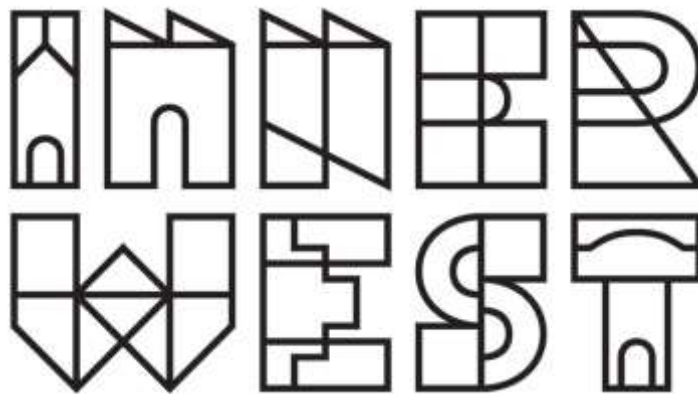


# AGENDA

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## LOCAL TRAFFIC COMMITTEE MEETING

**APRIL 2021**

The April 2021 meeting of the Inner West Local Traffic Committee will be held electronically with the Agenda emailed to Members for review. All comments are requested to be returned to Council by 5.00pm Monday 19 April 2021.

## Function of the Local Traffic Committee

### Background

Roads and Maritime Services (RMS) is legislated as the Authority responsible for the control of traffic on all NSW Roads. The RMS has delegated certain aspects of the control of traffic on local roads to councils. To exercise this delegation, councils must establish a local traffic committee and obtain the advice of the RMS and Police. The Inner West Council Local Traffic Committee has been constituted by Council as a result of the delegation granted by the RMS pursuant to Section 50 of the Transport Administration Act 1988.

### Role of the Committee

The Local Traffic Committee is primarily a technical review and advisory committee which considers the technical merits of proposals and ensures that current technical guidelines are considered. It provides recommendations to Council on traffic and parking control matters and on the provision of traffic control facilities and prescribed traffic control devices for which Council has delegated authority. These matters are dealt with under **Part A** of the agenda and require Council to consider exercising its delegation.

In addition to its formal role as the Local Traffic Committee, the Committee may also be requested to provide informal traffic engineering advice on traffic matters not requiring Council to exercise its delegated function at that point in time, for example, advice to Council's Development Assessment Section on traffic generating developments. These matters are dealt with under **Part C** of the agenda and are for information or advice only and do not require Council to exercise its delegation.

### Committee Delegations

The Local Traffic Committee has no decision-making powers. The Council must refer all traffic related matters to the Local Traffic Committee prior to exercising its delegated functions. Matters related to State Roads or functions that have not been delegated to Council must be referred directly to the RMS or relevant organisation.

The Committee provides recommendations to Council. Should Council wish to act contrary to the advice of the Committee or if that advice is not supported unanimously by the Committee members, then the Police or RMS have an opportunity to appeal to the Regional Traffic Committee.

### Committee Membership & Voting

Formal voting membership comprises the following:

- one representative of Council as nominated by Council;
- one representative of the NSW Police from each Local Area Command (LAC) within the LGA, being Newtown, Marrickville, Leichhardt and Ashfield LAC's.
- one representative from the RMS; and
- State Members of Parliament (MP) for the electorates of Summer Hill, Newtown, Heffron, Canterbury, Strathfield and Balmain or their nominees.

Where the Council area is represented by more than one MP or covered by more than one Police LAC, representatives are only permitted to vote on matters which effect their electorate or LAC.

Informal (non-voting) advisors from within Council or external authorities may also attend Committee meetings to provide expert advice.

### Committee Chair

Council's representative will chair the meetings.



## AGENDA

<b>1</b>	<b>Apologies</b>	
<b>2</b>	<b>Disclosures of Interest</b>	
<b>3</b>	<b>Confirmation of Minutes</b>	<b>Page</b>
	Minutes of 15 March 2021 Local Traffic Committee Meeting	<b>5</b>
<b>4</b>	<b>Matters Arising from Council's Resolution of Minutes</b>	
<b>5</b>	<b>Part A – Items Where Council May Exercise Its Delegated Functions</b>	

### Traffic Matters

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LTC0421(1) Item 2	Garden Street, Marrickville – Sydney Metro SSJ - Notice of a Temporary Full Road Closure for a 4 day period to undertake restoration work (Midjuburi – Marrickville Ward / Newtown Electorate / Inner West PAC)	<b>268</b>
LTC0421(1) Item 3	Toothill Street Near Victoria Street, Lewisham - Pedestrian Safety Improvement Works – Design Plan 10163 (Damum - Stanmore Ward / Summer Hill Electorate/ Inner West PAC)	<b>270</b>
LTC0421(1) Item 4	Centennial Street, Marrickville – Temporary Road Closure for a Special Event at Henson Park – 2021 Beer, Footy and Food Festival on Saturday 24 July and Saturday 7 August 2021 (Midjuburi-Marrickville Ward /Summer Hill Electorate /Inner West LAC)	<b>273</b>
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LTC0421(1) Item 7	168 Norton Street (between Carlisle Street and Maccauley Street), Leichhardt - Road Occupancy (Gulgadga - Leichhardt/ Balmain Electorate/ Leichhardt PAC)	<b>455</b>
LTC0421(1) Item 8	Sydney Metro West, Power Enabling Works - Full Road Closures (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	<b>458</b>

## Parking Matters

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LTC0421(1) Item 9 Eaton Street, Balmain - Disabled Parking Zone (Baludarri - Balmain War/ Balmain Electorate/ Leichhardt PAC)	527
LTC0421(1) Item 10 South Avenue, Petersham - Extension of 'No Parking' restrictions due to width of roadway (Damun - Stanmore Ward/ Newtown Electorate/ Inner West PAC)	529
LTC0421(1) Item 11 Edgeware Road, Newtown between Wells & Darley Street - Proposed extension of Permit Parking Area M14 (Damun - Stanmore Ward/ Newtown Electorate/ Inner West PAC)	532
LTC0421(1) Item 12 Piper Street and White Street, Lilyfield - Proposed 'No Stopping' restrictions (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	534

## Late Items

Nil at time of printing.

## 6 Part B - Items for Information Only

Nil at the time of printing.

## 7 Part C - Items for General Advice

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LTC0421(1) Item 13 Proposed Landscaping Works - Railway Parade, Annandale (Baludarri-Balmain Ward/ Balmain Electorate/ Leichhardt PAC)	537
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## 8 General Business

## 9 Close of Meeting

## **Minutes of Local Traffic Committee Meeting**

Held electronically in March 2021

### **ACKNOWLEDGEMENT OF COUNTRY BY CHAIRPERSON**

*I acknowledge the Gadigal and Wangal people of the Eora nation on whose country we are meeting today, and their elders past and present.*

### **COMMITTEE REPRESENTATIVES PRESENT**

Clr Victor Macri	Councillor – Midjuburi-Marrickville Ward (Chair)
Bill Holliday	Representative for Jamie Parker MP, Member for Balmain
Cathy Peters	Representative for Jenny Leong MP, Member for Newtown
SC Tony Kenny	NSW Police - Inner West Police Area Command
Sgt Charles Buttrose	NSW Police – Leichhardt Police Area Command
Tanmila Samin Islam	Transport for NSW (TfNSW)

### **NON VOTING MEMBERS IN ATTENDANCE**

Colin Jones	Inner West Bicycle Coalition (IWBC)
Adrian Prichard	Transit Systems – Inner West Bus Services
Clr Marghanita da Cruz	Councillor – Gulgadya-Leichhardt Ward (Alternative Chair)
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
Christina Ip	IWC's Business Administration Officer

### **VISITORS**

Nil.

### **APOLOGIES:**

Nil.

### **DISCLOSURES OF INTERESTS:**

Nil.

### **CONFIRMATION OF MINUTES**

The minutes of the Local Traffic Committee Meeting held in February 2021 were confirmed.

### **MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES**

The Local Traffic Committee recommendations of its meeting held in February 2021 were adopted at Council's meeting held on 9 March 2021 with the following amendments:

- LTC0221 Item 7 Minor Traffic Facilities - That the Disabled Parking zone and mobility parking space be reinstated in front of 11 Bruce Street on the eastern side of Bruce Street Stanmore; and

- LTC 0221 Item 14 'No Left Turn' into Victoria Road from Moodie Street, Rozelle - That Council determines to temporarily continue the "No Left Turn" restriction into Victoria Road from Moodie Street with a Local Area Traffic Management (LATM) Study to be undertaken within 6 months so that a permanent change, pending the outcome of the LATM, can be considered.

### **EMAIL CONFIRMATION OF OFFICER'S RECOMMENDATION**

The representative for NSW Police – Inner West supported the Officer's recommendations for the items in their PAC.

The representative for NSW Police – Leichhardt supported the Officer's recommendations for the items in their PAC.

The representative for Transit Systems supported all the Officer's recommendations.

### **LTC0321 Item 1 Bedwin Road Bridge St Peters - Sydney Metro – Signs and Line Markings Plan for temporary works (Midjumburi - Marrickville and Damun – Stanmore Ward / Summer Hill and Newtown Electorate / Inner West PAC)**

### **SUMMARY**

Sydney Metro have submitted to Council detailed line marking and signage plans for temporary road works on Bedwin Road Bridge for a period of approximately 16 weeks beginning mid-March 2021. The works will be staged in two phases to accommodate separately works on either side of the bridge allowing contraflow traffic arrangements to be in place. The proposed works involve the installation of new regulatory signage. Sydney Metro will install the signage and line marking and reinstate original signage and line markings after works are completed. It is recommended that the submitted plans be supported as shown in the submitted 'Sydney Metro City & Southwest Sydney Station Bedwin Road Bridge Works Contraflow Traffic Management Plan'.

### **Officer's Recommendation**

THAT the temporary contraflow arrangement proposed to accommodate Sydney Metro works on Bedwin Road Bridge, St Peters and associated temporary line marking and signage (as per shown in the submitted 'Sydney Metro City & Southwest Sydney Station Bedwin Road Bridge Works Contraflow Traffic Management Plan') be approved subject to, but not limited to, the following conditions:

1. All works and cost of the supply, installation and removal of the line marking and signage associated with the Bedwin Road Bridge works is to be borne by the applicant: and
2. Council's existing line marking and signage be reinstated in Bedwin Road, St Peters at the end of the works to the satisfaction of Council's Co-ordinator of Traffic and Parking Services, Traffic South.

### **DISCUSSION**

The representative for the IWBC requested a marked bike lane through the works zone and an area for cyclists to wait, separate from the traffic lane. The representative commented that without special provisions in place, cyclists are usually pushed to the side when they join the traffic lane.

Council Officers provided advice from the Sydenham Metro Interface Manager stating there is limited space on Bedwin Road to provide the requested cyclist provisions, with the lane widths being at the minimum allowed for works to continue. Sydenham Metro would be able to ensure that there is sufficient space on the eastbound approach as the road travel lanes are single lanes on approach. However, there is no such area on the westbound approach. Sydenham Metro will review the proposal and advise if any provisions can be made.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the temporary contraflow arrangement proposed to accommodate Sydney Metro works on Bedwin Road Bridge, St Peters and associated temporary line marking and signage (as per shown in the submitted 'Sydney Metro City & Southwest Sydenham Station Bedwin Road Bridge Works Contraflow Traffic Management Plan') be approved subject to, but not limited to, the following conditions:**

- 1. All works and cost of the supply, installation and removal of the line marking and signage associated with the Bedwin Road Bridge works is to be borne by the applicant: and**
- 2. Council's existing line marking and signage be reinstated in Bedwin Road, St Peters at the end of the works to the satisfaction of Council's Co-ordinator of Traffic and Parking Services, Traffic South.**

**For motion: Unanimous**

**LTC0321 Item 2 Smidmore Street and Murray Street, Marrickville – short term temporary changes to Smidmore Street signage, kerbside parking restrictions, bus routes and new temporary bus stop near Edinburgh Road as part of Marrickville Metro Expansion Works (Midjuburi – Marrickville Ward / Heffron Electorate / Inner West PAC)**

### **SUMMARY**

Council has been notified by MLA Transport Planning, on behalf of Adco Constructions, about proposed short term temporary changes to Smidmore Street signage, kerbside parking restrictions, bus routes and a new temporary bus stop near Edinburgh Road, Marrickville as part of the Marrickville Metro Expansion works. It is recommended that the proposed changes be approved and that all works and costs associated with the signage changes and temporary relocated 'Bus Zone' and reinstatement of Council's original parking restrictions is to be borne by the Applicant.

### **Officer's Recommendation**

**THAT the proposed short-term temporary changes to traffic and parking conditions in Smidmore Street and Murray Street, Marrickville as per plans submitted by MLA Transport Planning (TMP 20008r05C-210301, CV-1BPD-02-061) be approved subject to the following conditions:**

- a) All works and cost of the supply, installation and removal of the signage associated with the temporary changes and bus relocations is to be borne by the applicant;**
- b) The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction;**

- c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'; and
- d) Subject to written concurrence from TfNSW, Sydney Metro TSE Group and Transit Systems / Sydney Buses is provided to Council.

### **DISCUSSION**

It was noted that the TMP provided in the agenda was the incorrect attachment. The correct TMP is in Attachment 1.

The TfNSW representative indicated that a Shared Zone in Smidmore Street cannot operate during the Bus Detour times. Therefore, the following condition was proposed to be added to the recommendation:

- e) All Shared Zone signage and associated pavement markings in Smidmore Street be temporarily removed for the duration of the bus detour. All signs must be reinstated as soon as the bus detour is no longer required.

The applicant has indicated that they support this modification. The Committee members also supported the modification to the recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the proposed short-term temporary changes to traffic and parking conditions in Smidmore Street and Murray Street, Marrickville as per plans submitted by MLA Transport Planning (TMP 20008r05C-210301, CV-1BPD-02-061) be approved subject to the following conditions:**

- a) All works and cost of the supply, installation and removal of the signage associated with the temporary changes and bus relocations is to be borne by the applicant;**
- b) The temporary removal and reinstatement of any Council assets will be at the applicants cost and to Council's Traffic Engineers satisfaction;**
- c) Notification of surrounding properties be undertaken at least 7 Days prior to installation of the temporary changes and relocated 'Bus Zone'; and**
- d) Subject to written concurrence from TfNSW, Sydney Metro TSE Group and Transit Systems / Sydney Buses is provided to Council.**
- e) All Shared Zone signage and associated pavement markings in Smidmore Street be temporarily removed for the duration of the bus detour. All signs must be reinstated as soon as the bus detour is no longer required.**

**For motion:** Unanimous

**LTC0321 Item 3 Detailed works (Traffic & Parking) in Trafalgar Street, Petersham - RSL Petersham Development - DA201800173 & Implementation of the Regional Bicycle Route 7 (RR7)  
(Stanmore Ward-Damun/Newton Electorate/Inner West PAC)**

**SUMMARY**

At the Local Traffic Committee meeting held on 15 February 2021, a report was presented detailing proposed on-road tree planter boxes, traffic/parking control measures and kerbextension in Regent Street, as part of Step 1 of the Public Domain Works for the RSL Petersham development under approved DA 201800173. Council approval is now sought on the plans detailing the remaining traffic, parking and footway works required to be carried out under condition of Development Consent for Trafalgar Street and its intersection to Regent Street (Refer to Attachment 2 Plan C46.8 version C). In addition, it should be noted that Council's Regional Bicycle Route RR7 facility is to be constructed along the section of Trafalgar Street, between Gordon Street and Crystal Street. NSW Government funding has been made available to carry out this work, with the commencement of this work scheduled around mid-2021.

**Officer's Recommendation**

1. The report be received and noted;
2. The detailed proposed traffic and parking works in Trafalgar Street and its intersection with Regent Street, Petersham, on attached drawing by Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, be APPROVED, subject to the following;
  - a) Double barrier BB lines be extended in Trafalgar Street right through across the RSL carpark access and Forzzard Lane;
  - b) An additional 'No Right Turn' sign be placed on the eastern footway side of the RSL carpark facing east bound traffic in Trafalgar Street;
  - c) The 'No Right Turn' as shown on the northern kerb side island in Trafalgar Street opposite the RSL carpark and Forzzard Lane, have a supplementary sign underneath reading 'INTO RSL CAR PARK & FOZZARD LANE';
  - d) The 'No Stopping (arrow right)' sign on the southern side of Trafalgar Street, to the west of Fozzard Lane be changed to read 'No Stopping (arrow left)' and the 'No Parking' restrictions be reinstated over the driveways between Fozzard Lane and no. 313-315 Trafalgar Street;
  - e) No trees be planted along the footway within the Bus Zone due to the likelihood of interference to the operation of the Bus Stop;
  - f) The builder prepare/provide for the bus pad/footings and other infrastructure works for the relocation of the bus stop and Council approved shelter as shown on the plan to the satisfaction of Council;
  - g) The builder is to install all signs and line marking as per attached drawing by Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, including all modifications (a) to (f) as listed above to the satisfaction of Council;
3. The revised drawing C46.8 with modifications be submitted to TFNSW for its review and approval.
4. The temporary relocation of the Bus Stop on the southern side of Trafalgar Street, to a position further east of Regent Street between No. 273 and No. 265 Trafalgar Street be approved, subject to specific dates being provided to Council's Traffic & Transport Planning Manager and affected residents being notified at least two weeks prior to the changes.

5. The Traffic Management Plan prepared by Barker Ryan Steward in Attachment 11 for the installation of 'No Right Turn 3.00pm-7.00pm Mon-Fri.,' from New Canterbury Road into Regent Street, be submitted to TFNSW for consideration and approval, and that the builder work with the TFNSW to install the required signs.

### **DISCUSSION**

The builder, Deicorp, has provided written comments in response to the Traffic Committee report. These are attached with additional Officer comments ([Attachment 2](#)).

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT:**

1. The report be received and noted;
2. The detailed proposed traffic and parking works in Trafalgar Street and its intersection with Regent Street, Petersham, on attached drawing by Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, be APPROVED, subject to the following;
  - a) Double barrier BB lines be extended in Trafalgar Street right through across the RSL carpark access and Forzzard Lane;
  - b) An additional 'No Right Turn' sign be placed on the eastern footway side of the RSL carpark facing east bound traffic in Trafalgar Street;
  - c) The 'No Right Turn' as shown on the northern kerb side island in Trafalgar Street opposite the RSL carpark and Forzzard Lane, have a supplementary sign underneath reading 'INTO RSL CAR PARK & FOZZARD LANE';
  - d) The 'No Stopping (arrow right)' sign on the southern side of Trafalgar Street, to the west of Fozzard Lane be changed to read 'No Stopping (arrow left)' and the 'No Parking' restrictions be reinstated over the driveways between Fozzard Lane and no. 313-315 Trafalgar Street;
  - e) No trees be planted along the footway within the Bus Zone due to the likelihood of interference to the operation of the Bus Stop;
  - f) The builder prepare/provide for the bus pad/footings and other infrastructure works for the relocation of the bus stop and Council approved shelter as shown on the plan to the satisfaction of Council;
  - g) The builder is to install all signs and line marking as per attached drawing by Norton-Jago/ACE Pty Ltd- signage and line marking plan revision C Sheet 1 drawing No. C46.8, including all modifications (a) to (f) as listed above to the satisfaction of Council;
3. The revised drawing C46.8 with modifications be submitted to TFNSW for its review and approval.
4. The temporary relocation of the Bus Stop on the southern side of Trafalgar Street, to a position further east of Regent Street between No. 273 and No. 265 Trafalgar Street be approved, subject to specific dates being provided to Council's Traffic & Transport Planning Manager and affected residents being notified at least two weeks prior to the changes.
5. The Traffic Management Plan prepared by Barker Ryan Steward in Attachment 11 for the installation of 'No Right Turn 3.00pm-7.00pm Mon-Fri.,' from New Canterbury Road into Regent Street, be submitted to TFNSW for consideration and



approval, and that the builder work with the TFNSW to install the required signs.

**For motion:** Unanimous

**LTC0321 Item 4 Guihen Street and Booth Street, Annandale - Proposed short term parking (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Council has received concerns from local businesses on Booth Street (between Alexandria Drive and Pyrmont Bridge Road), Annandale regarding a lack of short-term parking in the area for customers and visitors.

**Officer's Recommendation**

THAT:

1. The existing parking spaces (94.5m) on the northern side of Guihen Street, between Booth Street and Chester Street be converted from unrestricted parking to '4P 8:00am-6:00pm Mon-Fri'
2. The existing parking spaces (62.2m) on the western side of Booth Street, between Guihen Street and Wigram Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'.
3. The parking spaces (31.8m) on the western side of Booth Street, between Guihen Street and Pyrmont Bridge Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'
4. A 13m 'No Parking' restriction be installed on the western side of Booth Street, south of Guihen Street across the northern most driveway of 1A Booth Street.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

1. The existing parking spaces (94.5m) on the northern side of Guihen Street, between Booth Street and Chester Street be converted from unrestricted parking to '4P 8:00am-6:00pm Mon-Fri'
2. The existing parking spaces (62.2m) on the western side of Booth Street, between Guihen Street and Wigram Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'.
3. The parking spaces (31.8m) on the western side of Booth Street, between Guihen Street and Pyrmont Bridge Road be converted from unrestricted parking to '2P 8:00am-6:00pm Mon-Fri'
4. A 13m 'No Parking' restriction be installed on the western side of Booth Street,

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**south of Guihen Street across the northern most driveway of 1A Booth Street.**

**For motion:** Unanimous

**LTC0321 Item 5 Boomerang Street, Haberfield - Proposed Removal of Existing Bus Zone (Gulgadya-Leichhardt Ward/ Summer Hill Electorate/ Burwood PAC)**

**SUMMARY**

Council has received a request to remove a redundant existing 'Bus Zone' on the eastern side of Boomerang Street, Haberfield (south of Crescent Street) to reinstate unrestricted parking at this location.

**Officer's Recommendation**

THAT the existing 20m 'Bus Zone' zone on the eastern side of Boomerang Street, Haberfield (south of Crescent Street) be removed and the unrestricted on-street parking be reinstated.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the existing 20m 'Bus Zone' zone on the eastern side of Boomerang Street, Haberfield (south of Crescent Street) be removed and the unrestricted on-street parking be reinstated.**

**For motion:** Unanimous

**LTC0321 Item 6 332 Norton Street, Leichhardt - Proposed Loading Zone (Gulgadga - Leichhardt/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Council has received a request to change one space of the existing '1/2P 8am-6pm Mon-Sat' parking restriction to a 'Loading Zone 6am-4pm Mon-Sat' in front of No. 332 Norton Street, Leichhardt to facilitate deliveries for local businesses.

**Officer's Recommendation**

THAT a six (6) metre 'Loading Zone 6:00am – 4:00pm Mon - Sat' be installed on the western side of Norton Street in front of No.332 Norton Street, Leichhardt.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

## **COMMITTEE RECOMMENDATION**

**THAT a six (6) metre 'Loading Zone 6:00am – 4:00pm Mon - Sat' be installed on the western side of Norton Street in front of No.332 Norton Street, Leichhardt.**

**For motion: Unanimous**

### **LTC0321 Item 7 Unwins Bridge Road, Way Street, Toyer Street & Collins Street, St Peters - Formalising Parking Restrictions around Tempe High School (Midjuburi - Marrickville Ward/ Heffron Electorate/ Inner West PAC)**

## **SUMMARY**

Council has received representations from Tempe High School requesting the review of parking restrictions along the four streets encompassing the school. These are Unwins Bridge Road, Way Street, Toyer Street and Collins Street. As school buses rely upon the surrounding streets to service the school, concerns were raised when cars are parked along certain sections of the bus route, leading to traffic obstruction and possibly damage to parked vehicles. An investigation has revealed that there are either no signposted parking restrictions or that the current parking signage does not effectively deter vehicles parking in inappropriate locations, thus restricting thoroughfare and turning ability for buses travelling along the boundary of Tempe High School.

## **Officer's Recommendation**

THAT the following restrictions be approved:

1. A 30 metre 'No Parking' zone, extending from the current 'No Parking' zone along the western side of Way Street, south of its intersection with Toyer Street;
2. A statutory 10 metre 'No Stopping' on western side of Way Street, south of its intersection with Toyer Street;
3. A 50 metre 'No Parking' zone, along the southern side of Toyer Street, west of its intersection with Way Street;
4. A statutory 10 metre 'No Stopping' on the southern side of Toyer Street, east of its intersection with Collins Street;
5. A 14 metre 'No Stopping' zone on the northern side of Toyer Street, east of its intersection with Collins Street;
6. A 8 metre 'No Stopping' zone on eastern side of Collins Street, south of its intersection with Toyer Street;
7. A 10 metre 'No Parking 8am – 9.30am 2pm – 3.30pm' on eastern side of Collins Street, immediately northwest of existing Bus Zone, north of its intersection with Unwins Bridge Road;
8. A 69 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Collins Street and the signalised mid-block pedestrian crossing, replacing existing 50 metre 'No Parking 7am – 9am Mon – Fri' & 19 metre 'No Parking' restrictions; and
9. A 25 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Foreman Street and the signalised mid-block pedestrian crossing, replacing existing 'No Parking'

## **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

## **COMMITTEE RECOMMENDATION**

**THAT** the following restrictions be approved:

1. A 30 metre 'No Parking' zone, extending from the current 'No Parking' zone along the western side of Way Street, south of its intersection with Toyer Street;
2. A statutory 10 metre 'No Stopping' on western side of Way Street, south of its intersection with Toyer Street;
3. A 50 metre 'No Parking' zone, along the southern side of Toyer Street, west of its intersection with Way Street;
4. A statutory 10 metre 'No Stopping' on the southern side of Toyer Street, east of its intersection with Collins Street;
5. A 14 metre 'No Stopping' zone on the northern side of Toyer Street, east of its intersection with Collins Street;
6. A 8 metre 'No Stopping' zone on eastern side of Collins Street, south of its intersection with Toyer Street;
7. A 10 metre 'No Parking 8am – 9.30am 2pm – 3.30pm' on eastern side of Collins Street, immediately northwest of existing Bus Zone, north of its intersection with Unwins Bridge Road;
8. A 69 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Collins Street and the signalised mid-block pedestrian crossing, replacing existing 50 metre 'No Parking 7am – 9am Mon – Fri' & 19 metre 'No Parking' restrictions; and
9. A 25 metre 'No Stopping' zone on the northern side of Unwins Bridge Road, between Foreman Street and the signalised mid-block pedestrian crossing, replacing existing 'No Parking'

**For motion:** Unanimous

**LTC0321 Item 8 Lilyfield Precinct Parking Study (Baludarri - Balmain Ward / Balmain Electorate / Leichhardt PAC)**

## **SUMMARY**

This is a recommendation to endorse the final Lilyfield Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Lilyfield Precinct Parking Study through YourSay Inner West. The draft strategy proposed several changes, including a Saturday Resident Parking Scheme (RPS) in streets surrounding the Orange Grove Public School during market days, angle parking in Hubert Street and Charles Street, and a need to establish Special Event Parking replacing the existing restrictions in the street surrounding Leichhardt Oval. The general feedback themes include the issue of enforcement in Lilyfield, dissatisfaction with boat trailers, and parking pressure concerns from WestConnex Rozelle Interchange site. Area specific feedback include suggestions for angle parking for the whole length of Rayner Street to increase parking supply.

Due to the COVID-19 restrictions, Council was unable to undertake a parking survey during a large capacity event at Leichhardt Oval. This data was to be used as a basis to review the existing parking control and develop a Special Event Parking scheme. As venue restrictions ease over time, it is expected that a parking survey during a full capacity event will assist in the development of a special event Traffic Management Plan (TMP) and Special Event Parking Scheme for the current area LY permit scheme.

The response totalled 35.8% in support, 29.9% non-support, and 34.3% with an unsure/neutral preference. After the Public Exhibition feedback was assessed, a review on the proposed scheme was undertaken with the final recommendations as outlined in Attachment 2. As the changes included both short-term and long-term matters, this would require Council to implement the changes with community engagement over a 5-10 year life cycle of the study. It is recommended that further consideration of street specific Resident Parking Scheme (RPS) other than those proposed in the report not be supported for a period of 24 months until March 2023.

In addition, the parking impact on streets near the WestConnex Rozelle Interchange site has been a source of concern for residents in Lilyfield and Rozelle. Council has worked together on the consultation on including additional streets in the RPS in October 2020. Due to the low overall support from the community, this was not implemented. However, Council is continuing discussions with Transport for NSW to explore parking options to alleviate parking pressures until the completion of the WestConnex Rozelle Interchange in 2023.

### **Officer's Recommendation**

THAT:

1. The final Lilyfield Precinct Parking Study (Attachment 3) be noted;
2. In view of the feedback received from the Public Exhibition, the Parking Strategy for the Lilyfield Precinct as shown in Attachment 2 be adopted;
3. An additional parking review be undertaken to establish a Special Events Traffic Management Plan (TMP) and Special Event Parking Scheme, updating the existing area LY Resident Parking Scheme;
4. Further consideration of street specific resident parking scheme for the Lilyfield precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023;
5. Post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required; and
6. Council to work with event organisers to prepare and implement a standardised Traffic Management Plan and Special Event Parking Scheme for large events at Leichhardt Oval; and

### **DISCUSSION**

The representative for the Member for Balmain stated that the sight line of certain streets intersecting Lilyfield Road are inadequate due to the acute angle of the corners and noted that the Leichhardt Bike Plan shows that 2 of the 5 bike accidents in Lilyfield Road occurred opposite intersections with angled streets. The representative requested that the statutory 10m 'No Stopping' zones on each of the eastern corners of Charles Street, Charles Lane, Hubert Street and Francis Street be extended to at least 15m to improve safety for motorists turning into Lilyfield Road and improve sight lines to motorists and cyclists travelling west

along Lilyfield Road.

Council Officers advised that parking precinct studies do not typically consider 'No Stopping' zone extensions. Requests for extensions to 'No Stopping' zones can be made and considered on a case-by-case basis, however, loss of legal parking is generally not supported by the community. A preliminary review of these intersections also show no accident history (in the current 5-year TfNSW accident history). Council Officers will review the representative's request separately.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

#### **THAT:**

1. **The final Lilyfield Precinct Parking Study (Attachment 3) be noted;**
2. **In view of the feedback received from the Public Exhibition, the Parking Strategy for the Lilyfield Precinct as shown in Attachment 2 be adopted;**
3. **An additional parking review be undertaken to establish a Special Events Traffic Management Plan (TMP) and Special Event Parking Scheme, updating the existing area LY Resident Parking Scheme;**
4. **Further consideration of street specific resident parking scheme for the Lilyfield precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023;**
5. **Post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required; and**
6. **Council to work with event organisers to prepare and implement a standardised Traffic Management Plan and Special Event Parking Scheme for large events at Leichhardt Oval.**

**For motion:** Unanimous

### **LTC0321 Item 9 Balmain East Precinct Parking Study (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

#### **SUMMARY**

This is a recommendation to endorse the final Balmain East Precinct Parking Study report. Council has recently undertaken Public Exhibition of the draft Balmain East Precinct Parking Study through YourSay Inner West. The draft report proposed several changes, including an expansion of the Resident Parking Scheme (RPS) as shown in Attachment 2. The response results indicate that the community had mixed opinions on the proposed changes, with a low support for the draft strategy proposed by Council.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with minor adjustments made to the proposed parking strategy. As the changes included both short term and long term strategies, this would require Council to implement the changes over a 5-10 year life cycle of the study. It is recommended that further consideration of street specific RPS other than those proposed in the report not be supported

for a period of 24 months until March 2023.

### **Officer's Recommendation**

THAT:

1. The final Balmain East Precinct Parking Study (Attachment 3) be noted;
2. In view of the feedback received from the Public Exhibition, the revised changes to parking strategy as shown in Attachment 2 be adopted, with items 1-3 to be implemented prior to July 2021 and items 4-12 to be implemented with further community engagement;
3. Further consideration of street specific resident parking scheme for the Balmain East precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023; and
4. That post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required.

### **DISCUSSION**

It was noted that within the report and recommendations table, reference to "2P 8am – 10am permit holders excepted Area BE" should be "2P 8am – 10pm permit holders excepted Area BE".

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

THAT:

1. The final Balmain East Precinct Parking Study (Attachment 3) be noted;
2. In view of the feedback received from the Public Exhibition, the revised changes to parking strategy as shown in Attachment 2 be adopted, with items 1-3 to be implemented prior to July 2021 and items 4-12 to be implemented with further community engagement;
3. Further consideration of street specific resident parking scheme for the Balmain East precinct, other than those included in Attachment 2 not be supported for 24 months until March 2023; and
4. That post-implementation parking surveys be carried out after parking changes, and a review be undertaken and reported back to the Traffic Committee, if required.

**For motion:** Unanimous

**LTC0321 Item 10 15-17 Marion Street, Leichhardt - Temporary Relocation of Existing Bus Zone (Gulgadga - Leichhardt/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Council has received a request for the temporary relocation of the existing 'Bus Zone' on the northern side of Marion Street in front of Nos. 15-17 Marion Street Leichhardt to provide a safe area for patrons to access bus services during ongoing construction works at Nos. 15-17 Marion Street.

**Officer's Recommendation**

THAT:

- a) the existing 'Bus Zone' on the northern side of Marion Street, Leichhardt in front of 15-17 Marion Street be temporarily relocated 26m to the east replacing the existing '2P ticket 10am-6pm Mon-Fri 8am-6pm Sat, 4P 6pm-10pm Mon-Sat, 8am-10pm Sun; No Stopping 7am-10am Mon-Fri' ticket parking restrictions (25m total) for 54 weeks.
- b) That parking meter LMP-10216 be temporarily decommissioned during this period
- c) '4P ticket 8am-10pm' parking restrictions be provided in place of the existing 'Bus Zone' until such time that re-establishment of the 'Bus Zone' is required or until a temporary 'Works Zone' is established.

**DISCUSSION**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

THAT:

- a) the existing 'Bus Zone' on the northern side of Marion Street, Leichhardt in front of 15-17 Marion Street be temporarily relocated 26m to the east replacing the existing '2P ticket 10am-6pm Mon-Fri 8am-6pm Sat, 4P 6pm-10pm Mon-Sat, 8am-10pm Sun; No Stopping 7am-10am Mon-Fri' ticket parking restrictions (25m total) for 54 weeks.
- b) That parking meter LMP-10216 be temporarily decommissioned during this period
- c) '4P ticket 8am-10pm' parking restrictions be provided in place of the existing 'Bus Zone' until such time that re-establishment of the 'Bus Zone' is required or until a temporary 'Works Zone' is established.

**For motion:** Unanimous

**LTC0321 Item 11 168 Norton Street (between Carlisle Street and Maccauley Street), Leichhardt - Road Occupancy (Gulgadga - Leichhardt/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Council has received an application from Growth Built Pty Ltd for approval of a temporary full road closure of Norton Street (in front of 168 Norton Street), between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Tuesday 11 May 2021 to 5:00am Wednesday 12 May 2021 (with a contingency period of three weeks) for dismantling of a tower crane at 168 Norton Street, Leichhardt.



### **Officer's Recommendation**

THAT the proposed temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Tuesday 11 May 2021 to 5:00am Wednesday 12 May 2021 (with a contingency period of three weeks – only between Sundays and Wednesdays) be approved for dismantling of a tower crane at 168 Norton Street, Leichhardt subject to, but not limited to, the following conditions:

1. A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;
2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
3. All affected residents and businesses, including, Transit Systems, STA, NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
4. The occupation of the road carriageway must not occur until the road has been physically closed.

### **DISCUSSION**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION**

**THAT the proposed temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Tuesday 11 May 2021 to 5:00am Wednesday 12 May 2021 (with a contingency period of three weeks – only between Sundays and Wednesdays) be approved for dismantling of a tower crane at 168 Norton Street, Leichhardt subject to, but not limited to, the following conditions:**

- 1. A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;**
- 2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 3. All affected residents and businesses, including, Transit Systems, STA, NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 4. The occupation of the road carriageway must not occur until the road has been physically closed.**

**For motion:** Unanimous

---

**LTC0321 Item 12 Carlisle Street between Norton Street and Unnamed Laneway, Leichhardt - Road Occupancy - ANZAC Day Event (Gulgadya-Leichhardt Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Council has received an application from the licensee of The Royal Hotel in Leichhardt for approval of a temporary full road closure in Carlisle Street between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Sunday, 25 April 2021 between the hours of 6am and 12 midnight. The road closure has been requested to facilitate The Royal Hotel ANZAC Day Event.

**Officer's Recommendation**

THAT the temporary road closure of Carlisle Street, Leichhardt between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Sunday, 25 April 2021 between the hours of 6am and 12 midnight be supported, subject to the following conditions:

1. Latest government and health advice on Covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;
2. All affected residents and businesses, including the NSW Police Local Area Command, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. That an unencumbered passaged minimum of 4.0m wide be available for emergency vehicles through the closed section of Carlisle Street, Leichhardt;
4. The occupation of the road carriageway must not occur until the road has been physically closed;

**DISCUSSION**

The TfNSW representative advised that if this is a Class 2 event, TfNSW will need to provide concurrence and requested that the TMP, PL insurance and risk assessment be submitted to TfNSW.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION**

**THAT the temporary road closure of Carlisle Street, Leichhardt between Norton Street and the Unnamed Laneway adjacent to No.2 Carlisle Street to be held on Sunday, 25 April 2021 between the hours of 6am and 12 midnight be supported, subject to the following conditions:**

- 1. Latest government and health advice on Covid-19 is followed at the time of the event including gatherings and/or social distancing restrictions;**
- 2. All affected residents and businesses, including the NSW Police Local Area Command, Fire & Rescue NSW and NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 14 days in advance of the closure with the applicant making reasonable**

provision for stakeholders;

3. That an unencumbered passageway minimum of 4.0m wide be available for emergency vehicles through the closed section of Carlisle Street, Leichhardt;
4. The occupation of the road carriageway must not occur until the road has been physically closed.

**For motion:** Unanimous

### **General Business**

#### **LTC0321 Item 13 'No Left Turn' to Wardell Road from Riverside Crescent, Dulwich Hill**

Representations were made to Cllr Macri regarding the new 'No Left Turn' from Riverside Crescent into Wardell Road. Concerns were raised that the 'No Left Turn' is having unintended impact on traffic on Wardell Road and surrounding roads, causing confusion as there are no warning signs of changed traffic conditions and congestion during peak time. Requests were made to review the signage and traffic signal phasing at the intersection. Council Officers will investigate.

#### **LTC0321 Item 14 Request for 'No Parking' on Durham Lane, Stanmore**

A request was received by the Member for Newtown for 'No Parking' on Durham Lane near the property entrance of Unit B02, 109 Salisbury Road, Stanmore. The resident of the property stated that access to the property is difficult due to the narrow footpath and if a vehicle is parked directly outside the property on Durham Lane, access to the property is further impeded, especially for less mobile residents. Council Officers will investigate.

#### **LTC0321 Item 15 Trucks on Liberty Street and Kingston Road, Enmore and Newtown**

A resident of Kingston Road contacted the Member for Newtown's Office indicating that she and many neighbours are concerned about the number and type of large vehicles using Liberty Street and Kingston Road including cement trucks, Newington school buses (large tourist buses), semitrailers (including one with containers on it) and WestConnex 'truck and dogs'. The resident has also contacted Newtown Police about this issue.

The representative for the Member for Newtown indicated that they have raised the issue of construction trucks on many key roads in the Inner West including King Street, Edgeware Road and Enmore Road in the past, while realising that these roads come under the control of TfNSW. However, given the high pedestrian and cycle usage as well as the size of these streets, the representative suggested that Council look at whether some of these roads need to be assessed for reclassification with TfNSW.

**LTC0321 Item 16 Improving pedestrian safety on Canal Road, Lilyfield**

The representative for the Member for Balmain commented that an increasing number of vehicles use Canal Road, particularly during cricket and football practice. Due to the increased traffic, the representative requested that a marked pedestrian crossing and speed hump be investigated for Canal Road to enable pedestrians to cross the road to reach the path to the Leichhardt North Station and the overbridge on the City-West Link. Council Officers will investigate.

This concluded the business of the meeting.

## ATTACHMENTS

### Attachment 1



## Railway Pde at Edinburgh Rd, Marrickville Proposed Partial Road Closure

### Traffic Management Plan



# Railway Pde at Edinburgh Rd, Marrickville Proposed Partial Road Closure

## Traffic Management Plan

Report Version: Final

Report Date: 1 March 2021

Report Reference: 20008r05C-210301

Client: Adco Constructions Pty Ltd

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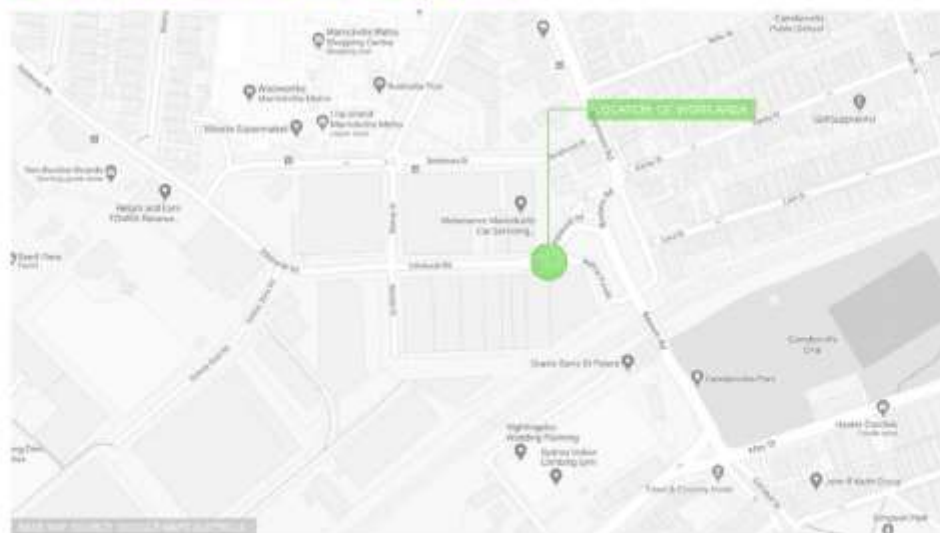




## 1 Introduction

This traffic management plan (TMP) has been prepared by MLA Transport Planning (MLA) in relation to a proposed temporary partial road closure of Railway Parade at Edinburgh Road, Marrickville. Figure 1.1 shows the location of proposed road closure.

**Figure 1.1: Location of Proposed Upgrade Works**



The proposed partial road closure is proposed by Adco to undertake intersection upgrade works at the Railway Parade intersection with Edinburgh Road as part of the expansion of the Marrickville Metro Shopping Centre. The upgrade works has been approved by the Minister of Planning in March 2012 (MP09\_0191) which was followed by several S75W application approvals. The upgrade works has also received approval from Inner West Council in May 2020.

The works will be undertaken during the hours from 6:00am to 5:00pm.

The proposed partial road closure is proposed to take place in three stages over a period of approximately two and a half months commencing 1 April 2021 to 9 June 2021 and.

During the proposed partial road closure period, the staging are as follows:

- Stage 1 – eastbound access from Edinburgh Road (western approach) through the intersection will be closed with westbound access along Edinburgh Road from





Edinburgh Road (northern approach) and Railway Parade (eastern approach) maintained

- Stage 2 – eastbound access from Edinburgh Road (western approach) and westbound access from Railway Parade (eastern approach) through the intersection will be closed with westbound access from Edinburgh Road (northern approach) maintained, and
- Stage 3 – eastbound access from Edinburgh Road (western approach) and westbound access from Railway Parade (eastern approach) through the intersection will be closed with westbound access from Edinburgh Road (northern approach) and Railway Parade (eastern approach) maintained.

Access to affected properties will be maintained. Vehicles accessing affected properties will be escorted through the use of qualified traffic controllers and signage.

In addition, during the period of the proposed partial road closure westbound access for buses (Routes 308 and 305) from Railway Parade (eastern approach) to Edinburgh Road (west approach) will be maintained. Buses (Route 355) travelling in the eastbound direction will be re-routed.



## 2 Detailed Plan of Proposed Measures

Is a detailed plan of the proposed measures necessary?

Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

Traffic management measures are proposed to manage traffic in the vicinity of the site. The traffic management measures are contained in the traffic control plans (TCP) prepared by Complete Traffic Safety Solutions which is provided in Appendix A.



## 3 Identification and Assessment of Impact of Proposed Measures

Is a detailed assessment necessary?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

The partial closure of the Railway Parade intersection with Edinburgh Road will require traffic to be diverted to alternative routes. These include:

- Smidmore Street/Murray Street/Edinburgh Road
- Edgeware Road/Llewellyn Street/Enmore Road/Edinburgh Road
- Edgeware Road/Enmore Road/Edinburgh Road
- Bedwin Road/Unwins Bridge Road/Gleeson Avenue/Railway Parade/Sydenham Road/Victoria Road/Edinburgh Road, and
- Stanmore Road/Enmore Road/Edinburgh Road.

The alternative routes are shown in Figure 3.1.

**Figure 3.1: Diverted Traffic Routes**





## 4 Measures to Ameliorate the Impact of Re-Assigned Traffic

Is an assessment required?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

There are numerous available alternative routes. Following the temporary partial closure of the Railway Parade intersection with Edinburgh Road, the traffic travelling through the intersection could be diverted across a number of alternative routes within the local road network. As such, the traffic re-directed to the various alternative routes, would be spread out across the road network and is not expected to create any adverse traffic impacts. Therefore, ameliorate measures would not be required.



## 5 Assessment of Affected Public Transport Services

Is an assessment required?	
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

The proposed temporary partial closure of the Railway Parade intersection with Edinburgh Road would affect the operation of bus services along Edinburgh Road in particular Route 355. Access for the other two bus services, namely Routes 308 and 352 will be maintained throughout the closure period.

In this regard, MLA has consulted TfNSW, STA and Transit Systems in relation to re-directing Bus Route 355 around the work area. An option has been developed to re-direct the relevant bus service with a new temporary bus stop on Smidmore Street. The proposed diversion route for Bus Route 355 is shown in Appendix B. MLA is currently seeking feedback from the bus operators.

TfNSW, STA and Transit Systems have provided their concurrence for the proposed works. The concurrences are provided in Appendix C.

In addition, swept path analysis for a 12.5m bus turning left from Murray Street into Smidmore Street. The swept path diagram provided in Appendix D demonstrates that a 12.5m bus can satisfactorily undertake the required left turn manoeuvre.

Adco will continue to work and liaise with the bus operators to ensure disruption to bus services is kept to a minimal.



## 6 Details of Provision Made for Emergency Vehicles, Heavy Vehicles, Cyclists and Pedestrians

Are these details required?	
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

Emergency vehicles access will be maintained. Emergency vehicles will be let through where required.

All general traffic including service vehicles will be diverted around the work area using the previous identified alternative routes.

It is noted that the Railway Parade intersection with Edinburgh Road proposed to be closed at present does not have any facilities for cyclists.

Pedestrian access will be diverted to alternative routes where required.





## 7 Assessment of Effect on Existing and Future Developments with Transport Implications in the Vicinity of the Proposed Measures

Is an assessment required?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

In relation to existing developments, access will be maintained for affected properties.

In relation to future developments, the proposed partial road closure is a temporary road closure for a period of approximately two and a half months. It is not expected that it would have any implications to future developments in the vicinity of the proposed road closure.



## 8 Assessment of Effect of Proposed Measures on Traffic Movements in Adjoining Council Areas

Is an assessment required?

Yes	<input type="checkbox"/>
No	<input checked="" type="checkbox"/>

There will be no impacts on traffic movements in adjoining Council areas. The proposed works is located entirely within the administrative area of Inner West Council.





## 9 Public Consultation Process

Is a public consultation process required?

Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

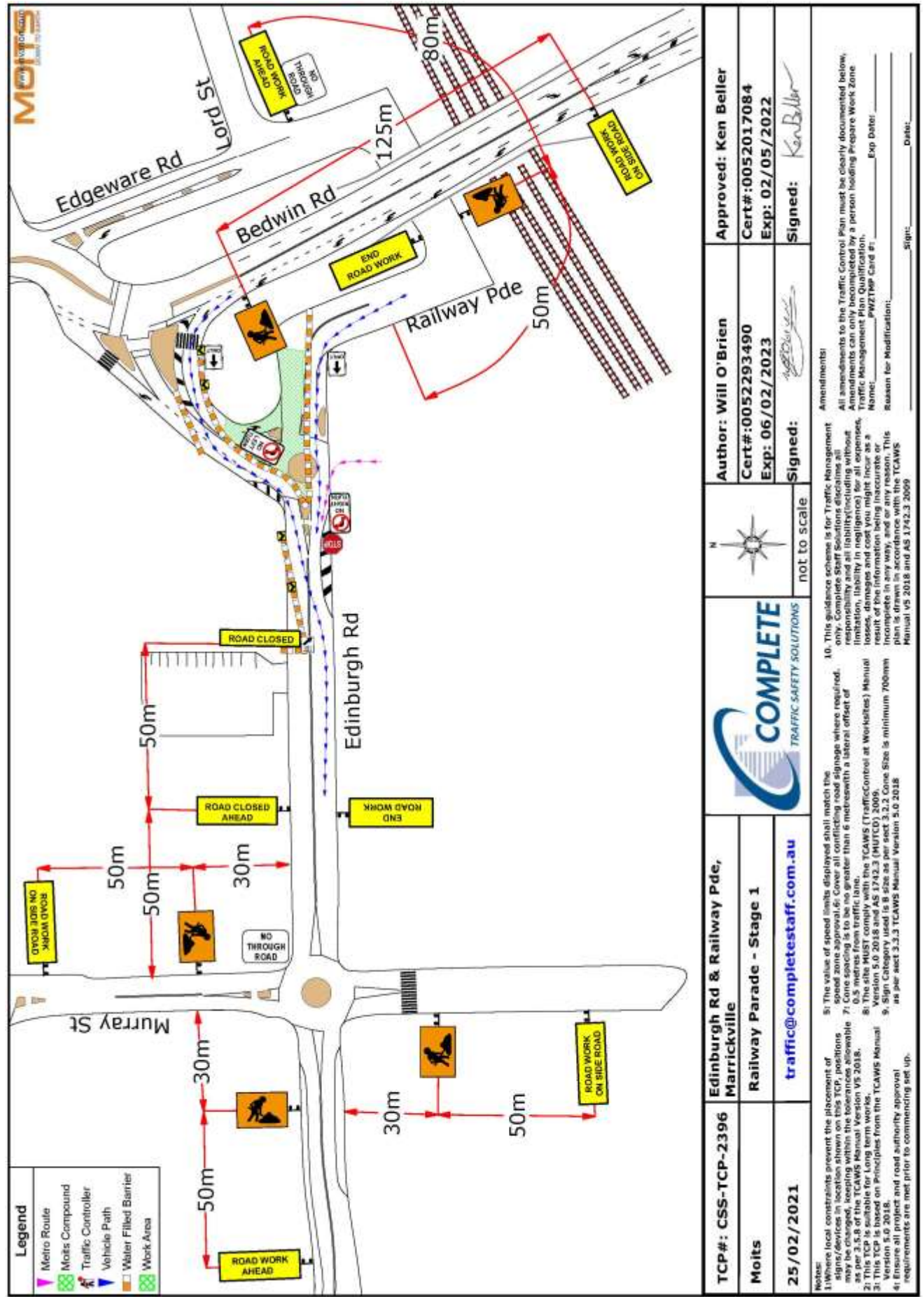
Adco will continue to work and liaise with the bus operators to ensure disruption to bus services is kept to a minimal. The consulting process will continue post approval by Inner West Council Local Traffic Committee.

In relation to local residents and businesses, a notification letter has been issued to the local residents and businesses located within 400m of the work area on 1 March 2021. The notification letter requested that the local residents and businesses to provide any feedback they may have within three weeks.

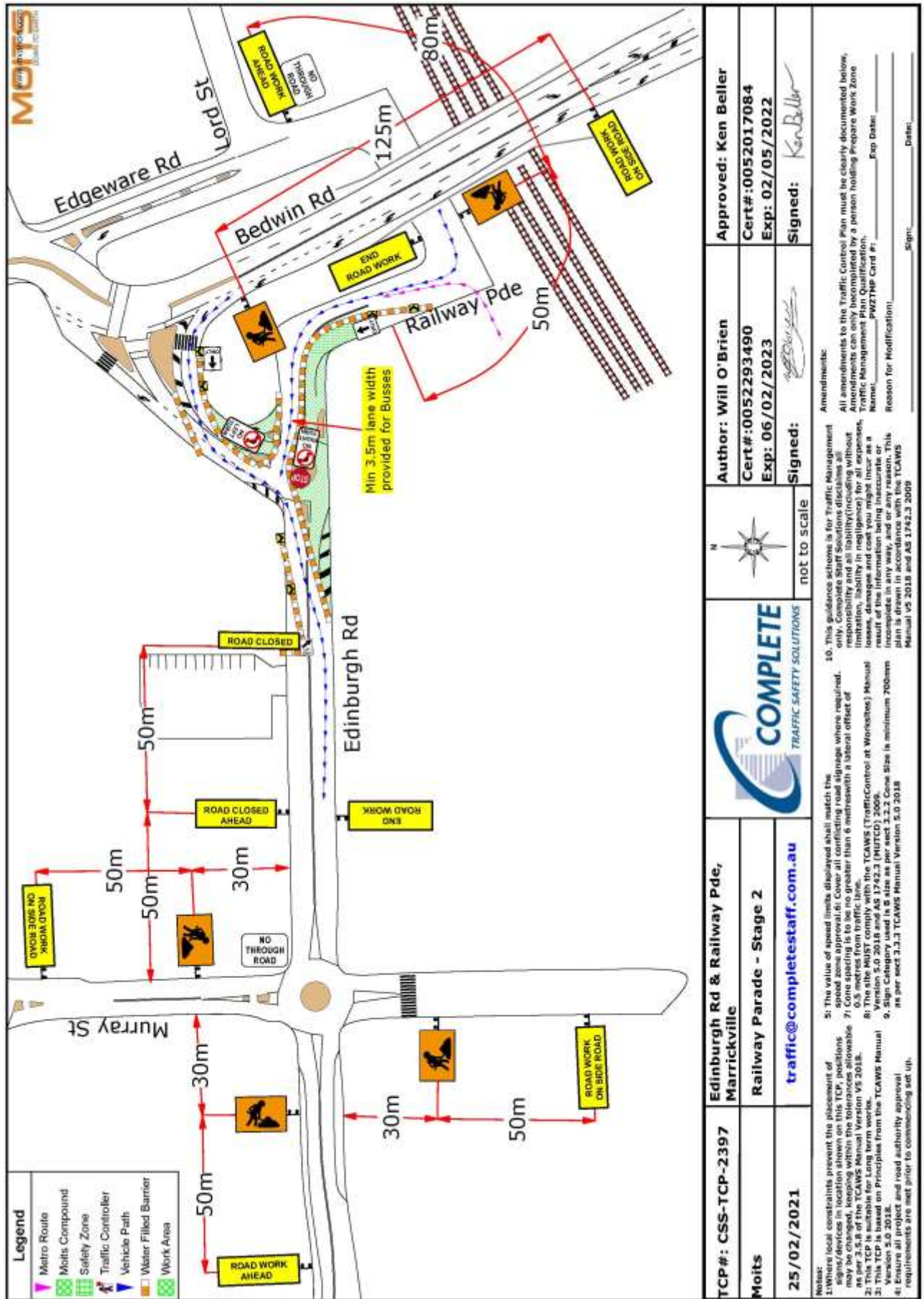


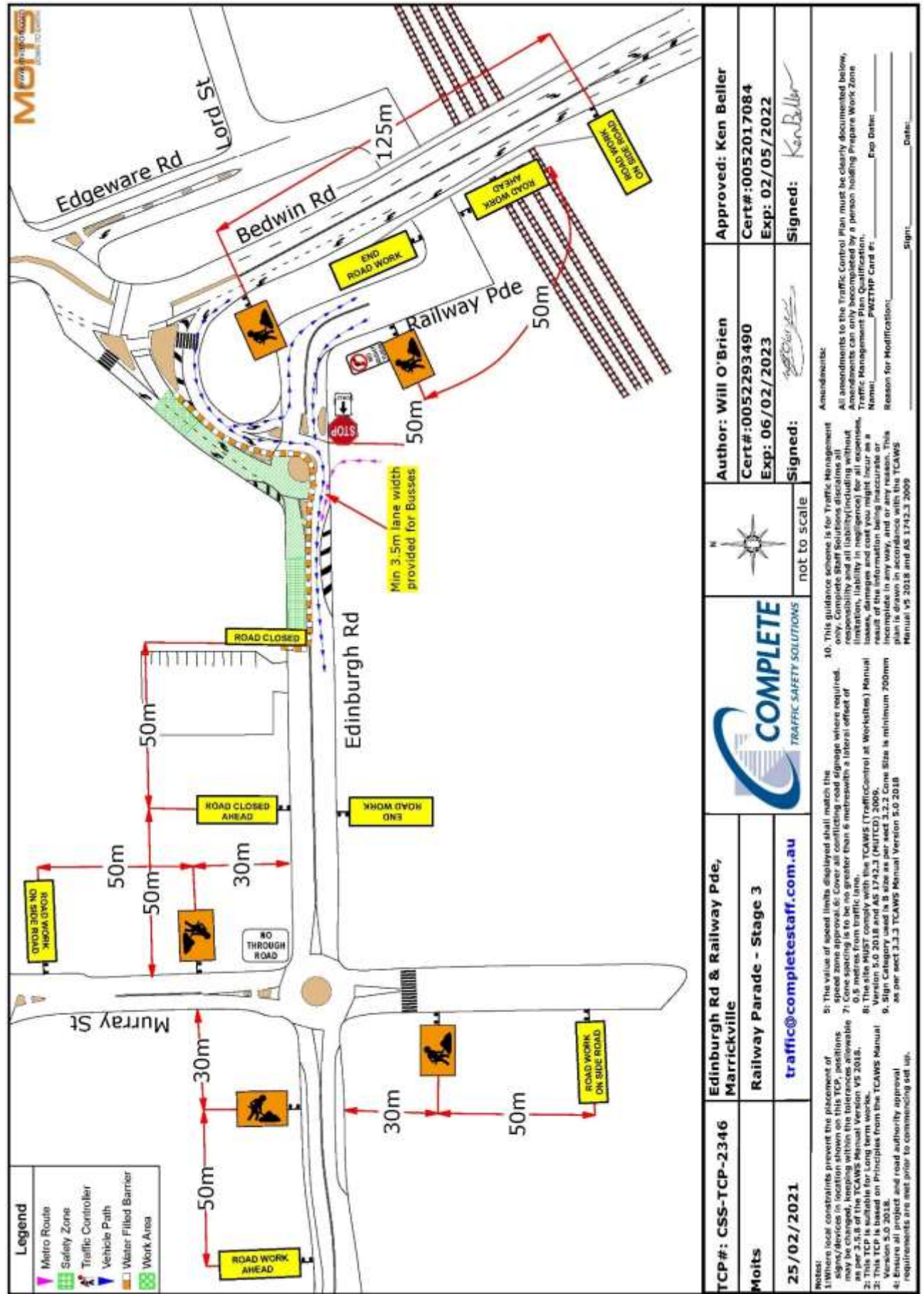
## Appendix A

### Traffic Control Plan







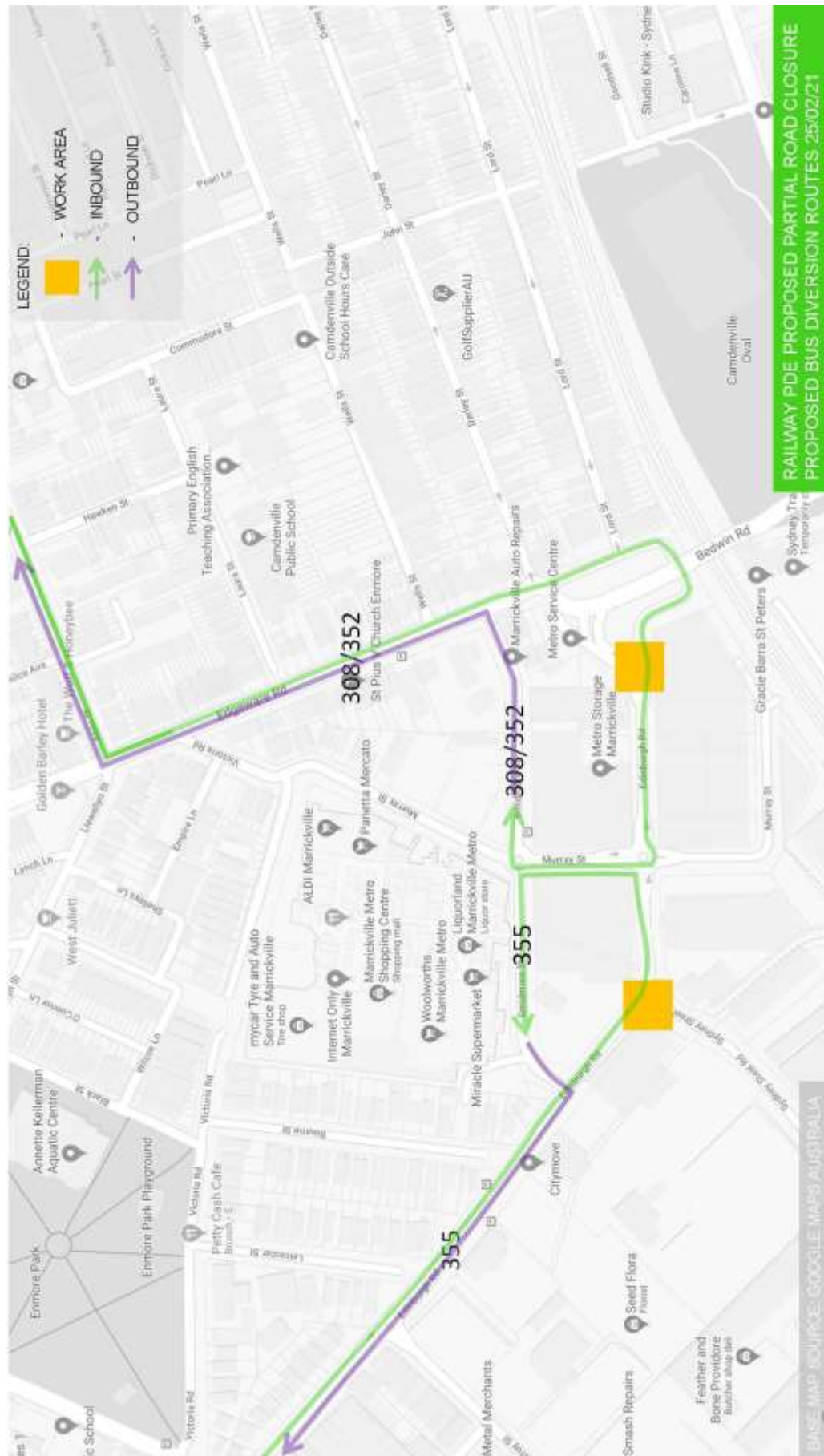




## Appendix B

### Proposed Diversion for Bus Services







## Appendix C

### Concurrences from TfNSW/STA/Transit Systems



**From:** [Adrian Prichard](#)  
**To:** [Michael Lee](#); [Elizabeth Harrison](#)  
**Cc:** [Bushara Gidies](#)  
**Subject:** Re: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion  
**Date:** Friday, 26 February 2021 12:59:13 PM  
**Attachments:** [image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[Outlook-xde10qgp.png](#)

Hi Michael

Transit Systems raise no objection to the attached TCPs

Regards

**Adrian Prichard**

Network Planner

T: (02) 8778 5889 M: 0490 121 539

E: [APrichard@transitsystems.com.au](mailto:APrichard@transitsystems.com.au)

A: Lot 2 Airfield Drive, LEN WATERS ESTATE NSW 2171



[www.transitsystems.com.au](http://www.transitsystems.com.au)



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**From:** Michael Lee <[michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)>  
**Sent:** Friday, February 26, 2021 12:52 PM  
**To:** Elizabeth Harrison <[Elizabeth.Harrison@transport.nsw.gov.au](mailto:Elizabeth.Harrison@transport.nsw.gov.au)>  
**Cc:** Adrian Prichard <[APrichard@transitsystems.com.au](mailto:APrichard@transitsystems.com.au)>; Bushara Gidies <[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)>  
**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Thanks Liz.

Bushara/Adrian – are you able to review the TCPs and if everything is in satisfactory would you please provide your respective concurrence? Many thanks.

Regards,

**Michael Lee**

Director



m: 0403 107 146 | f: 02 8287 1217  
a: Level 13 | 465 Victoria Ave  
Chatswood | NSW | 2067  
e: [michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)  
w: [www.mlatp.com.au](http://www.mlatp.com.au)

**From:** Elizabeth Harrison <[Elizabeth.Harrison@transport.nsw.gov.au](mailto:Elizabeth.Harrison@transport.nsw.gov.au)>  
**Sent:** Friday, 26 February 2021 12:48 PM  
**To:** Michael Lee <[michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)>  
**Cc:** Adrian Prichard <[aprichard@transitsystems.com.au](mailto:aprichard@transitsystems.com.au)>; Bushara Gidies <[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)>  
**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Thank you Michael,

Transport Integration raises no objection to the attached TCPs.

Kind regards – Liz

Elizabeth Harrison  
Transport Planning Project Manager | Transport Integration  
Customer Journey Planning | Greater Sydney  
Transport for NSW

M: 0488 432 805  
E: [elizabeth.harrison@transport.nsw.gov.au](mailto:elizabeth.harrison@transport.nsw.gov.au)



**Transport  
for NSW**

I acknowledge the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work.

**From:** Michael Lee [<mailto:michael.lee@mlatp.com.au>]  
**Sent:** Friday, 26 February 2021 11:52 AM  
**To:** Elizabeth Harrison <[Elizabeth.Harrison@transport.nsw.gov.au](mailto:Elizabeth.Harrison@transport.nsw.gov.au)>  
**Cc:** Adrian Prichard <[aprichard@transitsystems.com.au](mailto:aprichard@transitsystems.com.au)>; Bushara Gidies <[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)>

**From:** [Bushara Gidies](#)  
**To:** [Michael Lee](#); [Elizabeth Harrison](#)  
**Cc:** [Adrian Prichard](#)  
**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion  
**Date:** Friday, 26 February 2021 1:00:50 PM  
**Attachments:** [image008.png](#)  
[image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[image013.png](#)  
[image014.png](#)

Hi Michael,

STA raise no objection to attached TCP.

**Regards**

**Bushara Gidies**

Traffic & Services Manager  
Eastern Region | State Transit  
MOB : 0403 073 658  
Port Botany Depot  
[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)  
[www.transport.nsw.gov.au/state-transit](http://www.transport.nsw.gov.au/state-transit)



**Transport**  
State Transit

**From:** Michael Lee [<mailto:michael.lee@mlatp.com.au>]  
**Sent:** Friday, 26 February 2021 12:53 PM  
**To:** Elizabeth Harrison  
**Cc:** Adrian Prichard; Bushara Gidies  
**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Thanks Liz.

Bushara/Adrian – are you able to review the TCPs and if everything is in satisfactory would you please provide your respective concurrence? Many thanks.

Regards,

**Michael Lee**

Director



m: 0403 107 146 f: 02 8287 1217  
a: Level 13 | 465 Victoria Ave  
Chatswood | NSW | 2067  
e: [michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)  
w: [www.mlatp.com.au](http://www.mlatp.com.au)

**From:** Elizabeth Harrison <[Elizabeth.Harrison@transport.nsw.gov.au](mailto:Elizabeth.Harrison@transport.nsw.gov.au)>  
**Sent:** Friday, 26 February 2021 12:48 PM  
**To:** Michael Lee <[michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)>  
**Cc:** Adrian Prichard <[aprichard@transitsystems.com.au](mailto:aprichard@transitsystems.com.au)>; Bushara Gidies

<Bushara\_Gidies@sta.nsw.gov.au>

**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Thank you Michael,

Transport Integration raises no objection to the attached TCPs.

Kind regards – Liz

Elizabeth Harrison  
Transport Planning Project Manager | Transport Integration  
Customer Journey Planning | Greater Sydney  
Transport for NSW

M: 0488 432 805

E: [elizabeth.harrison@transport.nsw.gov.au](mailto:elizabeth.harrison@transport.nsw.gov.au)



Transport  
for NSW

I acknowledge the Australian Aboriginal and Torres Strait Islander peoples as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work.

---

**From:** Michael Lee [<mailto:michael.lee@mlatp.com.au>]

**Sent:** Friday, 26 February 2021 11:52 AM

**To:** Elizabeth Harrison <[Elizabeth.Harrison@transport.nsw.gov.au](mailto:Elizabeth.Harrison@transport.nsw.gov.au)>

**Cc:** Adrian Prichard <[aprichard@transitsystems.com.au](mailto:aprichard@transitsystems.com.au)>; Bushara Gidies <[Bushara\\_Gidies@sta.nsw.gov.au](mailto:Bushara_Gidies@sta.nsw.gov.au)>

**Subject:** RE: Marrickville Metro Shopping Centre - Edinburgh Rd Roundabout s and Proposed Bus Diversion

Hi Liz,

Please find amended TCPs with 3.5m bus lanes. Let me know if you have any further issues. Many thanks.

Regards,

**Michael Lee**

Director

m: 0403 107 146 f: 02 8287 1217

a: Level 13 | 465 Victoria Ave  
Chatswood | NSW | 2067

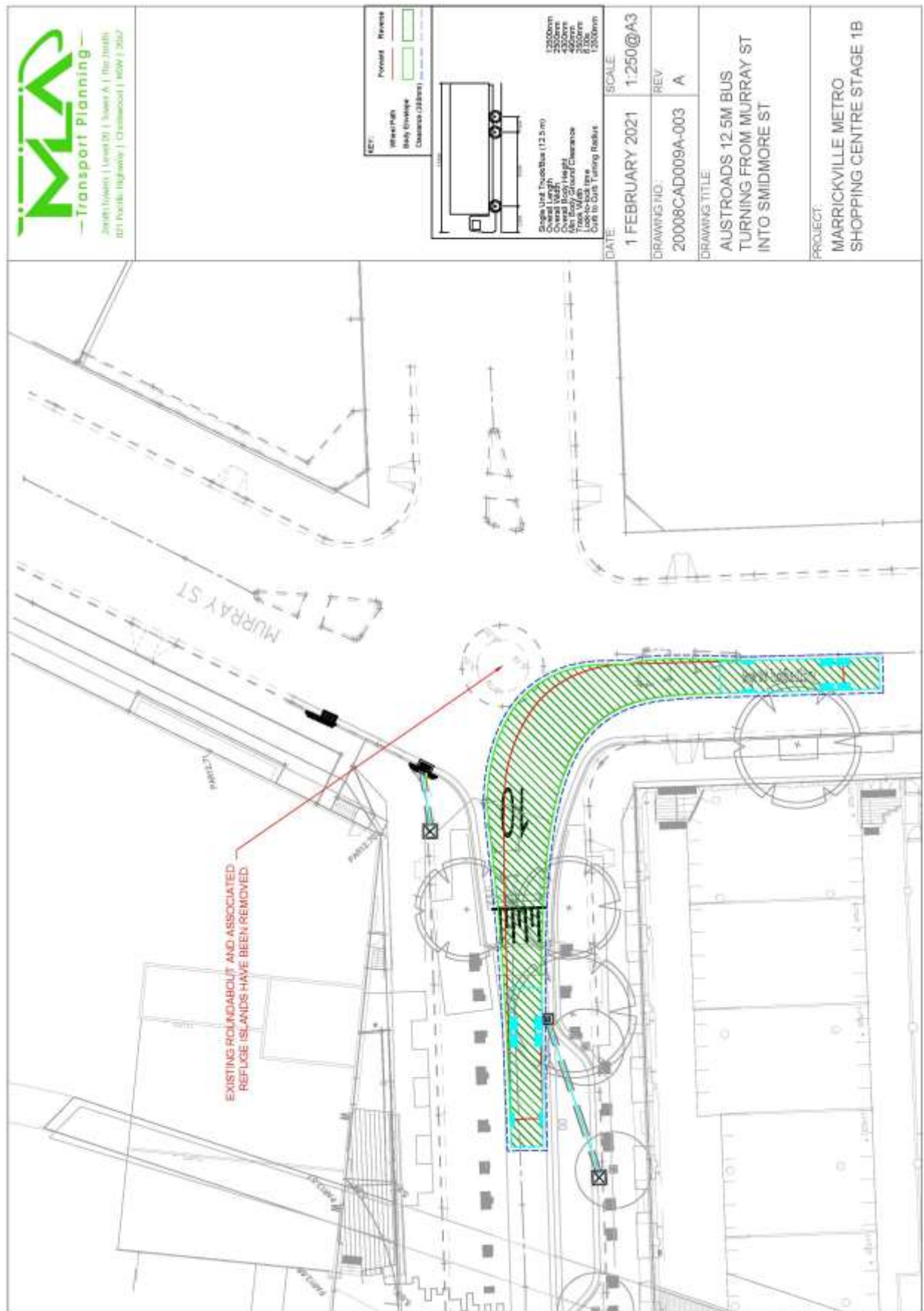
e: [michael.lee@mlatp.com.au](mailto:michael.lee@mlatp.com.au)



## Appendix D

### Bus Swept Path Diagram





**MLA Transport Planning**

Level 15 | 485 Victoria Avenue  
Cherrywood | NSW | 2137  
PO Box 619 | Cherrywood | NSW | 2137  
[www.mla.com.au](http://www.mla.com.au)

## Attachment 2

### **ADDITIONAL OFFICER COMMENTS:**

Council issued a general notification letter dated 16 February 2021 to affected residents/businesses in vicinity of the development advising of works required to be undertaken in Trafalgar Street, Regent Street, Fisher Street, and New Canterbury Road.

A further notification letter was issued dated 17 February 2021 of an error, and to correctly advise that the Bus Stop on the northern side of Trafalgar Street, be relocated from west to east of Regent Street.

The community was given the opportunity to comment, with comments needing to be received by the 5 March 2021. No responses have been received from the community. The builder by email dated 10 March 2021 has responded to the notification letter and the report to Council as follows:

*'Deicorp once again wish to make our position very clear that any works related to Council Bicycle path which also incorporates the relocation and installation of 2x bus shelters is in no way related to Deicorps Development Approval.*

*This matter has discussed with Council on many occasions and seeing that Council have acquired Government funding for the cycle way and related works the responsibility of these works rest with Council not the Developer/Builder.*

*In relation to this matter and to then place this responsibility of these works back to on the builder as noted in Item 2(f) is incorrect and we request that this item be changed to reflect Councils responsibility by changing the first two words to 'The Council'.*

**Deicorp's letter in response to notification letter, followed with the general notification letter is attached.**

The intent of the notification letter was to advise the community of all council and developmental works required to be carried out in the area, related or unrelated.

Under Condition 2(f) within the recommendations to the traffic committee, the builder is still to comply satisfactorily under development consent 252(b), and under footway restoration, would be required to co-ordinate with Council on the preparation of bus relocation works only on the southern side of Trafalgar Street. The arrangements for work and cost is an internal matter to be discussed with Council and the Builder.





Deicorp Pty Ltd | ABN: 55 138 180 337  
Level 3, 161 Redfern St, Redfern NSW 2016  
P: (02) 8665-4100 | F: (02) 8665-4111  
deicorp.com.au

5<sup>th</sup> March 2021

Inner West Council  
260 Liverpool Road  
Ashfield NSW 2131

Dear Sir/Madam,

**RE: NOTIFICATION OF WORKS (TRAFFIC, PARKING & FOOTWAY) TRAFALGAR STREET & REGENT STREET PETERSHAM**

In relation to the item referred to above, as per Council's Public Exhibition notice dated 16<sup>th</sup> February 2021, please note that Deicorp have no objection to the individual items referred to in Council's notification.

Furthermore, Deicorp wish to raise an objection in relation to the fact that Council's own works "Bicycle Path" have been incorporated into a Public Notification which also includes Deicorp Development Approval work.

Our objection to this has been raised on numerous occasions to Council officers prior to this notification and we wish to confirm our stance that any public objections raised in relation to Council's Bicycle Path, as indicated in the attached document and highlighted in yellow, will be the responsibility of the Inner West Council.

Regards,



Greg Colbran  
Development & Planning Executive



16 February 2021

Petersham Development SPV 1 Pty Ltd.  
7 Regent Street  
PETERSHAM NSW 2049

**NOTIFICATION OF WORKS  
(TRAFFIC, PARKING AND FOOTWAY)  
TRAFAGAR STREET REGENT STREET, PETERSHAM**

This letter is to notify residents/businesses on the detail to approved developmental changes required to footway, traffic, and parking along or near the street frontages of the 3 development sites owned by the RSL Club Petersham. Included in this advice, is the approved Regional Bicycle Route improvements scheduled to commence along the section on the northern side Trafalgar Street, between Audley Street and Crystal Street as from mid-year 2021.

The 3 site locations are show below.



Attached are plans on the detailed works relating to traffic, parking and footway scheduled and programmed to commence as from May 2021.

## INNER WEST

In reference to **PLAN 1**:

- A dedicated bicycle path will be built along the northern kerbside lane east of Audley Street, with the bicycle path then transiting onto a wide footway (east of Regent Street) and continue under shared pedestrian use along the footway to Crystal Street. Parking will be required to be removed between Audley Street and Regent Street under the approved bicycle Plan. Parking with existing morning restrictions will be retained to the northern side of Trafalgar Street, east of Regent Street as shown on the plan.
- The Bus Stop on the northern side of Trafalgar will be relocated from east of Regent Street to west of Regent Street. Line marking will be altered east of Regent Street, with west bound traffic required to travel along the kerb lane near the corner to Regent Street.
- The Bus Stop with Shelter on the southern side of Trafalgar Street, east of Regent Street will be relocated to the western side of Regent Street. Pending on the timing for footway works outside Site 3, the Bus Stop may need to be temporarily relocated further east at the location shown on the plan. Council will further notify affected residents in that location if, when and how long would the Bus Stop be temporarily located at the location shown on plan.
- The lights at the intersection of Trafalgar Street and Regent Street will be modified to include additional poles and lanterns to control bicyclist movement at the crossing to Trafalgar Street.

With reference to **PLAN 2** under required conditions of approved development consent for the RSL Sites:

- A 'No Parking' zone will be provided for drop off and pick up outside the main Foyer of the new RSL.
- A 'Bus Zone' will be provided, and the Bus stop and shelter will be relocated from east of Regent Street to west of Regent Street.
- The 'No Parking' and 'Bus Zone' will be separated by a painted kerb island. A painted kerb island will also be provided at the Trafalgar Street corner to Regent Street.
- A new concrete central median will be built in Trafalgar Street across the new RSL driveway, and signage will be provided to prevent right turn in and out of the RSL driveway and Fozzard Lane. All traffic will turn left in and left out of the RSL driveway and Fozzard Lane.
- The pedestrian refuge in Regent Street will be upgraded to Transport for NSW requirements to improve safety for pedestrians crossing Regent Street to the station and the relocated Bus Stop and new RSL.
- Footway will be rebuilt in blue stone paving along the Site 3 frontage in Trafalgar Street.
- No Right Turn 3.00pm-7.00pm Mon-Fri., will be implemented at the intersection of New Canterbury Road and Regent Street to prevent right turn in from New Canterbury Road to Regent Street. This is a requirement by Transport for NSW to prevent traffic queuing



## INNER WEST

back to the traffic lights at New Canterbury Road and Crystal Street with the likely build-up of traffic (turning right) under generation from the development.

With reference to PLAN 3A&3B under required conditions of approved development consent for the RSL Sites:

- Footway will be rebuilt in blue stone paving along the front/side/rear frontages to site 1,2 and 3 along Fisher Street and New Canterbury Road with tree planting along the footway. Grass verging and tree preservation/planting would be provided to the Site 2 street frontages in Regent Street and New Canterbury Road.
- Footway will be rebuilt in blue stone paving and tree planter boxes built out into the kerb lane areas of Regent Street, between Trafalgar Street and Fisher Street.
- 1 Hour period parking will be retained on the western side of Regent Street, between Trafalgar Street and Fisher Street, as shown between the tree planter boxes.
- Following the completion of Site 1, unrestricted parking will be provided on the eastern side of Regent Street, as shown between the tree planter boxes.
- The damaged kerb and gutter on the eastern side of Regent Street, south of Fisher Street will be repaired and the footway extended out to preserve the tree roots of the existing large trees at the location shown on plan. Parking will not be permitted to the front of the extended footway as result of the narrowing the roadway and the need to allow the safe and proper movement of service vehicles out of Fisher Street.

The detailing and programming of the above work under Plan 3A and 3B has been reported to the Local Traffic Committee at its meeting on the 15 February 2021. The detailing and programming of the above works under Plan 1 and 2 will be reported to the next Local Traffic Committee.

If you wish to comment on the above works, you may do so by emailing your comments to [ERTSTraffic@innerwest.nsw.gov.au](mailto:ERTSTraffic@innerwest.nsw.gov.au) or post it to PO Box 14 Petersham NSW 2049. Any comments will need to be received by Council **no later than Friday 5 March 2021**.

If you require any further information on the above works, please contact me on (02) 9392 5989.

Yours Sincerely,



Boris Muha  
Engineer, Traffic and Parking Services

**Item No:** LTC0421(1) Item 1

**Subject:** TEMPE SOUTH FINAL LOCAL AREA TRAFFIC MANAGEMENT (LATM) STUDY (MIDFUBURI-MARRICKVILLE WARD/HEFFRON ELECTORATE/INNER WEST PAC)

**Prepared By:** Sunny Jo - Coordinator Traffic Engineering Services (North)

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

After the Public Exhibition of the draft Tempe South Local Area Traffic Management (LATM) study, Council has collated and assessed community feedback and revised the final recommendations as outlined in Attachment 1.

The draft report underwent a 28 day public exhibition during November 2020 and January 2021, with letters sent to residents and businesses in the study area inviting to visit the Your Say Inner West project page to see the draft report, proposed concept plans, and provide feedback via an online survey. Comments were also accepted and received through email and post.

Amongst the responses included resident groups from Union Street and Smith Street. Additional submissions from businesses were also received. In general, most submissions indicated some preference to the proposed treatments, with the exception from Union Street where residents opposed both options proposed for the street, and Tramway Street where there was opposition to the contrasting pavements.

Having considered the submissions, a review was undertaken for a 'No Entry' treatment from Smith Street to Union Street at Princess Highway traffic signals, a shared zone treatment in Union Street and a partial road closure in Brooklyn Street. Further consultation for these treatments is required.

Generally, the remaining treatments was supported by the community, and these are outlined in Appendix E: Engagement Outcomes Report.

## RECOMMENDATION

### THAT:

1. The final Tempe South Local Area Traffic Management (LATM) Study and proposed treatments be noted;
2. The recommended treatments as outlined in Attachment 2 be adopted excluding proposals at Union Street and Brooklyn Street;
3. Further consultation be undertaken for a partial road closure at Brooklyn Street at Princess Highway, a 'Shared Zone' in Union Street, 'No Entry from Smith Street', 'Left and Right Only' restriction at the entrance of Union Street at Princess Highway and Smith Street traffic signals;
4. After a 12 month period following the issue of an Occupation Certificate for the Bunnings Development at 728-750 Princess Highway, a LATM review be undertaken by Council and reported back to the Traffic Committee; and

- 
5. It be noted that Council is separately investigating the provision of traffic signals at the Bunnings exit driveway at Princess Highway.
- 

## BACKGROUND

The Tempe South LATM Study was undertaken as a condition of consent for the Tempe Bunnings development at 728-750 Princess Highway, Tempe, to address traffic and parking impacts arising from the Tempe Bunnings development and the community concerns.

The Tempe South LATM was undertaken by Bitzios Consulting and reviewed existing traffic and parking management in the area. The objective of the Study is to investigate and review the performance of the existing LATM scheme and recommend proposed LATM works.

Using intersection counts, traffic counts and parking data collected in March 2020, site audits, crash history, a draft report was publicly exhibited during December 2020 and January 2021. Assessing the community feedback, the proposed treatments list was revised and listed in **Attachment 2**.

## FINANCIAL IMPLICATIONS

The estimated costs for the proposed works total \$595,374 including a 10% contingency and 10% design costs. Under the consent conditions for Bunnings development, the applicant is expected to cover the design and construction of the adopted LATM treatments, including a review of the LATM scheme following a 12-month period.

## OTHER STAFF COMMENTS

Public Exhibition of the draft Tempe South LATM report was undertaken commencing 3 November 2020 and finishing on 12 January 2021, with 519 visits to Council's YourSay page, and about 87 completed the online survey. Council also received submissions from resident groups, with Union Street providing a document covering several issues from the draft report and a petition by 30 residents from Smith Street residents. Additional submissions from businesses were received highlighting several issues.

## PUBLIC CONSULTATION

The preferred option for each street comprises of:

- Edwin Street: no consensus on the flat top road hump
- Barden Street, Fanning Street, Hart Street and Station Streets: Contrasting pavement threshold
- Holbeach Avenue: Option 2 (speed cushions and road narrowing)
- Stanley Street: Option 1 (flat top road humps)
- Wentworth Street: Option 2 (flat top road humps)
- Smith Street: Option 1a (Road narrowing & contrasting pavement with widened footpath)

Streets where opposition was predominant include:

- Tramway Street: oppose contrasting pavement threshold
- Union Street: oppose both proposed options

General comments included:

- The calculated traffic generated from Bunnings along local streets such as Union Street is too low.

- Local streets often have children and additional Bunnings traffic will make the streets unsafe.
- Proposals are out of touch with community concerns and practicalities and do not deter additional non-local traffic.
- Banning through traffic from Smith Street to Union Street. This will also address potential rat-running problems in Stanley, Edwin and Tramway Streets.
- No substantial treatments have been proposed on many local streets in the area to stop alternative routes.
- Concerns with traffic safety and congestion affecting truck movements to and from Wood Street.
- Signage should be enforced.

With the community input, additional changes to the report was undertaken, primarily:

- Additional traffic surveys were collected in Union Street in February 2021 to address concerns that the traffic data collected for the study was during the COVID-19 pandemic lockdown period and that this would provide an under representation of the traffic conditions. Traffic data was compared indicating approximately 10% difference in traffic volume, and 7% difference in 85<sup>th</sup> percentile speeds.
- Recalculated traffic generation rates for the proposed Bunnings development. Whilst these rates have provided a higher hourly rate, with a more conservative figure. Regardless the recalculated traffic distribution and potential traffic volume impact on Union Street using traffic count data from February 2021 is 1,402 vehicles per day, which is within the acceptable environment limit for a local road.
- A ban of through movement from Smith Street into Union Street by signage would reduce traffic impact from 1,402 to roughly equal to current flows. This would meet the shared zone criteria from Transport for NSW, and would require a further community consultation, in conjunction with a partial closure proposal in Brooklyn Street.
- Minor changes to the concept plan for Wentworth Street, Smith Street, Tramway Street, and Union Street.

## CONCLUSION

The proposed treatments as outlined in **Attachment 2** indicate the proposed treatments, with Union and Brooklyn Streets being recommended for additional community engagement.

The recommendation put forward aim to align with Council's Integrated Transport Strategy and Community Strategic Plan, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic volume and speeds in local streets.

## ATTACHMENTS

1. [↓](#) Tempe South LATM Study Area
2. [↓](#) Tempe South LATM Recommended Treatments
3. [↓](#) Final Tempe LATM Report
4. [↓](#) Final Tempe LATM Report Appendix A: Crash Data Maps
5. [↓](#) Final Tempe LATM Report Appendix B: Tube Count & Parking Data Maps
6. [↓](#) Final Tempe LATM Report Appendix C: Site Audit Data and Maps
7. [↓](#) Final Tempe LATM Report Appendix D: LATM Treatment Concept Designs
8. [↓](#) Final Tempe LATM Report Appendix E: Engagement Outcomes Report

Tempe South Local Area Traffic Management Study 2020  
Study Area





## Tempe South Local Area Traffic Management Study

### Recommended Treatments

Street	Treatment	Location	Estimated Cost <sup>1</sup>	Additional notes
Smith Street	Road Narrowing & Contrasting Pavement	Between Princess Highway and Wood Street	\$135,058	
Holbeach Avenue	Speed cushions & road narrowing	Adjacent to No.14 Holbeach Avenue	\$17,090	
Stanley Street	Flat top road hump	Adjacent to No.14 Stanley Street and No.32 Stanley Street	\$85,841	
Wentworth Street Flat top road hump	Wentworth Street Flat top road hump	Adjacent to No.6 Wentworth Street, approximately 20m south of Princess Highway	\$91,211	
Union Street	Shared zone, with contrasting pavement threshold and 'soft' road closure	Between Princess Highway and School Lane	\$20,934	Subject to further community engagement and approval from Transport for NSW
Edwin Street	Flat top road hump	Adjacent to No.23 Edwin Street	\$45,170	
Tramway Street	Contrasting pavement threshold and flat top road hump	Approximately 30m south of Unwins Bridge Road	\$81,170	
Barden, Fanning, Hart and Station Streets	Contrasting pavement threshold	Approximately 10m south of Princess Highway	\$90,000	
Brooklyn Street	Partial road closure (No entry, exit only at Princess Highway)	At Princess Highway	\$30,900	Subject to further community engagement
Total			\$595,374	

1. Estimated costs include 10% contingency and 10% design costs

## Tempe South LATM Study Final Report



Inner West Council

6 April 2021

Item 1



Attachment 3

## Gold Coast

Suite 26, 58 Riverwalk Avenue  
Robina QLD 4226  
P: (07) 5562 5377

W: [www.bitziosconsulting.com.au](http://www.bitziosconsulting.com.au)

## Brisbane

Level 2, 428 Upper Edward Street  
Spring Hill QLD 4000  
P: (07) 3831 4442

E: [admin@bitziosconsulting.com.au](mailto:admin@bitziosconsulting.com.au)

## Sydney

Studio 203, 3 Gladstone Street  
Newtown NSW 2042  
P: (02) 9557 6202

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## Document Issue History

Report File Name	Prepared	Reviewed	Issued	Date	Issued to
P4533.001R Tempe South LATM Study – Draft Report_DRAFT	C. Mak / G. Yin	SP. Power	C. Mak	24/07/2020	Sunny Jo < <a href="mailto:sunny@innerwest.nsw.gov.au">sunny@innerwest.nsw.gov.au</a> >
P4533.002R Tempe South LATM Study – Draft Report	C. Mak / G. Yin	G. Yin / SP. Power	G. Yin	25/09/2020	Sunny Jo < <a href="mailto:sunny@innerwest.nsw.gov.au">sunny@innerwest.nsw.gov.au</a> >
P4533.003R Tempe South LATM Study – Final Report	C. Mak / G. Yin	SP. Power	C. Mak	29/03/2021	Sunny Jo < <a href="mailto:sunny@innerwest.nsw.gov.au">sunny@innerwest.nsw.gov.au</a> >
P4533.004R Tempe South LATM Study – Final Report	C. Mak	G. Yin	G. Yin	06/04/2021	Sunny Jo < <a href="mailto:sunny@innerwest.nsw.gov.au">sunny@innerwest.nsw.gov.au</a> >



Tempe South LATM Study: Final Report  
Project: P4533 Version: 004



## EXECUTIVE SUMMARY

### Background

As part of the conditions of consent for an approved Bunnings Warehouse at 728-750 Princes Highway, the Eastern City Planning Panel has conditioned that a Local Area Traffic Management (LATM) study to be undertaken for the Tempe South area, in order to manage the impacts of the proposed development.

### Study Area

The study area for the LATM study consists of local roads in Tempe South, which are Barden Street, Edwin Street, Fanning Street, Foreman Street, Hart Street, Holbeach Avenue, Smith Street, South Street, Stanley Street, Station Street, Tramway Street, Union Street, Wentworth Street and Zuitton Lane. Data analysed and concept designs developed during the study are limited to these roads.

At the beginning of the study, background information and documents relating to the proposed Bunnings development were reviewed, providing information on future proposed traffic and road changes in the area. This included a desktop study of existing site conditions and review of surrounding land uses and road network information.

### Data Review

Crash history, traffic and parking data were analysed as part of the study. Traffic and parking surveys were conducted to capture the levels of traffic and parking demand within the study area. This included tube counts, parking occupancy surveys and intersection counts.

Crash history data between January 2014 and December 2018 were analysed. It was found that 12 crashes occur within the study area, with two (2) involving vehicles at intersections with Princes Highway. Five (5) of the crashes occurred along Holbeach Avenue, two (2) occurred along Smith Street and two (2) occurred along Edwin Street. Out of the five (5) Holbeach Avenue crashes, four (4) involved Vulnerable Road Users (VRU), which included motorcyclists, pedal cyclists and pedestrians.

Traffic surveys were undertaken on 19 March 2020, Thursday and 21 March 2020, Saturday, recording relevant data such as traffic volumes, heavy vehicle volumes and 85th percentile speeds. The surveys were undertaken during the early stages of the COVID-19 pandemic, therefore, the surveys may not have accurately reflected typical traffic conditions. However, Council decided to proceed with the LATM study and the traffic survey data was subsequently deemed suitable for the study.

From the traffic surveys, it was found that some of the local roads have relatively higher average daily traffic volumes than other roads in the study area. The 85<sup>th</sup> percentile speeds on these roads are also relatively higher than the other roads, with speeds of more than 40 km/h but lower than the speed limit of 50 km/h. Some roads with a truck load limit were also found to be used by heavy vehicles.

The crash history and traffic survey data analysed helped to identify roads that require LATM devices in order to provide traffic calming and reduce vehicle speeds, reduce general traffic volumes by deterring traffic, reduce heavy vehicle volumes and reduce crash. Parking occupancy and duration surveys were undertaken for Barden Street, Fanning Street, Smith Street and a section of South Street on 19 March 2020, Thursday and 21 March 2020, Saturday. The parking surveys were also undertaken during the early stages of the COVID-19 pandemic, and may not accurately reflect typical parking conditions. The parking data showed that on average, Smith Street had 18 vacant spaces on Thursday and 27 vacant spaces on Saturday.

It is understood that up to 13 parking spaces along Smith Street will be removed as part of the Bunnings development. The parking survey data was used to determine the number of available kerbside parking spaces on a typical Thursday and Saturday and assess the impact of removing spaces due to Bunnings. These numbers then influenced the LATM treatment options proposed along Smith Street, as different LATM devices may also require removal of some kerbside parking spaces. It was found that Smith Street will have very few or no available parking spaces left when excluding parking that was removed due to the



Bunnings and the LATM devices. This may result in any parking overflow onto surrounding streets. The existing parking occupancy of around 50% along the surrounding Barden and South Streets mean that these roads are able to absorb any of the Smith Street parking overflow.

## Site Audits

Site audits of existing traffic and parking signage, bicycle and pedestrian facilities, LATM devices and refuse collection issues were undertaken on Wednesday 4 March 2020. Audits for Edwin and Tramway Streets were undertaken on Tuesday 15 September 2020, including site observations of current school traffic operations.

A finding of the audit was the lack of truck load limit signage on the northern end of Wentworth Street near Princes Highway, which is peculiar due to the presence of such signage on the southern end of Wentworth Street and other local roads in the study area. This finding was taken into consideration when developing the LATM concept designs.

## Traffic Generation and Impact

Approximated traffic generation rates and traffic volumes from previous studies were reviewed and adjusted to better represent potential traffic using local streets north of Princes Highway, namely Union Street. It was determined that Union Street could accommodate up to approximately 30% of Bunnings generated traffic leaving the site, based on acceptable performance limits of a local road.

The closure of Union Street was also explored and was determined as not feasible due to the effects to other local streets and required alternative routes.

## Risk Priority Scoring Assessment

A scoring system was developed to determine streets that require LATM treatments. This was based on the crash history and traffic data analysed, and other factors such as existing road width, availability of existing LATM devices, distance to schools and existing and future land use. Points were allocated to each road or road section based on the level of risk. The higher the points, the higher the risk for future crashes, and hence the higher the need for LATM devices.

Based on the scoring criteria, seven (7) streets (priority streets), being Smith Street, Edwin Street, Holbeach Avenue, Stanley Street, Union Street, Wentworth Street and Tramway Street, had relatively higher scores than other roads in the study area. Therefore, LATM devices are recommended to be implemented on these roads.

## Proposed Treatments Justification

A detailed selection criteria and list of suitable LATM measures were developed based on existing devices in the area and typical LATM devices presented in *Austroads Guide to Traffic Management Part 8 - Local Area Traffic Management*.

Treatment options were then proposed for each of the four priority streets to address the specific issue(s) identified:

- **Smith Street Option 1:** Road narrowing using kerb blisters to slow down traffic, with contrasting pavement to highlight the change in road environment
- **Smith Street Option 2:** Mountable concrete median to provide a horizontal deflection and slow down traffic
- **Other Smith Street treatments:** on-road and off-road bicycle transitions, extension of shared path and angled on-ramp for cyclists, along with a widened footpath on the western side of Smith Street. An optional landscaped verge may also be provided between the widened footpath and roadway, which will result in the removal of kerbside parking.
- **Holbeach Avenue Option 1:** A set of four speed cushions at mid-block to provide a vertical deflection and slow traffic down
- **Holbeach Avenue Option 2:** A set of two speed cushions at mid-block to provide a vertical deflection and road narrowing using kerb blisters, with the aim of slowing down traffic

- **Stanley Street Option 1:** Flat top road humps at two mid-block locations to provide a vertical deflection and slow traffic down
- **Stanley Street Option 2:** Road narrowing using kerb blisters at two mid-block locations to slow traffic down
- **Wentworth Street Option 1:** Road narrowing using kerb blisters at both ends of the road to slow traffic down, with contrasting pavement to highlight the change in road environment
- **Wentworth Street Option 2:** Flat top road humps at both ends of the road to provide a vertical deflection and slow traffic down
- **Other Wentworth Street treatment:** Truck restriction signage at the northern end of Wentworth Street where there is no existing signage.
- **Union Street Option 1:** Flat top road humps at two mid-block locations to provide a vertical deflection and slow traffic down
- **Union Street Option 2:** A 10 km/h shared zone between Princes Highway and School Lane to slow down traffic and providing priority to pedestrians
- **Edwin Street:** A flat top road hump west of Stanley Street to slow traffic and deter non-local traffic
- **Tramway Street:** Contrasting Pavement Threshold at Unwins Bridge Road and Edwin Street to act as a visual gateway and deter non-local traffic
- **Other Union Street treatments:** A contrasting pavement at the entry of Union Street at Princes Highway to deter non-local traffic from using these streets.

Where possible, landscaping is proposed to improve the aesthetics of the street environment and enhance sense of place.

Additionally, contrasting thresholds have also been proposed for Barden Street, Fanning Street, Hart Street and Station Street to visually separate the local streets and the Princes Highway. This assists in highlighting the local road environment and deter non-local traffic from using these streets. This treatment can also be used to support a reduction in speed limit in the future, subject to discussion and approval by Transport for NSW.

The existing bus stop along Princess Highway outside the site of the development may be impacted by the development. The provision of replacement bus stops would be a matter for Transport for NSW and is outside the scope of this study

The traffic movements in and out of Bunnings site via Princes Highway and Smith Street have been considered during the Development Application (DA) stage of the development. Any changes to traffic movements to Bunnings cannot be changed during the development of this LATM study.

## Infrastructure Itemisation

Each option was broken down into individual components including signage. Treatments requiring signage include bicycle infrastructure at Smith Street, speed cushions and flat top road humps.

## Cost Estimation

Indicative costs for each component were estimated based on average standard costs provided by Inner West Council, as well as rates presented within *Local Infrastructure Benchmark Costs (IPART NSW)*. Naturally, the highest cost treatments include those requiring substantial civil works, such as flat top road humps, footpath widening, and kerb blisters.

Estimated costs for each option and measure ranges from \$18,000 to \$190,000, with the lowest cost treatment being the contrasting pavement, and the highest cost being the Smith Street treatment options.

## Community Engagement and Further Tasks

A draft version of the LATM report was released for exhibition online between 3<sup>rd</sup> November 2020 and 12<sup>th</sup> January 2021.



On the Your Say Inner West website, participants could undertake a survey to vote for their most preferred treatment option. They could also provide additional comments. The community could also submit the feedback via email to Council.

Comments from the community engagement were collated and have been summarised into themes. Many of the comments were concerned with the effectiveness of the proposed treatments in deterring non-local traffic.

The following tasks were undertaken after reviewing the comments and survey results:

- Analysis of tube count surveys undertaken in February 2021
- Recalculation traffic volumes generated by Bunnings using more conservative trip generation rates
- Changes to concept designs based on community feedback
- Adoption of treatment options as preferred design based on survey results
- Recalculation of cost estimate based on updated concept designs

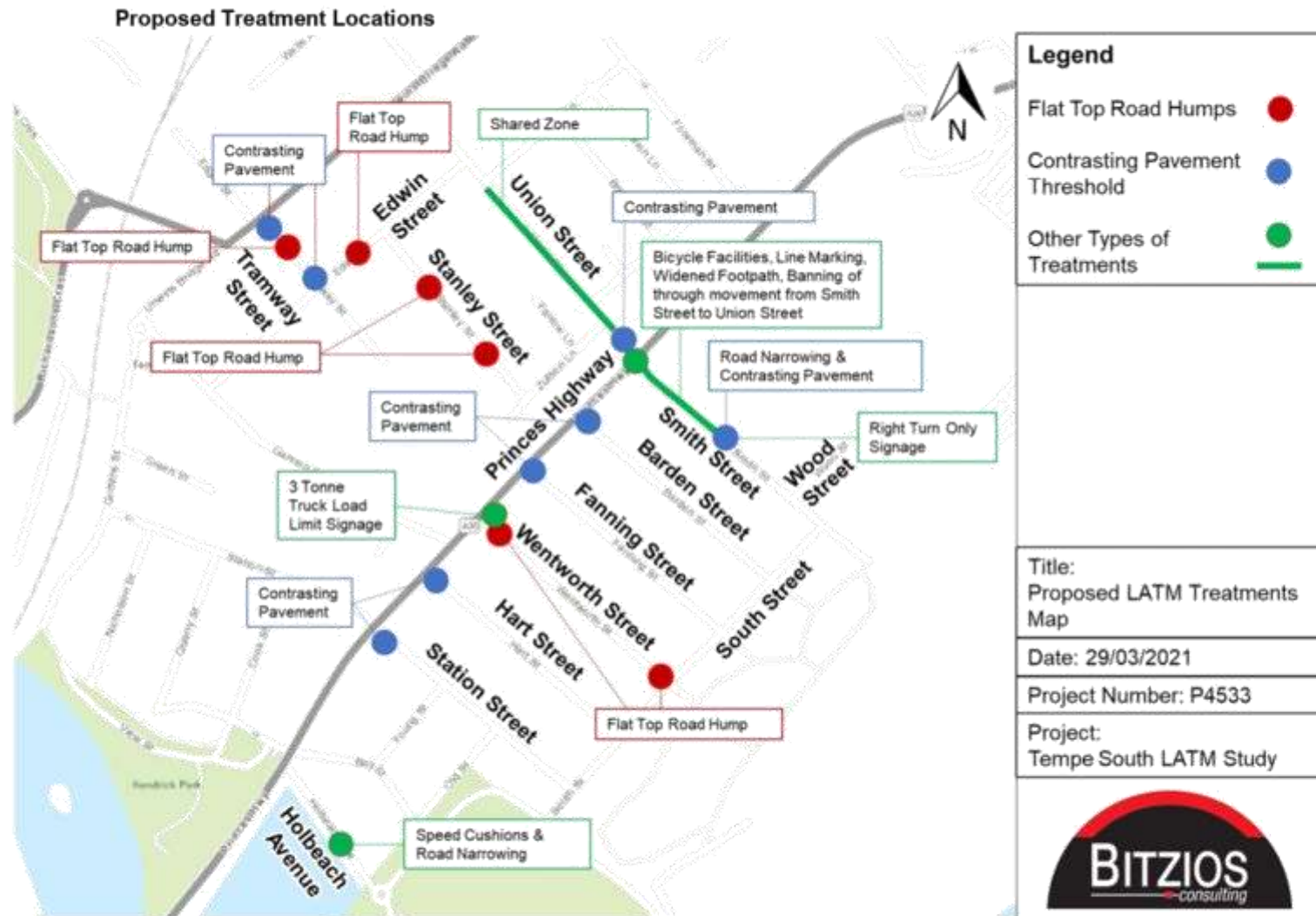
### Adopted Treatments

The adopted treatments are:

- **Smith Street:**
  - Road narrowing using kerb blisters
  - Contrasting pavement
  - On-road and off-road bicycle transitions
  - Extension of shared path and angled on-ramp for cyclists
  - Widened footpath on the western side of Smith Street between Princes Highway and Bunnings access
- **Holbeach Avenue:** A set of two speed cushions at mid-block and road narrowing using kerb blisters
- **Stanley Street:** Flat top road humps at two mid-block locations
- **Wentworth Street:** Flat top road humps at both ends of the road
- **Union Street:**
  - A 10 km/h shared zone between Princes Highway and School Lane
  - A 'soft' road closure at Union Street and Princes Highway to ban northbound through traffic travelling from Smith Street to Union Street (subject to further community consultation)
  - A contrasting pavement at the entry of Union Street at Princes Highway
- **Edwin Street:** A flat top road hump west of Stanley Street
- **Tramway Street:** Contrasting pavement thresholds at Unwins Bridge Road and Edwin Street, and a flat top road hump in mid-block outside 404 Unwins Bridge Road
- **Barden Street, Fanning Street, Hart Street and Station Street:** Contrasting pavement threshold at Princes Highway

The estimated costs for the adopted treatments, including contingency and design costs, range from **\$18,000 to \$135,000**.







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## 1. INTRODUCTION

### 1.1 Background

As part of the conditions of consent for an approved Bunnings Warehouse at 728-750 Princes Highway, the Eastern City Planning Panel has conditioned that a Local Area Traffic Management (LATM) study to be undertaken for the Tempe South area, in order to manage the impacts of the proposed development.

Inner West Council (Council) has commissioned Bitzios Consulting to undertake this LATM study.

### 1.2 Study Area

The LATM study area includes the local roads adjoining Princes Highway and Unwins Bridge Road in the Tempe South precinct, namely:

- Barden Street
- Edwin Street
- Fanning Street
- Foreman Street
- Hart Street
- Holbeach Avenue (excluding the Tempe Recreation Reserve access road)
- Smith Street
- South Street
- Stanley Street
- Station Street (between Princes Highway and South Street)
- Tramway Street
- Union Street
- Wentworth Street
- Zuitton Lane

The study area and the proposed development (728-750 Princes Highway) are illustrated in Figure 1.1.





Adapted from ESRI Maps

**Figure 1.1: Study Area**

### 1.3 Purpose and Scope

This report details the assessment of the traffic conditions within the Tempe South study area and its findings. The study included:

- Review of existing conditions, including:
  - Surrounding Land Uses
  - Road Hierarchy
  - Public Transport and Active Transport
  - Garbage Collection
  - Parking Controls
- Review of Future developments, including proposed developments and traffic generation
- Crash Data Analysis
- Traffic and Parking Data Analysis, including:
  - Intersection traffic counts
  - Vehicle tube count speed and volume data
  - Heavy vehicle proportions
  - Parking occupancy data
- On site audit, including:

- Traffic and parking signs
- LATM and traffic calming devices
- Bicycle and pedestrian facilities
- Waste management
- Development of a scoring system and identification of priority streets for treatment
- Development of potential LATM treatments
- Recommendation and assessment of LATM treatments and locations
- Development of an infrastructure schedule based on treatment options
- Cost estimation of each type of the recommended treatment
- Methodology and assumptions used for cost estimation.

## 1.4 Local Area Traffic Management

### 1.4.1 What is Local Area Traffic Management

According to Austroads Guide to Traffic Management Part 8 – Local Area Traffic Management (AGTM08-16) (summarised):

LATM is concerned with the planning and management of the usage of road space within a local traffic area. It involves the use of physical devices, streetscaping treatments and other measures (including regulations and other non-physical measures) to influence vehicle operation, in order to create safer and more pleasant streets in local areas.

LATM is essentially system-based and area-wide. It considers neighbourhood traffic-related problems and their proposed solutions in the context of the local area or a group of streets within it, rather than only at isolated locations. In addition, it requires that physical traffic measures be seen as a sequence of interrelated devices rather than individual treatments.

The primary target of LATM is to change driver behaviour, both directly by physical influence on vehicle operation, and indirectly by influencing the driver's perceptions of what is appropriate behaviour in that street. The objective is to reduce traffic volumes and speeds in local streets to increase amenity, liveability, and improve safety and access for all road users.

The need for LATM usually arises from:

- an intent to reduce traffic-related problems
- orderly traffic planning and management
- a need to modify 'transport' behaviour
- a desire to improve the community space and sense of place
- a desire to improve environmental, economic and social outcomes
- traffic interventions associated with new development or the implementation of pedestrian and bicycle plans and other local policies (e.g. RTA 2002).

### 1.4.2 Stages of a LATM

The general stages involved in preparing a LATM study, as per AGTM08-16, are outlined in Table 1.1. This study primarily covers Stage 2 of the LATM process, with partial coverage of Stage 3 items.

**Table 1.1: Stages of a LATM**

Tasks	Status in this study
<b>Stage 1: Initiating an LATM program (completed)</b>	
<ul style="list-style-type: none"> <li>Decide that action is needed</li> <li>Define study area, precincts and functional hierarchy of roads</li> <li>Develop study plan, including type of treatments and study costs</li> <li>Develop consultation strategy</li> <li>Council decision</li> <li>Prepare brief for consultant, if required</li> </ul>	Completed by Council prior to start of the study
<b>Stage 2: Data collection and problem identification</b>	
<ul style="list-style-type: none"> <li>Define and collect required data</li> <li>Identify problems</li> <li>Identify potential solutions</li> <li>Define and confirm objectives</li> </ul>	<ul style="list-style-type: none"> <li>Section 2 outlines the existing condition of the study area.</li> <li>Sections 3 to 5 outlines the data analysis and identification of problems.</li> <li>Section 6 outlines future conditions to be considered in the development of LATM plans.</li> <li>Section 9 outlines potential solutions that can be used in the study.</li> </ul>
<b>Stage 3: Development of plans</b>	
<ul style="list-style-type: none"> <li>Clarify suitable strategies (including confirmation of LATM as an appropriate response)</li> <li>Develop outline schemes and supporting arterial improvements</li> <li>Consult on draft plans</li> <li>Assess and refine alternatives</li> <li>Select, present to council for adoption</li> </ul>	<ul style="list-style-type: none"> <li>Section 9 outlines treatment options proposed</li> </ul>
<b>Stage 4: Scheme design</b>	
<ul style="list-style-type: none"> <li>Location and design of treatments</li> <li>Consult with nearby owners/occupiers</li> <li>Prepare contract documents</li> </ul>	<ul style="list-style-type: none"> <li>Section 9 outlines the location of treatment options</li> <li>Section 10 lists the rationale for the location and design</li> <li>Section 11 outlines the components of treatments</li> <li>Section 12 outlines the estimated cost of the treatments</li> </ul>
<b>Stage 5: Implementation</b>	
<ul style="list-style-type: none"> <li>Confirm timing and staging</li> <li>Conduct additional 'before' studies as required</li> <li>Community information</li> <li>Construct/install</li> <li>Safety audit</li> </ul>	<ul style="list-style-type: none"> <li>Section 13 outlines a summary of feedback from community engagement</li> <li>Construction will be undertaken after approval by Local Traffic Committee and detailed design</li> </ul>
<b>Stage 6: Monitoring and review</b>	

Tasks	Status in this study
<ul style="list-style-type: none"> <li>After data collection, observation and reports</li> <li>Identify unanticipated impacts or outcomes</li> <li>Review technical and community assessment of scheme</li> <li>Revise as needed and feasible</li> <li>Record and report process and outcomes</li> </ul>	Not undertaken yet

Source: Austroads Guide to Traffic Management Part 8: Local Area Traffic Management

## 1.5 Referenced Documents

The following documents have been reviewed and referenced as part of this LATM study.

- Draft Integrated Transport Strategy 2019
- Marrickville Bicycle Strategy August 2007
- Marrickville Pedestrian Access and Mobility Plan (PAMP) 2009
- Draft Inner West Council Public Domain Parking Policy 2019
- Crash database provided by Council
- Local Traffic Committee Report and Correspondence relating to traffic and development issues in the study area
- Development Consent conditions in relation to 728—750 Princes Highway, Tempe
  - Joint Regional Planning Panels (JRPP) report
  - Initial and revised traffic assessment reports by Transport and Traffic Planning Associates (TPPA)
  - Peer review of traffic assessment report by GTA Consultants
  - Other assessments
- Austroads Guide to Road Design, Part 6A Pedestrian and Cyclist Paths (AGRD06A-17)
- Austroads Guide to Traffic Management, Part 8 Local Area Traffic Management (AGTM08-16)
- RTA/RMS/Transport for NSW Technical Directions & Guidelines, including:
  - RTA NSW Bicycle Guidelines 2003
  - RTA Guide to Traffic Generating Development, 2002
  - Transport for NSW – Safer Speed policy and Guidelines Version 1 July 2012
  - RMS Permit Parking Guidelines 2005
- Australian Standards AS1742 - Manual of uniform traffic control devices:
  - AS1742.10 – 2009: Part 10: Pedestrian control and protection
  - AS1742.13 – 2009: Part 13: Local area traffic management
- Other RMS/Austroads Guidelines or Australian Standards

### 1.5.1 Previous LATM Studies

An LATM study was previously conducted by GTA Consultants (for Inner West Council) of the St Peters and Tempe area in 2010 (*St Peters/Tempe LATM Study 2010*). Details on this study are provided in Section 2.10.





## 2. EXISTING CONDITIONS

### 2.1 Geographic Location

The study area is located within the suburb of Tempe, approximately 7km south-east of the Sydney CBD (the City). Tempe is the southernmost suburb within the Inner West LGA.

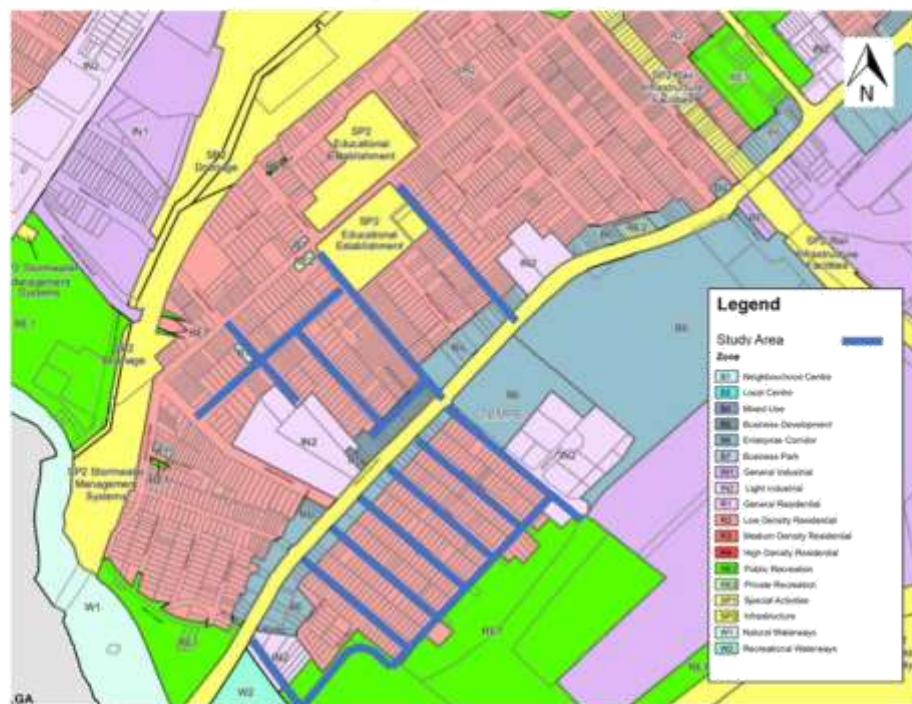
Cooks River and Alexandria Canal run along the western and southern boundaries of Tempe. Wolli Creek is located across Cooks River to the west and Sydney Airport land located across Alexandria Canal to the south.

### 2.2 Land Use

Based on the Marrickville Council LEP 2011, the study area is primarily comprised of the following land uses:

- R2 – Low Density Residential
- B6 – Enterprise Corridor (Commercial)
- IN2 – Light Industrial
- SP2 – Infrastructure (Educational Establishment i.e. schools)

The land zoning map is shown in Figure 2.1.



Source: Marrickville Local Environment Plan 2011, NSW Legislation

**Figure 2.1: Tempe Land Zoning Map**

## 2.2.1 Residential

The study area and roads listed in Section 1.1, mostly access low density residential lots, with some service access to commercial lots fronting Princes Highway and Wood Street.

## 2.2.2 Non-Residential

### 2.2.2.1 Commercial

Commercial lots are primarily located along the Princes Highway corridor, including tyre repair shops, motorcycle workshops, cafes, service stations, medical and dental clinics, a pub, a bus depot and other small retail. No large retail developments are located within the study area.

The larger commercial lots occupied by the IKEA Tempe and Decathlon sports stores are located towards the north east of the study area.

### 2.2.2.2 Industrial

Industrial land uses are located along the Princes Highway corridor, the eastern side of Smith Street, and Wood Street. As such, heavy vehicles access these lots using Smith Street and Wood Street.

The Tempe Bus Depot is located to the west of the study area on Princes Highway towards Gannon Street.

### 2.2.2.3 Schools

Two schools are located to the north of the study area along Unwins Bridge Road. Tempe Public School is bounded by Union Street, Foreman Street and Unwins Bridge Road.

## 2.2.3 Parks & Reserves

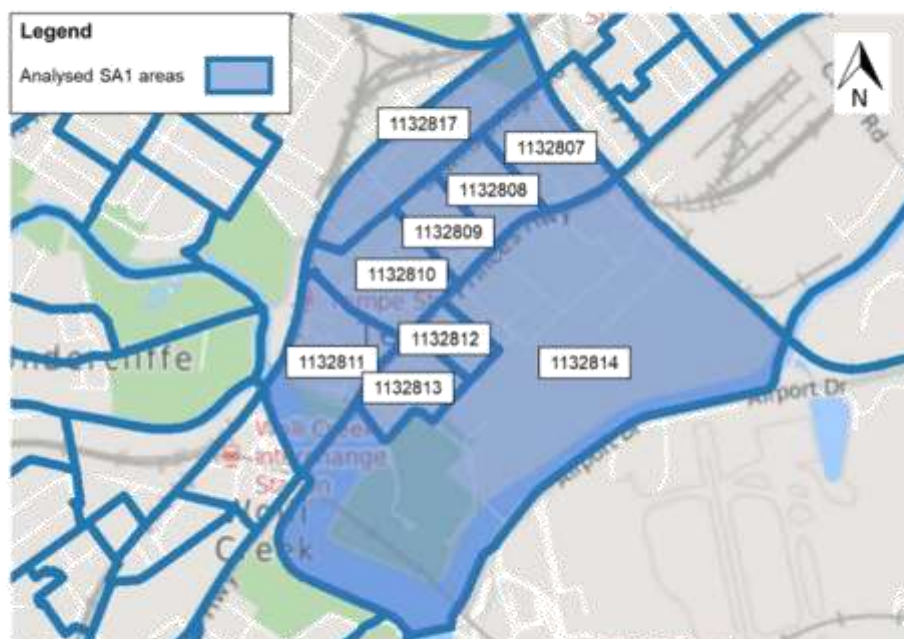
Located towards the south of the study area are large recreation spaces, including Tempe Lands, Tempe Dog Park, Tempe Golf Range, Tempe Recreation Reserve and Tempe Reserve. They are accessed via Holbeach Avenue and South Street.

## 2.3 Garbage Collection

Council garbage collection occurs on Fridays between 5:00 AM and 12:00 PM. Previous information indicates that 10.5m refuse collection vehicles are used. There are no fixed garbage collection routes.

## 2.4 Area Demographics

The 2016 Census data was reviewed to identify travel trends to and from the study area. Nine (9) SA1 level statistical areas (codes 1132807-1132814 and 1132817) cover majority of the suburb of Tempe including the study area, shown in Figure 2.2.



Source: Australian Bureau of Statistics (ABS)

**Figure 2.2: Analysed SA1 areas**

Census data, including Journey to Work data, for the nine (9) SA1 areas were compared to the Greater Sydney average shown in Table 2.1.

**Table 2.1: Tempe Demographic Data**

Category	Tempe SA1 Areas	Greater Sydney Average
<b>Age</b>		
Young population between age 20 and 34	21%	23%
Aged population over age 65	12%	14%
<b>Vehicle Ownership</b>		
Vehicle ownership of one (1) motor vehicles or more	85%	88%
Vehicle ownership of two (2) motor vehicles or more	36%	50%
<b>Mode of Travel to Work</b>		
Public transport as mode of travel to work	41%	26%
Private vehicles as mode of travel to work	50%	67%
Bicycle riders as mode of travel to work	3%	1%
Walking only as mode of travel to work	4%	5%

A comparison of statistics reveals:

- The study area features a slightly higher proportion of younger residents and lower proportion of older residents than the Greater Sydney average
- Vehicle ownership in Tempe is less than the Greater Sydney average



- Consistent with the lower vehicle ownership rate, a high proportion of Tempe residents use public transport to travel to work
- Proportion of residents cycling to work is higher than the Sydney average

Journey to work patterns are likely attributed to the number of public transport services available, including both buses and trains (detailed in Section 2.6) and active transport facilities (including cycling routes) nearby.

## 2.5 Road Classification

Road Classification in Tempe and surrounds is shown in Figure 2.3, featuring:

- State Road - Princes Highway within Tempe is a state road (HW1), while
- Regional Road – Unwins Bridge Road from Richardsons Crescent to Campbell Street, and Richardson Crescent from Cooks River to Unwins Bridge Road
- Local Roads - all other roads



Source: Transport for NSW – Road Classification Map

**Figure 2.3: Road Classification in Tempe and Surrounds**

## 2.6 Public Transport

### 2.6.1 Trains

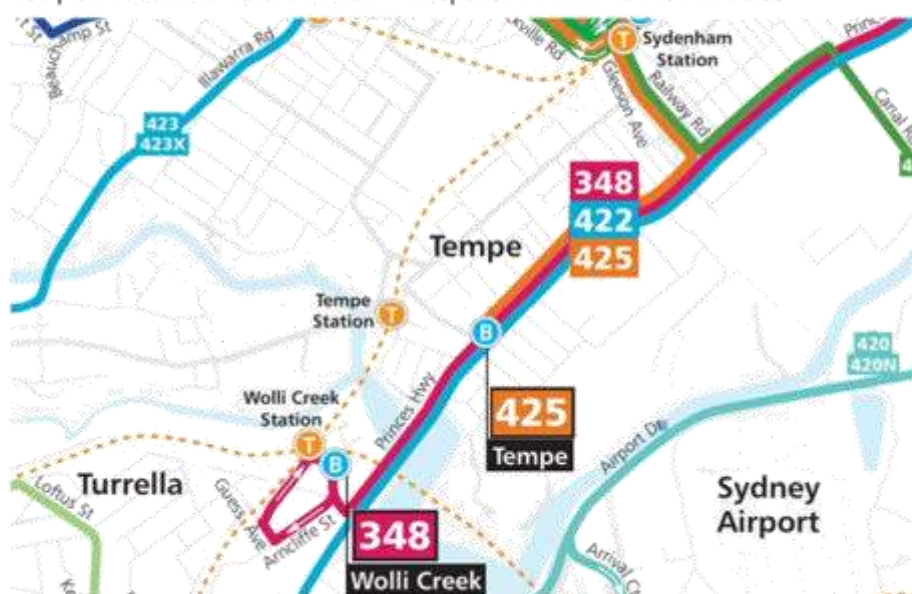
The nearest train station to the study area is Tempe railway station in the west, serviced by the T4 (Eastern Suburbs & Illawarra Line), with services running every 10 minutes per direction on weekdays off-peak. The next nearest station is Wolli Creek railway station located approximately 1km west of the study area and is within walking distance. Wolli Creek is serviced by both the T4 and T8 (Airport & South Line) services. Both T4 and T8 services stop at stations within the City.

### 2.6.2 Buses

Three public bus routes operate in the Tempe area along Princes Highway. The public bus network is shown in Figure 2.4. Additionally, there is one school bus route servicing Tempe High School students, which runs along Unwins Bridge Road.

The Tempe bus depot is located at the corner of Princes Highway and Gannon Street, accessed via Princes Highway.

The public and school bus services in Tempe are summarised in Table 2.2.



Source: Transit Systems

**Figure 2.4: Public Bus Services in Tempe**

**Table 2.2: Bus Routes**

Route Number	Route Description	Roads Served	Weekday Off-peak Frequency (min)
348	Bondi Junction to Wolli Creek	Princes Highway	30
422	Kogarah to Central Pitt Street	Princes Highway	15
425	Tempe to Dulwich Hill	Princes Highway	60
700S (School bus)	Earlwood to Tempe High School	Richardsons Crescent, Unwins Bridge Road, Collins Street	One AM service towards school, one PM service from school

## 2.7 Other Transport

### 2.7.1 Bicycles

The local bicycle network (based on the Stay Active in Marrickville Map) is shown in Figure 2.5, and the (previously) proposed bicycle network in the Marrickville Bicycle Strategy 2007 is shown in Figure 2.6.

Two routes are present within the study area:

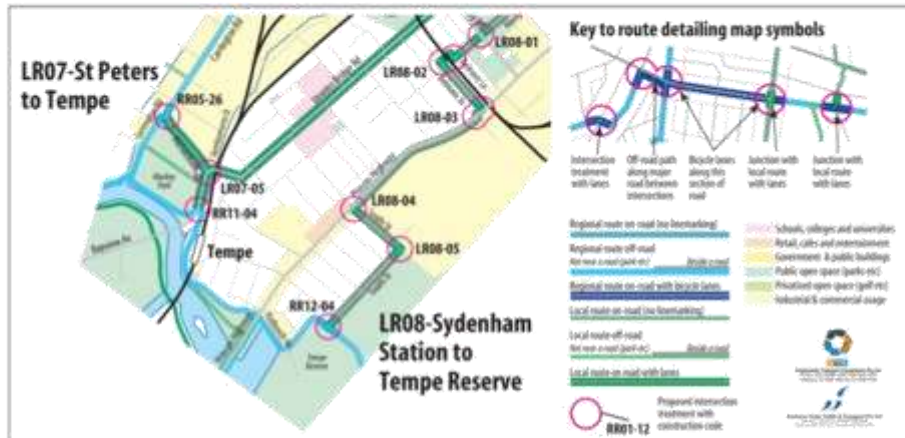
- Local Route L13 (shown as LR08 in Figure 2.6) – following Holbeach Avenue, South Street and Smith Street
- Alexandra Canal cycleway - following Holbeach Avenue, through Tempe Reserve and along Airport Drive on the southern bank of Alexandra Canal



Source: Staying Active in Marrickville Map (Inner West Council)

**Figure 2.5: Existing Bicycle Routes in Tempe**





Source: Marrickville Bicycle Strategy 2007

**Figure 2.6: Proposed Bicycle Network in Tempe**

Additionally, there are unpaved off-road paths within Tempe Lands that are used for walking and cycling. Entry points to Tempe Lands are located at the Smith Street cul-de-sac and at various points along South Street.

### 2.7.1.1 Bicycle Detour

As part of the Sydney Gateway Environment Impact Statement (November 2019), volumes were recorded on the cycleway on the southern bank of Alexandra Canal in March 2019. The average volumes on the cycleway were 600 cyclists and 100 pedestrians per day. During the morning and afternoon peaks, the volumes were 90 cyclists and 10 pedestrians.

Due to the permanent removal of the current shared path along Airport Drive as part of the Sydney Gateway project, a bicycle detour is proposed to follow the road through Tempe Recreation Reserve, to Tempe Wetlands near South Street and through the industrial lands to the east. Details of the detour are described in Section 6.3.2.

### 2.7.2 Pedestrians

The local footpath network is well connected through and surrounding the study area, with footpaths located along both sides of most roads. Signalised crossings are also provided at intersections and mid-block on Princes Highway and mid-block on Unwins Bridge Road. A pedestrian (zebra) crossing is also located on Union Street outside Tempe Public School.

### 2.7.3 Carshares

The use of carshare services has been increasingly popular in recent years. Popular carshare services used in Sydney include Car Next Door and GoGet, which operate in the study area and surrounds.

#### 2.7.3.1 Car Next Door

Car Next Door is a carshare service that allows private car owners to rent their vehicles to other registered users on an hourly or daily service. As of March 2020, six (6) vehicles within or surrounding the study area have been signed up for Car Next Door, shown in Figure 2.7. It is important to note that the shown locations are approximate only.

## 2.7.3.2 Go Get

Go Get is another carshare service, where members are able to rent GoGet vehicles from their pods on an hourly or daily basis. As of March 2020, there are no GoGet pods within the study area; however, there are seven (7) nearby car pods within walking distance from the study area, including two (2) within the IKEA Tempe carpark. Additionally, IKEA Tempe has 12 van pods, with vans available to be rented. It is important to note that the pods in IKEA Tempe are located within its carpark and therefore can only be rented during the carpark's opening hours.

The location of GoGet car and van pods around the study area are shown in Figure 2.7.



Source: GoGet & Car Next Door, Adapted from GoogleMaps

**Figure 2.7: GoGet Pod Locations in Tempe**

## 2.7.3.3 Bunnings Car Share

As part of the Bunnings development application Consent Condition No.5 four (4) car share spaces are to be provided within the Bunnings development.

## 2.8 Parking Controls

Kerbside parking controls within the study area are shown in Figure 2.8). Most of the kerbside parking available is unrestricted on-street parallel parking with some time limited parking (one hour) along Union Street and Foreman Street. Due to the narrow nature of the roads in the study area, many vehicles were observed partially parking on the footpath (See Section 5).

Angled parking is provided along Holbeach Avenue near Bay Street. It provides unrestricted parking for residents as well as users of Tempe Recreation Reserve.

Persons with a disability (PWD) spaces are located along Edwin Street, Union Street, Foreman Street, Wentworth Street and Union Street.

There are 'No Parking' restrictions along Zuitton Lane and Farrow Lane due to their narrow widths. No Stopping restrictions are found along Union Street where kerb blisters are located.



**Figure 2.8: Existing Parking Restrictions**



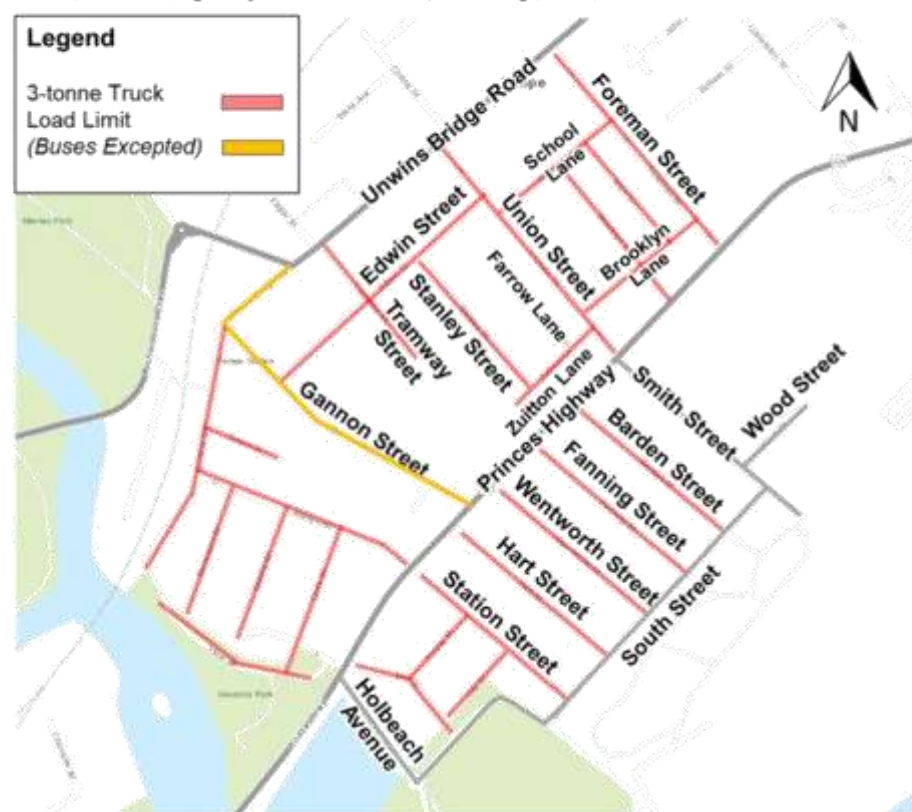
## 2.9 Truck Load Limits

A 3-tonne truck load limit is implemented in the study area and surrounds, covering local side roads near or connecting to Princes Highway, shown in Figure 2.9.

Wentworth Street was identified to maintain an inconsistent truck restriction, with signage only present at South Street (see traffic sign audit, section 5.1.2). It was confirmed the truck restriction applied along Wentworth street with signage missing at Princes Highway.

Another inconsistency of signage was at Tramway Street facing Unwins Bridge Road, where a "Gannon Street" tag plate was affixed to the truck limit sign. With the tag plate, it gives an indication that the truck limit applies to Gannon Street but not Tramway Street. It is possible that the tag plate was wrong affixed to this sign and should have been affixed to another sign on Unwins Bridge Road.

A 3-tonne truck load limit does not apply to Holbeach Avenue, South Street, Smith Street, Wood Street, Princes Highway and most of Unwins Bridge Road



Adapted from ESRI Maps

**Figure 2.9:** Truck Load Limit in Tempe

## 2.10 Previous LATM Study in Tempe

Planning approval of 630-726 Princes Highway (IKEA Tempe development) was granted by the NSW Department of Planning in July 2009. A condition of the approval required an LATM study to

be undertaken by Council "to identify the traffic and transport impacts of the proposed development and recommend ways in which any potential adverse impacts on local residential streets could be mitigated." GTA Consultants was commissioned by the then-Marrickville Council to undertake the study which was completed in October 2010. IKEA Tempe opened in November 2011.

The study identified:

- Smith Street, South Street, Union Street and Wentworth Street have higher 85<sup>th</sup> percentile speeds compared to the other roads in the areas, ranging between 40 and 50 km/h on Thursdays and Saturdays, with 85<sup>th</sup> percentile speeds along Smith Street exceeding 50 km/h on Saturdays.
- One 'fixed object' crash occurred on Station Street near South Street.
- Speed humps on South Street and Union Street, median island rumble bars at Edwin Street, and the pedestrian crossing on Union Street outside Tempe Public School required repainting of line marking
  - It is important to note that the school crossing on Union Street was not a raised crossing as of 2010, and the nearby speed hump had since been replaced by a pair of kerb blisters with contrasting pavement.
  - The rumble bar at Edwin Street at Union Street had since been replaced by contrasting pavement
- Recommendation to introduce further LATM devices

The devices and measures implemented included:

- speed cushions on Smith Street
- the right turn ban from Princes Highway to Union Street
- the right turn ban from Gannon Street to Edwin Street
- the median island rumble strips at Edwin Street and Tramway Street
- closing the median gap at Station Street
- raised thresholds on Foreman Street, only at Unwins Bridge Road and Princes Highway

The speed cushions on Smith Street were eventually removed in 2012 and 2017 respectively, as a result of resident complaints about the noise produced by trucks driving over the speed cushions.

## 2.11 Existing LATM Devices & Measures

Existing LATM devices and traffic controls were identified during site audits, detailed in Section 5.1.

## 3. CRASH DATA ANALYSIS

### 3.1 Crash History Data

The NSW Speed Zoning Guidelines recommend a minimum of three years of crash data for a statistical crash analysis. For the purpose of this assessment, crash data between 1 January 2014 and 31 December 2018 was sourced from Council representing five (5) years of data. The data included reported crash events within the entire Inner West Council LGA and were filtered to include crashes within the study area. Crashes along Princes Highway within 15 metres from intersections of the study area roads were also included.

As per Rule 287 (3) of the NSW Road Rules 2014, crashes are only recorded if they are reported to police and when one of the following occurs:

- Any person is killed or injured
- Drivers involved in the crash do not exchange particulars
- When a vehicle involved in the crash is towed away.

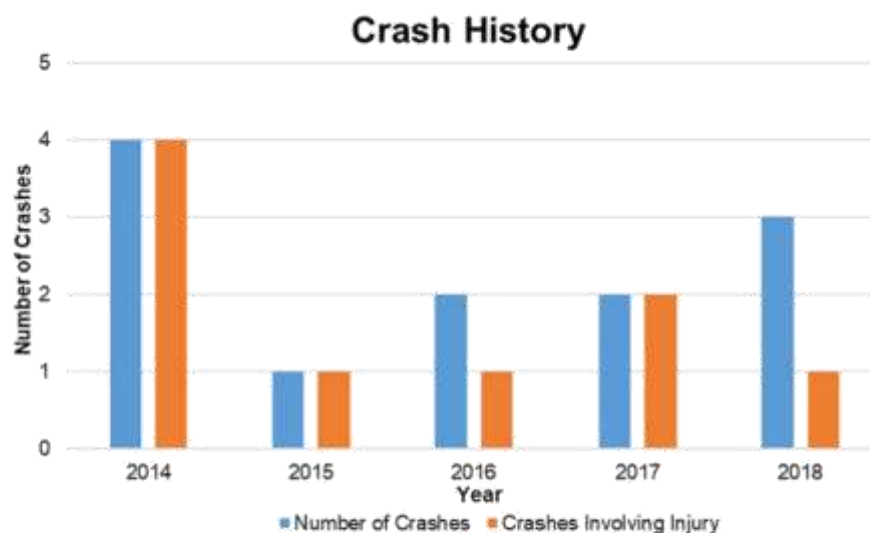
The crash history between the five (5) years of data within and surrounding the study area were analysed, and a total of 12 crashes were recorded along streets within the study area. Out of the 12 crashes in the study area, two (2) involved vehicles at intersections with Princes Highway.

### 3.2 Crash Statistics

#### 3.2.1 Crash History

Figure 3.1 shows the crash history between January 2014 and December 2018.

There is an overall trend of steady number of crashes per year, with less than 4 crashes happening each year. Most of the crashes involve an injury.



**Figure 3.1:** Crash History between January 2014 and December 2018

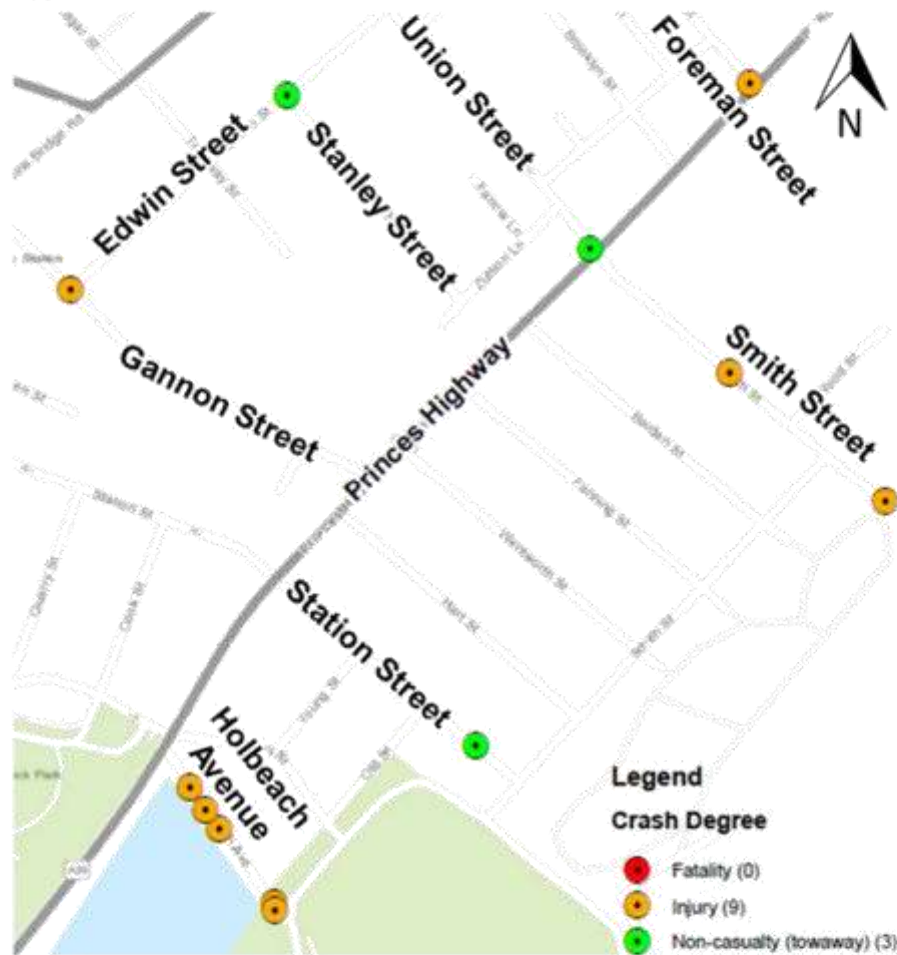
### 3.2.2 Crash Severity

Table 3.1 summarises the number of crashes within the 5 years of crash data based on crash severity.

**Table 3.1: Number of Crashes Based on Crash Severity**

Crash Severity	Number of Crashes	Percentage
Fatal	0	0%
Injury	9	75%
Non-casualty (towaway)	3	25%
<b>Total</b>	<b>12</b>	<b>100%</b>

The crash data shows that the majority of crashes within the study area were not fatal but resulted in injury (75%). The locations of the crashes are shown in Figure 3.2. They are also shown in Appendix A.



Adapted from ESRI Maps

**Figure 3.2: Crash Degree Severity**



### 3.2.3 Vulnerable Road Users

Table 3.2 summarises the number of vulnerable road user (VRU) crashes within the 5 years of crash data based on crash severity. VRUs are classified into motorcyclists, pedal cyclists and pedestrians.

**Table 3.2: Number of Vulnerable Road User Crashes Based on Crash Severity**

Crash Severity	Vulnerable Road User			Total
	Motorcyclist	Pedal Cyclist	Pedestrian	
Fatal	0	0	0	0
Injury	2	3	1	6
Non-casualty (towaway)	0	0	0	0
<b>Total</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>6</b>
<b>Percentage</b>	<b>33%</b>	<b>50%</b>	<b>17%</b>	<b>-</b>

The crash data shows that all crashes involving vulnerable road users were not fatal, however, resulted in an injury. There were six (6) vulnerable road user crashes out of the total of 12 crashes, which is a relatively high percentage (50%). Pedal cyclists were recorded to have the highest percentage of vulnerable road user crashes (50%). The location of crashes involving VRU are shown in Figure 3.3. They are also shown in **Appendix A**.



Adapted from ESRI Maps

**Figure 3.3: Vulnerable Road Users**

## 3.3 Analysis of Trends and Contributing Factors

### 3.3.1 Crash Type

The 12 crashes were classified into road user movement (RUM) codes, as shown in Table 3.3. The crashes are also further detailed in Table 3.4, ordered by crash severity.

**Table 3.3: Crash Summary by Crash Type**

Crash Type	RUM Codes	Number of Crashes	Percentage of Total
Crashes involving pedestrians	00 – 09	1	8
Crashes involving vehicles from adjacent directions	10 – 19	3	25%
Crashes involving vehicles from opposing directions	20 – 29	0	0%
▪ Crashes involving vehicles from the same direction	30 – 39	1	8%
Crashes involving manoeuvring vehicles	40 – 49	4	33%
Crashes involving vehicles overtaking	50 – 59	0	0%
Crashes involving vehicles on path – vehicles hitting parked vehicles or objects on the roadway (e.g. animals, temporary objects)	60 – 69	0	0%
Crashes involving vehicles leaving the roadway on a straight length of road	70 – 79	2	17%
Crashes involving vehicles leaving the roadway on a curve	80 – 89	1	8%
Crashes involving vehicle passengers and miscellaneous crashes	90 – 99	0	0%
<b>Total</b>		<b>10</b>	<b>100%</b>

From Table 3.3, the majority of the crashes resulted from manoeuvring issues (33%).

Holbeach Avenue has the highest number of crashes, recording five (5) out of 12 crashes (42%). Out of the five crashes, three (3) crashes involved pedal cyclists (60%), and four (4) crashes resulted from manoeuvring issues (80%).

Considering this, this analysis will identify any trending issues and/or contributing factors that may have contributed to the likelihood of the aforementioned crash types.



**Table 3.4: Crash Details by Road**

Road	Crash Severity	Crash Type	Specific RUM Code	Vulnerable Road User
Holbeach Avenue	Injury	Involving manoeuvring vehicles	RUM 48: From footpath	Pedal Cyclist
Holbeach Avenue	Injury	Involving manoeuvring vehicles	RUM 47: Emerging from driveway	-
Holbeach Avenue	Injury	Involving manoeuvring vehicles	RUM 48: From footpath	Pedal Cyclist
Holbeach Avenue at South Street	Injury	Involving vehicles from adjacent directions	RUM 10: Cross traffic	Motorcyclist
Holbeach Avenue	Injury	Involving manoeuvring vehicles	RUM 49: Other Manoeuvring	Pedal Cyclist
Smith Street	Injury	Involving vehicles leaving the roadway on a straight length of road	RUM 74: Out of control on carriageway	Motorcyclist
Smith Street	Injury	Involving pedestrians	RUM 3: Playing, working, lying, standing on carriageway	Pedestrian
Princes Highway at Foreman Street	Injury	Involving vehicles from adjacent directions	RUM 13: Right near	-
Station Street	Non-casualty (towaway)	Involving vehicles leaving the roadway on a straight length of road	RUM 71: Left off carriageway into object / parked vehicle	-
Princes Highway at Smith Street	Non-casualty (towaway)	Involving vehicles from adjacent directions	RUM 10: Cross traffic	-
Edwin Street	Injury	Involving vehicles from the same direction	RUM 30: Rear end	-
Edwin Street at Stanley Street	Non-casualty (towaway)	Involving vehicles leaving the roadway on a curved length of road or when turning	RUM 85: Right off left bend into object / parked vehicle	-

### 3.3.2 Crash Casualty Rates

Typical casualty crash rates for urban and rural roads are provided within the NSW Speed Zoning Guidelines. A table of typical urban casualty rates from the NSW speed zoning guidelines is shown in Table 3.5.

**Table 3.5: Typical Urban Casualty Rates**

URBAN TYPICAL CASUALTY RATE (casualties per km per year)							
Road category	Speed zones						
	50	60	70	80	90	100	110
Motorway / freeway	–	–	0.049	0.039	0.463	0.148	1.219
State highway	0.014	0.450	0.827	0.217	0.177	0.101	0.177
Other classified road	0.102	1.351	1.361	0.360	0.253	0.111	0.007
Unclassified road	0.446	0.874	0.376	0.154	0.077	0.064	0.008

**NOTE:**

- Discretion is needed in comparing these rates to the rate on a particular section of road. A specific road section may not fall comfortably into any single category.
- The values do not suggest an acceptable level.

Source: Transport for NSW Centre for Road Safety - NSW Speed Zoning Guidelines (Section 3)

The typical urban casualty rate for a 50km/h unclassified road is 0.446 casualties per km per year.

Table 3.6 summarises the number of crashes per year and calculated casualty rate (casualties per year per km) for each section of road. Princes Highway was excluded as all other crashes along the road were not analysed. Station Street was also excluded as its only crash had no casualties.

**Table 3.6: Crash Casualty Rate by Road**

Road	Length (km)	Casualties						Rate	
		2014	2015	2016	2017	2018	Total	Per year	Per km per year
Holbeach Avenue (south of Princes Highway, between Princes Highway & roundabout)	0.15	3	1	0	1	0	5	1	6.7
Smith Street	0.30	0	0	0	1	1	2	0.4	1.3
Edwin Street	0.34	1	0	0	0	0	1	0.2	0.6
<b>Total</b>		<b>4</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>-</b>	<b>-</b>

From the crash casualty rate results calculated in Table 3.6, it can be seen that Holbeach Avenue, Smith Street and Edwin Street present a rate exceeding the typical urban casualty rate of 0.446 casualties per km per year.

### 3.4 Crash Data Analysis Summary

Based on the crash analysis results, the majority of the crashes resulted from manoeuvring issues. Most of them also involved a vulnerable road user. Holbeach Avenue has the highest number of crashes, the highest number of crashes involving vulnerable road users, and the highest crash casualty rate in the study area.

## 4. TRAFFIC SURVEY DATA ANALYSIS

### 4.1 Environmental Capacity and Speed Performance Standards

The *RTA Guide to Traffic Generating Developments 2002* (GTGD) provides justification for an acceptable environmental limit for each road classification, listed in Table 4.1.

**Table 4.1: Environmental Capacity Performance Standards**

Road Class	Type	Maximum Speed (km/h)	Max Peak Hour Volume (veh / hour)
Local	Access way	25	100
	Street	40	200 goal 300 maximum
Collector	Street	50	300 goal 500 maximum

The *GTGD* also recommends that a typical residential street should ideally exhibit a flow of traffic less than 2,000 vehicles per day (vpd), with a design objective of less than 1,500 vpd to maintain a comfortable traffic environment for local residents.

### 4.2 Traffic Surveys

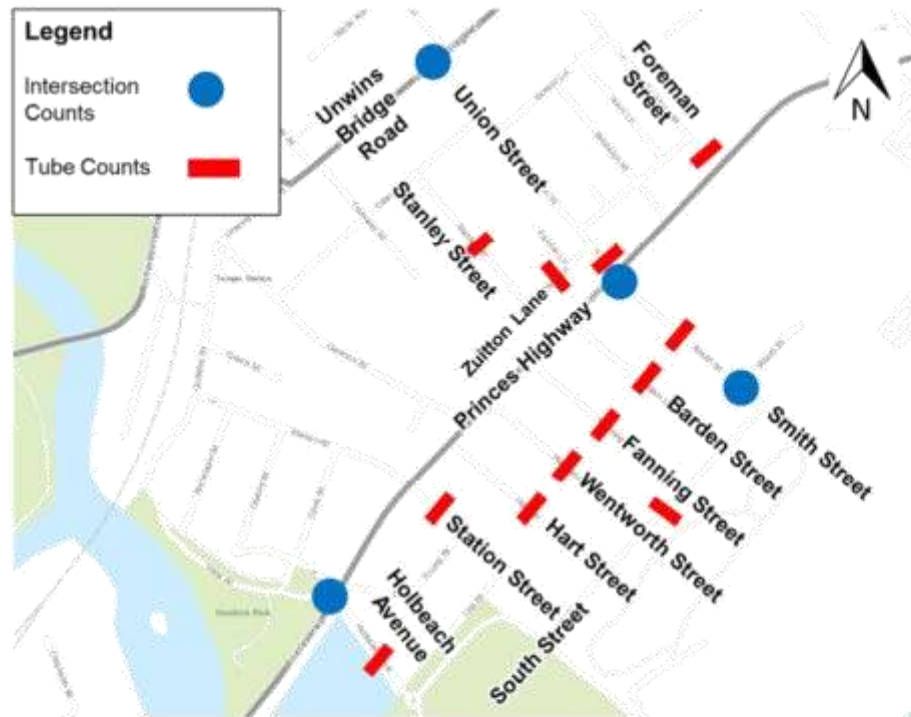
#### 4.2.1 Data List

In March 2020, Council has commissioned Austraffic to undertake traffic surveys as part of the study and provided the surveys to Bitzios Consulting for analysis. In September 2020, Bitzios Consulting commissioned Matrix Data Collection to undertake further traffic survey for analysis. The traffic surveys undertaken are listed in Table 4.2. The data collected were analysed to provide information about traffic operation in the study area, such as volumes and speed.

**Table 4.2: Traffic Survey Data**

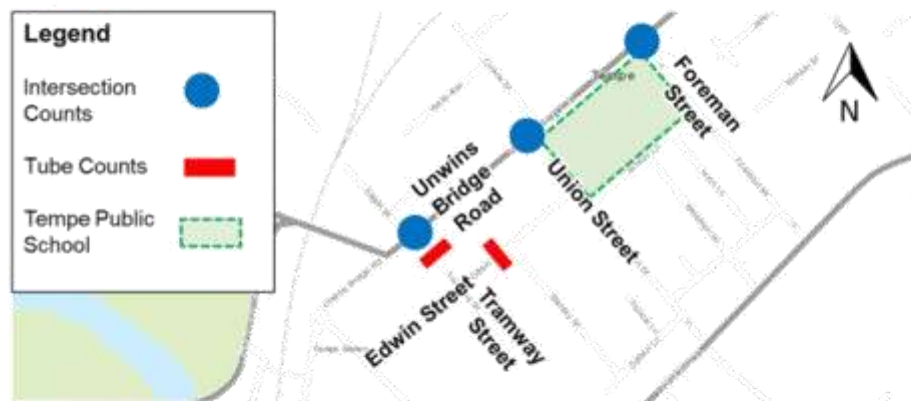
Survey	Date(s)	Time	Locations
Intersection Counts	19 March 2020, Thursday	16:00 PM to 18:00 PM	At four locations, shown in Figure 4.1: ▪ Princes Highway / Union Street / Smith Street
	21 March 2020, Saturday	11:00 AM to 13:00 PM	▪ Smith Street / Wood Street ▪ Unwins Bridge Road / Union Street ▪ Princes Highway / Holbeach Avenue
	8 September 2020, Tuesday	7:30 AM to 9:30 AM 14:00 PM to 16:00 PM	At three locations, shown in Figure 4.2: ▪ Unwins Bridge Road / Union Street ▪ Unwins Bridge Road / Foreman Street ▪ Unwins Bridge Road / Tramway Street
Tube Counts (Volumes & Speed)	19 March 2020, Thursday to 25 March 2020, Wednesday	24-hour	At multiple locations shown in Figure 4.1
	9 September 2020, Wednesday to 15 September 2020, Tuesday	24-hour	At Edwin Street and Tramway Street, shown in Figure 4.2

Survey	Date(s)	Time	Locations
Parking Occupancy & Duration	19 March 2020, Thursday	7:00 AM to 7:00 PM	At locations shown in Figure 4.3
	21 March 2020, Saturday	7:00 AM to 7:00 PM	



Adapted from ESRI Maps

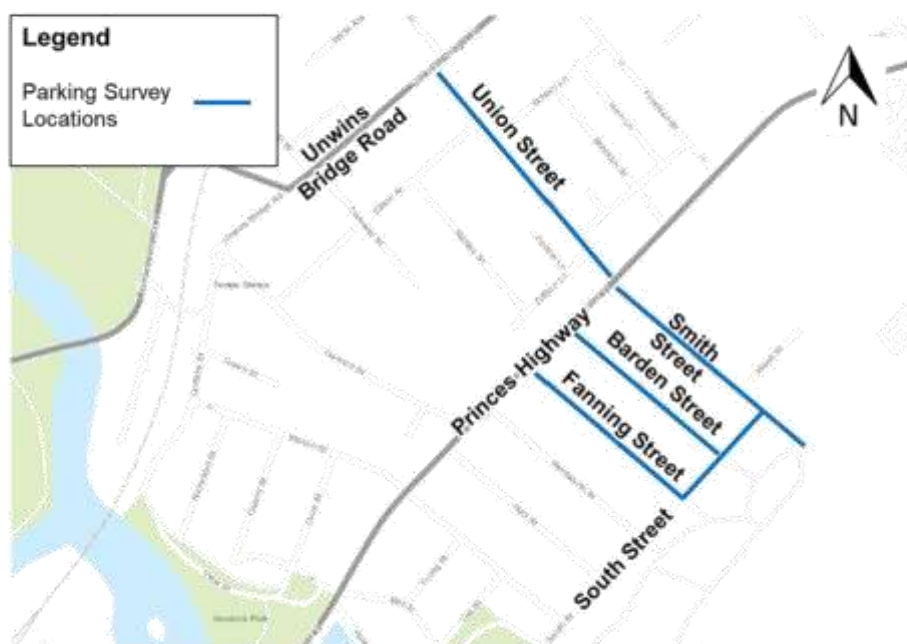
**Figure 4.1: Intersection Count & Tube Count Locations (March 2020)**



Adapted from ESRI Maps

**Figure 4.2: Intersection Count & Tube Count Locations (September 2020)**





Adapted from ESRI Maps

**Figure 4.3: Parking Survey Locations**

It is important to note that the surveys in March were undertaken shortly after the start of the COVID-19 pandemic in New South Wales, when limits to gatherings have started to be imposed. The surveys in September were also undertaken in the midst of the COVID-19 pandemic. As such, some workers would be working from home during the survey dates. Therefore, the surveys may not accurately reflect the usual traffic operation or parking condition before the pandemic. Schools were not closed and were operating as usual on both surveys.

Despite the potential inaccuracies in the data, Council made the decision to proceed with the LATM study with these volumes. This is acceptable as no traffic modelling is involved and hence volumes do not have to be accurate. **Any traffic volumes obtained are to be compared relative to other streets in the study area.** Streets with relatively higher volumes or heavy vehicle compositions than other streets would be identified as a potential location for LATM devices. This will likely be the same using pre-COVID or post-COVID traffic data. Vehicular speed is a representative of driver behaviour which is not influenced by changes in traffic volumes.

A comparison of the intersection counts data to previous traffic assessments or surveys are shown in Table 4.3.

## 4.2.2 Intersection Counts

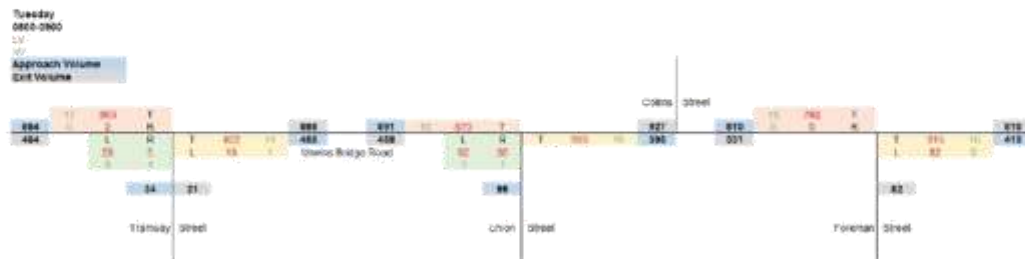
In March 2020, intersection count surveys were undertaken on a Thursday afternoon and Saturday weekday, for the four intersections listed in Table 4.2. The peak hour intersection counts for the intersections for the Thursday and Saturday are shown in Figure 4.4 and Figure 4.5. It is important to note that there is a No Right Turn restriction from Princes Highway (southwest bound) to Union Street.





**Figure 4.5: Saturday Peak Hour Intersection Counts (March 2020)**

It can be seen that the major vehicular routes are along Princes Highway and along Unwins Bridge Road for the Thursday and Saturday. This is expected as Princes Highway and Unwins Bridge Road are state and regional roads respectively.



**Figure 4.6: Tuesday AM Peak Hour Intersection Counts (September 2020)**



**Figure 4.7: Tuesday PM Peak Hour Intersection Counts (September 2020)**

As for heavy vehicular movement, due to the truck load limits in the Tempe area (see Section 2.9), heavy vehicles are only found along roads without any truck load limit, such as Princes Highway, Smith Street, Wood Street and Unwins Bridge Road. With the exception of Princes Highway, the number of heavy vehicles is not high, with at most 15 heavy vehicles per hour.

There are occasional heavy vehicles turning in and out of Holbeach Avenue and Union Street but the numbers are very low (less than 2 per movement). This shows that the existing truck load limit is well implemented and is effective in the Tempe area.

The existing No Right Turn restriction from Princes Highway to Union Street, introduced as part of the previous LATM study (Section 2.10), has also proven effective, with no vehicles observed to be turning right into Union Street.

From the intersection counts, less than 50 vehicles per hour use Union Street. However, tube count surveys will provide a better understanding on the utilisation of Union Street.

#### 4.2.2.1 Comparison with pre-COVID data

A comparison of the intersection count data with previous traffic assessments and surveys in the area is shown in Table 4.3.

**Table 4.3: Comparison of traffic volumes with pre-COVID surveys (Union Street / Smith Street / Princes Highway)**

Traffic Assessment / Data	Survey Date(s)	Smith Street	Union Street	
		Southbound volumes	Northbound volumes	Northbound volumes
Thursday PM				
TTPA Bunnings TIA	2017 or before (exact date unknown)	47	133	37
GTA peer review of the TIA	6 December 2018	46	131	72
This LATM study	19 March 2020	55	102	49
Saturday midday				
TTPA Bunnings TIA	2017 or before (exact date unknown)	33	50	22
GTA peer review of the TIA	8 December 2018	58	85	81
This LATM study	21 March 2020	34	60	38

The intersection counts are consistent with counts undertaken by Transport and Traffic Planning Associates (TTPA) as part of the Traffic Impact Assessment (TIA) for the Bunnings Development (published October 2017) (see Section 6.2 for details of the development). However, they are lower than the counts undertaken by GTA Consultant for their peer review of the TIA (published January 2019), particularly for vehicles entering Union Street.

### 4.2.3 Tube Counts

24-hour tube counts were collected for seven days for all the study area roads. Information such as volumes, heavy vehicle composition, and speed data were recorded for both directions of the road.

From the data, the average daily traffic (ADT) volumes, the 85<sup>th</sup> percentile speeds, and daily heavy vehicle percentage and volumes were extracted for all directions of the locations, shown in Table 4.4. The directions stated were the directions on surveys. Relatively higher values are highlighted orange.

Maps showing the values of ADT, 85<sup>th</sup> percentile speeds, and heavy vehicle percentage and volumes are shown in **Appendix B**.

#### 4.2.3.1 Traffic Volumes

All local streets in the study area have a VPD of less than 1,500, the comfortable limit for a local residential traffic environment as according to *GTGD*. Moderately high volumes of more than 500 vpd can be observed on Smith Street, South Street and Holbeach Avenue. Union Street and Edwin Street have volumes of between 400 to 500 vehicles. This is expected for Union Street as it is one of the more direct routes between Princes Highway and Unwins Bridge Road

**Table 4.4: Tube Count Data Summary**

Street	Location	Direction	ADT Volumes	85 <sup>th</sup> Percentile Speed (km/h)	Heavy Vehicle Composition	
					%	Volumes
Barden Street	Between Princes Highway & South Street	EB	71	30.5	4.9%	3
		WB	74	32.8	8.2%	6
Fanning Street	Between Princes Highway & South Street	EB	108	35.5	6.7%	7
		WB	112	34.4	4.3%	5
Foreman Street	Between Princes Highway and Brooklyn Lane	EB	261	34.1	5.7%	15
Hart Street	Between Princes Highway & South Street	EB	273	30.3	3.0%	8
		WB	63	30.4	9.5%	6
Holbeach Avenue	Between Princes Highway & Roundabout	NB	505	44.1	8.9%	45
		SB	551	40.9	4.9%	27
Smith Street	Between Princes Highway & Wood Street	EB	320	46.5	36.0%	115
		WB	604	38.8	25.0%	151
South Street	Between Smith Street & Station Street	NB	510	28.3	6.0%	31
		SB	182	30	25.0%	46
Stanley Street	Between Edwin Street & Zuitton Lane	EB	164	45.5	7.7%	13
		WB	120	41.9	7.8%	9
Station Street	Between Princes Highway & Young Street	EB	85	30.6	3.7%	3
		WB	20	31.7	7.0%	1
Union Street	Between Princes Highway & Zuitton Lane	WB	487	26.9	3.4%	17
Wentworth Street	Between Princes Highway & South Street	EB	72	32.1	6.7%	5
		WB	151	36.1	6.7%	10
Zuitton Lane	Between Union Street & Stanley Street	NB	123	22	5.6%	7
		SB	82	19.9	2.8%	2
Edwin Street	Between Stanley Street & Tramway Street	EB	290	31.1	6.9%	20
		WB	439	38.1	1.8%	8
Tramway Street	Between Unwins Bridge Road & Edwin Street	NB	253	19	2.8%	7
		SB	318	23.6	1.9%	6

#### 4.2.3.2 85<sup>th</sup> Percentile Speeds

All local streets in the study area have an 85<sup>th</sup> percentile speed of less than the posted speed limit of 50 km/h. Most recorded 85<sup>th</sup> percentile speeds are less than 40 km/h, with Holbeach Avenue, Stanley Street and Smith Street having speeds between 40 and 50 km/h. It is important to note that on these roads, LATM devices aimed at reducing speeds and narrowing road widths are not present.

#### 4.2.3.3 Heavy Vehicle Composition

Many of the streets in the study area with the 3-tonne truck load limit have heavy vehicle volumes of 10 or less. However, roads such as Stanley Street, Union Street, Foreman Street, Wentworth Street and Edwin Street have volumes of around 10 to 20 heavy vehicles per day.

Roads without the truck load limit have relatively higher heavy vehicle volumes per day, such as Holbeach Avenue, South Street and Smith Street. In particular, Smith Street has heavy vehicle volumes of more than 100 per day in each direction, justified by the commercial and industrial land use along Smith Street and Wood Street.

In terms of heavy vehicle percentages, most of the roads have a heavy vehicle percentage of more than 5%. In particular, Smith Street and South Street have relatively higher heavy vehicle percentages.

#### 4.2.4 Parking Occupancy & Duration

Parking occupancy and duration surveys were undertaken on a Thursday and a Saturday in March 2020. The surveys were conducted in hourly periods between 7:00 AM to 7:00 PM. Roads surveyed are highlighted in Figure 4.3.

The surveys recorded a total of 291 spaces on the roads surveyed. 57% of these spaces were occupied on the Thursday while 54% of the spaces were occupied on the Saturday.

The parking occupancies by time of day and parking durations for the Thursday and Saturday are summarised in Table 4.5 to Table 4.8.

A map showing the average parking occupancy rates is provided in **Appendix B**.



**Table 4.5: Thursday Parking Occupancy Rate by Hourly Period**

Road	Side	Section	Restriction	Parking Capacity	0700-0800	0800-0900	0900-1000	1000-1100	1100-1200	1200-1300	1300-1400	1400-1500	1500-1600	1600-1700	1700-1800	1800-1900	Average
Fanning Street	West	Entire Section	Unrestricted	34	59%	47%	44%	47%	47%	41%	50%	44%	47%	59%	62%	59%	50%
	East	Entire Section	Unrestricted	29	76%	72%	76%	69%	69%	76%	72%	69%	76%	72%	76%	90%	74%
Barden Street	West	Entire Section	Unrestricted	30	50%	50%	53%	60%	50%	40%	43%	50%	53%	60%	63%	47%	52%
	East	Entire Section	Unrestricted	33	52%	42%	45%	48%	45%	45%	45%	58%	58%	45%	48%	52%	49%
South Street	North	Between Fanning St & Barden St	Unrestricted	9	44%	22%	33%	33%	33%	33%	56%	33%	44%	44%	44%	33%	38%
		Between Barden St & Smith St	Unrestricted	10	40%	40%	40%	40%	40%	40%	40%	40%	50%	50%	50%	70%	45%
	South	Entire Section	Unrestricted	16	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	1%
Smith Street	West	Between Princes Hwy & South St	Unrestricted	31	61%	65%	74%	81%	77%	77%	84%	77%	87%	81%	77%	61%	75%
		Between South St & cul-de-sac	No Parking	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Cul-de-sac	-	No Parking	0	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	300% <sup>2</sup>	0%	100% <sup>2</sup>

Road	Side	Section	Restriction	Parking Capacity	0700-0800	0800-0900	0900-1000	1000-1100	1100-1200	1200-1300	1300-1400	1400-1500	1500-1600	1600-1700	1700-1800	1800-1900	Average
Union Street	East	Between cul-de-sac & Wood St	Unrestricted	3	33%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	86%
		Between Wood St & Princes Hwy	Unrestricted	27	59%	59%	63%	63%	63%	63%	70%	67%	63%	67%	63%	56%	63%
	East	Between Princes Hwy & Brooklyn Ln	No Parking	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Between Brooklyn Ln & School Ln	Unrestricted	7	86%	43%	71%	71%	57%	71%	57%	71%	57%	71%	71%	71%	67%
			PWD	1	100%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	100%	58%
			Unrestricted	15	80%	80%	67%	67%	73%	67%	87%	80%	67%	80%	80%	80%	76%
			No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Between School Ln & Unwins Bridge Rd	No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			Unrestricted	8	0%	25%	25%	25%	25%	25%	25%	25%	25%	25%	12%	12%	21%
	West	Between Unwins Bridge Rd & Edwin St	No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			No Parking	0	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100% <sub>2</sub>

Road	Side	Section	Restriction	Parking Capacity	0700-0800	0800-0900	0900-1000	1000-1100	1100-1200	1200-1300	1300-1400	1400-1500	1500-1600	1600-1700	1700-1800	1800-1900	Average
			Unrestricted	7	86%	86%	86%	86%	86%	86%	86%	100%	100%	86%	71%	100%	88%
			No Stopping	0	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	100% <sub>2</sub>
		Between Edwin St & Zuitton Ln	No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			Unrestricted	27	78%	63%	52%	56%	59%	56%	56%	59%	59%	59%	67%	56%	60%
		Between Zuitton Ln & Princes Hwy	No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			1P <sup>1</sup>	4	75%	75%	75%	75%	75%	75%	25%	50%	50%	75%	50%	25%	60%
			No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		<b>Total</b>		<b>291</b>	<b>57%</b>	<b>53%</b>	<b>55%</b>	<b>57%</b>	<b>55%</b>	<b>54%</b>	<b>56%</b>	<b>57%</b>	<b>58%</b>	<b>60%</b>	<b>61%</b>	<b>56%</b>	<b>57%</b>

Notes:

1. 1P restriction during 8:30 AM - 6:00 PM Mon-Fri

2. A percentage of 100% for a No Stopping or No Parking restriction means there is a vehicle that is illegally stopping or parked. A percentage of 300% means there are three (3) vehicles that are illegally stopping or parked

**Table 4.6: Saturday Parking Occupancy Rate by Hourly Period**

Road	Side	Section	Restriction	Parking Capacity	0700-0800	0800-0900	0900-1000	1000-1100	1100-1200	1200-1300	1300-1400	1400-1500	1500-1600	1600-1700	1700-1800	1800-1900	Average
Fanning Street	West	Entire Section	Unrestricted	34	50%	50%	41%	44%	41%	53%	62%	56%	59%	56%	50%	59%	52%
	East	Entire Section	Unrestricted	29	90%	93%	97%	93%	93%	90%	100%	83%	72%	69%	86%	90%	88%
Barden Street	West	Entire Section	Unrestricted	30	60%	53%	57%	50%	47%	57%	53%	53%	50%	47%	50%	40%	51%
	East	Entire Section	Unrestricted	33	61%	55%	42%	48%	45%	55%	55%	55%	55%	48%	55%	61%	53%
South Street	North	Between Fanning St & Barden St	Unrestricted	9	33%	22%	22%	33%	33%	33%	67%	67%	78%	67%	67%	67%	49%
		Between Barden St & Smith St	Unrestricted	10	50%	60%	50%	40%	50%	40%	40%	40%	40%	30%	40%	30%	43%
	South	Entire Section	Unrestricted	16	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	6%	1%
Smith Street	West	Between Princes Hwy & South St	Unrestricted	31	71%	61%	65%	55%	61%	68%	71%	71%	71%	65%	68%	65%	66%
		Between South St & cul-de-sac	No Parking	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Cul-de-sac	-	No Parking	0	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	100% 2

Road	Side	Section	Restriction	Parking Capacity	0700-0800	0800-0900	0900-1000	1000-1100	1100-1200	1200-1300	1300-1400	1400-1500	1500-1600	1600-1700	1700-1800	1800-1900	Average
Union Street	East	Between cul-de-sac & Wood St	Unrestricted	3	0%	0%	0%	33%	0%	0%	0%	0%	33%	33%	33%	33%	14%
		Between Wood St & Princes Hwy	Unrestricted	27	48%	48%	48%	44%	48%	41%	52%	52%	56%	59%	52%	56%	50%
	East	Between Princes Hwy & Brooklyn Ln	No Parking	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Between Brooklyn Ln & School Ln	Unrestricted	7	71%	57%	71%	71%	43%	43%	71%	71%	71%	71%	71%	71%	65%
			PWD	1	100%	100%	100%	100%	100%	0%	0%	0%	0%	100%	100%	100%	67%
			Unrestricted	15	80%	80%	73%	80%	73%	53%	60%	80%	80%	80%	93%	73%	76%
			No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Between School Ln & Unwins Bridge Rd	No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			Unrestricted	8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	1%
	West	Between Unwins Bridge Rd & Edwin St	No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			No Parking	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%



Road	Side	Section	Restriction	Parking Capacity	0700-0800	0800-0900	0900-1000	1000-1100	1100-1200	1200-1300	1300-1400	1400-1500	1500-1600	1600-1700	1700-1800	1800-1900	Average
			Unrestricted	7	71%	71%	71%	71%	57%	43%	43%	71%	86%	86%	71%	0%	62%
			No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Between Edwin St & Zuitton Ln	No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			Unrestricted	27	67%	67%	56%	52%	70%	59%	48%	44%	52%	48%	56%	59%	56%
		Between Zuitton Ln & Princes Hwy	No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			1P <sup>1</sup>	4	75%	75%	75%	50%	50%	75%	50%	50%	25%	25%	75%	75%	58%
			No Stopping	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		<b>Total</b>		<b>291</b>	<b>58%</b>	<b>55%</b>	<b>53%</b>	<b>51%</b>	<b>52%</b>	<b>52%</b>	<b>56%</b>	<b>55%</b>	<b>56%</b>	<b>53%</b>	<b>57%</b>	<b>55%</b>	<b>54%</b>

Notes:

1. 1P restriction during 8:30 AM-12:30 PM Sat

2. A percentage of 100% for a No Stopping or No Parking restriction means there are cars that are illegally stopping or parked.

**Table 4.7: Thursday Parking Duration Proportions**

Road	Side	Section	Restriction	Total Vehicles	Parking Duration											
					1 hour	2 hours	3 hours	4 hours	5 hours	6 hours	7 hours	8 hours	9 hours	10 hours	11 hours	12 hours
Fanning Street	West	Entire Section	Unrestricted	47	26%	15%	19%	6%	4%	2%	11%	0%	2%	2%	2%	11%
	East	Entire Section	Unrestricted	51	25%	14%	12%	4%	6%	4%	8%	2%	2%	10%	0%	14%
Barden Street	West	Entire Section	Unrestricted	43	23%	28%	9%	7%	7%	5%	0%	0%	2%	2%	5%	12%
	East	Entire Section	Unrestricted	40	30%	15%	5%	10%	10%	0%	3%	3%	5%	0%	5%	15%
South Street	North	Between Fanning St & Barden St	Unrestricted	9	44%	11%	0%	11%	0%	0%	11%	0%	0%	0%	0%	22%
		Between Barden St & Smith St	Unrestricted	8	38%	0%	0%	13%	0%	0%	0%	0%	0%	0%	13%	38%
	South	Entire Section	Unrestricted	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Smith Street	West	Between Princes Hwy & South St	Unrestricted	42	19%	12%	5%	5%	2%	5%	5%	5%	7%	5%	5%	26%
		Between South St & cul-de-sac	No Parking	0	-	-	-	-	-	-	-	-	-	-	-	-
	Cul-de-sac	-	No Parking	4	75%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	East	Between cul-de-sac & Wood St	Unrestricted	3	0%	0%	0%	0%	0%	0%	0%	0%	0%	67%	33%	0%
		Between Wood St & Princes Hwy	Unrestricted	29	17%	14%	3%	3%	0%	7%	3%	3%	10%	3%	0%	34%

Road	Side	Section	Restriction	Total Vehicles	Parking Duration											
					1 hour	2 hours	3 hours	4 hours	5 hours	6 hours	7 hours	8 hours	9 hours	10 hours	11 hours	12 hours
Union Street	East	Between Princes Hwy & Brooklyn Ln	No Parking	0	-	-	-	-	-	-	-	-	-	-	-	-
		Between Brooklyn Ln & School Ln	Unrestricted	14	43%	7%	14%	7%	0%	0%	0%	7%	14%	0%	0%	7%
			PWD	2	50%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%
			Unrestricted	30	20%	30%	13%	3%	3%	7%	0%	0%	3%	3%	0%	17%
		Between School Ln & Unwins Bridge Rd	No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
			Unrestricted	2	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	50%	0%
	West	Between Unwins Bridge Rd & Edwin St	No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
			No Parking	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
			Unrestricted	12	42%	0%	0%	0%	0%	17%	0%	0%	8%	0%	0%	33%
			No Stopping	1	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
		Between Edwin St & Zuitton Ln	No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
			Unrestricted	38	34%	16%	5%	0%	5%	3%	8%	3%	0%	3%	0%	24%

Road	Side	Section	Restriction	Total Vehicles	Parking Duration											
					1 hour	2 hours	3 hours	4 hours	5 hours	6 hours	7 hours	8 hours	9 hours	10 hours	11 hours	12 hours
Union Street		Between Zuitton Ln & Princes Hwy	No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
			1P <sup>1</sup>	9	44%	11%	11%	11%	11%	0%	0%	0%	0%	0%	11%	0%
			No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
Total				386	28%	16%	9%	5%	4%	4%	4%	2%	4%	4%	3%	18%

Notes:

1. 1P restriction during 8:30 AM - 6:00 PM Mon-Fri

**Table 4.8: Saturday Parking Duration Proportions**

Road	Side	Section	Restriction	Total Vehicles	Parking Duration											
					1 hour	2 hours	3 hours	4 hours	5 hours	6 hours	7 hours	8 hours	9 hours	10 hours	11 hours	12 hours
Fanning Street	West	Entire Section	Unrestricted	52	37%	13%	15%	4%	6%	4%	0%	2%	4%	2%	2%	12%
	East	Entire Section	Unrestricted	60	25%	17%	10%	3%	7%	7%	2%	3%	7%	2%	0%	18%
Barden Street	West	Entire Section	Unrestricted	40	23%	13%	13%	8%	13%	10%	5%	3%	3%	0%	3%	10%
	East	Entire Section	Unrestricted	45	29%	16%	7%	11%	9%	4%	4%	0%	0%	0%	2%	18%
South Street	North	Between Fanning St & Barden St	Unrestricted	9	22%	11%	0%	11%	0%	22%	0%	0%	11%	0%	0%	22%
		Between Barden St & Smith St	Unrestricted	10	30%	10%	20%	0%	0%	0%	0%	20%	0%	0%	0%	20%
	South	Entire Section	Unrestricted	1	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Smith Street	West	Between Princes Hwy & South St	Unrestricted	39	18%	13%	10%	5%	5%	3%	8%	5%	0%	0%	3%	31%
		Between South St & cul-de-sac	No Parking	0	-	-	-	-	-	-	-	-	-	-	-	-
	Cul-de-sac	-	No Parking	2	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	East	Between cul-de-sac & Wood St	Unrestricted	2	50%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%
		Between Wood St & Princes Hwy	Unrestricted	32	22%	6%	13%	13%	16%	6%	3%	3%	0%	0%	0%	19%



Road	Side	Section	Restriction	Total Vehicles	Parking Duration											
					1 hour	2 hours	3 hours	4 hours	5 hours	6 hours	7 hours	8 hours	9 hours	10 hours	11 hours	12 hours
Union Street	East	Between Princes Hwy & Brooklyn Ln	No Parking	0	-	-	-	-	-	-	-	-	-	-	-	-
		Between Brooklyn Ln & School Ln	Unrestricted	9	11%	0%	0%	22%	22%	22%	0%	0%	0%	0%	0%	22%
			PWD	2	0%	0%	50%	0%	50%	0%	0%	0%	0%	0%	0%	0%
			Unrestricted	29	24%	10%	10%	14%	17%	3%	0%	0%	3%	3%	0%	14%
			No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
		Between School Ln & Unwins Bridge Rd	No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
			Unrestricted	1	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	West	Between Unwins Bridge Rd & Edwin St	No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
			No Parking	0	-	-	-	-	-	-	-	-	-	-	-	-
			Unrestricted	8	0%	13%	0%	38%	13%	0%	0%	0%	0%	0%	38%	0%
			No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
		Between Edwin St & Zuitton Ln	No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
			Unrestricted	46	35%	22%	4%	9%	4%	7%	2%	2%	0%	2%	0%	13%

Road	Side	Section	Restriction	Total Vehicles	Parking Duration											
					1 hour	2 hours	3 hours	4 hours	5 hours	6 hours	7 hours	8 hours	9 hours	10 hours	11 hours	12 hours
Union Street		Between Zuitton Ln & Princes Hwy	No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
			1P <sup>1</sup>	6	17%	33%	17%	0%	0%	0%	0%	17%	0%	0%	0%	17%
			No Stopping	0	-	-	-	-	-	-	-	-	-	-	-	-
Total				393	26%	14%	10%	8%	9%	6%	3%	3%	2%	1%	2%	16%

Notes:

1. 1P restriction during 8:30 AM-12:30 PM Sat

## 4.2.4.1 Parking Data Summary

The parking occupancy data shows that

- Out of the 291 spaces, about 50 to 60% of the spaces are occupied at any one time on both days.
- There are little differences in parking occupancy between Thursday and Saturday, except for Smith Street.
- For Smith Street, the occupancy rate is higher on the Thursday and lower on Saturday.
  - The occupancy rates for the section of Smith Street southeast of South Street (up to the cul-de-sac) are significantly different between Thursday and Saturday. This is because of the low number of spaces resulting in high fluctuations of occupancy rates.
- For Fanning Street the occupancy rate on the eastern side is higher than the western side on both days, with occupancy rates of 74% and 88% on Thursday and Saturday respectively.
- On the Thursday, there are occasional vehicles parking or stopped at each section with No Stopping or No Parking restrictions. These restrictions are along Smith Street and Union Street.
- The southern side of South Street is rarely occupied, which is consistent with site observations and Street View. This is due to the narrow width of South Street which is only wide enough for a parking lane and a trafficable lane.
- All other roads have parked vehicles on both sides of the road, if allowed
- Parking occupancy is relatively higher on Union Street near the school on Thursdays, with the western and eastern sides having occupancy rates of 88% and 76% respectively.
- The parking duration data shows that:
- Almost 400 vehicles parked during the surveyed time period.
- On both Thursday and Saturday:
  - about 27% of all users park less than an hour
  - about 15% park less than 2 hours
  - about 17% of users park for at least 12 hours, i.e. potentially residents

The parking occupancy and duration data will be considered when determining locations and suitability of LATM devices. This data also sets a base line for the parking demand in the study area. This can be used for a comparative study to identify changes in parking demand after any new developments have been built.

