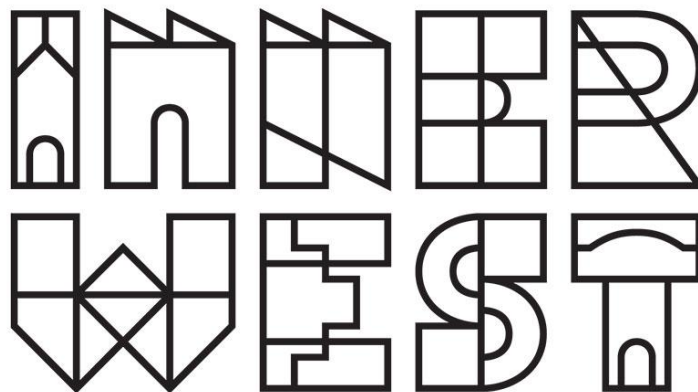


# AGENDA

---



**LOCAL TRAFFIC COMMITTEE MEETING**

**MONDAY 18 MARCH 2024**

**11:00 AM**

## 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.

### Public Participation

Members of the public or other stakeholders may address the Committee on agenda items to be considered by the Committee. The format and number of presentations is at the discretion of the Chairperson and is generally limited to 3 minutes per speaker. Committee debate on agenda items is not open to the public.



## AGENDA

- 1 Apologies**
- 2 Disclosures of Interest**
- 3 Confirmation of Minutes**
  - Minutes of 19 February 2024 Local Traffic Committee 5
- 4 Matters Arising from Council’s Resolution of Minutes**
- 5 Part A – Items Where Council May Exercise Its Delegated Functions**

### Traffic Matters

<b>ITEM</b>	<b>Page</b>
LTC0324(1) Item 1 Newtown South LATM Study (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)	<b>20</b>
LTC0324(1) Item 2 Jagers Lane, Balmain - Permanent Road Closure Proposal (Baludarri - Balmain Ward Balmain Electorate Leichhardt PAC)	<b>116</b>
LTC0324(1) Item 3 Vincent Street, Balmain - Proposed Stormwater Improvements (Baludarri - Balmain Ward/Balmain Electorate/Leichhardt PAC)	<b>133</b>
LTC0324(1) Item 4 Deakin Avenue, Haberfield Edge - proposed line marking installation (Baludarri - Balmain Ward Balmain Electorate Leichhardt PAC)	<b>139</b>
LTC0324(1) Item 5 Bay Street and Hammond Avenue, Croydon - Proposed 'No Stopping' restrictions (Gulgadya-Croydon Ward/Strathfield Electorate/Inner West PAC)	<b>149</b>
LTC0324(1) Item 6 Dalmar and Byron Streets, Croydon - Proposed 'No Stopping' restrictions (Gulgadya-Croydon Ward/Strathfield Electorate/Inner West PAC)	<b>152</b>
LTC0324(1) Item 7 Gould Avenue, Lewisham - Proposed 'No Stopping' restrictions (Damun-Lewisham Ward/Newtown Electorate/Inner West PAC)	<b>158</b>
LTC0324(1) Item 8 Belmore Street, Tempe - Proposed 'No Parking' restrictions (Midjuburi-Tempe Ward/Heffron Electorate/Inner West PAC)	<b>165</b>
LTC0324(1) Item 9 Denison Street, Camperdown, south of Kilner Lane - Proposed kerb extension and ramp (Damun-Camperdown/Newtown Electorate/Inner West PAC)	<b>168</b>
LTC0324(1) Item 10 Meeks Road at Victoria Road, Marrickville – Proposed intersection Improvements - Design Plan 10268 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)	<b>171</b>
LTC0324(1) Item 11 Ewart Street, Dulwich Hill And (Lower) Railway Parade, Sydenham - Temporary Parking Changes On 4 Weekends During Weekend Rail Replacement Operations - Bus Replacements (Midjuburi -Marrickville Ward / Summer Hill Electorate / Inner West PAC)	<b>175</b>

LTC0324(1) Item 12 Ewart Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue And (Lower) Railway Parade, Sydenham - Temporary Parking Changes During Major Rail Shutdown Of T3 Line For Sydney Metro Upgrade Works - Bus Replacements Saturday 13 April 2024 To Wednesday 24 April 2024 (Midjuburi -Marrickville Ward / Summer Hill Electorate / Inner West PAC)	<b>180</b>
LTC0324(1) Item 13 Grosvenor Crescent (Sloane Street to Liverpool Road), Summer Hill-Proposed Raised Thresholds (Speed Humps) (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)	<b>192</b>
LTC0324(1) Item 14 Tideswell Street, Ashfield (off Liverpool Road)-Proposed Kerb Extensions and kerb ramps (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)	<b>199</b>
LTC0324(1) Item 15 London Street and Simmons Street, Enmore – Proposed Temporary Road Closure and Part Road Closure (Damun-Newtown Ward/Newtown Electorate/Inner West PAC)	<b>206</b>

**Parking Matters**

<b>ITEM</b>	<b>Page</b>
LTC0324(1) Item 16 Amendment to signposted Car Share Vehicles spaces in the Inner West (All Wards, All Electorates, All PACs)	<b>250</b>

**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**

Nil at the time of printing.

**8 General Business**

**9 Close of Meeting**

**Minutes of Meeting**

**Meeting commenced at 11:06 AM**

**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**

Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager (Chair)
Bill Holliday	Representative for Kobi Shetty MP, Member for Balmain
Graeme McKay	Representative for Jo Haylen MP, Member for Summer Hill
Kate Wheatley	Representative for Jenny Leong MP, Member for Newtown
Sgt Shannon Burns	NSW Police – Leichhardt Police Area Command
Nina Fard	Transport for NSW (TfNSW)

**NON VOTING MEMBERS IN ATTENDANCE**

Colin Jones	Inner West Bicycle Coalition (IWBC)
Michael Takla	Representative for Transit Systems
Roderick Primerano	Representative for U-Go Mobility
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Christy Li	IWC's Business Administration Officer

**VISITORS**

Rachael Casella	Resident (Item 11)
-----------------	--------------------

**APOLOGIES:**

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward
Therese O'Reilly	Representative for the Member for Summer Hill

**DISCLOSURES OF INTERESTS:**

Nil.

**CONFIRMATION OF MINUTES**

That the Minutes of the Local Traffic Committee held on Monday, 11 December 2023 be confirmed.

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

Nil.

**LTC0224(1) Item 1 John Street at Croydon Road, Croydon - Implementation Of 'No Left Turn, Vehicle Over 6m' Restriction (Gulgadya-Leichhardt Ward/Strathfield Electorate/Burwood PAC)**

**SUMMARY**

On 22 December 2023, a large vehicle attempted to turn left from John Street into Croydon Road, Croydon and as a result damaged the awning of café 'Double Dose Croydon', located at No.125-131 Croydon Road, and displaced a bollard located on the footpath. In response to this, Council on the same day installed a 'No Left Turn, Vehicles Over 6m' restriction from John Street into Croydon Road as an interim safety measure.

Swept path assessment has demonstrated that a Service Vehicles (8.8m) is unable to negotiate the turn left from John Street into Croydon Road as a result of the pedestrian refuge island located in Croydon Road immediately south of John Street. As such, it is recommended that the 'No Left Turn, Vehicles Over 6m' restriction be approved to be implemented permanently.

**Officers Recommendation**

1. That a 'No Left Turn, Vehicles over 6m' restriction be permanently installed at the intersection of John Street and Croydon Road, Croydon, prohibiting vehicles over 6 m (in length) from turning left into Croydon Road from John Street.
2. That a Traffic Management Plan be issued to Transport for NSW seeking approval for the above 'No Left Turn' ban.

**DISCUSSION:**

The Representative for the Inner West Bicycle Coalition questioned if this proposal was due to John Street, between Fredrick Street and Croydon road becoming a rat run. Council Officer's responded that the recommendation was in relation to large vehicles turning left and damaging the awning of the adjacent local business.

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

1. That a 'No Left Turn, Vehicles over 6m' restriction be installed at the intersection of John Street and Croydon Road, Croydon, prohibiting vehicles over 6 m (in length) from turning left into Croydon Road from John Street.
2. That a Traffic Management Plan be issued to Transport for NSW seeking approval for the above 'No Left Turn' ban.

**For Motion:** Unanimous

**LTC0224(1) Item 2 Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street – Temporary full road closure ((Djarrawunang - Ashfield Ward/ Summer Hill Electorate/ Inner West PAC)**

**SUMMARY**

An application has been received from Gartner Rose for the temporary full road closure of

Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street, for a 6-month period beginning from March 2024 to the end of August 2024 in order to facilitate the tunnelling works under Davis Street associated with the GreenWay Project. The road will be temporarily closed to all vehicular traffic, including emergency vehicles. It is noted that works will commence prior to the Council meeting in March, 2024, therefore, it is recommended that the temporary full road closures be endorsed in this case, subject to the conditions outlined in this report.

### **Officers Recommendation**

That the temporary full road closure (ENRC/2024/0004) of Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street, for a 6-month period beginning from March 2024 to the end of August 2024 be endorsed, in order to facilitate the tunnelling works under Davis Street associated with the GreenWay Project subject to, but not limited to, the following conditions:

1. A Road Occupancy License be obtained by the applicant from the Transport Management Centre;
2. All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for stakeholders;
3. The occupation of the road carriageway must not occur until the road has been physically closed; and
4. The applicant is to set up the road closure and detours as proposed in the Traffic Guidance Schemes submitted to Council on 23 January 2024.

### **DISCUSSION:**

The Representative for the Member for Summer Hill questioned if Constitution Road will be re-opened prior to the temporary full road closure of Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street.

Council Officer's advised that the plan is to have Constitution Road re-opened before the works begin at Davis Street, Dulwich Hill. Council Officer's advised they will follow up with Gartner Rose regarding the re-opening of Constitution Road prior to the beginning of works on Davis Street.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION:**

**That the temporary full road closure (ENRC/2024/0004) of Davis Street, Dulwich Hill at the rail overbridge between Windsor Road and Victoria Street, for a 6-month period beginning from March 2024 to the end of August 2024 be endorsed, in order to facilitate the tunnelling works under Davis Street associated with the GreenWay Project subject to, but not limited to, the following conditions:**

1. **A Road Occupancy License be obtained by the applicant from the Transport Management Centre;**
2. **All affected residents and businesses, including the NSW Police Local Area Commander, Fire & Rescue NSW and the NSW Ambulance Services be notified in writing, by the applicant, of the proposed temporary road closure at least 7 days in advance of the closure with the applicant making reasonable provision for**

stakeholders;

3. The occupation of the road carriageway must not occur until the road has been physically closed; and
4. The applicant is to set up the road closure and detours as proposed in the Traffic Guidance Schemes submitted to Council on 23 January 2024.

**For Motion:** Unanimous

**LTC0224(1) Item 3 Bedford Crescent, Dulwich Hill - Proposed changes to raised pedestrian crossing and parking (Djarrawunang-Dulwich Hill Ward/Summer Hill Electorate/Inner West PAC)**

**SUMMARY**

This report outlines issues of an existing raised pedestrian crossing on Bedford Crescent, Dulwich Hill, west of Wardell Road and outlines the required changes to improve pedestrian safety and ensure compliance with standards. The proposed changes consist of:

- Constructing a new kerb extension;
- Relocating an existing 'No Stopping' restriction to improve sight lines, which will require the removal of one (1) parking space;
- Installing a new flood light and pole at the pedestrian crossing; and
- 'BB' line marking on the approach to the pedestrian crossing on Bedford Crescent.

These proposals seek to improve safety of pedestrians when using this crossing, and minimise the impacts associated with parking loss (a kerb extension allows for the reduction in the 'No Stopping' distance required).

**Officers Recommendation**

That the proposed changes to the raised pedestrian crossing on Bedford Street, Dulwich Hill, as shown on the attached concept plan be approved.

**DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

**That the proposed changes to the raised pedestrian crossing on Bedford Street, Dulwich Hill, as shown on the attached concept plan be approved.**

**For Motion:** Unanimous

**LTC0224(1) Item 4 Moyes Street and Warren Road, Marrickville - Proposed 'No Stopping' restrictions and 'BB' line marking (Midjuburi-Marrickville Ward/Summer Hill Electorate/Inner West PAC)**

**SUMMARY**

This report presents the investigation and resolution to the road safety issue raised at the intersection of Moyes Street and Warren Road, Marrickville. The proposed 'No Stopping'

signs and 'BB' line marking seeks to address the safety issues identified from the investigation.

**Officers Recommendation**

That the proposed 'No Stopping' signs on the northern side of Warren Road, Marrickville and the 'BB' line marking on Warren Road, just east and west of Moyes Street be approved.

**DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

**That the proposed 'No Stopping' signs on the northern side of Warren Road, Marrickville and the 'BB' line marking on Warren Road, just east and west of Moyes Street be approved.**

**For Motion: Unanimous**

**LTC0224(1) Item 5 Biennale Of Sydney 2024 Revised Traffic Management Plan - Robert Street, Rozelle (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

A revised Traffic Management Plan (TMP) for The Biennale of Sydney 2024 has been submitted at the NSW State Heritage-listed White Bay Power Station (WBPS) at 28 Robert Street Rozelle. This was previously considered by the Traffic Committee on 11 December 2023.

The TMP was prepared on behalf of Placemaking NSW and aims to provide safe pedestrian access routes to the site through a proposed signalised pedestrian crossing point in Robert Street, onsite pick-up and drop-off zone for private vehicles, taxis, and shuttle bus services, including to and from bus nearby bus stops to the WBPS. A Transport Access Guide (TAG) has also been prepared for the event.

**Officers Recommendation**

That the revised Traffic Management Plan (TMP) for the Biennale of Sydney 2024 at the White Bay Power Station proposed during 9 March to 10 June 2024 be approved subject to the following conditions:

- a) the existing '1P 6am-4pm Mon-Fri' spaces and 'Motorbike Parking' space on the south side of Robert Street be temporarily relocated further east during the proposed event dates, and undertaken by the event organisers;
- b) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- c) the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers;
- d) all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- e) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;



- f) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- g) the event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

### **DISCUSSION:**

The Representative for the Inner West Bicycle Coalition raised concerns with bicycle access into the precinct contrary to the statement within the TMP. The Representative for the Inner West Bicycle Coalition had suggestions regarding internal bicycle paths within the Power station site which he intended to send to the appropriate person in Transport for NSW. Council staff advised that the suggestions could be sent to Council to then pass onto their contacts within the State Government or organisers of the Biennale. The Representative for the Member for Balmain raised the concern regarding conflict between pedestrians and cyclists on the Robert Street footpath continue to be a concern. Council Officers noted that barricades will be used to encourage cyclists to dismount. The representative noted that he had provided three suggestions on how the situation could be improved but noted that these may not be implemented in time for the event. The Leichhardt PAC representative noted that he had not been advised regarding the event from the organiser. The representative for Transport for NSW advised that this will be raised at the next project working group to clarify/ensure a separate police representative had been consulted.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION:**

**That the revised Traffic Management Plan (TMP) for the Biennale of Sydney 2024 at the White Bay Power Station proposed during 9 March to 10 June 2024 be approved subject to the following conditions:**

- a) the existing '1P 6am-4pm Mon-Fri' spaces and 'Motorbike Parking' space on the south side of Robert Street be temporarily relocated further east during the proposed event dates, and undertaken by the event organisers;
- b) the event organisers notify the community including residents and businesses of the proposed event, changes to traffic and parking in the area;
- c) the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers;
- d) all barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by TfNSW-accredited marshals, or Police engaged by the applicant;
- e) all traffic control facilities are to be installed in accordance with Australian Standard 1742.3;
- f) the event organiser shall indemnify Inner West Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council; and
- g) the event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.

**For Motion:** Unanimous



**Rozelle (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)**

**SUMMARY**

Hancock Lane is one of the projects in Council’s Main Streets Program, aiming to improve the vibrancy and safety of public spaces and local streets. The proposal, including community engagement outcomes, was previously considered by the Traffic Committee on 11 December 2023, with Traffic Committee recommending approval of the closure, subject to separate approval of the Traffic Management Plan (TMP) by Transport for NSW.

A detailed design of the closure has now been completed and is included for consideration.

The proposed closure also provides additional opportunity to change parking in the area. It is proposed that the existing bus stop 203939 along Darling Street near Hancock Lane be relocated towards Victoria Road, with the Bus Zone expanded to 30m in length, and also provide approximately 20m of additional ‘2P Ticket 8.00am-3.30pm Mon-Fri, 8.00am 7.00pm Sat-Sun’ parking. It is intended to retain the existing ‘No Stopping 3.30pm-6.30pm’ restriction.

**Officers Recommendation**

1. That the attached detailed design for the road closure of Hancock Lane, Rozelle at Darling Street be approved subject to approval of the Traffic Management Plan by Transport for NSW.
2. That the parking changes in Darling Street, Rozelle as outlined in the attached signage plan be supported and undertaken by Council as part of the permanent road closure of Hancock Lane, subject to approval from Transport for NSW.

**DISCUSSION:**

There was concern that buses would overflow the proposed new bus zone and the Representative for the Member for Balmain was concerned that right hand turning traffic from the second turning lane in Victoria Road would tail back into Victoria Road because of the new zone. The Representative for Transport for NSW noted that a Traffic Management Plan will still need to be submitted for Transport for NSW’s approval. The Representative for Transport for NSW also noted that the parking changes along Darling Street, Rozelle cannot be determined by the Traffic Committee as this is on a State Road. The recommendation was amended to reflect this requirement.

The Committee members agreed to amend the recommendation.

**COMMITTEE RECOMMENDATION:**

1. That the attached detailed design for the road closure of Hancock Lane, Rozelle at Darling Street be approved subject to approval of the Traffic Management Plan by Transport for NSW.
2. That the requested parking changes in Darling Street, Rozelle, being a State Road, be submitted to Transport for NSW for consideration.

**For Motion:** Unanimous

**LTC0224(1) Item 7 Darling Street Between Mort Street and Curtis Road, Balmain - Road Occupancy - Anzac Day Dawn Service (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

Darling Street Between Mort Street and Curtis Road, Balmain - Road Occupancy - Anzac Day Dawn Service (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

In preparation to mark the ANZAC Day Dawn Service 2024 on Thursday, 25 April 2024, Inner West Council is organising the ANZAC Day dawn Service at the Loyalty Square War Memorial, Balmain. To facilitate the event, it is proposed to close Darling Street between Mort Street and Curtis Road between 2:30am and 9:30am.

**Officers Recommendation**

That the temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Thursday, 25 April 2024 between 2.30am – 9.30am be approved, subject to the following conditions:

- a) all affected residents and businesses, including the NSW Police Local Area Commander, 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;
- b) that an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and
- c) 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 temporary road closure of Darling Street (Mort Street to Curtis Road), Balmain on Thursday, 25 April 2024 between 2.30am – 9.30am be approved, subject to the following conditions:**

- a) all affected residents and businesses, including the NSW Police Local Area Commander, 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;**
- b) that an unencumbered passage minimum 3.0m wide be available for emergency vehicles through the closed section of Darling Street, Balmain; and**
- c) the occupation of the road carriageway must not occur until the road has been physically closed.**

**For Motion:** Unanimous

**LTC0224(1) Item 8 Audley Street, Petersham – Proposed new residential '2P' restrictions – expansion of M11 parking permit area (Damum - Stanmore Ward/ Newtown Electorate / Inner West PAC)**

**SUMMARY**

Upon receiving a petition from residents of Audley Street, Petersham, Council initiated an investigation for implementing residential parking restrictions in Audley Street, between Chester Street and Oxford Street.

This report provides the results of a localised 'resident parking scheme survey' relating to the extension of the M11 residential permit parking scheme into Audley Street, between Chester Street and Oxford Street, Petersham. Although the response rate for the survey was under the 30% threshold it is still recommended that the proposed M11 extension be supported due to the many localised issues.

### **Officers Recommendation**

1. That the proposed extension of the M11 Residential Permit Parking Scheme of '2P 8am-10pm Monday – Friday Permit Holders Excepted Area M11' restrictions on the eastern side of Audley Street, Petersham between Chester Street and Oxford Street be Approved.
2. That statutory 10 metre 'No Stopping' restrictions on the eastern side of Audley Street south of Chester Street and north of Oxford Street be installed.

### **DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION:**

1. **That the proposed extension of the M11 Residential Permit Parking Scheme of '2P 8am-10pm Monday – Friday Permit Holders Excepted Area M11' restrictions on the eastern side of Audley Street, Petersham between Chester Street and Oxford Street be Approved.**
2. **That statutory 10 metre 'No Stopping' restrictions on the eastern side of Audley Street south of Chester Street and north of Oxford Street be installed.**

**For Motion:** Unanimous

### **LTC0224(1) Item 9 Railway Street, Petersham - Proposed 1/2P timed parking restrictions (Damun-Petersham Ward/Newtown Electorate/Inner West PAC)**

### **SUMMARY**

A business has requested Council consider changing the existing timed 1-hour parking space on the western side of Railway Street, Petersham, between Parramatta Road and Queen Street, to 1/2-hour parking to improve turnover of parking and deter long-term (unlimited) parking by motorists who hold a mobility parking permit.

This report provides background of the request, community consultation feedback, an assessment of the information collected and subsequent recommendation to change the 1 hour timed parking space to a 1/2-hour timed limit.

There are benefits to changing the requested 1-hour timed parking space to 1/2-hour timed parking as it will provide turnover of parking, provide a more flexible parking option for customers and deter long-term unlimited parking of motorists with a mobility parking permit, that may not be visiting the nearby businesses.

In addition, as there are nearby 1-hour parking spaces on Queen Street that can be used as alternatives, parking impacts to businesses as a result of this change are minimised.

### **Officers Recommendation**

That the timed parking restriction signposted as '1P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT' on the western side of Railway Street, Petersham, between Parramatta Road and Queen Street, be amended to '1/2P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT'.

### **DISCUSSION:**

Council Officers tabled correspondence submitted by a local business. The business was in support of the recommendation and noted that there are 3 parking spaces on the western side of Railway Street, Petersham between Parramatta Road and Queen Street with 2 spaces being sign-posted and 1 parking space not being sign-posted. The business owner noted that by changing the existing 1 hour parking space to ½ hour, cars with mobility parking permits will be able to park for 4 hours and that this will free up parking for part of the day.

The Committee members agreed with the Officer's recommendation.

### **COMMITTEE RECOMMENDATION:**

**That the timed parking restriction signposted as '1P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT' on the western side of Railway Street, Petersham, between Parramatta Road and Queen Street, be amended to '1/2P 8.30am-6pm MON-FRI; 8.30am-12.30pm SAT'.**

**For Motion:** Unanimous

### **LTC0224(1) Item 10 Wardell Road survey area, Dulwich Hill and Marrickville – Request for a residential parking scheme (Djarrawunang-Ashfield Ward and Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)**

### **SUMMARY**

A petition has been received from residents in streets surrounding St Maroun's College and the associated aged care facility for the provision of a Resident Parking Scheme in their streets due to the overspill parking demand created by these facilities. Council Officers recently carried out a parking utilisation survey in local streets surrounding St Maroun's complex and the results are presented in this report for the Committee to consider.

### **Officers Recommendation**

1. That the findings of the parking utilisation survey be received and noted.
2. That a Resident Parking questionnaire survey be undertaken in Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Wardell Road between Marrickville Road to Challis Avenue; Challis Avenue between Wardell Road and dead end and Margaret Street between Macarthur Parade and Wardell Road, Dulwich Hill as the results of the parking survey indicated that on-street parking utilisation was high in these streets and warrants further consideration of a proposed scheme which would have the following parking restrictions '2P 8am – 6pm Mon-Fri Permit Holders Excepted – Area M13'.

3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
4. That the head petitioner be advised in terms of this report.

**DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

1. That the findings of the parking utilisation survey be received and noted.
2. That a Resident Parking questionnaire survey be undertaken in Canonbury Grove, between Margaret Street and Beach Road; Beach Road between Macarthur Parade and Wardell Road; Wardell Road between Marrickville Road to Challis Avenue; Challis Avenue between Wardell Road and dead end and Margaret Street between Macarthur Parade and Wardell Road, Dulwich Hill as the results of the parking survey indicated that on-street parking utilisation was high in these streets and warrants further consideration of a proposed scheme which would have the following parking restrictions '2P 8am – 6pm Mon-Fri Permit Holders Excepted – Area M13'.
3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
4. That the head petitioner be advised in terms of this report.

**For Motion:** Unanimous

**LTC0224(1) Item 11 St Peters area – Request for a residential parking scheme in Silver Street (Midjuburi - Marrickville Ward/ Heffron Electorate/ Inner West PAC)**

**SUMMARY**

A petition has been received from residents in Silver Steet, St Peters for an extension of the M4 residential parking scheme into their street, Concerns were raised also in relation to the Precinct 75 redevelopment, when built, compounding parking issues in surrounding streets. Council Officers recently carried out a parking utilisation survey in Silver Street and other local streets surrounding Precinct 75 and the results are presented in this report for the Committee to consider.

**Officers Recommendation**

1. That the findings of the parking utilisation survey be received and noted.
2. That a Resident Parking questionnaire survey be undertaken in Silver Street, between Unwins Bridge Road and Princes Highway, St Peters as the results of the parking survey indicated that on-street parking utilisation was reasonably high in the street and warrants the consideration of a Resident Parking Scheme especially in light of surrounding streets being already treated with RPS and the redevelopment of Precinct 75. The proposed scheme would have the following parking restrictions '2P 8.30AM - 6PM, MON - FRI, PERMIT HOLDERS EXCEPTED, AREA M4' on the western (south) side of Silver Street, between Unwins Bridge Road and Princes Highway, St Peters.

