



To the General Manager

Attach Plan: 1. Lavender Street Plan

SUBJECT: (4.7) Lavender Street, Lavender Bay – Raised Pedestrian Crossing – Survey Results

AUTHOR: Report of Traffic & Transport Engineer, Iman Mohammadi

DESCRIPTION/SUBJECT MATTER:

Council has been successful in gaining funding under the 2020/21 Australian Government Black Spot Program to convert the existing marked foot crossing on Lavender Street at Walker Street to a raised pedestrian crossing.

The proposed raised pedestrian crossing incorporates a flat top road hump and kerb extensions, which will increase visibility of approaching drivers, slow down traffic and reduce the crossing distance. A concept plan of the proposal is enclosed.

Community consultation took place from 20 November 2020 until 10 January 2021. Approximately 960 questionnaires were sent to properties in the surrounding area, Wollstonecraft and Edward Precinct committees, and the survey was available online through Council's 'Have Your Say' webpage. A total of 39 responses were received, including 7 from the outside survey area.

The results indicate a community preference for the installation of the refuge island (89.7% support and 10.3% objection).

RECOMMENDATION:

1. THAT Council, as part of the 2020/21 Black Spot Program, convert the existing marked foot crossing on Lavender Street at Walker Street to a raised pedestrian crossing as shown on the attached plan, after the affected properties are notified by letterbox delivery.

CONSULTATION REQUIREMENTS

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

Relates to ECM No: ECM 8381819

Standard or Guideline Used: AS1742.10

Signs & Lines Priority: N/A

Precinct and Ward: Lavender Bay / Wollstonecraft

Impact on Bicycles: N/A

Impact on Pedestrians: Proposed raised pedestrian crossing will improve pedestrian's safety

Impact on Parking: N/A

DETAIL

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The results indicate a community preference for the installation of the refuge island (89.7% support and 10.3% objection). The result of this survey is shown on the tabular format below:

I support the proposed raised pedestrian crossing on Lavender Street at Walker Street	Response				
	No		Yes		Total
	Qty	%	Qty	%	
Within Survey area: <ul style="list-style-type: none"> • Alfred Street • Arthur Street • Harbourview Crescent • Lavender Crescent • Lavender Street • McKenzie Street • Walker Street 	4	12.5%	28	87.5	32
Outside Survey area: <ul style="list-style-type: none"> • Bank Street • Crows Nest Road • Euroka Street • Fitzroy Street • Warratah Street Balgowlah 			7	100%	7
Grand Total	4	10.3%	35	89.7%	39

Comments Received

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

Support proposal (Within Survey Area)

- We would welcome the proposed pedestrian crossing as detailed
- I request that the Cats Eyes Raised Markers be permanently removed on each lane to the east of the pedestrian crossing. These raised markers are significant noise generators at No 30 Lavender Street. This is particularly noticeable during the day in busy periods and at night-time. The lanes are very narrow approaching the crossing and the Cats Eyes are inboard of the Line Markings. This means at least 50% of all vehicles wheels (I have counted them!) travel over the Raised Markers generating a tyre impact "Machine gun" rat-tat-tat. We would be most grateful if the existing Cats Eyes were removed altogether and a fluorescent paint used at the Line Marker. If a Cats Eye is mandatory from a road safety point of view, flush mounted versions would be less noisy. If the above two options are not possible then relocating the Cats Eyes to out board of the Line Marking would reduce the frequency of noise events. Thank you.
- We are very supportive of the concept. It will both slow down oncoming traffic and make drivers more aware of the usually quite busy crossing
- Support increased visibility and the raised pedestrian crossing plan. I do not support any measures that will further narrow the road around that area, such as the widening of footpaths for garden beds. It is already very narrow, and please note that there is regular bus traffic along that road.
- Ernest Street humps at the crossing have always been an issue. eg suspension damage to vehicles and drivers swerving out-of-lane to avoid them.
glad to see improvement
- This is a main pedestrian cross as it leads to North Sydney Train Station and Bus stands
- I support the proposals for a raised pedestrian crossing at Lavender/Walker however I would like to include a couple of concerns.

Important to ensure drainage is adequate as this is a problem at Lavender/Arthur Street.

I think existing median cushion on west side is unnecessary as it does not slow down buses or cyclists anyway.

