern. Council has conducted traffic volume and speed surveys and have confirmed that these issues are evident. Council therefore proposes to introduce traffic calming measures to reduce overall speeds within the area to improve safety for local residents and school children and deter rat running.</p>
Total number of submissions	166
Summary of findings	<p>During the public notification period we distributed letters to 943 local residents advising the proposed works.</p> <p>We received 166 responses, with a third of these responses supporting the proposal, some also making further suggestions. However, two thirds of the responses did not support part or all of the proposal.</p> <p>Those who responded with support for the proposal, welcomed Councils’ plan to introduce traffic calming in the area, for the benefits it provides to improve safety for pedestrians and motorists, and its potential to reduce traffic congestion in the local streets.</p> <p>There were several requests that a No Left Turn restriction be imposed from Warringah Road into Hilmer Street and into Bantry Bay Road during the AM peak period for those travelling in a westerly direction.</p> <p>We also heard feedback on the number of traffic calming devices and pedestrian crossings proposed in the plan and</p>

	suggestions for how this could be improved. A range of adjustments to the proposed plan have been made in response to this feedback.
Engagement approach	<p>The engagement was planned, implemented and reported in accordance with Council's Community Engagement Strategy (2022).</p> <p>A project page* was established on our have Your Say platform with information provided in an accessible and easy to read format. The page was promoted through resident letters and on Council's Website via 'Your Say' Page</p> <p>Feedback was captured through an online submission form on ONEBlink. Respondents were asked a sentiment question to indicate their support or non-support of the proposal. An open-field comments box provided community members a space to share their comments. Email and written submissions were also invited. Contact details were provided should people have questions.</p>

<https://yoursay.northernbeaches.nsw.gov.au/traffic-calming-frenchs-forest>

How we notified	
Properties notified by letter	943
Authorities notified by email	N/A
Visits to Your Say page	1,300

Findings		
Theme	What we heard	Council Response
Concerns for pedestrian safety	A number of residents noted that they have been concerned for the safety of pedestrians due to the increase in traffic on local roads and speeding motorists and welcome the proposed traffic calming in the area.	Council aims to improve safety in our local areas for pedestrians and motorists by working with Transport for NSW (TfNSW) to physically reduce the speed limits of local roads and redirect traffic to state and regional roads like Warringah.
Warringah Road - No Left Turn or No Left Turn 7:00am – 9:00am Mon–Fri “Local Traffic Only”	A number of residents have requested that Council impose a No left turn restriction from Warringah Road to Hilmer Street and Bantry Bay Road. Others have requested that an imposed No left turn restriction also be accompanied by an exception for “local traffic only”	<p>No Left Turn - local traffic only would impact the school community of Our Lady of Good Counsel.</p> <p>This measure would impact existing and planned businesses in the Bantry Bay shops as part of the Frenchs Forest Town Centre Structure Plan (zoning is already in place).</p> <p>This measure requires enforcement, is difficult to control and would put undue pressure on the local police force resourcing.</p> <p>No Left Turn - local traffic only from Warringah Road requires approval from TfNSW</p>

Warringah Road Improvements	Some residents have requested Council improve congestion on Warringah Road.	<p>Warringah Road is owned and managed by Transport for NSW (TfNSW) and is designed to carry larger volumes of traffic.</p> <p>Vehicles passing through the area should be using this road, rather than the local side streets.</p> <p>Council will continue to liaise with TfNSW and advocate for the improvement of traffic flow along Warringah Road on behalf of residents.</p>
Number of Traffic Calming Devices	Some residents have requested a reduction in the number of traffic calming devices on Maxwell Parade to reduce the inconvenience to local residents.	<p>We have investigated residents' concerns to determine if changes can be made without compromising safety.</p> <p>Council has made alterations to its design which includes a reduction in the number of traffic calming devices proposed on Maxwell Parade.</p>
Access Restricted	Some residents of Panorama Parade requested the removal of the proposed chicane at the intersection with Fitzpatrick Avenue East, stating that it restricts them from turning right onto Fitzpatrick Avenue East.	We have investigated and modified the design to the address the residents' concerns.
Loss of Parking	The proposal will remove valuable street parking	<p>Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles should utilise garages and existing driveways and/or prioritise off-street parking according to their needs.</p> <p>Where possible we have adjusted the proposal to minimise parking loss. Three</p>

		chicanes have been replaced with raised thresholds.
Speed Humps	<p>Some residents were in support of the proposed speed humps (watts Profile type).</p> <p>Other residents noting speed humps, indicated concern for parking loss, the potential danger they could impose, their impact on noise and potential damage to vehicles.</p>	<p>The recommended travel speed over a speed hump is 25 km/hr. When travelling at the recommended speed or lower, no damage should be incurred to a vehicle.</p> <p>Appropriate warning signs will be installed at the approach to each speed hump to ensure a vehicle has enough time to slow down before travelling over the speed hump.</p> <p>Parking will not be lost due to the introduction of a speed hump. There is no law in NSW to forbid a motorist from parking kerbside over a speed hump unless signed otherwise.</p> <p>Based upon traffic data and site investigations, Councils preferred plan was exhibited to the community based upon best practise. In response to community feedback however, Council has revised the plans. Revisions include a change to the type of speed hump as well as a reduction in the number of Traffic calming treatments proposed. Subsequently an adjustment to their proposed location was required to ensure their effectiveness to calm traffic.</p>
Pedestrian Crossings	Some residents have requested that Council reduce the number of pedestrian crossings proposed on Bantry Bay Road.	We have reviewed the design and for the time being have removed the pedestrian crossing on Bantry Bay Road near the intersection with Yarraman Avenue from this proposal. Council will continue

		to monitor this location for pedestrian safety.
Increase in Police patrols	Some residents requested an increase in the frequency of police patrols.	Council will raise the concern with the local police and request an increase in the frequency of police patrols noting the high level of demand on local police resourcing.

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

Question raised in feedback	Council's answer
Who do you plan on policing parking around this area during church service times, as you can only park within certain distances from crossings.	Council will install warning signs and lines to supplement new traffic calming devices. Council's rangers and police will be able to enforce should motorists breach the parking rules.
What were the results of the traffic volume and speed surveys?	A range of traffic surveys have been undertaken at various locations around the precinct and over many years. Results indicate that there are issues with speeding and excessive traffic volumes particularly at specific times of the day.

Verbatim Responses

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.	This doesn't go far enough. I've raised multiple concerns with council. There needs to be a speed bump or similar between corner of Warringah and Bantry Bay Road and Fitzpatrick Ave. Cars are flying past my house before turning right into Fitzpatrick Ave.

2.	Fabulous ideas, all of them. I would also like to see speed humps installed in Bantry Bay Road and the road upgrades continued all the way down to Ararat Reserve and the euro clubs, as cars speed down the road to attend sporting events and the clubs. The road has not been widened and resurfaced like the sections before Garner, so you get forced off the road by drivers travelling at high speed, it's becoming very unsafe. Thanks.
3.	These changes will have an unnecessary impact on the local residents. I see it as a burden on us and not addressing the cars doing 'rat runs', council will need to come up with another solution. I suggest making Bantry Bay road a no left turn except for local residents during peak hour times. The pedestrian crossings will be dangerous and add to traffic congestion during church service times. Who do you plan on policing parking around this area during church service times as you can only park within certain distances from crossings. This poses a public liability issue of people getting hit by cars. I travel this road daily and have not noticed cars speeding down Bantry Bay road. This road is also too narrow for chicanes and would be dangerous. I would only support chicanes if this entire section down to the sports oval was no street parking.
4.	The number of management devices proposed would make already busy and narrow streets almost impossible to navigate. The chicanes are dangerous considering the widths of the proposed streets and the number of pedestrian crossings on bantry bay road are entirely unnecessary and will present difficulties for parking, particularly around the church which is very busy. Consideration should instead be given to time limited (with exception for residents) no left turn signals off warringah road which should be enforced by police.
5.	Respondent did not make a comment.
6.	I suggest a better alternative to deter the main issue of rat-running along Fitzpatrick Avenue East would be to limit left turns into Bantry Bay Road and Hilmer Street from Warringah Road in the morning rush-hour, in a similar manner to the current local traffic only restriction turning into Kanya Street from Rangers Retreat Road. In addition I am concerned the proposed pedestrian refuge proposed outside 22 Rangers Retreat Road will impede access to driveways and limit off street parking places for 17, 19, 20 & 22 Rangers Retreat Road.
7.	Thank you for your proposal. However, what we really need is to stop traffic cutting through Fitzpatrick East all together at rush hour times, rather than further slowing it down with speed humps etc. It would be best to make the area residential traffic only, like in other local areas. Thanks for your consideration.
8.	Respondent did not make a comment.

9.	As a local resident I fully support this proposal. Rat running has gotten worse in the area. There needs to be more footpaths in the area, so schoolchildren aren't forced to walk on the road.
10.	I strongly support this proposal. I live on Nulgarra St and walk along Maxwell Pde and Currie Rd at least ten times per week, as do our school aged children. Many other pedestrians do the same, including preschool and school aged children attending OLG school and its associated early learning centre. The proposed measures will increase pedestrian safety, particularly given the blind crest on Maxwell Pde. Thank you!
11.	I support the proposal, but i would love to add a speedbump on hilmer street. There are huge amount of cars speeding up to get to the traffic lights. We have several families in the street with many small children , and the speeding itself and the noise is massive concern too.
12.	This is the LEAST of the issues in the Frenchs Forest / Belrose area. Council MUST address the issues on Forestway near the crossing towards Wakehurst Public School at Weardan Road. Children have been run over and hurt, mutiple car accidents happen weekly. Speed limits need to be lowered to 60km an hour. Barriers on the footpath need to be erected. This is a MASSIVE safety concern.
13.	I have lived here for 30 years and never noticed any excessive speeding down Maxwell Pde. The road is not a thoroughfare to anywhere and it is only used by local residents and school parents. Traffic is sufficiently controlled by the peak hour no entry sign at Kanya St. I am not aware of any accidents, let alone fatalities on Maxwell Pde. that might warrant or justify this expense by Council. A simple drive down the street shows it is not a road you could conceivably speed down as there are more parked cars on it than previously making it less likely that anyone could speed anyway. I would suggest if Council has excess funds they want to spend they consider reducing the number of speed bumps along Parni Place, another street where it is neither safe nor possible to speed due to the increase in resident cars parked on the street. The only suggestion I have for improving safely would be to create a left turning lane for the Warringa Rd exit to Maxwell Pde. to give vehicles more room to safely slow down when turning into Maxwell. This probably wasn't needed before the tunnel was built as the left lane wasn't as busy.
14.	Respondent did not make a comment.
15.	Respondent did not make a comment.

16.	<p>In my observations of moving to bantry bay 18 months ago, and living in Frenchs forest my whole life, bantry bay road is the worst road in Frenchs forest by far.</p> <p>The recent road widening was perfect and they did a great job, but they need to continue the widening all the way to Grattan crescent to allow the traffic to flow properly.</p> <p>There is no room for 2 cars to pass in the opposite direction while another is parked on the road, causing people to speed up and beat the opposing car as neither car wants stop and give way.</p> <p>Speed bumps and chicane does not solve the traffic flow problem.</p>
17.	<p>My husband and I bought our house in Penrose Place ten years ago. In the last five years since the Northern Beaches Hospital was built, we and other Penrose Place residence have noticed a large increase in traffic flow coming to and from Bantry Bay rd. The biggest concern of all here is that Bantry Bay rd needs to be made wider another lane to allow bicycles, parked cars, moving traffic coming to and from Bantry Bay rd. I as well as many of my neighbours travel up and down this road every day, we struggle to fit down Bantry Bay road because of parked cars on one side, I've seen so many near accidents with bicycle riders a lot of school kids ride down Bantry Bay rd, nearly being hit and also parked cars being swiped with side mirrors being knocked clean off because traffic who are wanting to get out to Warringah rd don't always want to give way and wait behind the parked cars because there is "NOT" enough room along Bantry Bay rd to "SAFELY" allow bike riders, three cars all at once, including already parked cars to travel in both directions. The neighbours and I feel as though Bantry Bay rd is like a "ONE-WAY" street. We feel there is so much unused bush land on one side, my neighbours and I would like to put forward this request to have Bantry Bay rd widened.</p>
18.	<p>Traffic calming will not resolve the issue of rat running through these local streets to avoid congestion on Warringah Road. Traffic calming is not required along Garner Avenue, which is already a narrow street with cars parked. Further, the proposal will impact cars turning out of Kolonga Place, in particular our house which is [REDACTED]. Garner Ave is not yet a rat run, but will be if measures are taken to block off Fitzpatrick Ave East only. If wanting to completely resolve the rat race issue, the left turn from Warringah Road to Bantry Bay Road must be stopped and made for locals only. Any other measures will just spill the rat race from Fitzpatrick Ave East to other surrounding streets.</p> <p>Further, it is completely unsafe for pedestrians walking along Rangers Retreat Road towards Karingal Crescent if they want to access Warringah Road as there is no footpath. A footpath needs to be established as soon as possible, as well as a safe means for pedestrians to cross the intersection of rangers retreat and Fitzpatrick Ave East - this is incredibly dangerous, particularly when i walk my 3 young kids to school.</p>