An assessment of the Smith Street on-street parking availability considering changes to Smith Street as a result of the proposed Bunnings development is detailed in Section 6.2.

## 5. SITE INSPECTIONS

### 5.1 Site Audits

A site inspection and audit within the study area was undertaken, on Wednesday 4 March 2020, to gain an understanding of the current conditions of the streets within the study area (including parking behaviour), and identify existing LATM devices and traffic control infrastructure. Details on traffic and parking signage were also recorded.

The site audit covered the following traffic items and are detailed in the sections below:

- LATM Devices
- Traffic Signs
- Parking Signs
- Bicycle Facilities
- Pedestrian Facilities
- Waste Management/Collection Issues

The signage audit included the following items:

- Type of Sign (and relevant codes) or device
- Direction of sign control
- Restrictions and times of operation
- Condition
- Location (GPS co-ordinates)
- Applicable direction of traffic

Bicycle and Pedestrian Facilities

- Cycle related signage / road markings and their location
- Wayfinding signage and their location
- Kerb ramps and crossings

Waste Management

- Evidence of issues with road geometry or surfaces that can affect waste collection

A database of the audit findings was developed including photographs of signs and infrastructure, located in **Appendix C**.

#### 5.1.1 LATM Audit

An audit of existing LATM devices within the study area was conducted, covering the following aspects:

- LATM type
- Location (including road name)
- Line marking and physical condition

A total of 16 LATM devices were identified within the study area, presented in Table 5.1 and Figure 5.1.

**Table 5.1: Existing LATM Devices & Controls**

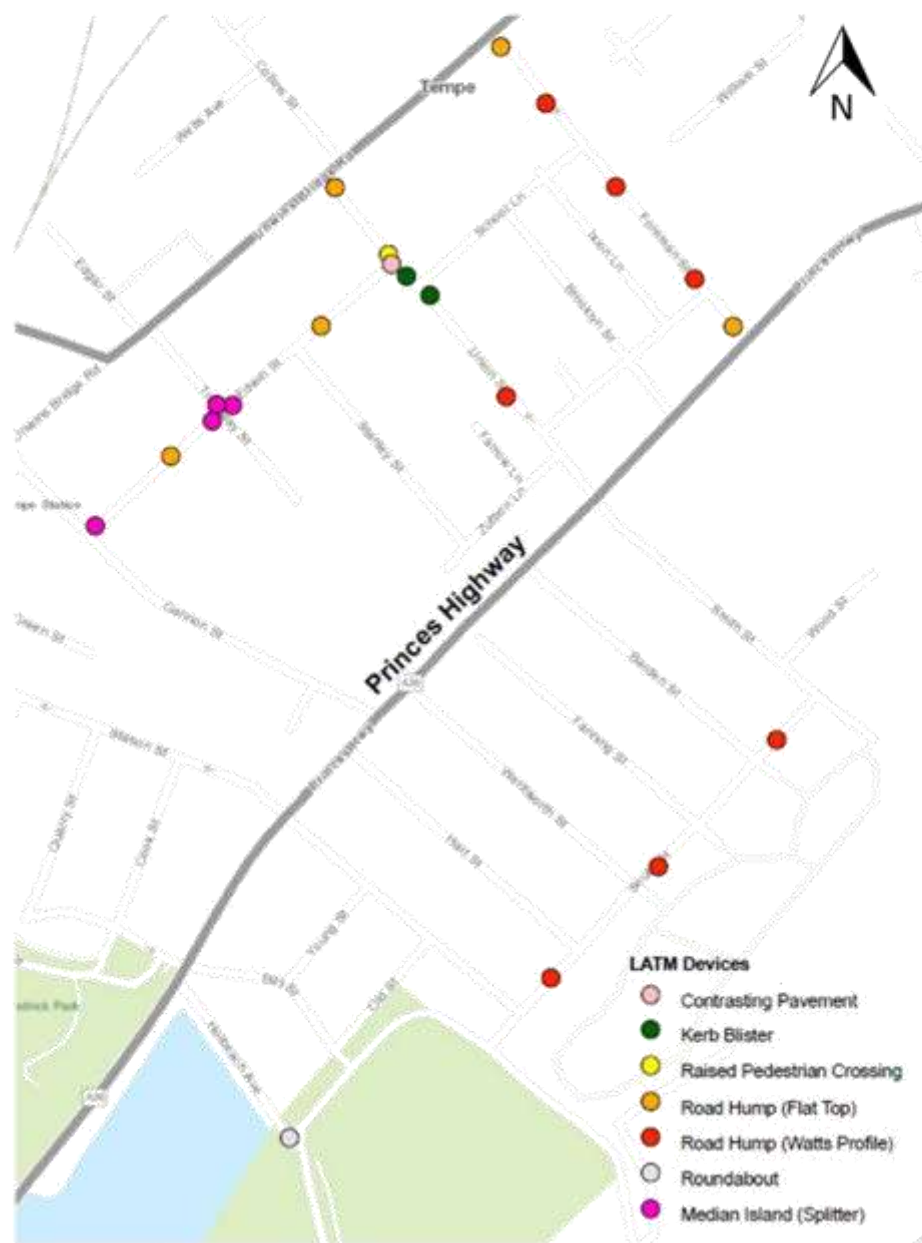
Road	Traffic Calming or Treatment	Treatment Type
Union Street	Yes	<ul style="list-style-type: none"> <li>Road Hump (Watts Profile)</li> <li>Road Hump (Flat Top) – Raised Thresholds</li> <li>Kerb Blisters</li> <li>Contrasting Pavement</li> <li>Raised Pedestrian Crossing (Wombat Crossing)</li> <li>One-way restriction</li> </ul>
Foreman Street	Yes	<ul style="list-style-type: none"> <li>Road Hump (Watts Profile)</li> <li>Road Hump (Flat Top) - Raised Thresholds</li> <li>Kerb Blisters</li> <li>One-way restriction</li> </ul>
Edwin Street	Yes	<ul style="list-style-type: none"> <li>Road Hump (Flat Top)</li> <li>Contrasting Pavement</li> <li>Median Island (Splitter Rumble Strips)</li> </ul>
Tramway Street	Yes	<ul style="list-style-type: none"> <li>Median Island (Splitter Rumble Strips)</li> </ul>
South Street	Yes	<ul style="list-style-type: none"> <li>Road Hump (Watts Profile)</li> </ul>
Holbeach Avenue	Yes	<ul style="list-style-type: none"> <li>Roundabout (with Pedestrian Refuge Islands)</li> </ul>

A number of these devices are in addition to those proposed as part of the previous *St Peters/Tempe LATM Study*. This includes:

- Raised thresholds, kerb blisters, raised pedestrian crossing and contrasting pavement on Union Street
- An additional Watts Profile hump on South Street
- Roundabout at Holbeach Avenue.

Signage associated with the LATM devices are covered under the Traffic Sign Audit in Section 5.1.2.





**Figure 5.1: Existing LATM Devices**

## 5.1.2 Traffic Sign Audit

The traffic sign audit covered all traffic signs along each roadway, including regulatory, warning and wayfinding signage. Signage associated with LATM devices (such as directional hazard markers or speed hump warning sign) were included in the traffic signage audit. The audit covered:

- Sign type & associated RMS code
- Road and location (including road name and co-ordinates)
- Applicable direction of traffic
- Sign condition
- Visibility obstruction (if any)

A total of 153 traffic signs were recorded within the study area. A database of traffic signs identified in the audit is provided in **Appendix C**. A summary list of the types of traffic signs recorded are shown in Table 5.2.

Majority of the signs were found to be in a good condition with unobstructed visibility. Some signs were found to be vandalised with stickers or graffiti, or faded, however, were still mostly legible. A number of signs were also found to be dislocated or facing the wrong way. Some signs were also obstructed by trees, or covered by another sign immediately above or below the obstructed sign.

A large proportion of the traffic signs are speed hump and speed hump ahead signs (with relevant tag plates), one-way, and the 3-tonne truck load limit signs. The speed hump related signage are mostly along South Street, Union Street and Foreman Street, while the 3-tonne truck load limit signage are located on the entry to roads with the load limit restriction (see Section 2.9).

**Table 5.2: Traffic Signs Audit**

Traffic Sign Recorded	Sign Code	Locations
No Through Road	G9-18	Holbeach Avenue, Smith Street, Wood Street, Tramway Street
Stop	R1-1	Holbeach Avenue, School Lane, Edwin Street
Roundabout Give Way	R1-13	Holbeach Avenue
Give Way	R1-2	Holbeach Avenue, Station Street, Union Street, Foreman Street, Tramway Street
Traffic Signal Stop	R1-4	Holbeach Avenue, Smith Street
All Traffic Left Only	R2-14_L	Station Street, Fanning Street
All Traffic Right Only	R2-14_R	School Lane
One Way Left	R2-2_L	Princes Highway, Zuitton Lane, Unwin's Bridge Road, Edwin Street
One Way Right	R2-2_R	School Lane, Princes Highway, Brooklyn Lane, Unwins Bridge Road
Two Way	R2-223	Holbeach Avenue
Keep Left	R2-3	Holbeach Avenue
No Entry	R2-4N	Foreman Street
No Right Turn	R2-6_R	Unwins Bridge Road, Gannon Street
Pedestrian Crossing	R3-1	Union Street
Speed Limit Sign (25 km/h)	R4-1	Holbeach Avenue

Traffic Sign Recorded	Sign Code	Locations
School Zone Sign (including illuminated)	R4-230 & R4-230-1	School Lane, Foreman Street, Union Street, Edwin Street
End School Zone	R4-231	Foreman Street, Edwin Street
Local Traffic Area (50 km/h)	R4-240 (50 km/h)	Fanning Street, Barden Street, Smith Street
End Local Traffic Area (50 km/h)	R4-241	Fanning Street, Barden Street, Smith Street
Trucks Prohibited 3-tonne & over	R6-222, R6-10-2 and R9-221	Old Street, Bay Street, Union Street, Fanning Street, Barden Street, Station Street, Hart Street, Edwin Street
"6AM-10AM 3PM-7PM Mon-Fri" Tag Plate	R9-1-2	Unwins Bridge Road
"When Signals Black Out or Flashing" Tag Plate	R9-201	Smith Street
Hazard Warning Marker	T5-5	Union Street, Foreman Street, Holbeach Avenue
Roundabout Warning	W2-7	Holbeach Avenue
Speed Hump Ahead	W3-4	South Street, Union Street, Edwin Street, Foreman Street
Speed Hump	W5-10	South Street, Union Street, Edwin Street, Foreman Street
Pedestrian Warning	W6-1	Holbeach Avenue, Union Street
Pedestrian Crossing Ahead / Left	W6-2 & W6-2-1	Union Street, Edwin Street
Children Crossing	W6-3	Union Street
"School" Tag Plate	W8-14	Union Street
Speed Tag Plates for Speed Hump signs (various speeds)	W8-2	South Street, Union Street, Edwin Street, Foreman Street
"Refuge Island" Tag Plate	W8-211	Holbeach Avenue

### 5.1.3 Parking Sign Audit

The parking sign audit captured any signage associated with kerbside and parking controls, including 'No Stopping' and 'No Parking' areas. The audit covered (where applicable):

- Location (road name and co-ordinates)
- Sign type & associated RMS sign code
- Direction of arrow
- Time restrictions and operation days/times
- Applicable traffic direction
- Sign Condition
- Any visibility obstructions

As most of the study area has unrestricted on-street parking, there are very few parking signs with timed or conditional restrictions. The rest of the signs, particularly, those close to intersections, are No Stopping and No Parking signs. A total of 89 parking signs were recorded.

Majority of signs are legible, with some signs heavily faded and illegible (including wording and arrow).

Parking zones associated with the parking signs was previously presented in Figure 2.8. A map of parking signs recorded is provided in **Appendix C**.

## 5.1.4 Bicycle Facilities Audit

The bicycle facilities audit covered both physical and visual treatments provided for cyclists, such as ramps or crossings and cycle route pavement markings and signage. The audit included:

- Any bicycle-related route-finding signage
- Any shared paths and cycleways
- Any shared bicycle/pedestrian signalised crossing
- Location of bicycle facility (including road name)

Most bicycle facilities are located along the bicycle routes shown in Section 2.7.1, which include Holbeach Avenue, South Street and Smith Street. This includes shared paths and associated signage and bicycle route signage. Signalised shared pedestrian / bicycle crossings are also located at the intersections of Princes Highway / Holbeach Avenue and Princes Highway / Smith Street.

A bicycle on-ramp is also present near the Holbeach Avenue approach to Princes Highway. This allows cyclists along the roadway of Holbeach Avenue to join the shared path along Holbeach Avenue and Princes Highway.

A map of bicycle facilities is provided in **Appendix C**.

## 5.1.5 Pedestrian Facilities Audit

The pedestrian facilities audit identified features providing accessible pedestrian connectivity within the study area. This included:

- Any kerb ramps
- Any pedestrian refuges
- Any signalised pedestrian crossing or shared bicycle/pedestrian crossings
- Any pedestrian (zebra) crossings

The study area is well-connected by footpaths, with the exception of laneways such as Farrow Lane and Zuitton Lane and were therefore not included as part of the pedestrian facilities audit.

Kerb ramps are present at crossing points at most intersections in the study area.. In most circumstances, the kerb ramps occur in pairs; one on each side of the road. Where pairs of kerb ramps are not present, this creates a break in footpath connectivity, presenting accessibility issues for low mobility pedestrians, such as wheelchair users.

These issues should be further explored and addressed as part of a different study such as a Pedestrian Accessibility Mobility Plan.

## 5.1.6 Waste Management Audit

The waste management audit focussed on identifying evidence of issues or potential issues affecting waste collection. This may include items such as insufficient geometry, damage to kerbs/corners or other evidence of manoeuvring issues.

Very few issues were found that may affect residential waste collection in the study area.



A kerb runover was noted at the corner of Farrow Lane and Zuitton Lane, shown in Figure 5.2. These roadways feature narrow road widths which would be expected to be restrictive for waste collection vehicles.



**Figure 5.2: Kerb Runover at Farrow Lane**

## 5.2 Tempe Public School Observations

### 5.2.1 Overview

A site visit was also undertaken on Tuesday 15 and Wednesday 16 September 2020, to observe traffic patterns and behaviours related to Tempe Public School. The site observations focussed on student pickup and drop off operations, parking and pedestrian routes. School hours were observed between 09:00 AM and 3:00 PM.

#### 5.2.1.1 Access Points

The school has a number of pedestrian access gates along it's perimeter, with the school's main building entrance located along Unwins Bridge Road west of the signalised crossing, shown in Figure 5.3.





Adapted from ESRI Maps

**Figure 5.3: School Access Locations**

#### 5.2.1.2 AM School Peak Observations

The following was observed during the AM peak period:

- School traffic peak extends between 8:30am and 9:00am with little traffic prior to 8:20am.
- Pedestrian access gates on Union Street, School Lane and Foreman Street open from approximately 8:30am
- Parents were observed to
- Drop off students near access gates without leaving their vehicle, stationary for up to 30 seconds
- Park on Edwin Street and walk up to the gate on Union Street
- Vehicles stopped to give way to one another along Edwin Street, causing some congestion
- Queues on Union Street at Unwins Bridge Road occasionally extended to Edwin Street
- Pedestrians approach school primarily along Union Street, Edwin Street and Unwins Bridge Road
- Traffic along School Lane was primarily westbound as vehicles circulate around the school

#### 5.2.1.3 PM School Peak Observations

The following was observed during the PM peak period:

- School traffic peak extends between 2:30pm and 3:15pm

- Most parents arrived via Foreman Street, Edwin Street and Brooklyn Street
- Parents parked and waited in their vehicles along Union Street, Brooklyn Street, School Lane and Edwin Street
- vehicles were observed to circulate westbound from Foreman Street via School Lane, Union Street and Edwin Street, before exiting the area
- Blockages due to vehicles travelling in opposite directions along Edwin Street, giving way to one another
- Pedestrian movements primarily along Edwin Street, Union Street, Foreman Street and Unwin's Bridge Road.
- Large groups of students along Unwin's Bridge Road towards Tempe and Sydenham Station directions.

## 5.2.1.4 Pedestrian Areas

The areas shown in Figure 5.4 featured large volumes of pedestrians as parents picked up and dropped off students, or travelled between parked vehicles and the school. These areas are primarily focussed around access gates, including Union Street and Edwin Street.



Adapted from ESRI Maps

**Figure 5.4: Pedestrian Areas**

## 6. FUTURE CONDITIONS

### 6.1 Future Residential Development

There are not any known high impact residential developments, such as medium or high-density developments, currently pending within Tempe and the study area.

Based on population forecasts provided by Forecast ID (using Census data from 2006 to 2016), Tempe is expected to experience a negative population growth until 2031. As such, it is expected that there will be very little traffic growth in traffic volumes in Tempe for the next 10 years. This excludes traffic along major through roads and connectors such as Princes Highway or Unwins Bridge Road.

### 6.2 Future Bunnings Development

The proposed Bunnings Development is to be located at the south-east corner of Princes Highway and Smith Street, with vehicular access to be provided via Smith Street and Princes Highway. A Traffic Impact Assessment (TIA) was undertaken by Transport and Traffic Planning Associates (TTPA) in October 2017, indicating the following proposed road changes (also shown in Figure 6.1):

- A new left turn slip lane from Princes Highway to Smith Street
- Removal of parking on the eastern side of Smith Street and a reduction to one departure lane on Smith Street
- Widening of Smith Street approach to Princes Highway to three lanes
- Customer and delivery access ("Smith Street access") to Bunnings from Smith Street at existing driveway location
- Access to Bunnings from Princes Highway to be located north-east of the Smith Street intersection
- A new unsignalised right turn bay from Princes Highway eastbound to Bunnings Warehouse Princes Highway access
- Only left turns permitted from the Bunnings Princes Highway access
- Relocation of the southwest-bound bus stop on Princes Highway, currently located on the approach to Smith Street.



Source: Bunnings Warehouse Tempe – Proposed Road Layout General Arrangement Plan 2 – AT&L 2017

**Figure 6.1: Proposed Road Changes**

## 6.2.1 Smith Street On-Street Parking Assessment

It is understood that up to 13 spaces of on-street parking of Smith Street are proposed to be removed as part of the Bunnings development. To mitigate the loss of on-street parking, as part of the Bunnings development application consent conditions (condition number 6), 13 of the car spaces within Bunnings warehouse are to be dedicated as public car parking spaces available to local residents to offset the loss of on street parking. However, these public car spaces are intended to be available during Bunnings trading hours only. This removes the flexibility of parking at any time of the day for any duration. Given that most residents are expected to park overnight or outside business hours, as a worst-case scenario, these spaces will not be considered as part of the assessment. Further, Bunnings customers are assumed to not use on-street parking on Smith Street as 424 on-site parking spaces are provided.

Based on parking occupancy data, Table 6.1 shows the average number of occupied spaces and vacant spaces along Smith Street on the Thursday and Saturday. There are on average 18 vacant spaces along Smith Street on Thursday and 27 vacant spaces on Saturday. The removal of 13 on-street spaces result in an estimated 5 and 14 vacant spaces remaining on Thursday and Saturday respectively. Therefore, Smith Street will be able to cope with the loss of 13 on-street spaces, and residents do not have to seek other on-street parking elsewhere.



**Table 6.1: Parking Occupancy on Smith Street**

Side	Section	Parking Capacity	Occupied Spaces (Average)	Vacant Spaces
<b>Thursday</b>				
West	Between Princes Highway & South Street	31	23	8
East	Between cul-de-sac & Wood Street	3	3	0
	Between Wood Street & Princes Highway	27	17	10
Total		61	43	18
<b>Saturday</b>				
West	Between Princes Highway & South Street	31	20	11
East	Between cul-de-sac & Wood Street	3	0	3
	Between Wood Street & Princes Highway	27	14	13
Total		61	34	27

Any proposed treatments resulting in the removal of further parking spaces on Smith Street (mainly the western side) may further reduce the number of vacant spaces along Smith Street.

## 6.2.2 Traffic Generation

It is expected that there will be an increase in traffic along Smith Street due to traffic generated by the proposed Bunnings Development. The increase in volumes along Smith Street will be limited to the section of Smith Street between Princes Highway and the proposed Bunnings access. Generated trips by the Bunnings development are not expected to use Smith Street south of the Bunnings access and subsequently South Street.

A further assessment of impacts on surrounding local streets from the generated traffic is discussed in Section 7.

Traffic generation had previously been determined by the Traffic Impact Assessment (TIA) developed by TTPA at the DA stage of the Bunnings Proposal and within GTA Consultant's peer review of the TIA. In the draft version of this LATM report, the traffic volumes calculated by GTA were used for analysis. However, following community consultation between November 2020 and January 2021, traffic generation was recalculated using more conservative traffic generation rates and are outlined in Section 13.4.2.

### 6.2.2.1 Previous Traffic Generation

A summary of key assumptions by TTPA and GTA is provided in Table 6.2.

On review of the previously calculated traffic volumes, it was determined that the volumes presented by GTA Consultants provide a better representation of expected traffic volumes based on:

- Higher weekend traffic generation rate – based on existing survey data and trend
- Exclusion of existing on site traffic – Existing site was (and remains) non-operational
- 50:50 split of in/out trips. – customers generally spend less than an hour at Bunnings Warehouse

As such, the total in/out volumes calculated by GTA consultants are outlined in Table 6.3, and was used in the draft version of this LATM report.



**Table 6.2: Previous Traffic Generation – Key Assumptions**

Item	TTPA Consultants	GTA Consultants
Traffic Generation Rates (veh/100m <sup>2</sup> GFA)	<ul style="list-style-type: none"> <li>1.56 (PM peak)</li> <li>4.5 (weekend peak)</li> </ul>	<ul style="list-style-type: none"> <li>1.56 (PM peak)</li> <li>4.7 (weekend peak)</li> </ul>
Existing Traffic Reduction	90 vph (PM Peak)	Nil
Passing Trade Traffic Reduction	<ul style="list-style-type: none"> <li>27% (PM peak)</li> <li>28% (weekend peak)</li> </ul>	<ul style="list-style-type: none"> <li>28% (PM peak)</li> <li>28% (weekend peak)</li> </ul>
In / Out Split	40% In / 60% Out	50% In / 50% Out
Distribution at Princes Highway / Smith Street / Union Street	<ul style="list-style-type: none"> <li>45% East (Princes Highway)</li> <li>45 % West (Princes Highway)</li> <li>10% North (Local Streets)</li> </ul>	

**Table 6.3: Traffic Generation Volumes**

Peak	Total Trips (veh / hour)	Directional Split		Volumes (veh / hour)	
		In	Out	In	Out
PM	226	50%	50%	113	113
Saturday	670			335	335

#### 6.2.2.2 Adjusted Traffic Distribution

The previously adopted 45 / 45 / 10 split of traffic (based on previous studies conducted at the IKEA site, located to the east) was determined as an under representation to the potential split of traffic accessing and leaving the proposed Bunnings Warehouse site.

Using the locations of adjacent Bunnings Warehouse stores, a potential catchment area was estimated, shown in Figure 6.2. This area covers suburbs extending from Canterbury to the west, Roseberry to the east, Petersham to the north and Arncliffe to the south. Key roads leading to and from the proposed Tempe Bunnings Warehouse are also shown (details on routes are provided in Section 7).

Based on the location and density of suburbs to the north of the proposed Bunnings Site, a substantial amount of traffic is expected to travel to and from these areas. As such, it would be more realistic to assign a greater proportion of this traffic heading north using local streets, particularly as these streets provide a more direct route to the rail bridge on Richardson Crescent (at Tempe) or Gleeson Avenue (at Sydenham) via Unwins Bridge Road.

Volumes as a result of adjusted / greater distribution of Bunnings traffic (up to 30%) using local streets north of Princes Highway are provided in Table 6.4. A large majority of traffic will still be expected to use Princes Highway to access routes to the north of the area.



Adapted from Google Maps

**Figure 6.2: Approximate Catchment Area of Proposed Bunnings Warehouse**

**Table 6.4: Adjusted Traffic Distribution (Using Local Streets)**

Peak	Total Trips (veh / hour)	Vehicle Volumes			
		10%	20%	25%	30%
PM	113	11	23	28	34
Saturday	335	34	67	84	101

### 6.2.3 Other Changes

It is understood that the existing bus stop along Princess Highway outside of the development site may be impacted by the development. The provision of replacement bus stops is outside the scope of this study.

## 6.3 Future Road Network

### 6.3.1 WestConnex

The new M8 tunnel, opened in July 2020, runs underneath the study area as part of the WestConnex project. There will be no connections or changes to study area roads. The St. Peters interchange, located approximately 2km northeast of Tempe, connects the M8 with roads towards the eastern suburbs such as Mascot and Kingsford, and the City's inner south such as Alexandria and Waterloo.

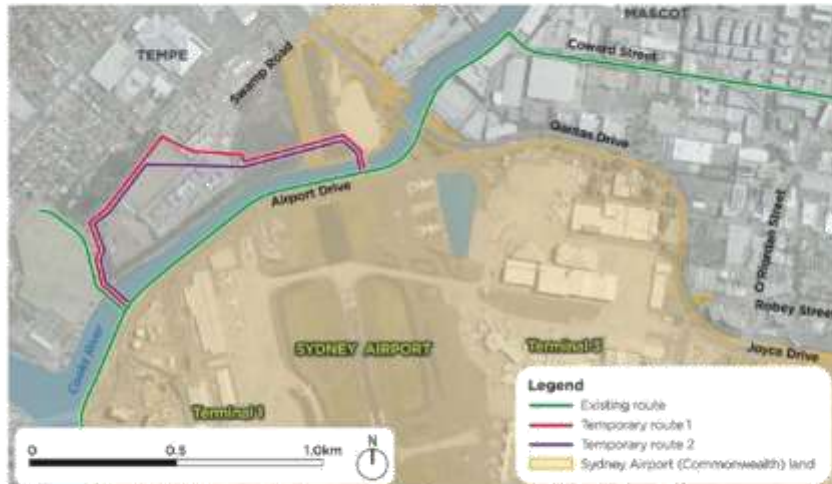
Currently, traffic from the M5 exit at Amcliffe runs via Princes Highway, through Tempe, then via Canal Road or Sydney Park Road to get to the inner south and eastern suburbs respectively. The opening of the new M8 and St Peters interchange may provide an alternative route from the existing M5 to these suburbs, bypassing the Tempe area and is expected to reduce traffic along Princes Highway through Tempe. However, it is not expected to influence traffic along the side roads such as Union Street, Holbeach Avenue and Smith Street.

The M8, though open, is counted as future road network as it opened after the traffic surveys were undertaken.

### 6.3.2 Sydney Gateway

Sydney Gateway is a future motorway connection between the St Peters interchange and Sydney Kingsford Smith Airport, scheduled to be completed by 2023. The proposed alignment is located adjacent to between Tempe Golf Range and the Alexandria Canal, and does not pass through the study area. However, a construction site is proposed to be located within Tempe Lands on the sites of the Tempe Golf Range and Tempe Dog Park. It is expected for up to 100 light vehicles to access the site via Holbeach Avenue, to be undertaken between 2021 and 2023. Construction vehicle trucks will not be allowed to use Holbeach Avenue to access the Tempe Lands construction site.

Additionally, the current Alexandria Canal shared path will be closed and relocated as part of the project, a temporary active transport link is proposed to run adjacent to Tempe Recreation Reserve and Tempe Lands, shown in Figure 6.3, serving as a temporary detour of the closed shared path. As such, a greater number of cyclists and pedestrians expected towards the south of the study area.



Source: Sydney Gateway Environmental Impact Assessment

**Figure 6.3: Sydney Gateway - Temporary Active Transport Link**



## 7. BUNNINGS IMPACTS TO LOCAL TRAFFIC

The increased traffic generated from Bunnings will have a flow on impact onto surrounding local residential roads in the study area. This can lead to an increase of traffic issues such as excessive volumes and speeds on the local roads, which is not desirable. Any LATM devices proposed will aim to mitigate these impacts.

### 7.1 Routes to and from Bunnings

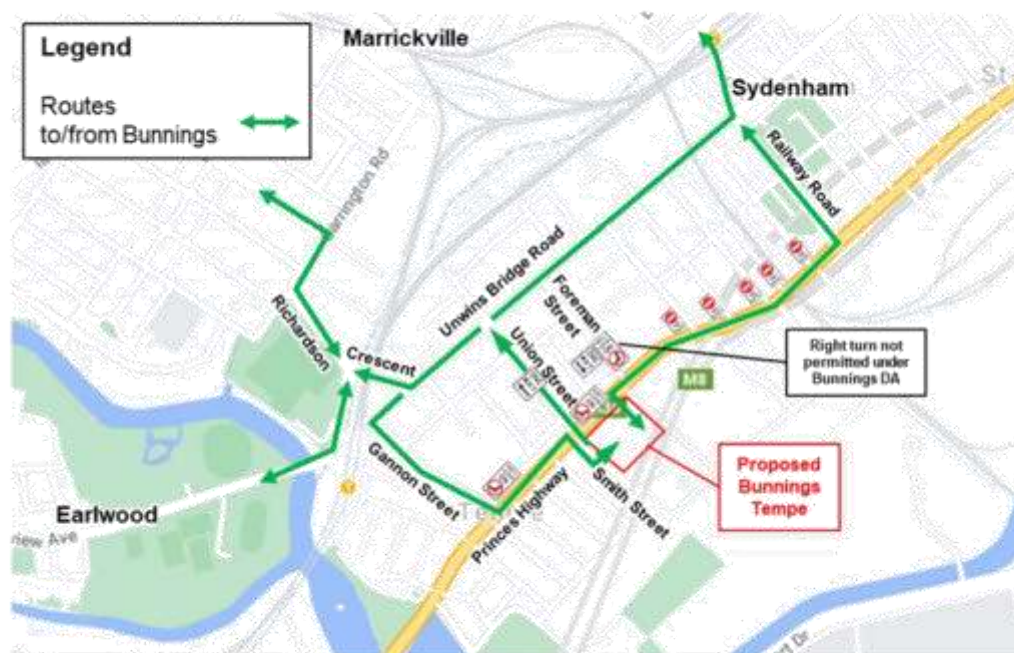
As shown in Figure 6.2, the expected catchment area of the proposed Tempe Bunnings Warehouse covers a broad area of Sydney's Inner West. Key routes and roads identified to access these areas include those outlined in Table 7.1:

**Table 7.1: Summary of Routes**

Direction	Roads
North	Princes Highway, Railway Street, Sydenham Road, Marrickville Road, Unwins Bridge Road, Richardson Crescent, Warren Road
East	Princes Highway, Gardeners Road
West	Princes Highway, Unwins Bridge Road, Richardson Crescent, Bayview Avenue, Wardell Road
South	Princes Highway

As a result of local rail crossings, there is potential for Bunnings customers to utilise local streets north of the Princes Highway, which provide a more direct route from Princes Highway to the rail bridge on Richardson Crescent (at Tempe) or Gleeson Avenue (at Sydenham) via Unwins Bridge Road.

Due to existing traffic management measures already in place, the most likely local roads used include Gannon Street and Union Street, with Union Street being the most direct northbound route available from Smith Street. The right turn from Foreman Street to Princes Highway will not be permitted due to the extension of the central median as part of the Bunnings DA, and therefore cannot be used as a route into Bunnings. These expected access routes between Unwins Bridge Road and Princes Highway are shown in Figure 7.1.



Adapted from GoogleMaps

**Figure 7.1:** Expected Access Routes between Unwins Bridge Road and Princes Highway

## 7.2 Impacts to Union Street

As a result, it can be expected that Union Street experiences an increase in traffic during peak periods. This is less than favourable due to the narrow geometry, the residential environment of the street and location of Tempe Public School to the north.

The increase in traffic as a result of the proposed Bunnings Warehouse is previously outlined in Table 6.4. A comparison of potential traffic volumes on Union Street is provided in Table 7.2.

**Table 7.2:** Comparison of Potential Traffic Volumes on Union Street

Peak	Traffic Volumes (veh hour)	Total Traffic on Union Street				Acceptable Environmental Limit
		10%*	20%*	25%*	30%*	Local Road
March 2020 Counts						< 200 vph
PM	51	62	74	79	85	
Saturday	41	75	108	125	142	
December 2018 Counts						
PM	72	83	95	100	106	
Saturday	81	115	148	165	182	

\* by proportion split of Bunnings Warehouse traffic, see Table 6.4



While an assessment of up to 30% of the expected traffic generated by Bunnings Warehouse more than doubles the existing traffic volumes along Union Street (in comparison to both 2018 and 2020 volumes), the increase in traffic can be accommodated by Union Street and does not exceed the acceptable environmental limit (200 vehicles per hour) previously outlined in Table 4.1 (*RTA Guide to Traffic Generating Developments 2002*).

## 7.3 Impacts to School Operations

Based on Bunnings Warehouse visitation pattern information (made available by Google), the highest visitation typically occurs:

- Weekday – between 10am and 4pm
- Weekends – between 9am and 6pm

With this in mind, traffic generated by the proposed Bunnings is more likely to have an impact on school operations during the PM School peak (typically between 2:30pm and 3:30pm). This may include:

- Increased vehicle volumes along Union Street
- Increased congestion and queueing at the intersection with Unwins Bridge Road
- Potential 'rat-running' using Edwin Street and Tramway Street
- Increased congestion with vehicles parked along Union Street and Edwin Street

Traffic associated with Bunnings trade customers will typically occur before peak traffic periods and is not expected to impact the AM school peak.

## 7.4 Closure of Union Street

### 7.4.1 Traffic re-direction

To prevent non-local traffic from using Union Street, the concept of a road closure has been considered at Princes Highway. We understand that this is supported by the local community members in Union Street. This closure aims to re-direct Bunnings related traffic emerging from Smith Street, to utilise the Princes Highway and other higher order roads to access Unwins Bridge Road and beyond, as shown in Figure 7.4 . This would result in the following routes:

- Right turn from Smith Street onto Princes Highway, then left turn onto Railway Road or Campbell Road
- Left turn from Smith Street onto Princes Highway, U-turn using the Holbeach Avenue roundabout, then right turn onto Princes Highway, then left turn onto Gannon Street



Adapted from GoogleMaps

**Figure 7.2: Routes with Union Street Closure**

## 7.4.2 Impact to other Local Streets

Due to the no right turn currently in place for westbound traffic on Princes Highway at Gannon Street, drivers may utilise alternative routes along local streets south of Princes Highway to turn around and access Gannon Street via a left turn, as shown in Figure 7.3.

These streets may experience a greater volume of vehicles turning from Princes Highway, which is not favourable due to the limited available carriageway and residential environment of the street. Most vehicles would be expected to use Holbeach Avenue to perform the u-turn manoeuvre.



Adapted from GoogleMaps

**Figure 7.3: Access to Gannon Street using Local Streets**

### 7.4.3 Impact on Access for Residents

Due to the no right turn currently in place for westbound traffic on Princes Highway at Union Street, access to Union Street is currently gained by:

- Left turn from Princes Highway
- Through from Smith Street

The closure of Union Street would restrict access to the left turn from Princes Highway only (under a partial closure), or remove access altogether (with a full closure).

The alternative route for local residents on Union Street would then include the left turn from Princes Highway to Brooklyn Lane, then left at Brooklyn Lane or School Lane to access Union Street, as shown in Figure 7.4. It would be expected most residents would utilise Brooklyn Lane as it provides best access to properties along Union Street.

While Brooklyn Street is a wider street and capable of accommodating the increase in local traffic, Brooklyn Lane is a narrow bi-directional laneway (also shown Figure 7.4) which would not accommodate such traffic. Particularly during the AM peak where local residents are likely to access Princes Highway via Brooklyn Lane as well as school traffic.

Further, despite being undesirable, vehicles leaving Bunnings via Smith Street may also attempt to take this route, which will exacerbate traffic issues arising from using narrow lane ways as a main access route.



Adapted from GoogleMaps

**Figure 7.4: Local Routes with Union Street Closure**

In consideration of the potential outcomes due to a closure of Union Street at Princes Highway, in the draft version of the report, a closure was not recommended and other treatments to deter vehicles from using Union Street was preferred. However, a ban of through traffic from Smith Street to Union Street is now proposed following feedback from community engagement (See Section 13.4.4).



## 8. RISK PRIORITY ASSESSMENT

### 8.1 Methodology

Each study area road was assessed against criteria to determine its risk for future crashes based on the data collected. Criteria included:

- Crash history
- 24-hour vehicle volumes (existing)
- 85<sup>th</sup> percentile vehicle speeds
- Heavy vehicle volumes (existing)
- Road width
- Availability of existing LATM devices
- Proximity to schools
- Existing land use
- Future traffic volumes, taking into consideration traffic generated from Bunnings

Points were allocated to each road or road section based on the level of risk. The higher the points, the higher the risk for future crashes, and hence the higher the need for LATM devices.

#### Crash history (max 4)

- 4 points for crash casualty rates of more than the typical urban casualty rate of 0.446, as listed in Table 3.6.

The points are applied to Edwin Street, Holbeach Avenue and Smith Street.

#### 24-hour vehicle volumes (max 4)

- 2 points (per direction) for ADT of more than 400, as listed in Table 4.4.

The points are applied to Edwin Street, Holbeach Avenue, Smith Street, South Street and Union Street.

#### 85<sup>th</sup> percentile vehicle Speeds (max 4)

- 2 points (per direction) for 85<sup>th</sup> percentile speeds of more than 40 km/h, as listed in Table 4.4.

The points are applied to Holbeach Avenue, Smith Street and Stanley Street.

#### Heavy vehicle volumes (max 4)

- For roads without a truck load limit
  - 1 point (per direction) for daily heavy vehicle volumes of more than 50, as listed in Table 4.4; and
  - 1 point (per direction) for daily heavy vehicle percentages of more than 10%, as listed in Table 4.4.

The points are applied to Smith Street and South Street.

- For roads with the 3-tonne truck load limit
  - 1 point (per direction) for daily heavy vehicle volumes of more than 10, as listed in Table 4.4; and
  - 1 point (per direction) or daily heavy vehicle percentages of more than 5%, as listed in Table 4.4.

The points are applied to all roads with the load limit except Tramway Street.

#### Road width (max 4)



- 4 points where the available trafficable road width is more than two car widths – high potential/incentive to speed up and collide with pedestrians, adjacent parked vehicles or vehicles travelling in opposite direction

The points are applied to Holbeach Avenue and Smith Street only, which have wider roads than the other roads in the study area.

- 2 points where the available trafficable road width is equal or less than two car widths – low potential/incentive to speed up and collide with pedestrians, adjacent parked vehicles or vehicles travelling in opposite direction

The points are applied to all other roads accessed.

#### Existing LATM devices

- -1 (negative one) point for each set of LATM devices located on that road.
  - Multiple LATM devices at the same location are counted as one set (e.g. A flat top road hump with kerb blisters and contrasting pavement)
  - The three median rumble strips at the intersection of Edwin Street and Tramway Street are counted as one set on Edwin Street and one set on Tramway Street
  - Roundabouts are excluded, but any pedestrian refuge islands or median islands are included.

#### Proximity to schools (max 4)

- 4 points if the roads are within 100 metres from a school and/or have school zones, and frequently have children walking around.

The points are applied to Union Street, Foreman Street and Edwin Street, which are in close proximity to Tempe Public School.

#### Existing land use (max 4)

- 4 points for local traffic and residential streets. While this does not directly contribute to crash risk, safety is more paramount in a local traffic areas, and residential roads should be given some priority for implementation of LATM schemes.

The points are applied to all roads except Holbeach Avenue and Zuitton Lane, which are not predominantly residential.

#### Future traffic volumes (max 4)

- 4 points where additional Bunnings Warehouse generated traffic may flow onto, based on the evaluation in Section 7, assuming no changes in turning restrictions or accesses; or
- 4 points for local streets forecasted to have daily volumes are to exceeding 1,500

The points are applied to Smith Street, Union Street, Edwin Street and Tramway Street, which are potential routes for Bunnings traffic. No streets are forecasted to have more than 1,500 daily volumes.

## 8.2 Assessment

Based on the above scoring criteria, Table 8.1 presents the accumulated scores of each roadway.

**Table 8.1: Risk Score by Road**

Road	Criteria									Total score
	Crash	Volume	Speed	Heavy Vehicle	Width	Existing LATM	Schools	Existing Land Use	Future Traffic	
Barden Street	-	-	-	1	2	-	-	4	-	7
Edwin Street	4	2	-	2	2	-5	4	4	4	17
Fanning Street	-	-	-	1	2	-	-	4	-	7
Foreman Street	-	-	-	2	2	-5	4	4	-	7
Hart Street	-	-	-	1	2	-	-	4	-	7
Holbeach Avenue (Princes Highway to roundabout)	4	4	4	-	4	-1	-	-	-	15
Holbeach Avenue (roundabout to South Street)	-	-	-	-	4	-	-	-	-	4
Smith Street	4	2	2	4	4	-	-	-	4	20
South Street	-	2	-	1	2	-3	-	4	-	6
Stanley Street	-	-	4	3	2	-	-	4	-	13
Station Street	-	-	-	1	2	-	-	4	-	7
Union Street	-	2	-	1	2	-5	4	4	4	12
Tramway Street	-	-	-	-	2	-1	-	4	4	9
Wentworth Street	-	-	-	3	2	-	-	4	-	9
Zuiton Lane	-	-	-	1	2	-	-	-	4	3-7

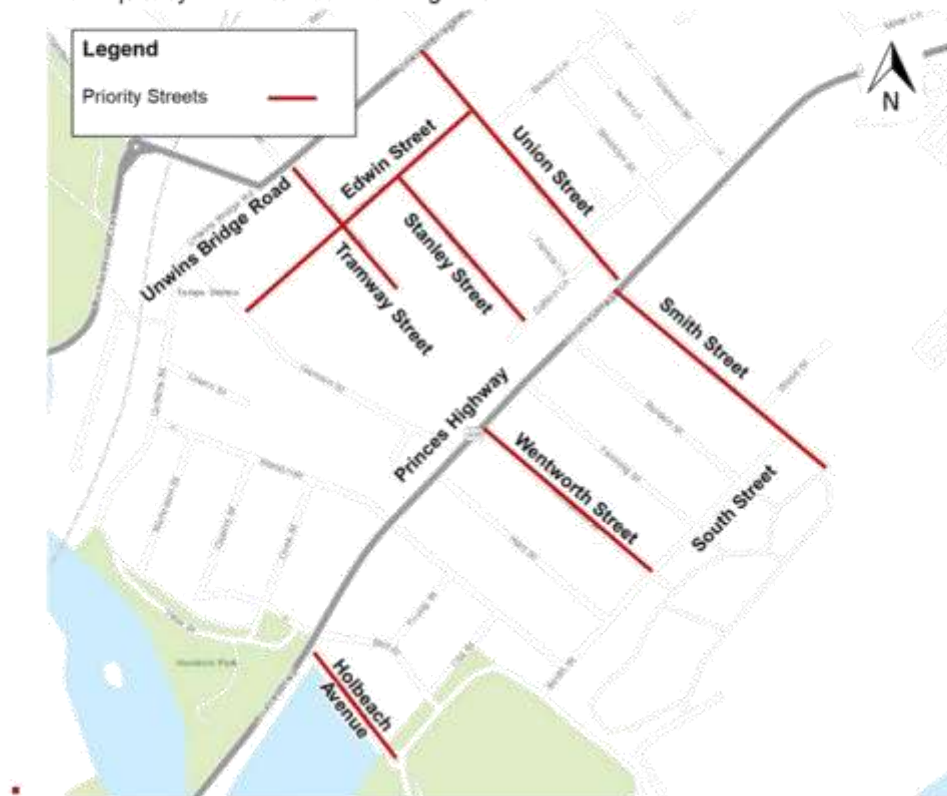
Based on the above assessment, Smith Street exhibits the highest score, followed by Edwin Street and Holbeach Avenue (between Princes Highway and the roundabout), then Stanley Street and Union Street. Wentworth Street and Tramway Street also achieved relatively high scores for local residential roads.

Other local streets, including Barden, Fanning, Hart and Station Streets, have an accumulated score of 7 points. Given the lack of crash history, low vehicle speeds and heavy vehicle composition, these roads do not require any LATM treatments. However, other treatments may be proposed to further deter non-local traffic from using these roads.

## 8.3 Summary

From the risk priority assessment, LATM devices are recommended to be implemented on, in the order of priority:

- Smith Street – to deal with traffic volume, speed and heavy vehicle issues
- Edwin Street – to deal with traffic volume, heavy vehicle issues and potential future traffic from Bunnings
- Holbeach Avenue (between Princes Highway and the roundabout) – to deal with crash risks, traffic volume and speed issues
- Stanley Street – to deal with speed issues
- Union Street – to deal with traffic volume issues and potential future traffic from Bunnings
- Wentworth Street – to deal with heavy vehicle issues
- Tramway Street – to deal with potential future traffic from Bunnings
- These priority streets are shown in Figure 8.1.



**Figure 8.1: Priority Streets for Treatment**

## 9. PRELIMINARY ROAD TREATMENTS

### 9.1 Traffic Calming and Local Area Traffic Management

Road treatments, including Local Area Traffic Management (LATM) Schemes and traffic calming measures can be implemented to change traffic conditions and speed environments, such that driver behaviour and perception of the road environment would be more appropriate along local residential streets and activity areas.

The primary objectives in introducing LATM schemes as part of this study is to address the following:

- Vehicle speeds
- Vehicle volumes
- Heavy vehicle volumes
- Reducing potential for traffic using local roads (with the exception of Smith Street) to access Princes Highway
- Improving amenity along Smith Street

### 9.2 Existing Road Treatments

As detailed in Section 2.11, the numerous LATM devices already in use within the study area include:

- Road humps (Watts profile & flat top), including raised thresholds
- Kerb blisters
- Contrasting pavement
- Raised pedestrian (wombat) crossing
- Roundabouts
- Pedestrian refuge islands

The majority of LATM devices are located along Union Street and Foreman Street in the vicinity of Tempe Public School.

### 9.3 Preliminary Road Treatment Options

To address the issues identified, a wide range of traffic calming devices can be implemented. LATM devices presented in *Austroads Guide to Traffic Management Part 8 – Local Area Traffic Management* were used as a basis for developing a list of suitable devices that could be used.

To create safer local road environments, the key targets for any proposed treatment options include:

- Reducing vehicle speeds
- Minimising traffic levels, including non-resident traffic in local streets
- Deterring heavy vehicles
- Reducing crash risk
- Improving local amenity, including walking and cycling options.

The following traffic calming treatments may potentially be implemented across the study area:

- Entry thresholds
- Flat top road humps

- Raised Pedestrian Crossings
- Speed cushions
- Slow points
- Road narrowing / Kerb blisters
- Pedestrian refuge / Median / Splitter islands
- Line marking (edge line and/or centreline)
- Shared zones.

Descriptions of each of these treatments are provided in Table 9.1.

**Table 9.1: Road Treatment Types**

Name	Type	Description
Entry Threshold	Physical / Visual	<ul style="list-style-type: none"> <li>▪ Provides a physical and visual gateway to a local street</li> <li>▪ May control vehicle speeds in both directions</li> <li>▪ Design can be varied to accommodate different traffic types and road geometries (such as bicycles)</li> <li>▪ Include raised platforms, medians and kerb blisters</li> <li>▪ Opportunity to introduce landscaping elements to enhance streetscape</li> <li>▪ Commonly used throughout study area</li> <li>▪ May impact large vehicle movements near intersections</li> </ul>
Flat Top Road Hump	Physical	<ul style="list-style-type: none"> <li>▪ Wide raised platform type 'speed hump'</li> <li>▪ Controls vehicle speeds by vertical deflection and may reduce traffic volumes</li> <li>▪ More visually appealing than typical speed humps (such as Watts Profile)</li> <li>▪ Typically 75-150mm high, 2-6m long</li> <li>▪ Fullwidth designs control speeds in both directions</li> <li>▪ Design can be varied to adapt to different road geometries and traffic, including medians and kerb blisters</li> <li>▪ Can be misconstrued as a pedestrian crossing without roadside barriers (fence, landscaping or other)</li> <li>▪ Typically low cost</li> </ul>
Raised Pedestrian Crossing (Wombat Crossing)	Physical	<ul style="list-style-type: none"> <li>▪ Flat Top Road Hump combined with marked Pedestrian Crossing</li> <li>▪ Controls vehicle speeds and provides pedestrian crossing location</li> <li>▪ Improves pedestrian safety by raising walkway (for better visibility) and calming traffic vehicles</li> <li>▪ Allows for pedestrian priority</li> </ul>
Speed Cushions	Physical	<ul style="list-style-type: none"> <li>▪ Small plastic or rubber 'cushion' in centre of travel lane (or series across travel lanes)</li> <li>▪ Controls vehicle speeds by vertical deflection</li> <li>▪ Smaller and narrower than speed humps or flat top road humps</li> <li>▪ Slows light vehicles with little impact to heavy vehicles (such as buses)</li> <li>▪ Can be combined with a median and kerb blisters for further control</li> <li>▪ Low cost and quick installation</li> </ul>



Name	Type	Description
Slow Points	Physical	<ul style="list-style-type: none"> <li>Controls vehicles by horizontal deflection</li> <li>Uses series of kerb extensions or blisters on alternating sides of road to create an angled travel lane</li> <li>Opportunity to introduce landscaping elements to enhance streetscape</li> <li>Requires considerable length of road to install and potentially high cost</li> <li>Must consider local driveway access</li> <li>May impact kerbside parking</li> </ul>
Road Narrowing	Physical	<ul style="list-style-type: none"> <li>Kerb extensions or blisters to reduce available road width at a single point</li> <li>Use of kerb blisters may allow for kerbside drainage</li> <li>Often used in conjunction with other treatments (such as entry thresholds and road humps)</li> <li>Opportunity to introduce landscaping elements to enhance streetscape</li> </ul>
Pedestrian Refuge / Median / Splitter Islands	Physical	<ul style="list-style-type: none"> <li>Raised or flush island positioned at the intersection or the centreline of a street</li> <li>Narrows lanes</li> <li>Provide pedestrians with a refuge</li> <li>Used in areas where there is a need to reduce entry speed of vehicles to a residential street</li> <li>May not be used on narrow two-lane streets, and where there is insufficient sight distance</li> <li>Must consider local driveway access</li> <li>May impact kerbside parking</li> </ul>
Line Marking	Visual	<ul style="list-style-type: none"> <li>May be used where physical treatments are not appropriate</li> <li>Can provide a visual narrowing of the roadway such that drivers perceive a narrower travel lane and reduce speed</li> <li>Assists in delineating road components such as cycle lanes and kerbside parking</li> <li>Available roadway width through bends is visually narrowed when combined with centreline marking</li> <li>May not be effective along considerably wide roadways</li> </ul>
Contrasting Pavement	Visual	<ul style="list-style-type: none"> <li>Highlight the change in road conditions to drivers</li> <li>Colour and texture can be designed to fit with local area context</li> <li>Typically located at start of traffic areas (such as High Pedestrian Activity Areas)</li> <li>Textured pattern (such as Embossed Hex) can also provide a tactile and audible warning to drivers</li> <li>Typically low cost</li> </ul>
Shared Zone	Regulatory	<ul style="list-style-type: none"> <li>Located along a road section</li> <li>Vehicles must give way to all pedestrians</li> <li>Suitable for a high-pedestrian area</li> <li>10 km/h speed limit</li> <li>Parking can be retained but bays must be marked</li> </ul>

It is understood that the Bunnings development may also bring about traffic impacts onto streets just outside of the study area such as Edwin Street and Tramway Street. These impacts have been considered, however, no treatments are proposed on these streets

## 9.4 Standard LATM Treatments

Based on existing LATM devices found and the types presented by Austroads, a number of potential standard treatment options are proposed for installation across the study area, presented in Table 9.2.

These devices are identified as being appropriate for the context of the study area and address the issues identified on local roads.

**Table 9.2: Proposed Standard LATM Treatments**

Infrastructure	Description
Flat-top Road Hump	Standard flat top road hump
Speed Cushion	Standard speed cushion(s)
Road Narrowing	Kerb blisters (landscaping)
Median Treatments	Median Island (standard or low-profile)
Line marking	Edge and centre line marking
Contrasting Pavement	Standard at-grade contrasting pavement
Shared Zone	10 km/h shared zone with marked parking bays

Examples of some of these treatments are provided in Figure 9.1 below.



Left to Right: Flat top road hump, road narrowing (kerb blisters with landscaping)

**Figure 9.1: Examples of Treatments**

There are other treatments that may be implemented or installed additionally, complementing the proposed LATM treatments. Treatments identified as suitable for the study area include:

- Bicycle facilities, including bicycle ramps, shared paths and bicycle markings
- Signage, to complement the LATM treatments
- Footpath widening

## 9.5 Treatment Criteria

As there is a large range of available LATM devices available, the selection and location of these devices is important to address the specific issues along each street. A range of factors and considerations are to be given in the selection process to determine suitable and appropriate LATM treatments. As such, a treatment selection criteria was developed to inform the selection and location of proposed LATM devices.

### 9.5.1 Austroads LATM Selection Toolkit

The selection of an appropriate LATM is greatly dependent on the overall objective for the particular roadway, the local context of the road environment and the needs of local road users.

*Austroads Guide to Traffic Management Part 8 – Local Area Traffic Management* provides a toolkit and selection rubric, which outlines the relative use of different LATM devices based on previous research and practice within Australia and New Zealand. The Austroads Toolkit which provides a description and use of LATM devices is provided in Table 9.3.

**Table 9.3: Austroads LATM Toolkit**

Measure		Reduce speeds	Reduce traffic volume	Reduce crash risk	Increase pedestrian safety	Increase bicycle safety
Vertical deflection devices (Section 7.2)	Road humps	✓	✓	✓	–	–
	Road cushions	✓	✓	✓	–	✓
	Flat-top road humps	✓	✓	✓	–	✓
	Wombat crossings	✓	✓	✓	✓	✓
	Raised pavements	✓	✓	✓	–	✓
Horizontal deflection devices (Section 7.3)	Lane narrowings/kerb extensions	✓	–	–	✓	–
	Slow points	✓	✓	–	–	–
	Centre blister islands	✓	✓	–	✓	–
	Driveway links	✓	✓	–	✓	✓
	Mid-block median treatments	✓	–	✓	✓	✓
Diversion devices (Section 7.4)	Roundabouts	✓	✓	✓	–	–
	Full road closure	–	✓	✓	✓	✓
	Half road closure	–	✓	✓	✓	✓
	Diagonal road closure	–	✓	✓	✓	✓
	Modified T-intersection	✓	✓	✓	✓	✓
Signs, linemarking and other treatments (Section 7.5)	Left-in/left-out islands	–	✓	✓	✓	–
	Speed limit signs	✓	–	✓	✓	✓
	Prohibited traffic movement signs	–	✓	✓	–	✓
	One-way (street) signs	–	✓	✓	✓	–
	Give-way signs	✓	✓	✓	✓	✓
	Stop signs	✓	✓	✓	✓	✓
	Shared zones	✓	✓	–	✓	✓
	School zones	✓	–	✓	✓	✓
	Threshold treatments	✓	✓	✓	–	✓
	Tactile surface treatments	✓	–	–	–	–
	Bicycle facilities	–	–	✓	–	✓
	Bus facilities	–	✓	–	–	–

## 9.5.2 Treatment Criteria

The information presented within the Austroads LATM selection toolkit and consideration of other road environment elements was used to develop a specific treatment selection criteria and is presented in Table 9.4.

The criteria include considerations of the following:

- Speed and traffic volume reduction
- Crash risk reduction
- Relative traffic volumes
- Deterrence against non-local traffic
- Pedestrians, bicycles and buses
- Kerbside parking
- Road and traffic noise generation
- Roadway width requirements.

**Table 9.4: Proposed Treatment Selection Criteria**

Type	Details	Reduce Speed	Reduce Traffic Volumes	Reduce Crash Risk	Suitable for High Traffic Volumes	Deter Non-Local Traffic	Accommodate Pedestrians	Bicycle Friendly	Bus Route friendly	Parking friendly	Noise Considerations	Wide Road required	Other remarks
<b>LATM Treatments</b>													
Road hump	Flat top road hump	Yes	Yes	Yes	Yes	Yes	No	Yes <sup>3</sup>	Yes <sup>4</sup>	Yes	Yes	No	Preferred for lower traffic volumes
Speed Cushion	Speed Cushion	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes <sup>10</sup>	Yes	No <sup>7</sup>	Preferred for lower traffic volumes
Road narrowing	Kerb blisters (landscaping)	Yes	No	No	Yes	Yes	No	No	No <sup>5</sup>	No	No	Yes	Not to be used on bus routes on a one-way street
Median Treatment	Median Island (standard or low-profile)	Yes	No	Yes	Yes	Yes	No	No <sup>5</sup>	Yes <sup>6</sup>	No	No	Yes	Must conform to Transport for NSW standards
Line-Marking	Edge, centre and lane line marking	Yes <sup>1</sup>	No	Yes <sup>2</sup>	Yes	Yes	-	-	Yes	Yes	No	Yes <sup>8</sup>	Parking lane width may vary, minimum 2.1m
Contrasting Pavement	Standard Contrasting Pavement	Yes	No	No	Yes	Yes	-	-	Yes	Yes	Yes <sup>9</sup>	No	Visual and tactile treatment only
Shared zone	10 km/h shared zone with marked parking bays	Yes	No	Yes	No	Yes	Yes	Yes	No	Yes	No	No <sup>10</sup>	Not to be used on heavy vehicle or bus routes



Type	Details	Reduce Speed	Reduce Traffic Volumes	Reduce Crash Risk	Suitable for High Traffic Volumes	Deter Non-Local Traffic	Accommodate Pedestrians	Bicycle Friendly	Bus Route friendly	Parking friendly	Noise Considerations	Wide Road required	Other remarks
<b>Other Treatments</b>													
Bicycle Facilities	Bicycle ramps, shared paths and bicycle markings	-	-	-	-	-	No	Yes	-	-	No	No	
Signage	Signage to complement LATM treatments	varies					-	-	-	-	No	No	
Footpath widening	Widened footpath	-	-	-	-	-	Yes	Yes	-	No	No	Yes	

**Notes:**

1. If travel lane is sufficiently narrowed
2. May effectively reduce kerbside crashes
3. Ramps can be designed to be bicycle friendly
4. Flat top road humps can be designed to bus friendly specifications (ref. STA guidelines)
5. Bus routes require 3.2m to 3.5m wide travel lane, which will not be an effective road narrowing for regular traffic
6. If 3.5m travel lane is maintained
7. More effective on narrow roads. Installation on bus routes require 3.5m travel lane
8. Generally applied to wide road
9. Noise to be considered if using textured surface treatment (such as embossed pattern or similar)
10. A minimum trafficable width of 2.8m is required to meet shared zone warrants

## 9.6 Proposed Treatment and Locations

Based on the selection criteria, a number of proposed treatment options were developed for the priority roads identified in Section 8.3. Additional proposed treatments for other roads in the study area were also developed. The proposed treatments are outlined in Table 9.5.

**Table 9.5: Proposed Treatment and Locations**

Road	Option	Type	Location	Features
Smith Street	1	Road Narrowing & Contrasting Pavement	Immediately south of proposed Bunnings access,	<ul style="list-style-type: none"> <li>▪ Landscaped kerb blisters with low height shrubs</li> <li>▪ At-grade contrasting pavement treatment (embossed text pattern)</li> </ul>
	2	Mountable Concrete Median Treatment		<ul style="list-style-type: none"> <li>▪ Mountable low-profile concrete median with contrasting pavement</li> </ul>
	Addition to both options	Right Turn Only Signage	Opposite and facing Bunnings access	<ul style="list-style-type: none"> <li>▪ R2-14_R (Right Turn Only) sign</li> </ul>
		Line Marking	Between Princes Highway and Bunnings Access	<ul style="list-style-type: none"> <li>▪ Edge and centre line markings to provide a visual narrowing of the roadway</li> <li>▪ Road environment would appear distinctively different to the southern section of Smith Street</li> <li>▪ Delineation of adjusted lane arrangement near Princes Highway</li> </ul>
		Bicycle Facilities	Between Princes Highway and Bunnings Access	<ul style="list-style-type: none"> <li>▪ Extend shared path for a short distance from Princes Highway along both sides of Smith Street</li> <li>▪ Inclusion of an angled bicycle ramp for southbound cyclists to transition between the shared path and Smith Street</li> <li>▪ Signage and marking to indicate transitions between shared path and on-road cycling</li> </ul>

Road	Option	Type	Location	Features
		Widened Footpath	Western side of road, between No. 48 and South Street	<p>Option a (Option 1a or Option 2a):</p> <ul style="list-style-type: none"> <li>Widen western footpath</li> <li>Retain existing kerbside parking on the western side of Smith Street</li> <li>Shift centreline to suit road width</li> </ul> <p>Option b (Option 1b or Option 2b):</p> <ul style="list-style-type: none"> <li>Widen western footpath with adjacent landscaped verge</li> <li>Removal of existing kerbside parking on the western side of Smith Street</li> <li>Some paved parking bays within the landscaped area to offset loss of parking</li> <li>Turning pocket to allow vehicles to turn right out of No.1 Smith Street</li> </ul>
Holbeach Avenue	1	Speed Cushions	Between driveways of 14 and 18 Holbeach Avenue	<ul style="list-style-type: none"> <li>Set of four speed cushions of 100mm height, across roadway</li> </ul>
	2	Speed Cushions & Road Narrowing		<ul style="list-style-type: none"> <li>Set of two speed cushions of 100mm height in travel lanes</li> <li>Landscaped kerb blisters with low height shrubs</li> </ul>
Stanley Street	1	Flat Top Road Hump	Near streetlight outside 14 Stanley Street Near streetlight outside 37 Stanley Street	<ul style="list-style-type: none"> <li>Concrete flat top road hump of 100mm height, across road width</li> <li>Contrasting surface treatment ('terracotta' colour surface of similar)</li> <li>Landscaped barriers (kerbside)</li> </ul>
	2	Road Narrowing		<ul style="list-style-type: none"> <li>Landscaped kerb blisters with low height shrubs</li> </ul>
Wentworth Street	1	Road Narrowing & Contrasting Pavement	At entry from Princes Highway (specifically south of Tempe Tyre Centre vehicular access) At entry from South Street (specifically north of the drainage pit)	<ul style="list-style-type: none"> <li>Landscaped kerb blisters with low height shrubs</li> <li>At-grade contrasting pavement treatment (embossed text pattern)</li> </ul>
	2	Flat Top Road Hump		<ul style="list-style-type: none"> <li>Concrete flat top road hump of 100mm height, across road width</li> <li>Contrasting surface treatment ('terracotta' colour surface of similar)</li> <li>Bollard and chain barriers (kerbside)</li> </ul>

Road	Option	Type	Location	Features
	Addition to both options	3 Tonne Truck Limit Signage	Outside 846 Princes Highway Outside 45 Wentworth Street	<ul style="list-style-type: none"> <li>R6-10-2 and R9-231 (Truck Load Limit) signs</li> <li>W8-245N_L (Left Arrow) Signage, only on Princes Highway</li> </ul>
Union Street	1	Flat Top Road Hump	Outside 2D Union Street Outside 46 Union Street	<ul style="list-style-type: none"> <li>Concrete flat top road hump of 100mm height, across road width</li> <li>Contrasting surface treatment ('terracotta' colour surface of similar)</li> <li>Bollard and chain barriers (kerbside)</li> </ul>
	2	Shared Zone <sup>1</sup>	Between Princes Highway and School Lane	<ul style="list-style-type: none"> <li>"10" Speed Markers</li> <li>Marked parking bays, with some overlapping with footpath</li> <li>R4-4 (Shared Zone), R2-10 (Give Way to Pedestrians) and R5-65 (Park in Bays Only) signs at the start of shared zone and entry points at Zuitton Lane and Brooklyn Lane</li> <li>R4-5 (End Shared Zone) signs at the end of shared zone and exit points at Zuitton Lane and Brooklyn Lane</li> </ul>
	Addition to both options	Contrasting Pavement Threshold	At entry from Princes Highway	<ul style="list-style-type: none"> <li>At-grade contrasting pavement treatment (embossed text pattern)</li> </ul>
Edwin Street	1	Flat Top Road Hump	Outside No. 14 Union Street	<ul style="list-style-type: none"> <li>Concrete flat top road hump of 100mm height, across road width</li> <li>Contrasting surface treatment ('terracotta' colour surface of similar)</li> <li>Landscaped barriers (kerbside)</li> </ul>
Tramway Street	1	Contrasting Pavement Threshold	At entries (Unwins Bridge Road and Edwin Street)	<ul style="list-style-type: none"> <li>At-grade contrasting pavement treatment (embossed text pattern)</li> </ul>
Barden, Fanning, Hart and Station Streets	-	Contrasting Pavement Threshold <sup>2</sup>	At entry from Princes Highway	<ul style="list-style-type: none"> <li>At-grade contrasting pavement treatment (embossed text pattern)</li> </ul>

1. Assessment against the shared zone criteria is detailed in Section 10.6.3. Shared zones are subject to Transport for NSW review and approval

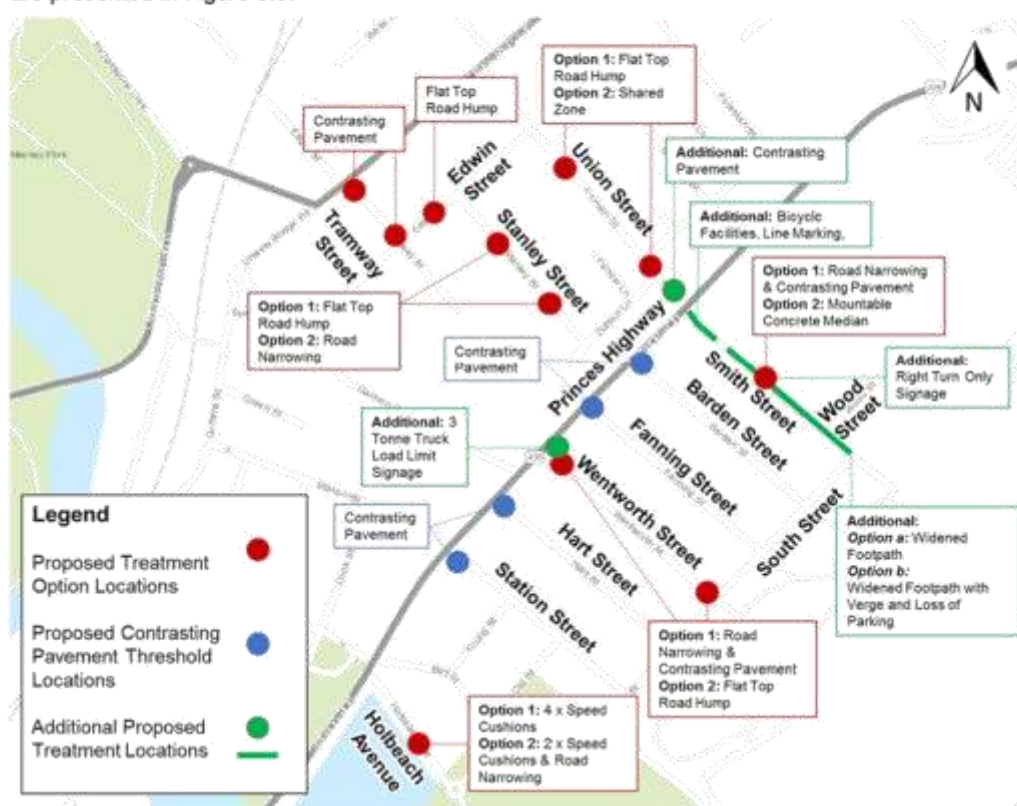
2. Subject to a 40km/h Local Traffic Area proposal and/or Transport for NSW review and approval

The following considerations were given when locating each of the above treatments:

- Spacing: a maximum spacing between 80m and 120m was adopted (following *Austrroads LATM Guidelines*)
- Presence of existing street lighting and light posts
- Kerb ramps
- Property accesses and driveways
- Road gradients
- Driver sight distances and visibility.

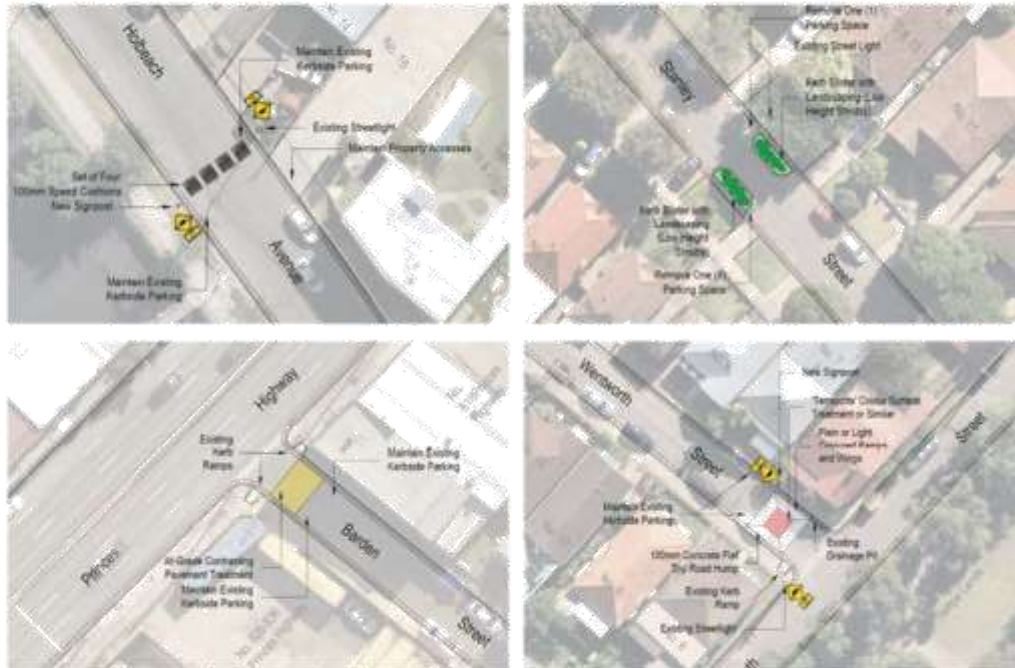
Assessment of the different treatments are further detailed in Section 10.

The locations of the proposed treatments options, contrasting pavement thresholds and additional Smith Street treatments are shown in Figure 9.2. Sample concepts of the proposed treatment types are presented in Figure 9.3.



**Figure 9.2: Proposed Treatment Locations and Options**





Clockwise from top: Speed Cushions, Road Narrowing (kerb Blisters), Flat Top Road Hump, Kerb Blisters and Contrasting Pavement

**Figure 9.3: Sample Concepts of Proposed Treatments**

## 10. PROPOSED TREATMENT JUSTIFICATION

### 10.1 Overview

This section describes each treatment option in detail by street and discusses its merits and potential impacts to the road environment such as property access and kerbside parking. The merits and impacts are summarised at the end of this section in Table 10.3 and Table 10.4 respectively.

Any LATM measures proposed may have an impact on the travel time of emergency service vehicles through the area. However, in consideration of the existing road environment along these local streets, any additional proposed LATM measures are not expected to have a significant impact to emergency service vehicle access. Additionally, the treatments proposed are not located along public or school bus routes, therefore, there are no anticipated impacts to buses.

### 10.2 Smith Street

#### 10.2.1 Issues

As discussed in previous sections, the issues present on Smith Street are:

- Smith Street has relatively high average daily traffic (ADT) volumes, up to 600 vehicles per day in each direction, compared to other local roads in the study area.
- Smith Street has relatively high 85<sup>th</sup> percentile speeds of up to 46 km/h per direction compared to other local roads.
- Due to industrial land use located along Smith Street and its adjoining Wood Street, heavy vehicles are common along Smith Street. From the tube count data, on average, between 100 and 150 heavy vehicles travel along Smith Street daily in each direction, and make up 25 to 36% of the total daily traffic.
- Based on crash history, three (3) crashes occurred along Smith Street between January 2014 and December 2018, with two (2) crashes resulting in injuries.
- The proposed Bunnings development will be mainly accessed via Smith Street. There are concerns that the development will generate both light and heavy vehicle traffic, not just on Smith Street, but on other local roads such as Barden Street, South Street and Holbeach Avenue.
- Speed cushions were installed along Smith Street, as part of a previous LATM study, were removed in 2012 and 2017 respectively. This was due to resident complaints about the noise produced by trucks driving over the speed cushions. As such, vertical deflection devices such as speed humps were not considered as treatment options on Smith Street.

#### 10.2.2 Location of Treatment Options

Treatment options for Smith Street will be located between the Bunnings access and access to No.1 Smith Street. The placement of treatment options mid-block on Smith Street breaks up the long straight section of the roadway, preventing drivers from gathering speed along the length of the road.

#### 10.2.3 Option 1: Road Narrowing & Contrasting Pavement

This option involves landscaped kerb blisters on each side of the road, and an at-grade embossed text pattern as contrasting pavement between the kerb blisters. Additional measures to Smith Street regardless of Options 1 or 2 are described separately in Section 10.2.5.

### 10.2.3.1 Merits

Road narrowing will provide a narrow travel width, similar to existing treatments on neighbouring streets like Barden or Fanning Streets, which have an 85<sup>th</sup> percentile speed of less than 40 km/h. Therefore, providing road narrowing will strongly encourage traffic to slow down. Lower speeds will in turn increase travel time and may deter non-local traffic from utilising Smith Street.

Landscaping on the kerb blisters will also improve the aesthetics of the roadway and enhance sense of place. It may also provide clearer changes in road geometry for vehicles approaching the treatment.

The contrasting pavement will highlight the entry to a local traffic area by providing a physical and visual gateway treatment to the south section of Smith Street. The differentiation of road environment may be able to deter vehicles from turning left from the proposed Bunnings access onto Smith Street southbound. Combined with road narrowing, the reduced geometry may also be less favourable to heavy vehicles.

Road narrowing will result in a loss of parking along Smith Street. However, the removal of parking will improve sightlines for vehicles exiting the driveways from Bunnings and No.1 Smith Street. It also improves manoeuvrability of these turns as there is a reduced likelihood of parked vehicles obstructing the access points.

### 10.2.3.2 Impacts to Parking

The Bunnings development will result in the proposed removal of up to 13 spaces of on-street parking along Smith Street. These spaces are compensated with 13 spaces within Bunnings warehouse, which are open to access during Bunnings trading hours only. This removes the flexibility of parking at any time of the day for any duration. Given that most residents are expected to park overnight or outside business hours, as a worst-case scenario, these spaces will not be considered as part of the assessment.

From the parking surveys conducted on 19<sup>th</sup> and 21<sup>st</sup> March 2020, on a Thursday and Saturday respectively, it was deduced that on average, Smith Street has 18 vacant spaces on Thursday and 27 vacant spaces on Saturday. With the loss of 13 parking spaces due to the Bunnings development, this will result in an estimated 5 and 14 vacant spaces remaining on Thursday and Saturday respectively.

Road narrowing will result in a loss of up to two (2) parking spaces on the western side and one (1) space on the eastern side, a total of three (3) spaces. The remaining availability of on-street parking on Smith Street will therefore be able to cope with the further removal of spaces due to road narrowing.

### 10.2.3.3 Other Impacts

The kerb blisters will be built between the Bunnings access and the access to No.1 Smith Street. There are no property accesses on the western side at the proposed location. As such, there will be no impacts of the treatments on the accesses along Smith Street.

The at-grade contrasting pavement also means that there will be no additional noise generated as compared to vertical deflection devices such as speed cushions. An at-grade pavement also provides minimal or no impacts to cyclists riding along Smith Street.

The treatment option may have an impact on the travel time of emergency service vehicles through the area. However, in consideration of the existing road environment along these local streets, any additional proposed LATM measures are not expected to have a significant impact to emergency service vehicle access.



## 10.2.4 Option 2: Mountable Concrete Median

This option is a mountable low-profile concrete median. The pavement on the top of the median will also be contrasted against the road surface. Additional measures to Smith Street regardless of Options 1 or 2 are described separately in Section 10.2.5.

### 10.2.4.1 Merits

The change in road geometry highlights local traffic area by providing a physical and visual gateway treatment to the south section of Smith Street. The reduction in geometry also aid in the differentiation of road environment and may deter vehicles turning left from proposed Bunnings access onto Smith Street southbound.

The treatment is a horizontal deflection device and will be able to slow traffic by diverting vehicles around the island, particularly heavy vehicles due to their larger turn radius.

The median island will result in a loss of parking along Smith Street (see next section). Similar to option 1, the removal of parking may improve sightlines of vehicles turning out from the accesses onto Smith Street. It also improves manoeuvrability of these turns as there is a reduced likelihood of parked vehicles obstructing the access points of 1 Smith Street.

The median island is low-profile and mountable to allow vehicles to turn right out of 1 Smith Street onto Smith Street northbound and mount over the median.

### 10.2.4.2 Impacts to Parking

As mentioned in Option 1, Smith Street will have an estimated 5 and 14 vacant spaces remaining on Thursday and Saturday respectively, after spaces are removed for the Bunnings development.

The median island will result in a loss of seven (7) parking spaces on the western side and one (1) space on the eastern side, a total of eight (8) spaces. With the removal of these eight spaces, this will result in a **shortage of three (3) spaces** on a Thursday, and residential parking will be displaced onto adjacent streets such as Barden Street or South Street. Parking availability on Saturday will still be able to cope with the additional removal of spaces due to the median island.

On Thursday, Barden Street has a parking occupancy rate of around 50% out of 63 spaces, and South Street between Smith and Fanning Streets has a parking occupancy rate of around 40% out of 19 spaces. This means out of a total of 82 spaces, 39 are occupied and 42 are vacant, and therefore, Barden and South Streets will be able to cope with the additional parking demand of the three displaced vehicles.

It is also important to note that this is based on the worst-case scenario where most residents are expected to park overnight or outside Bunnings trading hours. It is possible that some residents may park within Bunnings overnight.

### 10.2.4.3 Other Impacts

As the median island is built in the centre of the roadway, it will not require changes to accesses along Smith Street. Traffic exiting 1 Smith Street will still be able to turn right onto Smith Street northbound by mounting over the concrete median.

The island will also slow down cyclists riding along Smith Street as they need to divert around the island. However, the impact is minimal and the device is still 'bicycle-friendly'.

The treatment option may have an impact on the travel time of emergency service vehicles through the area. However, in consideration of the existing road environment along these local streets, any

additional proposed LATM measures are not expected to have a significant impact to emergency service vehicle access.

## 10.2.5 Additional Measures to Options 1 & 2

In addition to the location specific treatment as part of Option 1 and 2, other measures are proposed along Smith Street between Princes Highway and South Street. Some of these measures will also aid in increased connectivity for cyclists along pedestrians and Smith Street.

### 10.2.5.1 Right Turn Only Sign

The "Right turn only" sign located opposite and facing Bunnings will enforce turn restrictions, preventing traffic exiting Bunnings from turning left onto Smith Street and using local streets.

### 10.2.5.2 Line Marking

Edge and centre line markings will be provided along Smith Street (partially under Option 1, full length under Option 2), in addition to proposed line marking as part of Bunnings development arrangement. It will also provide differentiation between the northern and southern sections of Smith Street. Recommended delineation alignments to tie in with the proposed treatments have also been provided in the concept drawings in **Appendix B**.

### 10.2.5.3 Bicycle Infrastructure

To provide off and on road bicycle transitions and connect the route on Smith Street to Princes Highway, the existing shared paths along Princes Highway will be extended on Smith Street, with kerb ramps and delineation. This aims to aid bicycles to transition to mixed traffic (bicycle and vehicles) along Smith Street away from the Princes Highway intersection. This will involve realignment and widening of the existing footpaths to allow one-way bicycle travel at minimum.

An angled bicycle ramp for southbound cyclists will be located on the eastern shared path, along with wayfinding and pavement markings to guide cyclists onto the road. Northbound cyclists will utilise the existing driveway of 48 Smith Street to access the extended shared path. Signage and marking will be used to guide cyclists to transition onto the shared path to travel along the existing Princes Highway shared paths.

On-road bicycle markings spaced evenly along Smith Street reaffirm that Smith Street is a mixed-traffic cycling route.

### 10.2.5.4 Widened Footpath

#### Option a

The non-shared path section of the western footpath will be widened to 2.5m width to provide improved pedestrian facility. This option is known as **Option 1a or 2a** in the concept plans. Kerbside parking will be retained and delineated by edge line marking. The delineation will also provide a road narrowing along Smith Street and assist in slowing down vehicles.

#### Option b

Alternatively, the kerbside parking may be replaced with a landscaped verge of 1.6m width to provide a form of screening between the widened footpath and the roadway. This option is known as **Option 1b or 2b** in the concept plans. The reduced roadway width will also assist in slowing down vehicles. However, this will result in the loss of 31 kerbside parking spaces on the western side of the road. Six (6) spaces will be retained for parking, resulting in a net loss of 25 spaces on the western side of the road, i.e. a total of 26 spaces on both sides.



As mentioned previously, Smith Street will have an estimated 5 and 14 vacant spaces remaining on Thursday and Saturday respectively, after spaces are removed for the Bunnings development. The removal of 26 spaces will result in the overflow of 21 and 12 spaces onto adjacent streets on Thursday and Saturday respectively. Barden and South Streets, with a total of 42 vacant spaces, will be able to absorb the overflow of parking from Smith Street.

A summary of the loss in parking on Smith Street for the different options is shown in Table 10.1.

**Table 10.1: Loss of Smith Street Parking Spaces between Different Options**

Option	Western side	Eastern side	Total spaces lost from Design	Spaces removed for Bunnings	Total spaces removed	Existing vacant spaces	Vacant spaces remaining <sup>1</sup>
<b>Thursday</b>							
Option 1a	3	1	4	13	17	18	1
Option 2a	8	1	9	13	22	18	-4
Option 1b	25	1	26	13	39	18	-21
Option 2b	25	1	26	13	39	18	-21
<b>Saturday</b>							
Option 1a	3	1	4	13	17	27	10
Option 2a	8	1	9	13	22	27	5
Option 1b	25	1	26	13	39	27	-12
Option 2b	25	1	26	13	39	27	-12

1. Negative vacant spaces indicates parking demand exceeds capacity, resulting in parking overflow

## 10.3 Holbeach Avenue

### 10.3.1 Issues

As discussed in previous sections, the issues present on Holbeach Avenue are:

- Holbeach Avenue has relatively high average daily traffic (ADT) volumes, up to 550 vehicles per day in each direction, compared to other local roads in the study area.
- Holbeach Avenue has relatively high 85<sup>th</sup> percentile speeds of up to 44 km/h per direction compared to other local roads.
- Based on crash history, five (5) crashes occurred along Holbeach Avenue between January 2014 and December 2018, all resulting in injuries.

### 10.3.2 Location of Treatment Options

Treatment options for Smith Street will be located between the accesses of 14 and 16 Holbeach Avenue. Placing treatment options mid-block on Holbeach Avenue breaks up the long straight section of the roadway, preventing drivers from speeding up along the road.

The existing streetlight outside 14 Holbeach Avenue will also provide visibility of the device at night.

### 10.3.3 Option 1: Speed Cushions

This option involves a set of four (4) speed cushions of 100mm height across the roadway, along with associated signage.

#### 10.3.3.1 Merits

It is generally uncomfortable for drivers of vehicles to travel over vertical deflections at high speeds. By providing speed cushions as vertical deflections, vehicles will slow down in order to safely travel over the speed cushions. Lower speeds will in turn increase travel time and may deter non-local traffic from utilising Holbeach Avenue as an alternative route.

#### 10.3.3.2 Impacts to Parking

As speed cushions do not require changes in roadway geometry, there will also be no impacts to kerbside parking or driveway accesses. Vehicles can still park over the road hump.

#### 10.3.3.3 Other Impacts

The low profile of speed cushions allows for buses and service vehicles to travel to the Tempe recreation area. Bicycles can also safely get over speed cushions after slowing down.

Noise generated from travelling over speed cushions is not an issue as the land use along Holbeach Avenue is non-residential in nature.

### 10.3.4 Option 2: Speed Cushions and Road Narrowing

This option is similar to option 1 in providing speed cushions. However, only a set of two (2) speed cushions of 100mm height will be provided across the roadway, with landscaped kerb blisters on each side of the road to provide narrowing of the roadway.

#### 10.3.4.1 Merits

Similar to Option 1 for Smith Street, road narrowing will provide a narrow travel width and will likely be able to force traffic to slow down. Landscaping on the kerb blisters may also improve the aesthetics of the roadway and enhance sense of place. It may also provide clearer changes in road geometry for vehicles approaching the treatment.

Road narrowing will result in a loss of parking along Holbeach Avenue (see next section). However, the removal of parking may improve sightlines of vehicles turning out from the accesses onto Holbeach Avenue. It also improves manoeuvrability of these turns as there is a reduced likelihood of parked vehicles obstructing the access points of 14 and 16 Holbeach Avenue.

#### 10.3.4.2 Impacts to Parking

Road narrowing will result in a loss of up to one (1) parking space on each side of the road, a total of two (2) spaces. While there are no parking surveys available for Holbeach Avenue, observations during site visit show that there are ample vacant on-street parking spaces along Holbeach Avenue during the daytime. It is very likely that the parking availability of Holbeach Avenue is able to cope with the loss of a mere two spaces.

#### 10.3.4.3 Other Impacts

Impacts of speed cushions on traffic have been outlined in Option 1 and will not differ in Option 2.

The kerb blisters will be built between 14 and 16 Holbeach Avenue. There are no property accesses on the western side at the same location. As such, there will be no impacts of the treatments on the accesses along Holbeach Street.

The treatment option (road narrowing) may have an impact on the travel time of emergency service vehicles through the area. However, in consideration of the existing road environment along these local streets, any additional proposed LATM measures are not expected to have a significant impact to emergency service vehicle access.

## 10.4 Stanley Street

### 10.4.1 Issues

As discussed in previous sections, the issues present on Stanley Street are:

- Stanley Street has relatively high 85<sup>th</sup> percentile speeds of up to 45 km/h per direction compared to other local roads, although these speeds are below the speed limit of 50 km/h.
- Stanley Street also has up to 13 heavy vehicles per direction daily, despite the 3 tonne truck load limit imposed.

### 10.4.2 Location of Treatment Options

Treatment options for Stanley Street will be located at two locations: outside 14 and 37 Stanley Street. The treatments to be installed at both locations will be the same.

Placing treatment options on two mid-block locations along Stanley Street breaks up the long straight section of the roadway, preventing drivers from speeding up along the road. The spacing between both locations are also consistent with spacing recommendations.

Existing streetlights outside 13-15 Stanley Street and 37 Stanley Street will also provide visibility of the devices at night.

### 10.4.3 Option 1: Flat Top Road Hump

This option involves a 100mm high concrete flat top road hump across the roadway at each location. The hump will have a contrasting surface treatment, usually a 'terracotta' colour surface.

#### 10.4.3.1 Merits

Similar to speed cushions, by providing flat top road humps as vertical deflections, vehicles will slow down in order to safely travel over the humps. Lower speeds will in turn increase travel time and may deter non-local traffic from utilising Stanley Street.

Flat top road humps are consistent with other LATM devices in the area, particularly along Edwin Street.

#### 10.4.3.2 Impacts to Parking

As flat top road humps do not require changes in roadway geometry, there will also be no impacts to kerbside parking or driveway accesses. Vehicles can still park over the road hump.

#### 10.4.3.3 Other Impacts

As Stanley Street is not a heavy vehicle or bus route, there will be no noise generated as a result of trucks or buses travelling over the road hump. Bicycles will still be able to safely get over speed cushions.

## 10.4.4 Option 2: Road Narrowing

This option involves landscaped kerb blisters on each side of the road at each location.

### 10.4.4.1 Merits

Similar to road narrowing options proposed in other roads, road narrowing will provide a narrow travel width and will likely be able to force traffic to slow down. Lower speeds will in turn increase travel time and may deter non-local traffic from utilising Stanley Street.

Landscaping on the kerb blisters may also improve the aesthetics of the roadway and blend into the local landscape. It may also provide clearer changes in road geometry for vehicles approaching the treatment.

Road narrowing will result in a loss of parking along Stanley Street (see next section). However, the removal of parking may improve sightlines of vehicles turning out from the accesses onto Stanley Street. It also improves manoeuvrability of these turns as there is a reduced likelihood of parked vehicles obstructing nearby access points.

Kerb blisters are consistent with other LATM devices in the area, particularly along Union Street.

### 10.4.4.2 Impacts to Parking

Road narrowing will result in a loss of up to one (1) parking space on each side of the road at each of the two (2) locations, a total of four (4) spaces. While there are no parking surveys available for Stanley Street, observations made during a site visit show that there are ample vacant on-street parking spaces along Stanley Street during the daytime. It is very likely that the parking availability of Stanley Street is able to cope with the loss of four spaces.

### 10.4.4.3 Other Impacts

The kerb blisters will be built in between driveways of properties along Stanley Street. As such, there will be no impacts on the property access.

Road narrowing in general may slightly increase travel time of emergency service vehicles through the area due to reduced speed. However, considering the existing road environment along these local streets, any additional proposed LATM measures are not expected to have a significant impact on emergency service vehicle access.

## 10.5 Wentworth Street

### 10.5.1 Issues

As discussed in previous sections, the issues present on Wentworth Street are:

- Wentworth Street has up to 10 heavy vehicles per direction daily, despite the 3-tonne truck load limit imposed.
- A signage audit noted missing truck load limit signage when approaching Wentworth Street from Princes Highway.

### 10.5.2 Location of Treatment Options

Treatment options for Wentworth Street will be located at two locations: north of South Street (outside 5 Wentworth Street) and south of Princes Highway (outside 846-854 Princes Highway, south of the Tempe Tyre Centre access). The treatments to be installed at both locations will be the same.



## 10.5.3 Option 1: Road Narrowing & Contrasting Threshold

This option involves landscaped kerb blisters on each side of the road at each location, and an at-grade embossed text pattern as contrasting pavement between the kerb blisters.

### 10.5.3.1 Merits

Similar to Option 1 for Smith Street, providing road narrowing will encourage traffic to slow down. Lower speeds will in turn increase travel time and may deter non-local traffic from utilising Stanley Street.

Landscaping on the kerb blisters may also improve the aesthetics of the roadway and enhance sense of place. It may also provide clearer changes in road geometry for vehicles approaching the treatment.

The contrasting pavement will highlight the local traffic area by providing a physical and visual gateway treatment to Wentworth Street. The differentiation of road environment may discourage vehicles from turning into Wentworth Street, particularly from South Street. Combined with road narrowing, the reduce geometry may also be less favourable to heavy vehicles and deter them from turning into Wentworth Street.

Road narrowing will result in a loss of parking along Wentworth Street. However, the removal of parking may improve sightlines for vehicles exiting driveways onto Wentworth Street. It also improves manoeuvrability of these turns as there is a reduced likelihood of obstruction from parked vehicles.

### 10.5.3.2 Impacts to Parking

Road narrowing will result in a loss of up to one (1) parking space on each side of the road at the location south of Princes Highway. There is no nominal loss of parking spaces at the location north of South Street as it is within 10 metres from a T-intersection, meaning it has an existing non-signposted No Stopping restriction. Therefore, a total of two (2) spaces will be lost.

While there are no parking surveys available for Wentworth Street, observations during site visit show that there are ample vacant on-street parking spaces along Wentworth Street during the daytime. It is very likely that the parking availability of Wentworth Street is able to cope with the loss of two spaces.

### 10.5.3.3 Other Impacts

At the location south of Princes Highway, the kerb blisters will be built between the property access of 846 Princes Highway and Tempe Tyre Centre access. At the location north of South Street, there are no property accesses adjacent to the device location. As such, there will be no impacts on the accesses along Wentworth Street.

Road narrowing in general may slightly increase travel time of emergency service vehicles through the area due to reduced speed. However, considering the existing road environment along these local streets, any additional proposed LATM measures are not expected to have a significant impact on emergency service vehicle access.

## 10.5.4 Option 2: Flat Top Road Hump

This option involves a 100mm high concrete flat top road hump across the roadway at each location. The road hump will have a contrasting surface treatment, usually a 'terracotta' colour surface.



## 10.5.4.1 Merits

By providing flat top road humps as vertical deflections, vehicles will slow down in order to safely travel over the humps. Lower speeds will in turn increase travel time and may deter non-local traffic from utilising Wentworth Street.

## 10.5.4.2 Impacts to Parking

As flat top road humps do not require changes in roadway geometry, there will also be no impacts to kerbside parking or driveway accesses. Vehicles can still park over the road hump.

## 10.5.4.3 Other Impacts

As Wentworth Street is not a heavy vehicle or bus route, there will be no noise generated as a result of trucks or buses travelling over the road hump. Bicycles will still be able to safely get over the road humps.

## 10.5.5 Additional Measures to Options 1 & 2

In addition to Option 1 or 2, truck restriction (3t limit) is proposed at the northern end of Wentworth Street. The signage along Princes Highway will provide an early indication and warning of the truck restriction along Wentworth Street, while the signage along Wentworth Street south of the Tempe Tyre Centre access will enforce the truck load limit and reinforce the local road environment. The signage aims to reduce heavy vehicles accessing Wentworth Street from Princes Highway, with the exception of delivery vehicles accessing Tempe Tyre Centre.

## 10.6 Union Street

### 10.6.1 Issues

As discussed in previous sections, the issues present on Union Street are:

- Union Street has relatively high average daily traffic (ADT) volumes of almost 500 vehicles per day, compared to other local roads in the study area.
- Due to its proximity to a school, there is high pedestrian activity especially before and after school hours

Additionally, Union Street will be impacted by traffic generated from Bunnings, and will likely heighten any of the existing traffic issues.

Other options such as a closure of Union Street at Princes Highway have been considered, however, such a closure will result in a number of unfavourable routes and outcomes.

### 10.6.2 Option 1: Flat Top Road Hump

This option involves a 100mm high concrete flat top road hump across the roadway at each location. The road hump will have a contrasting surface treatment, usually a 'terracotta' colour surface.

The flat top road humps will be located outside 2 Union Street and outside 46 Union Street.

#### 10.6.2.1 Merits

By providing flat top road humps as vertical deflections, vehicles will slow down in order to safely travel over the humps. Lower speeds will in turn increase travel time and may deter non-local traffic from utilising Union Street, in particular utility type vehicles.

## 10.6.2.2 Impacts to Parking

As flat top road humps do not require changes in roadway geometry, there will also be no impacts to kerbside parking or driveway accesses. Vehicles can still park over the road hump.

## 10.6.2.3 Other Impacts

As Union Street is not a heavy vehicle or bus route, there will be no noise generated as a result of trucks or buses travelling over the road hump. Bicycles will still be able to safely travel over the road humps.

## 10.6.3 Option 2: Shared Zone

This option involves implementing a 10 km/h shared zone between Princes Highway and School Lane. Marked parking bays will be provided along the shared zone, with some overlapping with the footpath. The shared zone will require approval from Transport for NSW.

### 10.6.3.1 Shared Zone Warrants

Transport for NSW *Shared Zone Policy* (SS/12/01) provides a set of criteria for implementing shared zones. The proposal area was assessed against the criteria, shown in Table 10.2. Transport for NSW technical direction *Design and implementation of shared zones including provision for parking* (TTD2016/001) was also considered for the design of the shared zone.

### 10.6.3.2 Merits

A 10 km/h shared zone will force vehicles to slow down along Union Street. Additionally, vehicles must always give way to all pedestrians crossing Union Street. This will increase pedestrian safety, particularly to school children from Tempe Public School and Union Street residents. Lower speeds will also increase travel time and may deter non-local traffic from utilising Union Street.

Marked parking bays will be provided along the shared zone, with some overlapping with the footpath. This will formalise parking on the footpath, which is already present on Union Street.

### 10.6.3.3 Impacts to Parking

The marked parking bays will retain parking along Union Street. However, each bay must meet the dimensional requirements of *AS2890.5 On-street parking*, which state that most spaces must be 6.0-6.7 metre long. The parking bays will be slightly longer than the existing unmarked parking spaces, hence reducing the parking capacity of Union Street and a small reduction of parking spaces. Based on the parking surveys, the parking occupancy of Union Street is about 60-80%, which allows some room for the reduction of a few parking spaces without impacting on capacity. The PWD space on the eastern side of Union Street will be retained and marked.

### 10.6.3.4 Other Impacts

As the shared zone has no physical changes to the roadway, there will be no changes to waste collection services and routes. Parking bays will not be marked outside driveway accesses to maintain property accesses at all times.

## 10.6.4 Additional Measures to Options 1 & 2

An at-grade contrasting pavement is proposed at the start of Union Street to deter non-local traffic from travelling along Union Street.

**Table 10.2: Shared Zone Criteria Assessment**

Features	Shared Zone Criteria	Union Street between Princes Highway and School Lane	Meets Criteria?
Current traffic flows	≤ 100 vehicles per hour and ≤ 1000 vehicles per day	Less than 100 per hour based on intersection count surveys and tube counts Average of 487 vehicles per day based on tube counts	Yes
Current speed limit	≤50 km/h	50 km/h	Yes
Length of proposed Shared Zone	≤400 metres	Around 215 metres	Yes
Current speed limit of adjoining roads	≤50km/h	Adjoining roads Smith Street, Zuitton Lane, Brooklyn Lane and School Lane are not signposted and are assumed to have the default 50 km/h speed limit. Princes Highway is 60 km/h, however vehicles would already have to slow down when turning into Union Street.	Yes
Current Carriageway width	Minimum traffic width of 2.8 metres	Assuming vehicles are allowed to park on footpaths, a traffic width of at least 2.8 metres is possible	Yes
Route Access	Must not be located along bus routes or heavy vehicle routes except delivery or garbage trucks	No bus routes Not a heavy vehicle route due to the 3 tonne truck load limit	Yes
Streets with narrow or no footpaths	Where pedestrians are forced to use the road	Footpaths are already quite narrow and are further narrowed with parked vehicles on footpath	Yes
Kerbs	Kerbs must be removed unless excepted by RMS / Transport for NSW	A Category 2 shared zone as shown in TTD2016/001 can be implemented, without the removal of kerbs.	Yes
All criteria met?			Yes

## 10.7 Edwin Street

### 10.7.1 Issues

As discussed in previous sections, the issues present on Edwin Street include:

- Relatively high average daily traffic (ADT) volumes of over 400 vehicles per day, compared to other local roads in the study area
- Due to its proximity to a school, there is a high level of pedestrian activity especially during AM and PM school peaks

In addition, there is potential for Bunnings generated traffic to use Edwin Street as an alternative route to access Unwins Bridge Road.

### 10.7.2 Option 1: Flat Top Road Hump

This option involves a 100mm high concrete flat top road hump across the roadway with a contrasting surface treatment, such as a 'terracotta' colour surface and light coloured ramps / wings.

The flat top road hump will be located outside No. 14 Edwin Street, and complement the existing road hump on east of Stanley Street.

## 10.7.2.1 Merits

While speed is not a concern along Edwin Street, by providing flat top road hump as vertical deflections, vehicles will slow down in order to safely travel over the humps. This provides two benefits:

- Lower speeds to increase pedestrian safety, particularly during school pick up and drop off locations
- Increased travel time and a less comfortable road environment in conjunction with the existing road hump and narrow carriageway should deter non-local traffic from using Edwin Street.

## 10.7.2.2 Impacts to Parking

No changes to kerbside alignments are proposed, the flat top road hump will have no impact on kerbside parking or driveway accesses. Vehicles can still park over the road hump. Landscaped barriers on the kerbside may hinder opening of car doors.

## 10.7.2.3 Other Impacts

As Edwin Street is not a heavy vehicle or bus route, there will be little noise generated as a result of trucks or buses travelling over the road hump. Bicycles will still be able to safely travel over the road humps.

## 10.8 Tramway Street

### 10.8.1 Issues

Tramway Street does not currently experience excess traffic speed or volume issues, however has been identified as potential alternative route or rat run for non-local traffic, including Bunnings development traffic.

### 10.8.2 Option 1: Contrasting Thresholds

Due to the restricted carriageway and length of road and existing splitter island at Edwin Street, further physical treatment won't be necessary along Tramway Street. However, contrasting thresholds are proposed to be located at each end (Unwins Bridge Road and Edwin Street).

#### 10.8.2.1 Merits

The contrasting thresholds provide a visual indicator of the change in road environment on entry to Tramway Street, particularly at Unwins Bridge Road. The threshold will act as a visual gateway to the local residential area and aim to deter non-local traffic.

#### 10.8.2.2 Impacts to Parking

The contrasting threshold will have no impacts to existing kerbside parking.



## 10.9 Barden, Fanning, Hart and Station Streets

At-grade contrasting threshold pavements are proposed along Barden, Fanning, Hart and Station Streets just south of Princes Highway.

While there are no existing issues with these four roads, LATM measures should still be put in place to further deter non-local traffic from travelling along these local roads, particularly from Princes Highway.

It is understood that a 40 km/h Local Traffic Area, including the study area south of Princes Highway, is intended to be implemented in the future. This reduction in speed limit will be subject to a speed review study, potentially including further proposed traffic calming treatments. These treatments and the 40km/h Local Traffic Area will be subject to review and approval by Transport for NSW.

### 10.9.1.1 Merits

The contrasting pavement will highlight the local traffic area by providing a physical and visual gateway treatment to these local roads. The differentiation of road environment may be able to deter vehicles turning left from Princes Highway onto the local roads.

### 10.9.1.2 Impacts to Parking

As the threshold pavements require no physical change to the roadway geometry, there will be no impacts to parking. As the proposed locations are within 10 metres from T-intersections, there are already existing No Stopping restrictions at the locations in accordance with the Australian Road Rules.

### 10.9.1.3 Other Impacts

As the contrasting pavements do not involve any horizontal or vertical deflection of the roadway, there will be no impacts to property access, cyclists or emergency service vehicles.

## 10.10 Summary of Merits

The merits of each proposed treatment are summarised in Table 10.3. Deterring non-local traffic was a key objective in all proposed treatments.



**Table 10.3: Merits of Proposed Treatments**

Road	Option	Type	Rationale
Smith Street	1	Road Narrowing and Contrasting Pavement	<ul style="list-style-type: none"> <li>Historic non-preference for vertical deflection devices such as speed humps or cushions</li> <li>Kerb blisters slows traffic by providing a narrow travel width</li> <li>Can reduce travel width similar to neighbouring streets</li> <li>Highlights local traffic area by providing a physical and visual gateway treatment to the south section of Smith Street</li> <li>Differentiation of road environment may deter vehicles turning left from proposed Bunnings access Smith Street south</li> <li>Reduced geometry less favourable to heavy vehicles</li> <li>Breaks up long straight section of roadway</li> <li>Landscaped elements may enhance sense of place</li> <li>Removal of parking improves sightlines and manoeuvrability of traffic entering Smith Street</li> <li>No noise impacts to residences</li> <li>Bicycle friendly (with appropriate road markings)</li> </ul>
	2	Mountable Concrete Median Treatment	<ul style="list-style-type: none"> <li>Historic non-preference for vertical deflection devices such as speed humps or cushions</li> <li>Highlights local traffic area by providing a physical and visual gateway treatment to the south section of Smith Street</li> <li>Differentiation of road environment may deter vehicles turning left from proposed Bunnings access Smith Street south</li> <li>Reduced geometry less favourable to heavy vehicles and slows traffic by diverting vehicles around the island</li> <li>Breaks up long straight section of roadway</li> <li>Removal of parking improves sightlines and manoeuvrability of traffic entering Smith Street</li> <li>No noise impacts to residences</li> <li>Bicycle friendly (with appropriate road markings)</li> <li>Low-profile allows right-turning trucks out of 1 Smith Street to mount over the median</li> </ul>
	Additional to both options	Right Turn Only Signage	<ul style="list-style-type: none"> <li>Right turn only" sign deters traffic exiting Bunnings from turning left onto Smith Street</li> </ul>

Road	Option	Type	Rationale
Smith Street	Additional to both options	Line Marking	<ul style="list-style-type: none"> <li>Difference in line marking between the northern and southern sections of Smith Street provide differentiation of road environment between both sections</li> <li>Differentiation of road environment may deter vehicles turning left from proposed Bunnings access Smith Street south</li> <li>Recommended lane delineation alignments tie in with the proposed treatments</li> <li>Provides clear travel lanes for vehicles and cyclists, with sufficient clearance from parked vehicles and opposing traffic</li> </ul>
		Bicycle Facilities	<ul style="list-style-type: none"> <li>Shared paths allow cyclists to ride between on-road cycling along Smith Street and the Princes Highway shared path without dismounting</li> <li>Bicycle ramps provide off and on-road bicycle transitions between the Smith Street roadway and the shared path</li> <li>On-road bicycle markings spaced evenly along Smith Street reaffirm that Smith Street is a mixed-traffic cycling route</li> </ul>
		Widened Footpath	<ul style="list-style-type: none"> <li>Provide improved pedestrian facility</li> <li>Reduced roadway provides a road narrowing along Smith Street and assist in slowing down vehicles</li> </ul>
		Optional Landscaped Verge (Option b)	<ul style="list-style-type: none"> <li>Provides form of screening from the roadway</li> </ul>
Holbeach Avenue	1	Speed Cushions (x4)	<ul style="list-style-type: none"> <li>Slows vehicles down by providing vertical deflection which may be inconvenient to speeding vehicles</li> <li>Lower speeds increase travel time and may deter non-local traffic</li> <li>Allows for bus and service vehicle travel to Tempe recreation area</li> <li>Does not impact kerbside parking</li> <li>Minimises impact to driveway access</li> <li>No noise impacts to residences (industrial area)</li> <li>Located near street lighting for better visibility at night</li> <li>Spacing between intersections consistent with recommendations</li> <li>Bicycle friendly</li> </ul>

Road	Option	Type	Rationale
Holbeach Avenue	2	Speed Cushions (x2) & Road Narrowing	<ul style="list-style-type: none"> <li>Slows vehicles down by providing vertical deflection which may be inconvenient to speeding vehicles</li> <li>Lower speeds increase travel time and may deter non-local traffic</li> <li>Provides further traffic calming by narrowing the available roadway</li> <li>Landscaped kerb blisters may enhance the local streetscape</li> <li>Provides physical and visual gateway to area</li> <li>No noise impacts to residences (industrial area)</li> <li>Located near street lighting for better visibility at night</li> <li>Spacing between intersections consistent with recommendations</li> <li>Bicycle friendly</li> </ul>
Stanley Street	1	Flat Top Road Hump	<ul style="list-style-type: none"> <li>Breaks up long straight section of roadway</li> <li>Slows vehicles down by providing vertical deflection which may be inconvenient to speeding vehicles</li> <li>Lower speeds increase travel time and may deter non-local traffic</li> <li>Consistent with other LATM devices in the area</li> <li>Located near street lighting for better visibility at night</li> <li>Treatment spacing consistent with spacing recommendations</li> <li>Does not impact kerbside parking</li> </ul>
	2	Road Narrowing	<ul style="list-style-type: none"> <li>Slows vehicles down by providing horizontal deflection</li> <li>Lower speeds increase travel time and may deter non-local traffic</li> <li>Kerb blisters break up long straight section of roadway</li> <li>Provides a permanent narrowing of roadway</li> <li>Landscaped features are visually more appealing and will allow the device to blend into the local streetscape</li> <li>Located near street lighting for better visibility at night</li> <li>Treatment spacing consistent with spacing recommendations</li> <li>Consistent with other LATM devices in the area</li> </ul>
Wentworth Street	1	Road Narrowing & Contrasting Pavement	<ul style="list-style-type: none"> <li>May deter heavy vehicle traffic and slow vehicles down by reducing roadway widths and increasing roadway friction</li> <li>Lower speeds increase travel time and may deter non-local traffic</li> <li>Highlights local traffic area by providing a visual gateway treatment to the local roads</li> <li>Differentiation of road environment may deter vehicles from turning into Wentworth Street</li> </ul>

Road	Option	Type	Rationale
Wentworth Street	2	Flat Top Road Hump	<ul style="list-style-type: none"> <li>Slows vehicles down by providing vertical deflection which may be inconvenient to speeding vehicles</li> <li>Lower speeds increase travel time and may deter non-local traffic</li> <li>Highlights local traffic area by providing a visual gateway treatment to the local roads</li> <li>Differentiation of road environment may deter vehicles turning into Wentworth Street</li> </ul>
	Additional to both options	3 Tonne Truck Limit Signage	<ul style="list-style-type: none"> <li>Deter heavy vehicles from turning into Wentworth Street from Princes Highway, other than to access Tempe Tyre Centre</li> </ul>
Union Street	1	Flat Top Road Hump	<ul style="list-style-type: none"> <li>Breaks up long straight section of roadway</li> <li>Slows vehicles down by providing vertical deflection which may be inconvenient to speeding vehicles</li> <li>Lower speeds increase travel time and may deter non-local traffic</li> <li>Consistent with other LATM devices in the area</li> <li>Located near street lighting for better visibility at night</li> <li>Treatment spacing consistent with spacing recommendations</li> <li>Does not impact kerbside parking</li> </ul>
	2	Shared Zone	<ul style="list-style-type: none"> <li>Slows vehicles down with a 10 km/h speed limit</li> <li>Lower speeds increase travel time and may deter non-local traffic</li> <li>The nature of shared zone also gives priority to pedestrians and increase pedestrian safety</li> <li>Marked parking bays on footpaths formalises parking on footpath</li> </ul>
	Additional to both options	Contrasting Pavement Threshold	<ul style="list-style-type: none"> <li>Highlights local traffic area by providing a visual gateway treatment to the local roads</li> <li>Differentiation of road environment may deter vehicles from turning into Union Street from Princes Highway</li> </ul>
Edwin Street	1	Flat Top Road Hump	<ul style="list-style-type: none"> <li>Breaks up long straight section of roadway</li> <li>Slows vehicles down by providing vertical deflection</li> <li>Lower speeds improve pedestrian safety, increases travel time and may deter non-local traffic</li> <li>Consistent with existing road hump on Edwin Street</li> <li>Located near street lighting for better visibility at night</li> <li>Treatment spacing consistent with spacing recommendations</li> <li>Does not impact kerbside parking</li> </ul>
Tramway Street	1	Contrasting Pavement Threshold	<ul style="list-style-type: none"> <li>Highlights local traffic area by providing a visual gateway treatment to the local roads</li> <li>Differentiation of road environment may deter vehicles from turning into Tramway Street from Unwins Bridge Road</li> </ul>

Road	Option	Type	Rationale
Barden, Fanning, Hart and Station Streets	-	Contrasting Pavement Threshold	<ul style="list-style-type: none"> <li>Highlights local traffic area by providing a visual gateway treatment to the local roads</li> <li>Differentiation of road environment may deter vehicles from turning into these local streets from Princes Highway</li> <li>Complements existing truck load limit signage</li> </ul>

## 10.11 Summary of Impacts

The possible impacts on kerbside parking, property accesses and cyclists are summarised in Table 10.4.

**Table 10.4: Impacts of Proposed Treatments**

Road	Option	Type	Impacts to Parking & Access	Impacts to Cyclists
Smith Street	1	Road Narrowing and Contrasting Pavement	<ul style="list-style-type: none"> <li>Up to two (2) parking spaces removed on the western side and one (1) space on the eastern side. Combined with the loss of 13 on-street parking as part of Bunnings development, a total of 16 on-street parking will be lost. Two (2) vacant spaces will still be available on Smith Street on an average Thursday.</li> <li>No impacts to 1 Smith Street access.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to cyclists on roadway</li> </ul>
	2	Mountable Concrete Median Treatment	<ul style="list-style-type: none"> <li>Up to seven (7) parking spaces removed on the western side and one (1) space on the eastern side. Combined with the loss of 13 on-street parking as part of Bunnings development, a total of 21 on-street parking will be lost. On average Thursday, there will be a <b>shortage of three (3) spaces</b> and will result in a flow-on effect of residential parking onto other streets such as Barden Street or South Street.</li> <li>Right-turning vehicles exiting 1 Smith Street access may and will be allowed to mount over the low-profile median.</li> </ul>	<ul style="list-style-type: none"> <li>Cyclists on roadway will have to slow down to divert around the median treatment</li> </ul>
	Additional to both options	Right Turn Only Signage	<ul style="list-style-type: none"> <li>Vehicles exiting the Bunnings access must turn right</li> </ul>	<ul style="list-style-type: none"> <li>No impact to cyclists</li> </ul>
		Line Marking	<ul style="list-style-type: none"> <li>Minimal impacts</li> </ul>	<ul style="list-style-type: none"> <li>Minimal negative impacts</li> </ul>



Road	Option	Type	Impacts to Parking & Access	Impacts to Cyclists
		Bicycle Facilities	<ul style="list-style-type: none"> <li>One (1) parking space loss</li> </ul>	<ul style="list-style-type: none"> <li>Minimal negative impacts</li> </ul>
		Widened Footpath	<ul style="list-style-type: none"> <li>Footpath must be designed to allow access driveways and the roadway</li> <li>Minimal impacts to parking, as kerbside parking will be retained</li> </ul>	<ul style="list-style-type: none"> <li>No impact to cyclists</li> </ul>
		Optional Landscaped Verge (Option b)	<ul style="list-style-type: none"> <li>Removal of 25 parking spaces on the western side</li> </ul>	<ul style="list-style-type: none"> <li>No impact to cyclists</li> </ul>
Holbeach Avenue	1	Speed Cushions (x4)	<ul style="list-style-type: none"> <li>No impacts to parking, as vehicles are still able to park over speed cushions</li> <li>No impacts to property accesses.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to cyclists as they are expected to utilise the shared path adjacent to roadway</li> </ul>
	2	Speed Cushions (x2) and Road Narrowing	<ul style="list-style-type: none"> <li>One (1) parking space removed on each side of the roadway, total two (2)</li> <li>No impacts to property accesses.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to cyclists as they are expected to utilise the shared path adjacent to roadway</li> </ul>
Stanley Street	1	Flat Top Road Hump	<ul style="list-style-type: none"> <li>No impacts to parking, as vehicles are still able to park over flat top road humps</li> <li>No impacts to property accesses.</li> </ul>	<ul style="list-style-type: none"> <li>Cyclists on roadway will have to slow down to safely get over the hump</li> </ul>
	2	Road Narrowing	<ul style="list-style-type: none"> <li>For each location: one (1) parking space removed on each side of the roadway, total two (2) per location</li> <li>No impact to property accesses.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to cyclists on roadway</li> </ul>
Wentworth Street	1	Road Narrowing & Contrasting Pavement	<ul style="list-style-type: none"> <li>For the location south of Princes Highway: one (1) parking space removed on each side of the roadway, total two (2) spaces</li> <li>No nominal loss of parking spaces for the location north of South Street, as it is located within 10 metres from a T-intersection, meaning it has an existing non-signposted No Stopping restriction</li> <li>Minimal impacts to property accesses, including vehicular access to Tempe Tyre Centre. May impact waste access to Tempe Tyre Centre.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to cyclists on roadway</li> </ul>

Road	Option	Type	Impacts to Parking & Access	Impacts to Cyclists
	2	Flat Top Road Hump	<ul style="list-style-type: none"> <li>No impacts to parking, as vehicles are still able to park over flat top road humps</li> <li>No impacts to property accesses.</li> </ul>	<ul style="list-style-type: none"> <li>Cyclists on roadway will have to slow down to safely get over the hump</li> </ul>
	Additional to both options	3 Tonne Truck Limit Signage	<ul style="list-style-type: none"> <li>Any heavy vehicle accidentally turning into Wentworth Street will have to exit via Tempe Tyre Centre</li> </ul>	<ul style="list-style-type: none"> <li>No impact to cyclists</li> </ul>
Union Street	1	Flat Top Road Hump	<ul style="list-style-type: none"> <li>No impacts to parking, as vehicles are still able to park over flat top road humps</li> <li>No impacts to property accesses.</li> </ul>	<ul style="list-style-type: none"> <li>Cyclists on roadway will have to slow down to safely get over the hump</li> </ul>
	2	Shared Zone	<ul style="list-style-type: none"> <li>The longer marked parking bays will result in a small number of parking spaces</li> <li>Parking bays will stay clear of property driveways to ensure no impact to property accesses</li> </ul>	<ul style="list-style-type: none"> <li>Cyclists will have to give way to pedestrians</li> </ul>
	Additional to both options	Contrasting Pavement Threshold	<ul style="list-style-type: none"> <li>No impacts to parking and access.</li> </ul>	<ul style="list-style-type: none"> <li>No impact to cyclists</li> </ul>
Edwin Street	1	Flat Top Road Hump	<ul style="list-style-type: none"> <li>No impacts to parking and access.</li> </ul>	<ul style="list-style-type: none"> <li>No impact to cyclists</li> </ul>
Tramway Avenue	1	Contrasting Threshold	<ul style="list-style-type: none"> <li>No impacts to parking and access.</li> </ul>	<ul style="list-style-type: none"> <li>No impact to cyclists</li> </ul>
Barden, Fanning, Hart and Station Streets	-	Contrasting Pavement Threshold	<ul style="list-style-type: none"> <li>No impacts to parking and access.</li> </ul>	<ul style="list-style-type: none"> <li>No impact to cyclists</li> </ul>

## 11. INFRASTRUCTURE ITEMISATION

### 11.1 Methodology

Most of the concept designs of LATM treatments were designed against on-site conditions such as road width and geometry, with reference to Australian Standards and Austroads design guidelines. However, the contrasting pavement thresholds presented are typical designs which may be adapted in each treatment location.

The following general costing methodology was adopted:

- Treatments were itemised and broken down into their composite elements, such as reinforced concrete platforms, line marking, signs, and landscaping
- Previous LATM studies, benchmark infrastructure costs and pedestrian facility planning reports recently undertaken in NSW were consulted to estimate a baseline treatment unit cost
- A unit cost per treatment type was developed based on the itemisation and base line unit costs
- The total estimated cost was developed based on the quantity and unit cost of each treatment.

The assumptions and exclusions made as a part of our cost estimations are outlined in the sections below.

### 11.2 Relevant Guidelines

#### 11.2.1 Australian Standards

*AS1742 Manual of Uniform Traffic Control Devices* was the primary reference consulted for this study for specifications on traffic calming devices, and relevant signage and line marking. Both *AS1742 Part 10: Pedestrian Control and Protection* and *AS1742 Part 13: Local Area Traffic Management* were consulted for the specifications, with the former relating to refuge and median islands, and wombat crossings, and the latter relating to thresholds and other humps.

The Roads and Maritime Supplement to Australian Standard 1742 – Manual of Uniform Traffic Control Devices parts 1-15 (Version 2.4) (known simply as RMS supplement to AS1742) was consulted for any Roads and Maritime (RMS) modification or practices that differ from AS1742. The supplement cross references a number of RMS (and its predecessor Roads and Traffic Authority) technical directions, which are listed in Section 11.2.4.

#### 11.2.2 Austroads Guide to Traffic Management

*Austroads Guide to Traffic Management Part 8 – Local Area Traffic Management* was also consulted for recommended specifications on treatments not covered in AS1742 or the RMS supplement to AS1742.

The RMS Austroads Guide Supplements – *Austroads Guide to Traffic Management Part 8 – Local Area Traffic Management* (known simply as RMS supplement to Austroads) was consulted for any Roads and Maritime (RMS) modification or practices that differ from Austroads.

#### 11.2.3 STA Bus Infrastructure Guidelines

The *State Transit Authority Bus Infrastructure Guidelines* outlines a number of infrastructure design aspects which must be taken into considering when implementing traffic calming treatments along bus routes. These are recommended to ensure a minimisation of impacts to bus operations.

## 11.2.4 Transport for NSW Technical Directions and Guidelines

Transport for NSW (and its predecessors Roads and Maritime Services (RMS) and Roads and Traffic Authority (RTA)) delineation guidelines were also consulted for specification for zebra crossings and edge and centre line markings:

- Roads and Traffic Authority Delineation Section 4 – Longitudinal Markings was consulted for dimensions of edge and centre line markings.
- Roads and Traffic Authority Delineation Section 7 – Transverse Lines Pedestrian Facilities was consulted for dimensions of pedestrian (zebra) crossings.

Transport for NSW technical direction *Design and implementation of shared zones including provision for parking* (TTD2016/001) was consulted for requires signage for shared zones.

## 11.3 Treatments


Each proposed treatment option was broken down into its key components, such as physical components and any required signage. Itemised components of the proposed standard treatments may include (but are not limited to):

- Concrete components (such as platforms, kerb blisters, refuge islands etc)
- Line marking or road surface marking
- Surfacing or surface colour treatment
- Signage
- Landscaping
- Civil works






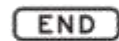
Table 11.1 details the breakdown of each proposed treatment type.




These traffic calming devices are identified as being appropriate for the context of the zone and can assist in creating a safer local road environment.

**Table 11.1: Proposed Treatments**

LATM Treatments	Description	Components	Signs and Posts
Road narrowing	Landscaped kerb blisters with low height shrubs	<ul style="list-style-type: none"> <li>Kerb blisters</li> <li>Treatment surfacing</li> <li>Civil works</li> <li>Landscaping</li> </ul>	n/a
Contrasting pavement	At-grade contrasting pavement treatment (embossed text pattern)	<ul style="list-style-type: none"> <li>Contrasting pavement (at-grade)</li> <li>Treatment surfacing</li> <li>Civil works</li> </ul>	n/a
Line marking	Edge, centre line and lane delineation marking	<ul style="list-style-type: none"> <li>Edge line marking</li> <li>Centre line marking</li> <li>Lane Delineation (L1 and C1)</li> </ul>	n/a
Mountable concrete median	Mountable low-profile concrete median with contrasting pavement	<ul style="list-style-type: none"> <li>Low-profile median island</li> <li>Treatment surfacing</li> <li>Signage</li> <li>Civil works</li> </ul>	n/a
Right Turn Only signage		<ul style="list-style-type: none"> <li>Signage</li> <li>Civil works</li> </ul>	<ul style="list-style-type: none"> <li>1 x R2-14_R</li> </ul>  <ul style="list-style-type: none"> <li>1 x signpost</li> </ul>



LATM Treatments	Description	Components	Signs and Posts
Speed cushions	100mm high speed cushions (either in set of 2 or set of 4)	<ul style="list-style-type: none"> <li>Speed cushions</li> <li>Signage</li> <li>Civil works</li> </ul>	<ul style="list-style-type: none"> <li>2 x W5-10</li> <li></li> <li>2 x W8-2 (25 km/h)</li> <li></li> <li>1 x signpost<sup>1</sup></li> </ul>
Flat top road hump	100mm high flat top road hump with contrasting surface treatment ('terracotta' colour surface of similar)	<ul style="list-style-type: none"> <li>Raised Hump</li> <li>Line marking</li> <li>Treatment surfacing</li> <li>Signage</li> <li>Civil works</li> <li>Roadside barrier (landscaping or bollard and chain type)</li> </ul>	<ul style="list-style-type: none"> <li>2 x W5-10</li> <li></li> <li>2 x W8-2 (25 km/h)</li> <li></li> <li>1 x signpost<sup>2</sup></li> </ul>
Bicycle facilities	Shared path and Bicycle on-ramp	<ul style="list-style-type: none"> <li>Footpath demolition</li> <li>Shared path (new)</li> <li>Bicycle ramp</li> <li>Bicycle marking (bicycle symbols and arrows)</li> <li>Signage</li> <li>Civil works</li> </ul>	<ul style="list-style-type: none"> <li>5 x R8-2</li> <li></li> <li>2 x R7-4</li> <li></li> <li>3 x signposts</li> </ul>

LATM Treatments	Description	Components	Signs and Posts
Widened footpath	Widened footpath of 2.5m width, with optional landscaped verge	<ul style="list-style-type: none"> <li>Footpath demolition</li> <li>Footpath (new)</li> <li>Treatment surfacing</li> <li>Civil works</li> <li>Landscaping (verge)</li> </ul>	<ul style="list-style-type: none"> <li>n/a</li> </ul>
3 tonne truck limit signage	3 tonne truck limit signage	<ul style="list-style-type: none"> <li>Signage</li> </ul>	<ul style="list-style-type: none"> <li>2 x R6-10-2</li> <li></li> <li>2 x R9-231 (3 tonne)</li> <li></li> <li>1 x W8-245N_L</li> <li></li> <li>1 x signpost<sup>3</sup></li> </ul>




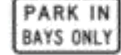
LATM Treatments	Description	Components	Signs and Posts
Shared zone	10 km/h shared zone with marked parking bays	<ul style="list-style-type: none"> <li>Signage</li> <li>Line marking</li> </ul>	<ul style="list-style-type: none"> <li>3 x R4-4 </li> <li>3 x R5-5 </li> <li>3 x R2-10 </li> <li>3 x R5-65 </li> <li>1 signpost<sup>4</sup></li> </ul>

Image Source: Transport for NSW

1. The speed cushion treatment will only be installed at Holbeach Avenue, using an existing streetlight pole and a new signpost instead of two signposts.

2. It is assumed that each location requires one new signpost:

- The flat top road hump treatment (Option 2) at Wentworth Street north of South Street will utilise an existing streetlight pole and a new signpost
- The flat top road hump treatment (Option 2) at Wentworth Street south of Princes Highway will utilise the signpost used for the 3 tonne truck limit signage, and a new signpost
- The flat top road hump treatment (Option 1) at Stanley Street (at each location) will utilise an existing streetlight pole and a new signpost instead of two signposts.
- The flat top road hump treatment (Option 1) at Union Street (at both locations) will utilise an existing streetlight pole and a new signpost instead of two signposts. It will be assumed one new signpost is needed per location.
- 3. The 3 tonne truck limit signage treatment will only be installed at Wentworth Street south of Princes Highway, using an existing streetlight pole and a new signpost instead of two signposts.
- 4. The shared zone treatment will only be installed along Union Street, using an existing streetlight pole, an existing signpost, an existing traffic signal post and a new signpost.

## 12. COST ESTIMATION

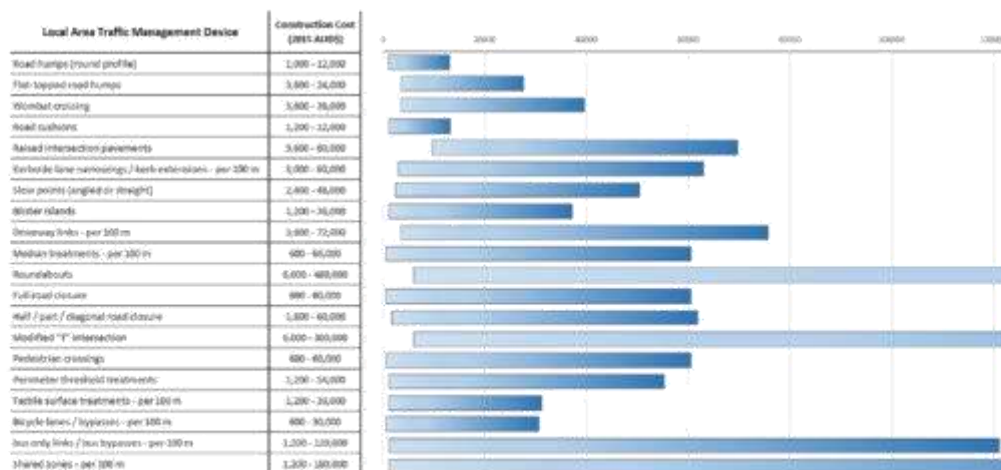
### 12.1 Treatments

#### 12.1.1 Cost Factors

The cost of implementing these treatments is highly dependent upon the contextual surroundings at each install site. Factors which can affect the costs include:

- Material selection
- Size of treatment
- Accommodation for drainage
- Street lighting
- Any kerb or gutter works
- Adjustments to any pits
- Any landscaping
- Requirement of street closures or traffic control
- Any other additional features, such as supplementary line marking or pedestrian fencing.

In developing cost estimates for the different types of treatments, *Austrroads Guide to Traffic Management Part 8 (Local Area Traffic Management)* was consulted. The graph in Figure 12.1 shows the relative construction costs of LATM devices.



Source: Damen (2007) cited in *Austrroads Guide to Traffic Management Part 8*

**Figure 12.1: Relative LATM Device Costs**

Council has provided average standard costs for various LATM treatments, signage, installation and marking, which is the main source used for cost estimation. The Independent Pricing and Regulatory Tribunal New South Wales (IPART NSW) report *Local Infrastructure Benchmark Costs* was also consulted for the cost estimates of some treatments.

The costs detailed in this report should be taken as indicative only. The final treatment costs will ultimately be subject to detailed design at each specific site location.

## 12.1.2 Treatment Signage

There is a minimum provision of signs required to be installed to accompany the specific treatments proposed, as previously detailed in Section 11.3. These primarily include warning signage associated with the treatments modifying road geometry, such as 'speed hump' warning signs. The provision of these signs is included within the treatment-specific signage costs.

The standard costs of signs were provided for 3 tonne load limit (two signs), speed hump and speed advisory signs, which is \$83 per sign. The standard cost of a galvanised signpost is \$105, and the cost of installing a signpost in concrete is \$205.

### 12.1.2.1 Assumptions

The following assumptions were made for estimating treatment-associated signage costs:

- The cost of a single sign was estimated at \$83
- All signposts are assumed to be installed in concrete. As such, the total cost for a signpost and its installation was assumed to be \$310.
- Parking restriction signs (certain treatments like kerb blisters have specific restrictions on nearby on-street parking) have not been included, as their implementation will be specific to parking conditions at each location.

The minimum sign requirement for each type of treatment is presented in Table 12.1 below.

**Table 12.1: Signage Costs per Treatment**

LATM Treatment	No. of Signs (each)	No. of Posts (each)	Cost
Road narrowing	-	-	-
Contrasting pavement	-	-	-
Line marking	-	-	-
Mountable concrete median	-	-	-
Right Turn Only signage (Smith Street)	1	1	\$393
Speed cushions	4	1	\$642
Flat top road hump	4	1	\$642
3 tonne truck limit Signage (Wentworth Street south of Princes Highway)	5	1	\$725
Bicycle facilities (Smith Street)	7	3	\$1511
Shared zone	12	1	\$1306

It should be noted the values presented in Table 12.1 do not include labour and installation costs, other than the installation of signposts. The costs of the individual signs and posts are shown to be a relatively small component of the total treatment cost.

Depending on Council's sign inventory and the quality of replaced/removed signs, there may be opportunities to recycle use of old signs where appropriate. Due to their nature, these considerations are subject to detailed design and the actual installation process.

### 12.1.3 Item Unit Costs

The total unit cost of each component of the treatments identified in Table 11.1 have been estimated at the following costs in Table 12.2. It is important to note that these prices are indicative.



**Table 12.2: Item Unit Cost**

Item	Unit	Unit Cost (\$)
<b>Treatment (excludes treatment-specific signage)</b>		
Kerb blister	Each	\$5,000
Contrasting pavement (at-grade)	Each	\$15,000
Mountable concrete median	Each	\$10,000
Speed cushion	Each	\$900
Flat top road hump	Each	\$35,000
Footpath demolition	Per square metre	\$55
New footpath or shared path	Per square metre	\$120
Kerb and gutter	Per metre	\$115
Bicycle ramp	Each	\$5,000
Barrier (Landscape or Fence type)	Each	\$1,000
Verge Landscaping	Per metre	\$100
<b>Signage</b>		
Right Turn Only signage at Smith Street	-	\$393
Speed cushions signage	Per set of speed cushions	\$642
Flat top road hump signage	Per flat top road hump	\$642
Bicycle signage at Smith Street	-	\$1511
3 tonne truck limit signage at Wentworth Street south of Princes Highway	-	\$725
Shared zone signage at Union Street	-	\$1306
<b>Marking</b>		
Line marking of 100-150mm width (including edge and centreline)	Per metre	\$6
Shared zone parking bay marking - assumed 4x6m longitudinal marking and 2x2.1m transverse marking, equating to 28m of linemarking	Per 6 metre (a pair of parking bays) of shared zone	\$169
Bicycle symbols	Per symbol	\$62
Directional symbols (arrow)	Per symbol	\$62
Speed Marker	Per symbol	\$62

These estimates are based on the following assumptions:

- Estimates were prepared for a 'standard' treatment for typical conditions within the study area
  - Dimensions and specifications (other than width) are assumed to be the same for each treatment regardless of site and conditions
- Cost of the treatments exclude costs of treatment-specific signage (speed hump warning signs for flat top road humps etc.)
- Costs of treatment-specific and associated sign posts exclude associated parking restriction signs (see Section 12.1.2).
- Flat top road humps have the same cost as a raised pedestrian crossing, which has a cost of \$35,000 based on Council's average standard costs

- Footpath widening or shared path construction includes a complete demolition of the old footpath and construction of a 100mm tall reinforced concrete footpath
- General and landscaping maintenance costs are not included

## 12.2 Landscaping

The provision of landscaped treatments allows for visually attractive devices with additional functionality. For example, landscaped kerb blisters deter pedestrians from using devices such as flat-top road humps as road crossing devices.

Landscaped treatments can contribute to a more positive community reception of new traffic calming devices. Residents may be inclined to more readily accept a device which contributes to the local streetscape aesthetic with landscaping reflective of the contextual surrounds. Conversely, there may be community backlash over an excessive implementation of devices perceived as intrusive and utilitarian due to the impact to local amenity.

An example of a landscaped versus non-landscaped kerb blister is displayed in Figure 12.2.



**Figure 12.2: Kerb Blisters – Landscaping (left) and Standard (right)**

However, providing landscaping on treatments requires additional costs, both capital costs for the installation process (soil infill, plant species, etc.) and on-going maintenance costs (watering, general upkeep of the plants, potential future replacements).

*Austroads Guide to Traffic Management Part 8*, citing City of Knox's Annual LATM Program Review (2002), suggests that the construction costs of an LATM can be reduced by 20-25% with the removal of landscaped features.

## 12.3 Maintenance

Maintenance costs are an additional consideration when installing treatments, dependent upon a number of factors including:

- Material choice: concrete treatments tend to have a longer life-span than those made out of asphalt or small unit pavers, therefore requiring less future maintenance costs
- Any supplementary elements to the treatment, including street furniture and accompanying warning signage is vulnerable to ongoing damage and potential vandalism
- Devices which require a horizontal deflection of the vehicle (chicane slow points, wide median splitter islands, etc.) may require further reinforcement works to the pavement to handle the side pressures exerted by the vehicle tyres
- Line marking and road symbols must be maintained and refreshed if their condition deteriorates, as efficiency and effectiveness is strongly linked to their visibility.

The high degree of variability in maintenance costs renders it difficult to estimate with a satisfactory degree of accuracy. Maintenance needs and costs will be monitored by Council following the installation of the treatments.

## 12.4 Estimated Total Treatment Costs

The estimated treatment cost for the entire study area is itemised in Table 12.3. This cost includes all treatment and sign costs identified in the earlier sections. Lengths measured for line marking and landscaping treatments are approximate only.

Item 1

Attachment 3

**Table 12.3: Estimated Treatment Cost**

Road	Option	Item	Unit Cost (\$)	Quantity	Total (\$)	Including 10% Contingency Cost & 10% Design Cost
Smith Street	Option 1a - Road Narrowing & Contrasting Pavement (including additional measures)	Kerb blisters	\$5,000	2	\$10,000	\$12,000
		Contrasting pavement	\$15,000	1	\$15,000	\$18,000
		Right Turn Only signage	\$393	1	\$393	\$472
		Line marking	\$6 / m	approx. 350m	\$2,100	\$2,520
		Shared path (western)	\$120 / m <sup>2</sup>	approx. 30m x 2m	\$7,200	\$8,640
		Shared path (eastern)	\$120 / m <sup>2</sup>	approx. 65m x 2.5m	\$19,500	\$23,400
		Bicycle ramp	\$5,000	2	\$10,000	\$12,000
		Bicycle symbols and arrows	\$62	14	\$868	\$1,042
		Footpath demolition	\$55 / m <sup>2</sup>	approx. 230m x 1.5m	\$18,975	\$22,770
		New footpath	\$120 / m <sup>2</sup>	approx. 200m x 2m	\$48,000	\$57,600
		Kerb and gutter	\$115 / m	approx. 230m	\$26,450	\$31,740
		<b>Total</b>			<b>\$158,486</b>	<b>\$190,183</b>
	Option 1b - Road Narrowing & Contrasting Pavement (including additional measures)	Similar to Option 1a	\$153,900	1	\$158,486	\$190,183
		Less one kerb blister	\$5,000	- 1	- \$5,000	- \$6,000
		Less line marking (on western side)	\$6 / m	- 100 m	- \$600	- \$720
		Verge landscaping	\$100 / m	180m	\$18,000	\$21,600
		<b>Total</b>			<b>\$170,886</b>	<b>\$205,063</b>



Road	Option	Item	Unit Cost (\$)	Quantity	Total (\$)	Including 10% Contingency Cost & 10% Design Cost
Smith Street	Option 2a - Mountable Concrete Median Treatment (including additional measures)	Mountable concrete median	\$10,000	1	\$10,000	\$12,000
		Right turn only signage	\$393	1	\$393	\$472
		Line marking	\$6 / m	approx. 500m	\$3,000	\$3,600
		Shared path (western)	\$120 / m <sup>2</sup>	approx. 30m x 2m	\$7,200	\$8,640
		Shared path (eastern)	\$120 / m <sup>2</sup>	approx. 65m x 2.5m	\$19,500	\$23,400
		Bicycle ramp	\$5,000	2	\$10,000	\$12,000
		Bicycle symbols and arrows	\$62	14	\$868	\$1,042
		Footpath demolition	\$55 / m <sup>2</sup>	approx. 230m x 1.5m	\$18,975	\$22,770
		New footpath	\$120 / m <sup>2</sup>	approx. 200m x 2m	\$48,000	\$57,600
		Kerb and gutter	\$115 / m	approx. 230m	\$26,450	\$31,740
		<b>Total</b>			<b>\$144,386</b>	<b>\$173,263</b>
	Option 2b - Mountable Concrete Median Treatment (including additional measures)	Similar to Option 1a	\$138,900	1	\$144,386	\$173,263
		Less line marking (on western side)	\$6 / m	- 140 m	- \$840	- \$1,008
		Verge landscaping	\$100 / m	150m	\$15,000	\$18,000
		<b>Total</b>			<b>\$158,546</b>	<b>\$190,255</b>
Holbeach Avenue	Option 1 - Speed Cushions	Speed cushions	\$900	4	\$3,600	\$4,320
		Speed cushion signage	\$642	1 set	\$642	\$770
		<b>Total</b>			<b>\$4,242</b>	<b>\$4,666</b>
	Option 2 - Speed Cushions & Road Narrowing	Speed cushions	\$900	2	\$1,800	\$4,320
		Kerb blister	\$5,000	2	\$10,000	\$12,000
		Speed cushion signage	\$642	1	\$642	\$770
		<b>Total</b>			<b>\$14,242</b>	<b>\$17,090</b>



Road	Option	Item	Unit Cost (\$)	Quantity	Total (\$)	Including 10% Contingency Cost & 10% Design Cost
Stanley Street	Option 1 – Flat Top Road Hump	Flat top road humps	\$35,000	2	\$70,000	\$84,000
		Flat top road hump signage	\$642	2	\$1,284	\$1,541
		Landscaping barrier	\$1,000	4	\$4,000	\$4,800
		<b>Total</b>			<b>\$71,284</b>	<b>\$85,541</b>
	Option 2 – Road Narrowing	Kerb blisters	\$5,000	4	\$20,000	\$24,000
		<b>Total</b>			<b>\$20,000</b>	<b>\$24,000</b>
Wentworth Street	Option 1 - Road narrowing & Contrasting Pavement (including additional measures)	Kerb blisters	\$5,000	4	\$20,000	\$24,000
		Contrasting pavement	\$15,000	2	\$30,000	\$36,000
		3 Tonne Truck Limit signage	\$725	1 set	\$725	\$870
		<b>Total</b>			<b>\$50,275</b>	<b>\$60,870</b>
	Option 2 - Flat Top Road Hump (including additional measures)	Flat top road humps	\$35,000	2	\$70,000	\$84,000
		Flat top road hump signage	\$642	2	\$1,284	\$1,541
		3 Tonne Truck Limit signage	\$725	1 set	\$725	\$870
		Bollard and Chain barrier	\$1,000	4	\$4,000	\$4,800
		<b>Total</b>			<b>\$76,009</b>	<b>\$91,211</b>
	Option 1 - Flat Top Road Hump (including additional measures)	Flat top road humps	\$37,000	2	\$74,000	\$84,000
		Flat top road hump signage	\$642	2	\$1,284	\$1,541
		Contrasting pavement	\$15,000	1	\$15,000	\$18,000
		Bollard and Chain barrier	\$1,000	4	\$4,000	\$4,800
		<b>Total</b>			<b>\$90,284</b>	<b>\$108,341</b>
Union Street	Option 2 - Shared Zone (including additional measures)	Shared zone signage	\$1,306	1	\$1,306	\$1,567
		"10" speed marker	\$62	2	\$124	\$149
		Parking bay marking	\$169 per 6m of shared zone	215 m (roughly 36 * 6m)	\$1,015	\$1,218

Road	Option	Item	Unit Cost (\$)	Quantity	Total (\$)	Including 10% Contingency Cost & 10% Design Cost
		Contrasting pavement	\$15,000	1	\$15,000	\$18,000
		<b>Total</b>			<b>\$17,445</b>	<b>\$20,934</b>
Barden Street	Contrasting Pavement Threshold	<b>Contrasting Pavement</b>	<b>\$15,000</b>	<b>1</b>	<b>\$15,000</b>	<b>\$18,000</b>
Fanning Street	Contrasting Pavement Threshold	<b>Contrasting Pavement</b>	<b>\$15,000</b>	<b>1</b>	<b>\$15,000</b>	<b>\$18,000</b>
Hart Street	Contrasting Pavement Threshold	<b>Contrasting Pavement</b>	<b>\$15,000</b>	<b>1</b>	<b>\$15,000</b>	<b>\$18,000</b>
Station Street	Contrasting Pavement Threshold	<b>Contrasting Pavement</b>	<b>\$15,000</b>	<b>1</b>	<b>\$15,000</b>	<b>\$18,000</b>
Edwin Street	Flat Top Road Hump	Flat top road hump	\$37,000	1	\$35,000	\$42,000
		Flat top road hump signage	\$642	1	\$642	\$770
		Landscaping barrier	\$1,000	2	\$2,000	\$2,400
		<b>Total</b>			<b>\$37,642</b>	<b>\$45,170</b>
Tramway Street	Contrasting Pavement Threshold	<b>Contrasting Pavement</b>	<b>\$15,000</b>	<b>2</b>	<b>\$30,000</b>	<b>\$36,000</b>

## 13. COMMUNITY ENGAGEMENT

### 13.1 Overview

A draft version of the LATM report (Version 2, dated 25<sup>th</sup> September 2020), which incorporated sections 1 to 12, was released for exhibition on the *Your Say Inner West* website between 3<sup>rd</sup> November 2020 and 12<sup>th</sup> January 2021. On the website, participants could participate in a survey voting for the most preferred option for each road, and could provide additional comments and feedback. A total of 92 participants participated in the survey.

In addition to the survey, a number of comments have also been received via email from residents and businesses in the area.

A summary of the survey responses and comments are described in the Engagement Outcomes Report in **Appendix E**.

### 13.2 Survey Preferred Option

During the survey, participants could provide an indication on their most preferred treatment options proposed for each road. They could also vote for "neither option" or "no opinion" for each question. For Edwin Street and Tramway Street where there was only one option, participants had the option to choose how satisfied or dissatisfied they were with the proposed option. The preferred options are summarised in Table 13.1.

**Table 13.1: Survey Preferred Option**

Road	Survey Result
Smith Street	Preference for Option 1a (road narrowing and contrasting pavement, with widened footpath)
Holbeach Avenue	Preference for Option 2 (speed cushions & road narrowing)
Stanley Street	Preference for Option 1 (flat top road hump)
Wentworth Street	Preference for Option 2 (flat top road hump)
Union Street	Non-support for either option (flat top road hump or shared zone). Shared zone is the most preferred option out of the two.
Edwin Street	Non-support for flat top road hump
Tramway Street	Non-support for contrasting pavement threshold
Barden, Fanning, Hart and Station Streets	Support for contrasting pavement threshold

### 13.3 Participant Comments

In addition to the survey, participants could provide any feedback or additional comments. Additional comments were also received via email by residents or affected businesses in the study area.

Comments received from the 92 survey participants and via email have been summarised into general themes in Table 13.2.

**Table 13.2: Comments Themes and Responses**

Category / Theme	Description	Response
Existing parking issues	Residents have highlighted difficulty in parking outside their property due to parking by nearby workers, airport users and other visitors. They prefer a residential parking scheme to be implemented to improve parking in the local area.	As part of the study, a parking survey on a number of streets was undertaken. The parking levels found were generally within 50-70% occupancy during weekdays and weekends, which do not meet the level required for a resident parking scheme as outlined in Council's Public Domain Parking Policy.
Efficiency of LATM proposals	Residents do not agree that the proposals will be able to address the increase in non-local traffic and do not reduce non-local traffic volumes.	The proposals aim to deter non-local traffic by reducing vehicle speeds and increasing travel time as to make routes using local roads less desirable for non-local traffic. LATM proposal was selected based on traffic volumes, speed and/or crash history.
Existing rat-running and non-local traffic issues	Residents have highlighted existing rat-running routes and use by non-local traffic. They have suggested schemes such as one-way system or road closures.	The LATM study focuses on the additional non-local traffic caused by Bunnings and may not universally address existing rat running issues.
Alternative Union Street proposal	Union Street residents have suggested closing Union Street to Smith Street through traffic, i.e. left turn entry only from Princes Highway	This option may be required given the direct route along Union Street and presence of schools. This option is to be further explored.
Children safety	Local streets often have children and residents have highlighted that additional Bunnings related traffic will make the streets unsafe	The LATM study aims to minimise additional traffic by reducing through traffic and vehicle speeds using the selected proposals.
Alternative Bunnings entrance and exit	Bunnings traffic should not exit via Smith Street and an alternative access be provided on Princes Highway.	An alternative access on Princes Highway will be the subject of further investigations, however it is noted that Transport for NSW has not supported an alternative signalised exit on Princess Highway.
Alternative transport	Residents preferred solutions that encourage alternative transport such as cycleways to ensure walking and cycling are more attractive	Active transport has been considered in Smith Street, which provides connectivity to existing routes. Traffic calming results in lower vehicle speeds, and improving safety for vulnerable road users such as pedestrians and cyclists.

## 13.4 Changes Following Community Engagement

### 13.4.1 New Traffic Surveys

The community has expressed concerns over the collection and use of traffic data (March 2020) in the analysis and LATM assessment as outlined in Section 4. The primary concern was that the surveys were undertaken in the midst of the COVID-19 pandemic lockdown period and would



provide an under representation of existing traffic. To address this, additional 24-hour tube counts have been undertaken in February 2021, including:

- Tube Count 1: Wednesday, 10 February 2021 to Wednesday, 17 February 2021
- Tube Count 2: Monday, 15 February 2021 to Sunday, 21 February 2021
- Tube Count 3: Monday, 22 February 2021 to Sunday, 28 February 2021

The average daily traffic (ADT) volumes, the 85<sup>th</sup> percentile speeds, and daily heavy vehicle percentages are shown in Table 13.3. The peak hour volumes are shown in Table 13.4.

**Table 13.3: Union Street Tube Count Data Summary (February 2021)**

Tube Count	Location	Direction	ADT Volumes	ADT Weekday	ADT Weekend	85 <sup>th</sup> %ile Speed (km/h)	Heavy Vehicle (%)
Tube Count 1	Between Princes Highway & Edwin Street	WB	517*	567*	416	34.9	3.5%
Tube Count 2			547	578	469	34.6	3.2%
Tube Count 3			545	583	432	34.4	3.1%
Average			536	576	439	34.6	3.3%
March 2020 tube counts			487	-	-	26.9	3.4%
Difference with March 2020			+49 (10%)	-	-	+7.7	-0.1%

\*The volumes for Tube Count 1 are lower due to missing volume data on Thursdays afternoon and evening.

**Table 13.4: Union Street Peak Hour Data Summary (February 2021)**

Tube Count	Location	Direction	AM Peak	PM Peak	Weekend Peak
Tube Count 1	Between Princes Highway & Edwin Street	WB	82	52	36
Tube Count 2			81	53	42
Tube Count 3			82	56	37
Average			81	54	38
March 2020 intersection count surveys			n/a	49	38
Difference with March 2020			n/a	+5 (10%)	0

A comparison of the new tube count data finds:

- An increase in daily traffic volumes (approximately 10%)
- Heavy vehicle composition remains approximately similar
- An increase in 85<sup>th</sup> percentile speeds (approximately 7%, likely due to the location of the survey further away from the intersection with Princes Highway)
- Max hourly traffic flows occur during the AM peak hour, approx. 82 veh.hr

While the 85<sup>th</sup> percentile speeds are within the posted 50km/h speed limit, it may be considered too high for the narrow roadway with a high pedestrian presence, particularly school aged children.



Engagement comments also indicated frequent side-swiping occurrences between moving and parked vehicles.

While 'typical' traffic volumes and speeds are found to be higher, the assessment criteria and points system presented in Section 8 has not been modified.

Updated traffic volumes have been further considered in the calculation of expected future volumes along Union Street in Table 13.8 and reassessing shared zone criteria in Table 13.9.

## 13.4.2 Changes to Traffic Generation

Members of the USTAG have expressed concern that traffic generation rates within *RTA Guide to Traffic Generating Developments 2002 (GTGD)* or *Trip Generation and Parking Generation Surveys - Bulky Goods / Hardware Stores Analysis Report (2009)* was not used to determine future Bunnings traffic and provided an under-representation of traffic resulting from the proposed Bunnings site. We agree that documents by RTA (and successors) should be used to calculate generated trips from Bunnings. The guide provided average traffic generation rates for bulky goods retail stores for the PM peak and weekend. However, Bunnings does not exactly match the definition of bulky goods retail, which is more associated with furniture or whitegoods stores.

Instead, a traffic generation analysis report titled *Trip Generation and Parking Generation Surveys - Bulky Goods / Hardware Stores Analysis Report (2009)*, jointly produced by RTA and Hyder Consulting, was used for analysis. The report is available online at *OpenGov NSW*. The report defined Bunnings and Mitre 10 as hardware stores, undertook traffic surveys at a few hardware stores across NSW and analysed the traffic generation rates for each store. A review of RTA / Hyder rates in comparison to rates previously adopted (developed by GTA Consultants and TTPA, Section 6.2.2) showed that the RTA / Hyder rates provide more a higher hourly rate and more conservative figure.

The report has identified that Mitre 10 is more 'tradesman' orientated and will have slightly higher traffic generation rates than Bunnings in the weekdays and lower in the weekends. It also identified that Sydney metropolitan stores have a lower traffic generation rate than similar stores in the regional areas outside Sydney.

Table 13.5 shows the traffic generation rates calculated by RTA / Hyder for Bunnings stores in Sydney for various peak hours and per day.

**Table 13.5: Traffic Generation Rates Specific to Bunnings in Sydney**

Traffic Generation Rates (veh/100m <sup>2</sup> GFA)	Bunnings North Parramatta (HW1)	Bunnings Bankstown Airport (HW2)	Bunnings Minchinbury (HW4)	Average
<b>Weekday</b>				
Peak specific to store (per hour) (generally in late mornings or early afternoons)	4.11	3.15	4.12	3.79
AM Peak (per hour)	1.43	0.60	2.04	1.36
PM Peak (per hour)	2.30	2.05	2.84	2.40
<b>Daily</b>	<b>36.36</b>	<b>26.80</b>	<b>39.75</b>	<b>34.30</b>
<b>Weekend</b>				
Peak (per hour)	6.69	5.98	6.33	6.33
<b>Daily</b>	<b>49.05</b>	<b>39.74</b>	<b>46.16</b>	<b>44.98</b>

Source: *Trip Generation and Parking Generation Surveys - Bulky Goods / Hardware Stores Analysis Report (RTA, Hyder 2009)*

From the RTA / Hyder report, the PM peak and weekend generation rates were higher than the rates used by GTA Consultant. Therefore, using the RTA / Hyder rates in place of GTA rates, the volumes generated by Bunnings were recalculated and presented in Table 13.6.

**Table 13.6: Recalculated Traffic Generation Volumes**

Peak	Total Trips	Directional Split		Volumes (veh / hour)	
		In	Out	In	Out
Weekday					
AM Peak (vph)	194	50%	50%	97	97
PM Peak (vph)	347			173	173
Daily (vpd)	4893			2447	2447
Weekend					
Weekend Peak (vph)	903	50%	50%	452	452
Daily (vpd)	6417			3209	3209

The recalculated PM and weekend volumes are 60 and 117 higher than the previous calculation. Following the same traffic distribution methodology in Section 6.2.2.2, recalculated volumes of up to 30% of Bunnings traffic using local streets north of Princes Highway are provided in Table 13.7.

**Table 13.7: Recalculated Traffic Distribution (Using Local Streets)**

Peak	Total Trips	Vehicle Volumes			
		10%	20%	25%	30%
Weekday					
AM Peak (vph)	97	10	19	24	29
PM Peak (vph)	173	17	35	43	52
Daily (vpd)	2447	245	489	612	734
Weekend					
Weekend Peak (vph)	452	45	90	113	136
Daily (vpd)	3209	321	642	802	963

Adding on to the February 2021 tube counts, the potential traffic volumes on Union Street are shown in Table 13.8.

**Table 13.8: Potential Traffic Volumes on Union Street (based on February 2021 Volumes)**

Peak	February 2021 Volumes	Total Traffic on Union Street				Acceptable Environmental Limit
		10%*	20%*	25%*	30%*	Local Road
Weekday						
AM Peak (vph)	81	91	100	105	110	< 200 vph
PM Peak (vph)	54	71	89	97	106	
Daily (vpd)	576	821	1065	1188	1310	< 1,500 vpd
Weekend						
Weekend Peak (vph)	38	83	128	151	174	< 200 vph
Daily (vpd)	439	760	1081	1241	1402	< 1,500 vpd

\* by proportion split of Bunnings Warehouse traffic

With a worse case assessment of up to 30% of the expected traffic generated by Bunnings Warehouse, the increase in traffic can be accommodated by Union Street and does not exceed the acceptable environmental limit (200 vehicles per hour).

### 13.4.3 Updated Assessment of Shared Zone Criteria

In the draft version of the report, Union Street was assessed against the shared zone criteria in Table 10.2. However, the future traffic flows along Union Street including Bunnings traffic were not considered or used to assess the shared zone criteria. The reassessment using February 2021 traffic volumes and the recalculated Bunnings traffic volumes (worst case) are shown in Table 13.9.

**Table 13.9: Updated Shared Zone Volume Criteria Assessment**

Scenario	Shared Zone Volume Criteria	Union Street between Princes Highway and School Lane	Meets Criteria?
<b>Existing volumes</b>			
February 2021	<ul style="list-style-type: none"> <li>≤ 100 vehicles per hour</li> <li>≤ 1000 vehicles per day</li> </ul>	<ul style="list-style-type: none"> <li>82 vehicles per hour (AM)</li> <li>576 vehicles per day (weekday)</li> </ul>	Yes
<b>Future traffic volumes including Bunnings traffic</b>			
No ban on through movement from Smith Street to Union Street – i.e. volumes calculated in Table 13.8	<ul style="list-style-type: none"> <li>≤ 100 vehicles per hour</li> <li>≤ 1000 vehicles per day</li> </ul>	<ul style="list-style-type: none"> <li>174 vehicles per hour (weekend)</li> <li>1402 vehicles per day (weekend)</li> </ul>	No
A ban on through movement from Smith Street to Union Street		If Bunnings traffic is not allowed to travel into Union Street from Smith Street, the future traffic volumes on Union Street is roughly expected to equal to current flows	Yes

Therefore, to enable the implementation of the shared zone, further treatments such as the banning of through movement must be in place to maintain traffic volumes at existing or lower levels.

### 13.4.4 Ban of Through Movement from Smith Street into Union Street

A ban of through movement from Smith Street into Union Street was previously assessed in Section 7.4 and was initially not recommended in the draft version of this report. However, this treatment was requested by residents along Union Street and through the USTAG.

Based on the future volume analysis in Section 13.4.3, in order to satisfy the shared zone criteria on Union Street, traffic volumes will need to be maintained at existing levels. A ban of the through movement from Smith Street will allow traffic volumes to remaining at existing levels and will allow the implementation of a shared zone. Additionally, the benefits of a ban outweigh the impacts identified in Section 7.4. Therefore, a ban of the through movement from Smith Street is now proposed as part of this LATM study.

Due to the existing geometry of the Princes Highway / Union Street / Smith Street intersection, a physical barrier or closure to stop through traffic from Smith Street is not feasible. Instead, a 'soft closure' using signage and line marking can be used, and arrow markings on Smith Street will be amended to left and right arrows only. These treatments will indicate to drivers the through movement to Union Street is not permitted.



The proposed signage includes:

- “No Entry” (R2-4n) signs, supplemented with “From Smith Street” tag plates.
  - It is noted that the No Entry signs may cause confusion to drivers, especially those intending to turn left from Princes Highway to Union Street.
  - However, the signs will also help to deter non-local traffic turning left from Princes Highway to Union Street, even though this turn is still permitted. This is because drivers may see the No Entry sign but not the tag plate, and assume that they are not allowed to turn into Union Street. This will then deter the non-local drivers from turning into Union Street.
  - Local residents would have been familiar with the new intersection arrangement, and would not be affected or confused by the No Entry signs.
- Custom “Left and Right Only” sign, supplemented with “Into Princes Highway” tag plates. An example of the use of this sign includes Johnston Street at Collins Street, Annandale (shown in Figure 13.1), also within Inner West LGA.



Source: Google StreetView

**Figure 13.1: Left / Right Turn only Signage - Annandale**

As previously identified in Section 7.4, an alternative route to enter Union Street from Smith Street would be a right turn from Smith Street to Princes Highway, then left from Princes Highway to Brooklyn Street, then left at Brooklyn Lane or School Lane to access Union Street. Despite the narrow widths of Brooklyn Lane or School Lane, Bunnings traffic could still potentially use this route to enter Union Street towards Unwins Bridge Road. Therefore, a partial closure (one-way exit to Princes Highway only) may be required at Brooklyn Street. Such a proposal will also have to undergo community consultation.

Residents south of Princes Highway, which are within the school catchment for Tempe Public and High Schools, may be impacted by the 'soft' closure. A 'soft' closure would require residents to take longer trips via Holbeach Avenue and may not be favoured by these residents. Since the 'soft' closure was not proposed as part of the community engagement, the proposal may have to undergo further community consultation for comments and opinions by residents. If the proposal is not supported by the residents, the shared zone proposal for Union Street may not go ahead due to traffic volumes.

### 13.4.5 Feasibility Study of Traffic Signals at Princes Highway / Bunnings Access

Following a Council resolution in December 2020, a further feasibility study of traffic signals at the Princes Highway / Bunnings access will be undertaken in addition to this LATM study. If traffic signals are approved by Transport for NSW, it will allow Bunnings traffic to exit directly onto Princes Highway instead of using the Smith Street exit, which could then be converted to entry only. The proposed treatments along Smith Street, Union Street, Edwin Street and Tramway Street may not be required to be implemented as a result.

### 13.4.6 Changes to Concept Design

Based on the preferred options, community feedback and the above assessments, the following changes to concept designs were made:

- **Wentworth Street**
  - The 3 tonne truck load limit signage (R6-10-2 and R9-231) at Wentworth Street near Princes Highway was moved further south to allow waste vehicles to access the waste access at Tempe Tyres
  - The 3 tonne truck load limit signage with left arrow (R6-10-2, R9-231 and W8-245\_L) at Princes Highway before Wentworth Avenue was replaced with a single sign with a similar message (G9-321\_N\_L)
- **Smith Street**
  - The kerb blister on the western side of Smith Street was moved southwards to allow for a proposed dual driveway at 28 Smith Street. The kerb blister on the eastern side will remain at the proposed location.
  - The footpath widening on Smith Street was applied only between Princes Highway and the Bunnings access
- **Tramway Street:** A new flat top road hump was proposed on Tramway Street, located north of the accesses to 402 and 404 Unwins Bridge Road. This was based on the feedback that there are existing rat-running issues where vehicles travel via Tramway and Edwin Streets to Gannon Street, bypassing the traffic signals at Richardson Crescent. The hump will assist to mitigate existing rat-running issues as well as deterring Bunnings traffic from rat-running in both directions.
- **Union Street:** The through movement from Smith Street to Union Street was banned using signage and arrow markings ('soft' closure) – subject to further investigation and community consultation

### 13.4.7 Changes to Cost Estimation

Only roads requiring significant changes to the extent of civil works had the associated cost estimate recalculated. This excludes minor works such as change of signage and line marking. The cost estimation for Smith Street and Tramway Street was recalculated and shown in Table 13.10. Only the option that is most preferred by the community was recalculated.



**Table 13.10: Recalculated Treatment Cost**

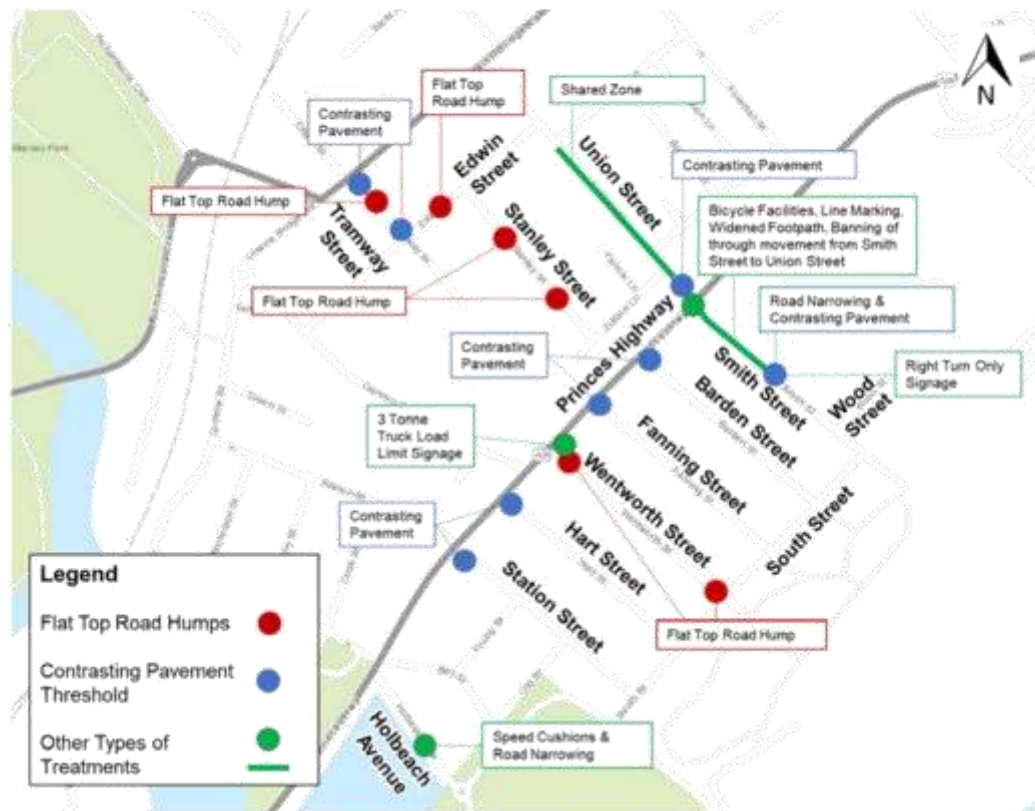
Option	Item	Unit Cost (\$)	Quantity	Total (\$)	Including 10% Contingency Cost & 10% Design Cost
Smith Street Option 1a - Road Narrowing & Contrasting Pavement	Kerb blisters	\$5,000	2	\$10,000	\$12,000
	Contrasting pavement	\$15,000	1	\$15,000	\$18,000
	Right Turn Only signage	\$393	1	\$393	\$472
	Line marking	\$6 / m	approx. 350m	\$2,100	\$2,520
	Shared path (western)	\$120 / m <sup>2</sup>	approx. 30m x 2m	\$7,200	\$8,640
	Shared path (eastern)	\$120 / m <sup>2</sup>	approx. 65m x 2.5m	\$19,500	\$23,400
	Bicycle ramp	\$5,000	2	\$10,000	\$12,000
	Bicycle symbols and arrows	\$62	14	\$868	\$1,042
	Footpath demolition	\$55 / m <sup>2</sup>	approx. 125m x 1.5m	\$10,313	\$12,375
	New footpath	\$120 / m <sup>2</sup>	approx. 95m x 2.5m	\$22,800	\$27,360
	Kerb and gutter	\$115 / m	approx. 125m	\$14,375	\$17,250
	<b>Total</b>			<b>\$112,549</b>	<b>\$135,058</b>
Tramway Street – Contrasting Pavement Threshold & Flat Top Road Hump	Contrasting pavement	\$15,000	2	\$30,000	\$36,000
	Flat top road hump	\$35,000	1	\$35,000	\$42,000
	Flat top road hump signage	\$642	1	\$642	\$770
	Landscaping barrier	\$1,000	1	\$2,000	\$2,400
	<b>Total</b>			<b>\$67,642</b>	<b>\$81,170</b>

## 13.5 Adopted Treatments

Table 13.9 shows the adopted treatments to be used in the LATM scheme, and its cost estimate. A map of the treatments is shown in Figure 9.2.

**Table 13.11: Adopted Treatments**

Road	Adopted Treatment	Rationale	Estimated Cost
Smith Street	Road narrowing and contrasting pavement, with widened footpath	Preferred by community based on survey	\$135,058
Holbeach Avenue	Speed cushions & road narrowing	Preferred by community based on survey	\$17,090
Stanley Street	Flat top road hump	Preferred by community based on survey	\$85,841
Wentworth Street	Flat top road hump	Preferred by community based on survey	\$91,211
Union Street	Shared zone, with contrasting pavement threshold and 'soft' road closure	Preferred option out of the two options	\$20,934
Edwin Street	Flat top road hump	Deters rat-running via Edwin Street	\$45,170
Tramway Street	Contrasting pavement threshold and flat top road hump	Deters rat-running via Tramway Street	\$81,170
Barden, Fanning, Hart and Station Streets	Contrasting pavement threshold	Supported by community based on survey	\$18,000 per road



**Figure 13.2: Adopted Treatments**

Item 1

Attachment 3

## 14. CONCLUSION

In order to manage the traffic impacts related to the proposed Bunnings Development at No. 728-750 Princes Highway, an LATM study was conducted on behalf of Inner West Council. The study area included a number of local streets within Tempe South adjoining the Princes Highway.

The study reviewed existing conditions on site and expected future traffic conditions within the local area and provides recommendation on appropriate LATM treatment options to be implemented along certain streets.