- Recommend existing concrete speed cushion on western side of crossing be replaced by the smoother kind installed on Lavender Street east of the corner of Blues Point Road.
- This initiative is long overdue. Apart from significantly increasing pedestrian safety by slowing approaching cars and bikes in both directions, it will make it easier and safer for cars to exit left or right from Harbourview Cres. Currently, visibility of cars and bikes coming down Lavender St from the direction of Alfred St is poor, due to parked cars on the left. And in the case of cars and bikes coming in the opposite direction from Blues Point Rd., their speed is relatively fast due to downhill grade of the road. Indeed the road

in both directions along Lavender St bottoms out approx. where the proposed pedestrian crossing is to be located. So, the new crossing will greatly enhance safety conditions for all road users in the vicinity.

- The existing crossing is very dangerous and much used. The proposal should improve pedestrian safety considerably.
- a good idea
- Raising the crossing might make the surface of the crossing less visible to motorists when approaching from the west. The piano keys on the leading edges might seem too like the piano keys on the preceding speed humps, which aren't pedestrian crossings (although some pedestrians seem to treat them that way). If there is a raised crossing, I hope it is NOT designed as all the other devices in Lavender St, which allow buses to continue on their merry way unimpeded.
- We really need a wider sidewalk on the harbour side of Lavender street - it is dangerous! Do all those parking spots need to be retained?
- Great initiative and well needed. I have witnessed many occasions of sudden braking by cars where they have not seen pedestrians crossing.
- Would you please also address the problem of turning from Lavender Crescent into Lavender Street when you then have to turn left towards Blues Point Road. At present the median strip is elevated - as well as close to the turning circle - and makes turning difficult and dangerous due to traffic coming both ways
- I fully support the proposed raised pedestrian crossing on Lavender Street at Walker Street - far too many times have I nearly been close to be knocked-down by speeding cars approaching this crossing. Also, the dedicated street-light/lamp-post lighting this crossing is currently faulty; therefore, it would be great to have this fixed so the new, upgraded crossing is well illuminated at night.
- This will help me feel safer crossing the street. I sometimes avoid this crossing because drivers tend to not slow down or stop for pedestrians here.
- The sooner the better as the speeding cars and bikes, particularly late at night, are not good
- It will significantly increase pedestrian safety
- Hopefully a raised pedestrian crossing will stop the parade of cars with big noisy mufflers driving down Lavender Street. A big issue over the last few months especially at night. A negative of course is the noise the cars make as they fly over the hump.
- An excellent idea. I would ask that the traffic calming device in front of no 26 lavender street be removed. With the installation of this structure there would be three devices between Walker Street and Blues Point Road. The device in front of our residence slows down cars but truck and medium size delivery vans take it at full pelt. This makes a very

substantial racker. If this were removed it would greatly improve the amenity of the residences at this point. Our homes are fairly close to the roadway and the noise intrudes into our building.

- The existing speed cushion in Lavender St just west of the proposed pedestrian crossing is cracked and bumpy. Can it be remade to match the two other speed cushions in Lavender St closer to Blues Point Rd ?
- I live in Walker Street Lavender Bay and am supportive. Drivers sometimes do not see the crossing and fail to stop. This will help. Also think your proposed gardens will enhance the environment
- I think it will be a great safety upgrade

Oppose proposal (Within survey Area)

- This will create further traffic problems on Lavender Crescent where cars already have to reverse back onto Lavender St when they meet an oncoming car coming up Lavender Crescent. The last thing that intersection needs is anything to further create issues with entry and exit from Lavender Crescent. This is completely unnecessary and will lead to accidents on the intersection.
- The planned new widen footpath along kerb will make the lavender street even narrower and thus bring more difficulties for vehicle drivers.
- Key objective of these works should be pedestrian safety as vehicles do drive fast along Lavender Street and through illegal driving can avoid the current speed reduction measures along the street. I therefore question whether the current proposal is sufficient. I would also strongly recommend a "left turn only" from Lavender Crescent onto Lavender Street.