	The proposal seems expensive and excessive, I don't think 3 crossings along bantry bay road are required, perhaps one at the entry from the aquatics centre and one at Yarraman ave
19.	Respondent did not make a comment.
20.	This proposal unfortunately does nothing to address the main concern of residents around the Bantry Bay area. The main concern being the rat run currently being used by motorists from 7am-8.30am on weekdays, by turning left from Warringah Rd onto Bantry Bay rd then turning right onto Fitzpatrick Ave to then turn left back onto Warringah rd. Tuesday and Wednesday mornings the worst days with motorists banked the complete way along Fitzpatrick Ave residents can not even exit their Drive ways on some days.
21.	The proposal will reduce street parking on Maxwell Parade, forcing residents to park in adjacent streets. Effectively turning those adjacent streets into single lane roads. For residents who have no choice but to use Maxwell Parade, the number of speed humps encountered may damage their vehicle.
22.	Respondent did not make a comment.
23.	The problem is NOT the speeding- it is that traffic that use this as a rat run to avoid Warringah Rd in the mornings. I cannot even get out of my street some mornings as the traffic is banked back up to Rangers Retreat.. just install a No left turn at Bantry Bay & Hilmer in the mornings & have the police monitor it for the first month- solution solved!! Simple. We don't need traffic calming devices just stop the thru traffic in the mornings like Grace Ave & Parni????
24.	1. Outside 38 Maxwell Parade, there is a dangerous crest in the road which drivers cannot see over. Despite double white lines, cars cross over to the other side and I have had several near misses. I suggest a physical barrier to separate the lanes and prohibit parking on the crest to widen the space for passing cars. 2. Cars still speed down Bantry Bay Road. I suggest an additional speed hump at the corner of Bantry Bay Road and Utyana Place.
25.	The proposed changes to manage traffic flow on Maxwell Parade will do little to actually manage the issues that currently affect the stretch of road and the residents, and will most likely cause more issues including causing premature and accelerated damage and wear and tear to vehicles and the road surface and increased noise. Further, by adding traffic calming devices it will reduce on-street parking and cause vehicles to be parked closer together, exacerbating current problems with visibility and adequate space to allow oncoming traffic to pass. By adding multiple speed humps and chicanes to the road, this will dramatically increase wear and tear to residents vehicles and increase

	<p>the risk of damage to them, especially from the kerbs associated with the chicanes. The repeated extension and compression of vehicle shock absorbers over the speed humps will contribute greatly to a reduction in the life of these components, and it must be noted that replacement of shock absorbers and springs are not cheap and can be quite labor intensive. The speed humps will also increase the risk of bodywork damage to residents who have vehicles with lower ride heights, particularly front bumpers and splash panels mounted under the engine. Further the chicanes will increase the risk of wheel and tyre damage from the kerbs, especially for residents who have vehicles with alloy wheel rims and lower profile tyres. Many people are still carrying damage from potholes from the last 2-3 years or have only recently had pothole damage repaired. Most vehicles that would fall into this category regarding wheels would also likely have fairly expensive tyres and as such the chicanes should be considered to be posing an unacceptable level of risk to personal property.</p> <p>By introducing speed humps to Maxwell Parade, the overall level of noise will be increased due to vehicles having to slow down, traverse the speed humps and then speed back up. This can be seen clearly on McCarrs Creek Road in Church Point where a significant number of speed humps were installed in 2020. Having driven the section of road in question multiple times prior to and after the installation of the speed humps, the noise level of the road has been greatly increased, primarily from the extension and compression of vehicle's suspension and engine and exhaust noise when accelerating away. In the case of Maxwell Parade, this will cause a great amount of noise and disruption to residents directly on the road but also residents in adjoining streets during the quieter hours of the night. There will also be greater brake noise, especially from trucks and larger vehicles. Whilst this will contribute to the increased noise pollution, the increased use of brakes will increase particulate pollution along the street as well as damage to the road surface due to trucks and heavier vehicles.</p> <p>These proposed measures will not address the issues currently affecting Maxwell Parade, and will likely exacerbate them. Currently there are a large number of vehicles parked on the street, some clumped closely together and some spaced further apart. Currently they pose both a visibility and maneuvering hazard, particularly on the rise before Milton Place. By adding the speed humps and chicanes this will cause the problem to be exacerbated. There will be less space for vehicles to park which will cause them to become concentrated, posing a hazard regarding oncoming traffic. Further, they will not deal with the issue of speeding vehicles. People will still drive fast between the speed humps and chicanes, as they do on other streets in the area with similar devices such as Cook Street.</p> <p>Overall, I object to the proposal as it will do little to reduce the issue regarding Maxwell Parade. It will increase the risk of premature wear and damage to resident's vehicles, increase the amount of noise and</p>
--	---

	exacerbate the current parking and visibility issues on the road. The only solution as I see it to address the problem of speeding on Maxwell Parade would be for the Police to have an active presence, much like Starkey Street in Killarney Heights. This would be a much more effective deterrent to speeding and dangerous driving rather than traffic calming devices that pose an unacceptable risk of damaging vehicles and increased noise pollution.
26.	What a complete waste of money! Use the money to fix potholes on your existing roads, reduce our rates.
27.	<p>The actions being taken are good, however I feel there should be consideration to some further developments.</p> <p>1) consider placing a further traffic calming (line marked chicane) on Bantry Bay Rd at a point between Gratan Crescent and Yarraman Avenue to further reduce excessive speed travelling north south on Bantry Bay Rd.</p> <p>2) better policing of the stop signs on the function of Fitzpatrick and Rangers Retreat. There have been a number of near misses with cars travelling east west on Fitzpatrick not stopping, and cars on Rangers Reach needing to take evasive action.</p> <p>3) better policing of cars parked on yellow lines on corner of Primrose Ave and Hilmer St.</p> <p>4) better policing of vehicles parked on yellow lines at corner of Yarraman Ave and Rangers Retreat</p>
28.	<p>As a local resident I support the proposal in general but don't believe it addresses the root cause of the issue, namely the huge increase in traffic using the Bantry Bay Road and Hilmer Street turn-offs from Warringah Road to access Fitzpatrick Road.</p> <p>Since the "upgrade" to Warringah Road, Fitzpatrick has become a hugely popular rat-run to try to avoid the congestion at Forest Way. Of course this has led to massive congestion on Fitzpatrick which is often backed up all the way to Rangers Retreat Road.</p> <p>If both Bantry Bay Road and Hilmer Street became a No Left Turn from Warringah Road during the morning peak hour this would eliminate a huge amount of traffic and a lot of the problems associated with speeding cars.</p> <p>This approach is already used at the northern end of Parni Place where a No Entry exists in the morning and has largely eliminated Parni as a rat-run.</p> <p>Of course the No Left Turn would not be applied to local residents of the Bantry Bay pocket including surrounding streets such as Yarraman Road and the many cul-de-sacs off Bantry Bay Rd.</p> <p>I would very strongly recommend looking into this addition to the current traffic calming proposal and I believe the majority of local</p>

	residents would very much support this idea. Thank you for your time.
29.	By enforcing the "No entry between..." at Bantry Bay Rd and Hilmer St and a "No left turn at Maxwell Pde between ... and ..." would save hundreds if not thousands of dollars by not having to install TRAFFIC CALMING devices that are proven to not calm.
30.	Support. Especially the Maxwell Pde, Currie Rd and Fitzpatrick Rd East.
31.	Respondent did not make a comment.
32.	I recently forwarded a request for pretty much exactly what is being proposed above. Ref No. RF2023/ [REDACTED] My only concern now relates to Yarraman Ave which should, I believe, have a chicane or speed bump placed around half way between Bantry Bay Rd & Rangers Retreat Rd. as speeding vehicles, motor bikes etc make it into a race track far to often !!!!! & there are lots of children about.
33.	Money would be better spent sorting out why there is so much congestion on warringah road. There are a few pressure points where considerable investment has only just been completed, but forest way is still a mess from 7:30-9am and warringah road through forestville is slow at similar times. There needs to be smarter light sequencing.
34.	Respondent did not make a comment.
35.	I support this proposal with major amendments. - Ped crossings should be continuous grade from kerb to kerb. This will promote pedestrian use as well as create slow point for cars. - Chicanes at intersections should be removed and other treatments designed. I.e. kerb extensions, continuous footpaths. You can provide a much safer crossing point for people, this doesn't improve pedestrian movements. Studies show, creating an environment that enhances Active transport is key to reduction of congestion, climate change, public health. These treatments are just designed for cars. Which will have minimal impact. - Pedestrian refuges aren't needed. Just construct kerb buildouts, two fold, improve pedestrian access, slow down traffic at mid blocks and turning. - Painted asphalt will have little to no affect on traffic calming, never worked and wont here. Put in crossing points for pedestrians with kerb buildouts etc. - Why not turn speed humps into crossing points?
36.	Respondent did not make a comment.
37.	Respondent did not make a comment.

38.	I do not support changes on Fitzpatrick Ave East. Better do not allow left turn for traffic into Bantry bay road and Hilmer road from Warringah road during pick hours Monday to Friday.
39.	<p>I'm trying to understand why council is looking at putting these traffic calming devices into place to stop rat runners that affect us a few hours a day in the morning during the week?</p> <p>Then we as residents all have to put up with these devices 24/7.</p> <p>Especially the homes where the calming devices are out the front of their houses.</p> <p>I lived in a house with a speed hump out front for years and idiots speeding then hitting the brakes or loose items in utes banging around are annoying at 3in the morning. But I'm sure you don't care or think about that!</p> <p>Proper policing with heavy fines and points lost will deter the rat runners better than calming devices. And our roads will remain useable at all hours.</p> <p>My suggestion is time of day license plate reading cameras placed on the Warringah Rd entry to Bantry Bay Rd and Hilmer St as these are the only two streets that cars and trucks can enter if they're trying to beat the traffic on Warringah Rd in the morning.</p> <p>And the same time of day License plate reading cameras on the exit roads of Fitzpatrick Ave East, Maxwell, and Currie Rds, with local residents exempted.</p> <p>Any vehicles entering and exiting under a certain time of a morning can be sent a fine for using these streets during morning peak hours.</p> <p>And once this is set up the no turn into Kanya St from Rangers Retreat Rd during the hours of 7am - 8:45am can be removed which will open up our small subdivision to locals who may have kids to take to the local school or residents who may be returning from other areas East of Kanya in the morning. I still have so much trouble thinking why locals are lumped in with every other driver in Australia at not being able to turn into a street in their own subdivision of Frenchs Forest especially people who live on the street, and Parni Pl. This has to be the most idiotic law ever enforced by a democratic state government ever!</p>
40.	<p>As a local resident in the area for over 30 years I think these plans are not necessary and are restrictive to local residents using the area.</p> <p>There has been recent traffic calming measures installed when the</p>

	new Warringah Rd changes were made. These are more than sufficient. PLEASE no more!
41.	<p>Already the traffic is backed up Fitzpatrick Ave in the morning and I can barely get out of my driveway The new road system on Warringah Rd has done nothing but cause a bottleneck</p> <p>There is no need to slow or calm traffic on Fitzpatrick Ave East it's already a stopped or gridlocked road. There has been no consideration to the residents in Fitzpatrick Ave whatsoever</p> <p>Maybe the answer is making Fitzpatrick Ave East a dead end at Warringah Rd</p>
42.	<p>I greatly appreciate these initiative and support them however none of these actions will help to reduce the excessive rat running that occurs along Fitzpatrick Ave. If possible it may be helpful to install morning peak no left turn signs at Bantry Bay Rd and Hilmer Ave (with local traffic exemption) this will dissuade rat runners and can be followed up with enforcement.</p> <p>Also, the intersection of Fitzpatrick and Rangers Retreat road is a very dangerous crossing as drivers tend to treat it as a high speed give way rather than the stop sign, I have had many near misses here. To motivate, this intersection would certainly benefit from a raised pedestrian crossing: this would provide safe crossing and also force traffic to slow. Thank you</p>
43.	Respondent did not make a comment.
44.	These traffic calming devices will only cause inconvenience for residents can you please come up with solutions to stop the excess traffic entering our streets instead e.g. make Bantry bay rd and Hilmer street local traffic only in the morning using signs
45.	<p>I have lived in the Bantry Bay Area for 18 years and am very surprised that it has taken so long for the council to put measures in place to deter people from entering the area to avoid traffic on Warringah Road. All of this excess traffic puts residents of the area in danger and delays us from exiting our properties. We have to queue in traffic to leave our area. I believe the entrances to Hilmer Street and Bantry Bay Roads should be local traffic only during the morning peak hour. You have done this in other streets when needed why not here? All of these speed bumps and traffic calming devices are just going to inconvenience local residents even more. We will have to navigate them all day everyday it seems a crazy solution. Please deter the excess traffic from entering our area instead of implementing measures that will inconvenience and impact the locals even more.</p>

