



To the General Manager

Attach: 1. Traffic Committee Report
19 March 2021

SUBJECT: (4.3) Ben Boyd Road, Neutral Bay – Proposed Traffic Calming – Survey Results (Resubmitted)

AUTHOR: Report of Manager Traffic & Transport Operations, Michaela Kemp

DESCRIPTION/SUBJECT MATTER:

Council was successful in gaining funding under the 2020/21 Australian Government Black Spot Program to install speed humps along Ben Boyd Road between Yeo Street and Kurraba Road to improve traffic and pedestrian safety.

Council undertook community consultation with affected properties on the proposed speed humps between 6 November 2020 to 6 December 2020. The outcomes of the community consultation were reported to the Traffic Committee meeting on 19 March 2021. A copy of the full report is attached and also available at [https://www.northsydney.nsw.gov.au/Council Meetings/Meetings/Committees/Traffic Committee/2021/19 March 2021](https://www.northsydney.nsw.gov.au/Council%20Meetings/Meetings/Committees/Traffic%20Committee/2021/19%20March%202021)

Based on the community feedback and analysis of crash history and traffic count data, Council's Traffic & Transport Engineer recommended:

- 1. THAT Council, as part of the 2020/21 Black Spot program, constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery.*
- 2. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.*

At its meeting on 19 March 2021, the Traffic Committee resolved to recommend:

- 1. THAT Council applies to Transport for NSW for a scope variation for the Black Spot funding to prioritise the upgrade of the existing pedestrian crossing on Ben Boyd Road near Hardie Street.*
- 2. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road.*

The recommendations of the Traffic Committee were considered at the Council meeting on 26 April 2021, where Council subsequently resolved (Item 7.2 Min. 59):

- 1. THAT the matter of speed humps on Ben Boyd Road be deferred to the next Traffic Committee meeting in June 2021.*
- 2. THAT the submitters in this matter be notified*

The previous report is attached for re-consideration of the Traffic Committee, and the financial and program implications are summarised in this report.

RECOMMENDATION:

1. THAT Council constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery under the Black Spot program as per the approved project variation for construction in 2021/22.

2. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

FINANCIAL AND PROGRAM IMPLICATIONS

This project is fully funded by the State Government under the 2020/21 Australian Government Black Spot Program and the NSW Government Safer Roads Program. The funding is for a maximum of \$150,000 with completion deadline of 30 June 2021. Due to the delays encountered to date in Council's determination of this matter, it is not possible that Council will complete the construction of the works by the 30 June 2021 deadline. In anticipation of a determination, a scope and time variation request has been submitted to TfNSW for the reduced scope as recommended in this report, and a time extension to 31 August 2021. This was approved by TfNSW on 28 May 2021.

Table 1 Ben Boyd Road - speed humps – indicative program

Key Milestone	Dates
Council consideration of Traffic Committee Recommendation – Ordinary Council Meeting	28 June 2021
Procurement of construction contractor	30 June 2021 to 31 July 2021
Construction	1 August 2021 to 31 August 2021

The exhibited scheme would use full width rubber speed cushions to meet the grant budget. If the number of devices is reduced to the scope recommended by staff, Council may be able to install more durable asphalt raised thresholds up to a total cost of \$150,000.

With regard to the Traffic Committee's previous recommendation to apply to TfNSW for a scope variation to transfer these funds to prioritise the upgrade of the existing pedestrian crossing on Ben Boyd Road near Hardie Street, it should be noted that subsequent to the Traffic Committee meeting on 19 March 2021, Council received confirmation that the Ben Boyd Road/Hardie Street pedestrian crossing upgrade was successful under a separate funding application through the Federal Government Stimulus Road Safety Program (School Zone Infrastructure) in 2020/21. This project is on track for completion in 2020/21. Refer to Standing Item Report 5.3 – Pedestrian Safety – Item 21/03 for further information. Therefore, the scope variation as suggested by the Traffic Committee is not necessary.

CONSULTATION REQUIREMENTS

Consultation has been undertaken in accordance with Council's Community Engagement Protocol

Relates to ECM No: 8496045

Standard or Guideline Used: AS1742.13

Signs & Lines Priority: N/A

Precinct and Ward: Hayes/ Neutral; Victoria

Impact on Bicycles: Proposed speed humps may impact cyclist when traveling over the full width humps at sharp bends and steep sections of Ben Boyd Road

Impact on Pedestrians: Slower vehicle speeds may increase pedestrian safety

Impact on Parking: Proposed speed humps will not impact on the on-street parking spaces

DETAIL

Community consultation took place from 6 November 2020 until 6 December 2020. Approximately 896 questionnaires were sent to properties in the surrounding area, Hayes and Neutral Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 139 responses (15.5% response rate) were received. Of the responses 94 (67%) were within the survey area and 45 (32%) were from outside the survey area.

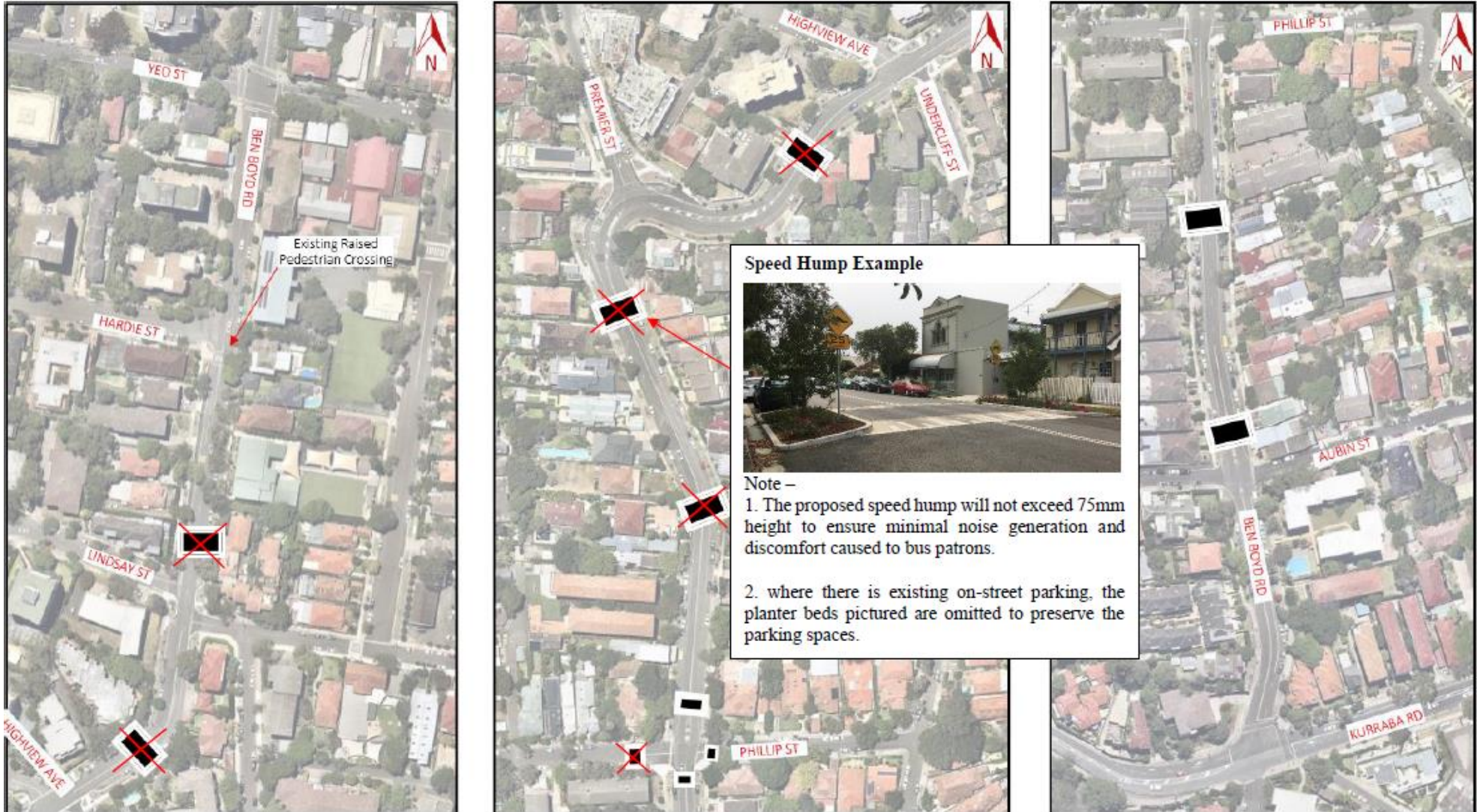
The results indicate a moderately high level of community resistance to the installation of the speed humps (33.1% support, 66.2% objection and 0.7% no answer). The survey results, community feedback, crash analysis and speed analysis are detailed in the report to the [19 March 2021 Traffic Committee – Item 4.4](#)

The report to the March 2021 Traffic Committee noted that although most respondents do not support the proposal, there was a fair level (about 62.5%) of support from properties fronting Ben Boyd Road between Kurraba Road and Phillips Street. This section is also where most crashes have occurred, and the section of the street experiencing the highest traffic speeds.

It is therefore recommended that Council proceeds with construction of the proposed speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road. Due to significant objections from the community it is recommended that Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

A plan of the proposed amended scope is provided overpage.

PROPOSED TRAFFIC CALMING ARRANGEMENT



**DECISION OF 3743rd COUNCIL MEETING
HELD ON MONDAY 26 APRIL 2021**

7.2 Traffic Committee Minutes - 19 March 2021

(4.4) Ben Boyd Road Proposed Traffic Calming – Survey Results

Report of Traffic & Transport Engineer, Nathan Wu

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to install speed humps along Ben Boyd Road between Yeo Street and Kurraba Road to improve traffic and pedestrian safety.

The proposed speed humps will extend to the full width of the road to prevent vehicles attempting to avoid the device by travelling through the gaps or onto the wrong side of the road. A concept plan of the proposal is enclosed.

Community consultation took place from 6 November 2020 until 6 December 2020. Approximately 896 questionnaires were sent to properties in the surrounding area, Hayes and Neutral Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 139 responses (15.5% response rate) were received.

The results indicate a moderately high level of community resistance to the installation of the speed humps (33.1% support, 66.2% objection and 0.7% no answer).

Recommending

1. THAT Council, as part of the 2020/21 Black Spot program, constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery.

2. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

A Motion was moved by Councillor Gibson and seconded by Veronique Marchandeanu,

1. THAT Council applies to Transport for NSW for a scope variation for the Black Spot funding to prioritise the upgrade of the existing pedestrian crossing on Ben Boyd Road near Hardie Street.

2. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road.

Voting was unanimous

Resolved to Recommend:

1. THAT Council applies to Transport for NSW for a scope variation for the Black Spot funding to prioritise the upgrade of the existing pedestrian crossing on Ben Boyd Road near Hardie Street.

2. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road.

A Motion was moved by Councillor Baker and seconded by Councillor Keen.

1. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road. (4.4)

An Amendment was moved by Councillor Gibson and seconded by Councillor Gunning

1. THAT the matter of speed humps on Ben Boyd Road be deferred to the next Traffic Committee meeting in June 2021.

2. THAT the submitters in this matter be notified.

The Amendment was put and **Carried**.

Voting was as follows:

For: Councillor Gibson, Councillor Keen, Councillor Brodie, Councillor Carr, Councillor Barbour, Councillor Drummond, Councillor Gunning, Councillor Mutton, Councillor Baker

Against: nil

Absent: Councillor Beregi The Amendment became the Motion which was put and Carried.

Voting was as follows:

For/Against 9 / 0

For: Councillor Gibson, Councillor Keen, Councillor Brodie, Councillor Carr, Councillor Barbour, Councillor Drummond, Councillor Gunning, Councillor Mutton, Councillor Baker

Against: nil

Absent: Councillor Beregi

59. RESOLVED:

1. THAT the matter of speed humps on Ben Boyd Road be deferred to the next Traffic Committee meeting in June 2021.

2. THAT the submitters in this matter be notified



To the General Manager

Attach: 1. Concept Plan
2. Survey Area Map

SUBJECT: (4.4) Ben Boyd Road Proposed Traffic Calming - Survey Results

AUTHOR: Report of Traffic & Transport Engineer, Nathan Wu

DESCRIPTION/SUBJECT MATTER:

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to install speed humps along Ben Boyd Road between Yeo Street and Kurraba Road to improve traffic and pedestrian safety.

The proposed speed humps will extend to the full width of the road to prevent vehicles attempting to avoid the device by travelling through the gaps or onto the wrong side of the road. A concept plan of the proposal is enclosed.

Community consultation took place from 6 November 2020 until 6 December 2020. Approximately 896 questionnaires were sent to properties in the surrounding area, Hayes and Neutral Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 139 responses (15.5% response rate) were received.

The results indicate a moderately high level of community resistance to the installation of the speed humps (33.1% support, 66.2% objection and 0.7% no answer).

RECOMMENDATION:

1. THAT Council, as part of the 2020/21 Black Spot program, constructs speed humps along Ben Boyd Road between Kurraba Road and Phillips Street, inclusive of the speed hump to the north of Phillips Street but exclusive of the speed hump on Phillips Street to the west of Ben Boyd Road - as shown on the attached plan, after the affected properties are notified by letterbox delivery.

2. THAT due to significant objections from the community, Council does not proceed with the proposed speed humps on Ben Boyd Road elsewhere between Yeo Street and Phillips Street.

CONSULTATION REQUIREMENTS

Consultation has been undertaken in accordance with Council's Community Engagement Protocol

Relates to ECM No: ECM 8381866

Standard or Guideline Used: AS1742.13

Signs & Lines Priority: N/A

Precinct and Ward: Hayes - Neutral/ Victoria

Impact on Bicycles: Proposed speed humps may impact cyclist when traveling over the full width humps at sharp bends and steep sections of Ben Boyd Road

Impact on Pedestrians: N/A

Impact on Parking: Proposed speed humps will not impact on the on-street parking spaces.

DETAIL

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to install speed humps along Ben Boyd Road between Yeo Street and Kurraba Road to improve traffic and pedestrian safety.

The proposed speed humps will extend to the full width of the road to prevent vehicles attempting to avoid the device by travelling through the gaps or onto the wrong side of the road. A concept plan of the proposal is provided overleaf.

An example of the proposed speed hump is shown below:

Figure 1. Speed hump example



Note –

1. The proposed speed hump will not exceed 75mm height to ensure minimal noise generation and discomfort caused to bus patrons.
2. where there is existing on-street parking, the planter beds pictured are omitted to preserve the parking spaces.

Figure 2. Consultation Plan

PROPOSED TRAFFIC CALMING ARRANGEMENT



Community consultation took place from 6 November 2020 until 6 December 2020. Approximately 896 questionnaires were sent to properties in the surrounding area, Hayes and Neutral Precinct committees, and the survey was available online through Council’s ‘Have Your Say’ webpage. A total of 139 responses (15.5% response rate) were received. Of the responses 94 (67%) were within the survey area and 45 (32%) were from outside the survey area.

The results indicate a moderately high level of community resistance to the installation of the speed humps (33.1% support, 66.2% objection and 0.7% no answer). The results of the survey are shown in tabular format in Table 1.

Table 1 – Survey Results

I support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road.	Response						
	Yes		No		No Answer		Total
	Qty	%	Qty	%	Qty	%	Qty
Within Survey Area	41	44.6%	50	54.3%	1	1.1%	94
• Ben Boyd Road							
• Kurraba Road							
• Lindsay Street							
• Phillips Street							
• Premier Street							
Outside Survey Area	3	7.1%	39	92.9%			42
• Ada Street							
• Aubin Street							
• Benelong Road							
• Bent Street							
• Carabella Street							
• Falcon Street							
• Hayes Street							
• Highview Avenue							
• Kirribilli Avenue							
• Kurraba Road							
• Manns Avenue							
• Milson Road							
• Penshurst Avenue							
• Phillips Street							
• Premier Street							
• Reserve St							
• Reynolds Street							
• Ryries Parade							
• Spofforth Street							
• Spruson Street							
• Sutherland Street							
• Undercliff street							
Outside LGA	1	100%		0.0%			1
• Waratah Street							
No address			2	1.4%			2
Grand Total	45	33.1%	91	66.2%	1	0.7%	137

*Duplicate submissions have been removed from the tally.