3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
4. That the head petitioner be advised in terms of this report.

**DISCUSSION:**

*Public Speaker Rachael Casella entered the meeting at 11:09AM*

Ms Casella supported the recommendation for the request for a residential parking scheme in Silver Street, St Peters. Ms Casella stated the residents of Silver Street have been trying to get permit parking for almost 2 years now and that the petition required to get the proposed RPS scheme investigated gathered 3 times the amount of signatures required. Ms Casella stated that Silver Street seems to be one of the few streets around the area with unrestricted parking, which has caused an influx of cars parking on her street. Ms Casella also stated that nearby businesses on Princes Highway have been parking their vehicles on Silver Street. Ms Casella further raised concerns of the proposed extension of Precinct 75 causing further parking issues on Silver Street. Ms Casella also raised safety concerns from not being able to park close to her house as she has 2 young children who require supervision. She noted that she would have to leave her children unattended to go to her vehicle to grab her groceries posing a potential safety risk.

*Public Speaker Rachael Casella left the meeting at 11:16AM*

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

1. That the findings of the parking utilisation survey be received and noted.
2. That a Resident Parking questionnaire survey be undertaken in Silver Street, between Unwins Bridge Road and Princes Highway, St Peters as the results of the parking survey indicated that on-street parking utilisation was reasonably high in the street and warrants the consideration of a Resident Parking Scheme especially in light of surrounding streets being already treated with RPS and the redevelopment of Precinct 75. The proposed scheme would have the following parking restrictions '2P 8.30AM - 6PM, MON - FRI, PERMIT HOLDERS EXCEPTED, AREA M4' on the western (south) side of Silver Street, between Unwins Bridge Road and Princes Highway, St Peters.
3. That the results of the Resident Parking survey questionnaire be referred to the Local Traffic Committee for consideration.
4. That the head petitioner be advised in terms of this report.

**For Motion:** Unanimous

**LTC0224(1) Item 12 Status Update: Road and traffic conditions around the Marrickville Metro Shopping Centre (Midjuburi-Marrickville Ward/Newtown Electorate/Inner West PAC)**

**SUMMARY**

This report outlines an update to the Council resolutions from the Council meeting of 8



August 2023 regarding the road and traffic conditions around the Marrickville Metro Shopping Centre.

**Officers Recommendation**

That this report be received and noted.

**DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

**That this report be received and noted.**

**For Motion:** Unanimous

**LTC0224(1) Item 13 Request for Pedestrian Crossing in Curtis Road, Balmain  
(Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)**

**SUMMARY**

This matter was previously considered by the Committee on 11 December 2023. Concerns were received from a resident of Curtis Road regarding pedestrian safety near the intersection of Darling Street and Thames Street, Balmain. A request was made for the conversion of the existing pedestrian facility into a Pedestrian Crossing in Curtis Road. Subsequently a review was undertaken, and the findings are presented in this report.

**Officers Recommendation**

That the report be received and noted.

**DISCUSSION:**

The Committee members agreed with the Officer's recommendation.

**COMMITTEE RECOMMENDATION:**

**That the report be received and noted.**

**For Motion:** Unanimous

**General Business:**

**Item 14 – Rozelle Parkland internal pathways closed due to asbestos in mulch**

The Representative for the Member for Balmain raised concerns of closures of internal pathways within the Rozelle Parklands causing access issues for pedestrians and cyclists going to and from Rozelle, Lilyfield and the City. The Representative for the Member of Balmain questioned if it would be possible to fence off the areas affect by the asbestos and allow the pathways to be reopened for pedestrian access. The Representative for Transport for NSW stated that due to the EPA requirements, the entire site had to be closed. It was advised that the mulch removal was progressing with 30% removed to date. The Transport for NSW representative advised that further detail will be released with the minutes. The Representative for the member for Balmain asked if the paths could be opened progressively

to restore access more quickly.

#### **Item 15 – Parked vehicles overhanging footpath in Robert Street, Balmain**

The Representative for the Member for Balmain raised concerns regarding vehicles obstructing the northern footpath of Robert Street, Rozelle east of Mullens Street. The Representative for the Member for Balmain advised that long vehicles overhang the footpath, obstructing access and requiring pedestrians to walk on the road. Council Officers will investigate this concern.

#### **Item 16 – Frederick Street and John Street, Ashfield traffic signal update**

The Representative for the Member for Summer Hill requested an updated on the traffic signals at the intersection of Fredrick Street and John Street, Ashfield. The Representative for Transport for NSW advised there is no further update at the moment however the procurement for the design is in progress and that the traffic signals at the intersection of Fredrick Street and John Street, Ashfield has been added to the Transport for NSW's project list and system. The Representative for Transport for NSW also noted that once the consultants have been engaged, we will receive regular reporting back.

#### **Item 17 – Rozelle Parklands Bicycle Facilities**

The Representative for Inner West Bicycle Coalition raised concerns regarding the interface between the bicycle paths in the Rozelle Parklands and Lilyfield Road, specifically the height of the lip on the access ramps. Council Officers advised that they were aware of this issue and had raised it with the Transport for NSW project team and will again follow up.

#### **Item 18 – Edgeware Road, Alice Street and Llewellyn Street, Newtown intersection signal upgrade**

The Representative for the Member for Newtown requested an update on the Edgeware Road, Alice Street and Llewellyn Street intersection signal upgrade. Council Officers advised that they were commencing a procurement process to engage a contractor to undertake works and expect construction to commence in March 2024 with completion by 30 June 2024.

#### **Item 19 – Camdenville Public School crossing guard**

The Representative for the Member for Newtown requested an update on the crossing guard recruitment update for Camdenville Public School. The Representative for Transport for NSW advised that they would follow up on the issue.



**Item 20 – Transport for NSW Delegation Changes**

The Representative for the Inner West Bicycle Coalition questioned whether Council will be adopting Transport for NSW's new temporary delegations to Council for traffic facilities which would mean that some traffic facilities could be approved without referral to the Traffic Committee. Council Officers advised that it was their understanding that this was a voluntary and temporary delegation and Inner West Council was still referring items to the Traffic Committee as this was a more transparent process and ensured that consultation with NSW Police, Transport for NSW and other stakeholders was captured.

Meeting closed at 11:58pm.

**CHAIRPERSON**

**Item No:** LTC0324(1) Item 1  
**Subject:** NEWTOWN SOUTH LATM STUDY (DAMUN-STANMORE WARD/NEWTOWN ELECTORATE/INNER WEST PAC)  
**Prepared By:** Jason Scoufis - Coordinator Traffic Studies and Road Safety  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

1. That the final draft Newtown South Local Area Traffic Management (LATM) Study be endorsed for community consultation.
2. The report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Council has prepared a draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities in the Newtown South LATM precinct area.

The recommendations aim to align with Council policies and strategies, with an emphasis on improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic volume and speeds in local streets.

**BACKGROUND**

As part of Council’s Local Area Traffic Management (LATM) Strategy Review Program Council has prepared the Newtown South LATM study.

The Newtown South LATM precinct is bounded by The Newtown South LATM Area (M7) is bounded by Edgeware Road, King Street (Princes Highway), Alice Street, and Lord Street.

The final draft report is provided in *Attachment 1* and the Engagement Outcomes Report provided in *Attachment 2*.

The Newtown South LATM was initially completed in 2007 and approved by Council in 2008.

In developing recommendations for the LATM Study, consideration was given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds.
- Minimise traffic levels and intruding traffic in a local street.
- Minimise crash risk.
- Improve local amenity by:
  - Reducing car use
  - Increasing use of public transport
  - Increasing walking and cycling

- Improving the streetscape

Traffic tube counts and intersection counts were collected, and crash history reviewed to assist the study. Further site observations and review of community engagement outcomes also assisted to determine what type of facility was warranted in specific locations.

It should be noted that Council is also currently developing the Newtown Enmore Public Domain Masterplan which is considering improvements to King Street which lies on the eastern boundary of the LATM Study area.

A summary of the recommendations is detailed below.

- Reconstruct the existing raised pedestrian (zebra) crossing incorporating kerb extensions in Alice Street west of Hawken Street.
- Upgrade the existing pedestrian refuge in Alice Street west of Pearl Street into a raised pedestrian (zebra) crossing.
- Upgrade the existing pedestrian refuge in Alice Street west of Walenore Avenue into a raised pedestrian (zebra) crossing.
- Install continuous footpath treatment in Dickson Street at King Street.
- Install continuous footpath treatment in Wells Street at King Street.
- Install continuous footpath treatment in Darley Lane at King Street.
- Relocate pedestrian crossing approximately 6.5 metres east to facilitate the construction of two new kerb ramps, separating the existing shared driveway at frontage of Camdenville Public School.
- Upgrade existing at grade pedestrian (zebra) crossing to a raised pedestrian crossing in Laura Street along frontage of Camdenville Public School.
- Convert full length from Pearl Street to Holmwood Street to one way eastbound and convert section between Walenore Avenue and Holmwood Street to a 10 km/h Shared Zone.
- A raised platform be installed at the John Street/Darley Street intersection.
- A raised platform be installed at the John Street/Lord Street intersection.
- Widen the Lord Street southern footpath between King Street and the access to the railway station, a length of some 50 metres.
- Install statutory 10 metres of 'No Stopping' at the Pearl Street/Wells Street intersection.
- Install statutory 10 metres of 'No Stopping' on both the southern and northern side of the Wells Street/Edgeware Road intersection.
- Install 'No Stopping' at the Laura Street/Commodore Street intersection – reduced 'No Stopping' restriction may be implemented subject to TfNSW approval.
- Amend the existing timed parking restrictions from 'No Parking 8:30am-6:00pm Mon-Fri' to 'No Parking 8:30am-6:00pm Mon-Sat' in Edgeware Road between Llewellyn Street and Victoria Road.
- Install raised pedestrian/cyclist crossing in Edgeware Road south of Bedwin Road with kerb extensions and median splitter island.

- Road bends in Wells Street at Commodore Street and Wells Street at John Street to be painted red with piano key landmarking at the approach and departure points, and footpath connection to be rebuilt with smooth connection between the two existing kerb ramps.
- Install Pedestrian Warning (left arrow) sign and supplementary 'Disabled' sign at Edgeware Road/Llewellyn Street/Alice Street intersection and request TfNSW upgrade the traffic signals to provide a safer crossing point for pedestrians crossing the Llewellyn Street leg of the intersection.
- Modify existing gate in Pearl Lane at Dickson Street to allow for bicycle access.
- Request TfNSW implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on subject Regional Roads as per innerwest@40 study.

### **PUBLIC CONSULTATION**

Council undertook a survey through Council's Yoursay website with invitation letters mailed out to stakeholders and residents within the study area in May 2022. A total of 191 submissions were received through the online survey and a further 20 contributed through the online mapping tool. An additional 4 responses were received via email.

The main outcomes of the first stage of consultation are that the problems identified by the greatest number of respondents are high traffic volumes, followed by pedestrian safety and the third most raised issue was heavy vehicles using local roads.

Regarding specific streets, Edgeware Road, Alice Street and King Street have the highest level of concern for too much traffic, pedestrian safety, heavy vehicle uses and excessive speed.

Lord Street also has a level of concern for rat running and exceeding the speed limit. The results of the consultation are included in the Engagement Outcome Report as provided in Appendix A of the Final Draft LATM Report.

### **FINANCIAL IMPLICATIONS**

The cost of proposed treatments as listed in the draft proposed treatments arising from the Newtown South LATM Study is estimated to cost approximately \$933,350 (including GST). This cost takes into consideration 10% contingency. Once the LATM Study is adopted, detailed design and construction will be scheduled.

### **ATTACHMENTS**

1. [↓](#) Attachment 1 Newtown South LATM Final Draft Report
2. [↓](#) Attachment 2 - Newtown South LATM Engagement Outcomes Report Stage 1

# INNER WEST

## Newtown South LATM Study

Final Draft Report  
Prepared by Inner West Council

20  
24



Item 1

Attachment 1

2

Newtown South LATM Study

Council acknowledge the Gadigal and Wangal peoples of the Eora Nation, who are the traditional custodians of the lands in which the Inner West Local Government Area is situated.

We celebrate the survival of Aboriginal and Torres Strait Islander cultures, heritage, beliefs and their relationship with the land and water. We acknowledge the continuing importance of this relationship to Aboriginal and Torres Strait Islander peoples living today, despite the devastating impacts of European invasion. We express our sorrow for past injustices and support the rights of Aboriginal and Torres Strait Islanders to self-determination.

## Contents

1. Introduction	04
2. Existing conditions	05
3. Identified community issues	17
4. LATM recommendations	18
5. Summary of proposals	38
Appendix A	43



4

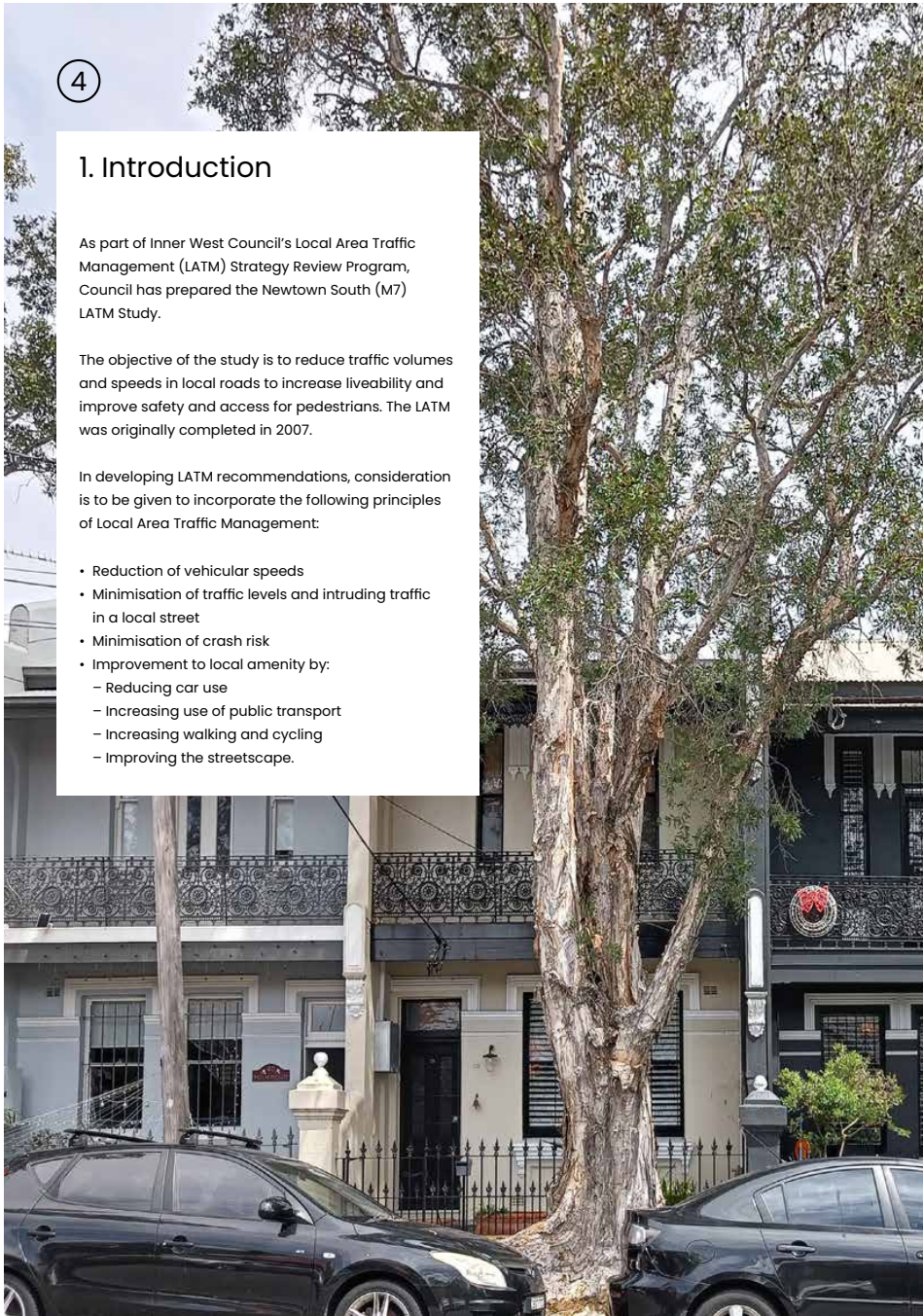
### 1. Introduction

As part of Inner West Council's Local Area Traffic Management (LATM) Strategy Review Program, Council has prepared the Newtown South (M7) LATM Study.

The objective of the study is to reduce traffic volumes and speeds in local roads to increase liveability and improve safety and access for pedestrians. The LATM was originally completed in 2007.

In developing LATM recommendations, consideration is to be given to incorporate the following principles of Local Area Traffic Management:

- Reduction of vehicular speeds
- Minimisation of traffic levels and intruding traffic in a local street
- Minimisation of crash risk
- Improvement to local amenity by:
  - Reducing car use
  - Increasing use of public transport
  - Increasing walking and cycling
  - Improving the streetscape.



### 2. Existing conditions

The Newtown South LATM Area (M7) is bounded by Edgware Road, King Street (Princes Highway), Alice Street, and Lord Street. A map of the study area is shown in **Figure 2.1** below.

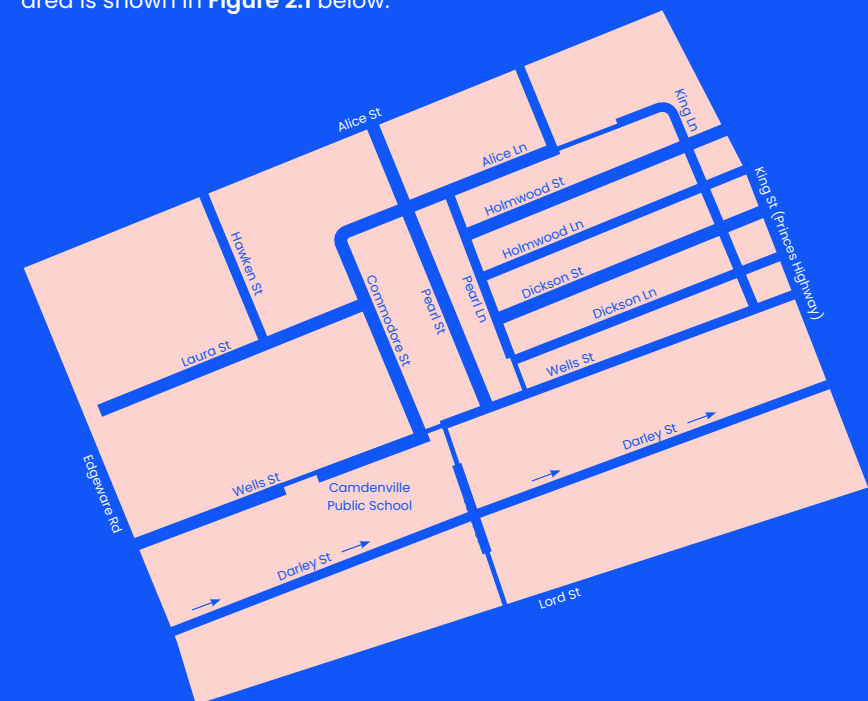


Figure 2.1 Study Area



6

### Newtown South LATM Study



### Surrounding Land Use

Open space is provided immediately outside of the south-eastern boundary of the study area, at Sydney Park, outside of the southern boundary at Camdenville Oval, and outside of the northern boundary at Matt Hogan Reserve in Alice Street. Small open space areas are also provided within the study area at Collyer Playground on the corner of Pearl Street and Wells Street, Peace Reserve at King Street/Alice Street, and Alice Street Playground on the corner of Alice Street/Hawken Street.

The King Street Newtown shopping strip is located on the eastern boundary of the study area, and the Marrickville Metro Shopping Centre lies to the west just outside the study area.

St Peters Train Station is located on the southern boundary of the study area with pedestrian access via Lord Street.

Educational facilities within the study area provided at Camdenville Public School which has pedestrian access via Wells Street and Laura Street. Vehicular access to staff parking is located on Laura Street. The school has 365 students, and the catchment area encompasses the entire study area and extends north and west to Enmore Road.

### Existing Traffic Conditions

Traffic signals are provided at the following locations.

- Edgware Road/Alice Street/Llewellyn Street
- Edgware Road midblock between Wells Street and Victoria Road
- Bedwin Road/Edgware Road/Edinburgh Road
- Lord Street/King Street/Concord Street
- Darley Street/King Street/Bray Street
- King Street/Union Street
- Alice Street/ King Street/ Angel Street

Truck Load Limits are provided at the following locations.

- Lord Street – 3 tonne load limit
- Alice Street – 3 tonne load limit from 10:00pm-6:00am
- Edgware Road – 3 tonne load limit from 10:00pm-6:00am

Banned turning movements are provided as follows.

- ‘No Right Turn’ into Angel Street from Princes Highway travelling northbound
- ‘No Right Turn’ into Union Street from Princes Highway travelling northbound / ‘No Left Turn’ into Union Street from Princes Highway travelling southbound
- ‘No Left Turn’ into Darley Street from Princes Highway travelling northbound

- ‘No Right Turn 6AM-10PM, 3PM-7PM Mon-Fri’ into Bray Street from Princes Highway travelling northbound
- ‘No Right Turn’ into Concord Street from Princes Highway travelling northbound / ‘No Left Turn’ into Concord Street from Princes Highway travelling southbound
- ‘No Left Turn’ into Lord Street from Princes Highway travelling southbound
- ‘No Right Turn’ into Llewellyn Street from Princes Highway travelling southbound
- ‘Right Turn Only’ into Bedwin Road from Edgware Road travelling northbound

Pedestrian (zebra) crossings are currently provided at the following locations:

- Alice Street west of Hawken Alice Street
- Lord Street west of Maria Lane
- Wells Street along frontage of Camdenville Public School
- Laura Street along frontage of Camdenville Public School

Road closures are provided at the following locations:

- Wells Street between Commodore Street and John Street
- Pearl Lane south of Dickson Street
- Alice Lane east of Pearl Street

A detailed inventory is provided in **Figure 2.2**.

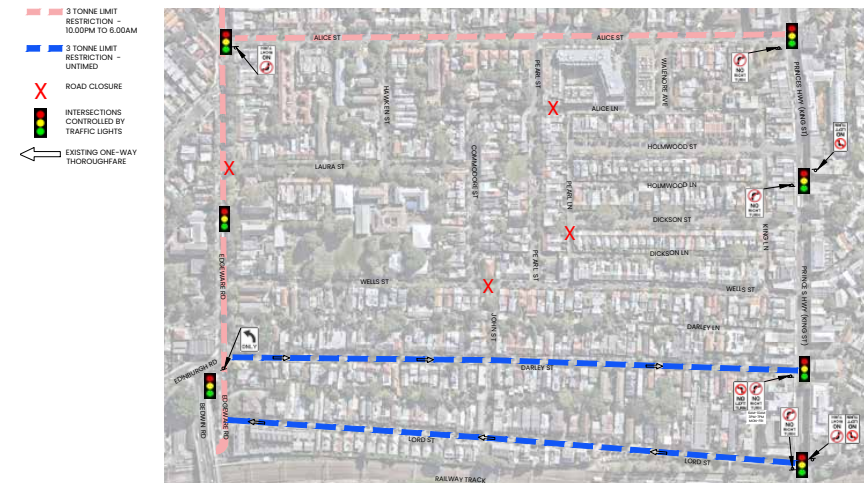


Figure 2.2 Existing Traffic Conditions



8

Newtown South LATM Study

The Newtown South LATM (2007)

The Newtown South LATM was initially completed in 2007 and approved by Council in 2008.

After consultation the following projects were recommended, which have since all been completed with the exception of the installation of 10 metres 'No Stopping' restrictions at the John Street/Lord Street intersection.

- Install a speed hump approximately mid-block in the section of John Street between Lord Street and Darley Street to reduce speeding in this section of John Street (Completed)
- Construct two (2) kerb blisters in Edgeware Road at its junction with Lord Street to improve the visibility of motorists exiting Lord Street and to highlight the "One Way" restrictions in Lord Street (Completed)
- Construct a kerb blister in Edgeware Road at the south-eastern corner of Edgeware Road and Darley Street to direct the southbound through traffic in Edgeware Road towards Bedwin Road (Completed)
- Narrow the existing marked foot crossing in Laura Street, at its junction with Hawken Street, with kerb blisters to improve the safety of the pedestrian crossing (Completed)
- Install a pedestrian refuge island in Walenore Avenue at its junction with Alice Street to improve pedestrian safety (Completed)
- Install a pedestrian refuge island in Dickson Street at its junction with King Street to improve pedestrian safety (Completed)
- Install two (2) speed humps in Alice Lane to the rear of Property Nos. 17 and 55 Holmwood Street, Newtown to reduce the speed of vehicles using the laneway (Completed)
- Install "No Stopping" restrictions at the statutory 10m distance from the corners of Lord Street and John Street, to discourage illegal parking at this location (Not Completed)
- Raise the existing marked foot crossing in Lord Street outside of St Peters Station to improve safety of the pedestrian crossing. (Completed)
- Relocate the existing speed hump in Lord Street, between the existing marked foot crossing and King Street (however set back more than 10 metres from the intersection), which will act as an entry threshold (Completed)
- Install an additional speed hump in Lord Street just west of its intersection with John Street to improve safety at the intersection of Lord Street and John Street (Completed).