46.	<p>Hello,</p> <p>I support this current proposal. However believe that these additional traffic management devices will not reduce the level of cars cutting through, they will only reduce the current speed of the traffic. Please note the only way to reduce the amount of traffic, which is the main resident concern due to the volume of cars with the added safety risk due to the number of local school children in the area is to.</p> <p>1. create a "NO ENTRY" (Authorised Access Permitted) between 7:00-8:45am Weekdays from</p> <p>a. Hilmer Road</p> <p>b. Bantry Bay Road</p> <p>entering from Warringah Road to Fitzpatrick Avenue.</p> <p>This would be a similar no-through traffic between morning rat-race times over in Grace Avenue, Frenchs Forest, West. I have attached a photo of the current time restrictions of which I believe should be added to the NO ENTRY of Fitzpatrick Avenue from Hilmer Road and Bantry bay road on the entry from Warringah road.</p>
47.	<p>I just think its a little excessive especially the treatment for Maxwell pde.</p> <p>I understand & agree with needing to slow the traffic to all the nominated roads, but just seems a bit overdone.</p> <p>And i sympathise with residents living near these 'humps'.... as a ute driver often carrying with tools & materials in the back... it can be pretty noisy going over these things no matter what speed your doing.</p>
48.	<p>As I am a resident of Panorama Crescent there should be no situation where the traffic calming devices stop residents in Panorama from turning right into Fitzpatrick ave</p>
49.	<p>This will make the issue worse. The traffic calming devices will not stop drivers from using the street, it will make the noise and traffic worse. The better option is to make a no left turn into Hilmer st or Bantry Bay road during the morning rush time. Plus it will save the government a lot of money in installing this invested traffic calming devices.</p>
50.	<p>I support the proposal; however, I just want to raise a concern regarding the placement of the speed hump Speed Hump on Maxwell Parade, immediately north of its intersection with Rhonda Avenue (outside No. 53 Maxwell Parade) and whether impact to the street stormwater drainage has been assessed with the proposed development. I live below this area on Milton and have been previously impacted by overland water flow emanating from the driveway in front of No. 40 Maxwell, adjacent to where the new speed hump is to be sited. There are two stormwater drainage pits in on that section of road, and the catchment area for the two stormwater drainage pits extends from the intersection of Maxwell and Currie to the high point of the road outside No.36 Maxwell. These drains only have small pipes which I estimate would be 100 - 125 mm diameter</p>

	and discharge into stormwater pits at the top of Rhonda Ave and Milton Place respectively. During high rain fall the water shoots across the road at the discharge point as they have insufficient capacity. My concern with the speed hump is that it may obstruct the natural water flow on the road and create a dam effect causing the water to spill over the driveway more frequently outside of No.40 Maxwell impacting residents below, myself included.
51.	<p>My husband and I have been living on Fitzpatrick Avenue East for over 21 years. We are not prepared to put up with the noise associated with vehicles speeding up and braking constantly as they move into and out of the proposed chicanes. The parking on our part of Fitzpatrick Avenue East (why has been it called Fitzpatrick Road East on the Council letter - very concerning) will also be affected and a lot of families have children of driving age - where will they park? Not to mention residents who own trailers and boats who park on the road.</p> <p>Please just install signs on Warringah Road at the Bantry Bay and Hilmer Street entrances that advises motorists they can't turn left at certain times of the day - namely in the morning during the week. That will solve the problem considerably.</p>
52.	I object to Sheet 5
53.	I live in a panorama crescent and object to Sheet 5 proposal as I am already locked in to my street between the hours of 7am and 9am due to rat running caused by hospital backlog and cant leave my street due to cars blocking my exit and now you want to put a chicane to stop me from turning right out of my street. I love paying rates to be in Jail! Use your common sence and do whats right not what doesn't work like the underpass debacle. make the area residence only and police the area for 6 months handing out fines or even place a Phone detection camera to hand out fines to out of area registered vehicles entering from Warringah into Bantry bay road between 7-9am. unmanned option. NO NO NO NO to SHEET 5
54.	Respondent did not make a comment.
55.	<p>I make these comments as a resident of 19 years at ■ Fitzpatrick Avenue East. I make them in respect of my street, I cannot provide specific comments on other streets proposed in the plan.</p> <p>1. "Traffic calming" is not the issue - using our street as a rat-run is. That it would become a rat run was part of my submission when the Northern Beaches Hospital traffic management plan was first proposed. I was assured the new underpass on Warringah Road would be so successful I should not be concerned. I'm still shaking my head at that convenient view of the "experts".</p> <p>2. "Traffic calming" via a speed hump outside our house was last proposed in 2018. I make the same submission again - we endure</p>

	<p>more noise since the removal of the trees/ parkland to widen Warringah Rd. I do not accept further increased noise with cars de-accelerating/ accelerating over a speed hump; utes with tools etc. clattering over it. Our main bedroom faces the road and this noise would simply be unacceptable.</p> <p>3. Our cars park off-street, but the state government's love of granny flats means we are now surrounded by them. Of course they have no parking, so visitors to our house usually have to park well away from our house. This proposal would serve to further reduce street parking. As for finding a space to even place rubbish bins some days - ha!</p> <p>4. It defies belief Council elects to get this far into a "plan" before consulting residents. How much time and cost has gone into it at this point? It has so many flaws. Ever tried driving east up Fitzpatrick Avenue East from # early morning when the sun is rising? The last thing you need to navigate is a chicane.</p> <p>5. Why has the simple solution of a "local traffic only" rule (blocking peak-hour left hand turns off Warringah Rd into Bantry Bay Rd & Hilmer St) not been considered?</p>
56.	<p>I do not support the installation of speed humps. With most drivers using SUV's it doesn't slow the majority of vehicles down, just causes damage to normal cars.</p>
57.	<p>The main thing that needs to be done is a no left turn into bantry bay road at Warringah road. To stop the rat run.</p>
58.	<p>I am writing to raise my concerns regarding the proposed positioning of traffic calming devices adjacent to my property at Maxwell Parade.</p> <p>I raised this concern initially in an email to council on 6 Jun 2021, to [REDACTED] and [REDACTED]. You will find this email and its PDF attachment in your council records. I did not receive a response to my email at the time.</p> <p>Having lived at this property for the last 20 years I have an in-depth knowledge of traffic and pedestrian issues along this street.</p> <p>The extracts from a council report back in 2021 and now again put forward by council as per the mail dated 13 October 2023, indicate a calming device directly outside my house. Please refer to the attached file 'MaxwellPde_TrafficCalmingExtract_2019.jpg' as I sent in 2019.</p> <p>Also attached is a part survey of my property that shows the location of a sewage manhole and the stormwater kerb drain which would have access impeded by the proposed traffic calming device location.</p> <p>We are also concerned that there is a rise in the road to the south of</p>

	<p>our property. This rise makes traffic calming device concealed from a northbound driver's view until the approaching car is virtually at the device. No amount of signage to warn of an upcoming concealed traffic calming device will alert some drivers. Moving the device north by 15 metres should resolve this issue and give the driver a better chance to prepare to negotiate it.</p> <p>As noted above, aside from this blind spot issue we also believe the device should move north as access to the existing sewage manhole from a sewage inspection and maintenance truck would no longer be possible with a chicane placed in the proposed location. The new blister kerbing would be in the way of this access. This is all indicated on the plan extract I attach, called 'MaxwellPde_TrafficCalmingExtract_2023_ProposedRelocation.jpg'</p> <p>Aside from this there is a stormwater grate that frequently fills with leaves and needs the council street sweeper to clear it. This is also indicated on the above-mentioned plans. With the calming devices located as per the council report the street sweeper will not be able to get to the grate and the grate will become subject to leaf buildup and blockage resulting in flooding of Maxwell Parade.</p> <p>Apart from all of the above items that need to be considered by Council we believe to place the traffic calming devices outside our property would de-value it due to the inability to park cars directly outside our own house. The de-valuing of property is something we would like Council to respond to and to advise on, if there are any compensations offered by the Council due to the loss of amenity in this regard.</p> <p>Can you please review my concerns and respond back to me as I think I have made a very clear case for relocating the calming device north as shown on my attachment.</p>
59.	Strongly support this proposal, to ensure safety of the extensive pedestrian traffic that uses this road
60.	<p>I agree that traffic should be improved but 3 speed humps plus 2 at-grade thresholds and 2 chicanes on Maxwell parade will make this street a nightmare, plus take out parking space for the parents that drop and pick up kids from school every day. I will struggle to park my car. Also my husband has MS and uses a wheelchair, so we get carers to come and help and also take him to his physio. They need to park in my driveway so that he can go in and out of the cars safely, which means i need to move my car out of the driveway. It will become super hard and dangerous. Instead of so many changes just put a speed camera on Maxwell Parade and reduce the speed to 40km/h, and do a proper pedestrian crossing for the school. The info provided is incorrect; the intersection of Currie and Maxwell Parade is not number 4, it would probably my house [REDACTED] Please re-consider; we</p>

	<p>recently built a ramp for my husband so that we can stay in this house where we've lived 20 years, if the street becomes inaccessible we'll have to move elsewhere. Thanks</p> <p>PS I can provide photos of the ramp if needed</p>
61.	<p>In response to Northern Beaches Council proposal your reference : 2023/551253, regarding the installation of Traffic Calming devices in the Frenchs Forest local area, I confirm I am objecting to the proposal in its entirety and specifically to any traffic calming device installation, outside or adjacent to my property, being [REDACTED] Fitzpatrick Ave East Frenchs Forest, or my neighbours. In addition, I am not supportive of any further traffic calming device installation in Fitzpatrick Ave East.</p> <p>I have lived on Fitzpatrick Avenue East on and off for 54 Years, initially as a child and for the past 17 years, as a parent of two young children. Therefore, I have in-depth knowledge of the street, regarding traffic flow and driver behaviour. I also appreciate the importance of safety for all residents, visitors and specifically children. On this note I see no need for the installation of traffic calming devices in Fitzpatrick Ave East to improve safety, as there is not a safety issue or excessive speeding concerns. There is however currently an issue with rat running via Fitzpatrick Ave East two to three days a week during the morning peak that needs to be addressed. This is a result of the failure of the Warringah Road upgrade works associated with the construction of the Northern Beaches Hospital. The rectification of this failure and the modification of the choke point is what needs to be addressed by the NSW State Government, in collaboration with Northern Beaches Council. Not a band aid solution, as proposed, that ultimately penalises residents and property owners.</p> <p>Further feedback:</p> <p>1. My two main bedrooms and main living area fronts onto Fitzpatrick Avenue East. I am not accepting to have to live with the noise associated with vehicles accelerating and braking, as they move into and out of the proposed Chicanes, particularly at night and early morning. Currently as vehicles pass by the noise is consistent and we would like to be able to open our bedroom and living room windows. I am also not accepting of the noise associated with vehicles frequently striking the proposed chicane structures.</p> <p>2. The installation of the chicane will remove a significant number of parking spaces outside my neighbour's and my property that are adjacent to the proposed Chicane. In the absence of adequate design drawings that show no detail, I estimate the loss of street parking to be up to 15 spots that are currently safe parking spots . I also enjoy a boating lifestyle and often own a boat. I store these inside my property, however I utilise the street parking outside of the property prior to taking the boat out for preparation and upon return for preparation pre storage. This advantage will also be revoked unjustifiably.</p>

3. The proposed installation point of the speed hump via councils communication is that it will be outside of 2 Fitzpatrick Road (should be Avenue) East. This is incorrect as it is shown on the drawings, as the proposed location outside of 2 Karingal Crescent and 9 Fitzpatrick Avenue East. This has not been a supposed point of high speeds, as it is on the west side of the crest of the hill. Vehicles typically would not speed excessively at this point. They typically deaccelerate well before this point at around 23 to 21 Fitzpatrick Avenue East. This crest of the hill is also subject to the setting westerly sun in the afternoons. The installation of the proposed hump will only create a further hazard, as would the proposed chicane. I would suggest the highest speed point is typically between Ranger's retreat Road and 25 Fitzpatrick Avenue East. I reiterate residents of Fitzpatrick Avenue East adjacent to the proposed devices, do not feel there is a safety issue or have concerns regarding excessive speeding.