Discussion

Based on the survey results and submissions, most respondents (66.2%) do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road. Of all the respondents within the survey area (see attached survey area map), 44.7% support the proposal and 54.3% of respondents oppose the proposal. Of all the respondents outside of the survey area, 7.1% support the proposal and 92.9% oppose the proposal.

The objections are mainly related to the concerns below:

Unnecessary

There are concerns that the proposed speed humps are unnecessary. Many residents have expressed that there are no speeding issues experienced and are happy with the current road condition.

Response: there were 16 recorded crashes along Ben Boyd Road between Yeo Street and Kurraba Road from Oct 2013- March 2020 in the most recent available TfNSW crash data. The speed humps were proposed to address the crash history and was successful in the nomination for funding under the 2020/21 Australian Government Black Spot Program and the NSW Government Safer Roads Program.

Excessive

There are concerns with the number of speed humps being excessive.

Response: The numbers are based on the required spacing under the Australian Standards which states that the spacings should usually be in the range of 80 to 120 m. Spacings greater than 120 m may allow speeds between the humps to rise to unacceptable levels.

Noise

There are concerns with increased noises as vehicles traverse the speed humps especially at night times.

Response: the speed hump will be designed to standards with adequate transition to minimise noise.

Air pollution

There are concerns with increased air pollution due to vehicles braking and accelerating at the speed humps.

Response: The speed humps are placed at approximately 80-120m spacing to allow consistent traveling speeds and minimise vehicle emissions.

Safety

There are concerns with cyclist safety as they transverse the speed humps and hindrance to ambulance vehicles. Others have concerns about the location of the speed hump e.g, near the bend or driveway etc.

Response: the speed hump will be designed to standards with adequate transition. Council will review the location of the speed humps.

Traffic delays

There are concerns with traffic delays and possible congestion due to the reduction of vehicle speeds along the route.

Response: the speed humps are placed at approximately 80-120m apart as per Australian Standards to allow consistent traveling speeds.

Impact on public transport

There are concerns with disruption to bus service and discomfort caused to passengers.

Response: STA was consulted and raised no objection with the proposal subject to the speed hump being designed to specifications on Bus Infrastructure Guide. The speed humps will be designed to Bus Infrastructure Guide.

Cost

There are concerns with the allocation of Council resource on this proposal.

Response: This project is fully funded by the State Government under the 2020/21 Australian Government Black Spot Program and the NSW Government Safer Roads Program. The funding is for a maximum of \$150,000. The exhibited scheme would use full width rubber speed cushions to meet the grant budget. If the number of speed cushions is reduced Council may be able to install more durable asphalt raised thresholds up to a total cost of \$150,000.

Alternatives

There are suggestions to install speed cameras or roundabout instead of speed humps.

Response: The provision of speed cameras is under the care and control of TfNSW. Any public can make nominate a speed camera location online at:

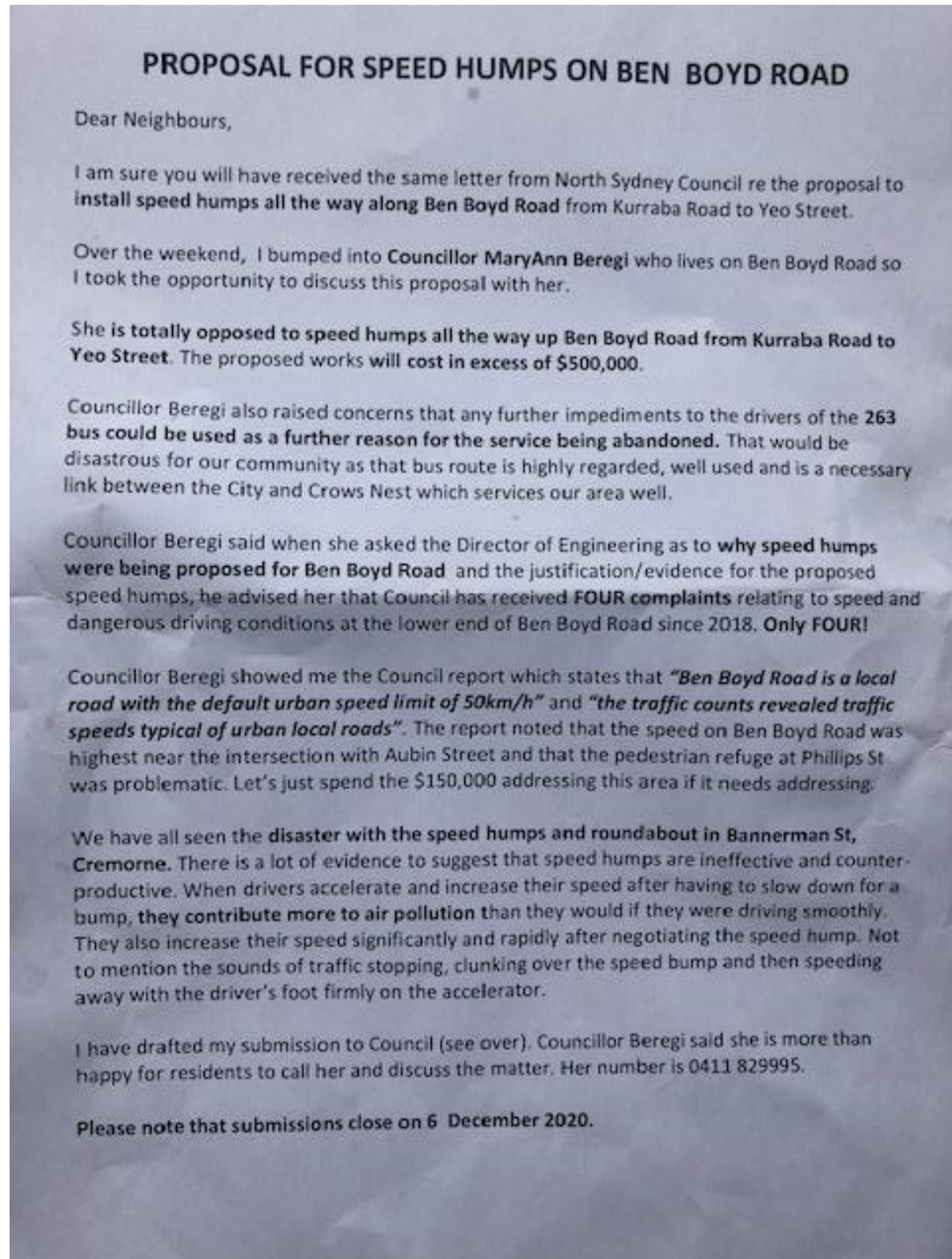
<https://www.service.nsw.gov.au/transaction/nominate-speed-camera-location>.

Roundabout is not considered feasible along Ben Boyd Road due to the road geometry and traffic conditions. It is also considered undesirable for cyclists.

Anonymous letter

There were 28 submissions with similar objections referred to an anonymous letter that was circulated in the neighbourhood against the proposal.

See letter below:



Submission to North Sydney Council
council@northsydney.nsw.gov.au
yoursay@northsydney.nsw.gov.au

Community Consultation – Ben Boyd Road – Traffic Calming

Dear Mayor, Ward Councillors Beregi, Brodie and Keen, and all Councillors,

I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6 November 2020.

The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and then accelerating. (<https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html>).

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that "*Ben Boyd Road is a local road with the default urban speed limit of 50km/h*" and "*the traffic counts revealed traffic speeds typical of urban local roads*".

Further, I understand that **only four (4) representations have been made to Council** in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issues fines for speeding. Such action would be an immediate deterrent to drivers who travel faster than 50 km/h on Ben Boyd Road.

The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9km/h, this is hardly indicative of excessive speed.

A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity however **I am concerned that this will impact the 263 bus route**. Such a crossing however could easily be located on Ben Boyd Road south of Phillips Street which is not part of the 263 bus route, if a crossing was deemed necessary. **Any measures proposed must not impact the viability and frequency of the 263 bus service.**

The installation of a low rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching that sharp bend which would not adversely impact the 263 bus service. It would also make it safer to cross Ben Boyd Road.

In closing, to spend over \$500,000 on speed humps and the like, and with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.

Neutral Precinct also raised similar objections as stated in the anonymous letter as follows:

“Neutral Precinct objects to the installation of traffic calming devices in Ben Boyd Road for the following reasons:

- a) We do not believe the devices are necessary. We understand there have been only 4 complaints about speeding in the Road since 2018 and spending \$500,000 after 4 complaints is not reasonable.*
- b) We do not believe there are any genuine safety needs for the devices and traffic calming devices placed on curves in the Road could well be dangerous.*
- c) We are concerned the devices would make it difficult for the Route 263 Bus to navigate the Road.*
- d) We have observed the disastrous results following installation of speedhumps and an oversized roundabout in Bannerman Street Cremorne.*
- e) Neutral Bay and Cremorne need secondary roads separate to Military Road. We cannot have traffic calming devices in every secondary road.*

Further, should the traffic calming devices be installed, then they should be temporary for a trial period followed by consultation with all residents in Neutral Bay and Cremorne not just residents of Ben Boyd Road.

Ben Boyd Road is used by many residents in Neutral Bay and Cremorne.”

It should be noted that the anonymous letter contains false or misleading information such as:

Cost in excessive of \$500,000

Response: the cost estimate for the proposed speed humps is \$150,000 and is fully funded by the State Government under the 20-21 Blackspot Program.

Abandon of 263 bus service

Response: consultation with STA on 8 December 2020 indicated that there is no proposal to abandon the 263 service along this route and the existing services are unlikely to be affected by the speed humps.

There were only 4 representations

Response: the proposal was not based on the number of representations Council received. The issue of traffic speeds along Ben Boyd road was considered at the Traffic Committee meeting on 3 May 2019 and Council subsequently adopted the recommendation that:

1. THAT Ben Boyd Road be considered for nomination as part of the 2020/21 RMS Safer Roads and Blackspot Program with nominations due by 31 July 2019.

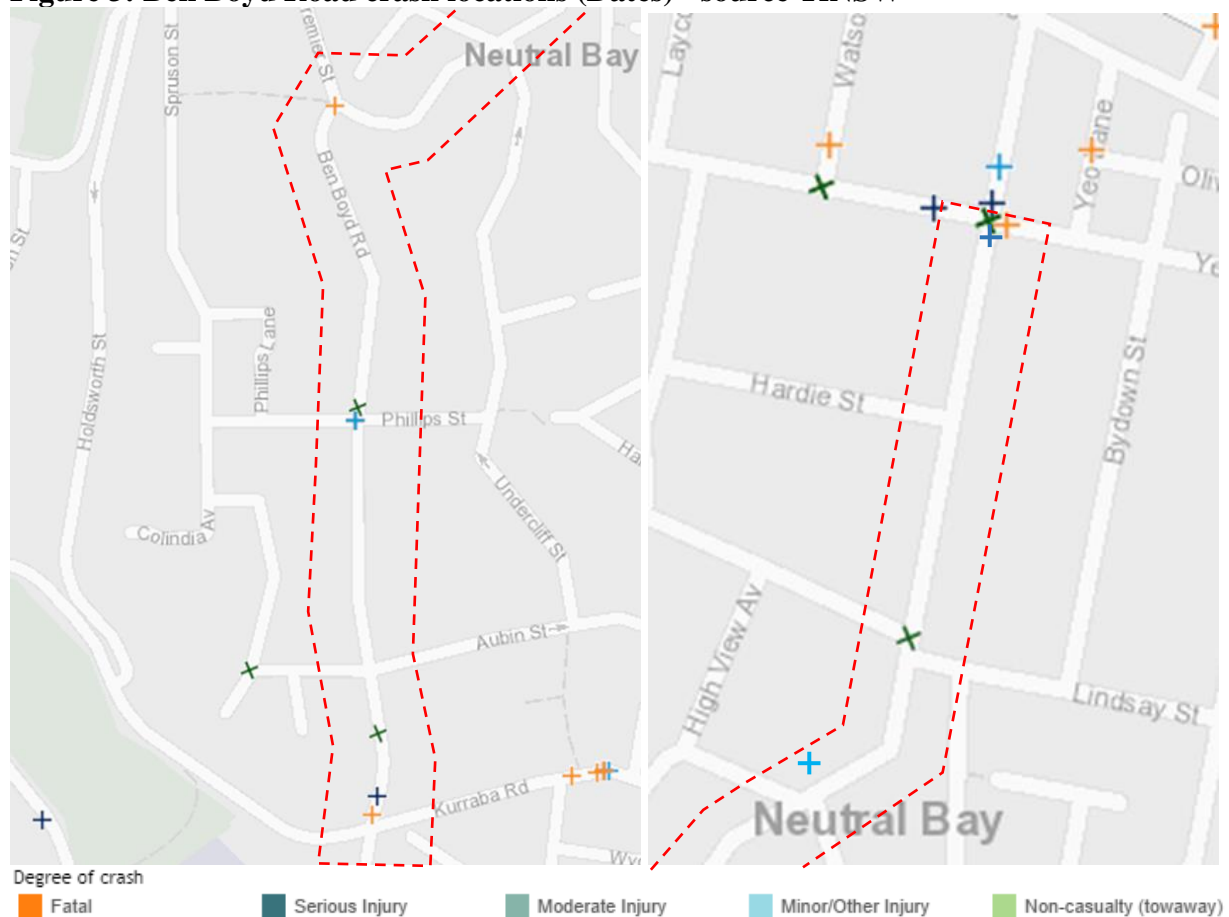
Consequently, Ben Boyd Road was assessed based on crash history and feasible treatment options, then it was nominated as part the 2020/21 RMS Safer Roads and Blackspot Program.

There were 16 recorded crashes along Ben Boyd Road between Yeo Street and Kurraba Road from October 2013- March 2020 in the most recent available TfNSW crash data.