A summary of key processes undertaken and findings in this study is as follows:

- Background information and documents relating to the proposed Bunnings development were reviewed, providing information on future proposed traffic and road changes in the area
- Existing site conditions, surrounding land uses and road network information was reviewed
- A site inspection and audit was conducted, including identification of existing LATM devices, traffic signs, parking signs and restrictions, pedestrian and bicycle facilities, and refuse collection issues
- Traffic and parking surveys were conducted to capture the levels of traffic and parking demand within the study area. This included tube counts, parking occupancy surveys and intersection counts
- The survey of on-street parking on Smith Street showed that on average, there are 18 vacant spaces on Thursday and 27 vacant spaces on Saturday. After the removal of spaces due to the Bunnings development and the proposed LATM treatments Smith street parking is expected to be at capacity.
- The traffic survey data was analysed and identified streets requiring further LATM devices in order to:
  - Provide traffic calming and reduce vehicle speeds
  - Reduce general traffic volumes by deterring traffic
  - Reduce Heavy Vehicle volumes
  - Reduce crash risk
- A scoring system was developed to determine priority streets requiring LATM treatments
- A detailed selection criteria and list of suitable LATM measures were developed based on existing devices in the area and typical LATM devices presented in *Austroads Guide to Traffic Management Part 8 - Local Area Traffic Management*
- Up to two LATM Treatment options were presented for each priority street. These treatment options included:
  - Holbeach Avenue – Outside No. 14 and No 16 Holbeach Avenue
    - Option 1: *Speed Cushions*, set of four across roadway
    - Option 2: *Speed Cushions*, set of two with *Kerb Blisters*
  - Smith Street – Outside No. 28 Smith Street and south of proposed Bunnings Access
    - Option 1: Road Narrowing using Kerb blisters and contrasting pavement marking
    - Option 2: Mountable Concrete Median and associated line marking
    - Both options are to be supplemented by *Right Turn Only signage, edge line marking, bicycle ramp, and shared path* between Princes Highway and the LATM treatment, and *widened footpath* between Princes Highway and South Street. An optional *landscaped verge* may also be provided between the widened footpath and roadway, which will result in the removal of kerbside parking.
  - Stanley Street – Outside No. 14 and No. 35 Stanley Street
    - Option 1: Flat Top Road Hump
    - Option 2: Road narrowing using *Kerb Blisters*



- Wentworth Street – South of Princes Highway and North of South Street
  - Option 1: Road narrowing using Kerb Blisters and contrasting pavement marking
  - Option 2: Flat Top Road Hump
  - Both options will include *3 Tonne Truck Limit* signage at Princes Highway and Wentworth Street to deter heavy vehicles from entering Wentworth Street
- Union Street
  - Option 1: Flat Top Road Hump outside 2D and 46 Union Street
  - Option 2: *Shared Zone* between Princes Highway and School Lane
  - Both options will include a contrasting pavement threshold
- Edwin Street
  - Option 1: Flat Top Road Hump outside No. 14 Edwin Street
- Tramway Street
  - Option 1: Contrasting Pavement Threshold at Unwins Bridge Road and Edwin Street
- Additionally, contrasting pavements were proposed for the entries of Barden, Fanning, Hart and Station Streets from Princes Highway.
- Each treatment was assessed for its merits and impacts to parking, property accesses, cyclists and emergency service vehicles.
- Concept designs of each treatment were developed
- The treatments proposed were itemised into their constituent parts, including signage and line marking
- The type and number of signs associated with each type of treatment were identified, along with the number of signposts required
- A baseline treatment unit cost was established, based on:
  - Council provided rates
  - Previous experience
  - IPART Benchmark infrastructure costs
  - Austroads Guide to Traffic Management Part 8
  - A review of previous LATM studies and pedestrian facility planning reports for other studies in NSW
- A standard cost of signs (such as speed hump warning signs etc.) was included in the treatment unit cost
- Ancillary signs such as advance warning signs and parking restriction signs were not included in the treatment unit cost, as they are subject to the specific implementation site of each treatment
- Estimated costs for each option or measure, including contingency and design costs, range from **\$18,000 to \$190,000**, with an at-grade contrasting pavement as the least cost option and treatment options along Smith Street resulting with the highest cost.
- A draft version of this report was released for exhibition on the Your Say Inner West website between 3<sup>rd</sup> November 2020 and 12<sup>th</sup> January 2021. Participants could participate in a survey voting for the most preferred option for each road.
- Changes were made to the concept designs, and a design was adopted for each road based on the survey results. The adopted designs are:
  - Holbeach Avenue – Outside No. 14 and No 16 Holbeach Avenue
    - *Speed Cushions*, set of two with *Kerb Blisters*
  - Smith Street – Outside No. 26 Smith Street and south of proposed Bunnings Access
    - Road Narrowing using Kerb blisters and contrasting pavement marking
    - Supplemented by *Right Turn Only* signage, *edge line* marking, *bicycle ramp*, and *shared path* between Princes Highway and the LATM treatment, and *widened footpath* between Princes Highway and Bunnings access



- Stanley Street – Outside No. 14 and No. 35 Stanley Street
  - Flat Top Road Hump
- Wentworth Street – South of Princes Highway and North of South Street
  - Flat Top Road Hump
  - Supplemented by *3 Tonne Truck Limit signage* at Princes Highway and Wentworth Street to deter heavy vehicles from entering Wentworth Street
- Union Street
  - *Shared Zone* between Princes Highway and School Lane
  - A 'soft' road closure at Union Street and Princes Highway to ban northbound through traffic travelling from Smith Street to Union Street (subject to further investigation and community consultation)
  - Supplemented by a contrasting pavement threshold at the entry from Princes Highway
- Edwin Street
  - Flat Top Road Hump outside No. 14 Edwin Street
- Tramway Street
  - Contrasting Pavement Threshold at Unwins Bridge Road and Edwin Street
  - Flat Top Road Hump at mid-block outside 404 Unwins Bridge Road
- The estimated costs for the adopted treatments, including contingency and design costs, range from **\$18,000 to \$135,000**,



**Appendix A: Crash Data Maps**

**Item 1**

**Attachment 4**



Item 1

Attachment 4



Item 1

Attachment 4

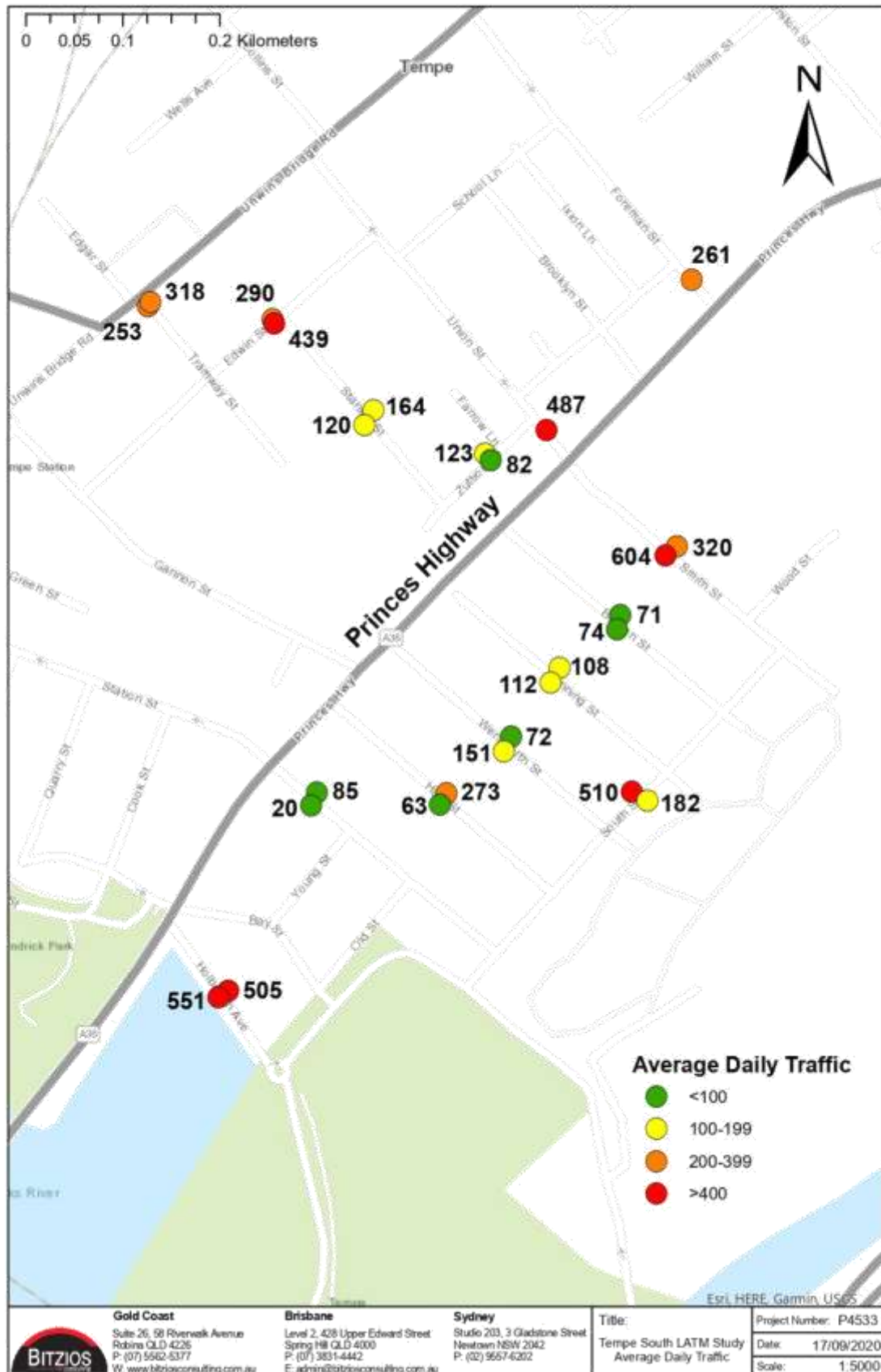


**Appendix B: Tube Count & Parking Data Maps**

Item 1

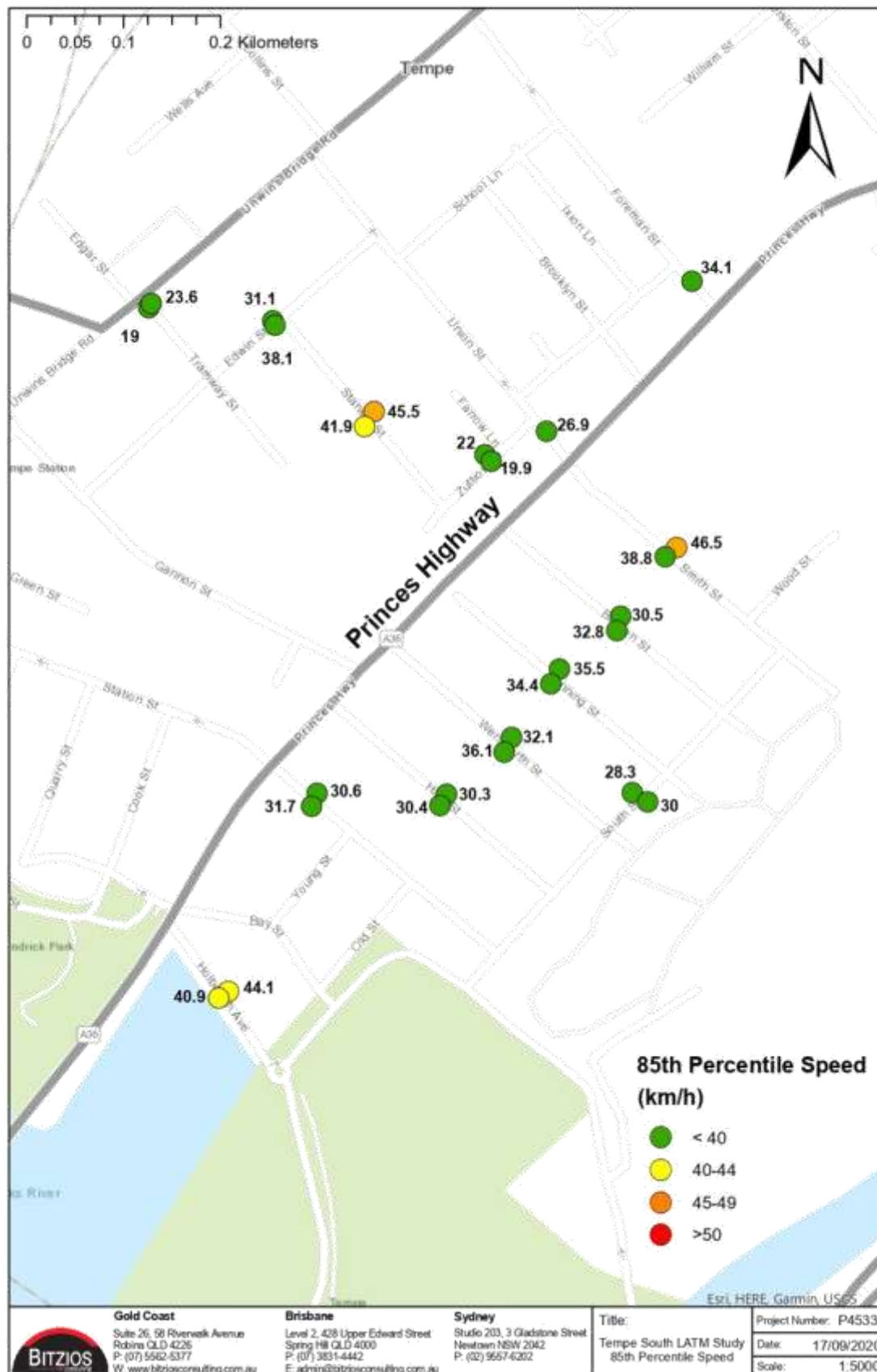
Attachment 5

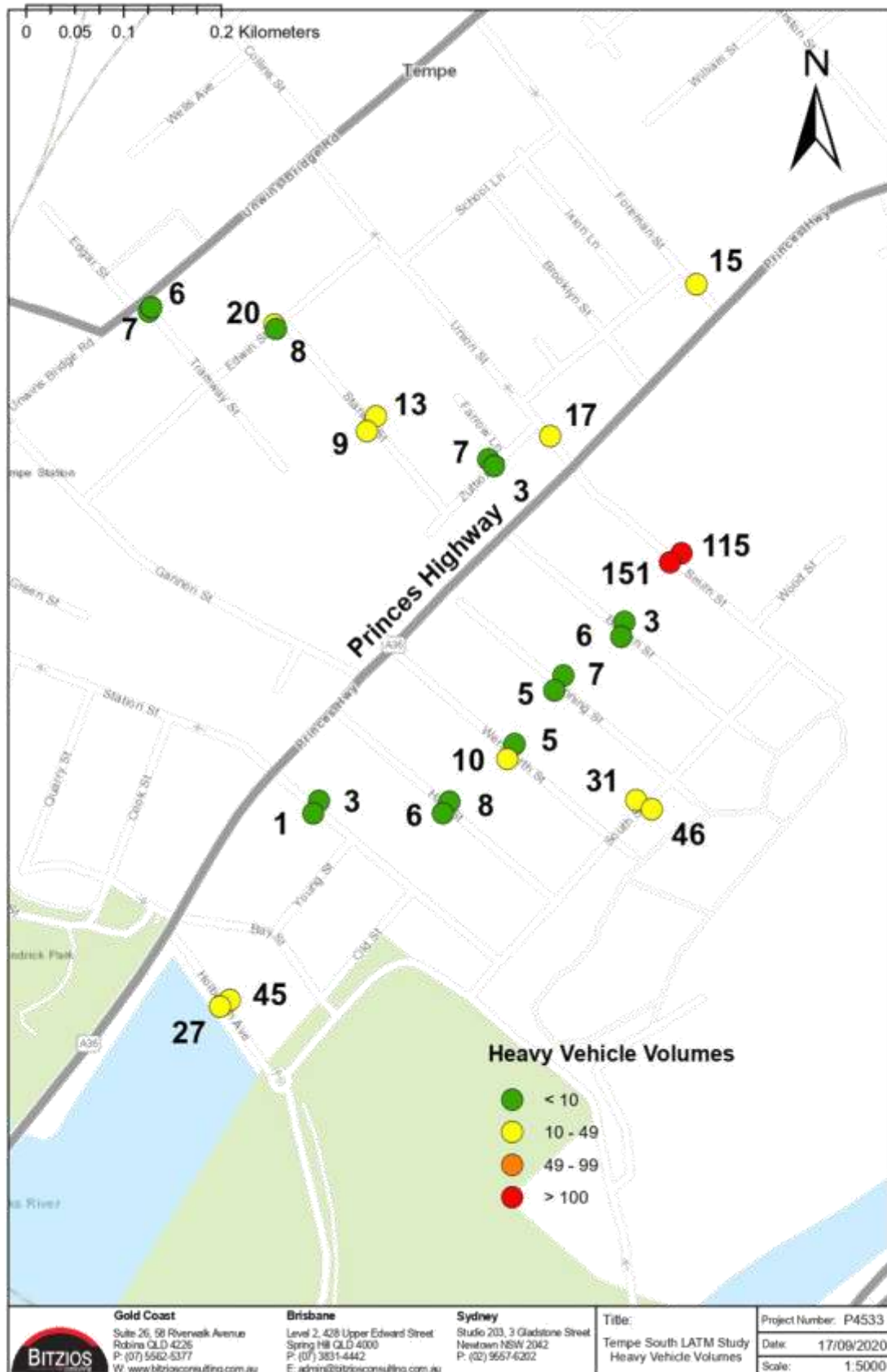


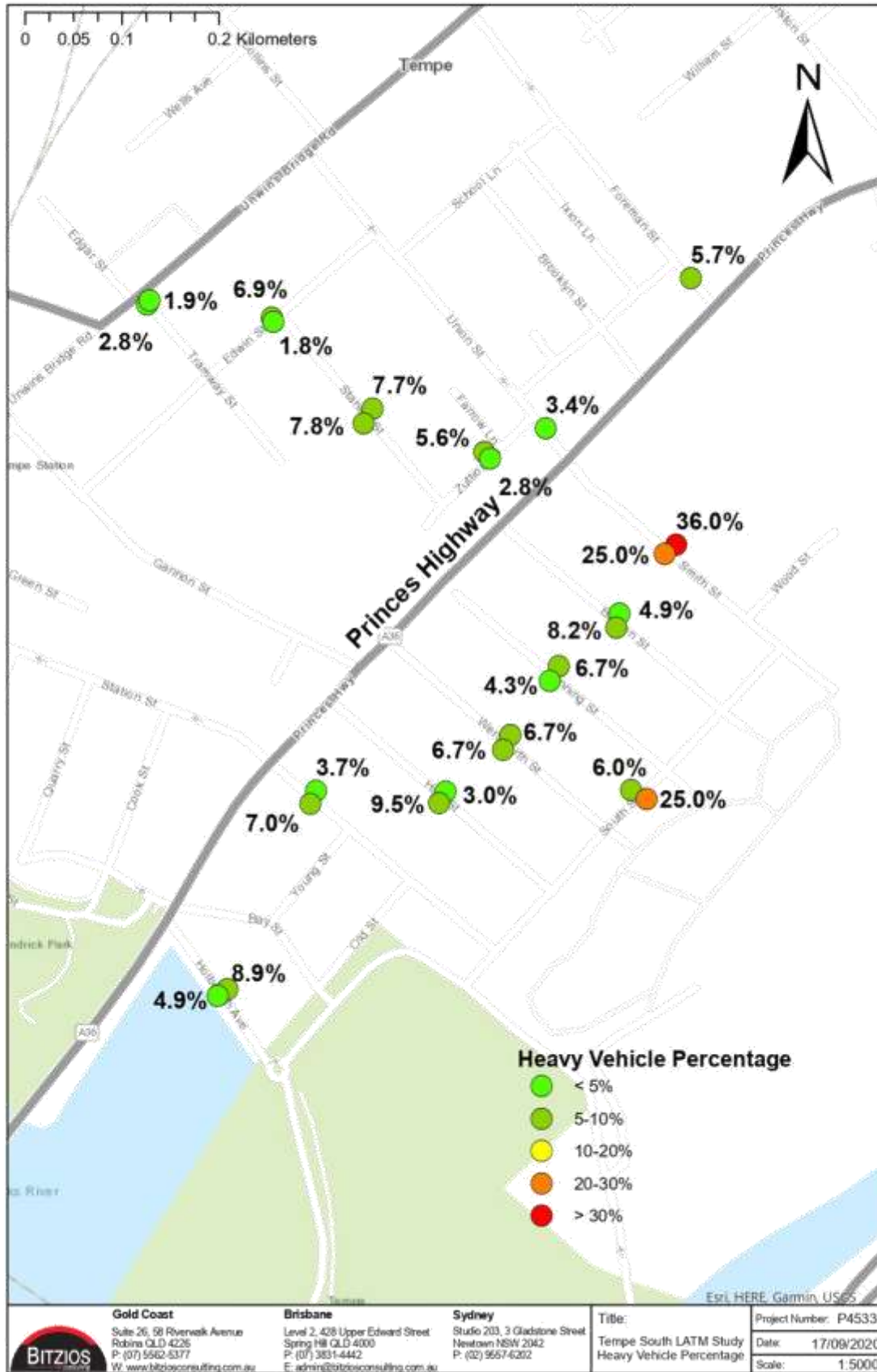


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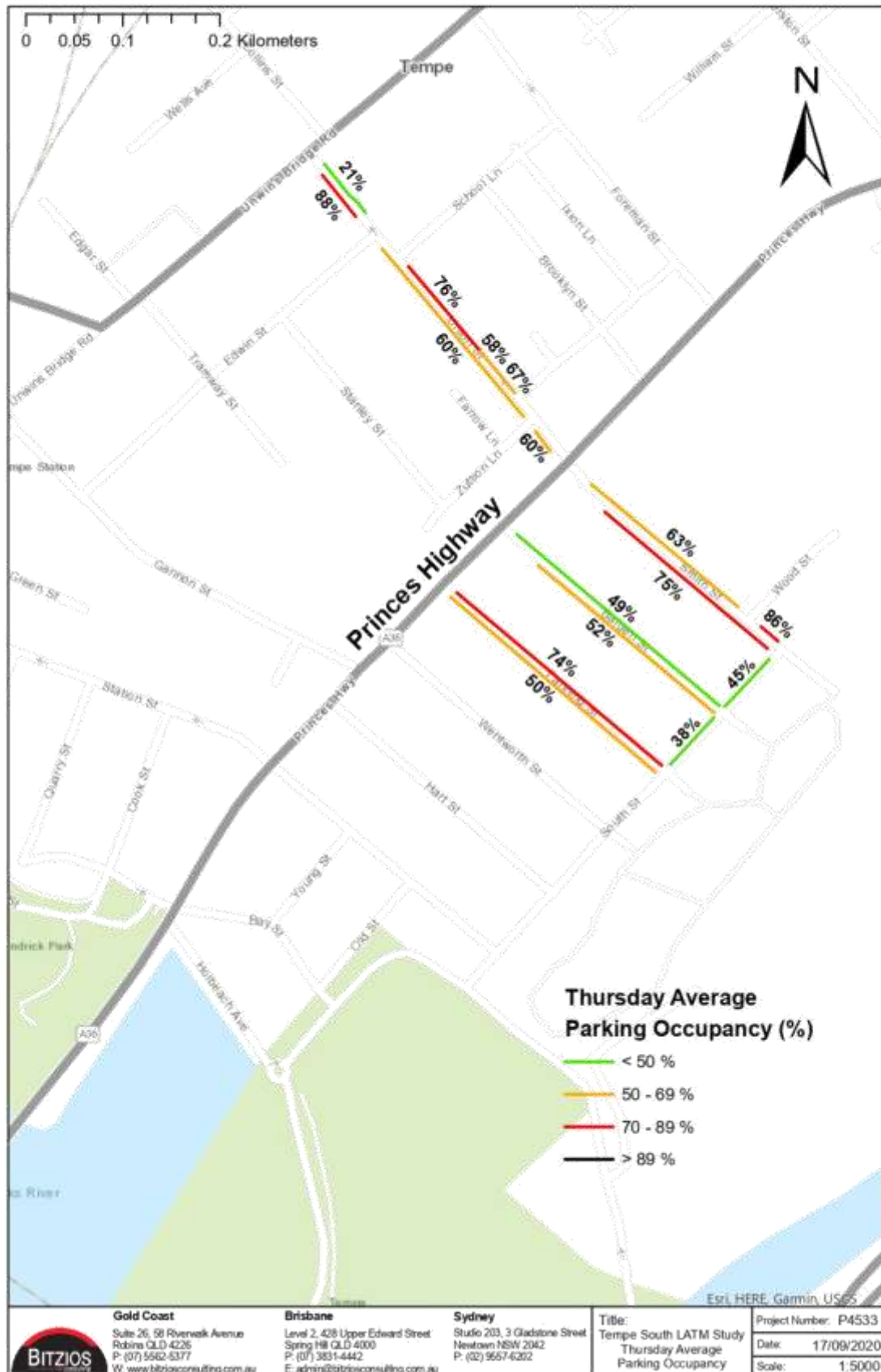
Attachment 5











Item 1

Attachment 5







**Appendix C: Site Audit Data and Maps**

**Item 1**

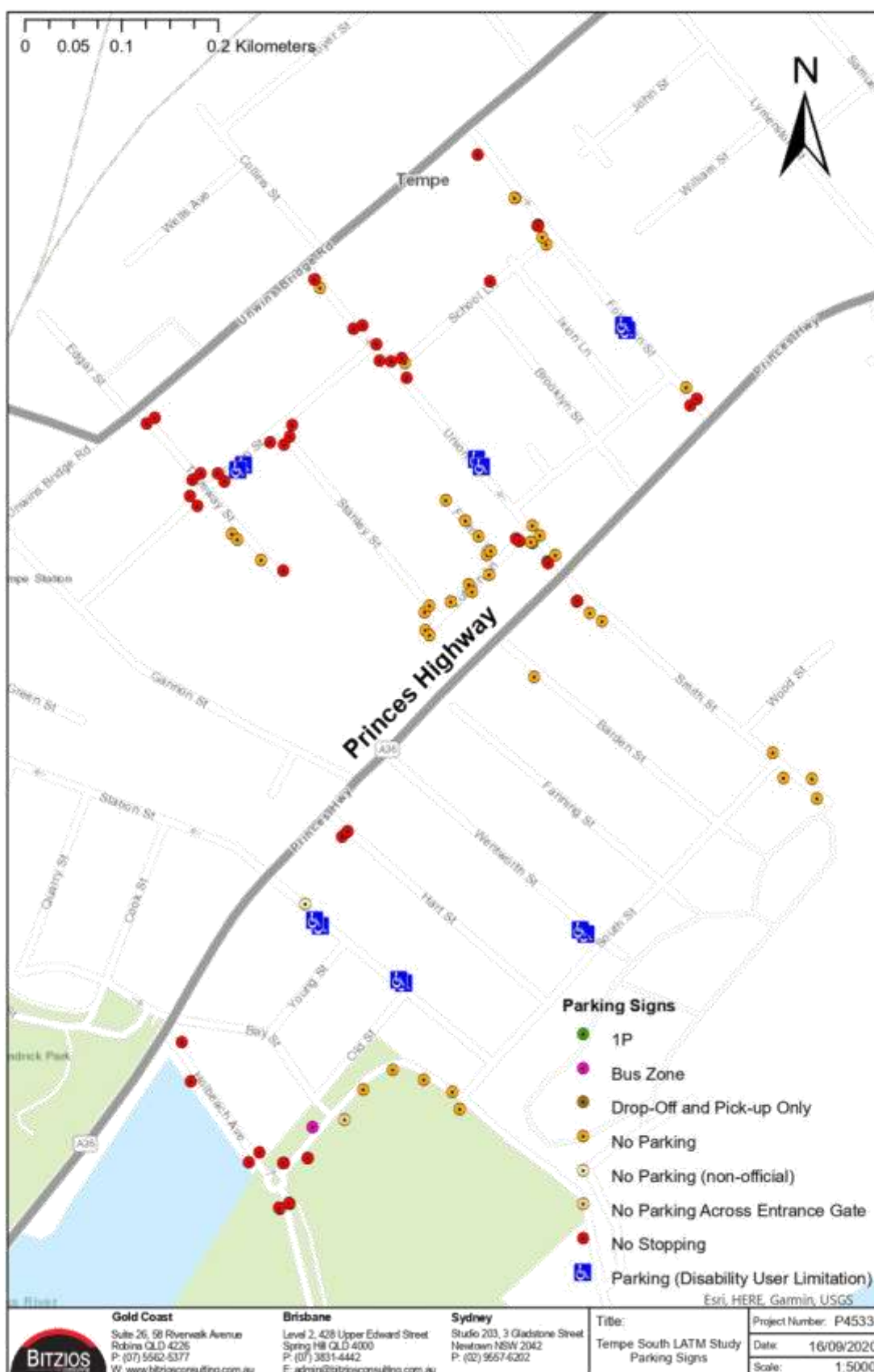
**Attachment 6**

### P4533 Tempe South LATM Study

### Parking Signs - Site Audit

Street	Direction of Traffic	Condition	Restrictions	Time_1	Day_1	Time_2	Day_2	Direction of Arrow	Obstruction	Sign Code	x	y	Other
001 Eaden Street	Northbound	Faded	No Parking					Right		RS-40 (R)	151 1621	-33 0242	
001 Eaden Street	Westbound	Good	No Stopping					Right	Tree	RS-400 (R)	151 1596	-33 0223	
002 Eaden Street	Westbound	Good	No Stopping					Left		RS-400 (L)	151 1596	-33 0234	
003 Eaden Street	Westbound	Good	Parking (Disability User Limitation)					Right		RS-1.3 (R)	151 1594	-33 0236	
004 Eaden Street	Westbound	Good	Parking (Disability User Limitation)					Left		RS-1.3 (L)	151 1593	-33 0226	
005 Eaden Street	Westbound	damaged/Graffited	No Stopping					Right		RS-400 (R)	151 1592	-33 0227	
006 Eaden Street	Eastbound	Good	No Stopping					Left		RS-400 (L)	151 1502	-33 0227	
007 Eaden Street	Eastbound	Good	No Stopping					Right		RS-400 (R)	151 1599	-33 0226	
008 Eaden Street	Westbound	Good	No Stopping					Left		RS-400 (L)	151 1590	-33 0229	
001 Farrow Lane	Northbound	Good	No Parking					Both		RS-40 (LR)	151 1617	-33 0233	
002 Farrow Lane	Northbound	Good	No Parking					Both		RS-40 (LR)	151 1617	-33 0233	
003 Farrow Lane	Northbound	Good	No Parking					Both		RS-40 (LR)	151 1616	-33 0231	
004 Farrow Lane	Southbound	Good	No Parking					Right		RS-40 (R)	151 1613	-33 0229	
005 Farrow Lane	Northbound	Good	No Parking					Both		RS-40 (LR)	151 1615	-33 0230	
001 Foreman Street	Southbound	Good	No Stopping					Left		RS-400 (L)	151 1635	-33 0221	
002 Foreman Street	Southbound	Good	No Stopping					Right		RS-400 (R)	151 1636	-33 0221	
003 Foreman Street	Southbound	Good	No Parking					Left		RS-40 (L)	151 1636	-33 0221	
004 Foreman Street	Southbound	Good	No Parking					Right		RS-40 (R)	151 1635	-33 0220	
005 Foreman Street	Southbound	Good	Parking (Disability User Limitation)					Right		RS-1.3 (R)	151 1630	-33 0215	
006 Foreman Street	Southbound	Good	Parking (Disability User Limitation)					Left		RS-1.3 (L)	151 1629	-33 0215	
008 Foreman Street	Southbound	Good	No Stopping					Left		RS-400 (L)	151 1621	-33 0207	
009 Foreman Street	Southbound	Faded	No Parking	8am - 300am	School Days	2:30pm - 4pm	School Days	Right		RS-41 (R)	151 1621	-33 0207	
010 Foreman Street	Southbound	Good	Drop Off and Pick-up Only					Right		RS-41 (R)	151 1621	-33 0207	Tag Plate
011 Foreman Street	Southbound	Faded	No Parking	8am - 930am	School Days	2:30pm - 4pm	School Days	Left		RS-41 (L)	151 1619	-33 0205	
012 Foreman Street	Southbound	Good	Drop Off and Pick-up Only					Left		RS-41 (L)	151 1619	-33 0205	Tag Plate
013 Foreman Street	Southbound	Good	No Stopping					Right		RS-400 (R)	151 1616	-33 0202	
001 Hart Street	Northbound	Good	No Stopping					Right		RS-400 (R)	151 1603	-33 0255	
002 Hart Street	Southbound	Good	No Stopping					Left		RS-400 (L)	151 1604	-33 0254	
003 Hart Street	Southbound	Good	No Stopping					Left		RS-400 (L)	151 1604	-33 0254	Sign on wall
004 Holbeach Avenue	Southbound	Good	No Stopping					Left		RS-400 (L)	151 1568	-33 0270	
002 Holbeach Avenue	Southbound	Good	No Stopping					Left		RS-400 (L)	151 1566	-33 0263	
003 Holbeach Avenue	Southbound	Good	No Parking					Right		RS-40 (R)	151 1566	-33 0263	
004 Holbeach Avenue	Northbound	Good	No Parking					Left		RS-40 (L)	151 1567	-33 0263	
005 Holbeach Avenue	Northbound	Good	No Stopping					Right		RS-400 (R)	151 1567	-33 0263	
006 Holbeach Avenue	Southbound	Damaged	No Stopping					Right		RS-400 (R)	151 1565	-33 0279	Signpost fallen
007 Holbeach Avenue	Northbound	Good	No Stopping					Left		RS-400 (L)	151 1564	-33 0260	
008 Holbeach Avenue	Northbound	Good	No Stopping					Right		RS-400 (R)	151 1569	-33 0274	
009 Holbeach Avenue	Eastbound	Good	No Stopping					Left		RS-400 (L)	151 1566	-33 0280	
010 Holbeach Avenue	Eastbound	Good	Bus Zone					Right		RS-20	151 1566	-33 0280	
011 Holbeach Avenue	Eastbound	Good	Bus Zone					Left		RS-20	151 1600	-33 0277	
012 Holbeach Avenue	Westbound	Good	No Stopping					Right		RS-400 (R)	151 1600	-33 0279	
013 Holbeach Avenue	Westbound	Good	No Parking					Left		RS-40 (L)	151 1600	-33 0279	
014 Holbeach Avenue	Eastbound	damaged/Graffited	No Parking Across Entrance Gate					Left		Custom	151 1603	-33 0276	Sign on Entrance Gate, No Arrows
015 Holbeach Avenue	Eastbound	Good	No Parking					Both		RS-40 (LR)	151 1605	-33 0274	
016 Holbeach Avenue	Westbound	Good	No Parking					Both		RS-40 (LR)	151 1606	-33 0273	
017 Holbeach Avenue	Westbound	Good	No Parking					Both		RS-40 (LR)	151 1611	-33 0273	
018 Holbeach Avenue	Southbound	Good	No Parking					Both		RS-40 (LR)	151 1613	-33 0274	
019 Holbeach Avenue	Northbound	Good	No Parking					Both		RS-40 (LR)	151 1614	-33 0276	
001 School Lane	Westbound	Good	No Parking					Left		RS-40 (L)	151 1622	-33 0209	
002 School Lane	Eastbound	Good	No Parking					Right		RS-40 (R)	151 1622	-33 0209	
003 School Lane	Eastbound	Good	No Stopping					Left		RS-400 (L)	151 1609	-33 0216	
004 School Lane	Westbound	Faded	No Parking					Right		RS-40 (R)	151 1609	-33 0216	
005 School Lane	Eastbound	damaged/Graffited	No Stopping					Left		RS-400 (L)	151 1617	-33 0212	
001 Smith Street	Northbound	Good	No Parking					Left		RS-40 (L)	151 1644	-33 0250	
002 Smith Street	Northbound	damaged/Graffited	No Parking					Both		RS-40 (LR)	151 1647	-33 0252	
003 Smith Street	Southbound	Good	No Parking					Both		RS-40 (LR)	151 1647	-33 0250	
004 Smith Street	Southbound	Good	No Parking					Right		RS-40 (R)	151 1643	-33 0248	
005 Smith Street	Northbound	Faded	No Parking					Right	Tree	RS-40 (R)	151 1627	-33 0238	
007 Smith Street	Northbound	Faded	No Parking					Both		RS-40 (LR)	151 1626	-33 0237	
008 Smith Street	Northbound	Faded	No Parking					Left		RS-40 (L)	151 1625	-33 0236	
009 Smith Street	Northbound	Good	No Stopping					Right		RS-400 (R)	151 1625	-33 0236	
001 Stanley Street	Northbound	Good	No Parking					Left		RS-40 (L)	151 1611	-33 0237	
002 Stanley Street	Northbound	Good	No Stopping					Right		RS-400 (R)	151 1598	-33 0234	
003 Stanley Street	Southbound	Good	No Stopping					Left		RS-400 (L)	151 1596	-33 0234	
004 Stanley Street	Southbound	damaged/Graffited	No Parking					Right		RS-40 (R)	151 1611	-33 0237	
001 Station Street	Southbound	Good	Parking (Disability User Limitation)					Left		RS-1.3 (L)	151 1609	-33 0266	
002 Station Street	Southbound	Good	Parking (Disability User Limitation)					Right		RS-1.3 (R)	151 1608	-33 0266	
003 Station Street	Northbound	Good	Parking (Disability User Limitation)					Right		RS-1.3 (R)	151 1601	-33 0261	
004 Station Street	Northbound	Good	Parking (Disability User Limitation)					Left		RS-1.3 (L)	151 1601	-33 0261	
005 Station Street	Southbound	Good	No Parking (non-official)							Not an official sign	151 1600	-33 0260	Resident Parking Only Keep Driveway Clear
001 Tramway Street	Northbound	Good	No Stopping					Left		RS-400 (L)	151 1589	-33 0237	
002 Tramway Street	Southbound	Good	No Stopping					Right		RS-400 (R)	151 1590	-33 0237	

Number	Street	Direction of Traffic	Condition	Restrictions	Time_1	Day_1	Time_2	Day_2	Direction of Arrow	Obstruction	Sign Code	x	y	Other
003	Tramway Street	Northbound	Good	No Stopping					Right		R5-400 (R)	151 1585	-33 0223	
004	Tramway Street	Southbound	Good	No Stopping					Left		R5-400 (L)	151 1586	-33 0222	
005	Tramway Street	Northbound	Good	No Parking					Left		R5-40 (L)	151 1593	-33 0231	Sign on fence
006	Tramway Street	Northbound	Good	No Parking					Right	Tree	R5-40 (R)	151 1593	-33 0232	Sign on fence
007	Tramway Street	Northbound	Good	No Parking					Left		R5-40 (L)	151 1596	-33 0233	
008	Tramway Street	Northbound	Good	No Stopping					Right	Tree	R5-400 (R)	151 1598	-33 0234	
009	Union Street	Northbound	dalised/Graffited	No Stopping					Left		R5-400 (L)	151 1622	-33 0233	
010	Union Street	Northbound	Good	TP	830am - 6pm	Mon-Fri	830am - 1230pm	Sat	Right		R5-1-1 (R)	151 1623	-33 0233	
011	Union Street	Northbound	Good	No Parking					Both		R5-40 (L,R)	151 1623	-33 0233	
012	Union Street	Northbound	dalised/Graffited	No Parking					Both		R5-40 (L,R)	151 1623	-33 0231	
013	Union Street	Northbound	Good	TP	830am - 6pm	Mon-Fri	830am - 1230pm	Sat	Left		R5-1-1 (L)	151 1621	-33 0232	
014	Union Street	Northbound	Faded	No Parking					Right		R5-40 (R)	151 1621	-33 0232	
015	Union Street	Northbound	Damaged	No Parking					Both		R5-40 (L,R)	151 1621	-33 0231	
016	Union Street	Northbound	Faded	No Stopping					Right		R5-400 (R)	151 1607	-33 0218	
017	Union Street	Northbound	Good	No Stopping					Left		R5-40 (L)	151 1604	-33 0215	
018	Union Street	Northbound	Good	No Parking					Right		R5-40 (R)	151 1601	-33 0212	
019	Union Street	Northbound	Good	No Parking					Left		R5-40 (L)	151 1601	-33 0212	
020	Union Street	Northbound	Good	No Stopping					Right		R5-400 (R)	151 1601	-33 0212	
021	Union Street	Northbound	Good	No Stopping					Right		R5-400 (R)	151 1605	-33 0215	
022	Union Street	Northbound	Good	No Stopping					Both		R5-400 (L,R)	151 1606	-33 0217	
023	Union Street	Northbound	Good	No Stopping					Both		R5-400 (L,R)	151 1608	-33 0218	
024	Union Street	Northbound	Good	No Stopping					Left		R5-400 (L)	151 1609	-33 0219	
025	Union Street	Northbound	Good	Parking (Disability User Limitation)					Right		R5-1-3 (R)	151 1616	-33 0225	
026	Union Street	Northbound	Faded	Parking (Disability User Limitation)					Left		R5-1-3 (L)	151 1616	-33 0226	
027	Wentworth Street	Northbound	Good	Parking (Disability User Limitation)					Right		R5-1-3 (R)	151 1626	-33 0262	
028	Wentworth Street	Northbound	Good	Parking (Disability User Limitation)					Left		R5-1-3 (L)	151 1625	-33 0262	
029	Zetland Lane	Eastbound	Good	No Stopping					Right		R5-400 (R)	151 1619	-33 0232	
030	Zetland Lane	Eastbound	Good	No Parking					Left		R5-40 (L)	151 1619	-33 0232	
031	Zetland Lane	Westbound	Faded	No Stopping					Left		R5-400 (L)	151 1620	-33 0232	
032	Zetland Lane	Westbound	Faded	No Parking					Right		R5-40 (R)	151 1620	-33 0232	
033	Zetland Lane	Westbound	Faded	No Parking					Both		R5-40 (L,R)	151 1617	-33 0234	
034	Zetland Lane	Eastbound	Good	No Parking					Both		R5-40 (L,R)	151 1615	-33 0235	
035	Zetland Lane	Westbound	Good	No Parking					Both		R5-40 (L,R)	151 1615	-33 0236	
036	Zetland Lane	Eastbound	Good	No Parking					Both		R5-40 (L,R)	151 1613	-33 0236	
037	Zetland Lane	Eastbound	Good	No Parking					Both		R5-40 (L,R)	151 1611	-33 0239	
038	Zetland Lane	Westbound	Good	No Parking					Left		R5-40 (L)	151 1611	-33 0239	Sign on wall



Item 1

Attachment 6





### P4533 Tempe South LATM Study

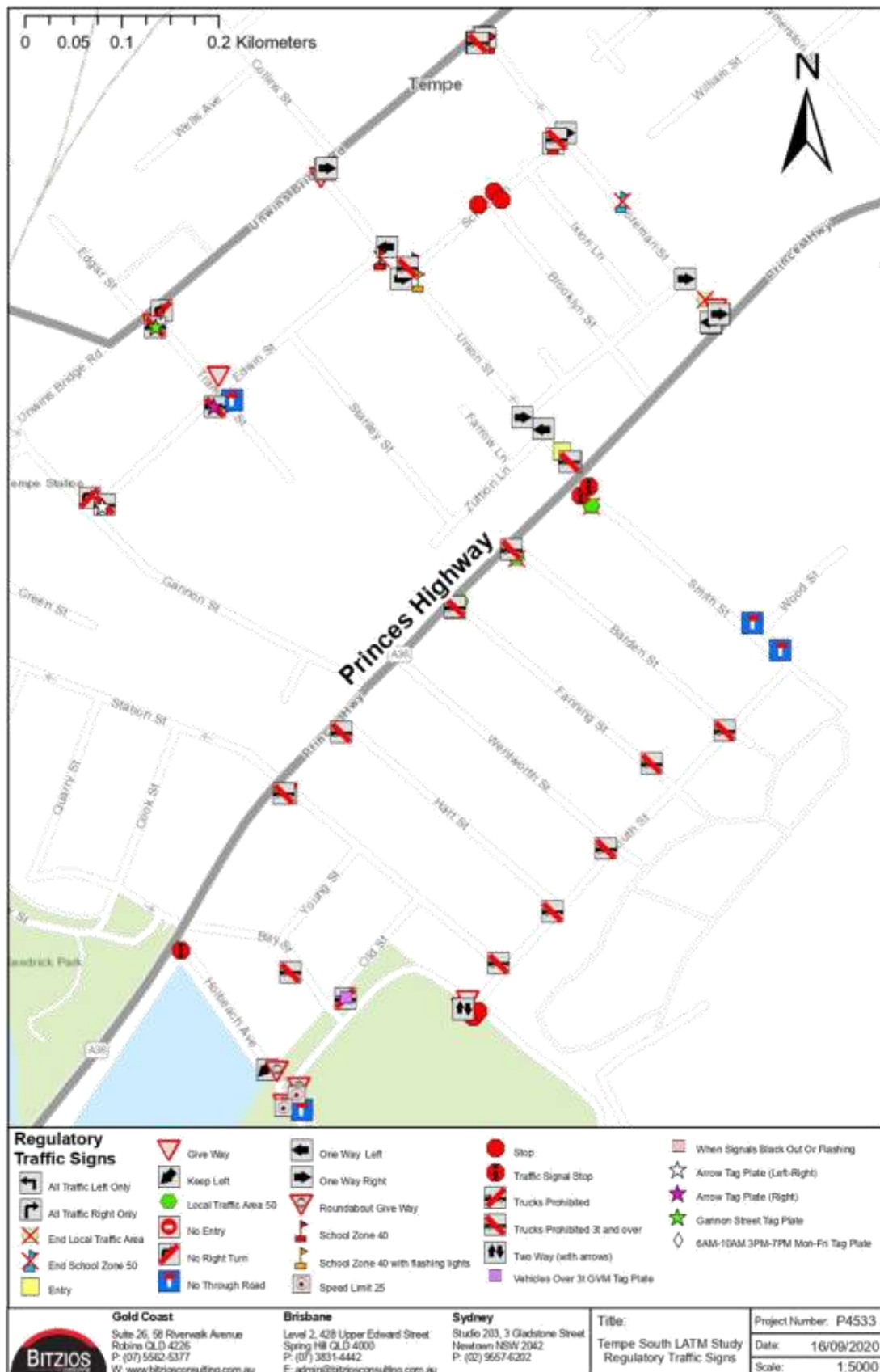
#### Traffic Signs - Site Audit

Number	Street	Sign	Direction	Condition	Obstruction	Code	x	y	Comments
001	Barden Street	Trucks Prohibited 3t and over	Northbound	Good		R6-222	151.1637	-33.9254	
002	Barden Street	End Local Traffic Area	Northbound	Vandalised/Graffiti'd		R4-241	151.1618	-33.9240	
003	Barden Street	Local Traffic Area 50	Southbound	Vandalised/Graffiti'd		R4-240 (50 km/h)	151.1618	-33.9240	
004	Barden Street	Trucks Prohibited 3t and over	Southbound	Vandalised/Graffiti'd		R6-222	151.1618	-33.9240	
005	Bay Street	Trucks Prohibited 3t and over	Northbound	Good		R6-222	151.1597	-33.9272	
006	Brooklyn Lane	One Way Right	Eastbound	Faded		R2-2 (R)	151.1634	-33.9219	At Foreman Street
007	Brooklyn Lane	One Way Right	Westbound	Vandalised/Graffiti'd		R2-2 (R)	151.1619	-33.9230	At Union Street
008	Edwin Street	Speed Hump	Eastbound	Good		W5-10	151.1599	-33.9221	
009	Edwin Street	15 km/h Tag Plate	Eastbound	Vandalised/Graffiti'd		W8-2	151.1599	-33.9221	
010	Edwin Street	Speed Hump Ahead	Westbound	Good		W3-4	151.1606	-33.9217	
011	Edwin Street	End School Zone 50	Westbound	Good		R4-231	151.1606	-33.9217	
012	Edwin Street	One Way Left	Eastbound	Good		R2-2 (L)	151.1606	-33.9216	At Union Street
013	Edwin Street	Pedestrian Crossing Left	Eastbound	Good		W5-2-1	151.1606	-33.9217	
014	Edwin Street	School Zone 40	Eastbound	Good		R4-230	151.1606	-33.9217	
015	Edwin Street	Speed Hump	Westbound	Good	Tree	W5-10	151.1587	-33.9231	
016	Edwin Street	15 km/h Tag Plate	Westbound	Good	Tree	W8-2	151.1587	-33.9231	
017	Edwin Street	Speed Hump	Eastbound	Good	Tree	W5-10	151.1585	-33.9231	
018	Edwin Street	15 km/h Tag Plate	Eastbound	Good	Tree	W8-2	151.1585	-33.9231	
019	Edwin Street	Speed Hump Ahead	Eastbound	Good		W3-4	151.1580	-33.9238	
020	Edwin Street	Stop	Westbound	Vandalised/Graffiti'd		R1-1	151.1580	-33.9236	
021	Edwin Street	Trucks Prohibited 3t and over	Eastbound	Good		R6-222	151.1580	-33.9236	
022	Edwin Street	Arrow Tag Plate (Left-Right)	Westbound	Good		W8-245 (LR)	151.1580	-33.9236	Non-standard design
023	Fanning Street	Trucks Prohibited 3t and over	Northbound	Good		R6-222	151.1631	-33.9256	
024	Fanning Street	All Traffic Left Only	Northbound	Good		R2-14	151.1612	-33.9244	
025	Fanning Street	Trucks Prohibited 3t and over	Southbound	Good		R6-222	151.1612	-33.9244	
026	Fanning Street	Local Traffic Area 50	Southbound	Faded		R4-240 (50 km/h)	151.1613	-33.9244	
027	Foreman Street	No Entry	Northbound	Good		R2-4n	151.1636	-33.9222	
028	Foreman Street	No Entry	Northbound	Good		R2-4n	151.1637	-33.9222	
029	Foreman Street	Give Way	Southbound	Good		R1-2	151.1637	-33.9221	
030	Foreman Street	Hazard Warning Marker	Southbound	Vandalised/Graffiti'd		T5-5	151.1636	-33.9221	
031	Foreman Street	Hazard Warning Marker	Southbound	Vandalised/Graffiti'd		T5-5	151.1636	-33.9222	
032	Foreman Street	End Local Traffic Area	Southbound	Good		R4-241	151.1636	-33.9220	
033	Foreman Street	Speed Hump	Southbound	Good		W5-10	151.1632	-33.9218	
034	Foreman Street	15 km/h Tag Plate	Southbound	Good		W8-2	151.1632	-33.9218	
035	Foreman Street	End School Zone 50	Southbound	Good		R4-231	151.1628	-33.9213	Sign facing perpendicular to road
036	Foreman Street	Speed Hump	Southbound	Faded		W5-10	151.1626	-33.9211	
037	Foreman Street	15 km/h Tag Plate	Southbound	Faded		W8-2	151.1626	-33.9211	
038	Foreman Street	Speed Hump	Southbound	Good		W5-10	151.1619	-33.9204	
039	Foreman Street	15 km/h Tag Plate	Southbound	Good		W8-2	151.1620	-33.9204	Sign loose/slanted
040	Foreman Street	Speed Hump Ahead	Southbound	Damaged		W3-4	151.1618	-33.9203	
041	Foreman Street	School Zone 40	Southbound	Good		R4-230	151.1616	-33.9201	Signpost bent
042	Foreman Street	Speed Hump	Southbound	Good		W5-10	151.1616	-33.9201	
043	Foreman Street	25 km/h Tag Plate	Southbound	Good		W8-2	151.1615	-33.9200	
044	Foreman Street	Speed Hump	Southbound	Good		W5-10	151.1615	-33.9201	
045	Foreman Street	25 km/h Tag Plate	Southbound	Good		W8-2	151.1615	-33.9201	
046	Foreman Street	Trucks Prohibited 3t and over	Southbound	Good		R6-222	151.1615	-33.9201	
047	Gannon Street	No Right Turn	Northbound	Good		R2-6 (R)	151.1579	-33.9238	At Edwin Street
048	Hart Street	Trucks Prohibited 3t and over	Southbound	Damaged		R6-222	151.1602	-33.9254	
049	Hart Street	Trucks Prohibited 3t and over	Northbound	Good		R6-222	151.1622	-33.9268	
050	Holbeach Avenue	Roundabout Warning	Southbound	Good		W2-7	151.1590	-33.9273	
051	Holbeach Avenue	Pedestrian Warning	Southbound	Good		W6-1	151.1592	-33.9275	Pairs with "Refuge Island" Tag Plate
052	Holbeach Avenue	Refuge Island Tag Plate	Southbound	Good		W8-211	151.1592	-33.9275	Pairs with "Pedestrian" Warning Symbol Sign
053	Holbeach Avenue	Keep Left	Southbound	Good		R2-3	151.1598	-33.9280	On Pedestrian Refuge
054	Holbeach Avenue	Roundabout Give Way	Southbound	Good		R1-13	151.1596	-33.9280	
055	Holbeach Avenue	Speed Limit 25	Southbound	Good		R4-1	151.1598	-33.9282	
056	Holbeach Avenue	Roundabout Give Way	Northbound	Good		R1-13	151.1597	-33.9282	
057	Holbeach Avenue	No Through Road	Southbound	Good		G9-18	151.1598	-33.9283	
058	Holbeach Avenue	Hazard Warning Marker	Northbound	Vandalised/Graffiti'd		T5-5	151.1597	-33.9283	
059	Holbeach Avenue	Speed Limit 25	Southbound	Good	Tree	R4-1	151.1597	-33.9283	
060	Holbeach Avenue	Traffic Signal Stop	Northbound	Good		R1-4n	151.1587	-33.9271	

Number	Street	Sign	Direction	Condition	Obstruction	Code	x	y	Comments
061	Holbeach Avenue	Stop	Northbound	Good		R1-1	151.1614	-33.9276	
062	Holbeach Avenue	Stop	Northbound	Good		R1-1	151.1615	-33.9275	
063	Holbeach Avenue	Roundabout Give Way	Westbound	Good		R1-13	151.1598	-33.9261	
064	Holbeach Avenue	Roundabout Warning	Westbound	Good		W2-7	151.1608	-33.9274	
065	Holbeach Avenue	Give Way	Southbound	Faded		R1-2	151.1613	-33.9278	
066	Holbeach Avenue	Two Way (with arrows)	Northbound	Good		R2-223	151.1613	-33.9278	
067	Holbeach Avenue	Give Way	Southbound	Good		R1-2	151.1614	-33.9274	Signpost slanted
068	Old Street	Trucks Prohibited	Eastbound	Good		R6-10-2	151.1602	-33.9274	Pairs with "Vehicles over 3t GVM" Sign
069	Old Street	Vehicles Over 3t GVM Tag Plate	Eastbound	Good	"Trucks Prohibited" Sign	R9-221	151.1602	-33.9274	Pairs with "Trucks Prohibited" Sign
070	Princes Highway	One Way Left	Eastbound	Faded		R2-2 (L)	151.1623	-33.9233	At Union Street
071	Princes Highway	One Way Left	Westbound	Good		R2-2 (L)	151.1636	-33.9222	At Foreman Street
072	Princes Highway	One Way Right	Eastbound	Vandalised/Graffitied		R2-2 (R)	151.1637	-33.9222	At Foreman Street
073	School Lane	One Way Right	Westbound	Good		R2-2 (R)	151.1607	-33.9219	At Union Street, signpost slanted
074	School Lane	One Way Right	Eastbound	Good		R2-2 (R)	151.1623	-33.9208	At Foreman Street
075	School Lane	Trucks Prohibited 3t and over	Westbound	Good		R6-222	151.1622	-33.9208	
076	School Lane	School Zone 40	Westbound	Faded		R4-230	151.1622	-33.9208	
077	School Lane	All Traffic Right Only	Eastbound	Vandalised/Graffitied		R2-14	151.1622	-33.9209	
078	School Lane	Trucks Prohibited 3t and over	Eastbound	Good		R6-222	151.1608	-33.9218	
079	School Lane	School Zone 40	Eastbound	Good	Tree	R4-230	151.1609	-33.9218	
080	School Lane	Stop	Eastbound	Good		R1-1	151.1615	-33.9213	
081	School Lane	Stop	Westbound	Vandalised/Graffitied		R1-1	151.1616	-33.9212	
082	School Lane	Stop	Westbound	Good		R1-1	151.1617	-33.9213	
083	Smith Street	No Through Road	Southbound	Good		G9-18	151.1643	-33.9248	
084	Smith Street	End Local Traffic Area	Northbound	Good		R4-241	151.1625	-33.9236	
085	Smith Street	Local Traffic Area 50	Southbound	Vandalised/Graffitied		R4-240 (50 km/h)	151.1625	-33.9236	
086	Smith Street	Traffic Signal Stop	Northbound	Good		R1-4n	151.1624	-33.9236	
087	Smith Street	Traffic Signal Stop	Northbound	Good		R1-4n	151.1625	-33.9238	Pairs with "When Signals Black Out Or Flashing" Sign
088	Smith Street	When Signals Black Out Or Flashing Tag Plate	Northbound	Good		R9-201	151.1625	-33.9235	Pairs with Traffic Signal Stop Sign
089	South Street	Speed Hump Ahead	Eastbound	Good		W3-4	151.1615	-33.9274	
090	South Street	10 km/h Tag Plate	Eastbound	Good		W8-2	151.1619	-33.9270	Attached high up on an electric pole
091	South Street	Speed Hump	Westbound	Good		W5-10	151.1620	-33.9269	
092	South Street	15 km/h Tag Plate	Westbound	Good		W8-2	151.1620	-33.9269	
093	South Street	Speed Hump Ahead	Eastbound	Good		W3-4	151.1625	-33.9265	
094	South Street	Speed Hump	Eastbound	Good		W5-10	151.1629	-33.9262	
095	South Street	15 km/h Tag Plate	Eastbound	Good		W8-2	151.1629	-33.9262	
096	South Street	Speed Hump	Westbound	Good	Tree	W5-10	151.1630	-33.9261	
097	South Street	15 km/h Tag Plate	Westbound	Good	Tree	W8-2	151.1630	-33.9261	
098	South Street	Speed Hump	Eastbound	Faded		W5-10	151.1640	-33.9252	
099	South Street	15 km/h Tag Plate	Eastbound	Faded		W8-2	151.1640	-33.9252	
100	South Street	Speed Hump	Westbound	Faded		W5-10	151.1640	-33.9252	Also slightly bent
101	South Street	15 km/h Tag Plate	Westbound	Faded		W8-2	151.1641	-33.9252	
102	South Street	Speed Hump Ahead	Westbound	Vandalised/Graffitied		W3-4	151.1643	-33.9250	
103	Station Street	Trucks Prohibited 3t and over	Northbound	Faded		R6-222	151.1617	-33.9272	
104	Station Street	All Traffic Left Only	Northbound	Good		R2-14	151.1597	-33.9259	
105	Station Street	Give Way	Northbound	Damaged	All Traffic Left Only' sign	R1-2	151.1597	-33.9259	
106	Station Street	Trucks Prohibited 3t and over	Southbound	Vandalised/Graffitied		R6-222	151.1597	-33.9259	
107	Tramway Street	Give Way	Southbound	Good		R1-2	151.1591	-33.9226	
108	Tramway Street	Give Way	Northbound	Good		R1-2	151.1585	-33.9222	
109	Tramway Street	Trucks Prohibited 3t and over	Southbound	Good		R6-222	151.1590	-33.9229	
110	Tramway Street	Arrow Tag Plate (Right)	Southbound	Good		W8-245 (R)	151.1590	-33.9229	Non-standard design
111	Tramway Street	Give Way	Northbound	Faded		R1-2	151.1591	-33.9229	
112	Tramway Street	No Through Road	Southbound	Good		G9-18	151.1592	-33.9228	
113	Union Street	Trucks Prohibited 3t and over	Northbound	Good		R6-222	151.1623	-33.9233	
114	Union Street	Entry	Northbound	Vandalised/Graffitied		Custom	151.1622	-33.9232	Into Private Property (No. 669 Princes Highway), Sign on wall
115	Union Street	Speed Hump	Northbound	Good	Obstructed by trees	W5-10	151.1616	-33.9227	
116	Union Street	15 km/h Tag Plate	Northbound	Faded		W8-2	151.1616	-33.9227	
117	Union Street	Children Crossing	Northbound	Damaged		W6-3	151.1615	-33.9225	Pairs with "School" Warning Sign
118	Union Street	School Tag Plate	Northbound	Damaged		W8-14	151.1615	-33.9225	Pairs with "Children Crossing" Symbol Sign
119	Union Street	Pedestrian Crossing Ahead	Northbound	Good		W6-2	151.1612	-33.9223	
120	Union Street	Pedestrian Crossing Ahead	Northbound	Good		W6-2	151.1607	-33.9218	
121	Union Street	Speed Hump Ahead	Northbound	Good		W3-4	151.1607	-33.9218	
122	Union Street	Hazard Warning Marker	Northbound	Good		T5-5	151.1607	-33.9218	
123	Union Street	Hazard Warning Marker	Northbound	Vandalised/Graffitied		T5-5	151.1607	-33.9218	



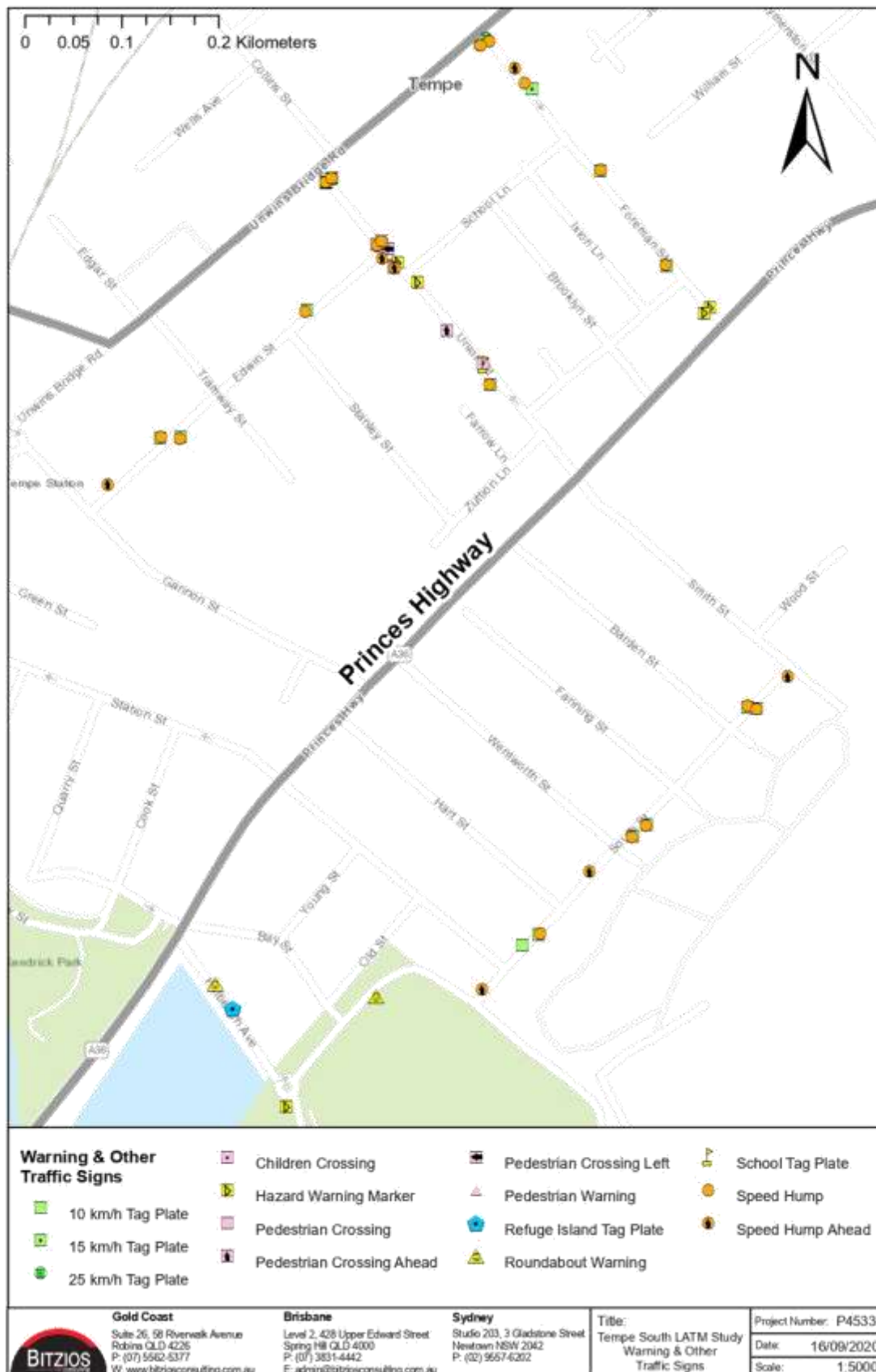
Number	Street	Sign	Direction	Condition	Obstruction	Code	x	y	Comments
124	Union Street	Speed Hump	Northbound	Good		W5-10	151.1605	-33.9216	
125	Union Street	25 km/h Tag Plate	Northbound	Good		W8-2	151.1605	-33.9216	
126	Union Street	Pedestrian Crossing	Southbound	Good		R3-1	151.1605	-33.9216	Facing the wrong way (facing north)
127	Union Street	Hazard Warning Marker	Northbound	Good		T5-5	151.1601	-33.9211	
128	Union Street	Speed Hump	Northbound	Good		W5-10	151.1600	-33.9211	
129	Union Street	Pedestrian Warning	Northbound	Good		W6-1	151.1600	-33.9212	
130	Union Street	10 km/h Tag Plate	Northbound	Good		W8-2	151.1601	-33.9212	
131	Union Street	Give Way	Northbound	Good		R1-2	151.1600	-33.9211	
132	Union Street	Hazard Warning Marker	Northbound	Good		T5-5	151.1601	-33.9211	
133	Union Street	Speed Hump	Northbound	Good		W5-10	151.1601	-33.9211	
134	Union Street	Pedestrian Warning	Northbound	Good		W6-1	151.1601	-33.9211	
135	Union Street	10 km/h Tag Plate	Northbound	Good		W8-2	151.1601	-33.9211	
136	Union Street	Pedestrian Crossing	Northbound	Good		R3-1	151.1606	-33.9216	
137	Union Street	Speed Hump	Northbound	Good		W5-10	151.1606	-33.9216	
138	Union Street	25 km/h Tag Plate	Northbound	Vandalised/Graffitied		W8-2	151.1606	-33.9216	
139	Union Street	Hazard Warning Marker	Northbound	Good		T5-5	151.1609	-33.9219	
140	Union Street	School Zone 40 with flashing lights	Northbound	Good		R4-230-1	151.1609	-33.9219	
141	Unwins Bridge Road	One Way Left	Eastbound	Good		R2-2 (L)	151.1600	-33.9211	At Union Street
142	Unwins Bridge Road	One Way Right	Westbound	Faded		R2-2 (R)	151.1601	-33.9210	At Union Street
143	Unwins Bridge Road	One Way Right	Eastbound	Good		R2-2 (R)	151.1615	-33.9200	At Foreman Street
144	Unwins Bridge Road	No Right Turn	Eastbound	Good		R2-6 (R)	151.1615	-33.9200	At Foreman Street
145	Unwins Bridge Road	One Way Left	Westbound	Good		R2-2 (L)	151.1615	-33.9201	At Foreman Street
146	Unwins Bridge Road	No Right Turn	Eastbound	Good		R2-6 (R)	151.1614	-33.9201	At Foreman Street
147	Unwins Bridge Road	No Right Turn	Eastbound	Good		R2-6 (R)	151.1585	-33.9221	At Tramway Street
148	Unwins Bridge Road	6AM-10AM 3PM-7PM Mon-Fri Tag Plate	Eastbound	Good		R9-1-2	151.1585	-33.9221	
149	Unwins Bridge Road	Trucks Prohibited 3t and over	Westbound	Good		R6-222	151.1585	-33.9223	Located at Tramway Street
150	Unwins Bridge Road	Gannon Street Tag Plate	Westbound	Good		Custom	151.1585	-33.9223	Located at Tramway Street
151	Wentworth Street	Trucks Prohibited 3t and over	Northbound	Faded		R6-222	151.1626	-33.9263	
152	Wood Street	No Through Road	Eastbound	Good		G9-18	151.1640	-33.9248	
153	Zutton Lane	One Way Left	Eastbound	Good		R2-2 (L)	151.1621	-33.9231	At Union Street



Item 1

Attachment 6





## P4533 Tempe South LATM Study

### LATM Devices - Site Audit

Street	Type	Comments	x	y
Edwin Street	Road Hump (Flat Top)	Parking over hump	151.1599	-33.9221
Edwin Street	Contrasting Pavement	Contrasting Pavement	151.1606	-33.9217
Edwin Street	Median Island (Splitter)	Faded linemarking, rumble strips	151.1592	-33.9227
Edwin Street	Road Hump (Flat Top)	Parking over hump	151.1586	-33.9231
Edwin Street	Median Island (Splitter)	Rumble strips	151.1579	-33.9236
Edwin Street	Median Island (Splitter)	Faded linemarking, rumble strips	151.1590	-33.9228
Foreman Street	Road Hump (Flat Top)	With kerb blisters and contrasting pavement	151.1636	-33.9221
Foreman Street	Road Hump (Watts Profile)	Parking over hump	151.1633	-33.9218
Foreman Street	Road Hump (Watts Profile)	Parking over hump	151.1626	-33.9211
Foreman Street	Road Hump (Watts Profile)	Parking over hump	151.1619	-33.9205
Foreman Street	Road Hump (Flat Top)	With kerb blisters and contrasting pavement	151.1615	-33.9201
Holbeach Avenue	Roundabout	With kerb blister at Holbeach Avenue northbound approach	151.1597	-33.9281
South Street	Road Hump (Watts Profile)	Parking over hump	151.1620	-33.9270
South Street	Road Hump (Watts Profile)	Faded line marking	151.1629	-33.9261
South Street	Road Hump (Watts Profile)	Parking over hump	151.1640	-33.9252
Tramway Street	Median Island (Splitter)	Rumble strips	151.1590	-33.9227
Union Street	Road Hump (Watts Profile)	Parking over hump	151.1616	-33.9227
Union Street	Kerb Blister	A pair of kerb blisters with contrasting pavement	151.1607	-33.9218
Union Street	Raised Pedestrian Crossing	Also recorded as Ped facility	151.1605	-33.9216
Union Street	Road Hump (Flat Top)	With kerb blisters	151.1601	-33.9211
Union Street	Kerb Blister	Only one at eastern Side of Union Street	151.1609	-33.9219



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Attachment 6

## P4533 Tempe South LATM Study

### Pedestrian Facilities - Site Audit

Street	Type	Comments	x	y
Barden Street	Kerb Ramp		151.1618	-33.9240
Collins Street	Pedestrian Refuge		151.1601	-33.9209
Collins Street	Kerb Ramp		151.1600	-33.9210
Collins Street	Kerb Ramp		151.1601	-33.9209
Edwin Street	Kerb Ramp		151.1606	-33.9217
Edwin Street	Kerb Ramp		151.1605	-33.9217
Edwin Street	Kerb Ramp		151.1579	-33.9236
Edwin Street	Kerb Ramp		151.1580	-33.9237
Fanning Street	Kerb Ramp		151.1612	-33.9244
Foreman Street	Kerb Ramp		151.1636	-33.9222
Foreman Street	Kerb Ramp		151.1614	-33.9201
Foreman Street	Kerb Ramp		151.1615	-33.9200
Foreman Street	Kerb Ramp		151.1637	-33.9222
Hart Street	Kerb Ramp		151.1603	-33.9253
Hart Street	Kerb Ramp		151.1602	-33.9254
Hart Street	Kerb Ramp	No footpath connectivity from northern side of South Street	151.1622	-33.9268
Hart Street	Kerb Ramp	No footpath connectivity onto northern side of South Street	151.1622	-33.9267
Holbeach Avenue	Signalised Pedestrian Crossing		151.1587	-33.9270
Holbeach Avenue	Pedestrian Refuge	In conjunction with Roundabout	151.1596	-33.9280
Holbeach Avenue	Kerb Ramp		151.1598	-33.9281
Holbeach Avenue	Kerb Ramp		151.1598	-33.9281
Holbeach Avenue	Kerb Ramp		151.1596	-33.9280
Holbeach Avenue	Kerb Ramp	Stormwater drain located on kerb ramp	151.1595	-33.9281
Holbeach Avenue	Kerb Ramp	No footpath western side of Holbeach Avenue	151.1598	-33.9280
Holbeach Avenue	Kerb Ramp		151.1587	-33.9270
Holbeach Avenue	Kerb Ramp		151.1587	-33.9270
Princes Highway	Signalised Pedestrian Crossing		151.1586	-33.9270
Princes Highway	Signalised Pedestrian Crossing		151.1613	-33.9243
Princes Highway	Signalised Pedestrian Crossing		151.1623	-33.9235
Princes Highway	Kerb Ramp		151.1624	-33.9235
Princes Highway	Signalised Pedestrian Crossing		151.1624	-33.9234
Princes Highway	Kerb Ramp		151.1625	-33.9234
Princes Highway	Kerb Ramp		151.1624	-33.9233



Street	Type	Comments	x	y
Princes Highway	Kerb Ramp		151.1622	-33.9234
Princes Highway	Kerb Ramp		151.1586	-33.9270
Princes Highway	Kerb Ramp		151.1586	-33.9270
Smith Street	Signalised Pedestrian Crossing		151.1624	-33.9235
Smith Street	Kerb Ramp		151.1624	-33.9235
Smith Street	Kerb Ramp		151.1625	-33.9235
South Street	Kerb Ramp	Only connectivity to southern side of South Street	151.1617	-33.9272
Stanley Street	Kerb Ramp	no connectivity to Eastern Side	151.1597	-33.9224
Tramway Street	Kerb Ramp		151.1591	-33.9227
Tramway Street	Kerb Ramp		151.1590	-33.9228
Tramway Street	Kerb Ramp		151.1584	-33.9222
Tramway Street	Kerb Ramp		151.1585	-33.9222
Tramway Street	Kerb Ramp		151.1592	-33.9228
Tramway Street	Kerb Ramp		151.1591	-33.9229
Union Street	Signalised Pedestrian Crossing		151.1623	-33.9233
Union Street	Pedestrian Crossing	Raised. Also recorded as LATM	151.1605	-33.9216
Union Street	Kerb Ramp		151.1608	-33.9218
Union Street	Kerb Ramp		151.1608	-33.9219
Union Street	Continuous Footpath	Corresponding road hump recorded as LATM	151.1600	-33.9211
Union Street	Kerb Ramp		151.1623	-33.9234
Union Street	Kerb Ramp		151.1623	-33.9233
Unwins Bridge Road	Signalised Pedestrian Crossing	With pedestrian fencing	151.1610	-33.9204
Wentworth Street	Kerb Ramp	No connectivity	151.1627	-33.9263
Wentworth Street	Kerb Ramp		151.1608	-33.9249
Wentworth Street	Kerb Ramp		151.1608	-33.9249
Zutton Lane	Kerb Ramp	No connectivity to other side as there are no footpaths on Zuiton Lane	151.1613	-33.9237
Zutton Lane	Kerb Ramp		151.1620	-33.9231
Zutton Lane	Kerb Ramp		151.1620	-33.9231



## P4533 Tempe South LATM Study Cycling Facilities - Site Audit

Type	Street	Comments	x	y
Route Wayfinding	Holbeach Avenue	"Route L13 Sydenham Green"	151.1588	-33.9270
Shared Path	Holbeach Avenue	Princes Highway to Roundabout western side, sticker on southbound sign	151.1591	-33.9276
Bike On Ramp	Holbeach Avenue	Connects to Shared Path for bikes northbound	151.1589	-33.9273
Route Wayfinding	Holbeach Avenue	Left Arrow	151.1598	-33.9281
Route Wayfinding	Holbeach Avenue	Left Arrow	151.1614	-33.9276
Route Wayfinding	Holbeach Avenue	Right Arrow	151.1598	-33.9281
Signalised Shared Crossing	Princes Highway		151.1624	-33.9234
Cycle Direction	Smith Street	"Use Path", onto path at Princes Highway, shared crossing	151.1625	-33.9236
Signalised Shared Crossing	Smith Street		151.1624	-33.9235
Bicycle Symbol Linemarking	South Street	Faded	151.1615	-33.9274
Route Wayfinding	South Street	Left Arrow and Right Arrow	151.1643	-33.9250



Item 1

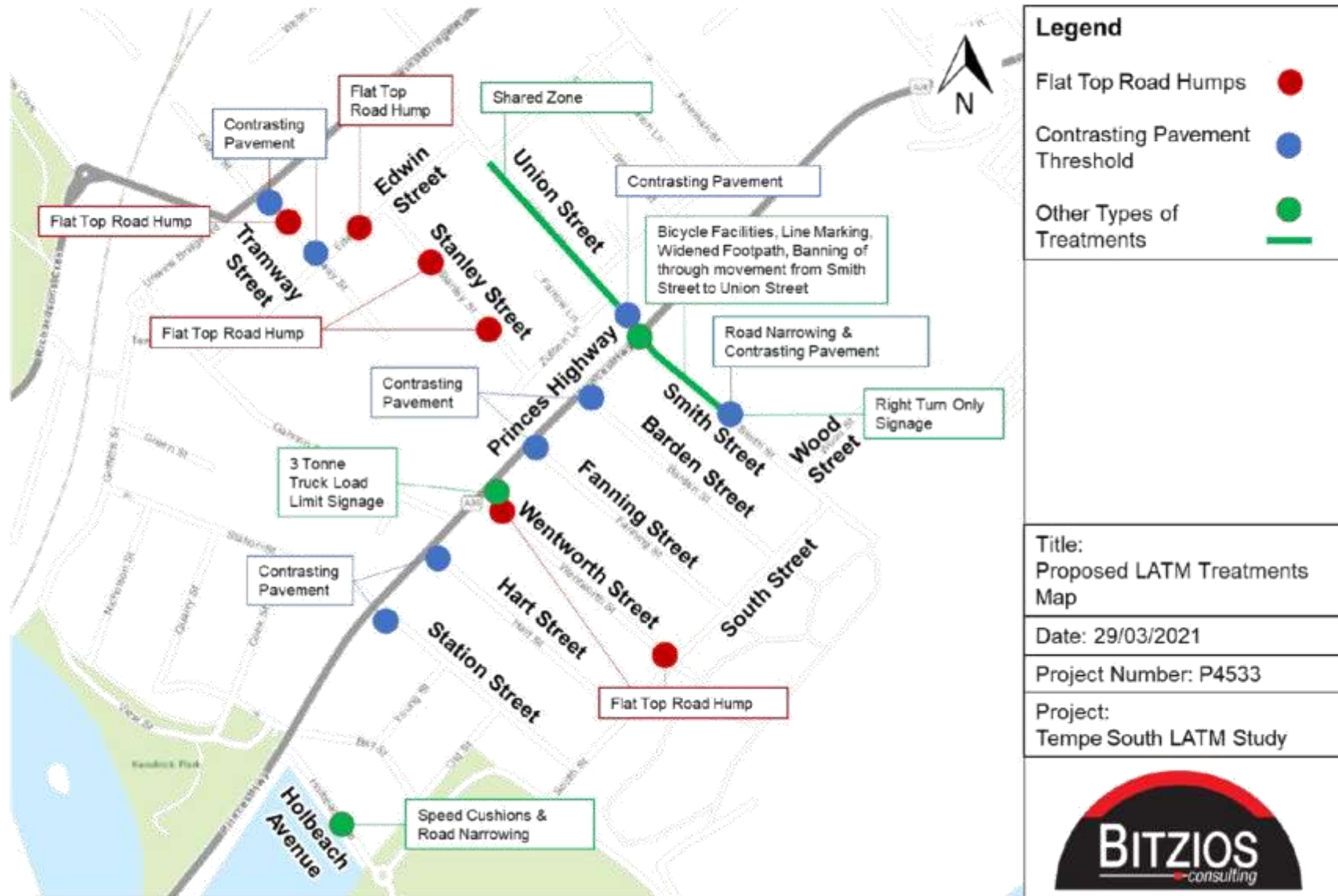
Attachment 6



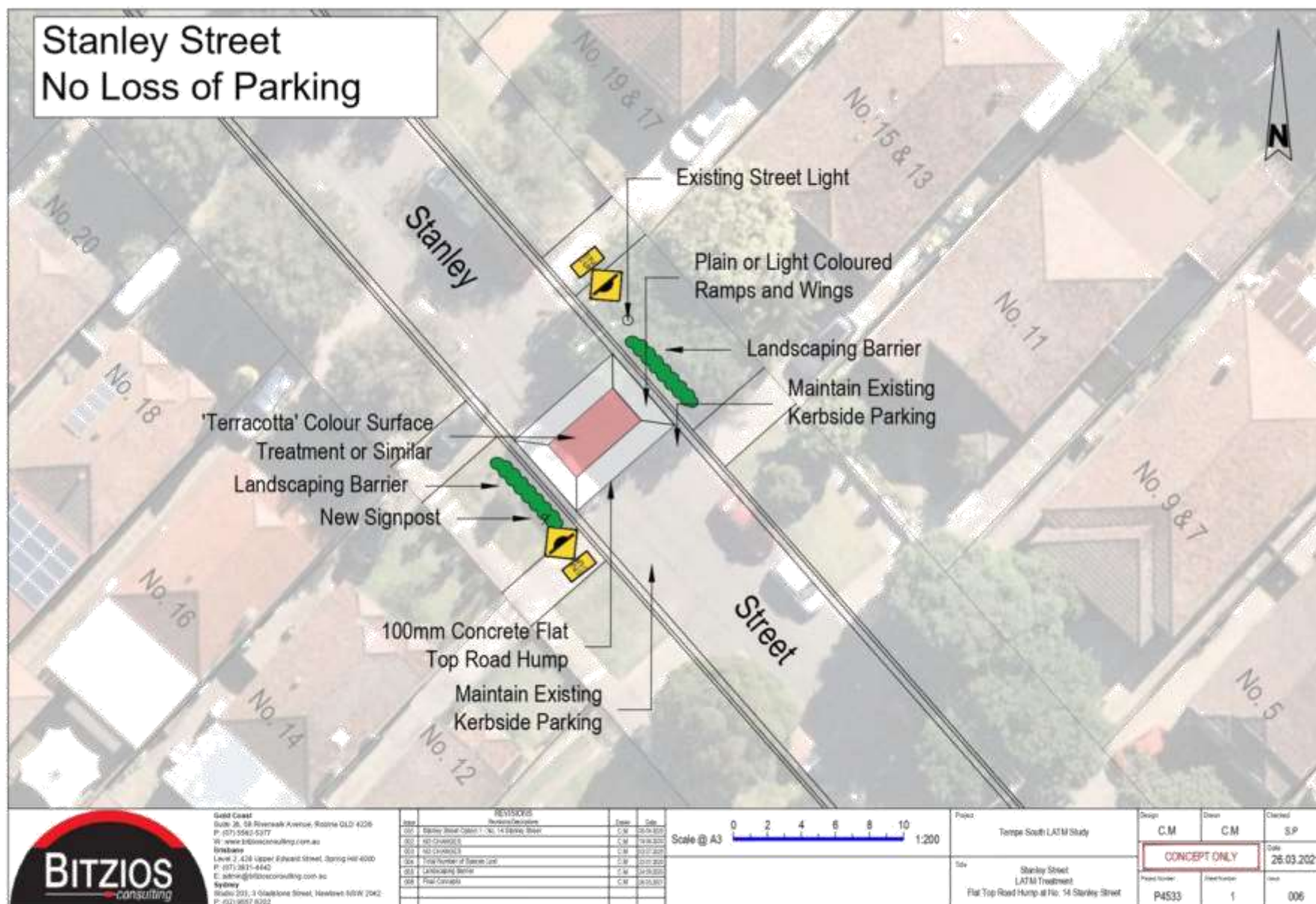
**Appendix D: LATM Treatment Concept Designs**

Item 1

Attachment 7

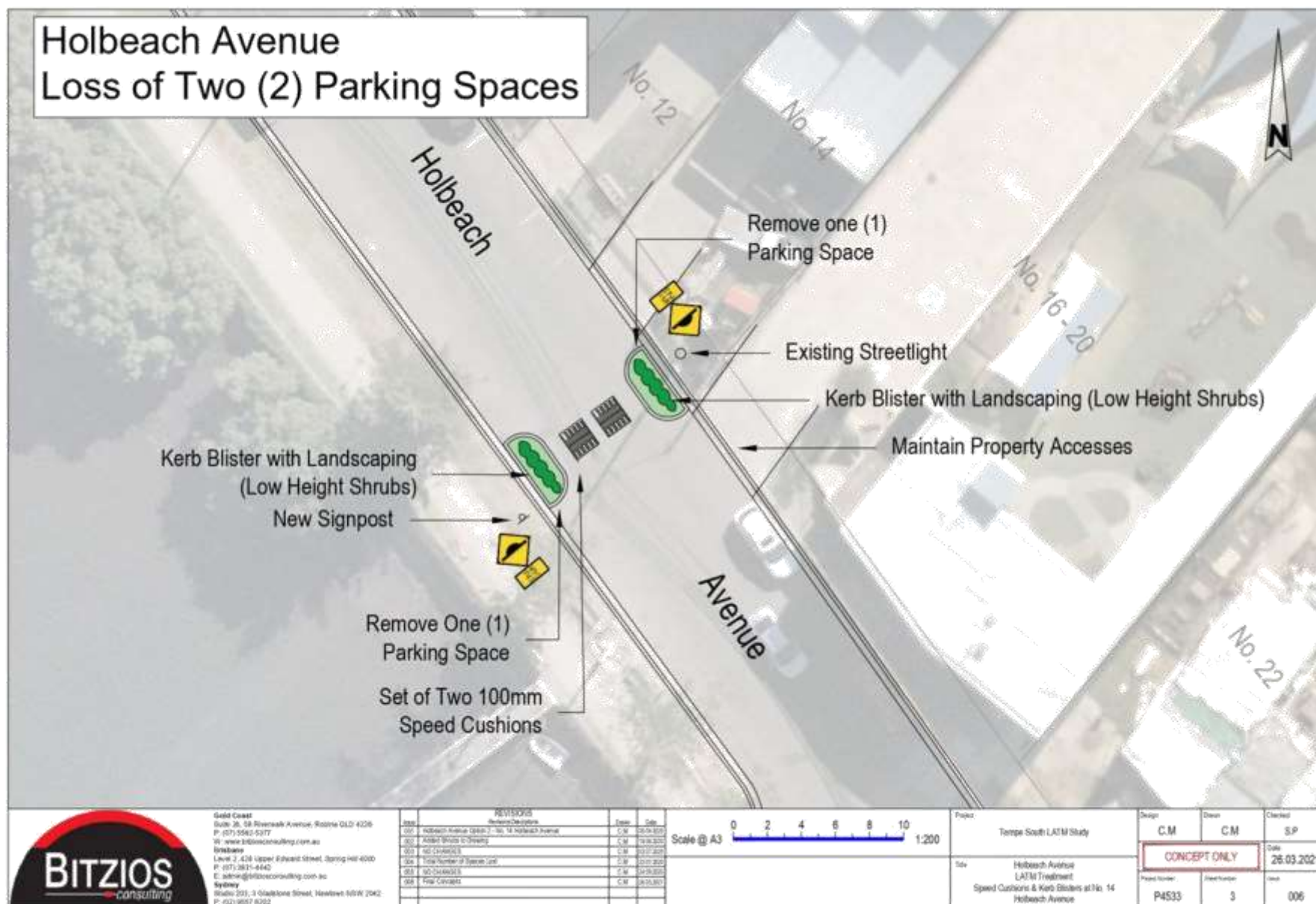










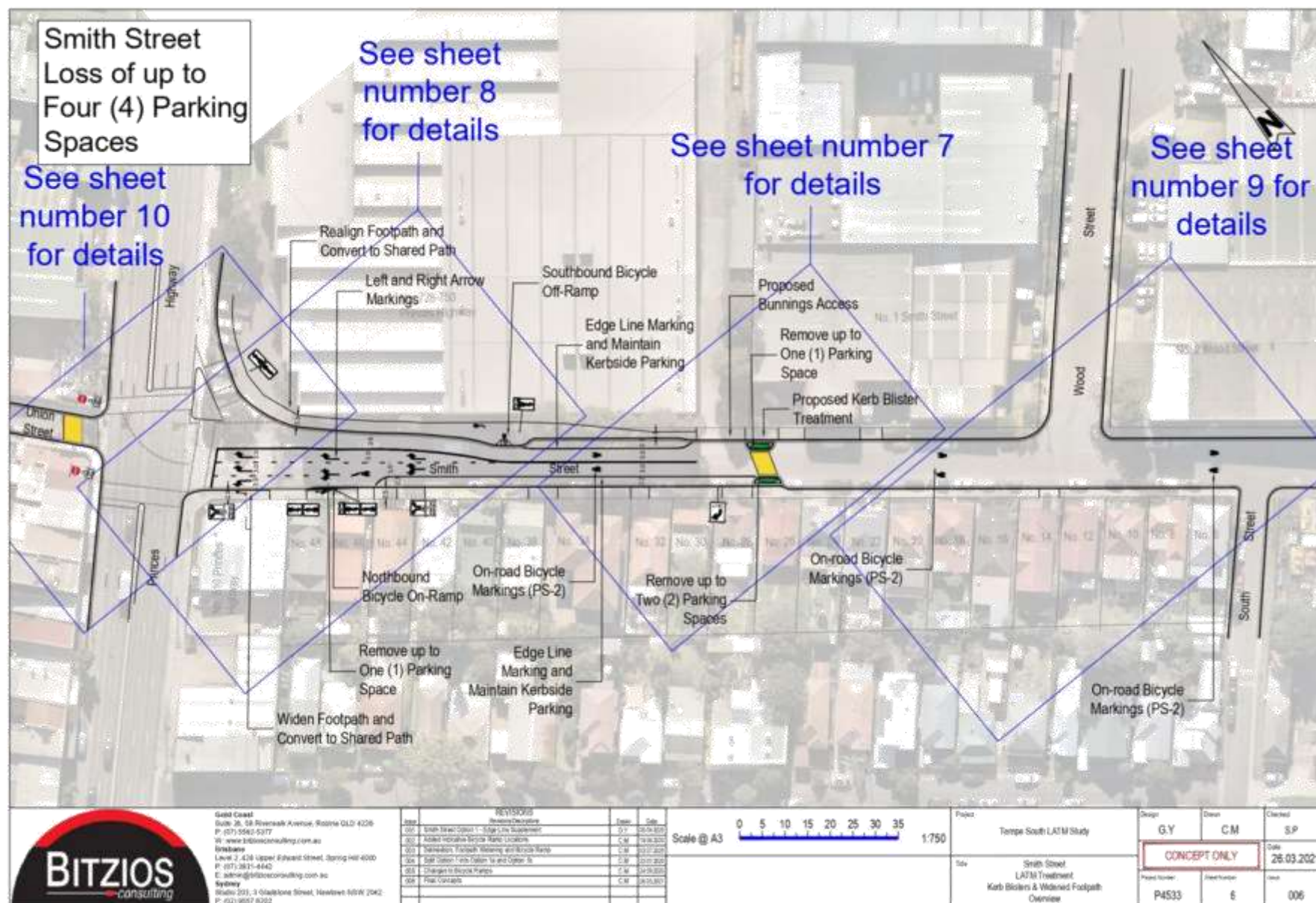




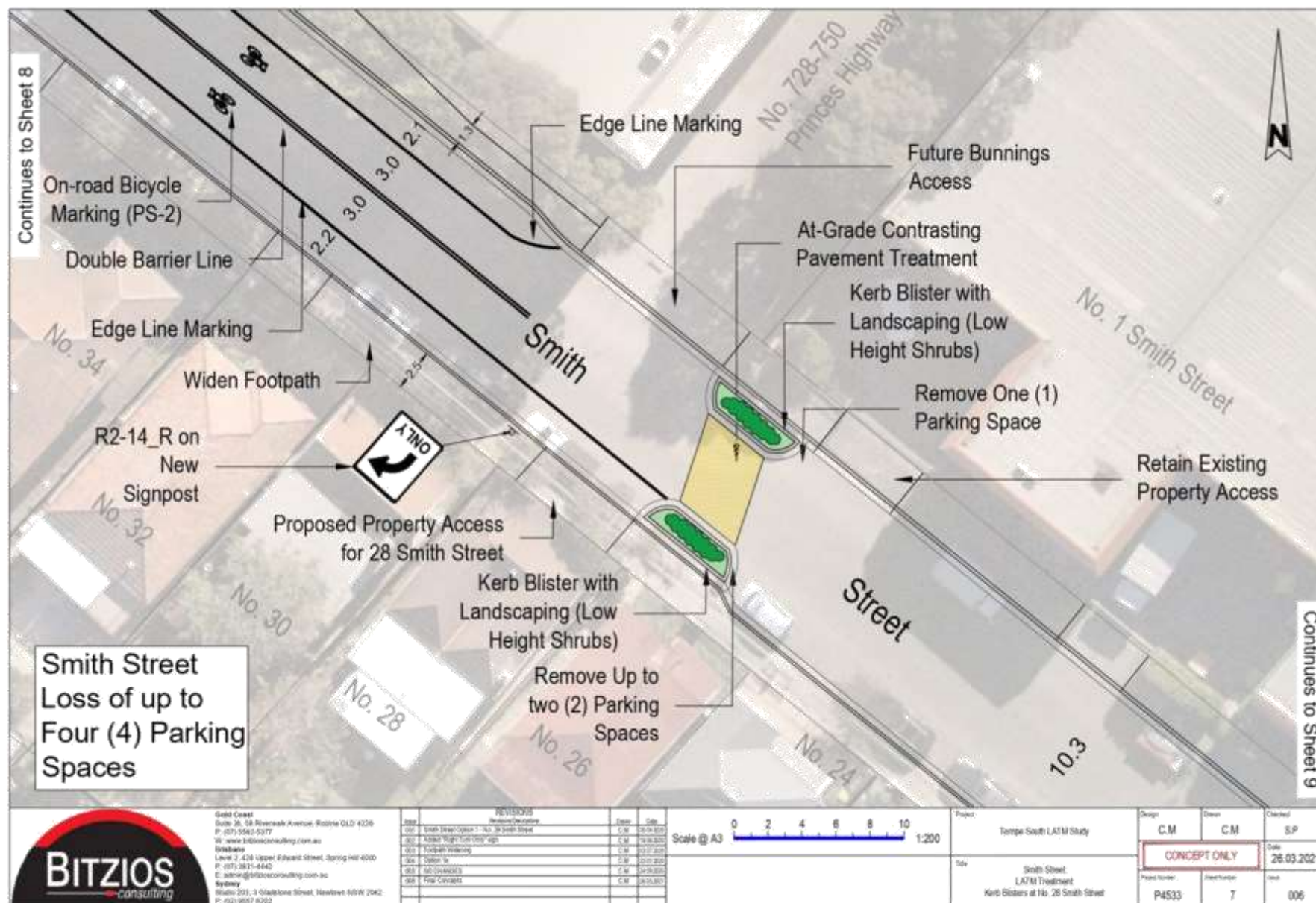


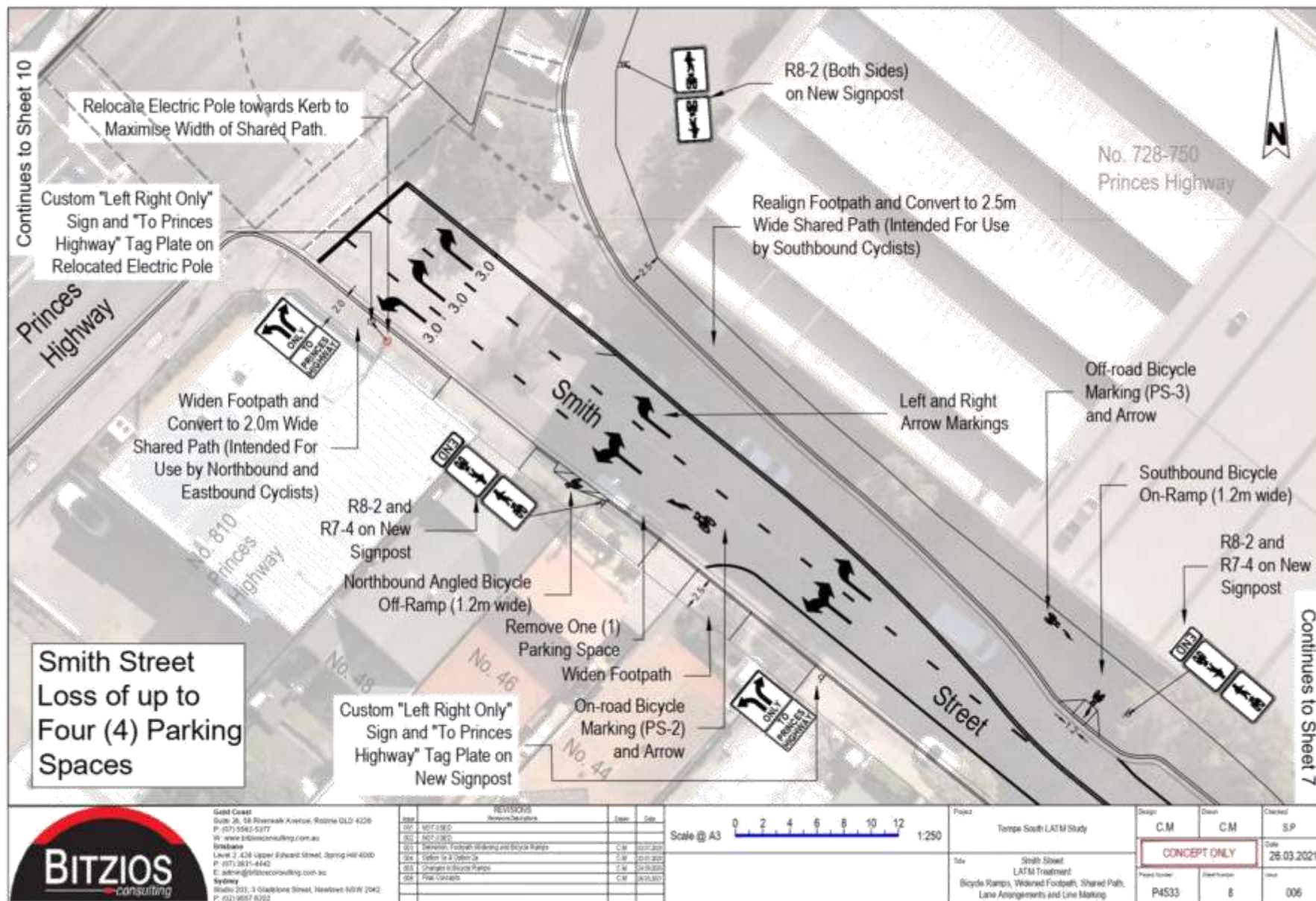






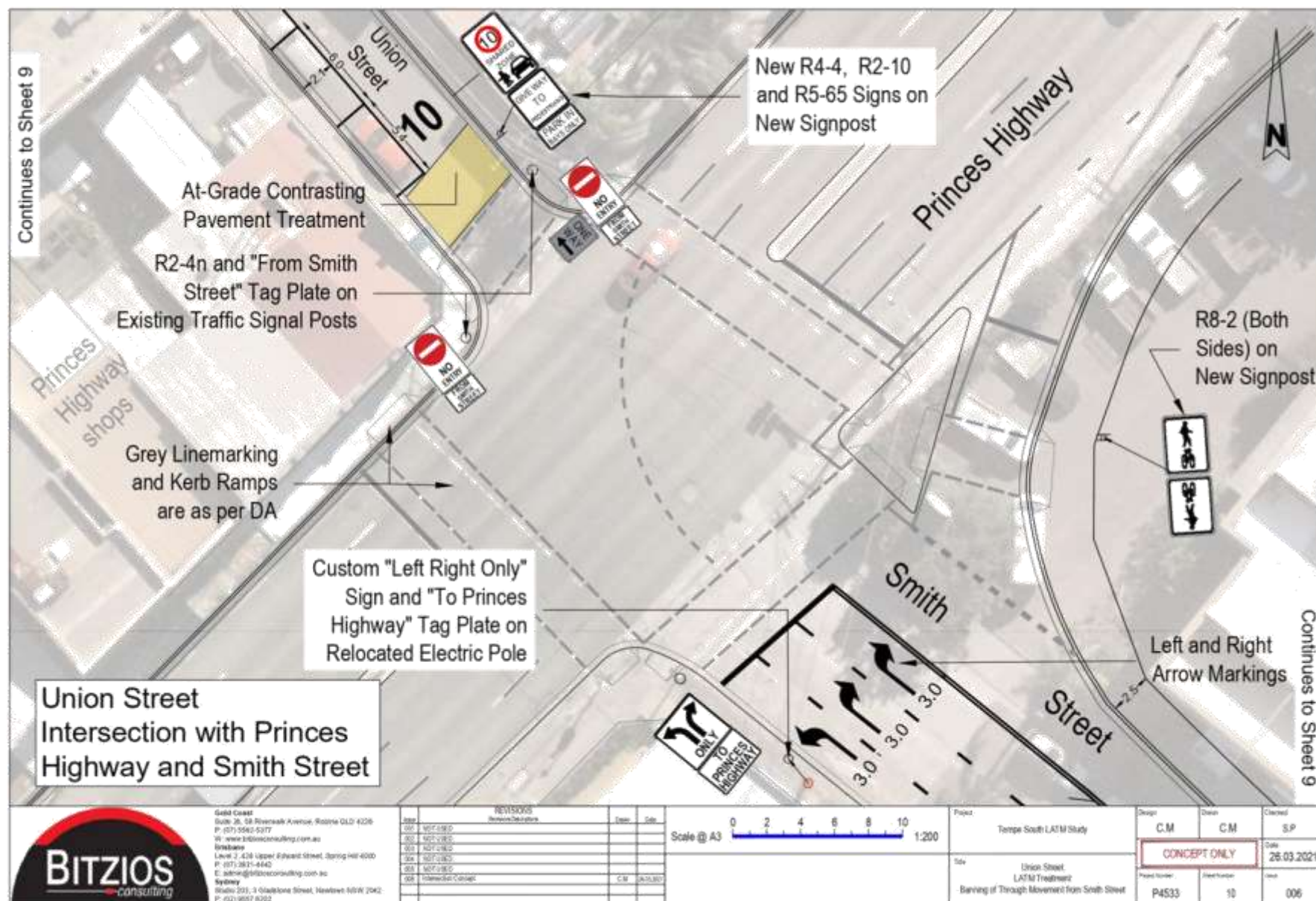




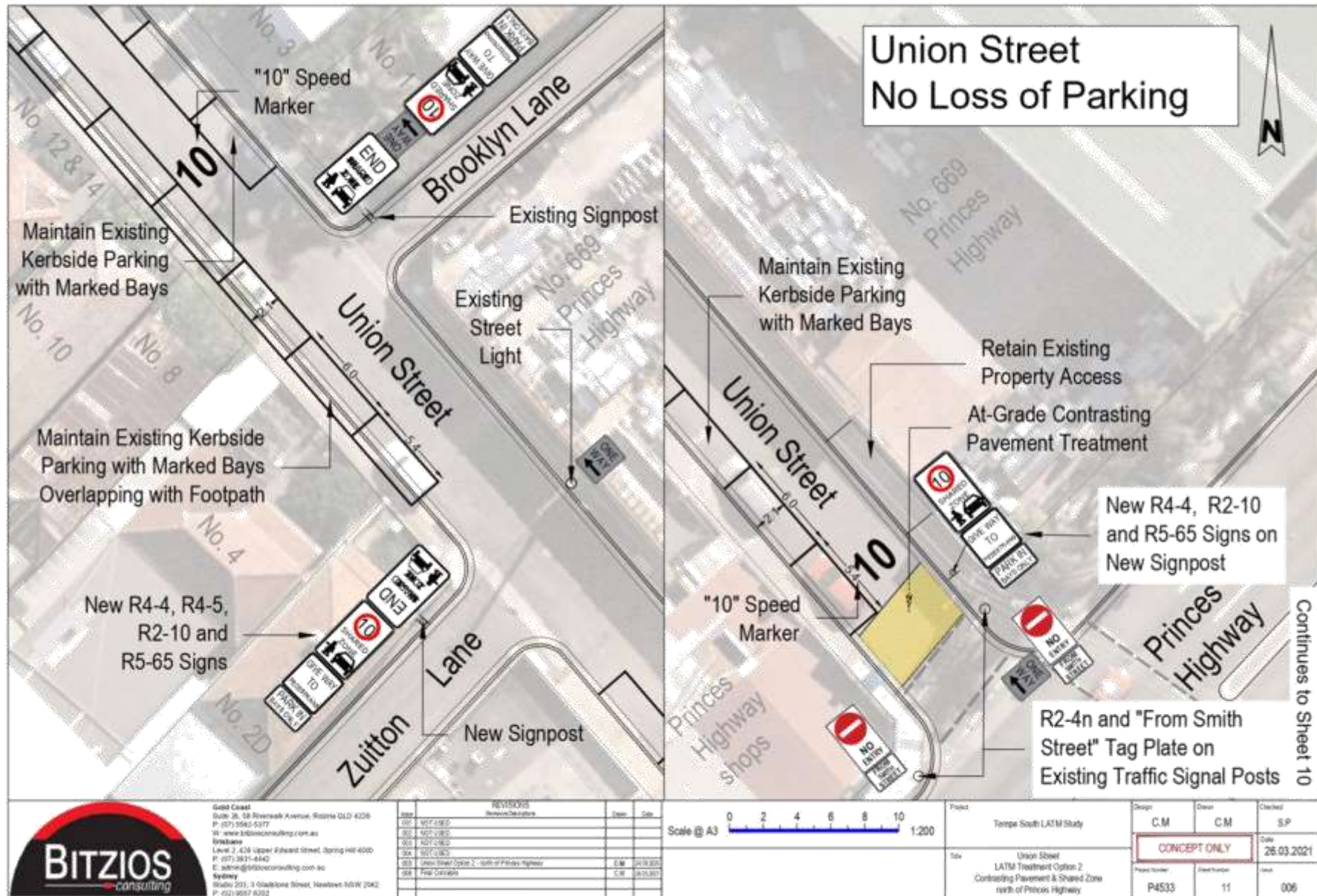




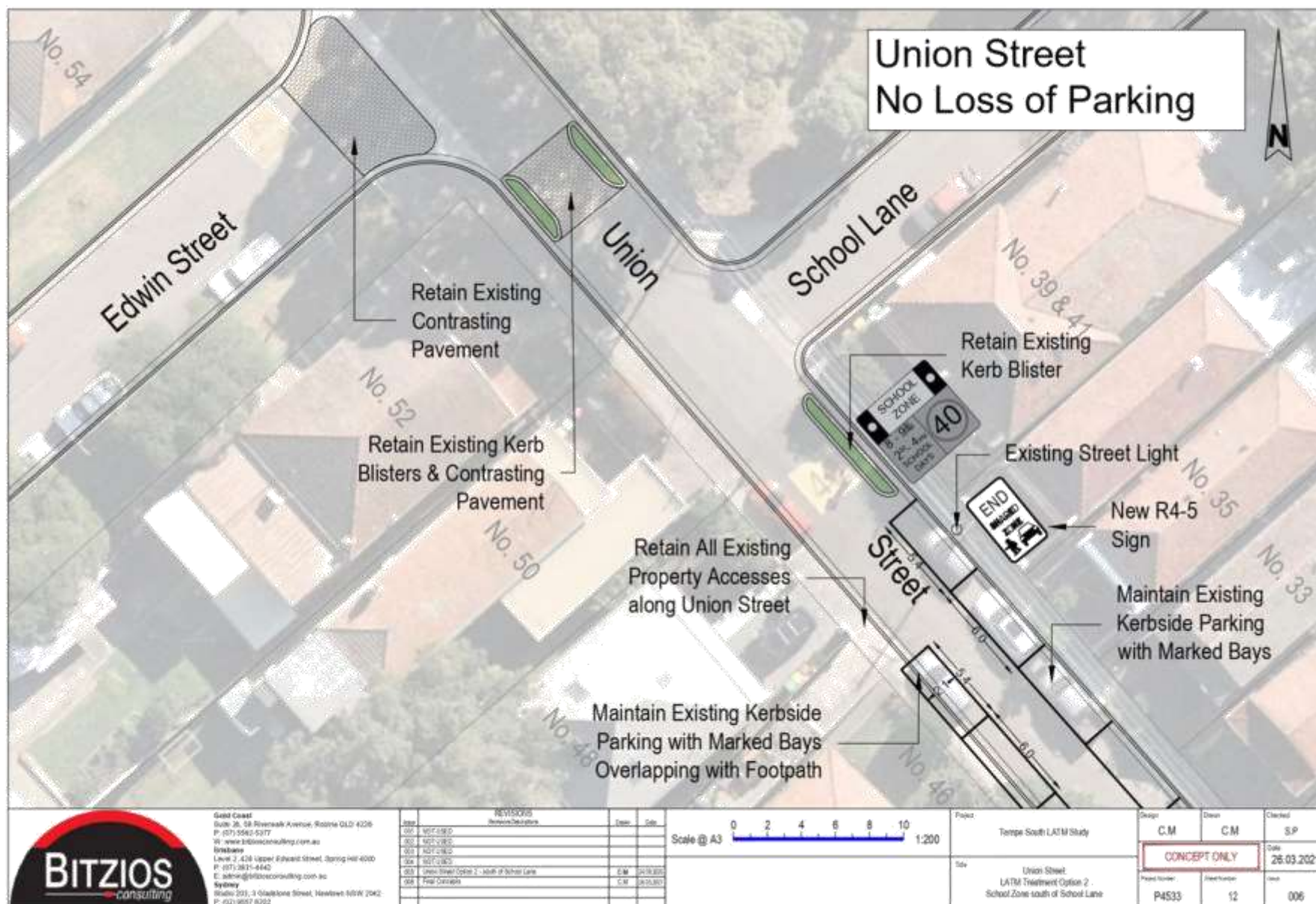


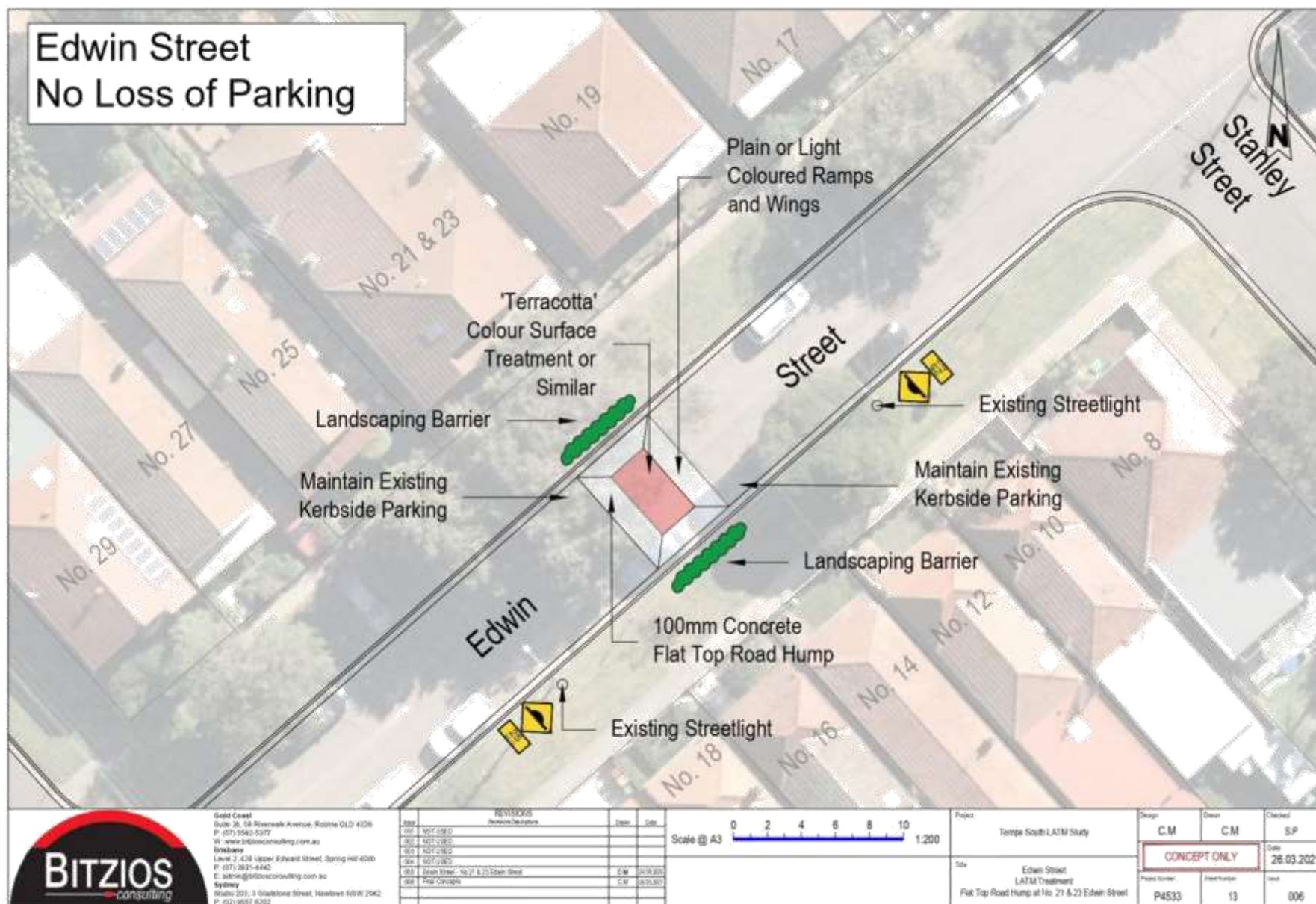




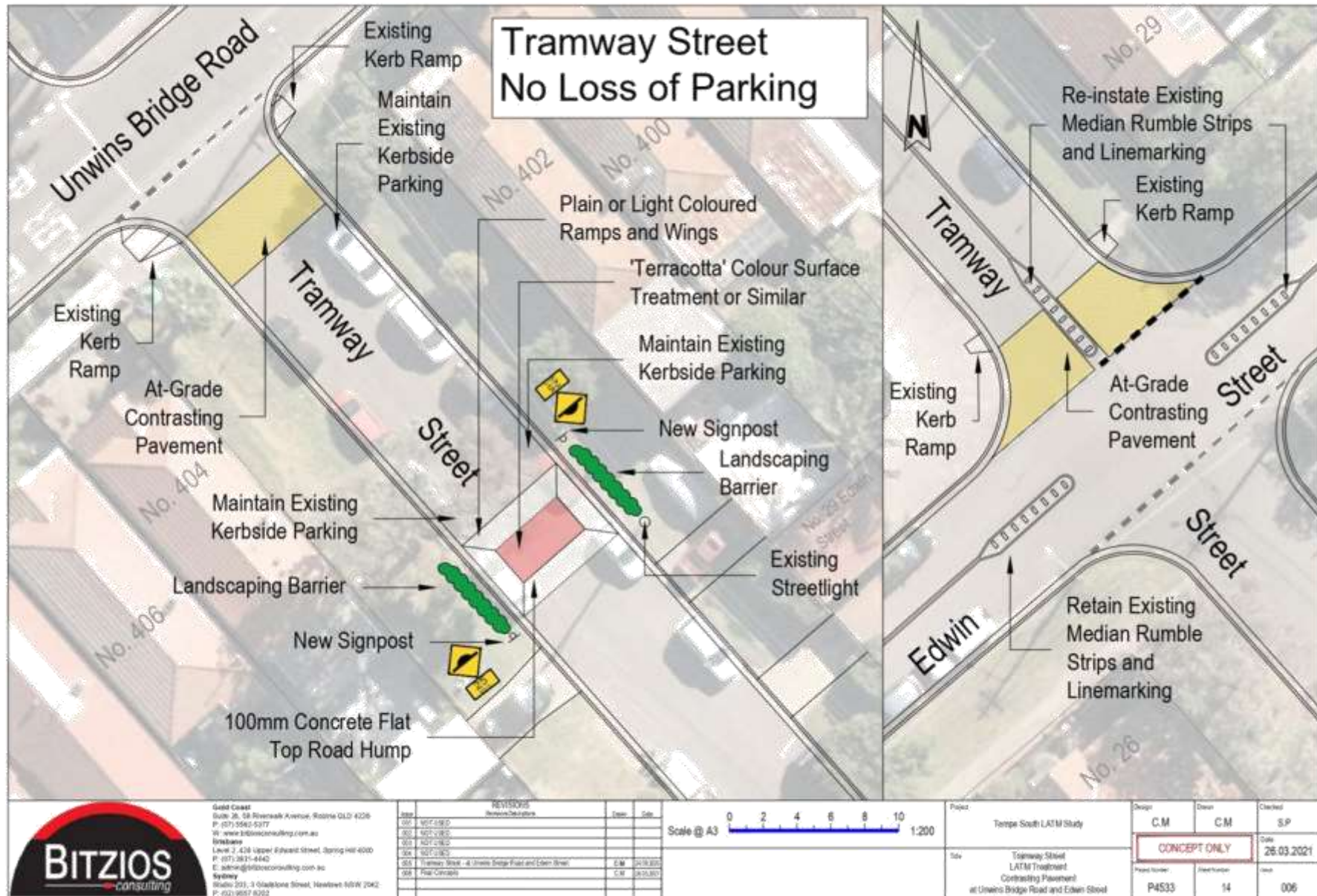


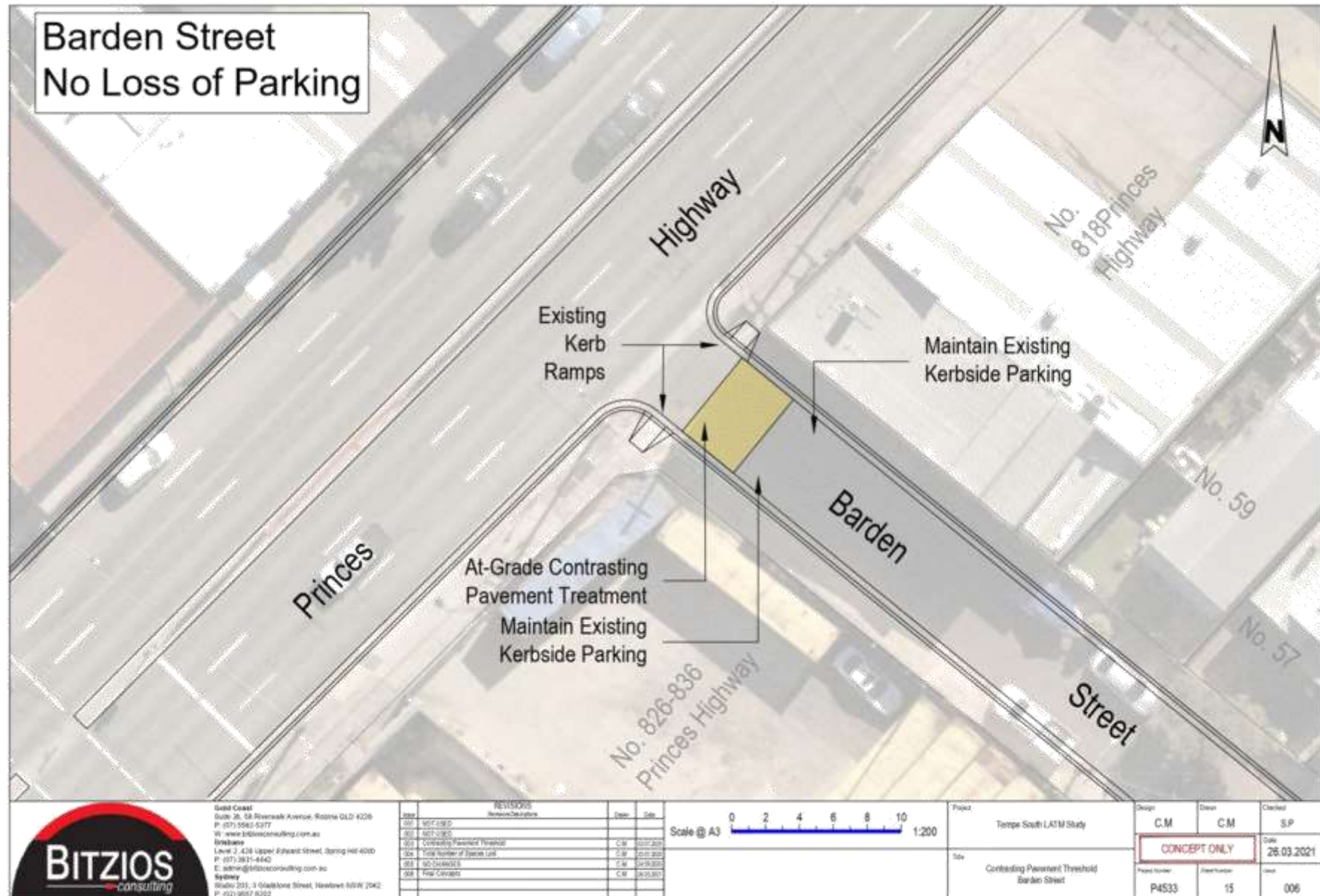




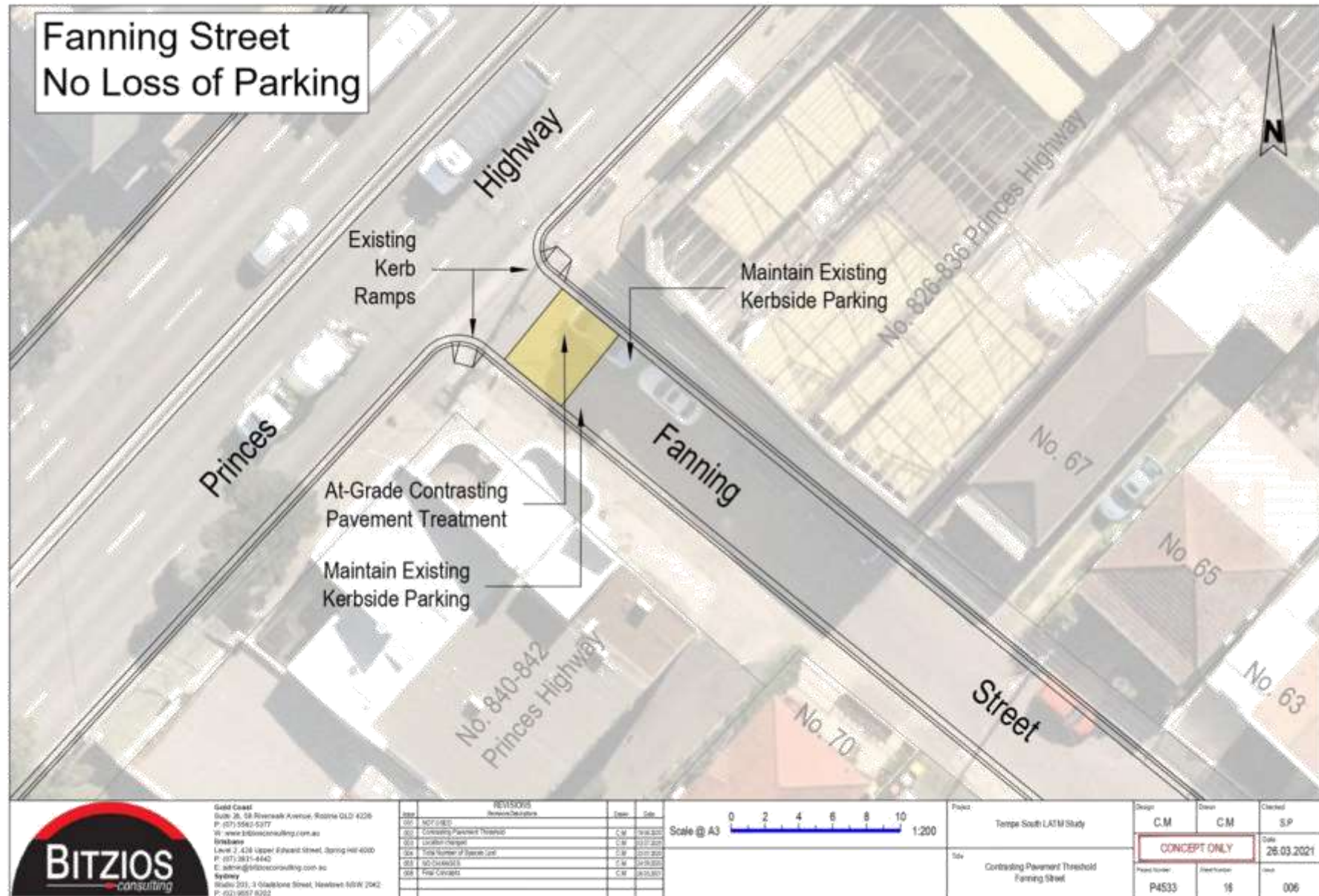




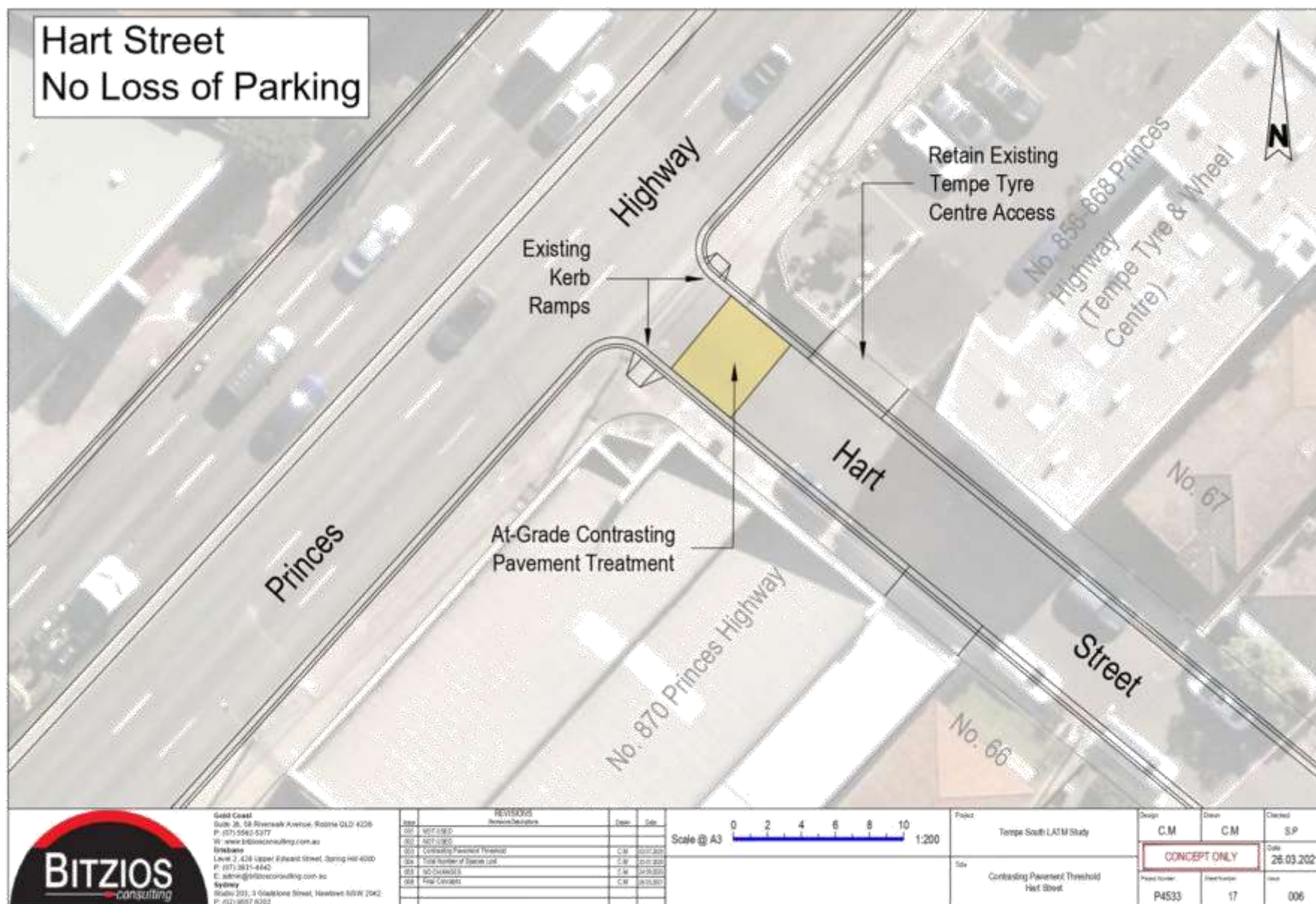


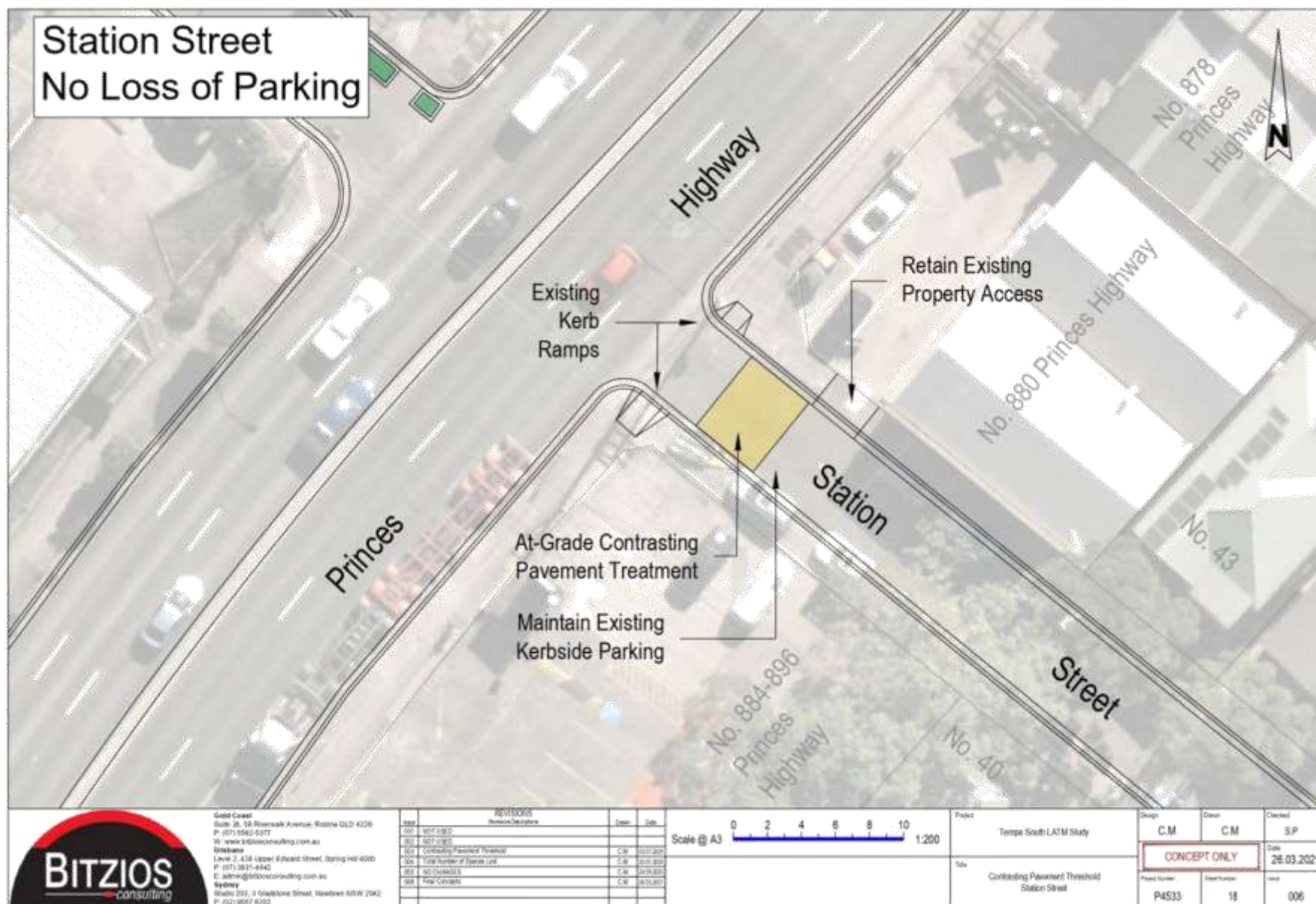














**Appendix E: Engagement Outcomes Report**

Item 1

Attachment 8



# INNER WEST



Engagement outcomes report  
*Tempe South LATM Study*



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## Summary

As part of the development of the Tempe South Local Area Traffic Management study, the community could provide feedback on a draft LATM study report and concept designs. These documents were presented for public exhibition between 3 November 2020 and 12 January 2021.

The community could participate in the consultation via a questionnaire on the *Your Say Inner West* or direct email. Participants could indicate their preference on the treatment proposals and options for each subject street and provide further comments or suggestions.

It is approximated that 139 people participated in this engagement. Specific numbers cannot be determined as we can't verify participants in group submissions. There were 519 people who visited the Your Say Inner West project page. Of these, 265 people downloaded a document and 87 people provided feedback. One of the participants later provided additional comments via email.

A community group made up of 22 residents from Union Street submitted a document via email covering several issues from the draft report. A petition by 30 residents along Smith Street was also submitted via email. Businesses in the study area have also provided their comments.

The preferred option for each street is:

- Edwin Street: no consensus on the flat top road hump
- Barden Street, Fanning Street, Hart Street and Station Streets: Contrasting pavement threshold
- Holbeach Avenue: Option 2 (speed cushions and road narrowing)
- Stanley Street: Option 1 (flat top road humps)
- Wentworth Street: Option 2 (flat top road humps)
- Smith Street: Option 1a (Road narrowing & contrasting pavement with widened footpath)

Streets where opposition was predominant include:

- Tramway Street: oppose contrasting pavement threshold
- Union Street: oppose both proposed options

General comments included:

- The calculated traffic generated from Bunnings along local streets such as Union Street is too low.
- Local streets often have children and additional Bunnings traffic will make the streets unsafe.
- Proposals are out of touch with community concerns and practicalities and do not deter additional non-local traffic.
- Banning through traffic from Smith Street to Union Street. This will also address potential rat-running problems in Stanley, Edwin and Tramway Streets.
- No substantial treatments have been proposed on many local streets in the area to stop alternative routes.
- Concerns with traffic safety and congestion affecting truck movements to and from Wood Street.
- Signage should be enforced.

## Background

As part of the conditions of consent for an approved Bunnings Warehouse at 728-750 Princes Highway, the Eastern City Planning Panel has conditioned that a Local Area Traffic Management (LATM) study be undertaken for the Tempe South area. A LATM would provide proposals to manage the impacts of the proposed Bunnings development on local traffic.

Following the initial stages of the study, streets where impacts would be experienced were identified and treatment options were provided for each street. Only one treatment option was provided for Barden, Fanning, Hart, Station, Edwin and Tramway Streets, while a total of four variations of the treatment options were provided for Smith Street.

## Engagement Methods

The community could provide feedback via:

- **Your Say inner West (YSIW)** – including online questionnaire and document download
- **Email** – responses went directly to the Council project team

Due to COVID-19 restrictions, it was decided not to hold in person consultation. Instead the Council project team was available to take calls regarding any questions the community had before providing their feedback.

## Promotion

- Letterbox drop
- YSIW E-newsletter
- YSIW Homepage
- Council website

## Engagement outcomes

### Who did we hear from?

Almost half the respondents (47%) were in the 35-49 age group, followed by approximately 27% who identified with the 50-59 age group.

Age Group	Number	Percentage
25-34	11	12.1%
35-49	43	47.3%
50-59	25	27.5%
60-69	4	4.4%
70+	3	3.3%
Undisclosed	5	5.5%
Total responses	91	100%
Skipped	1	-

When asked about their relationship to the study area, 89% of respondents identified as residents, 15% of respondents who were bicycle users through the area and almost 10% were local school users.

It should be noted respondents were able to select up to three responses and as such does not present a direct correlation to the number of responders.

Relationship	Number	Percentage
Resident	82	89.1%
Business Owner	4	4.3%
Visitor	5	5.4%
Pass through area for work	7	7.6%
Bicycle user in the area	14	15.2%
School user	9	9.8%
Other	4	4.3%
Totals	92	100%



## What did they say?

[Online via yoursay.innerwest.nsw.gov.au](https://yoursay.innerwest.nsw.gov.au)

The following is an overview of the feedback provided as part of the online engagement. It should be noted all button questions asked were optional and could be skipped. This enabled respondents to provide feedback on as many streets as they wanted to.

### Barden, Fanning, Hart and Station Streets

The same treatment (contrasting pavement threshold) was proposed for these streets. Participants were asked to tick the boxes of each street that they agreed with this treatment being applied to. A blank would indicate opposition for that location.

At least 32 of 34 responses (94%) to this question indicated **support** for the contrasting pavement threshold treatments on Barden Street, Fanning Street, Hart Street and Station Streets.

The majority of respondents (58 people) chose not to answer this question.

	Barden Street	Fanning Street	Hart Street	Station Street
Support	33	33	33	32
Blank (oppose)	1	1	1	2
Total responses	34	34	34	34
Skipped	58	58	58	58

Key themes in the comments included:

- Concerns with high parking on these streets, often occupied by Tempe Tyres traffic and international travellers
- Vehicles parked on footpath restricts pedestrian access
- Difficulties with two way travel with parking on both sides of the road
- Physical deterrent such as a closure is preferred

### Edwin Street

In total, 63 people responded to the proposal to install a flat top road hump in Edwin Street. Overall, the community was divided on whether this treatment was appropriate. A total of 24 respondents (38%) indicated they were *dissatisfied or completely dissatisfied*, 18 (28%) were *neutral*, and 21 (33%) were *satisfied or completely satisfied* with the proposal.

This question was skipped by 29 participants.

Response	Number	Percentage	Combined
Completely satisfied	4	6.3%	33.3%
Satisfied	17	27.0%	
Neutral	18	28.6%	28.6%

Response	Number	Percentage	Combined
Dissatisfied	13	20.6%	38.1%
Completely dissatisfied	11	17.5%	
Total responses	63	100%	100%
Skipped	29	-	-

Key themes in the comments included:

- Proposal does not necessarily reduce rat runs, or non-local traffic in the area
- Pedestrian safety concerns
- Parking is critical and residents don't have enough parking

## Tramway Street

In total, 61 people responded to the proposal to install contrasting pavement in Tramway Street. Overall, the community did not support this treatment. A total of 24 (39%) were *dissatisfied* or *completely dissatisfied*, 19 (31%) were *neutral*, and 18 (29%) were *satisfied* or *completely satisfied* with the proposal.

This question was skipped by 31 participants.

Response	Number	Percentage	Combined
Completely satisfied	1	1.6%	29.5%
Satisfied	17	27.9%	
Neutral	19	31.1%	31.1%
Dissatisfied	10	16.4%	39.4%
Completely dissatisfied	14	23.0%	
Total responses	61	100%	100%
Skipped	31	-	-

Key themes in the comments included:

- Concerns with current rat running
- Proposal may not change drivers behaviour
- No footpaths on both sides of the street

## Holbeach Avenue

In total 57 people responded to the proposals for Holbeach Avenue. Overall, the community preferred option 2 (speed cushions and road narrowing) with 19 people (33%). A total of 13 people (23%) preferred *Option 1 (speed cushions only)*, 11 (19%) preferred neither and 14 (24%) had no opinion.

This question was skipped by 35 participants.

Response	Number	Percentage
Option 1 (speed cushions)	13	22.8%
Option 2 (speed cushions & road narrowing)	19	33.3%
Neither	11	19.3%
No Opinion	14	24.6%
Total responses	57	100%
Skipped	35	-

Key themes in the comments included:

- Measures should improve pedestrian safety due to the childcare centre
- Landscaped island is a concern for cyclists, attracts litter and reduces parking

## Stanley Street

In total 62 people provided feedback on the proposed treatments for Stanley Street. Overall, the preference was for option 1 (flat top road humps) with 24 people (38.7%). A total of 9 people (14%) preferred *Option 2 (road narrowing)*, 16 (25%) preferred *neither* and 13 (21%) had no opinion on either treatment (*neutral*).

This question was skipped by 30 participants.

	Number	Percentage
Option 1 (flat top road humps)	24	38.7%
Option 2 (road narrowing)	9	14.5%
Neither	16	25.8%
No Opinion	13	21.0%
Total responses	62	100%
Skipped	30	-

Key themes in the comments included:

- Proposal does not necessarily reduce rat runs, or non-local traffic in the area
- Difficulties in parking in the street, often taken up by employees in Princess Highway, Tempe depot.

## Wentworth Street

In total 61 people provided feedback on the proposed treatments for Wentworth Street. Overall, 21 (34%) of responses preferred *Option 2 (flat top road humps)*, 17 (27%) preferred *Option 1 (road narrowing & contrasting pavement)*, 8 (13%) preferred *neither* and 15 (24%) had no opinion on either treatment (*neutral*).

This question was skipped by 31 participants.

Treatment option	Number	Percentage
Option 1 (road narrowing & contrasting pavement)	17	27.9%
Option 2 (flat top road humps)	21	34.4%
Neither	8	13.1%
No Opinion	15	24.6%
Total responses	61	100%
Skipped	31	-

Key themes in the comments included:

- Proposal does not necessarily address existing traffic and parking problems from Tempe Tyres
- Difficult for vehicles to pass each other due to parked cars on both sides
- Road hump results in more noise due to Tempe Tyres trucks

## Union Street

Proposals to Union Street were the most popular among respondents, which explains the high skip rate prior and following this question. In total, 78 people provided feedback on the proposals for Union Street. Responses indicate opposition to both options (flat top road humps or shared zones) with 36 people (46%) selecting that they prefer neither treatment and 9 people (11%) had no opinion on either treatment (*neutral*).

Key themes that emerged in the comments were:

- The traffic expected in Union Street is a concern for residents, do not agree with the traffic generation rates, traffic distribution, assessment criteria, treatments, used in the draft report.
- Disagree with the traffic data that was used during the COVID-19 lockdown with lower traffic
- Suggested alternative options, change Bunnings design -exit only onto Princes Highway with traffic signals, Smith Street entry only into Bunnings
- Left turn and Right turn entry only from Smith Street, block through movement from Smith Street to Union Street, using 'dog leg' island design

A further 24 people (30%) preferred *Option 2 (shared zone)* and 17 people (27%) preferred *Option 1 (road narrowing & contrasting pavement)*.

This question was skipped by 14 participants.



Treatment option	Number	Percentage
Option 1 (flat top road humps)	9	11.5%
Option 2 (shared zone)	24	30.8%
Neither	36	46.2%
No Opinion	9	11.5%
Total responses	78	100%
Skipped	14	-

## Smith Street

Proposed treatments for Smith Street received feedback from 48 people. Overall, option 1A (road narrowing and contrasting pavement, with widened footpath) was the preferred option with support from 25 respondents (52%). Only 3 respondents (6%) preferred Option 1b, 8 respondents (16%) preferred Option 2a, and 12 respondents (25%) preferred Option 2b.

This question was skipped by 14 participants.

Treatment Option	Number	Percentage
Option 1a (road narrowing & contrasting pavement, with widened footpath)	25	52.1%
Option 1b (road narrowing & contrasting pavement, with widened footpath and landscaped verge)	3	6.3%
Option 2a (mountable concrete median, with widened footpath)	8	16.7%
Option 2b (mountable concrete median, with widened footpath and landscaped verge)	12	25.0%
Total responses	48	100%
Skipped	44	-

Key themes that emerged in the comments were:

- Concerns with vehicular access to residential properties in Smith Street and to the Tempe Wetlands.
- Preference for resident permit parking, additional parking is needed
- The options do not consider the ability of Wood Street businesses to carry out business activities requiring large trucks, and that the road should not be narrowed further

## General comments raised

In addition to the comments on specific street treatments, participants could provide general comments about the project, attracting up to 108 comments on the study in general and for specific streets.

The participants provided opinions on the proposals and on the Bunnings development:

- Local streets often have children and additional Bunnings traffic will make the streets unsafe.
- The proposals on Union Street and Stanley Street do not deter additional non-local traffic.
- Proposals are out of touch with community concerns and practicalities.
- Speed humps generate additional noise.
- Landscaping attract litter and will require maintenance.

Participants also provided some suggestions:

- Turning Tramway Street to one-way northbound, or banning the left turn from Unwins Bridge Road onto Tramway Street
- Turning local roads south of Princes Highway into one-way roads
- Banning through traffic from Smith Street to Union Street. This will also address potential rat-running problems in Stanley, Edwin and Tramway Streets.
- Physical deterrent such as road closures are preferred.

One participant of the engagement emailed Council to provide additional comments and feedback:

- The report does not consider a partial closure of Union Street (i.e. left turn only from Princes Highway) and should be considered
- Changing the No Right Turn at Gannon Street
- The report does not consider the resulting threat to public safety.
- School and parents were not consulted.
- Stronger measures (including partial closure) and prioritising pedestrians (School Lane) have not been considered.

## Comments from a community group

A community group representing residents raised their concerns about additional traffic generated, particularly in Union Street from the proposed Bunnings development.

Key issues raised include:

- Doubts over the draft LATMs process, including concerns that it doesn't adequately address Council's objectives/requirements and lacks transparency in data and modelling
- Doubts over traffic volume calculations presented in the report aligning with RMS Traffic Generation Rates and implications on the suitability of proposed treatments
- Concern that traffic modelling used to inform the proposals does not align with publicly available sources, such as Google Maps and implications on the suitability of the proposed treatments

## Criticism of proposed treatments

- The proposed treatments do not aim to deter traffic, only to calm it, particularly around the school areas. This raises issues during peak times around the school, will increase traffic queuing at Unwin's Bridge Road and are not acceptable from an environmental impact perspective
- The points criteria system is flawed, unfair and inconsistent. It does not truly account for one way and narrow nature of Union Street, and presence of school. Score is on the low end but has been recognised as significant in the report. Effectively, score should be much higher.
- A new bicycle route crosses Union street at School Lane and Edwin Street, increased traffic will not be safe.
- The 85th percentile speeds are higher on Union Street.
- Signage such as the Right Turn Only and truck load limit will need to be enforced.

## Suggestions

- Suggestion 1: Change Bunnings to exit onto Princes Highway with signalised intersection, Smith Street to be used as entry only into Bunnings
- Suggestion 2: Left Turn and Right Turn only from Smith Street, block through movement to Union street, potentially using 'dog leg' island design.

## Submissions from businesses

Submissions were received from businesses along Princes Highway and Wood Street.

## General Comments

- Additional traffic (from Bunnings) on Smith Street will negatively impact the businesses in Wood Street
- Concern that many drivers will ignore the No Left turn restriction at the Bunnings driveway.

## Feedback on the process

- Concern that the LATM has been prepared after the development approval. Residents should have been engaged on treatments prior to this as part of the DA process so that feedback could have informed the Development Assessment and consent
- No information on funding and if Bunnings is funding the LATM, has the study been done independently
- Suggestion of a follow-up study to ensure unforeseen issues are addressed

## Feedback on the LATM study

- There is no information provided on what measures are proposed (only options presented), as operating conditions may be different to theoretical
- Road Safety Audit should assess the Princes Highway access and is critical to reduce impacts on Smith Street. The audit did not cover the Right Turn into Smith Street, which is expected to be intensified due to Bunnings
- Audit does not cover safety issues along local streets
- Keep Clear (on Princes Highway) may encourage drivers to undertake a right turn into Bunnings when sight lines are poor with stopped traffic

## Feedback on proposals

### Issue 1: The treatments are not sufficient

- Right turn only at the Bunnings exit will need enforcement, such as a physical barrier, to stop traffic from using southern streets to access the Princes Highway. Anticipate there will be delays at Smith/Princes Hwy intersection creating this behaviour
- The treatments focus on gateways to local streets and do not discourage vehicles taking alternative routes through the local area
- Local narrowing in Wentworth Street south of Princess Highway is appropriate but may not be enough. More aggressive solution is required, in conjunction with proposed flat top road humps. No measures proposed for South Street. More measures will be needed to discourage vehicles using South Street.
- Wentworth Street is a key street to some businesses. However, only heavy vehicle issues have been considered.
- The need for a kerb blister may not be required if the exit to Princes Highway is signalised.

### Issue 2: Impact of increased queuing and traffic

- Diverted traffic issues (from Wentworth Street) should be considered, including queuing at Princes Highway.

### Issue 3: Oppose loss of resident parking

- For a development of this size, Bunnings should provide its own access as Smith Street residents do not agree to any loss of on-street parking. However, they generally support a proposal which results in the lowest impact to on-street parking.
- An extensive and elaborate regime is required, mid block and at intersections with South Street.

## Smith Street Petition

A petition comprising signatures by Smith Street residents has been provided by email, summarising issues and concerns regarding the proposed treatment options.

- Smith Street residents do not agree to any loss of on-street parking. However, they generally support a proposal which results in the lowest impact to on-street parking.
- The need for a kerb blister may not be required if the exit to Princes Highway is signalised and should be reviewed in connection to the feasibility study of the signals.
- A Resident Parking Zone should be implemented to deter tradesmen working on the new Bunnings from parking on Smith Street during construction, and deter customers from parking after completion.
- Widen the footpath north of the Bunnings access instead of whole length due to the increased traffic. Retain the footpath width in the southern section as a narrower road section will result in an increase in vehicle damage and sideswiping.
- Retain sandstone kerbs due to the heritage nature.



- There is an existing DA application for a new dual driveway at 26-28 Smith Street, which interferes with the location of the proposed kerb blisters as part of Option 1 (road narrowing). The residents request a reduction in the width of the kerb blister to allow for the driveway entrance.

Item 1

Attachment 8

## Officer comments in response to public exhibition

The draft LATM study report will be revised to address comments gathered during community consultation and include a summary of the engagement outcomes. There will be adjustments to the proposals in response to some of the comments received. A preferred option will be adapted for each street and presented in the report.

Responses to key issues identified in the public exhibition of the Draft LATM study report and concept designs are outlined in the table below.

Issue	Description	Response
Existing parking issues	Residents have highlighted difficulty in parking outside their property due to parking by nearby workers, airport users and other visitors. They prefer a residential parking scheme to be implemented to improve parking in the local area.	As part of the study, a parking survey on a number of streets was undertaken. The parking levels found were generally within 50-70% occupancy during weekdays and weekends, which do not meet the level required for a resident parking scheme as outlined in Council's Public Domain Parking Policy.
Efficiency of LATM proposals	Residents do not agree that the proposals will be able to address the increase in non-local traffic and do not reduce non-local traffic volumes.	The proposals aim to deter non-local traffic by reducing vehicle speeds and increasing travel time as to make routes using local roads less desirable for non-local traffic. LATM proposal was selected based on traffic volumes, speed and/or crash history.
Existing rat-running and non-local traffic issues	Residents have highlighted existing rat-running routes and use by non-local traffic. They have suggested schemes such as one-way system or road closures.	The LATM study focuses on the additional non-local traffic caused by Bunnings and may not universally address existing rat running issues.
Alternative Union Street proposal	Union Street residents have suggested closing Union Street to Smith Street through traffic, i.e. left turn entry only from Princes Highway	This option may be required given the direct route along Union Street and presence of schools. This option is to be further explored.
Children safety	Local streets often have children and residents have highlighted that additional Bunnings related	The LATM study aims to minimise additional traffic by reducing through traffic and vehicle speeds using the selected proposals.

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	traffic will make the streets unsafe	
Alternative Bunnings entrance and exit	Bunnings traffic should not exit via Smith Street and an alternative access be provided on Princes Highway.	An alternative access on Princes Highway will be the subject of further investigations, however it is noted that Transport for NSW has not supported an alternative signalised exit on Princess Highway.
Alternative transport	Residents preferred solutions that encourage alternative transport such as cycleways to ensure walking and cycling are more attractive	Active transport has been considered in Smith Street, which provides connectivity to existing routes. Traffic calming results in lower vehicle speeds, and improving safety for vulnerable road users such as pedestrians and cyclists.

**Item No:** LTC0421(1) Item 2

**Subject:** GARDEN STREET, MARRICKVILLE – SYDNEY METRO SSJ - NOTICE OF A TEMPORARY FULL ROAD CLOSURE FOR A 4 DAY PERIOD TO UNDERTAKE RESTORATION WORK (MIDJUBURI – MARRICKVILLE WARD / NEWTOWN ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has received notice from Sydney Metro SSJ Group for the temporary full road closure of Garden Street, between Shirlow Street and road end, Marrickville for a 4 day period between the dates of 30 April and 3 May 2021 (contingency period of 2 weeks to 17 May 2021) in order to carry out restoration work on Garden Street. It is recommended that the proposed temporary full road closure be approved, subject to the conditions outlined in this report.

## RECOMMENDATION

**THAT the proposed temporary full road closure of Garden Street, between Shirlow Street and road end, Marrickville for a 4 day period between the dates of 30 April and 3 May 2021 (contingency period of 2 weeks to 17 May 2021) be approved for the purpose of restoration work on Garden Street subject to, but not limited to, the following conditions:**

1. A Road Occupancy License be obtained by the applicant from TMC;
2. All affected residents and businesses, including the NSW Police Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and
3. The occupation of the road carriageway must not occur until the road has been physically closed.

## BACKGROUND AND STAFF COMMENTS

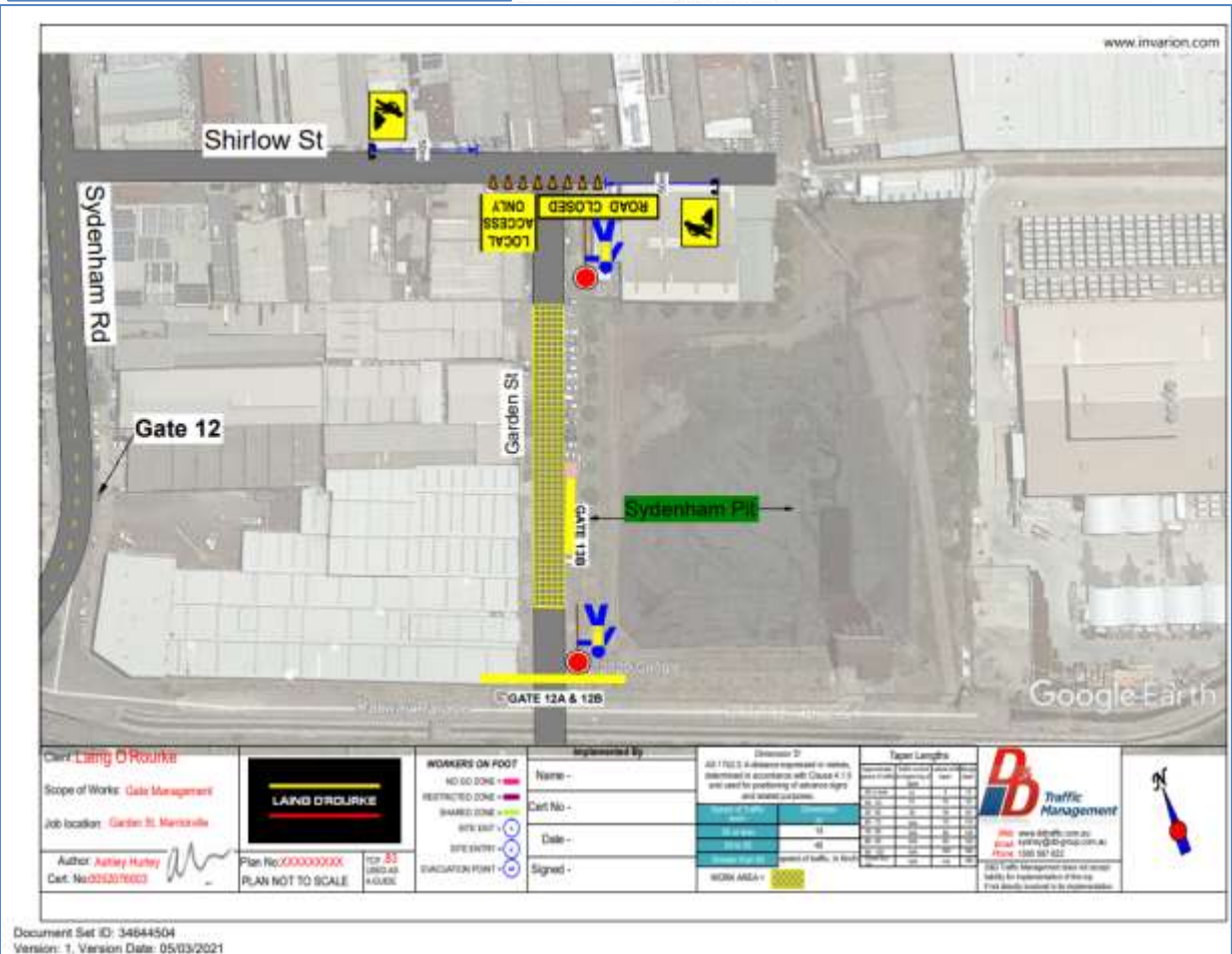
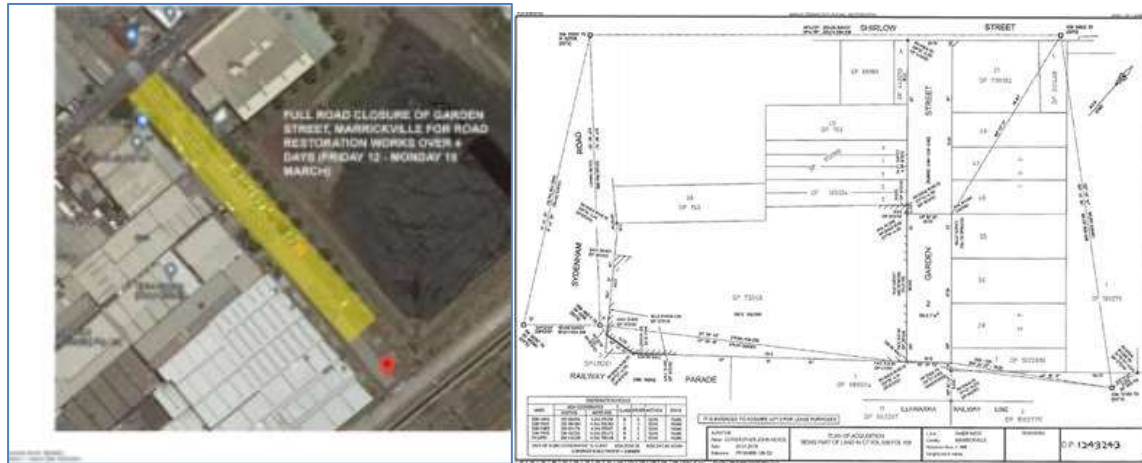
In November 2018 a report was submitted to the Local Traffic Committee in relation to Sydney Metro's temporary long term use of Garden Street, Marrickville between 27 November 2018 and December 2021 in order to carry out construction activities for the upgrade of Sydenham Station being delivered as part of the Sydney Metro City & Southwest program of work. Road restoration works are now planned for Garden Street. The scope of works is indicated in the plans below including the accompanying Traffic Control Plan (TCP).

Garden Street is a dead end local road servicing the neighboring industrial uses.

## FINANCIAL IMPLICATIONS

All works and costs of implementation will be borne by the applicant





## PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

The proposed road closure has been advertised on Council's website in accordance with the Roads Act 1993.

## ATTACHMENTS

Nil.

**Item No:** LTC0421(1) Item 3

**Subject:** TOOTHILL STREET NEAR VICTORIA STREET, LEWISHAM - PEDESTRIAN SAFETY IMPROVEMENT WORKS – DESIGN PLAN 10163 (DAMUM - STANMORE WARD / SUMMER HILL ELECTORATE/ INNER WEST PAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has finalised a design plan for pedestrian safety improvement works in Toothill Street at Victoria Street, Lewisham. The proposed works will raise the existing pedestrian crossing to improve pedestrian and motorist safety and address concerns about pedestrian safety, particularly school children, and driver behaviour in the area.

## RECOMMENDATION

**THAT the detailed design plan for the raising of the existing pedestrian crossing and new adjacent kerb ramps and associated signs and line markings in Toothill Street at Victoria Street, Lewisham (as per Plan No.10163) be APPROVED.**

## BACKGROUND

A report went to the Committee on 13 June 2019 detailing a concept plan showing potential improvement to the pedestrian zebra crossing on Toothill Street adjacent to its intersection with Victoria Street, Lewisham after residents raised concerns about the safety of pedestrians crossing the road. Future concept improvement works were listed on Council's forward Capital Works Program for 2020/2021 and now the Design Plan for those improvement works is submitted for consideration.

## FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2020/2021 and funding of \$75,000 has been allocated to this project.

## OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached Consultation Plan (Plan No. 10163). The proposed works will improve pedestrian safety and addresses concerns about pedestrian and driver behaviour in the area.

Specifically, the proposed scope of works includes the following:

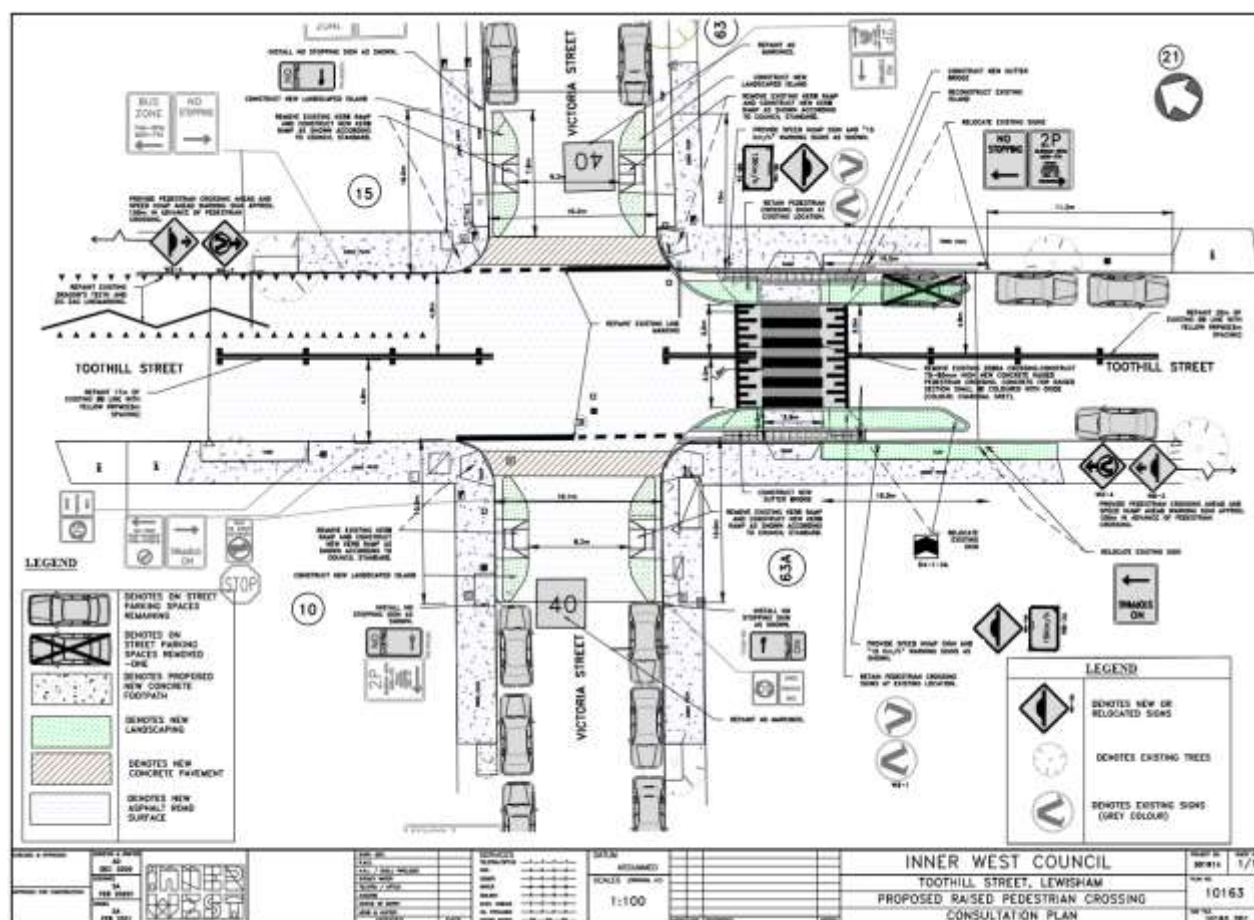
### In Toothill Street:

- Upgrading the existing at grade marked pedestrian (zebra) crossing to a raised pedestrian (zebra) crossing incorporating landscaped kerb blister islands;
- Reconstructing damaged sections of concrete footpath with new concrete footpath (where shown on Plans);
- Resurfacing the road pavement with new asphalt (where shown on Plans)
- Installing new and repainting existing pavement line marking;
- Installing new signage associated with the works;
- Relocating 1 "NO STOPPING" sign (refer to attached Plan for location);

## In Victoria Street (both sides of Toothill Street):

- Narrowing the road pavement by providing new landscaped kerb extension crossing points with new kerb ramps;
- Reconstructing damaged sections of concrete footpath with new concrete footpath (where shown on Plans);
- Resurfacing the road pavement with new asphalt (where shown on Plans);
- Reconstructing concrete road pavement with new concrete road pavement (where shown on Plans)
- Installing 3 new “NO STOPPING” signs associated with the works

This proposal will result in the loss of one legal on-street parking space in Toothill Street.



## PUBLIC CONSULTATION

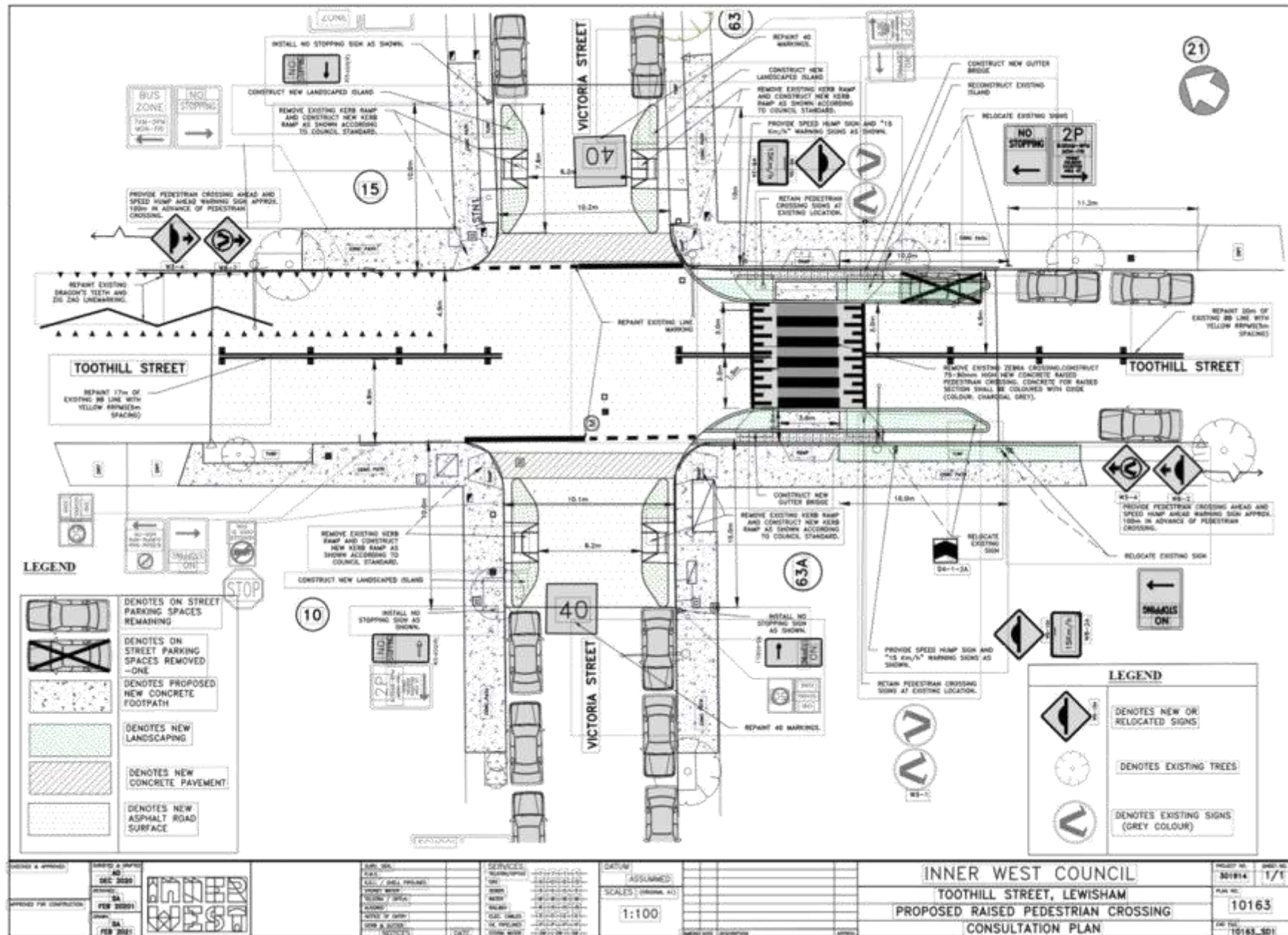
Consultation was conducted between 10 and 30 March 2021. A letter along with a copy of the design plan was sent to residents in the immediate locality and schools nearby. A total of 39 letters were distributed.

There were three responses. Generally, the responses were supportive of the design plan to raise the existing pedestrian (zebra) crossing. One resident objected to the loss of the car parking space. It should be noted that the proposed raised pedestrian crossing is designed according to RMS technical directions which prohibits parking for a minimum of 10 m from the pedestrian crossing on departure side.

## ATTACHMENTS

1. [Toothill Street\\_Consultation\\_DesignPlan10163](#)







**Item No:** LTC0421(1) Item 4

**Subject:** CENTENNIAL STREET, MARRICKVILLE – TEMPORARY ROAD CLOSURE FOR A SPECIAL EVENT AT HENSON PARK – 2021 BEER, FOOTY AND FOOD FESTIVAL ON SATURDAY 24 JULY AND SATURDAY 7 AUGUST 2021 (MIDJUBURI-MARRICKVILLE WARD /SUMMER HILL ELECTORATE /INNER WEST LAC)

**Prepared By:** Jennifer Adams - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

### SUMMARY

A S68 Application has been received from the Music & Booze Company together with the Newtown Rugby League Football Club to hold the 2021 Beer, Footy and Food Festival between 10.00am and 10.00pm on Saturday, 24 July 2021 and Saturday, 7 August 2021 at Henson Park Oval. The event requires the temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance gate to Henson Park Oval. It is recommended that Council agree to the temporary full road closure subject to the applicant complying with the following conditions and obtaining concurrence from Transport for NSW (formally RMS) as the closure entails lane closures on Sydenham Road, Marrickville.

### RECOMMENDATION

**THAT** the proposed temporary full road closure of Centennial Street, Marrickville between Sydenham Road and the entrance to Henson Park & Marrickville & District Hardcourt Tennis Club car park, between 10.00am and 10.00pm on Saturday 24 July 2021 and Saturday 7 August 2021 (contingency period of one month to 4 September 2021) for the purpose of holding the 'Beer, Footy and Food Festival 2021' event be **APPROVED**, subject to the approval of the S68 Application and the applicant complying with, but not limited to, the following conditions:

1. A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses;
3. The occupation of the road carriageway must not occur until the road has been physically closed.; and
4. Subject to written concurrence from Transport for New South Wales.

### BACKGROUND AND STAFF COMMENTS

A S68 Application has been lodged by the Music & Booze Company together with the Newtown Rugby League Football Club to hold the 2021 'Beer, Footy & Food Festival' event. Centennial Street will be closed to traffic thoroughfare so the event as proposed can successfully occur. The road will be accessible to all residents, emergency services, Event

staff, Coaches and players and allowance will also be made for disability parking to come through the road closure.

Centennial Street is a dead-end local two-way street with one travel lane in each direction, in addition to kerbside parking lanes. It carries around 400 vehicles per day. Parking is unrestricted along both sides of the road.

The following traffic control measures are diagrammatically shown and detailed in the attached TMP and. Traffic Control Plans (TCP):

- TCP - VG. 19.112-1, Pick up & Drop off
- TCP - VG. 19.112-B. E, Bus entry assisted
- TCP - VG. 19.112-D, Detour route/ Light Traffic entry to Centennial Street
- TCP - VG. 19.112-IN, Ingress for Vendors & Staff
- TCP - VG. 19.112-EG, Egress for Vendors & Staff

- **Road Closure**, on Centennial Street, allowing access to Residents, Players, Coaches, event staff & Patrons of the Tennis Club.
- **Light traffic entry to Centennial Street** - light traffic will be detoured along Sydenham Road to turn left into Petersham Road & turn left onto Centennial Street, before continuing straight through the lights on to the closed section of Centennial Street this control measure is to alleviate traffic congestion attempting to turn right from Sydenham Road on to Centennial Street.
  - All Residents & business effected by this closure will be notified 1 month & 1 week prior to the Event.
  - 1 Traffic Controller will be in place on the southwest corner of the Centennial St & Sydenham Road intersection, they will assist anyone attempting to enter the Road Closure at Centennial Street by directing them towards the light traffic detour.
- **Special Event Clearways**  
Sydenham Road, between Centennial Street and Holmesdale Street to allow room for the drop off area, just outside the gates to Henson Park.
- **Bus Entry**  
Bus entry will be conducted under guidance by RMS accredited Traffic Controllers. Upon approach all traffic will be stopped in both directions & the road closure opened, the bus driver will be instructed to drive into Centennial Street (south) & then reverse into Centennial Street (north) where they will be assisted by a spotter to a safe parking spot.
- **Pedestrian Crossing**  
TCs will assist all pedestrians across the road safely, from the main entry/exit to the Marrickville H.S parking lot. This is a preventative measure to ensure all patrons leave the Event safely & in an orderly fashion. TCs will hold pedestrians from crossing the road until the such time as the supervisor deems it safe, has stopped traffic & cleared an area to cross. This will avoid people rushing onto the road in between slow traffic & causing more congestion as well as keeping the public safe.

## FINANCIAL IMPLICATIONS

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure along with any other required road occupancy and/or road opening permit fees.

All works and costs of implementation will be borne by the applicant

## PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

The proposed road closure has been advertised on Council's website in accordance with the Roads Act 1993.

## ATTACHMENTS

1. [1](#) FINAL BEER FOOTY FOOD 2021 TMP



## TRAFFIC MANAGEMENT PLAN (TMP)

For

BEER, FOOTY AND FOOD 2021  
— SYDNEY NSW

24<sup>th</sup> OF JULY 2021 &  
7<sup>TH</sup> OF AUGUST 2021

Contingency date TBA

This TMP is prepared by Vigilant Group on behalf of the  
THE MUSIC AND BOOZE CO

Document Ref # TMP/VG. 21.112  
Revision 1  
Revision Date 18/03/21





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## 1. TMP Scope

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

## 2. TMP Project Summary and Details

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP has been prepared on behalf of **THE MUSIC AND BOOZE CO** for their festival accordingly. The primary date that this TMP relates to is for the **24<sup>TH</sup> OF JULY 2021 AND 7<sup>TH</sup> OF AUGUST 2021** the TMP will focus on **HENSON PARK, ON SYDENHAM RD MARRICKVILLE. BETWEEN CENTENNIAL ST AND HOLMESDALE ST**

This document aims to provide a plan for effective traffic management and co-ordinated management of the above event. The report sets out the procedures by which CENTENNIAL ST may be a partially or full closure to traffic so that the event can proceed accordingly. The document will cover the site as detailed in the contractual agreement throughout all phases of required operation.

Within the document the traffic control measures are unique for the scope of the event and should not be directly applied to any other closure or management plan within the presiding area of the said area of control whether they appear rationally suitable or not.

Primary aim for this TMP is the safe co-ordination of the event through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the general public and participants, all employees involved in the event both from the organisers and Vigilant Group and other authorities and stakeholders.

## 3. Event Specific Scope

This TMP addresses traffic management for the traffic management for the **proposed event on behalf of the Music and Booze Co.** The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

The primary scope of the event is the appropriate measures by which **Centennial st** will be closed to traffic thoroughfare so the event as proposed can successfully occur. The road will be accessible to all residents, Event staff, Coaches and players. We have also allowed disability parking to come through the road closure.

The scope of this TMP has been prepared highlighting the proposed measures that will be undertaken. The fundamental proposal of this TMP is detailed as follows for:

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## Primary Traffic Control

The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plan (TCP) titled **TCPs**

**VG. 19.112-1, Pick up & Drop off**

**VG. 19.112-B. E, Bus entry assisted**

**VG. 19.112-D, Detour route/ Light Traffic entry to Centennial st**

**VG. 19.112-IN, Ingress for Vendors & Staff**

**VG. 19.112-EG, Egress for Vendors & Staff**

- **Road Closure**, on Centennial St, Allowing access to Residents, Players, Coaches, event staff & Patrons of the Tennis Club.
- **Light traffic entry to Centennial St.** light traffic will be detoured along Sydenham rd to turn left into Petersham Rd & turn left onto Centennial st, before continuing straight through the lights on to the closed section of Centennial St. this control measure is to alleviate traffic congestion attempting to turn right from Sydenham rd on to Centennial St.
- All Residents & business effected by this closure will be notified 1 month & 1 week prior to the Event.
- 1 Traffic Controller will be in place on the southwest corner of the Centennial St & Sydenham Rd intersection, they will assist anyone attempting to enter the Road Closure at Centennial St by directing them towards the light traffic detour.
- **Special Event Clearways**  
**Sydenham Road**, between Centennial St and Holmesdale St. To allow room for the drop off area, Just outside the gates to Henson Park.
- **Bus Entry**  
Bus entry will be conducted under guidance by RMS accredited Traffic Controllers.  
Upon approach all traffic will be stopped in both directions & the road closure opened, the bus driver will be instructed to drive into Centennial st (south) & then reverse into Centennial st (north) where they will be assisted by a spotter to a safe parking spot.
- **Pedestrian Crossing**  
TCs will assist all pedestrians across the road safely, from the main entry/exit to the Marrickville H.S parking lot.  
This is a preventative measure to ensure all patrons leave the Event safely & in an orderly fashion.  
TCs will hold pedestrians from crossing the road until the such time as the supervisor deems it safe, has stopped traffic & cleared an area to cross.  
This will avoid people rushing onto the road in between slow traffic & causing more congestion as well as keeping the public safe.

## Primary Hours of Control

The proposed measures as highlighted above will take effect on the following dates:

**SATURDAY THE 24<sup>TH</sup> OF JULY 2021 AND SATURDAY 7<sup>TH</sup> OF AUGUST 2021**

The designated hours of effect are as follows:

**10:00 UNTIL 20:00**

**BEER FOOTY FOOD EVENT WILL BE FROM 11:00 UNTIL 19:00**

All other times will be for Bump in & out

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## General Notes

- In accordance with Vigilant Group Quality Management processes it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be maintained at all times to residents within Railway Pde.

**NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures**

This TMP document supports the following regulatory requirement as applicable in accordance with the defined scope:

RMS Guide to Transport & Management for Special Events v 3.4  
RMS Traffic Control at Worksites Manual v 4.0  
RMS QA Specification G10 – Traffic Management Ed 5 rev 3  
RMS G11 – Road Occupancy Provisions  
AS 1742.3-2009 Manual of Uniform Traffic Control Devices

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## 4. TMP Objectives

The primary objectives of Vigilant Group with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings
- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures
- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

## 4. TMP Management

Vigilant Group has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

## 5. TMP Implementation

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

## 6. Traffic Control Plans (TCP)

Vigilant Group have developed specifically tailored TCP's that have been prepared in accordance with the specific operational requirements of this event. The TCP's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the general public also. Any property access affected by the activities will be reviewed and identified in the TCP. The TCP is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

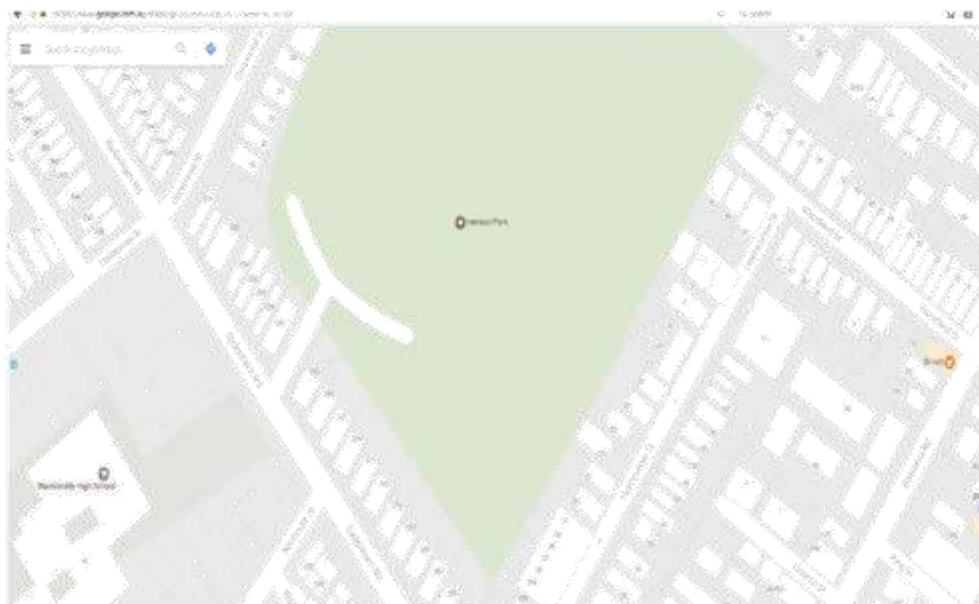
At its core any prepared and agreed TCP provides a short term procedural base for safety management of vehicular and pedestrian flow for the defined project.