4. The council has completed the construction of a shared path between Karingal Crescent West and Hilmer Street that has provided a high level of safety for all residents and visitors. This removed the need for parents with strollers, the elderly, other residents and visitors, to no longer have to walk on the road, as had been happening prior to its construction.

5. The money would be better spent on other projects. The priority should be to reseal Fitzpatrick Avenue East, as it is well overdue and in a deplorable state. This was exacerbated due to the trucks associated with Warringah Road upgrade associated with the hospital construction. Following this, expenditure should be focused on other areas more beneficial to the overall community, such as footpaths, playgrounds and community facilities maintenance.

6. The council communication advises council has received ongoing concerns from Frenchs Forest residents about excessive speeds, however your communication has no detail collected from any "Traffic Volume and Speed Surveys". A previous "Traffic Volume and Speed Survey" was undertaken on Fitzpatrick Avenue East between Panorama Crescent and Meredith Place In November 2018, The results indicated that the 85th percentile speed is 60km/h for westbound traffic and 56km/h for eastbound traffic, which is considerably higher than the speed limit of 50km/h. I beg to differ that the speed recorded should be considered considerably high. I would also suggest the survey lacked the basic fundamentals of a standard "Traffic Volume and Speed Survey".

7. It is also a concern that the proliferation of dual occupancy with lack of off-street parking continues. There are now dual occupancies located at [REDACTED] Fitzpatrick Avenue East with inadequate off-street parking for the residents. This ultimately pushes their cars and trailers onto the street. The council proposal for

	<p>installation of traffic calming devices, only further exacerbates the lack of parking associated with these properties that simply pushes their vehicles outside someone else's properties with a knock-on effect. There are also many other dual occupancy's within the streets of the locations proposed for the installation of traffic calming devices. Again, the proposal only further exacerbates a contentious issue and is illogical.</p> <p>8. Many of the residents adjacent to my property have young children (including mine) that will soon be driving and the need for off street parking will be a requirement to facilitate a safe space for their vehicles. This should be adjacent to the properties that they reside. Again, the proposal only further exacerbates a contentious issue and is illogical.</p> <p>9. The proposed traffic devices along with the signage are a blight on the landscape, deteriorate overtime and receive little or no funding for ongoing maintenance.</p> <p>10. Most residents adamantly detest the proposed traffic calming device installation. Specifically those directly impacted by their discriminatory installation.</p> <p>The proposal for the installation of traffic calming devices is flawed, illogical and bureaucracy stupidity that ultimately penalises local residents and property owners. Again, what needs to be addressed is the failure of the Warringah Road upgrade works associated with the construction of the Northern Beaches Hospital. The rectification of this failure and the modification of the choke point is what needs to be addressed by the NSW State Government, in collaboration with Northern Beaches Council. Not a band aid solution.</p> <p>In anticipation the proposal will be shelved and the waste of rate payers money will cease.</p>
62.	<p>In response to Northern Beaches Council proposal your reference : 2023/551253, regarding the installation of Traffic Calming devices in the Frenchs Forest local area, I confirm I am objecting to the proposal in its entirety and specifically to any traffic calming device installation, outside or adjacent to my property, being [REDACTED] Fitzpatrick Ave East Frenchs Forest, or my neighbours. In addition, I am not supportive of any further traffic calming device installation in Fitzpatrick Ave East.</p> <p>I have lived on Fitzpatrick Avenue East on and off for 54 Years, initially as a child and for the past 17 years, as a parent of two young children. Therefore, I have in-depth knowledge of the street, regarding traffic flow and driver behaviour. I also appreciate the importance of safety for all residents, visitors and specifically children. On this note I see no need for the installation of traffic calming devices in Fitzpatrick Ave East to improve safety, as there is not a safety issue or excessive</p>

	<p>speeding concerns. There is however currently an issue with rat running via Fitzpatrick Ave East two to three days a week during the morning peak that needs to be addressed. This is a result of the failure of the Warringah Road upgrade works associated with the construction of the Northern Beaches Hospital. The rectification of this failure and the modification of the choke point is what needs to be addressed by the NSW State Government, in collaboration with Northern Beaches Council. Not a band aid solution, as proposed, that ultimately penalises residents and property owners.</p> <p>Further feedback:</p> <ol style="list-style-type: none"> 1. My two main bedrooms and main living area fronts onto Fitzpatrick Avenue East. I am not accepting to have to live with the noise associated with vehicles accelerating and braking, as they move into and out of the proposed Chicanes, particularly at night and early morning. Currently as vehicles pass by the noise is consistent and we would like to be able to open our bedroom and living room windows. I am also not accepting of the noise associated with vehicles frequently striking the proposed chicane structures. 2. The installation of the chicane will remove a significant number of parking spaces outside my neighbour's and my property that are adjacent to the proposed Chicane. In the absence of adequate design drawings that show no detail, I estimate the loss of street parking to be up to 15 spots that are currently safe parking spots . I also enjoy a boating lifestyle and often own a boat. I store these inside my property, however I utilise the street parking outside of the property prior to taking the boat out for preparation and upon return for preparation pre storage. This advantage will also be revoked unjustifiably. 3. The proposed installation point of the speed hump via councils communication is that it will be outside of 2 Fitzpatrick Road (should be Avenue) East. This is incorrect as it is shown on the drawings, as the proposed location outside of 2 Karingal Crescent and 9 Fitzpatrick Avenue East. This has not been a supposed point of high speeds, as it is on the west side of the crest of the hill. Vehicles typically would not speed excessively at this point. They typically deaccelerate well before this point at around 23 to 21 Fitzpatrick Avenue East. This crest of the hill is also subject to the setting westerly sun in the afternoons. The installation of the proposed hump will only create a further hazard, as would the proposed chicane. I would suggest the highest speed point is typically between Ranger's retreat Road and 25 Fitzpatrick Avenue East. I reiterate residents of Fitzpatrick Avenue East adjacent to the proposed devices, do not feel there is a safety issue or have concerns regarding excessive speeding. 4. The council has completed the construction of a shared path between Karingal Crescent West and Hilmer Street that has provided a high level of safety for all residents and visitors. This removed the
--	--

	<p>need for parents with strollers, the elderly, other residents and visitors, to no longer have to walk on the road, as had been happening prior to its construction.</p> <p>5. The money would be better spent on other projects. The priority should be to reseal Fitzpatrick Avenue East, as it is well overdue and in a deplorable state. This was exacerbated due to the trucks associated with Warringah Road upgrade associated with the hospital construction. Following this, expenditure should be focused on other areas more beneficial to the overall community, such as footpaths, playgrounds and community facilities maintenance.</p> <p>6. The council communication advises council has received ongoing concerns from Frenchs Forest residents about excessive speeds, however your communication has no detail collected from any "Traffic Volume and Speed Surveys". A previous "Traffic Volume and Speed Survey" was undertaken on Fitzpatrick Avenue East between Panorama Crescent and Meredith Place In November 2018, The results indicated that the 85th percentile speed is 60km/h for westbound traffic and 56km/h for eastbound traffic, which is considerably higher than the speed limit of 50km/h. I beg to differ that the speed recorded should be considered considerably high. I would also suggest the survey lacked the basic fundamentals of a standard "Traffic Volume and Speed Survey".</p> <p>7. It is also a concern that the proliferation of dual occupancy with lack of off-street parking continues. There are now dual occupancies located at 4, 7 and 11 (4A, 7A, 11A) Fitzpatrick Avenue East with inadequate off-street parking for the residents. This ultimately pushes their cars and trailers onto the street. The council proposal for installation of traffic calming devices, only further exacerbates the lack of parking associated with these properties that simply pushes their vehicles outside someone else's properties with a knock-on effect. There are also many other dual occupancy's within the streets of the locations proposed for the installation of traffic calming devices. Again, the proposal only further exacerbates a contentious issue and is illogical.</p> <p>8. Many of the residents adjacent to my property have young children (including mine) that will soon be driving and the need for off street parking will be a requirement to facilitate a safe space for their vehicles. This should be adjacent to the properties that they reside. Again, the proposal only further exacerbates a contentious issue and is illogical.</p> <p>9. The proposed traffic devices along with the signage are a blight on the landscape, deteriorate overtime and receive little or no funding for ongoing maintenance.</p> <p>10. Most residents adamantly detest the proposed traffic calming</p>
--	---

	<p>device installation. Specifically those directly impacted by their discriminatory installation.</p> <p>The proposal for the installation of traffic calming devices is flawed, illogical and bureaucracy stupidity that ultimately penalises local residents and property owners. Again, what needs to be addressed is the failure of the Warringah Road upgrade works associated with the construction of the Northern Beaches Hospital. The rectification of this failure and the modification of the choke point is what needs to be addressed by the NSW State Government, in collaboration with Northern Beaches Council. Not a band aid solution.</p> <p>In anticipation the proposal will be shelved and the waste of rate payers money will cease.</p>
63.	<p>I agree with all of the above. As a resident of Tyalla Avenue this area is frequented by speeding drivers, particularly during school hours. These measures will aid in slowing the traffic flow, however I worry that drivers may increase speeds on neighbouring roads. For example Tyalla Avenue is a low use street however suffers from speeding drivers due to the hilly nature.</p>
64.	<p>These look like good sensible proposals. Good to have the extra pedestrian crossings and traffic calming features, especially for the pipeline active transport corridor.</p>
65.	<p>The main issue is Rat-running off Warringah Road. To deal with that, there needs to be signage and traffic slowing on Bantry Bay Road and Hilmer Street BETWEEN WARRINGAH ROAD AND FITZPATRICK AVE EAST. Neither of those appear in the current plan. Rather, all the traffic calming is 'downstream' from that. Not only will that not solve the problem, it will impede traffic flow out of the area. This is not a good idea on the few roads that lead out of the area, especailly if there is any emergency evacuation</p>
66.	<p>The main issue is Rat-running off Warringah Road. To deal with that, there needs to be signage and traffic slowing on Bantry Bay Road North of Fitzpatrick Ave East and in Hilmer Street. Neither of those appear in the current plan. Rather, all the traffic calming is 'downstream' from that. Not only will that not solve the problem, it will impede traffic flow out of the area. This is not a good idea on the few roads that lead out of the area, especailly if there is any emergency evacuation</p>
67.	<p>These measures will help tremendously, however, Bantry Bay Rd. And Rangers Retreat Rd. really need to be considered for expansion. The houses serviced by these roads have all built up or rebuilt to be bigger and now have multiple adults with cars living in each home. These "parking lots" on each side of the road create choke points that</p>

	are hazardous to navigate with pedestrians, dogs, and oncoming traffic all in the same lane!
68.	The 'maps' for each location are IMPOSSIBLE to read as the pale blue street names is IMPOSSIBLE to see without screenshots the image and enlarging. Really poor images for residents to even see where these are proposed without a lot of scrutiny of the images. This took way too long to go through and I'm tech savvy.
69.	PLEASE DO NOT use the rubber bolt down speed humps. I have a perminate lower back issue and there is not way to go over these humps with both wheels concurrently which jolts the vehicle sideways and that is not a healthy movement for my back, same would be true for others with back issues. I support traffic calming in the burbs but this bolt down hump is very aggressive. Much easier on vehicle passengers is the concrete ones as the slope of the raise is much more gentle and it runs across the entire roadway. BEST of all in traffic calming are the oneway chicanes. I lived outside of a newly installed speed hump years ago and was awoken nearly everynight with either a truck or loud car thumping over the hump. We also had cracks develop in our house within months of the hump instalation with no other causes happening at the time so I empathise with the people who have to live nearby a road hump of any kind, there goes their peaceful suburban lifestyle. THANKYOU
70.	I support these proposed changes strongly, and I would like to report another intersection of great concern. There's a blind spot at the intersection of Currie road and Coolabah Crescent. Currie road is a steep downhill road and there are no give way signs or speed humps to slow down cars speeding up from the bottom of the road. Many teenagers and spectators drive their cars after the football games at Forestville park, and i fear that it's only a matter of time before a serious accident occurs at the intersection mentioned above. I've been living in my residence now for 30 years, and every time I turn into Coolabah Crescent, I pray that there are no cars speeding up the hill. All my neighbours in the cul de sac agree that a fatal accident could averted with either a speed hump or a giveaway/stop sign there. We all have children in our households who cross this intersection every single day. I've had a few near misses myself despite being aware of this blind spot. The risk is even higher with drivers turning into Coolabah Crescent from Currie road who aren't aware of the blind spot. I would appreciate a response to my request and if required I can submit further documentation from other residents in Coolabah Crescent. Many thanks,
71.	I have lived at ■ Fitzpatrick Ave East for 28 years there is no speeding in the area, there is no need for traffic calming devices to be installed. The problem is people outside of this area using Fitzpatrick Ave East as a rat run between 7.30am-8.30am due to the fact that the Warringah Road up grade is a total waste of time and money .