Table 2: Ben Boyd Road Crashes October 2013- March 2020

Location	Injury Crashes	Non-Injury Crashes	Crash types (RUM)
At Yeo Street	3	3	Ped on carriageway (1) Ped nearside (1) Right Through (2) Cross Traffic (2)
At Lindsay Street		1	Right off carriageway into object (1)
At Premier Street	1		Cross Traffic (1)
At Phillips Street	3	1	Left off carriageway into object (1) Ped nearside (1) Right through (1) U-turn (1)
At Undercliff Street	1		Left near (1)
Midblock Aubin Street to Kurraba Road	1	1	Leaving parking (2)
At Kurraba Road	1		Out-of-control while overtaking (1)
Total	10	6	

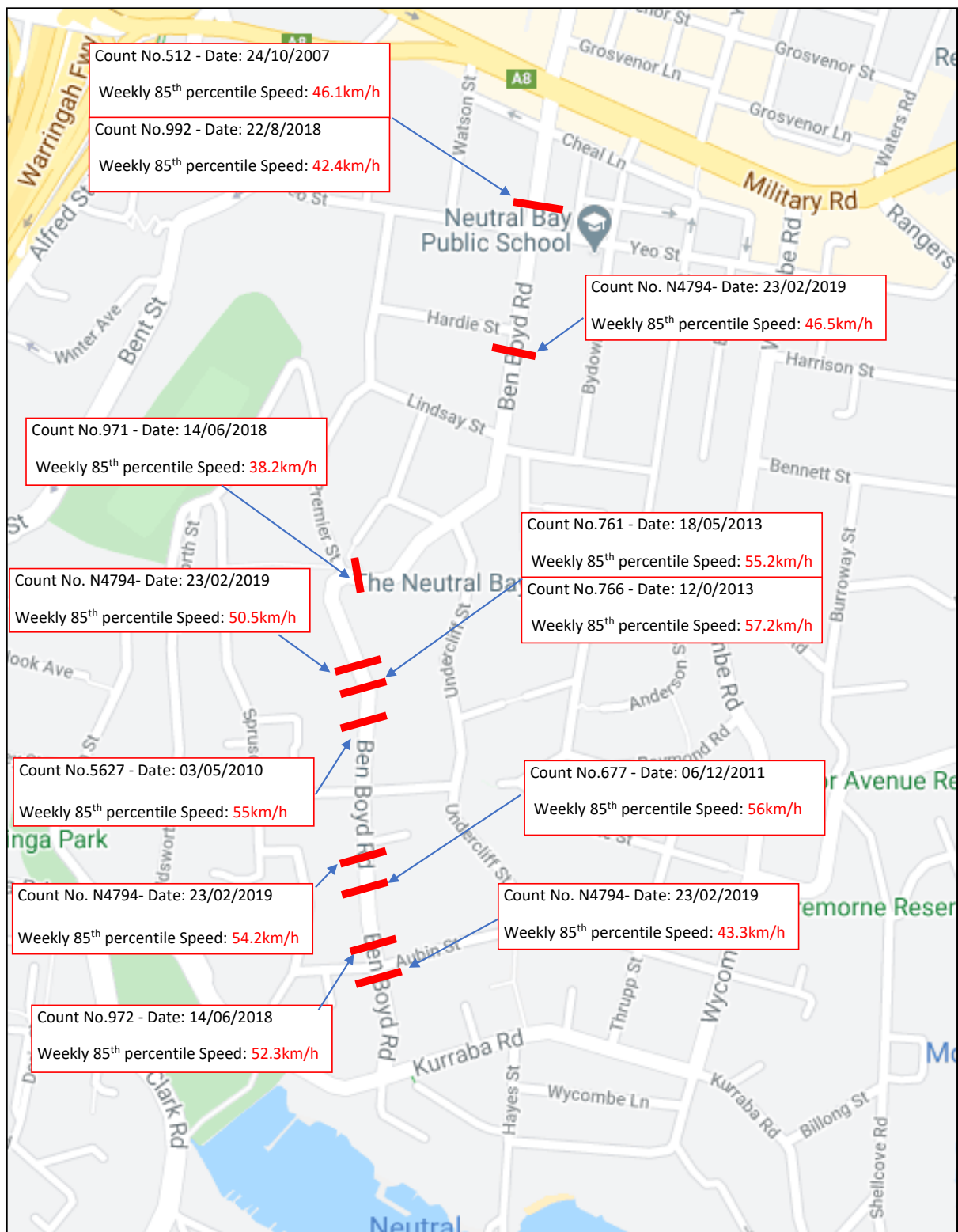
Figure 3: Ben Boyd Road crash locations (Dates) - source TfNSW



The proposed speed humps will address most of the crash history above if not improve the overall safety of the road.

Speed data

Figure 4: Ben Boyd Road Speed Data – (Result of Tube Counts- Bi-Directional)



Comments Received

Respondents were asked to provide general comments/feedback as desired. Comments have been grouped by emerging themes.

Support proposal (Within Survey Area)

- This is great news as we have regular speed offenders on motorcycles & in sports cars treating Ben Boyd rd like a race track- especially in the evenings
- We live in the bendy part of ben Boyd road and we are very concerned about the speed of cars going down the sloop. It can be dangerous for pedestrians and also for us exiting our driveways. Often there is limited visibility, so a speeding car will usually swerve onto the wrong side of the road to avoid hitting us. They are unable to slow down in time with the speed they are going. We feel that accidents are not an if but a when. We think that it would be worth a little extra noise or pollution as a minor inconvenience, for the safety of ourselves, our children, pedestrians and road users. We have also read about people's concern about increased pollution. I believe in our area it would not be the base. Also as petrol cars are phased out in the future; that would be less of a concern.
- I think the speed hump currently proposed north of the intersection between Aubin St and B B Road should be located SOUTH of the intersection. Drivers regularly accelerate up B B Road from Kurraba Rd and are travelling at speed by the time they reach the intersection. Vehicles seeking to exit Aubin St West on to B B Road often have a very poor view of vehicles accelerating up the hill from Kurraba Road as there are numerous cars usually parked along B B Road impeding the view, especially if they are parked illegally too close to the Aubin St intersection--which happens regularly. Several accidents have already occurred at this intersection and more are likely unless vehicles coming up Kurraba road are forced to slow down before reaching it.
- Bring it on! I would welcome the proposed speed bumps having witnessed numerous accidents at the intersection of Phillips st and Ben Boyd Rd over many years as well as near miss collisions. Speed bumps would force drivers who speed to drive more safely, giving the wildlife a better chance of survival. Thank you for the monitoring and for the opportunity to support this proposal.
- This Is very positive.
Currently motorists drive up and down Ben Boyd Rd as if on a 'racing track'. We also get the occasional heavy vehicles that are very noisy. I fully support the speed humps for safety and reducing noise from speeding traffic. Thank you.
- Please be sensible with the number of speed bumps and avoid the need to rework if it doesn't work in reality. Based on current proposal; 9 speed bumps along Ben Boyd road from Kurrabra road to just after Lindsay is a bit excessive. A classic example of what not to do is what happened on Bannerman St. The initial work on multiple speed bumps was clearly illogical and the subsequent rework is simple a waste of taxpayers money. Appreciate the consideration but please be sensible as cars will just drive onto the side to avoid the speed bumps and cause accidents.
- thank you its been long overdue

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- The traffic along Ben Boyd Road is truly fast and furious. My wife's pregnant and she complains about the noisy traffic on Ben Boyd Rd almost everyday, we find it hard to rest even late through the night. It's dangerous to cross for slow movers like kids, elderlies & pregnant women. Please help the community and take action !!
 - Has been a long time coming, but most welcomed. My wife & I have lived at our current address for 37 years and the construction of the speed bumps along BB Rd will significantly reduce the speed of vehicles (especially thru the S bends), car & motor cycle accidents, damage to property, and have a calming effect to the benefit of residents
 - However, I believe the speed hump adjacent to 73 Ben Boyd Road should be moved further south slightly to be adjacent to 71 Ben Boyd Road. This would allow it to be positioned where an existing no parking area is located just prior to the man hole. This would mean the one parking spot available would not be effected. It is also on a straighter part of the road and would then be located after a driveway that accesses three properties.
 - The speed hump proposed north of Aubin Street should be relocated to south of the intersection. As a resident of, with parking exiting on to Aubin Street, it is very difficult to see traffic coming up from Kurraba Road due to parked cars (often illegally). A speed hump prior to Aubin Street would slow down traffic, thereby reducing the chance of a collision coming out of Aubin Street onto Ben Boyd Road. At all times, it is impossible to park outside my own residence as it has unrestricted parking. It has become a 'park and ferry' area used by people commuting in to the city via ferry, and parking their car for free all day. This street should be revised to two or three hour parking, with residences being able to purchase annual parking stickers from North Sydney Council.
 - Speed bumps will improve the amenity on Ben Boyd Road. For those of us living near Yeo Street when travelling north from the Harbour Bridge, the result will be an incentive to arrive via Military Road, rather than via Kurraba Road. That would increase the already very heavy traffic on Military Road. However the increase is probably marginal overall.
 - As a resident of Ben Boyd Road I believe the installation of speed bumps will significantly reduce vehicle speed and noise of motor vehicles. Safety for people crossing at various points, particularly the elderly and disabled, has been an increasing issue, and the planned action will be a great improvement.
 - A speed hump or pedestrian crossing is also required across the top of Hardie Street where it meets the Ben Boyd Road junction. Drivers frequently complete u-turns at high speeds in this junction during school hours after dropping off/picking up their children and are endangering the lives of other children crossing Hardie Street to get to/or come back from the pedestrian crossing for Kindergarten. It is only a matter of time before an accident occurs here.
 - I could not support this proposal more strongly. I have lived on Ben Boyd Road (directly opposite Undercliff St) for only two years, and the number of accidents and near accidents I have seen in that time because of lack of attention by both parties, and the influence of speeding on that lack of attention, is startling. I frequently see and hear motorcycles and 'sports' cars racing up Ben Boyd Road. It is a long and twisting road, no doubt a lot of fun to race up in performance vehicles, however, the noise and danger

posed to those drivers, and other road users, as well as pedestrians is alarming and must be stopped. If nothing is done, it is only a matter of time before people are killed or injured seriously.

- Traffic volume + speed is dangerously high - I welcome an opportunity to slow traffic on Ben Boyd Road.
- I live on Ben Boyd Rd, virtually opposite the junction with Premier St. Over the past few years, in the small part of Premier St, just leading off Ben Boyd Rd, there has been almost continuous construction of 3 apartment blocks, the largest being still under construction.
The increase in traffic and noise and general activity has been most unpleasant. As the area is close to the city it is obviously a desirable place in which to live. This means the present situation will not improve. Parking in Ben Boyd Road is becoming more and more of a problem. I believe that speed humps will at least slow down the acceleration of the traffic as it travels up the hill and around the corner where I live. Hopefully the introduction of speed humps will lead to calmer traffic and therefore less noise and danger along this busier and busier road. I am fully in support of it.
- The sooner the better. Now would not be too soon! I observed a near fatal road collision accident around 4-5 weeks ago on the Philips Street /Ben Boyd Rd Junction. Slowing down the traffic would have avoided this. Having lived at 50 Ben Boyd Rd for a long time I hear cars and motorbikes going very fast on Ben Boyd Road. The effect of putting these humps in would persuade drivers away from Ben Boyd Road - which I don't mind - but other roads such as Wycombe Road may suffer.
- I fully support the installation of speed humps
- I think the speed hump currently proposed north of the intersection between Aubin St and B B Road should be located SOUTH of the intersection. Drivers regularly accelerate up B B Road from Kurraba Rd and are travelling at speed by the time they reach the intersection. Vehicles seeking to exit Aubin St West on to B B Road often have a very poor view of vehicles accelerating up the hill from Kurraba Road as there are numerous cars usually parked along B B Road impeding the view, especially if they are parked illegally too close to the Aubin St intersection--which happens regularly. Several accidents have already occurred at this intersection and more are likely unless vehicles coming up Kurraba road are forced to slow down before reaching it.
- I agree with the traffic calming arrangement for Ben Boyd Road. I would like you to consider one additional speed hump on Ben Boyd Road to the south of Aubin Street - a similar arrangement as is proposed for Phillip Street but no speed humps on Aubin Street. Reason: Exiting Aubin Street from the west and turning right (south) onto Ben Boyd Rd is sometimes dangerous as vehicles speed up Ben Boyd Rd from Kurraba Rd. A speed hump before Aubin St would slow these vehicles sufficiently to be able to turn right off Aubin St onto Ben Boyd Road with safety. The proposed speed hump on Ben Boyd Rd to the north of Aubin St will also assist by slowing the vehicles coming down Ben Boyd Rd hill and improve safety.
Additionally a pedestrian crossing on the Ben Boyd Rd speed hump to the north of Aubin St will aid us in crossing Ben Boyd Rd to visit the shops in that area.
Thank you for your consideration.

- Red Light camera also desperately needed at Ben Boyd / Kurraba intersection. Tens of people run this red light EVERY DAY. Its a crest where from both directions traffic can not see over the rise of necessarily pedestrians.
- propose speed humps to be installed up from Kurraba road lights where cars rev up the hill and around the corner furiously? Thousands of cars cross Aubin and Ben Boyd Road outside the bottle shop so suggest a speed hump further up after Phillip Street where they tend to speed down southwards. Possibly a round about Yeo and Ben Boyd only not Aubin and Ben Boyd it is too narrow and there are pedestrians crossing in all directions? Boyd Lane and West Aubin Street is a very dangerous area with trucks coming and going to accommodate Nathan Towers, rear Ben Boyd Terraces, 3 Aubin Street units, plus it is access to Spruson Street Southern Cross Gardens so maybe something can be considered to ease this dangerous neck of the woods? Parking is a major issue as most of the old blocks of units have no off street parking which has turned Ben Boyd Road into a 24 hour, 7 days per week permanent parking on top of all the traffic issues.
- Install bollards or grow some plants at the North-East corner of (Ben Boyd + Aubin) to discourage trucks parking on the side walk to unload goods Vintage Sellers). This corner witnessed many traffic incidents especially the crossing island. Also improve the visibility of the [one-way] signs on Aubin (at Ben Boyd) because many cars emerge from Aubin without regard to the one-way sign.
- The speed humps on Ben Boyd Road should help to reduce vehicle speeds. This is especially a problem on the down hill. The proposed speed hump on the bend near the Lindsay Street bus stop between 115-117 Ben Boyd Road will reduce the number of vehicles that lose control in wet weather, colliding with parked cars and in some cases ricocheting across to the other side of the road. The addition of garden planters & kerb extensions on street corners along Ben Boyd Road have been extremely well executed. Likewise - the new kerbing and parking works on Watson Street have been executed to a great standard.

- Hi,

I voted in favour of the speed hump proposal for Ben Boyd Rd and remain of that view.

Today I received an anonymous note in the mail urging a negative response.

I would like to counter, not anonymously, some of the arguments, attributed to Cr Beregi, raised in the note. I have lived here and worked from home for many years. Willing distraction I see the traffic flow on Ben Boyd Rd at Phillips St.

I have no issues with the money allocation. North Sydney Council is demonstrably well managed and I trust the financial priorities the council chooses, whatever the outcome on this issue.

Noise would be very little different with speed humps. At Phillips St there is significant traffic turning, angry horn use and near (occasionally not) misses. Noise increase is not a well reasoned argument, at least at our position.

Statistics and percentiles don't show the problem speed humps attempt to lessen. Almost all drivers are decent and drive near enough to the speed limit. The problem is the few. Those don't show up in statistics, except maybe accident ones. The midnight full throttle truck. A black Audi, among others, I regularly see attempting 0-100 time trials. There are at least two cars a day driving at speeds heading over 80K. A speed hump would be some deterrent.

Enforcement is near impossible so not a lot the council can do. I don't see it as reasonable to add to the council workload by complaining about problems hard to solve. Claims that issuing speeding fines could occur are not realistic, unless the writer proposes a speed camera. They have no bearing on the speed hump proposal.

The 263 bus has some difficulty with the often replaced pedestrian refuge at Phillips St and badly parked cars. The bus service viability didn't seem important enough to those objecting to the parking changes in Spruson St. Ben Boyd Rd speed humps would only be another, small obstacle on an already difficult route. We use and value the service. The 263 is, however, way under utilised (I see many empty busses go by). Utilisation is by far the major risk factor to losing the service. Viability of the 263 has little to do with speed humps.

Please ignore the roundabout proposal on the Ben Boyd Rd corner. It is dangerous, would make that area even more harder for cyclists and make no difference to the lower Ben Boyd Rd speeds. The current lethal pedestrian refuge there is a completely separate topic.

I certainly support the speed hump proposal if the council sees it a viable financial priority.

Thanks for reading, if you made it this far.