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## 7. Site Management



## 8. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant Safe Services will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant Safe Services Holistic Risk/Hazard and Verification Assessment:

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Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant Safe Services to provide assistance as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Safe Services



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Item 4

Attachment 1



## 9. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
MATT	THE MUSIC AND BOOZE CO	0437546566	Y
RAMIE ABOUCHAKRA	Vigilant Group	0431811489	Y

## 10. TCP Attachments

TCP No	Description	Version
19.112-1	PICK UP DROP OFF	1
19.112-B.E	BUS ENTRY	1
19.112-D	DETOUR ROUTE (LIGHT TRAFFIC)	1
19.112-IN.	INGRESS	1
19.112-EG	EGRESS	1
19.112-PED	PEDESTRIAN CROSSING	1
19.112-HSP	MARRICKVILLE H.S PARKING LOT	1

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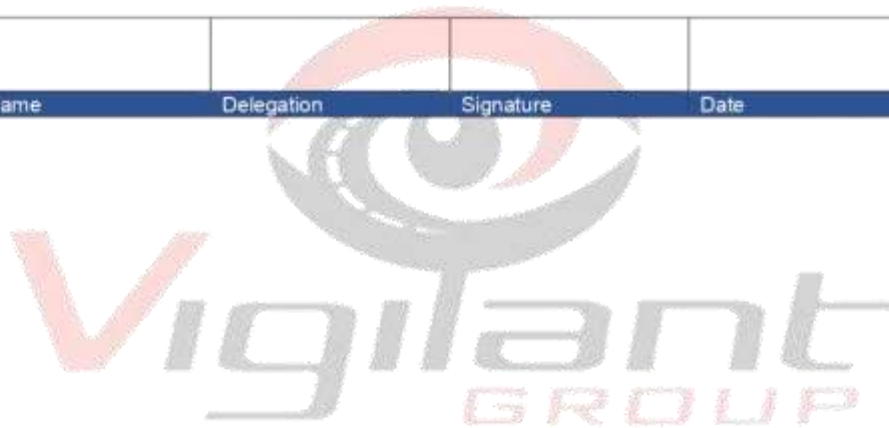
## 11. TMP Approvals

Endorsement by:

RAMIE ABOUCAKRA	Operations Manager	<i>Ramie</i>	18/03/2021
Name	Delegation	Signature	Date

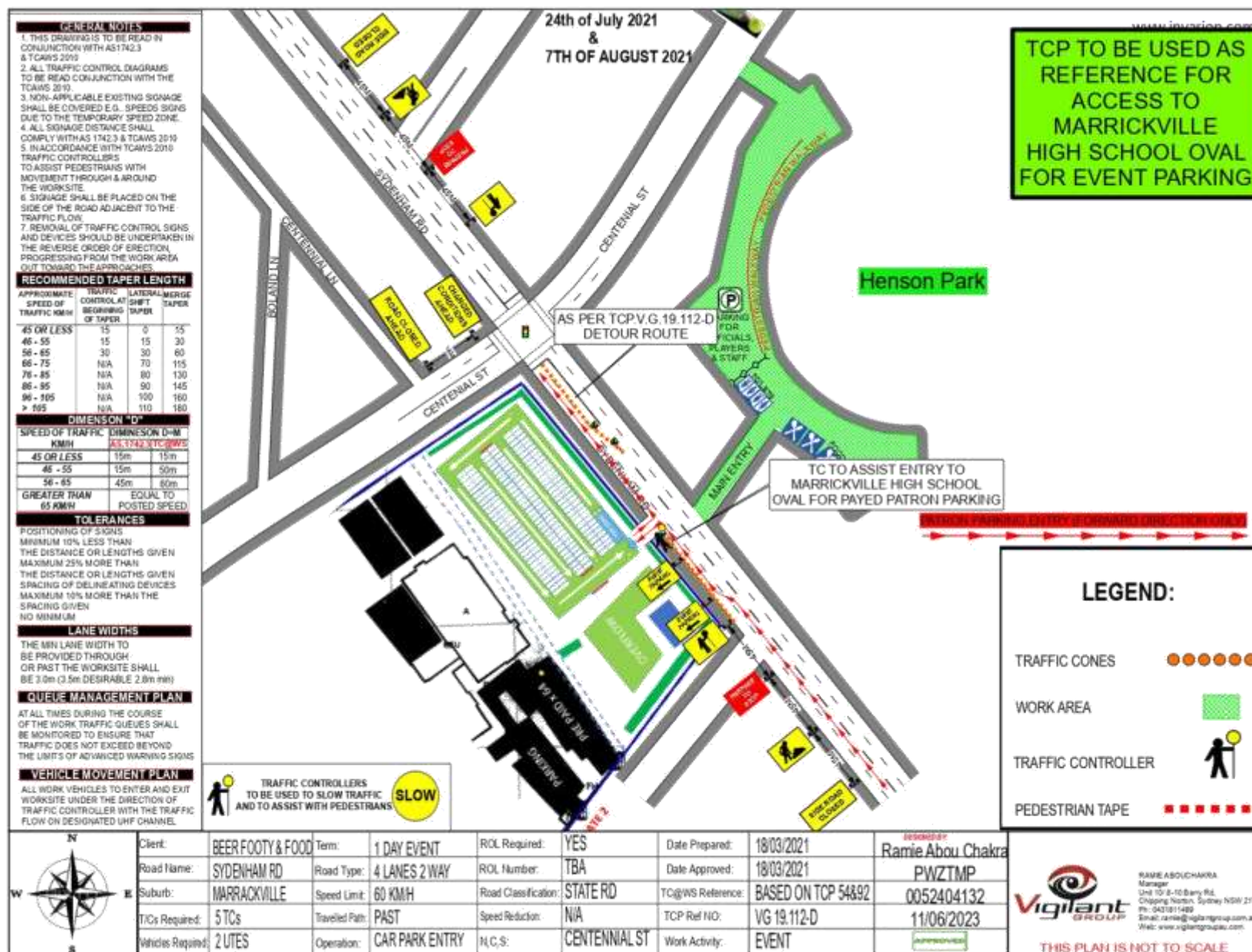
Endorsement by:

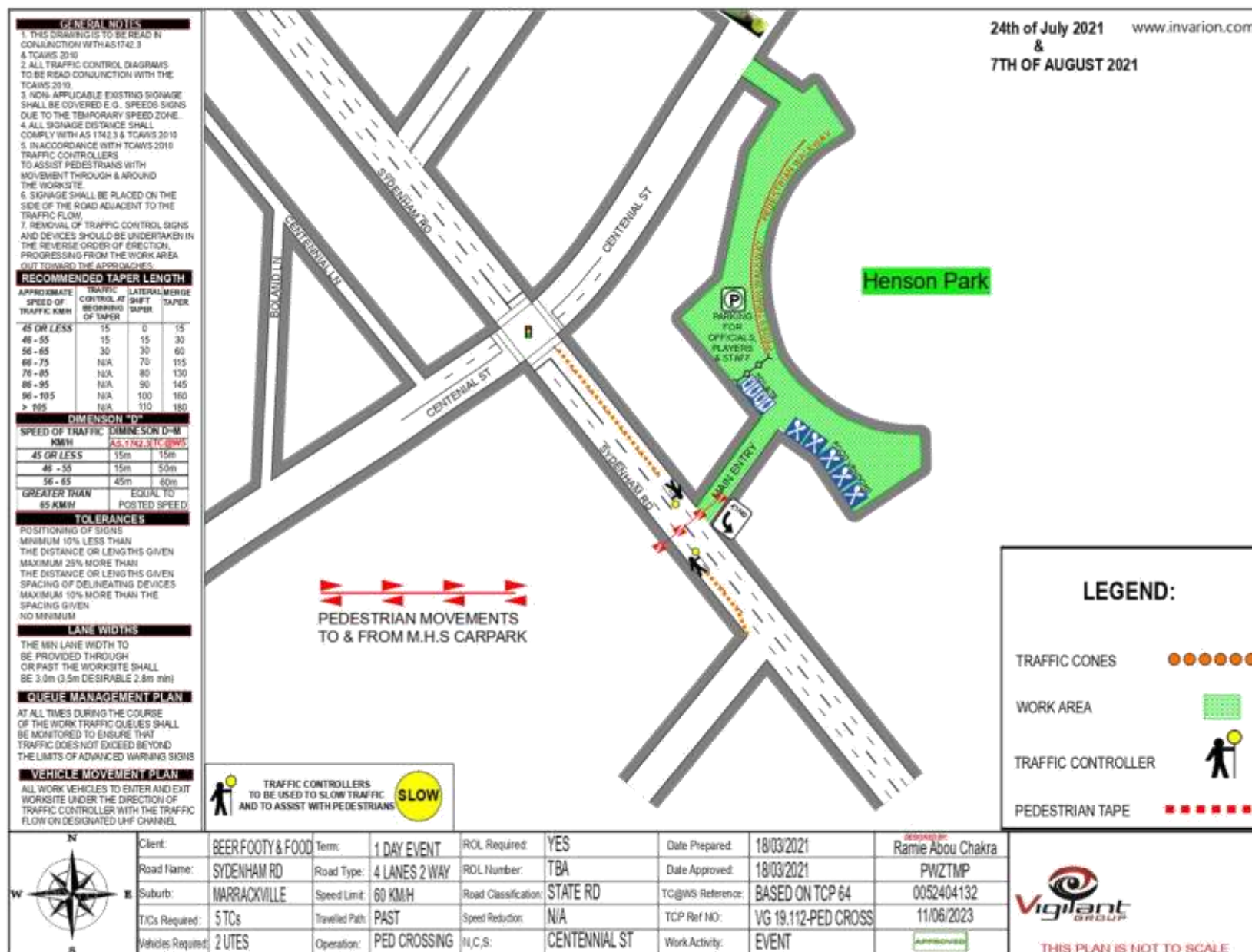
Name	Delegation	Signature	Date



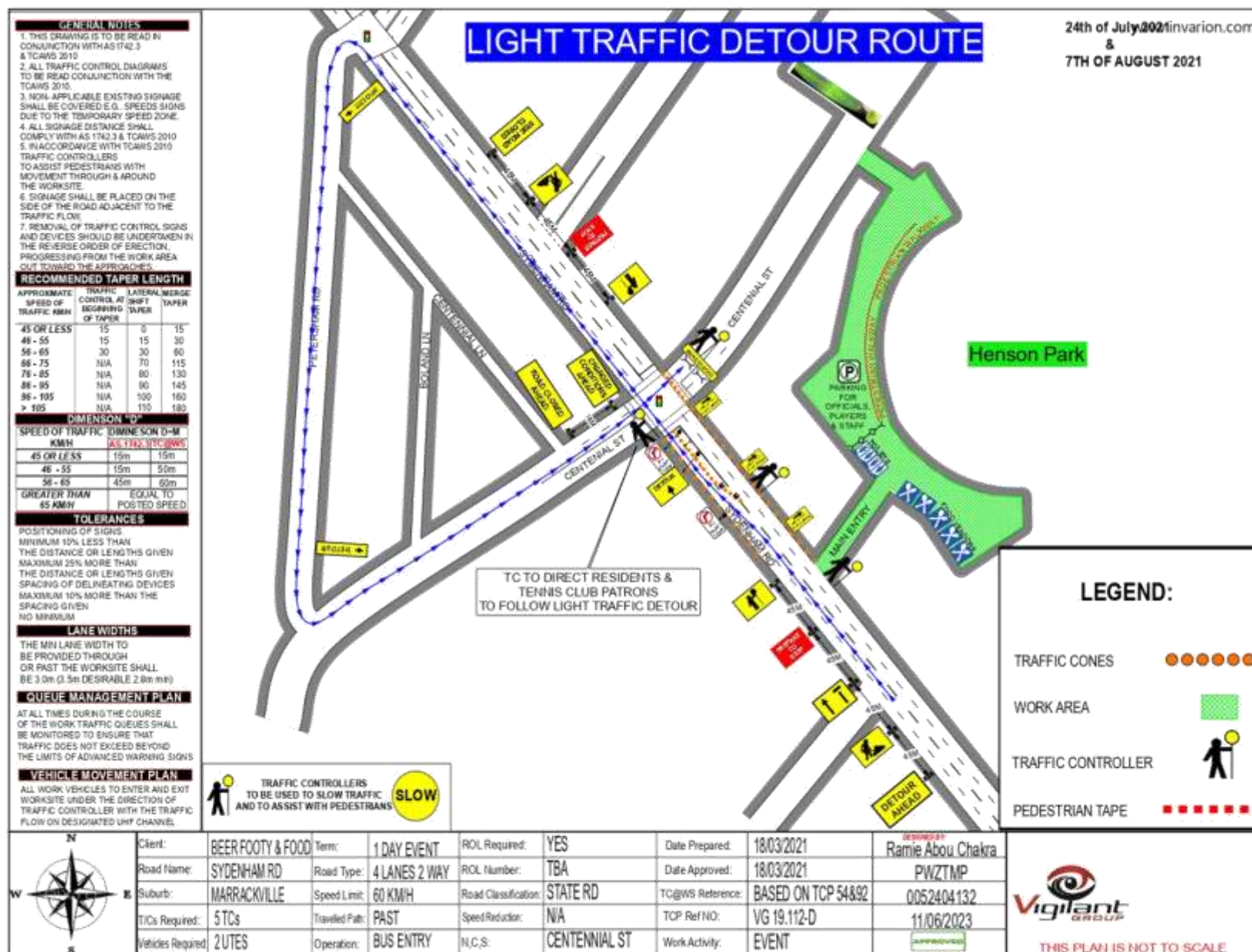
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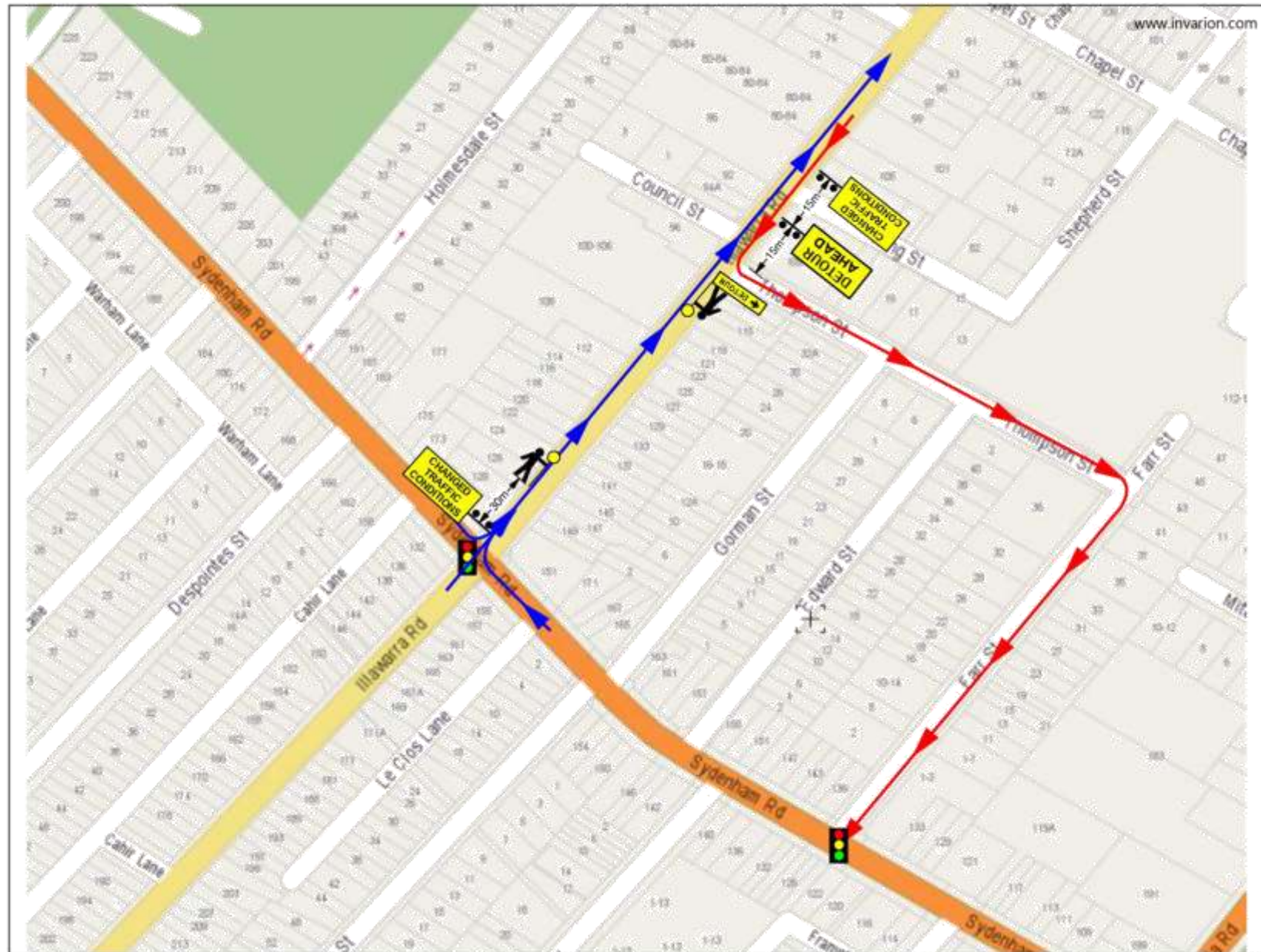
















**Item No:** LTC0421(1) Item 5

**Subject:** DRAFT INNER WEST PEDESTRIAN ACCESS AND MOBILITY PLAN (PAMP) - FOR PUBLIC EXHIBITION (ALL WARDS / ALL ELECTORATES / ALL PACS)

**Prepared By:** Felicia Lau - Engineer - Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council's Integrated Transport Strategy (ITS) identifies the need for a Pedestrian Access and Mobility Plan (PAMP) as a key action. The PAMP study aims to:

- Provide a network of safe, convenient and connected pedestrian routes which will encourage the shift from car dependency to walking.
- Enhance the pedestrian network to allow all pedestrian to enjoy safe, convenient and coherent independent mobility.

The work consisted of reviewing existing policies and strategies, future land use, reviewing historical crash data, community submissions and auditing existing pedestrian routes condition of identified priority routes. An initial community survey was also undertaken to seek the community's insight into being a pedestrian within the LGA. This led to the development of a draft Pedestrian Access and Mobility Plan (PAMP).

The Draft PAMP has been prepared by consultant; Bitzios Consulting. The full draft report is provided in **Attachment 1**.

## RECOMMENDATION

### THAT:

1. The Draft Inner West Pedestrian Access and Mobility Plan (PAMP) report be received and noted; and
2. The draft report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Local Traffic Committee and Council.

## BACKGROUND

The most recent PAMP was commissioned by former Ashfield Council in 2015/16. Whilst the Leichhardt PAMP was updated in 2014 and the Marrickville PAMP was updated in 2009. Since amalgamation, there have been a number of changes to land use, policy and infrastructure which trigger a need to develop an Inner West PAMP. It is also an action of Council's integrated Transport Strategy that Council requires the development of an Inner West PAMP for the study area comprises the entire Inner West LGA.

A PAMP is a comprehensive strategic and action plan to develop pedestrian policies and build pedestrian facilities. In which has been developed in accordance with Transport for NSW's guide 'How to Prepare a Pedestrian Access and Mobility Plan'.

The collected data and site inspections have led to the development of the draft PAMP Action Plan. The main aims of the Action Plan are to provide a programme for the implementation of

pedestrian facilities that is prioritized, budgeted and described so that the existing facilities may be maintained or upgraded and new facilities can be constructed.

The Action Plan has been staged implementation of high, medium and low priorities to be implemented over a period of ten years. The works include raised pedestrian crossings, signposting and linemarking, resealing, footpath upgrades/widening, kerb ramps, accessible ramps, speed cushions, pedestrian refuges, lighting upgrades, rough surface upgrades, tree trimming and pedestrian fencing.

The estimated cost to implement the PAMP project over a period of 10 years is approximately \$16 million, excluding GST. A detailed list of all works necessary and budget is presented in the Appendix D of the draft report.

### FINANCIAL IMPLICATIONS

The draft PAMP Action Plan details maintenance and capital works to a value of approximately \$16 million. It has been recommended that works are programmed over 10 years, although this timeframe will vary depending upon funding levels allocated by:

- Council's Operational Program and Capital Works Program, some implementation may subject to Local Traffic Committee support and adoption by Council.
- State or Federal Government grant applications.
- Potential implementation of relevant Section 7.11 and 7.12 development contributions plans in proposed uplift areas.

The final estimated total value of the PAMP action plan and associated prioritization/timing of works will be reviewed following public exhibition and during development of the final PAMP.

### PUBLIC CONSULTATION

As part of the study, initial community engagement was undertaken via Council's Your Say website in November and December 2020. Promotion was done via Council's corporate website, social media, direct email to local democracy groups, community groups, multicultural network and pavement vinyl stickers have been rolled out at targeted high pedestrian areas across the LGA to inform the community of the study.

The results from the survey were collated and forwarded to the consultant for inclusion in the PAMP Action Plan. A detailed engagement outcome report is provided in Appendix A of the draft report.

### ATTACHMENTS

1. [Download](#) Draft PAMP Report



## Inner West Pedestrian Access and Mobility Plan

Draft Report

Inner West Council

08 April 2021

Item 5



Attachment 1



## Gold Coast

Suite 26, 58 Riverwalk Avenue  
Robina QLD 4226  
P: (07) 5562 5377

W: [www.bitziosconsulting.com.au](http://www.bitziosconsulting.com.au)

## Brisbane

Level 2, 428 Upper Edward Street  
Spring Hill QLD 4000  
P: (07) 3831 4442

E: [admin@bitziosconsulting.com.au](mailto:admin@bitziosconsulting.com.au)

## Sydney

Studio 203, 3 Gladstone Street  
Newtown NSW 2042  
P: (02) 9557 6202

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Inner West Pedestrian Access and Mobility Plan: Draft Report  
Project: P4909 Version: 002



## EXECUTIVE SUMMARY

The Inner West is one of Sydney's most populated LGAs and has the second highest population density. As such, there is great benefit to shift people away from private vehicles and onto active transport options. Regardless of travel modes, walking typically makes up the start or end of any trip.

Bitzios Consulting was commissioned by Inner West Council to undertake and develop the Inner West PAMP to provide an updated and consolidated PAMP that covers the entire LGA. The PAMP intends to provide Council with a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity.

The PAMP was developed in accordance with Transport for NSW's Guide 'How to Prepare a Pedestrian Access and Mobility Plan'.

The overarching objectives of the PAMP included:

- *To facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration*
- *To reduce pedestrians access severance and enhance safe and convenient crossing opportunities*
- *To identify and resolve pedestrian crash clusters*
- *To ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups.*

An initial engagement program was conducted to gain an insight on pedestrian and access issues currently faced by Inner West residents and visitors. The engagement process was primarily conducted online using an interactive map on the *Your Say* website and yielded responses from nearly 300 users. Most of who lived within the Inner West.

The demographic of the Inner West is primarily made up of parents and home-owners (aged 35 to 49) and the young workforce (aged 25-34) both of which are higher than the Greater Sydney average.

Journey to work statistics also show most residents work in adjoining LGAs (including City of Sydney) which places further importance on walking as a primary travel mode. Around 5% of residents currently walk to work.

The PAMP focusses on key areas and strategic links throughout the LGA and includes all 26 suburb areas. A review of pedestrian attractors and generators show a strong distribution across the study area, including schools, parks and community facilities.

Historic crash data shows a concentration of pedestrian related crashes within town centres and along main road corridors, totalling 324 crashes over the past five years.

Routes were selected as part of the investigation based on previously developed PAMPs (Ashfield, Leichardt and Marrickville) and various strategic documentation. These routes were then subject to a detailed site investigation and audit looking into pedestrian issues relating to missing pathways, narrow pathways, crossing deficiencies, obstructions, connectivity issues and pedestrian safety issues.

A recommended works program has been developed to assign a priority to each correcting action associated with identified issues. The action plan will inform future works program and assist Council in programming future works to improve the pedestrian network.

Based on these recommended actions, the project was estimated to cost approximately **\$13.8 million**, with an additional **\$2.8 million** as a project contingency.



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## 1. INTRODUCTION

### 1.1 Background

Active modes of transport are the most basic and equitable forms of transport available. Most individual trips, regardless of the type of transport used, begin and / or finish with a walk section, making walking a major element of all travel. Of the top 20 most populated LGAs in Sydney, the Inner West has the second highest population density. Areas such as these often see higher degrees of benefit to shift people away from private vehicles and onto active transport options. This would be especially beneficial in the Inner West, where old, narrow streets have limited options for improvement.

The most recent PAMP was commissioned by former Ashfield Council in 2015/16, whilst the former Leichhardt PAMP was updated in 2014 and former Marrickville PAMP updated in 2009. Since the amalgamation of Ashfield, Leichhardt and Marrickville Councils in 2016, there have been a number of changes to land use, policy and infrastructure which has triggered the need to develop an updated and consistent PAMP for the entire Inner West LGA.

Bitzios Consulting was commissioned by Inner West Council (Council) to develop the updated PAMP, with the intention of providing Council a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity within the Inner West LGA. This can be achieved by improving the safety, convenience, connectivity, and accessibility of pedestrian routes across the network.

This report presents the findings of the study and contains the following:

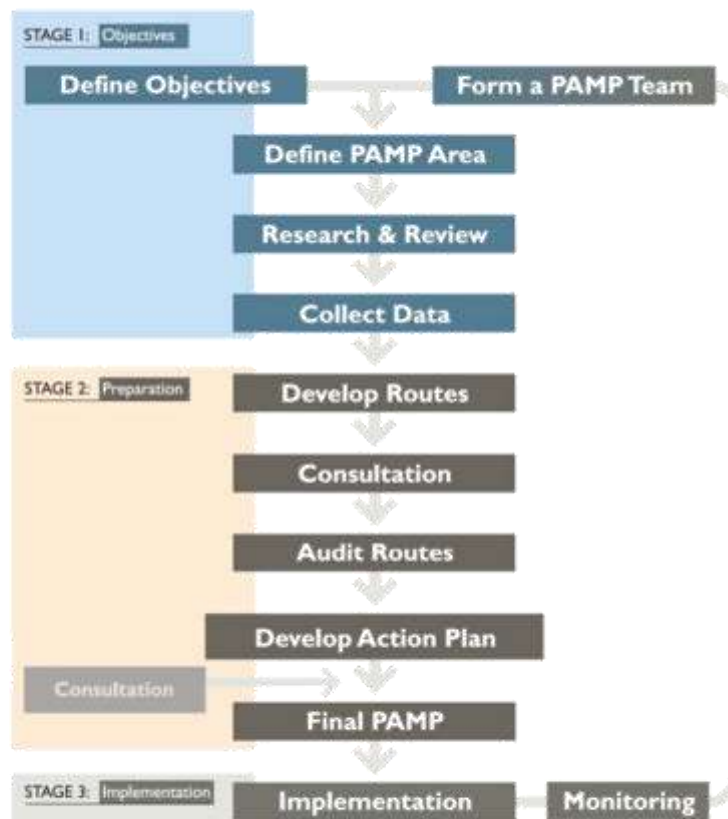
- An assessment of the existing situation, activity centres and pedestrian routes
- Identification of deficiencies in the existing pedestrian network
- An audit of identified pedestrian routes
- A list of recommendations to detail and priorities as future projects for Council to implement.

### 1.2 PAMP Methodology

The purpose of this PAMP is to guide the future provision and management of pedestrian access and mobility facilities within the Inner West. To achieve this, the PAMP was developed in accordance with the TINSW Guide *'How to Prepare a Pedestrian Access and Mobility Plan'*. This guide identifies three stages in the PAMP process, shown in Figure 1.1.

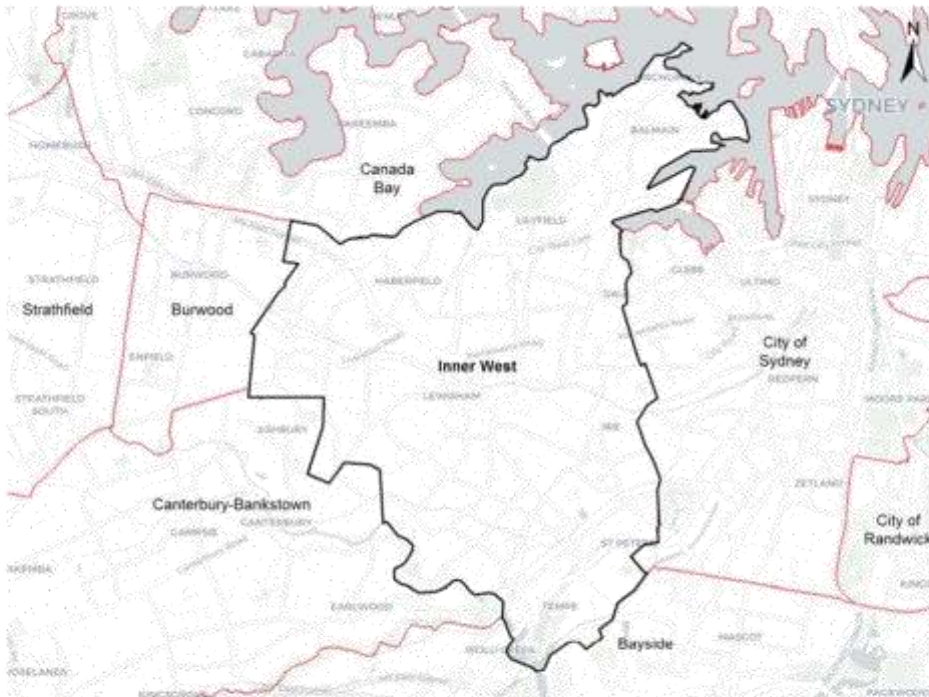
- Stage 1: Defining Objectives
- Stage 2: Preparation and community consultation
- Stage 3: Implementation.





**Figure 1.1: PAMP Development Methodology**

This PAMP study covers the entire Inner West LGA, shown in Figure 1.2, with focus on key areas and emphasis on routes identified in previous Council PAMPs and other Inner West Council strategic documents. In consultation with Council, a defined PAMP area for this study was developed, which is further discussed and presented in Section 8.



**Figure 1.2: PAMP Study Area – Inner West LGA**



## 2. PAMP OBJECTIVES

### 2.1 Overview

The aim of this PAMP is to provide a strategy that improves pedestrian safety and promotes walking throughout the Inner West LGA. The PAMP objectives as outlined in the NSW TfNSW Guide 'How to Prepare a Pedestrian Access and Mobility Plan', have been incorporated in this PAMP as follows:

- To facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration
- To reduce pedestrians access severance and enhance safe and convenient crossing opportunities
- To identify and resolve pedestrian crash clusters
- To ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups.

These overarching objectives will drive the purpose and implementation of this PAMP.

### 2.2 Connectivity and Missing Links

In addition, the Inner West PAMP specifically aims to:

- Provide a network of safe, inclusive, connected and convenient pedestrian routes which will encourage the shift from car dependency to walking.
- Enhance the pedestrian network to allow all pedestrians to enjoy safe, convenient and coherent independent mobility.

A key focus of the PAMP is to identify and complete key pedestrian connections in the wider pedestrian network. Improving connectivity would also include the provision of usable and safe crossing facilities such as kerb ramps or pedestrian refuges connecting two footpaths across a section of road, or provision of pedestrian priority facilities such as pedestrian crossings or shared zones.

## 3. COMMUNITY AND STAKEHOLDER ENGAGEMENT

### 3.1 Engagement Process

An initial engagement program was conducted by Council to gather resident feedback on existing pedestrian issues across the Inner West. The engagement period was conducted between 23 November and 22 December 2020. Three community engagement methods were used:

- Online – via an interactive map on Your Say Inner West
- Online – via individual email submissions
- Community group sessions

Local democracy groups and community groups were invited to participate in the community group sessions. The Vietnamese Seniors Group and Arabic Seniors Group accepted the invitation and in-language sessions were conducted with these two groups via interpreters.

A detailed review of the input from the engagement is discussed in the Engagement Outcomes Report, included in **Appendix A**.

### 3.2 Interactive Mapping

An online interactive map via the *Your Say* website allowed users to place a pin under different categories to provide location-based comments of pedestrian issues, shown Figure 3.1.

A summary of the findings from this engagement method is as follows:

- A total of 836 responses were submitted from 295 participants
- 98% of responses were provided by Inner West residents
- The majority (52%) of participants are within the 35–49 year age group
- The majority of participants reside in Annandale (14%), Leichhardt (11%), Marrickville (11%), and Stanmore (10%)
- Footpaths within the Inner West are used for a variety of purposes, in which there is no dominant purpose
- Using footpaths for travelling to/from shops is the most common (19%), and travelling to/from school is the least common (9%)
- A relatively similar proportion of participants use footpaths to commute to work (13%) and for leisure, health and fitness purposes (13%)
- The most common categories of submissions were related to safety concerns (62%) and accessibility concerns (15%)
- Notably, the top three reported submissions were related to vehicle behaviours, footpath connectivity and obstructions, and crossing deficiencies, comprising of approximately 70% of all submissions
- The greatest number of responses submitted were recorded in the suburbs of Marrickville (14%), Newtown (11%), Ashfield (10%), and Annandale (9%).



**Figure 3.1: Inner West Council – Your Say Website and Interactive Map**

### 3.3 Email Submissions

An email campaign allowed users to submit individual responses if they did not wish to use the online interactive map. A summary of findings from this engagement method is as follows:

- A total of 14 individual responses were received from individuals and groups of residents of the Inner West, including the local State MP for Summer Hill, Jo Haylen, supporting the pedestrian study
- The common themes across all responses were related to footpath facilities and pedestrian safety.

### 3.4 Community Group Sessions

Local democracy groups and community groups were invited to participate in the community group sessions. The Vietnamese Seniors Group and Arabic Seniors Group accepted the invitation and in-language sessions were conducted with these two groups via interpreters.

A summary of findings from this engagement method is as follows:

- A total of 3 community groups were engaged including a Vietnamese mother's group, Vietnamese senior's group, and Arabic senior's group
- A total of 31 issues were provided by 30 participants involved
- The most commonly raised concerns were related to the following:
  - Poor pedestrian facilities on Petersham Road (29%)
  - Cars parking on footpaths (10%)
  - Accessibility difficulties with uneven footpaths due to tree roots (10%).

### 3.5 Use of Community Engagement Findings in PAMP

Overall, a total of 881 submissions were received from 339 participants involved in the engagement process.

The data received provided important insights on the behaviours, challenges and issues for pedestrians in the Inner West and identified locations of key concerns related to pedestrian accessibility, connectivity, and safety. The locations of these related issues were identified and considered in the PAMP study.





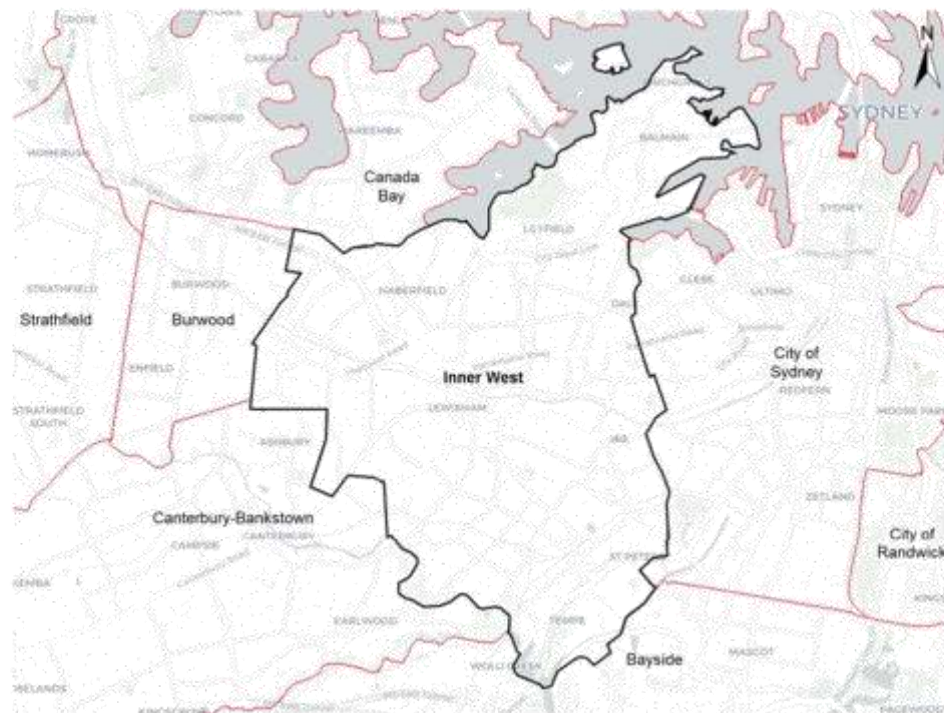
## 4. INNER WEST CHARACTERISTICS

### 4.1 Overview

The Inner West is located in NSW, within the inner Sydney city area. It is located adjacent to the Sydney CBD area and is bounded by City of Sydney LGA to the east, Bayside LGA to the south, Canterbury-Bankstown LGA and Burwood LGA to the west, and Canada Bay LGA and the Parramatta River to the north.

The Inner West has a total area of approximately 35 km<sup>2</sup>, and is predominantly comprised of residential areas, but also has substantial commercial, industrial and marina areas.

A map of the Inner West LGA and surrounds is shown in Figure 4.1.



Source: NationalMap

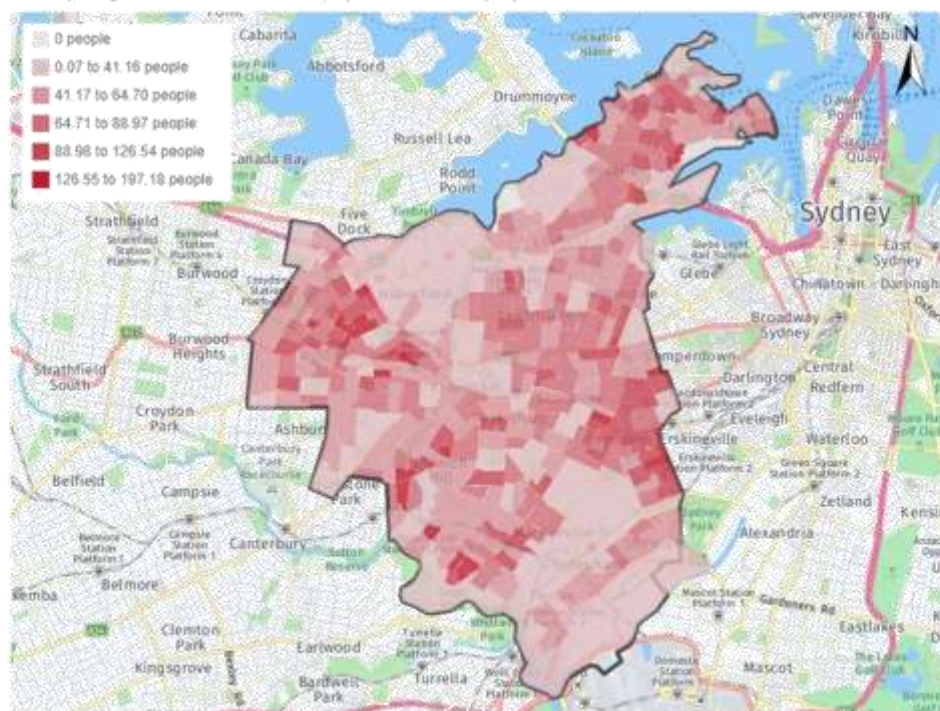
**Figure 4.1** Inner West LGA and Surrounds

## 4.2 Population

### 4.2.1 Overview

Inner West has an estimated population (2021) of around 204,400 people, according to Australian Bureau of Statistics (ABS) Census Data, and is forecast to reach 247,881 people by the year 2041, representing a 21.7% increase over the 20 years from 2021.

The Inner West is one of Sydney's most populated LGAs and has the second highest population density. Figure 4.2 illustrates the population density by area within the Inner West LGA.



Source: Inner West Social Atlas

**Figure 4.2 Population Density of the Inner West LGA**

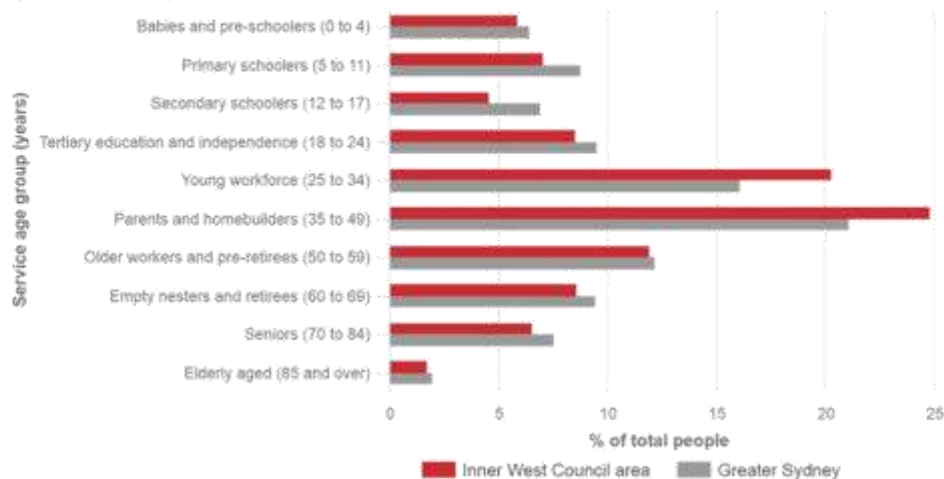
The population is dispersed across the LGA with the highest density areas located in Newtown, Ashfield, Dulwich Hill, and Balmain, with densities between 70 to 100 persons per hectare.

## 4.2.2 Current demographics

Pedestrian planning considers a number of pedestrian facility user groups based on age and assumed mobility levels. To develop this PAMP, key pedestrian demographic groups were derived from TfNSW's Guide *How to Prepare a Pedestrian Access and Mobility Plan*, as follows:

- Infants (ages 0 - 4)
- Pre-school (ages 5 - 8)
- Primary (ages 9 - 11)
- Secondary (ages 12 - 17)
- Young adults (ages 18 - 25)
- Adults (ages 26 - 59)
  - Adults (a) from 26 - 39 years old
  - Adults (b) from 40 - 59 years old
- Elderly (ages 60+)
  - Elderly (a) from 60 - 69 years old
  - Adults (b) from 70+ years of age.

The age profile for the Inner West LGA is presented in Figure 4.3 in comparison with the Greater Sydney according to the 2016 census data.



Source: Australian Bureau of Statistics 2016

**Figure 4.3 Age Profile of Inner West in Comparison with Greater Sydney**

The predominant service age groups within the Inner West LGA are parents (aged 35 to 49) and the young workforce (aged 25 to 34). Comparatively, there is a higher proportion of these age groups compared to Greater Sydney.

In comparison, the proportion of school children (aged 5 to 17) are much lower. The community profile indicates a middle-aged population and an emerging younger and elderly population. This presents the current challenge to provide safer pedestrian facilities and crossings for school children, and slower travelling or immobile pedestrians.

Typically, the parents demographic group requires good footpath and kerb ramp connectivity to properly navigate with a pram or walk young children who may be less experienced and vulnerable.



## 4.3 Employment in the Inner West

Employment numbers in the Inner West LGA have increased approximately 6.9% from 2011 to 2016. This increase in employment may be the result of the emerging young workforce and current middle-aged population. A summary of the employment industry profile within the Inner West LGA is shown in Figure 4.4.



Source: Australian Bureau of Statistics 2016

**Figure 4.4 Employment Industry Profile of Inner West**

The key employment industries within the Inner West are the professional, scientific, and technical services, health care and social assistance, and education and training. The greatest changes to employment sectors from 2011 to 2016 were a reduction to manufacturing and wholesale trade, and an increase to professional, scientific and technical services, and construction.

The employment profile further reiterates the current demographics of the middle-aged and emerging young population.

## 4.4 Journey to Work data

ABS Journey to Work (JTW) data was used to gain an understanding of work locations and typical modal shares for trips to work by the residents of the LGA.

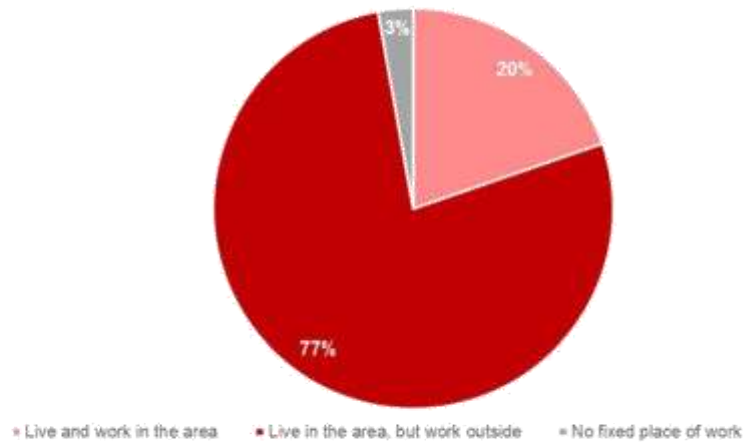
Key JTW statistics include:

- Approximately 43% of employed residents travel to the City of Sydney for work, followed by the Inner West (20%) and North Sydney (4%)
- 'Outbound' commute trips outside the Inner West make up 77% of residents within the area
- Approximately 31% of workers within the Inner West are residents of the area, followed by residents from Canterbury-Bankstown (12%) and City of Sydney (6%) LGA's
- 'Inbound' commute trips to the Inner West make up 69% of workers within the area
- The data shows that there is a higher proportion of 'outbound' journeys to work outside of the Inner West, with a relatively similar proportion of 'inbound' commute trips and a low level of 'local' journeys



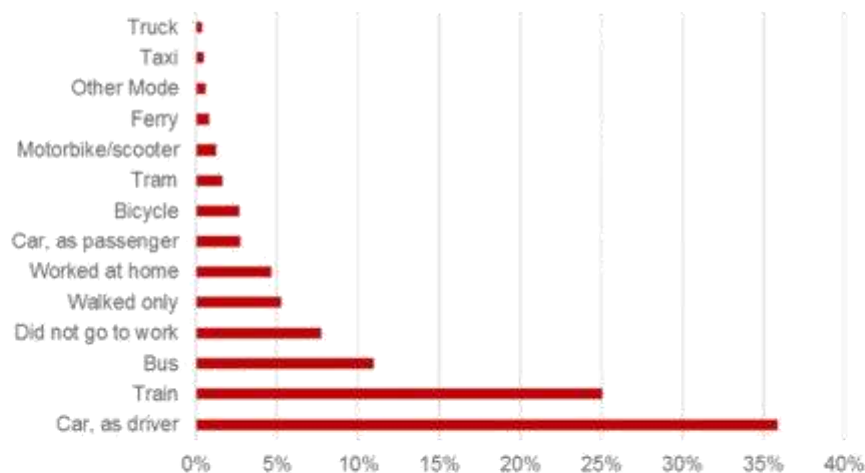
- The predominant mode of transport for Inner West residents is by private car, as a driver or passenger (39% combined)
- 37% of workers travel by public transport including:
  - Train (25%)
  - Bus (11%)
  - Ferry (1%).
- Approximately 5% of people walk to work.

Figure 4.5 shows the place of employment for residents within the Inner West and Figure 4.6 shows the travel modes for Inner West residents commuting to work.



Source: Australian Bureau of Statistics 2016

**Figure 4.5 Resident Employment Location**



Source: Australian Bureau of Statistics 2016

**Figure 4.6 Travel Mode Share of Inner West Residents**

The data shows that the total number of people using public and active transport are similar to the number of people using private cars. Pedestrian activity forms part of every journey, either at the start or end of each travel mode, as people will move from their mode of transport to their destinations (i.e. school, sporting fields, work, etc.). This incidental activity highlights the importance of the active transport network.

## 4.5 Transport Characteristics

### 4.5.1 Travel characteristics

The Inner West LGA is well serviced by public transport with multiple forms available including bus, heavy rail, light rail, and ferry services. These services provide connectivity within the Inner West, to Greater Sydney, and the Greater Western Sydney region. There are three rail corridors providing east-west connectivity in the central region, and the southern extents of the Inner West. The Light Rail extends the connectivity within the Inner West through the north-south direction and towards the city. The northern region of the Inner West is primarily serviced by bus and ferry services.

The Inner West is also well connected through an extensive network of footpaths throughout a significant portion of the area to town centres, public transport, parks, and various attractors.

### 4.5.2 Public Transport

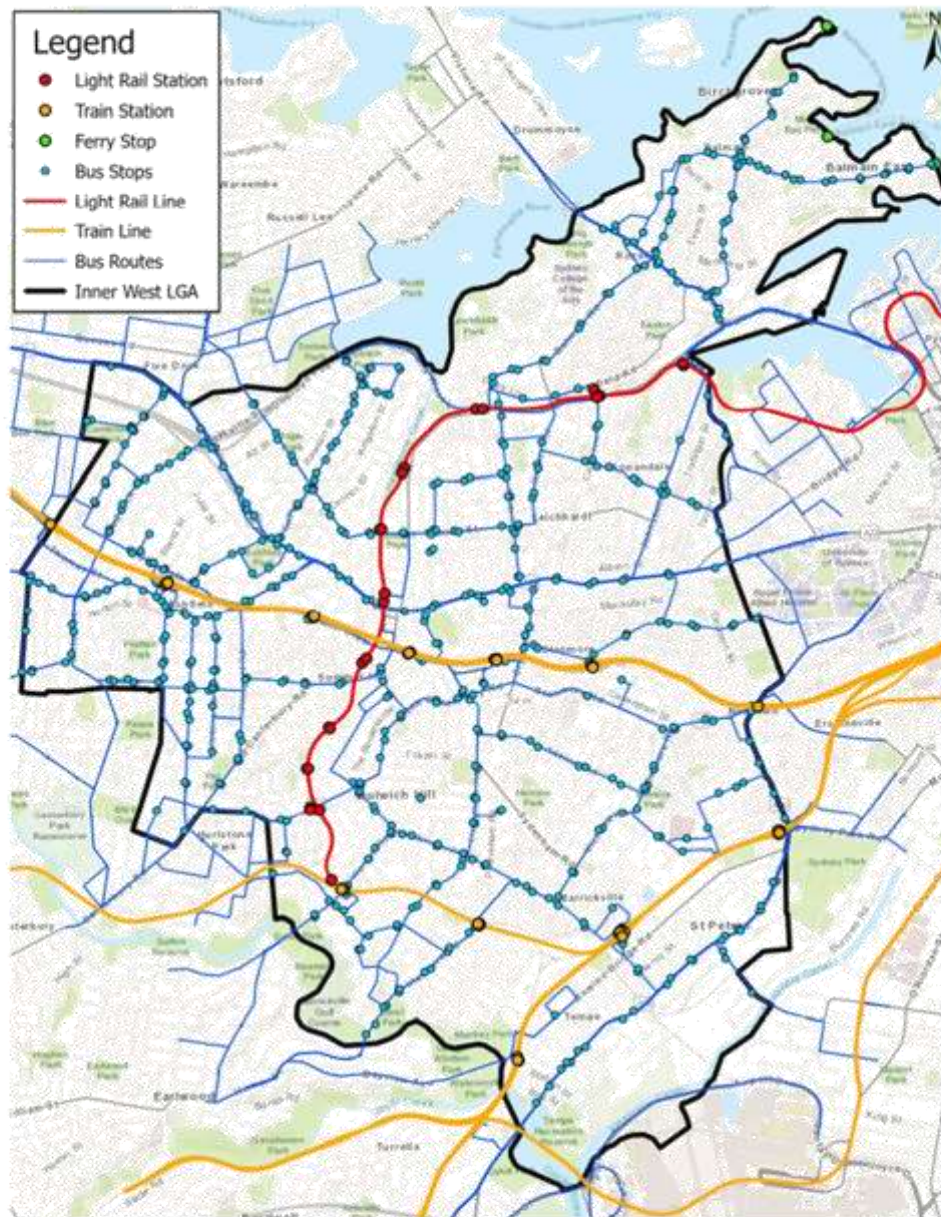
Figure 4.7 shows the various public transport routes, stops and stations servicing the Inner West LGA.

#### Bus

There are over 25 bus routes servicing the Inner West. Table 4.1 is a summary of the key bus routes within the Inner West.

**Table 4.1: Key Bus Services**

Bus Service	Destination 1	Destination 2
M30	Spit Junction	Sydenham
M10	Leichhardt	Randwick
308	Marrickville	City
348	Wolli Creek	Bondi Junction
352, 355	Marrickville	Bondi Junction
412, 413	Campsie	City
418	Bondi Junction	Burwood
422	Kogarah	City
423, L23, 426	Kingsgrove and Dulwich Hill	City
425	Tempe	Dulwich Hill
428, L28	Canterbury	City
444, 445	Balmain East Wharf	Campsie
461	Burwood	City
480, 483	Strathfield	City
438, L38	Abbotsford	City
439, L39	Mortlake	City



Source: Council GIS Data

**Figure 4.7** Public Transport within the Inner West

## Train

There are four train lines servicing 10 train stations within the Inner West. These are:

- **T3 Bankstown Line** – Dulwich Hill, Marrickville, Sydenham, St Peters. Services to the City or to Liverpool/Lidcombe via Bankstown.
- **T4 Eastern Suburbs & Illawarra Line** – Sydenham, Tempe. Services to Bondi Junction via the City, or to Mortdale/Waterfall/Cronulla.
- **T2 Inner West & South Line** – Newtown, Stanmore, Petersham, Lewisham. All-stations services to the City or to Homebush.
- **T2 Airport Line** (weekday peak only) – Sydenham. Express services to the City (morning peak) and to Campbelltown (afternoon peak).

## Light Rail

The L1 Dulwich Hill Line connects Dulwich Hill and Central via Leichardt and Pyrmont. Light Rail stations serviced by this route are:

- |                 |                     |
|-----------------|---------------------|
| ▪ Dulwich Hill  | ▪ Taverners Hill    |
| ▪ Dulwich Grove | ▪ Marion, Hawthorne |
| ▪ Arlington     | ▪ Leichhardt North  |
| ▪ Waratah Mills | ▪ Lilyfield         |
| ▪ Lewisham West | ▪ Rozelle Bay       |

## Ferry

There are three wharfs within the Inner West towards the northern region of Balmain which are serviced by two Sydney Ferries services, including:

- **F3 Parramatta River Service** – Birchgrove Wharf (at Louisa Road), and Balmain Wharf (at Thames Street)
- **F4 Darling Harbour Service** – Balmain East Wharf (at Darling Street).

These services provide connectivity to and from Parramatta River, Pyrmont Bay, and Circular Quay.



## 5. PAMP FOCUS AREAS

### 5.1 Overview

The Inner West is comprised of 26 suburb areas, including:

- |                              |                       |
|------------------------------|-----------------------|
| ▪ Annandale                  | ▪ Leichhardt          |
| ▪ Ashbury (Partially)        | ▪ Lewisham            |
| ▪ Ashfield                   | ▪ Lilyfield           |
| ▪ Balmain                    | ▪ Marrickville        |
| ▪ Balmain East               | ▪ Mascot (Partially). |
| ▪ Birchgrove                 | ▪ Newtown             |
| ▪ Camperdown                 | ▪ Petersham           |
| ▪ Croydon (Partially)        | ▪ Rozelle             |
| ▪ Croydon Park (Partially)   | ▪ St Peters           |
| ▪ Dulwich Hill               | ▪ Stanmore            |
| ▪ Enmore                     | ▪ Summer Hill         |
| ▪ Haberfield                 | ▪ Sydenham            |
| ▪ Hurlstone Park (Partially) | ▪ Tempe               |

The Inner West is primarily comprised of low to medium density residential, retail and commercial within suburb core centres, and industrial towards the south-eastern extents. There are also a high number of parks and educational areas within the Inner West.

When developing a PAMP, certain land-uses are considered key pedestrian attractors and generators of trips. Typically, these include:

- Shopping centres and main streets
- Educational facilities
- Hospitals and medical centres
- Aged care facilities
- Childcare centres, pre-schools, out of school hours care facilities
- Community halls and facilities, neighbourhood centres, youth centres
- Parks and recreational facilities
- Public transport facilities.

It is also typical for suburbs to have a core town centre which usually includes groups of these attractors and generators which are focus areas due to high pedestrian activity. The key pedestrian attractors and generators within the Inner West is presented in Figure 5.1. Public transport routes and stations and key areas of the Inner West are illustrated in Figure 4.7.



Source: Adapted from Google Maps

**Figure 5.1 Pedestrian Attractors and Generators within Inner West LGA**

## 6. RESEARCH AND REVIEW

### 6.1 Overview

The purpose of this chapter is to align this PAMP with other related plans, as required in TfNSW PAMP Guidelines. These include State Government plans, Regional plans, local planning documents and other relevant plans. A summary of relevant strategies is provided in this section.

### 6.2 State Government Plans

#### 6.2.1 Eastern City District Plan

The Eastern City District Plan provides a 20-year plan to manage growth and achieve the 40 year vision, while enhancing Greater Sydney's liveability, productivity and sustainability into the future. This will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge-intensive jobs from the Asia Pacific Region. The vision will improve the District's lifestyle and environmental assets.

The plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies. It aims to achieve the objectives of the overarching Metropolis of Three Cities region plan, built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services

It provides direction on

- Infrastructure
- Liveability
- Productivity
- Sustainability

Inner West LGA lies within the Eastern City District.



### 6.3 Local Plans and Strategies

#### 6.3.1 Community Strategic Plan

The Community Strategic Plan (CSP) identifies the community's vision for the future, long-term goals, strategies to get there and how to measure progress towards that vision. The Plan:

- Informs the strategic decision-making that will shape our future community and environment
- Protects and enhances the community's values and everything that makes Inner West unique
- Paves the way for the future by anticipating change and the impacts of that change on the community, economy and environment
- Achieves inclusivity, sustainability, accountability and innovation in service delivery

The development of Our Inner West 2036 involved thousands of people who participated through a series of engagement activities in 2016 and 2017.





This reflects the values of the Inner West community, underpins community expectations of how Council will interact with its residents and is the foundation for all decision-making, actions taken and management of resources.

### 6.3.2 Inner West Integrated Transport Plan (ITS)



Going Places: an Integrated Transport Strategy for Inner West, aims to address these transport challenges and provide strategies and actions that move towards a transport future focusing on active and sustainable modes of transport, and land-use planning approaches to support these modes of transport.

The Strategy proposes a vision for transport in the future focused on active and sustainable transport modes. It considers important values for the future network and develops a set of principles. The strategy establishes a hierarchy that prioritises people and sustainable modes of transport over private and polluting vehicles.

The ITS outlines a number of strategic pedestrian routes throughout the LGA, linking key centres and identifying potential active transport corridors. These routes have formed the skeleton of the pedestrian network across the LGA under this PAMP.

### 6.3.3 Inclusion Action Plan

The Inner West Council Inclusion Action Plan (for People with a Disability) outlines Council's commitment to respecting the rights and improving opportunities for people with a disability of all ages, to participate fully in community life.



The key objectives of the IAP 2017-21 are to:

- Assist Council to realise a vision of the Inner West for people experiencing or living with a disability
- Create an accessible and inclusive community that provides the same range of opportunities to all
- Promote and uphold the human rights of people with a disability
- Facilitate the exercise of those rights
- Promote the independence and social and economic inclusion of people with disability
- Assist Council to meet its obligations under the Disability Inclusion Act, 2014 (NSW) and thereby the UNCRPD • Articulate all the above into strategies and actions that will inform Council practice and be delivered through Council's Integrated Planning and Reporting Framework (IPRF)



## 6.4 Local Plans and Projects

### 6.4.1 Greenway – Cooks River to Iron Cove



The GreenWay is a 5.8km environmental and active travel corridor linking the Cooks River at Earlwood with the Parramatta River at Iron Cove. The GreenWay mostly follows the route of the Inner West Light Rail and Hawthorne Canal and features bike paths and foreshore walks, cultural and historical sites, cafes, bush care sites and a range of parks, playgrounds and sporting facilities.

The GreenWay Master Plan was adopted by Inner West Council in August 2018 and guides the delivery of landscaping and infrastructure within the corridor over the next 15 years. It establishes the GreenWay as an integrated ecological and active transport corridor that facilitates a range of recreation opportunities and incorporates local places for culture and art.

Sections of the greenway have been constructed, predominantly along Hawthorne Canal between Leichhardt and Haberfield. The section following the Inner West Light Rail corridor is yet to be developed. The connections to and from the Greenway to the surrounding pedestrian network is included in this PAMP.

### 6.4.2 Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road corridor has been earmarked as an urban renewal corridor that will be the focus for increased housing, economic activity and social infrastructure.

The corridor will be transformed over the next 30 years through implementation of the Parramatta Road Urban Transformation Strategy, developed by urban Growth NSW, specifically providing:

- A long-term vision for the transformation of the Parramatta Road Corridor
- An integrated plan that includes land use and development intensity, public transport and walking and cycling initiatives, green space and links, and key infrastructure focused in eight growth Precincts
- Guiding principles for land use, transport, development and public domain, which will apply to all land within the Corridor
- Precinct Plans and associated building envelopes for each Precinct, providing more detailed principles and targets for growth and development, and actions for implementation.



The Strategy outlines a number of precincts adjacent to Parramatta Road as part of the revitalisation of the corridor with the aim of creating place making opportunities. These precincts include:

- Taverners Hill Precinct – around Taverners Hill Light Rail Station, Leichhardt
- Leichhardt Precinct – around Norton Street, Leichhardt
- Camperdown Precinct – around Pyrmont Bridge Road, Gordon Street, Camperdown

Priority pedestrian routes have also been identified in relation to each precinct and have been considered as part of this PAMP.

## 6.5 Previous PAMPs

The previous Council's which now make up the Inner West have previously developed PAMPs for their respective LGA. This includes:

- Marrickville Council PAMP – 2009
- Leichardt PAMP - 2014
- Ashfield PAMP – 2016.

### 6.5.1 Marrickville PAMP (2009)

The Marrickville PAMP was prepared by Arup Planning in 2009. The study included the entire former Marrickville LGA, including the suburbs of Petersham, Lewisham, Stanmore, Newtown, Enmore, Dulwich Hill, Marrickville, St Peters, Sydenham and Tempe.

The PAMP identified several deficiencies with the pedestrian network and presented a recommended action plan with estimated works totalling \$870,000 over 10 years.

### 6.5.2 Leichhardt PAMP (2014)

The Leichhardt PAMP was prepared by Urban Arc in 2014. The study included the entire former Leichhardt LGA, including the suburbs of Leichhardt, Annandale, Lilyfield, Rozelle, Balmain, Balmain East, and Birchgrove.

The Leichhardt PAMP focussed on key commercial areas in Leichardt, Rozelle and Balmain, and included an action Plan with estimated works totalling \$946,580.

### 6.5.3 Ashfield PAMP (2016)

The Ashfield PAMP was prepared by Calibre Consulting in 2016. The study included the entire former Ashfield LGA, including the suburbs of Ashfield, Haberfield, Summer Hill, and parts of Croydon, Croydon Park, Ashbury, and Hurlstone Park.

The Ashfield PAMP included the main commercial centres and villages and routes along main corridors and local street surrounding these centres. The developed PAMP action plan identified 199 recommendations with no estimation of total cost.

## 6.6 Planned Infrastructure and Major Developments

### 6.6.1 Sydney Metro

The expansion of the Sydney Metro network will see two new Metro lines running east west from Sydney CBD, including:

- Sydney Metro Southwest – Sydney CBD to Bankstown via Sydenham
- Sydney Metro West – Sydney CBD to Parramatta CBD

The metro will provide a number of new public transport options for Inner West residents, creating a further need to develop a pedestrian network capable of servicing the increased demand as users walk to and from stations.



Relevant stations with the Inner West LGA include:

#### Sydney Metro Southwest

- Sydenham
- Marrickville
- Dulwich Hill

#### Sydney Metro West

- White Bay
- Five Dock (Canada Bay LGA)

## Item 5

The Rozelle Interchange, which is expected for completion in 2023 connects the M4-M5 Link to the Anzac Bridge, Iron Cove Bridge, and the future Western Harbour Tunnel via the Iron Cove Link. The Rozelle Interchange is being built almost entirely underground, freeing up space for a new 10 hectare regional park on the surface and active transport links through the area.



## 7. PEDESTRIAN CRASH DATA REVIEW

### 7.1 Overview

The NSW Speed Zoning Guidelines recommend a minimum of three years of crash data for a statistical crash analysis. For this assessment, crash data recorded within the Inner West LGA between January 2015 and October 2019 was sourced from Council, representing a five-year period. The crash assessment focused on identifying any trends and crash clusters within the LGA for pedestrian involved crashes.

During the five-year period, there was a total of 2,813 crashes recorded. Pedestrian related crashes comprised of 11.5% of all crashes with a total of 324 crashes. When broken down by year, the number of pedestrian crashes varied between 52 to 84 crashes, as shown in Figure 7.1.

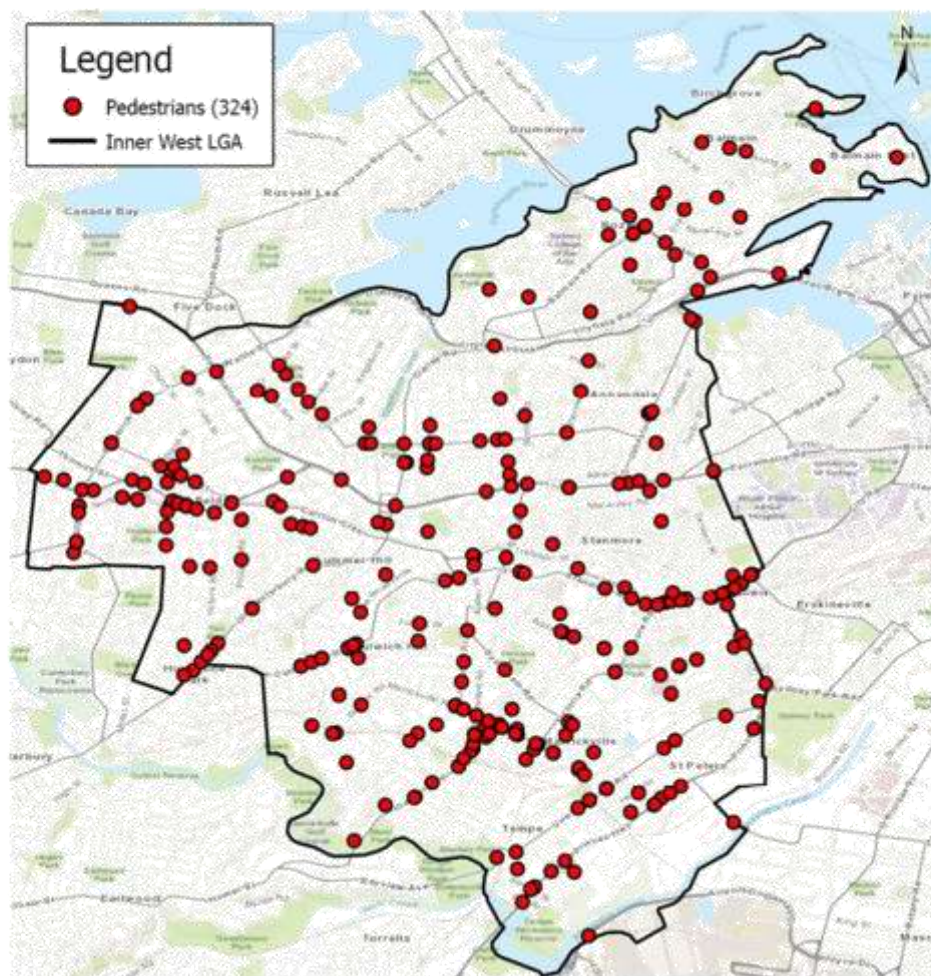


**Figure 7.1 Total Number of Pedestrian Crashes for Inner West LGA**

The overall trend over the 5-year period is a decreasing number of pedestrian crashes. Pedestrian crashes resulting in fatalities varied between one or two crashes per year.

Figure 7.2 shows all recorded pedestrian involved crashes within the Inner West LGA.





**Figure 7.2 Inner West LGA Crash Map - Pedestrian Involved Crashes**

## 7.2 Crash Summary by Suburb

Table 7.1 summarises the total number of crashes and the pedestrians involved per suburb.

**Table 7.1: Pedestrian Crashes by Suburb**

Suburb	Total Crashes	Pedestrian Crashes	Pedestrian Crashes in Suburb (%)	Total Pedestrians (%)
Annandale	108	9	8.3%	2.8%
Ashfield	332	48	14.5%	14.8%
Balmain	49	5	10.2%	1.5%
Balmain East	3	1	33.3%	0.3%
Birchgrove	6	1	16.7%	0.3%
Camperdown	32	1	3.1%	0.3%
Croydon	50	3	6.0%	0.9%
Croydon Park	19	1	5.3%	0.3%
Dulwich Hill	134	23	17.2%	7.1%
Enmore	72	8	11.1%	2.5%
Erskineville	5	0	0.0%	0.0%
Haberfield	154	11	7.1%	3.4%
Hurlstone Park	19	2	10.5%	0.6%
Leichhardt	208	22	10.6%	6.8%
Lewisham	79	3	3.8%	0.9%
Lilyfield	121	5	4.1%	1.5%
Marrickville	401	70	17.5%	21.6%
Mascot	10	1	10.0%	0.3%
Newtown	145	27	18.6%	8.3%
Petersham	189	16	8.5%	4.9%
Rozelle	198	19	9.6%	5.9%
St Peters	120	10	8.3%	3.1%
Stanmore	117	13	11.1%	4.0%
Summer Hill	69	8	11.6%	2.5%
Sydenham	52	6	11.5%	1.9%
Tempe	121	11	9.1%	3.4%
<b>Total</b>	<b>2813</b>	<b>324</b>	<b>11.5%</b>	<b>100%</b>

Ashfield, Dulwich Hill, Marrickville, and Newtown each have the largest composition of pedestrian involved crashes, over 14% of total crashes in the suburb. Ashfield and Marrickville both make up 36.4% of the total number of pedestrian crashes in the LGA.

## 7.3 Crashes by Street

The highest number of pedestrian related crashes were ranked by streets, as summarised in Table 7.2.

**Table 7.2: Highest Number of Pedestrian Involved Crashes by Street**

Rank	Street	Total Pedestrian Crashes	(%)
1	Princes Highway	21	6%
2	Enmore Road	16	5%
3	Parramatta Road	16	5%
4	Liverpool Road	16	5%
5	Marrickville Road	16	5%
6	Victoria Road	13	4%
7	Illawarra Road	12	4%
8	New Canterbury Road	12	4%
9	Darling Street	9	3%
10	Marion Street	9	3%
11	Frederick Street	7	2%
12	Addison Road	6	2%
13	Elizabeth Street	6	2%
14	Stanmore Road	6	2%
15	Unwins Bridge Road	6	2%
16-116	Other	153	47%
<b>Total</b>		<b>324</b>	<b>100%</b>

The top 15 roads comprise of over half of all pedestrian involved crashes (53%). The highest number of pedestrian related crashes occurred on Princes Highway, Enmore Road, Great Western Highway, Hume Highway and Marrickville Road.

## 7.4 Crash Severity

Table 7.3 summarises the crash severity of all vehicle and pedestrian crashes.

**Table 7.3: Crash Severity**

Crash Type	Fatal	(%)	Injury	(%)	Non-casualty	(%)	Total
Vehicle	6	0.2%	1701	68.3%	782	31.4%	2489
Pedestrian	7	2.2%	317	97.8%	0	0.0%	324
<b>Total</b>	<b>13</b>	<b>0.5%</b>	<b>2018</b>	<b>71.7%</b>	<b>782</b>	<b>27.8%</b>	<b>2813</b>

All pedestrian involved crashes resulted in an injury or a fatality. Details on the severity of pedestrian crashes are as follows:

- 7 (2%) pedestrian crashes resulted in a fatality
- 317 (98%) pedestrian crashes resulted in an injury.

## 7.5 Crash Type

The pedestrian involved crashes were classified into TfNSW Road User Movement (RUM) codes which indicate the type of crash involved, as shown in Table 7.4.

The majority of pedestrian related crashes involve the RUM codes 0 and 2, contributing to 75% of all pedestrian related crashes. These correspond to pedestrians being hit crossing a road. This data could indicate a recurring issue of poor visibility, high vehicle speeds, low pedestrian awareness, poor pedestrian facilities, or identify common pedestrian behaviours.





Table 7.5 summarises the crash severity of all pedestrian related crash types.

**Table 7.4: Pedestrian Involved Crash Types**

Crash Type	RUM Code	Description	Number of Crashes	(%)
Pedestrians (on foot or in toy / pram)	0	Near side	140	43%
	1	Emerging	26	8%
	2	Far side	104	32%
	3	Playing, working, lying, standing on carriageway	22	7%
	5	Facing traffic	1	0%
	6	On footpath / median	8	2%
	7	Driveway	11	3%
	9	Other, pedestrian	2	1%
Vehicles from opposing direction	21	Right through	1	0%
	30	Rear end	3	1%
Manoeuvring	41	U-turn into fixed object / parked vehicle	1	0%
	46	Reversing into fixed object / parked vehicle	1	0%
	49	Other manoeuvring	2	1%
Off path, on straight	73	Right off carriageway into object / parked vehicle	1	0%
Off path, on curve or turning	87	Off carriageway left on left bend into object / parked vehicle	1	0%
<b>Total</b>			<b>324</b>	<b>100%</b>

**Table 7.5: Crash Type Severity**

RUM Code	Fatal	Injury	Non-casualty	Total
0	4	136	0	140
1	0	26	0	26
2	2	102	0	104
3	0	22	0	22
5	0	1	0	1
6	0	8	0	8
7	1	10	0	11
9	0	2	0	2
21	0	1	0	1
30	0	3	0	3
41	0	1	0	1
46	0	1	0	1
49	0	2	0	2
73	0	1	0	1
87	0	1	0	1
<b>Total</b>	<b>7</b>	<b>317</b>	<b>0</b>	<b>324</b>

RUM Codes 0, 2, and 7, resulted in at least one fatality, highlighting the severity of these crash types within the Inner West LGA. Over half (57%) of pedestrian fatalities were a result of a RUM Code 0 crash.

## 7.6 Crash Clusters

A review of the crash locations show that pedestrian crash clusters occurred within the Marrickville and Ashfield areas, notably along Marrickville Road, Illawarra Road, and Hume Highway / Liverpool Road. These locations correspond to major roads within the LGA, and the high number of pedestrian crashes are likely attributed to the high traffic and pedestrian volumes in these environments.

Table 7.6 show the intersections which have recurring number of pedestrian crashes (more than two).

The recurring RUM Code classifications at these intersections are 0 and 2. The data may indicate that these intersections have recurring issues and require further inspection.

## 7.7 Crash Data Analysis Summary

Based on the crash data, the highest number of pedestrian related crashes occur in the suburbs of Ashfield, Dulwich Hill, Marrickville, and Newtown, comprising of over half (51.8%) of the total pedestrian related crashes.

The highest number of pedestrian related crashes occurred on, Princes Highway, Enmore Road, Great Western Highway, Hume Highway, and Marrickville Road, comprising of over a quarter (26%) of the total pedestrian crashes. These are large major roads and do not necessarily indicate poor facility. A review of the crash locations show that crash clusters primarily occur within the Marrickville and Ashfield areas, notably along Marrickville Road, Illawarra Road, and Hume Highway / Liverpool Road.

**Table 7.6: Intersection Crash Clusters – Pedestrian Involved Crashes**

Intersection	RUM Codes	Crashes
Marrickville Road / Buckley Street	0, 2	5
Edgeware Road / Alice Street / Llewellyn Street	0, 2	4
New Canterbury Road / Marrickville Road	0, 2	4
Darling Street / Waterloo Street	0	3
Dulwich Station / Wardell Road / Dudley Street	0, 2	3
Elizabeth Street / Wood Street	0	3
Enmore Road / Station Street	0, 1	3
Enmore Road outside No. 17 (Oporto / Post Office)	2, 7	3
Frederick Street / John Street	0, 2	3
Hume Highway / Liverpool Road / Holden Street	0	3
Hume Highway / Liverpool Road / Murrell Street	0, 2	3
Johnston Street / Booth Street	2, 7	3
King Street / Erskineville Road	0, 2	3
Liverpool Road / Knox Street	2	3
Marion Street / Flood Street	0, 2	3
Marrickville Road / Livingstone Road	0, 2	3
Marrickville Road / Victoria Road	0, 1	3
Parramatta Road / Cannon Street	2	3
Trafalgar Street / Audley Street	2, 9	3
Unwins Bridge Road / Gleeson Avenue	0	3
<b>Total</b>		<b>64</b>

The highest number of crashes at a particular intersection occurs at the following 3 intersections:

- Marrickville Road / Buckley Street
- Edgeware Road / Alice Street / Llewellyn Street
- New Canterbury Road / Marrickville Road.

The data indicates that these intersections are likely to have safety issues and requires inspection.

The primary crash type (75%) involved the RUM Code 0 and 2 of all pedestrian related crashes, which corresponds with pedestrians being hit while crossing the road. RUM Codes 0, 2, and 7 resulted in at least 1 pedestrian fatality, with over half (57%) associated with a RUM Code 0 crash. This may indicate a recurring issue of poor visibility, high vehicle speeds, low pedestrian awareness, poor pedestrian facilities, or identify common pedestrian behaviours, highlighting the significance of providing further traffic measures or improved pedestrian facilities within the Inner West LGA.

## 8. DEVELOPMENT OF PRIORITISED PEDESTRIAN NETWORK

### 8.1 Overview

The primary purpose of the PAMP is to identify the highest priority pedestrian routes, to then define what is needed to upgrade or augment infrastructure along these routes, and to prioritise the proposed new infrastructure.

On this basis, PAMP routes and proposed new infrastructure along these defined routes have been identified in this chapter. This includes 'new links', 'new crossing points' and 'link / crossing upgrades / improvements'.

### 8.2 Route Selection

The defined PAMP routes provide a network of primary pedestrian links within the Inner West. Connecting routes to form networks is important to encourage their wider use for trip origins and destinations. That is, these connected networks have cumulative benefits for the community. These PAMP routes have also been nominated because they connect key attractors and generators. The PAMP routes were selected based on the following considerations:

- Routes identified in previous PAMPs and strategic documentation
- Proximity to key centres and pedestrian attractors / generators, such as village centres and railway stations
- Links through suburbs and between key centres and major routes
- Initial community engagement information and feedback (i.e. continuous, safe and connected or highly demanded routes)
- Road hierarchy
- Location of pedestrian crashes.

The network of the PAMP priority routes for Inner West was developed in consultation with Council and is presented in Figure 6.1 and **Appendix B**.





**Figure 8.1** Inner West PAMP Routes

## 8.3 Route Hierarchy

### 8.3.1 Route Segments

To assist with the process of prioritising any new or missing links and to determine where upgrades need to occur first, each of the PAMP routes were split into smaller sections for scoring purposes. These route segments were created based on:

- Roads: when possible, a segment is entirely contained in a single road.
- Length of segment: to evenly split the length along the PAMP route, or to split the route at logical locations.

These PAMP route segments were created with the objective to develop an equitable basis for scoring to help establish an even distribution of scoring.

### 8.3.2 Scoring Criteria

The PAMP routes were assigned a hierarchy: primary, secondary, or tertiary. A higher order level was given to routes servicing multiple high trip attractors and generators such as town centres and key pedestrian links such as train stations, public transport, schools and parks. A higher order level was also assigned to links that were identified within previous strategic documents and key roads. Emphasis was also given to areas of frequent crash history.

The scoring criteria for prioritising the PAMP routes is summarised in Table 8.1.

**Table 8.1: PAMP Route Criteria and Scoring**

Category	Criteria	Performance Conditions	Score
Land Use	Number of Attractors / generators within 200m	More than 30	12
		More than 20	7
		More than 10	3
		More than 0	1
	Land Use Type	Retail and commercial (key centres polygon)	15
		Railway Stations (public transport, points)	15
		Education facilities (schools)	15
		Recreation (parks, pools, sport)	10
Road Hierarchy	Road Classification	State Road	10
		Regional Road	5
		Local Road	0
Safety	Identified pedestrian crashes	More than 5	12
		More than 1	6
		No crashes	0
Strategic Route	Defined strategic pedestrian routes within the ITS	Strategic Route	12
		Non-Strategic Route	0

### 8.3.3 Segment Ranking / Priority

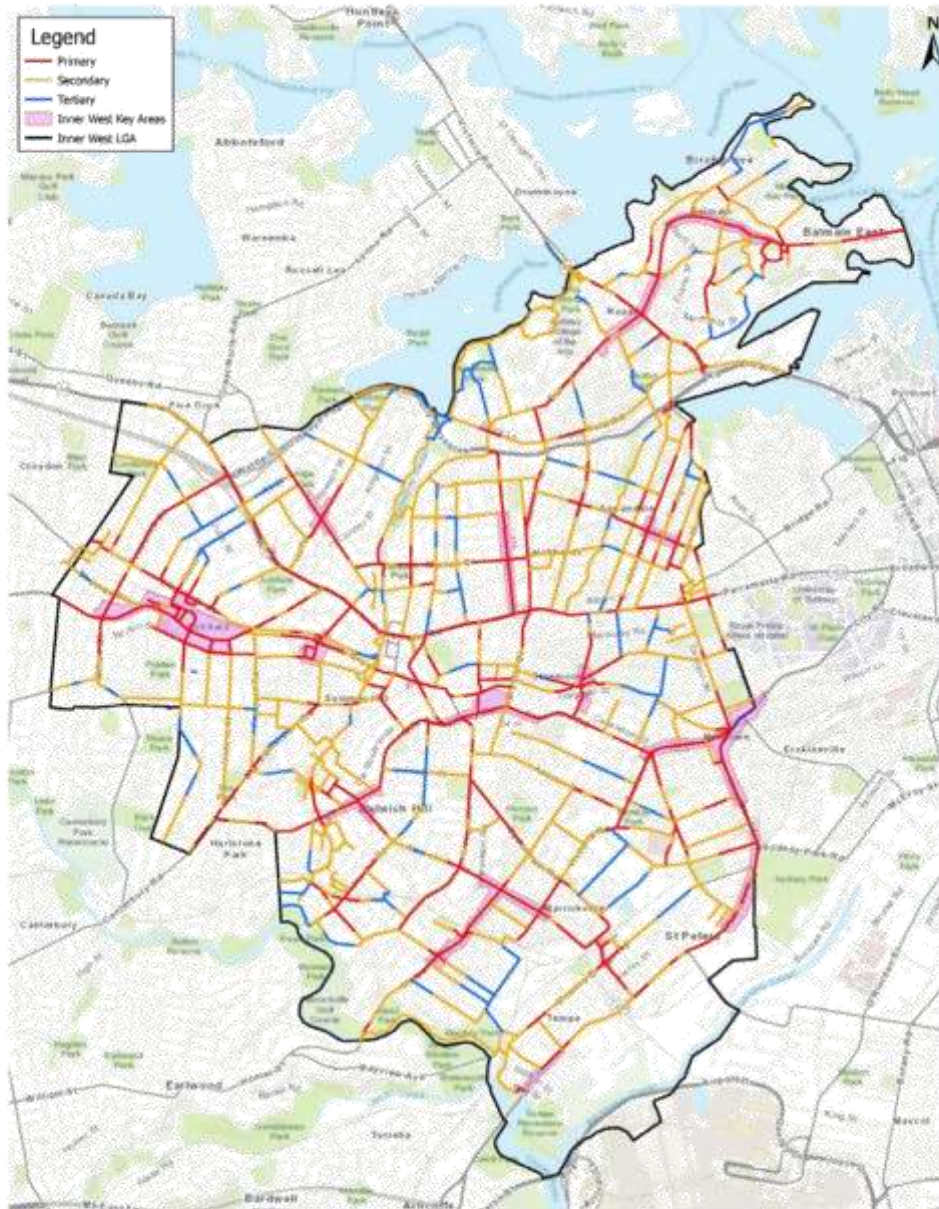
Based on the scoring system presented in Table 8.1, the following criteria in Table 8.2 was applied to determine the rank of each route segment. A map of resulting route segment rankings is shown in Figure 8.2 and **Appendix C**.

**Table 8.2: Segment Ranking**

Priority	Scoring Criteria
Primary	42 - 101
Secondary	15 - 41
Tertiary	0 -14







**Figure 8.2: Route Segment Rankings**



## 9. PEDESTRIAN ROUTE AUDITS

### 9.1 Methodology

Existing facility audits were undertaken during the period between 1 December 2020 to 15 March 2021, spanning over three months. These audits were undertaken to:

- Identify gaps, missing links and footpaths in the existing network
- Identify issues, accessibility or crossing deficiencies and maintenance needs
- Investigate locations areas identified by community feedback high pedestrian or crash history.




Audits were undertaken on all the identified PAMP routes, in which issues or deficiencies were identified based on Criteria 5C outlined in *Austrroads Guide to Road Design Part 6A: Pedestrian and Cyclist Paths (AGRD Part 6A)* which are:




- **Connectivity:** is the route connected to the rest of the network?
- **Comfort:** is the route well maintained, smooth and unobstructed? Is the route attractive and free from excessive traffic noise?
- **Convenience:** are there adequate crossing opportunities? Are key destinations within walking distance of one another?
- **Conviviality:** how pleasant is the walking environment?
- **Conspicuousness:** are the walking route clearly lit and easy to follow?

The audit considered footpaths, kerb ramps, crossing points, and other pedestrian facilities, however, was limited to 'high level' issues that would fundamentally impact the use of the paths or access to the paths. Some examples of issues found during the audits and potential treatments are provided in Table 9.1.

**Table 9.1: Audit Issues Examples**

Description	Picture
<p><b>Missing Footpath:</b></p> <ul style="list-style-type: none"> <li>▪ Pathways which end abruptly</li> <li>▪ Clear pedestrian desire line</li> <li>▪ Missing paved footpath at key locations.</li> </ul> <p><b>Treatment</b></p> <ul style="list-style-type: none"> <li>▪ Install new footpath</li> </ul> <p>Example: Missing paved footpath along strong pedestrian desire line</p>	

Description	Picture
<p><b>Narrow Footpaths:</b></p> <ul style="list-style-type: none"> <li>Existing footpaths which appear to provide insufficient width for pedestrians of all abilities.</li> </ul> <p><b>Treatment</b></p> <ul style="list-style-type: none"> <li>Widen footpath</li> <li>Investigate and install Shared Zone</li> <li>Realign kerb and provide footpath</li> </ul> <p>Example: Narrow footpath</p>	
<p><b>Crossing Deficiencies:</b></p> <ul style="list-style-type: none"> <li>Insufficient or unsafe crossing points</li> <li>Missing pedestrian crossing facilities, including kerb ramps or refuge island</li> <li>Poorly orientated / aligned kerb ramps and crossing infrastructure</li> </ul> <p><b>Treatment</b></p> <ul style="list-style-type: none"> <li>Reconstruct kerb ramps to correct alignment / orientation</li> <li>Reconstruct refuge island</li> <li>Reduce crossing distance by installing kerb extension / refuge island</li> </ul> <p>Example: Poorly aligned kerb ramp – leads pedestrians onto roadway</p>	
<p><b>Obstructions:</b></p> <ul style="list-style-type: none"> <li>Any obstructions preventing or causing difficulty in pedestrian access, connectivity, or crossing, such as: <ul style="list-style-type: none"> <li>Power poles</li> <li>Trees</li> <li>Electricity boxes</li> </ul> </li> <li>Maintenance issues which could hinder or narrow pedestrian pathways such as overhanging vegetation.</li> </ul> <p><b>Treatment</b></p> <ul style="list-style-type: none"> <li>Relocate or remove obstruction</li> <li>Refer to ongoing Council maintenance team (vegetation issues)</li> </ul> <p>Example: Power pole narrows available footpath</p>	

Description	Picture
<p><b>Access:</b></p> <ul style="list-style-type: none"> <li>Inaccessibility or difficulty in traversing through locations for pedestrians of all abilities, such as footpaths with only stairs and no ramps</li> </ul> <p><b>Treatment</b></p> <ul style="list-style-type: none"> <li>Install accessible ramp</li> <li>Provide alternative path</li> <li>Reconstruct footpath</li> </ul> <p>Example: Stair access only</p>	
<p><b>Connectivity:</b></p> <p>Areas where the pathway does not provide continued ease of movement from one point to another.</p> <p><b>Treatment</b></p> <ul style="list-style-type: none"> <li>Re-align kerb and provide footpath</li> <li>Provide alternative route</li> </ul> <p>Example: footpath disconnected due to sudden change in level (wall)</p>	
<p><b>Infrastructure Condition:</b></p> <ul style="list-style-type: none"> <li>Damaged or poor construction of infrastructure such as footpaths/surfaces and accessibility indicators</li> <li>Pedestrian related signage which are extremely faded or obstructed by graffiti or damage.</li> </ul> <p><b>Treatment</b></p> <ul style="list-style-type: none"> <li>Re-construct footpath pavement or concrete panel</li> <li>Repair utility pit</li> </ul> <p>Example: Uneven footpath surface</p>	



Description	Picture
<p><b>Safety Issues:</b></p> <ul style="list-style-type: none"> <li>Potentially hazardous locations for pedestrians of all abilities due to: <ul style="list-style-type: none"> <li>Steep crossfall</li> <li>Trip hazards</li> <li>Poor visibility</li> <li>Inappropriate vehicle speeds.</li> </ul> </li> </ul> <p><b>Treatment</b></p> <ul style="list-style-type: none"> <li>Investigate installing raised pedestrian crossing</li> <li>Install traffic calming</li> <li>Reconstruct footpath pavement</li> <li>Provide warning signage / line marking</li> </ul> <p>Example: Pedestrian crossing requiring further traffic calming.</p>	

## 9.2 Audit Findings

The audit identified around 4,350 issues that were categorised into eight types:

- Access
- Connectivity
- Crossing deficiency
- Infrastructure condition
- Missing paths
- Obstruction
- Narrow path
- Safety issue

Table 9.2 summarises the number of issues identified for each type.

**Table 9.2: Audit Issues by Type**

Issue Type	Number
Crossing deficiency	2256
Obstruction	1269
Infrastructure condition	537
Safety issue	113
Narrow footpath	74
Missing footpath	55
Access	42
Connectivity	31

Over 50% of the identified issues related to crossing deficiency with the majority of these being poorly aligned kerb ramps. Obstructions to footpaths were also high (26%) with the key issues being overgrown vegetation as well as street infrastructure (bins, poles, seats etc.) narrowing footpaths.

The deficiencies are shown in Figure 9.1. Detailed maps are provided in **Appendix D**.





Figure 9.1: Pedestrian Route Deficiencies

## 9.3 Audit Limitations

During the auditing process, some areas were not able to be audited due to construction activities or strategic routes identified which are not yet developed (such as within the light rail corridor). While these areas were not audited, it is extremely likely that these routes would be developed to modern standards and guidelines which would provide suitable pathways and should be reviewed in future following the end of construction activities.

Table 9.3 outlines the locations which were not audited due to these limitations.

**Table 9.3: Locations Not Audited**

Suburb	Location	Limitation
Annandale	Bignell Lane between Mallet Street and Gordon Street	Undeveloped strategic route
Annandale	White Creek Park	Undeveloped strategic route
Annandale	Links across City West Link to Gordon Street and Lilyfield Road	Undeveloped strategic route
Annandale	Railway Parade between Bayview Crescent and The Crescent	Construction – Rozelle Interchange works
Annandale	The Crescent / Johnston Street Intersection	Construction – Rozelle Interchange works
Ashfield	Alt Street near Charlotte Street	Construction
Ashfield	Parramatta Road near Alt Street	Construction - WestConnex
Camperdown	Parramatta Road near Mallet Street	Construction - WestConnex
Dulwich Hill	Hercules Street / Consett Street Intersection	Construction
Dulwich Hill	Hercules Street between Consett Street and bridge over Light Rail	Construction
Dulwich Hill	Old Canterbury Road near Hampstead Road	Construction
Dulwich Hill	Old Canterbury Road near Constitution Road	Construction
Dulwich Hill	Weston Street near Channel Street	Construction
Haberfield	Parramatta Road near Wattle Street	Construction - WestConnex
Leichardt	Flood Street near Lords Street	Construction
Leichardt	Derbyshire Road near Balmain Road	Construction
Lewisham	McGill Street	Construction
Marrickville	Smidmore Street between Edinburgh Road and Edgeware Road	Construction – Marrickville Metro Shopping Centre
Marrickville	Murray Street between Smidmore Street and Edinburgh Road	Construction – Marrickville Metro Shopping Centre
Marrickville	Edinburgh Road / Murray Street Intersection	Construction – Sydney Metro
Marrickville	Sydney Steel Road	Construction – Sydney Metro
Petersham	Petersham Station	Construction – Station upgrades
Petersham	Trafalgar Street between Audley Street and Shaw Street	Construction – Station upgrades
Rozelle	Gordon Street / Butt Street Intersection	Construction - WestConnex
Rozelle	Byrnes Street / Bay Run Intersection near King George Park	Construction

Suburb	Location	Limitation
Rozelle	Bay Run / Byrnes Street near Victoria Road	Construction - WestConnex
Rozelle	Victoria Road between Moodie Street to Iron Cove Bridge	Construction - WestConnex
Rozelle	Lilyfield Road / Victoria Road	Construction - WestConnex
Rozelle	Lilyfield Road southern side opposite Easton Park	Construction - WestConnex
Stanmore	Gordon Crescent at Douglas Street	Cydeaway construction
Summer Hill	Carlton Crescent near Darrell Jackson Gardens	Construction
Summer Hill	Old Canterbury Road near James Street	Construction
Sydenham	Railway Parade between Gleeson Avenue and Sydenham Road	Construction – Sydney Metro



## 10. RECOMMENDED WORKS PROGRAM

### 10.1 Works Prioritisation

A priority level has been assigned to each identified issue and recommended action, taking into consideration its contribution to pedestrian safety, ease of accessibility, the route hierarchy and the amenity of the surrounding environment.

#### 10.1.1 Prioritisation criteria

The treatment priority criteria were primarily based on the route segment rank and issue category as summarised below

- **Segment Rank – Primary, Secondary or Tertiary**
  - Ranked route segments indicates the importance of the sections of route based on expected use and surrounding attractors and generators.
  - Primary ranked segments would be mostly representative of key pedestrian areas such as town / village centres, near public transport hubs / stations and strategic corridors (outlined in Section 8.3)
  - Issues within primary ranked route segments are given a higher priority
- **Issue Category**
  - Prioritises treatment based on the type of issue category
  - Issues related to missing paths, crossing deficiencies, access and safety issues are prioritised higher to better improve the pedestrian network or correct current deficiencies presenting safety risks to pedestrians
  - Issues related to infrastructure condition and obstruction are prioritised lower as these are mainly related to existing pedestrian facilities

#### 10.1.2 Scoring system

A scoring system was developed to assign a priority to each issue identified, outlined below in Table 10.1.

**Table 10.1: Treatment Priority Scoring Criteria**

Criteria	Category	Conditions	Score
1	Route Segment Rank	Primary	10
		Secondary	5
		Tertiary	0
2	Issue Category	Safety Issue	10
		Crossing deficiency	10
		Missing footpath	10
		Access	10
		Narrow Footpath	5
		Infrastructure condition	5
		Obstruction	0
		Connectivity	0
Priority Assignment			
High		15 to 20	
Medium		11 to 15	
Low		0 to 10	



Based on the above criteria and scoring system, the recommended works program has been prioritised with high priority works to be undertaken first, followed by medium and low.

Figure 10.1 presents the assigned priority for each of the issues and associated action within the study area, also provided in **Appendix E**.



**Figure 10.1: Priority Issues and Works**

## 10.2 Implementation Costs

A detailed list of recommended works and costings has been sorted by priority and provided in **Appendix D**.

The estimated cost required to implement these treatments is summarised in Table 10.2.

**Table 10.2: Project Costs**

Item No.	Type	Quantity	Unit Cost	Total Cost
1	adjust flood light orientation	3	\$1,000	\$3,000
2	further investigation required	12	\$0	\$0
3	install accessible ramp	17	\$10,000	\$170,000
4	install kerb extension	11	\$10,000	\$110,000
5	install kerb extension - pair	24	\$20,000	\$480,000
6	install kerb extension / refuge island	7	\$10,000	\$70,000
7	install landscaping barriers	1	\$750	\$750
8	install new corner refuge island	2	\$10,000	\$20,000
9	install new footpath	5849m	\$200/m	\$1,169,800
10	install new kerb ramp	868	\$2,500	\$2,170,000
11	install new kerb ramp - pair	929	\$5,000	\$4,645,000
12	install new kerb ramp - pair, and tgsi	1	\$6,000	\$6,000
13	install new kerb ramp - pair, new refuge island	5	\$7,000	\$35,000
14	install new kerb ramp and reconstruct refuge island	1	\$5,000	\$5,000
15	install new lighting	12	\$10,000	\$120,000
16	install new pavement surface	3	\$300	\$900
17	install new pit cover	1	\$250	\$250
18	install new refuge island	27	\$15,000	\$405,000
19	install new shared path signage	2	\$350	\$700
20	install new shared zone signage and delineation	1	\$500	\$500
21	install new signpost	1	\$250	\$250
22	install new speed cushions	1	\$3,000	\$3,000
23	install new tgsi	207	\$650	\$134,550
24	install new tgsi - pair	127	\$1,300	\$165,100
25	install new utility cover	4	\$2,000	\$8,000
26	install new warning pavement marking	1	\$500	\$500
27	install new wheel stops	28	\$1,500	\$42,000
28	install no stopping sign and signpost	3	\$300	\$900
29	install pavement warning message	8	\$150	\$1,200
30	install pedestrian crossing signage	1	\$200	\$200
31	install pedestrian fencing	10m	\$750/m	\$7,500
32	install raised pedestrian crossing	22	\$50,000	\$1,100,000
33	install ramp	3	\$5,000	\$15,000

Item No.	Type	Quantity	Unit Cost	Total Cost
34	install shared path signage	1	\$300	\$300
35	investigate HPAA implementation	9	\$15,000	\$135,000
36	investigate providing pedestrian crossing	1	\$15,000	\$15,000
37	investigate providing raised pedestrian crossing	2	\$15,000	\$30,000
38	investigate shared zone implementation	8	\$15,000	\$120,000
39	notify business/property owner	643	\$0	\$0
40	notify business owner	3	\$0	\$0
41	notify property owner	4	\$0	\$0
42	paint contrasting colour	1	\$150	\$150
43	paint new line marking	1	\$200	\$200
44	re-align crossing and refuge island	1	\$6,000	\$6,000
45	re-align kerb and footpath	2	\$7,500	\$15,000
46	re-construct fence	1	\$150	\$150
47	re-construct footpath pavement	444	\$200	\$88,800
48	reconstruct kerb blister	1	\$1,500	\$1,500
49	re-construct pedestrian fencing	1	\$5,000	\$5,000
50	re-construct refuge island	48	\$15,000	\$720,000
51	refer to maintenance	392	\$0	\$0
52	refer to Marrickville Metro	1	\$0	\$0
53	refer to Transport for NSW	12	\$0	\$0
54	refer to Transport for NSW on installing lifts	2	\$0	\$0
55	relocate bollard	3	\$2,500	\$7,500
56	relocate bus stop pole	1	\$400	\$400
57	relocate light post	5	\$10,000	\$50,000
58	relocate no stopping signage	1	\$300	\$300
59	relocate or remove bench	2	\$400	\$800
60	relocate or remove bike locker	1	\$400	\$400
61	relocate or remove bike rack	1	\$250	\$250
62	relocate or remove bollard	5	\$2,500	\$12,500
63	relocate or remove bus shelter	5	\$5,000	\$25,000
64	relocate or remove bus shelter and signposts	1	\$5,500	\$5,500
65	relocate signpost	38	\$300	\$11,400
66	repaint bollards	1	\$150	\$150
67	repair barrier	1	\$750	\$750
68	repair bollard	3	\$2,500	\$7,500
69	repair pavement marking	1	\$200	\$200
70	repair pavement panel	82	\$200	\$16,400
71	repair pit cover	1	\$2,000	\$2,000



Item No.	Type	Quantity	Unit Cost	Total Cost
72	review and implement shared zone	1	\$40,000	\$40,000
73	review and install pedestrian crossing	2	\$50,000	\$100,000
74	review and relocate double pole signpost	13	\$500	\$6,500
75	review and replace shared path signage	1	\$500	\$500
76	review footpath trading	1	\$0	\$0
77	review when land use changes	1	\$0	\$0
78	top up tree pit	1	\$150	\$150
79	widen footpath	7618m	\$200/m	\$1,523,600
<b>Estimated Project Sum</b>				<b>\$13,839,000</b>
Contingency		1	20% Of Project Estimated Sum	\$2,767,800
<b>Estimated Project Sum with Contingency</b>				<b>\$16,606,800</b>

Project costings have been sorted by priority and summarised in Table 10.3. It is noted these costs do not include the development and implementation of traffic management plans or the contingency percentage.

**Table 10.3: Cost by Priority**

Priority	Quantity	Cost
High	839	\$3,406,050
Medium	1378	\$5,586,000
Low	1974	\$4,846,950
<b>Total</b>	<b>4191</b>	<b>\$13,839,000</b>

## 10.3 Other Costs

### 10.3.1 Other Pedestrian Routes

While a detailed audit of the PAMP routes was undertaken, a number of issues may exist along other streets within the PAMP study area which were not designated as a priority PAMP route. As such, the cost of addressing these pedestrian and access issues is not included as part of the above cost estimate.

### 10.3.2 Ongoing Maintenance

Actions deferred to ongoing maintenance across the LGA primarily include actions related to vegetation obstructions (such as overhanging vegetation) and drainage (where drainage is identified as an issue) have not been included as part of the PAMP and is assumed to be under the responsibility of the relevant department and budget within Council.

In addition, costs presented as part of this PAMP include the installation or implementation of treatments and do not include ongoing maintenance costs.



### 10.3.3 Major Infrastructure and Projects

A number of issues were identified relating to State owned infrastructure or under a major project. This included:

- Accessibility issues at train stations, wharves, and pedestrian bridges over a State road
- Proposed or strategic routes through major infrastructure sites (such as Rozelle interchange)

These items have been assumed to be under the scope of each project or responsibility of transport for NSW and have been excluded from the action associated costs.

### 10.4 Implementation of Treatments and Further Investigations

The PAMP study has identified the implementation of new shared zones, pedestrian crossings or High Pedestrian Activity Areas (HPAA) to provide a pedestrian facility at certain locations. The following actions are required under the implementation of each treatment:

#### Shared Zones

- Undertaking a shared zone warrant assessment following TfNSW guidelines (including traffic surveys)
- Design of shared zone
- Approvals and installation of relevant signage and line marking (and other infrastructure)

#### Pedestrian Crossings

- Undertaking a pedestrian crossing warrant assessment and investigation following TfNSW guidelines (including traffic and pedestrian surveys)
- Design of pedestrian crossing
- Approvals and installation of relevant signage, line marking and physical infrastructure

#### High Pedestrian Activity Areas (HPAA)

- Undertaking a HPAA assessment following TfNSW guidelines (including traffic surveys)
- Design of HPAA scheme (including signage, line marking and traffic calming)
- Approvals and installation of infrastructure

It should be noted that while a typical expected cost for each of these treatments have been included in the works program, the actual costs associated with these procedures can vary greatly and will be subject to detailed investigation and design.

## 11. IMPLEMENTATION AND FUNDING

### 11.1 Potential funding sources

#### 11.1.1 Transport for NSW

TfNSW will generally fund works on state-controlled roads and can be used as a potential source of funding to implement the PAMP action plan.

Actions identified within or across Regional Road and Local Road corridors may be included as part of funding applications to TfNSW.

#### 11.1.2 Development Contribution Plans

The Environmental Planning and Assessment Act 1979 makes allowance for a consent authority to extract money for the provision of public amenity or public services. Should a development increase pedestrian activity or demand then it would be reasonable for Council to seek contribution toward improvements to pedestrian facilities in the area or adjacent to these developments, to provide a link between the development and local pedestrian network or facilities.

Considering the amount of development occurring within the Inner West LGA, obtaining funding from S.7.11 S.7.12 contributions would be a feasible funding source. As such, Council may consider including some of the works as part of their development contribution plans.

### 11.2 Monitoring and Evaluation

The PAMP is intended to be implemented over the 10-year horizon of this Plan. Funding and budget for recommendations should be identified and set in the budget, and higher priority works be given precedent.

It is typical to have a monitoring program for the PAMP. This would involve:

- Recording of all proposed pedestrian works in a database
- Analysis of crash statistics
- Collection of pedestrian count information
- Periodic updating of the PAMP every five years.

## 12. CONCLUSIONS AND RECOMMENDATIONS

### 12.1 Conclusions

The Inner West PAMP presents the investigation and development of an action plan to improve pedestrian connectivity and safety and encourage more walking across the Inner West LGA.

Issues affecting pedestrians were discussed with Inner West Council in addition to undertaking an initial engagement program to gain an insight of issues and pedestrian concerns faced by Inner West residents and visitors.

Major pedestrian infrastructure deficiencies were identified and included the lack of quality crossing provisions and connectivity between parts of the pedestrian network. Other issues included obstructions from street furniture, street posts and vegetation.

Priority PAMP routes were defined, and a comprehensive field audit was undertaken to catalogue issues with footpaths, kerb ramps, crossing points, accessibility issues and pedestrian safety. A number of recommended works are proposed with indicative costs given for each upgrade required. These recommended actions have been prioritised to inform the future works program to be undertaken by Council.

The total cost of the implementation of the identified improvements is approximately **\$13,839,000** with an additional **\$2,767,800** as a 20% project contingency. Most costs arise from the reconstruction of kerb ramps, installation of new footpaths, widening of existing footpaths and implementation of raised pedestrian crossings.

If fully implemented, the proposed works will support pedestrian safety and amenity across the inner West and encourage residents and employees to undertake walking trips for shopping, work and leisure purposes. It is recommended that these works be implemented as funding becomes available from Council and Transport for NSW. Consideration could also be given to include some items in Council's Development Contribution Plans.





**Appendix A: Engagement Outcomes Report**

Item 5

Attachment 1



## Engagement outcomes report Improve pedestrian safety and accessibility



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## Summary

As part of the development of the new Inner West Pedestrian Access and Mobility Plan (PAMP), an initial engagement program was conducted to gather resident feedback of existing pedestrian issues across the Inner West government area. The engagement ran for 29 days from 23 November 2020 – 22 December 2020.

The community could provide feedback online via an interactive map on Your Say Inner West or direct email. Participants could drop a pin/s on a location and provide details of pedestrian safety issues. Covid-safe interpreted conversations were held with three community groups via a local NGO.

Overall, 339 people participated in the engagement. There were over 800 pins added to the interactive map from nearly 300 people covering all the available categories. A majority of responses (98%) were provided by Inner West residents with more than half (52%) provided by users in the 35-49 year age group. The greatest number of responses were recorded in the suburbs of Marrickville, Newtown, Ashfield, and Annandale.

A total of 14 email submissions from individual senders were also received, providing comments on some specific locations within the LGA (namely Newtown, Enmore, Rozelle, Balmain and Croydon) and comments / suggestions across the LGA, such as foot path improvements and reduction of speed limits in local areas.

Three community groups were engaged directly via an interpreter. This included a Vietnamese mothers group, a Vietnamese seniors group and an Arabic seniors groups. Other community organisations were approached, but did not respond to the offer for in-language consultation. A total of 30 people participated and provided feedback in these community group sessions.

The most common theme for submissions were related to safety concerns (62%) and accessibility concerns (15%). Notably, the top three reported issues were related to vehicle/driver behaviours, footpath connectivity and obstructions, and poor quality or unsafe crossing locations which comprised of approximately 70% of all submissions.

## Background

A PAMP guides how Councils enhance pedestrian networks, allowing everyone to enjoy safe, convenient, and independent mobility. The works identified as part of the PAMP also attempts to encourage the shift from car dependency to walking, where possible. Our commitment to this is explained in the Integrated Transport Strategy (2017).

As part of the investigation process of the PAMP, initial community engagement was conducted to gather local insight and identify issues relevant to people within the Inner West. The engagement would then be combined with site audits and field studies to create a picture of the current Inner West pedestrian network and experience.

Feedback gathered will also be combined with expert knowledge to identify priority areas for upgrades in the next five to ten years. Improvement or upgrade works may include:

- Providing kerb ramps (such as for prams, wheelchairs, walking frames, etc)
- Safer crossings points (such as pedestrian crossings and refuge islands)
- Footpath connectivity and continuity between popular destinations.

## Engagement Methods

The initial engagement was conducted using the following methods:

- Online via an interactive map on Your Say Inner West
- Online via individual email responses
- COVID-safe conversations via interpreters with Vietnamese community and Arabic seniors.

The online interactive map allowed users to place a pin under a number of categories to provide information of locations and detailed comments.

Prompts with each pin included:

- Comment
- Is there anything else you'd like to share about this location? Be as specific as possible.
- Age
- What suburb do you live in?
- Why do you use paths?\*
- If other, please specify here.



\* It is noted that users were able to input multiple reasons as choices for this question.

Categories of pins included:

- **Safety concern** – locations where pedestrian safety is a concern or where pedestrian are at risk
- **Accessibility concern** – locations where pedestrian access is a concern, particularly wheelchair or mobility aid users
- **Works well** – locations or facilities that have had a positive impact on pedestrian access or safety
- **Path required** – locations or sections of road where a footpath should be provided
- **Ideas** – opportunity to provide resident input on potential upgrades or modifications to benefit pedestrian access
- **Amenities** – opportunity to provide resident input on potential upgrades or modifications to benefit pedestrian amenity (such as trees and providing shade etc.)

The engagement period was conducted between 23 November and 22 December 2020, spanning a total of 29 days.

## Promotion

The opportunity to participate was promoted using the following methods:

- Council's corporate website
- Your Say Inner West home page
- Vinyl footpath stickers located across town centres in the Inner West – providing a QR code to Your Say Inner West and map
- Email contact with community groups
- Direct email to local democracy groups
- Council's social media
- Direct email to Your Say Inner West subscribers and Multicultural network
- Distribution via Local Democracy Group conveners

## Engagement outcomes

### Who did we hear from?

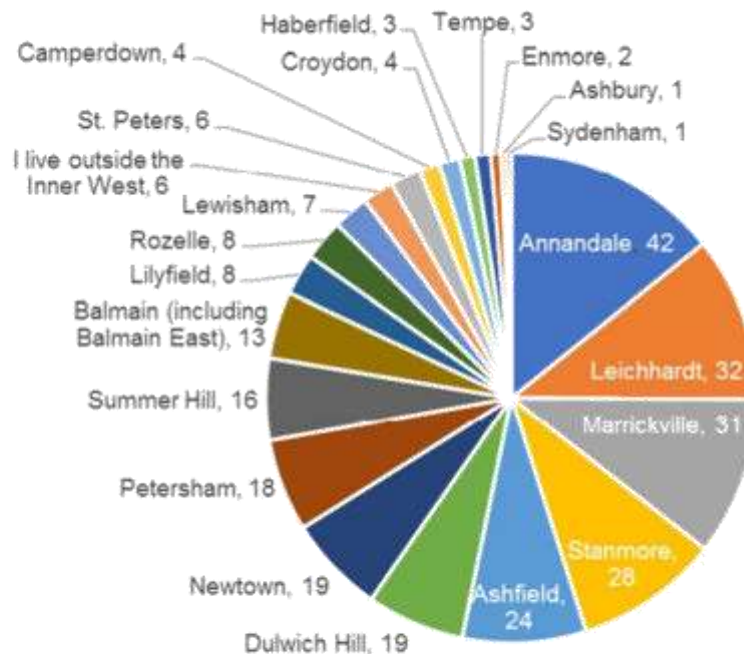
Overall 339 people participated in the engagement. A breakdown of these number of participants are as follows:

- Online engagement – 295 people
- Individual emails – 14 people
- Vietnamese Mothers Group – 8 people
- Arabic Seniors Group – 7 people
- Vietnamese Seniors Group – 15 people

### Where Do We Live?

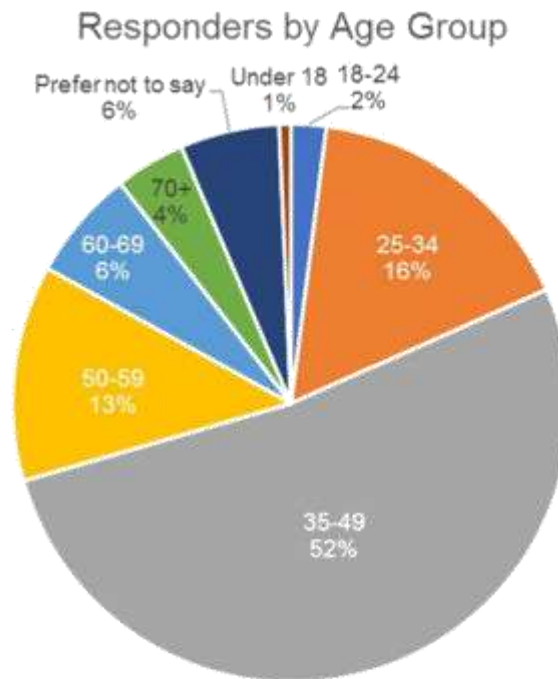
A very large majority of responders reside within Inner West LGA (approx. 98%), of which most resided in the suburbs of Annandale, Leichardt, Marrickville and Stanmore. The remaining 2% of responders reside outside of the Inner West LGA. A detailed breakdown of the received data for responders by residential suburb is shown graph below.

Responders by Residential Suburb



## What Age Are We?

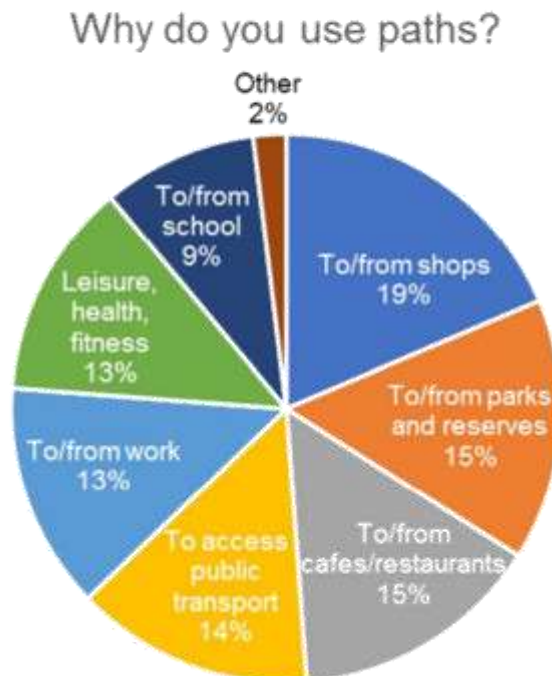
A majority of responders are within the 25-34 and 35-49 year age groups (16% and 52% respectively). A detailed breakdown of the received data for responders by age group is shown in the graph below.



## Why Do We Use Paths?

Responses indicated that walking is well used for a variety of purposes. The number of all uses were relatively similar with walking to/from school being the least. The data shows that people commuting to/from work and leisure, health and fitness activities are examples of common reasons for using paths within the Inner West (both comprising of 13%). The most common use for paths are to/from shops which comprised of 19% of all uses.

A detailed breakdown of the received data for responses to the query "why do you use paths?" is shown in the graph below.





## What did they say?

### Online Engagement – Your Say Inner West Interactive map

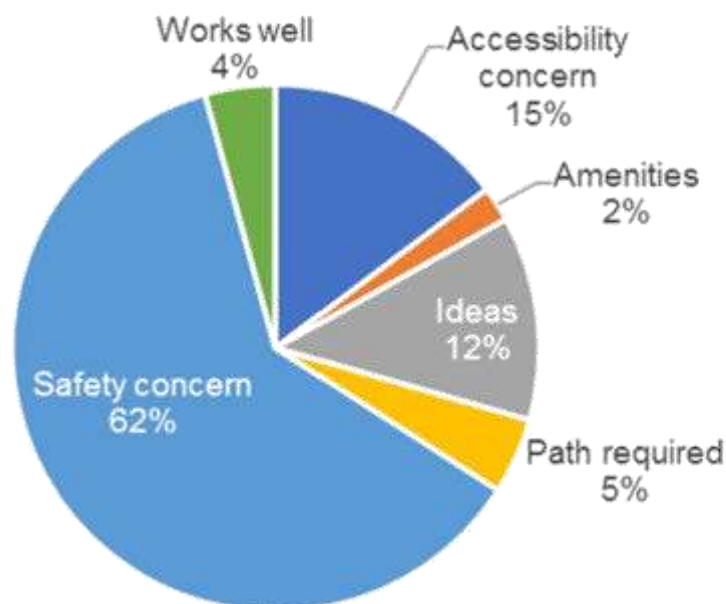
The interactive map received 836 pins marking locations with pedestrian issues. These pins were provided by 295 different responders.

#### Response by Category

Most responses/pins on the map identified 'pedestrian safety' issues (approx. 62%) followed by 'access concerns' (approx. 15%). Notably, approximately 70% of all responses were associated with common themes related to vehicle behaviours, footpath connectivity and obstructions, and crossing deficiencies.

A detailed breakdown of the received data for responses by category is shown in the graph below.

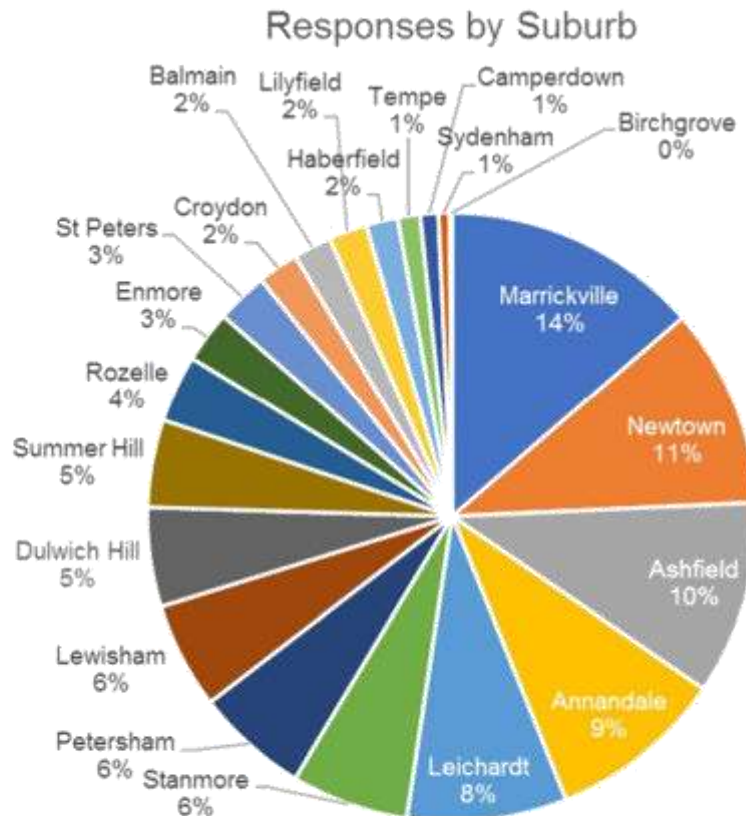
Responses by Category



## Response by Suburb

Most responses/pins on the map were provided in the suburbs of Marrickville (14%), Newtown (11%), Ashfield (10%), Annandale (9%) and Leichardt (8%).

A detailed breakdown of the received data for responses by category is shown in graph below.



### Comments received from organisations/groups/stakeholders

Council's Multicultural Officer offered COVID-safe in-language sessions via community leaders. One organisation responded and times were arranged with three community groups.

Commonly raised concerns from responders included:

- Poor pedestrian facilities on Petersham Road (29%)
- Cars parking on footpaths (10%)
- Accessibility difficulties with uneven footpaths due to tree roots (10%).

Other comments received during these conversations include:

- Vehicle traffic and kerbside parking creates hazards for pedestrians attempting to cross roads or use footpaths, with vehicles parked on the footpath in some areas in Marrickville
- Limited kerb ramps and narrow footpaths present in Petersham area and are difficult to navigate with a pram or mobility aide
- Concerns over security and safety in relation to robberies and other crimes
- Poor condition of footpaths and uneven surfaces in many places (including paths damaged by tree roots) making walking difficult
- Limited rest stops or street furniture to be used as a rest stops for seniors
- Limited or no public restrooms or family rooms near Marrickville Station or town centre
- Limited PWD parking at Marrickville Town Hall
- Desire to connect public spaces with other seniors services or groups (such as mens shed)
- Desire for community led social activities at the Library
- Dog waste left of footpaths in Tempe.

### Other Responses from individuals

A total of 14 email responses were received from individuals and groups of residents of the Inner West during the engagement period, including the local State MP for Summer Hill Jo Haylen supporting the pedestrian study.

Each individual email represented a unique issue, however, the common themes across the responses were related to footpath facilities and pedestrian safety.

A summary of the received email submissions and their feedback include:

- Condition of footpaths within the Inner West vary greatly, with some paths damaged or poorly constructed, presenting hazards for wheel chair users or mobility impaired users. Some specific submissions included paths in Tempe, Croydon and Balmain
- All footpaths in the Balmain area should be reviewed as part of the study
- In older suburbs with narrow streets and footpaths, pedestrians are forced to use the roadway. The use of local streets by pedestrians should be considered in conjunction with lowering local speed limits to 30km/h or 40km/h
- Reduction of speed limits to 30 or 40km/h should be considered for local streets in Newtown and Enmore
- High traffic speeds and traffic volumes on local streets present safety issues for residents and pedestrians travelling along and using these roadways.
- Footpath trading (such as restaurant dining) in busy areas present challenges to footpath users, including parents accompanying younger bicycle riders
- Pedestrian issues are present at and near the intersection of Terry Street and Wellington Street in Rozelle, including challenges to crossing the road, high vehicle speeds and poor opportunities to cross
- A number of challenges to pedestrians and pedestrian safety are present at the Toothill Street, Old Canterbury Road, Summer Hill Street and McGill Street intersections due to geometry, vehicles speeds and volumes and non-compliance of parking and turn restrictions
- Increased use of powered bicycles and bicycle traffic on footpaths create a safety risk for other pedestrians, particularly on busy corridors.





**Appendix B: Audit Routes**

Item 5

Attachment 1



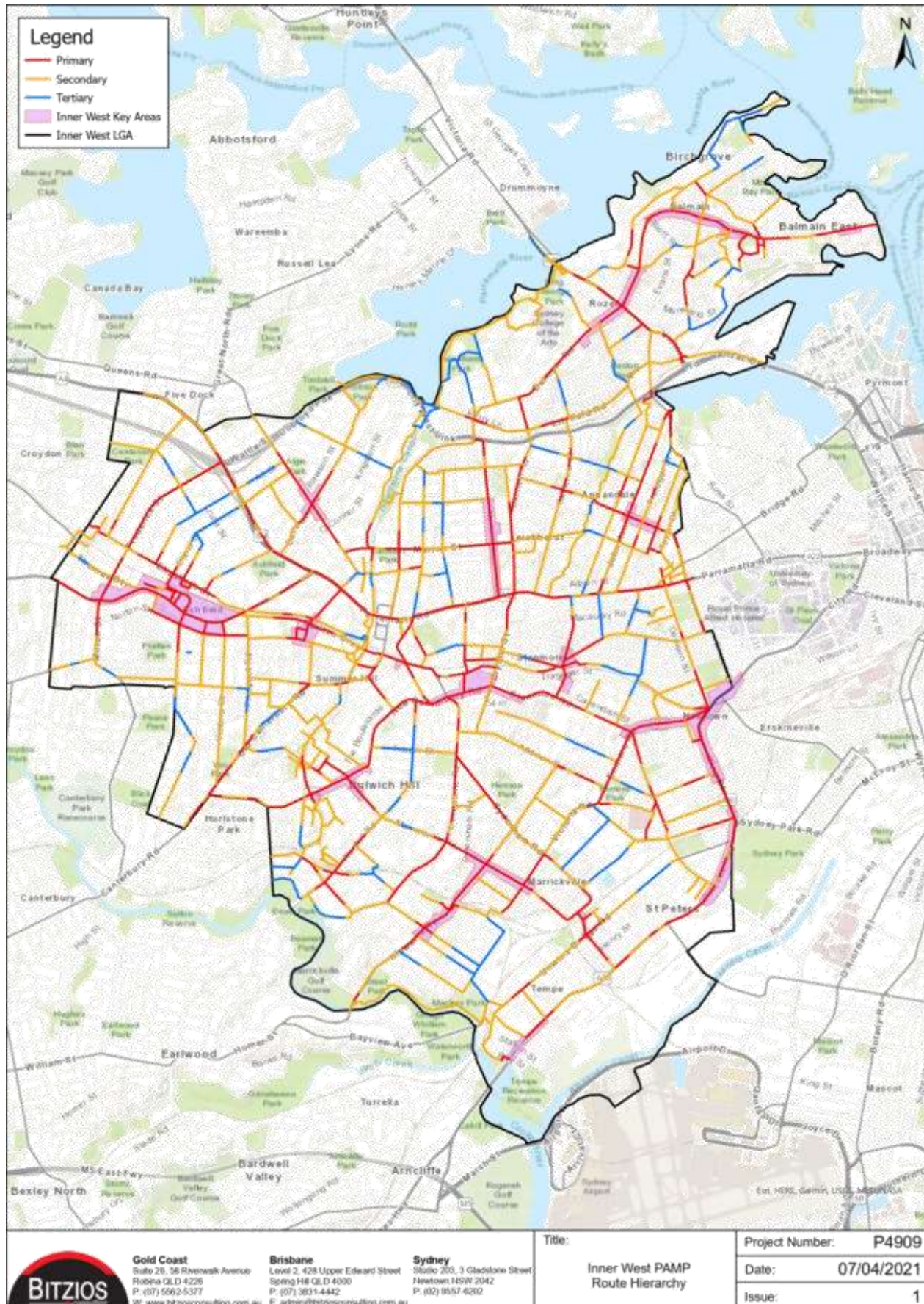


**Appendix C: Route Hierarchy**

Item 5

Attachment 1









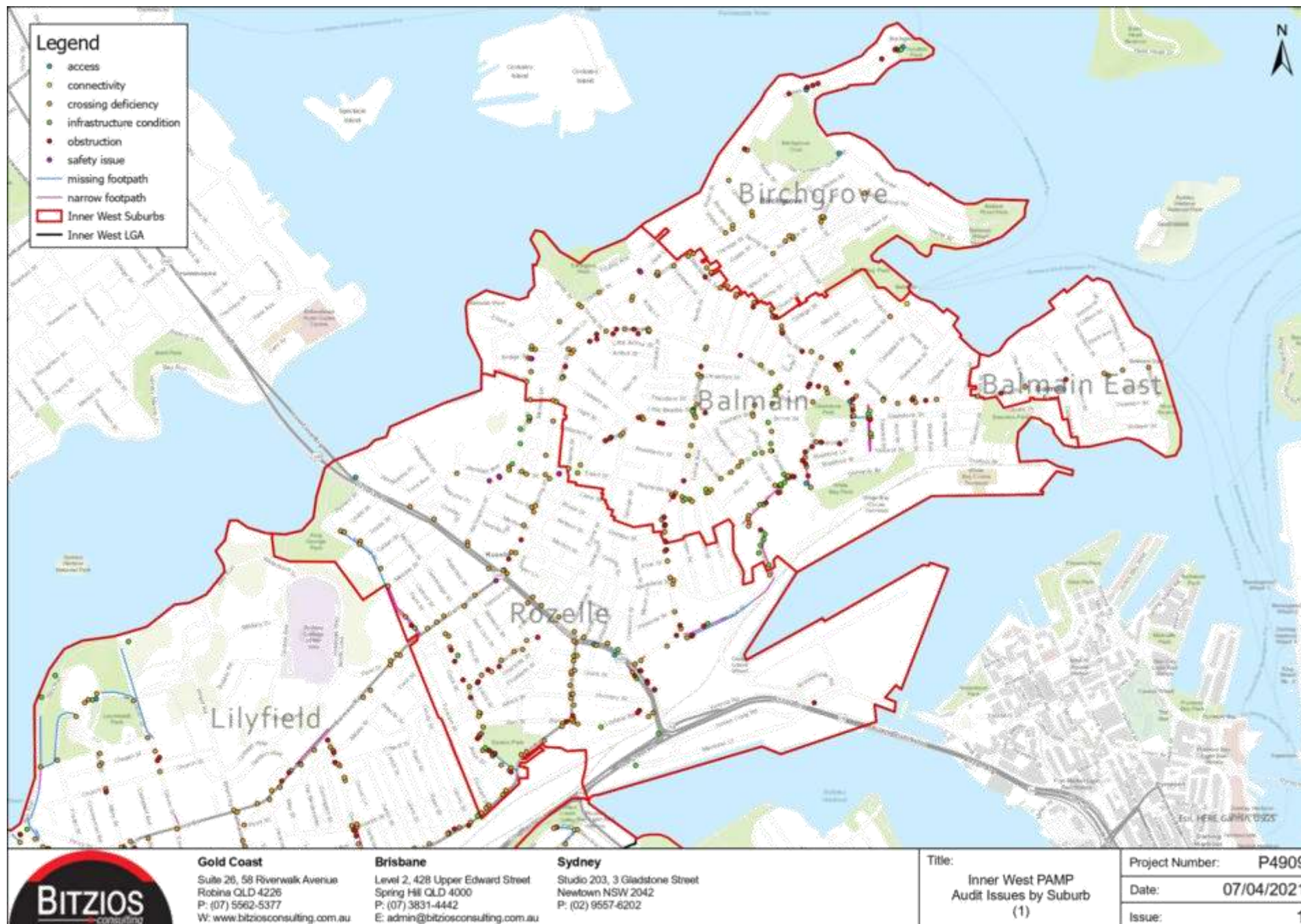
**Appendix D: Audit Findings**

Item 5

Attachment 1









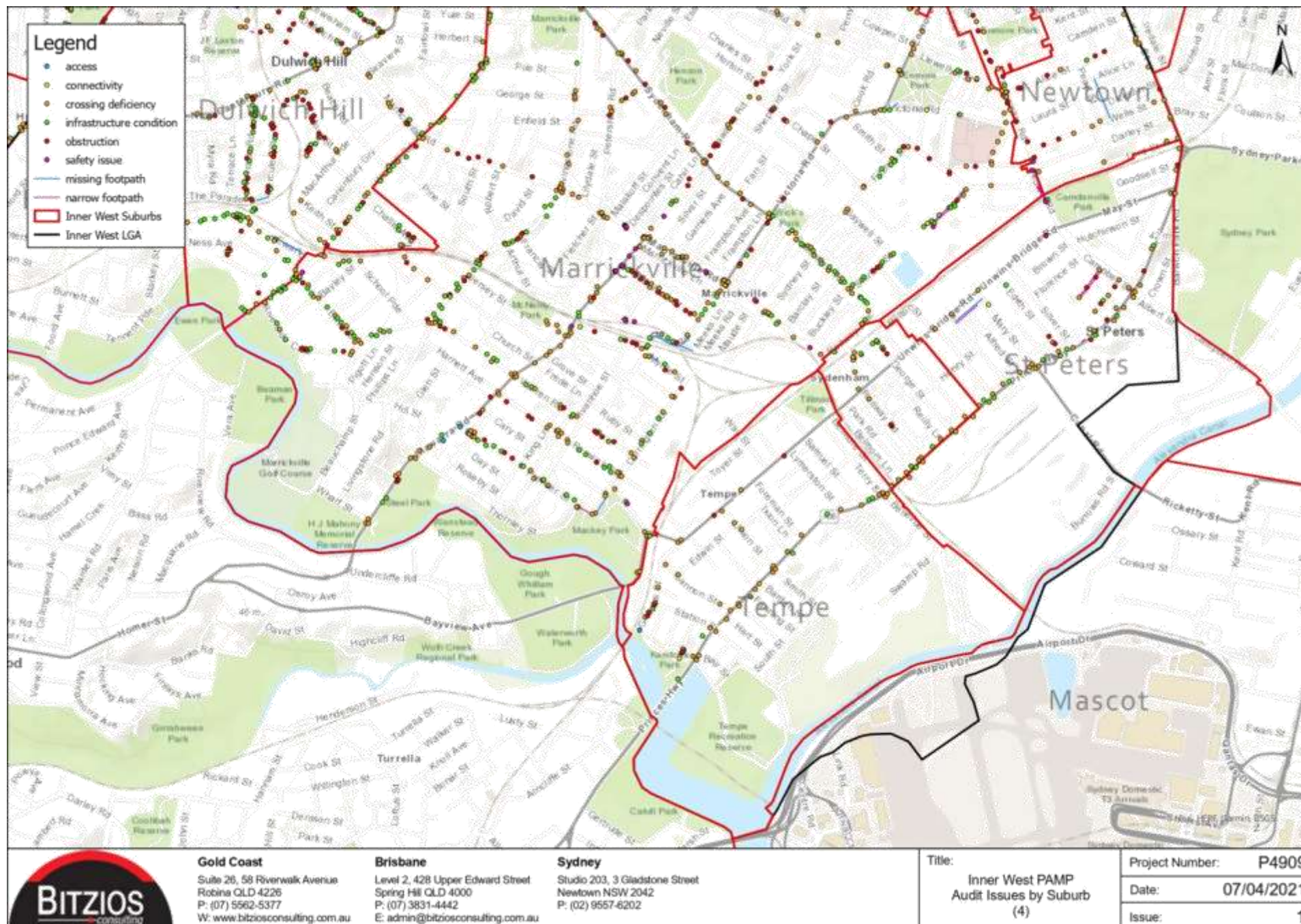




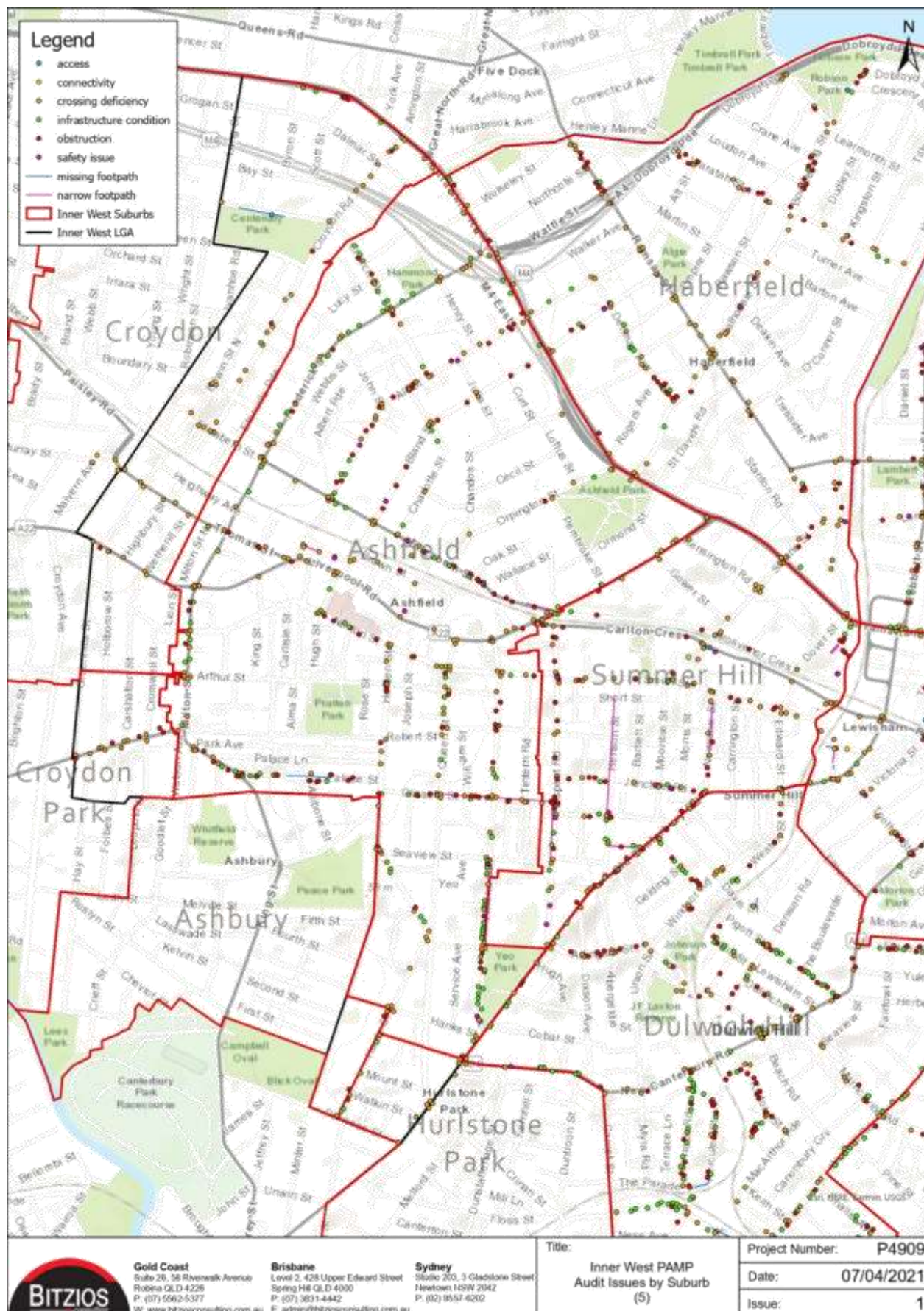


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## Appendix E: Detailed Works Program

Item 5

Attachment 1





Item 5

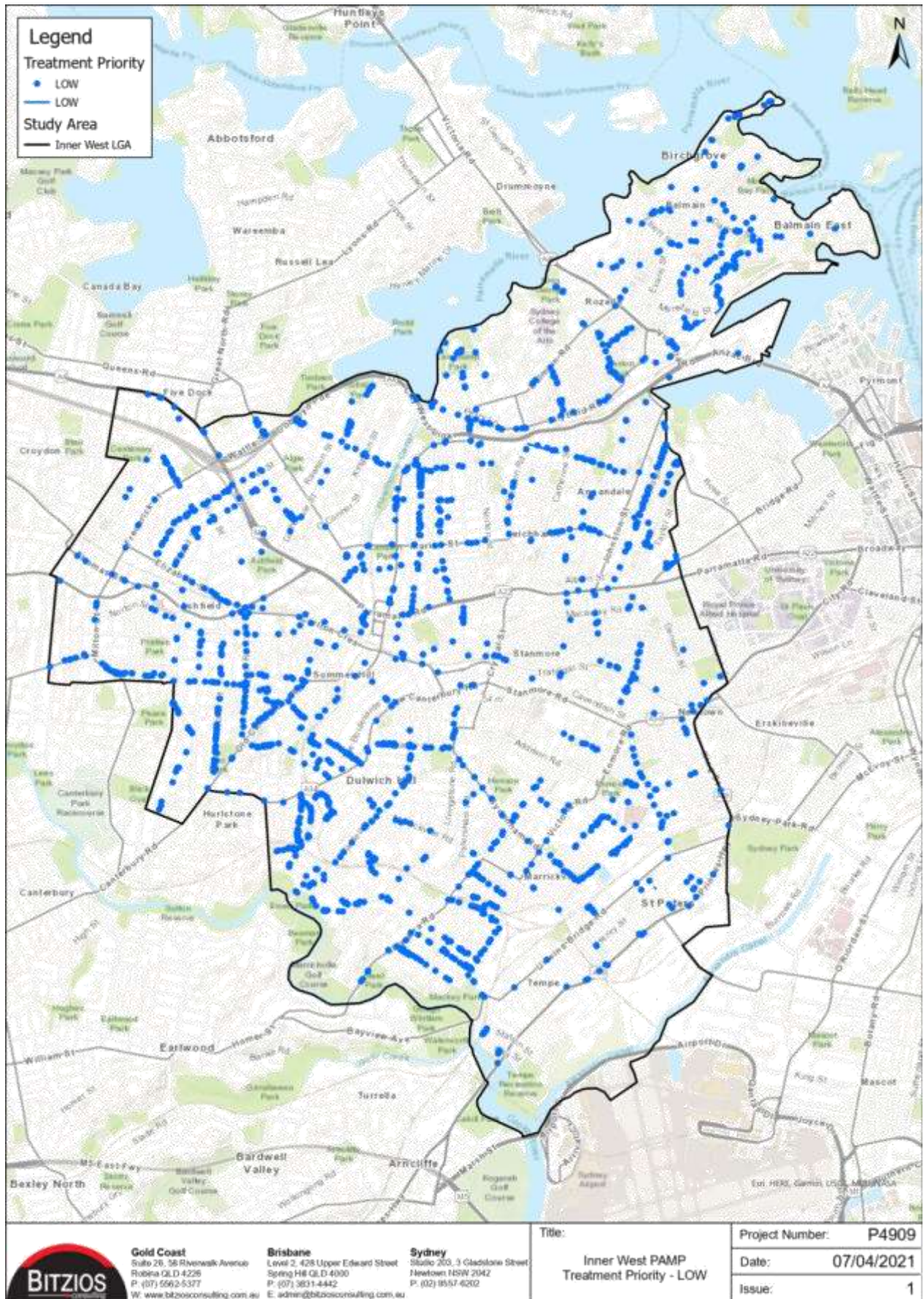
Attachment 1



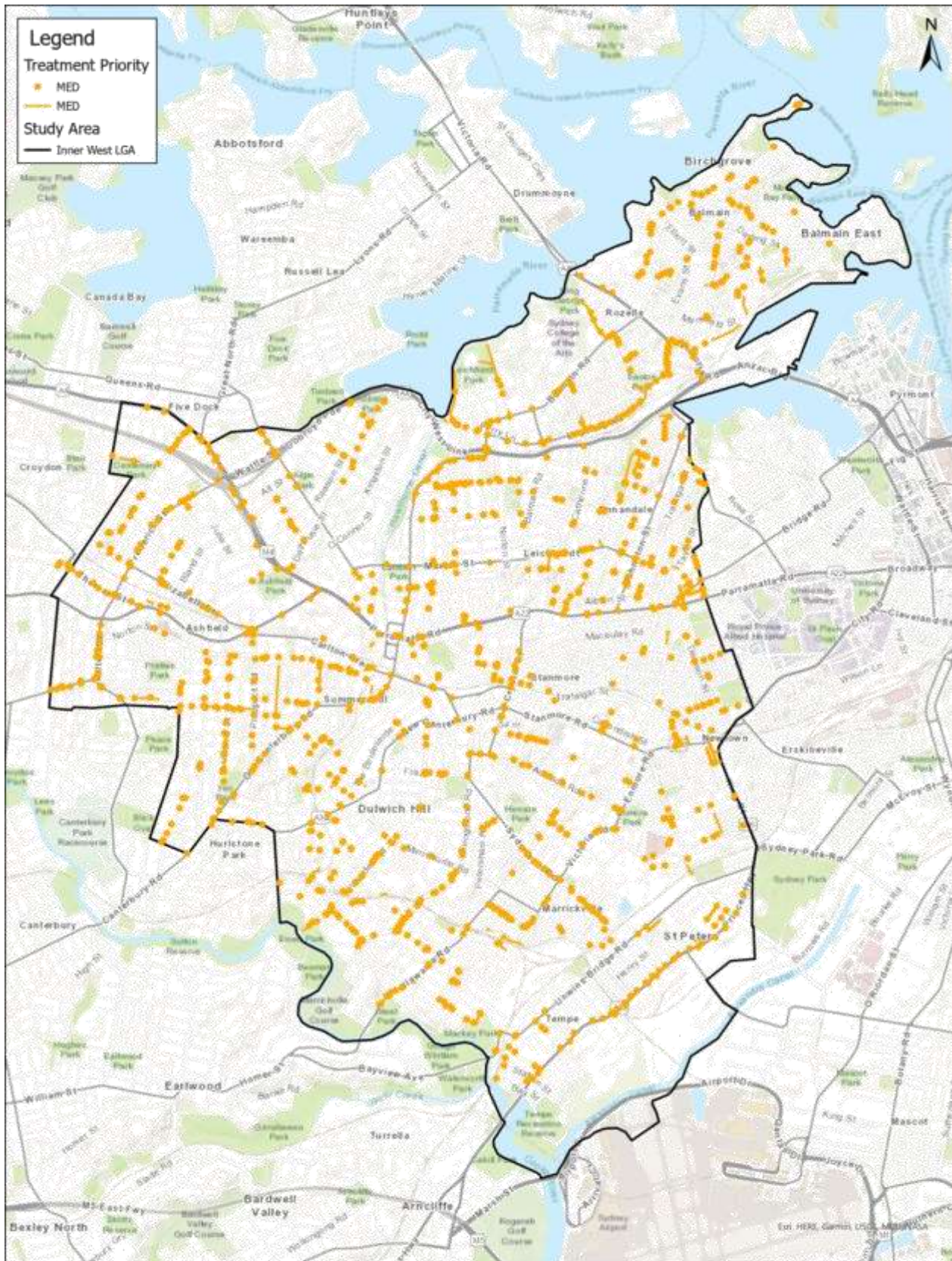


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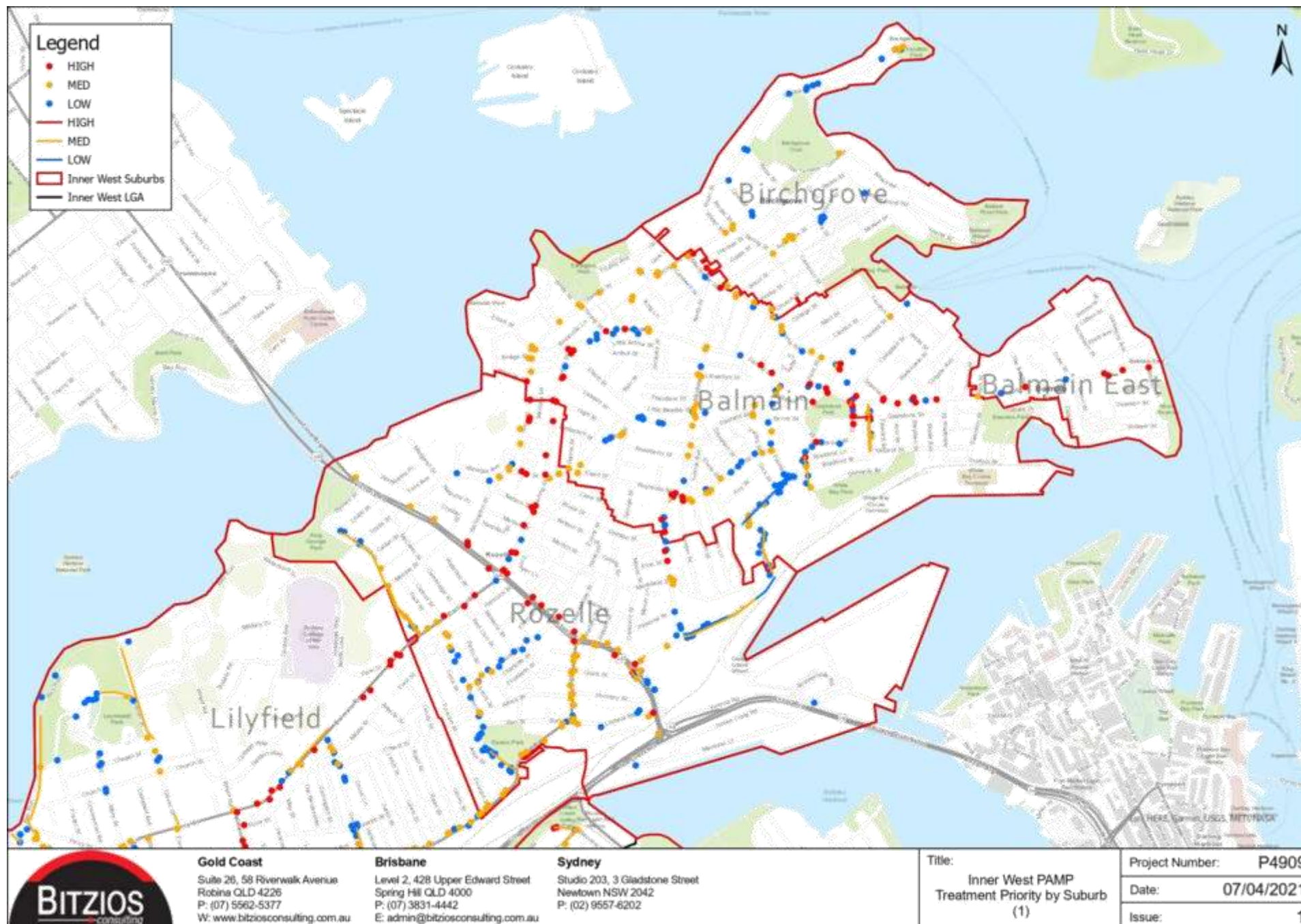




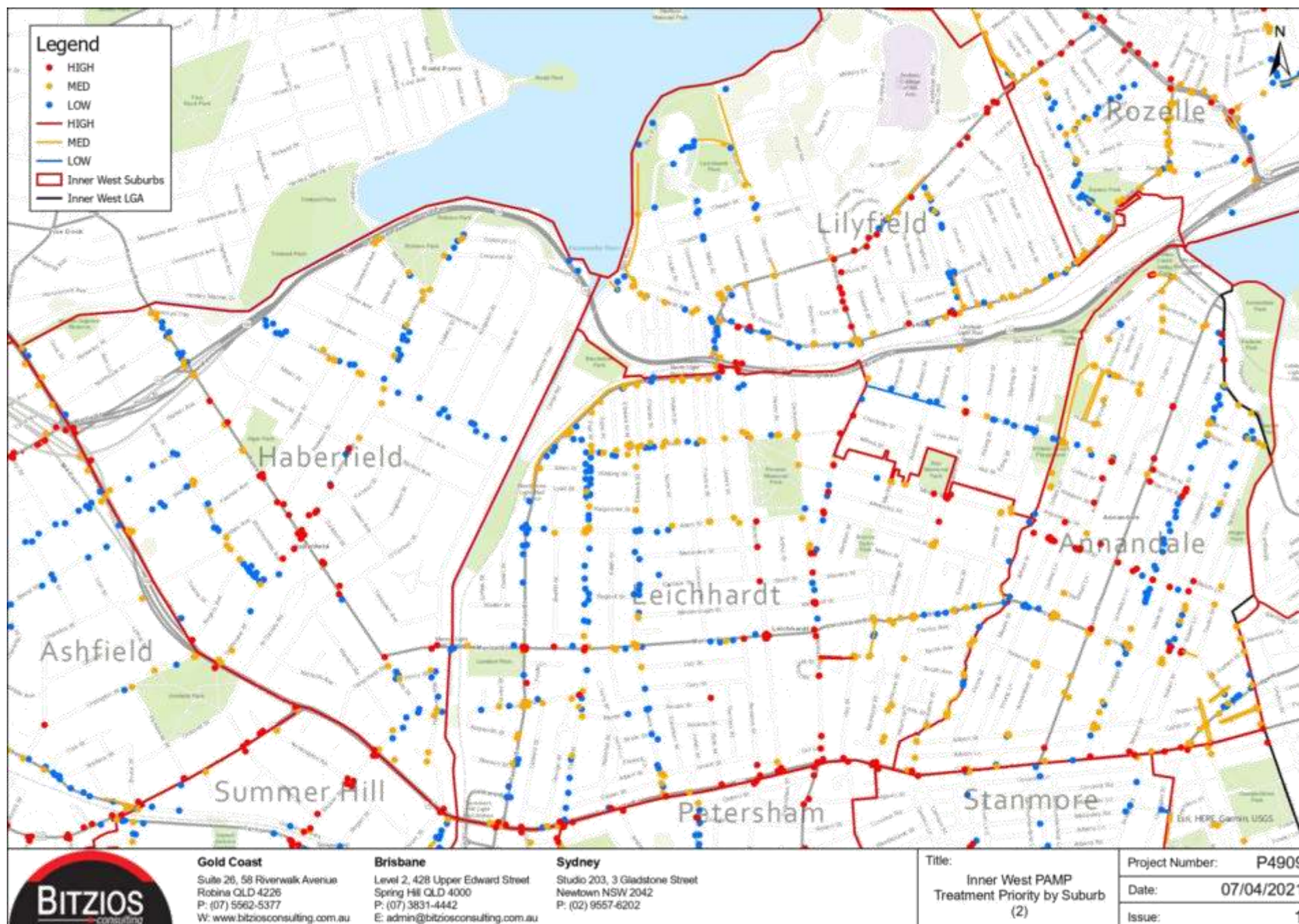


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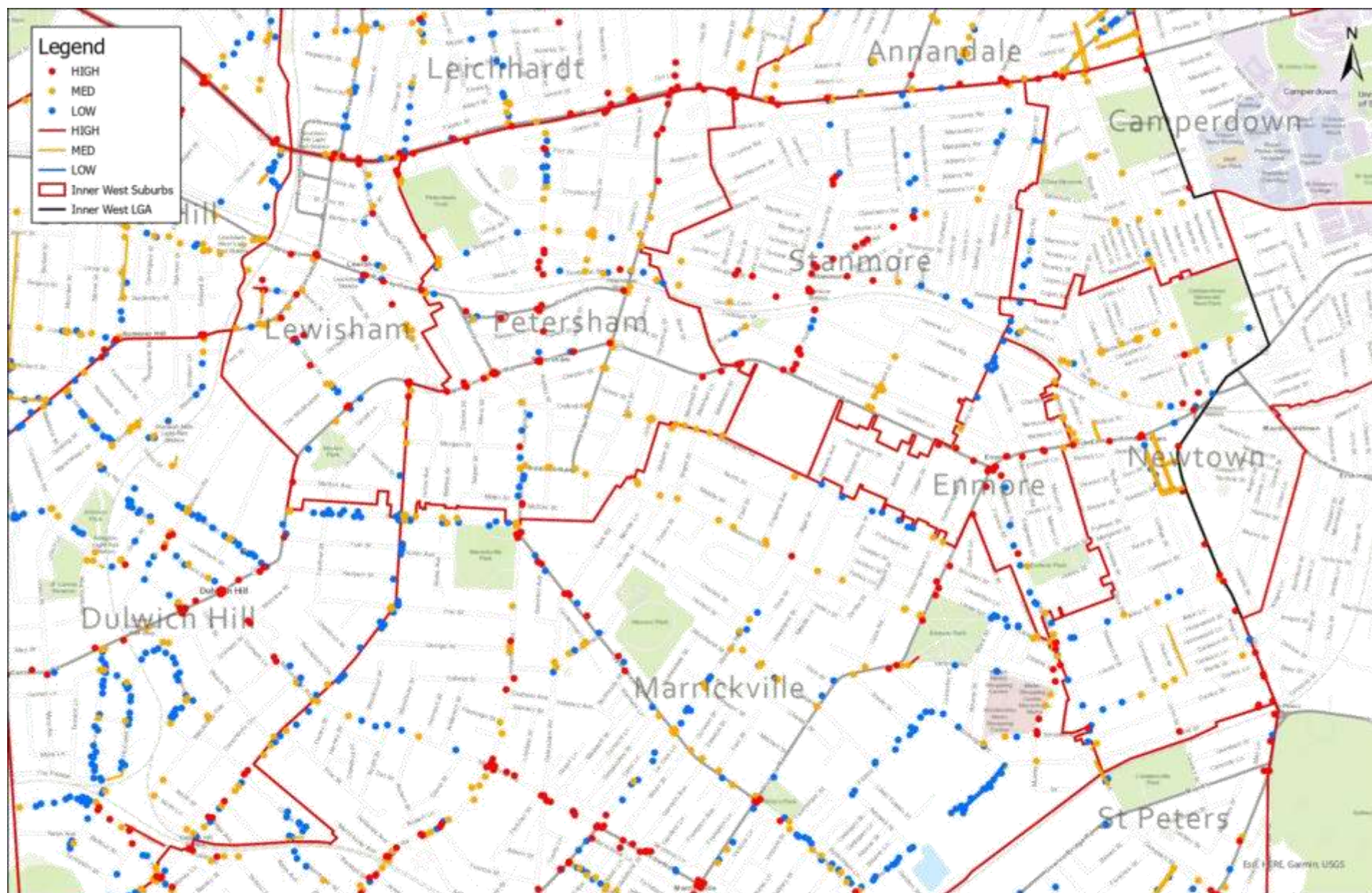












	<b>Gold Coast</b>	<b>Brisbane</b>	<b>Sydney</b>	Title: Inner West PAMP Treatment Priority by Suburb (3)	Project Number: P4909
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					Issue: 1





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P4009 Inner West PAMP  
Detailed Works Program  
All Items  
8 April 2021

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
AC1	Booth Street	Annandale	Regional Road	Strategic Route	access	stairs only access to crossing	-33.8465463	151.1541792	1		further investigation required	AN21	Primary	AC101	-
AC2	Young Street	Annandale	Regional Road	Strategic Route	access	stairs only access to crossing	-33.8466447	151.1540217	1		install kerb extension	AN21	Primary	AC104	\$ 10,000
AC11	Stirling Street	Balmain	Local Road		access	stairs only access to park	-33.8462353	151.1530085	1		install accessible ramp	BA18	Primary	AC104	\$ 10,000
AC12	Lane Street	Balmain	Local Road		access	stairs only access	-33.8543659	151.1444119	1		no action	BA44	Primary	AC104	\$ -
AC21	Rowley Terrace	Lewisham	State Road	Strategic Route	access	stairs only access to station underpass	-33.8533638	151.1476427	1		refer to Transport for NSW	LW24	Primary	AC101	\$ -
AC22	Thomas Street	Lewisham	State Road	Strategic Route	access	stairs only access to station underpass	-33.8533611	151.1476317	1		refer to Transport for NSW	LW30	Primary	AC101	\$ -
AC32	Tafelgar Street	Stanhurst	Regional Road		access	stairs only access to station underpass	-33.8544349	151.1521446	1		refer to Transport for NSW	SA12	Primary	AC101	\$ -
AC38	Victoria Road	Stanhurst	State Road	Strategic Route	access	stairs only access	-33.8464559	151.1744708	1		install accessible ramp	SA124	Primary	AC104	\$ 10,000
AC39	Stanhurst Road	Stanhurst	State Road		access	stairs only access	-33.8564793	151.1635555	1		refer to Transport for NSW on install	SA135	Primary	AC101	\$ -
AC40	Tafelgar Street	Stanhurst	Regional Road		access	stairs only access to station underpass	-33.8544318	151.1543748	1		refer to Transport for NSW	SA134	Primary	AC101	\$ -
AC41	Carlton Crescent	Summer Hill	Regional Road	Strategic Route	access	stairs covered	-33.890565	151.1387116	1		further investigation required	SH13	Primary	AC104	-
CO2	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8781222	151.1705447	1		install new kerb ramp - pair	AN6	Primary	AC104	\$ 5,000
CO3	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8809815	151.1691168	1		install new kerb ramp	AN5	Primary	AC104	\$ 2,500
CO28	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing lips	-33.8808862	151.1687117	1		install new lips	AN2	Primary	AC104	\$ 600
CO30	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	misaligned refuge island	-33.8781133	151.1705446	1		re-construct refuge island	AN6	Primary	AC104	\$ 15,000
CO36	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8794329	151.1698446	1		install new kerb ramp	AN9	Primary	AC104	\$ 2,500
CO37	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing lips	-33.878674	151.1701364	1		install new lips	AN6	Primary	AC104	\$ 600
CO38	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	misaligned refuge island	-33.8781136	151.1705443	1		re-construct refuge island	AN6	Primary	AC104	\$ 15,000
CO39	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8781163	151.1705491	1		install new kerb ramp - pair	AN6	Primary	AC104	\$ 5,000
CO4	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8805085	151.1693542	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO5	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	misaligned refuge island	-33.880394	151.1693509	1		re-construct refuge island	AN5	Primary	AC104	\$ 15,000
CO47	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8811957	151.1721811	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO48	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.882188	151.1734474	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO49	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8823303	151.1735447	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO50	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8813844	151.1714517	1		install new kerb ramp	AN5	Primary	AC104	\$ 2,500
CO51	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8816253	151.1714094	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO52	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8804365	151.1697248	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO53	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8800994	151.1680919	1		install new kerb ramp	AN5	Primary	AC104	\$ 2,500
CO54	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8804529	151.1682731	1		install new kerb ramp	AN5	Primary	AC104	\$ 2,500
CO55	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8803067	151.1683191	1		install new kerb ramp	AN5	Primary	AC104	\$ 2,500
CO56	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8804987	151.1683208	1		install new kerb ramp	AN5	Primary	AC104	\$ 2,500
CO57	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.880294	151.1691484	1		install new kerb ramp	AN5	Primary	AC104	\$ 2,500
CO58	Booth Street	Annandale	Regional Road	Strategic Route	crossing deficiency	potential build-out to improve crossing and slow vehicles	-33.8809732	151.1691562	1		install kerb extension - pair	AN5	Primary	AC104	\$ 20,000
CO59	Anglic Road	Annandale	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8816459	151.1714712	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO62	Catharine Street	Annandale	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8817395	151.1705451	1		install new kerb ramp	AN5	Primary	AC104	\$ 5,000
CO66	Chester Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8843085	151.1732797	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO67	Chester Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing lips	-33.8842702	151.1730143	1		install new lips	AN5	Primary	AC104	\$ 1,300
CO105	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8874163	151.1629463	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO90	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8763433	151.1729756	1		install new kerb ramp - pair	AN6	Primary	AC104	\$ 5,000
CO93	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	at grade crossing missing lips	-33.8763463	151.1729688	1		install new lips	AN6	Primary	AC104	\$ 600
CO96	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8763795	151.1721981	1		install new kerb ramp	AN6	Primary	AC104	\$ 2,500
CO98	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8781765	151.1720148	1		install new kerb ramp	AN6	Primary	AC104	\$ 2,500
CO99	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	narrow kerb ramp	-33.8780414	151.1721452	1		install new kerb ramp	AN6	Primary	AC104	\$ 2,500
CO98	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8781395	151.1708183	1		install new kerb ramp	AN5	Primary	AC104	\$ 2,500
CO99	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8810441	151.1697176	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO110	Hoson Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8820031	151.1737762	1		install new kerb ramp	AN5	Primary	AC104	\$ 2,500
CO115	Nelson Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8842645	151.1728264	1		install new kerb ramp - pair	AN11	Primary	AC104	\$ 5,000
CO116	Nelson Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing lips	-33.8841213	151.1728078	1		install new lips	AN5	Primary	AC104	\$ 600
CO117	Parramatta Road	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8867997	151.1764977	1		install new kerb ramp - pair	AN10	Primary	AC104	\$ 5,000
CO121	Parramatta Road	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8861201	151.1648272	1		install new kerb ramp - pair	AN14	Primary	AC104	\$ 5,000
CO123	Parramatta Road	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8872436	151.1644134	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO124	Parramatta Road	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8874028	151.1730442	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO125	Parramatta Road	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8876333	151.1713671	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO126	Parramatta Road	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8876933	151.1697163	1		install new kerb ramp - pair	AN5	Primary	AC104	\$ 5,000
CO143	Rowley Parade	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8734405	151.1722203	1		install new kerb ramp	AN40	Primary	AC104	\$ 2,500
CO144	Rowley Parade	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8720411	151.1721745	1		install new kerb ramp	AN40	Primary	AC104	\$ 2,500
CO145	Rowley Parade	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8720725	151.1720911	1		install new kerb ramp	AN40	Primary	AC104	\$ 2,500
CO153	The Crescent	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8729951	151.1744977	1		install new kerb ramp	AN58	Primary	AC104	\$ 2,500
CO154	The Crescent	Annandale	State Road	Strategic Route	crossing deficiency	potential red brick crossing point - kerb extensions	-33.8748196	151.1748174	1		refer to Transport for NSW	AN58	Primary	AC104	\$ -
CO155	Tafelgar Street	Annandale	Regional Road		crossing deficiency	missing crossing point	-33.8819839	151.172192	1		install new kerb ramp - pair	AC10	Primary	AC104	\$ 5,000
CO156	Tafelgar Street	Annandale	Regional Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8792511	151.1733358	1		install new kerb ramp - pair	AN100	Primary	AC104	\$ 5,000
CO157	Tafelgar Street	Annandale	Regional Road		crossing deficiency	poor kerb ramp alignment	-33.8790879	151.1734723	1		install new kerb ramp	AN100	Primary	AC104	\$ 2,500
CO165	Tafelgar Street	Annandale	Regional Road		crossing deficiency	poor kerb ramp alignment	-33.8790839	151.1734723	1		install new kerb ramp	AN100	Primary	AC104	\$ 2,500
CO166	Tafelgar Street	Annandale	Regional Road		crossing deficiency	at grade crossing missing lips	-33.8790109	151.1734998	1		install new lips	AN100	Primary	AC104	\$ 600
CO180	White Oak Lane	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8861604	151.1627672	1		install new kerb ramp - pair	AN73	Primary	AC104	\$ 5,000
CO207	Art Street	Ashfield	Local Road		crossing deficiency	narrow refuge island	-33.8855113	151.1230551	1		install new refuge island	AF14	Primary	AC104	\$ 15,000
CO213	Arthur Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8818263	151.1234468	1		install new kerb ramp - pair	AF16	Primary	AC104	\$ 5,000
CO214	Arthur Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8817665	151.1231757	1		install new kerb ramp - pair	AF15	Primary	AC104	\$ 5,000
CO221	Brown Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8836311	151.1248645	1		install new kerb ramp - pair	AF11	Primary	AC104	\$ 5,000
CO222	Brown Street	Ashfield	Local Road		crossing deficiency	missing crossing point	-33.883624	151.1248118	1		install new kerb ramp	AF12	Primary	AC104	\$ 5,000
CO223	Cardi Avenue	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8810101	151.1235924	1		install new kerb ramp	AF13	Primary	AC104	\$ 2,500
CO225	Cardi Avenue	Ashfield	Local Road		crossing deficiency	missing kerb ramp - pair	-33.8810227	151.1234811	1		install new kerb ramp - pair	AF13	Primary	AC104	\$ 5,000
CO226	Cardi Avenue	Ashfield	Local Road		crossing deficiency	at grade crossing missing lips	-33.8817127	151.1235944	1		install new lips	AF13	Primary	AC104	\$ 600
CO227	Charlton Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8852025	151.1268704	1		install new kerb ramp - pair	AF15	Primary	AC104	\$ 5,000
CO247	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8870695	151.1287239	1		install new kerb ramp - pair	AF12	Primary	AC104	\$ 5,000
CO248	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	poor kerb ramp alignment	-33.8867095	151.1298118	1		install new kerb ramp	AF19	Primary	AC104	\$ 2,500
CO249	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	poor kerb ramp alignment	-33.8866863	151.1298044	1		install new kerb ramp	AF19	Primary	AC104	\$ 2,500

CDNO	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment ID	Report Priority	Treatment Priority	Cost
C0050	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	missing kerb ramp	-33.8887981	151.1248396	1	0	install new kerb ramp	AF 17	Primary	High	5	2,500
C0051	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8887985	151.1248695	1	0	install new kerb ramp - pair	AF 19	Primary	High	5	5,000
C0052	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	missing kerb ramp - pair	-33.8887952	151.1247502	1	0	install new kerb ramp - pair	AF 40	Primary	High	5	5,000
C0053	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	crossing within roundabout	-33.888791	151.1239394	1	0	install new kerb ramp - pair	AF 10	Primary	High	5	5,000
C0054	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	missing kerb ramp - pair	-33.8886714	151.1231599	1	0	install new kerb ramp - pair	AF 53	Primary	High	5	5,000
C0055	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	missing kerb ramp - pair	-33.8885285	151.1262762	1	0	install new kerb ramp - pair	AF 54	Primary	High	5	5,000
C0056	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8884811	151.1276273	1	0	install new kerb ramp - pair	AF 16	Primary	High	5	5,000
C0057	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8883797	151.1281323	1	0	install new kerb ramp - pair	AF 16	Primary	High	5	5,000
C0058	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8882529	151.1289147	1	0	install new kerb ramp - pair	AF 17	Primary	High	5	2,500
C0059	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	missing refuge island	-33.8882479	151.1291438	1	0	install new refuge island	AF 53	Primary	High	5	15,000
C0060	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	missing refuge island	-33.8882448	151.1291307	1	0	install new refuge island	AF 10	Primary	High	5	15,000
C0061	Elizabeth Street	Ashfield	Regional Road		crossing deficiency	missing refuge island	-33.8882444	151.1290932	1	0	install new refuge island	AF 54	Primary	High	5	15,000
C0062	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8872487	151.1184295	1	0	install new kerb ramp	AF 67	Primary	High	5	2,500
C0064	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-33.8867261	151.1195415	1	0	install new kerb ramp - pair	AF 77	Primary	High	5	5,000
C0065	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	at grade crossing missing sign	-33.8873485	151.1215113	1	0	install new sign	AF 29	Primary	High	5	5,000
C0067	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	at grade crossing missing sign	-33.8870238	151.1254384	1	0	install new sign	AF 29	Primary	High	5	5,000
C0068	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-33.8798617	151.1203551	1	0	install new kerb ramp - pair	AF 70	Primary	High	5	5,000
C0069	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-33.8799436	151.1234574	1	0	install new kerb ramp - pair	AF 71	Primary	High	5	5,000
C0070	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8805809	151.1234533	1	0	install new kerb ramp - pair	AF 72	Primary	High	5	5,000
C0071	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-33.8831774	151.1208425	1	0	install new kerb ramp - pair	AF 46	Primary	High	5	5,000
C0072	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8835978	151.1205174	1	0	install new kerb ramp - pair	AF 46	Primary	High	5	5,000
C0073	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	shallow kerb ramp - pair	-33.8836025	151.1204484	1	0	install new sign	AF 46	Primary	High	5	500
C0078	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8835487	151.1207248	1	0	install new kerb ramp - pair	AF 46	Primary	High	5	5,000
C0079	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8835788	151.1207403	1	0	install new kerb ramp	AF 13	Primary	High	5	2,500
C0080	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8777722	151.1218294	1	0	install new kerb ramp - pair	AF 13	Primary	High	5	5,000
C0083	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8775706	151.1285335	1	0	install new kerb ramp - pair	AF 19	Primary	High	5	5,00



Count	Street	Suburb	Classification	Highway	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Priority	Treatment Priority	Cost	
C001	Norton Street	Ashford	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.894572	151.1201728	0	0	install new kerb ramp - pair	AF 121	Primary	High	5	5,000
C002	Norton Street	Ashford	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.8915047	151.1315559	0	0	install new kerb ramp - pair	AF 125	Primary	High	5	5,000
C003	Norton Street	Ashford	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.8914636	151.130186	0	0	install new kerb ramp - pair	AF 125	Primary	High	5	5,000
C004	Norton Street	Ashford	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.8913247	151.1299857	0	0	install new kerb ramp - pair	AF 124	Primary	High	5	5,000
C005	Old Canterbury Road	Ashford	State Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8938495	151.1266413	0	0	install new kerb ramp - pair	AF 130	Primary	High	5	5,000
C006	Chapman Street	Ashford	State Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8944478	151.1266413	0	0	install new kerb ramp - pair	AF 130	Primary	High	5	5,000
C007	Chapman Street	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.886116	151.1254763	0	0	install new kerb ramp - pair	AF 132	Primary	High	5	5,000
C008	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.884819	151.1254763	0	0	install new kerb ramp - pair	HA12	Primary	High	5	5,000
C009	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.880833	151.1264149	0	0	install new kerb ramp - pair	HA15	Primary	High	5	5,000
C010	Queen Street	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8912259	151.1280444	0	0	install new kerb ramp - pair	AF 150	Primary	High	5	5,000
C011	Station Street	Ashford	Local Road		crossing deficiency	missing crossing point	-30.8874068	151.1264228	0	0	install new kerb ramp - pair	AF 138	Primary	High	5	5,000
C012	The Esplanade	Ashford	Local Road		crossing deficiency	at grade crossing missing tps	-30.8875425	151.1240514	0	0	install new tps	AF 132	Primary	High	5	690
C013	Telovale Street	Ashford	State Road	Strategic Route	crossing deficiency	long crossing	-30.886671	151.1373564	0	0	install kerb extension - pair	AF 132	Primary	High	5	20,000
C014	Victoria Street	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8905587	151.1271991	0	0	install new kerb ramp - pair	AF 160	Primary	High	5	5,000
C015	Argrove Road	Balmann	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.8934035	151.1774474	0	0	install new tps	BA 13	Primary	High	5	690
C016	Rocky Street	Balmann	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.8928485	151.1802394	0	0	install new tps	BA 13	Primary	High	5	690
C017	Booth Street	Balmann	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.8920449	151.1811112	0	0	install new kerb ramp	BA 16	Primary	High	5	2,500
C018	Curtis Road	Balmann	Local Road		crossing deficiency	misaligned kerb ramp - pair	-30.8928087	151.1838128	0	0	install new kerb ramp - pair	BA20	Primary	High	5	5,000
C019	Curtis Road	Balmann	Local Road		crossing deficiency	missing crossing point	-30.8875931	151.1832508	0	0	install new kerb ramp - pair	BA20	Primary	High	5	5,000
C020	Curtis Road	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8970127	151.1832926	0	0	install new kerb ramp - pair	BA20	Primary	High	5	5,000
C021	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8941964	151.1740555	0	0	install new kerb ramp	HA19	Primary	High	5	2,500
C022	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8940126	151.1740555	0	0	install new kerb ramp	BA26	Primary	High	5	2,500
C023	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8933626	151.1743337	0	0	install new kerb ramp	BA25	Primary	High	5	2,500
C024	Darling Street	Balmann	Local Road		crossing deficiency	at grade crossing missing tps	-30.8956487	151.1743337	0	0	install new kerb ramp	BA25	Primary	High	5	2,500
C025	Darling Street	Balmann	Local Road		crossing deficiency	at grade crossing missing tps	-30.8966793	151.1738548	0	0	install new tps	BA 36	Primary	High	5	690
C026	Darling Street	Balmann	Local Road		crossing deficiency	misaligned kerb ramp - pair	-30.8966699	151.172727	0	0	install new kerb ramp - pair	BA26	Primary	High	5	2,500
C027	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8974033	151.1744648	0	0	install new kerb ramp	BA27	Primary	High	5	2,500
C028	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8982964	151.1721922	0	0	install new kerb ramp	RD19	Primary	High	5	2,500
C029	Darling Street	Balmann	Local Road		crossing deficiency	misaligned kerb ramp - pair	-30.8970472	151.1821434	0	0	install new kerb ramp	BA20	Primary	High	5	5,000
C030	Darling Street	Balmann	Local Road		crossing deficiency	misaligned kerb ramp - pair	-30.8973841	151.1806957	0	0	install new kerb ramp - pair	BA20	Primary	High	5	5,000
C031	Darling Street	Balmann	Local Road		crossing deficiency	misaligned kerb ramp - pair	-30.8976254	151.1808979	0	0	install new kerb ramp	BA25	Primary	High	5	2,500
C032	Darling Street	Balmann	Local Road		crossing deficiency	misaligned kerb ramp - pair	-30.8978651	151.1827796	0	0	install new kerb ramp	BA28	Primary	High	5	2,500
C033	Darling Street	Balmann	Local Road		crossing deficiency	misaligned kerb ramp - pair	-30.8981427	151.1846171	0	0	install new kerb ramp	BA27	Primary	High	5	2,500
C034	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8984713	151.1849688	0	0	install new kerb ramp - pair	BA27	Primary	High	5	2,500
C035	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8987049	151.1867437	0	0	install new kerb ramp - pair	BA28	Primary	High	5	2,500
C036	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8989388	151.1875435	0	0	install new kerb ramp	BA26	Primary	High	5	2,500
C037	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8992638	151.1882274	0	0	install new kerb ramp - pair	BA26	Primary	High	5	2,500
C038	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8995934	151.1888265	0	0	install new kerb ramp - pair	BA26	Primary	High	5	2,500
C039	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8999255	151.1894559	0	0	install new kerb ramp	BA28	Primary	High	5	2,500
C040	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9002576	151.1900852	0	0	install new kerb ramp	BA27	Primary	High	5	2,500
C041	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9005897	151.1907145	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C042	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9009218	151.1913439	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C043	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9012539	151.1919732	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C044	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9015860	151.1926025	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C045	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9019181	151.1932318	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C046	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9022502	151.1938611	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C047	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9025823	151.1944904	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C048	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9029144	151.1951197	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C049	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9032465	151.1957490	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C050	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9035786	151.1963783	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C051	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9039107	151.1970076	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C052	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9042428	151.1976369	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C053	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9045749	151.1982662	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C054	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9049070	151.1988955	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C055	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9052391	151.1995248	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C056	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9055712	151.2001541	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C057	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9059033	151.2007834	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C058	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9062354	151.2014127	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C059	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9065675	151.2020420	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C060	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9068996	151.2026713	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C061	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9072317	151.2033006	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C062	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9075638	151.2039299	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C063	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9078959	151.2045592	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C064	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9082280	151.2051885	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C065	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9085601	151.2058178	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C066	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9088922	151.2064471	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C067	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9092243	151.2070764	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C068	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9095564	151.2077057	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C069	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9098885	151.2083350	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C070	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9102206	151.2089643	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C071	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9105527	151.2095936	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C072	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9108848	151.2102229	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C073	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9112169	151.2108522	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C074	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9115490	151.2114815	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C075	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9118811	151.2121108	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C076	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9122132	151.2127401	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C077	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9125453	151.2133694	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C078	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9128774	151.2140000	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C079	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9132095	151.2146293	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C080	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9135416	151.2152586	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C081	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9138737	151.2158879	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C082	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9142058	151.2165172	0	0	install new kerb ramp	BA29	Primary	High	5	2,500
C083	Darling Street	Balmann	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9145379	151.								