	<p>People outside of this area are turning left from Warringah Road into Bantry Bay Road and Hilmer Street causing traffic problems in Fitzpatrick Ave East .</p> <p>The installation of no left turn signs between 7.30am and 9.00am on the corners of Bantry Bay Road and Hilmer Street would resolve this problem very cheaply and efficiently.</p> <p>I do not want to lose my parking space outside my residence as we are a family of five and my parents are elderly and need to park out front.</p>
72.	<p>The traffic calming devices on sheet 5 that are going to be implemented on Fitzpatrick Ave East are completely useless, as there is no speeding problem. The problem is increased traffic on week days from 6:00am to 9:30am, this issue can be rectified through the implementation of no entry signs from those times on both the entrance of Hilmer Street and Bantry Bay road from Warringah Road.</p>
73.	<p>The traffic calming will not help the traffic build up in the mornings between 7.20am and 8.30am because the cars from out of this area will still come down these roads whether these devices are there or not. Once peak hour is over in the morning there is very little traffic within the bantry bay area and is mostly residents or people visiting residents or deliveries to the residents.</p> <p>The pedestrian crossings down Bantry Bay rd are not required as there are very little cars going down there and you have usually wait only about 10seconds before crossing the road safely. These pedestrian crossing will cause more accidents to happen as the bike riders will come straight out in front of traffic without warning, as they do not get off their bikes and walk across.</p> <p>The chicane in Rangers Retreat isn't required as traffic is very little and once again you only have to wait about 10 seconds and most times you can cross straight away. This road is only 3 lanes wide with cars from residents parked on both sides making it slow for cars going along as you have to constantly give way to other cars and the parked cars.</p> <p>The only thing you have to do is put the chicane back that was already in place at the intersection of Bantry Bay rd and Garner St, which you have just taken away (for goodness knows what reason) when the road was recently sealed in the past 6 weeks.</p> <p>My solution to the traffic problem is to stop the cars from entering the Bantry Bay area in the morning on weekdays and you do this by making both HILMER AND BANTRY BAY RD NO LEFT TURN FROM 7AM TO 9AM WEEKDAYS. Residents can still access the area by either Maxwell Pde or go around the block passed the hospital, down Forestway turn left onto Warringah Rd and left at the lights at Hilmer St. And before you say it, yes, I would need to do this twice a week as I drop my boys at school early and return about 7.30am.</p> <p>With this chicane you are planning for Fitzpatrick Ave East you are preventing those residents from turning right out of Panaorama Ave onto Fitzpatrick Ave East as they can't go over solid white lines.</p>

74.	We live nearby to and use Maxwell ave regularly. The proposal seems extreme overkill as the only issue is moderate speeding as you come down the hill of Warringah rd. 2 speed humps and a 40 zone would solve this without making the street a traffic hazard.
75.	It would also help if no entry at Kanya Street was enforced. Never seen any enforcement in last 6 years. When we lived it [REDACTED] it was patrolled by police almost weekly.
76.	Respondent did not make a comment.
77.	<p>I support this but further believe there should be more done outside of the school and church on Currie Road. We experience a high volume of pedestrian traffic during peak times for school pick up and drop off, and during church service times. It is absolutely dangerous for people here when drivers come flying in off Warringah road from the traffic lights over a blind crest possibly into oncoming traffic.</p> <p>I also think parking restrictions should further be enforced or further devices placed to stop people parking in no parking areas on Greenfield place during service and school pick up times see image 1</p> <p>Another area of concern is for residents turning from Greenfield place into Currie Road, we cannot see the cars coming in off Warringah Road and when they do they are travelling too fast and will cause a major accident. See image 2 the area photographed should be marked as No stopping at all times</p> <p>I am happy to discuss with the planner on-site at any time in order to further discuss this</p>
78.	If council want to spend money on improving the area, then creating a safe crossing and subsequent walkway for commuters and children to catch the bus on the Wakehurst parkway to seaforth would be top priority.
79.	I would also suggest making Kanya St a cul de sac again to stop the short cut through. There are lots of kids playing in Kanya st and cars fly up Parni. Traffic congestion is also an issue.
80.	<p>I support something being done to address these problems in our area but I DO NOT support the proposed two-way chicane or speed hump on Fitzpatrick Ave East as an effective way to eliminate the "rat-running" problems at peak traffic times experienced by residents. This has been an ongoing problem for too long, and the increasing traffic accessing Fitzpatrick Ave from Warringah Road is now so excessive that traffic now enters through Karingal Crescent (at the intersection of Rangers Retreat Rd and Fitzpatrick Ave East) to "jump the queue" on Fitzpatrick Ave East and builds up outside of our residence.</p> <p>Traffic from Warringah Road needs to be STOPPED from entering</p>

	Bantry Bay Road and Hilmer Street during peak hours Mon-Fri, eliminating excess traffic from entering Fitzpatrick Ave East and Karingal Crescent at these times. If traffic isn't stopped from entering, the "rat-running" will remain an ongoing problem. A proposed NO ENTRY / NO ACCESS to Warringah Road via Fitzpatrick Ave sign between 7:30am - 9:00am Mon-Fri would be a better option, similar to the one at the entrance of Grace Ave Frenchs Forest.
81.	Spend the money on restoring parking outside of the skyline shops and replace the herd of traffic lights with a round about,
82.	<p>I live at the top of Fitzpatrick Avenue East and the rat-running has increased hugely to a point where exiting my property from 6:30am to 9:00am is difficult at time and frustrating.</p> <p>The solution would be sign posting at the corner of Warringah Road and Bantry Bay Road and Warringah Road and Hilmer Street, similar to the ones at the corner of Kanya Street and Rangers Retreat Road, with no left turn option into Bantry Bay Road and Hilmer Street and no right turn from both streets into Fitzpatrick Avenue East between the hours of 6:30am and 9am, weekdays.</p> <p>I remember receiving from Northern Beaches Council, possibly 2 years ago, a letter to that effect.</p> <p>Traffic calming devices would only create noise and inconvenience for the inhabitants 24/7 when the problem is mostly happening early morning weekdays.</p> <p>What has the sign at the corner of Warringah Road and Bantry Bay Road to do with our local traffic: NO THROUGH TRAFFIC TO CURRIE ROAD, 7-9am, Mon-Fri</p>
83.	Rat-running also needs to be looked at on Grace Avenue, Deakin Street and Bentley Avenue Forestville. This is the main rat-run from Warringah Rd and Forestway. They are very narrow streets and used as an alternative to Warringah Road. There needs to be better access to Forestway for residents of Davidson, Belrose and Frenchs Forest so they do not need to rat-run down through Forestville to enter Warringah Rd at Brown Street Forestville (and vice-versa in the other direction).
84.	<p>I am writing to vehemently oppose the proposed two-way-line-marked chicane, especially considering its placement just outside my residence on Fitzpatrick Avenue East. The implementation of this chicane directly affects our street parking, and I would like to emphasize the following reasons to support my stance:</p> <p>1. **Parking Disruption:** The chicane would lead to the removal of street parking spaces, causing inconvenience to residents who rely on these spaces for their vehicles.</p> <p>2. **Limited Impact Hours:** The observed issue of "rat-running" through residential streets primarily occurs between 8-9 am on school days. Implementing a substantial traffic management solution like a</p>

	<p>chicane may be excessive for a limited time frame.</p> <p>3. **Alternative Solutions:** There are less intrusive alternatives, such as increased enforcement during peak hours or the installation of school zone signage, which could effectively address the specific concern without impacting our daily lives.</p> <p>I urge the council to reconsider the placement of the proposed chicane and explore more targeted and resident-friendly solutions to address the traffic issues in our area. Engaging with the community for input and feedback would contribute to a more well-rounded decision-making process.</p> <p>Thank you for considering my concerns, and I hope we can find a solution that balances the need for traffic management with the convenience of residents.</p>
85.	<p>The no through traffic sign at Parni Avenue should be moved to Bantry Bay entry off Warringah Road. Traffic should be blocked from entering Bantry Bay/Fitzpatrick Avenue on weekday mornings. People are using Fitzpatrick Avenue to avoid Warringah Road since Warringah Road redesign. This means local residents now have to wait in a long queue to exit Fitzpatrick Avenue to join Warringah Road, and also stops the traffic moving smoothly along Warringah road near forestway as more cars merging onto Warringah Road from Fitzpatrick Avenue. Fitzpatrick Avenue is being used as a detour since the underpass on Warringah Road between Wakehurst Park & Forestway was built.</p>
86.	<p>Hi, I have concern about the current proposal for MAXWELL PARADE because as it currently stands it will essentially remove my ability as a disabled individual to access my local community, let alone leave my home for basic necessities such as shopping and medical appointments. Specifically I have an issue with the 3 "speed humps", which if they are anything like the "speed humps" that have been implemented on other backstreets in the local area over the last several years, which I have every reason to believe they are, are absolutely excruciating for me to drive over (or be a passenger in a vehicle driving over them) as they massively exacerbate my chronic nerve pain. Due to the location of my home I already can not access public transport easily due to the distance and terrain I would need to walk.</p> <p>I would therefore like to propose that the 3 "speed humps" are either a) removed from the proposal, b) replaced with an alternate form of speed control such as additional chicanes, speed cameras, increased police presence, ect, or c) a combination of the above. Given that there are currently 7 proposed speed reduction items on this one short street, I'd imagine that removing the middle "speed hump" and replacing the outer two with an alternate speed control item such as a camera would be most effective whilst still allowing me access to the</p>

	<p>local community as a disabled individual.</p> <p>If this current proposal goes through I will have no way to safely and painlessly leave my home to access the community as a disabled individual. The specific line items I have issues with are outlined below:</p> <p>1) "Speed Hump on Maxwell Parade, immediately south of its intersection with Parni Place (outside No. 8 Maxwell Parade)"</p> <p>2) "Speed Hump on Maxwell Parade, between the intersections with Mavor Crescent and Tyalla Avenue (outside No. 28 Maxwell Parade)."</p> <p>3) "Speed Hump on Maxwell Parade, immediately north of its intersection with Rhonda Avenue (outside No. 53 Maxwell Parade)."</p>
87.	<p>I live in Fitzpatrick Ave, I do not support traffic calming devices or anything that will reduce parking in my street. These devices , will not slow down all road users, nor will the reduce traffic volume. The braking and acceleration of cars will create extra noise. My main concern is increased traffic volume in the mornings from traffic "rat running " via Bantry Bay Rd and Fitzpatrick Ave. some mornings it's so bad it's difficult to merge with the constant stream of traffic.</p> <p>Council needs to come up with a solution to reduce "rat running" Perhaps "no left turn " onto Bantry bay Rd in the morning peak would work. (Eg Parni place and Grace Ave are no entry in the mornings).</p> <p>This would be a much more effective and cheaper solution.</p>
88.	<p>I live in Fitzpatrick Ave, I do not support traffic calming devices or anything that will reduce parking in my street. These devices , will not slow down all road users, nor will the reduce traffic volume. The braking and acceleration of cars will create extra noise. My main concern is increased traffic volume in the mornings from traffic "rat running " via Bantry Bay Rd and Fitzpatrick Ave. some mornings it's so bad it's difficult to merge with the constant stream of traffic.</p> <p>Council needs to come up with a solution to reduce "rat running" Perhaps "no left turn " onto Bantry bay Rd in the morning peak would work. (Eg Parni place and Grace Ave are no entry in the mornings).</p> <p>This would be a much more effective and cheaper solution.</p>