Figure 2.3 Cycling Network Map

Inner West Cycling Strategy 2023

The Inner West Cycling Strategy was publicly exhibited in November 2022 with finalisation and adoption by Council in June 2023. The Cycling Strategy outlines six priorities with actions to provide a safer cycling network and support more people cycling.

Figure 2.3 details the proposed cycling network map within the study area. Prioritised Cycling Access Routes are identified in Alice Street, Pearl Street, Darley Street, Lord Street, John Street and Edgeware Road.

The Cycling Strategy applies the NSW Government's Movement and Place framework. Movement and Place is a cross-government framework for planning, designing, and managing the street network to maximise benefits for the people and places they serve. The bike network map specifies local streets designated for prioritised cycling access and main streets designated for place-based cycling access. The NSW Design and Roads and Streets Guide and the Network Planning in Precincts Guide aim to shift the emphasis in network planning from a hierarchy of roads towards a network that is place-based and prioritises walking, cycling, public transport use. This approach will form the basis of planning the Inner West bike network.

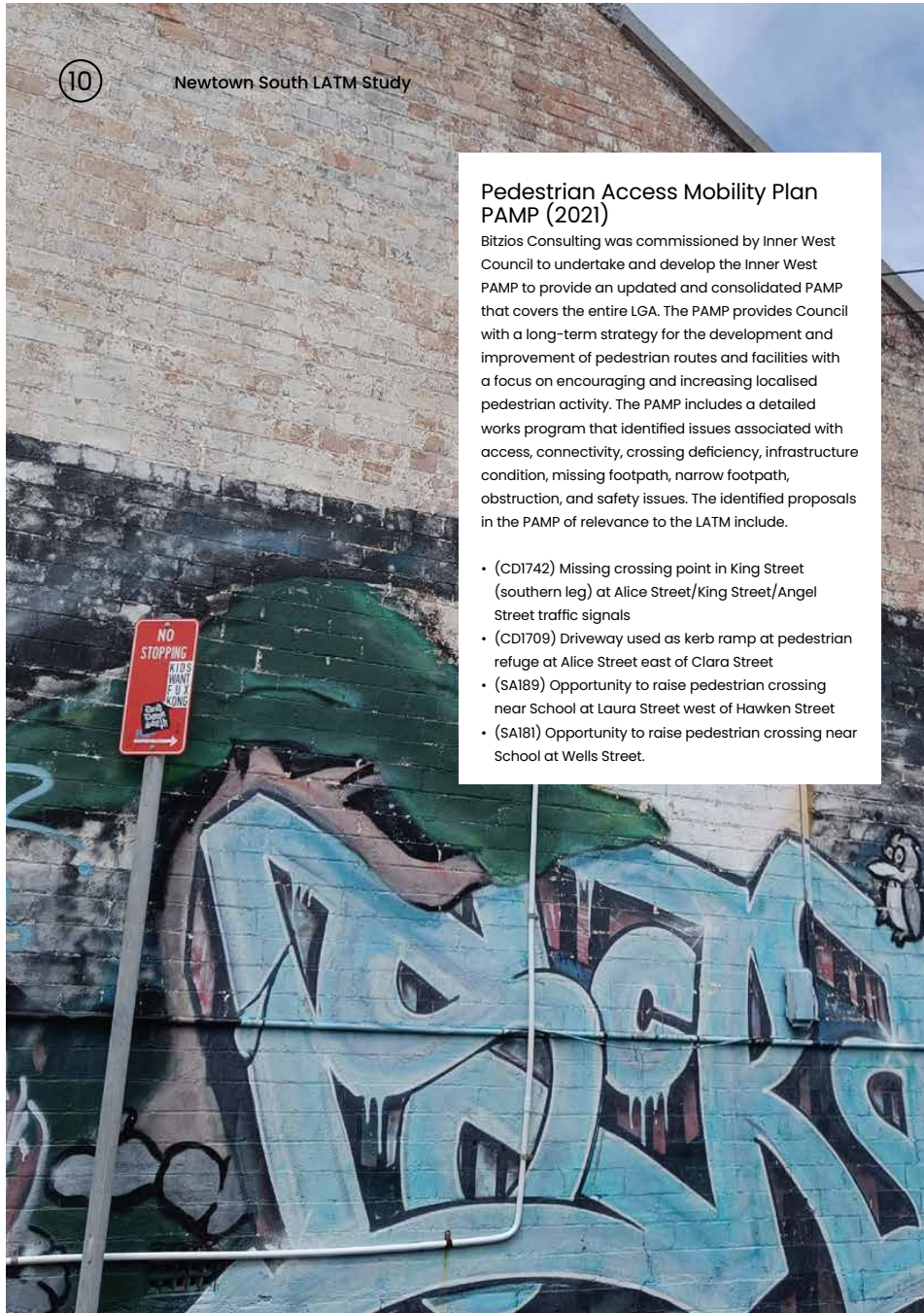


Figure 2.4 Road Hierarchy

### Road Hierarchy

The funding classification of road hierarchy is as follows:

- State Roads – fully funded by TfNSW
- Regional Roads – shared funding between Council and TfNSW
- Local Roads – fully funded by Council.

The functional classification is as follows:

- State Road/Arterial Roads – predominantly carry through traffic from one region to another and are controlled by TfNSW.
- Regional/sub arterial roads – provide connection from arterial roads to areas of development and carry traffic directly from one part of the region to another.
- Collector roads – provide connection between the sub-arterial roads to the local road system in a developed area.
- Local Roads – subdivisional roads within a particular developed area. These are used solely as local access roads.

The study area includes the State Road of King Street and two Regional Roads of Alice Street and Edgeware Road as detailed in **Figure 2.4**. All other roads are local roads.



12

Newtown South LATM Study

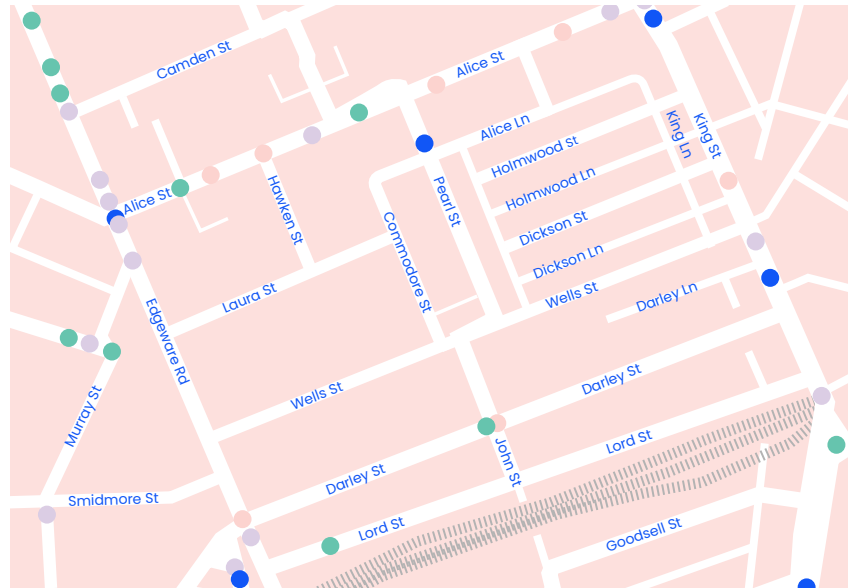


Figure 2.5 Crash Data 2017- 2022 Five Year Period

Crash Data

A review of the most recent five years of recorded crash data has been undertaken as detailed in Figure 2.5 below. This corresponds with the period October 2017 – September 2022. A total of 40 crashes occurred in the study area.

Most of the crashes occurred on King Street (a state road) with 12 crashes, Edgeware Road (a regional road) with 16 crashes and Alice Street (a regional road) with 7 crashes.

The administration and management of state roads is carried out and financed by Transport for NSW, and regional and local roads are administered, managed, and financed by local councils. It should be noted that only crashes that result in a casualty or a vehicle being towed away are included. All other minor crashes are not recorded.

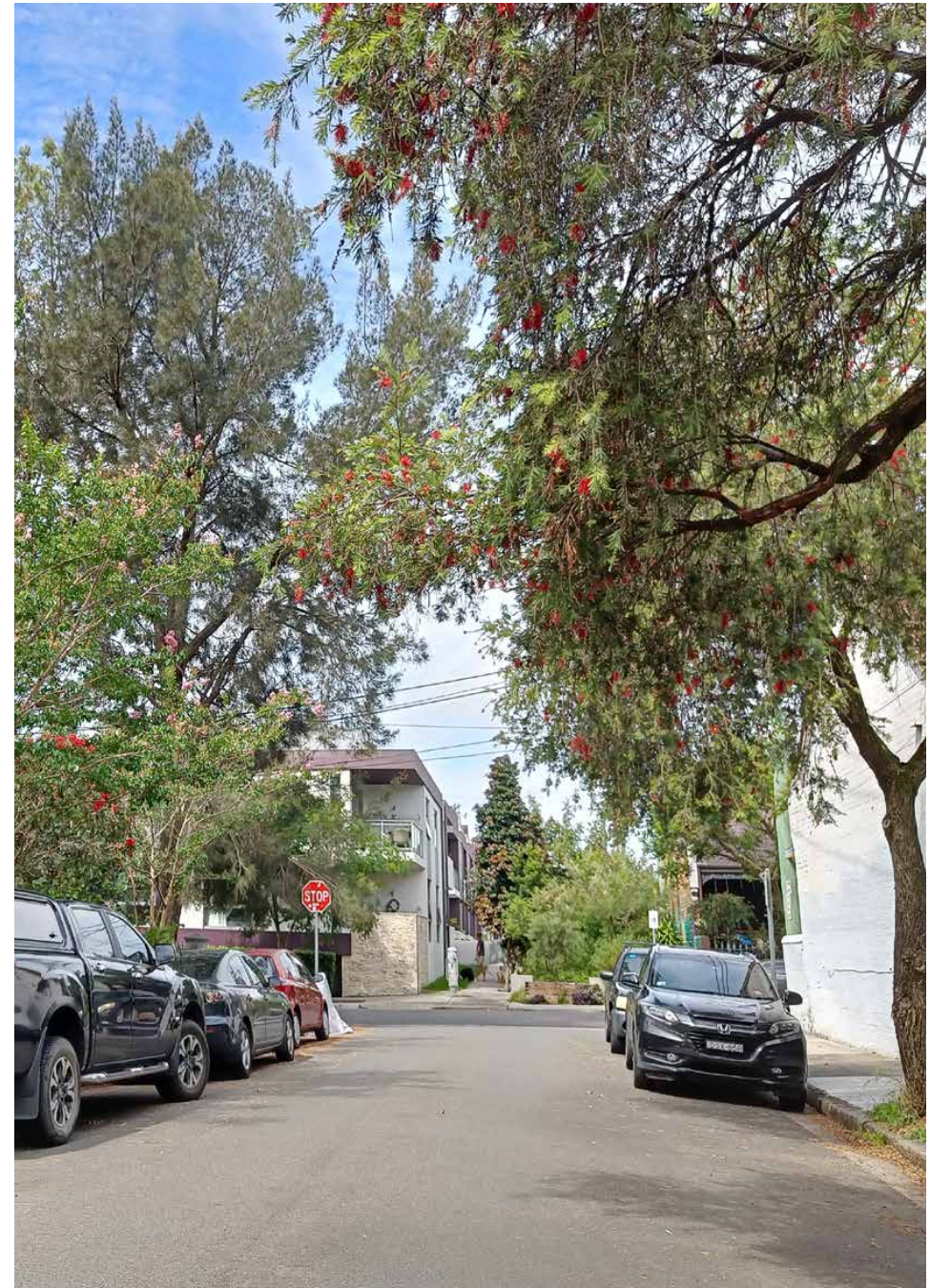
The only intersection between two local roads which has more than one crash is the Darley Street/John Street which had a total of 2 crashes, including a run-off road crash

Degree of crash

- Fatal
- Serious Injury
- Moderate Injury
- Minor/other Injury
- Non-casualty
- Non-casualty (towaway)

and a cross traffic crash. The only other crashes internal to the study area at local roads include a crash in Lord Street between John Street and Edgeware Road (RUM CODE 71) which resulted in a run-off road crash heading westbound, and a crash in Pearl Street between Alice Street and Commodore Street (RUM CODE 63) which saw the collision between a vehicle door and pedal cycle between southbound cyclists.

In total, 4 crashes involved pedestrians. This includes 1 at the Alice Street/Edgeware Road signalised intersection, 2 midblock in Alice Street between Alice Lane and Hawken Street and 1 at the King Street/Lord Street intersection. A further 9 involved cyclists including 3 midblock along Alice Street and only one on a local road (Pearl Street). 2 crashes occurred along King Street, 3 along Alice Street and 3 along Edgeware Road including 1 south of Darley Street.





14

## Newtown South LATM Study

### Bus Services

Several bus routes service the study area on the boundary roads as detailed in **Figure 2.6**.

Route 308 Marrickville Metro to Central Eddy Avenue via Redfern travels within the study area via Edgeware Road- Alice Street – King Street.

Route 422 Kogarah to Central Pitt Street travels within the study area via King Street.

### Train Services

St Peters Train Station is located at the south-eastern boundary of the study area. It is served by Sydney Trains T3 Bankstown line services. It will be converted to a metro as part of the Southwest Metro project which will be operational in 2025.



Figure 2.6 Bus Routes in Study Area

### Traffic Data

Traffic data was collected in November 2022 in the form of speed and volume counts as detailed in **Table 2.1** including an assessment of acceptable speed and volume. Please note that the 85th percentile speed is the speed at which 85% of the vehicles are traveling at or below. All roads have a posted speed limit of 50 km/h. As a general rule local roads have a desirable traffic volume of less than 2,000 vehicles/day, whilst regional roads have a desirable traffic volume of less than 20,000 vehicles/day.

Road	Location	Avg. Daily Traffic (ADT)	Acceptable traffic volume	85th percentile speed	Acceptable Speed (50 km/h speed limit)	Acceptable Speed (40 km/h speed limit)
Alice Lane	b/w Pearl Ln and Walenore Ave	229	Y	19	Y	Y
Alice Lane	b/w Walenore Ave & King St	230	Y	16	Y	Y
Pearl Ln	b/w Holmwood Ln & Dickson St	194	Y	17	Y	Y
Alice St (Regional Road)	b/w Pearl St & Walenore Ave	9,416	Y	46	Y	Y (not assessed at 40 km/h due to regional road status)
Hawken St	b/w Alice St & Laura St	574	Y	24	Y	Y
Walenore Ave	b/w Alice St & Alice Ln	255	Y	18	Y	Y
Holmwood St	b/w Pearl Ln & King St	443	Y	30	Y	Y
Pearl St	b/w Alice Ln & Wells St	569	Y	34	Y	Y
Dickson St	b/w Pearl Ln & King St	665	Y	27	Y	Y
Wells St	b/w Edgeware Rd & Commodore St	360	Y	31	Y	Y
Wells St	b/w Pearl Ln & King St	555	Y	25	Y	Y
Darley St	b/w John St & King St	794	Y	25	Y	Y
Lord Street	b/w Edgeware Rd & John St	1,115	Y	25	Y	Y
Lord St	b/w John St & King St	1,245	Y	33	Y	Y

Table 2.1 Speed and Volume Review

Regarding traffic volumes all road sections have acceptable traffic volumes. Regarding speed, all road sections have acceptable speed profiles regarding the existing posted speed limit and potential 40 km/h speed limit in the area and road classification.



16

Newtown South LATM Study

Continuous Footpath Treatment

Under the road rules, a footpath is a road related area. When entering, or crossing, a road related area from a road, drivers must give way to any pedestrians or other road users on the road related area. Therefore, where pedestrian priority is desirable, but a regulatory pedestrian crossing is not warranted, a continuous footpath treatment that is not differentiated in colour and texture from the adjacent footpath may be a suitable solution.

Typically, no more than 45 vehicles per hour moving through the intersection to be treated. There should be few, if any, heavy vehicles frequenting the intersection. Measured vehicle flows apply for three periods of one hour in any day. This measure should capture the busiest traffic flows that occur at that location. Table 2.2 provides an assessment of suitability of this treatment at locations within the study area.

When entering, or crossing, a road related area from a road, drivers must give way to any pedestrians or other road users on the road related area.

Location	AM Peak Vehicles	Business Peak Vehicles	PM Peak Vehicles	Continuous Footpath Treatment Warrant
King Street at Holmwood Street	26	38	34	YES
King Street at Dickson Street	40	48	47	NO (slightly over)
King Street at Wells Street	37	37	45	YES

Table 2.2 Continuous Footpath Treatment Assessment

3. Identified Community issues

Council undertook an initial survey through Council's Your Say website in May 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas. A total of 191 responses were received through the online survey and a further 20 through the mapping tool.

The main outcomes of the first stage of consultation are that the problems identified by the greatest number of respondents are high traffic volumes, followed by pedestrian safety and the third most raised issue was heavy vehicles using local roads.

Regarding specific streets, Edgeware Road, Alice Street and King Street have the highest level of concern for too much traffic, pedestrian safety, heavy vehicle uses and excessive speed.

Lord Street also has a level of concern for rat running and exceeding the speed limit. The results of the consultation are included in the Engagement Outcome Report as provided in Appendix A.





20

Newtown South LATM Study

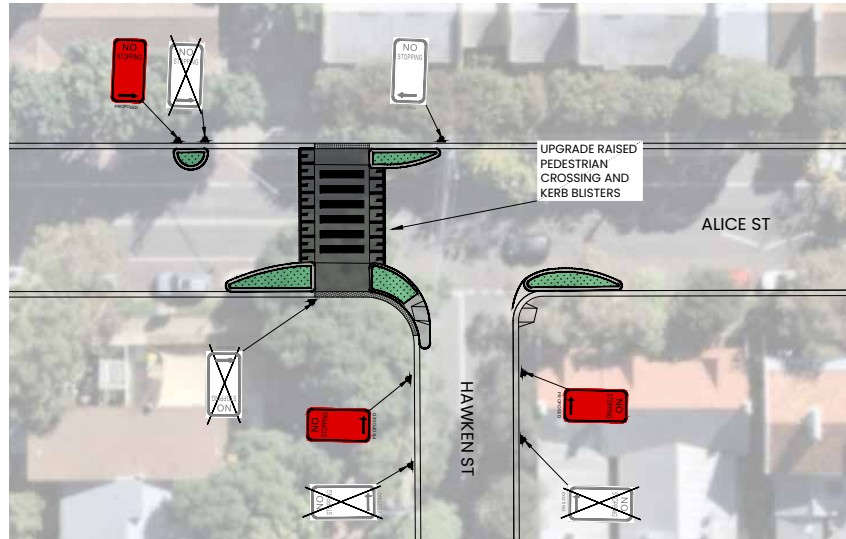


Figure 4.2 Alice Street at Hawken Street

**Alice Street at Hawken Street**

To improve pedestrian amenity and provide a flush continuous pedestrian facility it is proposed to reconstruct the existing raised pedestrian (zebra) crossing incorporating kerb extensions in Alice Street west of Hawken Street, as detailed in **Figure 4.2**.

There is expected to be no net parking loss for this proposal.

The estimated cost is \$100,000.

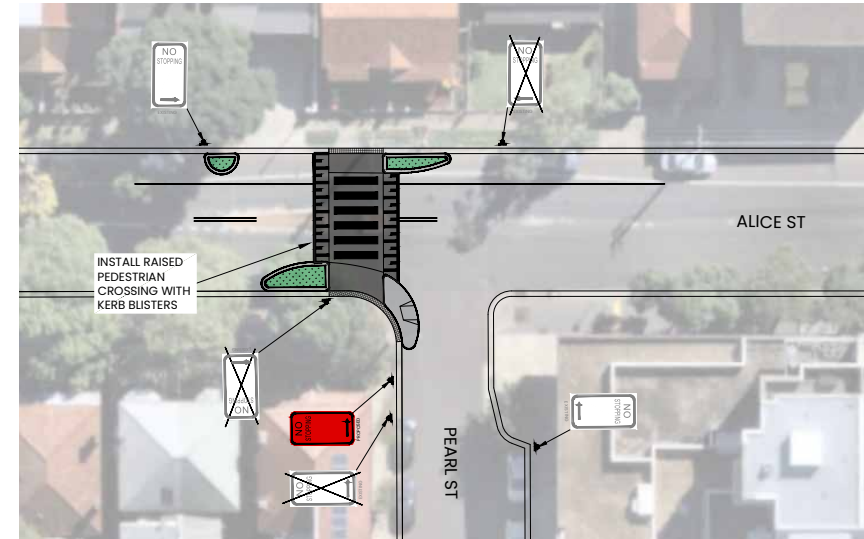


Figure 4.3 Alice Street at Pearl Street

**Alice Street at Pearl Street**

To improve pedestrian safety and amenity and reduce speeds it is proposed to upgrade the existing pedestrian refuge in Alice Street west of Pearl Street into a raised pedestrian (zebra) crossing, as detailed in Figure 4.3.

The issue of lack of pedestrian (zebra) crossings in Alice Street was raised during the community engagement. This proposal will address the issue of lack of pedestrian (zebra) crossings in Alice Street as raised during the community engagement and also address the crash history in Alice Street by providing pedestrian priority whilst also reducing speeds.

There is expected to be no net parking loss for this proposal.

Council's Pedestrian Crossing Warrant Policy requires the following be met:

- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour crossing the road is or is expected to be equal to or greater than 20, and vehicle volumes be equal to or greater than 200 where children and elderly or mobility impaired pedestrians count as two pedestrians.

A review of data collected at the intersection on Tuesday 8th November 2022 during peak hours of 8:15am-9:15 am and 5:00pm-6:00pm;

- AM Peak - 26 pedestrians, 660 vehicles
- PM Peak - 22 pedestrians, 748 vehicles

According to Council's Pedestrian Crossing Warrant the warrant has been met.

The estimated cost is \$100,000.

22

Newtown South LATM Study

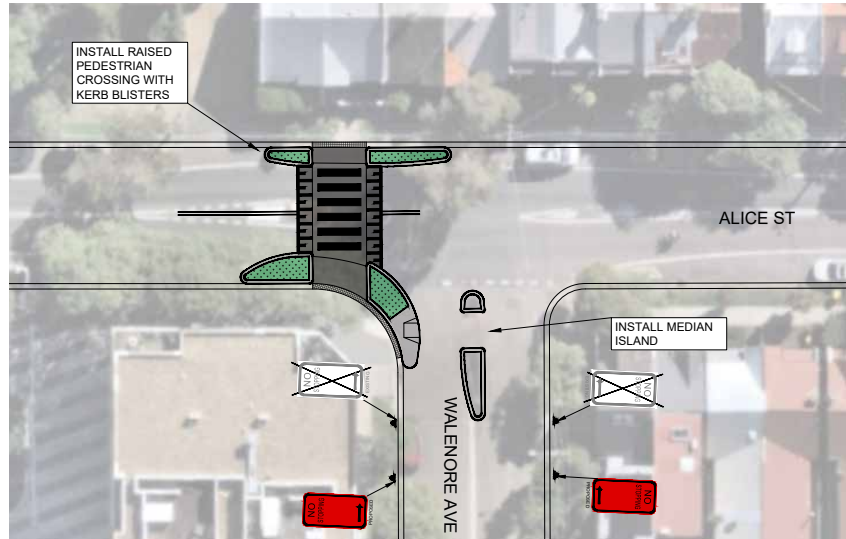


Figure 4.4 Alice Street at Walenore Avenue

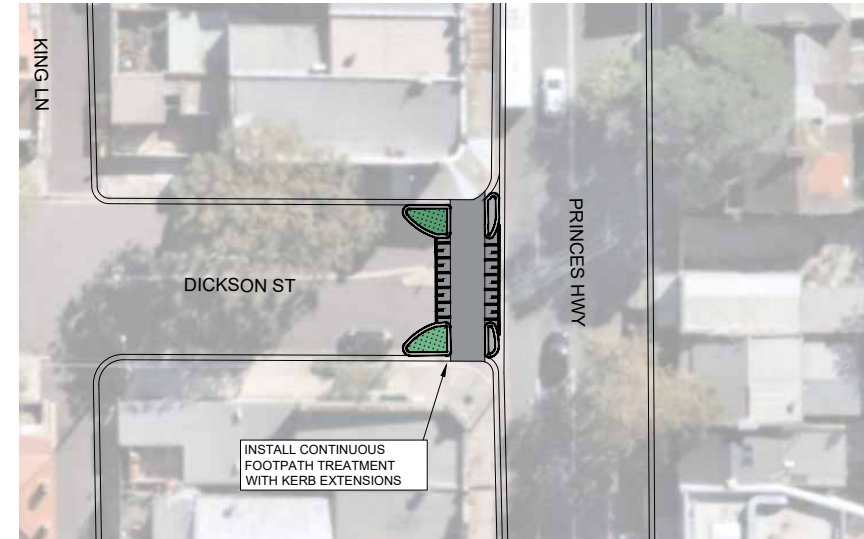


Figure 4.5 Dickson Street at King Street/Princes Highway

**Alice Street at Walenore Avenue**

To improve pedestrian safety and amenity it is proposed to upgrade the existing pedestrian refuge in Alice Street west of Walenore Avenue into a raised pedestrian (zebra) crossing, as detailed in **Figure 4.4**.