Row	Sheet	Suburb	Classification	Highway	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Priority	Treatment Priority	Cost
C-0705	Swart Street	Dutchess Hill	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9099923	151.1378586	1		install new kerb ramp	DH31	Primary	High	2,500
C-0704	Swart Street	Dutchess Hill	Local Road	Strategic Route	crossing deficiency	missing crossing point	-30.9106462	151.1387759	1		install new kerb ramp - pair	DH39	Primary	High	5,000
C-0705	Swart Street	Dutchess Hill	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.9110675	151.1386648	1		install new kerb ramp	DH39	Primary	High	2,500
C-0707	Swart Street	Dutchess Hill	Local Road	Strategic Route	crossing deficiency	missing crossing point	-30.9109024	151.1382567	1		install new kerb ramp - pair	DH31	Primary	High	5,000
C-0722	Hill Street	Dutchess Hill	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9615675	151.1446175	1		install new kerb ramp	DH32	Primary	High	2,500
C-0729	Wendover Street	Dutchess Hill	Local Road	Strategic Route	crossing deficiency	at grade crossing missing sign - pair	-30.9623488	151.1450348	1		install new kerb ramp - pair	DH32	Primary	High	2,500
C-0730	Wendover Street	Dutchess Hill	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.9625488	151.1444157	1		install new kerb ramp	DH32	Primary	High	2,500
C-0732	Manicover Road	Dutchess Hill	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing sign - pair	-30.959309	151.1433334	1		install new kerb ramp - pair	DH15	Primary	High	1,300
C-0733	Manicover Road	Dutchess Hill	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing sign - pair	-30.9643579	151.1433134	1		install new kerb ramp - pair	DH16	Primary	High	1,300
C-0734	Manicover Road	Dutchess Hill	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.9642913	151.1434535	1		install new kerb ramp	DH16	Primary	High	2,500
C-0737	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned refuge island	-30.9636317	151.1441385	1		re-construct refuge island	DH64	Primary	High	15,000
C-0738	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp - pair	-30.9639123	151.1429303	1		install new kerb ramp	DH67	Primary	High	5,000
C-0739	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9633254	151.1429354	1		install new kerb ramp	DH67	Primary	High	2,500
C-0740	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9633635	151.1425158	1		install new kerb ramp	DH76	Primary	High	2,500
C-0741	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp construction	-30.9633664	151.1429303	1		install new kerb ramp	DH76	Primary	High	2,500
C-0742	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp - pair	-30.9638121	151.1425217	1		install new kerb ramp - pair	DH68	Primary	High	5,000
C-0743	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9636254	151.1419343	1		install new kerb ramp	DH68	Primary	High	2,500
C-0744	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.9639709	151.1429563	1		install new kerb ramp	DH68	Primary	High	2,500
C-0745	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.9639679	151.1426941	1		install new kerb ramp	DH68	Primary	High	2,500
C-0746	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.9647462	151.1407424	1		install new kerb ramp	DH41	Primary	High	2,500
C-0747	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9656677	151.1395325	1		install new kerb ramp	DH48	Primary	High	2,500
C-0748	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp - pair	-30.9656736	151.1344344	1		install new kerb ramp - pair	DH47	Primary	High	5,000
C-0749	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.9657134	151.1333236	1		install new kerb ramp	DH49	Primary	High	2,500
C-0750	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-30.9657174	151.1332137	1		install new kerb ramp - pair	DH49	Primary	High	5,000
C-0751	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	missing kerb ramp	-30.9658495	151.1335377	1		install new kerb ramp	DH49	Primary	High	2,500
C-0754	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9657123	151.1336653	1		install new kerb ramp	DH57	Primary	High	2,500
C-0755	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9655044	151.1377366	1		install new kerb ramp	DH44	Primary	High	2,500
C-0756	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp - pair	-30.9636194	151.1408365	1		install new kerb ramp - pair	DH64	Primary	High	5,000
C-0757	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.9636194	151.1408365	1		install new kerb ramp	DH64	Primary	High	2,500
C-0758	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.9636173	151.1408357	1		install new kerb ramp - pair	DH66	Primary	High	5,000
C-0759	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962863	151.134345	1		install new kerb ramp	DH48	Primary	High	2,500
C-0760	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9636863	151.141435	1		install new kerb ramp	DH68	Primary	High	2,500
C-0761	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.9636863	151.1424544	1		install new kerb ramp	DH68	Primary	High	2,500
C-0762	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.9629438	151.143215	1		install new kerb ramp - pair	DH66	Primary	High	5,000
C-0763	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0764	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0765	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0766	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0767	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0768	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0769	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0770	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0771	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0772	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0773	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0774	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0775	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0776	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0777	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0778	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0779	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0780	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0781	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0782	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0783	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0784	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0785	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0786	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0787	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0788	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0789	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0790	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0791	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0792	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0793	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0794	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0795	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0796	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0797	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0798	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0799	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0800	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0801	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0802	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0803	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0804	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0805	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0806	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0807	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0808	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0809	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0810	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0811	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0812	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0813	New Canterbury Road	Dutchess Hill	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.962871	151.1424993	1		install new kerb ramp - pair	DH65	Primary	High	5,000
C-0814	New Canterbury														

ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Priority	Treatment Priority	Cost
C0003	Paranalla Road	Haberfeld	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8770296	151.1299348	3	0	install new kerb ramp - pair	HAB66	Primary	H0014	5,000
C0004	Paranalla Road	Haberfeld	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8771622	151.1300188	3	0	install new kerb ramp - pair	HAB66	Primary	H0014	5,000
C0005	Paranalla Road	Haberfeld	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8780804	151.1306378	3	0	install new kerb ramp - pair	HAB67	Primary	H0015	5,000
C0006	Paranalla Road	Haberfeld	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8839811	151.1360551	3	0	install new kerb ramp - pair	AF147	Primary	H0015	5,000
C0008	Paranalla Road	Haberfeld	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8874862	151.1417233	3	0	install new kerb ramp - pair	HAB70	Primary	H0015	5,000
C0009	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	missing crossing point	-33.8815218	151.1366163	1	0	install new kerb ramp - pair	HAB55	Primary	H0016	5,000
C0010	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	missing crossing point	-33.8814262	151.1336163	1	0	install new kerb ramp - pair	HAB55	Primary	H0016	5,000
C0011	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	missing crossing point	-33.8825337	151.1403881	1	0	install new kerb ramp - pair	HAB55	Primary	H0016	5,000
C0012	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	missing crossing point	-33.8824042	151.1403480	1	0	install new kerb ramp - pair	HAB55	Primary	H0016	5,000
C0013	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8796389	151.1370173	3	0	install new kerb ramp - pair	HAB56	Primary	H0016	5,000
C0014	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8798984	151.1372388	3	0	install new kerb ramp - pair	HAB59	Primary	H0016	5,000
C0018	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8781959	151.1363115	3	0	install new kerb ramp - pair	HAB53	Primary	H0016	5,000
C0021	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8788113	151.1389151	3	0	install new kerb ramp - pair	HAB58	Primary	H0016	5,000
C0022	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8785247	151.1373557	3	0	install new kerb ramp - pair	HAB59	Primary	H0016	5,000
C0023	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	missing crossing point	-33.8786425	151.1373123	1	0	install new kerb ramp - pair	HAB56	Primary	H0016	5,000
C0024	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	misaligned refuge island	-33.8785257	151.1381117	1	0	re-construct refuge island	HAB50	Primary	H0016	10,000
C0025	Ramsay Street	Haberfeld	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing lgs - pair	-33.8785257	151.1381117	2	0	install new lgs - pair	HAB50	Primary	H0016	5,000
C0028	New Canterbury Road	Hurstville Park	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.9048843	151.1286174	3	0	install new kerb ramp - pair	H0482	Primary	H0018	5,000
C0058	Old Canterbury Road	Hurstville Park	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.9663077	151.1279320	3	0	install new kerb ramp - pair	HP5	Primary	H0018	5,000
C0061	Old Canterbury Road	Hurstville Park	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.9681254	151.1272320	3	0	install new kerb ramp - pair	HP5	Primary	H0018	5,000
C0062	Old Canterbury Road	Hurstville Park	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.9663876	151.1271482	3	0	install new kerb ramp - pair	HP5	Primary	H0018	5,000
C0064	Old Canterbury Road	Hurstville Park	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.9686833	151.1261767	3	0	install new kerb ramp - pair	HP5	Primary	H0018	5,000
C0065	Old Canterbury Road	Hurstville Park	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.9683463	151.1270447	3	0	install new kerb ramp - pair	HP5	Primary	H0018	5,000
C0079	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8162394	151.1500378	3	0	install new kerb ramp	UH33	Primary	H0019	2,500
C0081	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8170134	151.1504893	3	0	install new kerb ramp	UH33	Primary	H0019	2,500
C0083	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	at grade crossing missing lgs - pair	-33.8170134	151.1504893	2	0	install new lgs - pair	UH33	Primary	H0019	2,500
C0085	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8168293	151.1508233	3	0	install new kerb ramp	UH30	Primary	H0019	2,500
C0086	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8179966	151.1501222	3	0	install new kerb ramp - pair	UH31	Primary	H0019	5,000
C0085	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	driveway as kerb ramp	-33.8817216	151.1588758	0	0	further investigation required	UH21	Primary	H0019	-
C0086	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8826834	151.1588652	3	0	install new kerb ramp	UH31	Primary	H0019	2,500
C0087	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8826841	151.1588162	3	0	install new kerb ramp	UH31	Primary	H0019	2,500
C0088	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8827261	151.1588898	3	0	install new kerb ramp	UH32	Primary	H0019	2,500
C0089	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8828438	151.1588438	3	0	install new kerb ramp	UH31	Primary	H0019	2,500
C0091	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8851788	151.1590179	3	0	install new kerb ramp - pair	UH3	Primary	H0019	2,500
C0091	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8850788	151.1590179	3	0	install new kerb ramp	UH30	Primary	H0019	2,500
C0092	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	kerb ramp alignment	-33.8850872	151.1591387	3	0	install new kerb ramp - pair	UH30	Primary	H0019	5,000
C0094	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8874384	151.1591348	3	0	install new kerb ramp	UH38	Primary	H0019	2,500
C0095	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	driveway as kerb ramp	-33.8873618	151.1591734	0	0	no action	UH38	Primary	H0019	-
C0096	Baiman Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8870311	151.1591363	3	0	install new kerb ramp - pair	UH38	Primary	H0019	5,000
C01012	Catherine Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	missing crossing point	-33.8806367	151.1638174	1	0	install new kerb ramp - pair	UH34	Primary	H0019	2,500
C01012	Catherine Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8792844	151.1640316	1	0	install new kerb ramp	UH24	Primary	H0019	2,500
C01013	Catherine Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8792767	151.1640316	1	0	install new kerb ramp	UH37	Primary	H0019	2,500
C01013	Catherine Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8792633	151.1641133	1	0	install new kerb ramp	UH37	Primary	H0019	2,500
C01013	Catherine Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8793984	151.1625872	3	0	install new kerb ramp - pair	UH38	Primary	H0019	2,500
C01018	Darwin Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8735356	151.1553153	3	0	install new kerb ramp	UH14	Primary	H0019	2,500
C01035	Derbyshire Road	Leichhardt	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8810875	151.1588805	3	0	install new kerb ramp - pair	UH4	Primary	H0019	5,000
C01045	Erwick Street	Leichhardt	Local Road	Strategic Route	crossing deficiency	traffic post narrows kerb ramp	-33.8843485	151.1486189	1	0	refer to Transport for NSW	UH85	Primary	H0019	-
C01046	Erwick Street	Leichhardt	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8842211	151.1478415	3	0	install new kerb ramp	UH4	Primary	H0019	2,500
C01057	Erwick Street	Leichhardt	Local Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8841854	151.1478044	3	0	install new kerb ramp	UH4	Primary	H0019	2,500
C01066	Flood Street	Leichhardt	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8836135	151.1489738	3	0	install new kerb ramp	UH35	Primary	H0019	2,500
C01071	Flood Street	Leichhardt	Local Road	Strategic Route	crossing deficiency	narrow kerb ramp	-33.8856895	151.1482484	3	0	install new kerb ramp	UH89	Primary	H0019	2,500
C01082	Fader Street	Leichhardt	State Road	Strategic Route	crossing deficiency	at grade crossing missing lgs	-33.8853152	151.1478573	1	0	install new lgs	UH8	Primary	H0019	450
C01087	Manion Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8857195	151.1587288	3	0	install new kerb ramp - pair	UH39	Primary	H0019	5,000
C01097	Manion Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8858771	151.1587191	3	0	install new kerb ramp	UH39	Primary	H0019	2,500
C01098	Manion Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8857925	151.1588149	3	0	install new kerb ramp	UH30	Primary	H0019	2,500
C01105	Manion Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8841564	151.1499701	3	0	install new kerb ramp	UH85	Primary	H0019	2,500
C01106	Manion Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8841304	151.1497501	3	0	install new kerb ramp - pair	UH85	Primary	H0019	5,000
C01107	Manion Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8841483	151.1476343	3	0	install new kerb ramp	UH84	Primary	H0019	2,500
C01108	Manion Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	narrow kerb ramp	-33.8842112	151.1475726	3	0	install new kerb ramp	UH72	Primary	H0019	2,500
C01109	Manion Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8841131	151.1475141	3	0	install new kerb ramp	UH71	Primary	H0019	2,500
C01111	Moore Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8796384	151.1445661	3	0	install new kerb ramp	UH38	Primary	H0019	2,500
C01113	Moore Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8796181	151.1445174	3	0	install new kerb ramp	UH3	Primary	H0019	2,500
C01116	Moore Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8793884	151.1538283	3	0	install new kerb ramp - pair	UH39	Primary	H0019	5,000
C01122	North Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8838958	151.1570893	3	0	install new kerb ramp - pair	UH39	Primary	H0019	5,000
C01128	North Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8837707	151.1571365	3	0	install new kerb ramp - pair	UH39	Primary	H0019	5,000
C01128	North Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8837119	151.1570864	3	0	install new kerb ramp - pair	UH39	Primary	H0019	5,000
C01128	North Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp - pair	-33.8837482	151.1570167	3	0	install new kerb ramp - pair	UH39	Primary	H0019	5,000
C01126	North Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8836873	151.1570361	3	0	install new kerb ramp	UH38	Primary	H0019	2,500
C01127	North Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing lgs	-33.8836043	151.1569891	1	0	install new lgs	UH31	Primary	H0019	450
C01128	North Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing lgs	-33.8836873	151.1569716	1	0	install new lgs	UH32	Primary	H0019	450
C01128	North Street	Leichhardt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8835885	151.1568784	3	0	install new kerb ramp - pair	UH32	Primary	H0019	5,000
C01132	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8876182	151.1613673	3	0	install new kerb ramp	UH45	Primary	H0019	2,500
C01138	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8868001	151.1463867	3	0	install new kerb ramp	UH32	Primary	H0019	2,500
C01139	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8867838	151.1571223	3	0	install new kerb ramp - pair	UH42	Primary	H0019	5,000
C01136	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8878893	151.1471224	3	0	install new kerb ramp - pair	UH44	Primary	H0019	5,000
C01137	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp - pair	-33.8877464	151.150808	3	0	install new kerb ramp - pair	UH43	Primary	H0019	5,000
C01138	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8877815	151.1502455	3	0	install new kerb ramp - pair	UH43	Primary	H0019	5,000
C01139	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8878787	151.1500899	3	0	install new kerb ramp - pair	UH42	Primary	H0019	5,000
C01140	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8888866	151.1512423	3	0	install new kerb ramp - pair	UH45	Primary	H0019	5,000
C01141	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8890627	151.1512143	3	0	install new kerb ramp - pair	UH45	Primary	H0019	5,000
C01142	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8893117	151.1508184	3	0	install new kerb ramp - pair	UH41	Primary	H0019	5,000
C01143	Paranalla Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8896692	151.1551399	3</						



ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Report Hierarchy	Treatment Priority	Cost
CD144	Panama Road	Leichhardt	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp - pair	-33.868911	151.1571453	1	0.0	install new kerb ramp - pair	UH138	Primary	High	5,000
CD145	Panama Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8692385	151.1599962	1	0.0	install new kerb ramp - pair	UH136	Primary	High	5,000
CD146	Panama Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.869566	151.1674777	1	0.0	install new kerb ramp - pair	UH133	Primary	High	5,000
CD148	Panama Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8699119	151.1667177	1	0.0	install new kerb ramp - pair	UH130	Primary	High	5,000
CD155	Penwick Street	Leichhardt	Local Road		crossing deficiency	missing kerb ramp - pair	-33.8679521	151.1576877	1	0.0	install new kerb ramp - pair	UH141	Primary	High	5,000
CD156	Penwick Street	Leichhardt	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8717336	151.1596555	1	0.0	install new kerb ramp - pair	UH13	Primary	High	5,000
CD158	Penwick Street	Leichhardt	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8640136	151.1439448	1	0.0	install new kerb ramp - pair	UH130	Primary	High	5,000
CD159	Penwick Street	Leichhardt	Local Road		crossing deficiency	missing kerb ramp	-33.8744021	151.1439313	1	0.0	install new kerb ramp	LW5	Primary	High	2,500
CD161	Penwick Street	Leichhardt	Local Road		crossing deficiency	at grade crossing missing tps	-33.8671348	151.1426015	1	0.0	install new tps	LW5	Primary	High	650
CD162	Hunter Street	Leichhardt	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8664621	151.1482502	1	0.0	install new kerb ramp	UH11	Primary	High	2,500
CD168	Hunter Street	Leichhardt	Local Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8644679	151.1467191	1	0.0	install new kerb ramp	LW7	Primary	High	2,500
CD169	Hunter Street	Leichhardt	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.867605	151.1483181	1	0.0	install new kerb ramp	LW4	Primary	High	2,500
CD210	New Canterbury Road	Leichhardt	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.867823	151.1473276	1	0.0	install new kerb ramp	LW14	Primary	High	2,500
CD211	New Canterbury Road	Leichhardt	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.86661	151.1492369	1	0.0	install new kerb ramp	LW11	Primary	High	2,500
CD212	New Canterbury Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8693225	151.1483331	1	0.0	install new kerb ramp - pair	LW38	Primary	High	5,000
CD213	New Canterbury Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.869118	151.1483331	1	0.0	install new kerb ramp - pair	LW37	Primary	High	5,000
CD214	New Canterbury Road	Leichhardt	State Road	Strategic Route	crossing deficiency	misaligned refuge island	-33.8691328	151.1493194	1	0.0	re-construct refuge island	LW17	Primary	High	10,000
CD215	New Canterbury Road	Leichhardt	State Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8673645	151.1493138	1	0.0	install new tps	LW38	Primary	High	650
CD216	Old Canterbury Road	Leichhardt	State Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8641631	151.1451677	1	0.0	install new kerb ramp - pair	UH19	Primary	High	5,000
CD219	Old Canterbury Road	Leichhardt	State Road		crossing deficiency	poor kerb ramp alignment	-33.8648839	151.1460556	1	0.0	install new kerb ramp	LW19	Primary	High	2,500
CD220	Old Canterbury Road	Leichhardt	State Road		crossing deficiency	missing kerb ramp	-33.8647184	151.1454388	1	0.0	install new kerb ramp	LW16	Primary	High	2,500
CD226	Panama Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.869617	151.1484787	1	0.0	install new kerb ramp - pair	UH139	Primary	High	5,000
CD227	Panama Road	Leichhardt	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8693239	151.1474439	1	0.0	install new kerb ramp - pair	UH133	Primary	High	5,000
CD229	Railway Terrace	Leichhardt	State Road	Strategic Route	crossing deficiency	narrow pedestrian walking area	-33.8640355	151.1480763	1	0.0	refer to Transport for NSW	LW23	Primary	High	5,000
CD233	Truitt Street	Leichhardt	Local Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.871756	151.1473933	1	0.0	install new kerb ramp - pair	LW36	Primary	High	2,500
CD234	Truitt Street	Leichhardt	Regional Road		crossing deficiency	missing kerb ramp	-33.8705544	151.1470033	1	0.0	install new kerb ramp - pair	LW36	Primary	High	2,500
CD235	Truitt Street	Leichhardt	Regional Road		crossing deficiency	missing kerb ramp	-33.8705528	151.1451141	1	0.0	install new kerb ramp	LW36	Primary	High	2,500
CD236	Truitt Street	Leichhardt	Regional Road		crossing deficiency	at grade crossing missing tps	-33.8663455	151.1436735	1	0.0	install new tps	LW37	Primary	High	650
CD239	Truitt Street	Leichhardt	Regional Road		crossing deficiency	poor kerb ramp alignment	-33.8709853	151.1479563	1	0.0	install new kerb ramp	LW13	Primary	High	2,500
CD240	Truitt Street	Leichhardt	Regional Road		crossing deficiency	narrow kerb ramp	-33.8679841	151.1471303	1	0.0	install new kerb ramp	LW13	Primary	High	2,500
CD243	Truitt Street	Leichhardt	Regional Road		crossing deficiency	at grade crossing missing tps - pair	-33.8637225	151.1477279	1	0.0	install new tps - pair	LW24	Primary	High	1,300
CD244	Truitt Street	Leichhardt	Regional Road		crossing deficiency	narrow kerb ramp	-33.8679773	151.1484611	1	0.0	install new kerb ramp	LW6	Primary	High	2,500
CD245	Truitt Street	Leichhardt	Regional Road		crossing deficiency	poor kerb ramp alignment	-33.870118	151.1483763	1	0.0	install new kerb ramp	LW23	Primary	High	2,500
CD246	Truitt Street	Leichhardt	Regional Road		crossing deficiency	misaligned kerb ramp	-33.8705544	151.1479764	1	0.0	install new kerb ramp	LW17	Primary	High	2,500
CD247	West Street	Leichhardt	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8706752	151.1488674	1	0.0	install new kerb ramp	UH11	Primary	High	2,500
CD254	West Street	Leichhardt	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8690276	151.1480362	1	0.0	install new kerb ramp - pair	LW31	Primary	High	5,000
CD255	Bainman Road	Lilyfield	Local Road		crossing deficiency	narrow kerb ramp	-33.8716218	151.1504651	1	0.0	install new kerb ramp	UH14	Primary	High	2,500
CD256	Bainman Road	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8687777	151.1492526	1	0.0	install new kerb ramp	LPS	Primary	High	2,500
CD257	Bainman Road	Lilyfield	Local Road		crossing deficiency	at grade crossing missing tps	-33.8666467	151.150608	1	0.0	install new tps	LPS	Primary	High	650
CD258	Bainman Road	Lilyfield	Local Road		crossing deficiency	missing kerb ramp	-33.8664291	151.1509902	1	0.0	install new kerb ramp	LPS	Primary	High	2,500
CD259	Bainman Road	Lilyfield	Local Road		crossing deficiency	at grade crossing missing tps	-33.8684116	151.1507105	1	0.0	install new tps	LPS	Primary	High	650
CD260	Bainman Road	Lilyfield	Local Road		crossing deficiency	at grade crossing missing tps	-33.8678251	151.1484479	1	0.0	install new tps	LPS	Primary	High	650
CD261	Bainman Road	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.870118	151.1483763	1	0.0	install new kerb ramp	LPS	Primary	High	2,500
CD262	Bainman Road	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8695348	151.1527357	1	0.0	install new kerb ramp - pair	LPS	Primary	High	5,000
CD263	Bainman Road	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8701436	151.1513532	1	0.0	install new kerb ramp - pair	LPS	Primary	High	5,000
CD264	Bainman Road	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8713585	151.1508916	1	0.0	install new kerb ramp - pair	LPS	Primary	High	5,000
CD267	Bainman Road	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8716627	151.1507364	1	0.0	install new kerb ramp - pair	LPS	Primary	High	5,000
CD268	Bainman Road	Lilyfield	Local Road		crossing deficiency	at grade crossing missing tps	-33.8717718	151.1499554	1	0.0	install new tps	LPS	Primary	High	650
CD270	Bainman Road	Lilyfield	Local Road		crossing deficiency	at grade crossing missing tps	-33.8706657	151.1510348	1	0.0	install new tps	LPS	Primary	High	650
CD272	Bainman Road	Lilyfield	Local Road		crossing deficiency	missing kerb ramp	-33.8737322	151.1502914	1	0.0	install new kerb ramp	LPS	Primary	High	2,500
CD273	Bainman Road	Lilyfield	Local Road		crossing deficiency	missing kerb ramp	-33.8728977	151.1509516	1	0.0	install new kerb ramp	LPS	Primary	High	2,500
CD274	Bainman Road	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8726264	151.1502838	1	0.0	install new kerb ramp	LPS	Primary	High	2,500
CD275	Bainman Road	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8719151	151.1507543	1	0.0	install new kerb ramp	LPS	Primary	High	2,500
CD276	Bainman Road	Lilyfield	Local Road		crossing deficiency	raised kerb ramp	-33.871884	151.1509848	1	0.0	install new kerb ramp	LPS10	Primary	High	2,500
CD277	Bainman Road	Lilyfield	Local Road		crossing deficiency	missing crossing point	-33.8734774	151.1529422	1	0.0	install new kerb ramp - pair	LPS10	Primary	High	5,000
CD279	Catherine Street	Lilyfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8705253	151.1484631	1	0.0	install new kerb ramp - pair	LPS9	Primary	High	5,000
CD283	City West Link Bridge	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8749357	151.1561107	1	0.0	install new kerb ramp	UH116	Primary	High	2,500
CD284	City West Link Bridge	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8740333	151.1561108	1	0.0	install new kerb ramp	UH114	Primary	High	2,500
CD285	City West Link Bridge	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8746026	151.1561105	1	0.0	install new kerb ramp	UH114	Primary	High	2,500
CD286	Calvert Street	Lilyfield	State Road		crossing deficiency	poor kerb ramp alignment	-33.8747004	151.1559332	1	0.0	install new kerb ramp	UH114	Primary	High	2,500
CD287	Calvert Street	Lilyfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8747004	151.1559332	1	0.0	install new kerb ramp - pair	UH114	Primary	High	5,000
CD316	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8746291	151.1509902	1	0.0	install new kerb ramp	LPS10	Primary	High	2,500
CD317	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8738844	151.1542372	1	0.0	install new kerb ramp	LPS6	Primary	High	2,500
CD328	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8735532	151.1539422	1	0.0	install new kerb ramp - pair	LPS5	Primary	High	5,000
CD328	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	missing refuge island	-33.8734774	151.1529422	1	0.0	install new refuge island	LPS8	Primary	High	10,000
CD333	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8734346	151.1564177	1	0.0	install new kerb ramp	LPS5	Primary	High	2,500
CD351	North Street	Lilyfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8751585	151.1559547	1	0.0	install new kerb ramp	UH114	Primary	High	2,500
CD352	North Street	Lilyfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.875128	151.1559602	1	0.0	install new kerb ramp	UH114	Primary	High	2,500
CD362	Piper Street	Lilyfield	Local Road		crossing deficiency	misaligned kerb ramp - pair	-33.8746471	151.1508856	1	0.0	install new kerb ramp - pair	LPS40	Primary	High	5,000
CD379	Bainman Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8693225	151.1483331	1	0.0	install new kerb ramp	LPS10	Primary	High	2,500
CD387	Calvert Street	Lilyfield	Local Road		crossing deficiency	at grade crossing missing tps - pair	-33.8732269	151.1507543	1	0.0	install new tps - pair	UH226	Primary	High	1,300
CD424	Dugway Street	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8714476	151.1422271	1	0.0	install new kerb ramp	UH46	Primary	High	2,500
CD427	Edgemoor Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8666951	151.1713484	1	0.0	install new tps	UH47	Primary	High	650
CD428	Edgemoor Road	Lilyfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8666486	151.1621130	1	0.0	install new kerb ramp	UH113	Primary	High	2,500
CD433	Edgemoor Road	Lilyfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8634086	151.1684425	1	0.0	install new kerb ramp - pair	UH131	Primary	High	5,000
CD432	Edgemoor Road	Lilyfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8631915	151.1686822	1	0.0	install new kerb ramp	UH132	Primary	High	2,500
CD433	Edgemoor Road	Lilyfield	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8629623	151.1688759	1	0.0	install new kerb ramp	UH132	Primary	High	2,500
CD434	Edgemoor Road	Lilyfield	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8625151	151.1684681	1	0.0	install new kerb ramp	UH132	Primary	High	2,500
CD435	Edgemoor Road	Lilyfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.864789	151.1683939	1	0.0	install new kerb ramp	UH132	Primary	High	2,500
CD436	Edgemoor Road	Lilyfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8655524	151.1677335	1	0.0	install new kerb ramp	UH113	Primary	High	2,500
CD438	Edgemoor Road	Lilyfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8712675	151.1398478	1	0.0	install new kerb ramp - pair	UH223	Primary	High	5,000
CD440	Edgemoor Road	Lilyfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8712152	151.140145	1	0.0	install new kerb ramp - pair	UH135	Primary	High	5,000

ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment	Priority	Cost
CO4441	Swart Street	Marcoville	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.912821	151.1468134	1	0	install new kerb ramp - pair	MV107	Primary	RIGHT	1	5,000
CO4445	Swart Street	Marcoville	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps - pair	-35.912569	151.1418793	1	0	install new tps - pair	MV105	Primary	RIGHT	1	1,300
CO4446	Swart Street	Marcoville	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps - pair	-35.9126872	151.1418555	1	0	install new tps - pair	MV107	Primary	RIGHT	1	1,300
CO4447	Swart Street	Marcoville	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9126261	151.1405639	1	0	install new kerb ramp - pair	MV106	Primary	RIGHT	1	5,000
CO4448	Swart Street	Marcoville	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9126854	151.1401741	1	0	install new kerb ramp - pair	MV128	Primary	RIGHT	1	5,000
CO4473	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing tps - pair	-35.9151798	151.1586113	1	0	install new tps - pair	MV109	Primary	RIGHT	1	1,300
CO4474	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-35.914743	151.1552754	1	0	install new kerb ramp	MV120	Primary	RIGHT	1	2,500
CO4476	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9148571	151.1521711	1	0	install new kerb ramp	MV189	Primary	RIGHT	1	2,500
CO4482	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9147183	151.1420695	1	0	install new kerb ramp - pair	MV105	Primary	RIGHT	1	5,000
CO4483	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-35.9126381	151.1432498	1	0	install new kerb ramp	MV103	Primary	RIGHT	1	2,500
CO4484	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing tps - pair	-35.9126405	151.1434031	1	0	install new tps - pair	MV103	Primary	RIGHT	1	1,300
CO4487	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9127329	151.1440481	1	0	install new kerb ramp - pair	MV136	Primary	RIGHT	1	5,000
CO4488	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9126112	151.1511937	1	0	install new kerb ramp - pair	MV134	Primary	RIGHT	1	5,000
CO4489	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.914906	151.1519158	1	0	install new kerb ramp - pair	MV134	Primary	RIGHT	1	5,000
CO4491	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9147491	151.1501748	1	0	install new kerb ramp - pair	MV135	Primary	RIGHT	1	5,000
CO4492	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9151158	151.1571893	1	0	install new kerb ramp - pair	MV136	Primary	RIGHT	1	5,000
CO4493	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9126781	151.1540940	1	0	install new kerb ramp - pair	MV130	Primary	RIGHT	1	5,000
CO4494	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9124458	151.1561191	1	0	install new kerb ramp - pair	MV130	Primary	RIGHT	1	5,000
CO4496	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-35.9151826	151.1549462	1	0	install new kerb ramp	MV130	Primary	RIGHT	1	2,500
CO4498	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9140954	151.1561264	1	0	install new kerb ramp - pair	MV140	Primary	RIGHT	1	5,000
CO4499	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9106851	151.1561133	1	0	install new tps - pair	MV109	Primary	RIGHT	1	1,300
CO4507	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.9126631	151.1537499	1	0	install new kerb ramp - pair	MV131	Primary	RIGHT	1	5,000
CO4508	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	unlevel crossing surface	-35.9126485	151.1534238	1	0	install new pavement surface	MV131	Primary	RIGHT	1	300
CO4509	Waveria Road	Marcoville	Regional Road	Strategic Route	crossing deficiency	missing crossing tps	-35.9124495	151.1531466	1	0	install new kerb ramp - pair	MV130	Primary	RIGHT	1	5,000
CO4510	Livingstone Road	Marcoville	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-35.9014779	151.1554817	1	0	install new kerb ramp	PE127	Primary	RIGHT	1	



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C01578	Marrickville Road	Marrickville	Regional Road		Crossing deficiency	misaligned refuge island	-33.9134034	151.1619425	1		re-construct refuge island	MV129	Primary	High	\$	15,000
C01577	Marrickville Road	Marrickville	Regional Road		Crossing deficiency	misaligned kerb ramp - pair	-33.9138279	151.1628154	1		install new kerb ramp - pair	MV129	Primary	High	\$	5,000
C01579	Marrickville Road	Marrickville	Regional Road		Crossing deficiency	misaligned kerb ramp - pair	-33.9150713	151.1645868	1		install new kerb ramp - pair	MV131	Primary	High	\$	5,000
C01578	Marrickville Road	Marrickville	Regional Road		Crossing deficiency	missing crossing point	-33.9116079	151.1582626	1		install new kerb ramp - pair	MV130	Primary	High	\$	5,000
C01580	Marrickville Road	Marrickville	Regional Road		Crossing deficiency	long crossing	-33.9134642	151.1621448	1		reverse wheel land use changes	MV129	Primary	High	\$	-
C01581	Marrickville Road	Marrickville	Regional Road		Crossing deficiency	poor kerb ramp alignment	-33.9154331	151.1563094	1		install new kerb ramp	MV189	Primary	High	\$	2,500
C01582	Marrickville Road	Marrickville	Regional Road		Crossing deficiency	missing kerb ramp	-33.9089872	151.1523961	1		install new kerb ramp	MV107	Primary	High	\$	2,500
C01583	Marrickville Road	Marrickville	Regional Road		Crossing deficiency	missing kerb ramp	-33.9128931	151.1601162	1		install new kerb ramp	MV132	Primary	High	\$	2,500
C01584	Murray Street	Marrickville	Local Road		Crossing deficiency	missing crossing point	-33.9064606	151.1730762	1		install new kerb ramp - pair	MV147	Primary	High	\$	5,000
C01587	Murray Street	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign	-33.9071448	151.1726472	1		install new sign	MV149	Primary	High	\$	600
C01588	Murray Street	Marrickville	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.9071596	151.1723266	1		install new kerb ramp - pair	MV149	Primary	High	\$	3,000
C01578	Murray Parade	Marrickville	Local Road		Crossing deficiency	misaligned kerb ramp	-33.9139818	151.1669114	1		install new kerb ramp	MV146	Primary	High	\$	2,500
C01640	Seaside Street	Marrickville	Local Road		Crossing deficiency	long crossing point	-33.9078880	151.1726079	1		install kerb extension - pair	MV149	Primary	High	\$	20,000
C01642	Station Street	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9142374	151.1528806	1		install new kerb ramp - pair	MV189	Primary	High	\$	5,000
C01645	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.909886	151.1623471	1		install new kerb ramp	MV200	Primary	High	\$	2,500
C01646	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9097884	151.1625223	1		install new kerb ramp	MV219	Primary	High	\$	2,500
C01656	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign	-33.9052862	151.1570943	1		install new sign	MV187	Primary	High	\$	600
C01657	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	long crossing point	-33.9057359	151.1573331	1		install kerb extension - pair	MV187	Primary	High	\$	20,000
C01658	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign	-33.9040479	151.1558264	1		install new sign	MV190	Primary	High	\$	600
C01659	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign	-33.9038336	151.1552173	1		install new sign	MV190	Primary	High	\$	600
C01660	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign - pair	-33.9033553	151.1554177	1		install new sign - pair	MV190	Primary	High	\$	1,200
C01661	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign	-33.903065	151.1551103	1		install new sign	MV190	Primary	High	\$	600
C01662	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	long crossing point	-33.9028229	151.1542368	1		install kerb extension - pair	MV190	Primary	High	\$	20,000
C01663	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9023833	151.1541594	1		install new kerb ramp	MV199	Primary	High	\$	2,500
C01667	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign - pair	-33.9133363	151.1608227	1		install new sign - pair	MV165	Primary	High	\$	1,300
C01668	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.9127622	151.1602014	1		install new kerb ramp - pair	MV203	Primary	High	\$	5,000
C01669	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	unsafe and install pedestrian crossing	-33.9125323	151.1607449	1		review and install pedestrian crossing	MV203	Primary	High	\$	50,000
C01674	Sydenham Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.9103485	151.1608067	1		install new kerb ramp - pair	MV205	Primary	High	\$	5,000
C01680	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign	-33.9058054	151.1737886	1		install new sign	MV177	Primary	High	\$	600
C01684	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9057854	151.1622118	1		install new kerb ramp	MV208	Primary	High	\$	2,500
C01685	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.9057526	151.1621375	1		install new kerb ramp	MV219	Primary	High	\$	2,500
C01686	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign - pair	-33.9130677	151.1606015	1		install new sign - pair	MV225	Primary	High	\$	1,300
C01687	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9126094	151.1597658	1		install new kerb ramp - pair	MV225	Primary	High	\$	5,000
C01688	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign - pair	-33.9126504	151.1598464	1		install new sign - pair	MV225	Primary	High	\$	1,300
C01690	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9143768	151.1583441	1		install new kerb ramp - pair	MV227	Primary	High	\$	5,000
C01691	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign	-33.9127919	151.1600930	1		install new sign	MV236	Primary	High	\$	600
C01692	Warburton Street	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9141949	151.1623632	1		install new kerb ramp - pair	MV230	Primary	High	\$	5,000
C01693	Warburton Street	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign	-33.9138889	151.1617597	1		install new sign	MV230	Primary	High	\$	600
C01696	Warburton Street	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign - pair	-33.9139435	151.1622249	1		install new sign - pair	MV230	Primary	High	\$	1,300
C01705	Warburton Street	Marrickville	Regional Road		Crossing deficiency	misaligned kerb ramp	-33.9113827	151.1613277	1		install new kerb ramp	MV145	Primary	High	\$	2,500
C01709	Warren Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9155421	151.1500938	1		install new kerb ramp - pair	MV243	Primary	High	\$	5,000
C01710	Warren Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9150272	151.1502666	1		install new kerb ramp - pair	MV195	Primary	High	\$	5,000
C01711	Warren Road	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign - pair	-33.9163373	151.1510414	1		install new sign - pair	MV246	Primary	High	\$	1,300
C01717	Warren Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9150654	151.1502345	1		install new kerb ramp - pair	MV246	Primary	High	\$	5,000
C01718	Warren Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9150343	151.1503344	1		install new kerb ramp - pair	MV246	Primary	High	\$	5,000
C01740	Acce Street	Newflem	Regional Road		Crossing deficiency	poor kerb ramp alignment	-33.9048444	151.1733115	1		install new kerb ramp	MV213	Primary	High	\$	2,500
C01741	Aurora Street	Newflem	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp - pair	-33.8971437	151.1789777	1		install new kerb ramp - pair	MV172	Primary	High	\$	5,000
C01742	Aurora Street	Newflem	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8968193	151.1780466	1		install new kerb ramp	MV173	Primary	High	\$	2,500
C01743	Beckford Street	Newflem	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8970148	151.1780243	1		install new kerb ramp	MV175	Primary	High	\$	2,500
C01750	Bendon Road	Newflem	Regional Road		Crossing deficiency	steep kerb ramp	-33.9074065	151.1744335	1		install new kerb ramp - pair	MV211	Primary	High	\$	5,000
C01751	Edgeware Road	Newflem	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9048754	151.1732384	1		install new kerb ramp	MV233	Primary	High	\$	2,500
C01752	Edgeware Road	Newflem	Regional Road	Strategic Route	Crossing deficiency	steep kerb ramp	-33.9050064	151.1732924	1		install new kerb ramp - pair	MV234	Primary	High	\$	5,000
C01753	Ermine Road	Newflem	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8964888	151.1764633	1		install new kerb ramp - pair	MV235	Primary	High	\$	5,000
C01754	Ermine Road	Newflem	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8965541	151.1764778	1		install new kerb ramp - pair	MV235	Primary	High	\$	5,000
C01755	Ermine Road	Newflem	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8965205	151.1765028	1		install new kerb ramp - pair	MV235	Primary	High	\$	5,000
C01756	Ermine Road	Newflem	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.896474	151.1758864	1		install new kerb ramp	MV236	Primary	High	\$	2,500
C01759	Ermine Road	Newflem	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8967942	151.1767833	1		install new kerb ramp	MV237	Primary	High	\$	2,500
C01760	Ermine Road	Newflem	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8970776	151.1768867	1		install new kerb ramp	MV238	Primary	High	\$	2,500
C01762	Hill Street	Newflem	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp - pair	-33.9001551	151.1763403	1		install new kerb ramp - pair	MV138	Primary	High	\$	5,000
C01764	King Street	Newflem	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.9027828	151.1769416	1		install new kerb ramp	MV152	Primary	High	\$	2,500
C01765	King Street	Newflem	Local Road		Crossing deficiency	misaligned kerb ramp	-33.9078841	151.1788107	1		install new kerb ramp	MV151	Primary	High	\$	2,500
C01766	King Street	Newflem	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.9027134	151.1778	1		install new kerb ramp	MV149	Primary	High	\$	2,500
C01767	King Street	Newflem	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8988317	151.1778366	1		install new kerb ramp	MV148	Primary	High	\$	2,500
C01768	King Street	Newflem	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.9046631	151.1813277	1		install new kerb ramp	MV222	Primary	High	\$	2,500
C01769	King Street	Newflem	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.9051153	151.1810084	1		install new kerb ramp	MV237	Primary	High	\$	2,500
C01770	King Street	Newflem	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.9058891	151.1809178	1		install new kerb ramp	MV246	Primary	High	\$	2,500
C01771	King Street	Newflem	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9051766	151.1808913	1		install new kerb ramp - pair	MV245	Primary	High	\$	5,000
C01772	King Street	Newflem	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.9038824	151.1798559	1		install new kerb ramp	MV244	Primary	High	\$	2,500
C01773	King Street	Newflem	Local Road		Crossing deficiency	missing crossing point	-33.9026639	151.1796507	1		install new kerb ramp - pair	MV255	Primary	High	\$	5,000
C01778	Lord Street	Newflem	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.9075989	151.1778746	1		install new kerb ramp	MV238	Primary	High	\$	2,500
C01779	Lord Street	Newflem	Local Road		Crossing deficiency	at grade crossing missing sign	-33.9068553	151.1807892	1		install new sign	MV222	Primary	High	\$	600
C01780	Lord Street	Newflem	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.9067818	151.1808101	1		install new kerb ramp	MV222	Primary	High	\$	2,500
C01785	Audley Street	Petersham	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8940711	151.1541418	1		install new kerb ramp	PE46	Primary	High	\$	2,500
C01786	Audley Street	Petersham	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8954053	151.1541348	1		install new kerb ramp	PE46	Primary	High	\$	2,500
C01802	Crysal Street	Petersham	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8940448	151.1572863	1		install new kerb ramp	PE40	Primary	High	\$	2,500
C01808	Crysal Street	Petersham	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.895251	151.1585153	1		install new kerb ramp	PE17	Primary	High	\$	2,500
C01809	Crysal Street	Petersham	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8953544	151.1585791	1		install new kerb ramp	PE17	Primary	High	\$	2,500
C01810	Crysal Street	Petersham	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8953077	151.1587267	1		install new kerb ramp	PE17	Primary	High	\$	2,500
C01811	Crysal Street	Petersham	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8960751	151.1585761	1		install new kerb ramp	PE16	Primary	High	\$	2,500
C01816	Juniper Street	Petersham	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.8971499	151.1607452	1		install new kerb ramp - pair	PE36	Primary	High	\$	5,000
C01817	Livingstone Road	Petersham	State Road	Strategic Route	Crossing deficiency	at grade crossing missing sign	-33.9059923	151.1535345	1		install new sign	PE27	Primary	High	\$	600
C01821	Livingstone Road	Petersham	State Road													

Segment	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Report Hierarchy	Treatment Priority	Cost
C-01822	Lynedene Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.9005196	151.1535126	1		install kerb extension / refuge island	PE-27	Primary	High	10,000
C-01823	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8963650	151.1541606	1		install new kerb ramp	PE-28	Primary	High	2,500
C-01824	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8962620	151.1513630	1		install new kerb ramp - pair	PE-28	Primary	High	5,000
C-01825	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8961814	151.1541706	1		install new kerb ramp	PE-28	Primary	High	2,500
C-01826	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8961422	151.1541806	1		install new kerb ramp	PE-28	Primary	High	2,500
C-01827	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8961360	151.1541906	1		install new kerb ramp	PE-28	Primary	High	2,500
C-01828	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8961142	151.1541956	1		install new kerb ramp	PE-30	Primary	High	2,500
C-01829	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8961020	151.1542170	1		install new kerb ramp	PE-30	Primary	High	2,500
C-01830	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8961040	151.1542170	1		install new kerb ramp - pair	PE-33	Primary	High	5,000
C-01831	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8960818	151.1542198	1		install new kerb ramp	PE-34	Primary	High	2,500
C-01832	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8960930	151.1542198	1		install new kerb ramp - pair	PE-34	Primary	High	5,000
C-01833	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8917072	151.1544665	1		install new kerb ramp	PE-28	Primary	High	2,500
C-01834	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8967492	151.1521335	1		install new kerb ramp	PE-34	Primary	High	2,500
C-01835	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8968173	151.1525193	1		install new kerb ramp	PE-23	Primary	High	5,000
C-01836	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8968338	151.1525223	1		install new kerb ramp	PE-23	Primary	High	2,500
C-01837	New Canterbury Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8962130	151.1541810	1		install new kerb ramp - pair	PE-31	Primary	High	5,000
C-01847	Palace Street	Peterborough	Local Road	Strategic Route	crossing deficiency	-30.8927966	151.1533777	1		install new kerb ramp	PE-63	Primary	High	2,500
C-01848	Palace Street	Peterborough	Local Road	Strategic Route	crossing deficiency	-30.8928642	151.15434	1		install new kerb ramp	PE-63	Primary	High	2,500
C-01849	Palace Street	Peterborough	Local Road	Strategic Route	crossing deficiency	-30.8931543	151.1541588	1		install new kerb ramp - pair	PE-64	Primary	High	5,000
C-01850	Palace Street	Peterborough	Local Road	Strategic Route	crossing deficiency	-30.8933630	151.1541388	1		install new kerb ramp - pair	PE-64	Primary	High	5,000
C-01851	Palace Street	Peterborough	Local Road	Strategic Route	crossing deficiency	-30.8947170	151.1542126	1		install new kerb ramp	PE-61	Primary	High	2,500
C-01852	Palace Street	Peterborough	Local Road	Strategic Route	crossing deficiency	-30.8947396	151.1541933	1		install new kerb ramp - pair	PE-61	Primary	High	5,000
C-01857	Paranatta Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8948420	151.1543118	1		install new kerb ramp - pair	LH142	Primary	High	5,000
C-01858	Paranatta Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8938950	151.1543177	1		install new kerb ramp	LH143	Primary	High	2,500
C-01859	Paranatta Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8939140	151.1543200	1		install new kerb ramp - pair	LH143	Primary	High	5,000
C-01860	Paranatta Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8939288	151.1543200	1		install new kerb ramp - pair	LH138	Primary	High	5,000
C-01861	Paranatta Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8945672	151.1514665	1		install new kerb ramp - pair	LH136	Primary	High	5,000
C-01862	Paranatta Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8945769	151.1545596	1		install new kerb ramp - pair	LH140	Primary	High	5,000
C-01863	Paranatta Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8948464	151.1546514	1		relocate bollard	LH144	Primary	High	
C-01864	Paranatta Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8978625	151.1602389	1		install new kerb ramp - pair	LH144	Primary	High	5,000
C-01865	Paranatta Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8978119	151.1611965	1		install new kerb ramp	LH144	Primary	High	2,500
C-01874	Stamora Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8966070	151.1561756	1		install new kerb ramp	PE-26	Primary	High	2,500
C-01875	Stamora Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8966120	151.1561756	1		install new kerb ramp - pair	PE-26	Primary	High	5,000
C-01877	Stamora Road	Peterborough	State Road	Strategic Route	crossing deficiency	-30.8965340	151.1562019	1		install new kerb ramp	PE-26	Primary	High	2,500
C-01878	Terminus Street	Peterborough	Local Road	Strategic Route	crossing deficiency	-30.8919179	151.1543003	1		install new kerb ramp - pair	PE-39	Primary	High	5,000
C-01880	Terminus Street	Peterborough	Local Road	Strategic Route	crossing deficiency	-30.8920356	151.151735	1		install new sign	PE-58	Primary	High	650
C-01883	Trafalgar Street	Peterborough	Regional Road	Strategic Route	crossing deficiency	-30.8948233	151.1544173	1		install new kerb ramp - pair	PE-22	Primary	High	5,000
C-01884	Trafalgar Street	Peterborough	Regional Road	Strategic Route	crossing deficiency	-30.8948444	151.1527443	1		install new kerb ramp - pair	PE-63	Primary	High	5,000
C-01885	Trafalgar Street	Peterborough	Regional Road	Strategic Route	crossing deficiency	-30.8946124	151.1540852	1		at-grade crossing and refuge island	PE-62	Primary	High	6,000
C-01890	West Street	Peterborough	Local Road	Strategic Route	crossing deficiency	-30.8923967	151.1498119	1		install new sign	LH142	Primary	High	650
C-01896	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8636305	151.1714222	1		install new kerb ramp	RO204	Primary	High	2,500
C-01897	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8623233	151.1732348	1		install new sign	RO204	Primary	High	650
C-01898	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8622244	151.1732348	1		install new kerb ramp - pair	RO204	Primary	High	5,000
C-01899	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8618024	151.171225	1		install new kerb ramp	RO203	Primary	High	2,500
C-01900	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8616158	151.1714023	1		install new kerb ramp	RO202	Primary	High	2,500
C-01901	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8606253	151.1717627	1		install new kerb ramp - pair	RO201	Primary	High	5,000
C-01902	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8599375	151.1717618	1		install new kerb ramp	RO201	Primary	High	2,500
C-01903	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8598844	151.1710668	1		install new sign	RO201	Primary	High	650
C-01905	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8618119	151.1713064	1		install new kerb ramp	RO203	Primary	High	2,500
C-01906	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8631442	151.1706668	1		install new sign	RO204	Primary	High	650
C-01907	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8638888	151.1732328	1		install new kerb ramp	RO204	Primary	High	2,500
C-01908	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8646718	151.1630205	1		install new kerb ramp	RO205	Primary	High	2,500
C-01909	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8648119	151.1630005	1		install new kerb ramp	RO206	Primary	High	2,500
C-01910	Darling Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.865580	151.1627767	1		install new kerb ramp	RO206	Primary	High	2,500
C-01912	Madene Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8650824	151.1764118	1		install new kerb ramp - pair	RO203	Primary	High	5,000
C-01915	Madene Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8634043	151.1768311	1		install new sign - pair	RO203	Primary	High	1,300
C-01965	Terry Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8588627	151.1711224	1		install new kerb ramp	RO209	Primary	High	2,500
C-01966	Terry Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8643636	151.1711519	1		install new kerb ramp	RO204	Primary	High	2,500
C-01968	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8637123	151.1761088	1		install new kerb ramp	RO204	Primary	High	2,500
C-01969	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8631444	151.1758462	1		install new sign	RO204	Primary	High	650
C-01970	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8638441	151.1761076	1		at-grade crossing missing sign	RO204	Primary	High	2,500
C-01991	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8621968	151.1687141	1		install new kerb ramp - pair	RO206	Primary	High	5,000
C-01992	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8624871	151.1687322	1		install new kerb ramp	RO206	Primary	High	2,500
C-01994	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8640043	151.1728788	1		install new kerb ramp	RO202	Primary	High	2,500
C-01996	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8643864	151.1729828	1		install new kerb ramp - pair	RO202	Primary	High	5,000
C-01999	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8651385	151.1722334	1		install new kerb ramp - pair	RO202	Primary	High	5,000
C-02000	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8648433	151.1764045	1		install new kerb ramp - pair	RO206	Primary	High	5,000
C-02001	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8645978	151.1731762	1		install new kerb ramp - pair	RO206	Primary	High	5,000
C-02002	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8647778	151.1731762	1		install new kerb ramp	RO206	Primary	High	2,500
C-02004	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8658372	151.1759158	1		install new kerb ramp	RO202	Primary	High	2,500
C-02005	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	-30.8630114	151.1761441	1		install new kerb ramp - pair	RO204	Primary	High	5,000
C-02006	Wise Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8642664	151.1704143	1		install new kerb ramp	RO207	Primary	High	2,500
C-02007	Wise Street	Rozelle	Local Road	Strategic Route	crossing deficiency	-30.8606443	151.1710162	1		install new kerb ramp - pair	RO203	Primary	High	5,000
C-02009	Camptell Street	St Peters	Regional Road	Strategic Route	crossing deficiency	-30.8126033	151.1782623	1		install new kerb ramp	SP16	Primary	High	2,500
C-02013	Edith Street	St Peters	Local Road	Strategic Route	crossing deficiency	-30.8144607	151.1784130	1		install new kerb ramp	SP21	Primary	High	2,500
C-02014	King Street	St Peters	Local Road	Strategic Route	crossing deficiency	-30.8070605	151.1821474	1		install new kerb ramp - pair	SP11	Primary	High	5,000
C-02015	King Street	St Peters	Local Road	Strategic Route	crossing deficiency	-30.8070605	151.1831971	1		install new kerb ramp - pair	SP10	Primary	High	5,000
C-02016	Princes Highway	St Peters	State Road	Strategic Route	crossing deficiency	-30.8126813	151.1782623	1		install new kerb ramp	SP12	Primary	High	2,500
C-02017	Princes Highway	St Peters	State Road	Strategic Route	crossing deficiency	-30.8126244	151.1751354	1		install new kerb ramp - pair	SP14	Primary	High	5,000
C-02021	Princes Highway	St Peters	State Road	Strategic Route	crossing deficiency	-30.8129352	151.1693966	1		install new kerb ramp - pair	SP27	Primary	High	5,000
C-02024	Princes Highway	St Peters	State Road	Strategic Route	crossing deficiency	-30.8155252	151.1743822	1		install new kerb ramp - pair	SP22	Primary	High	5,000
C-02025	Princes Highway	St Peters	State Road	Strategic Route	crossing deficiency	-30.8156238	151.1746630	1		install new kerb ramp - pair	SP22	Primary	High	5,000



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C-02026	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9155597	151.1765154	5		install new kerb ramp - pair	SP-22	Primary	PH02H	\$	5,000
C-02027	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9154536	151.1765158	5		install new kerb ramp - pair	SP-23	Primary	PH02H	\$	5,000
C-02029	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9150267	151.1693955	5		install new kerb ramp - pair	SP-5	Primary	PH02H	\$	2,500
C-02030	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9088097	151.1693955	5		install new kerb ramp - pair	SP-12	Primary	PH02H	\$	5,000
C-02032	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9126438	151.1793268	5		install new kerb ramp - pair	SP-16	Primary	PH02H	\$	5,000
C-02033	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9126029	151.1792242	5		install new kerb ramp - pair	SP-16	Primary	PH02H	\$	5,000
C-02034	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9120491	151.1788062	5		install new kerb ramp - pair	SP-17	Primary	PH02H	\$	5,000
C-02035	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9137548	151.178335	5		install new kerb ramp - pair	SP-18	Primary	PH02H	\$	5,000
C-02036	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-35.9149627	151.1757444	5		install new kerb ramp - pair	SP-21	Primary	PH02H	\$	5,000
C-02037	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-35.9148128	151.1764718	5		install new kerb ramp - pair	SP-20	Primary	PH02H	\$	5,000
C-02038	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9147512	151.1774852	5		install new kerb ramp - pair	SP-19	Primary	PH02H	\$	5,000
C-02039	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9152795	151.1784428	5		install new kerb ramp - pair	SP-17	Primary	PH02H	\$	5,000
C-02040	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.9124882	151.1790353	5		install new kerb ramp - pair	SP-16	Primary	PH02H	\$	5,000
C-02041	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	missing kerb ramp	-35.9088076	151.1693955	5		install new kerb ramp	SP-12	Primary	PH02H	\$	2,500
C-02042	Princes Highway	St Peters	State Road	Strategic Route	Crossing deficiency	misaligned refuge island	-35.908812	151.1693973	5		install new refuge island	SP-12	Primary	PH02H	\$	15,000
C-02052	Douglas Street	Stammore	Regional Road		Crossing deficiency	poor kerb ramp alignment	-35.8946710	151.1662462	5		install new kerb ramp	SM-34	Primary	PH02H	\$	2,500
C-02053	Douglas Street	Stammore	Regional Road		Crossing deficiency	poor kerb ramp alignment	-35.8946676	151.1661358	5		install new kerb ramp	SM-34	Primary	PH02H	\$	2,500
C-02055	Douglas Street	Stammore	Regional Road		Crossing deficiency	poor kerb ramp alignment - pair	-35.8939515	151.1614302	5		install new kerb ramp - pair	SM-12	Primary	PH02H	\$	5,000
C-02056	Douglas Street	Stammore	Regional Road		Crossing deficiency	poor kerb ramp alignment	-35.8934245	151.1615244	5		install new kerb ramp	SM-12	Primary	PH02H	\$	2,500
C-02057	Douglas Street	Stammore	Regional Road		Crossing deficiency	misaligned kerb ramp	-35.8934601	151.1620073	5		install new kerb ramp	SM-12	Primary	PH02H	\$	2,500
C-02058	Gordon Crescent	Stammore	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp	-35.8941250	151.1629398	5		install new kerb ramp	SM-18	Primary	PH02H	\$	2,500
C-02061	Joel Street	Stammore	Local Road		Crossing deficiency	at grade crossing missing sign	-35.8963068	151.1636715	5		install new sign	SM-25	Primary	PH02H	\$	600
C-02062	Joel Street	Stammore	Local Road		Crossing deficiency	poor kerb ramp alignment	-35.8963027	151.1636391	5		install new kerb ramp	SM-25	Primary	PH02H	\$	2,500
C-02063	Joel Street	Stammore	Local Road		Crossing deficiency	missing kerb ramp	-35.8958292	151.1637172	5		install new kerb ramp	SM-25	Primary	PH02H	\$	2,500
C-02064	Joel Street	Stammore	Local Road		Crossing deficiency	poor kerb ramp alignment	-35.8958884	151.1637463	5		install new kerb ramp	SM-25	Primary	PH02H	\$	2,500
C-02076	Paranalla Road	Stammore	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.8880962	151.1614473	5		install new kerb ramp - pair	LH145	Primary	PH02H	\$	5,000
C-02079	Paranalla Road	Stammore	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-35.8880289	151.1629885	5		install new kerb ramp - pair	AM13	Primary	PH02H	\$	5,000
C-02082	Perceval Road	Stammore	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-35.8939867	151.1641412	5		install new kerb ramp	SM-41	Primary	PH02H	\$	2,500
C-02083	Perceval Road	Stammore	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-35.8935248	151.1642480	5		install new kerb ramp	SM-33	Primary	PH02H	\$	2,500
C-02084	Perceval Road	Stammore	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-35.8935221	151.1643276	5		install new kerb ramp	SM-32	Primary	PH02H	\$	2,500
C-02085	Perceval Road	Stammore	Local Road	Strategic Route	Crossing deficiency	misaligned refuge island	-35.8937778	151.1650471	5		re-constructed refuge island	SM-30	Primary	PH02H	\$	15,000
C-02086	Perceval Road	Stammore	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-35.8936031	151.1650333	5		install new kerb ramp	SM-29	Primary	PH02H	\$	2,500
C-02087	Perceval Road	Stammore	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-35.8935044	151.1651436	5		install new kerb ramp	SM-29	Primary	PH02H	\$	2,500
C-02089	Perceval Road	Stammore	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-35.8935534	151.1644461	5		install new kerb ramp	SM-48	Primary	PH02H	\$	2,500
C-02095	Railway Avenue	Stammore	Local Road		Crossing deficiency	at grade crossing missing sign	-35.8937371	151.1646218	5		install new sign	SM-36	Primary	PH02H	\$	600
C-02096	Railway Avenue	Stammore	Local Road		Crossing deficiency	missing kerb ramp	-35.8936834	151.1636472	5		install new kerb ramp	SM-36	Primary	PH02H	\$	2,500
C-02097	Salisbury Road	Stammore	Regional Road		Crossing deficiency	missing kerb ramp	-35.8930743	151.1630496	5		install new kerb ramp	SM-48	Primary	PH02H	\$	2,500
C-02098	Salisbury Road	Stammore	Regional Road		Crossing deficiency	misaligned kerb ramp	-35.8929945	151.1638744	5		install new kerb ramp	SM-42	Primary	PH02H	\$	2,500

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C02099	Sainsbury Road	Stammore	Regional Road		Crossing deficiency	poor kerb ramp alignment	-33.897589	151.1661499	1		install new kerb ramp	SH42	Primary	High	\$	2,500
C02100	Sainsbury Road	Stammore	Regional Road		Crossing deficiency	poor kerb ramp alignment	-33.897474	151.1661118	1		install new kerb ramp	SH43	Primary	High	\$	2,500
C02101	Sainsbury Road	Stammore	Regional Road		Crossing deficiency	poor kerb ramp alignment	-33.897088	151.1672771	1		install new kerb ramp	SH46	Primary	High	\$	2,500
C02102	Sainsbury Road	Stammore	Regional Road		Crossing deficiency	misaligned kerb ramp	-33.897157	151.1680027	1		install new kerb ramp	SH46	Primary	High	\$	2,500
C02105	Sainsbury Road	Stammore	Regional Road		Crossing deficiency	narrow refuge island	-33.897803	151.1680422	1		install new refuge island	SH46	Primary	High	\$	15,000
C02106	Stammore Road	Stammore	State Road	Strategic Route	Crossing deficiency	steep kerb ramp	-33.896486	151.162031	1		install new kerb ramp - pair	SH49	Primary	High	\$	5,000
C02109	Stammore Road	Stammore	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.896203	151.1615081	1		install new kerb ramp	SH49	Primary	High	\$	2,500
C02110	Stammore Road	Stammore	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.896212	151.1614402	1		install new kerb ramp - pair	SH49	Primary	High	\$	5,000
C02111	Tanagar Street	Stammore	Regional Road		Crossing deficiency	narrow pedestrian waiting area	-33.896439	151.1643603	1		install kerb extension	SH44	Primary	High	\$	10,000
C02113	Carlton Crescent	Summer Hill	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8964251	151.1384199	1		install new kerb ramp - pair	SH74	Primary	High	\$	5,000
C02114	Carlton Crescent	Summer Hill	Regional Road	Strategic Route	Crossing deficiency	steep kerb ramp up	-33.896443	151.1382271	1		install new kerb ramp	SH49	Primary	High	\$	2,500
C02115	Carlton Crescent	Summer Hill	Regional Road	Strategic Route	Crossing deficiency	steep kerb ramp up	-33.896479	151.1385101	1		install new kerb ramp	SH49	Primary	High	\$	2,500
C02124	Gravelier Crescent	Summer Hill	Local Road		Crossing deficiency	missing crossing point	-33.8961407	151.1389753	1		install new kerb ramp - pair	SH75	Primary	High	\$	5,000
C02125	Hardie Avenue	Summer Hill	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8960633	151.1382785	1		install new kerb ramp	SH73	Primary	High	\$	2,500
C02132	Juncheon Road	Summer Hill	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.895528	151.1384662	1		install new kerb ramp	SH76	Primary	High	\$	2,500
C02142	Wentington Road	Summer Hill	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8866579	151.1408242	1		install new kerb ramp - pair	SH76	Primary	High	\$	5,000
C02143	Wentington Road	Summer Hill	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8870296	151.1366858	1		install new kerb ramp - pair	SH47	Primary	High	\$	5,000
C02147	North Street	Summer Hill	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8914186	151.1323934	1		install new kerb ramp - pair	AP118	Primary	High	\$	5,000
C02150	Old Canterbury Road	Summer Hill	State Road		Crossing deficiency	at grade crossing missing sign - pair	-33.886461	151.1384699	1		install new sign - pair	SH66	Primary	High	\$	1,500
C02151	Old Canterbury Road	Summer Hill	State Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.885829	151.1385115	1		install new kerb ramp - pair	SH66	Primary	High	\$	5,000
C02152	Old Canterbury Road	Summer Hill	State Road		Crossing deficiency	misaligned kerb ramp	-33.893199	151.1417414	1		install new kerb ramp	SH70	Primary	High	\$	2,500
C02154	Old Canterbury Road	Summer Hill	State Road		Crossing deficiency	missing kerb ramp	-33.894203	151.1426179	1		install new kerb ramp	SH70	Primary	High	\$	2,500
C02155	Old Canterbury Road	Summer Hill	State Road		Crossing deficiency	missing crossing point	-33.89442	151.1417355	1		install new kerb ramp - pair	SH70	Primary	High	\$	5,000
C02160	Old Canterbury Road	Summer Hill	State Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.894408	151.1416368	1		install new kerb ramp - pair	SH70	Primary	High	\$	5,000
C02161	Paranatta Road	Summer Hill	State Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.887842	151.1418444	1		install new kerb ramp	SH76	Primary	High	\$	2,500
C02162	Paranatta Road	Summer Hill	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.887847	151.1418444	1		install new kerb ramp - pair	SH77	Primary	High	\$	5,000
C02163	Paranatta Road	Summer Hill	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.889508	151.1443335	1		install new kerb ramp - pair	SH45	Primary	High	\$	5,000
C02172	Prospect Road	Summer Hill	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9007625	151.1320252	1		install new kerb ramp - pair	AP118	Primary	High	\$	5,000
C02173	Stake Street	Summer Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.900256	151.1382248	1		install new kerb ramp - pair	SH78	Primary	High	\$	5,000
C02174	Stake Street	Summer Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.898914	151.1406364	1		install new kerb ramp - pair	SH76	Primary	High	\$	5,000
C02175	Stake Street	Summer Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8984844	151.1407111	1		install new kerb ramp - pair	SH76	Primary	High	\$	5,000
C02176	Stake Street	Summer Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8984156	151.1406783	1		install new kerb ramp - pair	SH76	Primary	High	\$	5,000
C02177	Stake Street	Summer Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8984002	151.1385333	1		install new kerb ramp - pair	SH78	Primary	High	\$	5,000
C02178	Smith Street	Summer Hill	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8918623	151.1379449	1		install new kerb ramp - pair	SH85	Primary	High	\$	5,000
C02179	Smith Street	Summer Hill	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8911478	151.1379335	1		install new kerb ramp - pair	SH84	Primary	High	\$	5,000
C02181	Smith Street	Summer Hill	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8916084	151.1372155	1		install new kerb ramp - pair	SH84	Primary	High	\$	5,000
C02182	Smith Street	Summer Hill	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8904405	151.1364307	1		install new kerb ramp	SH49	Primary	High	\$	2,500
C02199	Smith Street	Summer Hill	Local Road		Crossing deficiency	at grade crossing missing sign - pair	-33.8917561	151.1370145	1		install new sign - pair	SH84	Primary	High	\$	1,500
C02200	Smith Street	Summer Hill	Local Road		Crossing deficiency	missing crossing point	-33.8917834	151.1381114	1		install new kerb ramp - pair	SH49	Primary	High	\$	5,000
C02201	Burness Avenue	Sydenham	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9150741	151.1664324	1		install new kerb ramp - pair	SY2	Primary	High	\$	5,000
C02202	Burness Avenue	Sydenham	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9150335	151.1661288	1		install new kerb ramp - pair	SY5	Primary	High	\$	5,000
C02204	Clarendon Avenue	Sydenham	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9153643	151.1661952	1		install new kerb ramp - pair	SY6	Primary	High	\$	5,000
C02205	Clarendon Avenue	Sydenham	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9152927	151.1661237	1		install new kerb ramp - pair	SY5	Primary	High	\$	5,000
C02206	Clarendon Avenue	Sydenham	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9151757	151.1661053	1		install new kerb ramp - pair	SY5	Primary	High	\$	5,000
C02207	Clarendon Avenue	Sydenham	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9150068	151.1661753	1		install new kerb ramp	SY2	Primary	High	\$	2,500
C02211	Princes Highway	Sydenham	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9146323	151.1702152	1		install new kerb ramp - pair	SP26	Primary	High	\$	5,000
C02216	Ridgely Road	Sydenham	Local Road		Crossing deficiency	steep kerb ramp	-33.9147481	151.1684652	1		install new kerb ramp - pair	SY7	Primary	High	\$	5,000
C02217	Timothy Ridge Road	Sydenham	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.9144225	151.1661418	1		install new kerb ramp	SY13	Primary	High	\$	2,500
C02218	Tempe Creek Street	Tempe	Local Road		Crossing deficiency	missing kerb ramp	-33.9262538	151.1587457	1		install new kerb ramp	TE34	Primary	High	\$	2,500
C02219	Tempe Creek Street	Tempe	Local Road		Crossing deficiency	missing kerb ramp - pair	-33.926535	151.1581444	1		install new kerb ramp - pair	TE34	Primary	High	\$	5,000
C02226	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9234113	151.162336	1		install new kerb ramp	TE12	Primary	High	\$	2,500
C02227	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9234748	151.1627226	1		install new kerb ramp	TE6	Primary	High	\$	2,500
C02228	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9240657	151.1607564	1		install new kerb ramp	TE5	Primary	High	\$	2,500
C02229	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9244974	151.1633015	1		install new kerb ramp	TE13	Primary	High	\$	2,500
C02237	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.922493	151.1630365	1		install new kerb ramp - pair	TE5	Primary	High	\$	5,000
C02239	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9234488	151.1631574	1		install new kerb ramp	TE12	Primary	High	\$	2,500
C02240	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9242444	151.1635235	1		install new kerb ramp	TE13	Primary	High	\$	2,500
C02241	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9239335	151.1637108	1		install new kerb ramp	TE13	Primary	High	\$	2,500
C02243	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9234243	151.1634665	1		install new kerb ramp - pair	TE13	Primary	High	\$	5,000
C02245	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.9237493	151.1588172	1		install new kerb ramp - pair	TE34	Primary	High	\$	5,000
C02246	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9236697	151.1587771	1		install new kerb ramp - pair	TE34	Primary	High	\$	5,000
C02247	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9240774	151.1589237	1		install new kerb ramp - pair	TE34	Primary	High	\$	5,000
C02256	View Street	Tempe	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9261792	151.1581348	1		install new kerb ramp	TE34	Primary	High	\$	2,500
MP11	Federline Street	Achford	State Road	Strategic Route	Missing footpath	missing footpath section	-33.8778088	151.1274802	1		install new footpath	AP45	Primary	High	\$	400
MP14	Quadrone Street	Balmuir	Local Road		Missing footpath	missing footpath	-33.8987468	151.1480005	1		install new footpath	BA40	Primary	High	\$	15,000
MP23	Prospect Street	Leichhardt	Local Road		Missing footpath	missing footpath	-33.845164	151.1587861	1	150	install new footpath	LH9	Primary	High	\$	25,000
MP26	Prospect Street	Leichhardt	Local Road		Missing footpath	missing footpath	-33.844837	151.1586972	1	70	install new footpath	LH9	Primary	High	\$	15,000
MP27	Madison Street	Leichhardt	Local Road		Missing footpath	missing footpath	-33.8505023	151.1437027	1	34	install new footpath	LWS	Primary	High	\$	6,800
MP42	Enmore Park	Manickville	Local Road		Missing footpath	missing footpath	-33.8054033	151.1680748	1	32	install new footpath	MV234	Primary	High	\$	6,400
MP43	Swan Lane	Manickville	Local Road		Missing footpath	missing footpath	-33.9167905	151.1585295	1	14	install new footpath	MVE4	Primary	High	\$	28,800
MP46	Victoria Road	Manickville	State Road	Strategic Route	Missing footpath	missing footpath	-33.9145264	151.1582782	1	34	install new footpath	MV227	Primary	High	\$	10,800
SUBTOTAL (HIGH)															\$	3,466,900



ACID	Parcel	Suburb	Classification	Highway	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment	Priority	Cost
AC2	Paterson Street	Annandale	Local Road	Strategic Route	access	stairs only access	-33.8748443	151.1748311	1	0	install accessible ramp	AN68	Secondary	AN68	5	10,000
AC4	Prichard Street	Annandale	Local Road	Strategic Route	access	stairs only access	-33.8747591	151.170474	1	0	install accessible ramp	AN122	Secondary	AN122	5	10,000
AC5	Rose Street	Annandale	Local Road	Strategic Route	access	stairs only access	-33.8716026	151.1765364	1	0	install accessible ramp	AN95	Secondary	AN95	5	10,000
AC6	Tarfalga Street	Annandale	Regional Road	Strategic Route	access	stairs only access	-33.8746624	151.1743546	1	0	install accessible ramp	AN103	Secondary	AN103	5	10,000
AC14	Grower Street	Berrygrove	Local Road	Strategic Route	access	stairs only access	-33.8601631	151.1802336	1	0	install ramp	B1	Secondary	B1	5	5,000
AC15	Howe Road	Berrygrove	Local Road	Strategic Route	access	stairs only access to wharf	-33.8487716	151.1807716	1	0	refer to Transport for NSW	C83	Secondary	C83	5	5,000
AC16	Church Street	Berrygrove	Local Road	Strategic Route	access	stairs only access	-33.8757074	151.1726518	1	0	install ramp	C83	Secondary	C83	5	5,000
AC17	Constitution Road	Church Hill	Local Road	Strategic Route	access	stairs only access	-33.9034856	151.1389271	1	0	no action	(H2)3	Secondary	AN103	5	-
AC18	Clare Street	Church Hill	Local Road	Strategic Route	access	stairs only access	-33.8905074	151.1403171	1	0	no action	(H2)14	Secondary	AN103	5	-
AC19	Waverley Street	Church Hill	Local Road	Strategic Route	access	stairs only access to park	-33.8712048	151.1444841	1	0	install accessible ramp	HAC3	Secondary	AN103	5	10,000
AC20	White Creek	Lichfield	Local Road	Strategic Route	access	no ramp between different height footpaths	-33.8867165	151.1634439	1	0	install new kerb ramp	LH132	Secondary	AN103	5	2,500
AC23	Lyleford	Lyleford	Regional Road	Strategic Route	access	stairs only access	-33.8722024	151.1679879	1	0	install ramp	LP14	Secondary	AN103	5	5,000
AC25	Lyleford Road	Lyleford	Regional Road	Strategic Route	access	stairs only access	-33.8722015	151.1679654	1	0	install accessible ramp	LP14	Secondary	AN103	5	10,000
AC27	Farmon Road	Marricville	State Road	Strategic Route	access	no access to push button	-33.9046411	151.1662394	1	0	refer to Transport for NSW	MV11	Secondary	AN103	5	10,000
AC28	Rawson Road	Marricville	State Road	Strategic Route	access	stairs only access	-33.9168317	151.144991788	1	0	install accessible ramp	MV11	Secondary	AN103	5	10,000
AC31	Bedford Street	Penrith	Local Road	Strategic Route	access	stairs only access to underground	-33.8861862	151.1726275	1	0	install accessible ramp	UE11	Secondary	AN103	5	10,000
AC32	Ansar Bridge	Roosville	State Road	Strategic Route	access	stairs only access	-33.8621431	151.1819636	1	0	no action	R06	Secondary	AN103	5	-
AC34	Ansar Bridge	Roosville	State Road	Strategic Route	access	stairs only access	-33.8681405	151.1811884	1	0	no action	R07	Secondary	AN103	5	-
AC36	Evans Street	Roosville	Local Road	Strategic Route	access	stairs only access	-33.8673646	151.1691156	1	0	install accessible ramp	R035	Secondary	AN103	5	10,000
AC36	Victoria Road	Roosville	State Road	Strategic Route	access	stairs only access	-33.8602616	151.1625325	1	0	refer to Transport for NSW on installation	R044	Secondary	AN103	5	-
AC37	Victoria Road	Roosville	State Road	Strategic Route	access	stairs only access	-33.8661147	151.1710625	1	0	install new kerb ramp - pair	R072	Secondary	AN103	5	5,000
AC40	View Street	Terrage	Local Road	Strategic Route	access	stairs only access	-33.9267676	151.1767311	1	0	install accessible ramp	TE31	Secondary	AN103	5	10,000
AC1	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.874888	151.1728471	1	0	install new kerb ramp	AN3	Secondary	AN3	5	2,500
AC2	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8697015	151.1683124	1	0	install new tps	AN1	Secondary	AN1	5	2,500
AC3	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp construction	-33.8697015	151.1683124	1	0	install new kerb ramp	AN1	Secondary	AN1	5	2,500
AC4	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8647538	151.167448	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	2,500
AC5	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8687051	151.168536	1	0	install new kerb ramp - pair	AN1	Secondary	AN1	5	5,000
AC14	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8644853	151.167462	1	0	install new kerb ramp - pair	AN15	Secondary	AN15	5	5,000
AC15	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	missing crossing point	-33.8644856	151.1675233	1	0	install new kerb ramp - pair	AN15	Secondary	AN15	5	5,000
AC16	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	missing crossing point	-33.8644859	151.167536	1	0	install new kerb ramp - pair	AN15	Secondary	AN15	5	5,000
AC17	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8644851	151.1675355	1	0	install new tps	AN15	Secondary	AN15	5	5,000
AC18	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.864711	151.1674479	1	0	install new tps	AN16	Secondary	AN16	5	650
AC19	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	missing refuge island	-33.8671919	151.164525	1	0	install new refuge island	AN14	Secondary	AN14	5	650
AC20	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8671794	151.1681123	1	0	install new tps	AN14	Secondary	AN14	5	650
AC21	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.861366	151.168154	1	0	install new kerb ramp - pair	AN12	Secondary	AN12	5	5,000
AC22	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8637843	151.1682141	1	0	install new tps	AN14	Secondary	AN14	5	650
AC25	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	narrow kerb ramp	-33.861	151.169297	1	0	install new kerb ramp	AN11	Secondary	AN11	5	2,500
AC26	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8628057	151.169367	1	0	install new kerb ramp	AN11	Secondary	AN11	5	2,500
AC27	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8602051	151.1693268	1	0	install new kerb ramp	AN10	Secondary	AN10	5	2,500
AC28	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps - pair	-33.8604483	151.169603	1	0	install new tps - pair	AN10	Secondary	AN10	5	1,300
AC34	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.878198	151.1705603	1	0	install new tps	AN9	Secondary	AN9	5	650
AC35	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8788116	151.1701737	1	0	install new tps	AN9	Secondary	AN9	5	650
AC36	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.879005	151.1716281	1	0	install new kerb ramp	AN9	Secondary	AN9	5	2,500
AC37	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8791474	151.1717137	1	0	install new kerb ramp	AN9	Secondary	AN9	5	2,500
AC38	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	misaligned refuge island	-33.8790006	151.1716884	1	0	re-construct refuge island	AN9	Secondary	AN9	5	15,000
AC39	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8793833	151.1725263	1	0	install new tps	AN9	Secondary	AN9	5	650
AC40	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8794814	151.171257	1	0	install new tps	AN9	Secondary	AN9	5	650
AC41	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	missing crossing point	-33.8721607	151.172441	1	0	install new kerb ramp - pair	AN2	Secondary	AN2	5	650
AC42	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.870141	151.1725724	1	0	install new kerb ramp	AN2	Secondary	AN2	5	2,500
AC43	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8680061	151.169362	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC44	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC45	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC46	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC47	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC48	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC49	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC50	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC51	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC52	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC53	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC54	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC55	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC56	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC57	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC58	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC59	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC60	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC61	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC62	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC63	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC64	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC65	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC66	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC67	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC68	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC69	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC70	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC71	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC72	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC73	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8678353	151.1703537	1	0	install new kerb ramp - pair	AN16	Secondary	AN16	5	5,000
AC74	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8									

Line	Street	Suburb	Classification	Project	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C001	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.875352	151.1741572	1		install new kerb ramp	AN43	Secondary	AV43	3	2,500
C007	Johnson Street	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.875534	151.175631	1		install new kerb ramp - pair	AN47	Secondary	AV47	3	5,000
C008	Malley Street	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8660991	151.1782354	1		install new kerb ramp	AN19	Secondary	AV19	2	2,500
C009	Malley Street	Annandale	Local Road		crossing deficiency	poor kerb ramp construction	-33.8661564	151.1783235	1		install new kerb ramp	AN19	Secondary	AV19	2	2,500
C011	Parson Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.867173	151.1748632	1		install new kerb ramp	AN50	Secondary	AV50	3	2,500
C012	Parson Street	Annandale	Local Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-33.867176	151.1748632	1		install new kerb ramp - pair	AN50	Secondary	AV50	3	2,500
C016	Parson Street	Annandale	State Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-33.867355	151.1753635	1		install new kerb ramp - pair	AN50	Secondary	AV50	3	2,500
C019	Parson Street	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.867414	151.1760511	1		install new kerb ramp	AN18	Secondary	AV18	2	2,500
C022	Parson Street	Annandale	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.868413	151.1763935	1		install new kerb ramp - pair	AN44	Secondary	AV44	3	5,000
C027	Percher Road	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8689127	151.1624271	1		install new kerb ramp - pair	AN16	Secondary	AV16	3	5,000
C028	Piper Street	Annandale	Local Road		crossing deficiency	at grade crossing missing tps	-33.875153	151.1636267	1		install new tps	AN16	Secondary	AV16	3	600
C029	Piper Street	Annandale	Local Road		crossing deficiency	missing kerb ramp	-33.8743176	151.1636449	1		install new kerb ramp	AN16	Secondary	AV16	3	2,500
C030	Piper Street	Annandale	Local Road		crossing deficiency	at grade crossing missing tps	-33.8774518	151.1636311	1		install new tps	AN116	Secondary	AV116	3	600
C032	Piper Street	Annandale	Local Road		crossing deficiency	at grade crossing missing tps	-33.877356	151.1637151	1		install new tps	AN99	Secondary	AV99	3	600
C033	Piper Street	Annandale	Local Road		crossing deficiency	crossing kerb ramp - pair	-33.877329	151.1636314	1		install new kerb ramp - pair	AN18	Secondary	AV18	3	5,000
C034	Prichard Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8721318	151.1730135	1		install new kerb ramp	AN43	Secondary	AV43	3	2,500
C035	Prichard Street	Annandale	Local Road		crossing deficiency	missing kerb ramp	-33.87384	151.174334	1		install new kerb ramp	AN43	Secondary	AV43	3	2,500
C037	Prichard Street	Annandale	Local Road		crossing deficiency	missing kerb ramp	-33.8749025	151.1636754	1		install new kerb ramp	AN121	Secondary	AV121	3	2,500
C038	Pymont Bridge Road	Annandale	Local Road		crossing deficiency	at grade crossing missing tps	-33.8663011	151.1747835	1		install new tps	AN90	Secondary	AV90	3	600
C039	Pymont Bridge Road	Annandale	Local Road		crossing deficiency	missing kerb ramp - pair	-33.8664634	151.1742305	1		install new kerb ramp - pair	AN90	Secondary	AV90	3	5,000
C040	Pymont Bridge Road	Annandale	Local Road		crossing deficiency	missing kerb ramp - pair	-33.866463	151.1742305	1		install new kerb ramp - pair	AN90	Secondary	AV90	3	5,000
C041	Pymont Bridge Road	Annandale	Local Road		crossing deficiency	misaligned kerb ramp - pair	-33.866469	151.1742305	1		install new kerb ramp - pair	AN90	Secondary	AV90	3	5,000
C042	Pymont Bridge Road	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment	-33.865443	151.1751265	1		install new kerb ramp	AN90	Secondary	AV90	3	2,500
C043	Wadey Parade	Annandale	Local Road		crossing deficiency	kerb crossing tps	-33.87032	151.1636665	1		install kerb extension / refuge island	AN126	Secondary	AV126	3	2,500
C044	Wadey Parade	Annandale	Local Road		crossing deficiency	at grade crossing missing tps	-33.87176	151.174334	1		install new tps	AN99	Secondary	AV99	3	600
C048	Rose Street	Annandale	Local Road		crossing deficiency	at grade crossing missing tps - pair	-33.8773839	151.1739137	1		install new tps - pair	AN99	Secondary	AV99	3	1,000
C049	The Crescent	Annandale	State Road	Strategic Route	crossing deficiency	misaligned refuge island	-33.8705274	151.176327	1		re-construct refuge island	AN96	Secondary	AV96	3	15,000
C050	The Crescent	Annandale	State Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8704359	151.1755367	1		install new kerb ramp	AN96	Secondary	AV96	3	2,500
C051	The Crescent	Annandale	State Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8706273	151.1749830	1		install new kerb ramp	AN99	Secondary	AV99	3	2,500
C056	Trafalgar Street	Annandale	Regional Road		crossing deficiency	misaligned kerb ramp - pair	-33.8550644	151.1702146	1		install new kerb ramp - pair	AN101	Secondary	AV101	3	5,000
C057	Trafalgar Street	Annandale	Regional Road		crossing deficiency	at grade crossing missing tps - pair	-33.8662577	151.1703008	1		install new tps - pair	AN101	Secondary	AV101	3	1,400
C058	Trafalgar Street	Annandale	Regional Road		crossing deficiency	at grade crossing missing tps	-33.866644	151.1698914	1		install new tps	AN101	Secondary	AV101	3	600
C059	Trafalgar Street	Annandale	Regional Road		crossing deficiency	missing kerb ramp	-33.8641835	151.1711244	1		install new kerb ramp	AN101	Secondary	AV101	3	2,500
C060	Trafalgar Street	Annandale	Regional Road		crossing deficiency	missing kerb ramp	-33.8661443	151.1696971	1		install new kerb ramp	AN101	Secondary	AV101	3	2,500
C061	Trafalgar Street	Annandale	Regional Road		crossing deficiency	poor kerb ramp alignment	-33.8667633	151.1696459	1		install new kerb ramp	AN101	Secondary	AV101	3	2,500
C062	Trafalgar Street	Annandale	Regional Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8667548	151.1702151	1		install new kerb ramp - pair	AN101	Secondary	AV101	3	5,000
C063	Trafalgar Street	Annandale	Regional Road		crossing deficiency	missing crossing tps	-33.8709936	151.1735511	1		install new kerb ramp - pair	AN104	Secondary	AV104	3	5,000
C066	Trafalgar Street	Annandale	Regional Road		crossing deficiency	missing kerb ramp - pair	-33.870816	151.1744130	1		install new kerb ramp - pair	AN103	Secondary	AV103	3	5,000
C069	Trafalgar Street	Annandale	Regional Road		crossing deficiency	missing kerb ramp	-33.8712216	151.1743728	1		install new kerb ramp	AN103	Secondary	AV103	3	2,500
C070	Trafalgar Street	Annandale	Regional Road		crossing deficiency	missing kerb ramp	-33.8768630	151.1744659	1		install new kerb ramp	AN103	Secondary	AV103	3	2,500
C072	Trafalgar Street	Annandale	Regional Road		crossing deficiency	misaligned refuge island	-33.876868	151.1744449	1		re-construct refuge island	AN103	Secondary	AV103	3	15,000
C073	White Creek	Annandale	Local Road	Strategic Route	crossing deficiency	unseen pavement surface	-33.875483	151.1682596	1		re-construct footpath / pavement	AN115	Secondary	AV115	3	200
C075	White Creek	Annandale	Local Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-33.880321	151.171164	1		install new kerb ramp	AN114	Secondary	AV114	3	2,500
C076	White Creek	Annandale	Local Road	Strategic Route	crossing deficiency	narrow kerb ramp	-33.8803763	151.1641423	1		install new kerb ramp	AN116	Secondary	AV116	3	9,000
C077	White Creek	Annandale	Local Road	Strategic Route	crossing deficiency	missing crossing tps	-33.881569	151.1629350	1		install new kerb ramp - pair	AN112	Secondary	AV112	3	5,000
C078	White Creek	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8827164	151.1623433	1		install new tps	AN112	Secondary	AV112	3	600
C079	White Creek	Annandale	Local Road	Strategic Route	crossing deficiency	missing kerb ramp	-33.8877339	151.1738305	1		install new kerb ramp	AN112	Secondary	AV112	3	2,500
C081	Wendon Street	Annandale	Local Road		crossing deficiency	closed kerb ramp up	-33.8796444	151.1661706	1		install new kerb ramp	AN114	Secondary	AV114	3	2,500
C082	Wendon Street	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8796250	151.1660271	1		install new kerb ramp	AN114	Secondary	AV114	3	2,500
C083	Young Street	Annandale	Local Road		crossing deficiency	showery at kerb ramp	-33.8753299	151.1706168	1		no action	AN121	Secondary	AV121	3	2,500
C084	Young Street	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8761272	151.1702044	1		install new kerb ramp - pair	AN118	Secondary	AV118	3	5,000
C085	Young Street	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8776823	151.1703025	1		install new kerb ramp - pair	AN117	Secondary	AV117	3	5,000
C086	Young Street	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8793038	151.1696360	1		install new kerb ramp	AN117	Secondary	AV117	3	2,500
C087	Hardy Street	Ashfield	Local Road		crossing deficiency	misaligned kerb ramp	-33.9010481	151.1250215	1		install new kerb ramp	AF82	Secondary	AV82	3	2,500
C088	Hardy Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9066243	151.1204190	1		install new kerb ramp - pair	AF90	Secondary	AV90	3	5,000
C089	Hardy Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8958974	151.1206549	1		install new kerb ramp - pair	AF89	Secondary	AV89	3	5,000
C097	AI Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8794125	151.1335478	1		install new kerb ramp - pair	AF6	Secondary	AV6	3	5,000
C098	AI Street	Ashfield	Local Road		crossing deficiency	at grade crossing missing tps - pair	-33.8434631	151.1243422	1		install new tps - pair	AF7	Secondary	AV7	3	1,400
C099	AI Street	Ashfield	Local Road		crossing deficiency	at grade crossing missing tps - pair	-33.8677245	151.1249168	1		install new tps - pair	AF9	Secondary	AV9	3	1,400
C100	AI Street	Ashfield	Local Road		crossing deficiency	missing crossing tps	-33.8676719	151.1249168	1		install new kerb ramp - pair	AF6	Secondary	AV6	3	5,000
C101	AI Street	Ashfield	Local Road		crossing deficiency	at grade crossing missing tps - pair	-33.8676823	151.1270325	1		install new tps - pair	AF9	Secondary	AV9	3	1,400
C072	Amidgong Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9020603	151.1271523	1		install new kerb ramp - pair	AF11	Secondary	AV11	3	5,000
C023	Carroll Crescent	Ashfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8699267	151.1703411	1		install new kerb ramp - pair	AF6	Secondary	AV6	3	5,000
C024	Church Street	Ashfield	Local Road		crossing deficiency	at grade crossing missing tps - pair	-33.879403	151.125967	1		install new tps - pair	AF44	Secondary	AV44	3	1,400
C024	Causton Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8667964	151.1206995	1		install new kerb ramp - pair	AF1	Secondary	AV1	3	5,000
C025	Causton Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8958685	151.1271286	1		install new kerb ramp - pair	AF1	Secondary	AV1	3	5,000
C028	Causton Street	Ashfield	Local Road		crossing deficiency	at grade crossing missing tps - pair	-33.8958438	151.1204361	1		install new tps - pair	AF1	Secondary	AV1	3	1,400
C029	Causton Street	Ashfield	Local Road		crossing deficiency	misaligned kerb ramp	-33.896727	151.1206773	1		install new kerb ramp	AF36	Secondary	AV36	3	2,500
C030	Causton Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8965029	151.1210170	1		install new kerb ramp - pair	AF4	Secondary	AV4	3	5,000
C031	Causton Street	Ashfield	Local Road		crossing deficiency	misaligned refuge island	-33.8955296	151.1275159	1		re-construct refuge island	AF48	Secondary	AV48	3	10,000
C042	Causton Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8966219	151.1276328	1		install new kerb ramp - pair	AF49	Secondary	AV49	3	5,000
C043	Causton Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8966245	151.1281229	1		install new kerb ramp - pair	AF49	Secondary	AV49	3	5,000
C044	Causton Street	Ashfield	Local Road		crossing deficiency	at grade crossing missing tps	-33.8967965	151.1289728	1		install new tps	AF50	Secondary	AV50	3	600
C045	Causton Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8966712	151.1267941	1		install new kerb ramp	AF47	Secondary	AV47	3	2,500
C046	Causton Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8959384	151.1251942	1		install new kerb ramp - pair	AF49	Secondary	AV49	3	5,000
C062	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp - pair	-33.8655948	151.1598635	1		install new kerb ramp - pair	AF150	Secondary	AV150	3	5,000
C038	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8788685	151.1255347	1		install new kerb ramp - pair	AF43	Secondary	AV43	3	5,000
C039	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8647197	151.1255448	1		install new kerb ramp	AF1	Secondary	AV1	3	2,500
C025	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8645042	151.1207172	1		install new kerb ramp - pair	AF13	Secondary	AV13	3	2,500
C026	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8641403	151.1205579	1		install new kerb ramp - pair	AF46	Secondary	AV46	3	5,000
C027	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8642629	151.1202386	1		install new kerb ramp	AF75	Secondary	AV75	3	2,500
C080	Fredrick Street	Ashfield	State Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8789636	151.12556	1		install new tps	AF44	Secondary	AV44	3	600



ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Priority	Treatment Priority	Cost
C0081	Frederick Street	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.8759766	151.1265907	1	0	install new kerb ramp - pair	AF 44	Secondary	High	5,000
C0089	Frederick Street	Ashford	State Road	Strategic Route	crossing deficiency	hollow kerb ramp	-30.8865896	151.1186201	1	0	install new kerb ramp	AF 137	Secondary	High	2,500
C0091	Georgens River Drive	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.9322357	151.1169273	1	0	install new kerb ramp - pair	AF 111	Secondary	High	5,000
C0097	Georgens River Drive	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8920444	151.1173603	1	0	install new kerb ramp - pair	AF 111	Secondary	High	5,000
C0098	Georgens River Drive	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8954064	151.1167734	1	0	install new kerb ramp - pair	CP2	Secondary	High	5,000
C0092	Hardy Street	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment	-30.9036472	151.125431	1	0	install new kerb ramp	AF 82	Secondary	High	1,500
C0104	Hardy Street	Ashford	Local Road		crossing deficiency	missing crossing point	-30.9248464	151.1270276	1	0	install new kerb ramp - pair	AF 82	Secondary	High	1,500
C0093	Hardy Street	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment	-30.9055511	151.1270276	1	0	install new kerb ramp	AF 82	Secondary	High	1,500
C0099	Woolen Street	Ashford	Local Road		crossing deficiency	at grade crossing missing tps	-30.8432591	151.1236115	1	0	install new tps	AF 87	Secondary	High	650
C0071	Woolen Street	Ashford	Local Road		crossing deficiency	at grade crossing missing tps - pair	-30.8424328	151.1281398	1	0	install new tps - pair	AF 88	Secondary	High	1,300
C0012	Woolen Street	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8941361	151.1231881	1	0	install new kerb ramp - pair	AF 88	Secondary	High	5,000
C0014	Wool Street	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8805545	151.1252231	1	0	install new kerb ramp - pair	AF 90	Secondary	High	5,000
C0026	Liverpool Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.8865580	151.1366672	1	0	install new kerb ramp - pair	AF 95	Secondary	High	5,000
C0037	Liverpool Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.8893004	151.1302269	1	0	install new kerb ramp	AF 61	Secondary	High	2,500
C0038	Liverpool Road	Ashford	State Road	Strategic Route	crossing deficiency	missing kerb ramp	-30.8863372	151.1325003	1	0	install new kerb ramp	AF 61	Secondary	High	2,500
C0042	Liverpool Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.8874777	151.1315678	1	0	install new kerb ramp - pair	AF 135	Secondary	High	5,000
C0043	Warham Place	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment	-30.88748	151.1232434	1	0	install new kerb ramp	AF 135	Secondary	High	5,000
C0045	Milton Street	Ashford	State Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8916107	151.1170251	1	0	install new kerb ramp - pair	AF 136	Secondary	High	5,000
C0047	Milton Street	Ashford	State Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8915648	151.1172601	1	0	install new kerb ramp - pair	AF 136	Secondary	High	5,000
C0062	Milton Street	Ashford	State Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8916260	151.1171784	1	0	install new kerb ramp - pair	AF 136	Secondary	High	5,000
C0064	Milton Street	Ashford	State Road		crossing deficiency	poor kerb ramp alignment	-30.8918842	151.1181167	1	0	install new kerb ramp	AF 140	Secondary	High	2,500
C0065	Milton Street	Ashford	State Road		crossing deficiency	poor kerb ramp alignment	-30.8940711	151.1173968	1	0	install new kerb ramp	AF 140	Secondary	High	2,500
C0066	Milton Street	Ashford	State Road		crossing deficiency	missing crossing point	-30.8941724	151.1175283	1	0	install new kerb ramp - pair	AF 140	Secondary	High	5,000
C0067	Milton Street	Ashford	State Road		crossing deficiency	at grade crossing missing tps	-30.8940896	151.1114897	1	0	install new tps	AF 140	Secondary	High	650
C0068	Milton Street	Ashford	State Road		crossing deficiency	missing crossing point	-30.8940873	151.1116676	1	0	install new kerb ramp - pair	AF 140	Secondary	High	5,000
C0070	Milton Street	Ashford	State Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8915327	151.1170278	1	0	install new kerb ramp - pair	AF 136	Secondary	High	5,000
C0076	Orangston Street	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8844441	151.1361383	1	0	install new kerb ramp - pair	AF 137	Secondary	High	5,000
C0077	Orangston Street	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8845086	151.1322448	1	0	install new kerb ramp - pair	AF 136	Secondary	High	5,000
C0079	Orangston Street	Ashford	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.8848897	151.1331126	1	0	install new kerb ramp - pair	AF 131	Secondary	High	5,000
C0080	Orangston Street	Ashford	Local Road		crossing deficiency	misaligned kerb ramp	-30.8845535	151.1366509	1	0	install new kerb ramp	AF 137	Secondary	High	2,500
C0081	Palace Street	Ashford	Local Road	Strategic Route	crossing deficiency	missing kerb ramp	-30.8848881	151.1222787	1	0	install new kerb ramp	AF 143	Secondary	High	2,500
C0082	Palace Street	Ashford	Local Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-30.8848827	151.1361786	1	0	install new kerb ramp - pair	AF 143	Secondary	High	5,000
C0085	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.8876334	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0086	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.88764	151.1324716	1	0	install new kerb ramp	AF 146	Secondary	High	2,500
C0087	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0088	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0089	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0090	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0091	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0092	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0093	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0094	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0095	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0096	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0097	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0098	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0099	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0100	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0101	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0102	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0103	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0104	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0105	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0106	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0107	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0108	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0109	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0110	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0111	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0112	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0113	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0114	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0115	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0116	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0117	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0118	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0119	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0120	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0121	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0122	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0123	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0124	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0125	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0126	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0127	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0128	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0129	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0130	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0131	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0132	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0133	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0134	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary	High	5,000
C0135	Paranatha Road	Ashford	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.88764	151.1324716	1	0	install new kerb ramp - pair	AF 146	Secondary		

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C0444	Birchgrove Road	Bahman	Local Road		Crossing deficiency	missing crossing point	-33.854945	151.1751354	1		install new kerb ramp - pair	BA11	Secondary	2020	\$	5,000
C0445	Birchgrove Road	Bahman	Local Road		Crossing deficiency	missing crossing point	-33.854932	151.1751378	1		install new kerb ramp - pair	BA11	Secondary	2020	\$	5,000
C0446	Birchgrove Road	Bahman	Local Road		Crossing deficiency	misaligned kerb ramp	-33.855021	151.1752931	1		install new kerb ramp - pair	BA10	Secondary	2020	\$	2,500
C0447	Birchgrove Road	Bahman	Local Road		Crossing deficiency	at grade crossing missing type	-33.855028	151.1773499	1		install new kerb ramp	BA10	Secondary	2020	\$	650
C0450	Booth Street	Bahman	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8610198	151.1821374	1		install new kerb ramp	BA14	Secondary	2020	\$	2,500
C0451	North Street	Bahman	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.862346	151.181961	1		install new kerb ramp	BA14	Secondary	2020	\$	2,500
C0452	Currie Road	Bahman	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8570839	151.1831948	1		install new kerb ramp	BA21	Secondary	2020	\$	2,500
C0456	Currie Road	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.858088	151.1825382	1		install new kerb ramp	BA21	Secondary	2020	\$	2,500
C0457	Currie Road	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8559407	151.1830025	1		install new kerb ramp	BA22	Secondary	2020	\$	2,500
C0458	Currie Road	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8558867	151.1830421	1		install new kerb ramp	BA23	Secondary	2020	\$	2,500
C0459	Currie Road	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8548315	151.1782525	1		install new kerb ramp	BA19	Secondary	2020	\$	2,500
C0460	Currie Road	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8547535	151.1782346	1		install new kerb ramp	BA19	Secondary	2020	\$	2,500
C0461	Currie Road	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8550178	151.1788191	1		install new kerb ramp	BA19	Secondary	2020	\$	2,500
C0462	Currie Road	Bahman	Local Road		Crossing deficiency	missing kerb ramp	-33.8552358	151.1860519	1		install new kerb ramp	BA23	Secondary	2020	\$	2,500
C0463	Currie Road	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8557881	151.180987	1		install new kerb ramp	BA23	Secondary	2020	\$	2,500
C0464	Currie Road	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8561411	151.182146	1		install new kerb ramp	BA21	Secondary	2020	\$	2,500
C0470	Daring Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8558624	151.1758004	1		install new kerb ramp - pair	BA11	Secondary	2020	\$	5,000
C0471	Daring Street	Bahman	Local Road		Crossing deficiency	long crossing point	-33.8559245	151.1758185	1		install kerb extension - pair	BA11	Secondary	2020	\$	20,000
C0472	Daring Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8561529	151.1760181	1		install new kerb ramp - pair	BA47	Secondary	2020	\$	5,000
C0473	Daring Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8564644	151.1758258	1		install new kerb ramp	BA47	Secondary	2020	\$	2,500
C0485	Glenn Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8564559	151.1753502	1		install new kerb ramp - pair	BA49	Secondary	2020	\$	5,000
C0486	Glenn Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8564118	151.1753154	1		install new kerb ramp - pair	BA47	Secondary	2020	\$	5,000
C0487	Glenn Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8558324	151.1750468	1		install new kerb ramp - pair	BA47	Secondary	2020	\$	5,000
C0488	Glenn Street	Bahman	Local Road		Crossing deficiency	at grade crossing missing type	-33.8551574	151.1751721	1		install new kerb ramp	BA47	Secondary	2020	\$	650
C0489	Glenn Street	Bahman	Local Road		Crossing deficiency	missing kerb ramp	-33.8546947	151.1758444	1		install new kerb ramp	BA46	Secondary	2020	\$	2,500
C0500	Glenn Street	Bahman	Local Road		Crossing deficiency	missing kerb ramp	-33.8538862	151.1754133	1		install new kerb ramp	BA45	Secondary	2020	\$	2,500
C0501	Glenn Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8540299	151.1754762	1		install new kerb ramp - pair	BA45	Secondary	2020	\$	5,000
C0502	Glenn Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8541545	151.1755048	1		install new kerb ramp	BA45	Secondary	2020	\$	2,500
C0503	Glenn Street	Bahman	Local Road		Crossing deficiency	missing kerb ramp	-33.8540383	151.1751446	1		install new kerb ramp	BA45	Secondary	2020	\$	2,500
C0504	Glenn Street	Bahman	Local Road		Crossing deficiency	missing kerb ramp	-33.8540213	151.1756848	1		install new kerb ramp	BA43	Secondary	2020	\$	15,000
C0507	Glenn Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8541924	151.1757578	1		install new kerb ramp - pair	BA43	Secondary	2020	\$	5,000
C0510	Glenn Street	Bahman	Local Road		Crossing deficiency	missing crossing point	-33.8541593	151.1802077	1		install new kerb ramp - pair	BA43	Secondary	2020	\$	5,000
C0511	Glenn Street	Bahman	Local Road		Crossing deficiency	at grade crossing missing type - pair	-33.8537593	151.184494	1		install new kerb ramp - pair	BA49	Secondary	2020	\$	1,300
C0517	Montague Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8540244	151.1751752	1		install new kerb ramp	BA48	Secondary	2020	\$	2,500
C0518	Montague Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8541196	151.1758146	1		install new kerb ramp - pair	BA47	Secondary	2020	\$	5,000
C0519	Montague Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8547472	151.1752465	1		install new kerb ramp	BA47	Secondary	2020	\$	2,500
C0520	Montague Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8547903	151.177725	1		install new kerb ramp - pair	BA47	Secondary	2020	\$	5,000
C0521	Montague Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8547773	151.1776517	1		install new kerb ramp	BA48	Secondary	2020	\$	2,500
C0522	Montague Street	Bahman	Local Road		Crossing deficiency	missing kerb ramp	-33.8548213	151.1773443	1		install new kerb ramp	BA48	Secondary	2020	\$	2,500
C0523	Montague Street	Bahman	Local Road		Crossing deficiency	missing kerb ramp	-33.8550194	151.1773508	1		install new kerb ramp	BA49	Secondary	2020	\$	650
C0524	Montague Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8559824	151.1773341	1		install new kerb ramp - pair	BA49	Secondary	2020	\$	5,000
C0530	Montague Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8560564	151.1773191	1		install new kerb ramp - pair	BA49	Secondary	2020	\$	5,000
C0533	Palmer Street	Bahman	Local Road		Crossing deficiency	at grade crossing missing type - pair	-33.8560318	151.1800017	1		install new kerb ramp - pair	BA36	Secondary	2020	\$	1,300
C0534	Palmer Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8560798	151.1800637	1		install new kerb ramp	BA36	Secondary	2020	\$	2,500
C0535	Palmer Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8570938	151.1807772	1		install new kerb ramp	BA36	Secondary	2020	\$	2,500
C0536	Palmer Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8564289	151.1780555	1		install new kerb ramp	BA33	Secondary	2020	\$	2,500
C0537	Palmer Street	Bahman	Local Road		Crossing deficiency	at grade crossing missing type - pair	-33.8563398	151.1796298	1		install new kerb ramp - pair	BA33	Secondary	2020	\$	1,300
C0538	Palmer Street	Bahman	Local Road		Crossing deficiency	missing crossing point	-33.8562273	151.1798714	1		install new kerb ramp - pair	BA37	Secondary	2020	\$	5,000
C0540	Reynolds Street	Bahman	Local Road		Crossing deficiency	missing crossing point	-33.8573461	151.1792828	1		install new kerb ramp - pair	BA37	Secondary	2020	\$	15,000
C0541	Reynolds Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8622772	151.1796993	1		install new kerb ramp	BA37	Secondary	2020	\$	2,500
C0542	Reynolds Street	Bahman	Local Road		Crossing deficiency	missing crossing point	-33.861408	151.1774991	1		install new kerb ramp - pair	BA39	Secondary	2020	\$	5,000
C0547	Terry Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8573844	151.1773229	1		install new kerb ramp	BA39	Secondary	2020	\$	2,500
C0548	Terry Street	Bahman	Local Road		Crossing deficiency	at grade crossing missing type	-33.8566423	151.1773203	1		install new kerb ramp	BA39	Secondary	2020	\$	650
C0549	Terry Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8568257	151.1773099	1		install new kerb ramp - pair	BA39	Secondary	2020	\$	5,000
C0550	Terry Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8565269	151.1773165	1		install new kerb ramp	BA39	Secondary	2020	\$	2,500
C0551	Terry Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8564405	151.1773129	1		install new kerb ramp - pair	BA39	Secondary	2020	\$	5,000
C0552	Terry Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.856448	151.1802364	1		install new kerb ramp	BA17	Secondary	2020	\$	2,500
C0553	Worley Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8618716	151.1774861	1		install new kerb ramp - pair	BA19	Secondary	2020	\$	5,000
C0554	Worley Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.861190	151.1780132	1		install new kerb ramp	BA19	Secondary	2020	\$	2,500
C0556	Worley Street	Bahman	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8611759	151.1780188	1		install new kerb ramp	BA19	Secondary	2020	\$	2,500
C0557	Worley Street	Bahman	Local Road		Crossing deficiency	missing kerb ramp	-33.8611629	151.1780294	1		install new kerb ramp	BA19	Secondary	2020	\$	2,500
C0558	Worley Street	Bahman	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8598253	151.1802437	1		install new kerb ramp	BA14	Secondary	2020	\$	2,500
C0559	Worley Street	Bahman	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8598667	151.1802398	1		install new kerb ramp	BA14	Secondary	2020	\$	2,500
C0563	Worley Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8607302	151.1781154	1		install new kerb ramp - pair	BA16	Secondary	2020	\$	5,000
C0564	Worley Street	Bahman	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8606339	151.1805447	1		install new kerb ramp	BA20	Secondary	2020	\$	2,500
C0570	Birchgrove Road	Birchgrove	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8527815	151.1780208	1		install new kerb ramp	BA4	Secondary	2020	\$	2,500
C0571	Birchgrove Road	Birchgrove	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8526931	151.1780161	1		install new kerb ramp	BA4	Secondary	2020	\$	2,500
C0572	Birchgrove Road	Birchgrove	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8525125	151.1780027	1		install new kerb ramp	BA4	Secondary	2020	\$	2,500
C0577	Louisa Road	Birchgrove	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8468143	151.1804397	1		install new kerb ramp	BA7	Secondary	2020	\$	2,500
C0578	Louisa Road	Birchgrove	Local Road		Crossing deficiency	missing kerb ramp - pair	-33.8488337	151.1805487	1		install new kerb ramp - pair	BA7	Secondary	2020	\$	5,000
C0579	Louisa Road	Birchgrove	Local Road		Crossing deficiency	missing kerb ramp	-33.8467633	151.1804718	1		install new kerb ramp	BA7	Secondary	2020	\$	2,500
C0583	Rowndene Street	Birchgrove	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8516215	151.1814335	1		install new kerb ramp - pair	BA16	Secondary	2020	\$	5,000
C0584	Rowndene Street	Birchgrove	Local Road		Crossing deficiency	missing kerb ramp	-33.8516738	151.1814149	1		install new kerb ramp	BA16	Secondary	2020	\$	2,500
C0585	Rowndene Street	Birchgrove	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8529625	151.1812909	1		install new kerb ramp - pair	BA16	Secondary	2020	\$	5,000
C0586	Rowndene Street	Birchgrove	Local Road		Crossing deficiency	missing crossing point	-33.8530214	151.1811315	1		install new kerb ramp - pair	BA16	Secondary	2020	\$	5,000
C0587	Rowndene Street	Birchgrove	Local Road		Crossing deficiency	at grade crossing missing type	-33.8534044	151.1805044	1		install new kerb ramp - pair	BA15	Secondary	2020	\$	5,000
C0588	Rowndene Street	Birchgrove	Local Road		Crossing deficiency	missing crossing point	-33.8544043	151.1788773	1		install new kerb ramp - pair	BA15	Secondary	2020	\$	5,000
C0590	Australia Street	Campdenham	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8632588	151.1768727	1		install new kerb ramp	CAB	Secondary	2020	\$	2,500
C0591	Australia Street	Campdenham	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8630884	151.1767416	1		install new kerb ramp	CAB	Secondary	2020	\$	2,500
C0592	Australia Street	Campdenham	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.860438	151.1757335	1		install new kerb ramp	CAB	Secondary	2020	\$	2,500
C0593	Australia Street	Campdenham	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing type	-33.8616138									



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C0095	Conry Street	Camperdown	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.8893084	151.1745424	1		install new kerb ramp	CA17	Secondary	2020	\$	2,500
C0096	Conry Street	Camperdown	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8873484	151.1745424	1		install new kerb ramp - pair	CA17	Secondary	2020	\$	5,000
C0097	Sainsbury Road	Camperdown	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8919616	151.17428	1		install new kerb ramp	CA2	Secondary	2020	\$	2,500
C0098	Sainsbury Road	Camperdown	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8913523	151.1739693	1		install new kerb ramp - pair	CA24	Secondary	2020	\$	5,000
C0099	Sainsbury Road	Camperdown	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8916302	151.1739693	1		install new kerb ramp	CA25	Secondary	2020	\$	2,500
C0100	Sainsbury Road	Camperdown	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8918793	151.1734722	1		install new kerb ramp - pair	CA26	Secondary	2020	\$	5,000
C0101	Sainsbury Road	Camperdown	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8918644	151.1734891	1		install new kerb ramp - pair	CA26	Secondary	2020	\$	5,000
C0102	Sainsbury Road	Camperdown	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8916676	151.1731783	1		install new kerb ramp	CA28	Secondary	2020	\$	2,500
C0103	Church Street	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8757733	151.1186434	1		install new kerb ramp - pair	CR1	Secondary	2020	\$	5,000
C0104	Church Street	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8759764	151.1230221	1		install new kerb ramp - pair	CR1	Secondary	2020	\$	5,000
C0105	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8748649	151.1281472	1		install new kerb ramp - pair	CR5	Secondary	2020	\$	5,000
C0106	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8759798	151.1285922	1		install new kerb ramp	CR5	Secondary	2020	\$	2,500
C0107	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.8729237	151.1292632	1		install new tps	CR4	Secondary	2020	\$	600
C0108	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8730675	151.1263347	1		install new kerb ramp - pair	CR4	Secondary	2020	\$	5,000
C0109	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.8733998	151.1267763	1		install new tps	CR4	Secondary	2020	\$	600
C0110	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8743784	151.1267417	1		install new kerb ramp - pair	CR5	Secondary	2020	\$	5,000
C0111	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.8747063	151.1264304	1		install new tps	CR6	Secondary	2020	\$	600
C0112	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8764575	151.1244611	1		install new kerb ramp	CR12	Secondary	2020	\$	2,500
C0113	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8765842	151.1266448	1		install new kerb ramp - pair	CR14	Secondary	2020	\$	5,000
C0114	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8807753	151.1267738	1		install new kerb ramp - pair	CR2	Secondary	2020	\$	5,000
C0115	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8807675	151.1183564	1		install new kerb ramp - pair	CR17	Secondary	2020	\$	5,000
C0116	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.8813971	151.1216215	1		install new tps	CR15	Secondary	2020	\$	600
C0117	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.8813971	151.1199968	1		install new tps	CR15	Secondary	2020	\$	600
C0118	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8791428	151.1264154	1		install new kerb ramp - pair	CR14	Secondary	2020	\$	5,000
C0119	Croydon Road	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8796276	151.1253544	1		install new kerb ramp - pair	CR12	Secondary	2020	\$	5,000
C0120	Eden Street	Croydon	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp - pair	-33.8815446	151.1183449	1		install new kerb ramp - pair	CR17	Secondary	2020	\$	5,000
C0121	Eden Street	Croydon	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.8815446	151.1183591	1		install new kerb ramp	CR17	Secondary	2020	\$	2,500
C0122	Eden Street	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8815312	151.1183591	1		install new kerb ramp	CR17	Secondary	2020	\$	2,500
C0123	Elizabeth Street	Croydon	Regional Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.8815312	151.1183436	1		install new kerb ramp	CR26	Secondary	2020	\$	2,500
C0124	Elizabeth Street	Croydon	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8814109	151.1182708	1		install new kerb ramp - pair	CR26	Secondary	2020	\$	5,000
C0125	Elizabeth Street	Croydon	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8815028	151.1173178	1		install new kerb ramp - pair	CR17	Secondary	2020	\$	5,000
C0126	Malvern Avenue	Croydon	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.8843034	151.1153748	1		install new kerb ramp	CR35	Secondary	2020	\$	2,500
C0127	Malvern Avenue	Croydon	Local Road	Strategic Route	Crossing deficiency	missing crossing point	-33.8843034	151.1154287	1		install new kerb ramp - pair	CR35	Secondary	2020	\$	5,000
C0128	Parliament Road	Croydon	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8740891	151.1272427	1		install new kerb ramp - pair	CR33	Secondary	2020	\$	5,000
C0129	Parliament Road	Croydon	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8731444	151.1261287	1		install new kerb ramp - pair	CR32	Secondary	2020	\$	5,000
C0130	Parliament Road	Croydon	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8716716	151.1238675	1		install new kerb ramp - pair	CR28	Secondary	2020	\$	5,000
C0131	Parliament Road	Croydon	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8713408	151.1219535	1		install new kerb ramp - pair	CR27	Secondary	2020	\$	5,000
C0132	Parliament Road	Croydon	State Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.8727788	151.1202833	1		install new kerb ramp	CR33	Secondary	2020	\$	2,500
C0133	Parliament Road	Croydon	State Road	Strategic Route	Crossing deficiency	misaligned refuge island	-33.8716734	151.1238626	1		install new kerb ramp - pair	CR34	Secondary	2020	\$	5,000
C0134	Thomas Street	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8868226	151.1171937	1		install new kerb ramp	CR38	Secondary	2020	\$	2,500
C0135	Thomas Street	Croydon	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8855896	151.1166707	1		install new kerb ramp	CR39	Secondary	2020	\$	2,500
C0136	Thomas Street	Croydon	Local Road	Strategic Route	Crossing deficiency	missing crossing point	-33.8848629	151.1163311	1		install new kerb ramp - pair	CR37	Secondary	2020	\$	5,000
C0137	Thomas Street	Croydon	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.8844531	151.1145638	1		install new kerb ramp	CR41	Secondary	2020	\$	2,500
C0138	Thomas Street	Croydon	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.8844789	151.1142436	1		install new kerb ramp	CR41	Secondary	2020	\$	2,500
C0139	Thomas Street	Croydon	Local Road	Strategic Route	Crossing deficiency	missing crossing point	-33.8841147	151.1141763	1		install new kerb ramp - pair	CR41	Secondary	2020	\$	5,000
C0140	Georges River Drive	Croydon Park	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8529393	151.1154464	1		install new kerb ramp - pair	CR5	Secondary	2020	\$	5,000
C0141	Georges River Drive	Croydon Park	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8507567	151.1154215	1		install new kerb ramp - pair	CR5	Secondary	2020	\$	5,000
C0142	Georges River Drive	Croydon Park	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8508948	151.1142273	1		install new kerb ramp - pair	CR5	Secondary	2020	\$	5,000
C0143	Georges River Drive	Croydon Park	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8507571	151.1157564	1		install new kerb ramp	CR5	Secondary	2020	\$	2,500
C0144	Georges River Drive	Croydon Park	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8504349	151.1151178	1		install new kerb ramp - pair	CR1	Secondary	2020	\$	5,000
C0145	Georges River Drive	Croydon Park	Local Road	Strategic Route	Crossing deficiency	missing crossing point	-33.8504128	151.1151123	1		install new kerb ramp - pair	CR1	Secondary	2020	\$	5,000
C0146	Georges River Drive	Croydon Park	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8503852	151.1151111	1		install new kerb ramp - pair	CR5	Secondary	2020	\$	5,000
C0147	Green Hills Street	Croydon Park	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8504538	151.1125551	1		install new kerb ramp - pair	CR1	Secondary	2020	\$	5,000
C0148	Arlington Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.9075522	151.1362717	1		install new kerb ramp	DH15	Secondary	2020	\$	2,500
C0149	Arlington Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9068491	151.1322555	1		install new kerb ramp - pair	DH12	Secondary	2020	\$	5,000
C0150	Arlington Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	misaligned refuge island	-33.9068472	151.1381198	1		install new refuge island	DH15	Secondary	2020	\$	15,000
C0151	Bedford Crescent	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9107347	151.1413811	1		install new kerb ramp - pair	DH2	Secondary	2020	\$	5,000
C0152	Bedford Crescent	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9106104	151.1411029	1		install new tps	DH2	Secondary	2020	\$	1,300
C0153	Blackwood Avenue	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9064436	151.1410875	1		install new kerb ramp - pair	DH4	Secondary	2020	\$	5,000
C0154	Blackwood Lane	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9073482	151.14095	1		install new tps	DH4	Secondary	2020	\$	600
C0155	Consett Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9057109	151.1380482	1		install new kerb ramp - pair	DH9	Secondary	2020	\$	5,000
C0156	Consett Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.9068882	151.1388833	1		install new kerb ramp	DH9	Secondary	2020	\$	2,500
C0157	Constitution Road	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9059773	151.1361288	1		install new kerb ramp - pair	DH15	Secondary	2020	\$	5,000
C0158	Constitution Road	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9023439	151.1376286	1		install new kerb ramp - pair	DH17	Secondary	2020	\$	5,000
C0159	Constitution Road	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9031437	151.140067	1		install new kerb ramp - pair	DH18	Secondary	2020	\$	5,000
C0160	Constitution Road	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9034828	151.1407284	1		install new kerb ramp - pair	DH18	Secondary	2020	\$	5,000
C0161	Constitution Road	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9020965	151.1377653	1		install new kerb ramp - pair	DH19	Secondary	2020	\$	5,000
C0162	Davis Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.9049331	151.1405648	1		install new kerb ramp	DH20	Secondary	2020	\$	2,500
C0163	Denison Road	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9027623	151.1411885	1		install new tps - pair	DH103	Secondary	2020	\$	1,300
C0164	Swart Lane	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9109928	151.1380338	1		install new tps	DH27	Secondary	2020	\$	600
C0165	Swart Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9087177	151.1374116	1		install new kerb ramp - pair	DH38	Secondary	2020	\$	5,000
C0166	Swart Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9099374	151.1349449	1		install new kerb ramp - pair	DH28	Secondary	2020	\$	5,000
C0167	Swart Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9117464	151.1398875	1		install new kerb ramp - pair	DH30	Secondary	2020	\$	5,000
C0168	Swart Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9023584	151.1396342	1		install new kerb ramp - pair	DH1	Secondary	2020	\$	5,000
C0169	Swart Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9023444	151.1386149	1		install new kerb ramp - pair	DH20	Secondary	2020	\$	5,000
C0170	Swart Street	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9017449	151.1387748	1		install new kerb ramp - pair	DH9	Secondary	2020	\$	5,000
C0171	Wangfild Road	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9088836	151.137554	1		install new kerb ramp - pair	DH43	Secondary	2020	\$	5,000
C0172	Wangfild Road	Dulwich Hill	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8987867	151.1383332	1		install new kerb ramp	DH63	Secondary	2020	\$	2,500
C0173	Wangfild Road	Dulwich Hill	Local Road	Strategic Route</												

Item ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C0017	Heath Street	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps - pair	-30.564873	-91.144428	1	1	install new tps - pair	DH63	Secondary	HA63	1	1,300
C0017	Heath Street	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps - pair	-30.564873	-91.144428	1	1	install new tps - pair	DH63	Secondary	HA63	1	650
C0023	Keth Lane	Dutchess HA	Local Road		crossing deficiency	missing curb ramp	-30.560909	-91.140238	1	1	install new curb ramp	DH71	Secondary	HA71	1	2,500
C0024	Keth Lane	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps	-30.560909	-91.140238	1	1	install new tps	DH71	Secondary	HA71	1	650
C0025	Kintore Street	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5605793	-91.141114	1	1	install new curb ramp - pair	DH74	Secondary	HA74	1	5,000
C0026	Kintore Street	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps - pair	-30.5611954	-91.141907	1	1	install new tps - pair	DH73	Secondary	HA73	1	1,300
C0027	Kintore Street	Dutchess HA	Local Road		crossing deficiency	mismatched refuge island	-30.5611954	-91.141926	1	1	re-construct refuge island	DH73	Secondary	HA73	1	15,000
C0028	Manicowick Road	Dutchess HA	Regional Road		crossing deficiency	mismatched curb ramp	-30.5604331	-91.140136	1	1	install new curb ramp	MT240	Secondary	HA240	1	2,300
C0030	Manicowick Road	Dutchess HA	Regional Road		crossing deficiency	mismatched curb ramp	-30.5606024	-91.141158	1	1	install new curb ramp	DH72	Secondary	HA72	1	2,300
C0038	New Canterbury Road	Dutchess HA	State Road	Strategic Route	crossing deficiency	mismatched curb ramp	-30.5607557	-91.142891	1	1	install new curb ramp	DH34	Secondary	HA34	1	2,300
C0038	New Canterbury Road	Dutchess HA	State Road	Strategic Route	crossing deficiency	poor curb ramp alignment	-30.5606094	-91.143411	1	1	install new curb ramp	DH34	Secondary	HA34	1	1,500
C0041	New Canterbury Road	Dutchess HA	State Road	Strategic Route	crossing deficiency	poor curb ramp alignment	-30.5607554	-91.137157	1	1	install new curb ramp	DH35	Secondary	HA35	1	1,500
C0052	New Canterbury Road	Dutchess HA	State Road	Strategic Route	crossing deficiency	steep curb ramp	-30.5607552	-91.1378102	1	1	install new curb ramp	DH36	Secondary	HA36	1	2,500
C0053	Old Canterbury Road	Dutchess HA	State Road		crossing deficiency	poor curb ramp alignment - pair	-30.5606676	-91.1372911	1	1	install new curb ramp - pair	DH37	Secondary	HA37	1	5,000
C0058	Old Canterbury Road	Dutchess HA	State Road		crossing deficiency	poor curb ramp alignment - pair	-30.5611163	-91.1362074	1	1	install new curb ramp - pair	DH62	Secondary	HA62	1	5,000
C0059	Old Canterbury Road	Dutchess HA	State Road		crossing deficiency	poor curb ramp alignment - pair	-30.5610139	-91.1358227	1	1	install new curb ramp - pair	SH58	Secondary	HA58	1	5,000
C0073	Old Canterbury Road	Dutchess HA	State Road		crossing deficiency	poor curb ramp alignment - pair	-30.5604426	-91.1354301	1	1	install new curb ramp - pair	SH61	Secondary	HA61	1	5,000
C0074	Old Canterbury Road	Dutchess HA	State Road		crossing deficiency	poor curb ramp alignment - pair	-30.5607227	-91.1322145	1	1	install new curb ramp - pair	DH12	Secondary	HA12	1	5,000
C0080	Piggott Street	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps - pair	-30.5604067	-91.1411458	1	1	install new tps - pair	DH103	Secondary	HA103	1	1,300
C0081	Piggott Street	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps - pair	-30.5604044	-91.1411155	1	1	install new tps - pair	DH102	Secondary	HA102	1	1,300
C0082	Piggott Street	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5614349	-91.142462	1	1	install new curb ramp - pair	DH101	Secondary	HA101	1	5,000
C0083	Piggott Street	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5615663	-91.1420126	1	1	install new curb ramp - pair	DH104	Secondary	HA104	1	5,000
C0085	Piggott Street	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps - pair	-30.5605448	-91.1411278	1	1	install new tps - pair	DH105	Secondary	HA105	1	1,300
C0086	Templeton Street	Dutchess HA	Local Road		crossing deficiency	missing crossing point	-30.57102529	-91.1369075	1	1	install new curb ramp - pair	DH38	Secondary	HA38	1	5,000
C0088	Terrace Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5604326	-91.1380038	1	1	install new curb ramp - pair	DH40	Secondary	HA40	1	5,000
C0089	Terrace Road	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps - pair	-30.5611884	-91.1378342	1	1	install new tps - pair	DH114	Secondary	HA114	1	1,300
C0091	Terrace Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp construction	-30.5611959	-91.1378954	1	1	install new curb ramp	DH112	Secondary	HA112	1	2,500
C0092	Terrace Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment	-30.5605446	-91.1380038	1	1	install new curb ramp	DH112	Secondary	HA112	1	2,500
C0093	Terry Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5604919	-91.1378793	1	1	install new curb ramp - pair	DH115	Secondary	HA115	1	5,000
C0094	Wardell Road	Dutchess HA	Regional Road		crossing deficiency	steep curb ramp	-30.5601589	-91.1462184	1	1	install new curb ramp - pair	DH121	Secondary	HA121	1	5,000
C0095	Wardell Road	Dutchess HA	Regional Road		crossing deficiency	poor curb ramp alignment	-30.5636019	-91.1466402	1	1	install new curb ramp	MT234	Secondary	HA234	1	2,500
C0096	Wardell Road	Dutchess HA	Regional Road		crossing deficiency	mismatched refuge island	-30.5637059	-91.1466194	1	1	re-construct refuge island	MT234	Secondary	HA234	1	15,000
C0097	Wardell Road	Dutchess HA	Regional Road		crossing deficiency	poor curb ramp alignment - pair	-30.5637813	-91.1447048	1	1	install new curb ramp - pair	MT232	Secondary	HA232	1	5,000
C0098	Wardell Road	Dutchess HA	Regional Road		crossing deficiency	mismatched refuge island	-30.5629038	-91.1451252	1	1	re-construct refuge island	DH106	Secondary	HA106	1	15,000
C0099	Wardell Road	Dutchess HA	Regional Road		crossing deficiency	poor curb ramp alignment - pair	-30.5711144	-91.1381251	1	1	install new curb ramp - pair	MT235	Secondary	HA235	1	5,000
C0100	Wardell Road	Dutchess HA	Regional Road		crossing deficiency	missing curb ramp	-30.5636353	-91.1460018	1	1	install new curb ramp - pair	MT234	Secondary	HA234	1	2,500
C0101	Weston Street	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5601763	-91.1302356	1	1	install new curb ramp - pair	DH117	Secondary	HA117	1	5,000
C0102	Weston Street	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5605592	-91.1308547	1	1	install new curb ramp - pair	DH117	Secondary	HA117	1	5,000
C0103	Weston Street	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps	-30.5605299	-91.1417118	1	1	install new tps	DH45	Secondary	HA45	1	650
C0111	Weston Street	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5605553	-91.1417533	1	1	install new curb ramp - pair	DH45	Secondary	HA45	1	5,000
C0113	Williams Parade	Dutchess HA	Local Road		crossing deficiency	mismatched refuge island	-30.5623079	-91.1373934	1	1	re-construct refuge island	DH127	Secondary	HA127	1	15,000
C0114	Windsor Road	Dutchess HA	Local Road		crossing deficiency	missing crossing point	-30.5605462	-91.1385436	1	1	install new curb ramp - pair	DH126	Secondary	HA126	1	5,000
C0116	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5606325	-91.1389759	1	1	install new curb ramp - pair	DH128	Secondary	HA128	1	5,000
C0117	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment	-30.5602019	-91.1359088	1	1	install new curb ramp	MT238	Secondary	HA238	1	2,500
C0117	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-31.86811	-91.1300777	1	1	install new curb ramp - pair	DH117	Secondary	HA117	1	5,000
C0118	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5604349	-91.1384471	1	1	install new curb ramp - pair	DH128	Secondary	HA128	1	5,000
C0119	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment	-30.5623421	-91.1374975	1	1	install new curb ramp	MT239	Secondary	HA239	1	2,500
C0120	Windsor Road	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps	-30.5625118	-91.1372268	1	1	install new tps	MT240	Secondary	HA240	1	650
C0121	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment	-30.5606376	-91.1409490	1	1	install new curb ramp	DH110	Secondary	HA110	1	2,500
C0122	Windsor Road	Dutchess HA	Local Road		crossing deficiency	at grade crossing missing tps	-30.5605259	-91.1373036	1	1	install new tps	MT234	Secondary	HA234	1	650
C0123	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment	-30.5606338	-91.1373036	1	1	install new curb ramp	MT234	Secondary	HA234	1	2,500
C0124	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment	-30.5606449	-91.1368660	1	1	install new curb ramp	DH110	Secondary	HA110	1	2,500
C0125	Windsor Road	Dutchess HA	Local Road		crossing deficiency	missing crossing point	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0126	Windsor Road	Dutchess HA	Local Road		crossing deficiency	missing crossing point	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	20,000
C0127	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0128	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0129	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0130	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0131	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0132	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0133	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0134	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0135	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0136	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0137	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0138	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0139	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0140	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0141	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0142	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0143	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0144	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0145	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0146	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0147	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0148	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0149	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0150	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0151	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0152	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0153	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair	AF6	Secondary	HA6	1	5,000
C0154	Windsor Road	Dutchess HA	Local Road		crossing deficiency	poor curb ramp alignment - pair	-30.5702449	-91.1392181	1	1	install new curb ramp - pair					



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C0090	Marionette Parade	Hazelton	Local Road		Crossing deficiency	missing kerb ramp - pair	-33.886198	151.144118	1		install new kerb ramp - pair	LH85	Secondary	2020	\$	5,000
C0091	Morley Avenue	Hazelton	Local Road		Crossing deficiency	at grade crossing missing tps - pair	-33.871673	151.143086	1		install new tps - pair	HA63	Secondary	2020	\$	5,000
C0092	Morley Avenue	Hazelton	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8709176	151.143384	1		install new kerb ramp - pair	HA62	Secondary	2020	\$	5,000
C0093	Morley Avenue	Hazelton	Local Road		Crossing deficiency	at grade crossing missing tps - pair	-33.8710262	151.143338	1		install new tps - pair	HA62	Secondary	2020	\$	650
C0097	Morley Avenue	Hazelton	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.870891	151.143348	1		install new kerb ramp - pair	HA62	Secondary	2020	\$	5,000
C0098	Morley Avenue	Hazelton	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.870537	151.143616	1		install new kerb ramp - pair	HA63	Secondary	2020	\$	5,000
C0099	Paranatta Road	Hazelton	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.864575	151.136193	1		install new kerb ramp - pair	HA37	Secondary	2020	\$	5,000
C0100	Paranatta Road	Hazelton	State Road	Strategic Route	Crossing deficiency	missing crossing point	-33.8657287	151.1321709	1		install new kerb ramp - pair	AF 29	Secondary	2020	\$	5,000
C0101	Paranatta Road	Hazelton	State Road	Strategic Route	Crossing deficiency	missing kerb ramp - pair	-33.8744267	151.1274475	1		install new kerb ramp - pair	HA60	Secondary	2020	\$	5,000
C0102	Paranatta Road	Hazelton	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8703833	151.1287248	1		install new kerb ramp - pair	HA61	Secondary	2020	\$	5,000
C0103	Paranatta Road	Hazelton	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8674699	151.1419027	1		install new kerb ramp - pair	HA100	Secondary	2020	\$	3,250
C0115	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.877868	151.136336	1		install new kerb ramp - pair	HA17	Secondary	2020	\$	2,500
C0116	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	long crossing point	-33.8773219	151.1363364	1		install kerb extension - pair	HA17	Secondary	2020	\$	20,000
C0117	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8708012	151.1365394	1		install new kerb ramp - pair	HA1	Secondary	2020	\$	2,500
C0119	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8753024	151.13467	1		install new kerb ramp - pair	HA67	Secondary	2020	\$	5,000
C0120	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8753067	151.136631	1		install new kerb ramp - pair	HA67	Secondary	2020	\$	5,000
C0126	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8647642	151.1423097	1		install new kerb ramp - pair	HA91	Secondary	2020	\$	2,500
C0127	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8651566	151.1427099	1		install new kerb ramp - pair	HA91	Secondary	2020	\$	5,000
C0130	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8741753	151.1366886	1		install new kerb ramp - pair	HA96	Secondary	2020	\$	5,000
C0131	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8731361	151.1328651	1		install new kerb ramp - pair	HA96	Secondary	2020	\$	5,000
C0132	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8734214	151.1352193	1		install new kerb ramp - pair	HA96	Secondary	2020	\$	5,000
C0133	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.873338	151.1351919	1		install new kerb ramp - pair	HA96	Secondary	2020	\$	5,000
C0134	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8750111	151.1342941	1		install new kerb ramp - pair	HA97	Secondary	2020	\$	5,000
C0135	Ramsay Street	Hazelton	Regional Road	Strategic Route	Crossing deficiency	traffic post narrow kerb ramp	-33.8748045	151.1342735	1		refer to Transport for NSW	HA97	Secondary	2020	\$	-
C0136	Swaine Street	Hazelton	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8664444	151.1424491	1		install new kerb ramp - pair	HA100	Secondary	2020	\$	5,000
C0137	Warman Street	Hazelton	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8744936	151.1387335	1		install new kerb ramp - pair	HA106	Secondary	2020	\$	5,000
C0141	Warman Street	Hazelton	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8747763	151.1399886	1		install new kerb ramp - pair	HA108	Secondary	2020	\$	5,000
C0142	Warman Street	Hazelton	Local Road		Crossing deficiency	at grade crossing missing tps	-33.8748446	151.1405821	1		install new tps	HA107	Secondary	2020	\$	650
C0143	Warman Street	Hazelton	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8752515	151.1411728	1		install new kerb ramp - pair	HA107	Secondary	2020	\$	2,500
C0144	Warman Street	Hazelton	Local Road		Crossing deficiency	long crossing	-33.8752384	151.1411843	1		install kerb extension - pair	HA107	Secondary	2020	\$	20,000
C0145	Warman Street	Hazelton	Local Road		Crossing deficiency	at grade crossing missing tps	-33.875285	151.1412338	1		install new tps	HA106	Secondary	2020	\$	650
C0163	Hardy Street	Hurdons Park	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.906481	151.123126	1		install new kerb ramp - pair	HP1	Secondary	2020	\$	5,000
C0164	Hardy Street	Hurdons Park	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9059186	151.1238794	1		install new kerb ramp - pair	HP2	Secondary	2020	\$	5,000
C0165	Hardy Street	Hurdons Park	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9051667	151.1243325	1		install new kerb ramp - pair	HP1	Secondary	2020	\$	5,000
C0166	Hardy Street	Hurdons Park	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.9059156	151.125114	1		install new kerb ramp - pair	AF 82	Secondary	2020	\$	5,000
C0167	Hardy Street	Hurdons Park	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.9054652	151.1302448	1		install new kerb ramp - pair	OH91	Secondary	2020	\$	5,000
C0168	Old Canterbury Road	Hurdons Park	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9052222	151.1282125	1		install new kerb ramp - pair	HP4	Secondary	2020	\$	5,000
C0169	Old Canterbury Road	Hurdons Park	State Road	Strategic Route	Crossing deficiency	missing kerb ramp - pair	-33.9073444	151.125566	1		install new kerb ramp - pair	HP3	Secondary	2020	\$	5,000
C0170	Old Canterbury Road	Hurdons Park	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9048225	151.1284223	1		install new kerb ramp - pair	HP4	Secondary	2020	\$	5,000
C0171	Old Canterbury Road	Hurdons Park	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9048225	151.1284223	1		install new kerb ramp - pair	HP4	Secondary	2020	\$	5,000
C0172	Old Canterbury Road	Hurdons Park	State Road	Strategic Route	Crossing deficiency	missing kerb ramp - pair	-33.886186	151.144118	1		install new kerb ramp - pair	LH85	Secondary	2020	\$	5,000
C0173	Allen Street	Leichhardt	Local Road		Crossing deficiency	misaligned refuge island	-33.8802088	151.1498812	1		re-construct refuge island	LH3	Secondary	2020	\$	15,000
C0174	Allen Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing tps	-33.8804334	151.1487811	1		install new tps	LH3	Secondary	2020	\$	650
C0175	Allen Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8804149	151.1498484	1		install new kerb ramp	LH3	Secondary	2020	\$	2,500
C0176	Allen Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8804215	151.1500054	1		install new kerb ramp	LH4	Secondary	2020	\$	2,500
C0177	Allen Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8803032	151.1533377	1		install new kerb ramp - pair	LH7	Secondary	2020	\$	5,000
C0178	Allen Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8806834	151.1548634	1		install new kerb ramp	LH7	Secondary	2020	\$	2,500
C0179	Allen Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8806111	151.1548638	1		install new kerb ramp	LH7	Secondary	2020	\$	2,500
C0180	Allen Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8801122	151.1500059	1		install new kerb ramp	LH8	Secondary	2020	\$	2,500
C0181	Allen Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8799432	151.1537142	1		install new kerb ramp	LH8	Secondary	2020	\$	2,500
C0182	Allen Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8800081	151.1505154	1		install new kerb ramp	LH4	Secondary	2020	\$	2,500
C0183	Bainman Road	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8781925	151.1590777	1		install new kerb ramp	LH106	Secondary	2020	\$	2,500
C0184	Bainman Road	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.884515	151.1591948	1		install new kerb ramp - pair	LH146	Secondary	2020	\$	5,000
C0185	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.880033	151.1678813	1		install new kerb ramp	LH36	Secondary	2020	\$	2,500
C0186	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.8851942	151.1616177	1		install new tps - pair	LH36	Secondary	2020	\$	1,300
C0187	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8845131	151.1624552	1		install new kerb ramp - pair	LH39	Secondary	2020	\$	5,000
C0188	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.8838144	151.1627143	1		install new kerb ramp - pair	LH149	Secondary	2020	\$	5,000
C0189	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8832674	151.1627468	1		install new kerb ramp - pair	LH39	Secondary	2020	\$	5,000
C0190	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8831496	151.1628518	1		install new kerb ramp - pair	LH150	Secondary	2020	\$	2,500
C0191	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.88311	151.1627933	1		install new kerb ramp - pair	LH38	Secondary	2020	\$	5,000
C0192	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8831387	151.1628134	1		install new kerb ramp - pair	LH152	Secondary	2020	\$	5,000
C0193	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8831143	151.1628134	1		install new kerb ramp	LH38	Secondary	2020	\$	2,500
C0194	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.8807214	151.1630521	1		install new tps	LH23	Secondary	2020	\$	650
C0195	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	missing kerb ramp - pair	-33.8807598	151.1630522	1		install new kerb ramp - pair	LH23	Secondary	2020	\$	5,000
C0196	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.8808563	151.1636108	1		install new tps - pair	LH23	Secondary	2020	\$	1,300
C0197	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.8808412	151.1636275	1		install new tps - pair	LH23	Secondary	2020	\$	1,300
C0198	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	crossing crossing surface	-33.8808366	151.1636281	1		install new pavement surface	LH153	Secondary	2020	\$	650
C0199	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8831651	151.1628134	1		install new kerb ramp	LH152	Secondary	2020	\$	2,500
C0200	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8831227	151.1636108	1		install new kerb ramp	LH25	Secondary	2020	\$	2,500
C0201	Catherine Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.8807879	151.1636108	1		install new tps	LH25	Secondary	2020	\$	650
C0202	Carley Road	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment	-33.8754543	151.1548161	1		install new kerb ramp	LH31	Secondary	2020	\$	2,500
C0203	Carley Road	Leichhardt	State Road		Crossing deficiency	misaligned kerb ramp	-33.8754558	151.1543495	1		install new kerb ramp	LH31	Secondary	2020	\$	2,500
C0204	Carley Road	Leichhardt	State Road		Crossing deficiency	at grade crossing missing tps	-33.8754931	151.1537411	1		install new tps	LH32	Secondary	2020	\$	650
C0205	Carley Road	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8744752	151.1539495	1		install new kerb ramp - pair	LH32	Secondary	2020	\$	5,000
C0206	Carley Road	Leichhardt	State Road		Crossing deficiency	at grade crossing missing tps	-33.8754243	151.1537455	1		install new tps	LH37	Secondary	2020	\$	650
C0207	Carley Road	Leichhardt	State Road		Crossing deficiency	missing kerb ramp	-33.8754243	151.1537455	1		install new kerb ramp	LH38	Secondary	2020	\$	2,500
C0208	Carley Road	Leichhardt	State Road		Crossing deficiency	at grade crossing missing tps	-33.8754243	151.1537455	1		install new tps	LH34	Secondary	2020	\$	650
C0209	Carley Road	Leichhardt	State Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8761746	151.1539495	1		install new kerb ramp - pair	LH36	Secondary	2020	\$	5,000
C0210	Carley Road	Leichhardt	State Road		Crossing deficiency	misaligned kerb ramp	-33.8761746	151.1539495	1		install new kerb ramp	LH36	Secondary	2020	\$	2,500
C0211	Carley Road	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment	-33.8771493	151.1549399	1	</						

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C01002	Derryshire Road	Leichhardt	Local Road		Crossing deficiency	missing crossing point	-33.8773034	151.1565179	1		install new kerb ramp - pair	LH159	Secondary	2020	\$	5,000
C01003	Derryshire Road	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign - pair	-33.8782759	151.1561364	1		install new sign - pair	LH162	Secondary	2020	\$	1,500
C01004	Derryshire Road	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8799631	151.1564662	1		install new kerb ramp	LH161	Secondary	2020	\$	2,500
C01006	Finwick Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8847897	151.1521735	1		install new sign	LH166	Secondary	2020	\$	600
C01008	Finwick Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8837942	151.1520585	1		install new sign	LH162	Secondary	2020	\$	600
C01009	Finwick Street	Leichhardt	Local Road		Crossing deficiency	misaligned refuge island	-33.8831138	151.1520451	1		re-construct refuge island	LH162	Secondary	2020	\$	15,000
C01044	Finwick Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8842561	151.1520507	1		install new sign	LH163	Secondary	2020	\$	600
C01046	Finwick Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8864617	151.1520145	1		install new sign	LH163	Secondary	2020	\$	600
C01047	Finwick Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8861044	151.1520721	1		install new kerb ramp	LH163	Secondary	2020	\$	2,500
C01048	Finwick Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.888491	151.1520713	1		install new kerb ramp	LH163	Secondary	2020	\$	2,500
C01049	Finwick Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8885522	151.1520567	1		install new kerb ramp	LH163	Secondary	2020	\$	2,500
C01054	Finwick Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8842345	151.1521764	1		install new kerb ramp - pair	LH167	Secondary	2020	\$	5,000
C01056	Finwick Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8775871	151.1520389	1		install new kerb ramp	LH173	Secondary	2020	\$	2,500
C01059	Finwick Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8775459	151.1517471	1		install new kerb ramp	LH173	Secondary	2020	\$	2,500
C01060	Flood Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8795658	151.1520564	1		install new kerb ramp	LH168	Secondary	2020	\$	2,500
C01061	Flood Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8792927	151.1520648	1		install new sign	LH167	Secondary	2020	\$	600
C01062	Flood Street	Leichhardt	Local Road		Crossing deficiency	missing crossing point	-33.8778911	151.1516366	1		install new kerb ramp - pair	LH173	Secondary	2020	\$	5,000
C01063	Flood Street	Leichhardt	Local Road		Crossing deficiency	narrow kerb ramp - pair	-33.8858179	151.1498596	1		no action	LH169	Secondary	2020	\$	-
C01064	Flood Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.886579	151.1497361	1		install new kerb ramp - pair	LH169	Secondary	2020	\$	5,000
C01065	Flood Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8876739	151.1495462	1		install new kerb ramp	LH169	Secondary	2020	\$	2,500
C01070	Flood Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8883395	151.1498568	1		install new sign	LH172	Secondary	2020	\$	600
C01073	Flood Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8797219	151.1520378	1		install new kerb ramp - pair	LH164	Secondary	2020	\$	5,000
C01074	Flood Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8820209	151.1520388	1		install new kerb ramp - pair	LH164	Secondary	2020	\$	5,000
C01076	Flood Street	Leichhardt	Local Road		Crossing deficiency	missing crossing point	-33.8855768	151.1498862	1		install new kerb ramp - pair	LH162	Secondary	2020	\$	5,000
C01077	Flood Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign - pair	-33.8837965	151.1499301	1		install new sign - pair	LH167	Secondary	2020	\$	1,300
C01078	Flood Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8798771	151.1520193	1		install new kerb ramp - pair	LH164	Secondary	2020	\$	5,000
C01081	Flood Street	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment	-33.8859296	151.1475745	1		install new kerb ramp	LH165	Secondary	2020	\$	2,500
C01083	Flood Street	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment	-33.8860888	151.1475322	1		install new kerb ramp	LH167	Secondary	2020	\$	2,500
C01084	Flood Street	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment	-33.8878221	151.1477527	1		install new kerb ramp	LH168	Secondary	2020	\$	2,500
C01085	Flood Street	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment	-33.8865783	151.1472604	1		install new kerb ramp	LH168	Secondary	2020	\$	2,500
C01086	Flood Street	Leichhardt	State Road		Crossing deficiency	misaligned kerb ramp	-33.8850296	151.1477307	1		install new kerb ramp	LH168	Secondary	2020	\$	2,500
C01087	Flood Street	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment	-33.8864238	151.1477302	1		install new kerb ramp	LH168	Secondary	2020	\$	2,500
C01088	Leichhardt Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8413987	151.1672992	1		install new kerb ramp - pair	LH160	Secondary	2020	\$	5,000
C01089	Leichhardt Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp construction	-33.8461782	151.1672559	1		install new kerb ramp	LH163	Secondary	2020	\$	2,500
C01090	Leichhardt Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8455616	151.1480144	1		install new sign	LH168	Secondary	2020	\$	600
C01091	Leichhardt Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8460697	151.1480263	1		install new kerb ramp	LH167	Secondary	2020	\$	2,500
C01092	Leichhardt Street	Leichhardt	Local Road		Crossing deficiency	long driveway crossing point	-33.8457924	151.1484527	1		no action	LH168	Secondary	2020	\$	-
C01093	Leichhardt Street	Leichhardt	Local Road		Crossing deficiency	long driveway crossing point	-33.845691	151.1484417	1		no action	LH168	Secondary	2020	\$	-
C01094	Leichhardt Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8443671	151.1673073	1		install new kerb ramp	LH167	Secondary	2020	\$	2,500
C01095	Leichhardt Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8441659	151.1673178	1		install new kerb ramp	LH167	Secondary	2020	\$	2,500
C01099	Marion Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8440879	151.1520258	1		install new kerb ramp	LH168	Secondary	2020	\$	2,500
C01100	Marion Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.8441615	151.1519991	1		install new kerb ramp - pair	LH166	Secondary	2020	\$	5,000
C01101	Marion Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8440116	151.1519862	1		install new kerb ramp	LH167	Secondary	2020	\$	2,500
C01102	Marion Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.8440789	151.1519889	1		install new kerb ramp - pair	LH167	Secondary	2020	\$	5,000
C01103	Marion Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8441668	151.1519961	1		install new kerb ramp	LH167	Secondary	2020	\$	2,500
C01104	Marion Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8441429	151.1519994	1		install new kerb ramp	LH166	Secondary	2020	\$	2,500
C01110	Marion Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing sign	-33.8440911	151.1481782	1		install new sign	LH162	Secondary	2020	\$	600
C01113	Moore Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8797947	151.1520174	1		install new kerb ramp	LH169	Secondary	2020	\$	2,500
C01114	Moore Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	missing crossing point	-33.8797544	151.1520385	1		install new kerb ramp - pair	LH169	Secondary	2020	\$	5,000
C01115	Moore Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing sign	-33.8796396	151.1520628	1		install new sign	LH170	Secondary	2020	\$	600
C01117	Moore Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.8797694	151.1519326	1		install new kerb ramp	LH164	Secondary	2020	\$	2,500
C01118	Moore Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	narrow kerb ramp	-33.8797936	151.1519705	1		install new kerb ramp	LH168	Secondary	2020	\$	2,500
C01119	Moore Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8798545	151.1520176	1		install new kerb ramp	LH168	Secondary	2020	\$	2,500
C01120	Moore Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8797766	151.1520444	1		install new kerb ramp	LH170	Secondary	2020	\$	2,500
C01121	Moore Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	steep kerb ramp	-33.879862	151.1520132	1		install new kerb ramp - pair	LH169	Secondary	2020	\$	5,000
C01130	North Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8772215	151.1520147	1		install new kerb ramp - pair	LH176	Secondary	2020	\$	5,000
C01131	North Street	Leichhardt	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.8771058	151.1520179	1		install new kerb ramp - pair	LH176	Secondary	2020	\$	5,000
C01134	Paranalla Road	Leichhardt	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8499491	151.1487094	1		install new kerb ramp - pair	LH176	Secondary	2020	\$	5,000
C01147	Paranalla Road	Leichhardt	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8499285	151.1486874	1		install new kerb ramp - pair	LH176	Secondary	2020	\$	5,000
C01150	Prospect Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8444378	151.1605038	1		install new kerb ramp - pair	LH147	Secondary	2020	\$	5,000
C01151	Prospect Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8444568	151.1605015	1		install new kerb ramp	LH147	Secondary	2020	\$	2,500
C01152	Prospect Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8444161	151.1605017	1		install new kerb ramp	LH147	Secondary	2020	\$	2,500
C01153	Prospect Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8444871	151.1604984	1		install new kerb ramp	LH147	Secondary	2020	\$	2,500
C01154	Prospect Street	Leichhardt	Local Road		Crossing deficiency	isolated narrow crossing	-33.8444893	151.1604448	1		isolate island	LH142	Secondary	2020	\$	2,500
C01156	Stylen Street	Leichhardt	Regional Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8627968	151.1634639	1		install new kerb ramp - pair	LH190	Secondary	2020	\$	5,000
C01157	Stylen Street	Leichhardt	Regional Road		Crossing deficiency	isolated kerb ramp	-33.862864	151.1649071	1		install new kerb ramp	LH151	Secondary	2020	\$	2,500
C01158	Stylen Street	Leichhardt	Regional Road		Crossing deficiency	isolated kerb ramp	-33.862864	151.1649071	1		install new kerb ramp	LH151	Secondary	2020	\$	2,500
C01159	Stylen Street	Leichhardt	Regional Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8629275	151.1644163	1		install new kerb ramp - pair	LH148	Secondary	2020	\$	5,000
C01160	Stylen Street	Leichhardt	Regional Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8629772	151.1644163	1		install new kerb ramp - pair	LH148	Secondary	2020	\$	5,000
C01161	Stylen Street	Leichhardt	Regional Road		Crossing deficiency	misaligned kerb ramp	-33.8630693	151.1649845	1		install new kerb ramp	LH148	Secondary	2020	\$	2,500
C01162	Stylen Street	Leichhardt	Regional Road		Crossing deficiency	missing kerb ramp	-33.8631963	151.1630739	1		install new kerb ramp	LH148	Secondary	2020	\$	2,500
C01163	Stylen Street	Leichhardt	Regional Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8631975	151.1631126	1		install new kerb ramp - pair	LH148	Secondary	2020	\$	5,000
C01165	Tebutt Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8449672	151.1473465	1		install new kerb ramp	LH173	Secondary	2020	\$	2,500
C01166	Tebutt Street	Leichhardt	Local Road		Crossing deficiency	long crossing	-33.8470796	151.1473436	1		install kerb extension	LH154	Secondary	2020	\$	10,000
C01167	Tebutt Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8470841	151.1473131	1		install new kerb ramp - pair	LH154	Secondary	2020	\$	5,000
C01168	Tebutt Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8470235	151.1471313	1		install new sign - pair	LH156	Secondary	2020	\$	2,500
C01169	White Creek	Leichhardt	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing sign - pair	-33.8440575	151.1660776	1		install new sign - pair	LH161	Secondary	2020	\$	1,300
C01170	White Creek	Leichhardt	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing sign - pair	-33.8440797	151.1660775	1		install new sign - pair	LH161	Secondary	2020	\$	1,300
C01171	White Creek	Leichhardt	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing sign - pair	-33.8450078	151.1647519	1		install new sign - pair	LH160	Secondary	2020	\$	1,300
C01172	White Creek	Leichhardt	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp - pair	-33.8439422	151.1651395	1		install new kerb ramp - pair	LH161	Secondary	2020	\$	



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C01175	White Creek	Leichhardt	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing type	-33.886326	151.164132	1		install new kerb ramp	LH158	Secondary	2020	\$	2,500
C01176	White Creek	Leichhardt	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing type	-33.886326	151.164132	1		install new kerb ramp	LH159	Secondary	2020	\$	850
C01177	White Creek	Leichhardt	Local Road	Strategic Route	Crossing deficiency	missing crossing point	-33.886066	151.163955	1		install new kerb ramp - pair	LH160	Secondary	2020	\$	5,000
C01178	William Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8773307	151.1564427	1		install new kerb ramp	LH170	Secondary	2020	\$	2,500
C01179	William Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8773487	151.1520416	1		install new kerb ramp	LH173	Secondary	2020	\$	2,500
C01181	William Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing type	-33.8772247	151.1580446	1		install new type	LH169	Secondary	2020	\$	600
C01182	William Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing type	-33.8772516	151.1575424	1		install new type	LH168	Secondary	2020	\$	600
C01183	William Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8772607	151.1544119	1		install new kerb ramp	LH172	Secondary	2020	\$	2,500
C01184	William Street	Leichhardt	Local Road		Crossing deficiency	misaligned refuge island	-33.8771945	151.1562159	1		re-construct refuge island	LH171	Secondary	2020	\$	15,000
C01185	William Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8772479	151.1530474	1		install new kerb ramp - pair	LH168	Secondary	2020	\$	5,000
C01186	William Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8776228	151.1552144	1		install new kerb ramp	LH172	Secondary	2020	\$	2,500
C01187	William Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8776314	151.1556972	1		install new kerb ramp	LH173	Secondary	2020	\$	2,500
C01188	William Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8777605	151.1511903	1		install new kerb ramp - pair	LH173	Secondary	2020	\$	5,000
C01189	William Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8776076	151.1525218	1		install new kerb ramp - pair	LH174	Secondary	2020	\$	5,000
C01190	William Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8754218	151.154471	1		install new kerb ramp - pair	LH168	Secondary	2020	\$	5,000
C01191	William Street	Leichhardt	Local Road		Crossing deficiency	missing crossing point	-33.8776206	151.1549369	1		install new kerb ramp - pair	LH168	Secondary	2020	\$	5,000
C01192	William Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8774464	151.1535769	1		install new kerb ramp	LH174	Secondary	2020	\$	2,500
C01193	William Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8774644	151.1531111	1		install new kerb ramp	LH174	Secondary	2020	\$	2,500
C01194	William Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing type - pair	-33.8776253	151.1530174	1		install new type - pair	LH174	Secondary	2020	\$	1,300
C01195	William Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp	-33.8771363	151.1556148	1		install new kerb ramp	LH175	Secondary	2020	\$	2,500
C01196	William Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp - pair	-33.8776202	151.1517178	1		install new kerb ramp - pair	LH173	Secondary	2020	\$	5,000
C01197	William Street	Leichhardt	Local Road		Crossing deficiency	missing kerb ramp - pair	-33.8771094	151.1517178	1		install new kerb ramp - pair	LH174	Secondary	2020	\$	5,000
C01198	William Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8682854	151.1478373	1		install new kerb ramp	LW26	Secondary	2020	\$	2,500
C01203	Munster Street	Leichhardt	Local Road	Strategic Route	Crossing deficiency	narrow kerb ramp - pair	-33.8950591	151.1484482	1		install new kerb ramp - pair	LW9	Secondary	2020	\$	5,000
C01204	Munster Street	Leichhardt	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.895362	151.1484103	1		install new kerb ramp	LW9	Secondary	2020	\$	2,500
C01205	Munster Street	Leichhardt	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8953435	151.1492293	1		install new kerb ramp	LW9	Secondary	2020	\$	2,500
C01206	Munster Street	Leichhardt	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8950598	151.1482463	1		install new kerb ramp	LW9	Secondary	2020	\$	2,500
C01207	Munster Street	Leichhardt	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8951928	151.1482278	1		install new kerb ramp	LW9	Secondary	2020	\$	2,500
C01216	New Canterbury Road	Leichhardt	State Road	Strategic Route	Crossing deficiency	at grade crossing missing type	-33.8961337	151.1491349	1		install new type	LW29	Secondary	2020	\$	600
C01217	New Canterbury Road	Leichhardt	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8940251	151.1485165	1		install new kerb ramp	LW18	Secondary	2020	\$	2,500
C01221	Old Canterbury Road	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment	-33.8950626	151.1439311	1		install new kerb ramp	LW20	Secondary	2020	\$	2,500
C01222	Old Canterbury Road	Leichhardt	State Road		Crossing deficiency	poor kerb ramp alignment	-33.8950851	151.1438762	1		install new kerb ramp	LW20	Secondary	2020	\$	2,500
C01223	Old Canterbury Road	Leichhardt	State Road		Crossing deficiency	missing kerb ramp	-33.8951268	151.1440448	1		install new kerb ramp	LW20	Secondary	2020	\$	2,500
C01224	Old Canterbury Road	Leichhardt	State Road		Crossing deficiency	long crossing	-33.8950648	151.1440534	1		further investigation required	LW20	Secondary	2020	\$	-
C01225	Old Canterbury Road	Leichhardt	State Road		Crossing deficiency	missing crossing point	-33.8951977	151.1429188	1		install new kerb ramp - pair	LW21	Secondary	2020	\$	5,000
C01226	Paraná Road	Leichhardt	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.8956211	151.1493908	1		install new kerb ramp - pair	LH134	Secondary	2020	\$	5,000
C01230	Smith Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8942222	151.1430762	1		install new kerb ramp	LW1	Secondary	2021	\$	2,500
C01232	Thomas Street	Leichhardt	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.8914529	151.1473934	1		install new kerb ramp - pair	LW26	Secondary	2020	\$	5,000
C01233	Trafalgar Street	Leichhardt	Regional Road		Crossing deficiency	misaligned kerb ramp	-33.8950767	151.1482045	1		install new kerb ramp	LW25	Secondary	2020	\$	2,500
C01237	Trafalgar Street	Leichhardt	Regional Road		Crossing deficiency	misaligned kerb ramp	-33.8950414	151.1484333	1		install new kerb ramp - pair	LW25	Secondary	2020	\$	5,000
C01238	Trafalgar Street	Leichhardt	Regional Road		Crossing deficiency	misaligned refuge island	-33.8950128	151.1484333	1		re-construct refuge island	LW26	Secondary	2020	\$	15,000
C01241	Trafalgar Street	Leichhardt	Regional Road		Crossing deficiency	narrow kerb ramp	-33.8950364	151.1479623	1		install new kerb ramp	LW25	Secondary	2020	\$	2,500
C01242	Trafalgar Street	Leichhardt	Regional Road		Crossing deficiency	missing kerb ramp	-33.8949136	151.1444581	1		install new kerb ramp	LW20	Secondary	2020	\$	2,500
C01246	Trafalgar Street	Leichhardt	Regional Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8950835	151.1457916	1		install new kerb ramp - pair	LW18	Secondary	2020	\$	5,000
C01247	Trafalgar Street	Leichhardt	Regional Road		Crossing deficiency	narrow kerb ramp	-33.8950925	151.1458007	1		install new kerb ramp	LW18	Secondary	2020	\$	2,500
C01249	Trafalgar Street	Leichhardt	Regional Road		Crossing deficiency	poor kerb ramp alignment	-33.8949465	151.1448117	1		install new kerb ramp	PE45	Secondary	2020	\$	2,500
C01251	West Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8940225	151.1489888	1		install new kerb ramp - pair	PE46	Secondary	2020	\$	5,000
C01253	Worman Road	Lidford	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8499864	151.1620513	1		install new kerb ramp - pair	LF6	Secondary	2020	\$	5,000
C01254	Worman Road	Lidford	Local Road		Crossing deficiency	long crossing point	-33.8502124	151.1621716	1		install kerb extension - refuge island	LF6	Secondary	2020	\$	10,000
C01256	Worman Road	Lidford	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8714624	151.1599657	1		install new kerb ramp	LF69	Secondary	2020	\$	2,500
C01271	Worman Road	Lidford	Local Road		Crossing deficiency	at grade crossing missing type	-33.8701995	151.1618248	1		install new type	LF6	Secondary	2020	\$	600
C01280	Catherine Street	Lidford	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.8764728	151.1648117	1		install new kerb ramp - pair	LF50	Secondary	2020	\$	5,000
C01281	Catherine Street	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8744721	151.1646513	1		install new kerb ramp	LF42	Secondary	2020	\$	2,500
C01282	Church Street	Lidford	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8702367	151.1547058	1		install new kerb ramp - pair	LF50	Secondary	2020	\$	5,000
C01286	City West Link Bridge	Lidford	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8750115	151.1551156	1		install new kerb ramp	LF59	Secondary	2020	\$	2,500
C01287	City West Link Bridge	Lidford	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8743411	151.1551566	1		install new kerb ramp	LF59	Secondary	2020	\$	2,500
C01290	Elmer Street	Lidford	Local Road		Crossing deficiency	missing kerb ramp - pair	-33.8708864	151.1550703	1		install new kerb ramp - pair	LF27	Secondary	2020	\$	5,000
C01291	Elmer Street	Lidford	Local Road		Crossing deficiency	missing kerb ramp	-33.8692724	151.1561467	1		install new kerb ramp	LF50	Secondary	2020	\$	2,500
C01292	Elmer Street	Lidford	Local Road		Crossing deficiency	at grade crossing missing type	-33.8691364	151.1562113	1		install new type	LF49	Secondary	2020	\$	600
C01296	Elmer Street	Lidford	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8719604	151.1544768	1		install new kerb ramp - pair	LF54	Secondary	2020	\$	5,000
C01297	Elmer Street	Lidford	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8694867	151.1614165	1		install new kerb ramp	LF53	Secondary	2020	\$	2,500
C01303	Elmer Street	Lidford	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8690338	151.1624767	1		install new kerb ramp - pair	LF53	Secondary	2020	\$	5,000
C01304	Elmer Street	Lidford	Local Road		Crossing deficiency	missing kerb ramp - pair	-33.869044	151.1636338	1		install new kerb ramp - pair and type	LF53	Secondary	2020	\$	5,000
C01305	James Street	Lidford	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8748027	151.1549864	1		install new kerb ramp	LF59	Secondary	2020	\$	2,500
C01306	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8716311	151.1691735	1		install new kerb ramp	LF75	Secondary	2020	\$	2,500
C01307	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8716873	151.1688288	1		install new kerb ramp	LF75	Secondary	2020	\$	2,500
C01308	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8720195	151.1684897	1		install new kerb ramp - pair	LF74	Secondary	2020	\$	5,000
C01309	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8729634	151.1672378	1		install new kerb ramp - pair	LF73	Secondary	2020	\$	5,000
C01310	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8727257	151.1666497	1		install new kerb ramp	LF72	Secondary	2020	\$	2,500
C01311	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8727996	151.1663263	1		install new kerb ramp - pair	LF72	Secondary	2020	\$	5,000
C01312	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8730271	151.1653532	1		install new kerb ramp - pair	LF71	Secondary	2020	\$	5,000
C01313	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.8730657	151.1647678	1		install new kerb ramp - pair	LF54	Secondary	2020	\$	5,000
C01315	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing type	-33.8730665	151.1650406	1		install new type	LF72	Secondary	2020	\$	600
C01316	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8741406	151.1601744	1		install new kerb ramp - pair	LF71	Secondary	2020	\$	5,000
C01319	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8741485	151.1606687	1		install new kerb ramp - pair	LF69	Secondary	2020	\$	5,000
C01320	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8739639	151.1617172	1		install new kerb ramp	LF69	Secondary	2020	\$	2,500
C01321	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8743919	151.1604489	1		install new kerb ramp - pair	LF64	Secondary	2020	\$	5,000
C01322	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8740847	151.1591697	1		install new kerb ramp	LF66	Secondary	2020	\$	2,500
C01325	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8735663	151.155521	1		install new kerb ramp	LF58	Secondary	2020	\$	2,500
C01326	Lidford Road	Lidford	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.8737817	151.1541684								

CD	Street	Suburb	Classification	Priority	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Name	Treatment	Priority	Cost
CD1029	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp	-30.872796	151.1523218	1	0	install new kerb ramp	LP61	Secondary	MA60	3	2,500
CD1330	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp	-30.872892	151.1521338	1	0	install new kerb ramp	LP61	Secondary	MA60	3	2,500
CD1032	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.872427	151.1546774	1	0	install new kerb ramp - pair	LP61	Secondary	MA60	3	5,000
CD1334	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.874284	151.150829	1	0	install new kerb ramp - pair	LP67	Secondary	MA60	3	5,000
CD1335	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-30.872243	151.1671973	1	0	install new kerb ramp - pair	LP74	Secondary	MA60	3	5,000
CD1336	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	crossing deficiency	missing crossing point - Murrumbidgee	-30.872244	151.1671983	1	0	install new kerb ramp - pair	LP74	Secondary	MA60	3	5,000
CD1337	Mary Street	Lilyfield	Local Road	Local Road	crossing deficiency	missing crossing point	-30.872244	151.1671983	1	0	install new kerb ramp - pair	LP74	Secondary	MA60	3	5,000
CD1349	Mary Street	Lilyfield	Local Road	Local Road	crossing deficiency	poor kerb ramp alignment - pair	-30.872427	151.1546774	1	0	install new kerb ramp - pair	LP61	Secondary	MA60	3	5,000
CD1347	Mary Street	Lilyfield	Local Road	Local Road	crossing deficiency	poor kerb ramp alignment	-30.873584	151.1552763	1	0	install new kerb ramp - pair	LP68	Secondary	MA60	3	2,500
CD1348	Mary Street	Lilyfield	Local Road	Local Road	crossing deficiency	missing kerb ramp	-30.872683	151.1553277	1	0	install new kerb ramp - pair	LP78	Secondary	MA60	3	5,000
CD1349	Mary Street	Lilyfield	Local Road	Local Road	crossing deficiency	missing refuge island	-30.872752	151.1552661	1	0	install new refuge island	LP78	Secondary	MA60	3	15,000
CD1350	Mary Street	Lilyfield	Local Road	Local Road	crossing deficiency	missing kerb ramp - pair	-30.872493	151.1555126	1	0	install new kerb ramp	LP79	Secondary	MA60	3	5,000
CD1353	Perry Street	Lilyfield	Local Road	Local Road	crossing deficiency	long crossing	-30.8720961	151.1573714	1	0	install kerb extension - pair	LP80	Secondary	MA60	3	20,000
CD1354	Perry Street	Lilyfield	Local Road	Local Road	crossing deficiency	poor kerb ramp alignment	-30.8724016	151.1562489	1	0	install new kerb ramp	LP67	Secondary	MA60	3	2,500
CD1361	Perry Street	Lilyfield	Local Road	Local Road	crossing deficiency	misaligned kerb ramp	-30.872445	151.1567333	1	0	install new kerb ramp	LP94	Secondary	MA60	3	2,500
CD1362	Perry Street	Lilyfield	Local Road	Local Road	crossing deficiency	poor kerb ramp alignment - pair	-30.872427	151.1567333	1	0	install new kerb ramp - pair	LP94	Secondary	MA60	3	5,000
CD1371	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869918	151.1577846	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1372	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1373	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1374	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1375	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1376	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.869943	151.1578131	1	0	install new kerb ramp - pair	MA73	Secondary	MA60	3	5,000
CD1377	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1378	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1379	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1380	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.869943	151.1578131	1	0	install new kerb ramp - pair	MA73	Secondary	MA60	3	5,000
CD1381	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1382	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1383	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1384	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1385	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1386	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1387	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1388	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1389	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1390	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1391	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1392	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1393	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1394	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1395	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1396	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1397	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1398	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1399	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1400	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1401	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1402	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1403	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1404	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1405	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1406	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1407	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1408	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1409	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1410	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1411	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1412	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1413	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1414	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1415	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1416	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1417	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1418	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1419	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1420	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1421	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1422	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1423	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1424	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1425	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1426	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1427	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1428	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1429	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1430	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1431	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1432	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1433	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1434	Perth Street	Marricourt	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.869943	151.1578131	1	0	install new kerb ramp	MA73	Secondary	MA60	3	2,500
CD1435	Perth Street	Marricourt														



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C01471	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9044183	151.1615857	1		install new tps	MV79	Secondary	2020	\$	600
C01472	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9044183	151.1615857	1		install new tps	MV79	Secondary	2020	\$	600
C01473	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.903136	151.1576329	1		install new tps - pair	MV81	Secondary	2020	\$	1,300
C01477	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9165277	151.1494617	1		install new kerb ramp - pair	MV168	Secondary	2020	\$	5,000
C01478	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9188277	151.1479717	1		install new kerb ramp - pair	MV101	Secondary	2020	\$	5,000
C01479	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.919129	151.1453668	1		install new kerb ramp - pair	MV101	Secondary	2020	\$	5,000
C01480	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9167963	151.1446705	1		install new kerb ramp - pair	MV102	Secondary	2020	\$	5,000
C01481	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	misaligned refuge island	-33.9191157	151.1448145	1		re-construct refuge island	MV102	Secondary	2020	\$	15,000
C01485	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9191167	151.1448145	1		install new kerb ramp - pair	MV101	Secondary	2020	\$	5,000
C01486	Waverley Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.9188728	151.1462597	1		install new kerb ramp - pair	MV102	Secondary	2020	\$	5,000
C01503	Livingstone Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.9042912	151.1530326	1		install new kerb ramp	MV112	Secondary	2020	\$	2,500
C01506	Livingstone Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9078622	151.1527913	1		install new tps - pair	MV115	Secondary	2020	\$	1,300
C01510	Livingstone Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9073071	151.1527329	1		install new kerb ramp	MV115	Secondary	2020	\$	2,500
C01512	Livingstone Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned refuge island	-33.9051484	151.1530673	1		re-construct refuge island	MV112	Secondary	2020	\$	15,000
C01513	Livingstone Road	Marrickville	State Road	Strategic Route	Crossing deficiency	steep kerb ramp	-33.9050612	151.1530888	1		install new kerb ramp - pair	MV113	Secondary	2020	\$	5,000
C01517	Livingstone Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.9012375	151.1532395	1		install new kerb ramp	MV15	Secondary	2020	\$	2,500
C01518	Livingstone Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9138589	151.1463918	1		install new kerb ramp - pair	MV243	Secondary	2020	\$	5,000
C01526	Livingstone Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned refuge island	-33.912783	151.1471722	1		re-construct refuge island	MV12	Secondary	2020	\$	15,000
C01534	Lawson Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9047433	151.1734664	1		install new tps - pair	MV154	Secondary	2020	\$	1,300
C01535	Lawson Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9046719	151.1736127	1		install new kerb ramp	MV154	Secondary	2020	\$	2,500
C01542	Marrickville Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.9017343	151.1475598	1		install new kerb ramp	MV142	Secondary	2020	\$	2,500
C01543	Marrickville Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.9046748	151.1480426	1		install new kerb ramp	MV141	Secondary	2020	\$	2,500
C01544	Marrickville Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	steep kerb ramp	-33.9017554	151.1476348	1		install new kerb ramp	MV144	Secondary	2020	\$	2,500
C01585	Murray Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9084620	151.1730987	1		install new tps	MV148	Secondary	2020	\$	600
C01586	Murray Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9084621	151.1730987	1		install new tps	MV148	Secondary	2020	\$	600
C01592	Newington Road	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9017723	151.163912	1		install new tps	MV146	Secondary	2020	\$	600
C01593	Newington Road	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9016294	151.1637331	1		install new kerb ramp	MV146	Secondary	2020	\$	2,500
C01600	Newington Road	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.899764	151.1636262	1		install new kerb ramp	MV153	Secondary	2020	\$	2,500
C01601	Newington Road	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.8991155	151.1637337	1		install new tps	PE 37	Secondary	2020	\$	600
C01602	Newington Road	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.8986758	151.1636764	1		install new tps - pair	PE 37	Secondary	2020	\$	600
C01603	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9212840	151.1538847	1		install new kerb ramp	MV159	Secondary	2020	\$	2,500
C01604	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9215181	151.1537178	1		install new tps - pair	MV159	Secondary	2020	\$	1,300
C01605	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	missing crossing point	-33.9210138	151.1532115	1		install new kerb ramp - pair	MV159	Secondary	2020	\$	5,000
C01606	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.921188	151.153185	1		install new tps - pair	MV162	Secondary	2020	\$	1,300
C01607	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9199742	151.1535541	1		install new tps - pair	MV162	Secondary	2020	\$	1,300
C01608	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9201406	151.1531126	1		install new tps	MV162	Secondary	2020	\$	600
C01609	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9199868	151.1530884	1		install new tps	MV162	Secondary	2020	\$	600
C01610	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9199618	151.1531508	1		install new tps - pair	MV162	Secondary	2020	\$	1,300
C01611	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9194255	151.1532624	1		install new tps - pair	MV163	Secondary	2020	\$	1,300
C01617	Premier Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	misaligned refuge island	-33.9210028	151.1531545	1		re-construct refuge island	MV159	Secondary	2020	\$	15,000
C01619	Rennick Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9178848	151.1518843	1		install new tps - pair	MV171	Secondary	2020	\$	1,300
C01620	Rennick Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9180511	151.1522598	1		install new tps - pair	MV171	Secondary	2020	\$	1,300
C01621	Rennick Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9180051	151.1520278	1		install new tps - pair	MV171	Secondary	2020	\$	1,300
C01626	Rennick Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9179588	151.1517629	1		install new tps - pair	MV171	Secondary	2020	\$	1,300
C01627	Rennick Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9166416	151.1493648	1		install new kerb ramp - pair	MV168	Secondary	2020	\$	5,000
C01628	Rennick Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	missing crossing point	-33.920128	151.1544363	1		install new kerb ramp - pair	MV175	Secondary	2020	\$	5,000
C01631	Richardson Crescent	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9178852	151.1518843	1		install new kerb ramp	MV176	Secondary	2020	\$	2,500
C01632	Richardson Crescent	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9176184	151.1516117	1		install new kerb ramp - pair	MV176	Secondary	2020	\$	5,000
C01633	Riverside Crescent	Marrickville	Local Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9178848	151.1425558	1		install new tps	MV178	Secondary	2020	\$	600
C01634	Riverside Crescent	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.91436	151.1443648	1		install new kerb ramp	MV178	Secondary	2020	\$	2,500
C01641	Smiths Road	Marrickville	Local Road	Strategic Route	Crossing deficiency	missing kerb ramp - pair	-33.9077542	151.1714115	1		install new kerb ramp - pair	MV18	Secondary	2020	\$	5,000
C01643	Staten Road	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.9148479	151.1520271	1		install new kerb ramp - pair	MV187	Secondary	2020	\$	5,000
C01644	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.9095853	151.1621759	1		install new kerb ramp	MV191	Secondary	2020	\$	2,500
C01647	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9088042	151.1608144	1		install new kerb ramp	MV192	Secondary	2020	\$	2,500
C01648	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	steep kerb ramp	-33.9054517	151.1613195	1		install new kerb ramp - pair	MV191	Secondary	2020	\$	5,000
C01649	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9064306	151.160797	1		install new kerb ramp	MV192	Secondary	2020	\$	2,500
C01650	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9081808	151.1597787	1		install new kerb ramp	MV193	Secondary	2020	\$	2,500
C01651	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9079777	151.1582148	1		install new kerb ramp	MV193	Secondary	2020	\$	2,500
C01652	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9076563	151.1591347	1		install new kerb ramp	MV193	Secondary	2020	\$	2,500
C01653	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	missing kerb ramp	-33.9076228	151.1591127	1		install new kerb ramp	MV193	Secondary	2020	\$	2,500
C01654	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	traffic post narrows kerb ramp	-33.9075851	151.1590707	1		refer to Transport for NSW	MV193	Secondary	2020	\$	2,500
C01655	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned refuge island	-33.9071325	151.1585991	1		re-construct refuge island	MV196	Secondary	2020	\$	15,000
C01656	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9114206	151.1646707	1		install new tps - pair	MV202	Secondary	2020	\$	1,300
C01657	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9113927	151.1646707	1		install new tps - pair	MV204	Secondary	2020	\$	1,300
C01658	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing tps	-33.9124854	151.1646236	1		install new tps	MV185	Secondary	2020	\$	600
C01670	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9122329	151.1646554	1		install new tps - pair	MV204	Secondary	2020	\$	1,300
C01671	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.9118846	151.1646857	1		install new tps - pair	MV204	Secondary	2020	\$	1,300
C01672	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.9112292	151.1647757	1		install new kerb ramp	MV203	Secondary	2020	\$	2,500
C01673	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	steep kerb ramp	-33.9106022	151.163438	1		install new kerb ramp	MV201	Secondary	2020	\$	2,500
C01675	Staten Road	Marrickville	State Road	Strategic Route	Crossing deficiency	at grade crossing missing tps - pair	-33.910307	151.163438	1		install new tps - pair	MV201	Secondary	2020	\$	1,300
C01676	Sydney Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp construction	-33.9066671	151.1714844	1		install new kerb ramp	MV33	Secondary	2020	\$	2,500
C01679	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment, does not follow design line	-33.9045421	151.1692511	1		no action	MV111	Secondary	2020	\$	-
C01681	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	misaligned refuge island	-33.9058111	151.1682205	1		re-construct refuge island	MV114	Secondary	2020	\$	15,000
C01682	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	long crossing point	-33.9058455	151.1687963	1		install new kerb ramp	MV114	Secondary	2020	\$	15,000
C01683	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	steep kerb ramp	-33.9058111	151.1682205	1		install new kerb ramp - pair	MV130	Secondary	2020	\$	5,000
C01684	Victoria Road	Marrickville	State Road	Strategic Route	Crossing deficiency	missing crossing point	-33.9148877	151.1644179	1		install new kerb ramp - pair	MV128	Secondary	2020	\$	5,000
C01685	Warrington Street	Marrickville	Local Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.9137765	151.1577558	1		install new kerb ramp	MV229	Secondary	2020	\$	2,500
C01703	Wardell Road	Marrickville	Regional Road	Strategic Route	Crossing deficiency	misaligned refuge island	-33.9075794	151.1447807	1		re-construct refuge island	MV232	Secondary	2020	\$	15,000