89.	Respondent did not make a comment.
90.	The proposed installation of traffic calming installations is overkill and excessive in terms of cost. The local residents will have to navigate the proposed installations on a daily basis and this is unacceptable. The use of appropriate signage @ Warringah Rd and Bantry Bay Rd plus Hilmer Rd plus Camera Technology in terms of point to point style cameras coupled with a timed access period where the rat run drivers will be fined for accessing the local streets during peak hour periods. RMS has this technology already. This would also provide a revenue stream that would recoup the installation costs in a relatively short time.
91.	A no entry sign at the beginning of parni place like the one at the other end at kanya from 7 to 830 am would stop the rat runners heading east in the morning.
92.	<p>Excessive and unnecessary traffic calming implementations</p> <ul style="list-style-type: none"> - increases brake noise and squeaking - increases engine noise when accelerating out of humps - increases tyre and suspension noise over speed humps - banking of traffic as slows flow of cars through Maxwell considerably - currently cars flow and glide with minimal acceleration and brake. It's much quieter and improves car flow. <p>Request for consideration be given regarding excessive and heavy traffic calming suggestions. Reduce speed humps and remove chicane on Maxwell.</p>
93.	<p>I don't believe the measures address the primary issue of commuters on weekday mornings turning left into Bantry Bay road from Warringah Road as a rat run. The measures seem over the top and costly and don't address the issue. A no left turn from 7am to 9am on week days from Warringah Road into Bantry Bay Road and similar at Hilmer are required.</p> <p>Making the entire area a 40km local traffic zone is a good idea.</p> <p>Further to this we strongly do not support speed humps in Garner Ave directly in front of 1 Garner. Parking on the street is currently very limited and this would further congest the street making it harder for drivers, the young bike riders and dog walkers etc.</p>
94.	<p>The project title is misleading, the traffic calming project only relates to the 'Bantry Bay area' of Frenchs Forest yet the excessive amount of proposed measures appears to be using the whole budget for Frenchs Forest!</p> <p>The consultation information does not provide full information which gave rise to the proposal such as how many 'ongoing concerns' were from residents in this area. And what were the results of the traffic volume and speed surveys? I have lived in Parni Place for many</p>

	<p>years and I do not recall there being any pedestrian accidents or at speed car accidents. However, I am aware of the garbage trucks and school buses dinging parked cars.</p> <p>I frequently use the streets planned for the proposed measures. I believe the amount of suggested 'calming devices' is actually going to actually cause problems and in particular due to the loss of roadside car parking and fewer places for oncoming traffic to pass each other. Three speed humps and 2 chicanes in Maxwell parade is excessive. Pedestrian crossings and refuges are not warranted in Bantry Bay Road and Rangers Retreat for the number of pedestrians and cars that use these roads.</p> <p>Garner Ave does not need a speed hump. With the usual parked cars and the fact that this is not a long road there is little opportunity to get to any speed.</p> <p>Responding to community consultations takes time and effort. I have run out of effort! I do not support this proposal.</p>
95.	<p>I do not support this proposal.</p> <p>This amount of traffic calming is not warranted in this small pocket of Frenchs Forest.</p> <p>Rat run and high speeds are not evident as a problem.</p> <p>Having living in the Bantry Bay area for many years I am not aware of any Pedestrian injuries or MVAs that would support all these measures.</p> <p>There is some congestion around OLG school at pick up and drop off times.</p> <p>Resident parking will be significantly impinged with all these measures and cause even greater problems for cars passing each other.</p> <p>The foot traffic in Bantry Bay Road nor the amount of cars using this road does not warrant the proposed pedestrian crossings.</p> <p>Please review your proposal.</p>
96.	<p>These devices are not required. Please address the root cause of the problem (that is, Warringah road is insufficient for peak load) rather than inconvenience locals.</p>
97.	<p>For people and traffic safety reasons, the intersection of Maxwell Parade and Currie Road ought to have a Give Way or Stop sign installed as vehicles exiting Maxwell Parade do not, on occasions, give way to vehicles traveling eastbound along Currie Road (i.e. away from the school area). This has led to multiple 'near misses' which go unreported.</p> <p>Equally, vehicles heading westbound along Currie Road (as they reach the crest of the hill and the intersection of Coolabah Crescent) also incur near misses with vehicles turning right off Currie Road into Coolabah Crescent, due to the crest of the hill forming a blind spot. I</p>

	don't have a proposed solution other than perhaps the installation of signage warning drivers heading in both directions of this long-standing blind spot.
98.	Restricted entry times (as with Parni Place) for Fitzpatrick Road East is the only new traffic change which should be implemented. Chicanes are NOT a good idea and the many proposed zebra crossings across Bantry Bay Road is ludicrous! Money should be better spent on improving the surface of Fitzpatrick Road East and other roads in bad condition.
99.	There is also a need to do something to make the intersection of Milton Place and Maxwell Pde safer. There is hill crest immediately north of Milton Place which makes it a blind corner
100.	There is a lot to digest here. Whilst I support the concept of traffic calming in the area some of the measures appear overkill, like 3 pedestrian crossings on Bantry Bay Road and the addition of speed bumps. I also think that speed isn't the main issue at play here, it is the fact that cars are coming off Warringah Road at Bantry Bay Road and Hilmer and trying to find a way to get closer to Forestville using any roads they can, which rarely save any time. The reality is the underpass is not fit for purpose and more traffic than ever is travelling through our local streets. I feel the best option is to have "local traffic only" signs erected at Bantry Bay Road and Hilmer Street to try and deter some of the cars turning down these streets.
101.	Respondent did not make a comment.
102.	Respondent did not make a comment.
103.	Hi I entirely disagree with the plan and can see no sense in any of it. Please just stop traffic entering Bantry Bay Road and Hilmer Street from Warringah Road in peak times (if not residents of the area). Also please complete the works set out to make the walkway along the water-pipe from Rangers Retreat Road so residents can walk to the bus stop on Warringah Road, so fewer residents are driving. This was proposed months ago, started and then stopped.
104.	I do not support the installation of a speed hump outside [REDACTED] Maxwell Parade. The bedrooms in that property face Maxwell Parade and a speed hump will result in continuous thumping as cars drive over the hump. Rarely do cars observe the advisory speed signs on humps and all night long there will be "thump" "Thump" "thump". This not fair to those living in the property. If something must be put there then a chicane would be far less noisy and still have the effect of slowing the

	<p>traffic. Please review your plan and consider if you would like a speed hump outside your place.</p>
105.	<p>There is absolutely no need for any alterations to Garner Avenue, Rangers Retreat Road or Bantry Bay Road - these are all unnecessary and a waste of public works' monies.</p> <p>Maxwell Parade upgrades appear to be complete over-kill. Why don't you just make it a cul-de-sac at the intersection with Currie Road - that will stop the traffic that residents are complaining about !</p> <p>The issue with Fitzpatrick Road East isn't necessarily about speeding - it's about volume. These suggested changes won't do anything about the volume of traffic that are cutting through from Warringah Road at Bantry Bay Road, and travelling down Fitzpatrick Road East to re-enter Warringah Road.</p> <p>I do not support any of the control measures put forward.</p> <p>Essentially this whole issue has been triggered by residents in Fitzpatrick Road East wanting to reduce the amount of traffic using their street. You don't need "traffic calming", you need "resident calming".</p>
106.	<p>I support most of these suggestions, but I think there is one thing missing: the intersection of Fitzpatrick Road East and Rangers Retreat road, where most cars do not stop for the stop sign</p> <p>There are so many vehicles totally ignoring the Stop sign and just running out in the intersection.</p> <p>Probably a speed bump at the intersection would be needed to prevent that.</p>
107.	<p>I think you are treating the symptoms, not the cause in the Bantry Bay area. I join a queue to get out of my street each morning on the way to work, as many non residents use the area as a short cut. Please block this non local traffic and get passing traffic to use the main road</p>
108.	<p>Respondent did not make a comment.</p>
109.	<p>Many of these upgrades are not required. Traffic smoothing on Garner Ave is not required, it's already a very narrow street with buses that travel along it, to add a chicane will make it almost impossible to get past when you add cars parked on the side of the road. The chicane's and Bantry Bay Rd and Pedestrian Crossings are also unnecessary, this road is easy to cross, I do it every day, it's not high traffic and it's not a speed zone. You should however, restrict people coming down Hilmer off Warringah Rd at certain times like peak hour to avoid the main road lights, we sit in a line up on Fitzpatrick Ave East each day</p>

	trying to enter Warringah Rd and it's backed back for miles. The rest of these suggestions are a waste of money, I do not agree
110.	Traffic speed is not the issue. The key issue is non-local traffic bypassing Warrigah Rd. Placing a speed hump near the corner of Karringal Cres and Fitzpatrick Ave East will just cause more noise as drivers brake and accelerate close to my property. Traffic travelling along Fitzpartick Ave E over the crest between Panorama Cres and Karringal Cres usually drive slow due to parked cars and lower visibility due to the crest. A speed hump will not achieve much, but will cause additional noise. My preference would be to restrict west bound non-local traffic from entering Bantry Bay Rd and Hilmer Rd from Warringah Rd between peak hours weekday mornings.
111.	Does not stop rat running. Cars now instead turn down Karingal Crescent and Akora St to avoid jam in Fitzpatrick Road East.
112.	<p>I most strongly do not support the idea of a speed hump at the end of my driveway at ■■■ Garner Ave. Our residence is at the lowest part of the street and during heavy rain events the street drain only just handles the water, any damming effect from a speed hump would cause flooding to our garage and I would be seeking compensation from council for any damages.</p> <p>I have not experienced speeding in the area, just congestion. Maybe signs, such as the one attached (at the corner of Parni and Rangers Retreat), at the end of Fitzpatrick where it joins Warringah Rd would prevent this congestion.</p> <p>As a result of road resurfacing the traffic hazard at the end of Garner on Bantry Bay Rd was removed. This was most welcome as it caused driver confusion as to right of way and problems for buses and trucks to negotiate, unfortunately I see it is proposed that it returns.</p> <p>Another problem with making it difficult for motorists with these hazards is the increased road noise and pollution associated with constant changes of speed and direction.</p> <p>These road changes can only decrease street parking which will make it more dangerous for traffic and pedestrians on the narrow streets in our area.</p> <p>I couldn't find any estimation of the cost to ratepayers of the proposed changes but believe it would be substantial and better utilized elsewhere.</p> <p>I hope council listen to the majority rather than a loud minority.</p> <p>Thank you for the opportunity to present my views.</p>
113.	The traffic calming speed hump on sheet 9 appears to be placed directly in front of our driveway at ■■■ Garner Avenue. We already experience difficulties entering/leaving our driveway due to the high gutter over the easement drain immediately to the right of our driveway and due to the large boat that is permanently parked directly across from our driveway. We request that this speed hump, if it must be added be moved a distance west to reduce the added difficulty it will

	<p>cause for us in no [REDACTED]. We have not experience a problem with speeding cars in our street so do not see the humps as anything more than added cost and inconvenience. The only issue we have is with the non local traffic driving down Bantry Bay road and through Garner Avenue to illegally drive via Parni Place to Warringah Road during peak hours. Similarly the non local traffic from the top of Bantry bay road turning right on Fitzpatrick Ave to re enter Warringah Road that queues back up and along Banty Bay road - We do not agree that reducing the speed of these vehicles is going to solve our problem of queued non local traffic in these streets. A sign needs to be placed at the top of Bantry Bay road advising of local traffic only within peak hour periods. The speed is not the main issue here in this area, it is the volume of non local traffic clogging the streets.</p> <p>Thank you for taking my comments into consideration.</p> <p>Your sincerely</p>
114.	<p>A complete waste of ratepayers money. Maxwell Parade and Rangers Retreat Road will be like a BMX tracks with this many traffic hinderances.</p> <p>Stop the sale of Lizard Rock and the accompanied extra traffic on Warringah Road would be a more useful project.</p>
115.	Respondent did not make a comment.
116.	Do not support speed humps. That's just ridiculous in this day and age.
117.	<p>I reside at [REDACTED] Fitzpatrick Avenue East, Frenchs Forest and the amount of hooners in this area have definitely increased both with speed and other dangerous driving habits. The amount of traffic I experienced along my street Fitzpatrick Avenue East) coming from either Bantry Bay Road or Hilmer Street to Warringah Road has definitely increased in the morning rat run and also at high speed, I had thought the underpass on Warringah Road and the blocking of Hilmer Street or Bantry Bay Road would deter motorists but it definitely has not and in fact I think it has increased. Anything Council can do to deter motorists from using our street as a rat run and anything to reduce speed (it is not a speedway) around our once lovely area hopefully before a fatality occurs would be gratefully be appreciated by all responsible residents, perhaps Police presence in the morning issuing fines would be a deterrent? Something does need to be done.</p> <p>Further to my email of 23/10/2023 I was awoken quite early this morning 24/10/2023 by the noise of traffic along Fitzpatrick Ave East from the early hours until about 8.45am, cars were speeding and also were queued up past my house at No. [REDACTED] this actually happens regularly these days which indicates that people are using Fitzpatrick Ave East as a rat run to Warringah Road, I don't understand this as it would save such little time. As far as I am aware the speed limit is 50km but the cars were exceeding this limit. Could I suggest more 50km signs and also speed cameras which would catch the number of</p>