The issue of lack of pedestrian (zebra) crossings in Alice Street was raised during the community engagement.

There is expected to be a net loss of approximately two (2) parking spaces for this proposal.

Council's Pedestrian Crossing Warrant Policy requires the following be met:

- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour crossing the road is or is expected to be equal to or greater than 20, and vehicle volumes be equal to or greater than 200 where

children and elderly or mobility impaired pedestrians count as two pedestrians.

A review of data collected at the intersection on Tuesday 8th November 2022 during peak hours of 8:15am-9:15 am and 5:00pm-6:00pm;

- AM Peak - 33 pedestrians, 630 vehicles
- PM Peak - 31 pedestrians, 731 vehicles

According to Council's Pedestrian Crossing Warrant the warrant has been met.

The estimated cost is \$100,000.

**Dickson Street at King Street**

It is recommended that a continuous footpath treatment with kerb extensions be installed at this location as detailed in **Figure 4.5**. Typically, no more than 45 vehicles per hour moving through the intersection to be treated.

Traffic data collected in November 2022 indicates weekday traffic movements of 45 in the AM peak, 45 lunchtime peak and 46 in the PM peak meeting the requirements at most times for a continuous footpath treatment. The driveway layback must be no wider than 7 metres hence additional kerb extensions are required to constrain the intersection so that drivers do not have the full width to manoeuvre.

There is expected to be no net parking loss for this proposal.

The estimated cost is \$35,000.



24

Newtown South LATM Study

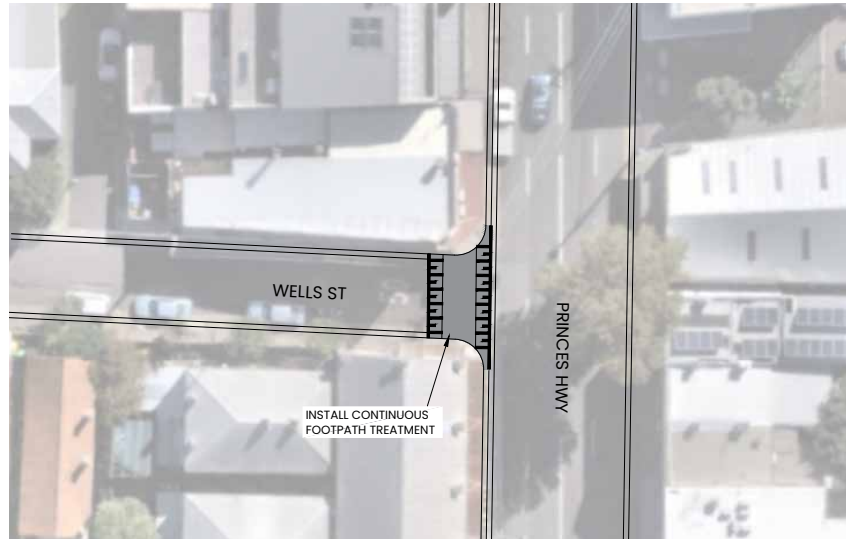


Figure 4.6 Wells Street at King Street/Princes Highway

Wells Street at King Street

It is recommended that a continuous footpath treatment be installed at this location as detailed in **Figure 4.6**. Typically, no more than 45 vehicles per hour moving through the intersection to be treated.

Traffic data collected in November 2022 indicates weekday traffic movements of 37 in the AM peak, 35 lunchtime peak and 48 in the PM peak meeting the requirements at most times for a continuous footpath treatment. The driveway layback must be no wider than 7 metres hence additional kerb extensions are require constrain the intersection so that drivers do not have the full width to manoeuvre.

There is expected to be no net parking loss for this proposal.

The estimated cost is \$35,000.

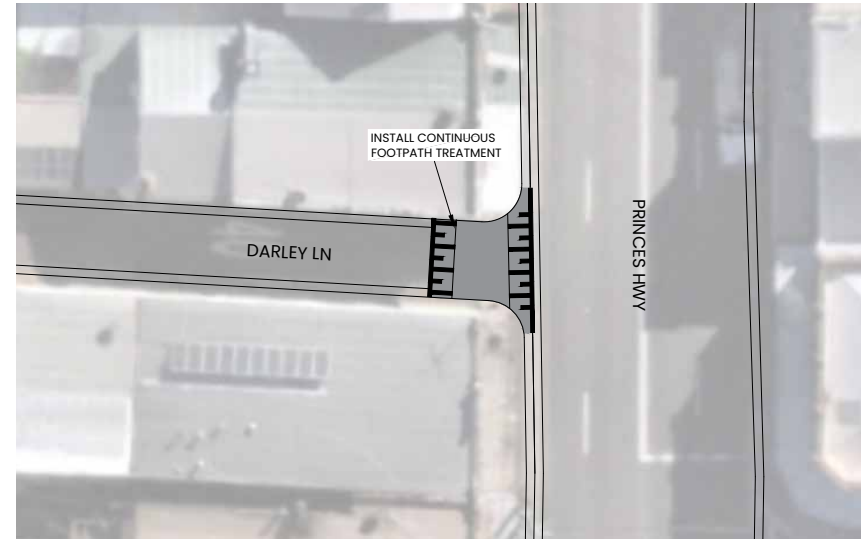


Figure 4.7 Darley Lane at King Street/Princes Highway

Darley Lane at King Street

It is recommended that a continuous footpath treatment be installed at this location as detailed in **Figure 4.7**. Typically, no more than 45 vehicles per hour moving through the intersection to be treated.

No data is available for this site, however given the subject is a laneway, it is anticipated that the traffic volumes would be low.

There is expected to be no net parking loss for this proposal.

The estimated cost is \$35,000.

26 Newtown South LATM Study

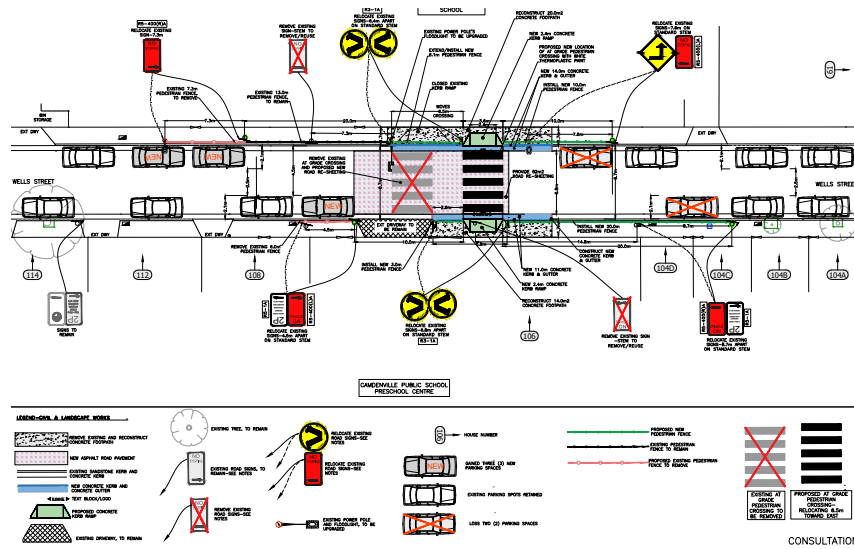


Figure 4.8 Wells Street between Edgware Road and Commodore Street

### Wells Street between Edgware Road and Commodore Street

An existing at-grade pedestrian (zebra) crossing is provided along the frontage of Camdeville Public School. In order to reduce speeds and provide a safer crossing point it is recommended that the crossing be relocated approximately 6.5 metres east to facilitate the construction of two new kerb ramps, separating the existing shared driveway that is being used by both vehicles and pedestrians to improve safety. The proposal is detailed in **Figure 4.8**. This issue has already been identified and the plan approved at the November 2023 Local Traffic Committee and subsequently endorsed by Council at the December 2023 Council meeting.

The project is listed on Council's Traffic Facilities Capital Works budget for 2023/2024 and is estimated to be around \$24,000.

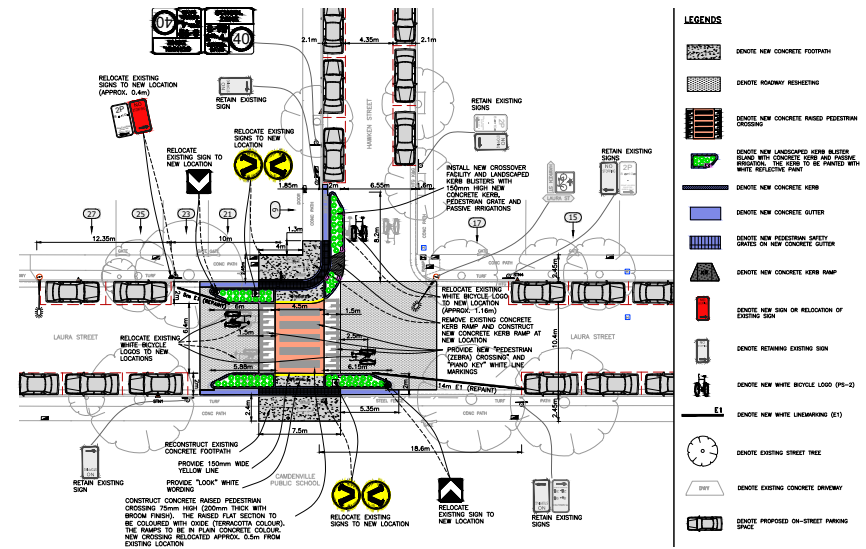


Figure 4.9 Laura Street between Edgware Road and Hawken Street

### Laura Street between Edgware Road and Hawken Street

An existing at-grade pedestrian (zebra) crossing is provided along the frontage of Camdeville Public School. In order to reduce speeds and provide a safer crossing point it is recommended that a raised pedestrian crossing be provided at this location, as detailed in **Figure 4.9**. This issue has already been identified and the plan approved at the October 2023 Local Traffic Committee and subsequently endorsed by Council at the November 2023 Council meeting.

The project is listed on Council's Traffic Facilities Capital Works budget for 2023/2024 and is estimated to be around \$115,000.

28

Newtown South LATM Study



Figure 4.10 Edgware Road/Llewellyn Street/Alice Street

Edgware Road/Llewellyn Street/Alice Street

The traffic signals under their current arrangement do not provide a red left holding arrow. It is proposed to request TfNSW upgrade the traffic signals to provide a safer crossing point for pedestrians crossing the Llewellyn Street leg of the intersection by introducing this signal phase sequence, as detailed in Figure 4.10. In addition, a Pedestrian Warning (left arrow) sign and supplementary 'Disabled' sign is also proposed facing northbound traffic in Edgware Road on approach to the traffic signals as the existing road conditions make it difficult to sight children or wheelchair users who are wishing to cross Llewellyn Street from the southern to northern side.

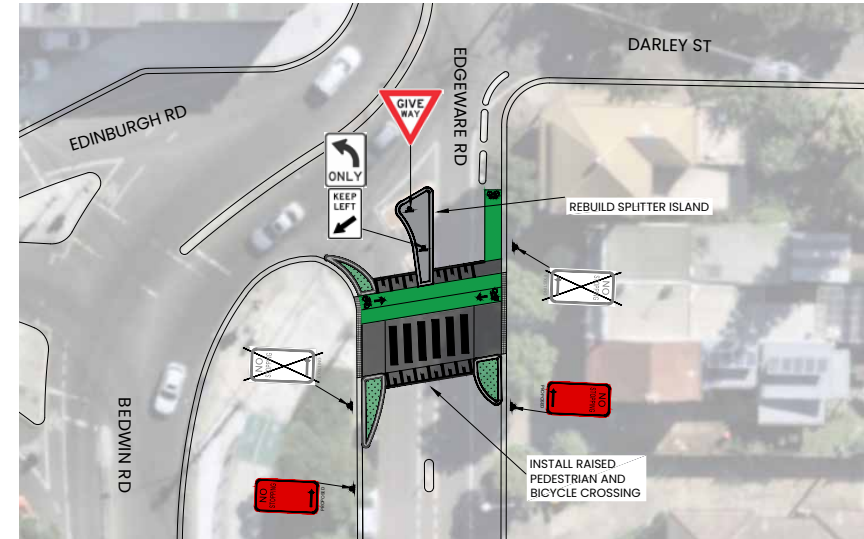


Figure 4.11 Edgware Road between Darley Street and Lord Street

Edgware Road between Darley Street and Lord Street

In order to provide a safer crossing facility for both pedestrians and cyclists it is recommended that a raised pedestrian/cyclist crossing be installed in Edgware Road south of Bedwin Road with kerb extensions and median splitter island, as detailed in Figure 4.11. Under current conditions it is unclear whether southbound vehicles in Edgware Road are wishing to travel on the Bedwin Road Bridge or continue along Edgware Road. Some 90% of traffic heads south to use the bridge as opposed to Edgware Road however due to the road geometry, drivers do not indicate leading to uncertainty as to which direction they are heading. This leads to unsafe pedestrian movements hence the need for a prioritised crossing point. Existing 'Give Way' and 'Left Only' restrictions will remain in place.

There is expected to be a net loss of approximately three (3) parking spaces for this proposal.

The estimated cost is \$100,000.

30

Newtown South LATM Study



Figure 4.12 Alice Lane & King Lane (between Pearl Lane and Holmwood Street)

**Alice Lane & King Lane (between Pearl Lane and Holmwood Street)**

In order to reduce vehicle-vehicle and vehicle-pedestrian conflict it is recommended that it be converted to one way eastbound in Alice Lane and King Lane (between Alice Lane and Holmwood Street) given its narrow road width. Furthermore, the section between Walenore Avenue and Holmwood Street does not have a useable footpath hence it is recommended that it be converted to a 10 km/h Shared Zone. A speed cushion is also recommended to be installed at Alice Lane at its intersection with Walenore Ave to slow drivers down when entering the 10 km/h Shared Zone. The proposal is detailed in Figure 4.12.

---

The estimated cost is \$30,000.

---

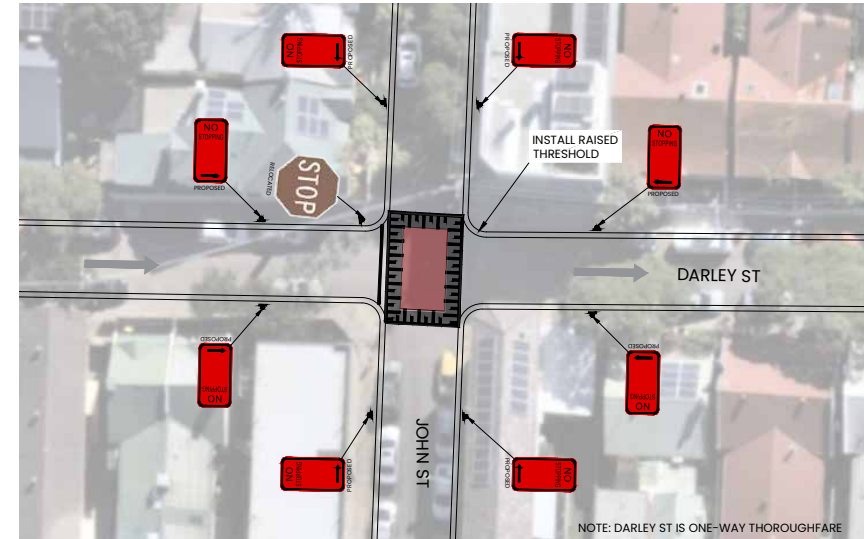


Figure 4.13 John Street/Darley Street

**John Street/Darley Street**

In order to reduce speeds and provide safer conditions it is recommended that a raised platform be installed at the John Street/Darley Road intersection.

It is also proposed to install 'No Stopping' restrictions at the intersection to prevent illegal parking too close to the intersection which limits sight lines making it difficult and unsafe to manoeuvre through the intersection. The proposal is detailed in Figure 4.13.

---

The estimated cost is \$40,000.

---



32

Newtown South LATM Study

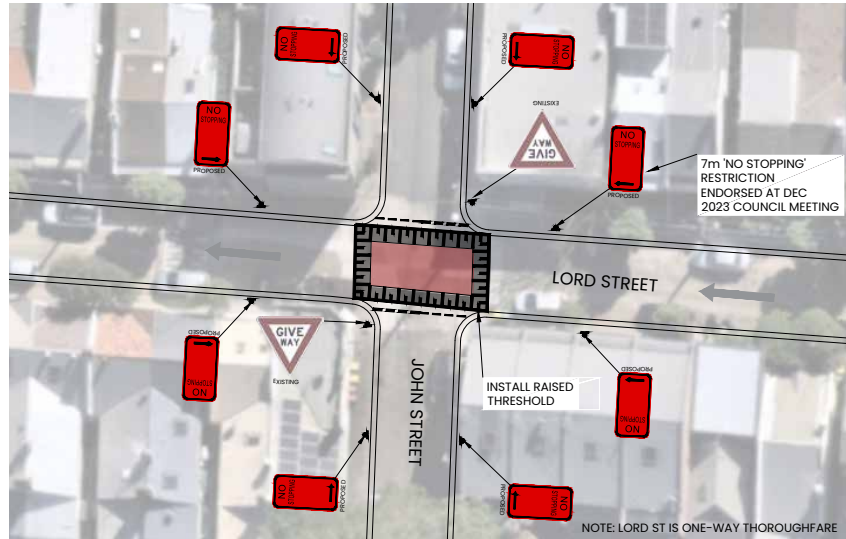


Figure 4.14 John Street/Lord Street

John Street/Lord Street

In order to reduce speeds and provide safer conditions it is recommended that a raised platform be installed at the John Street/Lord Street intersection.

It is also proposed to install statutory 'No Stopping' restrictions at the intersection to prevent illegal parking too close to the intersection which limits sight lines making it difficult and unsafe to manoeuvre through the intersection. An exception to this has been made at the northern side of Lord Street, Newtown, east of John Street – a reduced 'No Stopping' zone of 7m was recommended at the November 2023 Local Traffic Committee and subsequently endorsed for implementation at the December 2023 Council meeting. The proposal is detailed in **Figure 4.14**.

The estimated cost is \$40,000.

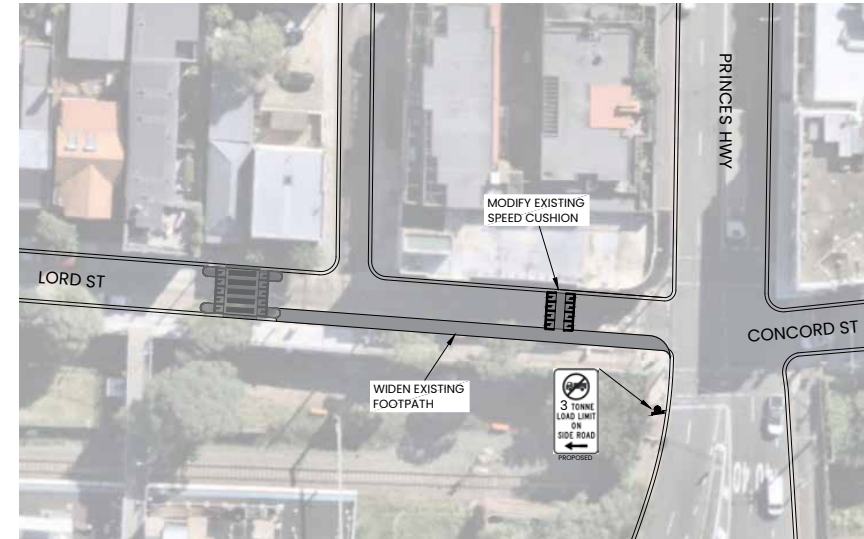


Figure 4.15 Lord Street between King Street and Laneway

Lord Street between King Street and Laneway

In order to provide improved pedestrian amenity between King Street and the pedestrian access to St Peters Railway Station, it is proposed to widen the Lord Street southern footpath between King Street and the access to the railway station, a length of some 50 metres. This will provide a narrowing to the entry point to Lord Street, which may reduce vehicle speeds and alert motorists they are entering a local road area. It may also reduce through traffic in Lord Street. It is also proposed to install a '3 Tonne Load Limit on side Road' (Left) sign at Princes Highway, immediately south of its intersection with Lord Street on the western side. The 3T load limit restriction is already existing on Lord Street, however there is currently inadequate signage informing drivers of this restriction. This proposal will result in the loss of some part-time parking (two spaces signposted No Parking 6:00am-12:00 noon Mon-Fri), and is detailed in **Figure 4.15**.

The estimated cost is \$50,000.

34

Newtown South LATM Study



Figure 4.16 Wells Street at Commodore Street, Wells Street at John Street

Wells Street at Commodore Street, Wells Street at John Street

Wells Street is a narrow two-way road, and there is a road closure with pedestrian and cyclist only access between Commodore Street and John Street. At its intersections with Commodore Street and John Streets, there are sharp 90-degree bends with low sight distance due to parked vehicles. It is recommended that these bends be painted red with piano key landmarking at the approach and departure points to alert drivers of the bend.

Furthermore, it was found through consultation that the existing footpath connection linking Commodore Street and John Street has poor accessibility for mobility impaired pedestrians, therefore, it is recommended that the footpath connection be rebuilt with smooth connection between the two existing kerb ramps. The proposal is detailed in **Figure 4.16**.

There is expected to be no net parking loss for this proposal.

The estimated cost is \$30,000.



Figure 4.17 Edgware Road between Llewellyn Street and Victoria Road

Edgware Road between Llewellyn Street and Victoria Road

During the consultation process it was advised that traffic flow is impacted by parked vehicles on weekends. It is proposed to amend the existing timed parking restrictions from 'No Parking 8:30am-6:00pm Mon-Fri' to 'No Parking 8:30am-6:00pm Mon-Sat' as detailed in **Figure 4.17**.

The estimated cost is \$500.

36

Newtown South LATM Study

**Pearl Street/Wells Street**

It is proposed to install 'No Stopping' restrictions at the intersection to prevent illegal parking too close to the intersection which limits sight lines making it difficult and unsafe to manoeuvre through the intersection.

The estimated cost is \$500.

**Laura Street/Commodore Street**

It is proposed to install 'No Stopping' restrictions at the intersection to prevent illegal parking too close to the intersection which limits sight lines making it difficult and unsafe to manoeuvre through the intersection. 'No Stopping' restrictions may be reduced from the statutory 10m requirement subject to TfNSW approval.

The estimated cost is \$500.

**Wells Street at Edgeware Road**

Wells Street is a narrow two-way road. At its intersection with Edgeware Road, it is recommended that the statutory 10 metres of 'No Stopping' restrictions be installed on both the southern and northern side of the road to allow manoeuvring to occur, which is of particular importance given the road allows for two-way traffic.

The estimated cost is \$500.

**King Street at Alice Street**

It is proposed to request TfNSW to investigate the implementation of a signalised pedestrian crossing at the southern leg of the intersection of King Street and Alice Street.

Cost N/A



Figure 4.18 Reduced Speed limits

**Implement Reduced Speed Limits**

Speed zones are set to enable drivers travelling at a speed limit to safely respond to potential risks in the road environment. Lower speeds deliver significant road safety benefits, reducing both the number and severity of crashes. Travelling at speeds that are set to accommodate the mix of vehicles and people movements on the road network allows drivers and riders to stop to avoid crashes, and if they do crash, to reduce the impact to prevent death and serious injuries, especially in areas of high pedestrian activity.

The chances of survival for a pedestrian being hit by a car is 10 percent at 50 km/h which increases significantly to 60 percent at a speed of 40 km/h.

The potential benefits and impacts in reducing the speed limit from 50 m/h to 40 m/h include a 12% reduction in crashes and 17% reduction in injuries.

In line with the draft report for Council's Inner West@40 Study on proposed speed limit reductions (yet to be endorsed by Council), it is recommended that all local roads in the Newtown South LATM study area have their speed limit reduced from 50km/h to 40km/h. Furthermore, it is recommended that Edgeware Road (a Regional Road) has its speed limit reduced from 60 km/h to 50 km/h, and Alice Street (a Regional Road) be retained at 50 km/h. The proposal is detailed in **Figure 4.18**. The area is within the Area 6 Enmore and Marrickville West and considered 'Priority A' in the draft Inner West@40 Study. This will require TfNSW approval as they are responsible for setting speed limits. The speed reduction will result in safer conditions for motorists, pedestrians and cyclists noting that there have been a number of crashes particularly along the Regional Road of Edgeware Road (which is proposed to have a reduced speed limit from 60 km/h to 50 km/h).

The estimated cost is \$10,000.