CDOT ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C01712	Warren Road	Marionville	Local Road		crossing deficiency	at grade crossing missing tps - pair	-38.9170455	95.1352923	2		install new tps - pair	MV249	Secondary	NEB3	1	1,900
C01718	Warren Road	Marionville	Local Road		crossing deficiency	at grade crossing missing tps - pair	-38.9171671	95.1352432	2		install new tps - pair	MV249	Secondary	NEB3	1	1,900
C01719	Warren Road	Marionville	Local Road		crossing deficiency	misaligned curb ramp - pair	-38.9132633	95.1449616	2		install new curb ramp - pair	MV148	Secondary	NEB3	1	5,000
C01720	Warren Road	Marionville	Local Road		crossing deficiency	poor curb ramp alignment - pair	-38.9138413	95.1446235	2		install new curb ramp - pair	MV243	Secondary	NEB3	1	5,000
C01721	Warren Road	Marionville	Local Road		crossing deficiency	poor curb ramp alignment - pair	-38.9144388	95.1472309	2		install new curb ramp - pair	MV244	Secondary	NEB3	1	5,000
C01722	Altamark Street	Warren	Local Road		crossing deficiency	missing curb ramp - pair	-38.8689735	95.1714688	2		install new curb ramp - pair	NE4	Secondary	NEB3	1	5,000
C01723	Altamark Street	Warren	Local Road		crossing deficiency	missing curb ramp - pair	-38.8692782	95.1714918	2		install new curb ramp - pair	NE4	Secondary	NEB3	1	5,000
C01724	Altamark Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8695653	95.1714918	2		install new curb ramp	NE4	Secondary	NEB3	1	5,000
C01725	Altamark Street	Warren	Local Road		crossing deficiency	missing curb ramp	-38.8696962	95.1716234	2		install new curb ramp	NE4	Secondary	NEB3	1	2,500
C01726	Altamark Street	Warren	Local Road		crossing deficiency	missing curb ramp - pair	-38.8694829	95.1719327	2		install new curb ramp - pair	NE4	Secondary	NEB3	1	5,000
C01727	Altamark Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8695173	95.1763032	2		install new curb ramp	NE3	Secondary	NEB3	1	2,500
C01728	Altamark Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8696384	95.1763289	2		install new curb ramp	NE3	Secondary	NEB3	1	2,500
C01729	Altamark Street	Warren	Local Road		crossing deficiency	misaligned curb ramp	-38.8696002	95.1763777	2		install new curb ramp	NE3	Secondary	NEB3	1	2,500
C01730	Altamark Street	Warren	Local Road		crossing deficiency	missing curb ramp	-38.8694396	95.1763667	2		install new curb ramp	NE3	Secondary	NEB3	1	2,500
C01731	Altamark Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8695388	95.1769155	2		install new curb ramp	NE2	Secondary	NEB3	1	2,500
C01732	Altamark Street	Warren	Local Road		crossing deficiency	missing curb ramp	-38.8692984	95.1770246	2		install new curb ramp	NE2	Secondary	NEB3	1	2,500
C01733	Altamark Street	Warren	Local Road		crossing deficiency	missing curb ramp	-38.8695873	95.1770246	2		install new curb ramp	NE2	Secondary	NEB3	1	2,500
C01734	Altamark Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8695446	95.1770479	2		install new curb ramp	NE2	Secondary	NEB3	1	2,500
C01735	Altamark Street	Warren	Local Road		crossing deficiency	missing curb ramp	-38.8692973	95.1770246	2		install new curb ramp	NE2	Secondary	NEB3	1	2,500
C01736	Altamark Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8691163	95.1770423	2		install new curb ramp	NE2	Secondary	NEB3	1	2,500
C01737	Alice Street	Warren	Regional Road		crossing deficiency	driveway at curb ramp	-38.9040919	95.1798151	2		no action	NE8	Secondary	NEB3	1	-
C01738	Alice Street	Warren	Regional Road		crossing deficiency	driveway at curb ramp	-38.9038434	95.1798296	2		no action	NE8	Secondary	NEB3	1	-
C01739	Alice Street	Warren	Regional Road		crossing deficiency	at grade crossing missing tps	-38.9040051	95.1798224	2		install new tps	NE8	Secondary	NEB3	1	650
C01744	Bedford Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment - pair	-38.8975552	95.1771406	2		install new curb ramp - pair	NE20	Secondary	NEB3	1	5,000
C01745	Bedford Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8984939	95.1771406	2		install new curb ramp	NE19	Secondary	NEB3	1	2,500
C01746	Bedford Street	Warren	Local Road		crossing deficiency	misaligned curb ramp - pair	-38.8972728	95.1773843	2		install new curb ramp - pair	NE20	Secondary	NEB3	1	5,000
C01747	Bedford Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment - pair	-38.8983038	95.1767064	2		install new curb ramp - pair	NE45	Secondary	NEB3	1	5,000
C01748	Bedford Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8983045	95.1779997	2		install new curb ramp	NE16	Secondary	NEB3	1	2,500
C01749	Belton Road	Warren	Regional Road		crossing deficiency	poor curb ramp alignment	-38.9079859	95.1748105	2		install new curb ramp	MV17	Secondary	NEB3	1	2,500
C01757	Cherokee Road	Warren	State Road	Strategic Route	crossing deficiency	misaligned curb ramp	-38.9882715	95.1762305	2		install new curb ramp	NE46	Secondary	NEB3	1	2,500
C01758	Cherokee Road	Warren	State Road	Strategic Route	crossing deficiency	misaligned curb ramp	-38.9887193	95.1758923	2		install new curb ramp	NE46	Secondary	NEB3	1	2,500
C01761	Franklin Street	Warren	State Road	Strategic Route	crossing deficiency	poor curb ramp alignment - pair	-38.8972443	95.1766224	2		install new curb ramp - pair	NE19	Secondary	NEB3	1	5,000
C01763	King Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8989423	95.1768588	2		install new curb ramp	NE15	Secondary	NEB3	1	2,500
C01765	Linnick Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8994841	95.1782052	2		install new curb ramp	NE45	Secondary	NEB3	1	2,500
C01766	Linnick Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8992471	95.1781724	2		install new curb ramp	NE40	Secondary	NEB3	1	2,500
C01777	Linnick Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.899267	95.1784348	2		install new curb ramp	NE42	Secondary	NEB3	1	2,500
C01781	Philp Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8984391	95.1794054	2		install new curb ramp	NE46	Secondary	NEB3	1	2,500
C01782	Philp Street	Warren	Local Road		crossing deficiency	missing curb ramp	-38.8979234	95.1795496	2		install new curb ramp	NE44	Secondary	NEB3	1	2,500
C01783	Philp Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.8979843	95.1797455	2		install new curb ramp	NE46	Secondary	NEB3	1	2,500
C01784	Philp Street	Warren	Local Road		crossing deficiency	misaligned curb ramp - pair	-38.8973107	95.1793872	2		install new curb ramp - pair	NE44	Secondary	NEB3	1	5,000
C01785	Philp Street	Warren	Local Road		crossing deficiency	damaged curb ramp - pair	-38.8982986	95.1793934	2		install new curb ramp - pair	NE46	Secondary	NEB3	1	5,000
C01786	Station Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.900219	95.1772312	2		install new curb ramp	NE39	Secondary	NEB3	1	2,500
C01787	Union Street	Warren	Local Road		crossing deficiency	poor curb ramp alignment	-38.900307	95.1801048	2		install new curb ramp	NE40	Secondary	NEB3	1	2,500
C01788	West Street	Warren	Local Road		crossing deficiency	misaligned curb ramp	-38.9003605	95.1796334	2		install new curb ramp	NE34	Secondary	NEB3	1	2,500
C01789	West Street	Warren	Local Road		crossing deficiency	misaligned curb ramp	-38.9002674	95.1771526	2		install new curb ramp	NE33	Secondary	NEB3	1	2,500
C01790	West Street	Warren	Local Road		crossing deficiency	misaligned curb ramps	-38.9004253	95.1796347	2		install new curb ramp	NE62	Secondary	NEB3	1	2,500
C01791	Adrian Road	Petersham	Regional Road	Strategic Route	crossing deficiency	poor curb ramp alignment	-38.8996474	95.1700857	2		install new curb ramp	NE7	Secondary	NEB3	1	2,500
C01792	Adrian Road	Petersham	Regional Road	Strategic Route	crossing deficiency	misaligned curb ramp - pair	-38.8994775	95.1704817	2		install new curb ramp - pair	NE1	Secondary	NEB3	1	5,000
C01793	Adrian Road	Petersham	Regional Road	Strategic Route	crossing deficiency	poor curb ramp alignment	-38.8994821	95.1705423	2		install new curb ramp	NE1	Secondary	NEB3	1	2,500
C01794	Adrian Road	Petersham	Regional Road	Strategic Route	crossing deficiency	steep curb ramp	-38.8999228	95.1705912	2		install new curb ramp - pair	NE2	Secondary	NEB3	1	5,000
C01797	Brighton Street	Petersham	Local Road		crossing deficiency	missing curb ramp	-38.9022381	95.1748893	2		install new curb ramp	NE3	Secondary	NEB3	1	2,500
C01801	Brighton Street	Petersham	Local Road		crossing deficiency	misaligned curb ramp	-38.902188	95.1751296	2		install new curb ramp	NE11	Secondary	NEB3	1	2,500
C01800	Brighton Street	Petersham	Local Road		crossing deficiency	misaligned refuge island	-38.9038519	95.1705395	2		no construct refuge island	NE1	Secondary	NEB3	1	10,000
C01801	Brighton Street	Petersham	Local Road		crossing deficiency	poor curb ramp alignment	-38.9032384	95.1500474	2		install new curb ramp	NE5	Secondary	NEB3	1	2,500
C01805	Cryslar Street	Petersham	Local Road		crossing deficiency	misaligned curb ramp	-38.8940991	95.1574473	2		install new curb ramp	NE19	Secondary	NEB3	1	2,500
C01806	Cryslar Street	Petersham	Local Road		crossing deficiency	poor curb ramp alignment	-38.8939257	95.1575235	2		install new curb ramp	NE19	Secondary	NEB3	1	2,500
C01807	Cryslar Street	Petersham	Local Road		crossing deficiency	poor curb ramp alignment	-38.8940831	95.1579505	2		install new curb ramp	SM9	Secondary	NEB3	1	2,500
C01808	Cryslar Street	Petersham	Local Road		crossing deficiency	poor curb ramp alignment	-38.8933555	95.1579399	2		install new curb ramp	NE4	Secondary	NEB3	1	2,500
C01807	Cryslar Street	Petersham	Local Road		crossing deficiency	poor curb ramp alignment	-38.8911174	95.1583415	2		install new curb ramp	NE15	Secondary	NEB3	1	2,500
C01812	Cryslar Street	Petersham	Local Road		crossing deficiency	poor curb ramp alignment	-38.8918239	95.1582364	2		install new curb ramp	NE16	Secondary	NEB3	1	2,500
C01813	Elmer Street	Petersham	Local Road		crossing deficiency	poor curb ramp alignment	-38.9005918	95.1581433	2		install new curb ramp	NE14	Secondary	NEB3	1	2,500
C01814	Flaxer Street	Petersham	Regional Road		crossing deficiency	at grade crossing missing tps - pair	-38.903498	95.1705938	2		install new tps - pair	NE36	Secondary	NEB3	1	1,300
C01815	Flaxer Street	Petersham	Regional Road		crossing deficiency	at grade crossing missing tps	-38.9013855	95.1593108	2		install new tps	MV16	Secondary	NEB3	1	650
C01818	Livingstone Road	Petersham	State Road	Strategic Route	crossing deficiency	misaligned curb ramp	-38.8988271	95.1594448	2		install new curb ramp	NE36	Secondary	NEB3	1	2,500
C01819	Livingstone Road	Petersham	State Road	Strategic Route	crossing deficiency	poor curb ramp alignment	-38.8994159	95.1596358	2		install new curb ramp	NE1	Secondary	NEB3	1	2,500
C01820	Livingstone Road	Petersham	State Road	Strategic Route	crossing deficiency	at grade crossing missing tps - pair	-38.8974793	95.1593426	2		install new tps - pair	NE24	Secondary	NEB3	1	1,300
C01838	Newington Road	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-38.8985008	95.1629454	2		install new tps	MV130	Secondary	NEB3	1	650
C01839	Newington Road	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-38.8984211	95.1604478	2		install new tps	MV149	Secondary	NEB3	1	650
C01840	Newington Road	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-38.8985002	95.1606144	2		install new tps	MV149	Secondary	NEB3	1	650
C01841	Newington Road	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-38.8981595	95.1595422	2		install new tps	MV149	Secondary	NEB3	1	650
C01842	Newington Road	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-38.8983676	95.1601158	2		install new tps	NE36	Secondary	NEB3	1	650
C01843	Newington Road	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-38.8979664	95.1583863	2		install new tps	NE36	Secondary	NEB3	1	650
C01844	Newington Road	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-38.8974976	95.1585278	2		install new tps	NE36	Secondary	NEB3	1	650
C01845	Newington Road	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-38.8979448	95.1582414	2		install new tps	NE36	Secondary	NEB3	1	650
C01846	Newington Road	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-38.8978656	95.1582721	2		install new tps	NE36	Secondary	NEB3	1	650
C01851	Palace Street	Petersham	Local Road	Strategic Route	crossing deficiency	misaligned curb ramp	-38.8921043	95.1567193	2		install new curb ramp	NE39	Secondary	NEB3	1	2,500
C01852	Palace Street	Petersham	Local Road	Strategic Route	crossing deficiency	poor curb ramp alignment - pair	-38.8908658	95.1564399	2		install new curb ramp - pair	NE42	Secondary	NEB3	1	5,000
C01853	Palace Street	Petersham	Local Road	Strategic Route	crossing deficiency	missing crossing point	-38.8912384	95.1567123	2		install new curb ramp	NE39	Secondary	NEB3	1	2,500
C01855	Palace Street	Petersham	Local Road	Strategic Route	crossing deficiency	missing crossing point	-38.890727	95.1567363	2		install new curb ramp - pair	NE40	Secondary	NEB3	1	5,000
C01866	Railway Street	Petersham	Local Road		crossing deficiency	poor curb ramp alignment	-38.9031955	95.1580238	2		install new curb ramp	NE47	Secondary	NEB3	1	2,500
C01867	Railway Street	Petersham	Local Road		crossing deficiency	poor curb ramp alignment - pair	-38.9033833	95.1561561	2		install new curb ramp - pair	NE47	Secondary	NEB3	1	5,000
C01868	Railway Street	Petersham	Local Road		crossing deficiency	missing curb ramp - pair	-38.8922968	95.1599960	2		install new curb ramp - pair	NE16	Secondary	NEB3	1	5,000



CD	Highway	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Priority	Threatened	Priority	Cost
CD1609	Rayfield Street	Petersham	Local Road		crossing deficiency	crossing within roundabout	-30.4902462	151.1561763	1		install new kerb ramp and reconstruct	PE11	Secondary	YES	3	\$,000
CD1670	Maw Street	Petersham	Regional Road		crossing deficiency	poor kerb ramp alignment	-30.4944026	151.156635	1		install new kerb ramp	PE50	Secondary	YES	3	\$,000
CD1671	Shaw Street	Petersham	Regional Road		crossing deficiency	misaligned kerb ramp	-30.4975784	151.1559440	1		install new kerb ramp	PE52	Secondary	YES	3	\$,000
CD1672	Shaw Street	Petersham	Regional Road		crossing deficiency	poor kerb ramp alignment	-30.4956212	151.1565266	1		install new kerb ramp	PE50	Secondary	YES	3	\$,000
CD1673	Hammond Road	Petersham	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4956212	151.1564451	1		install new kerb ramp	PE18	Secondary	YES	3	\$,000
CD1674	Hammond Road	Petersham	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4956212	151.1564451	1		install new kerb ramp	PE18	Secondary	YES	3	\$,000
CD1675	Hammond Road	Petersham	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4956212	151.1564756	1		install new kerb ramp - pair	PE50	Secondary	YES	3	\$,000
CD1676	Hammond Road	Petersham	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4956212	151.1564756	1		install new kerb ramp	PE47	Secondary	YES	3	\$,000
CD1681	Ternage Street	Petersham	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.4954353	151.1571798	1		install new kerb ramp - pair	PE13	Secondary	YES	3	\$,000
CD1682	Ternage Street	Petersham	Regional Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.4940911	151.1571893	1		install new kerb ramp	PE44	Secondary	YES	3	\$,000
CD1686	Wardell Road	Petersham	Regional Road		crossing deficiency	missing kerb ramp	-30.4906719	151.1482164	1		install new kerb ramp	PE30	Secondary	YES	3	\$,000
CD1687	Wardell Road	Petersham	Regional Road		crossing deficiency	misaligned kerb ramp	-30.4906939	151.1491245	1		install new kerb ramp	PE20	Secondary	YES	3	\$,000
CD1688	Wardell Road	Petersham	Regional Road		crossing deficiency	misaligned refuge island	-30.4881790	151.1482412	1		re-construct refuge island	LN39	Secondary	YES	3	\$,000
CD1689	West Street	Petersham	Local Road		crossing deficiency	misaligned kerb ramp	-30.4902719	151.1564505	1		install new kerb ramp	PE45	Secondary	YES	3	\$,000
CD1689	West Street	Petersham	Local Road		crossing deficiency	misaligned kerb ramp	-30.4902813	151.1564132	1		install new kerb ramp	PE45	Secondary	YES	3	\$,000
CD1692	West Street	Petersham	Local Road		crossing deficiency	at grade crossing missing tps	-30.4897482	151.1569000	1		install new tps	PE56	Secondary	YES	3	\$,000
CD1694	West Street	Petersham	Local Road		crossing deficiency	poor kerb ramp alignment	-30.4956431	151.1493516	1		install new kerb ramp	PE50	Secondary	YES	3	\$,000
CD1694	York Crescent	Petersham	Local Road		crossing deficiency	missing kerb ramp	-30.4931719	151.1585993	1		install new kerb ramp	PE21	Secondary	YES	3	\$,000
CD1695	Beattie Street	Rozelle	Local Road		crossing deficiency	at grade crossing missing tps	-30.4925952	151.1729691	1		install new tps	RO17	Secondary	YES	3	\$,000
CD1698	Darling Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-30.4861793	151.1734357	1		install new kerb ramp	RO12	Secondary	YES	3	\$,000
CD1691	Darling Street	Rozelle	Local Road		crossing deficiency	at grade crossing missing tps	-30.4853867	151.1675794	1		install new tps	RO27	Secondary	YES	3	\$,000
CD1912	Darling Street	Rozelle	Local Road		crossing deficiency	at grade crossing missing tps	-30.4851952	151.1675829	1		install new tps	RO27	Secondary	YES	3	\$,000
CD1913	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.4863444	151.1686171	1		install new kerb ramp - pair	RO20	Secondary	YES	3	\$,000
CD1914	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-30.4863144	151.1685476	1		install new kerb ramp	RO20	Secondary	YES	3	\$,000
CD1924	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-30.4857989	151.1680734	1		install new kerb ramp	RO20	Secondary	YES	3	\$,000
CD1924	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.4857989	151.1680734	1		install new kerb ramp - pair	RO20	Secondary	YES	3	\$,000
CD1926	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.4839416	151.1675795	1		install new kerb ramp - pair	RO22	Secondary	YES	3	\$,000
CD1929	Evans Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-30.4869988	151.1690695	1		install new kerb ramp	RO35	Secondary	YES	3	\$,000
CD1930	Evans Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.4874925	151.1687937	1		install new kerb ramp - pair	RO38	Secondary	YES	3	\$,000
CD1931	Evans Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-30.4871972	151.1692750	1		install new kerb ramp	RO36	Secondary	YES	3	\$,000
CD1935	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4860449	151.1729921	1		install new kerb ramp	RO28	Secondary	YES	3	\$,000
CD1936	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	missing kerb ramp	-30.4879629	151.1729411	1		install new kerb ramp	RO40	Secondary	YES	3	\$,000
CD1937	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4877234	151.1721441	1		install new kerb ramp	RO39	Secondary	YES	3	\$,000
CD1938	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.4876213	151.1721343	1		install new tps	RO39	Secondary	YES	3	\$,000
CD1939	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.4871743	151.1721761	1		install new kerb ramp	RO39	Secondary	YES	3	\$,000
CD1940	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.4883939	151.1727601	1		install new kerb ramp - pair	RO39	Secondary	YES	3	\$,000
CD1941	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.4864474	151.1738613	1		install new tps	RO38	Secondary	YES	3	\$,000
CD1942	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4864853	151.1728734	1		install new kerb ramp	RO38	Secondary	YES	3	\$,000
CD1943	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.4864751	151.1730017	1		install new tps	RO38	Secondary	YES	3	\$,000
CD1944	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-30.4869624	151.1729292	1		install new kerb ramp	RO38	Secondary	YES	3	\$,000
CD1945	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.4871344	151.1728369	1		install new tps	RO39	Secondary	YES	3	\$,000
CD1948	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.4868777	151.1728755	1		install new tps	RO40	Secondary	YES	3	\$,000
CD1948	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	missing crossing point	-30.4868229	151.1728465	1		install new kerb ramp - pair	RO40	Secondary	YES	3	\$,000
CD1948	Gordon Street	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.4868229	151.1728465	1		install new kerb ramp - pair	RO40	Secondary	YES	3	\$,000
CD1949	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-30.4865376	151.1734375	1		install new kerb ramp - pair	RO41	Secondary	YES	3	\$,000
CD1950	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.4865434	151.1727806	1		install new kerb ramp - pair	RO41	Secondary	YES	3	\$,000
CD1951	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.4887178	151.1724106	1		install new tps	RO41	Secondary	YES	3	\$,000
CD1952	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.4892242	151.1717234	1		install new tps	RO48	Secondary	YES	3	\$,000
CD1953	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4894904	151.1757454	1		install new kerb ramp	RO44	Secondary	YES	3	\$,000
CD1954	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	missing crossing point	-30.4868627	151.1735284	1		install new kerb ramp - pair	RO43	Secondary	YES	3	\$,000
CD1955	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp	-30.4713224	151.1695514	1		install new kerb ramp	RO45	Secondary	YES	3	\$,000
CD1956	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4811427	151.1694645	1		install new kerb ramp	RO45	Secondary	YES	3	\$,000
CD1957	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-30.4811977	151.1692871	1		install new tps	RO45	Secondary	YES	3	\$,000
CD1958	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-30.4869664	151.1702276	1		install new kerb ramp - pair	RO47	Secondary	YES	3	\$,000
CD1959	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	missing crossing point - future park access	-30.4839584	151.1719259	1		install new kerb ramp - pair, new refuge	RO547	Secondary	YES	3	\$,000
CD1960	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-30.4796777	151.1702197	1		install new kerb ramp - pair	RO46	Secondary	YES	3	\$,000
CD1961	Lyfield Road	Rozelle	Regional Road	Strategic Route	crossing deficiency	missing crossing point - future park access	-30.4799499	151.1705343	1		install new kerb ramp - pair, new refuge	RO45	Secondary	YES	3	\$,000
CD1966	Manning Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.4834681	151.1652292	1		install new kerb ramp - pair	RO61	Secondary	YES	3	\$,000
CD1967	Manning Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-30.4847163	151.1656254	1		install new kerb ramp	RO49	Secondary	YES	3	\$,000
CD1968	Manning Street	Rozelle	Local Road		crossing deficiency	missing kerb ramp	-30.4857147	151.1663014	1		install new kerb ramp	RO62	Secondary	YES	3	\$,000
CD1969	Manning Street	Rozelle	Local Road		crossing deficiency	at grade crossing missing tps - pair	-30.4833463	151.1766391	1		install new tps - pair	RO54	Secondary	YES	3	\$,000
CD1970	Manning Street	Rozelle	Local Road		crossing deficiency	missing kerb ramp	-30.4842311	151.1767177	1		install new kerb ramp	RO54	Secondary	YES	3	\$,000
CD1971	Manning Street	Rozelle	Local Road		crossing deficiency	missing kerb ramp	-30.4842311	151.1767177	1		install new kerb ramp	RO54	Secondary	YES	3	\$,000
CD1976	Robert Street	Rozelle	Local Road		crossing deficiency	narrow kerb ramp - pair	-30.4861634	151.1704181	1		install new kerb ramp - pair	RO56	Secondary	YES	3	\$,000
CD1977	Robert Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.4866344	151.1754951	1		install new kerb ramp - pair	RO57	Secondary	YES	3	\$,000
CD1980	Terry Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.4816495	151.1664832	1		install new kerb ramp - pair	RO65	Secondary	YES	3	\$,000
CD1982	Terry Street	Rozelle	Local Road		crossing deficiency	narrow refuge island	-30.480695	151.1689728	1		install new refuge island	RO66	Secondary	YES	3	\$,000
CD1983	Terry Street	Rozelle	Local Road		crossing deficiency	missing kerb ramp	-30.4826627	151.1695434	1		install new kerb ramp	RO66	Secondary	YES	3	\$,000
CD1984	Terry Street	Rozelle	Local Road		crossing deficiency	missing kerb ramp - pair	-30.4802951	151.1703367	1		install new kerb ramp - pair	RO63	Secondary	YES	3	\$,000
CD1985	Terry Street	Rozelle	Local Road		crossing deficiency	missing kerb ramp - pair	-30.4804024	151.1703666	1		install new kerb ramp - pair	RO66	Secondary	YES	3	\$,000
CD1990	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.4870435	151.1674181	1		install new kerb ramp - pair	RO79	Secondary	YES	3	\$,000
CD1996	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4821433	151.1757541	1		install new kerb ramp	RO79	Secondary	YES	3	\$,000
CD1996	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.4838748	151.1752629	1		install new kerb ramp - pair	RO79	Secondary	YES	3	\$,000
CD1997	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-30.4839637	151.1764774	1		install new kerb ramp	RO50	Secondary	YES	3	\$,000
CD2003	Victoria Road	Rozelle	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.4846104	151.1761963	1		install new kerb ramp - pair	RO79	Secondary	YES	3	\$,000
CD2008	Campbell Street	St Peters	Regional Road		crossing deficiency	poor kerb ramp alignment	-30.4717972	151.1786071	1		install new kerb ramp	SP31	Secondary	YES	3	\$,000
CD2010	Church Street	St Peters	Local Road		crossing deficiency	poor kerb ramp alignment	-30.4712812	151.1780766	1		install new kerb ramp	SP7	Secondary	YES	3	\$,000
CD2011	Church Street	St Peters	Local Road		crossing deficiency	missing crossing point	-30.4719407	151.1745592	1		install new kerb ramp - pair	SP7	Secondary	YES	3	\$,000
CD2012	Church Street	St Peters	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-30.4718667	151.1767677	1		install new kerb ramp - pair	SP8	Secondary	YES	3	\$,000
CD2018	Pinches Highway	St Peters	State Road	Strategic Route	crossing deficiency	missing kerb ramp - pair	-30.4716618	151.1728566	1		install new kerb ramp - pair	SP8	Secondary	YES	3	\$,000
CD2019	Pinches Highway	St Peters	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp - pair	-30.4717028	151.1720533	1		install new kerb ramp - pair	SP8	Secondary	YES	3	\$,000
CD2020	Pinches Highway	St Peters	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.4716678	151.168754	1		install new kerb ramp - pair	SP8	Secondary	YES	3	\$,000
CD2022	Pinches Highway	St Peters	State Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-30.4716059	151.1709209	1		install new kerb ramp - pair	SP8	Secondary	YES	3	\$,000

CDOT ID	Project	Subproject	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Name	Treatment	Priority	Cost
C00023	Pincock Highway	St Peters	State Road	Strategic Route	crossing deficiency	missing curb ramp - pair	-35.9174795	-91.1775054	1	0	install new curb ramp - pair	SP6	Secondary	NEW	3	5,000
C00028	Pincock Highway	St Peters	State Road	Strategic Route	crossing deficiency	poor curb ramp alignment - pair	-35.9157720	-91.1773918	1	0	install new curb ramp - pair	SP25	Secondary	NEW	3	5,000
C00051	Pincock Highway	St Peters	State Road	Strategic Route	crossing deficiency	poor curb ramp alignment - pair	-35.9123628	-91.1765704	1	0	install new curb ramp - pair	SP15	Secondary	NEW	3	5,000
C00043	St Peters Street	St Peters	Local Road		crossing deficiency	missing crossing point	-35.9128643	-91.1762593	1	0	install new curb ramp - pair	SP30	Secondary	NEW	3	5,000
C00048	Union Bridge Road	St Peters	Local Road		crossing deficiency	poor curb ramp alignment	-35.9140858	-91.1699647	1	0	install new curb ramp	SP28	Secondary	NEW	3	2,500
C00045	Union Bridge Road	St Peters	Local Road		crossing deficiency	poor curb ramp alignment	-35.9150607	-91.1704213	1	0	install new curb ramp	SP38	Secondary	NEW	3	2,500
C00046	Rego Road	St Peters	Local Road		crossing deficiency	poor curb ramp alignment	-35.9099898	-91.1710098	1	0	install new curb ramp	SP36	Secondary	NEW	3	2,500
C00054	Rego Street	St Peters	Regional Road		crossing deficiency	poor curb ramp alignment	-35.9072118	-91.1796179	1	0	install new curb ramp	SP10	Secondary	NEW	3	2,500
C00059	Condon Crescent	Stannmore	Local Road	Strategic Route	crossing deficiency	poor curb ramp alignment - pair	-35.8943885	-91.1617177	1	0	install new curb ramp - pair	SP17	Secondary	NEW	3	1,500
C00040	Condon Crescent	Stannmore	Local Road	Strategic Route	crossing deficiency	poor curb ramp alignment	-35.8907651	-91.1583305	1	0	install new curb ramp	SP15	Secondary	NEW	3	1,500
C00066	Merchant Street	Stannmore	Local Road		crossing deficiency	missing curb ramp - pair	-35.8971083	-91.1688884	1	0	install new curb ramp - pair	SP19	Secondary	NEW	3	5,000
C00067	Merchant Street	Stannmore	Local Road		crossing deficiency	poor curb ramp alignment	-35.8971018	-91.1687724	1	0	install new curb ramp	SP19	Secondary	NEW	3	2,500
C00068	Merchant Street	Stannmore	Local Road		crossing deficiency	missing curb ramp	-35.8969728	-91.1688238	1	0	install new curb ramp	SP19	Secondary	NEW	3	2,500
C00068	Merchant Street	Stannmore	Local Road		crossing deficiency	missing curb ramp	-35.8970475	-91.1667054	1	0	install new curb ramp	SP19	Secondary	NEW	3	2,500
C00070	Merchant Street	Stannmore	Local Road		crossing deficiency	missing curb ramp	-35.8966707	-91.1657427	1	0	install new curb ramp	SP21	Secondary	NEW	3	2,500
C00071	Merchant Street	Stannmore	Local Road		crossing deficiency	missing curb ramp	-35.8972881	-91.1688173	1	0	install new curb ramp	SP19	Secondary	NEW	3	2,500
C00085	Paranalla Road	Stannmore	State Road	Strategic Route	crossing deficiency	poor curb ramp alignment - pair	-35.8881889	-91.1655554	1	0	install new curb ramp - pair	SP75	Secondary	NEW	3	5,000
C00081	Paranalla Road	Stannmore	State Road	Strategic Route	crossing deficiency	poor curb ramp alignment - pair	-35.8877272	-91.1736174	1	0	install new curb ramp - pair	SP75	Secondary	NEW	3	5,000
C00094	Railway Avenue	Stannmore	Local Road		crossing deficiency	misaligned refuge island	-35.8807778	-91.1674516	1	0	re-construct refuge island	SP40	Secondary	NEW	3	10,000
C00103	Salebury Road	Stannmore	Regional Road		crossing deficiency	poor curb ramp alignment	-35.8816833	-91.1684385	1	0	install new curb ramp	SP45	Secondary	NEW	3	2,500
C00104	Salebury Road	Stannmore	Regional Road		crossing deficiency	poor curb ramp alignment	-33.8513448	-91.1714215	1	0	install new curb ramp	SP44	Secondary	NEW	3	2,500
C00106	Stannmore Road	Stannmore	State Road	Strategic Route	crossing deficiency	steep curb ramp - pair	-35.8974664	-91.1644916	1	0	install new curb ramp	SP19	Secondary	NEW	3	2,500
C00107	Stannmore Road	Stannmore	State Road	Strategic Route	crossing deficiency	misaligned curb ramp	-35.8971215	-91.1663397	1	0	install new curb ramp	SP19	Secondary	NEW	3	2,500
C00112	Carroll Crescent	Summer Hill	Regional Road	Strategic Route	crossing deficiency	poor curb ramp alignment - pair	-35.8897532	-91.1736463	1	0	install new curb ramp - pair	SP8	Secondary	NEW	3	5,000
C00113	Carroll Crescent	Summer Hill	Regional Road	Strategic Route	crossing deficiency	poor curb ramp alignment - pair	-35.8913451	-91.1647571	1	0	install new curb ramp - pair	SP7	Secondary	NEW	3	5,000
C00117	Carroll Crescent	Summer Hill	Regional Road	Strategic Route	crossing deficiency	missing curb ramp	-35.8920854	-91.1677793	1	0	install new curb ramp - pair	SP71	Secondary	NEW	3	5,000
C00119	Flow Mill Way	Summer Hill	Local Road		crossing deficiency	at grade crossing missing sign	-35.8920135	-91.1623075	1	0	install new sign	SP15	Secondary	NEW	3	650
C00120	Finch Lane	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8891458	-91.1648004	1	0	install new curb ramp - pair	SP16	Secondary	NEW	3	5,000
C00122	Grosvener Crescent	Summer Hill	Local Road		crossing deficiency	missing crossing point	-35.8901099	-91.1591477	1	0	install new curb ramp - pair	SP11	Secondary	NEW	3	5,000
C00123	Grosvener Crescent	Summer Hill	Local Road		crossing deficiency	missing crossing point	-35.8924612	-91.1639997	1	0	install new curb ramp - pair	SP19	Secondary	NEW	3	5,000
C00126	Nelson Street	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8963814	-91.1548763	1	0	install new curb ramp - pair	SP15	Secondary	NEW	3	5,000
C00127	Herbert Street	Summer Hill	Local Road		crossing deficiency	missing curb ramp - pair	-35.8963375	-91.154460	1	0	install new curb ramp - pair	SP17	Secondary	NEW	3	5,000
C00128	Herbert Street	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8963364	-91.1536654	1	0	install new curb ramp - pair	SP17	Secondary	NEW	3	5,000
C00130	James Street	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8971777	-91.1536654	1	0	install new curb ramp - pair	SP15	Secondary	NEW	3	5,000
C00131	James Street	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8971777	-91.1536654	1	0	install new curb ramp - pair	SP15	Secondary	NEW	3	5,000
C00133	James Street	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8974881	-91.1536654	1	0	install new curb ramp - pair	SP15	Secondary	NEW	3	5,000
C00135	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8942971	-91.1532132	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00137	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00138	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00139	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00140	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00141	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00142	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00143	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00144	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00145	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00146	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00147	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00148	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00149	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00150	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00151	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00152	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00153	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00154	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00155	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00156	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00157	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00158	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00159	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00160	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00161	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00162	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00163	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00164	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00165	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00166	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00167	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00168	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00169	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00170	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00171	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00172	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00173	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00174	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00175	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00176	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00177	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00178	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00179	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00180	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00181	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	5,000
C00182	Junction Road	Summer Hill	Local Road		crossing deficiency	poor curb ramp alignment - pair	-35.8950295	-91.1534118	1	0	install new curb ramp - pair	SP40	Secondary	NEW	3	



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C-02215	Princes Highway	Sydenham	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5201945	151.1673104	1	0	install new kerb ramp - pair	SP-29	Secondary	2020	\$	5,000
C-02220	Carroll Street	Tempe	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.5214876	151.1594864	1	0	install new kerb ramp - pair	TE-1	Secondary	2020	\$	5,000
C-02221	Carroll Street	Tempe	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.5216433	151.1595032	1	0	install new kerb ramp - pair	TE-2	Secondary	2020	\$	5,000
C-02222	Carroll Street	Tempe	Local Road		Crossing deficiency	steep kerb ramp	-33.5216436	151.1573211	1	0	install new kerb ramp - pair	TE-3	Secondary	2020	\$	5,000
C-02223	Griffith Street	Tempe	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.5214748	151.1584442	1	0	install new kerb ramp	TE-31	Secondary	2020	\$	2,500
C-02224	Griffith Street	Tempe	Local Road		Crossing deficiency	at grade crossing missing sign	-33.5214322	151.1581752	1	0	install new sign	TE-31	Secondary	2020	\$	600
C-02225	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.5200033	151.1603555	1	0	install new kerb ramp	TE-1	Secondary	2020	\$	2,500
C-02230	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.5179461	151.1605714	1	0	install new kerb ramp	TE-6	Secondary	2020	\$	2,500
C-02231	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment	-33.5204734	151.1675485	1	0	install new kerb ramp	TE-7	Secondary	2020	\$	2,500
C-02232	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5200716	151.1677188	1	0	install new kerb ramp - pair	TE-7	Secondary	2020	\$	5,000
C-02233	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5204837	151.1678228	1	0	install new kerb ramp - pair	TE-7	Secondary	2020	\$	5,000
C-02234	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5200339	151.1673361	1	0	install new kerb ramp - pair	TE-7	Secondary	2020	\$	5,000
C-02235	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5211077	151.1685133	1	0	install new kerb ramp - pair	TE-8	Secondary	2020	\$	5,000
C-02236	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5221037	151.1693951	1	0	install new kerb ramp - pair	TE-11	Secondary	2020	\$	5,000
C-02238	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5223677	151.1627368	1	0	install new kerb ramp - pair	TE-19	Secondary	2020	\$	5,000
C-02240	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5204236	151.1676262	1	0	install new kerb ramp - pair	TE-7	Secondary	2020	\$	5,000
C-02244	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	misaligned kerb ramp - pair	-33.5204464	151.1594811	1	0	install new kerb ramp - pair	TE-1	Secondary	2020	\$	5,000
C-02246	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5257141	151.1584384	1	0	install new kerb ramp - pair	TE-1	Secondary	2020	\$	5,000
C-02248	Princes Highway	Tempe	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.5257358	151.1604419	1	0	install new kerb ramp - pair	TE-1	Secondary	2020	\$	5,000
C-02249	Richardson Crescent	Tempe	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.5223833	151.1579619	1	0	install new kerb ramp - pair	TE-14	Secondary	2020	\$	5,000
C-02251	Richardson Crescent	Tempe	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.5222824	151.1580286	1	0	install new kerb ramp - pair	TE-13	Secondary	2020	\$	5,000
C-02252	Simon Street	Tempe	Local Road		Crossing deficiency	at grade crossing missing sign	-33.5216342	151.1604545	1	0	install new sign	TE-17	Secondary	2020	\$	600
C-02253	Simon Street	Tempe	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.5211847	151.1603885	1	0	install new kerb ramp	TE-18	Secondary	2020	\$	2,500
C-02254	Simons Bridge Road	Tempe	Local Road		Crossing deficiency	at grade crossing missing sign	-33.5211683	151.1599633	1	0	install new sign	TE-17	Secondary	2020	\$	600
C-02255	Simons Bridge Road	Tempe	Local Road		Crossing deficiency	misaligned kerb ramp	-33.5204449	151.1605435	1	0	install new kerb ramp	TE-20	Secondary	2020	\$	2,500
R-1	Booth Street	Annandale	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8833678	151.1750454	1	0	re-construct footpath pavement	AN27	Primary	2020	\$	200
R-2	Booth Street	Annandale	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8848511	151.1754557	1	0	re-construct footpath pavement	AN27	Primary	2020	\$	200
R-3	Belconn Street	Annandale	Local Road	Strategic Route	Infrastructure condition	raised pavement lip	-33.8827931	151.1734566	1	0	repair pavement panel	AN12	Primary	2020	\$	200
R-7	Belconn Street	Annandale	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8829158	151.1734571	1	0	re-construct footpath pavement	AN12	Primary	2020	\$	200
R-8	Belconn Street	Annandale	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8833874	151.1734568	1	0	re-construct footpath pavement	AN12	Primary	2020	\$	200
R-9	Paramatta Road	Annandale	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8827719	151.1733774	1	0	re-construct footpath pavement	AN83	Primary	2020	\$	200
R-11	Paramatta Road	Annandale	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8832638	151.1721519	1	0	re-construct footpath pavement	AN82	Primary	2020	\$	200
R-12	Paramatta Road	Annandale	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8837981	151.1713595	1	0	re-construct footpath pavement	AN81	Primary	2020	\$	200
R-13	Paramatta Road	Annandale	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8841428	151.1625842	1	0	re-construct footpath pavement	LH148	Primary	2020	\$	200
R-14	Paramatta Road	Annandale	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8845493	151.1713335	1	0	re-construct footpath pavement	AN107	Primary	2020	\$	200
R-34	Alb Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8846627	151.1235711	1	0	re-construct footpath pavement	AF-10	Primary	2020	\$	200
R-35	Alb Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8852913	151.1232491	1	0	re-construct footpath pavement	AF-16	Primary	2020	\$	200
R-36	Alb Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8846136	151.1236444	1	0	re-construct footpath pavement	AF-10	Primary	2020	\$	200
R-41	Charlotte Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8853438	151.1236864	1	0	re-construct footpath pavement	AF-18	Primary	2020	\$	200
R-42	Elizabeth Street	Ashfield	Regional Road		Infrastructure condition	uneven pavement surface	-33.8874884	151.1273744	1	0	re-construct footpath pavement	AF-18	Primary	2020	\$	200
R-43	Elizabeth Street	Ashfield	Regional Road		Infrastructure condition	raised pavement lip	-33.8873531	151.1273887	1	0	repair pavement panel	AF-12	Primary	2020	\$	200
R-45	Elizabeth Street	Ashfield	Regional Road		Infrastructure condition	uneven pavement surface	-33.8881238	151.1288824	1	0	re-construct footpath pavement	AF-42	Primary	2020	\$	200
R-46	Elizabeth Street	Ashfield	Regional Road		Infrastructure condition	uneven pavement surface	-33.8883303	151.1287884	1	0	re-construct footpath pavement	AF-53	Primary	2020	\$	200
R-47	Elizabeth Street	Ashfield	Regional Road		Infrastructure condition	uneven pavement surface	-33.8857636	151.1289393	1	0	re-construct footpath pavement	AF-55	Primary	2020	\$	200
R-48	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8784257	151.1364804	1	0	re-construct footpath pavement	AF-68	Primary	2020	\$	200
R-49	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8786648	151.1360413	1	0	re-construct footpath pavement	AF-69	Primary	2020	\$	200
R-50	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8780445	151.1251274	1	0	re-construct footpath pavement	AF-69	Primary	2020	\$	200
R-51	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8780444	151.1247444	1	0	re-construct footpath pavement	AF-70	Primary	2020	\$	200
R-52	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8782184	151.1242524	1	0	re-construct footpath pavement	AF-70	Primary	2020	\$	200
R-53	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8803831	151.1223637	1	0	re-construct footpath pavement	AF-72	Primary	2020	\$	200
R-54	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8808831	151.1223637	1	0	re-construct footpath pavement	AF-72	Primary	2020	\$	200
R-55	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8824744	151.1212994	1	0	re-construct footpath pavement	AF-74	Primary	2020	\$	200
R-56	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8829292	151.1209697	1	0	re-construct footpath pavement	AF-74	Primary	2020	\$	200
R-58	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8805429	151.1229801	1	0	re-construct footpath pavement	AF-71	Primary	2020	\$	200
R-59	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8772053	151.1284757	1	0	re-construct footpath pavement	AF-68	Primary	2020	\$	200
R-70	Federick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	poor barrier condition	-33.8852144	151.1199896	1	0	repair barrier	AF-76	Primary	2020	\$	750
R-71	Georges River Drive	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8918688	151.1170833	1	0	re-construct footpath pavement	AF-118	Primary	2020	\$	200
R-72	Georges River Drive	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8888166	151.1184133	1	0	re-construct footpath pavement	AF-112	Primary	2020	\$	200
R-73	Georges River Drive	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8893773	151.1172864	1	0	re-construct footpath pavement	AF-113	Primary	2020	\$	200
R-74	Georges River Drive	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8913823	151.1172864	1	0	re-construct footpath pavement	AF-114	Primary	2020	\$	200
R-75	Georges River Drive	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8904473	151.1172548	1	0	re-construct footpath pavement	AF-115	Primary	2020	\$	200
R-76	Knox Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.890264	151.1226994	1	0	re-construct footpath pavement	AF-119	Primary	2020	\$	200
R-82	North Street	Ashfield	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8891747	151.1236854	1	0	re-construct footpath pavement	AF-125	Primary	2020	\$	200
R-83	North Street	Ashfield	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8912194	151.1236854	1	0	re-construct footpath pavement	AF-122	Primary	2020	\$	200
R-84	North Street	Ashfield	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8915116	151.1303307	1	0	re-construct footpath pavement	AF-125	Primary	2020	\$	200
R-85	Old Canterbury Road	Ashfield	State Road		Infrastructure condition	uneven pavement surface	-33.884048	151.128999	1	0	re-construct footpath pavement	AF-130	Primary	2020	\$	200
R-86	Paramatta Road	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8788444	151.1381853	1	0	re-construct footpath pavement	HA48	Primary	2020	\$	200
R-88	Paramatta Road	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8779754	151.1302763	1	0	re-construct footpath pavement	HA67	Primary	2020	\$	200
R-132	Sane Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8564255	151.1643727	1	0	re-construct footpath pavement	BA44	Primary	2020	\$	200
R-139	Robert Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8613917	151.1770453	1	0	re-construct footpath pavement	BA86	Primary	2020	\$	200
R-157	Devon Road	Dulwich Hill	Local Road		Infrastructure condition	uneven pavement surface	-33.9018306	151.1409132	1	0	re-construct footpath pavement	DH32	Primary	2020	\$	200
R-158	Dulwich Street	Dulwich Hill	Local Road		Infrastructure condition	uneven pavement surface	-33.9028705	151.1419866	1	0	re-construct footpath pavement	DH26	Primary	2020	\$	200
R-159	Dulwich Street	Dulwich Hill	Local Road		Infrastructure condition	uneven pavement surface	-33.9024486	151.1411736	1	0	re-construct footpath pavement	DH15	Primary	2020	\$	200
R-172	Evatt Street	Dulwich Hill	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9105497	151.1386799	1	0	re-construct footpath pavement	DH11	Primary	2020	\$	200
R-191	New Canterbury Road	Dulwich Hill	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9044276	151.1381336	1	0	re-construct footpath pavement	DH83	Primary	2020	\$	200
R-192	New Canterbury Road	Dulwich Hill	State Road	Strategic Route	Infrastructure condition	damaged kerb ramp	-33.9027691	151.1382124	1	0	install new kerb ramp	DH89	Primary	2020	\$	2,500
R-194	Old Canterbury Road	Dulwich Hill	State Road		Infrastructure condition	uneven pavement surface	-33.9020273	151.1328175	1	0	re-construct footpath pavement	DH82	Primary	2020	\$	200
R-196	Old Canterbury Road	Dulwich Hill	State Road		Infrastructure condition	raised pavement lip	-33.9024879	151.133448	1	0	repair pavement panel	DH82	Primary	2020	\$	200
R-198	Old Canterbury Road	Dulwich Hill	State Road		Infrastructure condition	uneven pavement surface	-33.9027251	151.1304501	1	0	re-construct footpath pavement	AF-128	Primary	2020	\$	200
R-199	Old Canterbury Road	Dulwich Hill	State Road		Infrastructure condition	uneven pavement surface	-33.9028644	151.1303606								

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
IC232	Wardell Road	Dulwich Hill	Regional Road		Infrastructure condition	uneven pavement surface	-33.9094235	151.1428963	1		re-construct footpath pavement	CH126	Primary	2020	\$	200
IC233	Wardell Road	Dulwich Hill	Regional Road		Infrastructure condition	uneven pavement surface	-33.9094893	151.1429933	1		re-construct footpath pavement	CH125	Primary	2020	\$	200
IC234	Wardell Road	Dulwich Hill	Regional Road		Infrastructure condition	uneven pavement surface	-33.9155346	151.1417464	1		re-construct footpath pavement	CH125	Primary	2020	\$	200
IC235	Wardell Road	Dulwich Hill	Regional Road		Infrastructure condition	uneven pavement surface	-33.9124362	151.1394651	1		re-construct footpath pavement	MV237	Primary	2020	\$	200
IC240	Wardell Road	Dulwich Hill	Regional Road		Infrastructure condition	uneven pavement surface	-33.9121386	151.1398528	1		re-construct footpath pavement	MV237	Primary	2020	\$	200
IC259	Parramatta Road	Hayfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8678024	151.1425186	1		re-construct footpath pavement	H476	Primary	2020	\$	200
IC267	Rene Canterbury Road	Huntmore Park	State Road	Strategic Route	Infrastructure condition	damaged refuge island	-33.9051047	151.1322484	1		re-construct refuge island	DH69	Primary	2020	\$	15,000
IC270	Clontarf Road	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-33.8808722	151.1587748	1		re-construct footpath pavement	LH44	Primary	2020	\$	200
IC271	Clontarf Road	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-33.880904	151.1587343	1		re-construct footpath pavement	LH44	Primary	2020	\$	200
IC274	Foster Street	Leichhardt	State Road		Infrastructure condition	uneven pavement surface	-33.8842799	151.1475354	1		re-construct footpath pavement	LH72	Primary	2020	\$	200
IC277	Lons Road	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-33.8859163	151.1496157	1		re-construct footpath pavement	LH65	Primary	2020	\$	200
IC278	Marion Street	Leichhardt	Regional Road	Strategic Route	Infrastructure condition	raised pavement lip	-33.8878953	151.1564748	1		repair pavement (lane)	LH91	Primary	2020	\$	200
IC280	Parramatta Road	Leichhardt	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8888642	151.154354	1		re-construct footpath pavement	LH138	Primary	2020	\$	200
IC282	Parramatta Road	Leichhardt	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8895737	151.1464596	1		re-construct footpath pavement	LH132	Primary	2020	\$	200
IC283	Parramatta Road	Leichhardt	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8896462	151.1462354	1		re-construct footpath pavement	LH132	Primary	2020	\$	200
IC284	Wentworth Street Link	Leichhardt	Local Road		Infrastructure condition	faded traffic control marking	-33.8878682	151.157491	1		repair pavement marking	LH131	Primary	2020	\$	200
IC289	Rene Canterbury Road	Linsell	State Road	Strategic Route	Infrastructure condition	damaged sign	-33.8908694	151.1466367	1		install new sign	LW14	Primary	2020	\$	600
IC290	Old Canterbury Road	Linsell	State Road		Infrastructure condition	uneven pavement surface	-33.8945476	151.1448492	1		re-construct footpath pavement	LW19	Primary	2020	\$	200
IC293	Railway Terrace	Linsell	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8941514	151.1499059	1		re-construct footpath pavement	PE 48	Primary	2020	\$	200
IC294	Thames Street	Linsell	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8933356	151.1482023	1		re-construct footpath pavement	LW34	Primary	2020	\$	200
IC295	Layfield Road	Layfield	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8723054	151.1465129	1		re-construct footpath pavement	LH38	Primary	2020	\$	200
IC296	Layfield Road	Layfield	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8734394	151.1445134	1		re-construct footpath pavement	LH46	Primary	2020	\$	200
IC297	Layfield Road	Layfield	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8732773	151.1435252	1		re-construct footpath pavement	LH46	Primary	2020	\$	200
IC304	Layfield Road	Layfield	Regional Road	Strategic Route	Infrastructure condition	raised pavement lip	-33.8731772	151.1434385	1		repair pavement (lane)	LH53	Primary	2020	\$	200
IC318	Dudley Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-33.9114338	151.1424863	1		re-construct footpath pavement	MV46	Primary	2020	\$	200
IC319	Dudley Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-33.9115753	151.1420032	1		re-construct footpath pavement	MV46	Primary	2020	\$	200
IC320	Edgeware Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9052878	151.1733438	1		re-construct footpath pavement	VE24	Primary	2020	\$	200
IC321	Enmore Road	Marrickville	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9055718	151.1675767	1		re-construct footpath pavement	MV13	Primary	2020	\$	200
IC322	Swart Street	Marrickville	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9123645	151.1405382	1		re-construct footpath pavement	MV66	Primary	2020	\$	200
IC323	Swart Street	Marrickville	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9127119	151.1407364	1		re-construct footpath pavement	MV66	Primary	2020	\$	200
IC326	Swart Street	Marrickville	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9136299	151.1421365	1		re-construct footpath pavement	MV65	Primary	2020	\$	200



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Reconstruction	Segment ID	Segment Hierarchy	Treatment Priority	Cost
IC327	Earl Street	Marrickville	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9136623	151.1433392	1	1	re-construct footpath pavement	MV85	Primary	2020	\$ 200
IC328	Earl Street	Marrickville	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9135282	151.1434481	1	1	re-construct footpath pavement	MV87	Primary	2020	\$ 200
IC343	Stewards Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9136625	151.1502029	1	1	re-construct footpath pavement	MV92	Primary	2020	\$ 200
IC345	Stewards Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	rip road - raised kerbside cover	-33.9140791	151.1528635	1	1	replace rip cover	MV92	Primary	2020	\$ 2,000
IC346	Stewards Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9134817	151.1502491	1	1	re-construct footpath pavement	MV92	Primary	2020	\$ 200
IC347	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9037448	151.1501464	1	1	re-construct footpath pavement	MV110	Primary	2020	\$ 200
IC348	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9112904	151.1496454	1	1	re-construct footpath pavement	MV106	Primary	2020	\$ 200
IC349	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9110362	151.1484465	1	1	re-construct footpath pavement	MV121	Primary	2020	\$ 200
IC350	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9129776	151.1475285	1	1	re-construct footpath pavement	MV118	Primary	2020	\$ 200
IC351	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9134448	151.1487332	1	1	re-construct footpath pavement	MV117	Primary	2020	\$ 200
IC352	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9135025	151.1484178	1	1	re-construct footpath pavement	MV117	Primary	2020	\$ 200
IC353	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9136751	151.1482431	1	1	re-construct footpath pavement	MV117	Primary	2020	\$ 200
IC354	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9132740	151.1482084	1	1	re-construct footpath pavement	MV117	Primary	2020	\$ 200
IC355	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9128298	151.1472163	1	1	re-construct footpath pavement	MV116	Primary	2020	\$ 200
IC356	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9124795	151.1476289	1	1	re-construct footpath pavement	MV116	Primary	2020	\$ 200
IC357	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9117872	151.1483458	1	1	re-construct footpath pavement	MV122	Primary	2020	\$ 200
IC358	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9115717	151.1485934	1	1	re-construct footpath pavement	MV122	Primary	2020	\$ 200
IC359	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9107677	151.1489689	1	1	re-construct footpath pavement	MV121	Primary	2020	\$ 200
IC360	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9108667	151.1501548	1	1	re-construct footpath pavement	MV121	Primary	2020	\$ 200
IC361	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9057538	151.1507446	1	1	re-construct footpath pavement	MV119	Primary	2020	\$ 200
IC362	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9055651	151.1509429	1	1	re-construct footpath pavement	MV118	Primary	2020	\$ 200
IC363	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9048663	151.1507344	1	1	re-construct footpath pavement	MV118	Primary	2020	\$ 200
IC364	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9030241	151.1507667	1	1	re-construct footpath pavement	MV118	Primary	2020	\$ 200
IC365	Livingstone Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9105123	151.1507366	1	1	re-construct footpath pavement	MV120	Primary	2020	\$ 200
IC366	Marrickville Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9138863	151.1605149	1	1	re-construct footpath pavement	MV129	Primary	2020	\$ 200
IC369	Marrickville Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9139631	151.1622846	1	1	install new utility cover	MV129	Primary	2020	\$ 2,000
IC370	Stewart Parade	Marrickville	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9137284	151.1602174	1	1	re-construct footpath pavement	MV105	Primary	2020	\$ 200
IC390	Stewart Parade	Marrickville	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9128471	151.1604461	1	1	re-construct footpath pavement	MV203	Primary	2020	\$ 200
IC404	Stewart Parade	Marrickville	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9128618	151.1604889	1	1	re-construct footpath pavement	MV203	Primary	2020	\$ 200
IC405	Stewart Parade	Marrickville	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9130611	151.1605654	1	1	re-construct footpath pavement	MV203	Primary	2020	\$ 200
IC406	Stewart Parade	Marrickville	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9130771	151.1607563	1	1	re-construct footpath pavement	MV160	Primary	2020	\$ 200
IC410	Stewart Parade	Marrickville	Local Road	Strategic Route	Infrastructure condition	damaged pit cover	-33.9060815	151.1603609	1	1	install new pit cover	MV206	Primary	2020	\$ 200
IC421	Victoria Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9055644	151.1629265	1	1	re-construct footpath pavement	MV204	Primary	2020	\$ 200
IC423	Victoria Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9112216	151.1611189	1	1	re-construct footpath pavement	MV212	Primary	2020	\$ 200
IC426	Victoria Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9116348	151.1607509	1	1	install new utility cover	MV226	Primary	2020	\$ 2,000
IC427	Victoria Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9130512	151.1590136	1	1	re-construct footpath pavement	MV206	Primary	2020	\$ 200
IC428	Victoria Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9132522	151.1593151	1	1	re-construct footpath pavement	MV226	Primary	2020	\$ 200
IC429	Victoria Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9128236	151.1597124	1	1	re-construct footpath pavement	MV225	Primary	2020	\$ 200
IC430	Victoria Road	Marrickville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9131323	151.1595619	1	1	re-construct footpath pavement	MV225	Primary	2020	\$ 200
IC444	Warburton Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9083263	151.1439526	1	1	re-construct footpath pavement	MV229	Primary	2020	\$ 200
IC446	Warburton Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9122888	151.1399983	1	1	re-construct footpath pavement	MV230	Primary	2020	\$ 200
IC447	Warburton Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9125162	151.1364909	1	1	re-construct footpath pavement	MV230	Primary	2020	\$ 200
IC451	Warburton Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9153262	151.1480759	1	1	re-construct footpath pavement	MV243	Primary	2020	\$ 200
IC452	Warburton Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9153165	151.1484141	1	1	re-construct footpath pavement	MV242	Primary	2020	\$ 200
IC453	Warburton Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9162384	151.1507764	1	1	re-construct footpath pavement	MV246	Primary	2020	\$ 200
IC454	Warburton Road	Marrickville	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9030316	151.1706329	1	1	re-construct footpath pavement	MV25	Primary	2020	\$ 200
IC460	Bedford Street	Penrith	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8974737	151.1769178	1	1	refer to maintenance	HE15	Primary	2020	\$ -
IC461	Bedford Street	Penrith	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8946177	151.1767138	1	1	refer to maintenance	HE15	Primary	2020	\$ -
IC490	Bedford Street	Penrith	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8968729	151.1759512	1	1	refer to maintenance	HE15	Primary	2020	\$ -
IC493	Bedford Street	Penrith	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9000099	151.1743212	1	1	re-construct footpath pavement	HE36	Primary	2020	\$ 200
IC497	New Canterbury Road	Penrith	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8961773	151.1522687	1	1	re-construct footpath pavement	HE34	Primary	2020	\$ 200
IC478	Tratagall Street	Penrith	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8935197	151.1463337	1	1	replace pavement panel	HE38	Primary	2020	\$ 200
IC471	Wardell Road	Penrith	Regional Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8971325	151.1434155	1	1	re-construct footpath pavement	W356	Primary	2020	\$ 200
IC482	Terry Street	Rozelle	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8591192	151.1707788	1	1	re-construct footpath pavement	RO69	Primary	2020	\$ 200
IC483	Terry Street	Rozelle	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8587373	151.1711284	1	1	install new kerb ramp	RO64	Primary	2020	\$ 2,300
IC484	Terry Street	Rozelle	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8596035	151.1707836	1	1	re-construct footpath pavement	RO69	Primary	2020	\$ 200
IC486	Victoria Road	Rozelle	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8689878	151.1761831	1	1	re-construct footpath pavement	RO75	Primary	2020	\$ 200
IC487	Victoria Road	Rozelle	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8672187	151.1763204	1	1	re-construct footpath pavement	RO75	Primary	2020	\$ 200
IC488	Victoria Road	Rozelle	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8643811	151.1766015	1	1	re-construct footpath pavement	RO74	Primary	2020	\$ 200
IC491	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9161267	151.1742222	1	1	re-construct footpath pavement	SP34	Primary	2020	\$ 200
IC496	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9108431	151.1801929	1	1	re-construct footpath pavement	SP34	Primary	2020	\$ 200
IC498	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9132769	151.1768194	1	1	re-construct footpath pavement	SP17	Primary	2020	\$ 200
IC500	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9143298	151.1774887	1	1	re-construct footpath pavement	SP18	Primary	2020	\$ 200
IC501	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9161334	151.1758394	1	1	re-construct footpath pavement	SP21	Primary	2020	\$ 200
IC502	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9152846	151.1750791	1	1	re-construct footpath pavement	SP22	Primary	2020	\$ 200
IC505	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9144487	151.1812331	1	1	re-construct footpath pavement	SP25	Primary	2020	\$ 200
IC504	Smith Street	Summer Hill	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8863434	151.1818671	1	1	re-construct footpath pavement	SH14	Primary	2020	\$ 200
IC511	Smith Street	Summer Hill	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.8817023	151.1820414	1	1	re-construct footpath pavement	SH84	Primary	2020	\$ 200
IC529	Princes Avenue	Summer Hill	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9155669	151.1664719	1	1	re-construct footpath pavement	SH2	Primary	2020	\$ 200
IC527	Princes Avenue	Summer Hill	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9188627	151.1688327	1	1	re-construct footpath pavement	SH27	Primary	2020	\$ 200
IC530	Princes Avenue	Summer Hill	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9145919	151.1682067	1	1	re-construct footpath pavement	SH166	Primary	2020	\$ 200
IC535	Princes Highway	Tempe	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9226042	151.1632829	1	1	re-construct footpath pavement	TE3	Primary	2020	\$ 200
IC537	Princes Highway	Tempe	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9080517	151.1600124	1	1	re-construct footpath pavement	TE34	Primary	2020	\$ 200
MAP1	Regent Lane	Annandale	Local Road	Strategic Route	Missing footpath	missing footpath	-33.8863416	151.1750172	15	15	install new footpath	AN63	Secondary	2020	\$ 30,000
MAP2	Regent Lane	Annandale	Local Road	Strategic Route	Missing footpath	missing footpath	-33.8863764	151.1760155	14	14	install new footpath	AN63	Secondary	2020	\$ 25,000
MAP3	Condon Park	Annandale	Local Road	Strategic Route	Missing footpath	missing footpath	-33.9151231	151.1802527	19	19	install new footpath	AN117	Secondary	2020	\$ 35,000
MAP4	Condon Park	Annandale	Local Road	Strategic Route	Missing footpath	missing footpath	-33.8859594	151.1748094	19	19	install new footpath	AN209	Secondary	2020	\$ 17,800
MAP5	Condon Park	Annandale	Local Road	Strategic Route	Missing footpath	missing footpath	-33.8858259	151.1747854	19	19	install new footpath	AN116	Secondary	2020	\$ 19,800
MAP6	Condon Park	Annandale	Local Road	Strategic Route	Missing footpath	missing footpath	-33.8770308	151.1682886	19	19	install new footpath	AN117	Secondary	2020	\$ 37,000
MAP7	Condon Park	Annandale	Local Road	Strategic Route	Missing footpath	missing footpath	-33.8759443	151.1698237	19	19	install new footpath	AN120	Secondary	2020	\$ 36,800
MAP8	Condon Park	Annandale	Local Road	Strategic Route	Missing footpath	missing footpath	-33.8759443	151.1698237	19	19	install new footpath	AN118	Secondary	2020	\$ 12,000

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
MP10	Railway Parade	Annandale	Local Road	Strategic Route	missing footpath	missing footpath	-33.8720645	151.1725206	75	install new footpath	AV18	Secondary	2020	\$	15,000
MP12	Passa Street	Annandale	Local Road	Strategic Route	missing footpath	missing footpath	-33.8849737	151.1723797	160	install new footpath	AF139	Secondary	2020	\$	30,000
MP13	Victoria Street	Annandale	Local Road	Strategic Route	missing footpath	missing footpath	-33.9034414	151.1780209	32	install new footpath	AF164	Secondary	2020	\$	6,000
MP15	Cardigan Lane	Camden	Local Road		missing footpath	missing footpath	-33.8902967	151.1727702	54	install new footpath	CA16	Secondary	2020	\$	10,800
MP16	Church Street	Camden	Local Road		missing footpath	missing footpath	-33.8796179	151.1202342	179	install new footpath	CR1	Secondary	2020	\$	35,800
MP19	Clavis Street	Claremont	Local Road		missing footpath	missing footpath	-33.8993679	151.1406857	34	install new footpath	CR21	Secondary	2020	\$	6,800
MP20	Mercurius Street	Claremont	Local Road		missing footpath	missing footpath	-33.9090003	151.1384791	79	install new footpath	CR33	Secondary	2020	\$	15,800
MP21	Carley Road	Leichhardt	State Road		missing footpath	missing footpath	-33.8767085	151.1496433	589	install new footpath	LH40	Secondary	2020	\$	117,800
MP22	Black Street	Leichhardt	Local Road		missing footpath	missing footpath	-33.8776302	151.1514657	60	install new footpath	LH73	Secondary	2020	\$	13,000
MP23	Wines Creek Lane	Leichhardt	Local Road		missing footpath	missing footpath	-33.8830388	151.1433530	10	install new footpath	LH59	Secondary	2020	\$	2,000
MP25	Wines Creek Lane	Leichhardt	Local Road		missing footpath	missing footpath	-33.8834974	151.1432579	3	install new footpath	LH59	Secondary	2020	\$	11,400
MP26	Wright Street	Leichhardt	Local Road		missing footpath	missing footpath	-33.8946673	151.1438833	14	install new footpath	LH20	Secondary	2020	\$	2,800
MP32	Layfield Road	Layfield	Regional Road	Strategic Route	missing footpath	missing footpath	-33.8728121	151.1668175	31	install new footpath	LF72	Secondary	2020	\$	6,200
MP33	Layfield Street	Layfield	Local Road		missing footpath	missing footpath	-33.8721157	151.1572369	93	install new footpath	LF61	Secondary	2020	\$	18,200
MP34	Malvern Street	Layfield	Local Road		missing footpath	missing footpath	-33.8722296	151.1595427	44	install new footpath	LF61	Secondary	2020	\$	8,800
MP35	Malvern Street	Layfield	Local Road		missing footpath	missing footpath	-33.8712746	151.1518537	113	install new footpath	LF11	Secondary	2020	\$	22,400
MP36	Malvern Street	Layfield	Local Road		missing footpath	missing footpath	-33.869076	151.1526443	190	install new footpath	LF25	Secondary	2020	\$	37,200
MP39	Byrnes Street	Marrickville	Local Road		missing footpath	missing footpath	-33.9137244	151.1554301	3	install new footpath	MV188	Secondary	2020	\$	600
MP40	Curran Road	Marrickville	Local Road		missing footpath	missing footpath	-33.9210697	151.1542555	60	install new footpath	MV24	Secondary	2020	\$	12,200
MP41	St George Road	Marrickville	Regional Road	Strategic Route	missing footpath	missing footpath	-33.9408043	151.1746245	73	install new footpath	MV17	Secondary	2020	\$	3,800
MP42	Merces Road	Marrickville	Local Road		missing footpath	missing footpath	-33.9147449	151.1560178	109	install new footpath	MV209	Secondary	2020	\$	21,000
MP47	Victoria Road	Marrickville	State Road	Strategic Route	missing footpath	missing footpath	-33.9144457	151.1510461	30	install new footpath	MV229	Secondary	2020	\$	18,400
MP48	Pearl Lane	Marrickville	Local Road		missing footpath	missing footpath	-33.9051033	151.1777804	183	install new footpath	MV24	Secondary	2020	\$	36,600
MP53	Adson Lane	St Peters	Local Road		missing footpath	missing footpath	-33.9133663	151.1735722	155	install new footpath	SP78	Secondary	2020	\$	31,000
MP54	James Street	Summer Hill	Local Road		missing footpath	missing footpath	-33.8973479	151.1387332	8	install new footpath	SP36	Secondary	2020	\$	1,600
MP55	Smith Street	Summer Hill	Local Road		missing footpath	missing footpath	-33.8926484	151.14328	8	install new footpath	SP89	Secondary	2020	\$	1,600
NP1	Chesler Street	Annandale	Local Road	Strategic Route	narrow footpath	narrow footpath	-33.8843619	151.1736451	53	widen footpath	AV131	Primary	2020	\$	10,600
NP4	Carle Avenue	Annandale	Local Road		narrow footpath	narrow footpath	-33.8870718	151.1220793	60	widen footpath	AF13	Primary	2020	\$	12,000
NP6	Frederick Street	Annandale	State Road	Strategic Route	narrow footpath	narrow footpath	-33.8775078	151.1287214	3	widen footpath	AF18	Primary	2020	\$	1,800
NP9	Burn Street	Balmann	Regional Road	Strategic Route	narrow footpath	narrow footpath	-33.860441	151.1819825	118	widen footpath	BA16	Primary	2020	\$	23,600
NP11	Kalan Street	Balmann	Local Road		narrow footpath	narrow footpath	-33.8583817	151.1835757	11	widen footpath	BA45	Primary	2020	\$	2,200
NP13	Lane Street	Balmann	Local Road		narrow footpath	narrow footpath	-33.8590663	151.1843374	167	widen footpath	BA41	Primary	2020	\$	33,400
NP15	Mullens Street	Balmann	Regional Road		narrow footpath	narrow footpath	-33.8414377	151.1766781	14	widen footpath	BA51	Primary	2020	\$	2,800
NP20	Constitution Road	Claremont	Local Road		narrow footpath	narrow footpath	-33.9075295	151.1379118	15	widen footpath	CR58	Primary	2020	\$	3,000
NP21	Conson Road	Claremont	Local Road		narrow footpath	narrow footpath	-33.9017715	151.1398527	7	widen footpath	CR23	Primary	2020	\$	1,400
NP26	Algar Street	Leichhardt	Local Road		narrow footpath	narrow footpath	-33.8942461	151.1438979	37	widen footpath	LH5	Primary	2020	\$	11,400
NP44	Baby Street	Newtown	Local Road		narrow footpath	narrow footpath	-33.8993208	151.1720559	206	widen footpath	NE38	Primary	2020	\$	41,200
NP45	Baby Street	Newtown	Local Road		narrow footpath	narrow footpath	-33.8952941	151.172262	207	widen footpath	NE38	Primary	2020	\$	41,400
NP46	Goodland Street	Newtown	Local Road		narrow footpath	narrow footpath	-33.8920663	151.1775629	47	widen footpath	NE45	Primary	2020	\$	9,400
NP47	Goodland Street	Newtown	Local Road		narrow footpath	narrow footpath	-33.8956531	151.1775786	49	widen footpath	NE49	Primary	2020	\$	9,200
NP50	Station Street	Newtown	Local Road		narrow footpath	narrow footpath	-33.8997362	151.1770221	231	widen footpath	NE49	Primary	2020	\$	46,200
NP51	Station Street	Newtown	Local Road		narrow footpath	narrow footpath	-33.8999159	151.1769888	238	widen footpath	NE49	Primary	2020	\$	43,600
NP52	Winford Street	Newtown	Local Road		narrow footpath	narrow footpath	-33.8983642	151.1747612	67	widen footpath	NE36	Primary	2020	\$	13,600
NP53	Wilford Street	Newtown	Local Road		narrow footpath	narrow footpath	-33.89837	151.1748054	68	widen footpath	NE36	Primary	2020	\$	13,200
NP60	Victoria Road	Rozelle	State Road	Strategic Route	narrow footpath	narrow footpath	-33.8463684	151.1751007	44	widen footpath	RO74	Primary	2020	\$	8,800
NP62	Winn Street	St Peters	Local Road		narrow footpath	narrow footpath	-33.9146491	151.1750715	14	widen footpath	SP11	Primary	2020	\$	2,800
NP64	Princes Highway	St Peters	State Road	Strategic Route	narrow footpath	narrow footpath	-33.9146472	151.1750863	17	widen footpath	SP16	Primary	2020	\$	3,400
NP69	Elizabeth Street	Summer Hill	Regional Road		narrow footpath	narrow footpath	-33.8897786	151.1371444	108	widen footpath	SP45	Primary	2020	\$	21,600
SUBTOTAL (M601)															\$ 5,564,900



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
AC5	Sheppard Street	Annandale	Local Road		access	stairs only access	-33.873623	151.1709349	1		install accessible ramp	AH123	Tertiary	LOW	\$	10,000
AC7	Trafalgar Street	Annandale	Regional Road		access	stairs only access	-33.874612	151.1748185	1		install accessible ramp	AH102	Tertiary	LOW	\$	10,000
AC9	Holmes Street	Ashfield	Local Road		access	stairs only access	-33.917421	151.1290882	1		no action	AF3	Tertiary	LOW	\$	
AC10	Reich Street	Balmain	Regional Road	Strategic Route	access	stairs only access	-33.8628842	151.1843545	1		install accessible ramp	BA44	Tertiary	LOW	\$	10,000
AC13	Bechgrove Oval	Bechgrove	Local Road		access	stairs only access to wharf	-33.8491245	151.1879333	1		refer to Transport for NSW	B2	Tertiary	LOW	\$	-
AC24	Layfield Road	Layfield	Regional Road	Strategic Route	access	stairs only access	-33.8721415	151.1530736	1		no action	LF76	Tertiary	LOW	\$	-
AC26	May Street	Layfield	Local Road		access	no ramp between different height footpaths	-33.8678781	151.154724	1		install new kerb ramp	LF81	Tertiary	LOW	\$	2,500
AC29	Wentworth Street	Marrickville	Local Road		access	stairs only access	-33.1778847	151.1470115	1		install accessible ramp	MV180	Tertiary	LOW	\$	10,000
AC30	Penrose Street	Marrickville	Local Road		access	stairs only access	-33.1781147	151.1480469	1		install accessible ramp	MV180	Tertiary	LOW	\$	10,000
C01	Richmond Street	Annandale	Local Road		connectivity	poor connectivity over layover cross	-33.8721272	151.1729252	1		install new kerb ramp - pair	AH18	Secondary	LOW	\$	5,000
C02	Trafalgar Street	Annandale	Regional Road		connectivity	missing footpath connectivity	-33.8746124	151.1748444	1		install new kerb ramp - pair	AH102	Tertiary	LOW	\$	5,000
C03	Whites Creek Lane	Annandale	Local Road		connectivity	potential shared zone	-33.8634922	151.1853128	1		investigate shared zone implementation	CH52	Secondary	LOW	\$	15,000
C04	Whites Creek Lane	Annandale	Local Road		connectivity	potential shared zone	-33.8635449	151.1853128	1		investigate shared zone implementation	CP1	Secondary	LOW	\$	15,000
C05	Elizabeth Street	Ashfield	Regional Road		connectivity	missing footpath connectivity	-33.8635975	151.1782154	1		no action	CR20	Secondary	LOW	\$	
C06	Seaside Street	Balmain	Local Road		connectivity	missing kerb ramp	-33.8673403	151.1804311	1		install new kerb ramp	BA6	Secondary	LOW	\$	2,500
C07	Jane Street	Balmain	Local Road		connectivity	missing footpath connectivity	-33.8654463	151.1844424	1		install new kerb ramp	BA44	Primary	LOW	\$	2,500
C08	Thames Street	Balmain	Local Road		connectivity	footpath leads to road and driveway	-33.8650259	151.1858024	1		review and implement shared zone	BA72	Secondary	LOW	\$	40,000
C09	Roeline Street	Bechgrove	Local Road		connectivity	poor kerb ramp alignment	-33.8522701	151.1826497	1		install new kerb ramp - pair	B17	Tertiary	LOW	\$	5,000
C10	Bedford Crescent	Dulwich Hill	Local Road		connectivity	inaccessible link	-33.9110234	151.1399939	1		no action	DH4	Secondary	LOW	\$	-
C11	Blackwood Lane	Dulwich Hill	Local Road		connectivity	inaccessible link	-33.9075253	151.1420811	1		no action	D45	Secondary	LOW	\$	-
C12	Constitution Road	Dulwich Hill	Local Road		connectivity	potential shared zone	-33.9074779	151.1371255	1		investigate shared zone implementation	DH16	Secondary	LOW	\$	10,000
C13	Swart Street	Dulwich Hill	Local Road	Strategic Route	connectivity	inaccessible link	-33.9101524	151.133444	1		no action	DH15	Tertiary	LOW	\$	-
C14	Perceval Street	Dulwich Hill	Local Road		connectivity	inaccessible link	-33.9088282	151.1391103	1		no action	DH3	Secondary	LOW	\$	-
C15	Old Canterbury Road	Dulwich Hill	State Road		connectivity	inaccessible link	-33.9046932	151.1388243	1		no action	DH4	Primary	LOW	\$	-
C16	Terry Road	Dulwich Hill	Local Road		connectivity	inaccessible link	-33.8999061	151.1386175	1		no action	DH7	Secondary	LOW	\$	-
C17	Myrie Street	Leichhardt	Local Road		connectivity	potential shared zone	-33.8863157	151.1536565	1		investigate shared zone implementation	LH111	Tertiary	LOW	\$	15,000
C18	White Creek	Leichhardt	Local Road	Strategic Route	connectivity	missing footpath connectivity	-33.8820877	151.1643125	1		no action	LH18	Secondary	LOW	\$	-
C19	White Creek	Leichhardt	Local Road	Strategic Route	connectivity	missing footpath connectivity	-33.8827764	151.1629355	1		no action	LH19	Secondary	LOW	\$	-
C20	Wilson Street	Leichhardt	Local Road		connectivity	inaccessible link	-33.8948271	151.1432149	1		no action	LW1	Secondary	LOW	\$	-
C21	Swinton Street	Leichhardt	Local Road		connectivity	potential shared zone	-33.8844912	151.1444154	1		investigate shared zone implementation	LW5	Primary	LOW	\$	15,000
C22	Malhouse Way	Leichhardt	Local Road		connectivity	inaccessible link	-33.8927457	151.1429815	1		no action	LW2	Secondary	LOW	\$	-
C23	Packer Street	Marrickville	Regional Road		connectivity	missing crossing point	-33.9011773	151.1511744	1		install new kerb ramp - pair, new ramp	MV73	Secondary	LOW	\$	7,000
C24	Shirley Street	Marrickville	Local Road		connectivity	missing footpath connectivity	-33.90398	151.1609405	1		further investigation required	MV20	Tertiary	LOW	\$	-
C25	Victoria Road	Marrickville	State Road	Strategic Route	connectivity	missing crossing point	-33.9070444	151.1606134	1		further investigation required	MV11	Secondary	LOW	\$	-
C26	Station Street	Marrickville	Local Road		connectivity	potential shared zone	-33.9119881	151.1510185	1		investigate shared zone implementation	MV180	Primary	LOW	\$	15,000
C27	May Street	St Peters	Local Road		connectivity	missing footpath connectivity	-33.9111402	151.1724345	1		separate kerb and footpath	SP36	Tertiary	LOW	\$	7,500
C28	Harde Avenue	Summer Hill	Local Road		connectivity	potential shared zone	-33.8969043	151.1339951	1		investigate shared zone implementation	SH33	Primary	LOW	\$	15,000
C29	Old Canterbury Road	Summer Hill	State Road		connectivity	inaccessible link	-33.8960683	151.1425369	1		no action	SH12	Secondary	LOW	\$	-
C30	Scuffins Street	Tempe	Local Road		connectivity	path termination	-33.9252779	151.1836458	1		install new kerb ramp - pair	TE32	Secondary	LOW	\$	5,000
C31	New Street	Tempe	Local Road	Strategic Route	connectivity	potential shared zone	-33.9258942	151.1837612	1		install new kerb ramp - pair	TE34	Primary	LOW	\$	5,000
C32	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8851403	151.1682163	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C34	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	long crossing	-33.8870611	151.1602599	1		install kerb reduction - pair	AN17	Tertiary	LOW	\$	20,000
C36	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8870366	151.1684136	1		install new kerb ramp	AN17	Tertiary	LOW	\$	2,500
C39	Annandale Street	Annandale	Local Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-33.8868953	151.1664396	1		install new tps	AN17	Tertiary	LOW	\$	600
C39	Colless Street	Annandale	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8870549	151.1640460	1		install new kerb ramp	AN33	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8870549	151.1640460	1		install new kerb ramp	AN33	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	at grade crossing missing tps	-33.8868948	151.1677112	1		install new tps	AN34	Tertiary	LOW	\$	600
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.8868947	151.1677112	1		install new kerb ramp	AN34	Tertiary	LOW	\$	2,500
C39	Colless Street	Annandale	Local Road		crossing deficiency	misaligned kerb ramp	-33.88									

CDOT ID	Street	Suburb	Classification	Highway	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Regiment ID	Regiment	Priority	Cost
C0029	Church Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8772893	151.1244252	1		install new kerb ramp - pair	AF41	Tertiary	LOW	5,000
C0030	Church Street	Ashfield	Local Road		crossing deficiency	at grade crossing missing tps - pair	-33.8780048	151.1248952	1		install new tps - pair	AF42	Tertiary	LOW	1,300
C0032	Church Street	Ashfield	Local Road		crossing deficiency	missing kerb ramp - pair	-33.8779955	151.1248553	1		install new kerb ramp - pair	AF42	Tertiary	LOW	5,000
C0033	Church Street	Ashfield	Local Road		crossing deficiency	missing kerb ramp - pair	-33.8780694	151.1248948	1		install new kerb ramp - pair	AF42	Tertiary	LOW	5,000
C0034	Clarend Street	Ashfield	Local Road		crossing deficiency	at grade crossing missing tps - pair	-33.8800006	151.1348176	1		install new tps - pair	AF46	Tertiary	LOW	1,300
C0035	Clarend Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8800006	151.1348176	1		install new kerb ramp - pair	AF46	Tertiary	LOW	5,000
C0039	Hardy Street	Ashfield	Local Road		crossing deficiency	missing kerb ramp alignment - pair	-33.9015681	151.1260346	1		install new kerb ramp - pair	AF81	Tertiary	LOW	5,000
C0040	Hardy Street	Ashfield	Local Road		crossing deficiency	missing kerb ramp	-33.9015681	151.1260346	1		install new kerb ramp	AF79	Tertiary	LOW	2,500
C0041	Hardy Street	Ashfield	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9015681	151.1254489	1		install new kerb ramp	AF79	Tertiary	LOW	2,500
C0040	Madison Street	Ashfield	Local Road		crossing deficiency	missing crossing point	-33.8974294	151.1250519	1		install new kerb ramp - pair	AF83	Tertiary	LOW	5,000
C0083	Malton Street	Ashfield	State Road		crossing deficiency	at grade crossing missing tps - pair	-33.8943208	151.1182150	1		install new tps - pair	AF141	Tertiary	LOW	1,300
C0088	Malton Street	Ashfield	State Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8945441	151.1194445	1		install new kerb ramp - pair	AF141	Tertiary	LOW	5,000
C0044	Beattie Street	Bathurst	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8861017	151.1752737	1		install new kerb ramp	BA1	Tertiary	LOW	2,500
C0045	Beattie Street	Bathurst	Local Road		crossing deficiency	long crossing point	-33.8867258	151.1755115	1		install kerb extension	BA1	Tertiary	LOW	10,000
C0046	Beattie Street	Bathurst	Local Road		crossing deficiency	long crossing point	-33.8868847	151.1755297	1		install new kerb ramp - pair	BA1	Tertiary	LOW	5,000
C0054	Byam Street	Bathurst	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8826738	151.1809135	1		install new kerb ramp - pair	BA42	Tertiary	LOW	5,000
C0055	Byam Street	Bathurst	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8826948	151.1807321	1		install new kerb ramp - pair	BA42	Tertiary	LOW	5,000
C0058	Byam Street	Bathurst	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8829853	151.1808676	1		install new kerb ramp - pair	BA42	Tertiary	LOW	5,000
C0059	Byam Street	Bathurst	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8611724	151.1808353	1		install new kerb ramp - pair	BA42	Tertiary	LOW	5,000
C0061	Palmer Street	Bathurst	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8602091	151.1842787	1		install new kerb ramp - pair	BA54	Tertiary	LOW	5,000
C0062	Palmer Street	Bathurst	Local Road		crossing deficiency	narrow refuge island	-33.8608888	151.1825145	1		install new refuge island	BA42	Tertiary	LOW	15,000
C0069	Palmer Street	Bathurst	Local Road		crossing deficiency	missing crossing point	-33.8600084	151.1842349	1		install new kerb ramp - pair, new tps	BA54	Tertiary	LOW	7,000
C0060	Worley Street	Bathurst	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8627684	151.1746252	1		install new kerb ramp - pair	BA75	Tertiary	LOW	5,000
C0061	Worley Street	Bathurst	Local Road		crossing deficiency	missing crossing point	-33.8605338	151.1732525	1		install new kerb ramp - pair	BA75	Tertiary	LOW	5,000
C0067	Worley Street	Bathurst	Local Road		crossing deficiency	missing kerb ramp	-33.8600084	151.1736147	1		install new kerb ramp - pair	BA75	Tertiary	LOW	5,000
C0073	Belchgrove Road	Belchgrove	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8332281	151.173985	1		install new kerb ramp	BS3	Tertiary	LOW	2,500
C0074	Cove Street	Belchgrove	Local Road		crossing deficiency	missing crossing point	-33.8520848	151.1780265	1		install new kerb ramp - pair	BS5	Tertiary	LOW	5,000
C0075	Cove Street	Belchgrove	Local Road		crossing deficiency	misaligned kerb ramp - pair	-33.8510023	151.1780265	1		install new kerb ramp - pair	BS10	Tertiary	LOW	5,000
C0076	Loans Road	Belchgrove	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8500814	151.1796368	1		install new kerb ramp - pair	BS10	Tertiary	LOW	5,000
C0080	Roadview Street	Belchgrove	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8514717	151.1862178	1		install new kerb ramp	BS16	Tertiary	LOW	2,500
C0081	Roadview Street	Belchgrove	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8526155	151.1825306	1		install new kerb ramp	BS17	Tertiary	LOW	2,500
C0082	Roadview Street	Belchgrove	Local Road		crossing deficiency	missing kerb ramp	-33.8526799	151.1825306	1		install new kerb ramp	BS17	Tertiary	LOW	2,500
C0083	Roadview Street	Belchgrove	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8532338	151.1825306	1		install new kerb ramp	BS17	Tertiary	LOW	2,500
C0087	Kingston Road	Camperdown	Local Road		crossing deficiency	misaligned kerb ramp	-33.8552048	151.1708715	1		install new kerb ramp	CA22	Tertiary	LOW	2,500
C0094	Kingston Road	Camperdown	Local Road		crossing deficiency	misaligned kerb ramp	-33.8501118	151.1729258	1		install new kerb ramp	CA21	Tertiary	LOW	2,500
C0099	Kingston Road	Camperdown	Local Road		crossing deficiency	misaligned kerb ramp	-33.8502030	151.1732131	1		install new kerb ramp	CA21	Tertiary	LOW	2,500
C0099	Kingston Road	Camperdown	Local Road		crossing deficiency	misaligned kerb ramp	-33.8502044	151.1734355	1		install new kerb ramp	CA21	Tertiary	LOW	2,500
C0064	Thomas Street	Croydon	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-33.8854843	151.1965578	1		install new kerb ramp - pair	CR40	Tertiary	LOW	5,000
C0085	Thomas Street	Croydon	Local Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-33.8858032	151.1933329	1		install new kerb ramp	CR40	Tertiary	LOW	2,500
C0060	Georges River Drive	Croydon Park	Local Road		crossing deficiency	at grade crossing missing tps	-33.8931463	151.1481762	1		install new tps	CP4	Tertiary	LOW	800
C0068	Georges River Drive	Croydon Park	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8937398	151.1484477	1		install new kerb ramp	CP4	Tertiary	LOW	2,500
C0070	Argington Street	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment	-33.9059545	151.1321443	1		install new kerb ramp	DH14	Tertiary	LOW	2,500
C0072	Argington Street	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment	-33.9010023	151.1348612	1		install new kerb ramp	DH14	Tertiary	LOW	2,500
C0073	Argington Street	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9010344	151.1348612	1		install new kerb ramp - pair	DH14	Tertiary	LOW	5,000
C0074	Argington Street	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment	-33.9010558	151.1348615	1		install new kerb ramp	DH15	Tertiary	LOW	2,500
C0075	Argington Street	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9011433	151.1348612	1		install new kerb ramp - pair	DH15	Tertiary	LOW	5,000
C0076	Argington Street	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9011687	151.1350644	1		install new kerb ramp - pair	DH15	Tertiary	LOW	5,000
C0078	Argington Street	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9019192	151.1349155	1		install new kerb ramp - pair	DH15	Tertiary	LOW	5,000
C0084	Chats Avenue	Duich Hill	Local Road		crossing deficiency	missing crossing point	-33.9108861	151.1449734	1		install new kerb ramp - pair	DH7	Tertiary	LOW	5,000
C0085	Chats Avenue	Duich Hill	Local Road		crossing deficiency	missing crossing point	-33.9108113	151.1449335	1		install new kerb ramp - pair	DH7	Tertiary	LOW	5,000
C0086	Chats Avenue	Duich Hill	Local Road		crossing deficiency	missing crossing point	-33.9108861	151.1449734	1		install new kerb ramp - pair	DH7	Tertiary	LOW	5,000
C0078	Fraser Street	Duich Hill	Regional Road		crossing deficiency	missing kerb ramp	-33.9071502	151.1488032	1		install new kerb ramp - pair	DH17	Tertiary	LOW	2,500
C0078	Fraser Street	Duich Hill	Regional Road		crossing deficiency	poor kerb ramp alignment	-33.9070136	151.1484821	1		install new kerb ramp	DH35	Tertiary	LOW	2,500
C0079	Fraser Street	Duich Hill	Regional Road		crossing deficiency	missing kerb ramp	-33.9070794	151.1483688	1		install new kerb ramp - pair	DH35	Tertiary	LOW	5,000
C0078	Mercaux Street	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9091027	151.1529470	1		install new kerb ramp - pair	DH111	Tertiary	LOW	5,000
C0079	Old Canterbury Road	Duich Hill	State Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8981766	151.1368998	1		install new kerb ramp - pair	SH59	Tertiary	LOW	5,000
C0071	Old Canterbury Road	Duich Hill	State Road		crossing deficiency	long crossing	-33.8982964	151.1368459	1		install kerb extension	SH59	Tertiary	LOW	20,000
C0077	Old Canterbury Road	Duich Hill	State Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8981601	151.1361172	1		install new kerb ramp - pair	SH60	Tertiary	LOW	5,000
C0072	Terence Road	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9020372	151.1352663	1		install new kerb ramp - pair	DH111	Tertiary	LOW	5,000
C0073	Terence Road	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment	-33.9020448	151.1352663	1		install new kerb ramp - pair	DH111	Tertiary	LOW	5,000
C0070	Warriston Road	Duich Hill	Regional Road		crossing deficiency	missing crossing point	-33.9029194	151.1481564	1		install new kerb ramp - pair	DH120	Tertiary	LOW	10,000
C0072	Winkler Street	Duich Hill	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.9070297	151.1416518	1		install new kerb ramp - pair	DH46	Tertiary	LOW	5,000
C0085	Liberty Street	Ennais	Local Road		crossing deficiency	misaligned kerb ramp	-33.8962532	151.1740091	1		install new kerb ramp	DH11	Tertiary	LOW	2,500
C0086	Liberty Street	Ennais	Local Road		crossing deficiency	misaligned kerb ramp - pair	-33.8964078	151.1706254	1		install new kerb ramp - pair	DH11	Tertiary	LOW	5,000
C0080	Liberty Street	Ennais	Local Road		crossing deficiency	missing refuge island	-33.895993	151.1713498	1		install new refuge island	DH43	Tertiary	LOW	15,000
C0080	Penington Road	Ennais	Local Road		crossing deficiency	at grade crossing missing tps	-33.9058681	151.1688823	1		install new tps	MV196	Tertiary	LOW	650
C0047	Alf Street	Hubbards	Local Road		crossing deficiency	misaligned kerb ramp	-33.8778904	151.1345119	1		install new kerb ramp	HA4	Tertiary	LOW	2,500
C0049	Alf Street	Hubbards	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8778395	151.1335861	1		install new kerb ramp - pair	HA4	Tertiary	LOW	5,000
C0048	Barraley Street	Hubbards	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8784841	151.1345449	1		install new kerb ramp	HA49	Tertiary	LOW	2,500
C0029	Barraley Street	Hubbards	Regional Road	Strategic Route	crossing deficiency	poor kerb ramp alignment	-33.8826933	151.1433447	1		install new kerb ramp	HA09	Tertiary	LOW	2,500
C0048	Warrah Street	Hubbards	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8752620	151.1574271	1		install new kerb ramp - pair	HA109	Tertiary	LOW	5,000
C0049	Warrah Street	Hubbards	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8751654	151.1580235	1		install new kerb ramp - pair	HA109	Tertiary	LOW	5,000
C0040	Warrah Street	Hubbards	Local Road		crossing deficiency	long crossing	-33.8729621	151.1580352	1		install kerb extension	HA109	Tertiary	LOW	20,000
C0046	Warrah Street	Hubbards	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8766444	151.1442177	1		install new kerb ramp - pair	HA104	Tertiary	LOW	5,000
C0047	Warrah Street	Hubbards	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8771375	151.1448	1		install new kerb ramp	HA102	Tertiary	LOW	2,500
C0048	Warrah Street	Hubbards	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8766611	151.1446194	1		install new kerb ramp - pair	HA102	Tertiary	LOW	5,000
C0049	Warrah Street	Hubbards	Local Road		crossing deficiency	long crossing	-33.8768623	151.1455218	1		install kerb extension	HA103	Tertiary	LOW	20,000
C0050	Warrah Street	Hubbards	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8768747	151.1455218	1		install new kerb ramp - pair	HA103	Tertiary	LOW	5,000
C0061	Warrah Street	Hubbards	Local Road		crossing deficiency	long crossing	-33.8764679	151.1444374	1		install kerb extension	HA104	Tertiary	LOW	20,000
C0062	Warrah Street	Hubbards	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8760627	151.1434962	1		install new kerb ramp - pair	HA104	Tertiary	LOW	5,000
C0037	Black Street	Leachbank	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-33.8454532	151.1023211	1		install new kerb ramp - pair	LH57	Tertiary	LOW	5,000
C0040	Leachbank Street	Leachbank	Local Road		crossing deficiency	poor kerb ramp alignment	-33.8461395	151.1028163	1		install new kerb ramp	LH56	Tertiary	LOW	2,500



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
C01041	Stewick Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8830257	151.1530776	1		install new sign	L1465	Tertiary	LOW	\$	650
C01042	Stewick Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8827753	151.1529943	1		install new sign	L1465	Tertiary	LOW	\$	650
C01043	Stewick Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8827263	151.1529562	1		install new sign	L1465	Tertiary	LOW	\$	650
C01045	Stewick Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8815862	151.1529415	1		install new kerb ramp	L1451	Tertiary	LOW	\$	2,500
C01050	Stewick Street	Leichhardt	Local Road		Crossing deficiency	slippery kerb ramp	-33.8824205	151.1518852	1		install new kerb ramp - pair	L1465	Tertiary	LOW	\$	5,000
C01051	Stewick Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8808883	151.152455	1		install new kerb ramp	L1454	Tertiary	LOW	\$	2,500
C01052	Stewick Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8807118	151.1525409	1		install new sign	L1455	Tertiary	LOW	\$	650
C01053	Stewick Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8806458	151.1523894	1		install new sign	L1411	Tertiary	LOW	\$	650
C01067	Flood Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8896653	151.1462735	1		install new kerb ramp - pair	L1461	Tertiary	LOW	\$	5,000
C01068	Flood Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8880166	151.1489154	1		install new kerb ramp	L1461	Tertiary	LOW	\$	2,500
C01069	Flood Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8880373	151.1489323	1		install new kerb ramp - pair	L1458	Tertiary	LOW	\$	5,000
C01072	Flood Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8794313	151.1501533	1		install new kerb ramp - pair	L1463	Tertiary	LOW	\$	5,000
C01075	Flood Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8824107	151.1501202	1		install new sign	L1466	Tertiary	LOW	\$	650
C01079	Flood Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8784454	151.1500114	1		install new kerb ramp - pair	L1463	Tertiary	LOW	\$	5,000
C01080	Flood Street	Leichhardt	Local Road		Crossing deficiency	kerb splitter obstructs crossing path	-33.8789586	151.1500337	1		reconstruct kerb splitter	L1463	Tertiary	LOW	\$	1,500
C01146	Warrawatta Road	Leichhardt	State Road	Strategic Route	Crossing deficiency	poor kerb ramp alignment - pair	-33.8897481	151.1491046	1		install new kerb ramp - pair	L1461	Tertiary	LOW	\$	5,000
C01164	Stykes Street	Leichhardt	Regional Road		Crossing deficiency	narrow refuge island	-33.8828881	151.146359	1		install new refuge island	AN03	Tertiary	LOW	\$	15,000
C01250	Wardell Road	Leichhardt	Regional Road		Crossing deficiency	at grade crossing missing sign	-33.8907338	151.1489485	1		install new sign	L1440	Tertiary	LOW	\$	650
C01251	Wardell Road	Leichhardt	Regional Road		Crossing deficiency	narrow kerb ramp	-33.9009189	151.1489048	1		install new kerb ramp	L1441	Tertiary	LOW	\$	2,500
C01278	Man Gully	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8722746	151.1610424	1		install new kerb ramp	L1413	Tertiary	LOW	\$	2,500
C01288	Man Gully	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8808676	151.1525188	1		install new kerb ramp - pair	L1433	Tertiary	LOW	\$	5,000
C01293	Styves Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8676782	151.1566046	1		install new sign	L1460	Tertiary	LOW	\$	650
C01294	Styves Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8718843	151.1647488	1		install new sign	L1456	Tertiary	LOW	\$	650
C01295	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.872128	151.1642665	1		install new kerb ramp	L1458	Tertiary	LOW	\$	2,500
C01297	Styves Street	Leichhardt	Local Road		Crossing deficiency	long crowding	-33.872638	151.1644052	1		install kerb extension - pair	L1455	Tertiary	LOW	\$	20,000
C01298	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.871943	151.1640225	1		install new kerb ramp	L1455	Tertiary	LOW	\$	2,500
C01299	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8705243	151.1639585	1		install new kerb ramp	L1456	Tertiary	LOW	\$	2,500
C01300	Styves Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8704258	151.1639111	1		install new sign	L1456	Tertiary	LOW	\$	650
C01301	Styves Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.8703487	151.1637303	1		install new sign	L1456	Tertiary	LOW	\$	650
C01303	Styves Street	Leichhardt	Local Road	Strategic Route	Crossing deficiency	misaligned kerb ramp	-33.8725288	151.1592123	1		install new kerb ramp	L1457	Tertiary	LOW	\$	2,500
C01337	Styves Street	Leichhardt	Local Road		Crossing deficiency	at grade crossing missing sign	-33.86365	151.1543813	1		install new sign	L1464	Tertiary	LOW	\$	650
C01338	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8636668	151.1544123	1		install new kerb ramp - pair	L1464	Tertiary	LOW	\$	5,000
C01341	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8708071	151.1545876	1		install new kerb ramp - pair	L1460	Tertiary	LOW	\$	5,000
C01342	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8705063	151.1543435	1		install new kerb ramp - pair	L1464	Tertiary	LOW	\$	5,000
C01343	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8644525	151.1542485	1		install new kerb ramp	L1443	Tertiary	LOW	\$	2,500
C01344	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8679029	151.1539099	1		install new kerb ramp	L1461	Tertiary	LOW	\$	2,500
C01345	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8640038	151.1537459	1		install new kerb ramp	L1461	Tertiary	LOW	\$	2,500
C01346	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.8675712	151.1542388	1		install new kerb ramp	L1461	Tertiary	LOW	\$	2,500
C01348	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned crossing point	-33.8774003	151.1636825	1		install new kerb ramp - pair	L1456	Tertiary	LOW	\$	5,000
C01356	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8773893	151.1638277	1		install new kerb ramp	L1465	Tertiary	LOW	\$	2,500
C01357	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8771041	151.1638108	1		install new kerb ramp - pair	L1466	Tertiary	LOW	\$	5,000
C01358	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.877059	151.1637443	1		install new kerb ramp - pair	L1466	Tertiary	LOW	\$	5,000
C01359	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8770225	151.1637237	1		install new kerb ramp - pair	L1465	Tertiary	LOW	\$	5,000
C01360	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8768165	151.1646387	1		install new kerb ramp - pair	L1465	Tertiary	LOW	\$	5,000
C01363	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8767536	151.1639251	1		install new kerb ramp - pair	L1465	Tertiary	LOW	\$	5,000
C01364	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp	-33.8764841	151.1647269	1		install new kerb ramp	L1465	Tertiary	LOW	\$	2,500
C01365	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8771528	151.1638114	1		install new kerb ramp - pair	L1466	Tertiary	LOW	\$	5,000
C01366	Styves Street	Leichhardt	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.8767225	151.1634454	1		install new kerb ramp - pair	L1462	Tertiary	LOW	\$	5,000
C01367	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8767444	151.1637233	1		install new kerb ramp - pair	L1462	Tertiary	LOW	\$	5,000
C01368	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.8759771	151.1629116	1		install new kerb ramp - pair	L1461	Tertiary	LOW	\$	5,000
C01369	Styves Street	Leichhardt	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.875753	151.1639844	1		install new kerb ramp - pair	L1460	Tertiary	LOW	\$	5,000
C01386	Albionville Street	Marrickville	Local Road		Crossing deficiency	misaligned kerb ramp	-33.5112886	151.1450901	1		install new kerb ramp	MV13	Tertiary	LOW	\$	2,500
C01387	Albionville Street	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign - pair	-33.5113471	151.1455233	1		install new sign - pair	MV13	Tertiary	LOW	\$	1,500
C01407	Camplin Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.5119079	151.1551632	1		install new kerb ramp - pair	MV149	Tertiary	LOW	\$	5,000
C01408	Camplin Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.51184314	151.1542582	1		install new kerb ramp - pair	MV128	Tertiary	LOW	\$	5,000
C01409	Camplin Road	Marrickville	Local Road		Crossing deficiency	misaligned refuge island	-33.5119789	151.1551554	1		re-construct refuge island	MV128	Tertiary	LOW	\$	15,000
C01413	Camplin Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.51196168	151.1552572	1		install new kerb ramp	MV125	Tertiary	LOW	\$	2,500
C01414	Camplin Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.51190651	151.1550848	1		install new kerb ramp - pair	MV127	Tertiary	LOW	\$	5,000
C01415	Camplin Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.5116725	151.1577221	1		install new kerb ramp - pair	MV126	Tertiary	LOW	\$	5,000
C01416	Camplin Road	Marrickville	Local Road		Crossing deficiency	long crowding	-33.5116782	151.1576134	1		install kerb extension - pair	MV126	Tertiary	LOW	\$	20,000
C01417	Camplin Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.5117243	151.1574957	1		install new kerb ramp - pair	MV125	Tertiary	LOW	\$	5,000
C01450	Fitzroy Street	Marrickville	Local Road		Crossing deficiency	misaligned kerb ramp	-33.5084983	151.1606427	1		install new kerb ramp	MV10	Tertiary	LOW	\$	2,500
C01451	Fitzroy Street	Marrickville	Local Road		Crossing deficiency	raised kerb ramp	-33.5084233	151.1606455	1		install new kerb ramp	MV10	Tertiary	LOW	\$	2,500
C01452	Fitzroy Street	Marrickville	Local Road		Crossing deficiency	misaligned kerb ramp	-33.5095417	151.1607588	1		install new kerb ramp	MV10	Tertiary	LOW	\$	2,500
C01453	Fitzroy Street	Marrickville	Local Road		Crossing deficiency	slippery kerb ramp	-33.5085386	151.1606136	1		install new kerb ramp - pair	MV13	Tertiary	LOW	\$	5,000
C01454	Fitzroy Street	Marrickville	Local Road		Crossing deficiency	misaligned kerb ramp - pair	-33.5085769	151.1605958	1		install new kerb ramp - pair	MV13	Tertiary	LOW	\$	5,000
C01455	Fitzroy Street	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign	-33.5074714	151.1638243	1		install new sign	MV10	Tertiary	LOW	\$	650
C01460	Greenwich Street	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.5118673	151.1627188	1		install new kerb ramp	MV167	Tertiary	LOW	\$	2,500
C01463	Greenwich Street	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign - pair	-33.504374	151.1715286	1		install new sign - pair	MV126	Tertiary	LOW	\$	1,500
C01467	Greenwich Street	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.5043845	151.1715954	1		install new kerb ramp	MV125	Tertiary	LOW	\$	2,500
C01468	Greenwich Street	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.5043495	151.1716061	1		install new kerb ramp - pair	MV125	Tertiary	LOW	\$	5,000
C01469	Greenwich Street	Marrickville	Local Road		Crossing deficiency	misaligned refuge island	-33.5041238	151.1709067	1		re-construct refuge island	MV126	Tertiary	LOW	\$	15,000
C01488	Myrtle Street	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.5115784	151.1717327	1		install new kerb ramp - pair	MV147	Tertiary	LOW	\$	5,000
C01490	Myrtle Street	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment - pair	-33.5115187	151.1643847	1		install new kerb ramp - pair	MV146	Tertiary	LOW	\$	5,000
C01491	Myrtle Street	Marrickville	Local Road		Crossing deficiency	misaligned crossing point	-33.5115115	151.1645238	1		install new kerb ramp - pair	MV146	Tertiary	LOW	\$	5,000
C01494	Pennington Road	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign	-33.5071852	151.1637269	1		install new sign	MV157	Tertiary	LOW	\$	650
C01495	Pennington Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.5071574	151.1639173	1		install new kerb ramp	MV157	Tertiary	LOW	\$	2,500
C01496	Pennington Road	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign	-33.507111	151.1634899	1		install new sign	MV157	Tertiary	LOW	\$	650
C01497	Pennington Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.5068082	151.1664545	1		install new kerb ramp	MV156	Tertiary	LOW	\$	2,500
C01498	Pennington Road	Marrickville	Local Road		Crossing deficiency	poor kerb ramp alignment	-33.5063967	151.1653812	1		install new kerb ramp	MV156	Tertiary	LOW	\$	2,500
C01499	Pennington Road	Marrickville	Local Road		Crossing deficiency	at grade crossing missing sign	-33.5068627	151.1664515	1		install new sign	MV154	Tertiary	LOW	\$	650
C01512	Pennington Road	Marrickville														

CD	Street	Suburb	Classification	Highway	Category	Issue	Latitude	Longitude	Quantity	Length	Representation	Segment ID	Segment Hierarchy	Treatment	Priority	Cost
CD1613	Premier Street	Marrville	Local Road		crossing deficiency	at grade crossing missing tps	-35.9150652	151.1482358	1		install new tps	MR160	Tertiary	LOW	5	650
CD1614	Premier Street	Marrville	Local Road		crossing deficiency	missing kerb ramp	-35.9151747	151.1481186	1		install new kerb ramp	MR160	Tertiary	LOW	5	2,500
CD1615	Premier Street	Marrville	Local Road		crossing deficiency	at grade crossing missing tps	-35.9150924	151.1483514	1		install new tps	MR160	Tertiary	LOW	5	650
CD1616	Premier Street	Marrville	Local Road		crossing deficiency	missing kerb ramp	-35.9150388	151.1481536	1		install new kerb ramp	MR160	Tertiary	LOW	5	2,500
CD1622	Renwick Street	Marrville	Local Road		crossing deficiency	at grade crossing missing tps - pair	-35.9151343	151.1504194	1		install new tps - pair	MR160	Tertiary	LOW	5	1,300
CD1623	Renwick Street	Marrville	Local Road		crossing deficiency	misaligned refuge island	-35.9151664	151.1505179	1		re-construct refuge island	MR160	Tertiary	LOW	5	1,300
CD1624	Renwick Street	Marrville	Local Road		crossing deficiency	at grade crossing missing tps - pair	-35.9150157	151.1527399	1		install new tps - pair	MR160	Tertiary	LOW	5	1,300
CD1625	Renwick Street	Marrville	Local Road		crossing deficiency	missing crossing point	-35.9150791	151.1512937	1		install new tps - pair	MR170	Tertiary	LOW	5	1,300
CD1629	Richardson Crescent	Marrville	Local Road		crossing deficiency	missing crossing point	-35.9201738	151.1491833	1		install new kerb ramp - pair	MR170	Tertiary	LOW	5	6,000
CD1630	Richardson Crescent	Marrville	Local Road		crossing deficiency	missing crossing point	-35.9219630	151.1563270	1		install new kerb ramp - pair	MR170	Tertiary	LOW	5	5,000
CD1635	Riverside Crescent	Marrville	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.9140444	151.1362295	1		install new kerb ramp - pair	MR170	Tertiary	LOW	5	5,000
CD1636	Riverside Crescent	Marrville	Local Road		crossing deficiency	at grade crossing missing tps	-35.9144670	151.1402596	1		install new tps	MR180	Tertiary	LOW	5	650
CD1637	Shirley Street	Marrville	Local Road		crossing deficiency	missing kerb ramp	-35.9112201	151.1678907	1		install new kerb ramp	MR180	Tertiary	LOW	5	2,500
CD1638	Shirley Street	Marrville	Local Road		crossing deficiency	misaligned kerb ramp	-35.9116102	151.1674201	1		install new kerb ramp	MR180	Tertiary	LOW	5	2,500
CD1639	Shirley Street	Marrville	Local Road		crossing deficiency	at grade crossing missing tps	-35.9117670	151.1673763	1		install new tps	MR180	Tertiary	LOW	5	650
CD1675	Spedden Road	Marrville	State Road	Strategic Route	crossing deficiency	at grade crossing missing tps	-35.9106611	151.1629394	1		install new tps	MR72	Tertiary	LOW	5	650
CD1676	Spedden Road	Marrville	State Road	Strategic Route	crossing deficiency	misaligned kerb ramp	-35.9105194	151.1641368	1		install new kerb ramp	MR72	Tertiary	LOW	5	2,500
CD1696	Wardell Road	Marrville	Regional Road		crossing deficiency	steep kerb ramp	-35.9018038	151.1400996	1		install new kerb ramp - pair	DH119	Tertiary	LOW	5	600
CD1697	Wardell Road	Marrville	Regional Road		crossing deficiency	at grade crossing missing tps	-35.9119943	151.1430734	1		install new tps	DH118	Tertiary	LOW	5	650
CD1698	Wardell Road	Marrville	Regional Road		crossing deficiency	misaligned kerb ramp	-35.9021604	151.1430234	1		install new kerb ramp	DH118	Tertiary	LOW	5	2,500
CD1699	Wardell Road	Marrville	Regional Road		crossing deficiency	misaligned kerb ramp - pair	-35.9030887	151.1430133	1		install new kerb ramp - pair	DH120	Tertiary	LOW	5	2,500
CD1700	Wardell Road	Marrville	Regional Road		crossing deficiency	misaligned refuge island	-35.9021734	151.1430276	1		re-construct refuge island	DH120	Tertiary	LOW	5	15,000
CD1701	Wardell Road	Marrville	Regional Road		crossing deficiency	steep kerb ramp	-35.9058623	151.1430155	1		install new kerb ramp - pair	MR120	Tertiary	LOW	5	1,300
CD1702	Wardell Road	Marrville	Regional Road		crossing deficiency	steep kerb ramp	-35.9059130	151.1430013	1		install new kerb ramp - pair	MR120	Tertiary	LOW	5	1,300
CD1710	Warren Road	Marrville	Local Road		crossing deficiency	at grade crossing missing tps - pair	-35.9114883	151.1551599	1		install new tps - pair	MR247	Tertiary	LOW	5	2,500
CD1714	Warren Road	Marrville	Local Road		crossing deficiency	misaligned kerb ramp	-35.9109116	151.1552118	1		install new kerb ramp	MR247	Tertiary	LOW	5	2,500
CD1715	Warren Road	Marrville	Local Road		crossing deficiency	at grade crossing missing tps - pair	-35.9174953	151.1526633	1		install new tps - pair	MR247	Tertiary	LOW	5	1,300
CD1774	Kingston Road	Stanhope	Local Road		crossing deficiency	misaligned kerb ramp	-35.8964111	151.1719707	1		install new kerb ramp	NR30	Tertiary	LOW	5	2,500
CD1799	Wingdon Street	Penrith	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8922673	151.1533323	1		install new kerb ramp - pair	PE6	Tertiary	LOW	5	5,000
CD1815	Denison Street	Rozelle	Local Road		crossing deficiency	missing crossing point	-35.8681974	151.1693319	1		install new kerb ramp - pair	RD31	Tertiary	LOW	5	5,000
CD1816	Denison Street	Rozelle	Local Road		crossing deficiency	missing crossing point	-35.8689973	151.1688437	1		install new kerb ramp - pair	RD31	Tertiary	LOW	5	5,000
CD1817	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8690474	151.1691148	1		install new kerb ramp	RD36	Tertiary	LOW	5	2,500
CD1818	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8690474	151.1691148	1		install new kerb ramp - pair	RD36	Tertiary	LOW	5	2,500
CD1819	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8691748	151.1691773	1		install new kerb ramp	RD36	Tertiary	LOW	5	2,500
CD1820	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8701913	151.1693551	1		install new kerb ramp - pair	RD36	Tertiary	LOW	5	2,500
CD1821	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8705234	151.1702371	1		install new kerb ramp - pair	RD36	Tertiary	LOW	5	5,000
CD1822	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8690479	151.1691318	1		install new kerb ramp - pair	RD31	Tertiary	LOW	5	5,000
CD1823	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8684359	151.1694429	1		install new kerb ramp	RD31	Tertiary	LOW	5	2,500
CD1827	Denison Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8701206	151.1706188	1		install new kerb ramp	RD36	Tertiary	LOW	5	2,500
CD1828	Evans Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8662723	151.1708721	1		install new kerb ramp - pair	RD34	Tertiary	LOW	5	5,000
CD1832	Evans Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8666371	151.1708477	1		install new kerb ramp - pair	RD34	Tertiary	LOW	5	5,000
CD1833	Evans Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8663448	151.1708130	1		install new kerb ramp - pair	RD34	Tertiary	LOW	5	5,000
CD1834	Evans Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8665854	151.1710303	1		install new kerb ramp - pair	RD34	Tertiary	LOW	5	5,000
CD1862	Manning Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8627638	151.1645363	1		install new kerb ramp - pair	RD50	Tertiary	LOW	5	5,000
CD1863	Manning Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8621622	151.1639235	1		install new kerb ramp	RD50	Tertiary	LOW	5	2,500
CD1864	Manning Street	Rozelle	Local Road		crossing deficiency	long crowding	-35.8624384	151.163736	1		install kerb extension	RD50	Tertiary	LOW	5	10,000
CD1865	Manning Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8621622	151.1640203	1		install new kerb ramp	RD50	Tertiary	LOW	5	2,500
CD1873	Mulders Street	Rozelle	Local Road		crossing deficiency	missing crossing point	-35.8655949	151.1729599	1		install new kerb ramp - pair	RD55	Tertiary	LOW	5	2,500
CD1874	Mulders Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8655619	151.1731474	1		install new kerb ramp - pair	RD55	Tertiary	LOW	5	5,000
CD1919	Robert Street	Rozelle	Local Road		crossing deficiency	missing crossing point	-35.8658261	151.1737804	1		install new kerb ramp - pair	RD58	Tertiary	LOW	5	5,000
CD1920	Robert Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8658261	151.1737804	1		install new kerb ramp - pair	RD58	Tertiary	LOW	5	5,000
CD1981	Terry Street	Rozelle	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8620587	151.1683074	1		install new kerb ramp	RD62	Tertiary	LOW	5	2,500
CD2048	Ullmans Bridge Road	St Peters	Local Road		crossing deficiency	poor kerb ramp alignment	-35.9125717	151.1737075	1		install new kerb ramp	SP16	Tertiary	LOW	5	2,500
CD2049	Bridge Road	Stanhope	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8694799	151.1711194	1		install new kerb ramp	SM4	Tertiary	LOW	5	2,500
CD2049	Bridge Road	Stanhope	Local Road		crossing deficiency	misaligned kerb ramp	-35.8692683	151.171296	1		install new kerb ramp	SM4	Tertiary	LOW	5	2,500
CD2050	Bridge Road	Stanhope	Local Road		crossing deficiency	poor kerb ramp alignment	-35.868624	151.1715508	1		install new kerb ramp	SM5	Tertiary	LOW	5	2,500
CD2051	Cruckshank Street	Stanhope	Local Road		crossing deficiency	missing crossing point	-35.8694343	151.172537	1		install new kerb ramp - pair	SM7	Tertiary	LOW	5	2,500
CD2065	A Bedy Street	Stanhope	Local Road		crossing deficiency	missing kerb ramp	-35.8683718	151.1727174	1		install new kerb ramp	EN11	Tertiary	LOW	5	2,500
CD2077	Northumberland Avenue	Stanhope	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8611921	151.168559	1		install new kerb ramp	SM23	Tertiary	LOW	5	2,500
CD2078	Northumberland Avenue	Stanhope	Local Road		crossing deficiency	misaligned refuge island	-35.8607171	151.1671317	1		install new refuge island	SM23	Tertiary	LOW	5	2,500
CD2078	Northumberland Avenue	Stanhope	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8606788	151.1671317	1		install new kerb ramp	SM24	Tertiary	LOW	5	2,500
CD2078	Northumberland Avenue	Stanhope	Local Road		crossing deficiency	poor kerb ramp alignment	-35.8606788	151.1671317	1		install new kerb ramp	SM22	Tertiary	LOW	5	2,500
CD2077	Northumberland Avenue	Stanhope	Local Road		crossing deficiency	misaligned kerb ramp	-35.8605959	151.1680796	1		install new kerb ramp	SM24	Tertiary	LOW	5	2,500
CD2088	Perical Road	Stanhope	Local Road	Strategic Route	crossing deficiency	misaligned refuge island	-35.8600444	151.1645329	1		re-construct refuge island	SM27	Tertiary	LOW	5	15,000
CD2090	Perical Road	Stanhope	Local Road	Strategic Route	crossing deficiency	poor kerb ramp alignment - pair	-35.8681955	151.1648754	1		install new kerb ramp - pair	SM27	Tertiary	LOW	5	5,000
CD2091	Railway Avenue	Stanhope	Local Road		crossing deficiency	at grade crossing missing tps	-35.8643053	151.1701222	1		install new tps	SM36	Tertiary	LOW	5	650
CD2092	Railway Avenue	Stanhope	Local Road		crossing deficiency	at grade crossing missing tps	-35.8642555	151.1692559	1		install new tps	SM39	Tertiary	LOW	5	650
CD2093	Railway Avenue	Stanhope	Local Road		crossing deficiency	misaligned refuge island	-35.8642555	151.1692559	1		re-construct refuge island	SM39	Tertiary	LOW	5	15,000
CD2116	Clovelly Street	Summer Hill	Local Road		crossing deficiency	misaligned kerb ramp	-35.8695917	151.152282	1		install new kerb ramp	AF46	Tertiary	LOW	5	2,500
CD2121	Gowenlock Crescent	Summer Hill	Local Road		crossing deficiency	misaligned refuge island	-35.8611912	151.1423759	1		re-construct refuge island	RD58	Tertiary	LOW	5	15,000
CD2129	Islethorne Avenue	Summer Hill	Local Road		crossing deficiency	long crossing point	-35.8688082	151.1329127	1		install kerb extension - refuge island	SM60	Tertiary	LOW	5	10,000
CD2134	Old Canterbury Road	Summer Hill	State Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8681388	151.1344444	1		install new kerb ramp - pair	SM60	Tertiary	LOW	5	5,000
CD2135	Old Canterbury Road	Summer Hill	State Road		crossing deficiency	long crossing point	-35.8684447	151.1344202	1		install kerb extension - refuge island	SM60	Tertiary	LOW	5	10,000
CD2136	Old Canterbury Road	Summer Hill	State Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8695944	151.1336109	1		install new kerb ramp - pair	SM60	Tertiary	LOW	5	10,000
CD2169	Prospect Road	Summer Hill	Local Road		crossing deficiency	poor kerb ramp alignment - pair	-35.8618037	151.1328213	1		install new kerb ramp - pair	SM72	Tertiary	LOW	5	5,000
CD3	Mulholland Street	Annandale	Local Road		infrastructure condition	uneven pavement surface	-35.8757983	151.1706537	1		repair pavement patch	AN171	Secondary	LOW	5	200
CD3	Annandale Street	Annandale	Local Road	Strategic Route	infrastructure condition	uneven pavement surface	-35.8757983	151.1706537	1		re-construct footpath pavement	AN189	Secondary	LOW	5	200
CD3	Annandale Street	Annandale	Local Road	Strategic Route	infrastructure condition	uneven pavement surface	-35.8757983	151.1706537	1		repair pavement patch	AN189	Secondary	LOW	5	200
CD3	Annandale Street	Annandale	Local Road	Strategic Route	infrastructure condition	uneven pavement surface	-35.8757983	151.1706537	1		re-construct footpath pavement	AN189	Secondary	LOW	5	200
CD34	Pymont Bridge Road	Annandale	Local Road		infrastructure condition	uneven pavement surface	-35.8865743	151.1706537	1		re-construct footpath pavement	AN190	Secondary	LOW	5	200
CD35	Pymont Bridge Road	Annandale	Local Road		infrastructure condition	uneven pavement surface	-35.8865743	151.1706537	1		re-construct footpath pavement	AN191	Secondary	LOW	5	200



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Reconstruction	Segment ID	Segment Hierarchy	Treatment Priority	Cost
C-17	Pyrmont Bridge Road	Annandale	Local Road		Infrastructure condition	uneven pavement surface	-33.8857032	151.1730688	1		re-construct footpath pavement	AN01	Secondary	2,000	\$ 200
C-17	Pyrmont Bridge Road	Annandale	Local Road		Infrastructure condition	uneven pavement surface	-33.8867919	151.1734051	1		re-construct footpath pavement	AN01	Secondary	2,000	\$ 200
C-18	Pyrmont Bridge Road	Annandale	Local Road		Infrastructure condition	uneven pavement surface	-33.886862	151.1733377	1		re-construct footpath pavement	AN01	Secondary	2,000	\$ 200
C-19	Pyrmont Bridge Road	Annandale	Local Road		Infrastructure condition	uneven pavement surface	-33.8869019	151.1731213	1		re-construct footpath pavement	AN00	Secondary	2,000	\$ 200
C-20	Pyrmont Bridge Road	Annandale	Local Road		Infrastructure condition	uneven pavement surface	-33.8869712	151.1749595	1		re-construct footpath pavement	AN00	Secondary	2,000	\$ 200
C-21	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	cracked pavement lip	-33.8843645	151.1711341	1		repair pavement panel	AN108	Secondary	2,000	\$ 200
C-23	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	cracked pavement lip	-33.8842078	151.1718968	1		repair pavement panel	AN108	Secondary	2,000	\$ 200
C-24	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	cracked pavement lip	-33.8816251	151.1721152	1		repair pavement panel	AN105	Secondary	2,000	\$ 200
C-25	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	uneven pavement surface	-33.881549	151.1721152	1		re-construct footpath pavement	AN105	Secondary	2,000	\$ 200
C-26	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	cracked pavement lip	-33.8821824	151.1726232	1		repair pavement panel	AN106	Secondary	2,000	\$ 200
C-27	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	cracked pavement lip	-33.8816495	151.1727256	1		repair pavement panel	AN105	Secondary	2,000	\$ 200
C-28	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	uneven pavement surface	-33.8809073	151.1726121	1		re-construct footpath pavement	AN106	Secondary	2,000	\$ 200
C-29	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	cracked pavement lip	-33.8803225	151.1728644	1		repair pavement panel	AN106	Secondary	2,000	\$ 200
C-30	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	cracked pavement lip	-33.8779903	151.1740146	1		repair pavement panel	AN103	Secondary	2,000	\$ 200
C-31	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	cracked pavement lip	-33.8774884	151.1742193	1		repair pavement panel	AN103	Secondary	2,000	\$ 200
C-32	Tafelgar Street	Annandale	Regional Road		Infrastructure condition	cracked pavement lip	-33.8750506	151.1747738	1		repair pavement panel	AN102	Tertiary	2,000	\$ 200
C-33	Alt Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8841368	151.1285331	1		re-construct footpath pavement	AF7	Secondary	2,000	\$ 200
C-37	Armstrong Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8870046	151.1254132	1		repair pavement panel	AF12	Tertiary	2,000	\$ 200
C-38	Armstrong Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8862833	151.1258915	1		re-construct footpath pavement	AF13	Tertiary	2,000	\$ 200
C-39	Armstrong Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8864497	151.1258516	1		re-construct footpath pavement	AF14	Secondary	2,000	\$ 200
C-40	Armstrong Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8869013	151.1268148	1		repair pavement panel	AF11	Secondary	2,000	\$ 200
C-42	Charlotte Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8834826	151.1275803	1		re-construct footpath pavement	AF16	Tertiary	2,000	\$ 200
C-43	Charlotte Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8831153	151.1273633	1		re-construct footpath pavement	AF16	Tertiary	2,000	\$ 200
C-44	Church Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8787293	151.1253107	1		re-construct footpath pavement	AF43	Secondary	2,000	\$ 200
C-45	Church Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8783408	151.1260275	1		repair pavement panel	AF43	Secondary	2,000	\$ 200
C-46	Church Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8767194	151.1260709	1		repair pavement panel	AF41	Tertiary	2,000	\$ 200
C-47	Church Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8770698	151.1242917	1		re-construct footpath pavement	AF41	Tertiary	2,000	\$ 200
C-48	Church Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8765665	151.1254368	1		re-construct footpath pavement	AF43	Secondary	2,000	\$ 200
C-49	Church Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8850213	151.1268915	1		re-construct footpath pavement	AF45	Tertiary	2,000	\$ 200
C-50	Clarendon Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8850167	151.1268354	1		repair pavement panel	AF48	Secondary	2,000	\$ 200
C-54	Elizabeth Street	Ashfield	Regional Road		Infrastructure condition	uneven pavement surface	-33.8864336	151.1264357	1		re-construct footpath pavement	AF43	Secondary	2,000	\$ 200
C-55	Elizabeth Street	Ashfield	Regional Road		Infrastructure condition	uneven pavement surface	-33.8883714	151.1264418	1		re-construct footpath pavement	AF43	Secondary	2,000	\$ 200
C-57	Frederick Street	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8863358	151.1262054	1		re-construct footpath pavement	AF75	Secondary	2,000	\$ 200
C-77	Knox Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8880481	151.1230395	1		re-construct footpath pavement	AF90	Secondary	2,000	\$ 200
C-78	Liverpool Road	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8893942	151.1321344	1		re-construct footpath pavement	AF68	Secondary	2,000	\$ 200
C-79	Millicent Street	Ashfield	State Road		Infrastructure condition	uneven pavement surface	-33.8840841	151.1315551	1		re-construct footpath pavement	AF141	Tertiary	2,000	\$ 200
C-80	Millicent Street	Ashfield	State Road		Infrastructure condition	uneven pavement surface	-33.8840903	151.1318418	1		re-construct footpath pavement	AF141	Tertiary	2,000	\$ 200
C-81	Millicent Street	Ashfield	State Road		Infrastructure condition	uneven pavement surface	-33.8840926	151.1319434	1		re-construct footpath pavement	AF142	Secondary	2,000	\$ 200
C-86	Orange Street	Ashfield	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8847147	151.1328848	1		re-construct footpath pavement	AF137	Secondary	2,000	\$ 200
C-87	Palace Street	Ashfield	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8849777	151.1293487	1		re-construct footpath pavement	AF142	Secondary	2,000	\$ 200
C-88	Palace Street	Ashfield	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8951444	151.1292095	1		re-construct footpath pavement	AF139	Secondary	2,000	\$ 200
C-89	Palace Street	Ashfield	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8945617	151.1292717	1		re-construct footpath pavement	AF143	Secondary	2,000	\$ 200
C-90	Palace Street	Ashfield	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8948922	151.1281950	1		re-construct footpath pavement	AF142	Secondary	2,000	\$ 200
C-91	Parliament Road	Ashfield	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8861889	151.1317262	1		re-construct footpath pavement	HA69	Secondary	2,000	\$ 200
C-94	Pennier Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8840672	151.1317164	1		re-construct footpath pavement	AF143	Secondary	2,000	\$ 200
C-96	Queen Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8918375	151.1278193	1		re-construct footpath pavement	AF154	Secondary	2,000	\$ 200
C-98	Queen Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8928114	151.1277814	1		re-construct footpath pavement	AF149	Secondary	2,000	\$ 200
C-99	Queen Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8924415	151.1277125	1		re-construct footpath pavement	AF148	Secondary	2,000	\$ 200
C-100	Queen Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8944827	151.1276352	1		re-construct footpath pavement	AF152	Secondary	2,000	\$ 200
C-108	Victoria Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8949303	151.1298194	1		re-construct footpath pavement	AF159	Secondary	2,000	\$ 200
C-109	Victoria Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8978707	151.1295593	1		re-construct footpath pavement	AF166	Secondary	2,000	\$ 200
C-109	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8960171	151.1296119	1		repair pavement panel	AF166	Secondary	2,000	\$ 200
C-110	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8960899	151.1296196	1		repair pavement panel	AF167	Secondary	2,000	\$ 200
C-104	Victoria Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8970067	151.1297959	1		re-construct footpath pavement	AF166	Secondary	2,000	\$ 200
C-105	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8981207	151.1295644	1		repair pavement panel	AF167	Secondary	2,000	\$ 200
C-106	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8983235	151.1295513	1		repair pavement panel	AF167	Secondary	2,000	\$ 200
C-107	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8982546	151.1294516	1		repair pavement panel	AF168	Secondary	2,000	\$ 200
C-108	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.8984591	151.1294134	1		repair pavement panel	AF168	Secondary	2,000	\$ 200
C-109	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.9002119	151.1294134	1		repair pavement panel	AF168	Secondary	2,000	\$ 200
C-110	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.9021844	151.1293817	1		repair pavement panel	AF168	Secondary	2,000	\$ 200
C-111	Victoria Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.9023033	151.1293485	1		re-construct footpath pavement	AF169	Secondary	2,000	\$ 200
C-112	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.9026331	151.1293881	1		repair pavement panel	AF169	Secondary	2,000	\$ 200
C-113	Victoria Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.9049067	151.1293005	1		re-construct footpath pavement	AF169	Secondary	2,000	\$ 200
C-114	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.9053688	151.1293323	1		repair pavement panel	AF169	Secondary	2,000	\$ 200
C-115	Victoria Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.9074308	151.1294511	1		re-construct footpath pavement	AF170	Secondary	2,000	\$ 200
C-116	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.9071182	151.1292838	1		repair pavement panel	AF169	Secondary	2,000	\$ 200
C-117	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.9082148	151.1293928	1		repair pavement panel	AF170	Secondary	2,000	\$ 200
C-118	Victoria Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.9022111	151.1293504	1		re-construct footpath pavement	AF170	Secondary	2,000	\$ 200
C-119	Victoria Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.9029677	151.1293254	1		re-construct footpath pavement	AF164	Secondary	2,000	\$ 200
C-120	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.9034375	151.1293228	1		repair pavement panel	AF170	Secondary	2,000	\$ 200
C-121	Victoria Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.9025663	151.1291844	1		re-construct footpath pavement	AF170	Secondary	2,000	\$ 200
C-122	Victoria Street	Ashfield	Local Road		Infrastructure condition	cracked pavement lip	-33.9027845	151.1291467	1		repair pavement panel	AF164	Secondary	2,000	\$ 200
C-123	Wickham Street	Ashfield	Local Road		Infrastructure condition	uneven pavement surface	-33.8990273	151.1290129	1		re-construct footpath pavement	AF139	Secondary	2,000	\$ 200
C-124	Wickham Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8615447	151.1800973	1		re-construct footpath pavement	BA16	Tertiary	2,000	\$ 200
C-125	Wickham Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8615443	151.1801048	1		re-construct footpath pavement	BA16	Tertiary	2,000	\$ 200
C-126	Wickham Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8615443	151.1801048	1		re-construct footpath pavement	BA16	Tertiary	2,000	\$ 200
C-127	Wickham Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8615443	151.1801048	1		re-construct footpath pavement	BA16	Tertiary	2,000	\$ 200
C-128	Wickham Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8615443	151.1801048	1		re-construct footpath pavement	BA17	Tertiary	2,000	\$ 200
C-129	Wickham Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8615443	151.1801048	1		re-construct footpath pavement	BA17	Tertiary	2,000	\$ 200
C-130	Wickham Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8615443	151.1801048	1		re-construct footpath pavement	BA17	Tertiary	2,000	\$ 200
C-131	Wickham Street	Balmann	Local Road		Infrastructure condition	uneven pavement surface	-33.8615443	151.1801048	1		re-construct footpath pavement	BA17	Tertiary	2,000	\$ 200

Item	Street	Suburb	Classification	Highway	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
IC133	Montague Street	Bainman	Local Road		Infrastructure condition	uneven pavement surface	-33.880638	30.1775307	1	0.0	re-construct footpath pavement	BA48	Secondary	C1W	\$	200
IC134	Palmer Street	Bainman	Local Road		Infrastructure condition	cracked pavement ip	-33.8826834	30.181374	1	0.0	repair pavement panel	BA55	Secondary	C1W	\$	200
IC135	Palmer Street	Bainman	Local Road		Infrastructure condition	uneven pavement surface	-33.8809137	30.1804656	1	0.0	re-construct footpath pavement	BA57	Secondary	C1W	\$	200
IC136	Palmer Street	Bainman	Local Road		Infrastructure condition	uneven pavement surface	-33.8806141	30.1805633	1	0.0	re-construct footpath pavement	BA36	Secondary	C1W	\$	200
IC137	Palmer Street	Bainman	Local Road		Infrastructure condition	uneven pavement surface	-33.8803044	30.1806260	1	0.0	re-construct footpath pavement	BA38	Secondary	C1W	\$	200
IC138	Palmer Street	Bainman	Local Road		Infrastructure condition	uneven pavement surface	-33.8794363	30.1810558	1	0.0	re-construct footpath pavement	BA39	Secondary	C1W	\$	200
IC140	Thames Street	Bainman	Local Road		Infrastructure condition	uneven pavement surface	-33.8841184	30.1837748	1	0.0	re-construct footpath pavement	BA70	Secondary	C1W	\$	200
IC141	Worley Street	Bainman	Local Road		Infrastructure condition	uneven pavement surface	-33.8819015	30.1786434	1	0.0	re-construct footpath pavement	BA74	Secondary	C1W	\$	200
IC142	Worley Street	Bainman	Local Road		Infrastructure condition	uneven pavement surface	-33.8810773	30.1786134	1	0.0	re-construct footpath pavement	BA76	Secondary	C1W	\$	200
IC143	Ugata Road	Reichgrove	Local Road		Infrastructure condition	uneven pavement surface	-33.8848188	30.1896160	1	0.0	re-construct footpath pavement	BA7	Secondary	C1W	\$	200
IC144	Kingdon Road	Gargentown	Local Road		Infrastructure condition	cracked pavement ip	-33.892621	30.1725259	1	0.0	repair pavement panel	CA22	Tertiary	C1W	\$	200
IC145	Croydon Road	Croydon	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8807629	30.1320293	1	0.0	re-construct footpath pavement	CR3	Secondary	C1W	\$	200
IC146	Parameita Road	Croydon	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8723261	30.1225151	1	0.0	re-construct footpath pavement	CR20	Secondary	C1W	\$	200
IC147	Parameita Road	Croydon	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.8714807	30.1224729	1	0.0	re-construct footpath pavement	CR27	Secondary	C1W	\$	200
IC148	Blackwood Avenue	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.8938919	30.1806253	1	0.0	re-construct footpath pavement	CR4	Secondary	C1W	\$	200
IC149	Blackwood Avenue	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.8938919	30.1806253	1	0.0	re-construct footpath pavement	CR4	Secondary	C1W	\$	200
IC150	Challis Avenue	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9103333	30.1847875	1	0.0	re-construct footpath pavement	DH8	Secondary	C1W	\$	200
IC151	Challis Avenue	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9104884	30.1842358	1	0.0	re-construct footpath pavement	DH8	Secondary	C1W	\$	200
IC152	Challis Avenue	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9100633	30.1848434	1	0.0	re-construct footpath pavement	DH8	Secondary	C1W	\$	200
IC153	Consett Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9057847	30.1361954	1	0.0	re-construct footpath pavement	DH9	Secondary	C1W	\$	200
IC154	Consett Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9058934	30.1386151	1	0.0	re-construct footpath pavement	DH9	Secondary	C1W	\$	200
IC155	Constitution Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9058974	30.1407754	1	0.0	re-construct footpath pavement	DH18	Secondary	C1W	\$	200
IC156	Constitution Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9013054	30.1408387	1	0.0	re-construct footpath pavement	DH15	Secondary	C1W	\$	200
IC157	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9056637	30.1384253	1	0.0	re-construct footpath pavement	DH33	Secondary	C1W	\$	200
IC158	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9056637	30.1384253	1	0.0	re-construct footpath pavement	DH33	Secondary	C1W	\$	200
IC162	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9056169	30.1372391	1	0.0	re-construct footpath pavement	DH33	Secondary	C1W	\$	200
IC163	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9056169	30.1373963	1	0.0	re-construct footpath pavement	DH32	Secondary	C1W	\$	200
IC164	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9097329	30.1375155	1	0.0	re-construct footpath pavement	DH32	Secondary	C1W	\$	200
IC165	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9056857	30.1373065	1	0.0	re-construct footpath pavement	DH32	Secondary	C1W	\$	200
IC166	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9094932	30.1370504	1	0.0	re-construct footpath pavement	DH32	Secondary	C1W	\$	200
IC167	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9097865	30.1361923	1	0.0	re-construct footpath pavement	DH32	Secondary	C1W	\$	200
IC168	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9096337	30.1367121	1	0.0	re-construct footpath pavement	DH28	Secondary	C1W	\$	200
IC169	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9096337	30.1367121	1	0.0	re-construct footpath pavement	DH28	Secondary	C1W	\$	200
IC170	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9118451	30.1384788	1	0.0	re-construct footpath pavement	DH38	Secondary	C1W	\$	200
IC171	Evatt Street	Dunich HA	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.9114214	30.1386131	1	0.0	re-construct footpath pavement	DH38	Secondary	C1W	\$	200
IC173	Evatt Street	Dunich HA	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.920101	30.1235578	1	0.0	re-construct footpath pavement	DH36	Tertiary	C1W	\$	200
IC174	Flaxer Street	Dunich HA	Regional Road		Infrastructure condition	uneven pavement surface	-33.9028273	30.1407837	1	0.0	re-construct footpath pavement	DH35	Tertiary	C1W	\$	200
IC175	Flaxer Street	Dunich HA	Regional Road		Infrastructure condition	uneven pavement surface	-33.9059152	30.1403854	1	0.0	re-construct footpath pavement	DH35	Tertiary	C1W	\$	200
IC176	Flaxer Street	Dunich HA	Regional Road		Infrastructure condition	uneven pavement surface	-33.9058978	30.1408027	1	0.0	re-construct footpath pavement	DH34	Secondary	C1W	\$	200
IC177	Hampstead Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.8981848	30.1370495	1	0.0	re-construct footpath pavement	DH63	Secondary	C1W	\$	200
IC178	Hampstead Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.8983851	30.1371794	1	0.0	re-construct footpath pavement	DH63	Secondary	C1W	\$	200
IC179	Hampstead Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.897378	30.1387231	1	0.0	re-construct footpath pavement	DH63	Secondary	C1W	\$	200
IC180	Hampstead Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.897378	30.1387231	1	0.0	re-construct footpath pavement	DH64	Secondary	C1W	\$	200
IC181	Hercules Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9051194	30.1308866	1	0.0	re-construct footpath pavement	DH64	Secondary	C1W	\$	200
IC182	Hercules Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9064679	30.1392179	1	0.0	re-construct footpath pavement	DH65	Secondary	C1W	\$	200
IC183	Hercules Street	Dunich HA	Local Road		Infrastructure condition	cracked pavement ip	-33.9073248	30.1368879	1	0.0	repair pavement panel	DH65	Secondary	C1W	\$	200
IC184	Hercules Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9088184	30.1364147	1	0.0	re-construct footpath pavement	DH53	Secondary	C1W	\$	200
IC185	HM Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9010813	30.1336281	1	0.0	re-construct footpath pavement	DH48	Secondary	C1W	\$	200
IC186	HM Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9026147	30.1369471	1	0.0	re-construct footpath pavement	DH48	Secondary	C1W	\$	200
IC187	HM Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9056237	30.1370441	1	0.0	re-construct footpath pavement	DH48	Secondary	C1W	\$	200
IC188	HM Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9056667	30.1393793	1	0.0	re-construct footpath pavement	DH48	Secondary	C1W	\$	200
IC189	HM Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9056667	30.1393793	1	0.0	re-construct footpath pavement	DH48	Secondary	C1W	\$	200
IC190	Manamvale Road	Dunich HA	Regional Road		Infrastructure condition	uneven pavement surface	-33.9059521	30.1403265	1	0.0	install new utility cover	DH77	Secondary	C1W	\$	2,000
IC193	New Canterbury Road	Dunich HA	State Road	Strategic Route	Infrastructure condition	poorly defined kerb ramp	-33.904981	30.1377762	1	0.0	install new kerb ramp	DH60	Secondary	C1W	\$	2,500
IC198	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9050625	30.1415375	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC199	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9010543	30.1415344	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC200	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9013972	30.1420659	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC201	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9019833	30.1430239	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC202	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9021334	30.1430371	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC203	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9028131	30.1436028	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC204	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9027483	30.1436283	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC205	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9018481	30.1430344	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC206	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9017562	30.1428511	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC207	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9018713	30.1424999	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC208	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9010687	30.1417219	1	0.0	re-construct footpath pavement	DH104	Secondary	C1W	\$	200
IC209	Piggott Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9006443	30.1403782	1	0.0	re-construct footpath pavement	DH103	Secondary	C1W	\$	200
IC210	Riverside Crescent	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9119893	30.1385154	1	0.0	re-construct footpath pavement	MV236	Secondary	C1W	\$	200
IC211	Temington Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9110687	30.1387772	1	0.0	re-construct footpath pavement	DH36	Secondary	C1W	\$	200
IC212	Temington Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9097667	30.1376671	1	0.0	re-construct footpath pavement	DH35	Secondary	C1W	\$	200
IC213	Temington Street	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9094939	30.1380114	1	0.0	re-construct footpath pavement	DH35	Secondary	C1W	\$	200
IC214	Terrace Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9056504	30.1379623	1	0.0	re-construct footpath pavement	DH13	Secondary	C1W	\$	200
IC215	Terrace Road	Dunich HA	Local Road		Infrastructure condition	cracked pavement ip	-33.9070762	30.1378721	1	0.0	repair pavement panel	DH14	Secondary	C1W	\$	200
IC216	Terrace Road	Dunich HA	Local Road		Infrastructure condition	cracked pavement ip	-33.9083063	30.1378302	1	0.0	repair pavement panel	DH13	Tertiary	C1W	\$	200
IC217	Terrace Road	Dunich HA	Local Road		Infrastructure condition	cracked pavement ip	-33.9075649	30.1378123	1	0.0	repair pavement panel	DH13	Tertiary	C1W	\$	200
IC218	Terrace Road	Dunich HA	Local Road		Infrastructure condition	cracked pavement ip	-33.9082714	30.1375631	1	0.0	repair pavement panel	DH11	Tertiary	C1W	\$	200
IC219	Terrace Road	Dunich HA	Local Road		Infrastructure condition	cracked pavement ip	-33.9064276	30.1379839	1	0.0	repair pavement panel	DH14	Secondary	C1W	\$	200
IC220	Terrace Road	Dunich HA	Local Road		Infrastructure condition	cracked pavement ip	-33.9081469	30.1379819	1	0.0	repair pavement panel	DH14	Secondary	C1W	\$	200
IC221	Terrace Road	Dunich HA	Local Road		Infrastructure condition	cracked pavement ip	-33.9080893	30.1380171	1	0.0	repair pavement panel	DH14	Secondary	C1W	\$	200
IC222	Terrace Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9058187	30.1373483	1	0.0	re-construct footpath pavement	DH12	Secondary	C1W	\$	200
IC223	Terrace Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.9057849	30.1380389	1	0.0	re-construct footpath pavement	DH12	Secondary	C1W	\$	200
IC224	Terrace Road	Dunich HA	Local Road		Infrastructure condition	cracked pavement ip	-33.9056267	30.1380383	1	0.0	repair pavement panel	DH6	Secondary	C1W	\$	200
IC225	Terrace Road	Dunich HA	Local Road		Infrastructure condition	uneven pavement surface	-33.905629	30.1380786	1	0.0	re-construct footpath pavement	DH13	Secondary	C1W	\$	200



ID	Street	Suburb	Classification	Highway	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Priority	Treatment Priority	Cost	
K224	Tennant Road	Dutch Hill	Local Road		Infrastructure condition	uneven pavement surface	-30.905428	151.137375	1	1	re-construct footpath pavement	DH112	Secondary	LOW	\$	200
K228	Wardell Road	Dutch Hill	Regional Road		Infrastructure condition	uneven pavement surface	-30.904475	151.145828	1	1	re-construct footpath pavement	DH121	Secondary	LOW	\$	200
K229	Wardell Road	Dutch Hill	Regional Road		Infrastructure condition	uneven pavement surface	-30.905023	151.147516	1	1	re-construct footpath pavement	DH123	Tertiary	LOW	\$	200
K236	Wardell Road	Dutch Hill	Regional Road		Infrastructure condition	uneven pavement surface	-30.904284	151.146263	1	1	re-construct footpath pavement	MV234	Secondary	LOW	\$	200
K235	Wardell Road	Dutch Hill	Regional Road		Infrastructure condition	uneven pavement surface	-30.913636	151.135443	1	1	re-construct footpath pavement	DH108	Tertiary	LOW	\$	200
K237	Wardell Road	Dutch Hill	Regional Road		Infrastructure condition	uneven pavement surface	-30.913653	151.137498	1	1	re-construct footpath pavement	DH109	Tertiary	LOW	\$	200
K238	Wardell Road	Dutch Hill	Regional Road		Infrastructure condition	uneven pavement surface	-30.913672	151.138547	1	1	re-construct footpath pavement	MV236	Secondary	LOW	\$	200
K239	Wardell Road	Dutch Hill	Regional Road		Infrastructure condition	uneven pavement surface	-30.912445	151.129199	1	1	re-construct footpath pavement	MV238	Secondary	LOW	\$	200
K241	Wardell Road	Dutch Hill	Local Road		Infrastructure condition	uneven pavement surface	-30.910633	151.139673	1	1	re-construct footpath pavement	DH117	Secondary	LOW	\$	200
K242	Wardell Road	Dutch Hill	Local Road		Infrastructure condition	uneven pavement surface	-30.909584	151.139126	1	1	re-construct footpath pavement	DH117	Secondary	LOW	\$	200
K243	Alt Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.876372	151.113648	1	1	re-construct footpath pavement	HA3	Tertiary	LOW	\$	200
K244	Alt Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.876685	151.113213	1	1	re-construct footpath pavement	HA2	Secondary	LOW	\$	200
K245	Bay Run	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.871982	151.145492	1	1	re-construct footpath pavement	HA10	Secondary	LOW	\$	200
K246	Bay Run	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.871916	151.140154	1	1	re-construct footpath pavement	HA10	Secondary	LOW	\$	200
K247	Road Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.876443	151.133418	1	1	re-construct footpath pavement	MV239	Secondary	LOW	\$	200
K248	Buckingham Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.879176	151.146222	1	1	repair pavement panel	HA22	Secondary	LOW	\$	200
K249	Buckingham Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.871493	151.144366	1	1	repair pavement panel	HA23	Secondary	LOW	\$	200
K250	Buckingham Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.874747	151.143836	1	1	repair pavement panel	HA27	Secondary	LOW	\$	200
K251	Dalhousie Street	Haberfield	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.842952	151.136813	1	1	re-construct footpath pavement	HA36	Secondary	LOW	\$	200
K252	Denman Avenue	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.874823	151.135204	1	1	repair pavement panel	HA40	Secondary	LOW	\$	200
K253	Denman Avenue	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.880361	151.135413	1	1	re-construct footpath pavement	HA43	Secondary	LOW	\$	200
K254	Denman Avenue	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.880731	151.135433	1	1	repair pavement panel	HA45	Secondary	LOW	\$	200
K255	Denman Avenue	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.880352	151.135431	1	1	re-construct footpath pavement	HA43	Secondary	LOW	\$	200
K256	Denman Avenue	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.881058	151.135431	1	1	repair pavement panel	HA41	Secondary	LOW	\$	200
K257	Denman Avenue	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.881058	151.135431	1	1	re-construct footpath pavement	HA41	Secondary	LOW	\$	200
K258	Denman Avenue	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.881728	151.137113	1	1	re-construct footpath pavement	HA41	Secondary	LOW	\$	200
K259	Denman Avenue	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.876301	151.136544	1	1	re-construct footpath pavement	HA40	Secondary	LOW	\$	200
K260	Denman Avenue	Haberfield	Local Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.884942	151.140947	1	1	re-construct footpath pavement	HA91	Secondary	LOW	\$	200
K261	Ramsay Street	Haberfield	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.876588	151.136239	1	1	re-construct footpath pavement	HA97	Secondary	LOW	\$	200
K262	Ramsay Street	Haberfield	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.871326	151.145715	1	1	re-construct footpath pavement	HA102	Tertiary	LOW	\$	200
K263	Wentworth Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.871326	151.145715	1	1	re-construct footpath pavement	HA102	Tertiary	LOW	\$	200
K264	Wentworth Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.871289	151.146194	1	1	re-construct footpath pavement	HA102	Tertiary	LOW	\$	200
K265	Hardy Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.868384	151.128182	1	1	repair pavement panel	HA92	Secondary	LOW	\$	200
K266	Hardy Street	Haberfield	Local Road		Infrastructure condition	uneven pavement surface	-30.868384	151.128182	1	1	re-construct footpath pavement	HA92	Secondary	LOW	\$	200
K267	Carlingford Road	Leichhardt	State Road		Infrastructure condition	uneven pavement surface	-30.871019	151.144705	1	1	repair pavement panel	LHB6	Secondary	LOW	\$	200
K268	Carlingford Road	Leichhardt	State Road		Infrastructure condition	uneven pavement surface	-30.868554	151.147177	1	1	repair pavement panel	LHB7	Secondary	LOW	\$	200
K273	Flood Street	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-33.877083	151.150195	1	1	re-construct footpath pavement	LHB5	Tertiary	LOW	\$	200
K274	Flood Street	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.876306	151.150195	1	1	repair pavement panel	LHB3	Tertiary	LOW	\$	200
K275	Flood Street	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.875073	151.150195	1	1	re-construct footpath pavement	LHB4	Secondary	LOW	\$	200
K276	Flood Street	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.864943	151.150048	1	1	repair pavement panel	LHB2	Secondary	LOW	\$	200
K279	Morton Street	Leichhardt	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.864152	151.151545	1	1	re-construct footpath pavement	LHB7	Secondary	LOW	\$	200
K281	Panama Road	Leichhardt	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-33.888997	151.148319	1	1	re-construct footpath pavement	LHB14	Secondary	LOW	\$	200
K282	Telford Street	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.888823	151.140818	1	1	re-construct footpath pavement	LHB15	Secondary	LOW	\$	200
K283	Wentworth Street	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.876164	151.153634	1	1	re-construct footpath pavement	LHB16	Secondary	LOW	\$	200
K287	William Street	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.874684	151.153935	1	1	repair pavement panel	LHB18	Secondary	LOW	\$	200
K291	William Street	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.877034	151.154174	1	1	repair pavement panel	LHB8	Secondary	LOW	\$	200
K296	Civil Camberley Road	Leichhardt	State Road		Infrastructure condition	uneven pavement surface	-30.865164	151.143409	1	1	re-construct footpath pavement	LWB6	Secondary	LOW	\$	200
K299	Panama Road	Leichhardt	State Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.869932	151.149124	1	1	re-construct footpath pavement	LHB14	Secondary	LOW	\$	200
K295	Bay Run	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.872164	151.151514	1	1	re-construct footpath pavement	LFB2	Secondary	LOW	\$	200
K296	Bay Run	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.867812	151.152034	1	1	re-construct footpath pavement	LFB5	Secondary	LOW	\$	200
K297	Bay Run	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.867195	151.152617	1	1	re-construct footpath pavement	LFB4	Secondary	LOW	\$	200
K298	Bay Run	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.866573	151.153454	1	1	re-construct footpath pavement	LFB5	Secondary	LOW	\$	200
K299	Leiffield Road	Leichhardt	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.871878	151.153116	1	1	re-construct footpath pavement	LFB18	Secondary	LOW	\$	200
K300	Leiffield Road	Leichhardt	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.872644	151.150311	1	1	re-construct footpath pavement	LFB1	Secondary	LOW	\$	200
K304	Leiffield Road	Leichhardt	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.872543	151.150795	1	1	re-construct footpath pavement	LFB9	Secondary	LOW	\$	200
K305	Leiffield Road	Leichhardt	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.874362	151.150795	1	1	re-construct footpath pavement	LFB4	Secondary	LOW	\$	200
K307	Leiffield Road	Leichhardt	Regional Road	Strategic Route	Infrastructure condition	uneven pavement surface	-30.873664	151.151366	1	1	repair pavement panel	LFB6	Secondary	LOW	\$	200
K308	Mary Street	Leichhardt	Local Road		Infrastructure condition	uneven pavement surface	-30.867912	151.154074	1	1	re-construct footpath pavement	LFB1	Tertiary	LOW	\$	200
K309	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.914136	151.149377	1	1	re-construct footpath pavement	MV16	Secondary	LOW	\$	200
K310	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.914317	151.149343	1	1	re-construct footpath pavement	MV16	Secondary	LOW	\$	200
K311	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.914348	151.149176	1	1	re-construct footpath pavement	MV16	Secondary	LOW	\$	200
K312	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.914348	151.149176	1	1	re-construct footpath pavement	MV16	Secondary	LOW	\$	200
K313	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K314	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K315	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K316	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K317	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K318	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K319	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K320	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K321	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K322	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K323	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K324	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K325	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K326	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K327	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K328	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K329	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K330	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K331	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K332	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K333	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K334	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K335	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K336	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K337	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1	re-construct footpath pavement	MV18	Secondary	LOW	\$	200
K338	Neuchamp Street	Marrickville	Local Road		Infrastructure condition	uneven pavement surface	-30.913774	151.154433	1	1						

ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Budget ID	Budget Hierarchy	Treatment Priority	Cost
KC01	Garrards Road	Mannville	Local Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.920678	151.1442342	1	m	re-construct footpath pavement	MV125	Secondary	Cover	\$25
KC06	Llewellyn Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.904273	151.1712128	1	m	re-construct footpath pavement	MV126	Tertiary	Cover	\$25
KC07	Llewellyn Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.904267	151.1715118	1	m	re-construct footpath pavement	MV136	Tertiary	Cover	\$25
KC08	Myrie Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.915458	151.157292	1	m	re-construct footpath pavement	MV146	Tertiary	Cover	\$25
KC09	Premier Street	Mannville	Local Road		Infrastructure condition	sewered pavement top	-33.905768	151.1502429	1	m	repair pavement panel	MV158	Secondary	Cover	\$25
KC10	Premier Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.905436	151.1526791	1	m	re-construct footpath pavement	MV161	Secondary	Cover	\$25
KC11	Premier Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.9119454	151.1516155	1	m	re-construct footpath pavement	MV162	Secondary	Cover	\$25
KC14	Premier Street	Mannville	Local Road		Infrastructure condition	sealed pavement top	-33.914252	151.1504478	1	m	repair pavement panel	MV163	Secondary	Cover	\$25
KC15	Premier Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.914252	151.1498144	1	m	re-construct footpath pavement	MV164	Tertiary	Cover	\$25
KC16	Premier Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.916037	151.1489101	1	m	re-construct footpath pavement	MV165	Tertiary	Cover	\$25
KC17	Premier Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.916045	151.149371	1	m	re-construct footpath pavement	MV166	Tertiary	Cover	\$25
KC18	Premier Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.9181444	151.148852	1	m	re-construct footpath pavement	MV167	Tertiary	Cover	\$25
KC30	Rennick Street	Mannville	Local Road		Infrastructure condition	sewered pavement top	-33.916314	151.1569332	1	m	repair pavement panel	MV169	Tertiary	Cover	\$25
KC31	Rennick Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.916675	151.1547363	1	m	re-construct footpath pavement	MV169	Tertiary	Cover	\$25
KC32	Rennick Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.916813	151.1546233	1	m	re-construct footpath pavement	MV169	Tertiary	Cover	\$25
KC33	Rennick Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.916839	151.155121	1	m	re-construct footpath pavement	MV172	Tertiary	Cover	\$25
KC34	Rennick Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.916798	151.1533681	1	m	re-construct footpath pavement	MV173	Tertiary	Cover	\$25
KC35	Rochard Crescent	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.916813	151.156811	1	m	re-construct footpath pavement	MV174	Tertiary	Cover	\$25
KC36	Rochard Crescent	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.920788	151.1558415	1	m	re-construct footpath pavement	MV175	Tertiary	Cover	\$25
KC37	Riverside Crescent	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.914924	151.1478874	1	m	re-construct footpath pavement	MV176	Tertiary	Cover	\$25
KC38	Riverside Crescent	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.914686	151.1465688	1	m	re-construct footpath pavement	MV180	Tertiary	Cover	\$25
KC39	Riverside Crescent	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.914695	151.1465695	1	m	re-construct footpath pavement	MV177	Tertiary	Cover	\$25
KC39	Riverside Crescent	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.913944	151.1380227	1	m	re-construct footpath pavement	MV177	Tertiary	Cover	\$25
KC40	Riverside Crescent	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.916038	151.1454896	1	m	re-construct footpath pavement	MV180	Tertiary	Cover	\$25
KC42	Sidwell Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.912772	151.1465325	1	m	re-construct footpath pavement	MV185	Secondary	Cover	\$25
KC43	Sidwell Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.912584	151.1466106	1	m	re-construct footpath pavement	MV185	Secondary	Cover	\$25
KC43	Sidwell Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.912584	151.1471423	1	m	re-construct footpath pavement	MV185	Secondary	Cover	\$25
KC45	Sidwell Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.911595	151.1480557	1	m	re-construct footpath pavement	MV186	Tertiary	Cover	\$25
KC46	Sidwell Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.912364	151.1460857	1	m	re-construct footpath pavement	MV186	Secondary	Cover	\$25
KC47	Station Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.914498	151.1552126	1	m	re-construct footpath pavement	MV188	Secondary	Cover	\$25
KC48	Station Street	Mannville	Local Road		Infrastructure condition	unseal pavement surface	-33.9146734	151.1558773	1	m	re-construct footpath pavement	MV187	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9116742	151.1565119	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9116734	151.1565173	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121136	151.1565276	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204	Secondary	Cover	\$25
KC49	Sydney Road	Mannville	State Road	Strategic Route	Infrastructure condition	unseal pavement surface	-33.9121426	151.1565143	1	m	re-construct footpath pavement	MV204			



Job ID	Street	Suburb	Classification	Strategic Role	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
IC276	James Gray Road	Roosile	Local Road		Infrastructure	condition/unsew	-33.670036	151.172912	1	0	re-construct footpath pavement	R044	Secondary	LOW	2
IC277	Lyford Road	Roosile	Regional Road	Strategic Route	Infrastructure	condition/unsew	-33.664791	151.173903	1	0	re-construct footpath pavement	R042	Secondary	LOW	2
IC278	Manning Street	Roosile	Local Road		Infrastructure	condition/unsew	-33.665282	151.166653	1	0	re-construct footpath pavement	R052	Secondary	LOW	2
IC279	Robert Street	Roosile	Local Road		Infrastructure	condition/unsew	-33.665446	151.174772	1	0	re-construct footpath pavement	R058	Tertiary	LOW	2
IC280	Robert Street	Roosile	Local Road		Infrastructure	condition/unsew	-33.665435	151.178533	1	0	re-construct footpath pavement	R061	Tertiary	LOW	2
IC281	Terry Street	Roosile	Local Road		Infrastructure	condition/unsew	-33.662547	151.176475	1	0	re-construct footpath pavement	R063	Secondary	LOW	2
IC285	The Crescent	Roosile	State Road	Strategic Route	Infrastructure	condition/unsew	-33.667872	151.175163	1	0	no action	R062	Secondary	LOW	2
IC289	Reynold Road	St Peters	Regional Road		Infrastructure	condition/unsew	-33.665648	151.176199	1	0	re-construct footpath pavement	R071	Secondary	LOW	2
IC290	Reynold Road	St Peters	Regional Road		Infrastructure	condition/unsew	-33.665648	151.176199	1	0	re-construct footpath pavement	R072	Secondary	LOW	2
IC291	John Street	St Peters	Local Road		Infrastructure	condition/unsew	-33.672791	151.177633	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC292	John Street	St Peters	Local Road		Infrastructure	condition/unsew	-33.672625	151.172858	1	0	re-construct footpath pavement	R076	Tertiary	LOW	2
IC293	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure	condition/unsew	-33.671655	151.172262	1	0	re-construct footpath pavement	R075	Secondary	LOW	2
IC294	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure	condition/unsew	-33.671653	151.169952	1	0	re-construct footpath pavement	R078	Secondary	LOW	2
IC295	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure	condition/unsew	-33.671656	151.172492	1	0	re-construct footpath pavement	R075	Secondary	LOW	2
IC296	Princes Highway	St Peters	State Road	Strategic Route	Infrastructure	condition/unsew	-33.671655	151.172726	1	0	re-construct footpath pavement	R075	Secondary	LOW	2
IC305	Railway Avenue	Stannmore	Local Road		Infrastructure	condition/unsew	-33.674308	151.169318	1	0	re-construct footpath pavement	R046	Tertiary	LOW	2
IC306	Charles Crescent	Summer Hill	Regional Road	Strategic Route	Infrastructure	condition/unsew	-33.685737	151.121495	1	0	re-construct footpath pavement	R047	Secondary	LOW	2
IC307	Charles Lane	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.686028	151.144816	1	0	re-construct footpath pavement	R048	Secondary	LOW	2
IC308	Charles Lane	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.690153	151.144054	1	0	re-construct footpath pavement	R016	Secondary	LOW	2
IC309	Gravelor Crescent	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.680049	151.133275	1	0	re-construct footpath pavement	R028	Secondary	LOW	2
IC310	Herston Street	Summer Hill	Local Road		Infrastructure	condition/raised pavement	-33.687267	151.134953	1	0	repair pavement panel	R035	Secondary	LOW	2
IC311	Herston Street	Summer Hill	Local Road		Infrastructure	condition/raised pavement	-33.687133	151.134458	1	0	repair pavement panel	R035	Secondary	LOW	2
IC312	Herston Street	Summer Hill	Local Road		Infrastructure	condition/raised pavement	-33.686478	151.134429	1	0	repair pavement panel	R035	Secondary	LOW	2
IC313	Herbert Street	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.686274	151.134181	1	0	re-construct footpath pavement	R037	Secondary	LOW	2
IC314	Herbert Street	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.687368	151.135683	1	0	re-construct footpath pavement	R038	Secondary	LOW	2
IC315	Auction Road	Summer Hill	Local Road		Infrastructure	condition/raised pavement	-33.695217	151.137518	1	0	repair pavement panel	R039	Secondary	LOW	2
IC316	Auction Road	Summer Hill	Local Road		Infrastructure	condition/raised pavement	-33.694844	151.134314	1	0	repair pavement panel	R041	Secondary	LOW	2
IC317	Prospect Road	Summer Hill	Local Road		Infrastructure	condition/raised pavement	-33.696324	151.132125	1	0	repair pavement panel	R041	Secondary	LOW	2
IC318	Prospect Road	Summer Hill	Local Road		Infrastructure	condition/raised pavement	-33.697311	151.132344	1	0	repair pavement panel	R042	Tertiary	LOW	2
IC319	Prospect Road	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC320	Prospect Road	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC321	Prospect Road	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC322	Smith Street	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC323	Smith Street	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC324	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC325	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC326	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC327	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC328	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC329	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC330	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC331	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC332	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC333	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC334	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC335	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC336	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC337	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC338	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC339	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC340	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC341	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC342	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC343	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC344	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC345	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC346	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC347	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC348	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC349	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC350	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC351	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC352	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC353	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC354	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC355	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC356	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC357	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC358	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC359	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC360	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC361	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC362	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC363	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC364	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC365	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC366	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC367	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC368	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC369	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC370	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC371	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC372	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC373	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC374	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC375	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC376	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC377	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC378	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC379	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC380	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC381	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151.132138	1	0	re-construct footpath pavement	R073	Secondary	LOW	2
IC382	Barrahan Avenue	Summer Hill	Local Road		Infrastructure	condition/unsew	-33.696348	151							

Segment ID	Street	Suburb	Classification	Material	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
NP39	Sydney Street Road	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.909485	151.170594	22	wide footpath	MP26	Tertiary	2nd	1	44,200
NP40	Sydney Street Road	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.909367	151.170795	224	wide footpath	MP26	Tertiary	2nd	1	44,800
NP41	Victoria Road	Marrickville	State Road	narrow footpath	narrow footpath	narrow footpath	-33.9142067	151.1568335	34	wide footpath	MP28	Secondary	2nd	1	6,800
NP42	Warden Road	Marrickville	Regional Road	narrow footpath	narrow footpath	narrow footpath	-33.9136443	151.1374402	69	wide footpath	MP23	Secondary	2nd	1	13,800
NP43	Western Road	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.9128216	151.1544248	4	wide footpath	MP28	Tertiary	2nd	1	880
NP44	Lynton Street	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8957048	151.1480523	3	wide footpath	MP21	Secondary	2nd	1	1,080
NP45	Liberty Street	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8956245	151.1713603	1	wide footpath	MP23	Tertiary	2nd	1	1,400
NP46	Denison Street	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8959372	151.1466579	10	wide footpath	MP28	Tertiary	2nd	1	3,000
NP45	Manning Street	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8951130	151.1461331	271	wide footpath	MP49	Secondary	2nd	1	42,700
NP46	Manning Street	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8950922	151.1463032	209	wide footpath	MP49	Secondary	2nd	1	41,800
NP47	Robert Street	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8943415	151.140404	106	wide footpath	MP59	Tertiary	2nd	1	21,200
NP48	Robert Street	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8955221	151.1700368	17	wide footpath	MP61	Tertiary	2nd	1	34,200
NP49	Robert Street	Marrickville	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8950423	151.1708229	10	wide footpath	MP67	Tertiary	2nd	1	3,600
NP51	Adson Lane	St Peters	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.9135555	151.1741436	120	wide footpath	MP26	Secondary	2nd	1	24,000
NP52	Colah Street	St Peters	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.9122946	151.1746222	13	wide footpath	MP25	Tertiary	2nd	1	2,600
NP53	St Peters Street	St Peters	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.9122003	151.1771362	150	wide footpath	MP26	Secondary	2nd	1	31,600
NP56	St Peters Street	St Peters	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.9123607	151.1726144	150	wide footpath	MP31	Secondary	2nd	1	31,600
NP57	Crutshank Street	Stanhore	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8954448	151.1726144	35	wide footpath	MP2	Tertiary	2nd	1	7,000
NP58	Crutshank Street	Stanhore	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8949491	151.1726480	39	wide footpath	MP7	Tertiary	2nd	1	7,800
NP59	Fench Lane	Summer Hill	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8929664	151.1439162	41	wide footpath	MP16	Secondary	2nd	1	8,200
NP57	Fench Lane	Summer Hill	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8965270	151.1439409	41	wide footpath	MP16	Secondary	2nd	1	8,200
NP52	Denison Street	Summer Hill	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8944561	151.1344496	474	wide footpath	MP41	Secondary	2nd	1	95,200
NP53	Jones Street	Summer Hill	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8973891	151.1352338	12	wide footpath	MP48	Secondary	2nd	1	25,400
NP54	Somers Street	Summer Hill	Local Road	narrow footpath	narrow footpath	narrow footpath	-33.8935835	151.1398129	204	wide footpath	MP50	Secondary	2nd	1	40,800
NP54	Annandale Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8969330	151.1661761	1	no action	AN51	Secondary	2nd	1	-
NP52	Bognor Lane	Annandale	Local Road	obstruction	obstruction	vehicles narrow footpath	-33.8965181	151.1732761	1	no action	AN19	Secondary	2nd	1	-
NP53	Bognor Lane	Annandale	Local Road	obstruction	obstruction	vehicles narrow footpath	-33.8964059	151.1748272	1	no action	AN93	Secondary	2nd	1	-
NP54	Beach Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8962278	151.1731702	1	notify business/property owner	AN26	Primary	2nd	1	-
NP55	Beach Street	Annandale	Regional Road	obstruction	obstruction	power pole narrow footpath	-33.8950381	151.1739663	1	further investigation required	AN28	Secondary	2nd	1	-
NP56	Beach Street	Annandale	Regional Road	obstruction	obstruction	power pole narrow footpath	-33.8945475	151.1737665	1	no action	AN28	Secondary	2nd	1	-
NP57	Beach Street	Annandale	Regional Road	obstruction	obstruction	power pole narrow footpath	-33.8939602	151.1736264	1	no action	AN27	Primary	2nd	1	-
NP58	Beach Street	Annandale	Regional Road	obstruction	obstruction	power pole narrow footpath	-33.8936993	151.1735483	1	no action	AN27	Primary	2nd	1	-
NP59	Center Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8944714	151.1730136	1	no action	AN21	Primary	2nd	1	-
NP57	Center Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8943449	151.1729645	1	vehicle support	AN21	Primary	2nd	1	890
NP59	Center Street	Annandale	Local Road	obstruction	obstruction	vehicles narrow footpath	-33.8941713	151.1747140	1	no action	AN93	Secondary	2nd	1	-
NP52	Hutchinson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8750874	151.1688149	1	refer to maintenance	AN70	Secondary	2nd	1	-
NP53	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8799873	151.1745275	1	refer to maintenance	AN69	Secondary	2nd	1	-
NP54	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8798898	151.1747179	1	notify business/property owner	AN69	Secondary	2nd	1	-
NP55	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8796369	151.1747476	1	refer to maintenance	AN68	Secondary	2nd	1	-
NP56	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8796034	151.1750486	1	notify business/property owner	AN68	Secondary	2nd	1	-
NP57	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8792786	151.1750757	1	notify business/property owner	AN67	Secondary	2nd	1	-
NP58	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8791702	151.1751023	1	notify business/property owner	AN67	Secondary	2nd	1	-
NP59	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8819476	151.1728074	1	notify business/property owner	AN71	Primary	2nd	1	-
NP50	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8835997	151.1731336	1	notify business/property owner	AN72	Primary	2nd	1	-
NP51	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation - property	-33.8841164	151.1732349	1	notify business/property owner	AN72	Primary	2nd	1	-
NP52	Henson Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8838784	151.1733037	1	notify business/property owner	AN71	Primary	2nd	1	-
NP53	Piper Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8779051	151.1671740	1	notify business/property owner	AN69	Secondary	2nd	1	-
NP54	Pritchard Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8740277	151.1731219	1	refer to maintenance	AN72	Secondary	2nd	1	-
NP55	Road Street	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8727462	151.1735068	1	refer to maintenance	AN65	Secondary	2nd	1	-
NP56	The Crescent	Annandale	State Road	obstruction	obstruction	bus shelter narrow footpath	-33.8742508	151.1748114	1	locate or remove bus shelter	AN98	Primary	2nd	1	3,000
NP57	The Crescent	Annandale	State Road	obstruction	obstruction	vehicle narrow footpath	-33.8729947	151.1747028	1	locate or remove sign and support	AN98	Primary	2nd	1	300
NP58	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.882380	151.1737116	1	notify business/property owner	AN108	Secondary	2nd	1	-
NP59	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8825375	151.1726273	1	notify business/property owner	AN108	Secondary	2nd	1	-
NP50	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8824099	151.1739885	1	notify business/property owner	AN108	Secondary	2nd	1	-
NP51	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8820324	151.1739199	1	notify business/property owner	AN106	Secondary	2nd	1	-
NP52	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8818854	151.1739913	1	notify business/property owner	AN108	Secondary	2nd	1	-
NP53	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8816873	151.1738365	1	notify business/property owner	AN109	Secondary	2nd	1	-
NP54	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8816035	151.1731439	1	notify business/property owner	AN52	Secondary	2nd	1	-
NP55	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8817043	151.1687458	1	notify business/property owner	AN111	Secondary	2nd	1	-
NP56	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8816854	151.1739913	1	notify business/property owner	AN109	Secondary	2nd	1	-
NP57	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	vehicle narrow footpath	-33.8816666	151.1739913	1	refer to maintenance	AN108	Secondary	2nd	1	-
NP58	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation	-33.8816629	151.1739913	1	refer to maintenance	AN111	Secondary	2nd	1	-
NP59	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8816169	151.1727107	1	refer to maintenance	AN105	Secondary	2nd	1	-
NP40	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.881347	151.1728148	1	notify business/property owner	AN106	Secondary	2nd	1	-
NP41	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8797295	151.1730834	1	notify business/property owner	AN100	Primary	2nd	1	-
NP42	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8818088	151.1729542	1	refer to maintenance	AN106	Secondary	2nd	1	-
NP43	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8794988	151.1731557	1	notify business/property owner	AN100	Primary	2nd	1	-
NP44	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8793812	151.1732438	1	refer to maintenance	AN100	Primary	2nd	1	-
NP45	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8793028	151.1730918	1	notify business/property owner	AN100	Primary	2nd	1	-
NP46	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation - property	-33.8793036	151.1730552	1	notify business/property owner	AN100	Primary	2nd	1	-
NP47	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8790871	151.1730745	1	refer to maintenance	AN104	Secondary	2nd	1	-
NP48	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8783273	151.1730834	1	notify business/property owner	AN104	Secondary	2nd	1	-
NP49	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8785561	151.1730984	1	refer to maintenance	AN104	Secondary	2nd	1	-
NP50	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8785151	151.1744151	1	locate support	AN102	Tertiary	2nd	1	300
NP51	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation - property	-33.8784274	151.1740252	1	notify business/property owner	AN102	Tertiary	2nd	1	-
NP52	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8783798	151.1740136	1	notify business/property owner	AN102	Tertiary	2nd	1	-
NP53	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath	-33.8781963	151.1740554	1	refer to maintenance	AN102	Tertiary	2nd	1	-
NP54	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8780264	151.1740554	1	notify business/property owner	AN102	Tertiary	2nd	1	-
NP55	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation	-33.8781483	151.1744405	1	refer to maintenance	AN102	Tertiary	2nd	1	-
NP56	Trafalgar Street	Annandale	Regional Road	obstruction	obstruction	overhanging vegetation - property	-33.8780681	151.1748122	1	notify business/property owner	AN102	Tertiary	2nd	1	-
NP57	White Creek	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.8790225	151.1629794	1	notify business/property owner	AN113	Secondary	2nd	1	-
NP58	White Creek	Annandale	Local Road	obstruction	obstruction	overhanging vegetation narrow footpath - property	-33.880304	151.165365	1	notify business/property owner	AN82	Secondary	2nd	1	-



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
0809	Hardy Street	Ashbury	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9041811	151.1247787	1		refer to maintenance	HP1	Secondary	2,000	\$
0810	Hardy Street	Ashbury	Local Road		obstruction	overhanging vegetation narrow footpath	-33.90446	151.1249174	1		refer to maintenance	HP1	Secondary	2,000	\$
0811	Hardy Street	Ashbury	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9050346	151.1250245	1		refer to maintenance	HP1	Secondary	2,000	\$
0812	Hardy Street	Ashbury	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9057944	151.1250477	1		notify business/property owner	HP2	Secondary	2,000	\$
0813	Hardy Street	Ashbury	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058481	151.1250538	1		refer to maintenance	HP2	Secondary	2,000	\$
0814	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8612945	151.1261742	1		notify business/property owner	AP 5	Tertiary	2,000	\$
0815	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.861527	151.126487	1		notify business/property owner	AP 5	Tertiary	2,000	\$
0816	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8614453	151.1264182	1		notify business/property owner	AP 7	Tertiary	2,000	\$
0817	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8611222	151.1261273	1		notify business/property owner	AP 5	Tertiary	2,000	\$
0818	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8718267	151.1305144	1		notify business/property owner	AP 5	Tertiary	2,000	\$
0819	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8744452	151.1306158	1		notify business/property owner	AP 5	Secondary	2,000	\$
0820	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.875943	151.1304308	1		notify business/property owner	AP 5	Tertiary	2,000	\$
0821	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation - property	-33.8831193	151.1264188	1		notify business/property owner	AP 5	Secondary	2,000	\$
0822	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation - property	-33.8835488	151.1269917	1		notify business/property owner	AP 7	Secondary	2,000	\$
0823	Air Street	Ashfield	Local Road		obstruction	double pole signpost narrow footpath	-33.8848885	151.1230316	1		review and relocate double pole sign	AP 10	Primary	2,000	\$ 500
0824	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation - property	-33.8848354	151.1230378	1		notify business/property owner	AP 10	Primary	2,000	\$
0825	Air Street	Ashfield	Local Road		obstruction	double pole signpost narrow footpath	-33.8850391	151.1240255	1		review and relocate double pole sign	AP 9	Secondary	2,000	\$ 500
0826	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8813613	151.1236729	1		notify business/property owner	AP 8	Tertiary	2,000	\$
0827	Air Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8812671	151.1236929	1		notify business/property owner	AP 9	Secondary	2,000	\$
0828	Armstrong Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8946207	151.1235774	1		refer to maintenance	AP 13	Tertiary	2,000	\$
0829	Armstrong Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8950648	151.1246554	1		refer to maintenance	AP 11	Secondary	2,000	\$
0830	Armstrong Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8954842	151.1245449	1		notify business/property owner	AP 14	Tertiary	2,000	\$
0831	Ward Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8812325	151.1305195	1		notify business/property owner	AP 27	Tertiary	2,000	\$
0832	Ward Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.880291	151.1312512	1		notify business/property owner	AP 26	Tertiary	2,000	\$
0833	Ward Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8821532	151.1287315	1		notify business/property owner	AP 25	Tertiary	2,000	\$
0834	Ward Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8827804	151.1275885	1		notify business/property owner	AP 24	Tertiary	2,000	\$
0835	Ward Street	Ashfield	Local Road		obstruction	signpost narrow footpath	-33.8843617	151.1262194	1		relocate signpost	AP 19	Secondary	2,000	\$ 300
0836	Ward Street	Ashfield	Local Road		obstruction	signpost narrow footpath	-33.8850549	151.1258151	1		relocate signpost	AP 18	Secondary	2,000	\$ 300
0837	Ward Street	Ashfield	Local Road		obstruction	signpost narrow footpath	-33.8857354	151.1251408	1		relocate signpost	AP 17	Primary	2,000	\$ 300
0838	Ward Street	Ashfield	Local Road		obstruction	power pole narrow footpath	-33.8879241	151.1255454	1		further investigation required	AP 16	Primary	2,000	\$
0839	Ward Street	Ashfield	Local Road		obstruction	power pole narrow footpath	-33.8878627	151.1257179	1		no action	AP 15	Primary	2,000	\$
0840	Ward Street	Ashfield	Local Road		obstruction	tree locker narrow footpath	-33.8870271	151.1249411	1		relocate or remove tree locker	AP 11	Primary	2,000	\$ 400
0841	Charlotte Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8845796	151.1273486	1		refer to maintenance	AP 38	Secondary	2,000	\$
0842	Charlotte Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8849216	151.1271532	1		refer to maintenance	AP 38	Secondary	2,000	\$
08100	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8774066	151.1243465	1		refer to maintenance	AP 41	Tertiary	2,000	\$
08101	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8773813	151.1243173	1		notify business/property owner	AP 41	Tertiary	2,000	\$
08102	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8774436	151.1247786	1		notify business/property owner	AP 42	Tertiary	2,000	\$
08103	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8811562	151.1245171	1		notify business/property owner	AP 45	Tertiary	2,000	\$
08104	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8807181	151.1252173	1		refer to maintenance	AP 45	Tertiary	2,000	\$
08105	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8804294	151.1250196	1		refer to maintenance	AP 40	Tertiary	2,000	\$
08106	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation	-33.8719041	151.1261499	1		refer to maintenance	AP 40	Tertiary	2,000	\$
08107	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8730328	151.1260802	1		refer to maintenance	AP 40	Tertiary	2,000	\$
08108	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation	-33.8797896	151.1260444	1		refer to maintenance	AP 40	Tertiary	2,000	\$
08109	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8795362	151.1258787	1		refer to maintenance	AP 44	Secondary	2,000	\$
08110	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8793667	151.1257638	1		refer to maintenance	AP 44	Secondary	2,000	\$
08111	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8791485	151.1256559	1		notify business/property owner	AP 44	Secondary	2,000	\$
08112	Church Street	Ashfield	Local Road		obstruction	tree narrow footpath	-33.8778734	151.1247156	1		no action	AP 42	Tertiary	2,000	\$
08113	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8806124	151.1254843	1		notify business/property owner	AP 51	Secondary	2,000	\$
08114	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8805888	151.1271717	1		notify business/property owner	AP 48	Secondary	2,000	\$
08115	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8796311	151.1282738	1		notify business/property owner	AP 49	Secondary	2,000	\$
08116	Church Street	Ashfield	Local Road		obstruction	signposts narrow footpath	-33.8794622	151.1280444	1		relocate signpost	AP 50	Secondary	2,000	\$ 300
08117	Church Street	Ashfield	Local Road		obstruction	signposts narrow footpath	-33.8807038	151.1285627	1		relocate signpost	AP 50	Secondary	2,000	\$ 300
08118	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8809022	151.1280130	1		notify business/property owner	AP 50	Secondary	2,000	\$
08119	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8805484	151.1280775	1		notify business/property owner	AP 48	Secondary	2,000	\$
08120	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation - property	-33.880568	151.1272130	1		notify business/property owner	AP 48	Secondary	2,000	\$
08121	Church Street	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8805681	151.1280556	1		notify business/property owner	AP 50	Secondary	2,000	\$
08122	Elizabeth Street	Ashfield	Regional Road		obstruction	overhanging vegetation - property	-33.8802044	151.1286056	1		notify business/property owner	AP 52	Primary	2,000	\$
08123	Elizabeth Street	Ashfield	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.8877718	151.1246462	1		notify business/property owner	AP 53	Primary	2,000	\$
08124	Elizabeth Street	Ashfield	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.886389	151.1261175	1		notify business/property owner	AP 63	Secondary	2,000	\$
08125	Elizabeth Street	Ashfield	Regional Road		obstruction	power pole narrow footpath	-33.8864177	151.1261489	1		no action	AP 63	Secondary	2,000	\$
08126	Elizabeth Street	Ashfield	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.8867758	151.1264493	1		notify business/property owner	AP 63	Secondary	2,000	\$
08127	Elizabeth Street	Ashfield	Regional Road		obstruction	overhanging vegetation - property	-33.8868637	151.1303489	1		notify business/property owner	AP 64	Secondary	2,000	\$
08128	Elizabeth Street	Ashfield	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.8868861	151.1305897	1		notify business/property owner	AP 64	Secondary	2,000	\$
08129	Elizabeth Street	Ashfield	Regional Road		obstruction	signpost narrow footpath	-33.8861645	151.1315599	1		relocate signpost	AP 65	Secondary	2,000	\$ 300
08130	Elizabeth Street	Ashfield	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.886224	151.1295659	1		notify business/property owner	AP 63	Secondary	2,000	\$
08131	Frederick Street	Ashfield	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8814567	151.1243488	1		notify business/property owner	AP 14	Primary	2,000	\$
08132	Frederick Street	Ashfield	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.880331	151.1259102	1		notify business/property owner	AP 11	Primary	2,000	\$
08133	Frederick Street	Ashfield	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8771667	151.1262354	1		refer to maintenance	AP 68	Primary	2,000	\$
08134	Frederick Street	Ashfield	State Road	Strategic Route	obstruction	signposts narrow footpath	-33.8805916	151.1308363	1		relocate signpost	AP 150	Secondary	2,000	\$ 300
08135	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.890428	151.1170838	1		notify business/property owner	AP 118	Primary	2,000	\$
08136	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8904829	151.1173267	1		notify business/property owner	AP 119	Primary	2,000	\$
08137	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8905022	151.1172744	1		notify business/property owner	AP 112	Primary	2,000	\$
08138	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8907446	151.1171351	1		refer to maintenance	AP 113	Primary	2,000	\$
08139	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8908359	151.1173327	1		refer to maintenance	AP 113	Primary	2,000	\$
08140	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8811682	151.1151996	1		notify business/property owner	AP 86	Primary	2,000	\$
08141	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8820971	151.1153349	1		notify business/property owner	AP 86	Primary	2,000	\$
08142	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8817848	151.1170148	1		refer to maintenance	AP 87	Tertiary	2,000	\$
08143	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8937578	151.122031	1		notify business/property owner	AP 83	Tertiary	2,000	\$
08144	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8950221	151.1207168	1		notify business/property owner	AP 89	Secondary	2,000	\$
08145	Georges River Drive	Ashfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8938274	151.1257176	1		notify business/property owner	AP 87	Secondary	2,000	\$
08146	Liverpool Road	Ashfield	State Road	Strategic Route	obstruction	double pole signpost narrow footpath	-33.8869676	151.1310282	1		review and relocate double pole sign	AP 58	Primary	2,000	\$ 500
08147	Liverpool Road	Ashfield	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8876184	151.125471	1		notify business/property owner	AP 106	Primary	2,000	\$