	<p>motorists using our street as a speedway and rat run and would also bring in revenue - I can guarantee this!!! I really hope Council will do something about this problem before there is a fatality on our street. Also as I reside [REDACTED] cars often use Meredith Place to do a u-turn without checking for traffic, how a serious accident hasn't happened yet I do not know because of the speed cars travel down Fitzpatrick Ave East not expecting a car to be doing a u-turn on Meredith Place. Please Council help the responsible residents who live here to have this traffic speed and volume addressed in our street?</p>
118.	Respondent did not make a comment.
119.	<p>There is more of a safety hazard at the crest of Maxwell Parade and Milton Place where residents can't see on coming traffic as they are existing their driveway due to parked cars at the crest of that hill. It would be much safer to have that part of the street marked as no parking rather than putting more traffic hazards in the street and forcing more cars to park up near that area.</p>
120.	<p>I agree 1 speed hump and 1 chicane is needed only on Maxwell Pde. Everything else is complete over kill. How about having a no parking area at the crest of the hill near 39 Maxwell Pde so several houses trying to exit and enter their driveways can have visibility. Currently there has been multiple near miss car accidents with residents trying to get in and out of their driveways at the crest of the hill with no visibility due to cars parked so close to their driveways obstructing any vision particularly around school drop off/pick up times when school traffic is extremely high. This should be a priority!</p>
121.	<p>As resident in Maxwell Parade for the past 43 years, I have not seen any authority checking speeds of cars and trucks even during the NBH construction when large trucks thundered down Maxwell Parade. I did make a comment about this over when the issue of turning north into Warringah Rd came up. I received no reply from the council. Maxwell Parade is often frequented by noisy "hoon" car and motorbike drivers.</p>
122.	<p>I do not support a chicane at Fitzpatrick Ave east across panorama crescent that stops residents Turning right from panorama crescent to Fitzp ave east at the top end of Panorama crescent. To stop rat running make sure Warringah rd traffic cannot come into the area ie no left turn at bantry bay rd and hilmer rd between 7am and 9am weekdays.</p>
123.	Respondent did not make a comment.
124.	<p>These measures do not deter the rat-running, only inconvenience local drivers who are their genuinely on an on-going basis. This does not fix the root cause of the issue, rather an expensive annoying band-aid. Please come up with a solution that stops the rat-running which is the main issue e.g. traffic on Warringah Rd.</p>

125.	<p>I do not believe the two-way line-marked chicanes are required on</p> <ul style="list-style-type: none"> * Fitzpatrick Rd East outside No 8-14 * Maxwell Parade, outside No 16 and No 30-32. <p>They will impede buses, garbage trucks, delivery vehicles and other large vehicles.</p> <p>They will also not slow down other smaller vehicles, as they will only be line-marked.</p> <p>Regarding the raised pedestrian crossing in Currie Rd, outside Our Lady of Good Counsel Catholic Primary School, I believe the proposed location is not suitable for the crossing.</p> <p>I believe the raised crossing needs to be moved further west towards Warringah Rd, so it is CENTRALLY located between the driveway of house No 18 and the telegraph pole outside No 16. This would provide safer vehicle egress from both No 16 & 18 Currie Rd addresses.</p> <p>This would also mean only slightly less parking space on the school side of the road.</p> <p>I agree with all the other proposed traffic calming measures proposed.</p>
126.	<p>hello,</p> <p>I am all for slowing down traffic and making the top of Maxwell a safe place to cross but I think these measures will be more disturbing to current residents than to the rat runners you are claiming to be trying to slow down. Speed bumps outside houses are noisy and you are proposing 3 down a relatively short street. I also understand that the chicanes will be two way but driving down the street, I don't see how you are going to "fit" these without removing the parked cars or double lines. This means residents lose access to a lot of street parking.</p> <p>I think it should be also considered why the traffic is speeding down Maxwell. Yes, it is a little bit to do with rat runners but the entry on to Maxwell from both directions of Warringah Rd is problematic. The east-bound right hand turners need to cross 3 lanes, usually at speed as gaps are unpredictable. Traffic coming westbound out of the underpass or in the middle lane has only a small section of unbroken line to change to the kerbside lane and turn in to Maxwell Pde. It is not always possible (especially for people unfamiliar with the roads) to make sure they are in the left lane from the merge at Forestway.</p> <p>As for people feeling unsafe to cross and the intersection of Maxwell and Warringah Rd, the current proposal does little to make this safer. With a bus stop so close to this intersection, I'm sure it is very busy for pedestrians and due to the exit speed needed to exit Warringah Rd (mentioned above) as a car this is something that should be addressed by more than slowing down the speed once cars are in the road.</p> <p>It would also be great if, before spending the money, aesthetics and</p>

	<p>maintenance in planning are considered. Our suburbs are rapidly changing but there is no need to make them more industrial and concrete</p> <p>Thank you for looking in to our area but please spend some more time considering the solution instead of defaulting to "quick fixes" without looking at the full impact on residents</p>
127.	<p>I do not support this proposal, specifically the proposed chicane and speed humps for Fitzpatrick Avenue East. As a resident of Panorama Crescent, i do not believe that there is an issue with speeding along Fitzpatrick Ave. There is however an issue with high traffic volumes associated with people using the street as a rat run to avoid congestion at the Forestway-Warringah Road intersection and where the tunnel meets Warringah Road. Money would be better spent upgrading that intersection so that traffic does not come to a standstill as it comes out of the tunnel, and taking action to prevent the rat run. Fitzpatrick Ave West, Hilmer Street, and Bantry Bay Road should be open to local traffic only during peak periods to prevent the rat run with regular enforcement in place similar to what occurs on Grace Avenue at Frenchs Forest to prevent the rat run on that side of Warringah Road.</p> <p>Additionally, Fitzpatrick Ave West has quite a hill with the crest subject to a blinding light as the sun sets - adding in the speedhump on the other side of this crest is futile as drivers have already slows to navigate the lack of sight, and the addition of chicanes will only cause accidents as drivers navigate those plus the setting sun. Chicanes at the exit of Panorama Crescent will also make exiting the street difficult, even more so as cars fill Panorama Cres as you have taken away their parking on Fitzpatrick Ave.</p> <p>Further, parking in the side streets surrounding the hospital, including Karingal Crescent, Hilmer Street, Fitzpatrick Ave, and Rangers Retreat Road is already at a premium due to people parking there to visit the hospital, instead of using the hospitals parking facilities. Adding in speed bumps and chicanes will cause further parking issues, with residents forced to park elsewhere and creating a knock-on effect.</p>
128.	Respondent did not make a comment.
129.	I am concerned the changes will significantly increase traffic noise on Fitzpatrick Ave East
130.	Respondent did not make a comment.
131.	<p>This proposal does not address the current issue and is a waste of the budget. The main problem is people cutting through from the main road to hilmer street and Bantry Bay road all the way to Currie street to avoid the traffic on the main road. Put two no left turn signs from Monday to Friday on those two roads to stop people from cutting through as they are the ones that are increasing traffic flow in the neighbourhood. Maybe in the beginning police should sit on the corner</p>

	<p>to enforce the presence of traffic.</p> <p>The current no entry sign at Kanya place is not working as people are cutting through every morning. This needs to be enforced</p>
132.	<p>I don't think it is necessary for 3 pedestrian crossings in banter bay rd. This is a very quiet st which I use often when I walk my dogs and a very few cars travel along this road past Fitzpatrick road east. Money can be spent on footpaths in the area.</p> <p>Traffic needs to be kept on Warringah rd during peak hour. I live on Parni Place and have cars enter our st after 7am from Kenya which leads into Parni.</p> <p>We have a no entry from 7am to 8.45am. This is not being obeyed. Contacted the police recently as this was getting out of control.</p> <p>To many speed humps on Maxwell parade will leave no parking for residents. Most households own 3 cars these days and can only park 2 cars in a garage and one always left out on the road.</p>
133.	Respondent did not make a comment.
134.	This proposal for Fitzpatrick Road East is totally unnecessary and overkill in my opinion and if anything would make the street worse off for all residents along that strip particularly reducing available parking spots. Very few people speed just the odd one that spoils it for everyone if this proposal goes ahead.
135.	Maxwell Parade does not require these changes, the busiest times for this road is school pickup, in which the road is congested and speeds are unable to be reached regardless. Imposing these changes would negatively impact current residents for little if no benefit.
136.	<p>I am for. However , if speed humps slow down traffic to , say 30 km at points , another solution could be a general speed limit of 30 km for example. . Same result , but can be enforced if required. In the big picture , these traffic issues are really a failure of the underpass setup / traffic light timing . The traffic lights should be synchronized from Brookvale / Pittwater road to the highway in Chatswood. This is common practice in Europe since decades (matching traffic signal green lights at intersections to maximize passage of motorists along a road corridor.) Someone needs to talk to Transport for NSW and ask for a test run.</p>
137.	<p>Thank you for taking local residents feedback and their concerns for safety in this area. These changes will ensure both drivers and pedestrians, especially children walking to and from school and bus stops can do so safely. And we want to encourage the use of public transport or walking to a local destination.</p> <p>I would still recommend that in peak periods there is no left hand turn</p>

	allowed into Bantry Bay Rd from Warringah Rd- Buses and local residents excepted. Thankyou
138.	Regards to the two way chicane and speed hump on Fitzpatrick ave East me and my neighbors are concerning it will take off spaces for parking spots on the street also there can be significant breaking noise from cars passing through especially at night. Base on this please have the proposed items on Fitzpatrick ave East reconsidered. I will much appreciate if the council can take my concerns into consideration.
139.	Respondent did not make a comment.
140.	Respondent did not make a comment.
141.	<p>The problem is only for 1.5 hours, 5 days a week The traffic calming devices have a negative effect on residents 24/7. We need the restriction of no right hand turn into Kanya policed and fines given.</p> <p>We also need footpaths installed along Kanya and Parni place to encourage kids and families to walk to school. It is dangerous at the moment as there are parts where children have to step out on the road to avoid hazards.</p> <p>Police the road rules and install footpaths which will help all our residents and keep us safe</p>
142.	Proposals definitely not supported . Many of these traffic calming measures are poorly thought through. Speed hump immediately west of its intersection with Karingal Crescent (outside No. 2 Fitzpatrick Road East) will cause accidents. Many motorists will continue to speed- this will NOT help. Please do not introduce this measure as there is no state-wide or national evidence to support this.
143.	<p>Hi,</p> <p>We are residents of Panorama Crescents, just off Fitzpatrick. We feel the proposal does not adequately respond to the real issue with traffic in the area which is clearly rat racing.</p> <p>It prevents us access to the crescent to come home after school drop offs and pick ups, it creates unnecessary traffic into Fitzpatrick.</p> <p>The proposed solution does not address this and instead takes away from off street parking options for residents which will be more pain than gain.</p> <p>Please revise this proposal accordingly, rat racing was successfully managed on Grace Ave, similar options could be explored.</p> <p>Thank you</p>
144.	Respondent did not make a comment.

145.	<p>The works are too much and will take away so much on-street parking for residents. Cars are unable to speed in the streets as there are already too many obstacles. I would only put more visible stop signs, which will make cars actually pause, before turning into or out of a street. Whilst I agree the area is being used as a 'rat-run' and needs to be stopped, it would be far better to stop the entrance of these cars in the first instance. I particularly object to the chicane in Rangers Retreat Road at the intersection of Kanya. I have lived opposite this intersection for 30 years and the problem is people exiting Kanya don't stop and look properly. I chicane won't change that. What it will do is remove all on-street parking for a number (5) of homes and create a hazard when trying to enter or exit the affected driveways.</p>
146.	<p>A chicane is not the solution to the problem of vehicles coming out of Kanya Place onto Rangers Retreat Road. A far better solution would be a prominent stop sign. The issue is not speeding, it is that some people don't stop and look properly before turning out of Kanya Street. You cannot speed in Rangers Retreat Road at anytime, as there are so many parked cars it is basically one lane and everyone drives very slowly and moves in and around parked cars. Parking in Rangers Retreat Road is at a premium, especially in this section of the Street. A chicane would remove parking from the front of at the very least 5 homes. All of the homes on Rangers Retreat Road are families with multiple cars and number 31 in particular is a 10 bedroom home. If you make these changes we won't have any parking and with growing families like mine and my neighbours and additional cars in our families makes it impossible to have parking in our street. To put a chicane is ludicrous and will add to the difficulty of navigating the street, making it dangerous.</p> <p>If you are attempting to solve the problem of this area becoming a short cut you need to address it at the beginning, on Warringah Road. You will not stop the cars, only slow them down. Perhaps a better solution would be to address the traffic bottle neck on Warringah Road, and then people won't feel the need to find a short cut.</p>
147.	<p>I've lived in mavor cres for over 30 years and rarely seen any dangerous speeding along Maxwell Parade. The hill in the middle of Maxwell parade could do with no parking signage on the crest of the hill. I think the speed humps and chicane proposal for Maxwell is an over kill and a waste of rate payers money. Turning out of mavor or tyalla onto a speed hump will be dangerous</p>
148.	<p>My wife and I support this proposal but we strongly believe it doesn't go far enough. We live on Hilmer Street, along with several other families with children and dogs. Every day a large number of vehicles enter Hilmer Street from Fitzpatrick Road East and aggressively accelerate to make sure they hit a green traffic light at the Warringah Road junction. It's so unsafe.</p> <p>We also notice cars coming from Warringah Road and accelerating down Hilmer Street. During the day a lot of hospital staff park on</p>