38

Newtown South LATM Study

## 5. Summary of proposals

Item No	Location	Proposal	Cost	Priority
1	Alice Street/Hawken Street	Reconstruct the existing raised pedestrian (zebra) crossing incorporating kerb extensions in Alice Street west of Hawken Street.	\$100,000	Low
2	Alice Street/Pearl Street	Upgrade the existing pedestrian refuge in Alice Street west of Pearl Street into a raised pedestrian (zebra) crossing.	\$100,000	Medium
3	Alice Street/Walenore Avenue	Upgrade the existing pedestrian refuge in Alice Street west of Walenore Avenue into a raised pedestrian (zebra) crossing.	\$100,000	Medium
4	Dickson Street at King Street	Install continuous footpath treatment in Dickson Street at King Street.	\$35,000	High
5	Wells Street at King Street	Install continuous footpath treatment in Wells Street at King Street.	\$35,000	High
6	Darley Lane at King Street	Install continuous footpath treatment in Darley Lane at King Street.	\$35,000	High
7	Wells Street between Edgware Road and Commodore Street	Relocate pedestrian crossing approximately 6.5 metres east to facilitate the construction of two new kerb ramps, separating the existing shared driveway at frontage of Camdenville Public School.	\$24,000	High
8	Laura Street between Edgware Road and Hawken Street	Upgrade existing at grade pedestrian (zebra) crossing to a raised pedestrian crossing in Laura Street along frontage of Camdenville Public School.	\$115,000	High
9	Alice Lane & King Lane	Convert full length from Pearl Street to Holmwood Street to one way eastbound and convert section between Walenore Avenue and Holmwood Street to a 10 km/h Shared Zone.	\$30,000	High
10	John Street/Darley Street	A raised platform be installed at the John Street/Darley Street intersection.	\$40,000	Medium
11	John Street/Lord Street	A raised platform be installed at the John Street/Lord Street intersection.	\$40,000	Medium
12	Lord Street between King Street and Laneway	Widen the Lord Street southern footpath between King Street and the access to the railway station, a length of some 50 metres.	\$50,000	Low

13	Pearl Street/Wells Street	Install statutory 10 metres of 'No Stopping' at the intersection.	\$500	High
14	Wells Street at Edgware Road	Install statutory 10 metres of 'No Stopping' on both the southern and northern side.	\$500	High
15	Laura Street/Commodore Street	Install 'No Stopping' at the intersection – reduced 'No Stopping' restriction may be implemented subject to TfNSW approval	\$500	High
16	Edgware Road between Llewellyn Street and Victoria Road	Amend the existing timed parking restrictions from 'No Parking 8:30am-6:00pm Mon-Fri' to 'No Parking 8:30am-6:00pm Mon-Sat'	\$500	Low
17	Edgware Road between Darley Street and Lord Street	Install raised pedestrian/cyclist crossing in Edgware Road south of Bedwin Road with kerb extensions and median splitter island.	\$100,000	Medium
18	Wells Street at Commodore Street, Wells Street at John Street	Bends to be painted red with piano key landmarking at the approach and departure points, and footpath connection to be rebuilt with smooth connection between the two existing kerb ramps.	\$30,000	High
19	Edgware Road/Llewellyn Street/Alice Street	Install Pedestrian Warning (left arrow) sign and supplementary 'Disabled' sign, request TfNSW upgrade the traffic signals to provide a safer crossing point for pedestrians crossing the Llewellyn Street leg of the intersection.	\$500	High
20	Local Roads and Regional Roads in Study Area	Request TfNSW implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on subject Regional Roads.	\$10,000	High
21	Pearl Lane at Dickson Street	Modify existing gate to allow for bicycle access	\$2,000	Low
<b>Total</b>			<b>\$848,500</b>	

It is estimated that the total cost of all proposals will be approximately \$848,500 inclusive of GST and \$933,350 including 10% contingency.





40

Newtown South LATM Study





## Appendix A

Engagement Outcomes Report

For further information about cycling in the Inner West, visit [innerwest.nsw.gov.au](http://innerwest.nsw.gov.au)



INNER WEST

Item 1

Engagement outcomes report  
Newtown South LATM – Stage 1



Attachment 2



Contents

Summary..... 3

Background..... 3

Promotion..... 4

Engagement methods..... 4

Engagement outcomes ..... 4

Appendix A.....16

Appendix B.....64

## Summary

This Engagement Outcomes Report outlines the feedback received during the first stage of community engagement comprising the initial insights regarding the Newtown South LATM. A later stage of consultation will include feedback on public exhibition of the final draft report. Council undertook an initial survey through Council's Your say website in May 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas. A total of 191 responses were received through the online survey and a further 20 through the mapping tool.

The main outcomes of the first stage of consultation are that the problems identified by the greatest number of respondents are high traffic volumes, followed by pedestrian safety and the third most raised issue was heavy vehicles using local roads.

Regarding specific streets, Edgeware Road, Alice Street and King Street have the highest level of concern for too much traffic, pedestrian safety, heavy vehicle uses and excessive speed.

Lord Street also has a level of concern for rat running and exceeding the speed limit.

## Background

The Newtown South LATM was initiated as part of Council's LATM Strategy Program. The study aims to;

- Reduce vehicle speeds
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk
- Improve local amenity by:
  - o Reducing car use
  - o Increasing use of public transport
  - o Increasing walking and cycling
  - o Improving the streetscape

## Promotion

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses
- Council website
- email

Most of the feedback was received via Your Say Inner West.

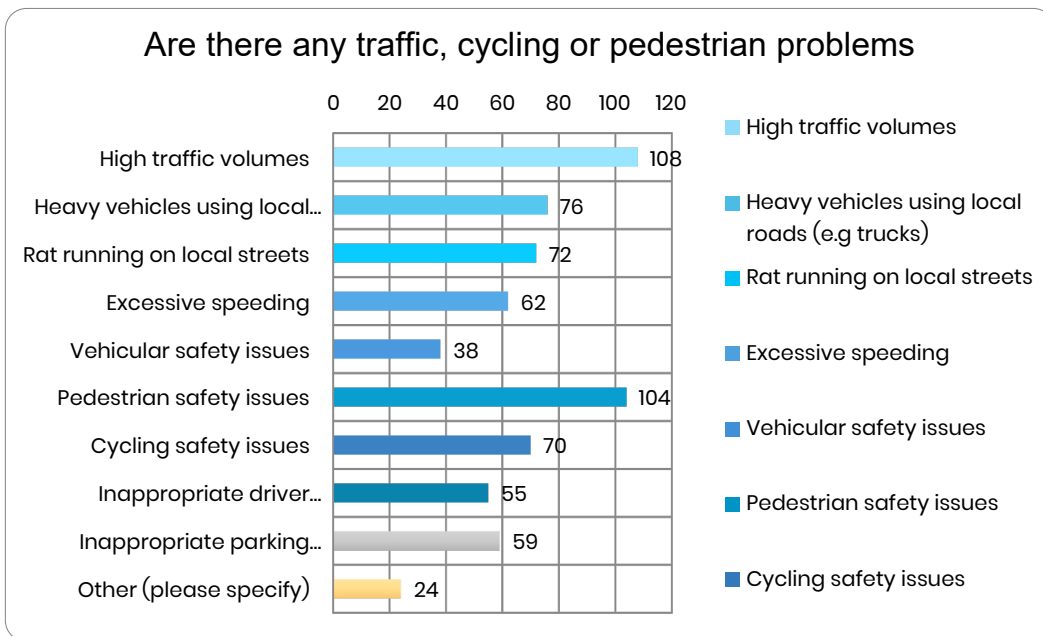
## Engagement methods

The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post. Yoursay provided the community with the opportunity to submit responses via the survey form or social map.

## Engagement outcomes

Council undertook an initial survey through Council's Yoursay website in May 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas. A total of 191 responses were received through the online survey and an additional 20 through the online mapping tool. An additional 4 responses were received via email.

The figure below indicates that the highest rated problem in the area is the high volume of traffic.



**Figure 1 Overall rating of traffic, cycling or pedestrian problems**

The main outcomes of the first stage of consultation detailed in **Figure 1** are that the problem identified by the greatest number of respondents as an issue is **high traffic volumes** during the AM and PM weekday periods. This issue is raised in **Edgware Road, Alice Street and King Street** with concerns raised that Lord Street is being used as a short cut to access Edgware Road from King Street and similarly Wells Street and Darley Street increasing traffic volumes on these roads. Commodore Street was identified for heavy traffic during school drop-off/pick-up times, and it was suggested to convert it to one-way to reduce vehicle numbers in peak periods.



The second most identified concern relates to **pedestrian safety issues**, mostly along **Alice Street, Edgeware Road and King Street**. In addition to this, it was raised that there is a lack of green time allowing pedestrians to safely cross the road at the signalised intersection of Alice Street and Edgeware Road. Pedestrian safety issues occur at all hours of each day.

Pedestrian safety concerns were also raised in Lord Street and Wells Street. The safety issue is associated with high traffic volumes and vehicles exceeding the speed limit on these roads. Pedestrians have trouble safely crossing Alice Street at Pearl Street and, at the existing pedestrian crossing on Alice Street near Hawken Street with drivers failing to observe and stop for pedestrians crossing the road. Another location of concern was Commodore Street/Wells Street in school drop-off/pick-up times for students attending Camdenville Public School.

The third most raised issue was **heavy vehicles** using Edgeware Road, King Street and Lord Street. There are also issues with heavy vehicles using Wells Street and Darley Street as a thoroughfare between King Street and Edgeware Road. There is an existing sign banning vehicles 3t and over at the King Street/Lord Street intersection however the sign is currently only visible to vehicles accessing Lord Street from Concord Street. It was suggested to reduce heavy vehicle use of King Street from 7am to 7pm.

**Rat running** has been recognised as an issue through the entire study area however was mostly identified on Lord Street, Darley Street, Wells Street and John Street. Concerns were also raised regarding this issue in Pearl Street, Alice Lane and Commodore Street. Several submissions suggested implementation of traffic calming measures by introducing slow points on these streets and reducing the speed limit to 40km/h. Conversion of Wells Street and John Street to one-way was also suggested along with the closure of Darley Street mid-block to prevent rat running. In addition, preventing access from Concord Street to Lord Street was suggested to reduce rat running.

Regarding **excessive speeding** Edgeware Road, Lord Street, Alice Street and Wells Street were raised as issues. Submissions were also received regarding speeding vehicles on Hawken Street during school drop-off/pick-up times. Consideration to reduce the speed limit to 30km/h and to implement traffic calming measures through the entire study area was suggested numerous times.

In relation to **inappropriate parking behaviour** illegal parking of vehicles was raised as the highest issue of concern due to limited parking availability in this precinct. Numerous submissions identified Alice Street, Lord Street, Wells Street and Commodore Street for parking issues with suggestions to install 'No Stopping' signs on the bend of Commodore Street at Little Commodore Street to prevent illegal parking. The removal of parking in Pearl Lane was also suggested to improve visibility of oncoming traffic and cyclists. Vehicles park in Laura and Hawken Streets beyond the '2P' limit including abandoned trailers. Double parking is also an issue in Laura Street.

Concerns of inappropriate parking behaviour were also raised in Wells Street in the vicinity of Camdenville Public School during school drop-off/pick-up times. Laura Street and Hawken Street were also identified as areas of issue due to Woolworths home delivery trucks parking in both streets between delivery waiting periods.

**Cycling safety issues** throughout the entire study area were raised however, most notably in Alice Street, King Street and Edgeware Road. Numerous submissions were received suggesting the installation of dedicated cycle paths to improve safety throughout the Newtown South precinct. It was also suggested to remove parking from one side of Lord Street to provide a dedicated cycling lane. However, an objection to the implementation of cycling lanes in the study area was received specifically on Alice Street, as it removes parking opportunities for residents.

**Vehicular safety issues** have been raised regarding parked vehicles being hit by passing cars on Wells Street. Vehicles parked in Darley Street are also experiencing damage as the narrow road width does not allow two-way traffic to pass with ease when vehicles are parked on both sides of the street.

**Inappropriate driver behaviour** was raised at the Edgeware Road intersection with drivers jumping the lights ahead of green time. Concerns have also been raised along Alice Street, Lord Street and Wells Street with drivers travelling at excessive speed. The existing speed humps on Lord Street are outdated and not visible to motorists. In addition, parked cars are frequently hit by vehicles travelling at excessive speed down Wells Street.

**Other information about traffic, pedestrian and cycling issues** included traffic delays created by vehicles performing right turns from Edgeware Road into Victoria Road to access Marrickville Metro and congestion issues on the eastern end of Alice Street for vehicles accessing King Street. Congestion issues were also raised on King Street due to the increase in traffic volumes since the opening of West Connex.

It was suggested to install a pedestrian crossing on Alice Street to align with the entry to Matt Hogan Reserve which carries high volumes of foot and cyclist traffic.

Concerns were also raised regarding excessive noise pollution on Edgware Road because of heavy vehicles using compression brakes.

It was also suggested that cyclists are failing to observe road rules, and are cycling in the middle of the road during peak hour periods.

**We asked are there any traffic, cycling or pedestrian problems?**

You said	Council response
<b>High traffic volumes and excessive speed along Alice Street between Edgware Road and King Street.</b>	Additional raised pedestrian crossings are proposed in Alice Street which will reduce traffic speeds.
<b>There is no safe place for pedestrians to cross Alice Street. Motorists fail to observe pedestrians at the existing crossing near Hawken Street. Existing pedestrian refuge islands along Alice Street are ineffective.</b>	The pedestrian refuge islands in Alice Street at Pearl Street and Walenore Avenue are proposed to be upgraded to raised pedestrian (zebra) crossings. Furthermore, the existing raised pedestrian (zebra) at Hawken Street is to be upgraded including kerb extensions. This will improve pedestrian amenity and safety.
<b>Requests for traffic calming and cycle paths on Alice Street.</b>	The road carriageway width is not wide enough to cater for a separated cycle lane without the loss of on street parking on the full length of one side of the road, hence a separated cycle path is not supported. Traffic calming is included in the form of a number of additional raised pedestrian (zebra) crossings.
<b>High traffic volumes on Commodore Street in school drop-off/pick-up times.</b>	Proposal includes an at grade red platform treatment at the Commodore Street/Wells Street intersection to provide awareness to motorists that you are entering a slow speed environment.
<b>Heavy vehicles are failing to observe the 3t limit on Lord Street.</b>	Forwarded to NSW Police for enforcement. Proposal includes a 3-tonne load limit on side road (left arrow) facing northbound traffic in King Street on

	approach to Lord Street to provide additional information to approaching trucks.
<b>High traffic volumes travelling at excessive speed on Lord Street including heavy vehicles.</b>	Lord Street is a light traffic road with signs restricting trucks with a total GVM of 3 tonnes. No truck is allowed to drive past this sign unless the driver's destination lies beyond the sign and it's the only route. The sign does not restrict buses. Road narrowing is proposed in Lord Street at King Street to reduce speeds. Recorded traffic volumes and speeds are considered acceptable for a local road.
<b>High traffic volumes on John Street, request for road closure north of Darley Street.</b>	Not supported. A road closure would have significant impact on circulation and access by preventing traffic in Pearl Street, Wells Street and John Street from being able to access Darley Street and Lord Street. It would also be difficult to make a 3-point turn in John Street at road closure to turn around create manoeuvring difficulties when leaving on street parking.
<b>Existing vehicle speed too high throughout the entire study area.</b>	The proposal includes support for reducing local roads from a 50 km/h speed limit to a 40 km/h speed limit as per draft innerwest@40 study recommendation.
<b>Difficulty attempting to turn right from Pearl Street onto Alice Street in peak hour times.</b>	The proposed raised pedestrian crossings in Alice Street will reduce speeds, providing further opportunities to make the right turn. Eastbound vehicles will need to give way to pedestrians crossing at the proposed raised pedestrian (zebra) crossing in Alice Street immediately west of Pearl Street further providing gaps for right turning vehicles.
<b>Wells street is a two-way street with parking either side. Cars are unable to pass one another when travelling from opposite directions.</b>	Noted. The recommendation includes the installation of 'No Stopping' at the Wells Street intersections of Edgware Road and Pearl Street that will prevent vehicles parking too close to the intersection. This will free up road space for vehicles to pass one another or make turns. The provision of additional midblock passing areas is not supported due to its impact on on-street parking in an area of high parking demand.
<b>Requests to reduce speed limit, install speed humps in Wells Street</b>	Speed limit is proposed to be reduced to 40km/h as part of draft innerwest@40 study. Traffic speed



<b>between King Street and Pearl Street.</b>	data indicates low speeds. At grade red platform proposed at John Street/Wells Street road bend.
<b>Suggestion to convert Wells Street to one-way and install right turn ban at King Street from Wells Street.</b>	Not supported. Access in the area is already restricted by the through traffic road closure in Wells Street between John Street and Commodore Street.
<b>Install 'No Parking/No Stopping' zones along King Street with sections dedicated for resident permit parking.</b>	'No Parking Resident Vehicles Excepted' is too restrictive to other road users and is not permitted signposting.
<b>Alice Lane is too narrow to accommodate on-street parking, suggest resident access only.</b>	Proposal includes converting Alice Lane to one way eastbound and introducing a 10 km/h Shared Zone in Alice Lane between Walenore Avenue and Holmwood Street.
<b>Cycle paths are disconnected throughout the entire study area.</b>	Alice Street, Pearl Street, Darley Street, Lord Street and sections of Edgeware Road are identified as Prioritised Access Routes in Council's 2023 Cycling Action Plan. Improved cyclist access is proposed to cross Edgeware Road between Darley Street and Lord Street. These roads are too narrow to provide separated cycle paths. Bike Logos and signs proposed.
<b>Poor visibility exiting Hawken Street onto Alice Street.</b>	The existing raised pedestrian crossing is proposed to be upgraded which will include kerb blisters in Alice Street either side of Hawken Street. This will improve sight lines by allowing vehicle exiting Hawken Street to store further into Alice Street.
<b>Vehicles enter Darley Street from King Street heading west, fail to observe that it is one-way traffic eastbound on this section of Darley Street</b>	Proposal includes an additional supplementary 'No Left Turn' sign facing northbound motorists in King Street to supplement the existing 'One Way' and 'No Left Turn sign'
<b>There has been an increase in traffic volumes on Edgeware Road following the opening of M8</b>	Council has previously raised concerns about extra traffic on Edgeware Road from WestConnex but have been reassured by TfNSW that there has only been a slight increase, and possible decrease in the future.

<p><b>Green time for pedestrians is insufficient to cross at the signalised intersection of Edgeware Road and Alice Street</b></p>	<p>The green pedestrian signal is not designed to allow a full crossing of the road. It, combined with flashing red allows for a full crossing. TfNSW are requested to investigate pedestrian movements at this signalised intersection.</p>
<p><b>Parking along Edgeware Road interferes with traffic flow</b></p>	<p>Noted that on weekends cars can park on the eastern side of Edgeware Road between Alice Street and Victoria Road leading to congestion as a heavy right turn occurs for vehicles heading southbound in Edgeware Road turning into Victoria Road to access Marrickville Metro. This area is currently signposted No Parking 8:30am-6:00 pm Mon-Fri. It is recommended that it be modified to include Saturday.</p>
<p><b>Request for mid-block road closure in Darley Street to prevent rat running</b></p>	<p>This is not supported as it will create vehicular access issues for residents as they will not be able to make a 90 degree turn due to narrow road width and would create excessive conflict</p>
<p><b>Heavy vehicles regularly exceed the 40km/h speed limit on King Street</b></p>	<p>This is an enforcement issue and has been forwarded to NSW Police for their consideration and action.</p>
<p><b>Safety issues for pedestrians crossing Alice Street/King Street signalised intersection. Request for signalised crossing on the southern side of King Street/Alice Street intersection</b></p>	<p>Noted. TfNSW responsible for traffic signals. Request forwarded to TfNSW for their consideration.</p>
<p><b>Heavy vehicles failing to observe the 3t limit on Alice Street</b></p>	<p>Forwarded to NSW Police for enforcement.</p>
<p><b>Change the existing No Parking restrictions on the eastern and western ends of Alice Street to apply 24/7 to improve traffic flow</b></p>	<p>The existing signposting is 'No Parking 6am-10am Mon-Fri' on the northern side of Alice Street west of King Street and 'No Parking 330pm-530pm Mon -Fri' on the southern side of Alice Street east of Edgeware Road.</p>

<p><b>Alice Street requires traffic calming and a dedicated cycle path</b></p>	<p>Proposal includes additional traffic calming in Alice Street in the form of an additional two raised pedestrian crossings. There is insufficient width to accommodate a separated cycle path without the loss of excessive parking.</p>
<p><b>Reduce on street parking on King Street and create a carpark or open schools for parking of cars on weekends.</b></p>	<p>AM weekday clearway restrictions are in place on the western side of King Street and in some sections No Parking restrictions in the PM weekday. Whilst removing parking will improve traffic flow, it will increase speeds and have a detrimental impact on parking for adjacent businesses. It would be a long-term project to determine any potential car park opportunities.</p>
<p><b>There are no useable footpaths or cycleways in Alice Lane between Walenore Avenue and Holmwood Street. Alice Lane has increased foot traffic due to development in the area</b></p>	<p>Proposal includes a recommendation to install a 10 km/h Shared Zone and implement one way restriction in this section of Alice Lane to provide safer conditions for pedestrians.</p>
<p><b>Install dedicated cycling lanes on King Street</b></p>	<p>King Street is a state road under care and control of TfNSW.</p>
<p><b>It was suggested to widen the road in Wells Street and reduce the footpath width</b></p>	<p>Not supported. This would increase speeds and reduce pedestrian amenity which is already compromised given the narrow footpaths and tree plantings.</p>
<p><b>Request to improve pedestrian safety along John Street and Lord Street due to heavy foot traffic</b></p>	<p>Proposal includes traffic calming measures on John Street and Lord Street which will further reduce speeds. A reduction in speed limit from 50 km/h to 40 km/h is also proposed.</p>
<p><b>Install a 'Stop' sign on Lord Street at John Street allowing vehicles entering from John Street right of way</b></p>	<p>Given that the southern leg of John Street is a dead end there is likely to be non-compliance hence proposal is not supported.</p>
<p><b>The 'No Stopping' zone in front of 23 Commodore Street is frequently used as a loading zone, tradie</b></p>	<p>The area is currently signposting 'No Stopping' and the only way to prevent parking is by installing a kerb extension which is not supported as it will reduce the road width excessively in Commodore Street, creating manoeuvring issues.</p>

<p><b>parking zone and late-night parking</b></p>	
<p><b>Generally, vehicles park illegally too close to intersections and across resident driveways throughout the entire study area due to lack of parking availability</b></p>	<p>Proposal includes introducing No Stopping at several intersections to improve manoeuvring and pedestrian safety including Pearl Street/Wells Street, Pearl Street/Little Commodore Street, Commodore Street/Laura Street, Lord Street/Edgeware Road.</p>
<p><b>Pram ramps are blocked by vehicles parking too close to intersections Wells Street/King Lane, Wells Street/Pearl Lane, Dickson Lane/King Lane and Dickson Lane/Pearl Lane</b></p>	<p>Faded and missing sign to be replaced. It is illegal to park with 10 metres of an intersection if No signposting is provided. This is an enforcement issue.</p>
<p><b>Vehicles park on the footpath along Lord Street impeding pedestrian access</b></p>	<p>Should any vehicle park on the footpath this is an enforcement issue. Does not seem to occur very often and only near the western end near the businesses.</p>
<p><b>Request for dedicated left turn &amp; right turn lanes for vehicles turning from Darley Street onto King Street</b></p>	<p>Referred to TfNSW for their consideration.</p>
<p><b>Difficulty for school children attempting to cross Commodore Street at Wells Street. Motorists do not slow down. In addition, three pets have been killed by speeding cars turning into Commodore Street from Wells Street. Warning signs are requested advising motorists to slow down as they turn into Commodore Street from Wells Street</b></p>	<p>Proposal includes recommendation for at grade platform at Wells Street/Commodore Street intersection and children crossing warning signs. On road bends at John Street/Wells Street and Wells Street/Commodore Street.</p>



<b>Reduce speed on all 50km/h streets throughout the entire study area</b>	Recommendation includes reducing speed limit to 40 km/h on local roads as per innerwest@40 study.
<b>Remove parking in Pearl Lane to improve visibility of cars and cyclists</b>	Proposal not supported given its significant impact on parking supply in a high parking demand area.
<b>Request to create safer streets for children and pedestrians by reducing the existing speed limit to 30km/h through the entire study area</b>	Recommendation includes reducing speed limit to 40 km/h on local roads as per innerwest@40 study. There is no proposal at this stage to reduce speed limit to 30 km/h.
<b>Remove one parking bay every 5-10 car spaces throughout the streets in the study area and replace with a traffic island to form a dedicated space for bin collection. The same principle could be used to make more space for street trees</b>	This proposal is not supported due to its impact on parking capacity in an area of high parking demand.
<b>Suggestions within the study area converting the parking arrangement to one side only on streets of narrow road width to provide wider footpaths that can accommodate bins, signposts, and street trees.</b>	This proposal is not supported due to its impact on parking capacity in an area of high parking demand.
<b>Convert all streets of narrow road width to shared zones with 10km/h speed limits so that pedestrians have right of way on the wider road space</b>	The proposal includes converting Alice Lane to a 10km/h Shared Zone. Converting all narrow roads to 10km/h Shared Zones is not supported as it is not feasible to have traffic travelling at this speed for long distances.