Oppose proposal (Within survey Area)

Unnecessary

- Too many speed bumps around the area as it is, there are a sharp bends at the top of the street, a speed hump near the school and only a straight piece of road of about 100 metres with two lots of chicane's in place... too much as it is... Not required
- I have lived on Ben Boyd Rd for 18 years. I don't believe traffic volumes or speeds have increased materially over that time. I don't believe there is a real concern around traffic speeding in the street - I've never even seen a mobile speed camera set up on Ben Boyd Rd in all the years I've lived here. I believe speed humps would unnecessarily increase traffic noise on what is a residential street. If there's a real concern around speeding, perhaps have policy do some mobile speed camera work in the street. PLEASE DO NOT PUT SPEED HUMPS ON BEN BOYD RD.
- I live on Ben Boyd Road and do not want to negotiate speed bumps. The traffic conditions are fine as they are.If we must have speed bumps, then please not more than two.
- This will cause unnecessary delay along an already congested long, busy street. The work and noise created by these speed humps to the local residents who live on Ben Boyd is unnecessary. There is pedestrian crossing and speed humps near Neutral Bay public and this is more the sufficient. This is a single lane street we are talking about!
- I believe the construction work, community impact/interruption and cost required for this will not outweigh the purpose of slowing cars down Ben Boyd. I would suggest first deterring speeding by having the police issue fines (which I have never seen on Ben Boyd while living on this street) prior to creating this much impact on the community.
- I think the most cost-effective solution is simply by reducing the speed limit from 50km/hr to 40km/hr along Ben Boyd Rd.
- I do not believe that these speed bumps would be of benefit to slow down traffic, especially those going uphill. I do not believe that there is an issue with speeding on Ben Boyd Road.

Adding the speed humps will only cause more congestion on an already busy road, especially during school times.

Additionally, the cost the the environment is too expensive as speed humps have been shown to increase emissions with cars needing to speed up and slow down multiple times.

I believe that there are plenty of there local projects that would benefit the community more. With more people working from home, improving our parks, green spaces and local shopping districts would be a wiser choice by the council.

- We definitely don't support the proposed speed humps.

We have lived on Ben Boyd Road for almost twelve years. We have never experienced any issue of speeding.

The charm of Ben Boyd Road is the slope passing the school, through the sharp bends near Premier Street and then down to Kurraba Road. The lovely calm feeling continues as you then make your way to Hayes Street wharf, Anderson Park or further afield.

We think that speed humps will remove that charm, and the visual landscape will change making the road and its speed humps the dominant visual protrusion.

I believe that North Sydney Council has only received four complaints about speed on Ben Boyd Road. All four complaints are from people who live at the bottom of Ben Boyd Road. Why should a large investment of ratepayers funds be spent on 7 major sized and 4 minor sized speed humps to address an issue raised by only four complainants at the bottom of Ben Boyd Road?

I also understand that the results from the "yellow speed checking unit" that was installed at the bottom of Ben Boyd Road gave an average speed limit of 52.9km/h. This is only 2.9km/h over the speed limit.

It doesn't appear that we have a speeding issue to solve.

- I strongly think that it is unnecessary for multiple reasons.
Firstly, there is already a speed bump for the pedestrian crosswalk near the school.
Second, living on this road, I have never had a problem with other people speeding along it.
Third, the environmental footprint will far exceed the utility of the speed humps.
In summary, I ultimately think it would be a waste of time and taxpayer money for little to no benefit, following only a small number of complaints. The community could be better served redirecting these funds.
- Council's letter of 6 November advises funding was gained under the Black Spot Programme. I fail to understand why this section of Ben Boyd Road falls into that category. Certainly the corner of Ben Boyd and Premier (which when a major development is complete will have greatly increased traffic) would benefit from a roundabout which would certainly slow the traffic.

Police presence periodically would deter any speedsters who are not in great evidence.

I strongly object to the installation of speed humps as proposed. They result in much greater traffic noise with cars slowing down and accelerating and therefore more pollution.

I understand the cost of these speed humps, will and no matter where the funds come from, surely this sum could be better used elsewhere either by NSC or another body. Addition of speed humps will not improve the amenity for any road user or resident, whilst adding significant noise and pollution to the hundreds of people who reside at or next to these speed humps. Please reconsider this plan.

- I am concerned that the proposed traffic calming devices are overkill, and definitely in the area close to Premier Street. Ben Boyd Road is a major local road used by many residents as well Emergency vehicles and buses (which would be seriously inconvenienced). The "s" bends at Premier Street slow traffic down and I don't feel that there is excessive speed on this part of Ben Boyd Road.

Further up Ben Boyd Road, near Neutral Bay School there is a pedestrian crossing (with a speed hump) and a 40km/h speed restriction during school hours.
And in the vicinity of Philip Street, the island in the middle of the road slows traffic in that area.

It is necessary for us to exit our driveway by reversing onto Ben Boyd Road and we have no difficulty with speeding vehicles in the south to north direction. We have lived on this street for 10 years now and have only ever been aware of one traffic incident (at the intersection of Ben Boyd Road and Premier Street).

It think it is a waste of Council/Community/Federal funds and would be an inconvenience to important public services, with no apparent need for traffic calming.

- Completely unnecessary. People obey the speeds limits generally in this road. Negotiating speed humps will distract drivers from being alert to other vehicle movements / cyclists and pedestrians.
Also speeds humps create a noise issue (worse that free running traffic)
- I do not believe that speed humps are required on Ben Boyd Road. The money could be spent improving the traffic flow along Military Road.
- Having a speed bump between the raised crossing by the school and Lindsay Street is ridiculous, it's too small a distance + there's another on the curve by Undercliffe Road. Too much. People do not tend to speed on Ben Boyd in my experience. There is no need for so many speed bumps. Also 11 speed bumps in 1 km - Overkill.
- I got a notice about this proposed work from you a couple of weeks ago. I was intending to write to you about it & may have done so, I'm not sure. If I'm repeating myself, my apologies. I've been reminded of it by a flyer from an unidentified (on the flyer) resident.

I don't see any great need for speed humps on the road. I don't believe we have a problem with speeding traffic on the road & I'd worry about the impact unnecessary speed humps would have on emergency vehicles. The flyer also notes the possible impact on the 263 bus service which I hadn't thought of. I use that service frequently (it stops at my front door) & I wouldn't like to see it curtailed.

I live at the top of the S-bends & have my breakfast most mornings on my balcony overlooking Ben Boyd Rd & often dinner as well. The traffic moves along Ben Boyd Rd very sedately. The fairly occasional speedster probably wouldn't be discouraged by traffic calming.

It strikes me that the proposal is to spend quite a deal of council money fixing a problem that doesn't exist. I'm sure there are better ways to spend it, along with the improvements Council have already made to the appearance of our suburb.

- I do not support the proposed speed humps along Ben Boyd road.

Speed humps do not calm traffic, they significantly increase traffic noise and air pollution due to sudden braking and acceleration. Turning Ben Boyd road into a drivers obstacle course will cause distraction and lower safety.

Taxpayers money should not be wasted simply because these funds are available to councils.

- I have lived at the same home on Ben Boyd Road for 42 years and I am opposed to the imposition of speed humps along the road.

The request for consultation contained in your note of 6 November 2020 lacks procedural fairness because it included no traffic data and was accompanied by an impossibly obscure photographic plan. There was no evidence of speeding records or accident records for the road. It is somewhat insulting to be asked to communicate on an important piece of suburban infrastructure affecting the lifestyle and safety of residents based such poor data. It is hoped that Council's decision process is supported by a far more thorough analysis than is apparent.

As a subjective observation I can discern no observable change in traffic behaviour in the last ten years. Ben Boyd Road is an important suburban road and it functions admirably.

There have been a number of environmental changes over the years. The closure of HMAS Platypus reduced the late night foot traffic from Military Road and physical road changes have included the addition of a school crossing near Neutral Bay Public school, the traffic islands near Premier street, the addition of pedestrian refuges near Phillip and Aubin streets and the recent additional of flower beds on a number of corners. There has also been a steady addition of private garages and driveways from Premier to Aubin Street. These driveways make any placement of speed humps problematic. It is difficult at times to reverse onto the Road and having to negotiate a speed hump in close proximity will make this process more dangerous. Similarly turning into driveways may be impeded.

Parking spots were surrendered for the flower beds and it is unlikely that the speed humps will improve this position. This is important since overflow residential vehicles from the high rise developments on Premier Street often use Ben Boyd Road parking. The proposed speed humps cause noise because of anticipatory braking, subsequent acceleration and unintended collision at road speed. There is wear and tear on vehicle suspensions and one would assume a greater fuel consumption and green house gas emission caused by negotiating the speed hump as opposed to the normal transit of a road.

An important effect will be felt by the forced congestion of an important suburban artery. In spite of the intended low profiles, Ambulance, Police, Fire and Rescue and Public bus routes will all be impeded for no gain for the public weal. As noted above I have not had the benefit of accurate data as to the speed of vehicles on the road but as a frequent pedestrian and occasional motorist I have seen little sign that the limits are being exceeded to any degree. Motorists appear to follow the normal

behaviour of suburban traffic on a 50 kmph limited road. If speeding is a problem then it should be policed. If the limit is too high then lower it to 40 kmph and again enforce it. A vehicle braking for a speed hump will automatically accelerate back to 50 kmph within a few metres.

As a pedestrian, crossing Ben Boyd road is generally an easy task as there are good sight lines and timing can be judged by the steady traffic approach speed. An approaching vehicle braking and accelerating is much more difficult to estimate. The speed hump will make it more difficult to cross the road safely.

Traffic separation at Premier Street intersection is working well. In former times this junction was the site of a number of accidents until the traffic islands were inserted. Any increased measures in this zone would be counter-productive as vehicles approaching the junction are slowed either by the hill or the sharp bend. Any fixed pedestrian crossing in this area would suffer from poor visibility of downhill traffic and a tight turning circle should an island structure was contemplated. Any measure taken in this area needs to take into account the effect of impact at speed on a wet road. To a downhill vehicle this could be more of a ski jump than a speed bump.

Phillip street junction is busy because of Route 263 bus traffic and stops in Phillip Street and nearby Ben Boyd road. As this route is normally valuable to locals wishing to go uphill to Neutral Bay shops or commute directly to the city it is important that it is not impeded by speed humps and forced to re-route.

Aubin Street junction is occasionally affected by traffic attempting turn or park to gain access the liquor store on Ben Boyd Road. A pedestrian crossing between Aubin and Kurraba would seem feasible.

I have difficulty in understanding what community benefit will arise from this proposal. There seems to be an intention to spend money to the detriment of residents simply because funds have been made available or maybe as a ‘job creation scheme’. I am sure there are deserving infrastructure projects in Neutral Bay that would benefit from these funds without detriment to residents lifestyle.

I am opposed to this proposal. Thank you for the opportunity to comment.

- I do not support the proposed speed humps along Ben Boyd Road – between Yeo Street and Kurraba Road.

I understand from the “Report to General Manager - North Sydney Council” dated 3 May 2019, that:

- Ben Boyd Road is a local road with the default speed limit of 50km/h
- The pneumatic tests revealed traffic speeds typical of urban local roads
- The highest recorded speeds were in the section near house No. 44 Ben Boyd Road with the 85th percentile speed (52.9km/h) slightly over the 50km/h speed limit
- Traffic speeds at all other pneumatic test locations was below the speed limit
- There was a slight reduction in vehicle speeds observed over the six-week period

These points “could” support a traffic calming measure around 44 Ben Boyd – but at the expense of:

- Traffic noise of vehicles slowing (through compression braking) and subsequently speeding up
- Interfering with Emergency Vehicles – particularly the Fire Brigade and Ambulance services
- The extraordinary large cost of over \$500,000 (as per third party correspondence with Cr Beregi)

This report goes on to say:

- There were 14 crashes along Ben Boyd Road between Yeo Street and Kurraba Road (1.05km length) in the most recent available RMS crash data up to September 2018
- Most of the crashes occurred at intersections
- There is a cluster of different crash types at the intersection of Phillips Street and at Yeo Street

This would indicate the concerns with Ben Boyd Road are surrounding intersections and NOT aimed at speed.

As a resident of Ben Boyd Road for over 13 years, I don't see evidence that excessive speed is an issue on Ben Boyd Road, nor do I believe installing speed humps would be anything other than detrimental. I'm particularly concerned at the high proposed cost, excessive vehicle noise, in both slowing and speeding up, and the interfere with emergency services – particularly the Neutral Bay Fire Brigade on Yeo Street.

Alternative location

- The proposed speed hump in line with 70 /72 Ben Boyd Road (opposite 75 Ben Boyd) on the bend is badly placed. We do not believe that a speed hump in this location is needed at all and this concept has been poorly thought through. Having lived on Ben Boyd Road for the last 45 years, we do not agree with the installation of speed humps at all. The double driveway below this speed hump is access to three properties, viz, 73, 71A and 71 and is also a well-used apron for cars that wish to complete a legal U-Turn, as being on a bend offers good vision both up and down Ben Boyd Road. We notice that the Mosman Council does not place their speed humps on corners.

If North Sydney Council was adamant that speed humps needed to be placed, further consideration should be given to placing it down the road, outside 71 Ben Boyd (68 / 70 Ben Boyd Road) where it would be in a position where no parking is allowed because of Sydney Water parking restrictions and would impede parking much less than the proposed position.

Congestion

- I completely disagree. There is no need to insert nine speed humps on one small direct stretch of road. It will not reduce the volume nor speed of traffic. Nine speedhumps will create more congestion (by sheer number of new unnecessary obstacles now to slow down for). This looks like a repeat of the efforts on Bannerman Street and Murdoch

Street that saw the installation of several speedhumps, only to have all but one removed. Seriously, please think about this. What is the purpose? To "improve traffic and pedestrian safety"? Where is the proven research that nine speedhumps will achieve this? And what does 'improve traffic' mean? What are the principles or targets to be achieved? This proposal will only create more traffic congestion as every car slows down then speeds up, then slows down again, then speeds up again and repeat. PLEASE spend the money on something more worthwhile! Even another pedestrian crossing would be better than this! Where does it say that speedhumps create pedestrian safety?

Don't make the same mistake as Bannerman and Murdock Streets. Please do not proceed with this proposal. Thank you.

- As a resident on this street for over 20 years the traffic is slow enough with constant trucks, building equipment and transport vehicles plus buses. This will further impact movement and flow. It is a major thoroughfare and therefore flow must be at optimum

Excessive and inefficient

- The proposed nine new speed humps along Ben Boyd Road for traffic calming purposes appears excessive, a reduced number may be of some benefit without being a burden for local residents and bus drivers.

The two proposed speed humps between Lindsay St and Premier St, as well as that directly after Premier St do not seem necessary given the large bends in the road that already require motorists to slow down below the 50km/h speed limit substantially.

With regards to the proposed two speed humps on Phillip St and the two corresponding speed humps on Ben Boyd Road on either side, this does not seem to be an efficient way of improving the safety or flow of traffic at this intersection. For a motorist turning right out of Phillip St on the western side, the corner is completely blind and requires the driver to sit within the middle of the intersection to be able to adequately view any potential traffic approaching from the southern side of Ben Boyd Road. This is not only unsafe as it currently stands, but is unlikely to be helped by the proposed 2 speed humps on Phillip St. A safer option may be to install a roundabout (a flatter version so as not to obstruct buses) or to increase the 'no stopping' zone on the southern side of Ben Boyd Road adjacent to the western side of Phillips St such that drivers can safely view approaching traffic.

Hindrance for emergency vehicles

- They are also known to be a hindrance for emergency vehicles which often use this street, noting there is a nearby fire station.

Impact on public transport

- The installation of these humps will further reduce the ability of the NSW Public Transport Bus Service No 263 to pass through the already difficult route through Neutral Bay and may result in it proving so problematical as to warrant its cancellation – further impacting the ability of the local ratepayers to easily access movement to and from the suburb, especially the infirm and elderly.

- Ben Boyd Road has a bus route (263). Speed humps make it dangerous for standing passenger, uncomfortable for sitting bus passengers and annoying for bus drivers. Speed humps don't necessarily slow traffic.