	Hilmer Street, narrowing road access which when combined with speeding vehicles creates another safety issue.
149.	<p>I am extremely concerned about the plan to install a painted chicane on Fitzpatrick Ave East (at the intersection of Panorama Crescent). This would indicate that residents of Panorama Crescent will no longer be able to turn right out of Panorama Crescent.</p> <p>It seems unfair to be permanently penalising local residents because of the actions of NON LOCAL commuters who are trying to avoid traffic (during peak times) by creating a rat-run.</p> <p>The rat-run only happens 7.15am - 8.30am, generally Tuesday to Thursday. There are often times that I am unable to exit my own street as the traffic is banked up from the corner of Fitzpatrick Ave East/Warringah Road all the way back to Bantry Bay Road. Cars are blocking local residents from exiting Wilima Place, Meredith Place and Panorama Crescent. At times cars create an extra rat-run by trying to cut through Panorama Crescent, making it difficult to exit my own driveway.</p> <p>I feel a better solution would be to stop left hand turns from Warringah Road into Bantry Bay Road and Hilmer Street between 7.00am and 8.30am Monday - Friday. Another thing that would help locals is if a line is painted across Fitzpatrick Ave East at the intersection of Panorama Crescent with wording such as 'keep clear' or 'do not block intersection'.</p>
150.	<p>In agreement that we need a traffic calming solution, however we already have a raised speed hump 20 meters from the new proposed raised pedestrian crossing on Bantry bay road near Yarraman (right outside our property) and unfortunately it does not slow those drivers who are already inclined to speed.</p> <p>The raised humps are incredibly noisy, ineffective and unappealing. They also devalue the properties near them.</p> <p>There are many better solutions used in other areas and would like to have the opportunity to be involved in discussions to find the most effective solution that considers the above mentioned issues as well as slows the traffic. Our community Facebook group have been sharing photos of alternate traffic calming solutions.</p> <p>Please advise how the local residents can be involved.</p> <p>Thank you</p>
151.	<p>I don't know why we need traffic calming outside 8 and 14 Garner Ave. We don't have speeding in the street and it is not used as a rat run. All it will do is make it more difficult driving in the street. I have never seen so many calming measures in such a small area. All you need is for the police to enforce the no through road signs to Currie rd.</p> <p>7 to 9 at Bantry Bay rd Hilmer St and Parni place. This happened</p>

	<p>years ago and soon stopped the rat runners.</p> <p>Also we haven't heard if or when the bike path along the powerlines between Bantry Bay Rd and Rangers Retreat Rd. will go ahead. I have heard one of the councillors has objected whereas any neighbours I have spoken with are in favour. Surly one councillor can't stop this. There are already cutouts constructed in Bantry Bay Rd and Rangers Retreat Rd plus paths started. It would be a gross waste of money if it doesn't go ahead.</p> <p>Could we have a footpath in Garner Ave to connect with Rangers Retreat and Bantry Bay Rds. I hope you take my concerns seriously.</p> <p>Regards</p>
152.	<p>Speed bumps and a chicane are not going to fix the issue of rat running down Fitzpatrick Avenue from Warringah Road. There must be another way. Please consider the residents that will need to drive over these every day to get to and from home.</p>
153.	<p>Respondent did not make a comment.</p>
154.	<p>To whom it may concern,</p> <p>We would like to express our concerns regarding the proposed traffic calming devices on Fitzpatrick Avenue East.</p> <p>While we understand the council's efforts to address traffic concerns, we believe that the proposed measures, specifically the installation of traffic calming devices, may create hazards and limit parking spots for residents. Our community values safety and accessibility, and we would like to propose an alternative solution.</p> <p>We suggest implementing restrictions for non-resident road use during peak times. Additionally, we believe that a strategically placed speed bump in front of 12 or 14 Fitzpatrick Avenue would effectively address the issue of non-residents using our street as a shortcut and speeding up the crest of the hill. We also suggest paint markings going up the crest of the hill as this is a blind crest and when cars are speeding it is very dangerous with all families with small children living at the top of the crest.</p> <p>The primary concern arises from non-residents bypassing traffic on Warringah Road, causing congestion and safety issues on Fitzpatrick Avenue East. We believe that a thoughtful combination of resident-only access during peak times, paint markings on the road and a well-placed speed bump would provide an effective solution without compromising the safety and convenience of our residents.</p> <p>We kindly request that the council considers our proposal as a balanced alternative to the initially proposed traffic calming measures.</p>

	<p>We are open to further discussion and collaboration to find a solution that aligns with the best interests of the community.</p> <p>Thank you for your attention to this matter, and we look forward to a positive resolution.</p>
155.	<p>We would like to express our concerns regarding the proposed traffic calming devices on Fitzpatrick Avenue East.</p> <p>While we understand the council's efforts to address traffic concerns, we believe that the proposed measures, specifically the installation of traffic calming devices, may create hazards and limit parking spots for residents. Our community values safety and accessibility, and we would like to propose an alternative solution.</p> <p>We suggest implementing restrictions for non-resident road use during peak times. Additionally, we believe that a strategically placed speed bump in front of 12 or 14 Fitzpatrick Avenue would effectively address the issue of non-residents using our street as a shortcut and speeding up the crest of the hill.</p> <p>The primary concern arises from non-residents bypassing traffic on Warringah Road, causing congestion and safety issues on Fitzpatrick Avenue East. We believe that a thoughtful combination of resident-only access during peak times and a well-placed speed bump would provide an effective solution without compromising the safety and convenience of our residents.</p> <p>We kindly request that the council considers our proposal as a balanced alternative to the initially proposed traffic calming measures. We are open to further discussion and collaboration to find a solution that aligns with the best interests of the community.</p> <p>Thank you for your attention to this matter, and we look forward to a positive outcome.</p>
156.	<ul style="list-style-type: none"> - We would like to make sure it is noted that the speed humps in Garner Ave are not placed any closer to our driveway as [REDACTED] has a large 4WD and large trailer and he needs to be able get in and out of our driveway at [REDACTED] Garner Ave. If the speed humps were any closer to the driveway it would make it too difficult to manoeuvre in and out of our driveway and prevent him from accessing our home and storing his vehicles. - The proposed chicanes at the corner of Bantry Bay Rd and Garner Ave will make it difficult to access our street with the large 4WD and large trailer stored at our property in Garner Ave which is needed to run [REDACTED] small plumbing business. Since the previous traffic island has been removed, access has been improved and we don't want any impediment to turning in or out of our street at that intersection to be added back in.

	<p>- We would like to have it noted that Garner Ave is a relatively narrow street and would not support more intrusive traffic controls or larger speed humps that narrow the road to be installed, for similar access reasons.</p>
157.	<p>This is much needed, especially on Maxwell Pde. People exit southbound off Warringah Road at speed, zoom along Maxwell. The intersection of Parni Place and Maxwell is quite dangerous due to speed of cars coming off Warringah Road, and the many parked cars which restrict your vision as you are trying to turn from Parni Place into Maxwell. I am not convinced about the location of the speed hump here (sheet 3)- seems extremely close to the intersection, maybe the speed hump needs to be a couple of metres further south so that people aren't negotiating the speed hump as well as the intersection. It would help safety at this intersection if cars did not park on Maxwell Pde quite so close to Parni Place. Cars usually park on Maxwell right outside 6 Maxwell and 8 Maxwell and it really restricts the view when stopped at the end of Parni trying to see if it is safe to proceed turning either left or right into Maxwell.</p> <p>My only other suggestion is the pedestrian refuge on Rangers Retreat Rd outside house no 22, (sheet 9) it might make more sense to have this located further south, outside no. 32, because many people walk along the pipeline as recreation, walking dogs etc and usually cross here anyway. I wouldn't go along to use the pedestrian refuge because then you need to cross a second road (Garner) to get back to the pipeline.</p> <p>Thank you for getting this work done. As a local resident family we have been saying how Maxwell Pde is used as a speedway and it is not safe.</p> <p>Yes the traffic congestion on Warringah Road has been terrible. So annoying after all the massive roadworks and disruption that it has not fixed that problem entirely. The problem seems to be the multiple lane merges heading southbound in the mornings, on Warringah Rd just near the north end of Maxwell Pde, that plus the couple of sets of lights at Forestville is enough to cause a traffic jam most mornings and many afternoons too.</p>
158.	Respondent did not make a comment.
159.	Respondent did not make a comment.
160.	<p>I am writing to formally express my objections to the Northern Beaches Council proposal referenced as 2023/551253, specifically in relation to the installation of traffic calming devices in Fitzpatrick Ave E.</p> <p>Limited Traffic on Fitzpatrick Ave E: Having lived in this community for over three years and consistently staying at home, I have observed that Fitzpatrick Ave E experiences minimal traffic, contributing to the tranquil nature of our local suburb, except during the hours of 7-9 am on weekdays. Installing traffic</p>

	<p>calming devices seems unnecessary given the current traffic conditions.</p> <p>Topography Minimizes Concerns: The uphill direction towards Warringah Road Forestville minimizes concerns related to speeding, as the natural incline acts as a self-regulating factor. While the downhill direction may present occasional concerns, the frequency is considerably lower. If necessary, a cost-efficient solution could involve implementing a stop sign before the downhill section to address excessive speed concerns adequately.</p> <p>Impact on Residents and Parking: Many residents, myself included, have multiple young drivers or soon-to-be drivers in our households. Off-street parking is crucial for the safety of our vehicles, and the proposed installation threatens to limit residents' access to these spaces, making parking even scarcer.</p> <p>Lack of Accident History: Throughout the years, Fitzpatrick Ave E has not witnessed significant accidents due to speeding. Considering the limited traffic and ongoing maintenance costs, allocating taxpayer money to this proposal may be deemed wasteful and lacking cost-effectiveness.</p> <p>Alternative Traffic Management Proposal: Instead of implementing traffic calming devices, I propose restricting left turns to Hilmer Street or Bantry Bay Road from Warringah Road between 7-9 am. This targeted approach can mitigate traffic concerns, benefiting both local residents and reducing congestion on Warringah Road.</p> <p>Transparency in Data and Definitions: While the proposal refers to traffic volume and speed surveys, the consultation documentation lacks transparency regarding the definition of "high" traffic volume and what constitutes evident issues. I request clarification on these terms to better understand the basis for the proposed intervention.</p> <p>In conclusion, I strongly object to the Northern Beaches Council's proposal for traffic calming devices in Fitzpatrick Ave E. The evidence presented suggests that alternative solutions, such as the suggested turn restrictions, could be more effective in addressing the concerns raised, while judiciously allocating resources for the benefit of the community.</p> <p>I appreciate your attention to this matter and anticipate a thorough review of the concerns raised. Thank you for your time and consideration.</p>
--	---

161.	<ul style="list-style-type: none"> • Request an Additional speed hump between Meridith and Wilma pl or at bike crossing • No Entry like at Grace Ave • No left turn AM peak Residents excepted - like McCarrs Creek Road. • Local traffic only advisory sign
162.	<ul style="list-style-type: none"> • Location of speed hump will take away parking. • Remove Chicane at Garner
163.	<p>Support but have further concerns that would like Council to address</p> <ul style="list-style-type: none"> • Kenya Place, cars parking too close to intersection • Speeding on Parni Place - > 80km/hr • Speeding on Maxwell • Rat run through Maxwell <p>Request additional No Parking signs, Additional speed humps on Parni around the bend</p>
164.	<p>Neither support or Object</p> <p>Alternative suggestion -</p> <ul style="list-style-type: none"> • No right turn 7am – 9am into Fitzpatrick from Hilma • No right turn 7am – 9am into Fitzpatrick from Bantry Bay Road • No right turn 7am – 9am into Garner from Bantry Bay Road
165.	<p>Support – but would refer Council remove one speed hump on Maxwell Parade at Mavor/ Tyalla or remove one chicane. Worried about Noise, and too many devices would be annoying</p>
166.	<p>Support but want assurance that turning right onto Fitzpatrick Ave East from Panarama will still be possible</p>

Document administration

Version	1.0
Date	3 January 2023
Approval	Content provided and approved by Transport Network Team
Status	Final
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.