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
08141	Milton Street	Ashford	State Road		obstruction	overhanging vegetation	-33.8946252	151.11885	1		refer to maintenance	AP 141	Tertiary	2,000	\$
08142	Milton Street	Ashford	Local Road		obstruction	overhanging vegetation - property	-33.8941172	151.1184418	1		notify business/property owner	AP 142	Secondary	2,000	\$
08143	Milton Street	Ashford	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8944039	151.1182335	1		notify business/property owner	AP 143	Tertiary	2,000	\$
08144	Milton Street	Ashford	State Road		obstruction	overhanging vegetation - property	-33.8947618	151.1188425	1		notify business/property owner	AP 144	Tertiary	2,000	\$
08145	Milton Street	Ashford	State Road		obstruction	power pole narrow footpath	-33.8948012	151.1190014	1		no action	AP 145	Tertiary	2,000	\$
08146	Milton Street	Ashford	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8949736	151.1192022	1		notify business/property owner	AP 146	Secondary	2,000	\$
08147	North Street	Ashford	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8968771	151.1260269	1		notify business/property owner	AP 147	Primary	2,000	\$
08148	North Street	Ashford	Regional Road	Strategic Route	obstruction	power pole narrow footpath	-33.8962184	151.1249464	1		no action	AP 148	Primary	2,000	\$
08149	North Street	Ashford	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8961133	151.1242654	1		notify business/property owner	AP 149	Primary	2,000	\$
08150	North Street	Ashford	Regional Road	Strategic Route	obstruction	power pole narrow footpath	-33.8960343	151.1258121	1		no action	AP 150	Primary	2,000	\$
08151	North Street	Ashford	Regional Road	Strategic Route	obstruction	power pole narrow footpath	-33.8951445	151.1252058	1		no action	AP 151	Primary	2,000	\$
08152	North Street	Ashford	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8959478	151.1252105	1		notify business/property owner	AP 152	Primary	2,000	\$
08153	North Street	Ashford	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8959774	151.1226364	1		notify business/property owner	AP 153	Primary	2,000	\$
08154	North Street	Ashford	Regional Road	Strategic Route	obstruction	signpost narrow footpath	-33.8962767	151.1268905	1		relocate signpost	AP 154	Primary	2,000	\$
08155	North Street	Ashford	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8913558	151.1374955	1		notify business/property owner	AP 155	Primary	2,000	\$
08156	Old Canterbury Road	Ashford	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.9045888	151.1285321	1		notify business/property owner	AP 156	Primary	2,000	\$
08157	Old Canterbury Road	Ashford	State Road		obstruction	overhanging vegetation	-33.9031052	151.1298859	1		refer to maintenance	AP 157	Primary	2,000	\$
08158	Orangston Street	Ashford	Local Road		obstruction	overhanging vegetation - property	-33.8853364	151.1319318	1		notify business/property owner	AP 158	Secondary	2,000	\$
08159	Orangston Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.887778	151.1363144	1		notify business/property owner	AP 159	Primary	2,000	\$
08160	Palace Street	Ashford	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8949625	151.1194707	1		notify business/property owner	AP 160	Secondary	2,000	\$
08161	Palace Street	Ashford	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8949811	151.1199795	1		notify business/property owner	AP 161	Secondary	2,000	\$
08162	Palace Street	Ashford	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8951362	151.1221447	1		notify business/property owner	AP 162	Secondary	2,000	\$
08163	Palace Street	Ashford	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8951362	151.1221447	1		notify business/property owner	AP 163	Secondary	2,000	\$
08164	Palace Street	Ashford	Local Road	Strategic Route	obstruction	branch narrow footpath	-33.8951692	151.1225116	1		relocate or remove branch	AP 164	Secondary	2,000	\$
08165	Palace Street	Ashford	Local Road	Strategic Route	obstruction	bus stop narrow footpath	-33.8951458	151.1225116	1		relocate bus stop pole	AP 165	Secondary	2,000	\$
08166	Palace Street	Ashford	Local Road	Strategic Route	obstruction	power pole narrow footpath	-33.8951334	151.1227335	1		no action	AP 166	Secondary	2,000	\$
08167	Palace Street	Ashford	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.895129	151.1238202	1		notify business/property owner	AP 167	Secondary	2,000	\$
08168	Palace Street	Ashford	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8950262	151.1240006	1		notify business/property owner	AP 168	Secondary	2,000	\$
08169	Palace Street	Ashford	Local Road	Strategic Route	obstruction	signpost narrow footpath	-33.8948221	151.1230965	1		relocate signpost	AP 169	Secondary	2,000	\$
08170	Palace Street	Ashford	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8948448	151.1238813	1		notify business/property owner	AP 170	Secondary	2,000	\$
08171	Parliament Road	Ashford	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8780847	151.1309934	1		notify business/property owner	NA65	Primary	2,000	\$
08172	Queen Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8921641	151.1279182	1		notify business/property owner	AP 171	Secondary	2,000	\$
08173	Queen Street	Ashford	Local Road		obstruction	overhanging vegetation - property	-33.8914396	151.1278723	1		notify business/property owner	AP 172	Secondary	2,000	\$
08174	Queen Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8913071	151.1277338	1		notify business/property owner	AP 173	Secondary	2,000	\$
08175	Thomas Street	Ashford	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8870846	151.120586	1		notify business/property owner	AP 174	Secondary	2,000	\$
08176	Thomas Street	Ashford	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8871515	151.1261317	1		notify business/property owner	AP 175	Secondary	2,000	\$
08177	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8924429	151.1301051	1		notify business/property owner	AP 176	Secondary	2,000	\$
08178	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8953415	151.1299449	1		refer to maintenance	AP 177	Secondary	2,000	\$
08179	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8953415	151.1299449	1		refer to maintenance	AP 178	Secondary	2,000	\$
08180	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8953415	151.1299449	1		refer to maintenance	AP 179	Secondary	2,000	\$
08181	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8949439	151.1298349	1		notify business/property owner	AP 180	Secondary	2,000	\$
08182	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8949439	151.1298349	1		notify business/property owner	AP 181	Secondary	2,000	\$
08183	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8932062	151.1298349	1		notify business/property owner	AP 182	Secondary	2,000	\$
08184	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8927348	151.1298349	1		notify business/property owner	AP 183	Secondary	2,000	\$
08185	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation - property	-33.8919811	151.1297777	1		notify business/property owner	AP 184	Secondary	2,000	\$
08186	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation - property	-33.8918754	151.1294727	1		notify business/property owner	AP 185	Secondary	2,000	\$
08187	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation - property	-33.8914448	151.1293538	1		notify business/property owner	AP 186	Secondary	2,000	\$
08188	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation - property	-33.8911943	151.1292864	1		notify business/property owner	AP 187	Secondary	2,000	\$
08189	Victoria Street	Ashford	Local Road		obstruction	overhanging vegetation - property	-33.8911943	151.1292864	1		notify business/property owner	AP 188	Secondary	2,000	\$
08190	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8578652	151.1900722	1		refer to maintenance	BA1	Secondary	2,000	\$
08191	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8569604	151.1760771	1		notify business/property owner	BA2	Secondary	2,000	\$
08192	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8568281	151.1760395	1		refer to maintenance	BA3	Tertiary	2,000	\$
08193	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8567897	151.1759724	1		refer to maintenance	BA4	Tertiary	2,000	\$
08194	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8567532	151.1754518	1		notify business/property owner	BA5	Tertiary	2,000	\$
08195	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8563824	151.1743282	1		notify business/property owner	BA6	Secondary	2,000	\$
08196	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8564253	151.1742845	1		notify business/property owner	BA7	Secondary	2,000	\$
08197	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8564865	151.1741211	1		notify business/property owner	BA8	Secondary	2,000	\$
08198	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8565274	151.1740348	1		refer to maintenance	BA9	Secondary	2,000	\$
08199	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation - property	-33.8561053	151.1732511	1		notify business/property owner	BA10	Secondary	2,000	\$
08200	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation - property	-33.8564797	151.1731645	1		notify business/property owner	BA11	Secondary	2,000	\$
08201	Woolf Street	Balmann	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8614453	151.1801361	1		refer to maintenance	BA12	Secondary	2,000	\$
08202	Woolf Street	Balmann	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8614448	151.1802342	1		notify business/property owner	BA13	Secondary	2,000	\$
08203	Woolf Street	Balmann	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8602574	151.1801314	1		notify business/property owner	BA14	Secondary	2,000	\$
08204	Woolf Street	Balmann	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8597	151.182196	1		notify business/property owner	BA15	Primary	2,000	\$
08205	Woolf Street	Balmann	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8614452	151.1800523	1		notify business/property owner	BA16	Secondary	2,000	\$
08206	Woolf Street	Balmann	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.859716	151.1801348	1		notify business/property owner	BA17	Primary	2,000	\$
08207	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8614453	151.1801361	1		refer to maintenance	BA18	Secondary	2,000	\$
08208	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8614453	151.1801361	1		refer to maintenance	BA19	Tertiary	2,000	\$
08209	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8614453	151.1801361	1		notify business/property owner	BA20	Secondary	2,000	\$
08210	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA21	Tertiary	2,000	\$
08211	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA22	Tertiary	2,000	\$
08212	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA23	Tertiary	2,000	\$
08213	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA24	Tertiary	2,000	\$
08214	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA25	Tertiary	2,000	\$
08215	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA26	Tertiary	2,000	\$
08216	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA27	Tertiary	2,000	\$
08217	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA28	Tertiary	2,000	\$
08218	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA29	Tertiary	2,000	\$
08219	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA30	Tertiary	2,000	\$
08220	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA31	Tertiary	2,000	\$
08221	Woolf Street	Balmann	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8614453	151.1801361	1		refer to maintenance	BA32	Tertiary	2,000	\$
08222	Woolf Street	Balmann	Local Road		obstruction	tree narrow footpath	-33.8614453	151.1801361	1		no action	BA33	Primary	2,000	\$



Row ID	Street	Suburb	Classification	Material	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment ID	Agency	Priority	Treatment	Priority	Cost
08-223	Curtis Road	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8576193	151.1836455	1	1	notify business/property owner	BA20	Primary	2.00	5	1	5	0
08-224	Curtis Road	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8576194	151.1831109	1	1	notify business/property owner	BA21	Secondary	2.00	5	1	5	0
08-225	Curtis Road	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8566672	151.1817339	1	1	notify business/property owner	BA22	Secondary	2.00	5	1	5	0
08-226	Curtis Road	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8560211	151.1852146	1	1	notify business/property owner	BA23	Secondary	2.00	5	1	5	0
08-227	Curtis Road	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8551644	151.1788633	1	1	notify business/property owner	BA24	Secondary	2.00	5	1	5	0
08-228	Curtis Road	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8543177	151.1813663	1	1	notify business/property owner	BA25	Secondary	2.00	5	1	5	0
08-229	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8565351	151.1725584	1	1	notify business/property owner	BA26	Primary	2.00	5	1	5	0
08-230	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8559651	151.1740387	1	1	notify business/property owner	BA27	Primary	2.00	5	1	5	0
08-231	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8559651	151.1740387	1	1	notify business/property owner	BA28	Primary	2.00	5	1	5	400
08-232	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8563821	151.1734119	1	1	refer to maintenance	BA29	Primary	2.00	5	1	5	0
08-233	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8560261	151.1753872	1	1	notify business/property owner	BA30	Primary	2.00	5	1	5	0
08-234	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8560261	151.1744708	1	1	notify business/property owner	BA31	Primary	2.00	5	1	5	0
08-235	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8560261	151.1727738	1	1	notify business/property owner	BA32	Primary	2.00	5	1	5	0
08-236	Darling Street	Bermain	Local Road	asphalt	construction	bus shelter narrow footpath	-33.8562627	151.1735	1	1	relocate or remove bus shelter	BA33	Primary	2.00	5	1	5	3,500
08-237	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8562627	151.1735	1	1	notify business/property owner	BA34	Primary	2.00	5	1	5	0
08-238	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8567337	151.1782739	1	1	notify business/property owner	BA35	Primary	2.00	5	1	5	0
08-239	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8567337	151.1802775	1	1	notify business owner	BA36	Primary	2.00	5	1	5	0
08-240	Darling Street	Bermain	Local Road	asphalt	construction	footpath leading narrow footpath	-33.8573458	151.1824327	1	1	notify business/property owner	BA37	Primary	2.00	5	1	5	0
08-241	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8561644	151.1826737	1	1	notify business/property owner	BA37	Primary	2.00	5	1	5	0
08-242	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8561723	151.1840495	1	1	notify business/property owner	BA38	Primary	2.00	5	1	5	0
08-243	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8561727	151.1846134	1	1	notify business/property owner	BA39	Primary	2.00	5	1	5	0
08-244	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8562624	151.1813107	1	1	refer to maintenance	BA39	Primary	2.00	5	1	5	0
08-245	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8573535	151.1855332	1	1	notify business owner	BA39	Primary	2.00	5	1	5	0
08-246	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8569838	151.1825185	1	1	notify business/property owner	BA39	Primary	2.00	5	1	5	0
08-247	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8569838	151.1825185	1	1	notify business/property owner	BA39	Primary	2.00	5	1	5	0
08-248	Darling Street	Bermain	Local Road	asphalt	construction	tree narrow footpath - council	-33.8569457	151.1836233	1	1	no action	BA39	Primary	2.00	5	1	5	0
08-249	Darling Street	Bermain	Local Road	asphalt	construction	overhanging vegetation - property	-33.8568593	151.1837147	1	1	notify business/property owner	BA40	Primary	2.00	5	1	5	0
08-250	Hyam Street	Bermain	Local Road	asphalt	construction	bolards narrow footpath	-33.8611961	151.1885955	1	1	relocate or remove bollard	BA42	Tertiary	2.00	5	1	5	3,500
08-251	Hyam Street	Bermain	Local Road	asphalt	construction	light pole narrow footpath	-33.8611961	151.188382	1	1	relocate light pole	BA43	Secondary	2.00	5	1	5	10,000
08-252	Jane Street	Bermain	Local Road	asphalt	construction	power pole narrow footpath	-33.8593666	151.1844315	1	1	no action	BA45	Secondary	2.00	5	1	5	0
08-253	Jane Street	Bermain	Local Road	asphalt	construction	power pole narrow footpath	-33.8594879	151.1843882	1	1	no action	BA45	Secondary	2.00	5	1	5	0
08-254	Jane Street	Bermain	Local Road	asphalt	construction	power pole narrow footpath	-33.8596781	151.1845334	1	1	no action	BA44	Primary	2.00	5	1	5	0
08-255	Jane Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8597742	151.1846337	1	1	notify business/property owner	BA44	Primary	2.00	5	1	5	0
08-256	Marquise Terrace	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8584758	151.1783294	1	1	notify business/property owner	BA46	Primary	2.00	5	1	5	0
08-257	Marquise Terrace	Bermain	Local Road	asphalt	construction	power pole narrow footpath	-33.8584383	151.1794887	1	1	no action	BA46	Primary	2.00	5	1	5	0
08-258	Montague Street	Bermain	Local Road	asphalt	construction	tree rack narrow footpath	-33.8593653	151.1793388	1	1	relocate or remove tree rack	BA47	Secondary	2.00	5	1	5	250
08-259	Mulens Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8594008	151.1751485	1	1	refer to maintenance	BA48	Secondary	2.00	5	1	5	0
08-260	Mulens Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8596977	151.177361	1	1	refer to maintenance	BA49	Secondary	2.00	5	1	5	0
08-261	Mulens Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8595886	151.1772589	1	1	refer to maintenance	BA49	Primary	2.00	5	1	5	0
08-262	Mulens Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8605251	151.177291	1	1	refer to maintenance	BA50	Primary	2.00	5	1	5	0
08-263	Mulens Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8608521	151.1773682	1	1	notify business/property owner	BA50	Primary	2.00	5	1	5	0
08-264	Mulens Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8608521	151.1773682	1	1	refer to maintenance	BA50	Primary	2.00	5	1	5	0
08-265	Mulens Street	Bermain	Local Road	asphalt	construction	overhanging vegetation - property	-33.8618907	151.1766891	1	1	notify business/property owner	BA51	Primary	2.00	5	1	5	0
08-266	Mulens Street	Bermain	Local Road	asphalt	construction	tree narrow footpath - council	-33.8613243	151.1767933	1	1	further investigation required	BA51	Primary	2.00	5	1	5	0
08-267	Mulens Street	Bermain	Local Road	asphalt	construction	bus shelter and signpost narrow footpath	-33.8627719	151.1764388	1	1	relocate or remove bus shelter and signpost	BA52	Primary	2.00	5	1	5	6,500
08-268	Mulens Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8622073	151.1764364	1	1	notify business/property owner	BA52	Primary	2.00	5	1	5	0
08-269	Mulens Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8622627	151.1764251	1	1	notify business/property owner	BA52	Primary	2.00	5	1	5	0
08-270	Palmer Street	Bermain	Local Road	asphalt	construction	overhanging vegetation - property	-33.8606739	151.1814174	1	1	notify business/property owner	BA54	Tertiary	2.00	5	1	5	0
08-271	Palmer Street	Bermain	Local Road	asphalt	construction	overhanging vegetation - property	-33.8604296	151.1814897	1	1	notify business/property owner	BA54	Tertiary	2.00	5	1	5	0
08-272	Palmer Street	Bermain	Local Road	asphalt	construction	overhanging vegetation	-33.8604658	151.1811286	1	1	refer to maintenance	BA55	Secondary	2.00	5	1	5	0
08-273	Palmer Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8604658	151.1811286	1	1	refer to maintenance	BA55	Secondary	2.00	5	1	5	0
08-274	Palmer Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath - council and private	-33.8604658	151.1809875	1	1	refer to maintenance	BA55	Secondary	2.00	5	1	5	0
08-275	Palmer Street	Bermain	Local Road	asphalt	construction	overhanging vegetation	-33.8598856	151.1802386	1	1	refer to maintenance	BA57	Secondary	2.00	5	1	5	0
08-276	Palmer Street	Bermain	Local Road	asphalt	construction	tree narrow footpath	-33.8597114	151.180451	1	1	no action	BA55	Secondary	2.00	5	1	5	0
08-277	Palmer Street	Bermain	Local Road	asphalt	construction	tree narrow footpath	-33.8596971	151.1805892	1	1	no action	BA56	Secondary	2.00	5	1	5	0
08-278	Palmer Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8590963	151.1804697	1	1	refer to maintenance	BA57	Secondary	2.00	5	1	5	0
08-279	Palmer Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8581469	151.1799195	1	1	refer to maintenance	BA57	Secondary	2.00	5	1	5	0
08-280	Terry Street	Bermain	Local Road	asphalt	construction	tree narrow footpath	-33.8567937	151.175193	1	1	no action	BA59	Secondary	2.00	5	1	5	0
08-281	Thames Street	Bermain	Local Road	asphalt	construction	power pole narrow footpath	-33.8598112	151.1848479	1	1	no action	BA71	Secondary	2.00	5	1	5	0
08-282	Thames Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8597937	151.1848317	1	1	refer to maintenance	BA72	Secondary	2.00	5	1	5	0
08-283	Worley Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8572719	151.1785498	1	1	refer to maintenance	BA76	Secondary	2.00	5	1	5	0
08-284	Worley Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8627171	151.1796483	1	1	refer to maintenance	BA76	Secondary	2.00	5	1	5	0
08-285	Worley Street	Bermain	Local Road	asphalt	construction	tree narrow footpath	-33.8626325	151.1796483	1	1	no action	BA75	Tertiary	2.00	5	1	5	0
08-286	Worley Street	Bermain	Local Road	asphalt	construction	overhanging vegetation narrow footpath	-33.8630727	151.1792763	1	1	refer to maintenance	BA75	Tertiary	2.00	5	1	5	0
08-287	Worley Street	Bermain	Local Road	asphalt	construction	tree narrow footpath	-33.86064	151.1797353	1	1	no action	BA76	Secondary	2.00	5	1	5	0
08-288	Worley Street	Bermain	Local Road	asphalt	construction	tree narrow footpath	-33.8606785	151.1785477	1	1	no action	BA76	Secondary	2.00	5	1	5	0
08-289	Worley Street	Bermain	Local Road	asphalt	construction	tree narrow footpath	-33.8611446	151.1778785	1	1	no action	BA59	Secondary	2.00	5	1	5	0
08-290	Worley Street	Bermain	Local Road	asphalt	construction	tree narrow footpath	-33.8617239	151.1775154	1	1	no action	BA59	Secondary	2.00	5	1	5	0
08-291	Darling Street East	Bermain East	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8578634	151.1889233	1	1	notify business/property owner	BA74	Primary	2.00	5	1	5	0
08-292	Darling Street	Bermain East	Local Road	asphalt	construction	tree narrow footpath - property	-33.857517	151.1929966	1	1	notify property owner	BE3	Primary	2.00	5	1	5	0
08-293	Lousa Road	Berchgrove	Local Road	asphalt	construction	power pole narrow footpath	-33.8595688	151.1791398	1	1	no action	BE10	Tertiary	2.00	5	1	5	0
08-294	Lousa Road	Berchgrove	Local Road	asphalt	construction	power pole narrow footpath	-33.8591586	151.1796273	1	1	no action	BE10	Tertiary	2.00	5	1	5	0
08-295	Lousa Road	Berchgrove	Local Road	asphalt	construction	overhanging vegetation narrow footpath - property	-33.8594341	151.1796421	1	1	notify business/property owner	BE10	Tertiary	2.00	5	1	5	0
08-296	Lousa Road	Berchgrove	Local Road	asphalt	construction	power pole narrow footpath	-33.8448683	151.1800146	1	1	no action	BE11	Tertiary	2.00	5	1	5	0
08-297	Lousa Road	Berchgrove	Local Road	asphalt	construction	electricity box narrow footpath	-33.8455924	151.1801361	1	1	no action	BE9	Tertiary	2.00	5	1	5	0
08-298	Lousa Road	Berchgrove	Local Road	asphalt	construction	power pole narrow footpath	-33.8448174	151.1819277	1	1	no action	BE12	Tertiary	2.00	5	1	5	0
08-299	L																	

Case ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Name	Treatment	Priority	Cost
08-005	Louisa Road	Berchgrove	Local Road		obstruction	broken narrow footpath	-33.646821	151.1954245	1	1	relocate or remove broken	B67	Secondary	LOW	5	2,500
08-006	Louisa Road	Berchgrove	Local Road		obstruction	power pole narrow footpath - property	-33.64750176	151.1934124	1	1	notify property owner	B66	Tertiary	LOW	5	-
08-007	Louisa Road	Berchgrove	Local Road		obstruction	poor joint narrow footpath	-33.6452943	151.1904918	1	1	no action	B65	Tertiary	LOW	5	-
08-008	Rowntree Street	Berchgrove	Local Road		obstruction	vehicles narrow footpath	-33.6515848	151.1830276	1	1	no action	B116	Tertiary	LOW	5	-
08-009	Rowntree Street	Berchgrove	Local Road		obstruction	tree narrow footpath	-33.651712	151.1830334	1	1	no action	B116	Tertiary	LOW	5	-
08-010	Rowntree Street	Berchgrove	Local Road		obstruction	tree narrow footpath	-33.6517829	151.1834277	1	1	no action	B116	Tertiary	LOW	5	-
08-011	Rowntree Street	Berchgrove	Local Road		obstruction	tree narrow footpath	-33.6518201	151.1834321	1	1	no action	B116	Tertiary	LOW	5	-
08-012	Rowntree Street	Berchgrove	Local Road		obstruction	tree narrow footpath	-33.6517656	151.1835044	1	1	no action	B116	Tertiary	LOW	5	-
08-013	Rowntree Street	Berchgrove	Local Road		obstruction	tree narrow footpath	-33.6517444	151.1835156	1	1	no action	B117	Tertiary	LOW	5	-
08-014	Rowntree Street	Berchgrove	Local Road		obstruction	tree narrow footpath	-33.6521741	151.1836262	1	1	no action	B117	Tertiary	LOW	5	-
08-015	Aspley Street	Camperdown	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.802466	151.1767585	1	1	notify business/property owner	C46	Secondary	LOW	5	-
08-016	Western Place	Camperdown	Local Road		obstruction	vehicles narrow footpath	-33.8052501	151.1732191	1	1	no action	C48	Secondary	LOW	5	-
08-017	Church Street	Croydon	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8757641	151.1220471	1	1	refer to maintenance	C81	Secondary	LOW	5	-
08-018	Church Street	Croydon	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8758608	151.1225656	1	1	refer to maintenance	C81	Secondary	LOW	5	-
08-019	Church Street	Croydon	Local Road		obstruction	overhanging vegetation narrow footpath	-33.876371	151.1235483	1	1	refer to maintenance	C82	Secondary	LOW	5	-
08-020	Croydon Road	Croydon	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8763161	151.1256126	1	1	notify business/property owner	C84	Secondary	LOW	5	-
08-021	Croydon Road	Croydon	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8778641	151.1254714	1	1	refer to maintenance	C84	Secondary	LOW	5	-
08-022	Croydon Road	Croydon	Local Road	Strategic Route	obstruction	overhanging vegetation	-33.8812951	151.1345653	1	1	refer to maintenance	C815	Secondary	LOW	5	-
08-023	Croydon Road	Croydon	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8804752	151.1391553	1	1	refer to maintenance	C83	Secondary	LOW	5	-
08-024	Croydon Road	Croydon	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8794318	151.1206371	1	1	notify business/property owner	C814	Secondary	LOW	5	-
08-025	Croydon Road	Croydon	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.878883	151.1225113	1	1	notify business/property owner	C89	Secondary	LOW	5	-
08-026	Stoway Parade	Croydon	Local Road		obstruction	tree narrow footpath	-33.8833694	151.1184241	1	1	no action	-C825	Secondary	LOW	5	-
08-027	Leprosy Road	Croydon	State Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8871339	151.1354748	1	1	notify business/property owner	C823	Primary	LOW	5	-
08-028	Paranalla Road	Croydon	State Road	Strategic Route	obstruction	tree narrow footpath	-33.8742544	151.1274446	1	1	no action	C835	Secondary	LOW	5	-
08-029	Paranalla Road	Croydon	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8742544	151.1274446	1	1	notify business/property owner	C825	Secondary	LOW	5	-
08-030	Paranalla Road	Croydon	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8742544	151.1274446	1	1	notify business/property owner	C826	Secondary	LOW	5	-
08-031	Georges River Drive	Croydon Park	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.89818	151.1511754	1	1	notify business/property owner	C84	Tertiary	LOW	5	-
08-032	Georges River Drive	Croydon Park	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8932864	151.1501158	1	1	notify business/property owner	C95	Secondary	LOW	5	-
08-033	Georges River Drive	Croydon Park	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8934718	151.1515178	1	1	notify business/property owner	C91	Secondary	LOW	5	-
08-034	Georges River Drive	Croydon Park	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8943762	151.152413	1	1	notify business/property owner	CP2	Secondary	LOW	5	-
08-035	Georges River Drive	Croydon Park	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8958083	151.1485534	1	1	notify business/property owner	CP5	Secondary	LOW	5	-
08-036	Arington Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9016191	151.1341177	1	1	notify business/property owner	DH13	Tertiary	LOW	5	-
08-037	Arington Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9008138	151.1343993	1	1	notify business/property owner	DH13	Tertiary	LOW	5	-
08-038	Arington Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9008069	151.1343993	1	1	notify business/property owner	DH14	Tertiary	LOW	5	-
08-039	Arington Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.900811	151.1347718	1	1	notify business/property owner	DH14	Tertiary	LOW	5	-
08-040	Arington Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9011148	151.1342348	1	1	notify business/property owner	DH13	Tertiary	LOW	5	-
08-041	Arington Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9011619	151.1357371	1	1	notify business/property owner	DH13	Tertiary	LOW	5	-
08-042	Arington Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9010004	151.1350146	1	1	notify business/property owner	DH12	Secondary	LOW	5	-
08-043	Bedford Crescent	Dulwich Hill	Local Road		obstruction	overhanging vegetation	-33.9097963	151.1398664	1	1	refer to maintenance	DH3	Secondary	LOW	5	-
08-044	Bedford Crescent	Dulwich Hill	Local Road		obstruction	overhanging vegetation	-33.9105589	151.1408442	1	1	refer to maintenance	DH2	Secondary	LOW	5	-
08-045	Bedford Crescent	Dulwich Hill	Local Road		obstruction	overhanging vegetation	-33.9104826	151.1406337	1	1	refer to maintenance	DH2	Secondary	LOW	5	-
08-046	Bedford Crescent	Dulwich Hill	Local Road		obstruction	overhanging vegetation	-33.9103095	151.1403136	1	1	refer to maintenance	DH3	Secondary	LOW	5	-
08-047	Blackwood Avenue	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9071463	151.1446154	1	1	notify business/property owner	DH4	Secondary	LOW	5	-
08-048	Blackwood Avenue	Dulwich Hill	Local Road		obstruction	overhanging vegetation - property	-33.9071463	151.1446154	1	1	notify business/property owner	DH4	Secondary	LOW	5	-
08-049	Blackwood Avenue	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9071807	151.1455659	1	1	notify business/property owner	DH4	Secondary	LOW	5	-
08-050	Blackwood Avenue	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9070958	151.1456703	1	1	notify business/property owner	DH4	Secondary	LOW	5	-
08-051	Chalm Avenue	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9116522	151.1459121	1	1	notify business/property owner	DH7	Tertiary	LOW	5	-
08-052	Chalm Avenue	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9103994	151.145524	1	1	notify business/property owner	DH7	Secondary	LOW	5	-
08-053	Consett Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9061448	151.1388127	1	1	notify business/property owner	DH9	Secondary	LOW	5	-
08-054	Constitution Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9025281	151.1369138	1	1	refer to maintenance	DH17	Secondary	LOW	5	-
08-055	Constitution Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9025072	151.1382289	1	1	notify business/property owner	DH17	Secondary	LOW	5	-
08-056	Constitution Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9025072	151.1382289	1	1	notify business/property owner	DH17	Primary	LOW	5	-
08-057	Constitution Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9034116	151.1404554	1	1	notify business/property owner	DH18	Secondary	LOW	5	-
08-058	Constitution Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation	-33.9029037	151.1398163	1	1	refer to maintenance	DH18	Primary	LOW	5	-
08-059	Constitution Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9029037	151.1399129	1	1	refer to maintenance	DH19	Primary	LOW	5	-
08-060	Constitution Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9025553	151.1392114	1	1	refer to maintenance	DH16	Primary	LOW	5	-
08-061	Davis Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8992884	151.140375	1	1	refer to maintenance	DH116	Secondary	LOW	5	-
08-062	Davis Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8991344	151.1405193	1	1	refer to maintenance	DH116	Secondary	LOW	5	-
08-063	Denton Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.902514	151.1396134	1	1	refer to maintenance	DH23	Primary	LOW	5	-
08-064	Denton Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9034447	151.1398385	1	1	notify business/property owner	DH23	Primary	LOW	5	-
08-065	Denton Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9034447	151.1398385	1	1	notify business/property owner	DH23	Primary	LOW	5	-
08-066	Denton Road	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9034447	151.1398385	1	1	notify business/property owner	DH23	Primary	LOW	5	-
08-067	Dulwich Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.902472	151.1402378	1	1	notify business/property owner	DH25	Primary	LOW	5	-
08-068	Dulwich Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9029786	151.1421377	1	1	notify business/property owner	DH26	Primary	LOW	5	-
08-069	Dulwich Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026367	151.1414807	1	1	refer to maintenance	DH26	Primary	LOW	5	-
08-070	Dulwich Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9022053	151.1407198	1	1	notify business/property owner	DH25	Primary	LOW	5	-
08-071	EWart Street	Dulwich Hill	Local Road	Strategic Route	obstruction	power pole narrow footpath	-33.9039888	151.1371957	1	1	no action	C82	Secondary	LOW	5	-
08-072	EWart Street	Dulwich Hill	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.9051712	151.1373079	1	1	notify business/property owner	DH32	Secondary	LOW	5	-
08-073	Farrer Street	Dulwich Hill	Regional Road		obstruction	overhanging vegetation - property	-33.9039954	151.1417071	1	1	notify business/property owner	DH33	Tertiary	LOW	5	-
08-074	Farrer Street	Dulwich Hill	Regional Road		obstruction	overhanging vegetation - property	-33.9039954	151.1403136	1	1	notify business/property owner	DH33	Tertiary	LOW	5	-
08-075	Farrer Street	Dulwich Hill	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.9036761	151.1441553	1	1	notify business/property owner	DH35	Tertiary	LOW	5	-
08-076	Farrer Street	Dulwich Hill	Regional Road		obstruction	overhanging vegetation - property	-33.903608	151.1403214	1	1	notify business/property owner	DH35	Tertiary	LOW	5	-
08-077	Farrer Street	Dulwich Hill	Regional Road		obstruction	overhanging vegetation - property	-33.903608	151.1403214	1	1	notify business/property owner	DH36	Tertiary	LOW	5	-
08-078	Grove Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9013134	151.1394173	1	1	refer to maintenance	DH61	Secondary	LOW	5	-
08-079	Grove Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9014453	151.1390372	1	1	refer to maintenance	DH61	Secondary	LOW	5	-
08-080	Grove Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9015289	151.1392664	1	1	refer to maintenance	DH61	Secondary	LOW	5	-
08-081	Grove Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9016852	151.1391763	1	1	refer to maintenance	DH61	Secondary	LOW	5	-
08-082	Grove Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9017858	151.1389888	1	1	refer to maintenance	DH61	Secondary	LOW	5	-
08-083	Grove Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9022738	151.1387174	1	1	refer to maintenance	DH60	Secondary	LOW	5	-
08-084	Grove Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9033863	151.1389973	1	1	refer to maintenance	DH60	Secondary	LOW	5	-
08-085	Grove Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9017512	151.1391862	1	1	notify business/property owner	DH60	Secondary	LOW	5	-
08-086	Grove Street	Dulwich Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9019238	151.1395483	1	1	refer to maintenance	DH61	Secondary	LOW	5	-



Job ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Name	Treatment Priority	Cost
08367	Grove Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.951778	151.139724	1	1	refer to maintenance	DH61	Secondary	2.00	5
08368	Harpendale Road	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8965278	151.1380122	1	1	notify business/property owner	DH63	Secondary	2.00	5
08369	Harpendale Road	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.896621	151.1382144	1	1	notify business/property owner	DH63	Secondary	2.00	5
08390	Harpendale Road	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.896572	151.1382116	1	1	notify business/property owner	DH63	Secondary	2.00	5
08391	Harpendale Road	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.897812	151.1372559	1	1	notify business/property owner	DH62	Secondary	2.00	5
08392	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9017163	151.1369867	1	1	notify business/property owner	DH65	Secondary	2.00	5
08393	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9025944	151.1372173	1	1	notify business/property owner	DH65	Secondary	2.00	5
08394	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9027214	151.1368571	1	1	notify business/property owner	DH65	Secondary	2.00	5
08395	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9028304	151.1370438	1	1	notify business/property owner	DH66	Secondary	2.00	5
08396	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9028479	151.1368811	1	1	notify business/property owner	DH64	Secondary	2.00	5
08397	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation	-33.9028479	151.1368811	1	1	notify business/property owner	DH64	Secondary	2.00	5
08398	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026119	151.1364048	1	1	notify business/property owner	DH64	Secondary	2.00	5
08399	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9028135	151.1380167	1	1	refer to maintenance	DH65	Secondary	2.00	5
08400	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation	-33.9025212	151.1380147	1	1	notify business/property owner	DH65	Secondary	2.00	5
08401	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026819	151.1369962	1	1	refer to maintenance	DH65	Secondary	2.00	5
08402	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026843	151.1380164	1	1	notify business/property owner	DH63	Secondary	2.00	5
08403	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026843	151.1381127	1	1	notify business/property owner	DH63	Secondary	2.00	5
08404	Harpendale Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9027363	151.1381442	1	1	notify business/property owner	DH65	Secondary	2.00	5
08405	Hill Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026279	151.1385221	1	1	refer to maintenance	DH66	Secondary	2.00	5
08406	Hill Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9027129	151.1390421	1	1	notify business/property owner	DH68	Secondary	2.00	5
08407	Hill Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9048211	151.1385151	1	1	notify business/property owner	DH66	Secondary	2.00	5
08408	Hill Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9012854	151.1381434	1	1	notify business/property owner	DH67	Secondary	2.00	5
08409	Hill Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026811	151.1395441	1	1	refer to maintenance	DH67	Secondary	2.00	5
08410	Hill Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026279	151.1395859	1	1	refer to maintenance	DH68	Secondary	2.00	5
08411	Hill Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026279	151.1395859	1	1	refer to maintenance	DH68	Secondary	2.00	5
08412	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation	-33.9025182	151.1402223	1	1	notify business/property owner	DH72	Secondary	2.00	5
08413	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9025842	151.1402167	1	1	notify business/property owner	DH72	Secondary	2.00	5
08414	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9026287	151.1407839	1	1	notify business/property owner	DH74	Secondary	2.00	5
08415	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9044978	151.1415030	1	1	notify business/property owner	DH74	Secondary	2.00	5
08416	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation	-33.9064803	151.1415149	1	1	refer to maintenance	DH73	Secondary	2.00	5
08417	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9064498	151.1413135	1	1	notify business/property owner	DH73	Secondary	2.00	5
08418	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9057933	151.1408364	1	1	notify business/property owner	DH72	Secondary	2.00	5
08419	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08420	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08421	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08422	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08423	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08424	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08425	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08426	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08427	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08428	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08429	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08430	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08431	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08432	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08433	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08434	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08435	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08436	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08437	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08438	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08439	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08440	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08441	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08442	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08443	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08444	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08445	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08446	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08447	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08448	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08449	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08450	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08451	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08452	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08453	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08454	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08455	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08456	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08457	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08458	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08459	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08460	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08461	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08462	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08463	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08464	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08465	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08466	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08467	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08468	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08469	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08470	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08471	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08472	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661	1	1	notify business/property owner	DH72	Secondary	2.00	5
08473	Kirkton Street	Dutchess Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9058064	151.1406661							

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
08469	Wardell Road	Quench Hill	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-35.9153745	151.1419666	1		notify business/property owner	DM125	Primary	2,000	\$
08470	Wardell Road	Quench Hill	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-35.9156655	151.1418554	1		notify business/property owner	DM124	Primary	2,000	\$
08471	Wardell Street	Quench Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-35.9166655	151.1397554	1		refer to maintenance	DM117	Secondary	2,000	\$
08472	Wardell Street	Quench Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-35.8961659	151.1402555	1		refer to maintenance	DM44	Secondary	2,000	\$
08473	Wardell Street	Quench Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-35.8960558	151.1408159	1		notify business/property owner	DM44	Secondary	2,000	\$
08474	Wardell Street	Quench Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-35.8975457	151.1414446	1		notify business/property owner	DM47	Secondary	2,000	\$
08475	Wardell Street	Quench Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-35.8970257	151.1417774	1		refer to maintenance	DM46	Secondary	2,000	\$
08476	Wardell Street	Quench Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-35.8962844	151.1407772	1		notify business/property owner	DM45	Secondary	2,000	\$
08477	Wardell Street	Quench Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-35.8964128	151.1406444	1		refer to maintenance	DM46	Secondary	2,000	\$
08478	Williams Parade	Quench Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-35.9024549	151.1372077	1		refer to maintenance	DM127	Secondary	2,000	\$
08479	Edgeware Road	Ermine	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-35.9020005	151.1714352	1		notify business/property owner	EN11	Primary	2,000	\$
08480	Edgeware Road	Ermine	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-35.9013675	151.1715984	1		notify business/property owner	EN2	Primary	2,000	\$
08481	Edgeware Road	Ermine	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-35.9018988	151.1717333	1		notify business/property owner	EN3	Primary	2,000	\$
08482	Edgeware Road	Ermine	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-35.9024918	151.1719766	1		notify business/property owner	EN4	Secondary	2,000	\$
08483	Edgeware Road	Ermine	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-35.9033240	151.1723114	1		notify business/property owner	EN5	Secondary	2,000	\$
08484	Edgeware Road	Ermine	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-35.9036315	151.1725468	1		notify business/property owner	EN5	Secondary	2,000	\$
08485	Edgeware Road	Ermine	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-35.9036767	151.1725721	1		notify business/property owner	EN5	Secondary	2,000	\$
08486	Liberty Street	Ermine	Local Road		obstruction	empty line pt narrow footpath	-33.8961034	151.1710277	1		2 widened footpath	EN11	Tertiary	2,000	\$ 400
08487	Art Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8745148	151.1326236	1		refer to maintenance	H43	Tertiary	2,000	\$
08488	Harold Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8710204	151.1340519	1		refer to maintenance	H43	Secondary	2,000	\$
08489	Harold Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8719655	151.1339161	1		notify business/property owner	H419	Secondary	2,000	\$
08490	Harold Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8653455	151.1339161	1		refer to maintenance	H419	Secondary	2,000	\$
08491	Harold Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8657177	151.1339248	1		refer to maintenance	H419	Secondary	2,000	\$
08492	Harold Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8700088	151.1330488	1		notify business/property owner	H418	Secondary	2,000	\$
08493	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8701446	151.1402307	1		notify business/property owner	H422	Secondary	2,000	\$
08494	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8705653	151.1408828	1		notify business/property owner	H422	Secondary	2,000	\$
08495	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8711725	151.1408482	1		notify business/property owner	H422	Secondary	2,000	\$
08496	Boomerang Street	Haverfield	Local Road		obstruction	concrete pile narrow footpath	-33.8736209	151.1431761	1		no action	H426	Secondary	2,000	\$
08497	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation	-33.8737797	151.1431454	1		refer to maintenance	H427	Secondary	2,000	\$
08498	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation - property	-33.8739161	151.1430964	1		notify business/property owner	H427	Secondary	2,000	\$
08499	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8741865	151.1430155	1		notify business/property owner	H427	Secondary	2,000	\$
08500	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation - property	-33.8746045	151.1427402	1		notify business/property owner	H427	Secondary	2,000	\$
08501	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation - property	-33.8748123	151.1426239	1		notify business/property owner	H425	Secondary	2,000	\$
08502	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation - property	-33.8754334	151.1421586	1		notify business/property owner	H4108	Secondary	2,000	\$
08503	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation	-33.8751678	151.1422233	1		refer to maintenance	H425	Secondary	2,000	\$
08504	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation	-33.8749673	151.1420142	1		refer to maintenance	H425	Secondary	2,000	\$
08505	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation	-33.8748436	151.1420913	1		refer to maintenance	H425	Secondary	2,000	\$
08506	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation - property	-33.8744730	151.1426673	1		notify business/property owner	H427	Secondary	2,000	\$
08507	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation	-33.8742588	151.1427255	1		refer to maintenance	H427	Secondary	2,000	\$
08508	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation - property	-33.8740553	151.1426504	1		notify business/property owner	H427	Secondary	2,000	\$
08509	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation	-33.8738380	151.1426999	1		refer to maintenance	H427	Secondary	2,000	\$
08510	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation - property	-33.8737338	151.1426364	1		notify business/property owner	H427	Secondary	2,000	\$
08511	Boomerang Street	Haverfield	Local Road		obstruction	overhanging vegetation	-33.8726951	151.1430433	1		refer to maintenance	H426	Secondary	2,000	\$
08512	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8728788	151.1406117	1		notify business/property owner	H432	Primary	2,000	\$
08513	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8671804	151.1379660	1		notify business/property owner	H436	Primary	2,000	\$
08514	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation	-33.8650255	151.1356272	1		refer to maintenance	H443	Secondary	2,000	\$
08515	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation	-33.8644544	151.1358889	1		refer to maintenance	H443	Secondary	2,000	\$
08516	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation	-33.8631155	151.1358142	1		refer to maintenance	H442	Secondary	2,000	\$
08517	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8615974	151.1364134	1		notify business/property owner	H442	Secondary	2,000	\$
08518	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8614423	151.1366128	1		notify business/property owner	H441	Secondary	2,000	\$
08519	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8615944	151.1367594	1		notify business/property owner	H441	Secondary	2,000	\$
08520	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation	-33.8615818	151.1367794	1		refer to maintenance	H441	Secondary	2,000	\$
08521	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8617325	151.1369332	1		refer to maintenance	H441	Secondary	2,000	\$
08522	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8618028	151.1368826	1		notify business/property owner	H441	Secondary	2,000	\$
08523	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation	-33.8618008	151.1371234	1		refer to maintenance	H441	Secondary	2,000	\$
08524	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8618639	151.1370503	1		notify business/property owner	H441	Secondary	2,000	\$
08525	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8620074	151.1372775	1		notify business/property owner	H441	Secondary	2,000	\$
08526	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8618483	151.1372975	1		notify business/property owner	H441	Secondary	2,000	\$
08527	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8619644	151.1373676	1		notify business/property owner	H441	Secondary	2,000	\$
08528	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8619671	151.1373132	1		refer to maintenance	H441	Secondary	2,000	\$
08529	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	signpost narrow footpath	-33.8615158	151.1369161	1		relocate signpost	H441	Secondary	2,000	\$ 300
08530	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation	-33.8616273	151.1368888	1		refer to maintenance	H441	Secondary	2,000	\$
08531	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation	-33.8618663	151.1367944	1		refer to maintenance	H441	Secondary	2,000	\$
08532	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8625588	151.1422445	1		notify business/property owner	H456	Secondary	2,000	\$
08533	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8649334	151.1441244	1		notify business/property owner	H456	Secondary	2,000	\$
08534	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8651235	151.1439658	1		notify business/property owner	H456	Secondary	2,000	\$
08535	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8651807	151.1441235	1		refer to maintenance	H456	Secondary	2,000	\$
08536	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8656771	151.1440745	1		refer to maintenance	H456	Secondary	2,000	\$
08537	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8666425	151.1439667	1		refer to maintenance	H456	Secondary	2,000	\$
08538	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8709151	151.1459645	1		refer to maintenance	H450	Secondary	2,000	\$
08539	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation	-33.8660688	151.1466133	1		refer to maintenance	H454	Primary	2,000	\$
08540	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8720737	151.1431163	1		notify business/property owner	H463	Secondary	2,000	\$
08541	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8729126	151.1419872	1		refer to maintenance	H462	Secondary	2,000	\$
08542	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	signpost narrow footpath	-33.8744463	151.1381844	1		relocate signpost	H460	Secondary	2,000	\$ 300
08543	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	light post narrow footpath	-33.8745844	151.1384832	1		relocate light post	H462	Primary	2,000	\$ 10,000
08544	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8725218	151.1347178	1		notify business/property owner	H471	Primary	2,000	\$
08545	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8657968	151.1440415	1		notify business/property owner	H464	Secondary	2,000	\$
08546	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8657172	151.1426669	1		notify business/property owner	H461	Secondary	2,000	\$
08547	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8649408	151.1424318	1		refer to maintenance	H461	Secondary	2,000	\$
08548	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8650641	151.1426735	1		notify business/property owner	H461	Secondary	2,000	\$
08549	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8650641	151.1426735	1		notify business/property owner	H461	Secondary	2,000	\$
08550	Cliffhouse Street	Haverfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8667641	151.1428552	1		notify business/property owner	H463	Tertiary	2,000	\$



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
08301	Ramsay Street	Haberfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.841347	151.1424439	1		notify business/property owner	HA10a	Secondary	2,000	\$	-
08302	Ramsay Street	Haberfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.841347	151.1392644	1		notify business/property owner	HA10b	Secondary	2,000	\$	-
08303	Ramsay Street	Haberfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.873581	151.1324371	1		notify business/property owner	HA06	Secondary	2,000	\$	-
08304	Ramsay Street	Haberfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.873593	151.1334329	1		notify business/property owner	HA06	Secondary	2,000	\$	-
08305	Ramsay Street	Haberfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.873609	151.1307498	1		notify business/property owner	HA06	Secondary	2,000	\$	-
08306	Ramsay Street	Haberfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.874861	151.1366329	1		notify business/property owner	HA07	Secondary	2,000	\$	-
08307	Ramsay Street	Haberfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.874827	151.1361673	1		notify business/property owner	HA07	Secondary	2,000	\$	-
08308	Ramsay Street	Haberfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.874807	151.1330306	1		notify business/property owner	HA07	Secondary	2,000	\$	-
08309	Isaacs Street	Haberfield	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.866478	151.1426781	1		notify business/property owner	HA09	Tertiary	2,000	\$	-
08310	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.874426	151.1365703	1		refer to maintenance	HA10b	Secondary	2,000	\$	-
08311	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation - property	-33.873851	151.1356722	1		notify business/property owner	HA101	Secondary	2,000	\$	-
08312	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.873638	151.1377087	1		notify business/property owner	HA109	Tertiary	2,000	\$	-
08313	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.873613	151.1377158	1		refer to maintenance	HA109	Tertiary	2,000	\$	-
08314	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.873728	151.1374361	1		notify business/property owner	HA109	Tertiary	2,000	\$	-
08315	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation - property	-33.8739424	151.1378815	1		notify business/property owner	HA109	Tertiary	2,000	\$	-
08316	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8743024	151.1360337	1		refer to maintenance	HA101	Secondary	2,000	\$	-
08317	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8758647	151.1405384	1		notify business/property owner	HA105	Secondary	2,000	\$	-
08318	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8758267	151.1427298	1		refer to maintenance	HA105	Secondary	2,000	\$	-
08319	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8764775	151.1446162	1		notify business/property owner	HA103	Tertiary	2,000	\$	-
08320	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8764058	151.1426717	1		refer to maintenance	HA103	Tertiary	2,000	\$	-
08321	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8749141	151.1429847	1		notify business/property owner	HA107	Secondary	2,000	\$	-
08322	Waratah Street	Haberfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8744661	151.1407123	1		notify business/property owner	HA107	Secondary	2,000	\$	-
08323	Hardy Street	Hurlstone Park	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.90023	151.1267422	1		refer to maintenance	HP2	Secondary	2,000	\$	-
08324	Hardy Street	Hurlstone Park	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9000739	151.1273959	1		notify business/property owner	HP2	Secondary	2,000	\$	-
08325	Hardy Street	Hurlstone Park	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9017567	151.1279634	1		refer to maintenance	HP2	Secondary	2,000	\$	-
08326	Hardy Street	Hurlstone Park	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.904457	151.128148	1		refer to maintenance	HP1	Secondary	2,000	\$	-
08327	Aden Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8602968	151.1483633	1		notify business/property owner	LH2	Secondary	2,000	\$	-
08328	Aden Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.860389	151.1486573	1		refer to maintenance	LH2	Secondary	2,000	\$	-
08329	Aden Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8604011	151.1507972	1		notify business/property owner	LH6	Secondary	2,000	\$	-
08330	Aden Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8603418	151.1502240	1		notify business/property owner	LH6	Secondary	2,000	\$	-
08331	Aden Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8603195	151.1503236	1		refer to maintenance	LH7	Secondary	2,000	\$	-
08332	Aden Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8796885	151.1563401	1		refer to maintenance	LH1	Secondary	2,000	\$	-
08333	Aden Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8796889	151.1563401	1		refer to maintenance	LH1	Secondary	2,000	\$	-
08334	Balmoral Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8600233	151.1503933	1		notify business/property owner	LH13	Primary	2,000	\$	-
08335	Balmoral Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.860673	151.1500294	1		notify business/property owner	LH10	Primary	2,000	\$	-
08336	Balmoral Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8623861	151.1509432	1		notify business/property owner	LH21	Primary	2,000	\$	-
08337	Balmoral Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.862358	151.1500666	1		notify business/property owner	LH17	Primary	2,000	\$	-
08338	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8750817	151.1505009	1		refer to maintenance	LH34	Primary	2,000	\$	-
08339	Carley Road	Leichhardt	State Road		obstruction	legislative narrow footpath - property	-33.875278	151.1507137	1		notify business/property owner	LH39	Secondary	2,000	\$	300
08340	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8750251	151.1503878	1		refer to maintenance	LH32	Secondary	2,000	\$	-
08341	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.875036	151.1504551	1		refer to maintenance	LH31	Secondary	2,000	\$	-
08342	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8750209	151.1505029	1		notify business/property owner	LH33	Secondary	2,000	\$	-
08343	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8750604	151.1503805	1		refer to maintenance	LH36	Secondary	2,000	\$	-
08344	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8750640	151.1503864	1		refer to maintenance	LH34	Secondary	2,000	\$	-
08345	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8751451	151.1504467	1		notify business/property owner	LH35	Secondary	2,000	\$	-
08346	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8750687	151.1496464	1		notify business/property owner	LH37	Secondary	2,000	\$	-
08347	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8774442	151.1495054	1		refer to maintenance	LH38	Secondary	2,000	\$	-
08348	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8777750	151.1487113	1		notify business/property owner	LH39	Secondary	2,000	\$	-
08349	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8774448	151.1482743	1		notify business/property owner	LH38	Secondary	2,000	\$	-
08350	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8759806	151.1483939	1		refer to maintenance	LH40	Secondary	2,000	\$	-
08351	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8750881	151.1476414	1		refer to maintenance	LH40	Secondary	2,000	\$	-
08352	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8794072	151.1477961	1		notify business/property owner	LH30	Secondary	2,000	\$	-
08353	Carley Road	Leichhardt	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8606231	151.1476373	1		notify business/property owner	LH69	Secondary	2,000	\$	-
08354	Carley Road	Leichhardt	State Road		obstruction	legislative narrow footpath - property	-33.8606234	151.1475211	1		relocate bollard	LH30	Secondary	2,000	\$	2,500
08355	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8607253	151.1587179	1		refer to maintenance	LH44	Primary	2,000	\$	-
08356	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8604481	151.1530916	1		notify business/property owner	LH65	Tertiary	2,000	\$	-
08357	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8615627	151.1508179	1		notify business/property owner	LH64	Secondary	2,000	\$	-
08358	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8606264	151.1503044	1		refer to maintenance	LH53	Tertiary	2,000	\$	-
08359	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8617971	151.1506445	1		notify business/property owner	LH51	Tertiary	2,000	\$	-
08360	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8610643	151.1511924	1		notify business/property owner	LH50	Tertiary	2,000	\$	-
08361	Conry Street	Leichhardt	Local Road		obstruction	structure narrow footpath - property	-33.8606751	151.1505364	1		re-align kerb and footpath	LH52	Secondary	2,000	\$	7,500
08362	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8615083	151.1507144	1		refer to maintenance	LH51	Tertiary	2,000	\$	-
08363	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8634154	151.1519159	1		refer to maintenance	LH52	Secondary	2,000	\$	-
08364	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8637889	151.1528962	1		notify business/property owner	LH54	Tertiary	2,000	\$	-
08365	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8608862	151.1525791	1		refer to maintenance	LH55	Tertiary	2,000	\$	-
08366	Conry Street	Leichhardt	Local Road		obstruction	vehicle narrow footpath - property	-33.8658128	151.1502571	1		no action	LH56	Tertiary	2,000	\$	-
08367	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8758458	151.1505688	1		refer to maintenance	LH48	Secondary	2,000	\$	-
08368	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8781211	151.1519621	1		refer to maintenance	LH47	Secondary	2,000	\$	-
08369	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8673886	151.1496114	1		notify business/property owner	LH58	Tertiary	2,000	\$	-
08370	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8681868	151.1494799	1		refer to maintenance	LH58	Tertiary	2,000	\$	-
08371	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8676593	151.1493013	1		refer to maintenance	LH60	Secondary	2,000	\$	-
08372	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8667714	151.1487263	1		refer to maintenance	LH59	Secondary	2,000	\$	-
08373	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8664814	151.1485118	1		refer to maintenance	LH59	Secondary	2,000	\$	-
08374	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8661191	151.1483274	1		notify business/property owner	LH59	Secondary	2,000	\$	-
08375	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8743446	151.1501942	1		notify business/property owner	LH63	Tertiary	2,000	\$	-
08376	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8766211	151.1507044	1		notify business/property owner	LH61	Tertiary	2,000	\$	-
08377	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8758439	151.1507854	1		notify business/property owner	LH62	Tertiary	2,000	\$	-
08378	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8761725	151.1507128	1		notify business/property owner	LH64	Secondary	2,000	\$	-
08379	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8760671	151.1501168	1		notify business/property owner	LH64	Secondary	2,000	\$	-
08380	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8759988	151.1501168	1		notify business/property owner	LH64	Secondary	2,000	\$	-
08381	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8659439	151.1501475	1		notify business/property owner	LH65	Secondary	2,000	\$	-
08382	Conry Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8612693	151.1501284	1		refer to maintenance	LH65	Secondary	2,000	\$	-

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
08633	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8816672	151.1505247	1	0	refer to maintenance	LH66	Tertiary	2,000	\$	—
08634	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8817848	151.1505175	1	0	refer to maintenance	LH66	Tertiary	2,000	\$	—
08635	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8826252	151.1501028	1	0	notify business/property owner	LH65	Tertiary	2,000	\$	—
08636	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8827992	151.1500948	1	0	refer to maintenance	LH66	Tertiary	2,000	\$	—
08637	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8833196	151.1500948	1	0	notify business/property owner	LH67	Secondary	2,000	\$	—
08638	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8852044	151.150064	1	0	refer to maintenance	LH63	Secondary	2,000	\$	—
08639	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.8843471	151.1500418	1	0	refer to maintenance	LH62	Secondary	2,000	\$	—
08640	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.883612	151.1499759	1	0	refer to maintenance	LH67	Secondary	2,000	\$	—
08641	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8832938	151.1499527	1	0	notify business/property owner	LH67	Secondary	2,000	\$	—
08642	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8832423	151.1499278	1	0	refer to maintenance	LH67	Secondary	2,000	\$	—
08643	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8827321	151.1499544	1	0	notify business/property owner	LH66	Tertiary	2,000	\$	—
08644	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.882758	151.1499348	1	0	refer to maintenance	LH66	Tertiary	2,000	\$	—
08645	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8825489	151.1499234	1	0	notify business/property owner	LH66	Tertiary	2,000	\$	—
08646	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8819321	151.1499586	1	0	notify business/property owner	LH66	Tertiary	2,000	\$	—
08647	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8819025	151.1499288	1	0	notify business/property owner	LH65	Secondary	2,000	\$	—
08648	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8792481	151.1502145	1	0	notify business/property owner	LH64	Secondary	2,000	\$	—
08649	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8786817	151.1499899	1	0	notify business/property owner	LH63	Tertiary	2,000	\$	—
08650	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8781624	151.1499922	1	0	notify business/property owner	LH63	Tertiary	2,000	\$	—
08651	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8776729	151.1500568	1	0	notify business/property owner	LH63	Tertiary	2,000	\$	—
08652	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.8777224	151.1500722	1	0	refer to maintenance	LH63	Tertiary	2,000	\$	—
08653	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.8768464	151.1475449	1	0	notify business/property owner	LH69	Secondary	2,000	\$	—
08654	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8771218	151.1475449	1	0	notify business/property owner	LH69	Secondary	2,000	\$	—
08655	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8824644	151.1475419	1	0	notify business/property owner	LH70	Secondary	2,000	\$	—
08656	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8824688	151.1475426	1	0	refer to maintenance	LH70	Secondary	2,000	\$	—
08657	Flood Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8805653	151.1475746	1	0	notify business/property owner	LH68	Primary	2,000	\$	—
08658	Greenway	Leichhardt	Local Road	Strategic Route	obstruction	overgrown vegetation narrow footpath	-33.8805886	151.1487264	1	0	refer to maintenance	LH76	Tertiary	2,000	\$	—
08659	Heathcote Light Rail Station	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8790998	151.1470885	1	0	refer to maintenance	LH79	Secondary	2,000	\$	—
08660	Heathcote Light Rail Station	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8800005	151.1469717	1	0	refer to maintenance	LH81	Secondary	2,000	\$	—
08661	Leitch Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8854278	151.1483297	1	0	refer to maintenance	LH89	Primary	2,000	\$	—
08662	Leitch Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8843848	151.1483113	1	0	refer to maintenance	LH88	Secondary	2,000	\$	—
08663	Leitch Road	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8850554	151.1483101	1	0	notify business/property owner	LH88	Secondary	2,000	\$	—
08664	Leitch Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8860276	151.1482172	1	0	refer to maintenance	LH87	Secondary	2,000	\$	—
08665	Leitch Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8861841	151.1482067	1	0	notify business/property owner	LH86	Secondary	2,000	\$	—
08666	Macdonald Street	Leichhardt	Local Road		obstruction	signpost narrow footpath	-33.8827185	151.1612966	1	0	relocate signpost	LH90	Secondary	2,000	\$	300
08667	Macdonald Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8827956	151.1612948	1	0	notify business/property owner	LH90	Secondary	2,000	\$	—
08668	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	signpost narrow footpath	-33.880729	151.1581376	1	0	relocate signpost	LH31	Primary	2,000	\$	300
08669	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8819218	151.1587662	1	0	notify business/property owner	LH31	Primary	2,000	\$	—
08670	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8838863	151.1582555	1	0	notify business/property owner	LH31	Primary	2,000	\$	—
08671	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8838818	151.1582762	1	0	notify business/property owner	LH31	Primary	2,000	\$	—
08672	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8841339	151.1581849	1	0	notify business/property owner	LH30	Secondary	2,000	\$	—
08673	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8843073	151.1488482	1	0	notify business/property owner	LH90	Primary	2,000	\$	—
08674	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8841823	151.1488445	1	0	notify business/property owner	LH61	Primary	2,000	\$	—
08675	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	signpost narrow footpath	-33.8842347	151.1487124	1	0	relocate signpost	LH61	Primary	2,000	\$	300
08676	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	bus shelter narrow footpath	-33.8840845	151.1487188	1	0	relocate or remove bus shelter	LH93	Primary	2,000	\$	5,000
08677	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8786273	151.1613954	1	0	notify business/property owner	LH34	Secondary	2,000	\$	—
08678	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8840418	151.157415	1	0	refer to maintenance	LH15	Primary	2,000	\$	—
08679	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8840484	151.1573615	1	0	refer to maintenance	LH16	Secondary	2,000	\$	—
08680	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8842244	151.1571884	1	0	refer to maintenance	LH17	Primary	2,000	\$	—
08681	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8844871	151.1562035	1	0	refer to maintenance	LH22	Primary	2,000	\$	—
08682	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8790718	151.1643171	1	0	refer to maintenance	LH23	Primary	2,000	\$	—
08683	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	damaged bollard narrow footpath	-33.8772888	151.1634553	1	0	replace bollard	LH70	Secondary	2,000	\$	2,500
08684	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.8760607	151.1634779	1	0	refer to maintenance	LH27	Primary	2,000	\$	—
08685	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	bus shelter and signpost narrow footpath	-33.8760261	151.1631723	1	0	relocate signpost	LH27	Primary	2,000	\$	300
08686	Marion Street	Leichhardt	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8757271	151.1558882	1	0	notify business/property owner	LH27	Primary	2,000	\$	—
08687	Parramatta Road	Leichhardt	State Road	Strategic Route	obstruction	double pole signpost narrow footpath	-33.8803621	151.1502055	1	0	remove and relocate double pole signs	LH36	Primary	2,000	\$	500
08688	Stylen Street	Leichhardt	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.8820553	151.1646016	1	0	notify business/property owner	AN33	Tertiary	2,000	\$	—
08689	Stylen Street	Leichhardt	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.8820811	151.1632779	1	0	notify business/property owner	LH48	Secondary	2,000	\$	—
08690	Stylen Street	Leichhardt	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.8820863	151.1627019	1	0	notify business/property owner	LH48	Secondary	2,000	\$	—
08691	Stylen Street	Leichhardt	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.8826251	151.1644593	1	0	notify business/property owner	LH48	Secondary	2,000	\$	—
08692	Stylen Street	Leichhardt	Regional Road		obstruction	overhanging vegetation narrow footpath	-33.8827115	151.1643494	1	0	refer to maintenance	AN23	Tertiary	2,000	\$	—
08693	Stylen Street	Leichhardt	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.8820293	151.1643819	1	0	notify business/property owner	LH48	Secondary	2,000	\$	—
08694	Stylen Street	Leichhardt	Regional Road		obstruction	power pole narrow footpath	-33.8829687	151.1643811	1	0	no action	LH48	Secondary	2,000	\$	—
08695	Stylen Street	Leichhardt	Regional Road		obstruction	power pole narrow footpath	-33.8826884	151.1643812	1	0	no action	LH79	Secondary	2,000	\$	—
08696	Stylen Street	Leichhardt	Regional Road		obstruction	power pole narrow footpath	-33.8829958	151.1638844	1	0	no action	LH79	Secondary	2,000	\$	—
08697	Stylen Street	Leichhardt	Regional Road		obstruction	power pole narrow footpath	-33.8827758	151.1638028	1	0	no action	LH79	Secondary	2,000	\$	—
08698	Stylen Street	Leichhardt	Regional Road		obstruction	power pole narrow footpath	-33.8828068	151.1651835	1	0	no action	LH79	Secondary	2,000	\$	—
08699	Stylen Street	Leichhardt	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.8828187	151.1652237	1	0	notify business/property owner	LH48	Secondary	2,000	\$	—
08700	Stylen Street	Leichhardt	Regional Road		obstruction	power pole narrow footpath	-33.8829217	151.1644742	1	0	no action	LH48	Secondary	2,000	\$	—
08701	Telford Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8800184	151.1480956	1	0	notify business/property owner	LH50	Secondary	2,000	\$	—
08702	Telford Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8800188	151.1479555	1	0	notify business/property owner	LH50	Secondary	2,000	\$	—
08703	Telford Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8800381	151.1477131	1	0	notify business/property owner	LH54	Secondary	2,000	\$	—
08704	Telford Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.8807791	151.1476258	1	0	notify business/property owner	LH54	Secondary	2,000	\$	—
08705	White Creek	Leichhardt	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8857736	151.1647411	1	0	notify business/property owner	LH18	Secondary	2,000	\$	—
08706	White Creek	Leichhardt	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8851767	151.1644652	1	0	notify business/property owner	LH18	Secondary	2,000	\$	—
08707	White Creek	Leichhardt	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8853834	151.1647611	1	0	notify business/property owner	LH19	Secondary	2,000	\$	—
08708	White Creek	Leichhardt	Local Road	Strategic Route	obstruction	power pole narrow footpath	-33.8854811	151.1637217	1	0	no action	LH19	Secondary	2,000	\$	—
08709	White Creek Lane	Leichhardt	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8857867	151.1646671	1	0	notify business/property owner	LH18	Secondary	2,000	\$	—
08710	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.877384	151.1572892	1	0	refer to maintenance	LH70	Secondary	2,000	\$	—
08711	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8773843	151.1575434	1	0	refer to maintenance	LH70	Secondary	2,000	\$	—
08712	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8773345	151.1576488	1	0	refer to maintenance	LH68	Secondary	2,000	\$	—
08713	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8773461	151.1577516	1	0	refer to maintenance	LH68	Secondary	2,000	\$	—
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Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
08710	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.877434	151.157923	1		refer to maintenance	LH710	Secondary	2.0W	\$
08716	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.877338	151.158191	1		refer to maintenance	LH716	Secondary	2.0W	\$
08717	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.877348	151.157993	1		refer to maintenance	LH717	Secondary	2.0W	\$
08718	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.877236	151.157554	1		notify business/property owner	LH718	Secondary	2.0W	\$
08719	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.877166	151.157450	1		notify business/property owner	LH719	Secondary	2.0W	\$
08720	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.877658	151.157340	1		notify business/property owner	LH720	Secondary	2.0W	\$
08721	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.877302	151.157175	1		notify business/property owner	LH721	Secondary	2.0W	\$
08722	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.877194	151.157178	1		notify business/property owner	LH722	Secondary	2.0W	\$
08723	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.877367	151.156965	1		refer to maintenance	LH723	Secondary	2.0W	\$
08724	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.877346	151.148714	1		refer to maintenance	LH724	Secondary	2.0W	\$
08725	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.877107	151.149624	1		refer to maintenance	LH725	Secondary	2.0W	\$
08726	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.877344	151.148714	1		notify business/property owner	LH726	Secondary	2.0W	\$
08727	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.877209	151.148641	1		refer to maintenance	LH727	Secondary	2.0W	\$
08728	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.877410	151.148634	1		notify business/property owner	LH728	Secondary	2.0W	\$
08729	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.877515	151.150061	1		refer to maintenance	LH729	Secondary	2.0W	\$
08730	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation - property	-33.877477	151.150452	1		notify business/property owner	LH730	Secondary	2.0W	\$
08731	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.877760	151.151267	1		refer to maintenance	LH731	Secondary	2.0W	\$
08732	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.877338	151.151071	1		refer to maintenance	LH732	Secondary	2.0W	\$
08733	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.877310	151.150717	1		refer to maintenance	LH733	Secondary	2.0W	\$
08734	William Street	Leichhardt	Local Road		obstruction	overhanging vegetation	-33.877349	151.150628	1		refer to maintenance	LH734	Secondary	2.0W	\$
08735	Carlingford Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath	-33.891407	151.147826	1		refer to maintenance	LH735	Secondary	2.0W	\$
08736	Carlingford Road	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.891407	151.147826	1		notify business/property owner	LH736	Secondary	2.0W	\$
08737	Yarr Street	Leichhardt	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.891407	151.148131	1		notify business/property owner	LH737	Secondary	2.0W	\$
08738	New Canterbury Road	Leichhardt	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.891649	151.147133	1		refer to maintenance	LH738	Primary	2.0W	\$
08739	New Canterbury Road	Leichhardt	State Road	Strategic Route	obstruction	overhanging vegetation - property	-33.891303	151.147534	1		notify business/property owner	LH739	Primary	2.0W	\$
08740	New Canterbury Road	Leichhardt	State Road	Strategic Route	obstruction	overhanging vegetation - property	-33.891705	151.147137	1		notify business/property owner	LH740	Primary	2.0W	\$
08741	New Canterbury Road	Leichhardt	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.898308	151.148304	1		refer to maintenance	LH741	Primary	2.0W	\$
08742	New Canterbury Road	Leichhardt	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.898151	151.148139	1		notify business/property owner	LH742	Primary	2.0W	\$
08743	New Canterbury Road	Leichhardt	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.899154	151.148302	1		refer to maintenance	LH743	Primary	2.0W	\$
08744	New Canterbury Road	Leichhardt	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.898639	151.149149	1		refer to maintenance	LH744	Secondary	2.0W	\$
08745	Thomas Street	Leichhardt	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.891967	151.147587	1		notify business/property owner	LH745	Primary	2.0W	\$
08746	Thomas Street	Leichhardt	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.892132	151.148124	1		refer to maintenance	LH746	Primary	2.0W	\$
08747	Tomlin Street	Leichhardt	Regional Road		obstruction	double pole signpost narrow footpath	-33.891407	151.148131	1		review and relocate double pole signpost	LH747	Secondary	2.0W	\$
08748	Tomlin Street	Leichhardt	Regional Road		obstruction	double pole signpost narrow footpath	-33.891705	151.148137	1		review and relocate double pole signpost	LH748	Secondary	2.0W	\$
08749	Tomlin Street	Leichhardt	Regional Road		obstruction	double pole signpost narrow footpath	-33.891705	151.148137	1		review and relocate double pole signpost	LH749	Secondary	2.0W	\$
08750	Trafalgar Street	Leichhardt	Regional Road		obstruction	power pole narrow footpath	-33.895089	151.149085	1		no action	LH750	Secondary	2.0W	\$
08751	Trafalgar Street	Leichhardt	Regional Road		obstruction	overhanging vegetation narrow footpath	-33.895052	151.149051	1		refer to maintenance	LH751	Primary	2.0W	\$
08752	Trafalgar Street	Leichhardt	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.894999	151.149181	1		notify business/property owner	LH752	Primary	2.0W	\$
08753	Balmann Road	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.876080	151.160789	1		notify business/property owner	LH753	Secondary	2.0W	\$
08754	Balmann Road	Lilyfield	Local Road		obstruction	power pole narrow footpath	-33.876162	151.160746	1		no action	LH754	Secondary	2.0W	\$
08755	Balmann Road	Lilyfield	Local Road		obstruction	power pole narrow footpath	-33.866208	151.164294	1		no action	LH755	Primary	2.0W	\$
08756	Balmann Road	Lilyfield	Local Road		obstruction	power pole narrow footpath	-33.876089	151.161142	1		no action	LH756	Primary	2.0W	\$
08757	Balmann Road	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.876029	151.161163	1		notify business/property owner	LH757	Secondary	2.0W	\$
08758	Balmann Road	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.876213	151.161163	1		notify business/property owner	LH758	Secondary	2.0W	\$
08759	Balmann Road	Lilyfield	Local Road		obstruction	power narrow footpath	-33.866208	151.162512	1		no action	LH759	Primary	2.0W	\$
08760	Balmann Road	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.873338	151.160276	1		refer to maintenance	LH760	Primary	2.0W	\$
08761	Bay Run	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.871251	151.151149	1		refer to maintenance	LH761	Tertiary	2.0W	\$
08762	Bay Run	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.871826	151.151234	1		notify business/property owner	LH762	Tertiary	2.0W	\$
08763	Bay Run	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.872042	151.151438	1		refer to maintenance	LH763	Secondary	2.0W	\$
08764	Bay Run	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.867242	151.152016	1		refer to maintenance	LH764	Secondary	2.0W	\$
08765	Catherine Street	Lilyfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.876089	151.164476	1		notify business/property owner	LH765	Primary	2.0W	\$
08766	City West Link Bridge	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.874989	151.158804	1		refer to maintenance	LH766	Secondary	2.0W	\$
08767	Derry Road	Lilyfield	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.875323	151.152845	1		notify business/property owner	LH767	Secondary	2.0W	\$
08768	Grove Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.869795	151.158848	1		notify business/property owner	LH768	Secondary	2.0W	\$
08769	Grove Street	Lilyfield	Local Road		obstruction	overhanging vegetation - property	-33.869877	151.158824	1		notify business/property owner	LH769	Secondary	2.0W	\$
08770	Grove Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.871877	151.164508	1		refer to maintenance	LH770	Primary	2.0W	\$
08771	Grove Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.872119	151.164199	1		notify business/property owner	LH771	Tertiary	2.0W	\$
08772	Grove Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.871204	151.164179	1		notify business/property owner	LH772	Secondary	2.0W	\$
08773	Grove Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.871787	151.164514	1		notify business/property owner	LH773	Secondary	2.0W	\$
08774	Grove Street	Lilyfield	Local Road		obstruction	signpost narrow footpath	-33.866187	151.163042	1		relocate signpost	LH774	Secondary	2.0W	\$
08775	Grove Street	Lilyfield	Local Road		obstruction	signpost narrow footpath	-33.867129	151.163071	1		relocate signpost	LH775	Secondary	2.0W	\$
08776	Grove Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.869057	151.163044	1		notify business/property owner	LH776	Secondary	2.0W	\$
08777	Grove Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.870234	151.163081	1		refer to maintenance	LH777	Tertiary	2.0W	\$
08778	Grove Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.871057	151.163918	1		refer to maintenance	LH778	Tertiary	2.0W	\$
08779	James Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.874018	151.165168	1		notify business/property owner	LH779	Secondary	2.0W	\$
08780	James Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.873754	151.165139	1		notify business/property owner	LH780	Secondary	2.0W	\$
08781	James Street	Lilyfield	Local Road		obstruction	overhanging vegetation - property	-33.873844	151.155144	1		notify business/property owner	LH781	Secondary	2.0W	\$
08782	James Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.874194	151.160252	1		refer to maintenance	LH782	Secondary	2.0W	\$
08783	James Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.874467	151.160504	1		notify business/property owner	LH783	Secondary	2.0W	\$
08784	James Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.874189	151.150276	1		notify business/property owner	LH784	Secondary	2.0W	\$
08785	James Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.874007	151.150671	1		refer to maintenance	LH785	Secondary	2.0W	\$
08786	James Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath	-33.873698	151.154942	1		refer to maintenance	LH786	Secondary	2.0W	\$
08787	James Street	Lilyfield	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.871644	151.154938	1		notify business/property owner	LH787	Secondary	2.0W	\$
08788	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.872094	151.165013	1		notify business/property owner	LH788	Secondary	2.0W	\$
08789	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.873172	151.165011	1		refer to maintenance	LH789	Secondary	2.0W	\$
08790	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.871362	151.165349	1		refer to maintenance	LH790	Secondary	2.0W	\$
08791	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	obstruction	power pole narrow footpath	-33.870762	151.167174	1		no action	LH791	Secondary	2.0W	\$
08792	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.873057	151.167476	1		refer to maintenance	LH792	Secondary	2.0W	\$
08793	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	obstruction	double pole signpost narrow footpath	-33.871984	151.168759	1		relocate signpost	LH793	Secondary	2.0W	\$
08794	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	obstruction	power pole narrow footpath	-33.871793	151.168259	1		no action	LH794	Secondary	2.0W	\$
08795	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.873474	151.167928	1		refer to maintenance	LH795	Primary	2.0W	\$
08796	Lilyfield Road	Lilyfield	Regional Road	Strategic Route	obstruction	signpost narrow footpath	-33.873249	151.164334	1		relocate signpost	LH796	Primary	2.0W	\$

Parcel ID	Street	Suburb	Classification	Highway	Problem	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Priority	Treatment Priority	Cost	
08757	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	double pole signed narrow footpath	-30.8736010	151.953798	1	0.0	review and relocate double pole sign	LF68	Primary	LOW	\$	500
08758	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.8727386	151.9529337	1	0.0	refer to maintenance	LF70	Primary	LOW	\$	-
08759	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.8736871	151.9523455	0	0.0	refer to maintenance	LF70	Primary	LOW	\$	-
08800	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	power pole narrow footpath	-30.8736937	151.9521215	1	0.0	no action	LF70	Primary	LOW	\$	-
08801	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-30.8735149	151.9520551	1	0.0	notify business/property owner	LF64	Secondary	LOW	\$	-
08802	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.8736253	151.9521974	1	0.0	notify business/property owner	LF67	Secondary	LOW	\$	-
08803	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.8736253	151.9521974	1	0.0	notify business/property owner	LF67	Secondary	LOW	\$	-
08804	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.8741848	151.9523624	1	0.0	refer to maintenance	LF64	Secondary	LOW	\$	-
08805	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.8736829	151.9541544	1	0.0	notify business/property owner	LF65	Primary	LOW	\$	-
08806	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.8736828	151.9533739	1	0.0	notify business/property owner	LF65	Primary	LOW	\$	-
08807	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-30.8736828	151.9548866	1	0.0	notify business/property owner	LF63	Primary	LOW	\$	-
08808	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.8736828	151.953884	1	0.0	notify business/property owner	LF60	Secondary	LOW	\$	-
08809	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.8731349	151.9507246	1	0.0	refer to maintenance	LF60	Secondary	LOW	\$	-
08810	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.8721845	151.9523681	1	0.0	notify business/property owner	LF61	Secondary	LOW	\$	-
08811	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.8736251	151.9521974	1	0.0	refer to maintenance	LF63	Primary	LOW	\$	-
08812	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.8735334	151.9520551	1	0.0	refer to maintenance	LF63	Primary	LOW	\$	-
08813	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-30.8736651	151.9536962	1	0.0	notify business/property owner	LF63	Primary	LOW	\$	-
08814	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.8736844	151.9533541	1	0.0	notify business/property owner	LF66	Secondary	LOW	\$	-
08815	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation	-30.8736849	151.9527847	1	0.0	refer to maintenance	LF66	Secondary	LOW	\$	-
08816	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation	-30.8736843	151.9544451	1	0.0	refer to maintenance	LF67	Secondary	LOW	\$	-
08817	Lynfield Road	Lynfield	Regional Road	Strategic Route	obstruction	overhanging vegetation	-30.8743003	151.9554551	1	0.0	refer to maintenance	LF67	Secondary	LOW	\$	-
08818	May Street	Lynfield	Local Road	Local Road	obstruction	overhanging vegetation - property	-30.8749681	151.9546239	1	0.0	notify business/property owner	LF65	Tertiary	LOW	\$	-
08819	May Street	Lynfield	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.8727222	151.9527161	1	0.0	notify business/property owner	LF78	Secondary	LOW	\$	-
08820	Perry Street	Lynfield	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.8727218	151.952564	1	0.0	refer to maintenance	LF67	Secondary	LOW	\$	-
08821	Perry Street	Lynfield	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.8727218	151.952564	1	0.0	notify business/property owner	LF68	Secondary	LOW	\$	-
08822	Perry Street	Lynfield	Local Road	Local Road	obstruction	power pole narrow footpath	-30.8735161	151.951782	1	0.0	no action	LF90	Tertiary	LOW	\$	-
08823	Albionville Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.9115352	151.9435161	1	0.0	refer to maintenance	MF1	Tertiary	LOW	\$	-
08824	Albionville Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation - property	-30.9115358	151.9455461	1	0.0	notify business/property owner	MF15	Tertiary	LOW	\$	-
08825	Albionville Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.9115706	151.9452261	0	0.0	refer to maintenance	MF12	Tertiary	LOW	\$	-
08826	Albionville Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation	-30.9128843	151.9467973	1	0.0	refer to maintenance	MF12	Secondary	LOW	\$	-
08827	Beauchamp Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.9146844	151.9430991	1	0.0	refer to maintenance	MF16	Secondary	LOW	\$	-
08828	Beauchamp Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9151168	151.9461534	1	0.0	notify business/property owner	MF14	Secondary	LOW	\$	-
08829	Byrnes Street	Mannville	Local Road	Local Road	obstruction	power pole narrow	-30.9157125	151.9507188	1	0.0	no action	MF18	Secondary	LOW	\$	-
08830	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9158572	151.9536962	1	0.0	notify business/property owner	MF19	Secondary	LOW	\$	-
08831	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.916211	151.9517206	1	0.0	refer to maintenance	MF19	Secondary	LOW	\$	-
08832	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9155158	151.9538431	1	0.0	notify business/property owner	MF19	Secondary	LOW	\$	-
08833	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9153687	151.9525451	1	0.0	notify business/property owner	MF22	Secondary	LOW	\$	-
08834	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation - property	-30.9154964	151.9546161	1	0.0	notify business/property owner	MF22	Secondary	LOW	\$	-
08835	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.9159468	151.9588796	1	0.0	refer to maintenance	MF22	Secondary	LOW	\$	-
08836	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9159307	151.9581351	1	0.0	notify business/property owner	MF19	Secondary	LOW	\$	-
08837	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.9188716	151.9525357	1	0.0	refer to maintenance	MF19	Secondary	LOW	\$	-
08838	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation - property	-30.9152775	151.9527161	1	0.0	notify business/property owner	MF21	Secondary	LOW	\$	-
08839	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9157125	151.9507188	1	0.0	notify business/property owner	MF21	Secondary	LOW	\$	-
08840	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation - property	-30.9158437	151.9537454	1	0.0	notify business/property owner	MF26	Secondary	LOW	\$	-
08841	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.9151086	151.9535334	1	0.0	refer to maintenance	MF26	Secondary	LOW	\$	-
08842	Calvert Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9121483	151.9561493	1	0.0	notify business/property owner	MF26	Secondary	LOW	\$	-
08843	Camden Road	Mannville	Local Road	Local Road	obstruction	overhanging vegetation - property	-30.9163664	151.9540551	1	0.0	notify business/property owner	MF26	Tertiary	LOW	\$	-
08844	Chapel Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9054609	151.9421474	1	0.0	notify business/property owner	MF31	Secondary	LOW	\$	-
08845	Chapel Street	Mannville	Local Road	Local Road	obstruction	double pole signed narrow footpath	-30.9059471	151.9429763	1	0.0	review and relocate double pole sign	MF32	Secondary	LOW	\$	500
08846	Edgeware Road	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.9052488	151.9534652	1	0.0	notify business/property owner	MF24	Primary	LOW	\$	-
08847	Edinburgh Road	Mannville	Local Road	Local Road	obstruction	tree narrow footpath	-30.9070855	151.9529133	1	0.0	no action	MF38	Secondary	LOW	\$	-
08848	Edinburgh Road	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.906823	151.9506233	1	0.0	notify business/property owner	MF38	Secondary	LOW	\$	-
08849	Edinburgh Road	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.907485	151.9506848	1	0.0	notify business/property owner	MF37	Secondary	LOW	\$	-
08850	Edinburgh Road	Mannville	Local Road	Local Road	obstruction	barbed wire narrow footpath	-30.90759	151.9491234	1	0.0	no action	MF36	Secondary	LOW	\$	400
08851	Edinburgh Road	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.9087768	151.9474159	1	0.0	refer to maintenance	MF34	Tertiary	LOW	\$	-
08852	Elizabeth Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.9090607	151.952856	1	0.0	notify business/property owner	MF219	Secondary	LOW	\$	-
08853	Evatt Street	Mannville	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-30.9122844	151.9493115	1	0.0	notify business/property owner	MF66	Primary	LOW	\$	-
08854	Evatt Street	Mannville	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-30.9140217	151.9471579	1	0.0	notify business/property owner	MF68	Secondary	LOW	\$	-
08855	Evatt Street	Mannville	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-30.9140844	151.9463571	1	0.0	notify business/property owner	MF68	Secondary	LOW	\$	-
08856	Foxey Street	Mannville	Local Road	Local Road	obstruction	power pole narrow footpath	-30.9087048	151.9523157	1	0.0	no action	MF71	Tertiary	LOW	\$	-
08857	Foxey Street	Mannville	Local Road	Local Road	obstruction	power pole narrow footpath	-30.9087048	151.9523157	1	0.0	no action	MF71	Tertiary	LOW	\$	-
08858	Foxey Street	Mannville	Local Road	Local Road	obstruction	power pole narrow footpath	-30.9110079	151.9488112	1	0.0	no action	MF76	Secondary	LOW	\$	-
08859	Foxey Street	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9096862	151.9484174	1	0.0	notify business/property owner	MF76	Tertiary	LOW	\$	-
08860	Frazier Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation	-30.9012932	151.9529778	1	0.0	refer to maintenance	MF75	Secondary	LOW	\$	-
08861	Frazier Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.9011883	151.953755	1	0.0	notify business/property owner	MF76	Secondary	LOW	\$	-
08862	Frazier Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.9011588	151.9543852	1	0.0	notify business/property owner	PE20	Secondary	LOW	\$	-
08863	Frazier Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.9010982	151.9493588	1	0.0	notify business/property owner	PE20	Secondary	LOW	\$	-
08864	Frazier Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.9010028	151.9503349	1	0.0	refer to maintenance	PE20	Secondary	LOW	\$	-
08865	Frazier Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.900803	151.9501876	1	0.0	refer to maintenance	MF76	Secondary	LOW	\$	-
08866	Frazier Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.900761	151.950767	1	0.0	refer to maintenance	MF76	Secondary	LOW	\$	-
08867	Frazier Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation	-30.900663	151.9510988	1	0.0	refer to maintenance	MF77	Secondary	LOW	\$	-
08868	Frazier Street	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-30.9011864	151.9521387	1	0.0	notify business/property owner	MF75	Secondary	LOW	\$	-
08869	Heakins Road	Mannville	Local Road	Local Road	obstruction	overhanging vegetation	-30.9009978	151.9538816	1	0.0	refer to maintenance	MF78	Secondary	LOW	\$	-
08870	Heakins Road	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9051032	151.9545458	1	0.0	notify business/property owner	MF29	Secondary	LOW	\$	-
08871	Heakins Road	Mannville	Local Road	Local Road	obstruction	overhanging vegetation	-30.9048847	151.9542622	1	0.0	refer to maintenance	MF28	Secondary	LOW	\$	-
08872	Heakins Road	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath	-30.9058382	151.9527441	1	0.0	refer to maintenance	MF29	Secondary	LOW	\$	-
08873	Heakins Road	Mannville	Local Road	Local Road	obstruction	overhanging vegetation narrow footpath - property	-30.9051743	151.9498897	1	0.0	notify business/property owner	MF78	Secondary	LOW	\$	-
08874	Heakins Road	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-30.9058433	151.9547482	1	0.0	notify business/property owner	MF28	Secondary	LOW	\$	-
08875	Heakins Road	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.906065	151.9537537	1	0.0	notify business/property owner	MF62	Secondary	LOW	\$	-
08876	Heakins Road	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-30.9060657	151.9538939	1	0.0	notify business/property owner	MF62	Secondary	LOW	\$	-
08877	Heakins Road	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-30.9060863	151.9566116	1	0.0	notify business/property owner	MF62	Secondary	LOW	\$	-
08878	Heakins Road	Mannville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-30.9060107	151.9564226	1	0.0	notify business/property owner	MF64	Secondary	LOW	\$	-



Case#	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Threatened Property	Priority	Cost
00470	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9059143	151.1030277	1	0	notify business/property owner	MV84	Secondary	0.0W	\$	-
00480	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.904995	151.1074404	1	0	refer to maintenance	MV79	Secondary	0.0W	\$	-
00481	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9049662	151.1074546	1	0	notify business/property owner	MV79	Secondary	0.0W	\$	-
00482	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9044644	151.1074451	1	0	notify business/property owner	MV79	Secondary	0.0W	\$	-
00483	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9038131	151.1023454	1	0	notify business/property owner	MV78	Secondary	0.0W	\$	-
00484	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9038131	151.1023454	1	0	refer to maintenance	MV85	Secondary	0.0W	\$	-
00485	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9038131	151.1023454	1	0	refer to maintenance	MV85	Secondary	0.0W	\$	-
00486	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9027508	151.1026154	1	0	refer to maintenance	MV85	Secondary	0.0W	\$	-
00487	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9027508	151.1026154	1	0	refer to maintenance	MV85	Secondary	0.0W	\$	-
00488	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation	-35.9026712	151.1064325	1	0	notify business/property owner	MV80	Secondary	0.0W	\$	-
00489	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9026086	151.1061509	1	0	notify business/property owner	MV81	Secondary	0.0W	\$	-
00490	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation	-35.9167364	151.1041102	1	0	notify business/property owner	MV87	Primary	0.0W	\$	-
00491	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9190256	151.1044448	1	0	refer to maintenance	MV101	Secondary	0.0W	\$	-
00492	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	significant narrow footpath	-35.9200164	151.1047388	1	0	locate signpost	MV102	Secondary	0.0W	\$	-
00493	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9190163	151.1040703	1	0	notify business/property owner	MV102	Secondary	0.0W	\$	-
00494	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9172074	151.1080340	1	0	notify business/property owner	MV91	Primary	0.0W	\$	-
00495	Waveria Road	Manicoville	Regional Road	Strategic Route	obstruction	significant narrow footpath	-35.9126741	151.1033575	1	0	locate signpost	MV91	Primary	0.0W	\$	360
00496	Kays Avenue	Manicoville	Local Road		obstruction	overhanging vegetation narrows footpath	-35.9113918	151.1043733	1	0	refer to maintenance	MV105	Tertiary	0.0W	\$	-
00497	Livingstone Road	Manicoville	State Road	Strategic Route	obstruction	overhanging vegetation	-35.9017734	151.1034885	1	0	refer to maintenance	PE 37	Primary	0.0W	\$	-
00498	Livingstone Road	Manicoville	State Road	Strategic Route	obstruction	overhanging vegetation	-35.9028266	151.1032231	1	0	refer to maintenance	MV76	Secondary	0.0W	\$	-
00499	Livingstone Road	Manicoville	State Road	Strategic Route	obstruction	overhanging vegetation	-35.9073843	151.1038629	1	0	refer to maintenance	MV75	Secondary	0.0W	\$	-
00500	Livingstone Road	Manicoville	State Road	Strategic Route	obstruction	overhanging vegetation	-35.9073843	151.1038629	1	0	refer to maintenance	MV75	Secondary	0.0W	\$	-
00501	Livingstone Road	Manicoville	State Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.906849	151.1027422	1	0	refer to maintenance	MV114	Primary	0.0W	\$	-
00502	Livingstone Road	Manicoville	State Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9113316	151.1080724	1	0	notify business/property owner	MV108	Primary	0.0W	\$	-
00503	Livingstone Road	Manicoville	State Road	Strategic Route	obstruction	overhanging vegetation	-35.9122165	151.1074788	1	0	notify business/property owner	MV118	Primary	0.0W	\$	-
00504	Livingstone Road	Manicoville	State Road	Strategic Route	obstruction	overhanging vegetation narrows footpath	-35.9105864	151.1037716	1	0	notify business/property owner	MV121	Primary	0.0W	\$	-



Ref ID	Street	Suburb	Classification	Highway	Category	Issue	Latitude	Longitude	Quantity	Length	Responsibility	Segment ID	Segment Priority	Treatment Priority	Cost	
CB061	Station Street	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9144505	151.1349645	1		refer to maintenance	MV188	Secondary	LOW	\$	-
CB062	Station Street	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9145533	151.1354629	1		notify business/property owner	MV188	Secondary	LOW	\$	-
CB063	Station Street	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9146162	151.1357712	1		notify business/property owner	MV187	Secondary	LOW	\$	-
CB064	Station Street	Marionville	Local Road		obstruction	overhanging vegetation - property	-33.9146898	151.1358956	1		notify business/property owner	MV187	Secondary	LOW	\$	-
CB065	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.9089192	151.1400530	1		refer to maintenance	MV160	Secondary	LOW	\$	-
CB066	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.9089192	151.1400530	1		refer to maintenance	MV160	Secondary	LOW	\$	-
CB067	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9092026	151.1402073	1		notify business/property owner	MV160	Secondary	LOW	\$	-
CB068	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.9089192	151.1399396	1		refer to maintenance	MV160	Secondary	LOW	\$	-
CB069	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.9089192	151.1399396	1		refer to maintenance	MV160	Secondary	LOW	\$	-
CB070	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9088523	151.1393244	1		notify business/property owner	MV186	Primary	LOW	\$	-
CB071	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9084656	151.1372338	1		notify business/property owner	MV189	Primary	LOW	\$	-
CB072	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9084674	151.1363636	1		notify business/property owner	MV190	Primary	LOW	\$	-
CB073	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9083576	151.1358669	1		notify business/property owner	MV190	Primary	LOW	\$	-
CB074	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation	-33.9080096	151.1344437	1		refer to maintenance	MV189	Primary	LOW	\$	-
CB075	Spekman Road	Marionville	State Road	Strategic Route	obstruction	light pole narrow footpath	-33.9080096	151.1344437	1		escalate light pole	MV189	Primary	LOW	\$	10,000
CB076	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9071931	151.1240133	1		notify business/property owner	MV194	Primary	LOW	\$	-
CB077	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation	-33.9072239	151.1255006	1		refer to maintenance	MV194	Secondary	LOW	\$	-
CB078	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation	-33.9100368	151.1266671	1		refer to maintenance	MV200	Primary	LOW	\$	-
CB079	Spekman Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation	-33.9097238	151.1304433	1		refer to maintenance	MV200	Primary	LOW	\$	-
CB080	Sydney Street St	Marionville	Local Road		obstruction	vehicles narrow footpath	-33.9086133	151.1306763	1		no action	MV207	Tertiary	LOW	\$	-
CB081	Sydney Street St	Marionville	Local Road		obstruction	tree narrow footpath	-33.9090208	151.1299923	1		no action	MV207	Tertiary	LOW	\$	-
CB082	Sydney Street St	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9090134	151.1299923	1		notify business/property owner	MV205	Secondary	LOW	\$	-
CB083	Victoria Road	Marionville	State Road	Strategic Route	obstruction	vehicle narrow footpath	-33.9055967	151.1067917	1		no action	MV213	Primary	LOW	\$	-
CB084	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9050059	151.1053544	1		notify business/property owner	MV215	Secondary	LOW	\$	-
CB085	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.9049028	151.1044028	1		refer to maintenance	MV215	Secondary	LOW	\$	-
CB086	Victoria Road	Marionville	State Road	Strategic Route	obstruction	vehicle narrow footpath	-33.9060441	151.1021573	1		no action	MV219	Secondary	LOW	\$	-
CB087	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation	-33.9100224	151.1015688	1		refer to maintenance	MV219	Primary	LOW	\$	-
CB088	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation	-33.9099286	151.1021448	1		refer to maintenance	MV219	Primary	LOW	\$	-
CB089	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9099716	151.1020992	1		notify business/property owner	MV219	Primary	LOW	\$	-
CB090	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9110052	151.1013334	1		notify business/property owner	MV212	Primary	LOW	\$	-
CB091	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation - property	-33.9115512	151.1008243	1		notify business/property owner	MV220	Primary	LOW	\$	-
CB092	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.9114459	151.1008336	1		refer to maintenance	MV220	Primary	LOW	\$	-
CB093	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9114727	151.1013334	1		notify business/property owner	MV220	Secondary	LOW	\$	-
CB094	Victoria Road	Marionville	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.9110054	151.1010773	1		refer to maintenance	MV217	Secondary	LOW	\$	-
CB095	Warren Road	Marionville	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.9068198	151.1416136	1		notify business/property owner	MV240	Secondary	LOW	\$	-
CB1000	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9161060	151.1348196	1		refer to maintenance	MV236	Tertiary	LOW	\$	-
CB1001	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9164753	151.1349458	1		notify business/property owner	MV247	Tertiary	LOW	\$	-
CB1002	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9167347	151.1349277	1		refer to maintenance	MV247	Tertiary	LOW	\$	-
CB1003	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9167233	151.1343455	1		notify business/property owner	MV250	Tertiary	LOW	\$	-
CB1004	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9161402	151.1341004	1		notify business/property owner	MV250	Tertiary	LOW	\$	-
CB1005	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9180684	151.1340719	1		notify business/property owner	MV250	Tertiary	LOW	\$	-
CB1006	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9167588	151.1321262	1		refer to maintenance	MV248	Secondary	LOW	\$	-
CB1007	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9167588	151.1321262	1		no action	MV244	Secondary	LOW	\$	-
CB1008	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9160803	151.1307756	1		notify business/property owner	MV243	Secondary	LOW	\$	-
CB1009	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9161997	151.1307674	1		notify business/property owner	MV243	Secondary	LOW	\$	-
CB1010	Warren Road	Marionville	Local Road		obstruction	vehicle narrow footpath	-33.9144356	151.1307839	1		no action	MV244	Secondary	LOW	\$	-
CB097	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9169817	151.1315211	1		refer to maintenance	MV248	Secondary	LOW	\$	-
CB098	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9171156	151.1321485	1		notify business/property owner	MV248	Secondary	LOW	\$	-
CB099	Warren Road	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9171438	151.1306431	1		refer to maintenance	MV241	Tertiary	LOW	\$	-
CB1010	Albionville Street	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8962965	151.1739522	1		notify business/property owner	NE1	Secondary	LOW	\$	-
CB1011	Albionville Street	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8960017	151.1740029	1		refer to maintenance	NE1	Secondary	LOW	\$	-
CB1012	Albionville Street	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8959623	151.1740758	1		no action	NE1	Secondary	LOW	\$	-
CB1013	Albionville Street	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.89591	151.1750226	1		refer to maintenance	NE1	Secondary	LOW	\$	-
CB1014	Albionville Street	Marionville	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8959688	151.1750729	1		refer to maintenance	NE1	Secondary	LOW	\$	-
CB1015	Alice Street	Marionville	Regional Road		obstruction	overhanging vegetation - property	-33.9030993	151.1738295	1		notify business/property owner	NE10	Primary	LOW	\$	-
CB1016	Alice Street	Marionville	Regional Road		obstruction	bus shelter narrow footpath	-33.9034664	151.1756601	1		escalate or remove bus shelter	NE10	Primary	LOW	\$	5,000
CB1017	Alice Street	Marionville	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.9042986	151.1750392	1		notify business/property owner	NE7	Secondary	LOW	\$	-
CB1018	Alice Street	Marionville	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.9047157	151.1739743	1		notify business/property owner	NE6	Secondary	LOW	\$	-
CB1019	Alice Street	Marionville	Regional Road		obstruction	overhanging vegetation narrow footpath - property	-33.9047188	151.1738653	1		notify business/property owner	NE6	Secondary	LOW	\$	-
CB1020	Alice Street	Marionville	Regional Road		obstruction	concrete sign narrow footpath	-33.9047207	151.1738653	1		no action	NE6	Secondary	LOW	\$	-
CB1021	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.9177912	151.1779173	1		no action	NE16	Secondary	LOW	\$	-
CB1022	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.9167613	151.1738339	1		no action	NE16	Primary	LOW	\$	-
CB1023	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.9167633	151.1738339	1		no action	NE16	Primary	LOW	\$	-
CB1024	Bedford Street	Marionville	Local Road		obstruction	concrete footing narrow footpath	-33.8976034	151.1759334	1		paint controlling colour	NE15	Primary	LOW	\$	150
CB1025	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8975629	151.1767703	1		no action	NE20	Secondary	LOW	\$	-
CB1026	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8974423	151.1761944	1		no action	NE20	Secondary	LOW	\$	-
CB1027	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8973875	151.1759391	1		no action	NE20	Secondary	LOW	\$	-
CB1028	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8972189	151.1756697	1		no action	NE19	Secondary	LOW	\$	-
CB1029	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8970785	151.1752193	1		no action	NE19	Secondary	LOW	\$	-
CB1030	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8971188	151.1751742	1		no action	NE19	Secondary	LOW	\$	-
CB1031	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8969513	151.1748713	1		no action	NE18	Secondary	LOW	\$	-
CB1032	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8965207	151.1739275	1		no action	NE18	Secondary	LOW	\$	-
CB1033	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8959621	151.1739395	1		no action	NE17	Secondary	LOW	\$	-
CB1034	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8959182	151.1730649	1		no action	NE17	Secondary	LOW	\$	-
CB1035	Bedford Street	Marionville	Local Road		obstruction	tree narrow footpath	-33.8959819	151.1731348	1		no action	NE16	Secondary	LOW	\$	-
CB1036	Bedford Street	Marionville	Local Road		obstruction	signpost narrow footpath	-33.8953597	151.1718986	1		relocate signpost	NE16	Secondary	LOW	\$	300
CB1037	Bedford Street	Marionville	Local Road		obstruction	power pole narrow footpath	-33.8953597	151.1718986	1		no action	NE16	Secondary	LOW	\$	-
CB1038	Edgeware Road	Marionville	Regional Road	Strategic Route	obstruction	overhanging vegetation - property	-33.9028288	151.1773193	1		notify business/property owner	NE23	Primary	LOW	\$	-
CB1039	Edgeware Road	Marionville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9030804	151.1742975	1		notify business/property owner	NE23	Primary	LOW	\$	-
CB1040	Edgeware Road	Marionville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9074975	151.1746157	1		notify business/property owner	NE31	Primary	LOW	\$	-
CB1041	Edgeware Road	Marionville	Regional Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9062143	151.1737486	1		notify business/property owner	NE31	Primary	LOW	\$	-
CB1042	Edgeware Road	Marionville	Regional Road	Strategic Route	obstruction	stone stand narrow footpath	-33.8981158	151.1738484	1		notify business/property owner	NE34	Primary	LOW	\$	-

Parcel	Street	Suburb	Classification	Highway	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Priority	Treatment Priority	Cost	
CB 1043	Xing Street	Newtown	Local Road		obstruction	obstructed narrow footpath - property	-33.9047638	151.1858442	1		no action	no action	Primary	LOW	\$	-
CB 1044	Lennox Street	Newtown	Local Road		obstruction	power pole narrow footpath	-33.8952548	151.1806102	1		no action	no action	Secondary	LOW	\$	-
CB 1045	Lennox Street	Newtown	Local Road		obstruction	empty off narrow footpath	-33.8959191	151.1806568	1		no action	no action	Secondary	LOW	\$	200
CB 1046	Lennox Street	Newtown	Local Road		obstruction	overhanging vegetation - property	-33.8957548	151.1797394	1		no action	no action	Secondary	LOW	\$	-
CB 1047	Lund Street	Newtown	Local Road		obstruction	tree narrow footpath	-33.9074267	151.1785599	1		no action	no action	Primary	LOW	\$	-
CB 1048	Station Street	Newtown	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8981961	151.1795809	1		no action	no action	Secondary	LOW	\$	-
CB 1049	Station Street	Newtown	Local Road		obstruction	tree narrow footpath	-33.8980004	151.1796248	1		no action	no action	Secondary	LOW	\$	-
CB 1050	Station Street	Newtown	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8993055	151.1791773	1		refer to maintenance	no action	Secondary	LOW	\$	-
CB 1051	Station Street	Newtown	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8993968	151.1789739	1		refer to maintenance	no action	Secondary	LOW	\$	-
CB 1052	Station Street	Newtown	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8990639	151.1799148	1		refer to maintenance	no action	Secondary	LOW	\$	-
CB 1053	Station Street	Newtown	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8997232	151.1793962	1		refer to maintenance	no action	Secondary	LOW	\$	-
CB 1054	Station Street	Newtown	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8997144	151.1793961	1		no action	no action	Secondary	LOW	\$	-
CB 1055	Station Street	Newtown	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8997918	151.1793367	1		refer to maintenance	no action	Secondary	LOW	\$	-
CB 1056	Station Street	Newtown	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8995254	151.1788189	1		no action	no action	Secondary	LOW	\$	-
CB 1057	Webb Street	Newtown	Local Road		obstruction	tree narrow footpath	-33.8985141	151.1797991	1		no action	no action	Secondary	LOW	\$	-
CB 1058	Webb Street	Newtown	Local Road		obstruction	tree narrow footpath	-33.8957539	151.1787735	1		no action	no action	Secondary	LOW	\$	-
CB 1059	Webb Street	Newtown	Local Road		obstruction	tree narrow footpath	-33.8983074	151.1793372	1		no action	no action	Secondary	LOW	\$	-
CB 1060	Webb Street	Newtown	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9057602	151.1787499	1		no action	no action	Secondary	LOW	\$	-
CB 1061	Webb Street	Newtown	Local Road		obstruction	signpost narrow footpath	-33.9060263	151.1794213	1		relocate signpost	no action	Secondary	LOW	\$	200
CB 1062	Brighton Street	Peterborough	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8924219	151.1584851	1		no action	no action	Secondary	LOW	\$	-
CB 1063	Brighton Street	Peterborough	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8970337	151.1523272	1		refer to maintenance	no action	Primary	LOW	\$	-
CB 1064	Brighton Street	Peterborough	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8974448	151.1524893	1		refer to maintenance	no action	Primary	LOW	\$	-
CB 1065	Brighton Street	Peterborough	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8976337	151.1535207	1		refer to maintenance	no action	Primary	LOW	\$	-
CB 1066	Brighton Street	Peterborough	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8976897	151.1535207	1		no action	no action	Primary	LOW	\$	-
CB 1067	Brighton Street	Peterborough	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8982421	151.1535207	1		refer to maintenance	no action	Secondary	LOW	\$	-
CB 1068	Livingshore Road	Peterborough	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9003822	151.1537277	1		no action	no action	Primary	LOW	\$	-
CB 1069	Livingshore Road	Peterborough	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9000618	151.1534222	1		no action	no action	Secondary	LOW	\$	-
CB 1070	Livingshore Road	Peterborough	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8978761	151.1530029	1		no action	no action	Secondary	LOW	\$	-
CB 1071	Livingshore Road	Peterborough	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8960479	151.1536135	1		no action	no action	Secondary	LOW	\$	-
CB 1072	Livingshore Road	Peterborough	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8991837	151.1534102	1		no action	no action	Primary	LOW	\$	-
CB 1073	Livingshore Road	Peterborough	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8996387	151.1535737	1		no action	no action	Secondary	LOW	\$	-
CB 1074	Livingshore Road	Peterborough	State Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8994741	151.1539384	1		no action	no action	Secondary	LOW	\$	-
CB 1075	Livingshore Road	Peterborough	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8994741	151.1539384	1		no action	no action	Secondary	LOW	\$	-
CB 1076	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1077	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Secondary	LOW	\$	-
CB 1078	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1079	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1080	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1081	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1082	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1083	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1084	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1085	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1086	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1087	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1088	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1089	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1090	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1091	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1092	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1093	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1094	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1095	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1096	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1097	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1098	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1099	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1100	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1101	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1102	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1103	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1104	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1105	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1106	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1107	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1108	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1109	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1110	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1111	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1112	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1113	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1114	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1115	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1116	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1117	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1118	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1119	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1120	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1121	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1122	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1123	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-
CB 1124	Palace Street	Peterborough	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8955238	151.1542807	1		no action	no action	Primary	LOW	\$	-



CD	Street	Route	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Name	Treatment Priority	Cost
CD-1125	Mulvins Street	Rozelle	Local Road		construction	overhanging vegetation narrows footpath - property	-33.863433	151.1764347	1		notify business/property owner	RO63	Primary	2.0W	5
CD-1126	Mulvins Street	Rozelle	Local Road		construction	overhanging vegetation narrows footpath - property	-33.863436	151.1762227	1		notify business/property owner	RO65	Tertiary	2.0W	5
CD-1127	Mulvins Street	Rozelle	Local Road		construction	overhanging vegetation narrows footpath - property	-33.863514	151.1768454	1		notify business/property owner	RO66	Tertiary	2.0W	5
CD-1128	Mulvins Street	Rozelle	Local Road		construction	power pole narrows footpath	-33.863526	151.1769331	1		no action	RO67	Secondary	2.0W	5
CD-1129	Robert Street	Rozelle	Local Road		construction	vehicles and signpost narrows footpath	-33.8635187	151.1769495	1		relocate signpost	RO61	Tertiary	2.0W	5
CD-1130	Robert Street	Rozelle	Local Road		construction	damaged signpost narrows footpath	-33.863518	151.1775304	1		install new signpost	RO68	Tertiary	2.0W	5
CD-1131	Robert Street	Rozelle	Local Road		construction	overhanging vegetation narrows footpath	-33.863517	151.1769331	1		refer to maintenance	RO69	Tertiary	2.0W	5
CD-1132	Robert Street	Rozelle	Local Road		construction	overhanging vegetation narrows footpath	-33.863524	151.1769331	1		refer to maintenance	RO70	Tertiary	2.0W	5
CD-1133	Robert Street	Rozelle	Local Road		construction	power pole narrows footpath	-33.863525	151.1769331	1		no action	RO61	Tertiary	2.0W	5
CD-1134	Robert Street	Rozelle	Local Road		construction	power pole narrows footpath	-33.8635303	151.1769331	1		no action	RO61	Tertiary	2.0W	5
CD-1135	Robert Street	Rozelle	Local Road		construction	power pole narrows footpath	-33.86354038	151.1769331	1		no action	RO66	Tertiary	2.0W	5
CD-1136	Terry Street	Rozelle	Local Road		construction	concrete pillar narrows footpath	-33.8635451	151.1689366	1		no action	RO68	Secondary	2.0W	5
CD-1137	Terry Street	Rozelle	Local Road		construction	electricity box narrows footpath	-33.863716	151.1693484	1		no action	RO68	Secondary	2.0W	5
CD-1138	The Crescent	Rozelle	State Road	Strategic Route	construction	overhanging vegetation narrows footpath	-33.869623	151.175251	1		refer to maintenance	RO44	Secondary	2.0W	5
CD-1139	Victoria Road	Rozelle	State Road	Strategic Route	construction	overhanging vegetation narrows footpath	-33.8698452	151.1647115	1		refer to maintenance	RO64	Secondary	2.0W	5
CD-1140	Victoria Road	Rozelle	State Road	Strategic Route	construction	overhanging vegetation narrows footpath	-33.869855	151.1756266	1		refer to maintenance	RO74	Primary	2.0W	5
CD-1141	Victoria Road	Rozelle	State Road	Strategic Route	construction	overhanging vegetation narrows footpath	-33.869866	151.1759147	1		refer to maintenance	RO73	Secondary	2.0W	5
CD-1142	Victoria Road	Rozelle	State Road	Strategic Route	construction	signpost narrows footpath	-33.8671265	151.1765332	1		relocate signpost	RO70	Primary	2.0W	5
CD-1143	Victoria Road	Rozelle	State Road	Strategic Route	construction	signpost narrows footpath	-33.8669648	151.1764347	1		relocate signpost	RO67	Secondary	2.0W	5
CD-1144	Victoria Road	Rozelle	State Road	Strategic Route	construction	signpost narrows footpath	-33.8671269	151.1762458	1		relocate signpost	RO70	Primary	2.0W	5
CD-1145	Victoria Road	Rozelle	State Road	Strategic Route	construction	signpost narrows footpath	-33.8673621	151.1765332	1		relocate signpost	RO70	Primary	2.0W	5
CD-1146	Victoria Road	Rozelle	State Road	Strategic Route	construction	overhanging vegetation narrows footpath	-33.8674443	151.1769343	1		refer to maintenance	RO70	Primary	2.0W	5
CD-1147	Victoria Road	Rozelle	State Road	Strategic Route	construction	overhanging vegetation narrows footpath - property	-33.8675212	151.1762458	1		notify business/property owner	RO70	Primary	2.0W	5
CD-1148	Victoria Road	Rozelle	State Road	Strategic Route	construction	sign post narrows footpath	-33.8675847	151.1761252	1		relocate sign post	RO70	Primary	2.0W	5
CD-1149	Victoria Street	St Peters	Strategic Route		construction	vehicle narrows footpath	-33.9124142	151.1769331	1		no action	SP6	Secondary	2.0W	5
CD-1150	Church Street	St Peters	Local Road		construction	overhanging vegetation narrows footpath	-33.9122162	151.176483	1		refer to maintenance	SP6	Secondary	2.0W	5
CD-1151	Church Street	St Peters	Local Road		construction	electricity box narrows footpath	-33.9122113	151.1764134	1		no action	SP6	Secondary	2.0W	5
CD-1152	Church Street	St Peters	Local Road		construction	power pole narrows footpath	-33.9124218	151.1764838	1		no action	SP6	Secondary	2.0W	5
CD-1153	Church Street	St Peters	Local Road		construction	overhanging vegetation narrows footpath - property	-33.9124415	151.1763768	1		notify business/property owner	SP6	Secondary	2.0W	5
CD-1154	Church Street	St Peters	Local Road		construction	power pole narrows footpath	-33.9124651	151.176887	1		no action	SP7	Secondary	2.0W	5
CD-1155	Church Street	St Peters	Local Road		construction	overhanging vegetation narrows footpath - property	-33.9130691	151.1777236	1		notify business/property owner	SP7	Secondary	2.0W	5
CD-1156	Church Street	St Peters	Local Road		construction	power pole narrows footpath	-33.9131396	151.1777361	1		no action	SP7	Secondary	2.0W	5
CD-1157	Church Street	St Peters	Local Road		construction	electricity box narrows footpath	-33.9133737	151.178333	1		no action	SP7	Secondary	2.0W	5
CD-1158	Edith Street	St Peters	Local Road		construction	vehicle narrows footpath	-33.9137561	151.1764533	1		no action	SP6	Secondary	2.0W	5
CD-1159	Edith Street	St Peters	Local Road		construction	vehicle narrows footpath	-33.9127631	151.187116	1		no action	SP6	Primary	2.0W	5
CD-1160	Edith Street	St Peters	Local Road		construction	overhanging vegetation - property	-33.9142373	151.1763443	1		notify business/property owner	SP21	Primary	2.0W	5
CD-1161	Edith Street	St Peters	Local Road		construction	tree narrows footpath	-33.9146654	151.1766681	1		no action	SP21	Primary	2.0W	5
CD-1162	Edith Street	St Peters	Local Road		construction	overhanging vegetation narrows footpath - property	-33.9146655	151.176726	1		notify business/property owner	SP21	Primary	2.0W	5
CD-1163	Kung Street	St Peters	Local Road		construction	signpost narrows footpath	-33.9077036	151.1813163	1		relocate signpost	SP11	Primary	2.0W	5
CD-1164	Pinnoch Highway	St Peters	State Road	Strategic Route	construction	overhanging vegetation narrows footpath	-33.9177237	151.1754353	1		refer to maintenance	SP6	Secondary	2.0W	5
CD-1165	Pinnoch Highway	St Peters	State Road	Strategic Route	construction	double pole signpost narrows footpath	-33.9144677	151.1772448	1		review and relocate double pole signpost	SP19	Primary	2.0W	5
CD-1166	Pinnoch Highway	St Peters	State Road	Strategic Route	construction	overhanging vegetation narrows footpath - property	-33.917373	151.1761118	1		notify business/property owner	SP18	Primary	2.0W	5
CD-1167	Pinnoch Highway	St Peters	State Road	Strategic Route	construction	overhanging vegetation narrows footpath - property	-33.917423	151.1761423	1		notify business/property owner	SP18	Primary	2.0W	5
CD-1168	St Peters Street	St Peters	Local Road		construction	tree narrows footpath	-33.9151615	151.175175	1		no action	SP21	Secondary	2.0W	5
CD-1169	St Peters Street	St Peters	Local Road		construction	overhanging vegetation - property	-33.9120746	151.1747437	1		notify business/property owner	SP20	Secondary	2.0W	5
CD-1170	St Peters Street	St Peters	Local Road		construction	overhanging vegetation narrows footpath	-33.9123625	151.1772935	1		refer to maintenance	SP30	Secondary	2.0W	5
CD-1171	St Peters Street	St Peters	Local Road		construction	overhanging vegetation - property	-33.9124748	151.1770443	1		notify business/property owner	SP30	Secondary	2.0W	5
CD-1172	St Peters Street	St Peters	Local Road		construction	overhanging vegetation narrows footpath	-33.9123641	151.1768635	1		refer to maintenance	SP30	Secondary	2.0W	5
CD-1173	University Bridge Road	St Peters	Local Road		construction	overhanging vegetation - property	-33.9104579	151.1759334	1		notify business/property owner	SP32	Secondary	2.0W	5
CD-1174	University Bridge Road	St Peters	Local Road		construction	tree narrows footpath	-33.9154641	151.1757277	1		no action	SP32	Secondary	2.0W	5
CD-1175	Auburn Street	Summer Hill	Local Road		construction	overhanging vegetation	-33.8952674	151.1834747	1		refer to maintenance	SP14	Primary	2.0W	5
CD-1176	Carleton Crescent	Summer Hill	Strategic Route	Strategic Route	construction	overhanging vegetation narrows footpath - property	-33.895854	151.1833423	1		notify business/property owner	SP28	Primary	2.0W	5
CD-1177	Carleton Crescent	Summer Hill	Strategic Route	Strategic Route	construction	overhanging vegetation narrows footpath - property	-33.8957834	151.1758652	1		notify business/property owner	SP18	Secondary	2.0W	5
CD-1178	Carleton Crescent	Summer Hill	Strategic Route	Strategic Route	construction	overhanging vegetation narrows footpath - property	-33.8958663	151.1836945	1		notify business/property owner	SP19	Secondary	2.0W	5
CD-1179	Carleton Crescent	Summer Hill	Strategic Route	Strategic Route	construction	overhanging vegetation narrows footpath - property	-33.8957935	151.1737988	1		notify business/property owner	SP14	Primary	2.0W	5
CD-1180	Cleaved Street	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8958562	151.1821931	1		notify business/property owner	AF46	Tertiary	2.0W	5
CD-1181	Cleaved Street	Summer Hill	Local Road		construction	signposts narrows footpath	-33.8958807	151.1822652	1		relocate signpost	AF46	Tertiary	2.0W	5
CD-1182	Fench Lane	Summer Hill	Local Road		construction	power pole narrows footpath	-33.896277	151.1446404	1		no action	SP16	Secondary	2.0W	5
CD-1183	Fench Lane	Summer Hill	Local Road		construction	power pole narrows footpath	-33.8963036	151.1444495	1		no action	SP16	Secondary	2.0W	5
CD-1184	Fench Lane	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8962618	151.1445111	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1185	Fench Lane	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8962618	151.1445111	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1186	Fench Lane	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.896271	151.1445111	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1187	Grosvener Crescent	Summer Hill	Local Road		construction	signpost narrows footpath	-33.8961136	151.1432625	1		relocate signpost	SP22	Secondary	2.0W	5
CD-1188	Grosvener Crescent	Summer Hill	Local Road		construction	signpost narrows footpath	-33.8969678	151.1384377	1		relocate signpost	SP20	Primary	2.0W	5
CD-1189	Grosvener Crescent	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath	-33.8969966	151.1383558	1		refer to maintenance	SP20	Primary	2.0W	5
CD-1190	Grosvener Crescent	Summer Hill	Local Road		construction	overhanging vegetation - property	-33.8964495	151.1420411	1		notify business/property owner	SP29	Secondary	2.0W	5
CD-1191	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8962677	151.1445213	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1192	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8967548	151.1443642	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1193	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8968611	151.1443642	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1194	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1195	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1196	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1197	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1198	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1199	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1200	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1201	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1202	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1203	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1204	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1205	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5
CD-1206	Hag Avenue	Summer Hill	Local Road		construction	overhanging vegetation narrows footpath - property	-33.8964578	151.1772354	1		notify business/property owner	SP16	Secondary	2.0W	5



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
08-1207	Junction Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.895484	151.1377172	1		no action	SH44	Primary	2,000	\$
08-1208	Junction Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8953943	151.1366273	1		refer to maintenance	SH44	Secondary	2,000	\$
08-1209	Junction Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8953617	151.1366454	1		notify business/property owner	SH44	Secondary	2,000	\$
08-1210	Junction Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8950716	151.1329358	1		notify business/property owner	SH40	Secondary	2,000	\$
08-1211	Liverpool Road	Summer Hill	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.8882355	151.1341558	1		notify business/property owner	AF95	Primary	2,000	\$
08-1212	Lawrence Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8930055	151.1380758	1		notify business/property owner	SH40	Secondary	2,000	\$
08-1213	Lawrence Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8946677	151.1386551	1		notify business/property owner	SH40	Secondary	2,000	\$
08-1214	Lawrence Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8946666	151.1386551	1		notify business/property owner	SH40	Secondary	2,000	\$
08-1215	Cap Canterbury Road	Summer Hill	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8961753	151.1375919	1		notify business/property owner	SH46	Primary	2,000	\$
08-1216	Cap Canterbury Road	Summer Hill	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8963255	151.1382171	1		notify business/property owner	SH46	Primary	2,000	\$
08-1217	Cap Canterbury Road	Summer Hill	State Road		obstruction	overhanging vegetation - property	-33.8953272	151.1333269	1		notify business/property owner	SH41	Secondary	2,000	\$
08-1218	Cap Canterbury Road	Summer Hill	State Road		obstruction	overhanging vegetation - property	-33.8962728	151.1339944	1		notify business/property owner	SH40	Tertiary	2,000	\$
08-1219	Cap Canterbury Road	Summer Hill	State Road		obstruction	overhanging vegetation narrow footpath	-33.8963272	151.1341771	1		refer to maintenance	SH40	Tertiary	2,000	\$
08-1220	Cap Canterbury Road	Summer Hill	State Road		obstruction	overhanging vegetation	-33.8962996	151.134903	1		refer to maintenance	SH46	Tertiary	2,000	\$
08-1221	Cap Canterbury Road	Summer Hill	State Road		obstruction	overhanging vegetation narrow footpath - property	-33.8977877	151.1363368	1		notify business/property owner	SH46	Tertiary	2,000	\$
08-1222	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8910261	151.1324672	1		notify business/property owner	SH65	Secondary	2,000	\$
08-1223	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation - property	-33.8910343	151.1324687	1		notify business/property owner	SH65	Secondary	2,000	\$
08-1224	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.890354	151.132874	1		notify business/property owner	SH64	Secondary	2,000	\$
08-1225	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8902745	151.132758	1		notify business/property owner	SH64	Secondary	2,000	\$
08-1226	Prospect Road	Summer Hill	Local Road		obstruction	double pole signpost narrow footpath	-33.8901802	151.1325571	1		review and relocate double pole sign	SH70	Secondary	2,000	\$
08-1227	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8900919	151.1324448	1		notify business/property owner	SH70	Secondary	2,000	\$
08-1228	Prospect Road	Summer Hill	Local Road		obstruction	double pole signpost narrow footpath	-33.8904395	151.1325127	1		review and relocate double pole sign	SH69	Secondary	2,000	\$
08-1229	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8903458	151.1327761	1		notify business/property owner	SH66	Secondary	2,000	\$
08-1230	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8903736	151.1329581	1		notify business/property owner	SH67	Secondary	2,000	\$
08-1231	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8905823	151.1334379	1		notify business/property owner	SH70	Secondary	2,000	\$
08-1232	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation - property	-33.8905148	151.1328848	1		notify business/property owner	SH71	Tertiary	2,000	\$
08-1233	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8974602	151.1322999	1		notify business/property owner	SH72	Tertiary	2,000	\$
08-1234	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8906935	151.1323242	1		notify business/property owner	SH71	Tertiary	2,000	\$
08-1235	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8906809	151.1323883	1		refer to maintenance	SH73	Secondary	2,000	\$
08-1236	Prospect Road	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8907024	151.1319685	1		refer to maintenance	AF126	Secondary	2,000	\$
08-1237	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation - property	-33.8908113	151.1414826	1		notify business/property owner	SH88	Secondary	2,000	\$
08-1238	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8929444	151.1436395	1		refer to maintenance	SH89	Secondary	2,000	\$
08-1239	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8927487	151.1433334	1		refer to maintenance	SH89	Secondary	2,000	\$
08-1240	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8929488	151.1437991	1		notify business/property owner	SH88	Secondary	2,000	\$
08-1241	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8929452	151.1437994	1		refer to maintenance	SH88	Secondary	2,000	\$
08-1242	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8929483	151.1437992	1		notify business/property owner	SH87	Secondary	2,000	\$
08-1243	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8928802	151.1396227	1		notify business/property owner	SH86	Secondary	2,000	\$
08-1244	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8916254	151.1369193	1		notify business/property owner	SH82	Secondary	2,000	\$
08-1245	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8916813	151.1333272	1		notify business/property owner	SH80	Secondary	2,000	\$
08-1246	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8917173	151.1330940	1		refer to maintenance	SH80	Secondary	2,000	\$
08-1247	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.8916884	151.1328748	1		notify business/property owner	SH80	Secondary	2,000	\$
08-1248	Smith Street	Summer Hill	Local Road		obstruction	overhanging vegetation narrow footpath	-33.8916331	151.1326858	1		refer to maintenance	SH80	Secondary	2,000	\$
08-1249	George Street	Sydenham	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9149326	151.1437963	1		refer to maintenance	SH93	Secondary	2,000	\$
08-1250	George Street	Sydenham	Local Road		obstruction	overhanging vegetation	-33.9151346	151.1439116	1		refer to maintenance	SH93	Secondary	2,000	\$
08-1251	George Street	Sydenham	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9150532	151.1437977	1		notify business/property owner	SH93	Secondary	2,000	\$
08-1252	George Street	Sydenham	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9148829	151.1437927	1		notify business/property owner	SH93	Secondary	2,000	\$
08-1253	Highway Road	Sydenham	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9171767	151.1437915	1		notify business/property owner	SH93	Primary	2,000	\$
08-1254	Highway Road	Sydenham	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9171767	151.1437915	1		notify business/property owner	SH93	Primary	2,000	\$
08-1255	Corrimal Street	Tempe	Local Road		obstruction	traffic pole narrow footpath	-33.9251123	151.1385412	1		review and relocate double pole sign	TE38	Secondary	2,000	\$
08-1256	Corrimal Street	Tempe	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9248092	151.1367358	1		notify business/property owner	TE31	Secondary	2,000	\$
08-1257	Corrimal Street	Tempe	Local Road		obstruction	overhanging vegetation narrow footpath - property	-33.9252968	151.1364705	1		notify business/property owner	TE32	Secondary	2,000	\$
08-1258	Corrimal Street	Tempe	Local Road		obstruction	tree narrow footpath	-33.9258027	151.1362397	1		no action	TE32	Secondary	2,000	\$
08-1259	Corrimal Street	Tempe	Local Road		obstruction	tree narrow footpath	-33.9256476	151.1362082	1		no action	TE32	Secondary	2,000	\$
08-1260	Princes Highway	Tempe	State Road	Strategic Route	obstruction	power pole narrow footpath	-33.9205058	151.1407815	1		no action	SH28	Secondary	2,000	\$
08-1261	Princes Highway	Tempe	State Road	Strategic Route	obstruction	overhanging vegetation narrow footpath	-33.927347	151.1360551	1		refer to maintenance	TE30	Secondary	2,000	\$
08-1262	Princes Highway	Tempe	State Road	Strategic Route	obstruction	power pole narrow footpath	-33.9271214	151.1363863	1		no action	TE34	Primary	2,000	\$
08-1263	Richardson Crescent	Tempe	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9273557	151.1363358	1		refer to maintenance	SH178	Secondary	2,000	\$
08-1264	Richardson Crescent	Tempe	Local Road		obstruction	overhanging vegetation narrow footpath	-33.9273584	151.1364464	1		refer to maintenance	SH175	Secondary	2,000	\$
08-1265	Swains Bridge Road	Tempe	Local Road		obstruction	refuse narrow footpath	-33.9271445	151.1411651	1		no action	TE38	Secondary	2,000	\$
08-1266	Swains Bridge Road	Tempe	Local Road		obstruction	double pole signpost narrow footpath	-33.9271418	151.1411644	1		review and relocate double pole sign	TE22	Primary	2,000	\$
08-1267	Swains Bridge Road	Tempe	Local Road		obstruction	double pole signpost narrow footpath	-33.918624	151.1408418	1		review and relocate double pole sign	TE27	Secondary	2,000	\$
08-1268	View Street	Tempe	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9266405	151.1380797	1		notify business/property owner	TE34	Primary	2,000	\$
08-1269	View Street	Tempe	Local Road	Strategic Route	obstruction	overhanging vegetation narrow footpath - property	-33.9266563	151.1380578	1		notify business/property owner	TE34	Primary	2,000	\$
SA1	Annandale Street	Annandale	Local Road	Strategic Route	safety issue	potential raised pedestrian crossing - school	-33.877392	151.17283	1		investigate HPAAP implementation	AN27	Secondary	2,000	\$
SA2	Bloch Street	Annandale	Regional Road	Strategic Route	safety issue	potential HPAAP	-33.8818227	151.1717261	1		investigate HPAAP implementation	AN20	Primary	2,000	\$
SA3	Chandler Street	Annandale	Local Road	Strategic Route	safety issue	steep gradient	-33.8856739	151.1748959	1		re-construct footpath pavement	AN29	Secondary	2,000	\$
SA4	Chandler Street	Annandale	Local Road	Strategic Route	safety issue	steep gradient	-33.8861318	151.1728115	1		further investigation required	AN21	Primary	2,000	\$
SA5	Chandler Street	Annandale	Local Road	Strategic Route	safety issue	steep gradient	-33.8861365	151.1728167	1		further investigation required	AN21	Primary	2,000	\$
SA6	Coffin Street	Annandale	Local Road		safety issue	potential raised pedestrian crossing - school	-33.886096	151.1715773	1		install raised pedestrian crossing	AN32	Secondary	2,000	\$
SA7	Johnson Street	Annandale	State Road	Strategic Route	safety issue	poor sight line of waiting pedestrians and crossing	-33.8780172	151.1722303	1		install kerb extension - pair	AN48	Primary	2,000	\$
SA8	Johnson Street	Annandale	Local Road	Strategic Route	safety issue	steep gradient	-33.8833881	151.1732348	1		re-construct footpath pavement	AN72	Primary	2,000	\$
SA9	Rowe Street	Annandale	Local Road		safety issue	poor lighting	-33.877263	151.1761126	1		install new lighting	AN65	Secondary	2,000	\$
SA10	Taylor Street	Annandale	Local Road		safety issue	vegetation obscures pedestrians	-33.882968	151.1746467	1		refer to maintenance	AN68	Secondary	2,000	\$
SA11	Trotter Street	Annandale	Regional Road		safety issue	corner obstructs pedestrian	-33.8772637	151.1743117	1		install pedestrian warning message	AN103	Secondary	2,000	\$
SA12	Trotter Street	Annandale	Regional Road		safety issue	potential raised pedestrian crossing - school	-33.886117	151.1732348	1		install raised pedestrian crossing	AN101	Secondary	2,000	\$
SA13	Trotter Street	Annandale	Regional Road		safety issue	potential raised pedestrian crossing - school	-33.8861388	151.1732348	1		install raised pedestrian crossing	AN109	Secondary	2,000	\$
SA14	Ad Street	Ashfield	Local Road		safety issue	poor sight line between pedestrians and approaching vehicle	-33.8801154	151.1381031	1		specify no stopping signage	AF7	Tertiary	2,000	\$
SA15	Ad Street	Ashfield	Local Road		safety issue	potential raised pedestrian crossing - school	-33.886112	151.1324288	1		install raised pedestrian crossing	AF7	Secondary	2,000	\$
SA16	Ad Street	Ashfield	Local Road		safety issue	potential raised pedestrian crossing - school	-33.8850551	151.1250653	1		install raised pedestrian crossing	AF18	Secondary	2,000	\$
SA17	Brown Street	Ashfield	Local Road		safety issue	potential HPAAP	-33.8893057	151.1385441	1		investigate HPAAP implementation	AF30	Primary	2,000	\$
SA18	Elizabeth Street	Ashfield	Regional Road		safety issue	corner obstructs pedestrians	-33.8863862	151.1250653	1		install pedestrian warning message	AF3	Secondary	2,000	\$
SA19	Elizabeth Street	Ashfield	Regional Road		safety issue	potential HPAAP	-33.8863952	151.1250653	1		investigate HPAAP implementation	AF38	Primary	2,000	\$

Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost	
SA420	Franklin Street	Ashted	State Road	Strategic Route	safety issue	poor drainage	-33.525416	151.1196565	1		refer to maintenance	AF10	Primary	2,000	\$	-
SA421	Mathman Avenue	Ashted	Local Road		safety issue	poor drainage - due to conflicting colour	-33.587471	151.1324213	1		repaint bollards	AF10	Secondary	2,000	\$	1,500
SA422	Prospect Road	Ashted	Local Road		safety issue	potential raised pedestrian crossing - school	-33.888416	151.132148	1		investigate providing pedestrian crossing	PH14	Secondary	2,000	\$	50,000
SA423	Victoria Street	Ashted	Local Road		safety issue	steep crossfall	-33.9032179	151.129443	1		re-construct footpath pavement	AF164	Secondary	2,000	\$	200
SA424	Clansburg Street	Balmann	Local Road		safety issue	vehicles obscure pedestrians	-33.654013	151.175489	1		install kerb extension	BA45	Secondary	2,000	\$	10,000
SA425	Terry Street	Balmann	Local Road		safety issue	corner obscures pedestrians	-33.6544119	151.171254	1		install pavement warning message	BA46	Secondary	2,000	\$	150
SA426	Constitution Road	Clareville Hill	Local Road		safety issue	pedestrian crossing	-33.901519	151.132514	1		investigate providing pedestrian crossing	CH16	Secondary	2,000	\$	15,000
SA427	New Canterbury Road	Clareville Hill	State Road	Strategic Route	safety issue	narrow pedestrian refuge island across busy road	-33.9040175	151.130135	1		re-construct refuge island	CH19	Secondary	2,000	\$	15,000
SA428	New Canterbury Road	Clareville Hill	State Road	Strategic Route	safety issue	poor drainage	-33.905	151.1307448	1		refer to maintenance	CH19	Secondary	2,000	\$	-
SA429	Clareville Street	Clareville	Local Road		safety issue	vehicles obscure pedestrians	-33.893365	151.1715617	1		install no stopping sign and signpost	CH21	Tertiary	2,000	\$	300
SA430	Clareville Street	Clareville	Local Road		safety issue	poor drainage - severe ponding	-33.893365	151.1715617	1		refer to maintenance	CH25	Secondary	2,000	\$	-
SA431	Ward Street	Haberfield	Local Road		safety issue	low visibility to crossing from both approaches	-33.874563	151.1344296	1		install raised pedestrian crossing	HA20	Secondary	2,000	\$	50,000
SA432	Ward Street	Haberfield	Local Road		safety issue	roadlights orientated incorrectly	-33.8789176	151.1343804	1		adjust flood light orientation	HA20	Secondary	2,000	\$	1,000
SA433	Clareville Street	Haberfield	Local Road	Strategic Route	safety issue	potential raised pedestrian crossing - school	-33.8789457	151.1300996	1		install raised pedestrian crossing	HA32	Primary	2,000	\$	50,000
SA434	Ward Street	Haberfield	Local Road		safety issue	potential raised pedestrian crossing - school	-33.874566	151.140362	1		install raised pedestrian crossing	HA32	Secondary	2,000	\$	50,000
SA435	Leichardt Street	Leichardt	State Road		safety issue	potential raised pedestrian crossing point	-33.880173	151.147661	1		investigate providing raised pedestrian crossing	LH30	Secondary	2,000	\$	15,000
SA436	Ward Street	Leichardt	State Road		safety issue	missing refuge island	-33.880444	151.147681	1		install new refuge island	LH30	Secondary	2,000	\$	15,000
SA437	Lund Street	Leichardt	Local Road		safety issue	potential pedestrian crossing point	-33.880554	151.147654	1		investigate providing raised pedestrian crossing	LH37	Secondary	2,000	\$	15,000
SA438	Lund Street	Leichardt	Local Road		safety issue	missing refuge island	-33.880554	151.147677	1		re-construct fence	LH38	Secondary	2,000	\$	150
SA439	Allen Street	Leichardt	Local Road		safety issue	vehicles approach crossing point at speed	-33.880205	151.1521165	1		install kerb extension	LH4	Secondary	2,000	\$	10,000
SA440	Allen Street	Leichardt	Local Road		safety issue	vehicles approach at speed - insufficient deflection	-33.880317	151.152121	1		install new refuge island	LH5	Secondary	2,000	\$	15,000
SA441	Allen Street	Leichardt	Local Road		safety issue	vehicles approach at speed	-33.880374	151.152164	1		install kerb extension	LH5	Tertiary	2,000	\$	10,000
SA442	Allen Street	Leichardt	Local Road		safety issue	vehicles approach at speed - insufficient deflection	-33.880386	151.152164	1		install new refuge island	LH5	Tertiary	2,000	\$	15,000
SA443	Balmann Road	Leichardt	Local Road		safety issue	steep crossfall	-33.8788791	151.1556113	1		re-construct footpath pavement	LH12	Primary	2,000	\$	200
SA444	Balmann Road	Leichardt	Local Road		safety issue	kerb edge/visibility required	-33.8792358	151.1554447	1		install new lighting	LH13	Primary	2,000	\$	-
SA445	Balmann Road	Leichardt	Local Road		safety issue	roadlights orientated incorrectly	-33.8802862	151.1556136	1		adjust flood light orientation	LH13	Primary	2,000	\$	1,000
SA446	Balmann Road	Leichardt	Local Road		safety issue	vehicles approach crossing at speed	-33.8802895	151.1556726	1		install raised pedestrian crossing	LH13	Primary	2,000	\$	50,000
SA447	Clareville Road	Leichardt	Local Road		safety issue	potential raised pedestrian crossing - school	-33.878416	151.155778	1		install raised pedestrian crossing	LH41	Secondary	2,000	\$	50,000
SA448	Clareville Road	Leichardt	Local Road		safety issue	potential raised pedestrian crossing - school	-33.880565	151.155843	1		install raised pedestrian crossing	LH49	Secondary	2,000	\$	50,000
SA449	Clareville Road	Leichardt	Local Road		safety issue	potential raised pedestrian crossing - school	-33.880565	151.1558133	1		install raised pedestrian crossing	LH49	Secondary	2,000	\$	50,000
SA450	Clareville Road	Leichardt	Regional Road		safety issue	poor lighting	-33.880293	151.1558358	1		install new lighting	AN13	Tertiary	2,000	\$	10,000
SA451	Ward Street	Leichardt	Local Road	Strategic Route	safety issue	missing lighting	-33.880295	151.1675444	1		install new lighting	AN113	Secondary	2,000	\$	15,000
SA452	Ward Street	Leichardt	Local Road		safety issue	poor drainage - severe ponding	-33.8772718	151.1575445	1		refer to maintenance	LH170	Secondary	2,000	\$	-
SA453	Ward Street	Leichardt	Local Road		safety issue	poor sight lines to approaching traffic - build out kerb	-33.8776026	151.1571276	1		install kerb extension - part	LH173	Secondary	2,000	\$	20,000
SA454	Thomas Street	Leichardt	Local Road	Strategic Route	safety issue	missing lighting	-33.8802676	151.1481911	1		install new lighting	LW14	Primary	2,000	\$	10,000
SA455	Thomas Street	Leichardt	Local Road	Strategic Route	safety issue	missing lighting	-33.8803413	151.1483427	1		install new lighting	LW14	Primary	2,000	\$	10,000
SA456	Thomas Street	Leichardt	Regional Road		safety issue	potential raised pedestrian crossing - school	-33.880434	151.1481999	1		install raised pedestrian crossing	LW16	Primary	2,000	\$	50,000
SA457	Victoria Street	Leichardt	Local Road		safety issue	potential HPAA	-33.8802721	151.1475876	1		investigate HPAA implementation	LW24	Primary	2,000	\$	15,000
SA458	Ward Street	Leichardt	Local Road		safety issue	vehicles approach crossing at speed	-33.8772571	151.1558113	1		install new speed cushions	MV168	Secondary	2,000	\$	5,000
SA459	Ward Street	Leichardt	Local Road		safety issue	steep crossfall	-33.8771533	151.155843	1		install new lighting	MV169	Secondary	2,000	\$	10,000
SA460	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	steep crossfall	-33.8802934	151.1575445	1		install new lighting	MV181	Secondary	2,000	\$	150
SA461	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	steep crossfall	-33.8771533	151.1575445	1		re-construct footpath pavement	MV192	Primary	2,000	\$	200
SA462	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	corner obscures pedestrians	-33.8771533	151.1575445	1		install pavement warning message	MV193	Primary	2,000	\$	150
SA463	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	corner obscures pedestrians	-33.8771533	151.1575445	1		install pavement warning message	MV193	Primary	2,000	\$	150
SA464	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	vehicles approach crossing at speed	-33.8771533	151.1575445	1		install raised pedestrian crossing	MV193	Primary	2,000	\$	50,000
SA465	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	missing pedestrian crossing signage	-33.8771533	151.1575445	1		install pedestrian crossing signage	MV193	Primary	2,000	\$	200
SA466	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	potential HPAA	-33.8771533	151.1575445	1		investigate HPAA implementation	MV193	Primary	2,000	\$	15,000
SA467	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	missing lighting	-33.8771533	151.1575445	1		install new lighting	MV193	Primary	2,000	\$	10,000
SA468	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	corner obscures pedestrians	-33.8771533	151.1575445	1		install pavement warning message	MV193	Primary	2,000	\$	150
SA469	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	poor lighting	-33.8771533	151.1575445	1		install new lighting	MV193	Primary	2,000	\$	10,000
SA470	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	vehicles approach crossing at speed	-33.8771533	151.1575445	1		install raised pedestrian crossing	MV193	Primary	2,000	\$	50,000
SA471	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	roadlights orientated incorrectly	-33.8771533	151.1575445	1		adjust flood light orientation	MV193	Primary	2,000	\$	1,000
SA472	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	tree obstructs footlight	-33.8771533	151.1575445	1		refer to maintenance	MV193	Primary	2,000	\$	-
SA473	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	vehicles approach crossing at speed	-33.8771533	151.1575445	1		install raised pedestrian crossing	MV193	Primary	2,000	\$	50,000
SA474	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	roadside furniture obstructs sightlines	-33.8771533	151.1575445	1		re-construct pedestrian crossing	MV193	Primary	2,000	\$	5,000
SA475	Ward Street	Leichardt	Local Road		safety issue	missing lighting	-33.8771533	151.1575445	1		install new lighting	MV193	Secondary	2,000	\$	10,000
SA476	Ward Street	Leichardt	Local Road		safety issue	damaged fence obstructs footlight	-33.8771533	151.1575445	1		install new lighting	MV193	Tertiary	2,000	\$	-
SA477	Ward Street	Leichardt	Local Road	Strategic Route	safety issue	corner obscures pedestrians	-33.8771533	151.1575445	1		install new lighting	MV193	Primary	2,000	\$	-
SA478	Ward Street	Leichardt	Local Road		safety issue	corner obscures pedestrians	-33.8771533	151.1575445	1		install new lighting	MV193	Tertiary	2,000	\$	-
SA479	Ward Street	Leichardt	Regional Road		safety issue	poor visibility at pedestrian crossing from kerbside, no warning	-33.8771533	151.1575445	1		install new warning pavement markings	MV193	Primary	2,000	\$	500
SA480	Ward Street	Leichardt	Regional Road	Strategic Route	safety issue	shared path signage conflict	-33.8771533	151.1575445	1		install shared path signage	MV193	Primary	2,000	\$	500
SA481	Ward Street	Leichardt	Local Road		safety issue	shared path signage required	-33.8771533	151.1575445	1		install new shared path signage	MV193	Secondary	2,000	\$	500
SA482	Ward Street	Leichardt	State Road	Strategic Route	safety issue	poor drainage - severe ponding	-33.8771533	151.1575445	1		no action	MV193	Primary	2,000	\$	-
SA483	Ward Street	Leichardt	State Road	Strategic Route	safety issue	pedestrian waiting area too small - narrowed by cafe sea	-33.8771533	151.1575445	1		renew footpath paving	MV193	Primary	2,000	\$	-
SA484	Ward Street	Leichardt	Local Road		safety issue	cars do not give way to pedestrians	-33.8771533	151.1575445	1		install new shared zone signage and H12	MV193	Primary	2,000	\$	500
SA485	Ward Street	Leichardt	Local Road		safety issue	shared path signage conflict	-33.8771533	151.1575445	1		renew and replace shared path signage	MV193	Tertiary	2,000	\$	500
SA486	Ward Street	Leichardt	Local Road		safety issue	poor drainage - severe ponding	-33.8771533	151.1575445	1		install new shared path signage	MV193	Primary	2,000	\$	500
SA487	Ward Street	Leichardt	Regional Road		safety issue	potential HPAA	-33.8771533	151.1575445	1		investigate HPAA implementation	PE18	Primary	2,000	\$	15,000
SA488	Ward Street	Leichardt	State Road	Strategic Route	safety issue	vehicles obscure pedestrians	-33.8771533	151.1575445	1		install no stopping sign and signpost	PE18	Primary	2,000	\$	300
SA489	Ward Street	Leichardt	State Road	Strategic Route	safety issue	poor drainage - severe ponding	-33.8771533	151.1575445	1		refer to maintenance	PE18	Primary	2,000	\$	-
SA490	Ward Street	Leichardt	Local Road		safety issue	missing lighting	-33.8771533	151.1575445	1		install new lighting	PE18	Secondary	2,000	\$	10,000
SA491	Ward Street	Leichardt	Local Road		safety issue	corner obscures pedestrians	-33.8771533	151.1575445	1		install pavement warning message	RO17	Secondary	2,000	\$	150
SA492	Ward Street	Leichardt	Local Road		safety issue	potential HPAA	-33.8771533	151.1575445	1		investigate HPAA implementation	RO17	Primary	2,000	\$	15,000
SA493	Ward Street	Leichardt	Local Road		safety issue	refuge island provides no protection from traffic	-33.8771533	151.1575445	1		install new refuge island	RO17	Secondary	2,000	\$	15,000
SA494	Ward Street	Leichardt	Local Road		safety issue	refuge island provides no protection for pedestrians	-33.8771533	151.1575445	1		install new refuge island	RO17	Secondary	2,000	\$	15,000
SA495	Ward Street	Leichardt	Regional Road		safety issue	steep crossfall	-33.8771533	151.1575445	1		re-construct footpath pavement	RO17	Secondary	2,000	\$	200
SA496	Ward Street	Leichardt	Local Road		safety issue	missing lighting	-33.8771533	151.1575445	1		install new lighting	RO17	Primary	2,000	\$	10,000
SA497	Ward Street	Leichardt	Local Road		safety issue	potential raised pedestrian crossing - school	-33.8771533	151.1575445	1		install raised pedestrian crossing	RO17	Primary	2,000	\$	50,000
SA498	Ward Street	Leichardt	Local Road		safety issue	potential HPAA	-33.8771533	151.1575445	1		investigate HPAA implementation	RO17	Primary	2,000	\$	15,000
SA499	Ward Street	Leichardt	Local Road		safety issue	potential raised pedestrian crossing - school	-33.8771533	151.1575445	1		install raised pedestrian crossing	RO17	Secondary	2,000	\$	50,000
SA500	Ward Street	Leichardt	Local Road		safety issue	poor drainage - severe ponding	-33.8771533	151.1575445	1		refer to maintenance	RO17	Secondary	2,000	\$	-
SA501	Ward Street	Leichardt														



Issue ID	Street	Suburb	Classification	Strategic Route	Category	Issue	Latitude	Longitude	Quantity	Length	Recommendation	Segment ID	Segment Hierarchy	Treatment Priority	Cost
SA102	Sainsbury Road	Rammore	Regional Road		safety issue	poor drainage - severe ponding	-33.891478	151.1389315	1		refer to maintenance	SA44	Secondary	LOW	\$ -
SA103	Sainsbury Road	Rammore	Regional Road		safety issue	poor drainage - severe ponding	-33.8914252	151.1375225	1		refer to maintenance	SA44	Secondary	LOW	\$ -
SA104	Carlton Crescent	Summer Hill	Regional Road	Strategic Route	safety issue	strip control	-33.8963579	151.1389348	1		further investigation required	SA3	Primary	LOW	\$ -
SA105	Greenway	Summer Hill	Local Road	Strategic Route	safety issue	trip hazard - empty barrel lighting	-33.8914716	151.1440446	1		repair bollard	SA32	Tertiary	LOW	\$ 2,500
SA106	Greenway	Summer Hill	Local Road	Strategic Route	safety issue	missing lighting	-33.8914563	151.14406	1		install new lighting	SA32	Tertiary	LOW	\$ 10,000
SA107	Anderson Street	Summer Hill	Local Road		safety issue	potential raised pedestrian crossing - school	-33.896219	151.134579	1		install raised pedestrian crossing	SA36	Secondary	LOW	\$ 80,000
SA108	Junction Road	Summer Hill	Local Road		safety issue	potential raised pedestrian crossing - school	-33.896345	151.136301	1		install raised pedestrian crossing	SA43	Secondary	LOW	\$ 80,000
SA109	Junction Road	Summer Hill	Local Road		safety issue	corner obscures pedestrians	-33.895391	151.137154	1		install pavement warning message	SA39	Secondary	LOW	\$ 150
SA110	Lakely Street	Summer Hill	Local Road		safety issue	traction issues when wet	-33.8916917	151.139101	1		no action	SA49	Primary	LOW	\$ -
SA111	Prospect Road	Summer Hill	Local Road		safety issue	road hump used as crossing	-33.9000634	151.1330099	1		install pedestrian fencing	SA63	Secondary	LOW	\$ 7,500
SA112	Prospect Road	Summer Hill	Local Road		safety issue	missing pedestrian barriers	-33.896438	151.132114	1		install landscaping barriers	SA11	Tertiary	LOW	\$ 750
SA113	Prospect Road	Summer Hill	Local Road		safety issue	replace refuge island	-33.89157	151.132434	1		install new refuge island	SA65	Secondary	LOW	\$ 15,000
SUBTOTAL (LOW) \$															4,846,980
PROJECT TOTAL \$															13,930,060



**Item No:** LTC0421(1) Item 6

**Subject:** TRAFFIC ASSESSMENT ON THE ASHFIELD AQUATIC CENTRE(160-178 ELIZABETH STREET, ASHFIELD)  
(GULGADYA-LIECHHARDT WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

**Prepared By:** Boris Muha - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

A Notice of Motion was raised at Council's meeting held on 9 March 2021 reading as follows:

**‘THAT as a matter of urgency, given the major impact the new Ashfield Pool is having on traffic, parking and safety, that this be referred to the Local Traffic Committee and be reported to an Ordinary Council meeting in May 2021.’**

In response to the above, the following report accounts for the operation of the carparks associated with the new Ashfield Aquatic Centre, and the traffic flow, pedestrian and parking activity within the carparks and that of the adjacent roads as a result of the newly developed Ashfield Aquatic Centre.

Similarly, the report entails what measures have been incorporated and/or will be incorporated to address certain impacts on traffic, parking and safety. A Road Safety Audit will also be carried out to assess the measures incorporated and determine if further mitigating actions are required if necessary.

Traffic Committee approval is sought on regulatory measures on-road to support various actions required for improved operations and traffic safety around the Ashfield Aquatic Centre.

## RECOMMENDATION

### THAT:

1. The report be received and noted;
2. Double barrier (BB) centrelines be extended from the pedestrian crossing in Elizabeth Street (east of Etonville Parade) all the way to the signalised intersection of Elizabeth Street and Frederick Street, Ashfield;
3. ‘All Traffic Left’ and ‘No Right Turn’ be introduced at the Elizabeth Street driveway coming off the car park at the corner Frederick Street/Elizabeth;
4. ‘No Entry’ be placed at the Frederick Street driveway coming off the carpark at the corner of Fredrick Street/Elizabeth Street; and
5. ‘No Parking’ be signposted around the dead end (turn around) area of Bastable Street as shown in Attachment 4.

## BACKGROUND

The old Ashfield Pool was closed in early 2018 to enable investigations and preparatory work for redevelopment of the new facility. The new Ashfield Aquatic Centre (AAC), was formally opened in September 2020, and provides for new Olympic, water polo and children leisure pools with landscape community green space. Café, change areas, gym, staff and retail space are also provided.

In addition to the above works, 2 car parking facilities either side of the AAC provide for a total of approximately 194 parking spaces.

## FINANCIAL IMPLICATIONS

Additional improvement measures associated with the Ashfield Aquatic Centre will be funded under the Project for the ACC.

## OTHER STAFF COMMENTS

### Site location and road Network.

The ACC is located and bounded between Frederick Street, Elizabeth Street (between Frederick Street & Bastable Street), and Bastable Street, Croydon. Frederick Street is a State Road carrying over 25,000 vehicles per day (vpd). The above section of Elizabeth Street is a Local-Collector Road, having around 9600 vpd, and linking travel from Burwood to Ashfield. Bastable Street is a local dead-end street serving mainly resident access and having around 100-150 vpd. Frederick Street has a speed limit of 60 km/h, whilst Elizabeth Street and Bastable Street has a speed limits of 50km/h. General speeding in the area is considered well within or in tolerance of the speed limits

### Car park operations and pedestrian safety in Elizabeth Street.

- The carpark reconstructed to the corner of Elizabeth Street and Frederick Street is the smaller of the 2 carparks with approximately 70 spaces for car parking. 2-way access is provided (and maintained as previously) off Elizabeth street, near Frederick Street. This carpark for purpose of identification is referred to as the Frederick Street car park.
- The Frederick Street carpark is designed and approved under DA to allow private bus access through the carpark during school carnival events. Buses are guided and assisted under traffic control to a designated marked drop-off and pick up area adjacent to a shared zone next to disabled parking. Children are supervised and held by teachers/carers in the zone till directed to be led to and from the pool and bus. Buses are only permitted to exit and turn left out only into Frederick Street, from that of a newly constructed driveway off Frederick Street under agreement with the former RMS (now under TfNSW). **See Bus template movements Attachment 1.**
- The driveway off Frederick Street is bollarded off and not used by the general public. The bollards can be removed for buses to come out and be directed to turn left.
- School carnival bus activity is generally concentrated around the summer period between late September to early March. Swim school activities occur in Term 4. Children for swim school can come in smaller commuter buses that can access through the other (Bastable Street) carpark without need of traffic control.
- Bus parking on-street outside the AAC is not considered a safe option with buses likely causing sight view interference or distraction to a crossing outside the pool entry, and/or pose conflict or friction with passing traffic. Elizabeth Street is relatively narrow approximately 10 metres in width kerb to kerb. Parking is not permitted in Elizabeth Street between the crossing and Frederick Street.
- Buses using the Frederick Street carpark would be led straight out onto a State Road, rather than park in Elizabeth Street and then move west thereof through the narrow confined areas of the local street network.

- The carpark to the corner of Bastable Street and Elizabeth Street is the larger of the 2 carparks. It originally had 2-way access off Elizabeth Street at Etonville Parade. This carpark has been increased in capacity by around 100% (60 to 124 car parking spaces). The new carpark has been designed under DA condition to have vehicular entry only from Elizabeth Street and exit via the side street known as Bastable Street. Under DA traffic assessment by TEF Consulting (report dated 14/11/2017) it was advised and quoted that:

*'This arrangement will reduce delays, queing and the number of conflict points at the Elizabeth Street/Etonville Parade intersection, thus significantly improving safety and traffic flow through the carpark.*

*Outgoing vehicles will exit via Bastable Street, therefore exiting vehicles will experience an improvement in safety as they will now leave through a T-Intersection instead of a 4-leg intersection.'* Etonville Parade is considered the fourth leg opposite the driveway across Elizabeth Street.

- Council at its meeting dated 28 April 2020 approved the detail plans on the upgrade of the pedestrian crossing in Elizabeth Street under DA requirements for improved pedestrian safety in the area. The crossing has since been constructed and upgraded satisfactorily with kerb island blistering to narrow the path of the crossing, and provide various associated signs and marking to TfNSW requirements.

## Main items of concern.

### 1. Frederick Street carpark

- There is congestion and conflict/hazard with vehicles accessing the driveway to the Frederick Street carpark off Elizabeth Street near the traffic signalised intersection of Frederick Street and Elizabeth Street. Vehicles turning right from the driveway, either wait longer periods of time to enter the main stream of traffic heading eastbound and queuing at the lights, or turn right into the queue in an unsafely manner.
- There is also a conflict and hazard between vehicles and pedestrians (pool patrons) walking from the carpark and through the driveway to reach the Pool entry off Elizabeth Street.
- Buses at the moment cannot enter the Frederick Street carpark as the driveway (off Elizabeth Street) was constructed too narrow in width

To address the above concerns for the Frederick Street carpark.

- **Modifications** will be made to widen and further splay out the ends of the driveway to allow buses and cars to enter safely close to the kerb and within the southern road carriageway of Elizabeth Street. Congestion and hazard around the driveway would be reduced upon this action.
- **Modifications** will be made to construct an internal footpath through a landscaped area to the front of the AAC, thereby allowing pool patrons to avoid walking through the driveway access.
- **Modifications** will be made to narrow the landscaped area to the west side of the main aisleway of the carpark, to guide pool patron along a marked path to reach the new internal footpath above.
- **Modifications** (with signs and markings) will be made to provide left turn out only from the carpark into Elizabeth Street. This will prevent the right turn movement out on safety reasons as explained above, and avoid or minimise vehicular conflict/congestion at the driveway. The Bastable Street carpark further west can be used in alternative to attending the pool, permitting motorists to turn right into Elizabeth Street from Bastable Street, if not desiring to turn left and detour around the area.



Traffic can generally queue back in Elizabeth Street as far back as Croydon Road in peak time. This is unavoidable as a result of the nature and operation of the signals at Frederick Street.

Investigations during Summer midday and PM peak periods on Wednesday 2/12/2020 (3 to 4pm) and Sunday 29/11/2020 (1 to 2pm), identified respectively some 54-66 vehicles entering the Frederick Street carpark, with 33-46 vehicles exiting left and 21-16 exiting right. Left turns out account for a majority (approximately 60-75%) of vehicles exiting out of the carpark in Elizabeth Street. It is considered that the remaining number of right turn vehicles could easily turn left and detour around the surrounding streets, or elect to use the Bastable Street carpark.

- Any further signs and linemarking in the carpark will follow with the modification works.

**See Attachment 2 and 3 for modification works and signs and line marking for the Frederick Street carpark.**

## 2. Bastable Street carpark.

- There is additional traffic in Bastable street, with the carpark exit off Bastable Street. Traffic enters and uses the exit to enter the carpark. Vehicles turn onto private driveways to reverse and turn out of Bastable Street.
- Patrons and staff park in Bastable Street particularly on weekdays when the carpark restrictions are only 2 hours in limit (2P). Pool patrons do not have enough time to attend swim and gym activities under 2P restrictions of the carpark. The tendency is then to park on-street in the unrestricted parking zones. Parking in the carpark on weekends is restricted to 4P.
- There is confusion and conflict/hazard with vehicles accessing the carpark in a 2-way manner off Elizabeth Street.
- There is increased parking on-street with residents not able to access their driveways.

To address the above concerns/complaints for the Bastable Street carpark.

- Signs have since been installed to rectify the problem for vehicles to enter only from Elizabeth Street and exit via Bastable Street. Arrow markings are to follow to reinforce the directional flow of traffic in the carpark, and avoid any further confusion. **See Attachment 3.**
- Bastable Street is a dead end local street approximately 7.7m wide and some 100m long. It has low traffic volumes, only servicing resident access. The Bastable Street carpark exit is placed as far north as possible (some 40 metres to the south of Elizabeth Street) to minimise the impact upon the street environment. Traffic consultant figures under the DA estimated peak generation around 55vph leading out of the exit, and some 5-10 vph under prior existing condition for the street. The street to the south of the exit has unrestricted parking to both sides, whilst to the north of the exit, unrestricted parking is only to the western side, A long length of driveway serving the corner units 182 Elizabeth Street, prevents parking to eastern side. thereby allowing wider road clearance for added traffic movement in that section of the street. Although noticeable, any added traffic within the northern section of Bastable Street, would be considered well within the environmental and acceptable capacity of the street (normally around 200 vehicles per hour.)
- 'No Through Road' and advisory 'No Entry to Ashfield Aquatic Centre from Bastable Street' signs exist at the corner of Elizabeth Street to deter any entry to the car park from the street and prevent through traffic entry. Further directional or guidance signage could be considered.
- Parking is controlled with statutory 10 metres of 'No Stopping' to both corner ends of Bastable Street at the intersection of Elizabeth Street.

- Parking to this point of time appears orderly, and vehicles are capable of negotiating right turn exit from the carpark into Bastable Street.
- 'No Stopping/No Parking' could be applied at the end of the street to assure and better allow vehicles to negotiate to turn around at the end of the street and head back to Elizabeth Street, rather than rely on driveways to turn around.

3. Other improvements for action or consideration to parking.

- As an additive safety measure, <LOOK> markings will be placed at both sides of the crossing in Elizabeth Street to make pedestrians aware to view both oncoming and opposing traffic, particular when cars queue back up to the crossing from Frederick Street.
- Council management would be requested to consider if carpark restrictions could be lifted to 3P, enough to allow increased time for patrons attending the pool, but sufficient in time to deter commuter parking.
- A Road Safety Audit will also be carried out to assess the measures incorporated and determine if further measures are required if necessary.
- Council conducted a Resident Parking Scheme (RPS) survey in the Croydon area back in February 2020 prior to the completion of the Aquatic Centre (which opened September 2020). Feedback showed low support at the time. Council resolved that a review, if necessary, would not be conducted at least until February 2022.
- The parking would be further monitored in the meantime to determine, if necessary, other parking control measures (e.g. further 'No Stopping' clearance to corners, or driveway lines if requested by residents to clear parking off driveway). This would similarly apply for the other nearby surrounding streets with no parking restrictions.

4. Actions recommended for approval.

The following are on-road regulatory measures in support of traffic and safety improvements around the Ashfield Aquatic Centre that are recommended for approval:

- BB centreline (in lieu of existing central separation lines) will be extended in Elizabeth Street from the crossing right up to Frederick Street. **See Attachment 2.** This aims to prevent vehicles waiting in the eastbound traffic queue from cutting over the centre of the road and then travel down the wrong side of the road to turn right into the Frederick Street carpark. Vehicles coming from the west of Elizabeth Street can better make use of the Bastable Street carpark and turn right more safely into this (Bastable Street) carpark. Right turners from Elizabeth Street into the driveway of the Frederick Street carpark are low in number. The Road Rules can permit vehicles in this circumstance to cross the double centre line into a driveway.
- 'All Traffic Left' and 'No Right Turn' be introduced at the Elizabeth Street driveway off the car park at the corner Frederick Street. The 'No right turn' is to supplement the 'All Traffic Left out' into Elizabeth Street from the Frederick Street carpark, for road safety reasons as explained in point 1 above.
- 'No Entry' be placed at the Frederick Street driveway off the carpark at the corner of Frederick Street/Elizabeth Street. This was required by the RMS during assessment of the DA to prevent carpark entry off Frederick Street.
- 'No Parking' be signposted around the dead end (turn around) area of Bastable Street, as explained in point 2 above and shown in **Attachment 4.**

## PUBLIC CONSULTATION

Not required. Any modifications are mainly related to the internal carparks to abide to DA Conditions, or to improve traffic and pedestrian safety around the AAC. No on-street parking is affected under these reported measures.

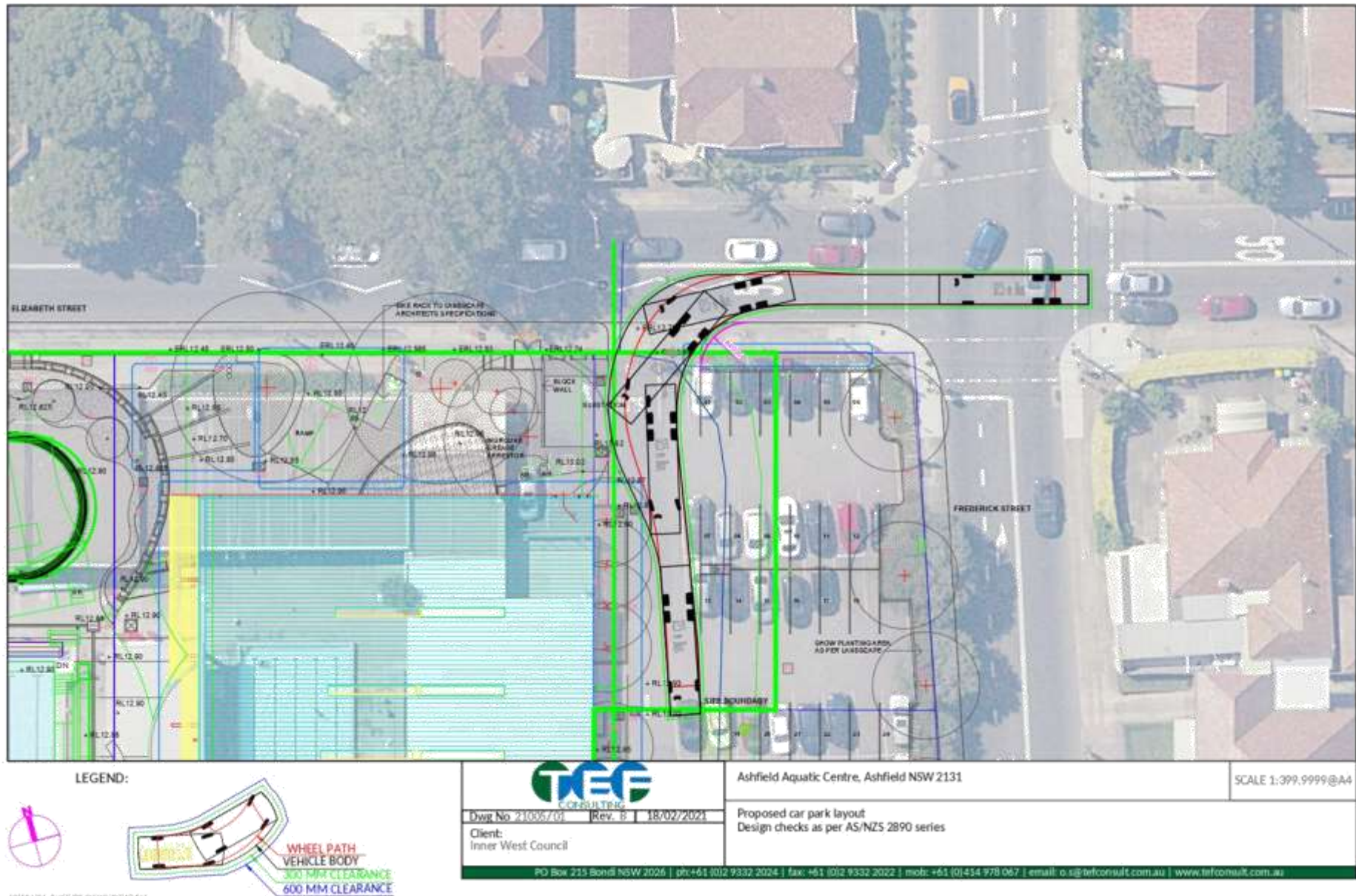
Normally dead end or cul-de-sacs to streets should provide appropriate and clear turn around area. The 'No Parking' as proposed to the dead end of Bastable Street as shown in **Attachment 4** is to reinforce this requirement. Residents at the end of the street will be notified of the action once approved by the Traffic Committee, and prior to installation of signposting.

## CONCLUSION

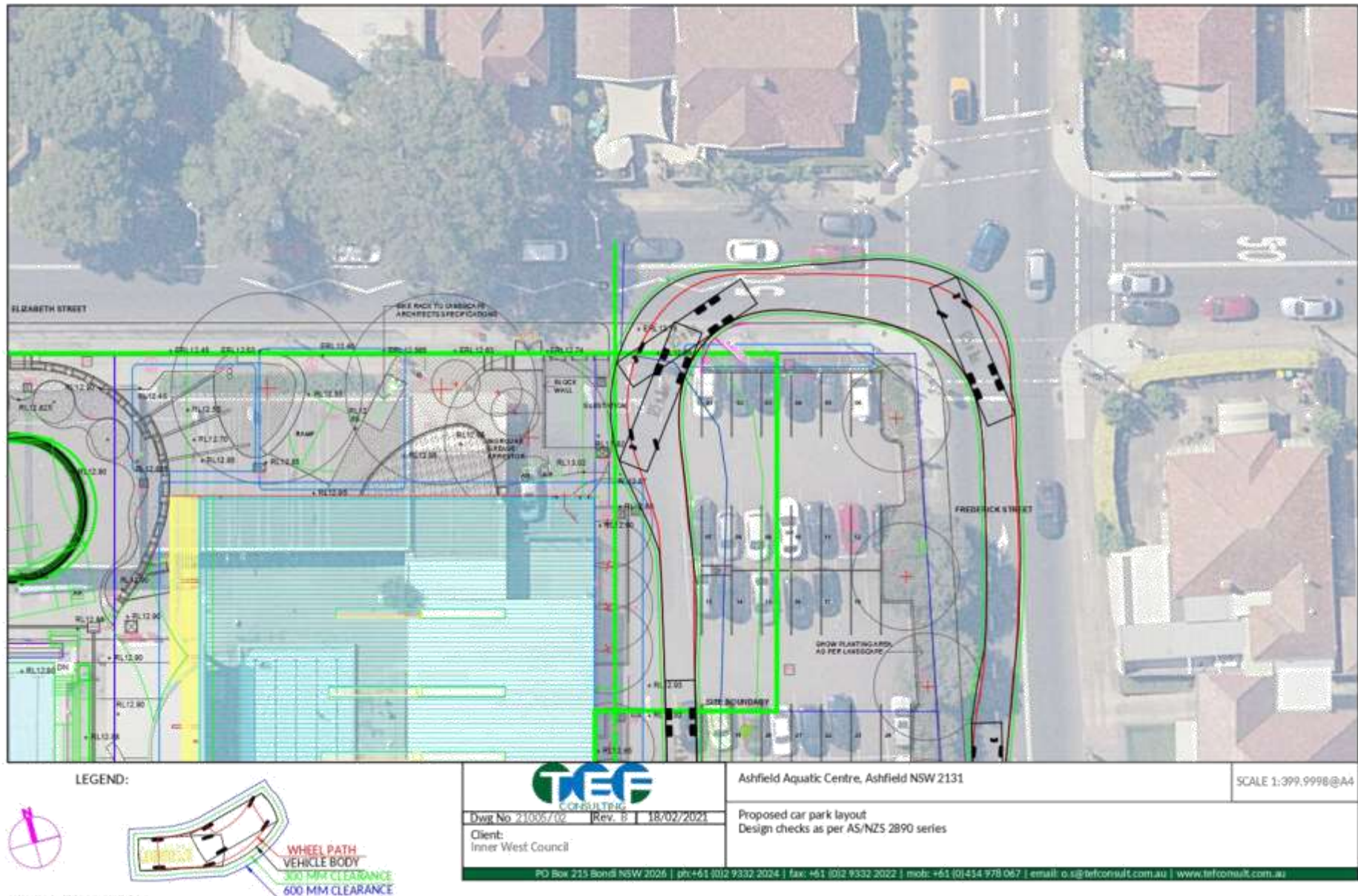
## ATTACHMENTS

1. [↓](#) Bus template movements-Frederick Street carpark.
2. [↓](#) Modifications to the Frederick Street carpark.
3. [↓](#) Plan modification-signs and linemarking.
4. [↓](#) Proposed 'No Parking' in Bastable Street.