If there has to be speed humps then place them strategically in the straight stretch of road e.g. heading North - before Phillip St, and between Lindsay and Hardie Streets. Don't place them anywhere near the Phillip St crossing as this will make it uncomfortable and dangerous for public transport bus passengers.

Noise and air pollution

- As a resident of Ben Boyd road and a young person I do not support the installation of the proposed speed humps along Ben Boyd Road for several reasons. Most importantly the introduction of speed humps along roads has been scientifically proven to increase pollution in the environment due to the need to reduce speed, then accelerate out of the speed hump compared to if a person was to drive through the same section at a continuous speed. There are lots of peer-reviewed scientific journal articles that prove this point.

For example see "The effect of speed bumps and humps on the concentrations of CO, NO and NO₂ in ambient air" by T. Janusevicius and R. Grubliauskas published in 2019. As a person of 31 years of age I cannot consciously support the implementation of something that would increase pollution and therefore contribute to global warming. Perhaps the introduction of a speed camera (fixed/mobile) or encouraging more police patrols could result in providing a safer street with less contribution to global warming. At the very least I propose you aim to reduce the number of proposed speed bumps to limit the contribution of your plan to global warming.

Furthermore, speed humps have also been shown to increase noise pollution. I live directly on the corner of Philip Street and Ben Boyd Road. There is a large amount of noise pollution caused by the bus stop at Philip Street. Buses are regularly stopped their and their loud air conditioning units regularly produce loud noises that are disruptive to my living. The addition of the speed bumps, particularly those proposed for the corner of Ben Boyd and Philip street will only add considerable noise pollution to my unit block. Again, there are several scientific, peer-reviewed journals which demonstrate considerable noise increases due to speed bumps. Particularly for larger vehicles such as buses that would regularly have to drive over the proposed speed bumps on Phillip Street. I strongly believe that the noise considerations have not been adequately reviewed when designing the speed bumps for Phillip Street and should again be reviewed as they will contribute a considerable increase in noise to the surrounding buildings. This should also be reviewed for the proposed speed bumps on Ben Boyd Road. As the requirement for deceleration and acceleration will only increase noise pollution in the area.

I strongly DO NOT support the addition of speed bumps along Ben Boyd Rd. They will only seek to contribute to global warming and noise pollution in the area. I believe other options that have a lower environmental impact should be explored instead.

- Ben Boyd Road is noisy already with it being a major artery and bus route on an incline. Adding speed bumps will exacerbate the noise of traffic going up the incline for residents. Placing a speed bump at the 'S' bend around Premier St & Highview Ave is especially unnecessary, as this is already a natural speed reducing area of the road.

-
- I do not believe the speed humps will solve the problems identified. Any potential benefit will be outweighed by issues of noise associated with vehicles braking before, and speeding up after, the speed hump. It is also not clear that the problems identified are as significant as suggested - we live on the street and do not experience excessive speeding.
 - 2. Pollution
In addition to the increase in noise pollution, studies have shown an increase in air pollution due to the speed changes at each hump. This is described in the following SMH article from 3 years ago - <https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html>
 - 1. Noise
Speed humps can increase noise both through people not adequately slowing down and the thumping created by going over them and also through the slowing down and harder accelerations of the engine to speed up again increasing noise emissions. As such this will be a worse outcome for the street and especially residents facing the road. As an architect this is a known source of frustration to projects and a lot of time is spent finding alternate means to calm traffic. Numerous studies have been undertaken to show the side effects of increased noise from traffic calming and there have been numerous court cases in Australia and overseas to have them removed due to the reduction in amenity to residents, particularly in evenings where it can impact sleep. It is worth noting that wikipedia refers to the increase in noise from speed humps - https://en.wikipedia.org/wiki/Speed_bump
 - While I agree that the traffic speeding down Boyd Road can be a problem, speed humps will only encourage hoons to speed over them just for the fun of it and create more noise for the residents, no matter how low the speed humps are. Also, heavy vehicles make a lot of noise going over speed humps, especially the garbage trucks. I feel that Raymond Road is more of a concern. I hear cars and motorbikes hooning down there every weekend usually at night. The speed limit should be reduced from 50 km / hr to 40 km / hr on Raymond Road. It's narrow and winding with concealed driveways. By comparison, the speed limit on Moore Park Road in Paddington, which is a wide divided road with 2 lanes each way, has recently been reduced to 40 km per hour because it is considered to be a high pedestrian area. Why can't Raymond Road Neutral Bay be 40 km zone as well. It is so dangerous trying to drive out my driveway which is on a blind bend into this narrow road full of parked cars, and traffic is allowed to travel at 50 km/hr. Double standards. I ask that traffic on Raymond Road be more closely monitored and the speed limit reduced.
 - Speed humps create noise, are a nuisance and we feel that their locations are not well thought out. We feel there are too many speed humps proposed for Ben Boyd Road that is on the 263 bus route and is used by many cyclists now who commute and use this safer route instead of the Wycombe Road traffic route through to Mosman.
 - Installing speed humps is costly and won't resolve the issue as cars would just stop and accelerate hard especially uphill, generating more noise and pollution, let alone trucks, buses and motorcycles, they're the worst kind.

-
- I am a resident on Ben Boyd Road and I strongly oppose the proposal to put in speed humps. The significant increase of road noise, pollution, and potentially severe disruption to my 263 bus route is going to have a large and awful impact on our residential amenity. You have proposed a speed hump right near our property, meaning the noise at night for us near our bedrooms will significantly increase with braking and accelerating cars. Not only this, but as we have never experienced speeding motorists even at the lower end of Ben Boyd Road (the road is far too windy to speed anyway), I believe this is a huge waste of taxpayer money that could be put towards many other projects around the Neutral Bay Area.
 - The other negative about the proposed speed humps is that they create noise pollution. The noise of vehicles braking, then the noise of the vehicle making contact with the speed hump, and then the noise of the vehicle accelerating away from the speed hump is something that the local community don't need.

We walk our dog up and down Ben Boyd Road everyday. We don't need that relaxing walk interrupted with the noise of vehicles negotiating speed humps.

- Article from The Sydney Morning Herald August 15, 2017 — 4.07pm

"Research from the UK National Institute for Health and Care Excellence suggests that speed bumps are environmentally unfriendly. When drivers speed up after having to slow down for a bump, they contribute more to air pollution than they would if they were driving smoothly.

While speed bumps save lives by slowing cars down on dangerous patches of the road, air pollution is deadly too. The road toll in Australia was around 1300 last year whereas air pollution contributes to over 3000 deaths each year, according to an Environment Justice Australia report. The idea of scrapping them has been floated in the UK, as it should here."

- The speed humps will generate noise.

Other local examples of speed humps, especially Bannerman street nearby have resulted in appalling driver behavior in habitual swerving towards the footpath/bike lane to avoid.

- The proposed speed hump between Premier St and Highview Ave is on a steep gradient . Any northbound traffic would have to accelerate after braking which would significantly increase traffic noise out the front of 98 and 100 Ben Boyd road. This increase in acceleration after losing momentum increases air pollution. Residents will suffer a lower quality of living as a result and it will devalue the properties themselves as being less desirable.

- I oppose the proposal from North Sydney Council to install multiple speed bumps along Ben Boyd Rd between Kurraba Road and Yeo Street.

Evidence provided in the “Report to General Council” (3 May 2019) indicates that generally, speed is not a problem along the length of Ben Boyd Rd with pneumatic speed tests indicating traffic speeds at all locations except one being less than 50km/hour limit. The exception was at the lower end of Boyd Rd where pneumatic speed tests indicated an average result of 52.9km/hr.

The report further references the nature of vehicle accidents in the period up to September 2018, noting the accidents most commonly occurred at intersections, particularly near Phillip street (again at the lower end of Ben Boyd Rd), an indication that safety of Ben Boyd Rd is intersection relation, not speed related.

The addition of five speed bumps along the length of Ben Boyd Rd will create additional traffic noise exacerbated by buses, emergency vehicles and trucks which frequently use Ben Boyd Road as an arterial road. Some of these vehicles will need to leverage compression braking when approaching the speed bumps and then acceleration to regain speed.

Based on both my personal experience as a resident of Ben Boyd Road and the May 2019 report there is insufficient to suggest speed is an issue. Further to this, I have been advised by a neighbour that the investment required is half a million dollars which, in my view, is better allocated to improvements in community facilities such as local schools and parks.

My strong view is that the installation of five additional speed bumps along the length of Ben Boyd Rd will not improve safety, instead it will create additional noise for residents and hamper the efficiency of emergency vehicles, buses and trucks. I ask that Council review the evidence and consider reallocating this significant investment.

Report Ref:

https://www.northsydney.nsw.gov.au/files/assets/public/docs/1_council_meetings/committees/traffic_committee/524/4.04_ben_boyd_road_traffic_speeds.pdf

- Speed humps are detrimental to driving ease and cars themselves be the cause of accidents, as drivers are caught unaware & react erratically. They cause noise & pollution as drivers brake & accelerate. They may be a future cause of the discontinuation of our 263 bus services.
- Speed bumps are a total waste as they don't deter anyone speeding and the acceleration after the bump only adds to more pollution and noise
- increased air pollution and increased noise as cars slow down then accelerate

- Speed humps are ineffective – I do not support the speed humps because they result in increased noise pollution from vehicles decelerating and accelerating as they pass through the humps.
- The acceleration from the humps also results in increased air pollution from the application of power as they pass through the speed hump.
- The cost of the installation of the Humps is a gross waste of public funds which could be better spent on other more deserving projects.
- I would support the lowering of the speed limit on Ben Boyd Rd to 40Kph as has been done in many other areas of Sydney in recent times and is a cheaper and much more effective solution to the problem.
- I would also comment that there is a need to more regularly police the speed limit on Ben Boyd Road via mobile radar and Police patrols in order to reduce the aggressive driving which occurs on a regular basis and endangers pedestrians. The speed humps will do nothing to reduce this errant driving and danger to the public.
- We live in 85-89 Ben Boyd Rd, just before one of the proposed humps. The noise of cars, buses and trucks going over the humps constantly would negate their benefits.

Cars already drop their gears and then rapidly accelerate once they round the bend, this would only make it worse plus add additional noise.

We would like to see further trials of other mechanisms before anything permanent is installed.

There are a handful of repeat offenders speeding up and down the road (usually in high performance and noisy cars). We've never seen Highway Patrol along the road and believe that a few weeks of strategic placement of Police would resolve some of the issues.

Request for speed camera instead of speed hump

- I would prefer the council explore alternative methods of slowing the traffic including the use of Radar, Speed Cameras and / or lowering the speed limit to 40km/h.

A camera near the planter bed on the west side of Premier Street and another adjacent to the electrical box 175M further south on the eastern side of Ben Boyd Rd would act as a significant deterrent.

It is nigh impossible to park in the street due to 2hr restrictions that surround us. All the restrictions have done is push the non-resident traffic into a very narrow corridor of Ben Boyd Rd. Taking additional spacing away for speed bumps will make what is already a problem for residents even more complicated.

Safety

- I don't feel that it is necessary and it will adversely impact on the appearance of the area and the natural, within the speed limit flow of traffic. I am also a cyclist and I anticipate that this will cause considerable problems and will be dangerous for the numerous cyclists that go up and down Ben Boyd Road. (refer to speed humps installed in Bannerman St.)
- Whilst they appear to slow some traffic there is insufficient evidence to show that they make streets any safer and can be a distraction to drivers taking their concentration off other hazards such as children.
- I am a resident of Ben Boyd Road between Phillip Street and Aubin Street and do not support speed humps. My husband is a cyclist and I believe speed humps would be dangerous as it was in Bannerman. Speed humps would also increase traffic noise with traffic going over speed humps and accelerating away. We have not experienced any problems with speeding traffic in our area being in the “quiet” area of Ben Boyd Road. I suggest an alternative solution is to have an occasional police presence or mobile speed camera in Ben Boyd Road to monitor speed and issue fines for offending motorists. If word gets round of random police presence this would be good deterrent.
- One of the proposed speed humps is directly outside our house. Having a speed hump in close proximity to a bend risks safety for all parties. We are also concerned that this will impact parking, which after the addition of new apartments in the street has become almost impossible. Whilst we acknowledge the notification states parking will not be impacted, we just want to ensure that this is the case.
- Pedestrian islands already slow down traffic in the straight section of Ben Boyd Road. Combined with the winding nature of the northern half of Ben Boyd Road, additional speed humps would create an extra hazard, especially for vehicles travelling southbound/downhill due to the constant changing of grip levels.

Additional speed humps would increase the passing time required to pass northbound/slow cyclists that travel at around 10-15km/h (I am a cyclist myself and use the road weekly). As vehicles need 1m to pass, the addition of a speed hump would reduce the passing speed and increase the passing time, creating an additional time encroaching the oncoming traffic lane, which would be travelling at a greater speed downhill.

Submissions referenced to an anonymous circulated objection letter

PROPOSAL FOR SPEED HUMPS ON BEN BOYD ROAD

Dear Neighbours,

I am sure you will have received the same letter from North Sydney Council re the proposal to **install speed humps all the way along Ben Boyd Road** from Kurraba Road to Yeo Street.

Over the weekend, I bumped into **Councillor MaryAnn Beregi** who lives on Ben Boyd Road so I took the opportunity to discuss this proposal with her.

She is **totally opposed to speed humps all the way up Ben Boyd Road** from Kurraba Road to Yeo Street. The proposed works **will cost in excess of \$500,000**.

Councillor Beregi also raised concerns that any further impediments to the drivers of the **263 bus could be used as a further reason for the service being abandoned**. That would be disastrous for our community as that bus route is highly regarded, well used and is a necessary link between the City and Crows Nest which services our area well.

Councillor Beregi said when she asked the Director of Engineering as to **why speed humps were being proposed for Ben Boyd Road** and the justification/evidence for the proposed speed humps, he advised her that Council has received **FOUR complaints** relating to speed and dangerous driving conditions at the lower end of Ben Boyd Road since 2018. **Only FOUR!**

Councillor Beregi showed me the Council report which states that *"Ben Boyd Road is a local road with the default urban speed limit of 50km/h"* and *"the traffic counts revealed traffic speeds typical of urban local roads"*. The report noted that the speed on Ben Boyd Road was highest near the intersection with Aubin Street and that the pedestrian refuge at Phillips St was problematic. Let's just spend the \$150,000 addressing this area if it needs addressing.

We have all seen the **disaster with the speed humps and roundabout in Bannerman St, Cremorne**. There is a lot of evidence to suggest that speed humps are ineffective and counter-productive. When drivers accelerate and increase their speed after having to slow down for a bump, **they contribute more to air pollution** than they would if they were driving smoothly. They also increase their speed significantly and rapidly after negotiating the speed hump. Not to mention the sounds of traffic stopping, clunking over the speed bump and then speeding away with the driver's foot firmly on the accelerator.

I have drafted my submission to Council (see over). Councillor Beregi said she is more than happy for residents to call her and discuss the matter. Her number is 0411 829995.

Please note that submissions close on 6 December 2020.

Submission to North Sydney Council
council@northsydney.nsw.gov.au
yoursay@northsydney.nsw.gov.au

Community Consultation – Ben Boyd Road – Traffic Calming

Dear Mayor, Ward Councillors Beregi, Brodie and Keen, and all Councillors,

I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6 November 2020.

The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and then accelerating. (<https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html>).

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that **"Ben Boyd Road is a local road with the default urban speed limit of 50km/h"** and **"the traffic counts revealed traffic speeds typical of urban local roads"**.

Further, I understand that **only four (4) representations have been made to Council** in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issues fines for speeding. Such action would be an immediate deterrent to drivers who travel faster than 50 km/h on Ben Boyd Road.

The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9km/h, this is hardly indicative of excessive speed.