<p><b>Non traffic related requests include upgrade of footpaths throughout the entire study area. Streetlighting improvements are required on Alice Street and advice that unwanted household items/rubbish for Council collection and shopping trolleys are being left on all streets. Nature strips are not being mowed frequently</b></p>	<p>These are outside of the scope of the study.</p>
<p><b>Concern raised regarding poor road surface for cyclists due to previous trenching works, in particular Lord Street which is a designated cycle route</b></p>	<p>Forwarded to Council's Stormwater and Asset team for their consideration</p>
<p><b>Conflict between wheelchair users crossing the western leg (south to north) of the Llewellyn Street/Edgeware Road/Alice Street intersection being unsighted due to property fences and road geometry</b></p>	<p>In order to raise awareness to motorists of the likelihood of wheelchair users crossing at this location, it is recommended that a disabled warning sign be installed and that TfNSW be requested to upgrade the traffic signals to include a Left Turn red holding arrow for vehicle making a left turn from Edgeware Road to Llewellyn Street.</p>

Appendix A	
Your Say Inner West survey responses	
Identifying details have been redacted	
High traffic volumes	
1.	Edgeware Rd and Alice Street intersection, even though there are traffic lights, but many jump the lights, often accidents happen, from 7am onwards, there is a need for a traffic cop presence, especially during school am and pm times. Big trucks plus a trailer carrier down Edgeware Rd and could never stop suddenly. They need to be banned from this road permanently, both going north and coming south. They are noisy, and wear down the road surfaces, not helped by the mess Transgrid left for us in 2021, as they did not put down good road again at all and there are many uneven parts whereby a trailer almost goes airborne over them., they crash down after crossing, the noise is just awful. Opposite my house at 238, we know we shall lose the parking outside, it will become a clear way, so even more noise right outside the windows.
2.	Edgeware Road traffic has increased a lot since the Campbell Road expansion. I don't know what to suggest as a solution, but given the fact that there are 2 schools (including Camdenville, PS), a childcare centre, a TAFE, a church and rest is residential, I'd strongly hope you don't consider turning Edgeware Rd into a clearway.
3.	King Street South, Alice Street. Huge Semi trailers should not be allowed down King Street at all, it only being a two-laned road! Buses and motorbikes exceedingly deafening also, at all hours of the day and night.
4.	Edgeware Rd and Victoria Rd especially turning right from Edgeware onto Victoria - get rid of the parking on Edgeware so you can overtake anyone who is turning right onto Victoria
5.	Traffic rat runs down Lord Street to avoid Alice Street or May Street. This results in heavy traffic movements in a high pedestrian activity area. This street should be more pedestrian friendly given that many people walk along this street to access the train station.
6.	King Street corner of Lord Street where 2 lanes funnel into 1 lane. Make it 1 lane further south before hitting the heavy pedestrian area.

7.	I used to live near here, and the streets were always full of people who had driven to Newtown who were then driving around looking for somewhere to park. Please provide a safe, connected bike network so there are safe, convenient options other than driving.
8.	John St crossing Darley and Wells St. A road closure in John St at the Northern Side of the Darley St intersection would eliminate this problem. Traffic coming from Lord St into John would have turn right at Darley St. Traffic using this current back route to Wells and Pearl Streets would have to turn left from King St at either Wells or Alice Streets. (There is no disruption here because the current traffic ALREADY turns left from King at Lord Street and cuts across. So these vehicles would continue along King St and then turn left at Wells or Alice Streets.)
9.	Corner of John and Darley st, Lord St, Wells st – especially coming off Edgware rd up towards king st. Could we block John st and make 1 way down Lord and 1 way up Darley to King st? Streets are too narrow for parking on both sides and traffic volumes, near school, no one stops at the stop sign at the corner of John and Darley st, there have been several accidents, cars always being side wiped. growth in number of trucks and damage to cars.
10.	Darley St can get busy in peak hours, causing issues pulling out onto King St. It is an intersection that given it is so wide people often block when they drive down King. I think at the top of Darley given a one way street, a left hand turn lane and right hand turn lane divider in the street could also help traffic flow.
11.	Through traffic along Lord street and Darley street, for cars going from King St from/to Edgware Road. I'm worried that with the reduction of the speed limit and available turns at Princess highway and Sydney Park road, traffic at Lord street will increase. For instance, drivers from Erskineville and Alexandria going to Marrickville mall would use Lord St.
12.	High traffic volume and vehicles speeding on Alice Street: speed bumps, zebra crossing, reduce speed limits
13.	Traffic gets backed up on Alice Street down past Pearl Street on mornings before work. Turning time onto King Street is too short.
14.	Lord Street between John Street and Edgware Road – traffic speed bumps are too far apart leading to people speeding between them. Its very dangerous for people trying to get into or out of their cars. There are also a large number of trucks that use Lord Street to get to Edgware Road and Unwind Bridge Road. I suggest implementing more speed bumps and to make them higher so that people have to



	actually slow down. The speed bumps that are there are ineffective in changing driving behaviour as they are too low and too far apart. In peak hours it is clear that many drivers use Lord Street as a rat run. Better traffic calming could help mitigate this, or perhaps changing Lord Street so it is a no-through road would help.
15.	Edgeware Rd has become increasing congested between end of Darley St all the way up to Enmore Road.
16.	Commodore Street has recieved a steady & high increase in traffic since the Marrickville Metro was under development in 2020 and since opening traffic from other areas has increased 10 fold. We also get high traffic from Wells Street (Edgeware Road enterance) during school drop-off & pick-up times. Please make Commodore Street a 1-Way Street!!
17.	Heavy traffic is constant, particular in the afternoons as Lord street becomes the thorough fair to get to edgeware road, princess highway etc. Could traffic be redirected?
18.	Lord St, nearest cross street is John St.  Suggest that Lord St be closed off only to local traffic (ie cul-de-sac or similar) to stop high traffic volumes using Lord St, to get through to Edgeware Rd.
19.	Lord St. Between John St & Edgeware road. More effective speed humps to calm traffic and prevent speeding or close Lord St to through traffic at John St. Better stormwater drainage to stop road flooding as all of King St Darley St Wells st etc all drain down to this end of Lord St
20.	The Block bordering from Edgeware Road, Alice Street, King Street, Lord Street,
21.	Edgeware Road and Alice Street have very high traffic volumes combined with high pedestrian activity. Cars turning on and off Edgeware road seem to have particular difficulty, and turnoffs to Marrickville Metro are tricky. Could lights be timed differently? Will the opening of the Westconnex motorway help?
22.	King street and edgeware road are in permanent traffic except at night. Buses are not even an option as traffic is so bad. Alice road is congested peak hours too. Create two massive parkings at each side of kings street with free residential permit. And make king street a no parking/no stopping area.

23.	Lord Street seems to be used as a rat run. Lots of trucks also going down the street
24.	Alice St between Edgeware Rd and King St Should be local traffic only with road calming measures eg. Speed humps
25.	Lord Street and King Street. Increase in traffic from Sydney Park Rd turning left into Lord Street to access Marrickville Metro and Marrickville area. There will also be an increase when Sydney City Council close May Street to Unwins Bridge Road
26.	All east-west streets. Increase one way traffic and reduce speed limit to 10km
27.	Edgeware rd and Victoria rd. Edgeware rd and Llewellyn st. The intersection of people turning right into Victoria rd causes a bottleneck and people block the clearway, residents cannot get out of the laneway at peak hours and it is many times worse mid Saturday morning
28.	Alice Street from Edgeware Road to intersection with King Street Edgeware Road between Intersection with Alice Street and Lord Street around intersection with Victoria Rd
29.	Alice St, mainly heading towards King St on a weekend. Probably due to the high traffic volume on King St because it is one lane due to people parking on the street.
30.	Mainly Edgeware Rd between Alice St all the way to the bottom. It's a busy thoroughfare at the best of times, but Marrickville Metro makes it worse. Driving south down Edgeware Rd, just past Alice St, with cars parked in the left lane, I often get stuck behind cars turning right to go to Marrickville Metro. It's a poorly designed/managed intersection. Around the area in general, the traffic is not especially heavy but it can sometimes be difficult navigating the narrow streets with cars parked on either side. I'm not advocating removing parking spots, though - we need them!
31.	Corner of King St and Darley Street - cars southbound on King St blocking the intersection for right turn from Darley onto King St
32.	All of kings st and all of Edgeware Road
33.	Lord st between John st and Edgeware rd.

34.	King Street is gridlocked on weekday mornings and Saturdays. Changing light sequencing where Enmore Road and King Street merge may help.
35.	Down pearl street and onto commodore street
36.	<p>Wells St. is used as a rat run between Alice St and King street in both directions in order to avoid the Alice St / King St Lights. As Wells St is one of the few two way and through streets this causes major problems.</p> <p>My car has been hit four times because of the continual need for cars to pull over to let oncoming traffic through. The penultimate time my car was returned from the Smash Repairer on Friday and my car was hit again by the following Monday morning.</p> <p>Wells St. needs to be one way and blocked off from Alice St in order to stop the traffic volume and the speeding.</p>
37.	<p>Edgware rd</p> <p>Less trucks</p>
38.	<p>Edgware Rd and Smidmore Rd Enmore. One suggestion to alleviate this issue would be to contact Marrickville Auto repairs and Motorserve and ask them not to park the vehicles they are fixing on the road. This would alleviate the traffic and congestion and allow the parents from our school at St Pius' Enmore to park, to drop off and pick up their children from school.</p>
39.	<p>'Lord Street is an extremely narrow street, yet it is used as a main / arterial road between King Street and Marrickville. I think it is far too narrow for this level of traffic. I don't know how to resolve this problem as the entire network of south Newtown streets has been altered deliberately to rely on Lord Street as the thoroughfare. raised and narrowed entry thresholds could be constructed at the entry of Lord Street (at King Street, outside the Sydney Park Hotel) in combination with signage to denote a local street to discourage traffic.</p> <p>- Many drivers go at very high speeds, considering it is so narrow. This feels unsafe, considering there are many kids who live on the street and the visibility is terrible (in terms of being able to see if a child is about to step out). It's also incredibly noisy. Some kind of additional traffic calming devices and maybe a speed camera could be warranted. A 30km / hr limit would be appropriate.</p>

40.	<p>Lord street. Between king and John.</p> <p>Many years ago the council did a traffic survey for Lord, Darley and Wells. Lord street had I think 4 times the amount of traffic compared to the others.</p> <p>Lord street has an overwhelming number of cars that use it to get between King and Marrickville. Mostly peak times but all times.</p> <p>Also it has train station traffic, construction traffic for locals, construction traffic for the train line and metro and westconnex and everyone else.</p> <p>Years ago solutions were bandied around. But due to lack of parking, none were deemed suitable as removing parking should not be an option. The closest we came was speed humps. King Street. Remove clearway</p>
41.	Remove clearway
42.	<p>King St. Newtown from Syd Park road to Missenden Rd. return a Heavy Transport curfew between 7am/7pm. Pearl St. / Alice St. Newtown, install a NO RIGHT TURN sign on the corner of Pearl St. IN PEAK HOURS. Repair and maintain King St. and Enmore Road footpaths</p>
43.	<p>King St south northbound and southbound between Sydney Park and Enmore Rd. This is a 40kph zone and should be pedestrian friendly but cars and trucks frequently exceed the speed limit. Hard to suggest ideas to overcome the problem as I don't know where these cars are coming from or going to and there aren't that many options. Could consider reducing King St to one lane northbound, adding a bike path and making the footpaths on both sides of King St wider.</p> <p>Alice Lane between Holmwood St east end and Walenore Avenue. Alice Lane is very narrow, used by a lot of pedestrians/dog walkers and a lot of vehicles use this route to avoid the Alice St and King St intersection. Cars park down the northern side of Alice Lane which prevents anyone from Holmwood street that has off street parking from using their garages/carports. Alice Lane is a two way street even though only one vehicle can fit with cars parked down one side and the lane is often covered with bins as people leave them outside all week. The footpaths are too narrow to use effectively. I would suggest considering the following;</p> <p>Option 1. Block access from Alice Lane to Walenore Avenue, make Alice lane one way, make most of Alice Lane no parking so people on</p>



	<p>Holmwood St can use their off street parking and add a decent footpath on Alice Lane east of Walenore Avenue.</p> <p>Option 2. Make Alice lane one way to limit car on car interaction</p> <p>Option 3. Make Alice lane no parking and install a decent width footpath on the northern side of the lane (similar to west of Walenore Avenue)</p> <p>Option 4. Block access from Alice Lane to Walenore Avenue effectively making Holmwood St and Dickson St No Through Roads west of King lane.</p>
44.	<p>Darley Street (between Edgeware Rd and King Street)</p> <p>Suggest: Block Darley Street off half way along street to remove option of using street as a rat run.</p>
45.	<p>Cnr of Walenore Street and Alice Lane (Rear of Holmwood Street)</p> <p>Suggest either block Walenore Street at Alice Lane or make no left turn into Alice Lane from Walenore Street to reduce the appeal of using the local streets</p>
46.	<p>Edgeware Road and Alice Street are the main issues from my experience</p>
47.	<p>Lord Street Newtown between King Street and Edgeware Road as vehicles cut through to get to Illawarra Rd and Marrickville Metro. This is particularly an issue during peak hour and sometimes on weekends.</p> <p>Also suggest a big traffic island on the intersection of Lord Streets and John Street with stop sign on Lord Street. People won't stop but it will make them slow down. People turning into Lord Street from John Street should have the right away because it is a two way street and there is not enough space for people turning from Lord Street into John Street when there is a vehicle on John Street approaching Lord.</p>
48.	<p>Laura street Newtown. High traffic during school drop off and pick up. The road is in desperate need of resurfacing. Lots of delivery vans for school and houses.</p>
49.	<p>King Street, Alice Street, Edgeware Road</p>
50.	<p>Edgeware Road is constantly clogged making it very difficult to cross the Inner West from South to North - especially in peak hour. Also, turning onto Alice street is an important connection to Newtown and can take quite a while.</p>

51.	<p>Lord Street between King Street and Edgeware Road</p> <p>Heavy vehicles often use Lord Street to rat-run and/or supply the Metro dig site (where they should be using May street). It often results in damage to parked cars on either side of Lord Street. Unfortunately almost all of these heavy vehicle drivers do not leave notes or in any way take responsibility for their damage or offer compensation.</p> <p>It should be made illegal for vehicles over 2 tonnes to use Lord Street. There should be a camera installed at the beginning of Lord Street to monitor compliance.</p>
52.	<p>Wells Street at the pearl St intersection, and also at the John St corner - so many close accidents</p>
53.	<p>Difficulty entering and exiting Holmwood, Dickson and Wells street from king street because of inconsiderate drivers on king st blocking the intersections in heavy traffic. Could be relieved by better coordination of lights at Darley St, Union St and Alice St to produce gaps in traffic for locals to enter and exit King St. Could also consider marking to prevent heavy traffic entering and stopping in the intersections and blocking the entrance of these streets with King</p>
54.	<p>Alice and Pearl. Hi level of traffic should be minimum 40kms.</p>
55.	<p>I live on Alice Street and ride regularly along it. The chichanes are insufficient for safety given the 60kms speed limit. Cars are often very impatient and aggressive if you try and take the lane at the chicane locations to avoid being squashed where the road narrows. There should be a proper bike lane provided on both sides of the street. If some parking needs to go, so be it. Most places have parking and no one I know ever has difficulty getting a park. The aggressive vehicle behaviour is also apparent at the crossing near Hawken Street.</p>
56.	<p>Commodore and Wells Street (Edgeware Road end) junction. Cars speed up Wells and around corner to Commodore when faced with no through road. They do not reduce speed. They speed along Commodore the. Little Commodore then Pearl looking for other end of Wells.</p> <p>Through traffic trying to avoid Edgeware Road traffic.</p> <p>Suggest speed humps and limit spped to 40 or even 20km.</p>
57.	<p>Edgeware Road is 10 times busier since the M8 opened with traffic being directed down Campbell St. This makes it extremally difficult to get out of the local streets to enter Edgeware with bumper to bumper traffic for most of the day and cars queuing across intersections.</p>

58.	Alice king one near golden barley. Traffic banks up heading to metro and stops traffic heading up Alice as people trying to turn right can't. Maybe green arrows and through traffic to stop right turning traffic blocking and somehow fixing those turning down to metro?
59.	Wells St. Lots of large trucks because it's 2 way street but so narrow.
60.	King street. Create cycle lane for cyclists and Uber eats/food drivers. I have seen so many cyclists nearly get hit Reduce bus traffic or reduce parking to limit busses changing lane. Again seen many accidents I have seen people get hit by cars. With the parked cars and many people turning go to king there needs to be more crossings or decoys such as railings to stop people crossing. I saw woman get hit outside the cat vet. Have set drop off points for Uber drivers. They stop in middle road causing congestions.  Suggestions: king street should not be a thorough fare- west connex has made this problem so much worse. Reduce parking on street and create parking lot or open schools as car parks on weekend. Create bike lanes. Improve pedestrian safety by deterring crossing mid road
61.	Wells St (King St to Pearl St) - could the street be made one way? It's incredibly narrow and often creates standoffs between drivers which quickly becomes solve-able only by having 2-4 cars reverse back to the nearest side street.
62.	Edgeware rd & Bedwin rd Used as shortcut to marrickville metro , constant speeding towards bridge underpass & unsafe for pedestrians Solution - clearly define pedestrian crossing & change from main rd ( over bedwin bridge) by providing raised crossing and dotted line at corner. Currently unclear if cars are turning or going straight.
63.	King Street, Alice Street, remove a lane of parking, make the footpath wider and put in cycle lanes.
64.	There is very heavy traffic, generally southbound on Edgeware road, but also northbound throughout the study area.
65.	Alice Lane near Walenore Avenue. Drivers trying to avoid King and Alice Streets. Email sent outlining suggestions.

66.	Wells Street, between King and Pearl Street. Block Wells St from Pearl Street.
67.	Alice St. It is a straight runway for cars, with no horizontal or vertical deflection for cars, and large gaps between zebra crossings and lights. King St. Reduce the clearway operational times in order to improve the noise for pedestrians. Alice/Edgware junction. Make it a much longer, cross-in-any-direction light for pedestrians.
68.	Darley St, between John St and King St. Many vehicles, including small trucks, use Darley St as a through road to get from Edgware/Lord/Alice St back to King St.
69.	King st . Difficult getting out of Dickson st onto king st with a right turn. Too much traffic around corner of pearl lane and Alice lane due to car parking
70.	Edgware Rd cross st Alice St. Another Rd option for thoroughfare traffic
71.	Alice street near(west side) Edgware
72.	Alice Street gets very heavy and uninterrupted traffic due to flows between King St and Edgware Road. The only formal pedestrian crossings are at either end and at the junction with Hawken Street. There is substantial foot and cycle traffic coming through Matt Hogan Reserve and across to the Industri apartment development. Conversion of the bollards at either side of this into a proper zebra crossing would slow traffic and enhance safety.
Heavy Vehicles	
73.	Trucks big ones, come over Unwins Bridge Rd to head north up Edgware Rd then the same coming down to the bridge, all day it happens. They must be banned from this road Edgware, also school kids attend 2 local schools even though there is a crossing still a risk factor during early am and afternoon use for the school kids.
74.	Edgware Rd. When will the M8 tunnel be completed?
75.	South King Street and Alice Street. Heavy vehicles should not be allowed down King Street- it is ridiculous that vehicles of that size should be going down a narrow, two-laned road! To keep up with the changing traffic conditions, there should be a different way that highway traffic can use- instead of up and down King Street.



76.	Wells Street -(King street end) trying to get into Darley street which is one way only.
77.	Hawken St between Alice St and Laura St. There is a lot of renovation taking place in the area so lots of trade trucks parking and driving around. Lots of parcel and food delivers happening all the times. Rubbish trucks moving around for home and school pick ups at all hours of the day and night. Lower the speed limit to 40 KPH, maybe have a designated place for rubbish bins to be placed for collection.
78.	Alice St and Edgeware Rd - there is no solution, they're the two main thoroughfares of the area....
79.	Alice Street onto King Street - provide roads via Marrickville Matro to avoid King Street
80.	Woolworth's delivery trucks use Laura & Hawken street for parking, including in the early hours of the morning. I think because these streets are generally quieter & Laura, being wider, they come and sit in it, waiting for their delivery routes or something. The reversing of the trucks can wake me up in the early morning. If I want a park during the day, sometimes it can be hard, because they are sitting in their truck, taking up the spot. Maybe the council should engage with Woolworths/ Metro centre, about finding appropriate parking spots on their site for these delivery trucks, if they need to wait around for periods of time. Edgeware and Alice streets also have a lot of heavyvehicles using them & at high speeds. I'm not sure that much can be done for Edgeware, considering how it links to important roads, but potentially Alice Street could.
81.	Darley Street full length between Edgeware Road and King St. Solution is more patrols enforcing the three tonne limit. Perhaps a road narrowing at Edgeware and Darley Streets to allow no wider than a one tonne truck to enter.
82.	Lord, corner of John and Darley st. speed humps up Darley, enforce eight/height limits, close John st to traffic
83.	Can you put a sign somewhere requesting large trucks or vehicles to NOT come down Lord St - there have been times where trucks (large ones, not your usual Woollies delivery truck) have been stuck and have had to reverse back up the street or have someone push all the side mirrors of parked cars in so the truck can pass..and how many cars have been scratched from these trucks too. Lord St is too narrow.

84.	<p>Darley street has a clear sign at its entrance from edgware rd stating no trucks. Small rigid trucks (Woolworths delivery truck) seems to fit fine, along with garbage.</p> <p>Larger trucks have often struggled due to low hanging power lines which cross the streets.</p> <p>A fire truck has come down the street on occasion and always gets stuck out front of our house.</p>
85.	<p>Lord street: sometimes they come through our street and get very close to the cars and trees</p>
86.	<p>Edgware road, cross street Alice street.</p> <p>Reducing speed may help.</p>
87.	<p>Lord Street between King Street and Edgware Road. Better signage at the intersection of Lord Street and King Street. Narrowing the entry point onto Lord Street to prevent large vehicles from entering. I have witnessed very large vehicles using Lord Street, including a Sydney Bus and Semi Trailers. If the entry point was narrowed it would make it difficult for these vehicles to enter Lord Street.</p>
88.	<p>Large Trucks on King St are dangerous especially during clearway periods when they travel over 40kms per hour</p>
89.	<p>I live on Lord Street and over-sized vehicles often use this road as thorough fair to get to the princes highway etc. It is a very narrow street, with lots of kids, and cars parked on either side. Creates noise, pollution, safety issues. Could we limit the size of vehicle that cul de sac?</p>
90.	<p>Lord St - frequent heavy vehicle use of street as rat run Street is narrow and residents parked cars are at risk of being damaged. Close st to trucks over 3 or 4 Tonne</p>
91.	<p>All vehicle types speeding down Edgware Road, Alice Street, King Street &amp; Lord Street! The entire Block plus taking short cuts within the block stipulated. Motor bikes taking short cuts via Laura Street to Edgware Road up &amp; over the footpath to access it.</p> <p>Vehicles that find themselves in a dead end in Laura Street and then turn round and speed up Laura and down Hawken to get to Alice St. As you are aware this happens when parents and school children are trying to get across to Camdenville Primary School. The parents are often no better drop kids off then speed round to access Alice St or actually take a short cut to Edgware Road via John Street. Heavy</p>

	Vehicles speeding down Alice St and doing turns into Edgeware Road to catch the lights.
92.	Well st. This street is too narrow to be a two-way lane. It should be made one-way heading towards King St.
93.	Lord Street and John Street. Two way traffic on John Street shouldn't be allowed. Convert to one way.
94.	King street, edgeware road
95.	Alice St between Edgeware Rd and King St Should be local traffic only with road calming measures eg. Speed humps
96.	King Street and Edgeware Road thought there was a weight restriction
97.	Lord and Darley in particular. Narrow streets and little regard for pedestrians or cyclists
98.	Edgeware road has had an increase of large trucks lately.
99.	Trucks (double Bs) travelling west along Alice Street and turning right into Edgeware Road at intersection
100.	Wells St between King and Pearl. Suggestions include: 1. re-visiting the resident's proposal for One Way Wells St (West-bound between King St and Pearl St) per submissions in June 2014. 2. Potential 'no right turn / left turn only' from Wells to King St. 3. Enforcement of 40kph zone
101.	Trucks often is Alice Lane, braking car mirrors and damaging footpaths. All Lane ways in this area should not allow trucks or heavy vehicles and should be one way traffic.
102.	Wells St has had an extended period of time when renovations have taken place and the street sometimes is filled with construction vehicles.  It has been noted that over several years construction vehicles have been parked in 2 hour spots and do not seem to have ever been given penalty notices. I have taken note that the times the parking wardens seem to come down the street are times like Sunday night when obviously no construction vehicles are present.