Comment received from outside Survey Area

- Any tweaks for cyclists ?
- I am 100% in favour of the proposal but I do hope the alignment of the garden beds is better than the alignment of the garden beds you 'recently' placed at the intersection of lavender street / arthur street ... the kink in the alignment there induces east bound cars in the northern lane to consistently cross into the west bound southern lane even though the centre line is well to the south of the true centre (just look on google maps). I've had plenty of near death experiences there in addition to daily scares. While I'm whinging about Lavender Street ... At the intersection of lavender street - union street / blues point road, the west bound southern side of lavender street splits into two lanes. The more southern of the two should be left turn only (into blues point road) and the more northern of the two should be 'straight' ahead (into union street) or right turn into blues point road. The more southern lane is in no way aligned with union street, which is only one lane wide, so idiots attempting to go 'straight' ahead from the more southern lane have to perform a dangerous merger that always catches out unsuspecting drivers heading straight ahead in the more northern lane.

- From my experience, cars drive relatively fast along that section of Lavender Street. It would be great to have a crossing that would lower traffic speed and make pedestrians feel safer when crossing

As someone who drives, rides a bicycle and walks using Lavender /Walker Sts, I would like to stress that apparent road calming measured take those on bicycles into account. So that if the angle of the traffic calming structure is too high at either end, this makes it dangerous for a bike rider as its incline means the rider has to move more into the centre of the object to avoid being on a slope. Cars don't take kindly to a bicyclist moving in ways they don't expect when the bicyclist is forced to do so given the road infrastructure (and to avoid being shunted into the gutter/kerb). Widening the pavement on the N/w side (Wendy's Secret Garden side) would be the best thing ever (to avoid people walking on the road/ buggies having to squeeze past given street lights/cable trunks). That said, it's good to have traffic calming devices in place and this is most welcome.

- I support improving pedestrian safety.

MONTESSORI SCHOOL



NEW GIVEWAY LINE MARKING
NEW STORMWATER PIT
TURF AROUND TREE. TREE TO REMAIN.

MAINTAIN EXISTING SIGNAGE
NO STOPPING
1/4P
9:00 - 2:00
MON - FRI
PERMIT HOLDERS EXCEPTED AREA 6
P
8:00 - 9:00
2:00 - 3:00
PERMIT HOLDERS EXCEPTED AREA 6
5 MIN

EXISTING SIGNS TO REMAIN
2P
6:00 - MIDNIGHT
MON - SUN
PERMIT HOLDERS EXCEPTED AREA 6
1P
8:00 - 6:00
MON - SUN
PERMIT HOLDERS EXCEPTED AREA 6
NO STOPPING

NEW GARDEN BED
NEW WINGLESS KERB RAMP AND CONCRETE FOOTPATH

WALKER STREET

NEW GARDEN BED. EXISTING TREE TO REMAIN.

RELOCATE GIVE WAY SIGN



NEW STORMWATER PIT AND EXTENDED STORMWATER PIPELINE

MAIL ZONE
NO STOPPING

No. 9

EXISTING SIGN TO REMAIN

EXISTING POWER POLE TO REMAIN

NEW WINGLESS KERB RAMP AND CONCRETE FOOTPATH

RELOCATE STREET SIGNS

No. 30

NEW GARDEN BED

NEW DOUBLE SIDED PEDESTRIAN CROSSING SIGN



NEW DESIGN KERB ALIGNMENT

EXISTING EDGE LINE MARKING TO REMAIN

LAVENDER STREET

TRIM BACK TRAFFIC MEDIAN AND INSTALL NEW NARROW KEEP LEFT SIGN.

MAINTAIN EXISTING ZIG ZAG ADVANCE PAVEMENT MARKING

REMOVE REDUNDANT TRAFFIC ISLAND AND KERB & GUTTER

NEW DESIGN KERB ALIGNMENT

EXISTING SPEED CUSHION AND MEDIAN TO REMAIN

LAVENDER CRES

NEW DOUBLE BARRIER LINE MARKING

NEW GIVEWAY LINE MARKING

PAINT NEW PIANO KEYS LINE MARKING

NEW KERB RAMP AND CONCRETE FOOTPATH

EXISTING BOLLARDS AND STAIRCASE TO REMAIN

PAINT NEW PEDESTRIAN CROSSING LINE ACROSS NEW RAISED THRESHOLD

NEW DESIGN KERB ALIGNMENT

SPEED CUSHION TO BE REMOVED

NEW WIDEN CONCRETE FOOTPATH ALONG KERB ALIGNMENT

NEW DOUBLE SIDED PEDESTRIAN CROSSING SIGN



NO LOSS OF ON STREET PARKING



PROPOSED RAISED PEDESTRIAN CROSSING
INTERSECTION OF LAVENDER ST AND WALKER ST , LAVENDER BAY
NOT TO SCALE