A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity however **I am concerned that this will impact the 263 bus route**. Such a crossing however could easily be located on Ben Boyd Road south of Phillips Street which is not part of the 263 bus route, if a crossing was deemed necessary. **Any measures proposed must not impact the viability and frequency of the 263 bus service.**

The installation of a low rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching that sharp bend which would not adversely impact the 263 bus service. It would also make it safer to cross Ben Boyd Road.

In closing, to spend over \$500,000 on speed humps and the like, and with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.

- As residents of Ben Boyd Rd, We agree 100% with the attached submission drafted by a neighbour, that the proposal of building speed humps along Ben Boyd Rd SHOULD NOT PROCEED.

- The proposed expenditure on speed humps is disproportionate to the status of Ben Boyd Rd as a local road. Recent data on traffic speeds and accident rates do not justify such a level of expenditure for calming. This would be "gilding the lily". The funds could be more usefully employed on devising and implementing a solution for the intersection of Ben Boyd Rd and Yeo St.

- I am strongly opposed to this plan:
 - *I am told there have been only four complaints of alleged speeding, during a survey period, that speeding occurring at the bottom of Ben Boyd Road, close to Kurraba Road.
 - *I accept police findings that speed contributes to a significant number of accidents on our roads, city, state and nationally. Before retirement, I worked as a forensic psychiatrist, and was heavily involved with victims of motor accidents. However, in my opinion the statistics marshalled on Council website regarding speed/accidents is crude, not helpful to this specific situation, and does not advance discussion of the subject.
 - *The cost of this work is outrageous, and could be put to much better use in alternate traffic-calming programmes.
 - *When the 'gardens' at intersections the length of Ben Boyd Road were installed just a few years ago, I wrote to express my opposition. I believe my fears have been justified in the outcome; these gardens are intrusive, inhibit vision up and down the street when turning out of the side-road (and therein increase the risk of accidents); and, the gardens are not properly maintained or watered, and much of the year become eyesores. I have no confidence left that the North Sydney Council can be trusted to make correct decisions regarding traffic flow in our road.
 - *Speed humps, in the intended style of installation, simply cause immense frustration and inflict wear and tear on motor vehicles. Most drivers using Ben Boyd Road respect speed limits; the relatively few miscreants would be much better managed through a direct police presence, and education programmes.
 - *In my age group, I am becoming increasingly dependent upon public transport to get about the Lower North Shore. Any further impediment which could risk continuation of the 263 bus route would be a disaster.
 - *Just below our property, at the junction between Ben Boyd Road and Premier Street, the result of the developments allowed by Council must result in increased traffic, increasing accident risk variously on the narrow Premier Street, and at either end. A much better solution than speed humps might be to install a carefully designed and engineered roundabout at the BBR/Prem. St junction, to facilitate traffic movement in all directions. In itself, a roundabout would prevent uphill road 'racers' from speeding, simply because a proper roundabout would require traffic slowing to a near stop.
 - *Council officers claim to be open to discussion; my wife has left two messages on a traffic engineer's phone, and one at Council Reception. There has been no response or acknowledgement.
 - *Discussing all these things with neighbours, the impression grows – in regard to projects all over the place – that the views of the rate-payers are becoming increasingly ignored. This is a situation which calls for rectification. But whatever, please do not proceed with the installation of these speed humps, and consider alternatives. Thank you.

- I do not support the proposed speed humps along Ben Boyd Road – between Yeo Street and Kurraba Road.

I understand from a Report to General Manager - North Sydney Council, dated 3 May 2019, that:

- Ben Boyd Road is a local road with the default speed limit of 50km/h
- The pneumatic test revealed traffic speeds TYPICAL OF URBAN ROADS
- The highest recorded speeds were in the section near house No. 44 Ben Boyd Road (52.9km/h) slightly over the 50km/h speed limit
- Traffic speeds at all other pneumatic test locations was BELOW THE SPEED LIMIT

This report goes on to say:

- There were 14 crashes along Ben Boyd Road between Yeo Street and Kurraba Road
- Most of the crashes occurred at intersections
- There is a cluster of different crash types at the intersection of Phillips Street and at Yeo Street

This Report to Council indicates the concerns with Ben Boyd Road are surrounding INTERSECTIONS and NOT AIMED AT SPEED.

As a resident of Ben Boyd Road my concerns with this proposal include:

- Excessive traffic noise of vehicles slowing (through compression breaking) and subsequently speeding up
- Interfering with Emergency Vehicles – particularly the Neutral Bay Fire Brigade on Yeo Street that uses the road as a main thoroughfare
- The extraordinary large cost of over \$500,000

- Dear Mayor, Ward Councillors Beregi, Brodie and Keen and all other Councillors,

I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited in your letter dated 6 November, 2020.

The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and accelerating - see <https://aus01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.smh.com.au%2Fopinion%2Fcrude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html&data=04%7C01%7Ccouncil%40northsydney.nsw.gov.au%7Ce36f5ec42354483903d108d89802f56b%7Ccc39af0c8b9446569d91ca30d60c209f%7C0%7C0%7C637426485768178253%7CUnknown%7CTWFpbGZsb3d8eyJWlIjojMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6IjIhaWwiLCJXVCi6Mn0%3D%7C1000&data=padvEneFywA%2BVmXc47IGh1JXMxu8%2FgvNbJrseyzFscY%3D&reserved=0>

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that “Ben Boyd Road is a local road with the default urban speed limit of 50 km/hr” and “the traffic counts revealed traffic speeds typical of urban local roads”.

Further I understand that only four (4) representations have been made to Council in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issue fines for speeding? Such action would be an immediate deterrent to drivers who travel faster than 50 km/hour on Ben Boyd Road.

The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9 km/hr, this is hardly indicative of excessive speed.

A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity, however I am concerned that this will impact the 263 bus route. Such a crossing could easily be located on Ben Boyd Road, south of Phillips Street., which is not part of the 263 bus route if a crossing was deemed necessary.

The installation of a low-rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching the sharp bend which would not adversely affect the 263 bus service. It would also make it safer to cross Ben Boyd Road.

In Closing to spend over \$500,000 on speed humps and the like, with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.

- Dear Mayor, Ward Councillors Beregi, Brodie and Keen, and all Councillors, I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6 November 2020. The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and then accelerating.

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that "Ben Boyd Road is a local road with the default urban speed limit of 50km/h" and "the traffic counts revealed traffic speeds typical of urban local roads". Further, I understand that only four (4) representations have been made to Council in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issues fines for speeding. Such action would be an immediate deterrent to drivers who travel faster than 50 km/h on Ben Boyd Road. The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9km / h, this is hardly indicative of excessive speed. As a resident I travel frequently on Ben Boyd between Hardie St & Kurraba Road and vice versa and have not seen any evidence of speeding – to the contrary most motorists are travelling below the speed limit. Any measures proposed must not impact the viability and frequency of the 263 bus service.

The installation of a low rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching that sharp bend which would not adversely impact the 263 bus service. It would also make it safer to cross Ben Boyd Road. Surely residents of Ben Boyd road have had enough disruptions in this year with the works begin carried out on Military Road between Watson Street & Wycombe Road, the work in Watson Street and the work in Yeo Street. Installation of these unnecessary "calming devices" would again mean more disruptions – enough is enough!! To spend over \$500,000 on speed humps and the like, and with no evidence to support such spending, is a terrible waste of money and unnecessary. Please do not proceed. Surely in the time of a pandemic Council's funds could be better utilised.

- Dear Mayor, Ward Councillors Beregi, Brodie and Keen, and all councillors,

We do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6-Nov-2020.

Instead, the installation of a low rise roundabout on Ben Boyd Road at Premier Street seems like a viable option (as suggested by some other residents) in terms of calming traffic when approaching the sharp bend, this would not adversely impact the 263 bus service and also make it safer to cross Ben Boyd Road.

To spend over \$500,000 on speed humps with no substantial evidence to support such an expenditure is a terrible waste of tax/rate/levy payers money.

Please do not proceed.

- I DO NOT Support The proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road as exhibited in your letter dated 6 November 2020.

A sufficient case has not been made to create speed humps to create 'traffic calming'. The Council report dated 3 May 2019 identified that "Ben Boyd Road is a local road with default urban speed limit of 50km/h' and 'the traffic counts revealed speeds typical of urban roads'.

Creating speed humps will impact the amenity of residents via increased noise and air pollution generated from the increase in cars slowing and then accelerating (<https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxnwnvw.html>).

Enquires have revealed that only 4 representations have been made to council in relation to this matter, will all 4 relating to the lower end of Ben Boyd Road. Surely if speed is an issue, the Council should be engaging the police to undertake speed checks and issue fines for speeding or perhaps requesting speed cameras are installed. This would provide an instant deterrent to drivers travelling faster than 50km/h.

It would be difficult to justify a speed hump at the lower end of Ben Boyd Road given the data in the report revealed that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9km/h which is hardly excessive speed.

Per conversations with Councillor MaryAnn Beregi - construction of speed humps could adversely impact the 263 bus route which is unacceptable particularly in light of the lack of evidence to support construction.

Further, spending more than \$500k on speed humps and related infrastructure without any material evidence to support a requirement for them is an unacceptable waste of ratepayers (of which I am one) money.

PLEASE DO NOT PROCEED

Comments received from outside Survey Area

Support proposal

- 1. I support speed bumps on Ben Boyd
 2. Particular concern is intersection of Ben Boyd & Aubin St: Cars heading uphill from the south often peed around curve, and are not visible to pedestrians until too late.
 3. Surely the 'Hump' should be on south side of intersection (see the diagram attached).
 - 4 And the pedestrian 'shelter' on north side must also be retained.

- 1. We agree with the use of speed humps but feel the total of 9 as indicated is excessive.
 2. The proposal does not address a key safety issue. We are long term residents of Aubin St who experience the daily fear of a collision when exiting Aubin St into Ben Boyd Rd. This fear is caused by the speed of northbound traffic from Kurraba Rd combined with a lack of visibility due to road curvature and illegal parking. Unless the speed hump intended to be placed near this intersection is also a pedestrian crossing and/or the painted road markings on the SW corner are turned into a solid kerb extension, I doubt the chronic safety problem at this intersection will be resolved.

 3. We note in Nathan Wu's email correspondence of 23/12/19 to our neighbour Peter Webber where this issue has been raised (see attached document) that you state: "Alternative options are being investigated to improve the operation of the intersection and pedestrian safety" and "further investigation and consultation with local residents will be undertaken prior to implementation of the project". We trust this has not been forgotten.

- As long as you remove the visual pollution i.e. all the SLOW DOWN signs at the side of the local roads. Not only in Ben Boyd Road also in Cremorne Point. People might slow down once after that they don't take any notice. Some of the signs have come off the poles. Really there are smarter ways of ensuring car drivers slow down. I believe the North Sydney rate payers' money could be well spent on other projects, not visual pollution = Australian Ugliness.

Oppose proposal

Congestion

- Ben Boyd Road is a main arterial road. Installing speed humps will slow traffic down and create more traffic jams in the area especially during peak hours traffic. Installing speed humps on a main road, will drive traffic to Wycombe Road and to other neighbouring streets and create additional rat runs in the area. With the proposed upgrade to Warringah freeway, Ben Boyd Road will experience increased traffic exacerbating traffic issues. I am totally opposed to this proposal.

Environmental Impact

- Ben Boyd Road is a busy road which many people have to use to get around, and to and from, our suburbs. Speed bumps cause noise pollution and also increase wear and tear on our vehicles (brakes and suspension) and they decrease fuel efficiency. If speeds are not being adhered to, this is a matter for law enforcement.

- Speed Humps will just increase the noise level during the night/day. The crossing is well lit BUT does need better signage further down the road on both sides.
The tree on the South side is the main obstacle as cars can not see the pedestrians until they step out.
The real issue is pedestrians just walking out without checking on car movements.

Unnecessary

- I have lived at the above address for over 30 years. I drive along Ben Boyd Road at least once a day and I have never found the speed of the traffic a problem. I hope we will not see a repetition of the costly building and swift removal of the series of speed humps in Bannerman Street. What is badly needed is an improved exit from Avalon Street into Ben Boyd Road where the vision is very poor.
- I am opposed to the plan to instal speed bumps up Ben Boyd Road. From what I can gather, the issue with traffic speed has not been a significant enough issue to justify such an extensive and costly installation.

Speed bumps should be reserved for high-risk pedestrianised areas such as schools and hospitals where speed limits are set to 40kmph. They are not appropriate on a 50kmph main road. Drivers will be braking hard and accelerating hard which causes increased noise and pollution, particularly when traveling up the hill. These negative off-sets will outweigh benefits because the speed tests do not show a significant risk from driver speed. It also reduces the metal impact speed bumps have on drivers when they are in a high-risk area. Drivers get good at braking and accelerating hard the more they do it and the thought becomes more about navigating that process as quickly as possible rather than the intended effect of slowing drivers throughout the high-risk stretch. As a local resident on Ben Boyd I commute daily on the road, cycle on the road and walk a baby in a pram beside the road. I've never felt unsafe and crossing with the pram has never been an issue. If there are speed concerns, then a police speed trap seems a more appropriate start point. If this has costs and concerns are found to be correct, then this will raise revenue through fines to subsidise the policing cost. The occasional speed traps on nearby Clark Road have made a real difference to driver attitude and caution as they approach from Kirribilli. This seems an over-reaction and I would strongly implore you not to proceed with the current plan.

- This road is twisty, winding and downhill. At the top it has two traffic light intersections which pause and phase the traffic flow adequately - this is followed by a 40 k/mh school zone and a raised pedestrian crossing. There are more traffic lights at the bottom. It is also a bus route. The road works really well as currently designed. The sharp curves, turns and steep gradient mean you are on the brakes. There are pedestrian islands and curves designed in the flatter sections. The on street parking either side, bus stops and a large number of side roads all provide a natural caution and traffic calming effect. I use the road almost daily and it works very well. It is not known for excessive speed and this was recently monitored. I consider this project would be a real waste of federal funding money addressing a "problem" which simply does not exist. My daughter is at school in Kirribilli and we use this route for her schooling, sport, social and many other reasons.
- The road works really well as it is. The traffic light phasing, curves, steep downhill gradient, raised pedestrian crossing, pedestrian traffic islands, 40 km/h school zone etc. all provide natural obstacles to brake and use caution. It is also a bus route. My daughter attends school in Kirribilli and we use the road regularly. I would not describe this as a "black spot" - please don't change this it is not necessary and would be a waste of funding.
- Ben Boyd Road is a main thoroughfare between Neutral Bay and Kirribilli / North Sydney, and I think Council's proposal to install 9 speed humps on the stretch between Hardie Street and

Kurraba Road, along with a further 2 entering from a side street, is absolute overkill. I use Ben Boyd Road frequently to go to North Sydney and have never found speeding to be an issue on the road.

Which part of Ben Boyd Road has been identified as the “black spot”?

It is a winding, hilly street, and the natural geography of its route serves to slow vehicles as they approach and exit the bends. It has traffic lights at the top and bottom, a school zone and 1 existing speed hump/pedestrian crossing at Hardie Street. The 263 bus also travels part of its length, and despite Council’s assurances that the speed humps’ height will minimise discomfort for bus passengers, I am not convinced. This is already one of the more challenging routes for drivers, given the narrow streets drivers have to negotiate around Forsyth Park, and this will add to the challenge.