103.	Lord Street needs a 4.5 tonne limit
104.	Lord Street - every day I see trucks using Lord St as a thoroughfare. Just today I saw a heavy vehicle scrape a neighbour's car. They often get stuck and create a huge traffic backlog. These trucks should not be allowed to use Lord St at all. Fines should be levied for vehicles over a certain size using such narrow, local streets. I wonder if raised and narrow thresholds could be constructed at the entry of Lord Street (at King Street, outside the Sydney Park Hotel) in combination with signage to denote a local street to discourage trucks.
105.	Lord street. Between king and John. Unless heavy traffic needs to be on a local street. Eg house renovations. They should somehow be barred? Only idea cameras and fines for the construction company rather than the driver.
106.	Pearl Lane and Alice Lane, make Alice Lane one way from Wallenore St. Newtown down to Pearl Lane and Holmwood St
107.	Darley Street (between Edgeware Rd and King Street)  Suggest: All trucks (even small ones should not have access. For trucks servicing the pub on corner of Darley and King, they can use alternative route entering Darley Lane (from King St), turning left into Maria Lane and left into Darley Street
108.	Cnr of Walenore Street and Alice Lane (Rear of Holmwood Street) Suggest either block Walenore Street at Alice Lane or make no left turn into Alice Lane from Walenore Street to reduce the appeal of using the local streets
109.	Edgeware Road especially - most noticeable around the intersection with Alice St
110.	Along Edgeware Rd. The compression braking as the trucks slow to Bedwin Rd bridge is very noisy. The trucks should have to stick to the A roads and motorways surrounding Newtown.
111.	Laura street - Limit size of vehicles allowed to entry area.
112.	Wells St and Commodore Streets, nearest cross streets are Edgeware Road and Alice Street.
113.	Kings Street, Alice Street
114.	Alice street. No heavy vehicle access

115.	Edgware and Alice. Using the zebra crossing on Alice St even with the lollipop lady can feel dangerous some mornings
116.	Big trucks on King St do not belong
117.	Wells st, pearl St Ban heavy vehicles unless they are stopping in the area for deliveries
118.	King street. West connex caused this!
119.	Wells St (King St to Pearl St) - the only ways I could see this being better would be to limit the size of trucks allowed on the street or make one side of the road no parking. A truck came down a month or so ago and hit approx. 10 parked cars before finally realising he couldn't make it and reversing back towards King St.
120.	Lord st & Edgware rd. Put size limit on road near king st
121.	King Street, Alice Street, remove a lane of parking, make the footpath wider and put in cycle lanes.
122.	Because of renovations happening all the time there are heavy duty vehicles -quite wide some of them- overcrowding the street and parking illegally for hours on limited time parking space.
123.	Edgware and King St. Forcibly divert on to WestConnex, impose height limits.
124.	Darley St between Edgware and King St. Many small trucks pass through Darley St which is quite narrow and many vehicles parked on either side end up damaged due to the width of the truck. Most vehicles have panel scraps or smashed side mirrors.
125.	Wells St near Commodore St. Suggest that no oversized trucks allowed. Repeated issues with trucks hitting parked cars. An oversized truck also ripped out the overhead NBN cables recently.
126.	Edgware Rd and Alice St -even more heavy vehicles, due to lots of large construction sites (eg Metro line) and Westconnex. There is supposed to be a curfew on Edgware Rd at night for large vehicles (not sure of Alice St restrictions if any) but constantly ignored.



Rat running	
127.	Peacock lane, Alice Street. Disgusting and makes it hard for us to put our trash out. I don't know the solution- but it needs to be fixed!
128.	Hawken St between Alice St and Laura St. Traffic uses the area to avoid Edgeware Rd and Alice St, they are generally driving very fast and most think that they can cut back onto Edgeware Rd from Laura St. As a result they get frustrated when they find the dead end and rush to get back to Alice St or work back around to Edgeware Rd via Commodore St and Wells St. Camdenville school is right in the middle of the area making it very dangerous. Permanent lowering of the speed limit to 40KPH, larger signs to advise drivers it's a no through road or local traffic only.
129.	Alice St and Edgeware Rd - there is no solution, they're the two main thoroughfares of the area...
130.	Traffic rat runs down Alice lane and Walenore Ave to avoid the lights at King Street and Alice Street. Heavy traffic movements occur down this rear lane when there is traffic built up at the Alice and King St lights.
131.	Darley Street and Lord Street - needs better traffic flow from Edgeware Rd
132.	Darley St. Reduce speed limit. Introduce speed humps
133.	All the way up Darley St from Edgeware Rd to King St . Cars are going up Darley to beat the red traffic light on the rail bridge on Edgeware Rd Not sure of a solution though
134.	Darley Street has a high number of cars rat running. The vehicles travel more quickly than is safe, and are sometimes too wide for the narrow roadway causing damage to the parked vehicles  Lord Street also has speeding vehicles rat running - suggest more traffic furniture
135.	Darley Street. Trucks short cutting up to King St to avoid heavier traffic across the new Edgeware Road route to the Highway.

136.	Mainly off Edinburgh St. Especially now with the traffic lights, drivers get impatient and use Darley St supposedly as a short cut.
137.	'Edgeware road/Alice street  - not an expert so please refer to the experts.
138.	Construction of metro has led to influx in rats above ground. Dealing with them in backyard, on street, in ceilings. Can there be a local government extermination effort?
139.	LAURA- COMMODORE-WELLS COMMODORE-PEARL-WELLS-JOHN-LORD
140.	Lord St, nearest cross street is John St.  Suggest that Lord St be closed off only to local traffic (ie cul-de-sac or similar) to stop rat run/thoroughfare, so general traffic can't get through to Edgeware Rd.
141.	As Lord St is one way from King St and has no traffic lights people use it as a rat run and speed down Lord St despite the ineffectual speed humps.
142.	I have personally experienced many times how cars come literally flying through Commodore Street, driving in the direction of Alice Street (they've come from Edgeware Road turning right into Wells Street, continuing to Commodore Street) and it is obvious they're taking a shortcut to Alice Street or King Street, trying to avoid the congestion on Edgeware Road. My property is number 49 Commodore Street and my neighbour on number 51 a few weeks ago had their dog run over by a speeding 4WD in Commodore Street. The 4WD didn't even stop. The suggestion to overcome this problem would be to either create a "no right turn into Wells Street" situation in Edgeware Road or, better still, speed humps in Wells and Commodore Streets. I personally do not like speed humps, but after what happened to my neighbour's dog I think something needs to be done. There are also quite a few families with young kids attending schools in the area. The speeding cars problem must be addressed before it is too late for one of the local families.
143.	Laura St, Darley St, King Lane, Lord St, in fact the entire block is affected. I have lived here since 1979 and this small area has been used and abused by traffic the whole time

144.	<p>Option A: Reverse the flow between Edgeware and John St</p> <p>The best solution for Lord St would be to reverse the flow on Lord St between Edgeware Rd and John St to head east, while maintaining the westerly flow from the Princes Hwy. The westerly and easterly traffic could meet at John St and funnel up John St from there and out through Wells St or to Pearl St and onto Alice St. This is something the community has talked about for years. Please contact me to discuss this.</p> <p>Option B: Failing option A, further traffic calming</p> <p>1) The top of Lord Street. At the very least, traffic should be discouraged from turning left from the Princes Hwy on to Lord St with a large raised pedestrian crossing at the top and a large sign indicating local traffic only.</p> <p>2) The pedestrian crossing at the train station The pedestrian crossing at the train station needs to be raised further. When it was constructed a couple of years ago, it was done in such a lousy way that it does not provide adequate discouragement for vehicles to slow down - it is easy to cross it at any speed.</p> <p>3) The intersection at of Lord and John St This entire area needs significant work. It is a complete mess with broken concrete and poor drainage. Cars barrel through there at speed and there is nothing to slow it down. An elevated foot crossing should be put across the entire intersection to slow vehicles down.</p> <p>4) The bottom of Lord St. Where Lord street meets Edgeware Rd, a stop sign should be erected. Traffic should be forced to stop for safety.</p>
145.	John Street, Lord Street, Alice Street - more speed humps, and more prominent local traffic only signs
146.	Lord, John. Maybe due to the rain and poor storm water drainage? trees (council and private) are not maintained and the amount of leaves on the road/kerb/cars is crazy and clogs the whole system
147.	King St, Lord Street, surrounding streets and lanes
148.	Increase your survey to include impact of Westconnex Campbell Street, Bedwin to Edgeware Road

149.	Wells, Darley, Pearl, John. Close John Street to traffic between Wells and Darley. Convert to water sensitive urban park to resolve stormwater flooding issues
150.	Edgware rd and Victoria rd. Alice street. A rat ran over my foot early one morning on my morning walk. Since WestConnex work, rats have become a problem.
151.	Wells St between King and Pearl. Suggestions include: 1. re-visiting the resident's proposal for One Way Wells St (West-bound between King St and Pearl St)per submissions in June 2014. 2. Potential 'no right turn / left turn only' from Wells to King St. 3. Enforcement of 40kph zone
152.	Cars turning into Darley Street illegally from King St to access parking or back lane between Darley St and Darley Lane
153.	Wells Street and Pearl Street are used as a rat run to avoid congestion at the intersection of King Street and Alice Street.
154.	Lord st and Darley st, to move between King st and Edgware rd.
155.	Alice Lane seems to be a popular way to get from King Street to Alice Street when Alice Street becomes clogged
156.	When Alice Street backs up slot of people go down Pearl Street and filter through other streets up to King Street. Often speed as they don't change behavior for local roads.  Speed bumps or one way system or turn strategic points into dead ends
157.	Wells St. is used as a rat run between Alice St and King street in both directions in order to avoid the Alice St / King St Lights. As Wells St is one of the few two way and through streets this causes major problems.
158.	Lord Street, Newtown is a main rat run to the marrickville metro - motorists need to be encouraged to use main streets like May street. slowing down the speed limit, limiting parking on Lord Street, providing a pedestrian friendly 'village' like environment on lord street will do this
159.	Lord street is used as a shortcut between Newtown and Marrickville. Measures such as raised threshold entries, traffic calming devices, and speed cameras might be appropriate.

160.	<p>Lord street. Between king and John. See above question 3 for more info. But people try and avoid traffic lights at May street. I am terribly afraid this will get worse when the new St Peter's area gets done if they don't keep May street open to right turns from King Street</p>
161.	<p>King St to Alice St via Alice Lane and Walenore Avenue. My house backs on to Alice Lane between Walenore Avenue and Holmwood St east end near King St. When I first moved here in late 2021, I was surprised by the number of vehicles including Woolworths/Coles/delivery trucks that take this short cut. I thought it was a quiet lane but it is heavily trafficked. The footpaths on Alice Lane are very narrow and are always blocked with bins due to the number of apartments and houses that have bins in this lane so they can't be used effectively. Pedestrians are regularly dodging cars and delivery trucks.</p> <p>Block access from Alice Lane to Walenore Avenue, make Alice lane one way, make most of Alice Lane no parking so people on Holmwood St can use their off street parking and add a decent footpath on Alice Lane east of Walenore Avenue.</p>
162.	<p>Darley Street (between Edgeware Rd and King Street) Suggest: Block Darley Street off half way along street to remove option of using street as a rat run.</p>
163.	<p>The gate which is located at the corner of Dickson Street and Pearl Lane needs to remain locked to stop people rat running from Wells St into Dickson/ Alice St. It is currently not locked and sometimes left open.</p>
164.	<p>Cnr of Walenore Street and Alice Lane (Rear of Holmwood Street) Suggest either block Walenore Street at Alice Lane or make no left turn into Alice Lane from Walenore Street to reduce the appeal of using the local streets</p>
165.	<p>Lord Street between King Street and Edgeware Road. Many vehicles rat run down Lord to avoid traffic lights. Suggest making it a local traffic area and preventing access to Edgeware Rd.</p>
166.	<p>Pretty much all of them</p>
167.	<p>Pearl lane into Dickson Street. Remove parking in Pearl lane so u can see cars and bicycle riders coming round corners don't have head on collision .Make Alice lane oneway.</p>



168.	<p>Lord Street between King Street and Edgware Road</p> <p>There is large traffic congestion during morning peak and afternoon peak hours. Afternoon peak hour traffic is exacerbated by cars picking up train patrons arriving at St Peters Station.</p> <p>There should be a designated 'kiss and ride' area on Goodsell Street near the pedestrian thoroughfare that allows cars to park there to pick up train patrons as Goodsell Street is a wider street that is not used for through traffic.</p> <p>Traffic inspectors should be active during afternoon peak hours to fine drivers who park in no parking zones.</p>
169.	This happens all over Newtown, particularly during weekend and peak hours
170.	Holmewood street, Alice lane.
171.	People trying to sneak down holmwood street and cutting down Alice lane.
172.	Commodore Street near Wells. Dead rats as well.
173.	Wells St (King St to Pearl St) - reduce speed limit, install speed bumps or other speed deterrents. Cars are frequently hit by people driving at speed down Wells St. The street was shut down for 3-4 hours in April due to someone's open door being hit with both the parked and driving car needing to be towed.
174.	Cars use Wells and Pearl to get to Alice Street and they use Wells, John and Lord to get to Edgware Road.
175.	All streets in the zone. Partial solution would be more one-way streets. This would also allow lane space to be given over to pedestrians with bigger pavements.
176.	Laneway between Darley St and Lord St, 20 meters from King St. Rats frequent the laneway, particularly around the skip bins
177.	Wells St near Commodore St. Suggest that Wells St & Commodore St be changed to one way traffic only.

178.	<p>Lord street is used extensively by cars travelling between King St and Edinburgh Rd. Providing traffic calming measures to slow traffic and make Lord Sf less attractive to through traffic.</p> <p>One idea would be to make Lord St a shared car pedestrians zone East of the entrance to St. Peters train station</p>
Excessive speed	
179.	King Street
180.	Although there are speed signs and school signs along Edgeware Rd it makes no difference to these monster trucks. Speed cameras are needed to catch them then heavy fines must apply.
181.	Hawken St between Alice St and Laura St. Drivers just see that Hawken St is straight and accelerate as fast as they can to get to the end of it, parents dropping kids off at the school are the worst offenders, but everyone seems to do it. The street needs some kind of traffic calming and a lower speed limit down to 40KPH plus signage to say it's street with cyclists and pedestrians are also using because of the rotten narrow footpaths.
182.	On Alice St from Hawkin St to King St. Put in another pedestrian crossing or some speed humps.
183.	Holmwood Street suffers from fast moving traffic. It should be reduced by narrowing the street. Eg planting trees in road median
184.	King Street near Lord Street - clearer signage about new 40 zone
185.	Speed limits on Edgewear road and Alice street are too high for the amount of pedestrian and cycling traffic. Should be reduced to at least 40km/hr with traffic calming measures such as speed bumps. Trialing a 30km/hr speed limit would be great.
186.	<p>I think speed limits on local streets should be reduced to 30km/h as due to narrow footpaths pedestrians often have to walk on roads and streets are very narrow.</p> <p>Alice Street should be 40km/h</p>
187.	Wells and Commodore Streets. Lower the overall speed limit to 50ks
188.	John Street. Speed humps to be added. Hopefully a road closure at John and Darley Streets, northern side.

189.	John st, corner of Darley, Lord st
190.	Alice Street, Edgeware road: speed bumps, reduce speed limit to 40km/h
191.	Edgeware road/Alice Street intersection. Drivers attempting to pass through the green light. A lot also run the red light. Suggest 40km per hour Suggest speed camera Suggest improved light indication including arrow system
192.	Wells St Newtown. Narrow street near a pre school, 2 primary schools and childcare centre
193.	People come up Wells Street and then are shocked they can't get through so speed up Commodore Street.
194.	Cars come done lord street quickly despite speed bumps and despite cars parked on both sides. Can we reduce traffic flow by making this not a thoroughfare?
195.	Lord St, nearest cross street is John St.  Suggest that Lord St be closed off only to local traffic (ie cul-de-sac or similar) to stop excessive speeding, so general traffic can't get through to Edgeware Rd.
196.	Lord St. A 40Km speed limit would be beneficial. there are many school children and pedestrians walking to and from the train station to local schools and Marrickville Metro
197.	vehicles which end up in Laura Street usually turn round and speed to Hawken or around to Darley St.
198.	Wells St and Darley St. near King St. Considering the parking situation both sides of the street, many people drive much too fast with very little passing area between cars. Considering how many children and pets are about, it's quite dangerous, and given how close many houses are to the street, it's also very noisy. I wonder if establishing one-way traffic would reduce the number of cars, but it probably wouldn't affect speed. I do think speed humps would be helpful and might discourage non-local traffic.
199.	Well St. Extremely dangerous when vehicles go fast on this lane very very narrow lane with parking on both sides.
200.	Alice Street - speed bumps, traffic islands, reduced speed limit, better signage

201.	Lord Street. Cars (including mine) are regularly side-swiped by vehicles using excessive speed along the length of the street. The speed humps do little to slow them down. Protruding chicanes with gardens that force some zig-zagging of traffic, would be better.
202.	Lord Street, while there are a number of speed humps already, consider adding a few more
203.	There is excessive speeding on Alice street, and edgeware rd which creates an unsafe environment for pedestrians and cyclists. Darley and wells street, and really all the streets in this area should be limited to 30km per hour. The parents at Camdenville public school support enforcing 30km speed limits of these back streets, and Alice and edgeware rd.
204.	Everywhere. Add traffic calming.
205.	Edgeware rd. Between enmore road and Alice st. Speeding isn't possible in the traffic. Bottle neck after that.
206.	Commodore Street & Laura Street - cars don't appear to be aware that it is a school zone so don't monitor their speed. Solution - make the area 40kms rather than 50kms. The road is very narrow with the double parked cars.
207.	Alice Street. Cars accelerate towards the crossing near Hawkens Street. Perhaps speed traps may assist.
208.	Pearl street. People drive too fast for the narrow street.  Reduce and enforce speed limit
209.	Lord st newtown
210.	Lord street , Newtown - because this street is one way - cars fly down this street with little or no respect for pedestrians and cyclists - the old speed bumps constructed many years ago were created because of this problem. these are out of date - not visible and no use. this needs a permanent speed reduction - 40km or under zone, shared pedestrian zone like up in newtown near the pub ( websters) . new speed humps, different colour road and tactiles , multiple pedestrian crossings , permanent bicycle lane -due to pub, station etc
211.	Lord Street. Many drivers go at very high speeds, considering it is so narrow. This feels unsafe, noting there are many kids who live on the street and the visibility is terrible (in terms of being able to see if a child is about to step out). It's also incredibly noisy. Some kind of

	additional traffic calming devices and maybe a speed camera could be warranted. A 30km / hr limit would be appropriate.
212.	Lord street. Between king and John. People speed. They think they can.
213.	Alice Street. Mobile speed camera
214.	Pearl St. from Alice St. Newtown. A 30 k sign at both ends of Pearl St.
215.	Darley Street (between Edgeware Rd and King Street)  Suggest: Block Darley Street off half way along street to remove option of using street as a rat run by non-locals who speed.
216.	Alice street and Pearl. Lower the limit
217.	Alice Street (the length) also near the pedestrian crossing on Alice near Hawken
218.	Alice St and Lord St. Apply a 30 km/hr speed limit.
219.	Commodore St/Laura St - cars travelling at high speed thru built up area and turning from Commodore into Laura at speed which is dangerous for other drivers and pedestrians.
220.	Wells St (King St to Pearl St) - reduce speed limit, install speed bumps or other speed deterrents. Same as above, really. I feel like all the cars that rat run also have the tendency to do it quickly.
221.	Lord st & Edgeware rd Improve existing speed bumps with change of material. Especially at Lord st & John st intersection. Define as residential access only
222.	King Street, Alice Street, remove a lane of parking, make the footpath wider and put in cycle lanes.
223.	Often speeding is seen in both directions of Edgeware Road, but also in both directions of Alice Street throughout the study area.
224.	Wells St between King and Pearl Streets.
225.	Alice St. Needs horizontal and vertical deflection: chicanes, big speed bumps, narrower driving lanes, separated cycle paths.



226.	Darley St between Edgeware Rd and King St. Through traffic flies through Darley St at a dangerous speed. Even though there are speed humps along the road, it is evident that vehicles are travelling too fast from the number of scrapes on the road after the humps and the number of near misses with pedestrians. Suggest reducing the amount of through traffic allowed
227.	Down Edgeware Rd from Stanmore and Enmore Rd  50km speed limit
228.	All streets but particularly obvious on Alice St.
Vehicular	
229.	Hawken St between Alice St and Laura St. Hawken St is very short and is used by many different types of vehicles. Cars, utes, trucks, cyclists, scooters, skateboards, etc, it is also used by pedestrians and people walking their dogs. The traffic has to weave in and out of the parked cars to allow vehicles to pass each other in the narrow street. The footpaths are poorly surfaced and narrow which means that pedestrians frequently mix with the traffic on the road which is very dangerous. Also a lot of families with young children and prams use the street to access the schools and day care centre so this makes the situation even worse. A lower speed limit, new and wider footpaths would help.
230.	Cars travel the wrong way down Darley Street from either King street or Maria Lane often to turn into the Tom Foster Community Centre car park.
231.	Vehicle speeds are not adhered to. Which is wild considering how tight the streets are.  Cnr of John st / wells st is a a two way road, despite minimal widths. The corner is a key spot for vehicle clashes  Cnr of John and lord st is another example of this. Enough space for a single car, but two way road. Parking should be reduced at street corners to allow cars to get into a "left lane" at intersections.
232.	Wells Street: too narrow for two-way street, we've seen lots of cars having to back out all the way back to King Street to let another car go, parked cars sometimes getting damaged. Suggest making it a one way street.

233.	<p>Edgeware road / Victoria Road turn off.</p> <p>Vehicles speed past parked vehicles. They veer to the right lane to overtake vehicles turning onto Victoria St. Parked cars are at risk of being rear ended.</p> <p>Suggest improved traffic lights and lowering speed to 40km/hour.</p> <p>Don't remove parking as parking is scarce.</p>
234.	<p>Please ignore above auto formatting...Cars often park close to the curb at the corner of Wells St and Edgeware Rd. dangerous to turn right from Wells in Edgeware due to cars on the corner. Poor visibility and narrow street entrance makes it difficult when 2 cars are attempting to pass.</p>
235.	<p>Speeding both ways down Commodore Street is a common occurrence.</p>
236.	<p>Due to the comments in previous issues ie., heavy vehicles, high volumes of traffic, etc.</p>
237.	<p>Maybe speed humps are the answer or road contouring to slow traffic</p>
238.	<p>Wells st near commodore st. Camdenville school and parents have no regard for residents and park illegally, often blocking the street to drop off their precious children. Either council needs to enforce parking restrictions including parking in the no stopping area either side of the pedestrian crossing or the school needs to employ a lollipop person.</p>
239.	<p>Intersection of Wells St and King St. Visibility entering to King st is very bad especially when vehicles are parked very close to the intersection on King st.</p>
240.	<p>badly parked cars</p>
241.	<p>John street. Scooter damaged 4 times in 12 months, including 1 theft attempt. My car damaged once. I've witnessed other cars being damaged when parked twice. Provide CCTV.</p>
242.	<p>Stop sign at John and Darley. Close John St north of this intersection</p>

243.	<p>Approaching vehicles often have a 'Mexican stand-off' mid-block between King St and Pearl St because Wells St is only 1-car wide. . These altercations have become physical at times and residents are forced to intervene.</p> <p>Wells St between King and Pearl. Suggestions include:</p> <ol style="list-style-type: none"> <li>1. re-visiting the resident's proposal for One Way Wells St (West-bound between King St and Pearl St)per submissions in June 2014.</li> <li>2. Potential 'no right turn / left turn only' from Wells to King St.</li> <li>3. Enforcement of 40kph zone</li> </ol>
244.	<p>Wells Street between John and King - cars are often in 'stand offs' due to the street being two way and too narrow. This causes car having to reverse up the street and/or navigate around oncoming cars using parking spaces if available (often they are not and cars are forced to reverse the entire length of the street)</p>
245.	<p>The corner of Wells st and John st. A very narrow two way turn, prone to accidents and cause congestion.</p>
246.	<p>My car has been hit four times because of the continual need for cars to pull over to let oncoming traffic through. The penultimate time my car was returned from the Smash Repairer on Friday and my car was hit again by the following Monday morning.</p> <p>There are often 'Mexican standoffs' as cars keep coning from both directions and meet in the middle of the street with often no-where to pull over. This means lots of yelling and horn blowing which is not pleasant.</p>
247.	<p>Edgeware Rd and Smidmore Rd Enmore. This area is so dangerous as we have students come to school and at times it is quite unsafe.</p>
248.	<p>It is very difficult to navigate around Camdenville School given the dead-ends and narrow roads. Alice Lane is very dangerous where it meets Holmwood as there is no visibility around corners and only room for one vehicle at a time.</p>
249.	<p>Darley Street (between Edgeware Rd and King Street)</p> <p>Parked cars regulary get side swiped by cars and trucks, which do not stop. I have witnessed this happening and have also had residents ask if I saw anything happen to their cars, which was damaged and they either have to at a large excess to have repaired or worse, if they have no insurance.</p>

	Suggest: Block Darley Street off half way along street to remove option of using street as a rat run.
250.	<p>1. Illegal parking right on the bend of Commodore and Little Commodore Streets. It creates a blind corner and impedes cars safely and easily rounding the bend. More often than not there is a car parked there. Solution? Signage and enforcement.</p> <p>2. Frequent U Turns on Edgeware Road at Wells St. Traffic is often heavy here and cars regularly make a U Turn right into oncoming traffic exiting Wells St. At busy times it can be chaotic and dangerous for cars and pedestrians at this bottle neck area. Further contributing to the danger is a car illegally parked at the corner of Wells St on the North Western side. Solution? Possibly a roundabout there or further up at the junction of Edgeware and Victoria Roads where multi-directional congestion also occurs.</p> <p>3. Large trucks for construction and grocery delivery make these narrow streets including Wells St, Little Commodore St and Pearl St congested and once in the street, traffic banks up behind in both directions as the streets are only wide enough for one vehicle. Solution?</p>
251.	<p>Pearl laneway . HOLMWOOD Laneway Alice laneway. Remove parking from Pearl Lane To improve vision and access. Make Alice laneway oneway east and other side west oneway to access Alice street.</p>
252.	Wells st reduce speed limit
253.	<p>Back streets. Pearl / Commodore Peoples cars constantly being run into as they are not wide enough. Only park on one side of the street not both.</p>
254.	Corner Llewellyn/Alice St at Edgeware Rd, needs a right hand arrow in both directions from Alice and Llewellyn Sts.
255.	Wells st, pearl st
256.	Wells St (King St to Pearl St) - reduce speed limit, install speed bumps or other speed deterrents, change to one way, reduce amount of parking available (would be an incredibly huge inconvenience to residents).
257.	King Street, Alice Street, remove a lane of parking, make the footpath wider and put in cycle lanes.