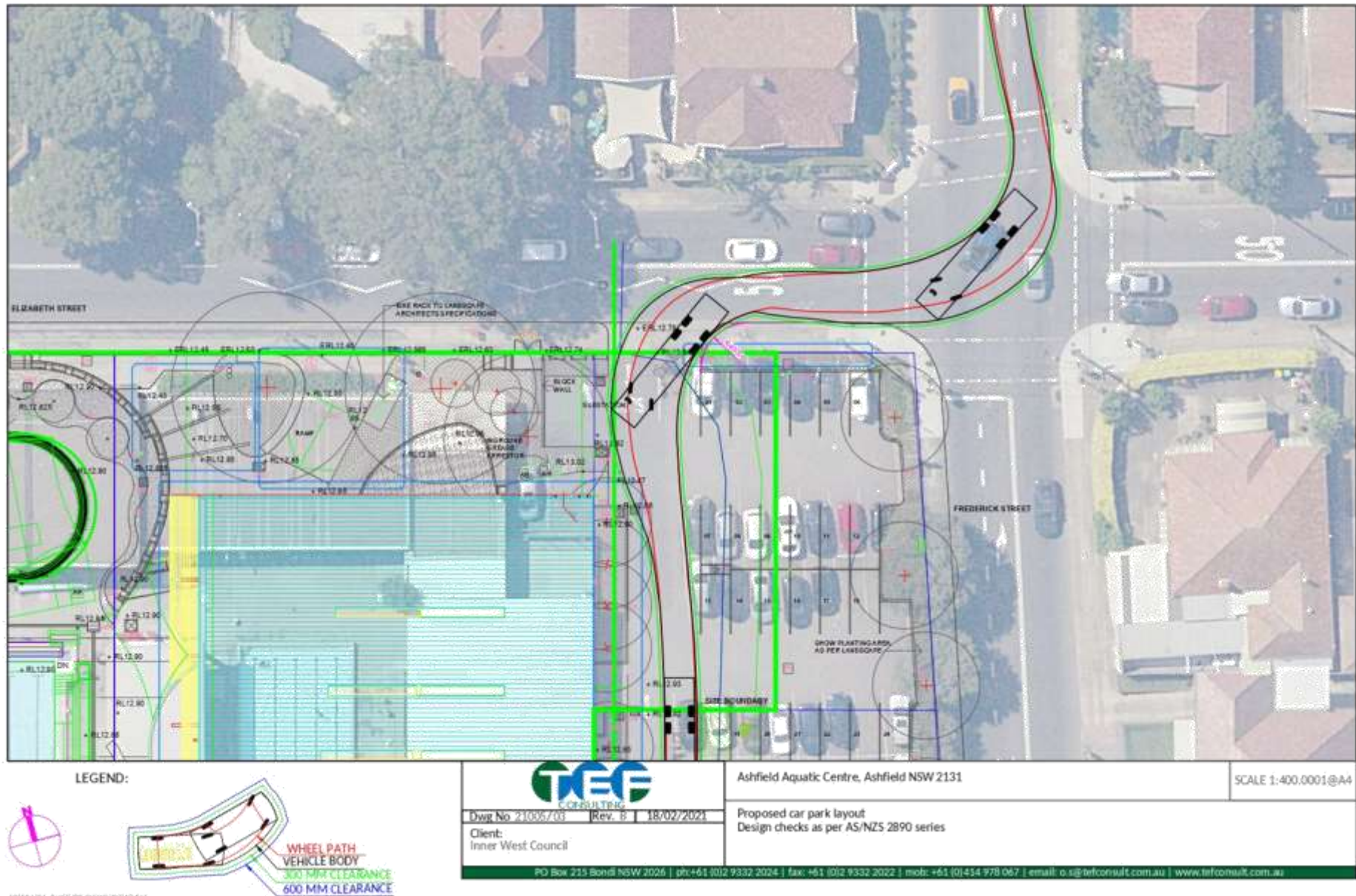




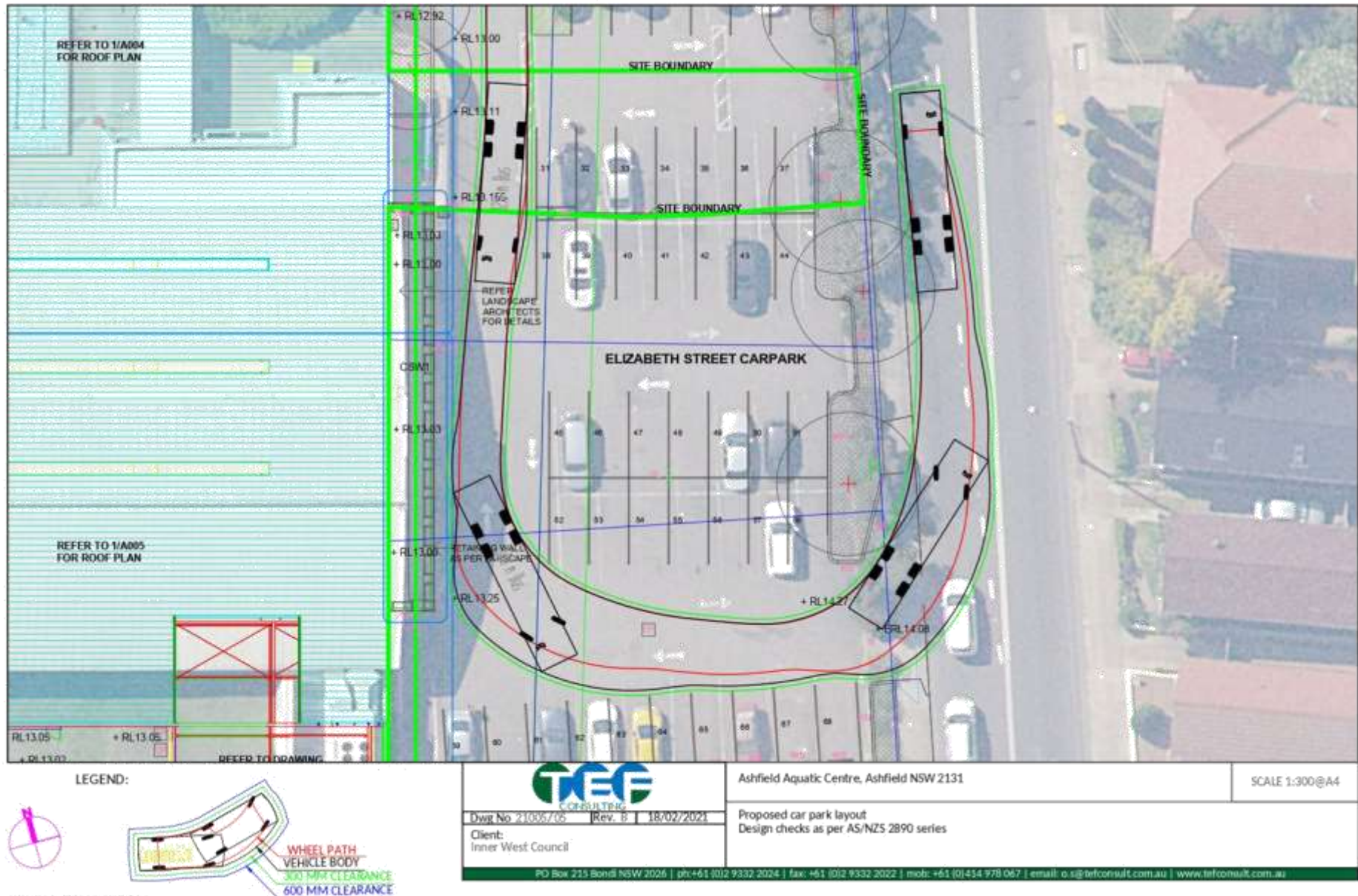










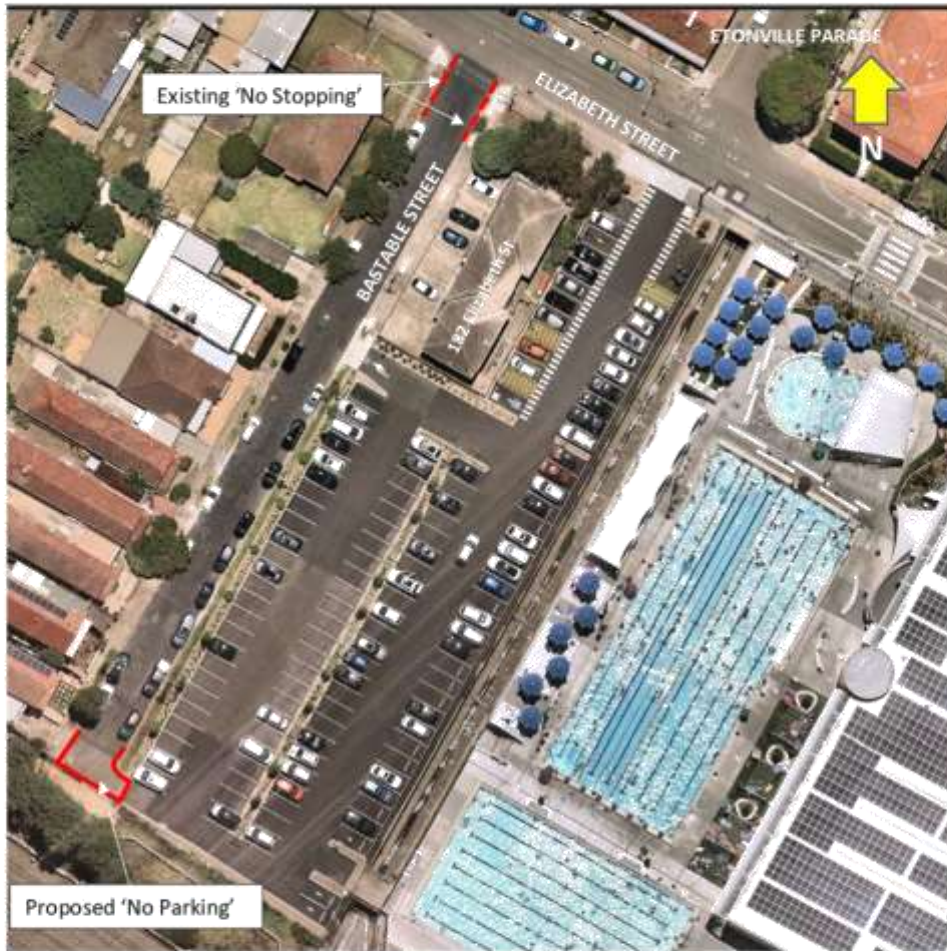












Item 6

Attachment 4

**Item No:** LTC0421(1) Item 7

**Subject:** 168 NORTON STREET (BETWEEN CARLISLE STREET AND MACCAULEY STREET), LEICHHARDT - ROAD OCCUPANCY (GULGADGA - LEICHHARDT/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

**Prepared By:** David Yu - Engineer - Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has received an application from Growth Built Pty Ltd for approval of a temporary full road closure of Norton Street (in front of 168 Norton Street), between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Wednesday, 2 June to 5:00am Thursday, 3 June 2021 (with a contingency period of four weeks) for dismantling of a tower crane at 168 Norton Street, Leichhardt.

## RECOMMENDATION

**THAT the proposed temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt from 9:00pm Wednesday, 2 June 2021 to 5:00am Thursday, 3 June 2021 (with a contingency period of four weeks – only between Sundays and Wednesdays) be approved for dismantling of a tower crane at 168 Norton Street, Leichhardt subject to, but not limited to, the following conditions:**

- 1. A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;**
- 2. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
- 3. All affected residents and businesses, including, Transit Systems, STA, NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
- 4. The occupation of the road carriageway must not occur until the road has been physically closed.**

## BACKGROUND

Council has received an application from Growth Built Pty Ltd for the approval of a temporary full road closure of Norton Street, between Carlisle Street and Macauley Street, Leichhardt. The proposed works was reported at the 15 March 2021 Local Traffic Committee meeting.

However, the applicant has changed the proposed work date due to unforeseen poor weather conditions.

The modified dates for the works are from 9:00pm Wednesday 2 June 2021 to 5:00am Thursday 3 June 2021 (with a contingency period of four weeks). This road closure application is sought for dismantling of a tower crane at 168 Norton Street, Leichhardt.

The Traffic Control Plan (TCP) and vehicle detour route submitted with the application is available in **Attachment 1**.

Transit Systems have been advised of the road closure and will detour buses (routes 437 & 440) on Norton Street via Allen Street, Flood Street and Marion Street.

### **FINANCIAL IMPLICATIONS**

Under Council's Fees & Charges, the applicant is to pay a fee for the temporary full road closure.

### **PUBLIC CONSULTATION**

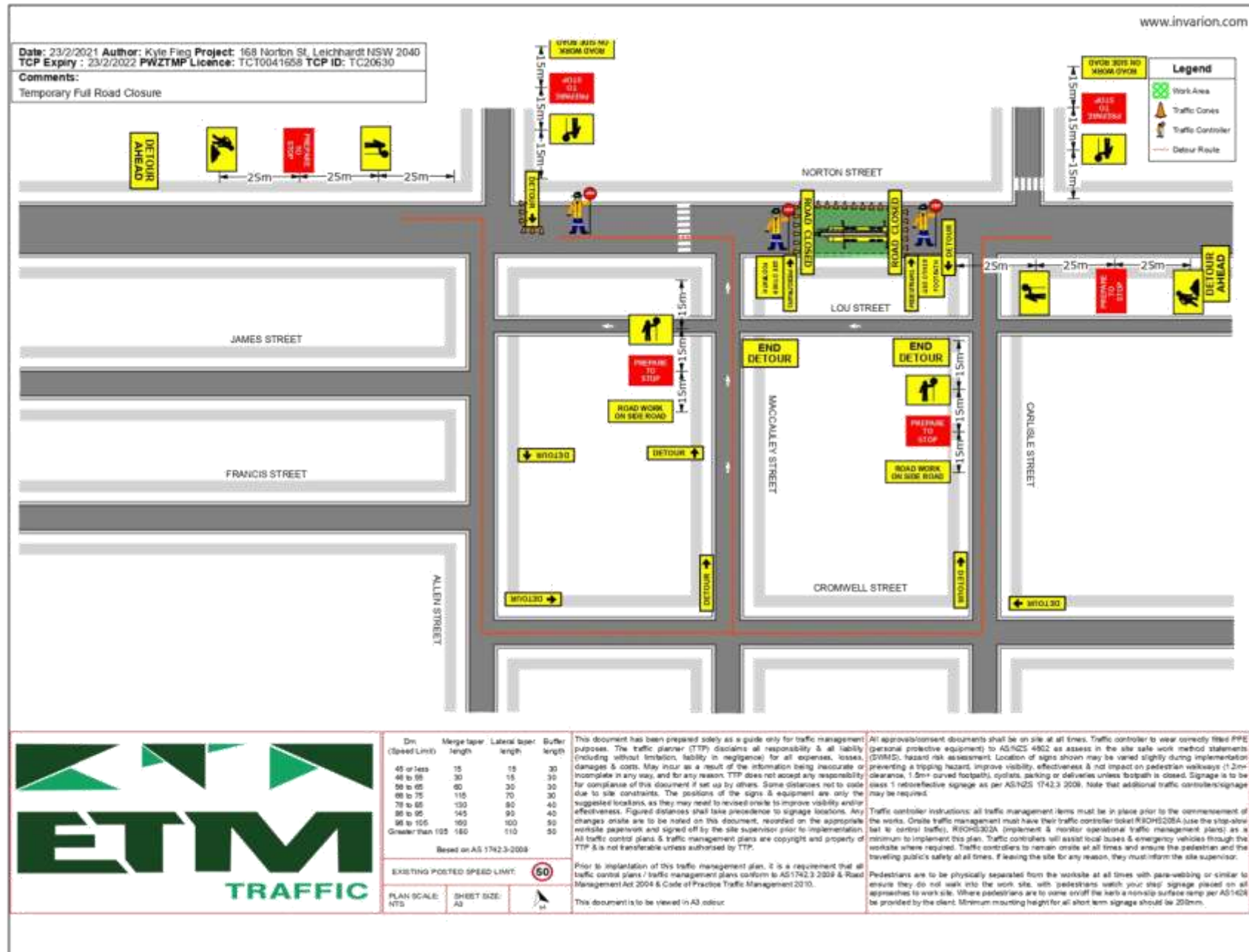
The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

The proposed road closure is currently advertised on Council's website in accordance with the Roads Act 1993.

### **ATTACHMENTS**

1. [↓](#) Traffic Control Plan - 168 Norton Street, Leichhardt





**Item No:** LTC0421(1) Item 8

**Subject:** SYDNEY METRO WEST, POWER ENABLING WORKS - FULL ROAD CLOSURES (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

**Prepared By:** David Yu - Engineer - Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Council has received an application from Quickway Constructions for approval of temporary full road closures at various locations and stages in Rozelle, as part of the Sydney Metro West Power Enabling Works. This approval is for the overarching road closures as part of CTMP 1 (Manning Street to Darling Street), CTMP 2 (Darling Street), CTMP 3 (Merton St to Mullens Street) and CTMP 4 (Mullens St to The Bays Station).

The road closures start on 31 May 2021 and last road closures end on 9 January 2022 (with a contingency period of 2 weeks for all closures) for civil construction works, trenching, conduit installation, cable pulling, restorations and associated works.

## RECOMMENDATION

**THAT the proposed temporary full road closures as part of the Sydney Metro West, Power Enabling Works in Rozelle from starting on 31 May 2021 to 9 January 2022 (with a contingency period of two weeks for each stage) be approved for civil construction works, trenching, conduit installation, cable pulling, restorations and associated works:**

1. **A Traffic Management Plan (TMP) for the attached Traffic Control Plan (TCP) be submitted to TfNSW prior to the start of works;**
2. **A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
3. **All affected residents and businesses, including, Transit Systems, STA, NSW Police Area Command, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary full road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders; and**
4. **The occupation of the road carriageway must not occur until the road has been physically closed.**

## BACKGROUND

Council has received an application from Quickway Constructions for approval of temporary full road closures at various locations and stages in Rozelle, as part of the Sydney Metro West Power Enabling Works. This approval is for the overarching road closures as part of CTMP 1 (Manning Street to Darling Street), CTMP 2 (Darling Street), CTMP 3 (Merton St to Mullens Street) and CTMP 4 (Mullens St to The Bays Station).

The temporary road closure locations, as part of the CTMPs are detailed below.

CTMP 1 (Manning Street to Darling Street):

- Callan Street (Appendix C)
- Callan Street/ McCleer Street intersection (Appendix D)
- McCleer Street (between Callan Street and Springside Street) (Appendix E)
- McCleer Street (between Springside Street and Moodie Street) (Appendix F)
- Moodie Street/ Waterloo Street intersection (Appendix G)
- Waterloo Street/ Darling Street intersection (Appendix I)

CTMP 2 (Darling Street):

- Merton Street/ Darling Street intersection (Appendix H)
- Darling Street (south) (Appendix H)
- Darling Street (north) (Appendix H & J)

CTMP 3 (Merton Street to Mullens Street):

- Merton Street (Appendix N)
- Merton Street/Darling Street intersection (Appendix K & L)
- Cross Street (Appendix O)
- Napoleon Street (Appendix P)
- Mansfield Street (Appendix Q)
- Mansfield Street (Appendix R)

CTMP 4 (Mullens Street to The Bays Station):

- Mansfield Street/ Mullens Street intersection (Appendix M & S)

The road closure duration and timelines of the above works are detailed in Appendix B of the Construction Traffic Management Plan (CTMP).

The road closure is proposed to start on 31 May 2021 and last road closures to end by 9 January 2022 (with a contingency period of 2 weeks for all closures) for civil construction works, trenching, conduit installation, cable pulling, restorations and associated works.

The Construction Traffic Management Plan (CTMP) and the Traffic Guidance Schemes (TGS) submitted with the application is available in **Attachment 1**.

## FINANCIAL IMPLICATIONS

Nil

## PUBLIC CONSULTATION

The applicant is to notify all affected residents and businesses in writing at least 7 days prior to the commencement of works.

The proposed road closure is currently advertised on Council's website in accordance with the Roads Act 1993.

## ATTACHMENTS

1. [Construction Traffic Management Plan - Sydney Metro West Power Enabling Works](#)





## Sydney Metro West, Power Enabling Works

### Inner West Council Roads

### Local Traffic Committee Proposal (LTCP)

## Full Road Closure Proposals

3869-SMW-LTCP-001

Revision 0.2

8 April 2021

DOCUMENT CONTROL & APPROVAL			PROJECT NO. 3869		
ISSUE	DATE	ISSUE DETAILS / REMARKS	AUTHOR	CHECKED	APPROVED
Draft A	31/03/2021	Initial issue for SM internal review	J.Maltese	S.McMichael	-
0.0	01/04/2021	SMW comments amended. Finalised for issued to IWC.	J.Maltese	S.McMichael	D.Leyden
0.1	07/04/2021	Appendix B timeline minor updates only	J.Maltese	S.McMichael	D.Leyden
0.2	08/04/2021	Appendix B timeline minor updates	J.Maltese	S.McMichael	D.Leyden

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## 1. Introduction

### 1.1 Project Background

Sydney Metro is Australia's biggest public transport program comprising four main packages of work. Sydney Metro West (SMW), is a critical part of this overall program extending from Westmead to 'The Bays' site in Rozelle, this package aims to:

- provide faster more reliable public transport options between Greater Parramatta and the Sydney CBD;
- double the existing rail capacity between Parramatta and Sydney CBDs;
- support growing residential and employment zones between Westmead and The Bays; and
- allow for better public transport transfers between rail lines.

SMW would be located largely underground in twin tunnels. Excavation of the tunnels and underground stations will be undertaken by a combination of Road-headers (RHs) and Tunnel Boring Machines (TBMs) both of which have significant electrical power supply demands. The power demands are of a magnitude that can only be provided to each worksite via a High Voltage (HV) feeder.

To be able to achieve this, a 33kv power supply needs to be provided to the future Metro Bays Station precinct to enable the TBM to be energised and commissioned. This temporary construction power feed will also provide the operational bulk supply power to the station and rail line after completion of the tunnelling.

### 1.2 Scope of Works

#### 1.2.1 The Bays / Rozelle 33kV

The scope of works for The Bays 33kV feeder supply include but not limited to:

- Mobilisation, site set-up
- Project planning, approvals, stakeholder management
- Service locating, potholing, investigations
- Traffic control, pedestrian management
- HDD bore underneath Victoria Rd
- Bed bore underneath Sydney Water culvert on Robert St.
- Remove decommissioned Ausgrid 132kV cable
- Trench excavation, conduit installation, backfilling
- Supply and install pad-mounted high voltage customer kiosk (HVC)
- Cable installation, jointing
- Permanent restorations and handover

The alignment of the 33kV feeder route is within road carriageways for the entire project alignment as shown in [Figure 1](#).



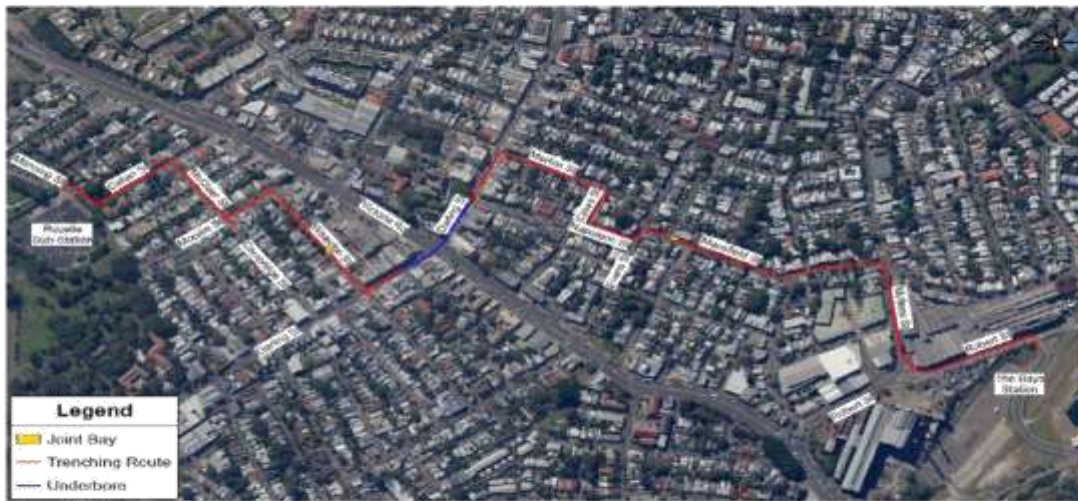


Figure 1 Rozelle 33kV feeder alignment

## 2. Construction Traffic Management – Structure & Breakdown

All construction traffic management and Construction Traffic Management Plans (CTMPs) will have overarching traffic management principles. This overall governance document will the conditions of approval, general requirements of traffic management. The CTMP structure is represented by [Figure 3](#).

The Rozelle 33kV feeder works will be divided into a total of four (4) areas for Construction Traffic CTMPs. The areas are shown in [Figure 2](#). CTMPs will be provided for Inner West Council consultation and approval, along with Customer Journey Planning (CJP) approval. The works will not occur sequentially, there will be multiple work-fronts that are concurrently working.

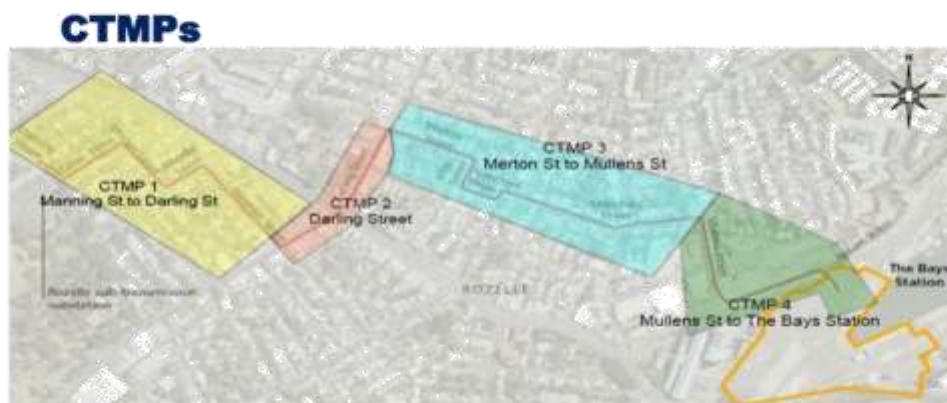


Figure 2 Areas of CTMPs across project alignment

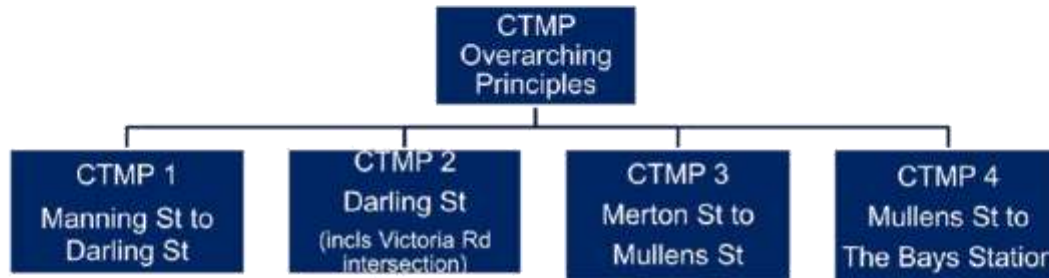


Figure 3 CTMP breakdown and structure

Due to the Inner West Local Council (IWC) full road closure approval process, where the matters need to be put forth to the Local Traffic Committee (LTC), there can often be a long lead-time for approval associated. Therefore, a parallel approval approach has been adopted for this project.

This will parallel approval approach involve;

- 1) **Full Road Closure, Local Traffic Committee Proposal** - Information provided to IWC concerning the planned full road closures for the entire project alignment, including relevant details of works, planned durations, contingencies, etc.

This document has been provided to support a position on the Inner West Council (IWC) April-2021 LTC meeting agenda, with planned endorsement of full road closures for mid May-2021 to meet with construction project for this project

- 2) **CTMP Submission, Review Comments** – whilst the application and position on the LTC April-2021 agenda has been made, relevant CTMPs are submitted in parallel. The relevant CTMPs will explain in more detailed implications, and specific workings of each full road closure.

### 3. Full Road Closures

In order to complete the construction works, some roads are required full closure due to either one or more of the following, but not limited to reasons:

- a. Narrowness of the road does not permit appropriate width for required construction plant and equipment to complete works
- b. Position of trench design in the middle of some roads – unable to have appropriate width of live passing traffic lane on either side
- c. Insufficient crash barrier deflection space from barrier position between public traffic and excavation (due to combination of trench alignment and road narrowness)
- d. Impacted side-street with access cut due to works alignment
- e. Improved safety of workers and public vehicles with exposure to live traffic and zone of influences
- f. Increase of traffic complexities for large or complex setups / detours



- g. Complex excavations (e.g. corners) and depth require additional excavator and plant working space(s)

### 3.1 Management of property access, garbage collection, and buses (where applicable) for full closure streets

#### 3.1.1 Property access

Sydney Metro and Quickway consider that minimising the impact and maintaining the amenity of local residents and businesses in the vicinity of the construction works to be very important. In this regard, various traffic management measures will be applied to maintain existing property access points.

Every attempt will be made to minimise disruption to residents and businesses during the works. During construction activities residents and businesses will continue to have access to and from their properties under the guidance and direction of onsite traffic control personnel, unless otherwise agreed beforehand with the occupier. Adequate temporary wayfinding will be provided before and for the duration of any interruption. Access will be reinstated as works progresses through the various sections. Once works is completed in these sections all access will be reinstated to pre-construction conditions.

Road closures and any one-way set-ups will mean driveways will be inaccessible and appropriate mitigation measures implemented where appropriate. When sections or streets are completed parking will be returned to the same conditions prior to work commencing. During full road closures, pedestrian access will always be maintained to properties access points at all times. If there are works required on footpaths, these will be completed on short-term basis during a shift only, and whilst under traffic control to permit appropriate way around the work area to access resident properties.

#### 3.1.2 Garbage collections

For full road closures where a direct waste service access is affected, then designated areas will be shown on site specific TGS/ site specific CTMPs indicating collection areas. Bins will be transferred to these sites by Quickway staff and returned upon collection. Consultation will be conducted with Inner West Council Waste Services to show access and designated waste pick-up points as agreed. Where required, swept paths for a service truck to reach the designated locations of waste pickup points will be conducted to ensure the suitability of route.

Any Council clean ups during construction period will also be accommodated in consultation with Council Waste Services.

#### 3.1.3 Buses (where applicable)

No bus stops or bus routes are impacted by the full road closures enclosed in this proposal (LTCP-001).

Bus stops or routes that are impacted by other traffic control arrangements for this project will be detailed in the relevant CTMP.

Further details of site arrangements specific to each road closure will be detailed in the relevant CTMP of that street.





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## 3.2 Impacted Road Closures for Full Closures

The following Table 1 identifies the locations of proposed full road closures, either of the actual road where the 33kV is being installed, or an adjacent impacted side-street. Table 1 includes the associated Traffic Guidance Schemes (TGSs) for each setup. An overview map of these impacted IWC full road closures is provided in [Appendix A](#).

Table 1 Full Road Closures Schedule

ID	Closure Type	Reference TGS	Working Closure Duration	Supporting CTMP (provided in parallel to LTC application)	Notes
1	Full Closure of Callan St	R21-QWY-TGS003 <a href="#">Appendix D</a>	24/7 during duration of works	CTMP No.1	
2	Full Closure of Callan St & McCleer St Intersection	R21-QWY-TGS004 <a href="#">Appendix E</a>	24/7 during duration of works	CTMP No.1	<b>Issue:</b> This cannot happen until Toelle St at Victoria Road is open.
3	Full Closure of McCleer St from Callan St to Springside St	R21-QWY-TGS005 <a href="#">Appendix F</a>	24/7 during duration of works	CTMP No.1	
4	Full Closure of McCleer St from Springside St to Moodie St	R21-QWY-TGS006 <a href="#">Appendix G</a>	24/7 during duration of works	CTMP No.1	
5	Full Closure of Waterloo St at Moodie St intersection	R21-QWY-TGS011 <a href="#">Appendix H</a>	24/7 during duration of works	CTMP No.1	IWC suggested from previous meeting that a no-left turn would be installed for vehicles turning from Moodie St onto Victoria Rd. This was suspected due to a lot of vehicles using suburb streets to avoid Darling St/Victoria Road lights intersections.  This traffic setup would require this in-place, and allow one direction SB traffic down Moodie St past work area.
6	Full Closure of Hancock Lane at Hancock St – nights only	R21-QWY-TGS015 / R21-QWY-TGS016 <a href="#">Appendix H</a>	Closure of Hancock Lane side-street during nightshift only between Darling St and Hancock St.  Time of shifts pending on ROLs provided from CJP.	CTMP No.2	Nights only.
7	Full Closure of Belmore St - nights only	R21-QWY-TGS020 <a href="#">Appendix I</a>	Closure of Belmore St during night time shifts on Darling St only.	CTMP No.2	Nights only.



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ID	Closure Type	Reference TGS	Working Closure Duration	Supporting CTMP (provided in parallel to LTC application)	Notes
			Time of shifts pending on ROLs provided from CJP.		
8	Full Closure of National St at Darling St intersection - nights only	R21-QWY-TGS021 <a href="#">Appendix J</a>	Closure of National St <del>side-street</del> during night time shifts on Darling St only.  Time of shifts pending on ROLs provided from CJP.	CTMP No.2	Nights only.
9	Full Closure of Merton St at Darling St intersection - nights only	R21-QWY-TGS023 <a href="#">Appendix K</a>	Closure of Merton St during night time shifts on Darling St only.  Time of shifts pending on ROLs provided from CJP.	CTMP No.2	Nights only.
10	Full Closure of Merton St, from Darling St to carpark	R21-QWY-TGS024 <a href="#">Appendix L</a>	24/7 during duration of works	CTMP No.3	
11	Full Closure of Mansfield St (west) at Mullens St intersection	R21-QWY-TGS025 <a href="#">Appendix M</a>	Closure of Mansfield St during work shifts only – days, or nights.  Time of shifts pending ROLs provided from CJP.	CTMP No.3	For corner excavation. During shifts only.
12	Full Closure of Merton St Closure	R21-QWY-TGS039 <a href="#">Appendix N</a>	24/7 during duration of works	CTMP No.3	
13	Full Closure of Cross St	R21-QWY-TGS041 <a href="#">Appendix Q</a>	24/7 during duration of works	CTMP No.3	
14	Full Closure of Napoleon St	R21-QWY-TGS043 <a href="#">Appendix P</a>	24/7 during duration of works	CTMP No.3	
15	Full Closure of <del>side-street</del> (Hanover St)	R21-QWY-TGS046 <a href="#">Appendix Q</a>	Side-street to work area. 24/7 during duration of works	CTMP No.3	
16	Full Closure of <del>side-street</del> (Collins St)	R21-QWY-TGS047 <a href="#">Appendix R</a>	Side-street to work area. 24/7 during duration of works	CTMP No.3	
17	Full Closure of Mansfield St (east) at Mullens St intersection	R21-QWY-TGS028 <a href="#">Appendix S</a>	Closure of Mansfield St during work shifts only – days, or nights.  Time of shifts pending ROLs provided from CJP.	CTMP No.4	For corner excavation. During shifts only.



### 3.3 Full Closures Timeline

Staged timeline for impacted full closures listed in Table 1 is available in [Appendix B](#).

## 4. Inner West Council Permits

Supporting this LTCP-001 application include the following two permits:

- 1) **Temporary Full Road Closure Permit (TFRCP-001)** – refer to [Appendix T](#)
  - Durations applied for this permit are shown in green and yellow as per the legend in [Appendix B](#) supporting staged timeline.
- 2) **Road Opening Permit (ROP-001)** – refer to [Appendix U](#)
  - Durations applied for this permit are shown in green and yellow as per the legend in [Appendix B](#) supporting staged timeline.



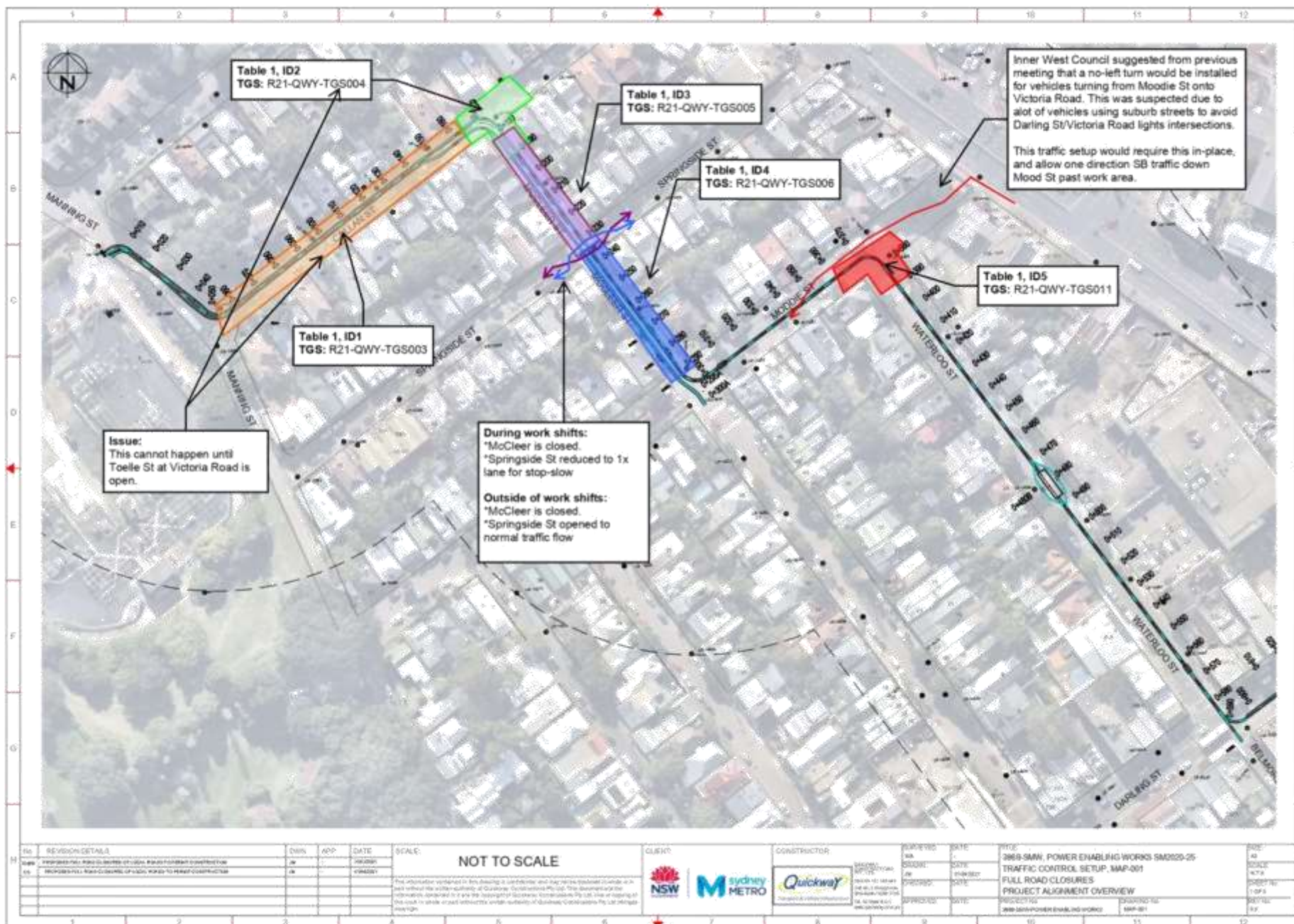


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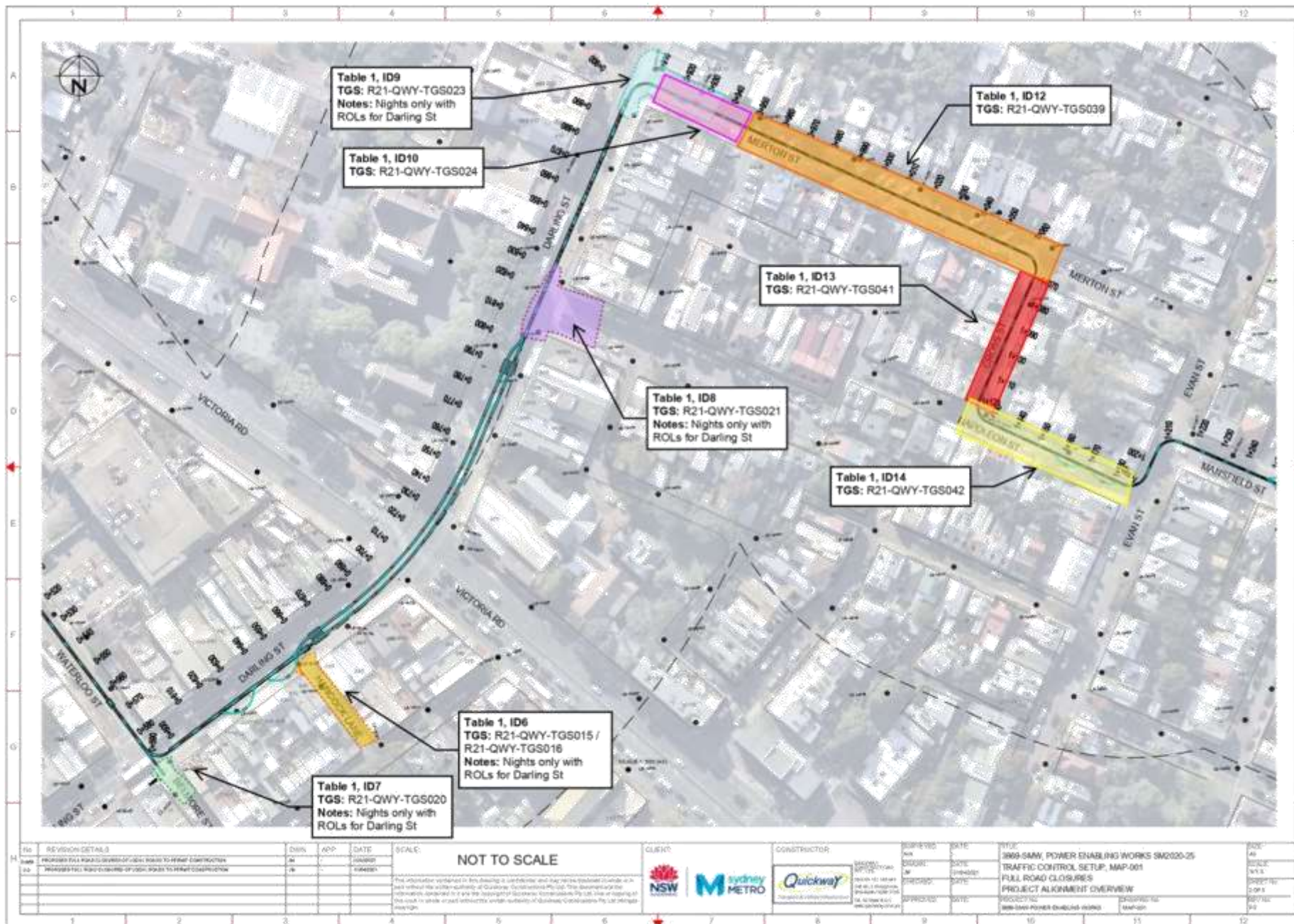
## Appendix A Overview Map of Inner West Council Full Road Closures [3869-SMW- MAP-001 Rev0.0]

Item 8

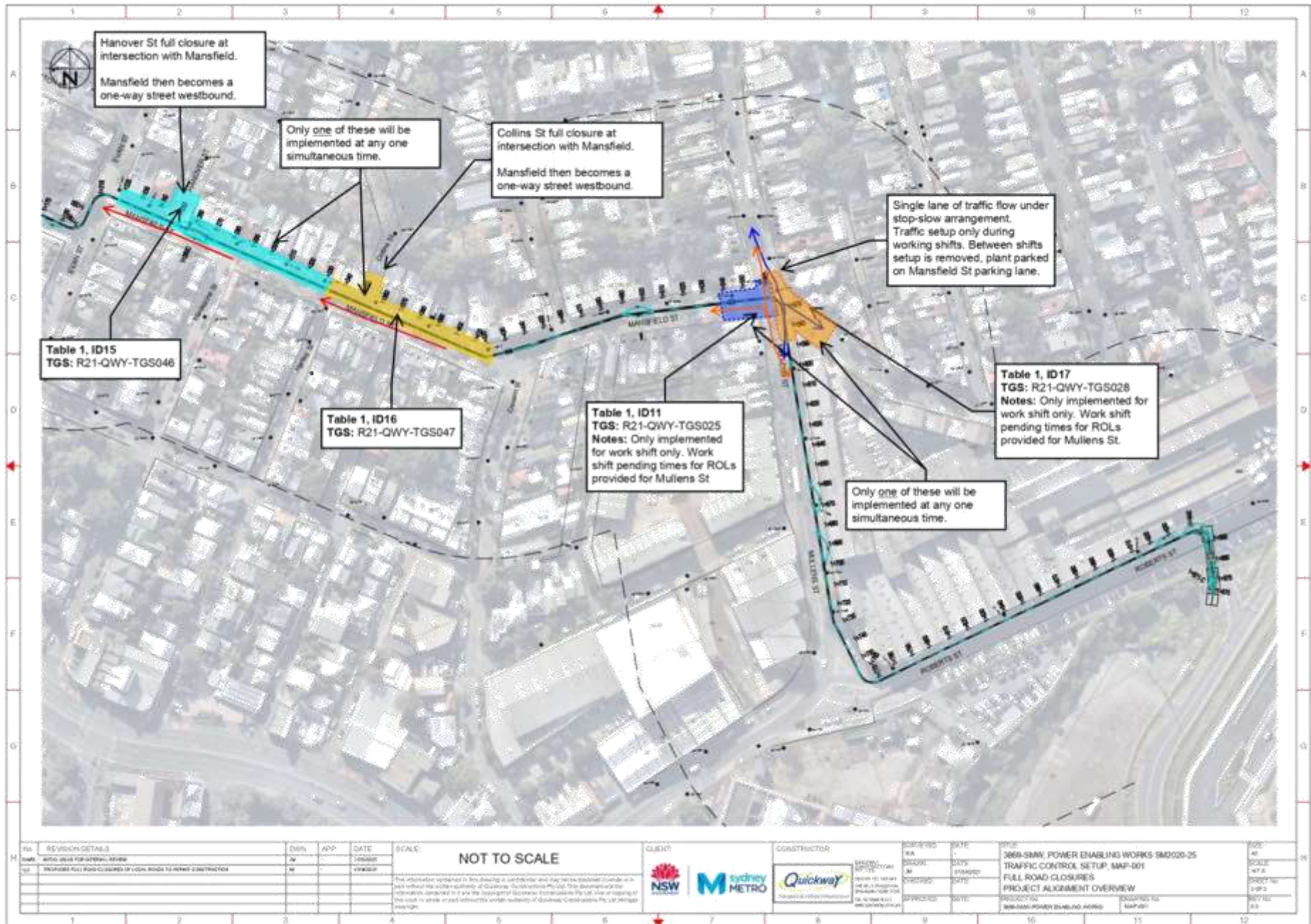
Attachment 1













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## Appendix B Supporting Duration & Timelines for Full Road Closures Rev0.2

Item 8

Attachment 1

Printed on acid-free paper.



Project: Park Road Upgrade										Project	
Author: Peter Wray (Council)										Reviewing Committee	
Proposed by: IANB 0000-4-100-001										Companion Proposal	
Description: Supporting Operations & Timelines										Current Status: Under Review	
Ref: 1.0										Project Manager: Peter Wray	
<p>Notes:</p> <p>1. This document is a supporting document to the main project and is not a standalone document.</p> <p>2. This document is a supporting document to the main project and is not a standalone document.</p> <p>3. This document is a supporting document to the main project and is not a standalone document.</p> <p>4. This document is a supporting document to the main project and is not a standalone document.</p> <p>5. This document is a supporting document to the main project and is not a standalone document.</p> <p>6. This document is a supporting document to the main project and is not a standalone document.</p> <p>7. This document is a supporting document to the main project and is not a standalone document.</p> <p>8. This document is a supporting document to the main project and is not a standalone document.</p> <p>9. This document is a supporting document to the main project and is not a standalone document.</p> <p>10. This document is a supporting document to the main project and is not a standalone document.</p>											
Chapter	Section	Item	Item ID	Item Name	Item Description	Item Status	Item Category	Item Sub-category	Item Priority	Item Assigned To	Item Due Date
Chapter 1	1.1	1.1.1	1.1.1.1	1.1.1.1.1	1.1.1.1.1.1	1.1.1.1.1.1	1.1.1.1.1.1	1.1.1.1.1.1	1.1.1.1.1.1	1.1.1.1.1.1	1.1.1.1.1.1
		1.1.2	1.1.2.1	1.1.2.1.1	1.1.2.1.1.1	1.1.2.1.1.1	1.1.2.1.1.1	1.1.2.1.1.1	1.1.2.1.1.1	1.1.2.1.1.1	1.1.2.1.1.1
		1.1.3	1.1.3.1	1.1.3.1.1	1.1.3.1.1.1	1.1.3.1.1.1	1.1.3.1.1.1	1.1.3.1.1.1	1.1.3.1.1.1	1.1.3.1.1.1	1.1.3.1.1.1
		1.1.4	1.1.4.1	1.1.4.1.1	1.1.4.1.1.1	1.1.4.1.1.1	1.1.4.1.1.1	1.1.4.1.1.1	1.1.4.1.1.1	1.1.4.1.1.1	1.1.4.1.1.1
		1.1.5	1.1.5.1	1.1.5.1.1	1.1.5.1.1.1	1.1.5.1.1.1	1.1.5.1.1.1	1.1.5.1.1.1	1.1.5.1.1.1	1.1.5.1.1.1	1.1.5.1.1.1
Chapter 2	2.1	2.1.1	2.1.1.1	2.1.1.1.1	2.1.1.1.1.1	2.1.1.1.1.1	2.1.1.1.1.1	2.1.1.1.1.1	2.1.1.1.1.1	2.1.1.1.1.1	2.1.1.1.1.1
		2.1.2	2.1.2.1	2.1.2.1.1	2.1.2.1.1.1	2.1.2.1.1.1	2.1.2.1.1.1	2.1.2.1.1.1	2.1.2.1.1.1	2.1.2.1.1.1	2.1.2.1.1.1
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		2.1.4	2.1.4.1	2.1.4.1.1	2.1.4.1.1.1	2.1.4.1.1.1	2.1.4.1.1.1	2.1.4.1.1.1	2.1.4.1.1.1	2.1.4.1.1.1	2.1.4.1.1.1
		2.1.5	2.1.5.1	2.1.5.1.1	2.1.5.1.1.1	2.1.5.1.1.1	2.1.5.1.1.1	2.1.5.1.1.1	2.1.5.1.1.1	2.1.5.1.1.1	2.1.5.1.1.1
Chapter 3	3.1	3.1.1	3.1.1.1	3.1.1.1.1	3.1.1.1.1.1	3.1.1.1.1.1	3.1.1.1.1.1	3.1.1.1.1.1	3.1.1.1.1.1	3.1.1.1.1.1	3.1.1.1.1.1
		3.1.2	3.1.2.1	3.1.2.1.1	3.1.2.1.1.1	3.1.2.1.1.1	3.1.2.1.1.1	3.1.2.1.1.1	3.1.2.1.1.1	3.1.2.1.1.1	3.1.2.1.1.1
		3.1.3	3.1.3.1	3.1.3.1.1	3.1.3.1.1.1	3.1.3.1.1.1	3.1.3.1.1.1	3.1.3.1.1.1	3.1.3.1.1.1	3.1.3.1.1.1	3.1.3.1.1.1
		3.1.4	3.1.4.1	3.1.4.1.1	3.1.4.1.1.1	3.1.4.1.1.1	3.1.4.1.1.1	3.1.4.1.1.1	3.1.4.1.1.1	3.1.4.1.1.1	3.1.4.1.1.1
		3.1.5	3.1.5.1	3.1.5.1.1	3.1.5.1.1.1	3.1.5.1.1.1	3.1.5.1.1.1	3.1.5.1.1.1	3.1.5.1.1.1	3.1.5.1.1.1	3.1.5.1.1.1
Chapter 4	4.1	4.1.1	4.1.1.1	4.1.1.1.1	4.1.1.1.1.1	4.1.1.1.1.1	4.1.1.1.1.1	4.1.1.1.1.1	4.1.1.1.1.1	4.1.1.1.1.1	4.1.1.1.1.1
		4.1.2	4.1.2.1	4.1.2.1.1	4.1.2.1.1.1	4.1.2.1.1.1	4.1.2.1.1.1	4.1.2.1.1.1	4.1.2.1.1.1	4.1.2.1.1.1	4.1.2.1.1.1
		4.1.3	4.1.3.1	4.1.3.1.1	4.1.3.1.1.1	4.1.3.1.1.1	4.1.3.1.1.1	4.1.3.1.1.1	4.1.3.1.1.1	4.1.3.1.1.1	4.1.3.1.1.1
		4.1.4	4.1.4.1	4.1.4.1.1	4.1.4.1.1.1	4.1.4.1.1.1	4.1.4.1.1.1	4.1.4.1.1.1	4.1.4.1.1.1	4.1.4.1.1.1	4.1.4.1.1.1
		4.1.5	4.1.5.1	4.1.5.1.1	4.1.5.1.1.1	4.1.5.1.1.1	4.1.5.1.1.1	4.1.5.1.1.1	4.1.5.1.1.1	4.1.5.1.1.1	4.1.5.1.1.1
Chapter 5	5.1	5.1.1	5.1.1.1	5.1.1.1.1	5.1.1.1.1.1	5.1.1.1.1.1	5.1.1.1.1.1	5.1.1.1.1.1	5.1.1.1.1.1	5.1.1.1.1.1	5.1.1.1.1.1
		5.1.2	5.1.2.1	5.1.2.1.1	5.1.2.1.1.1	5.1.2.1.1.1	5.1.2.1.1.1	5.1.2.1.1.1	5.1.2.1.1.1	5.1.2.1.1.1	5.1.2.1.1.1
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Chapter 6	6.1	6.1.1	6.1.1.1	6.1.1.1.1	6.1.1.1.1.1	6.1.1.1.1.1	6.1.1.1.1.1	6.1.1.1.1.1	6.1.1.1.1.1	6.1.1.1.1.1	6.1.1.1.1.1
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Chapter 7	7.1	7.1.1	7.1.1.1	7.1.1.1.1	7.1.1.1.1.1	7.1.1.1.1.1	7.1.1.1.1.1	7.1.1.1.1.1	7.1.1.1.1.1	7.1.1.1.1.1	7.1.1.1.1.1
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Chapter 8	8.1	8.1.1	8.1.1.1	8.1.1.1.1	8.1.1.1.1.1	8.1.1.1.1.1	8.1.1.1.1.1	8.1.1.1.1.1	8.1.1.1.1.1	8.1.1.1.1.1	8.1.1.1.1.1
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Chapter 9	9.1	9.1.1	9.1.1.1	9.1.1.1.1	9.1.1.1.1.1	9.1.1.1.1.1	9.1.1.1.1.1	9.1.1.1.1.1	9.1.1.1.1.1	9.1.1.1.1.1	9.1.1.1.1.1
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		9.1.5	9.1.5.1	9.1.5.1.1	9.1.5.1.1.1	9.1.5.1.1.1	9.1.5.1.1.1	9.1.5.1.1.1	9.1.5.1.1.1	9.1.5.1.1.1	9.1.5.1.1.1
Chapter 10	10.1	10.1.1	10.1.1.1	10.1.1.1.1	10.1.1.1.1.1	10.1.1.1.1.1	10.1.1.1.1.1	10.1.1.1.1.1	10.1.1.1.1.1	10.1.1.1.1.1	10.1.1.1.1.1
		10.1.2	10.1.2.1	10.1.2.1.1	10.1.2.1.1.1	10.1.2.1.1.1	10.1.2.1.1.1	10.1.2.1.1.1	10.1.2.1.1.1	10.1.2.1.1.1	10.1.2.1.1.1
		10.1.3	10.1.3.1	10.1.3.1.1	10.1.3.1.1.1	10.1.3.1.1.1	10.1.3.1.1.1	10.1.3.1.1.1	10.1.3.1.1.1	10.1.3.1.1.1	10.1.3.1.1.1
		10.1.4	10.1.4.1	10.1.4.1.1	10.1.4.1.1.1	10.1.4.1.1.1	10.1.4.1.1.1	10.1.4.1.1.1	10.1.4.1.1.1	10.1.4.1.1.1	10.1.4.1.1.1
		10.1.5	10.1.5.1	10.1.5.1.1	10.1.5.1.1.1	10.1.5.1.1.1	10.1.5.1.1.1	10.1.5.1.1.1	10.1.5.1.1.1	10.1.5.1.1.1	10.1.5.1.1.1

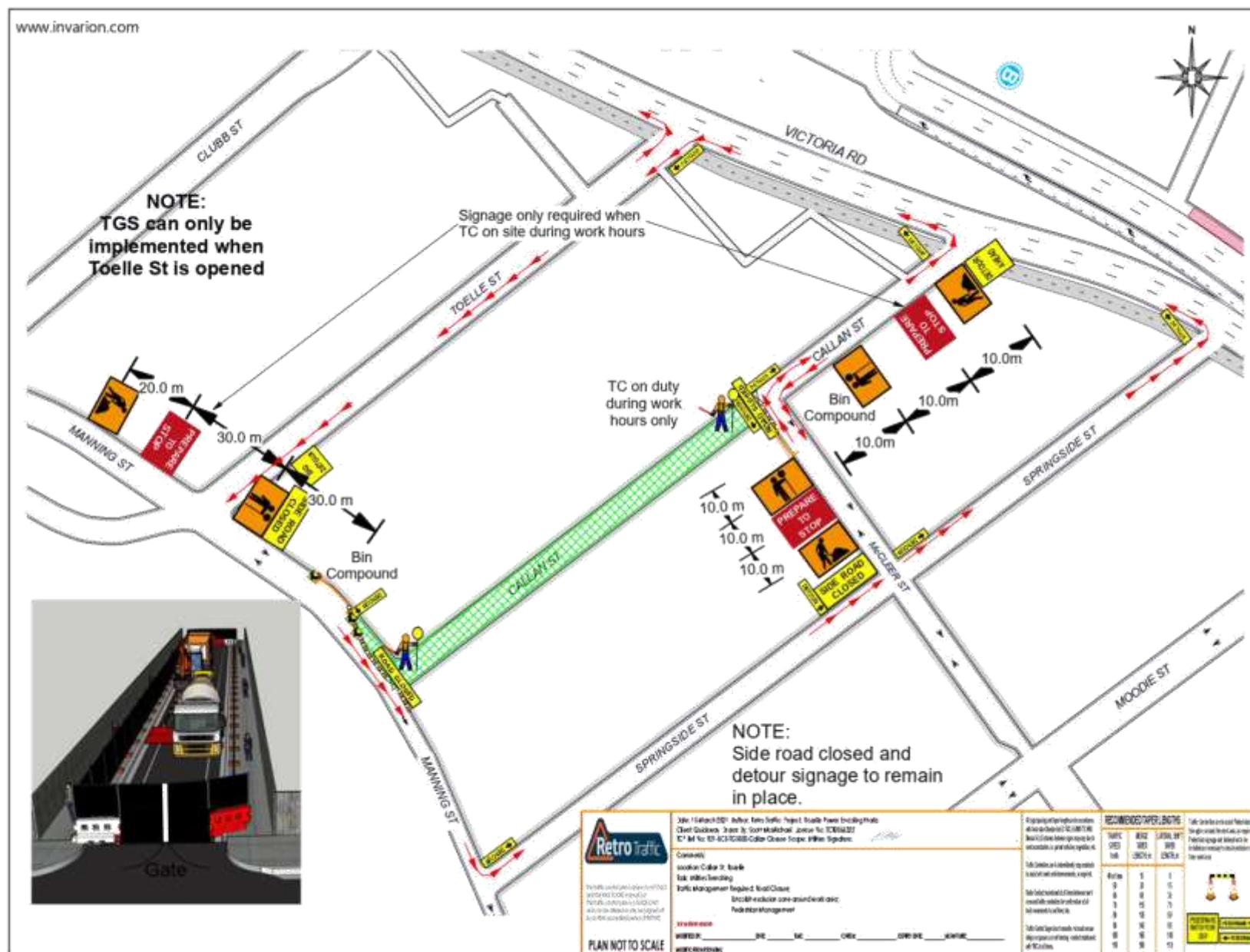


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## Appendix C Full Closure of Callan St [R21-QWY-TGS003]

Item 8

Attachment 1







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## Appendix D Full Closure of Callan St & McCleer St Intersection [R21-QWY-TGS004]

Item 8

Attachment 1

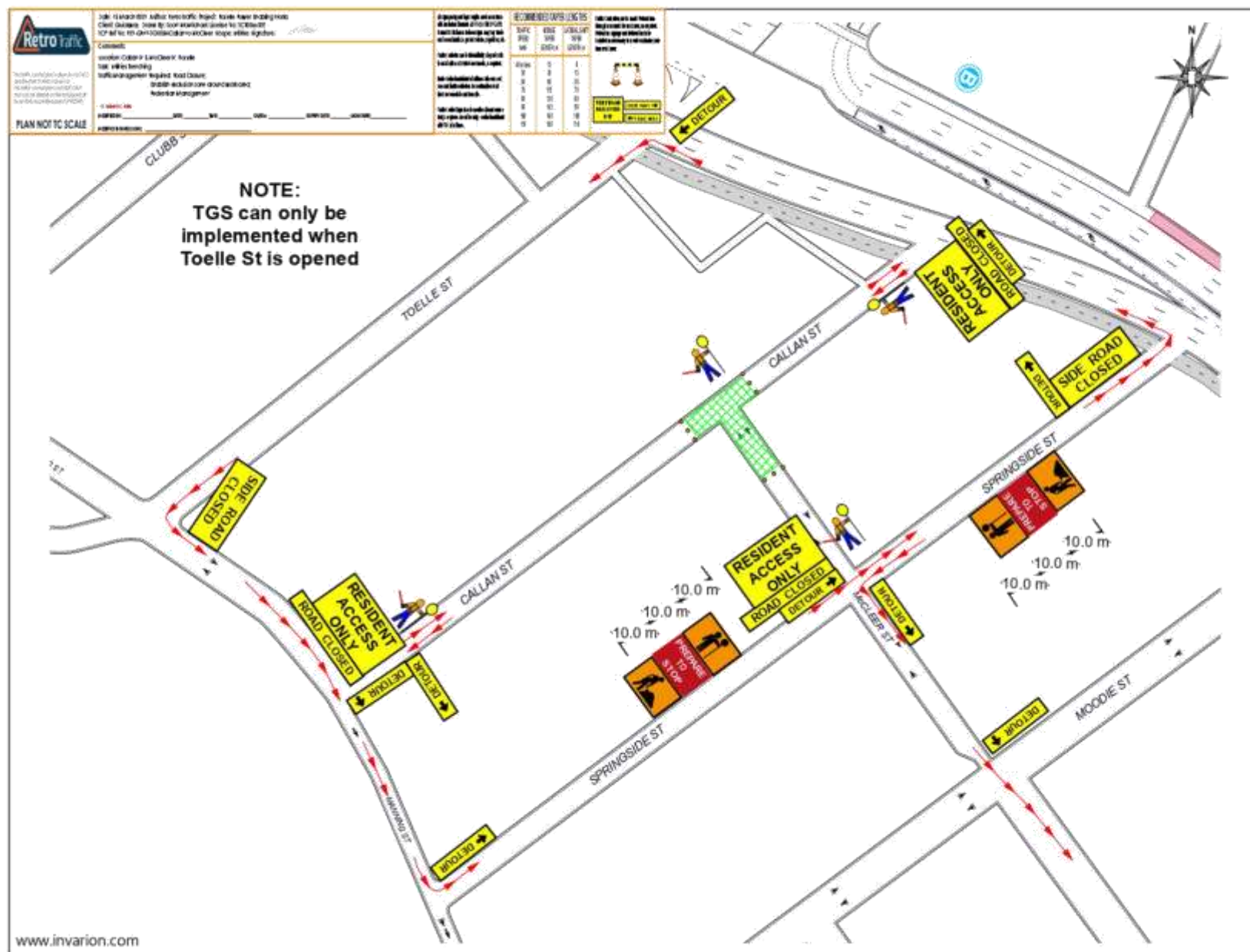


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## Appendix E Full Closure of McCleer St from Callan St to Springside St [R21- QWY-TGS005]

Item 8

Attachment 1





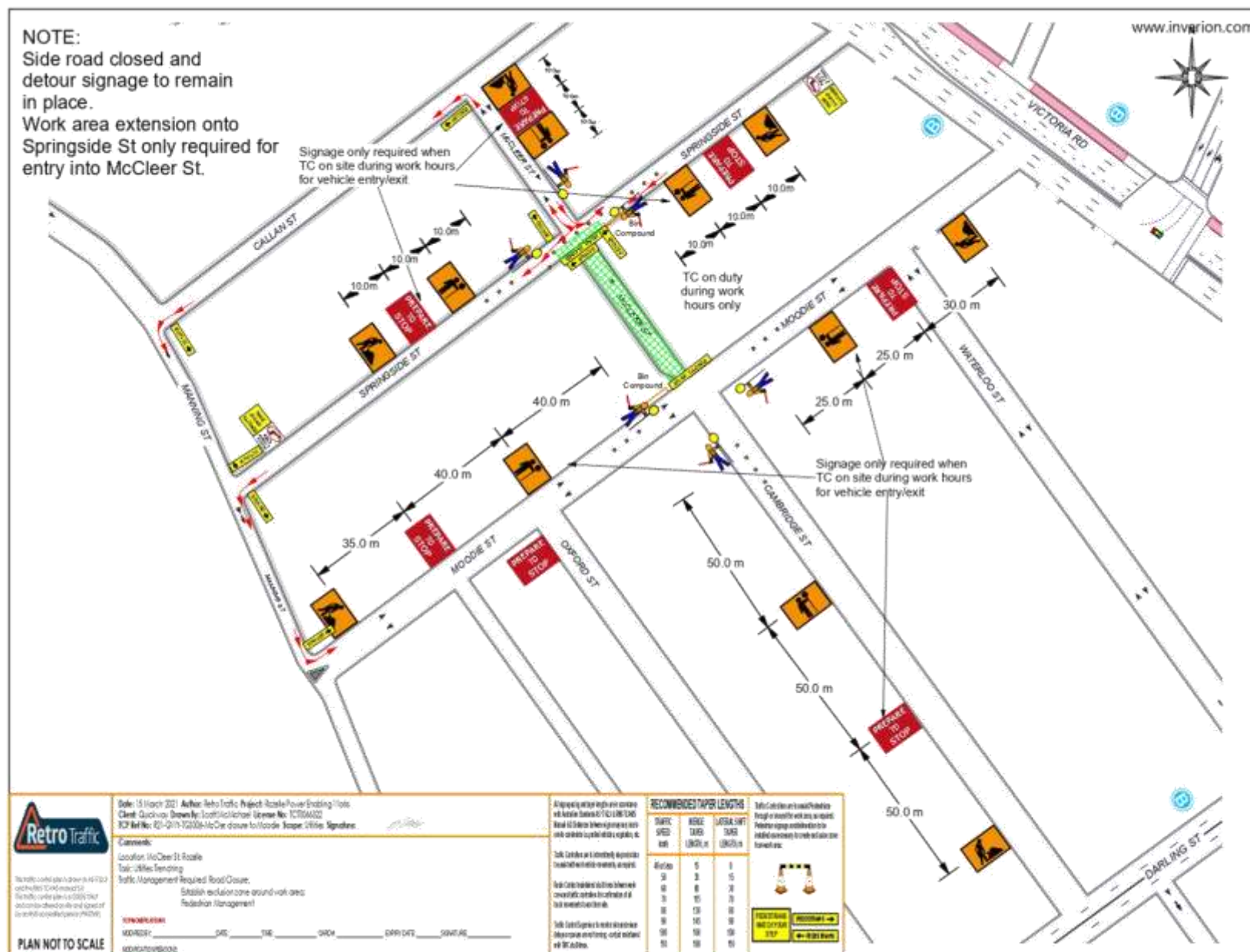


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## Appendix F Full Closure of McCleer St from Springside St to Moodie St [R21- QWY-TGS006]

Item 8

Attachment 1





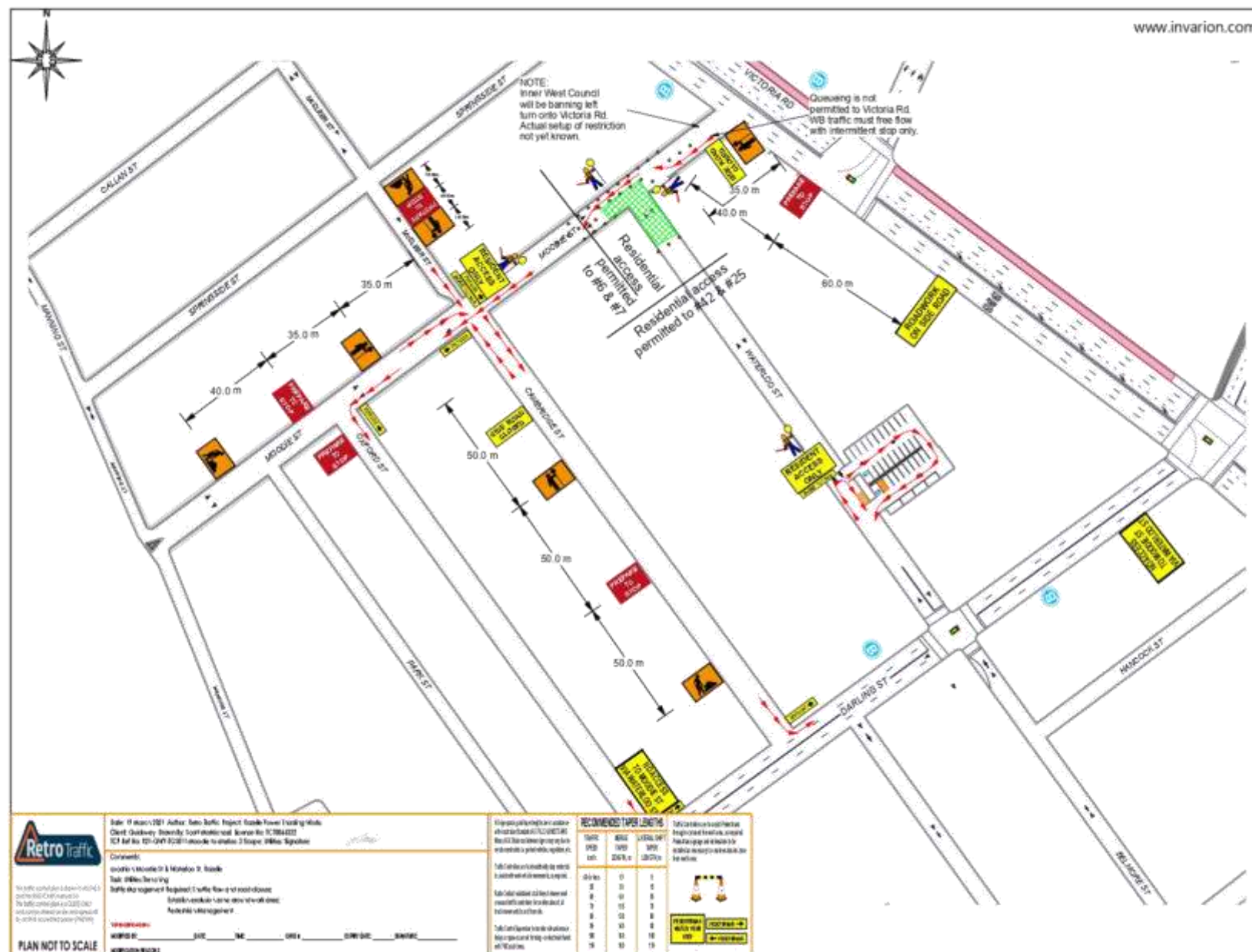
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## Appendix G Full Closure of Waterloo St at Moodie St intersection [R21-QWY- TGS011]

Item 8

Attachment 1





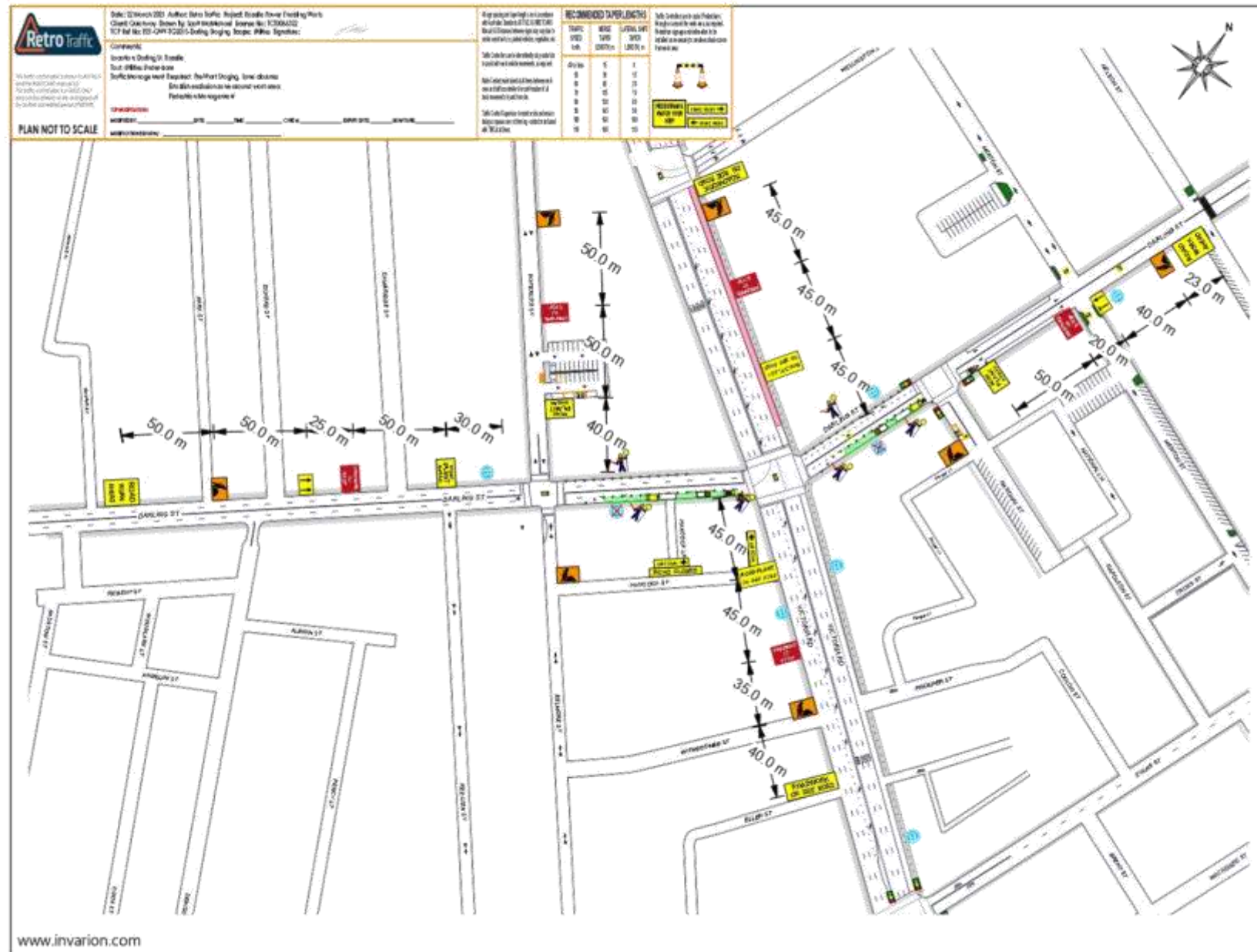


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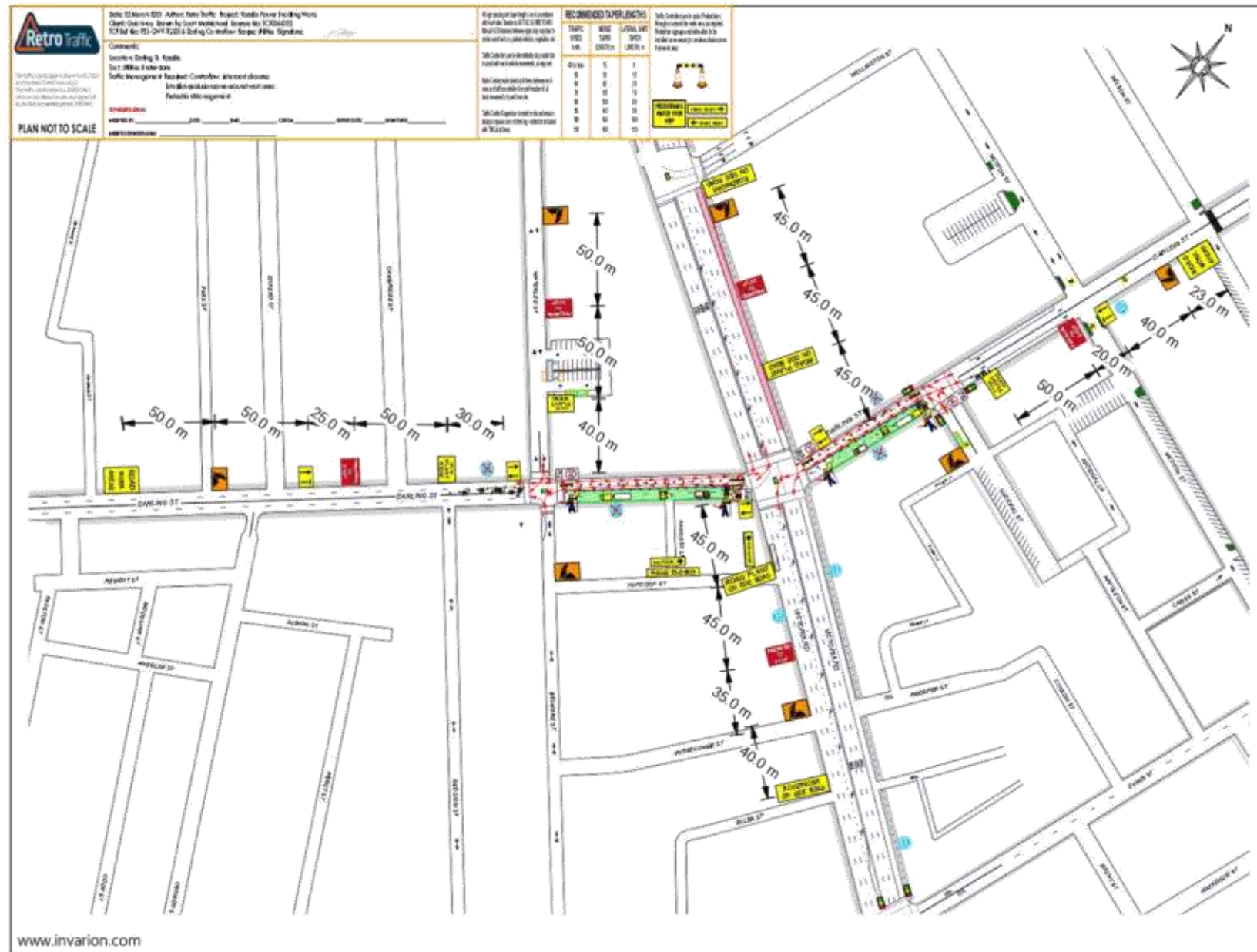
## Appendix H Full Closure of Hancock Lane at Hancock St – nights only [R21- QWY-TGS015 / R21-QWY-TGS016]

Item 8

Attachment 1







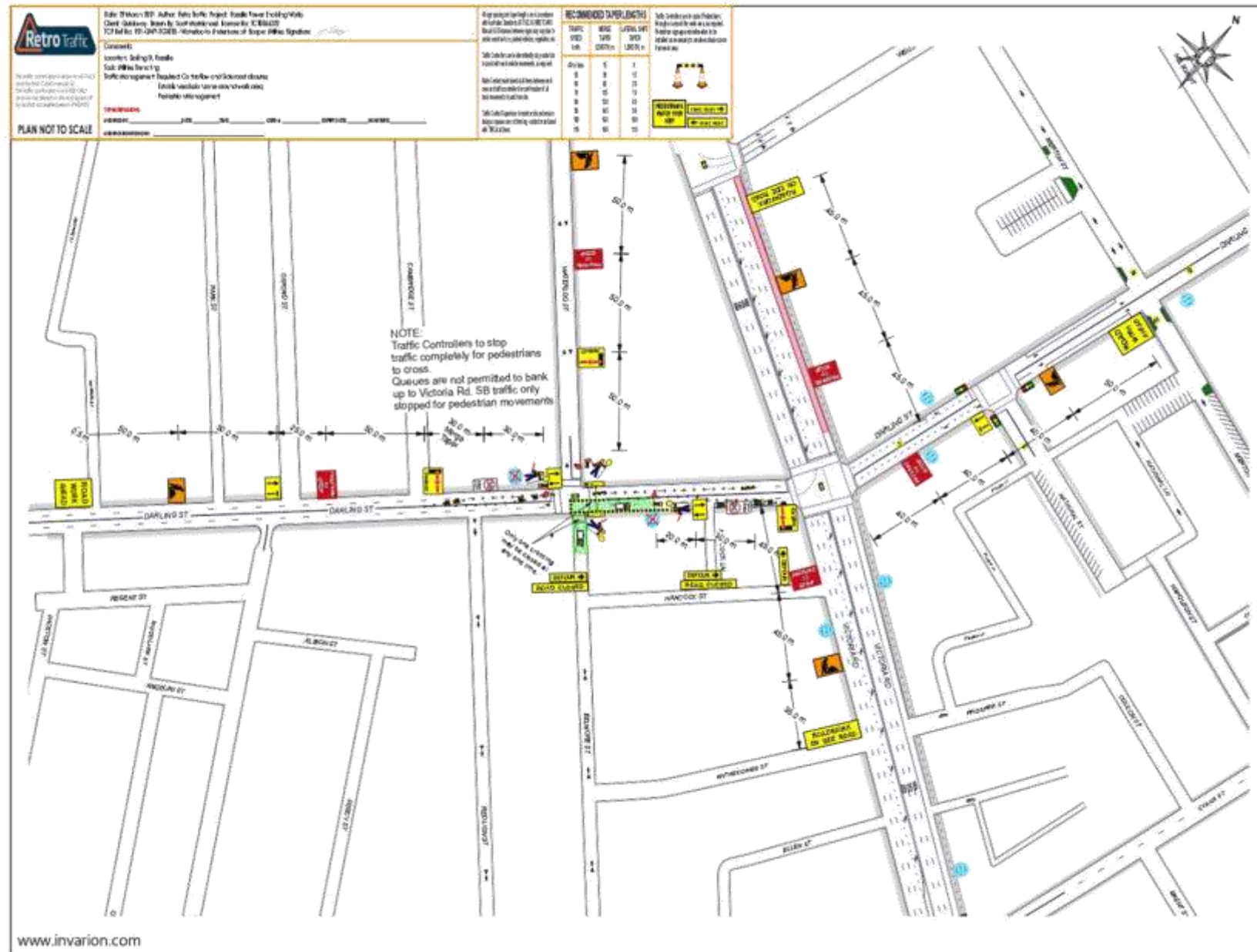


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## Appendix I Full Closure of Belmore St - nights only [R21-QWY-TGS020]

Item 8

Attachment 1





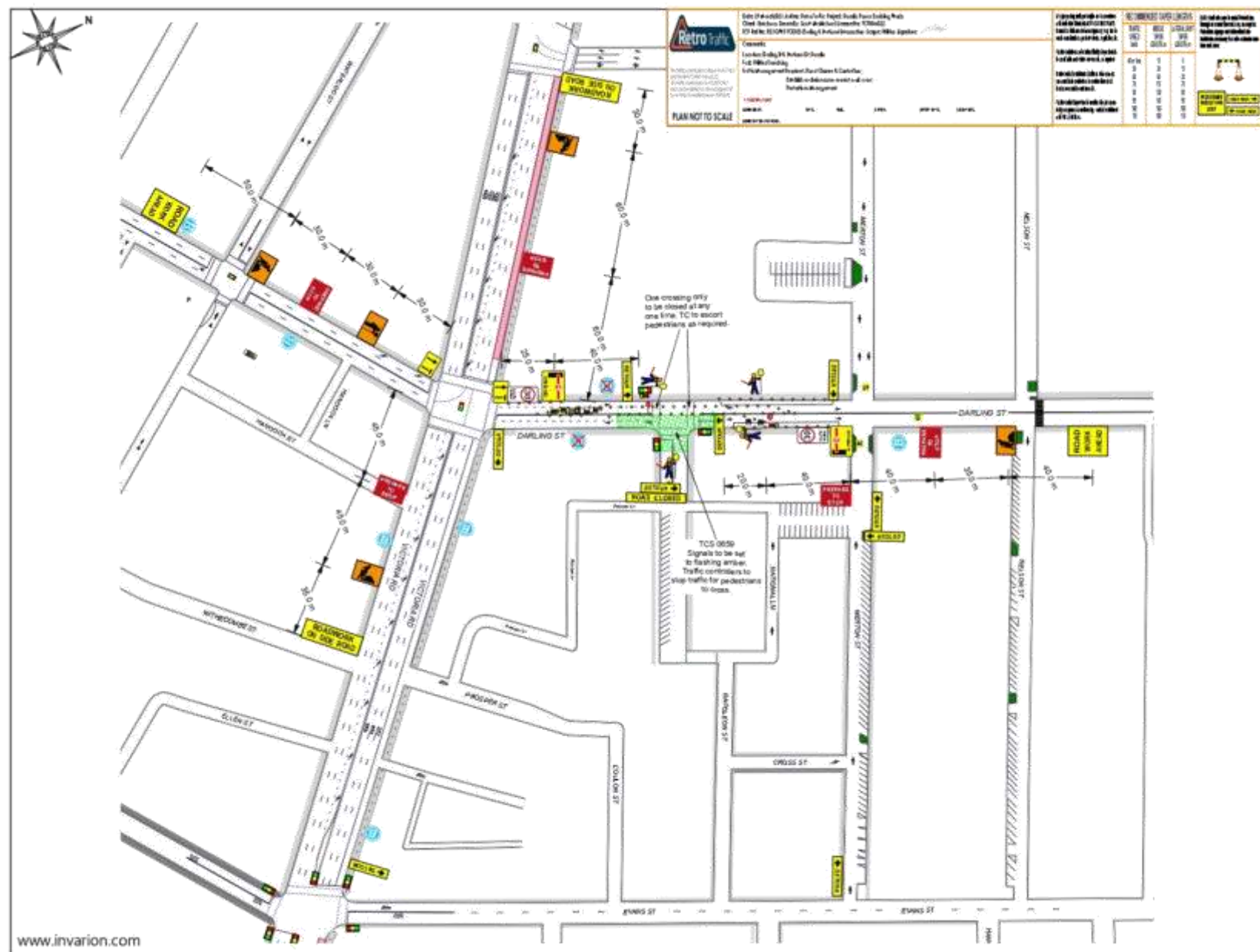


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## Appendix J Full Closure of National St at Darling St intersection - nights only [R21-QWY-TGS021]

Item 8

Attachment 1





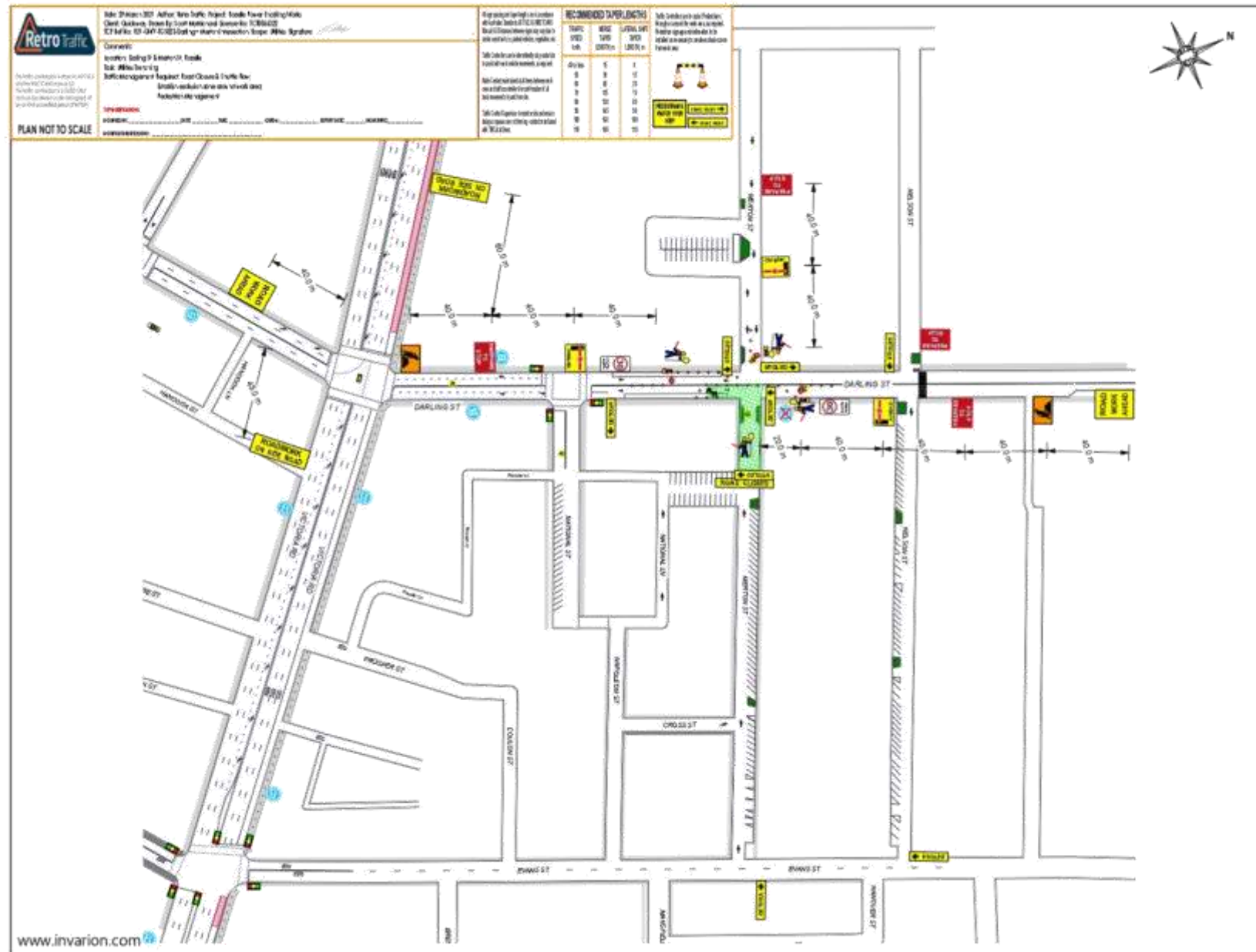
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## Appendix K Full Closure of Merton St at Darling St intersection - nights only [R21-QWY-TGS023]

Item 8

Attachment 1







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Item 8

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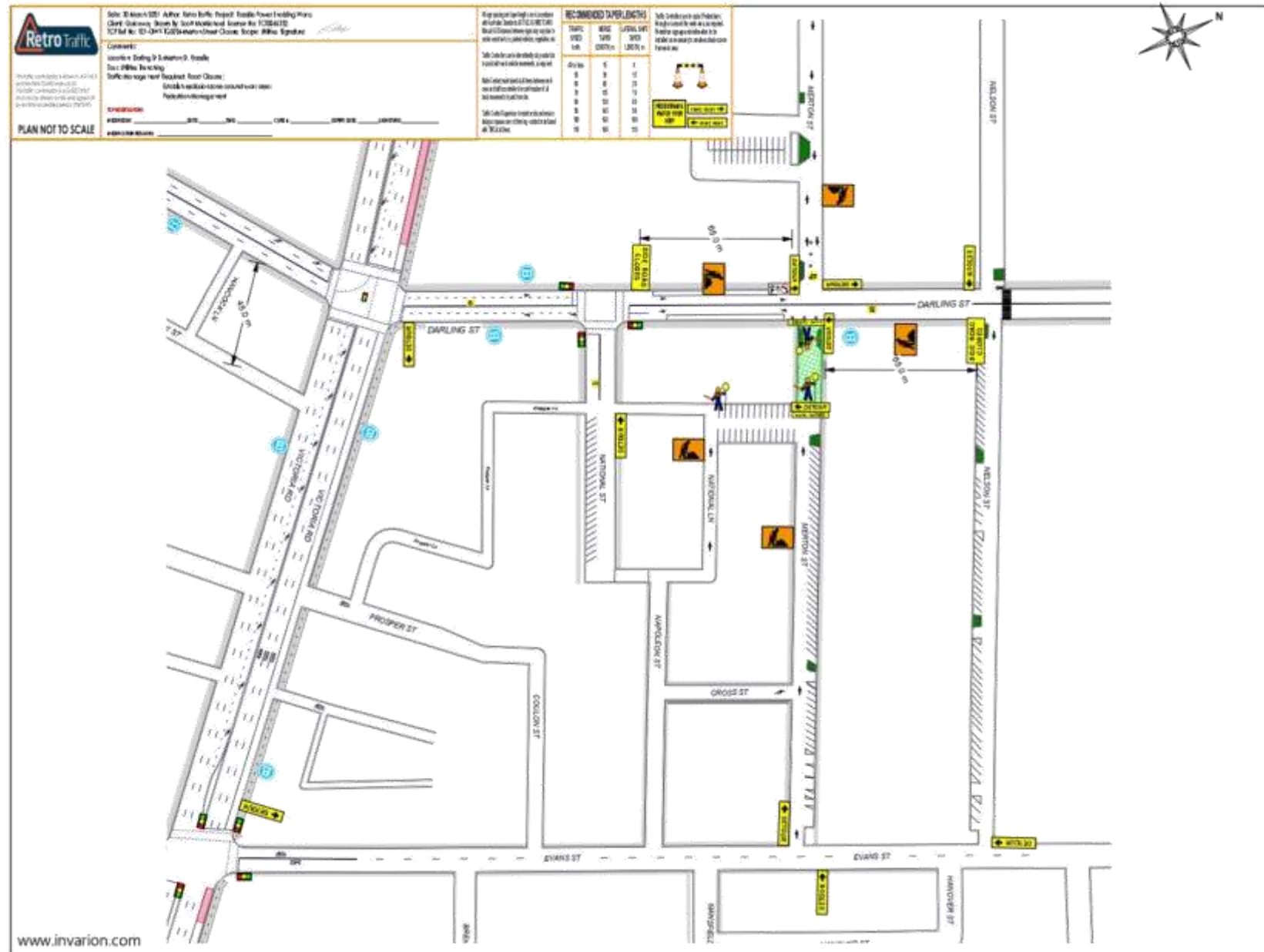
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## Appendix L Full Closure of Merton St, from Darling St to carpark [R1-QWY-TGS0024]

Item 8

Attachment 1





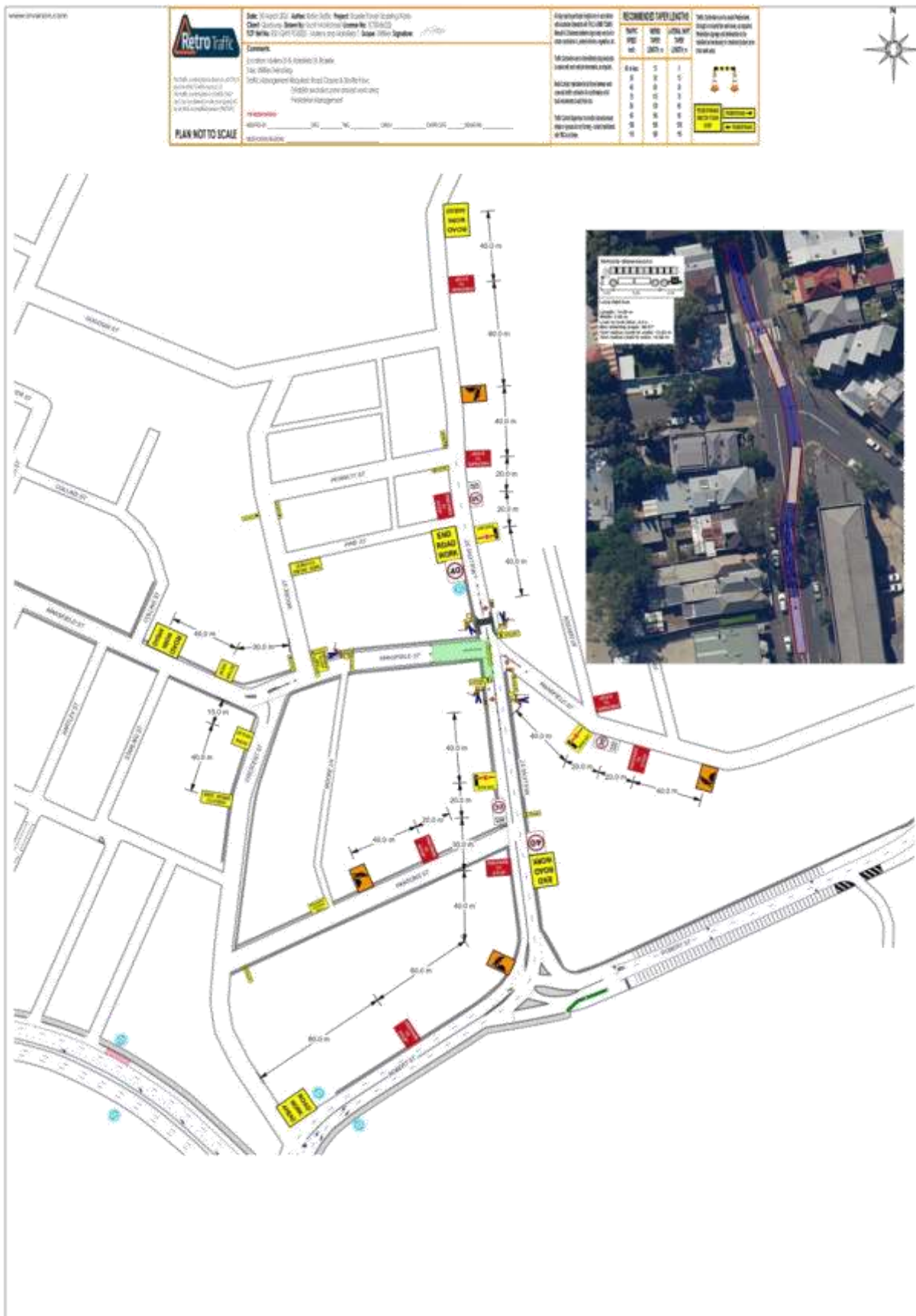


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## Appendix M Full Closure of Mansfield St (west) at Mullens St intersection [R21-QWY-TGS025]

Item 8

Attachment 1







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## Appendix N Full Closure of Merton St Closure [R21-QWY-TGS039]

Item 8

Attachment 1





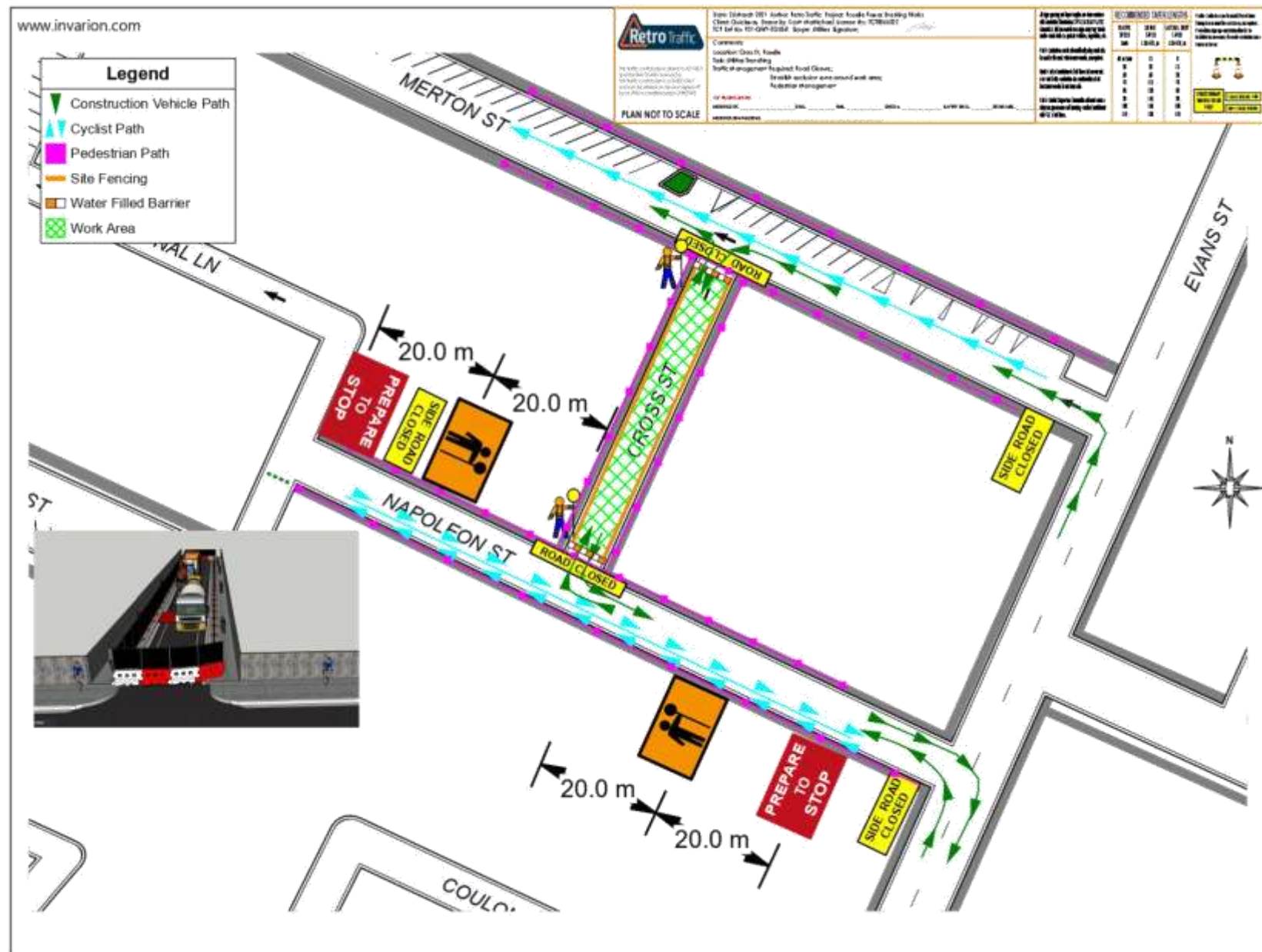
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## Appendix O Full Closure of Cross St [R21-QWY-TGS041]

Item 8

Attachment 1







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## Appendix P Full Closure of Napoleon St [R21-QWY-TGS043]

Item 8

Attachment 1





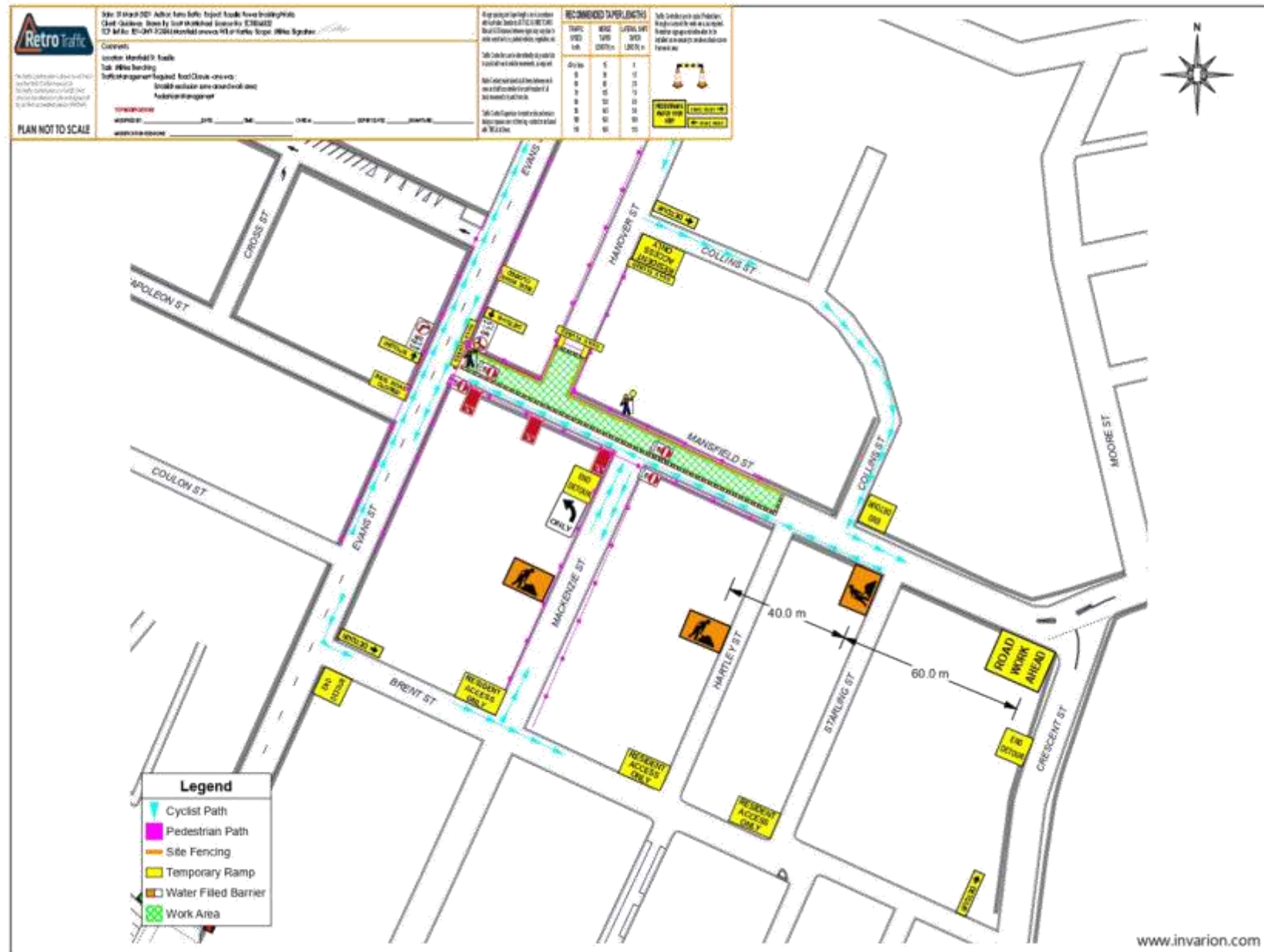


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## Appendix Q Full Closure of side-street (Hanover St) [R21-QWY-TGS046]

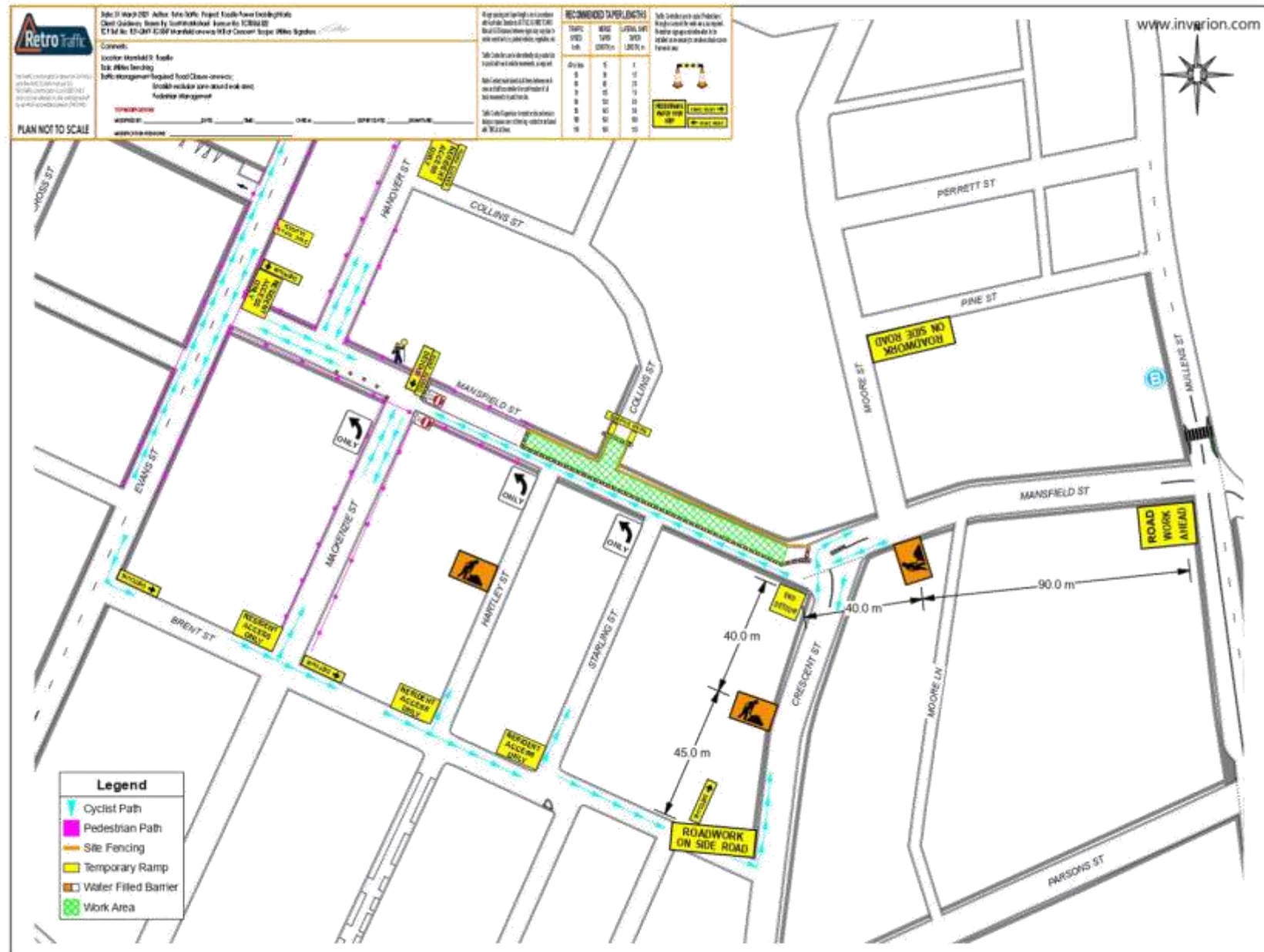
Item 8

Attachment 1





## Appendix R Full Closure of side-street (Collins St) [R21-QWY-TGS047]







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## Appendix S Full Closure of Mansfield St (east) at Mullens St intersection [R21-QWY-TGS028]

Item 8

Attachment 1





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## Appendix T Temporary Full Road Closure Permit (TFRCP-001 Rev0.0)

Item 8

Attachment 1



## Application for Temporary Full Road Closure

Roads Act 1993

About this form	Use this form to apply for a Temporary Full Road Closure.			
	<p><b>Depending on the likely impact of the closure on traffic and/or residents/businesses, the application may need to be reported to the Local Traffic Committee and Council for determination. Consequently, it could take up to eight (8) weeks for a successful application to be approved. If the closure is limited to the Parking Lane (no impact on traffic flow) or is a Partial Road Closure (maintaining at least 3 metres clearance for vehicular access) then you should apply for a Road, Footpath or Carpark Occupation Permit.</b></p> <p>This form does not necessarily include a comprehensive list of the fees that may be applicable, should the application be approved. Council will advise you of any additional fees after assessment of the application and payment will be required prior to any approval. Please refer to Council's adopted Fees and Charges.</p>			
How to complete	<ol style="list-style-type: none"> <li>1. Ensure that all fields have been filled out correctly.</li> <li>2. Please print clearly</li> <li>3. Once completed, please refer to the <i>How to Lodge</i> section for further information.</li> </ol>			
<b>Section 1: Associated Property Address</b>				
Unit No.	Various - refer to 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal		House No	Various - refer to 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal
Street Name	Various - refer to 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal			
Suburb	Rozelle NSW		Post Code	2039
<b>Section 2: Associated DA information or Complying Development Certificate information</b>				
Is there an associated DA or Complying Development Certificate with these works?			<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
DA/CDC Consent No	N/A - Sydney Metro West Power Enabling Works		Approval Date	-
<b>Section 3: Activity Details</b>				
<b>Activity Location</b> – Describe the location incl. street name(s) and proximity to a cross street and/or property		Various - refer to 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal		
<b>Associated Activity</b> – Provide a summary of the proposed works or activities		Civil construction works, trenching, conduit installation, cable pulling, restorations and associated works		
<b>Section 4: Closure Details</b>				
Commencement Date	Various - refer to Appendix B of 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal		Finish Date	Various - refer to Appendix B of 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal
Requested Duration	Various - refer to Appendix B of 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal			
Contingency Period	Various - refer to Appendix B of 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal			
Are you seeking a fee exemption under Clause 12.14?			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
If yes, provide details		Sydney Metro West - Exemption to Council Bonds		
<b>Section 5: Public Liability – Provide details of public liability insurance cover (See Clause 12.3)</b>				
Insurance Company	Cruden Read		Public Liability Expiry Date	Expiry 31/03/2022
Policy Number	AU00010151LI21A			
<b>Section 6: Mandatory Documents</b> to be supplied with all applications as separate documents, in pdf format, with clear file names.				
<input checked="" type="checkbox"/> Application form – a signed copy of the application form.				
<input checked="" type="checkbox"/> Public Liability Insurance Certificate of Currency – required for every application (see details above).				
<input checked="" type="checkbox"/> A Traffic Control Plan (Prepared by RMS accredited person) in compliance with RMS Traffic Control at Work Sites Manual Guidelines – AS1742.3 and Work Cover NSW regulations.				
<input checked="" type="checkbox"/> Scope of works/ Site Plan.				
<input checked="" type="checkbox"/> A draft Notification letter(s) for distribution by the applicant to residents in the affected area, for approval by Council.				



Section 7: Applicant's Details or Company and Representatives (Required)			
If the applicant is a company, proof the company is a legal entity must be given, either by company seal or company letterhead.			
Salutation (✓)	<input checked="" type="checkbox"/> Mr <input type="checkbox"/> Ms <input type="checkbox"/> Miss <input type="checkbox"/> Other (please specify)		
First name	Joshua	Surname	Maltese
Company name	Quickway Constructions	ABN	80 123 146 449
Postal Address (If different to street address)	PO Box 6224		
Suburb	Silverwater	Post Code	1811
Email	joshuam@quickway.com.au		
Phone number	0488 662 264	Other	
Section 8: Site Contact (if different to above) – for site inspections/ meetings, Council officer contact			
Contact Name	Joshua Maltese		
Contact Phone Number	0488 662 264		
Section 9: Traffic Control Plan			
Please note: Council <b>does not provide</b> approval of the Traffic Control Plan. The applicant will be responsible for arranging the supply, erection and maintenance of all barricades, signs and lights in accordance with Australian Standard AS 1742.3-1996: Traffic Control Devices for Works on Roads. These will not be available from Council. The plan should indicate site area and position of plant, traffic lane widths, barricade type and positions, sign types and positions, alternative arrangements for road and footpath users (e.g. Pedestrian/road detours) and traffic controller positions.			
Accreditation Number	TCT0066322 (No expiry)	Expiry Date	/ /
Section 10: Arrangements and Access			
Will RMS accredited traffic controllers be used?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Will alternative arrangements be provided for the following? Will the site area for the plant interfere with the following?			
	Please ✓	Comment	
Pedestrians	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Various - refer Appendix TGSs of 3869-SMW-LTCP-001 LTC Proposal	
Cyclists	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Various - refer Appendix TGSs of 3869-SMW-LTCP-001 LTC Proposal	
Property Arrangements	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Various - refer Appendix TGSs of 3869-SMW-LTCP-001 LTC Proposal	
Bus Access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Not impacted	
Emergency Vehicle Access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Refer to Appendix TGSs and CTMP(s)	
Other (Please Specify)	Various - refer Appendix TGSs of 3869-SMW-LTCP-001 LTC Proposal		
If Yes to any of the above, please explain what other provisions are proposed	Refer to CTMP(s) for respective sections		
What types of Barricades are to be used to cordon the site area for the plant (e.g. Traffic Cones, Barrier Boards?)	Full closures >48hrs duration - water barriers with gawk screens		
Please list / detail all signs to be used and their positions to advise roads user of site area / situation	Various - refer Appendix TGSs of 3869-SMW-LTCP-001 LTC Proposal		
Section 11: Road Closure Fees			
The Application Fee is payable upon lodgement. Council will advise you of additional fees after assessment of the application and payment will be required prior to approval of the Permit and installation of the signage.			
Description	Quantity	Amount	Cost
Temporary Road Closure Application Fee (Full Closure) – per Application at lodgement (Non-refundable)	1	\$159.10	\$159.10
Temporary Road Closure (Full Closure) – per Application*	1	\$1,668.17	\$1,668.17
*This charge includes advertising the proposal in accordance with the Roads Act 1993			
Lodgement Total			\$1,847.27
Note: Use of road for events deemed to have significant local or community benefit are exempt from fees, subject to approval.			

## Section 12: Permit Conditions

### Permit Application:

- 12.1 The assessing Council Officer will contact the applicant within 10 (ten) working days if they need to discuss or seek clarification in relation to any aspect of the application. In some instances, the Officer may request additional information or amendments to your proposal in order to complete their assessment.
- 12.2 Depending on the likely impact of the closure on traffic and/or residents/businesses, the application may need to be reported to the Local Traffic Committee and Council for determination. Consequently, it could take up to eight (8) weeks for a successful application to be approved. The assessing Council Officer will advise the applicant accordingly.
- 12.3 In accordance with the Roads Act 1993, any proposed Temporary Full Road Closure must be advertised for 28 days and local residents must be notified of the proposal in writing prior to consideration by the Local Traffic Committee. The assessing Council Officer will arrange the advertising, whilst the applicant must arrange the resident notification, with the notification letters approved by the Council officer.
- 12.4 The Applicant must conform to all the requirements of this agreement together with the conditions issued by Council with an approved Permit.
- 12.5 The Applicant must provide Council with a copy of their Public Liability Insurance to the value of at least \$20,000,000 (twenty million dollars). The Inner West Council needs to be noted as an interested party to the insurance policy for activity on Council roads and footpaths.
- 12.6 Immediate processing of applications is not guaranteed, and Council will not be responsible for the consequences caused by late applications or insufficient information.
- 12.7 The Applicant shall indemnify the Council:
  - Against all claims and expenses and costs arising therefrom made or recovered against the Council by any person arising out of any work done or purported to be done by the applicant under the authority of this Permit.
  - Against all claims and expenses and costs therefrom made or recovered against the Council by any person and against all loss damages costs and expenses incurred by the Council arising out of the failure of the applicant to comply with the provision of any Act, Regulation, Ordinance or By-law or any order or direction lawfully given thereunder by any person relating in any work done or purported to be done by the applicant under the authority of this Permit.

### General Work Times:

- 12.8 Unless otherwise approved by Council, work shall only be permitted during the following hours:
  - 7:00 am to 6:00 pm, Mondays to Fridays, inclusive (with demolition works finishing at 5pm);
  - 8:00 am to 1:00 pm on Saturdays with no demolition works occurring during this time; and at no time on Sundays or public holidays.
- 12.9 If approved by council, works may be undertaken outside these hours where they do not create any nuisance to neighbouring properties in terms of dust, noise, vibration etc. and do not entail the use of power tools, hammers etc. This may include but is not limited to painting.
- 12.10 In the case that a special permit is obtained from Council for works in association with this development, the works which are the subject of the permit may be carried out outside these hours. This condition does not apply in the event of a direction from police or other relevant authority for safety reasons, to prevent risk to life or environmental harm.

### Noise:

- 12.11 The use of any equipment or activities must not result in any "offensive noise" as defined by the Noise Control Act.
- 12.12 Activities generating noise levels greater than 75dB(A) such as rock breaking, rock hammering, sheet piling and pile driving shall be limited to 8:00 am to 12:00 pm, Monday to Saturday, and 2:00 pm to 5:00 pm Monday to Friday.
- 12.13 The Proponent shall not undertake such activities for more than three continuous hours and shall provide a minimum of one 2-hour respite period between any two periods of such works. "Continuous" means any period during which there is less than an uninterrupted 60-minute respite period between temporarily halting and recommencing any of that intrusively noisy work. Noise arising from the works must be controlled in accordance with the requirements of the *Protection of the Environment Operations Act 1997* and guidelines contained in the New South Wales Environment Protection Authority Environmental Noise Control Manual.

### Fees & Charges:

- 12.14 An application is only valid when the fees specified for payment at lodgement have been paid to Council.
- 12.15 A Permit is only valid on the condition that all required fees are paid to Council in accordance with Council's adopted Fees & Charges.
- 12.16 Temporary full road closures for events deemed to have significant local or community benefit are exempt from fees, subject to approval.
- 12.17 The Applicant must pay additional charges, in accordance with Council's current Fees & Charges, if Council's Officers determine the application has exceeded the initial estimation or measurements.

### Traffic and Pedestrian Management:

- 12.18 No traffic control shall be undertaken without a traffic management plan being submitted to and accepted by Council.
- 12.19 The Applicant and/or Applicant's contractor must employ adequate site, traffic and pedestrian control/protection measures at all stages of the activity in accordance with Australian Standards 1742.1, 1742.2, 1742.3 and 1743 Traffic control devices for works on roads and RMS Traffic Control at Work Sites Manual Guidelines.
- 12.20 The Council does not approve Traffic Control Plans. The TCP submitted with the application is viewed as a document containing information about the impacts on traffic flow only and is NOT evaluated from the viewpoint of risk assessment of Work, Health and Safety.
- 12.21 If works are less than 50 metres from traffic lights, or on State road, the Applicant must provide Council with a relevant Transport for NSW (TfNSW) Road Occupancy Licence (ROL). Some classified roads may also require an ROL. Classified roads can be found on: <http://www.rms.nsw.gov.au/business-industry/partners-suppliers/tgr/documents/classified-roads-schedule.pdf>
- 12.22 TfNSW has responsibility for the road pavement and kerb and gutter on State Roads. If the main traffic route is a classified State Road, the applicant shall apply for a permit from TfNSW as well as obtaining written approval from the Police Traffic Branch. Note that Council is responsible for works, activities, occupation and restoration on footpaths of all roads including State Roads and will be responsible for the issuing of permits for such.
- 12.23 A minimum 1.5m wide accessible path of travel must be maintained for pedestrians at all times, clear of obstructions between the adjacent property boundary(s) and the approved area/articles- otherwise an appropriate alternative pedestrian thoroughfare is required.

### Police Approval:

- 12.24 For works occurring on the roadway with consequent interruptions to traffic, the applicant is to contact the local Police Traffic Sergeant. An acknowledgment is to be obtained and a copy of that acknowledgement shall be held on site so that it can be produced if requested by any person or other authority.

### Resident/ Business Notification:

- 12.25 All affected businesses (including Transit System Buses), residents and other occupants must be notified of the road closures, activities and changes to public transport arrangements at least fourteen (14) days prior to commencement of the road closure. Any concerns or requirements raised by business proprietors, residents or other occupants must be resolved or accommodated. The notice shall include

details of alternate access arrangements, detours and applicant contact details.

12.26 The applicant must erect conspicuous notices along the road giving notice of the proposed temporary road closure at least fourteen (14) days prior to implementation (See Appendix A1 for information required.)

**Safety and Legislation:**

12.27 The Applicant shall maintain no adverse impact on road safety for road users including pedestrians and cyclists. Provision is to be made for service vehicles, resident vehicles etc. to gain access to properties at all times.

12.28 The Applicant must comply with all of the agreements, declarations and conditions of the Work, Health and Safety Act 2011, Work Cover NSW, NSW Dial1100 before You Dig Service, Council's Fees & Charges, Environmental and other Legislation, Council policies and any other Regulation applicable to the activity.

12.29 Where in Council's opinion, inadequate barricading and/or lighting has been provided around the works or activity, Council may, without prior notification, install additional barricades and/or lamps and charge the applicant.

**Site Management:**

12.30 The site shall be maintained in a safe condition. The applicant shall, in demand, pay to the Council all expenses and costs incurred by the Council in respect of the repair or restoration of the footway or roadway rendered necessary as a result of any work or thing done or purported to be done by the applicant under the authority of this Permit.

12.31 The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Engineering Services Manager. Failure to comply may result in the applicant being required to reimburse Council for any extraordinary cleansing costs.

12.32 Should Council incur costs as above or any of Council's property and/or the physical environment sustain damage during the course of the occupation, or if the works put Council's assets or the environment at risk, Council may carry out any works necessary to repair the damage and/or remove the risk. The cost of these works shall be borne by the applicant and/or if applicable, may be deducted from any security deposit/ bonds held by Council.

**Extension of Permit:**

12.33 Consent, if issued, is valid only for the notified and advertised dates. Any change of dates will need to be readvertised and will be subject to additional fees.

12.34 If the works are postponed due to unforeseen circumstances, the Applicant must advise the Council Representative in writing of the proposed revised date (subject to being within the notified/advertised dates), as soon as practicable after the decision is taken to not proceed with the original approved date(s). Updated Police and RMS approvals, where applicable, are required. Providing there are no changes to the original traffic management plan and the road is available for use, a revised permit may be issued.

**General:**

12.35 A copy of the Permit must be held on site and be available for inspection whilst the works/activity is being carried out.

12.36 Consent for a temporary road closure does not infer approval of the activity or event associated with the road closure. Separate application and approvals may be required for the activity or event.

12.37 It is the responsibility of the applicant to ensure that all necessary approvals from other agencies (e.g. Roads & Maritime Services, Sydney Harbour Foreshore Authority etc.) are obtained.

12.38 Separate Council approval is to be obtained prior to the placement of any waste storage container on the footway or roadway.

12.39 All excavation, construction and restoration works must comply with Council's specifications.

## Section 11: Applicant's Declaration (Required)

- I declare that all the information in the application is to the best of my knowledge true and correct
- I understand that if the information is incomplete, the application may be delayed / rejected or more information may be requested and accept delays in processing may arise out of any inadequacies in the material submitted in support of the application
- I acknowledge that if the information provided is misleading, any approval granted may be void
- I declare that any electronic data provided is a true copy of all plans and associated documents submitted with this application.
- I understand that Council will use the information and materials provided for notification and advertising purposes if required.
- I have read, understood and agree to comply with Council's permit conditions, and I agree to indemnify the Council against any action or claim for damages arising from work being undertaken under this permit
- I certify that our Traffic Control Plan complies with WorkCover's and RMS's requirements and that I will ensure safety at the site is controlled as described in the plan and this application.
- I have read and accepted the conditions/notes outlined in this application form.

Applicant's signature	Joshua Maltese	Date	31/3/2021
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## Privacy statement

This form contains personal information of a person/s making an application to Inner West Council. The requested information assists Council staff to respond to the applicant/s. The supply of information is voluntary. If you do not provide the requested information, Council may not be able to respond to / progress your application. The information will be retained in Council's record keeping system. Information held by Council is not made publicly available unless there is an overriding public interest to do so under the Government Information (Public Access) Act 2009 (GIPA Act) and in accordance with section 18(1)(b) of the NSW Privacy and Personal Information Protection Act 1998. For more information about your privacy please contact Inner West Council on (02) 9392 5000 and ask to speak with the Privacy Officer. Alternatively, you may email Council at [council@innerwest.nsw.gov.au](mailto:council@innerwest.nsw.gov.au) or write to us at P.O. Box 14, Petersham, NSW 2049.

## How to Lodge

Lodging an application requires a completed application form, all mandatory documents, all relevant information and payment of the required fees.

**From 27 April 2020, applications can be lodged online on Council's website at:**  
[www.innerwest.nsw.gov.au/about/get-in-touch/online-self-service](http://www.innerwest.nsw.gov.au/about/get-in-touch/online-self-service)

- For applications being lodged in person or by mail, all documents must be contained on a USB device.
- All documents including plans must be submitted as separate PDF files, viewable in Adobe Acrobat – each document with clear (descriptive) file names.
- Security settings (including passwords and editing restrictions) must not be applied to electronic documents.
- Files larger than 5MB should be separated logically and supplied as separate PDF files.

**Lodge online:** [www.innerwest.nsw.gov.au/about/get-in-touch/online-self-service](http://www.innerwest.nsw.gov.au/about/get-in-touch/online-self-service)

**Lodge by mail:** Inner West Council, PO Box 14, Petersham NSW 2049

**Lodge in person:** Inner West Council's Customer Service Centres:

- Ashfield – 260 Liverpool Road Ashfield.
- Leichhardt – 7-15 Wetherill Street Leichhardt.
- Petersham – 2-14 Fisher Street Petersham.

### PLEASE NOTE:

**Council's Customer Service Centre Information**

**-Ashfield: Open from 1<sup>st</sup> of July.**

**-Leichhardt: Open.**

**-Petersham: Closed due to COVID-19 restrictions.**

**Opening hours:** Monday-Friday, 8:30am-5:00pm [www.innerwest.nsw.gov.au/ContactUs](http://www.innerwest.nsw.gov.au/ContactUs)

**Cashiering:** 8:30am-4:30pm.

**Fees and charges:** This form does not necessarily include a comprehensive list of the fees that may be applicable. Council will advise you of any additional fees after assessment of the application and payment will be required prior to any approval. Find fees and charges on the Council website: [www.innerwest.nsw.gov.au/FeesAndCharges](http://www.innerwest.nsw.gov.au/FeesAndCharges)

**Cheques are to be made payable to:** Inner West Council

## Office Use only

Checked by officer:		Receipt number:	
Date		Amount Paid	\$
Application No: ENRC/ _____ / _____		Initial of officer:	





## A1 –Temporary Road Closure Notification

The applicant must erect conspicuous notices along the road giving notice of the proposed temporary road closure at least fourteen (14 ) days prior to implementation.

This notification **must** show the following:

- Time and dates of temporary Road Closure for example;
- The reason why a temporary Road Closure is taking place;
- Alternative routes or access arrangements;
- Contact details for the event/site
- The notification **may** include information regarding alternative parking arrangements and exemptions.

## CRUDEN READ

**Cruden & Read Pty Ltd**  
 ABN 63 625 146 714  
 Level 14, 44 Market St Sydney NSW  
 2000  
 PO Box Q1402 QVB NSW 1230  
 P 02 8567 3110 F 02 9570 7369

1 April 2021

### CERTIFICATE OF CURRENCY

#### Annual Third Party Liability

This is to certify that the following policy reference is current as at the date stated above.

This document certifies that the policy referred to below is currently intended to remain in force until 4.00 pm on the expiry date shown and will remain in force until that date, unless the policy is cancelled, lapsed, varied or otherwise altered in accordance with the relevant policy conditions or the provisions of the "Insurance Contracts Act 1984".

<b>INSURED</b>	Quickway Constructions Pty Ltd, Quickway Infrastructure Services Pty Ltd and all associated or related companies and others as per the policy.	
<b>INTERESTED PARTY</b>	Inner West Council	
<b>TERRITORIAL LIMITS</b>	Worldwide excluding USA/ Canada other than in respect of non-manual business visits to those countries by directors and employees of the Insured.	
<b>PERIOD OF INSURANCE</b>	4pm on 31 March 2021 to 4pm 31 March 2022 AEST	
<b>POLICY NUMBER</b>	AU00010151LI21A	
<b>INTEREST INSURED</b>	Insured's Legal Liability to third parties for bodily injury and / or property damage as defined in the policy wording.	
<b>LIMITS OF LIABILITY</b>	Public Liability	AUD 20,000,000 any one Occurrence
	Products Liability	AUD 20,000,000 any one Occurrence and in the aggregate during any one Period of Insurance
<b>INSURER</b>	XL Insurance Company SE	

This certificate is furnished at the request of the Insured as a matter of information only and does not constitute an insurance contract upon which claims can be made.

  
 Leigh Cruden

#### "DISCLAIMER"

In arranging this certificate, we do not guarantee that the insurance outlined will continue to remain in force for the period referred to as the policy may be cancelled or altered by either party to the contract at any time in accordance with the terms and conditions of the policy or in accordance with the terms of the "Insurance Contracts Act". We accept no responsibility or liability to advise any party who may be relying on this certificate of such alteration to or cancellation of the policy of insurance



Integrated Management System  
(Uncontrolled when printed)

## Appendix U Road Opening Permit (ROP-001 Rev0.0)

Item 8

Attachment 1

## INNER WEST

### Application for Road Opening Permit

Section 138 of the Roads Act 1993 and Section 68 of the Local Government Act 1993

<b>About this form</b>	Use this form to apply for a permit to carry out excavation within a road, footpath, public reserve or public place for a lawful purpose. This form does not necessarily include a comprehensive list of the fees that may be applicable, should the application be approved. Council will advise you of any additional fees after assessment of the application and payment will be required prior to any approval. Please refer to Council's adopted Fees and Charges.
<b>How to complete</b>	<ol style="list-style-type: none"> <li>1. Ensure that all fields have been filled out correctly.</li> <li>2. Please print clearly</li> <li>3. Once completed, please refer to the <i>How to Lodge</i> section for further information.</li> </ol>

#### Section 1: Associated Property Address

Unit No	Various - refer to 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal	House No	Various - refer to 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal
Street Name	Various - refer to 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal	Cross Street(s)	Various - refer to 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal
Suburb	Rozelle	Postcode	2039

#### Section 2: Associated DA or Complying Development Certificate information

Is there an associated DA or Complying Development Certificate with these works?

☐ Yes ☐ No ☒ N/A

DA/CDC Consent No

N/A - Sydney Metro West Power Enabling Works

Approval Date

N/A

#### Section 3: Activity Details

**Activity Location** – Describe the location incl. street name(s) and proximity to a cross street and/or property

Various - refer to 3869-SMW-LTCP-001 IWC Full Road Closure LTC Proposal

**Associated Activity** – Provide a summary of the proposed works or activities

Civil construction works, trenching, conduit installation, cable pulling, restorations and associated works

#### Section 4: Permanent Restorations to be undertaken BY

#### Fees Detail

☒ Contractor (The Applicant)

Scope of Works

☐ The road opening is limited to the footpath area and the restoration area will be less than or equal to 4sqm AND will not extend into the road pavement.

☒ Other

Section 10.1

Section 10.2

☐ Council

Section 11

By nominating your preference for Council or the Contractor, Council reserves the right to decline either and issue the permit on the basis that the alternate will undertake the permanent restoration. This decision may be influenced by factors including but not limited to road classification, type of surface material, planned works in the area, resource availability at the time and other factors that may affect the capacity to undertake the works

#### Section 5: Works Timing

Commencement Date

Various - refer to Appendix B of 3869-SMW-LTCP-001

Finish Date

Various - refer to Appendix B of 3869-SMW-LTCP-001

#### Section 6: Public Liability – Provide details of public liability insurance cover (See Clause 12.3)

Insurance Company

Cruden Read

Public Liability Expiry Date

Expiry 31/03/2022

Policy Number

AU00010151L21A

#### Section 7: Mandatory Documents to be supplied with all applications as separate documents, in pdf format, with clear file names

☒ Application form – a signed copy of the application form.

☒ Public Liability Insurance – required for every application (see details above)

☒ A Traffic Control Plan (Prepared by RMS accredited person) in compliance with RMS Traffic Control at Work Sites Manual Guidelines – AS1742.3 and Work Cover NSW regulations

☒ Scope of works/ Site Plan - See Section 14 for example of how to provide details/dimensions of the opening and calculate areas.

☒ A draft Notification letter(s) for distribution by the applicant to residents in the affected area, for approval by Council.

☒ A photograph showing the location of the proposed road opening (with annotations on photo showing exact location)

#### Section 8: Applicant's Details or Company and Representatives (Required)

If the applicant is a company, proof the company is a legal entity must be given, either by company seal or company letterhead.

Salutation (✓)

☒ Mr ☐ Ms ☐ Miss ☐ Other (please specify)

First name

Joshua

Surname

Maltese

Company name

Quickway Constructions Pty Ltd

ABN

80 123 146 449

Postal Address

(If different to street address)

PO Box 6224



Suburb	Silverwater	Post Code	1811	
Email	joshuam@quickway.com.au			
Phone number	0488 662 264	Other		
<b>Section 8.1: Site Contact (if different to above) – for site inspections/ meetings, Council officer contact</b>				
Contact Name	Joshua Maltese			
Contact Phone Number	0488 662 264			
<b>Section 9: RMS / State Classified Road</b>				
Are the works to be carried out on or near a RMS State classified road or Traffic light?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Has consent been obtained from RMS?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
See Section 13 below for a list of RMS State classified roads or go to: <a href="http://www.rms.nsw.gov.au/business-industry/road-occupancy-licence/index.html">http://www.rms.nsw.gov.au/business-industry/road-occupancy-licence/index.html</a>				
<b>Section 10: Fees for Contractor to complete Permanent Restoration</b>				
The fees payable at lodgement are shown in Sections 10.1 & 10.2 and depend on Scope of Works selected at Section 4. Council will advise you of any additional fees after assessment of the application and payment will be required prior to approval of the Permit.				
<b>Section 10.1: The Scope is limited to the footpath area and the restoration area will be less than or equal to 4sqm AND will not extend into the road pavement.</b>				
Description	Unit	Fee \$	Quantity	Charge \$
Permit Application Fee	Item	\$103.10	1	\$103.10
Inspection Fees (business hours)	Item	\$169.30	2	\$338.60
Deposit - Refundable (Min)	Item	\$945.20	1	\$945.20
<b>Lodgement Total</b>				<b>\$1,386.90</b>
<b>Section 10.2: Other Scope</b>				
Description	Unit	Fee \$	Quantity	Charge \$
Permit Application Fee	Item	\$103.10	1	\$103.10
<b>Lodgement Total</b>				<b>\$103.10</b>
Additional charges may include:				
<ul style="list-style-type: none"> <li>The refundable Security Deposit is 30% of the calculated restoration costs based on Council's Fees &amp; Charges (or minimum above).</li> <li>An Asset Integrity Charge of 30% of the calculated restoration costs based on Council's Fees and Charges may be applicable, depending on the nature and location of the works.</li> <li>Additional fees if the Council Officer determines the areas have exceeded the initial estimation or measurement.</li> <li>Council may charge additional inspection fees for larger restoration jobs.</li> <li>Night works loadings or traffic control charges</li> </ul>				
<b>Section 11: Fees for Council to complete Permanent Restoration</b>				
Only the application fee is applicable at lodgement. See Section 14 for example on providing dimensions of opening to calculate the Area. Council will advise you of any additional fees after assessment of the application and payment will be required prior to approval of the Permit.				
Description	Unit	Fee \$	Area	Charge \$
Permit Application Fee	Item	\$103.10		\$103.10
Site Establishment Fee	Item	\$422.60		
Footpath – Concrete (80mm thick)	Sqm	\$311.50		
Road Pavement – Asphalt (AC10/AC20, up to 150mm) on existing base	Sqm	\$376.00		
Driveway – Residential	Sqm	\$379.30		
Grass Verge (100mm topsoil)	Sqm	\$83.50		
For all other restoration charges, please see <a href="http://www.innerwest.nsw.gov.au/FeesAndCharges">www.innerwest.nsw.gov.au/FeesAndCharges</a>				
Deposit - Refundable – 30% of the calculated restoration costs based on Council's Fees and Charges (or minimum as above).	Item			
<b>Lodgement Total</b>				<b>\$103.10</b>
Additional charges may be applicable, as described in Section 10.1.				

## Section 12: General Permit Conditions

### Permit Application:

- 12.1 The assessing Council Officer will contact the applicant within 10 (ten) working days if they need to discuss or seek clarification in relation to any aspect of the application. In some instances, the Officer may request additional information or amendments to your proposal in order to complete their assessment.
- 12.2 The Applicant must conform to all the requirements of this agreement together with the conditions issued by Council with an approved Permit.
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- 12.20 A minimum 1.5m wide accessible path of travel must be maintained for pedestrians at all times, clear of obstructions between the adjacent property boundary(s) and the approved area/articles- otherwise an appropriate alternative pedestrian thoroughfare is required.

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- 12.21 For works occurring on the roadway with consequent interruptions to traffic, the applicant is to contact the local Police Traffic Sergeant. An acknowledgment is to be obtained and a copy of that acknowledgement shall be held on site so that it can be produced if requested by any person or other authority.

### Resident/ Business Notification:

- 12.22 The Applicant shall be responsible to notify affected businesses, residents and other occupants at least two (2) days prior to undertaking the works/activity. Any concerns or requirements raised by business proprietors, residents and other occupants must be resolved or accommodated.

### Safety and Legislation:

- 12.23 The Applicant shall maintain no adverse impact on road safety for road users including pedestrians and cyclists. Provision is to be made for service vehicles, resident vehicles etc. to gain access to properties at all times.
- 12.24 The Applicant must comply with all of the agreements, declarations and conditions of the Work, Health and Safety Act 2011, Work Cover NSW, NSW Dial100 before You Dig Service, Council's Fees & Charges, Environmental and other Legislation, Council policies and any other Regulation applicable to the activity.
- 12.25 Where in Council's opinion, inadequate barricading and/or lighting has been provided around the works or activity, Council may, without prior notification, install additional barricades and/or lamps and charge the applicant.

### Heritage Issues:

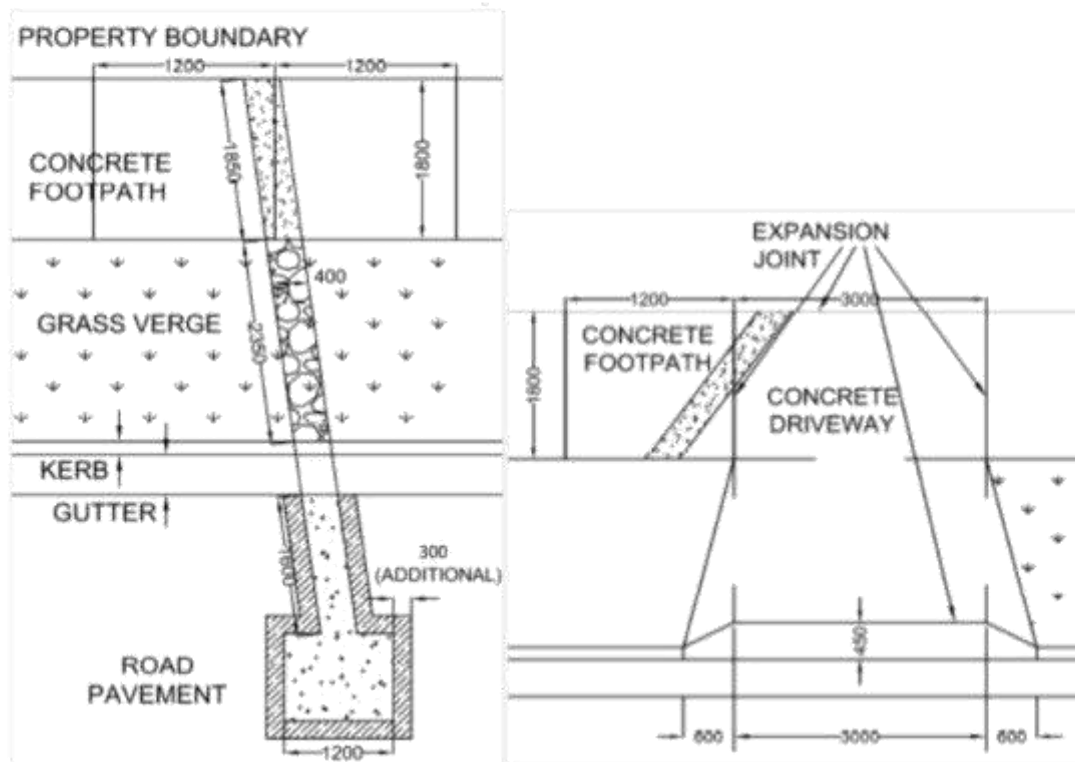
- 12.26 Many streets within the Inner West Council area have footpaths constructed of bricks in the early 20th century. These footpaths have heritage significance and any openings are only to be made with the approval of Council. In these cases, the bricks are to be carefully lifted to prevent damage and safely stored during the work. Upon completion of the work the sub-base is to be restored and the bricks are to be

	re-laid on a 20mm bed of river sand to match the surrounding footpath. Some concrete footpaths have coloured street name letters inlaid in the concrete. These street names are not to be disturbed and advice should be sought by Councils Road Access Services Team.
	<b>Openings made in concrete roads / rigid pavements:</b>
12.27	Council requires that all work involving rigid road pavements (i.e. Concrete roads) be bored horizontally. Where possible, Council requires that flexible pavement roads also be bored horizontally. If any road cannot be so bored, the approval of Council's Footpaths, Roads, Traffic and Stormwater Group Manager is required to make the opening.
	<b>Site Management:</b>
12.28	The site shall be maintained in a safe condition. The applicant shall, in demand, pay to the Council all expenses and costs incurred by the Council in respect of the repair or restoration of the footway or roadway rendered necessary as a result of any work or thing done or purported to be done by the applicant under the authority of this Permit.
12.29	The areas to be used for the activities must be maintained in a clean and tidy condition to the satisfaction of Council's Engineering Services Manager. Failure to comply may result in the applicant being required to reimburse Council for any extraordinary cleansing costs.
12.30	Should Council incur costs as above or any of Council's property and/or the physical environment sustain damage during the course of the occupation, or if the works put Council's assets or the environment at risk, Council may carry out any works necessary to repair the damage and/or remove the risk. The cost of these works shall be borne by the applicant and/or if applicable, may be deducted from any security deposit/ bonds held by Council.
	<b>Extension of Permit:</b>
12.31	The Applicant shall contact Council at least two (2) days prior to the original expiry date for any required extension of time for the occupation, or an additional application may be required with full payment of applicable application fees. Any extension of time may incur additional fees.
12.32	If the works are postponed due to unforeseen circumstances, the Applicant must advise the Council Representative in writing of the proposed revised date, as soon as practicable after the decision is taken to not proceed with the original approved date(s). Updated Police and RMS approvals, where applicable, are required. Providing there are no changes to the original traffic management plan and the road is available for use, a revised permit may be issued.
	<b>General:</b>
12.33	A copy of the Permit must be held on site and be available for inspection whilst the works/activity is being carried out.
12.34	Separate Council approval is to be obtained prior to the placement of any waste storage container on the footway or roadway.
12.35	All excavation, construction and restoration works must comply with Council's specifications.

## Section 13: List of State Roads in the Council area

Balmain Road, Matilda Street to Wharf Road	Livingstone Road, Sydenham Road to New Canterbury Road
Barker Street, Brown Street to Old Canterbury Road	Marrickville Road, Railway Parade to Buckley Street
Brown Street, Hathern Street to Barker Street	Mary Street, Perry Street to Lilyfield Road
Buckley Street, Marrickville Road to Sydenham Road	Milton Street, Liverpool Road to Georges River Road
Canal Road, Princess Highway to Alexandra Canal	New Canterbury Road, Old Canterbury Road to Crystal Street
Canterbury Road, Princess Street to New Canterbury Road	Old Canterbury Road, New Canterbury Road to Parramatta Road
City West Link Road, Crane Avenue to The Crescent	Parramatta Road, Mallett Street to Lang Street
Cook Street, Old Canterbury Road to Brown Street	Perry Street, Wharf Road to Mary Street
Darley Road, James Street to Allen Street	Princess Highway, Sydney Park Road to Cooks River Bridge
Darling Street, Victoria Road to Matilda Street	Pymont Bridge Road, Parramatta Road to Booth Street
Enmore Road, Stanmore Road to King Street	Railway Parade, Sydenham Road to Marrickville Road
Foster Street, Allen Street to Lords Road	Railway Road, Unwins Bridge Road to Princess Highway
Frederic Street, Parramatta Road to Liverpool Road	Railway Terrace, Gordon Street to Old Canterbury Road
Georges River Road, Milton Street to Greenhills Street	Ramsay Street, Wattle Street to Dobroyd Canal Bridge
Gleeson Avenue, Railway Parade to Unwins Bridge Road	Stanmore Road, Crystal Street to Enmore Road
Gordon Street, New Canterbury Road to Railway Terrace	Sydenham Road, Livingstone Road to Railway Parade
Hathern Street, Tebbutt Street to Brown Street	Tebbutt Street, Lords Road to Parramatta Road
James Street, Lilyfield Road to Darley Road	The Crescent, Johnston Street to Johnston Street
Johnston Street, Parramatta Road to The Crescent	The Crescent, Victoria Road to The Crescent
King Street, Church Street to Sydney Park Road	Victoria Road, Iron Cove Bridge to Anzac Bridge
Liverpool Road, Parramatta Road to Dickinson Avenue	Wattle Street, Parramatta Road to Crane Avenue

## Section 14: Example of Scope of Works Plan required with dimensions of road opening



(Example only)

Material Description	Dimension		Total per sqm	Comments
	Length	Width		
Concrete Footpath	2.4	1.8	4.3	Note: Whole damaged slab
Grass verge	1	1	1	Min 1m.
Concrete Kerb and Gutter	1	1	1	Min 1m.
Asphalt Road	various		4.5	(1.8x1.8) + (1.3x1)

## Section 15: Applicant's Declaration (Required)

- I declare that all the information in the application is to the best of my knowledge, true and correct
- I understand that if the information is incomplete, the application may be delayed/ rejected or more information may be requested and accept delays in processing may arise out of any inadequacies in the material submitted in support of the application
- I acknowledge that if the information provided is misleading, any approval granted 'may be void'
- I declare that any electronic data provided is a true copy of all plans and associated documents submitted with this application.
- I declare that any electronic data is not corrupted and does not contain any viruses
- I understand that Council will use the information and materials provided for notification and advertising purposes if required.
- I have read, understood and agree to comply with Council's permit conditions, and I agree to indemnify the Council against any action or claim for damages arising from work being undertaken under this permit.
- I will ensure safety at and around the works site is controlled and is in accordance with WorkCover requirements.

Applicant's signature: \_\_\_\_\_

Date: \_\_\_\_\_



## Privacy Statement

This form contains personal information of a person/s making an application to Inner West Council. The requested information assists Council staff to respond to the applicant/s. The supply of information is voluntary. If you do not provide the requested information, Council may not be able to respond to / progress your application. The information will be retained in Council's record keeping system. Information held by Council is not made publicly available unless there is an overriding public interest to do so under the Government Information (Public Access) Act 2009 (GIPA Act) and in accordance with section 18(1)(b) of the NSW Privacy and Personal Information Protection Act 1998. For more information about your privacy please contact Inner West Council on (02) 9392 5000 and ask to speak with the Privacy Officer. Alternatively, you may email Council at [council@innerwest.nsw.gov.au](mailto:council@innerwest.nsw.gov.au) or write to us at P.O. Box 14, Petersham, NSW 2049.

## How to Lodge

Lodging an application requires a completed application form, all mandatory documents, all relevant information and payment of the required fees.

**From 27 April 2020, applications can be lodged online on Council's website at:**

**[www.innerwest.nsw.gov.au/about/get-in-touch/online-self-service](http://www.innerwest.nsw.gov.au/about/get-in-touch/online-self-service)**

- For applications being lodged in person or by mail, all documents must be contained on a USB device.
- All documents including plans must be submitted as separate PDF files, viewable in Adobe Acrobat – each document with clear (descriptive) file names.
- Security settings (including passwords and editing restrictions) must not be applied to electronic documents.
- Files larger than 5MB should be separated logically and supplied as separate PDF files.

**Lodge online:** [www.innerwest.nsw.gov.au/about/get-in-touch/online-self-service](http://www.innerwest.nsw.gov.au/about/get-in-touch/online-self-service)

**Lodge by mail:** Inner West Council, PO Box 14, Petersham NSW 2049

**Lodge in person:** Inner West Council's Customer Service

Centres:

- Ashfield – 260 Liverpool Road Ashfield.
- Leichhardt – 7-15 Wetherill Street Leichhardt.
- Petersham – 2-14 Fisher Street Petersham.

### PLEASE NOTE:

**Council's Customer Service Centre Information**

**-Ashfield: Open from 1st of July.**

**-Leichhardt: Open.**

**-Petersham: Closed due to COVID-19 restrictions.**

**Opening hours:** Monday-Friday, 8:30am-5:00pm [www.innerwest.nsw.gov.au/ContactUs](http://www.innerwest.nsw.gov.au/ContactUs)

**Cashiering:** 8:30am-4:30pm.

**Fees and charges:** This form does not necessarily include a comprehensive list of the fees that may be applicable. Council will advise you of any additional fees after assessment of the application and payment will be required prior to any approval. Find fees and charges on the Council website: [www.innerwest.nsw.gov.au/FeesAndCharges](http://www.innerwest.nsw.gov.au/FeesAndCharges)

**Cheques are to be made payable to:** Inner West Council

## Office use only

Checked by officer:		Receipt number:	
Date		Amount Paid	\$
Application Number: ENRO/20____/____		Initial of officer:	

## CRUDEN READ

**Cruden & Read Pty Ltd**  
 ABN 63 625 146 714  
 Level 14, 44 Market St Sydney NSW  
 2000  
 PO Box Q1402 QVB NSW 1230  
 P 02 8567 3110 F 02 9570 7369

1 April 2021

### CERTIFICATE OF CURRENCY

#### Annual Third Party Liability

This is to certify that the following policy reference is current as at the date stated above.

This document certifies that the policy referred to below is currently intended to remain in force until 4.00 pm on the expiry date shown and will remain in force until that date, unless the policy is cancelled, lapsed, varied or otherwise altered in accordance with the relevant policy conditions or the provisions of the "Insurance Contracts Act 1984".

<b>INSURED</b>	Quickway Constructions Pty Ltd, Quickway Infrastructure Services Pty Ltd and all associated or related companies and others as per the policy.	
<b>INTERESTED PARTY</b>	Inner West Council	
<b>TERRITORIAL LIMITS</b>	Worldwide excluding USA/ Canada other than in respect of non-manual business visits to those countries by directors and employees of the Insured.	
<b>PERIOD OF INSURANCE</b>	4pm on 31 March 2021 to 4pm 31 March 2022 AEST	
<b>POLICY NUMBER</b>	AU00010151LI21A	
<b>INTEREST INSURED</b>	Insured's Legal Liability to third parties for bodily injury and / or property damage as defined in the policy wording.	
<b>LIMITS OF LIABILITY</b>	Public Liability	AUD 20,000,000 any one Occurrence
	Products Liability	AUD 20,000,000 any one Occurrence and in the aggregate during any one Period of Insurance
<b>INSURER</b>	XL Insurance Company SE	

This certificate is furnished at the request of the Insured as a matter of information only and does not constitute an insurance contract upon which claims can be made.

  
 Leigh Cruden

#### "DISCLAIMER"

In arranging this certificate, we do not guarantee that the insurance outlined will continue to remain in force for the period referred to as the policy may be cancelled or altered by either party to the contract at any time in accordance with the terms and conditions of the policy or in accordance with the terms of the "Insurance Contracts Act". We accept no responsibility or liability to advise any party who may be relying on this certificate of such alteration to or cancellation of the policy of insurance

**Item No:** LTC0421(1) Item 9

**Subject:** EATON STREET, BALMAIN - DISABLED PARKING ZONE (BALUDARRI - BALMAIN WAR/ BALMAIN ELECTORATE/ LEICHHARDT PAC)

**Prepared By:** Felicia Lau - Engineer - Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

### SUMMARY

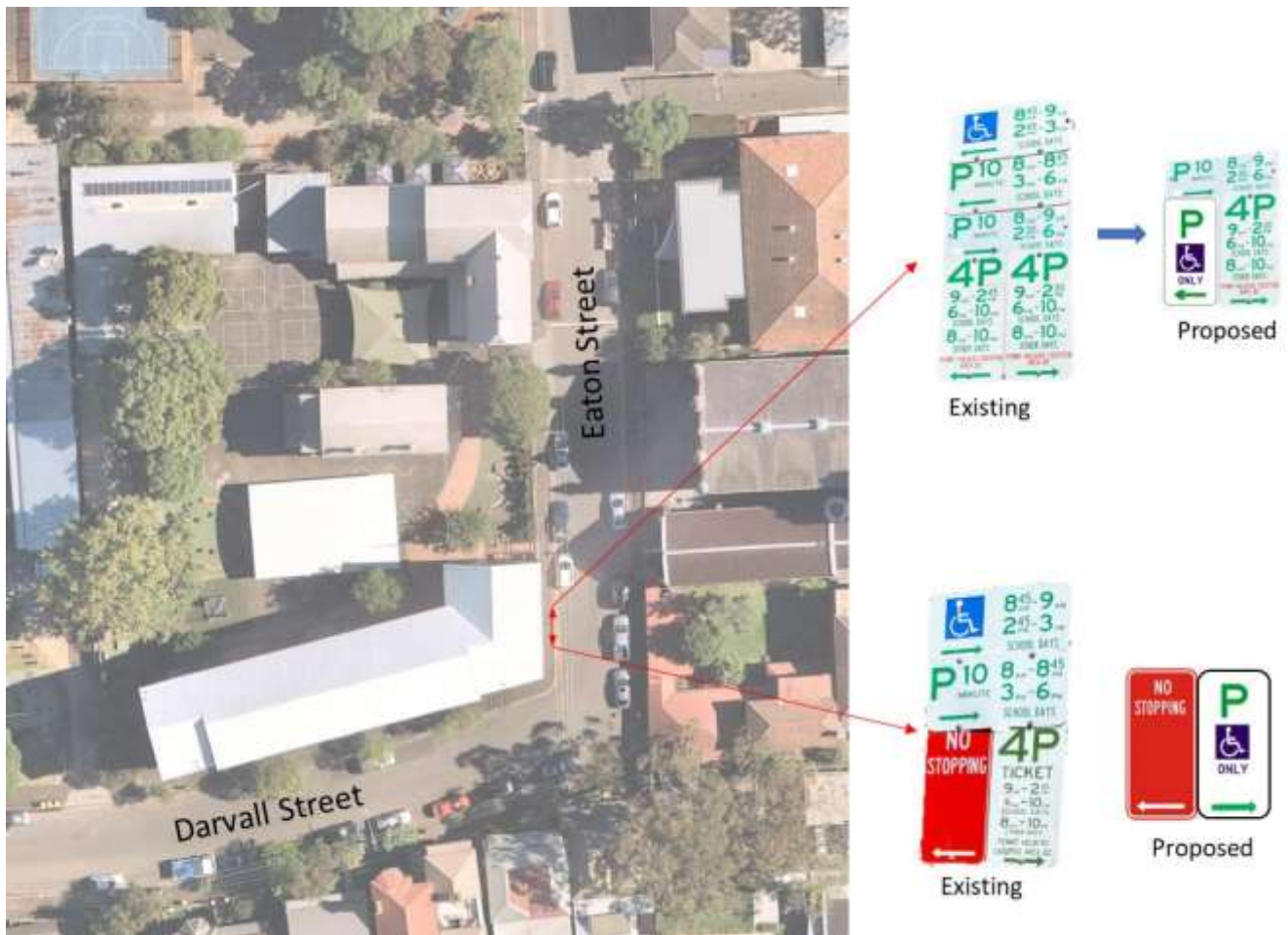
Council has received requests to review the existing part-time 'Disabled Parking' zone in Eaton Street, Balmain to better service users of the space.

### RECOMMENDATION

**THAT the existing part time 'Disabled Parking'/ 'P10min'/ '4P ticket' zone on the western side of Eaton Street, north of Darvall Street, Balmain, be converted to a full time 'Disabled Parking' zone.**

### BACKGROUND & OTHER STAFF COMMENTS

Council has received requests to have the existing 'Disabled Parking' restriction hours extended to operate full time instead of '8:45am-9am and 2:45pm-3pm School Days' as shown in the plan below. This would allow for greater flexibility for parents dropping off children who require use of this parking space. This modification would also simplify the existing parking signage and improve legibility. The existing space is currently signposted as 'Disabled Parking 8:45am-9am, 2:45pm-3pm; P10min 8am-8:45am, 3pm-6pm; 4P ticket 9am-2:45pm, 6pm-10pm School Day, 8am-10pm other days Permit holders Excepted, Area B2'.



## FINANCIAL IMPLICATIONS

Nil.

## PUBLIC CONSULTATION

A consultation letter outlining the proposal was mailed out to 11 surrounding properties (including the St. Augustine Catholic Church, Balmain Public School and Father John Therry Catholic Primary School). A total of two (2) responses supporting the proposal were received.

## ATTACHMENTS

Nil.



**Item No:** LTC0421(1) Item 10

**Subject:** SOUTH AVENUE, PETERSHAM - EXTENSION OF 'NO PARKING' RESTRICTIONS DUE TO WIDTH OF ROADWAY (DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST PAC)

**Prepared By:** Scipio Tam - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

A resident of Searl Street, Petersham (with rear lane access on South Avenue) raised concerns of vehicular access into and out of South Avenue, Petersham when vehicles are legally parked in South Avenue, immediate west of existing 'No Parking' area alongside boundary of Property No. 2 South Avenue, Petersham.

Surrounding residents have been notified of the proposal to extend the current 'No Parking' restrictions an additional 5 metres west along the northern side of South Avenue to attempt to remove a squeeze point thus improve vehicular access into South Avenue.

## RECOMMENDATION

**THAT the existing full-time 'No Parking' restrictions on the northern side of South Avenue, Petersham be extended 5 metres west, along the frontage of Property No. 2 South Avenue, Petersham.**

## BACKGROUND

Council Officers have been advised by a resident with off-street parking accessed from South Avenue, Petersham that vehicular access from Palace Street is on occasions blocked by vehicles parked legally, west of current 'No Parking' restrictions, along the side boundary of Property No. 110 Palace Street, Petersham.

## OTHER STAFF COMMENTS

South Avenue is a "No-Through Road" that runs east-west, parallel to the railway line and access is through Palace Street. South Avenue provides rear access to properties fronting Searl Street, Petersham. For property No. 2 South Avenue, the only access available is from its frontage on South Avenue and this property is most impacted as the proposed changes are occurring partly along their frontage.

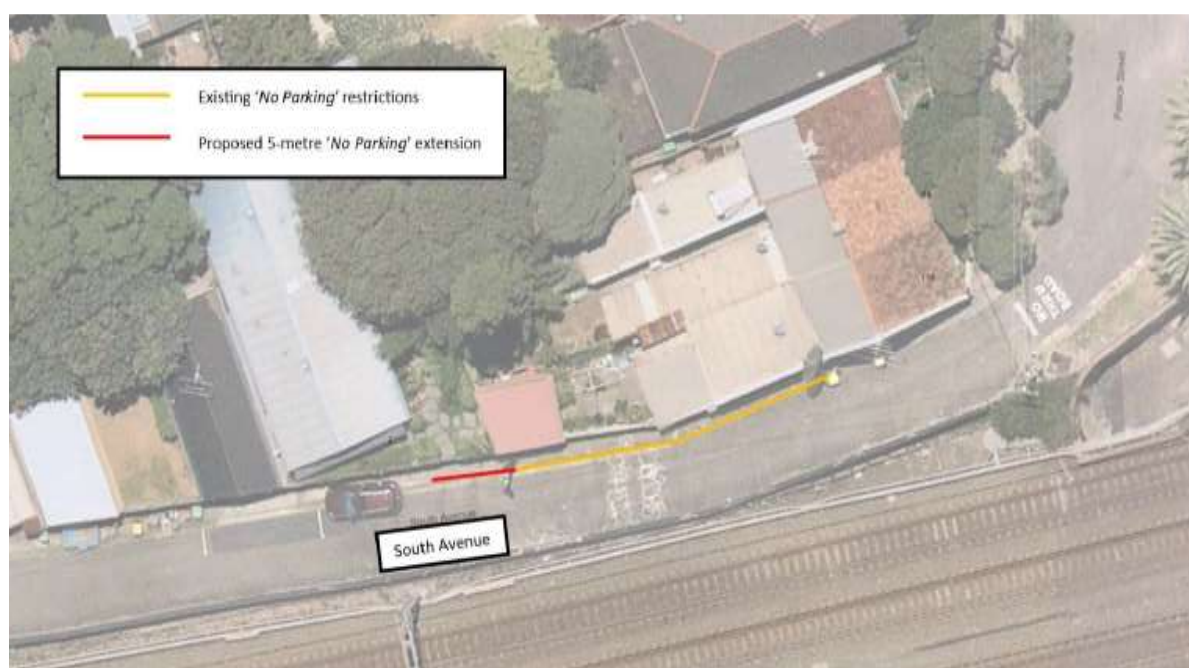
There is a railway corridor fence constructed along the southern side of South Avenue and the width of the roadway is generally 4.7 metres. However, at the point where the current 'No Parking' restriction ends, the road width is 4.5 metres. This results in a squeeze point for vehicles and thus, it is recommended that the existing full-time 'No Parking' restrictions on the northern side of South Avenue, Petersham be extended 5 metres westward (along the property of No. 2 South Avenue, Petersham).

It is common for residents to mount the narrow footpath (approx. 0.5m wide) whilst parking their vehicles as many residents experience the issue with the lack of parking availability within the area combined with the narrowness of the roadway. This is particularly true for the resident of Property No. 2 South Avenue as the property's only access is from South Avenue. However, Council Officers investigating this matter note there may be occasions where visitors to the area may not be aware of this and park legally on the roadway (without mounting the

footpath), potentially obstructing vehicular access into South Avenue. On site investigations noted that an average mid-sized wagon, parked legally adjacent to the end of the 'No Parking' restrictions, with all 4 wheels on the carriageway, resulted in the remaining width of the travel lane being 2.6 metres.

Council's Laneway Parking Guidelines outline parking restrictions will generally be implemented in trafficable laneways having carriageway widths less than five (5) metres. Such laneways are generally too narrow to accommodate parking and permit safe vehicle access along the laneway.

With all comments considered, the proposal for the 'No Parking' extension may be considered a more favorable approach as opposed to a blanket parking ban within South Avenue, as parking within the Inner West Local Government Area is of high demand, in particular of high trafficable areas such as Petersham combined with close proximity to the train station. The proposal is shown on the following plan.



## PUBLIC CONSULTATION

A notification letter was sent to 21 properties fronting the southern section of Searl Street and Property No. 2 South Avenue, Petersham regarding the proposal to extend the existing full-time 'No Parking' by an additional 5 metres west along the northern side of South Avenue.

During community engagement, a total of five (5) responses were received from residents. Of these submissions, only one (1) supported the proposal and four (4) submissions opposed the proposal.

The four (4) opposing submissions received by Council all state that access has not been an issue and expressed their concerns of losing parking within a high parking demand area. They all express their concerns for the resident in Property No. 2 South Avenue losing frontage access as the property cannot be access via Searl Street.

## CONCLUSION

South Avenue, Petersham is narrow and serves as rear access for many properties with frontages along Searl Street, and it is the only residential access for Property No. 2 South Avenue. However, should any vehicle park at a distance too far from the kerb, vehicle access into South Avenue can be impeded. Thus, extension of the existing 'No Parking' restrictions at

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the squeeze point along South Avenue would assist all residents accessing their rear garage areas and those who may be experiencing access difficulties.

#### **ATTACHMENTS**

Nil.

**Item No:** LTC0421(1) Item 11

**Subject:** EDGEWARE ROAD, NEWTOWN BETWEEN WELLS & DARLEY STREET -  
PROPOSED EXTENSION OF PERMIT PARKING AREA M14

(DAMUN - STANMORE WARD/ NEWTOWN ELECTORATE/ INNER WEST  
PAC)

**Prepared By:** Scipio Tam - Engineer – Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

Following representations to Council, an extension of the existing M14 permit parking restrictions was proposed to achieve consistent parking management in the area. The proposal was distributed to residents along Edgware Road, Newtown between Wells Street and Darley Street for comment. Currently, M14 permit parking restrictions exist on Darley Street, Wells Street, Lord Street and Edgware Road between Darley Street and Lord Street.

## RECOMMENDATION

**THAT the '2P 8am – 10pm Permit Holders Excepted Area M14' parking restrictions in Wells Street and Darley Street be extended to the eastern side of Edgware Road, Newtown between Wells Street and Darley Street to be consistent with the adjoining streets.**

## BACKGROUND

Council has received a request to extend the existing permit parking area along the eastern side Edgware Road, Newtown between Wells Street and Darley Street. Permit parking restrictions are currently in place along the southern sides of Wells Street, Darley Street and Lord Street and the eastern side of Edgware Road, between Darley Street and Lord Street.

## OTHER STAFF COMMENTS

Along this section of Edgware Road, Newtown, property types include residential homes and unit blocks. Permit parking policy for this area states households without any on-site parking spaces is eligible for one parking permit. As several properties including a unit block along the subject section of Edgware Road may have adequate off-street parking, further investigations with property owners/ managers and strata managers will be required to determine individual property eligibility.

No vehicle survey was undertaken as the proposed section is only a short section of unrestricted parking between side streets which currently have existing resident permit parking restrictions. Officer observations have indicated a high parking occupancy in this area.

## PUBLIC CONSULTATION

During community engagement, a consultation letter was sent to 74 property occupiers and owners in close proximity to the subject section of Edgware Road, Newtown. A total of three (3) responses were received from residents; two (2) in support and one (1) opposed of the proposal. Of these submissions, one (1) supported the proposal, one (1) opposed the proposal



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and one (1) conditional supported the proposal; resident only supported the proposal if they were eligible for a parking permit.

#### **ATTACHMENTS**

Nil.

**Item No:** LTC0421(1) Item 12

**Subject:** PIPER STREET AND WHITE STREET, LILYFIELD - PROPOSED 'NO STOPPING' RESTRICTIONS (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services

**Authorised By:** Sunny Jo - Traffic and Parking Planner

### SUMMARY

Council has received concerns from residents regarding vehicles obstructing sight lines and manoeuvring space by parking too close to the intersection of Piper Street and White Street, Lilyfield. An investigation has now been completed and is presented in this report.

### RECOMMENDATION

**THAT the following statutory restrictions be signposted:**

1. 10m 'No Stopping' zone on the western side of White Street, north of Piper Street;
2. 10m 'No Stopping' zone on the northern side of Piper Street, west of White Street.
3. 10m 'No Stopping' zone on the northern side of Piper Street, east of White Street.

### BACKGROUND & OTHER STAFF COMMENTS

Council has received concerns regarding vehicles obstructing sight lines and manoeuvring space by parking too close to the intersection of Piper Street and White Street, Lilyfield.

In order to alleviate this issue, it was initially proposed to signpost 'No Stopping' zone at the following locations as shown on the following plan:

- 10m 'No Stopping' zone on the western side of White Street, north of Piper Street
- 10m 'No Stopping' zone on the eastern side of White Street, north of Piper Street
- 10m 'No Stopping' zone on the northern side of Piper Street, west of White Street
- 10m 'No Stopping' zone on the northern side of Piper Street, east of White Street



## FINANCIAL IMPLICATIONS

Nil.

## PUBLIC CONSULTATION

A letter outlining the initial proposal was mailed out to the affected properties (11 properties) in White Street and Piper Street, Lilyfield.

Five (5) responses were received with all in general support with request for changes.

The main concerns raised by the residents are outlined below:

- Install unbroken yellow line marking or a painted traffic island as signage will be detrimental to the overall streetscape of the street.
- New signage and associated poles will be an obstruction on the footpath and will force pedestrians onto the street to avoid oncoming foot traffic.
- Reduce the proposed 10m 'No Stopping' zone to 8m on the northern side of Piper Street, west of White Street to allow residents of No.53 and No.55 Piper Street to park in close proximity of their properties.
- White Street should open to one-way traffic only from Piper Street to Brennan Street.
- Vehicles constantly park on the footpath of White Street which makes access very difficult.
- Install speed humps further along on Piper Street to prevent vehicles from speeding.
- The proposed 'No Stopping' restrictions on the northern side of Piper Street, east of White Street should be further extended as it will remove the bottleneck that is created by parked vehicles. At this point on Piper Street the width of the road becomes narrower and the parked vehicles make it even narrower.

- Introduction of 'No Stopping' restrictions on the eastern side of White Street, north of Piper Street will encourage more vehicles to block the front entrance of No.2/51 and No.3/51 Piper Street as vehicles may assume that parking there has been endorsed by Council given it has not been marked off limits. This will subsequently restrict access to the property.

Council officers have provided the following response in regard to the residents' concerns:

- There are existing signposts on the footpath on Piper Street and the additional signage will be provided with a similar clearance for pedestrians.
- Further investigation on traffic calming can be undertaken if sufficient number of residents write into Council. At the time of this report, there are no reported accidents in White Street for the 5 year period ending in 2020.
- Making White Street a one-way street is not supported as it will increase vehicle speeds and travel time due to circulation.

## MODIFIED PROPOSAL

After assessing the feedback concerning parked vehicles on eastern side of White Street and subsequently blocking property access to No.2/51 and No.3/51 Piper Street, it is recommended that the proposal exclude the installation of a 10m 'No Stopping' restriction on the east side of White Street, north of Piper Street. The modified proposal is shown on the plan below.



## ATTACHMENTS

Nil.



**Item No:** LTC0421(1) Item 13

**Subject:** PROPOSED LANDSCAPING WORKS - RAILWAY PARADE, ANNANDALE  
(BALUDARRI-BALMAIN WARD/ BALMAIN ELECTORATE/ LEICHHARDT  
PAC)

**Prepared By:** Vinoth Srinivasan - Engineer - Traffic and Parking Services

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

### SUMMARY

Transport for NSW (TfNSW) are proposing to convert ten (10) existing parking spaces on the grassed area of Railway Parade, Annandale (opposite to properties between No.70-72 and No.62 Railway Parade) into a landscaped area. Existing parking restrictions at this location are 'No Parking 7am-7pm vehicles under 4.5t GVM excepted' and it is proposed to be changed to 'No Parking' restrictions as part of this initiative to plant trees to allow for a visual screening to the new Whites Creek Link bridge. Consultation undertaken indicated strong support for the removal of parking.

### RECOMMENDATION

**THAT the existing ten (10) angle parking spaces on the northern side of Railway Parade between Whites Creek and Railway Parade (opposite properties between No.70-72 and No.62 Railway Parade) be converted from 'No Parking 7am-7pm vehicles under 4.5t GVM excepted' to 'No Parking' restrictions.**

### BACKGROUND & OTHER STAFF COMMENTS

Transport for NSW and Inner West Council have been working on an initiative to plant trees and shrubs along a section of Railway Parade, Annandale as part of the Rozelle Interchange project.

Normally, planting of vegetation is done once a project is complete and usually within the project boundary. On this occasion, an opportunity has been identified to do this work before the Project is complete. This way, the plants will have an opportunity to mature and provide a visual screening of the Whites Creek Link bridge for residents on Railway Parade and Pritchard Street.

In order to undertake planting in this area, the 10 angle car parking spaces from the grassed area between Whites Creek and Railway Parade (opposite properties between 70-72 and 62 Railway Parade) will be removed and signposted as 'No Parking'.

### FINANCIAL IMPLICATIONS

Nil.

### PUBLIC CONSULTATION

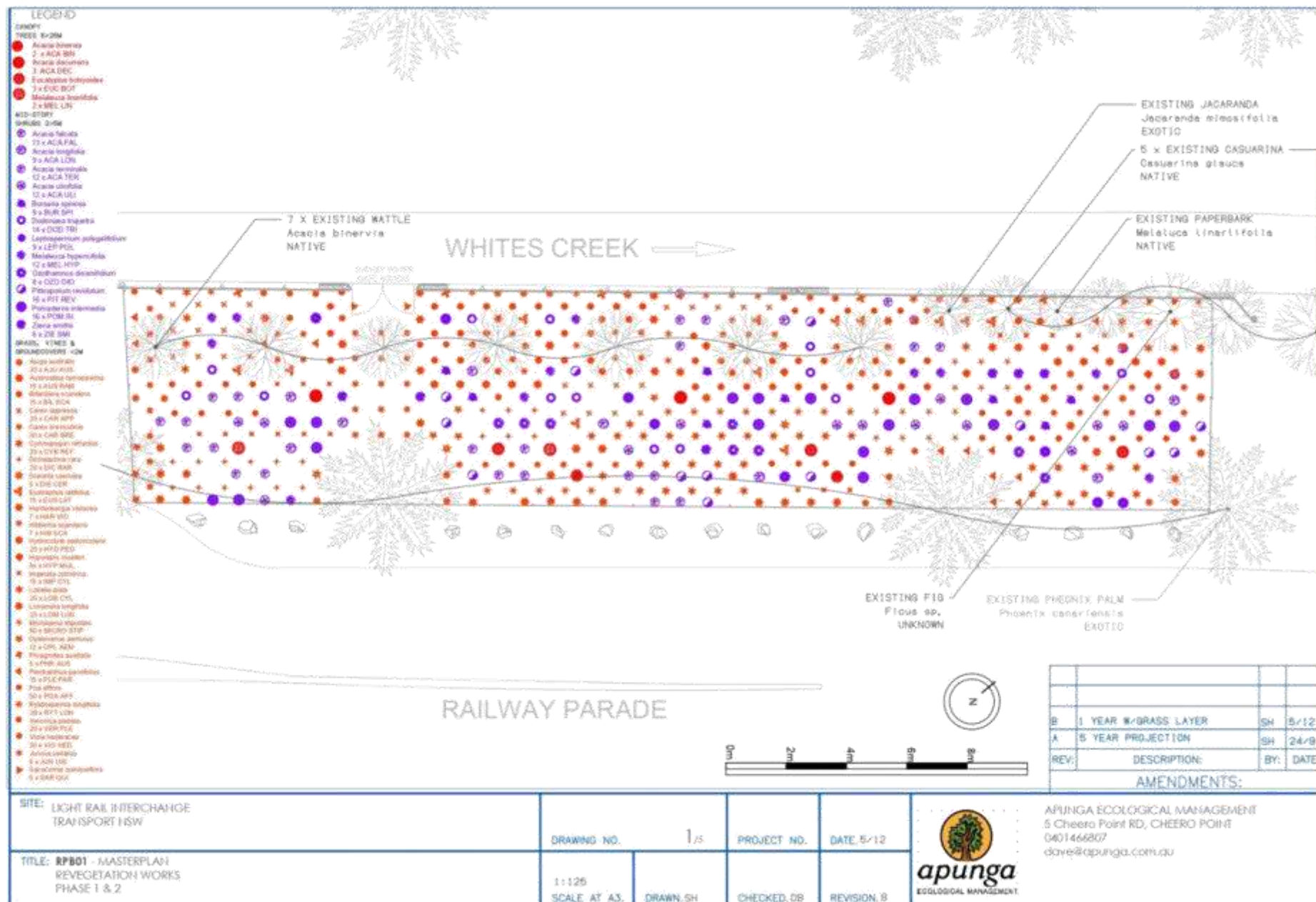
Transport for NSW mailed out a letter outlining the above proposal to the directly affected properties (14 properties) in Pritchard Street and Railway Parade, Annandale. Twelve (12) responses from consulted properties were received with eleven (11) in support and one (1) in objection.

The main concern raised by the resident was with regards to the importance of retaining on-street parking for the area.

## ATTACHMENTS

1. [Download](#) Concept Design Plan - Railway Parade, Annandale









**Item No:** LTC0421(1) Item 14

**Subject:** DRAFT CAR SHARE POLICY (ALL WARDS / ALL ELECTORATES / ALL PACS)

**Prepared By:** Brigid Kelly - Senior Transport Planner

**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

## SUMMARY

At its meeting on Tuesday 9 March 2021, Council endorsed the public exhibition of a proposed Car Share policy for the Inner West. The draft Policy is now available for comment via Council's website.

The policy outlines procedures and criteria for assessing new applications for car share parking on public streets or in council car parks. Consultation with car share companies, relevant staff and some community has been carried out throughout development of the draft policy.

## RECOMMENDATION

**THAT this report be received and noted.**

## BACKGROUND

Car share services allow people to access a car for short periods and only pay for their use. Car sharing is well established in the Inner West with more than 13,000 members and an average increase in usage of over 35 percent each year over the past ten years (Kinesis, 2019).

Car share policies of the three former councils enabled residents and businesses to access car share through policies which supported car sharing services. As recommended in Council's Integrated Transport Strategy (adopted 26 March 2020) the draft Car Share Policy uses the policies of the three former Councils to create a consistent framework for the application, installation and management of designated car share spaces in public streets and car parks owned and/or managed by council.

Council staff have developed the policy in consultation with car share operators and the community to address the following issues:

- Manage limited administrative resources
- Encourage increased competition in the car share market in the LGA
- Support the popularity of car share membership
- Provide additional a transport option to reduce vehicle congestion and greenhouse gas emissions

At its meeting on Tuesday 9 March 2021, Council endorsed the public exhibition of the proposed Car Share policy.

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The draft Policy is available via the following link for review and comment:

<https://yoursay.innerwest.nsw.gov.au/car-share-policy-draft>

#### **ATTACHMENTS**

Nil.