I have roughly calculated the distance between each of the 9 new speed humps:

- Existing speed hump Yeo St - Hardie St - 120 metres
- 1st speed hump Hardie St - north of Lindsay St - 90 metres
- 2 speed hump north of Lindsay St - north of Highview St - 90 metres
- 3 speed hump north of Highview St - south of Highview St - 95 metres
- 4 speed hump south of Highview St - 1st south of Premier St - 150 metres
- 5 v1st south of Premier St - 2nd south of Premier St - 100 metres
- 6 speed hump 2nd south of Premier St - north of Phillips St - 80 metres
- 7 speed hump north of Phillips St - 1st south of Phillips St - 30 metres
- 8 speed hump 1st south of Phillips St - 2nd south of Phillips St - 70 metres
- 9 speed hump 2nd south of Phillips St - north of Aubin St - 90 metres

The constant braking & accelerating at these extremely short intervals will be a nightmare for residents.

There are also pedestrian islands along its length and on the sharpest bend at Premier Street a median separation lane.

I consider this proposal to install these 9 + 2 speed humps on Ben Boyd Road excessive and not necessary, and a waste of (my) Federal money.

- As a resident of Kirribilli and a (now retired) Neutral Bay Real Estate Agent for 40 years I am and have been a frequent user of Ben Boyd Road for many years. I am amazed that Ben Boyd Road could in any way be considered a traffic "Black Spot". Accidents involving cars and/or pedestrians can happen in any suburban street, but to be considered a black spot, I would have thought that there would need to be an extensive history of serious accidents caused by the dangerous nature of the street itself. I do not believe this to be the case in Ben Boyd Road. It is a comfortably wide road with many intersections and curves in some places. These all add to the need for caution and reduced speed, but no more so than almost any other street. It would certainly add to the case for multiple speed humps if the Council were to list a long history of serious accidents in Ben Boyd Road. In my opinion, North Sydney Council area already has too many speed humps such as the fiasco in Bannerman Street.
- I don't use this road often in my car, but the natural bends in the road lend themselves to 'calming'. I put 'calming' in inverted commas because speed humps are noisy (especially driving up-hill), unpleasant for residents living alongside and an irritant for drivers. As a pedestrian I have never had an issue with crossing this road or found it dangerous. I think that these plans are unjustified and a waste of money.
- Ben Boyd Road already has many incidental traffic calming features which require vehicles to drive slowly, i.e. traffic lights at both ends, 40km school zone, many acute curves required

braking, side streets, and pedestrian islands - it is not a high speed street. Federal money should not be wasted on this as it is not necessary.

- I do not support Council's proposal to install yet more speed bumps on Ben Boyd Road. There are already enough obstacles to navigate along Ben Boyd Road without adding more speed bumps to further clutter the road. As someone who frequently uses Ben Boyd Road as a motorist and as a pedestrian, I observe that motorists are quite cautious when making their way up and down Ben Boyd Road due its curves and incline/descent.

I am also concerned for the many residents how have to live near the speed bumps and the never ending noise they will have to endure as motorists cross the speed humps.

I have dealt with many communities where noise from speed bumps is a cause for great distress.

Please don't spend money on installing more speed bumps, especially as it is not warranted.

- This section of Ben Boyd Road has several bends and curves, and a school zone. These already limit speed.
Putting in speed humps would presumably take away several parking spaces which are already in short supply in Neutral Bay.
I have lived in this area for many years and use Ben Boyd Road frequently. I am not aware of a high accident rate caused by speeding.
We already have the visual pollution of the corflute wraparound "slow down" signs. If these are deemed to have not been successful in reducing speed, can they be removed?
- I am protesting this and do not want speed bumps on this road that I use every day.
- Yet another idiotic waste of money - you are experts at this!

Suggest for alternatives

- Alternatives to speed bumps which are uncomfortable for passengers, and slow the flow of traffic, are more speed cameras along Ben Boyd Road.

Safety

- Pedestrian islands already slow down traffic in the straight section of Ben Boyd Road. Combined with the winding nature of the northern half of Ben Boyd Road, additional speed humps would create an extra hazard, especially for vehicles travelling southbound/downhill due to the constant changing of grip levels.

Additional speed humps would increase the passing time required to pass northbound/slow cyclists that travel at around 10-15km/h (I am a cyclist myself and use the road weekly). As vehicles need 1m to pass, the addition of a speed hump would reduce the passing speed and increase the passing time, creating an additional time encroaching the oncoming traffic lane, which would be travelling at a greater speed downhill.

PROPOSAL FOR SPEED HUMPS ON BEN BOYD ROAD

Dear Neighbours,

I am sure you will have received the same letter from North Sydney Council re the proposal to **install speed humps all the way along Ben Boyd Road** from Kurraba Road to Yeo Street.

Over the weekend, I bumped into **Councillor MaryAnn Beregi** who lives on Ben Boyd Road so I took the opportunity to discuss this proposal with her.

She is **totally opposed to speed humps all the way up Ben Boyd Road** from Kurraba Road to Yeo Street. The proposed works will cost in excess of \$500,000.

Councillor Beregi also raised concerns that any further impediments to the drivers of the **263 bus could be used as a further reason for the service being abandoned**. That would be disastrous for our community as that bus route is highly regarded, well used and is a necessary link between the City and Crows Nest which services our area well.

Councillor Beregi said when she asked the Director of Engineering as to **why speed humps were being proposed for Ben Boyd Road** and the justification/evidence for the proposed speed humps, he advised her that Council has received **FOUR complaints** relating to speed and dangerous driving conditions at the lower end of Ben Boyd Road since 2018. **Only FOUR!**

Councillor Beregi showed me the Council report which states that **"Ben Boyd Road is a local road with the default urban speed limit of 50km/h"** and **"the traffic counts revealed traffic speeds typical of urban local roads"**. The report noted that the speed on Ben Boyd Road was highest near the intersection with Aubin Street and that the pedestrian refuge at Phillips St was problematic. Let's just spend the \$150,000 addressing this area if it needs addressing.

We have all seen the **disaster with the speed humps and roundabout in Bannerman St, Cremorne**. There is a lot of evidence to suggest that speed humps are ineffective and counter-productive. When drivers accelerate and increase their speed after having to slow down for a bump, **they contribute more to air pollution** than they would if they were driving smoothly. They also increase their speed significantly and rapidly after negotiating the speed hump. Not to mention the sounds of traffic stopping, clunking over the speed bump and then speeding away with the driver's foot firmly on the accelerator.

I have drafted my submission to Council (see over). Councillor Beregi said she is more than happy for residents to call her and discuss the matter. Her number is 0411 829995.

Please note that submissions close on **6 December 2020**.

Submission to North Sydney Council
council@northsydney.nsw.gov.au
yoursay@northsydney.nsw.gov.au

Community Consultation – Ben Boyd Road – Traffic Calming

Dear Mayor, Ward Councillors Beregi, Brodie and Keen, and all Councillors,

I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6 November 2020.

The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and then accelerating. (<https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html>).

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that *"Ben Boyd Road is a local road with the default urban speed limit of 50km/h"* and *"the traffic counts revealed traffic speeds typical of urban local roads"*.

Further, I understand that **only four (4) representations have been made to Council** in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issues fines for speeding. Such action would be an immediate deterrent to drivers who travel faster than 50 km/h on Ben Boyd Road.

The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9km/h, this is hardly indicative of excessive speed.

A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity however **I am concerned that this will impact the 263 bus route**. Such a crossing however could easily be located on Ben Boyd Road south of Phillips Street which is not part of the 263 bus route, if a crossing was deemed necessary. **Any measures proposed must not impact the viability and frequency of the 263 bus service.**

The installation of a low rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching that sharp bend which would not adversely impact the 263 bus service. It would also make it safer to cross Ben Boyd Road.

In closing, to spend over \$500,000 on speed humps and the like, and with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.

- I find it very hard to justify the expensive (\$500,000!) installation of speed humps on Ben Boyd Road given that there have only been four complaints relating to speed on that road since 2018. Ben Boyd road, like Wycombe Road and Spofforth Street is a critically important linking road that enables fluid movement through the suburbs of Neutral Bay and Cremorne. Bringing it to a crawl will add to the congestion we already have in the Military Road adjacent areas, and people will start creating new rat runs which will cause more issues for residents in quiet streets. I also note with alarm that the introduction of Speed Bumps might cause the 263 Bus Service to be scrapped or re-routed. One of the reasons we purchased our house in Spruson Street was the bus stop for the 263 service. We will be extremely unhappy if this is taken away from us. Indeed it would cause real hardship for many North Sydney Council ratepayers (many of them elderly) who rely on this service. I am retired and I use the service regularly. Surely less extreme, less costly and less disruptive measures could be introduced such as more street speed signs, perhaps even lowering the maximum speed, or even the introduction of speed cameras. Why disrupt life for so many people to thwart a few speedsters? Why not target the speedsters?
- I do not support the proposed speed humps on Ben Boyd Road. Having lived in close proximity to this thoroughfare over the past 18 years (including several years on Ben Boyd Road itself) I believe the problem is the 50km speed limit is too low. I have spent much time in this area since the mid-1980s and remember well this being a 60km road. Ben Boyd Road is a major thoroughfare within Neutral Bay, providing one of the few direct links between Kurraba and Military Roads. With the lower speed limit drivers turning from side streets into Ben Boyd Road can become frustrated waiting for traffic to clear and may make unsafe decisions when to enter the intersection. The recent introduction of additional landscaping near intersections with side streets makes sight lines worse. I understand the rationale behind speed humps is to make the street more pedestrian friendly, however this is not an area of high pedestrian activity nor would speed humps be the optimal solution. I would fully support introducing pedestrian refuge islands or low height roundabouts, both of which could be expected to improve pedestrian accessibility without making vehicle movements worse. However this must not interfere in any way with the critical 263 bus route which is the only public transport available to much of this suburb and consequently to its pedestrians. If you wish to make improvements to Ben Boyd Road you would do better addressing traffic flow at the Military Road intersection. Ben Boyd Road is possibly the only route left in Neutral Bay allowing direct access from one side of Military Road to the other, which effectively cuts the suburb in half. Traffic is currently allowed to turn right and left into Military Road at this intersection, which prevents any through traffic crossing to the other side. The recent introduction of red arrows to these traffic lights have actually made this worse. Traffic frequently banks up South of Yeo Street or North of Grosvenor Street and may have to wait for several cycles of the traffic lights. There are dedicated right and left turn lanes at Watson Street and Wycombe Road which provide far better solutions for turning drivers. Traffic at Ben Boyd Road should be obliged to travel straight ahead only. In summary I do not support the introduction of speed humps to Ben Boyd Road for reasons outlined above, although I would fully support additional refuge islands and/or roundabouts providing these do not interfere in any way with the 263 bus operations which are critical to this suburb.

- Dear Sir/Madam,

I refer to the undermentioned e-mail forwarded to you yesterday.

As with [REDACTED] we in Highview Avenue were not privy to this proposal which came to our attention just yesterday via the anonymous letter placed in our letterbox.

I also, with my wife, am dismayed at the proposal to spend \$500,000 (plus) on speed humps along the section of Ben Boyd Road south of Military Road. Such decision appears to be in response to but four complaints of speeding during a period of two years, a remarkable statistic I would have thought! In the twenty three years we have lived in Highview Avenue I cannot recall one instance of a road accident along that stretch of Ben Boyd Road - if there has been such it would seem to have been of little consequence.

Accordingly, I too consider the proposal to be unnecessary and a severe detriment to residents of the area and to the free-flow of traffic generally.

Yours Sincerely,

- Dear Mayor and all Councillors,

I am writing to address the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited 6 November 2020.

I understand that the justification for this proposal is to address 4 complaints related to speed and dangerous driving along this road. These number of complaints do not seem to justify the decision to install speed humps along this road and spend an estimated \$500,000. Additionally, a complaint does not seem to provide sufficient evidence that speeding is actually an issue along the road. Is there more scientific data to support the outlay of these funds and the installation of these humps?

As a regular passenger on the 263 bus route, I understand the implementation of speed humps puts this service at risk. The 263 bus route is a necessary service for the community and in fact was a positive point in my decision to purchase property in Neutral Bay only 6 months ago. The loss of this service would limit access points to the city with public transport, forcing a longer daily commute via military road.

As a resident and regular user of Ben Boyd road, I do not support the decision to install speed humps along this road.

I am happy to be contacted for discussion.

- PROPOSAL FOR SPEED HUMPS ON BEN BOYD ROAD

At this late stage, I have been made aware of possible construction of speed humps on Ben Boyd Road, and I register my objection to such speed humps and associated expenditure. Please do not try to fix one problem by creating another. Obviously, speed humps were not a solution in Bannerman Street, Cremorne where three were installed and later removed. If the proposed works were to cost \$500,000, that is a huge waste of Council money, and as a ratepayer, I object.

How much money was wasted in Bannerman Street, Cremorne?

If only four speeding complaints were lodged over two years for Ben Boyd Road, then there is not a problem because human nature is such that many people speed all over Council's roads.

Speed humps are disliked by:

- Cyclists (possible busters)
- Motorists (wear and tear of vehicle)
- Ambulances (slows progress in emergencies)
- Furniture removalists (possible shifting of load resulting in damage)

Furthermore:

1. Speed humps cause vehicles to make more noise, braking at each hump and then revving the engine to speed away again after the hump. This issue is magnified with trucks
2. Also, my experience is that whenever I slow down at a speed hump, the driver behind me does not do so until they are at the hump very close behind my car, causing me to go faster so the car behind does not crash into my car, so that defeats the purpose of the speed hump
3. People try to drive around speed humps, causing people to drive more dangerously
4. People are so focussed on dealing with speed humps they may miss seeing other traffic hazards

- I do not support the proposed speed humps along Ben Boy Rd between Yeo and Kurraba Roads. This proposal will have a negative impact on the area. Put in speed checks if there is concern. And of greatest concern is that this could negatively impact the 263 bus route to the city which is a vital transport link in this area. Transport NSW won't have buses travelling over speed humps so would likely cancel that service. If that bus service goes you will have created a much bigger problem. There is no evidence to support this idea. Please do not proceed.

- Dear Mayor, Ward Councillors Keen, Brodie Beregi and all Councillors and Council Officers.
My name is John Wells. My family and I live at 62 Spruson Street, Neutral Bay.
I travel very regularly along Ben Boyd Road every day. I do not believe there is a requirement for traffic calming measures on this road.
Having read Council's arguments for the introduction of speed humps, I do not believe Council has made the case for such an impactful traffic management system. It is simply not necessary. Council's own report dated May 2019, indicates that "the traffic counts reveal traffic speeds typical of urban local roads".
At a proposed cost of \$500,000 - yes, half a million bucks - this is a disgrace. This money could be much better spent upgrading parks and gardens around the streets and providing garden benches for public use, particularly for older people.
Only a very minimal number of complaints (4) have been made to council in relation to traffic issues along Ben Boyd Road and these all relate to the lower end of the road near Kurraba Road. Speed humps are a severe traffic hazard, not a traffic calming measure.
Any speed humps along the upper end Ben Boyd Road, to Phillips Street, might further impact the 263-bus route and put at risk this essential bus service for the people of Cremorne and Neutral Bay.
The environmental impact of speed humps with cars and trucks having to virtually stop and then accelerate is creating far more pollution than is necessary.
Perhaps Council could request police to monitor speeding drivers in Ben Boyd Road, if there are so many, for several weeks. This real action should help stop any potential speeding drivers and not put a further \$500,000 rate burden on residents.
Our family does not support Council's proposal and we respectfully ask that it does not go ahead.
- Dear Mayor, Ward Councillors Beregi, Brodie and Keen and all other Councillors,

I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited in your letter dated 6 November, 2020.

The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and accelerating - see <https://www.smh.com.au/opinion/crude-dangerous-and-bad-for-the-environment-speed-humps-must-go-20170815-gxwnvw.html>

Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that "Ben Boyd Road is a local road with the default urban speed limit of 50 km/hr" and "the traffic counts revealed traffic speeds typical of urban local roads".

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A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity, however I am concerned that this will impact the 263 bus route. Such a crossing could easily be located on Ben Boyd Road, south of Phillips Street., which is not part of the 263 bus route if a crossing was deemed necessary.

The installation of a low-rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching the sharp bend which would not adversely

affect the 263 bus service. It would also make it safer to cross Ben Boyd Road.

In closing, to spend over \$500,000 on speed humps and the like, with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.

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- Dear Mayor and Councillors of North Sydney Council,

Re: Community Consultation

PROPOSAL FOR SPEEDS HUMPS ON BEN BOYD ROAD

I write to express my opposition to the plan to implement speed management/traffic calming interventions in the form of speed humps along Ben Boyd Road, Neutral Bay.

I believe that my qualifications to comment on the use of speed humps along Ben Boyd Road are substantial and probably unique:

- I am a road safety professional, with 25 years' experience in Local Government;
- I have tertiary qualifications in road safety;
- I am currently a fleet trainer and my role is specifically to reduce crashes and road trauma;
- I have acted as a consultant to the NSW Police driver training unit;
- I have been a resident of Neutral Bay since 1988 and I walk and drive along Ben Boyd Road on a daily basis, and ride a bicycle along this road occasionally;
- I rely on the 263-bus route as my prime method of travel to work daily at 0619.

My main reason for opposing the plan is that it is unnecessary and not a good use of public funds that could be used for better road safety interventions within the LGA.

I understand just four representations have been made to Council regarding traffic speed along Ben Boyd Road.

Whilst I do not have access to the numbers of crashes along Ben Boyd Road, I have not witnessed any crashes since moving to Undercliff Street in 1991. I have knowledge of one incident.

An incident along Ben Boyd Road is rare and random.

I have not witnessed high numbers of vehicles driven at excessive speed – again random and rare. Has Council's traffic unit completed a Benefit Cost Assessment to demonstrate that \$500,000 is appropriate to be spent on this plan and what is the Benefit Cost Ratio – how many crashes will this prevent and what will be the reduction in crashes over the number of crashes in the last five years? I believe that these public funds are better used in other areas.

In addition, I am concerned about the use of speed humps and their relationship with bike riders. Ben Boyd Road is obviously a key route for many commuter riders to the City and is used by many riders at weekends. Particularly with riders going downhill there is a greater risk of conflict with car, bus and truck drivers at the approaches to the humps. Uphill the humps present more difficulties for riders. If humps are 'bypassed' by riders there is greater risk of conflict where a bike rider travels faster than the motor vehicle and passes on the left side.

I am sure that others opposing this plan will have detailed the negative effects of speed humps on emissions and the environment (including noise), the issues with bus operations (I need the 263!), garbage collection and other council services. Speed humps also affect emergency service operations (particularly with Neutral Bay Fire Station so close). These are all credible comments which I support.

Ben Boyd Road was one of the very first roads to have a 50 km/h speed limit in the early 1990s. This led to the adoption of this limit by many other councils and then to the current state wide default limit in urban areas. As a road safety professional, I believe that this was appropriate and has been effective. It has been so for thirty years now during which time I have used Ben Boyd Road daily as a pedestrian, rider and driver.

I have not seen any evidence that demands any changes to the current situation.

Speed humps will not provide any benefit to the residents of Ben Boyd Road and adjoining streets.

Thank you for the opportunity to respond.

- Dear Mayor, Ward Councillors Beregi, Brodie and Keen and all other Councillors,

I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited in your letter dated 6 November, 2020.

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- Attention Mayor and all councillors

Hi

I am writing as a resident of Spruson St who uses Ben Boyd Rd daily to say I do not support the proposed speed humps on a Ben Boyd Road

I strongly oppose it for a number of reasons

1. Ben Boyd is a single lane road and people will dodge and weave to avoid the humps

2 it will add to traffic congestion within the area

3 it will divert traffics to Spruson St and other streets as drivers avoid the Ben Boyd creating flow on issues

4 The costs are unbelievably high and as a rate payer believe the \$ could be much better spent than this proposal which has not been asked for or requested

5 The possible knock on effect to the 263 Bus service with proposed changes

6 It will cause additional traffic problems in and around Neutral Bay Primary particularly at pick up and drop off time

If speed is seen is any sort of issue install a speed camera

- I think that the above is a frivolous waste of Council's money. Speed humps are noisy, increase pollution and wear and tear on vehicles.

There is a letter circulating from Councillor Beregi which I fully support, so much so that today I posted it up on Cremorne Neutral Bay Living.

Just as I have commented in the past about poor driver compliance with Stop Signs (Lisa and I recently nearly got taken out by a driver who failed to stop coming out Olive Lane at Barry Street, not to mention a Mercedes that came barrelling out of May Lane two days later before stopping in the parking lane on Yeo Street) I also believe this is the case with speeding on Ben Boyd Road and it's time that the Police stepped up to the mark with some enforcement.

Given the Transport Minister's recent announcement about increased mobile speed camera hours complemented with reduced markings, perhaps you could request a visit from one? It could be

revenue

positive with the fines going back into paying for some other road safety initiatives.

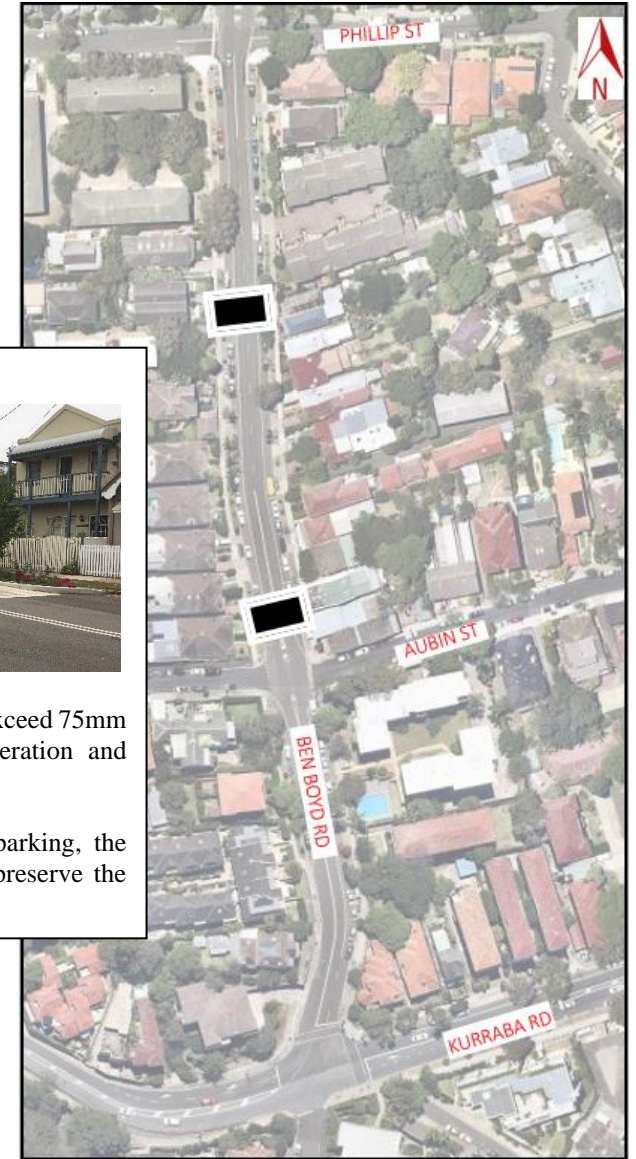
- Dear Mayor, Ward Councillors Beregi, Brodie and Keen and all Councillors, I have recently been made aware of proposed speed humps along Ben Boyd Rd between Yeo St and Kurraba Rd at a cost of \$500,000. I am firmly opposed to this proposal. I have been a resident (off Ben Boyd Rd) for 34 years. During that period of time I have been unaware of any road traffic accidents or significant traffic incidents to justify this extraordinary expense. Particularly in light of recent concerns of inappropriate spending of tax payer money by Councils such monies should be spent to maximally advantage many residents, not to address unpublicised concerns of a few at the lower end of Ben Boyd Rd. Might I suggest a better spend would be air conditioning in the classrooms of Neutral Bay Public School. Money aside speed humps are an assault on amenity. Cars, tradesmen's utes, trucks and buses noisily brake as they approach the humps, clatter noisily as they pass over the hump, and make even more noise as they accelerate after exiting the hump. I for one would hate to live in a house adjacent to such humps. Clear, concise justification has not been offered as to the benefit of these speed humps to the local community around Southern Ben Boyd Rd let alone the wider community of the North Sydney Municipality. Please do not proceed with this unjustified, noise and air polluting proposal.
- I do not support the proposed speed humps along Ben Boyd Road between Yeo Street and Kurraba Road, as exhibited with your letter dated 6 November 2020. The evidence does not support the Council's proposal. The proposal will negatively impact the amenity of residents through increased noise and air pollution generated from the increase in cars stopping and then accelerating. (!:rttpg:llwww.smh.com.au/opinion/crude-dangerous, arrd-bad-fnr*the-environment-sneeJ-humns-must*Eo-ZS1 7t]8 wnvw.html) Council has not made the case for the spending of this money. The Council report dated 3 May 2019 states that "Ben Boyd Road is a local road with the default urban speed limit of 50km/h" and the traffic counts revealed traffic speeds typical of urban local roads". Further, I understand that only four (4) representations have been made to Council in relation to this matter and that all four relate to the lower end of Ben Boyd Road. If speed is an issue, which is debatable based on the evidence, then why has Council not asked the police to undertake speed checks and issue fines for speeding. Such action would be an immediate deterrent to drivers who travel faster than 50 km/h on Ben Boyd Road. The only location that could possibly justify a speed hump device is at the lower end of Ben Boyd Road, however given that the data in the report states that the 85th percentile speed at the lower end of Ben Boyd Road was 52.9km/h, this is hardly indicative of excessive speed. A raised pedestrian crossing near Phillips Street could also be an option given the pedestrian activity in that vicinity however I am concerned that this will impact the 263 bus route. Such a crossing however could easily be located on Ben Boyd Road south of Phillips Street which is not part of the 263 bus route, if a crossing was deemed necessary. Any measures proposed must not impact the viability and frequency of the 263 bus service. If the installation of a low rise roundabout on Ben Boyd Road at Premier Street would be a superior option to calm traffic when approaching that sharp bend which would not adversely impact the 263 bus service. It would also make it safer to cross Ben Boyd Road. In closing to spend over \$504000 on speed humps and the like, and with no evidence to support such a spend, is a terrible waste of our money. Please do not proceed.

- O have read the comments from a resident, who is opposed to this idea.
I accept what she says.
What evidence does the Council have to this proposal?
This seems to be another wasteful Council proposal. This Council is putting up rates because of it's waste.
I am opposed to this proposal.
- My wife and I are in receipt of the attached (regrettably anonymous) letter dropped in our mailbox only this week. We did not receive the letter he/she refers to from the North Sydney Council, possibly/presumably because we do not live directly on Ben Boyd Road, but one short block away at the address below. Consequently, we were until now completely unaware of the North Sydney Council's \$1/2 million proposal, based apparently on 4 complaints. Nonetheless, the superb Ben Boyd Road is our artery driving north and south from Military Road to Kurraba Road, and, from Yeo Street to Phillip Street, the route of our beloved 263 bus of which we are both insatiable users to and from the city.

We wish to put on record that we are in 100% agreement with the letter's opposition to the imposition of speed bumps on Ben Boyd Road between Yeo Street and Kurraba Road, for all of the reasons that he/she articulates so well.

This letter is cc'd to Colin Bartrim, the Chairman of our Strata Council, and to Felicity Wilson, our local NSW MP whom we have met as Liberal Party members on various occasions.

PROPOSED TRAFFIC CALMING ARRANGEMENT

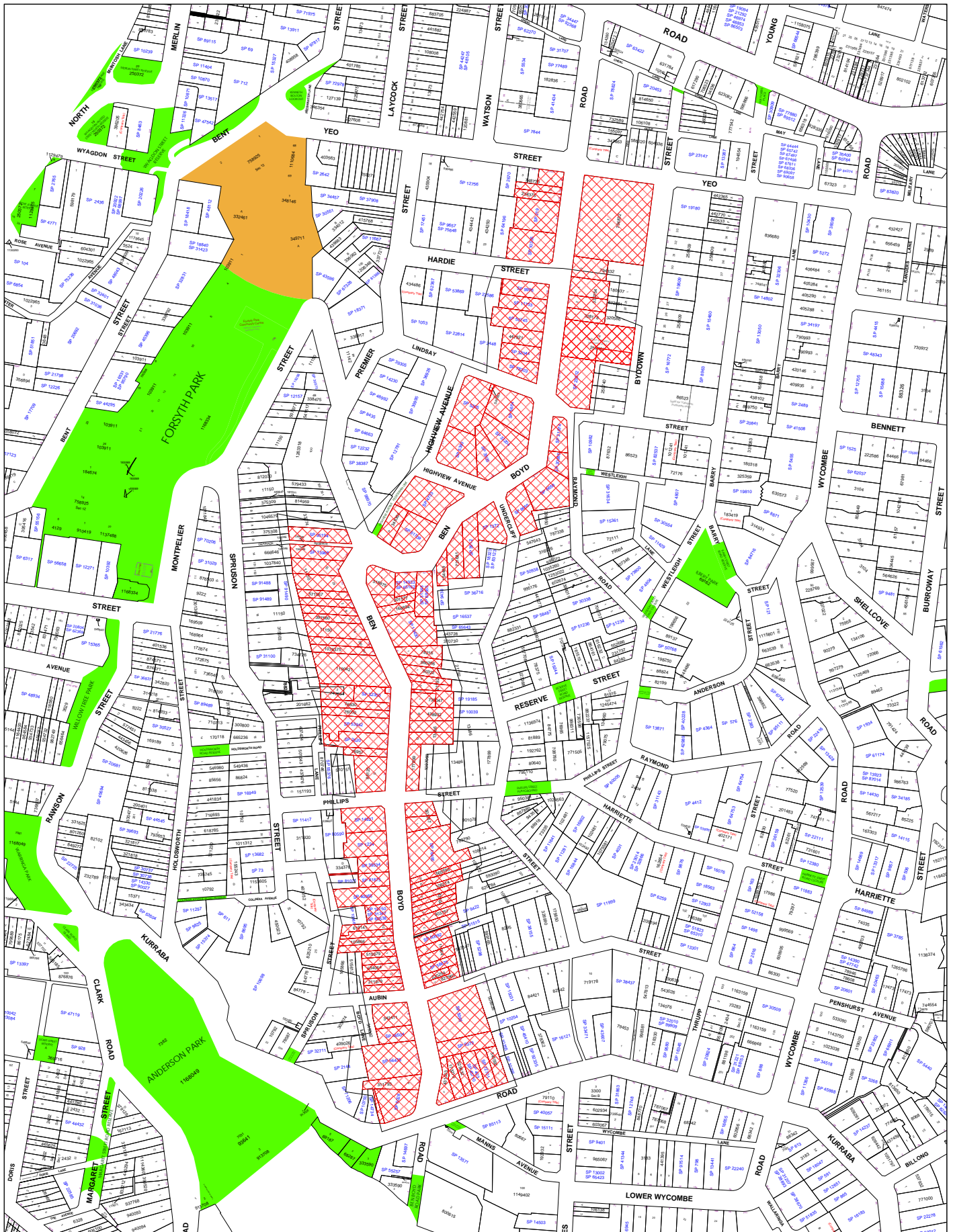


Speed Hump Example



- Note –
1. The proposed speed hump will not exceed 75mm height to ensure minimal noise generation and discomfort caused to bus patrons.
 2. where there is existing on-street parking, the planter beds pictured are omitted to preserve the parking spaces.

Survey Area Map



North Sydney Council

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Further details can be obtained by calling (02) 9936 8100 or e-mail mapping@northsydney.nsw.gov.au.