258.	All streets in Newtown are very narrow and there are already many speed bumps, traffic islands, closed roads, one way streets and other traffic calming measures so there's is little issue with speeding or any pedestrian dangers or cycling dangers. The problem for residents is more man-made obstructions to the road, more narrowing of the road and more speed bumps leads to damage to vehicles from constant broken wing mirrors, scraped paintwork, ruined suspension and so forth. It also makes parking an absolute nightmare when parking spaces are taken over by roadway gardens, chicanes and other obstructions. I would hate to see yet more of these measures imposed on us. On Lord Street for example, we had a random fence installed on the footpath (for no purpose) blocking the usage of one extremely valuable car parking space which took years to have removed.
259.	Alice Lane near Walenore Avenue. Restricted access, narrow lane, parked cars and no useful footpath. Email sent with suggestions.
260.	Cars are hit all the time on Wells Street between King and Pearl because of a rat run -avoiding traffic lights on Alice Street- and because people are in such hurry.
261.	Wells St and Edgware road
262.	Streets are too narrow that most parked vehicles have been damaged/scraped by passing vehicles at some point
263.	Cnr Alice and Edgware Rd. Need a right turn arrow from Alive to Edgware and right turn arrow from Llewelyn to Edgware. Too many accidents
Pedestrian	
264.	Edgware/Alice Street/Lewellyn street intersections, DANGEROUS MANY TIMES, as many kids on bikes and scooters, plus people walking their dogs, and to make it worse cyclists riding across and those food delivery drivers, among the worst, never care about the pedestrians. They ride on the pavements too and do not have a bell on their bikes thus from behind they can not be heard. I have many times been pushed by them as I can not hear, from behind. Only children under 13 should be allowed on the pedestrian walk ways, not older ones who do not care especially those on electric scooters. The speed they go at is unbelievable. Pensioners and dog walkers can not get out of the way in time. Normally teenage drivers who do not care whatsoever. THOSE scooters must be banned on pedestrain walkways.



265.	On Edgeware Rd there are frequently food delivery riders on electric bikes zooming along the footpath. I now have to look left and right before stepping out of my front gate on to the footpath as I've nearly been hit so many times. Those bikes are really heavy and fast and could cause serious injury or worse.
266.	Wells Street and John st
267.	Hawken St between Alice St and Laura St. Hawken St is used as a cut through for pedestrians going to the schools, Marrickville Metro, bus stops on Alice St as well as the local pub and cafes. This makes the mix of vehicles and pedestrians very dense at times, especially if school is getting out and people are coming home from work and getting home delivered food. Some good work has been done in Clara St to make it more pedestrian friendly, it might be worth looking at how that might work in Hawken St.
268.	Pedestrian crossing on Alice St near Hawkins St. People I have spoken to recall times when cars have not stopped for them, seeming not to have noticed them. I reckon this is a real hazard on the street.
269.	Insufficient street lighting on local streets at night
270.	Wells St crossing to playground. No safe crossing for children.
271.	Alice Street - halfway down. Needs pedestrian crossing between the apartment complex and Matt Hogan Reserve.
272.	Zebra crossing at Hawken St and Alice St: cars speed along from both directions and also turn into Alice from Hawken St. at that point. 'Lollipop lady' is there on most schooldays because of this, and as Camdenville P.S. is 1 block away. We've seen pedestrians knocked over by cars at this point. Suggest better visibility / flashing pedestrian sign / flashing amber light on both sides, rather than speed humps which are annoying for adjacent residents to hear the throttling down, accelerating, and bumping sounds.
273.	Darley St, John St and generally all streets are poorly lit at night, we need better and brighter street lighting
274.	Alice Street - additional zebra crossing is needed between Pearl Street and King Street. Footpaths are very narrow and cluttered which make walking with a pram difficult. Examples include: John St, Pearl St, Wells St, Laura St

275.	<p>Darley St from John St to King St has very old trees where the roots are lifting the concrete on the pedestrians walk ways and are starting to create trip hazards. They also can make it it very difficult to open a car door due to the lift of the concrete and high gutters.</p> <p>I would propose removing the trees and replacing them with trees similar to the ones planted at the top of Darley St. Current trees are not very visually attractive and are starting to go through the power lines. Replacement of trees would enable repaving and safe levelling of pedestrian walkways</p>
276.	<p>Pedestrian bottlenecks occur on King Street in the specified area because the Second Hand Dealers cover the footpath with the items for sale. Suggest identifying a limit to the footpath space that can be occupied by these items</p> <p>Laneway between Darley Street and Lord Street should be more clearly identified, and better maintained - eg removal of colourbond fencing, removal of rubbish bins from street</p>
277.	<p>Crossing Alice street at any point can be very dangerous with the speed of the traffic and the slope of the road (King st end) Safe crossing areas and upgrades to more effective traffic calming devices could assist</p>
278.	<p>Alice st - crossing at Hawken st - so few cars stop. Dangerous.</p>
279.	<p>The pedestrian and Cycling crossing from Bedwin Road to Darley Street is EXTREMELY dangerous. Cars driving Edgeware Road towards the bridge do not indicate whether they are turning right or going straight, making it very difficult for pedestrians and cyclist to judge when it is safe to cross. A zebra crossing there is essential. I cycle with my primary-school-aged kids there twice a week and every single time it is a dangerous situation.</p>
280.	<p>Many footpaths are not wide for people. Darley st is the worst.</p> <p>Paths are only 1m wide, and less near trees.</p> <p>I don't think we should remove the trees, and imagine people would dislike parking being removed (but not me).</p> <p>Trees and driveways leave the path difficult to use at night, with poor lighting. Better to talk on the road in most cases.</p>

281.	<p>Difficult to cross Alice Street near Pearl Street at peak hours (with pram, kids). We sometimes have to walk all the way up to King street and then wait for the traffic light to cross to go north on King Street Suggest zebra crossing to allow corner Pearl street and Alice street for pedestrians to cross safely and then walk up to King street.</p> <p>A light for pedestrian on the south side of the King street/Alice street intersection would be good. We currently have to cross north, then cross King street to cross over to Erskineville.</p> <p>Reduce speed limit on local roads to 30km/h.</p>
282.	<p>Edgware and Alice st intersection:</p> <ul style="list-style-type: none"> <li>- vehicles run red light</li> <li>- no turning arrows for vehicles</li> <li>- suggest specific pedestrian access only while vehicles wait</li> <li>- suggest reducing to 40km/hr</li> </ul> <p>Alice street pedestrian crossing near Hawkens st:</p> <ul style="list-style-type: none"> <li>- reduce speed limit to 40km/hr</li> <li>- install speed bumps for both directions</li> <li>- OR install hazard road lines (the thick paint)</li> <li>- trim trees around the pedestrian crossing</li> <li>- install pedestrian warning lights</li> </ul>
283.	King St during clearway times is dangerous
284.	Due to aforementioned issues with heavy vehicles, traffic etc.
285.	THE FOOTPATHS ARE IN APPALLING CONDITION IN MOST OF THE STREETS - ESPECIALLY LORD ST, DARLEY ST, WELLS ST, PEARL ST, COMMODORE ST,HAWKIN ST. UNEVEN SURFACE CAUSES FALLS WHILE WALKING, RESULTING IN SERIOUS INJURY.
286.	Lord street from king St to Edgware Rd. The footpaths need fixing - there are many holes. There is not enough light on footpaths for pedestrian safety at night time causing people to walk out onto the road. There needs to be better stormwater management as the footpaths flood and become inaccessible when it rains heavily as Lord St becomes a river and it floods over the footpaths from John St to Edgware road and further. Lord St is also prohibitively hot in summer as it faces directly west and is almost completely surrounded by impervious surfaces which reflect heat. More trees and verge gardens would be beneficial. Thanks

287.	intimidating behaviour from pedestrians
288.	Commodore Street and Wells Street. The speeding cars problem mentioned above clearly is a safety issue to people, and animals, using these streets as well as cyclists as these streets are not particularly wide.
289.	Laura Street which has no exit to Edgeware Road. Some motorists become very angry and drive aggressively
290.	In addition to the speeding on Wells St, Darley St and the laneway off of King St mentioned above, there are pedestrian crossing issues where Wells St meets Edgeware Road. There has been an increase in foot traffic since the new Marrickville Metro opened. There is a zebra crossing in front of St Pious's School, but the light takes ages to change and many people don't wait. The zebra crossing is also a bit further up the street from where most people want to cross--to travel down Skidmore St to access Marrickville Metro. The Marrickville Metro itself, despite the nice traffic calming west of Murray St, needs a crossing at the South corner of Murray and Skidmore Street, or at least better signage to warn cars that people cross at the roundabout. There is a lot of foot traffic coming from the shopping centre.
291.	The footpaths in most of this area are too narrow and uneven which makes it easy to trip over, especially at night because they are poorly lit.  One suggestion is to convert most of these streets (all except Alice and King?) to shared pedestrian zones with 10km/h limit so that pedestrians can safely walk in the roadway where it's wider, smoother and better lit.
292.	Intersection of Wells St and King St
293.	Cars regularly failing to stop at pedestrian crossing on Alice Street near Hawkin Street - better signage of crossing might help. Cars stuck in traffic driving the wrong way up Alice Street to turn right into Pearl Street endangering pedestrians and other cars.
294.	Lord Street is used by many pedestrians accessing St Peters Station. Further calming is needed. Perhaps cobble-stoning some of the street would be a good solution and making the speed limit 10km/h at such points.
295.	ALICE STREET. There is only one raised pedestrian crossing which is only safe for children to cross when there is a lollypop lady there. The crossing is not clearly visible and pedestrians are at high risk. Alice street should have more raised crossings, slower speeds and ideally a

	fresh coat of bright paint to make the streets calmer. Darley, Wells and Lord street have small foot paths which encourage pedestrians to walk on the road. therefore roads should have slower speeds. The P&C at Candenville public school support doing a 30 km speed limit trial in these streets.
296.	Lord, Darley, John, Wells. Plus other locations. Footpaths are too narrow and often blocked by rubbish, bins, illegally parked cars
297.	Lord, Darley, John, Wells. Plus other locations. Footpaths are too narrow and often blocked by rubbish, bins, illegally parked cars
298.	People regularly miss stopping at the crossing in Victoria rd when they turn in from Edgeware l rd
299.	Poor quality pavements through the area - we usually walk on the road.
300.	Wells St between King St and Pearl Lane.  Suggestions as above.
301.	Pedestrians crossing the side streets running off King St where there are no pedestrisan traffic lights to assist. King St at the corners of Darley Lane, Wells Street, Dickson St and Holmwood Street. Recommend giving Pedestrians right of way with elevated pedestrian zebra crossings slowing drivers speeding over the intersections where elderly and children are crossing without priority.
302.	Crossing from Wells street across Edgware road (en route to Marrickville Metro) is a major thoroughfare (parents and kids from Camdenville Public School), often people do not use the traffic light crossing which is 100m up edgware - consider a way to prioritise pedestrian movement in this location (refuge island/ ped crossing?)
303.	Flooding along John st, between Wells st and Lord st.
304.	Commodore & Laura Street. There are not enough cross walks that lead into the school grounds for Camdenville Primary - or the crossing only covers children coming from Hawken Street, not from Commodore Street. Suggest - adding another cross walk to link the footpaths.  The pedestrian crossing on Edgeware Road at St Pius Church/OAC Day Care Centre & St Pius Primary is not prominent enough. Drivers often speed through the lights and are not aware people are about (this is problematic on weekends and weekdays). Suggest - better signage for the school zone. Mark the road so drivers know they are approaching lights and to slow down.

	Cars park too close to the corners on Commodore and Laura Street. Suggest - better signage and notifications to locals they can not park illegally. Difficult to cross the road as you can't see past the cars.
305.	The pedestrian crossing on Alice Street is dangerous. Cars frequently speed across without making any effort to slow down. Speed traps.
306.	King Street has massive safety issue with traffic being so close to pedestrians.
307.	Crossing pearl street at little commodore street. Pedestrians and cyclists are encouraged to use the laneway adjacent to the apartment blocks but then have no safe way of crossing.  Would be nice to remove parked cars that block the laneway, insert road narrowing and pedestrian crossing. Turn little commodore street into a pedestrian/cyclist first street
308.	lord st,king st etc. cyclists have no regard for pedestrians
309.	Lord Street, Newtown. the nature of this street with the parking is that cars are heavily parked bumper to bumper - families, children and dog owners are forced to peak over the parked cars to try and cross the street as delivery trucks, parked cars and over grown streetscape gardens block view of traffic. new street gardens are needed and new traffic treatment road blister gardens would solve this problem completely
310.	Speeding and high traffic volumes on Lord Street creates pedestrian issues, especially given the number of children about and the poor visibility (kids can step out from between parked cars. As a driver, you can't see them until they're in the road)
311.	Drivers not giving way to people crossing roads. Roads off King and Alice Streets. Education and enforcement
312.	Pearl Lane and King Lane have no pedestrian pathways so people frequently share the roads with vehicles. The footpaths on John St are in bad condition and would be very difficult for anyone with accessibility challenges.
313.	Alice Lane between Holmwood St and Walenore Ave. The footpaths on this section are unusable and it is heavily trafficked by pedestrian and cyclists including dog walkers and parents with kids on foot and in prams.  Block access from Alice Lane to Walenore Avenue, make Alice lane one way, make most of Alice Lane no parking so people on Holmwood



	St can use their off street parking and add a decent footpath on Alice Lane east of Walenore Avenue
314.	Alice St school crossing Edgware Rd / Alice St lights Edgware Rd lights at StPius/OAC daycare Wells St school crossing
315.	There should be multiple pedestrian crossings on King St, Edgware Rd and Alice St
316.	Darley Street (between Edgware Rd and King Street)  Streets are narrow, making it necessary for people to walk on the streets when passing others on the footpath or avoiding rubbish bins.  Suggest: Block Darley Street off half way along street to remove option of using street as a rat run.
317.	People need to be able to walk along Pearl Lane safely - there is no footpath and cars sometimes go too fast while rat running. There should be speed bumps or Criss cross patterns painted on the ground to ensure vehicles know this is a shared space.  Alice Lane needs to be made one way. This is an important thorough fare and should be one way travelling East to ensure safety. Then cars can access Holmwood and Dickson but not risk a head on collision.
318.	Cnr of Walenore Street and Alice Lane (Rear of Holmwood Street) Suggest either block Walenore Street at Alice Lane or make no left turn into Alice Lane from Walenore Street to reduce the appeal of using the local streets
319.	'Alice Street is a real thoroughfare for cyclists/pedestrians/cars and the different groups all using this very narrow road often seem to collide due to competing ways of using the one narrow road! A few things I've noticed - Overall cars travelling very fast along the street, often in excess of speed limits - Often used by cyclists on-road (which I support!) but because it's very narrow cars can't get past and big queues of traffic build up behind cyclists, and cars often end up trying to overtake in a very unsafe way, or cyclists end up being forced off the road onto the pavement which isn't ideal for pedestrians either! - The pedestrian crossing at Alice Street/Hawken Street -- which many kids use to get to Camdenville Public school -- people often absolutely fly through and don't seem to notice that it's a pedestrian

	crossing -- have had to leap back from cars ploughing through the crossing several times!
320.	Vehicles parking right on the corners, particularly on the dead end side of John Street. People park so close to the corners that they can't see pedestrians walking along Lord Street and almost reverse into the pedestrians when reversing out. Traffic also needs to slow down. The current speed humps are ineffective and don't slow the traffic down enough. Vehicles just fly over them, which is also noisy, particularly the tradie's vehicles.
321.	Footpaths on Lord St are narrow and hard to safely pass another person without stepping onto the road.
322.	Insufficient and unsafe street lighting along John Street
323.	John St from Lord St to Wells St
324.	The zebra crossing on Alice
325.	In the neighbourhood around Camdenville Public School (particularly Wells St, Laura Street, Commodore Street and Pearl Street), the traffic is frequently unsafe for children and families walking to and from school. The streets are narrow and there are a number of tight corners, so visibility between pedestrians crossing these roads and drivers is poor, particularly if cars are travelling at speed. In Wells Street outside the school gate and at the corner of Wells and Commodore Streets, there is some risky driving around school drop-off and pick-up times - e.g. drivers attempting u-turns while children are trying to cross the road, and drivers stopping and starting unpredictably to let children in/out of the car if there are no parking spaces free. A slower general speed limit and better enforcement of school zone speed limits would help.
326.	Speed making it unsafe
327.	Alice St - corner Hawken St. Cars frequently do not stop at the pedestrian crossing on Alice St, usually because they are going too fast to slow down.
328.	King street, Alice street, Edgeware road.
329.	Trying to cross either end of Pearl St (cnr Alice St or cnr Wells St). Cars turn into Pearl so quickly and there's risks when crossing.
330.	The pedestrian crossing on Alice st is so dangerous- drivers don't notice pedestrians well at all

331.	Most side streets. Footpaths are in poor repair, poorly lit and blocked with bins, consequently people walk on the road.
332.	Commodore and Wells. School children trying to cross. Cars don't slow down. Three pets ( 2 cats and 1 dog) have been killed by speeding cars turning into Commodore from Wells. Needs warning sign at corner - slow down children and pets around.  Need speed humps and speed limit to 20km
333.	Intersection of Bedwin Rd and Edgeware Rd. Most Edgeware Rd southbound traffic turns right into Bedwin Rd to go up over the railway bridge, but as this is the natural flow of the traffic route, no one indicates to make this right turn. As a pedestrian crossing Edgeware Rd just past the intersection, to then walk up over the bridge (me twice daily) you can never be confident that a vehicle is not going to continue straight ahead on Edgeware and run you down because there is nothing to stop them from carrying straight on at full speed. It's extremely unnerving and unsafe. There just needs to be a pedestrian crossing here so cars going straight ahead have to look out and give way and not carry on at full speed with no indication to the pedestrian which way they are intending to go.
334.	Children crossing at lights on Edgeware Rd
335.	The Alice St and Edgeware Rd intersection is dangerous for pedestrians
336.	Darley and John
337.	Wells St (King St to Pearl St) - reduce speed limit, install speed bumps or other speed deterrents. Haven't seen anything happen but having seen cars hit frequently by people not driving suitably for the narrowness of the street, it wouldn't take much for a person/cyclist to be hit.
338.	Edgeware Rd & Bedwin rd corner See above. Needs clear definition of pedestrian crossing. Have had pedestrian hit by car here. Also buses speed frequently towards bridge
339.	King St mainly but all side streets too. Stop delivery drivers on pedal & electric bikes from using the footpaths, especially at peak pedestrian hours. And from parking scooters and bikes on footpaths.
340.	King Street, Alice Street, remove a lane of parking, make the footpath wider and put in cycle lanes.

341.	<p>These streets are very narrow and drivers come off a 40km/hr King St are then met with signs to speed up to 50km/hr, which makes absolutely no sense. I have three young children and so many times we've had to scramble and jump out of the way of a car that's traveling too fast, possibly lost and rat-running, on these narrow streets which often have inconsistent/ non-existent footpaths - ie. Alice Lane, King Lane and Pearl Lane. It is scary each time. I can't understand for the life of me why the IWC doesn't at least drop local traffic in built-up areas to 40km/hr to match King st, or ideally 30km/hr as is recommended. I would be a lot more willing to let my children walk places on their own if the local streets didn't feel excessively dangerous because of timid policy making. None of us want our children hit by a car and in fact, no one wants that life-altering trauma of hitting another person's child. There seems no reasonable 'for' argument to keep the local street speed limit at 50kmm/hr.</p>
342.	<p>The intersection of Alice Street and Edgeware Road is woeful for pedestrians. As a family who must cross this intersection twice daily in the drop off and pickup of children to/from Camdenville Public School (catchment on both sides of Edgeware Road), we are consistently witnessing cars crossing through red lights or turning without regard for pedestrians. I have heard reports from cafe staff at Wolf and Honeybee, situated on this corner, that there is a significant volume of vehicle accidents or near misses in this intersection.</p>
343.	<p>King Street/Darley Street/Bray Street intersection. Vehicles do not see red light at Bray Street and carry on through intersection nearly colliding with pedestrians on King Street/Darley Street crossing.</p>
344.	<p>Busy Rd on Edgeware</p>
345.	<p>Alice Lane near Walenore Avenue. Pedestrians forced to walk on traffic area due no proper footpath and frustrated drivers trying to hurry and avoid parked cars. Email sent with suggestions.</p>
346.	<p>At all traffic lights, especially Edgeware/Alice and King/Alice should be longer cycles for pedestrians crossing; which should remain red for left turning cars throughout duration, and countdown timers for pedestrians to see how much time is left.</p>
347.	<p>Alice street has some major issues in two places.</p> <p>1. The pedestrian crossing near Hawkins Street. Cars always speed through and don't stop. I've almost been run down with my children multiple times. Cars need to slow down.</p>

	<p>2. King St/Alice street intersection. Its so busy and dangerous for pedestrians. I've seen a number of accidents there where cars are turning and hit/almost hit people.</p>
348.	<p>All small streets in the area to some extent suffer from this. The footpaths are narrow and littered with obstacles such as 1) growth from the houses adjacent 2) waste bins 3) power/lighting poles 4) cars parked 5) trees and 6) various other bits of stuff including rubbish.</p> <p>It's also a very uneven surface with lots of up/downs. It's impossible to pass other people without waiting behind an obstacle. So pedestrians, including myself, tend to walk on the street, which is nice and flat and open (wide). But streets also have cars on them, unfortunately.</p>
349.	<p>Not enough walkways and space on existing footpaths/curbs.</p>
350.	<p>Alice Street crossing, near Hawken Street. Cars speed over the crossing, many near misses despite previous changes to the crossing. Enforce slower speed limit and improve visibility for cars of crossing.</p>
351.	<p>Alice St/Hawken St (drivers routinely ignore zebra crossing). Alice St/Pearl St (many people cross at island but no crossing). Alice St/Clara St (drivers speed in &amp; out of Clara St despite it being a shared street. Laura St/Commodore St (drivers speed around the corner in all directions, no zebra crossing despite being heavily used by school children).</p> <p>Suggestion is to reduce speed limit to 30kph as agreed by world transport ministers in 2020, and to use traffic calming measures to effect compliance.</p>
352.	<p>- Footpaths too narrow to walk down with a pram on bin days. This means you have to walk down the centre of the road. Occurs on the whole south side of Wells Street and the norths side of wells street between King Lane and King Street but a similar problem occurs on many other narrow streets.</p> <p>- On some streets trees, power poles and sign post take up a large section of the very narrow footpath and can be difficult to pass with a pram. Occurs throughout Newtown South Precinct such as Wells Street, Darley Street, Lord Street and Pearl Street.</p> <p>Suggestion:</p> <p>Option 1. Remove parking to one side of narrow streets to provide wider footpaths that can accommodate bins, sign posts and street trees.</p>

	<p>Option 2. Remove 1 parking bay every 5-10 car spaces and replace it with a traffic island to form a dedicated space for bins. The same principle could be used to make more space for street trees.</p> <p>Option 3. Make all narrow streets shared zones with 10km/h speed limits so that pedestrians have right of way on the wider road space.</p>
353.	Narrow footpaths along Lord St, combined with telegraph poles, bins and waste collection, often force pedestrians onto the road. Lord St is often inaccessible to people in wheelchairs west of St. Peters train station. This risk could be reduced by continued reinforcing of the requirement for footpaths to remain clear and accessible and by reducing vehicle traffic speeds and frequency.
354.	Edgware/Alice/Llewellyn sts intersection.
Cycling	
355.	Edgware Rd to Camdenville School and St Pius School, many school kids on bikes and scooters, so ALL of them must have bells on their bikes etc They wear helmets so why not a bike with bells, even a scooter
356.	No dedicated cycle lanes Heavy traffic on Alice st and Edgware roads... very heavy - dangerous for cyclists
357.	Hawken St between Alice St and Laura St. Hawken St is very narrow so there is little room for cyclists. Most people speed in the street and there is no place for cyclists to go when vehicles are making there way up and down the street. Not sure how to fix, but making the street shared roadway with a lower speed limit, signage and traffic calming works would be a good place to start.
358.	Heavy traffic moves down Alice street with many points on this street where the road narrows to facilitate pedestrian islands. A protected cycle lane should be provided on Alice Street
359.	Sydney Park Road and Euston Road - the new cycle path on Sydney Park rd runs out just as you get to the multi-lane busy junction. Cyclists need a safe way to connect to the Bourke Street cycle path.
360.	No safe route through to Marrickville Metro from Darley St or Lord St. Create cycle lane to connect the study area to the Marrickville Metro



361.	The intersection of Edgewear Road and Alice/Llewelyn Streets is very dangerous for cyclists and needs improvement. Traffic calming devices or lower speed limit would also improve safety.
362.	There is a lack of east-west connectivity in the precinct for cyclists. The main connection at Wells Street between Commodore St and Wells St is difficult to navigate safely for cyclists. There is no cycling connectivity at the end of Laura St to Edgeware Road. Bike lane upgrades at the corner of Darley St and Edgeware Rd seem to be incomplete and don't link to an west-east network.
363.	I have witnessed people nearly die on their bikes due to car doors opening, and cars swerving and accidentally hitting cyclists on Alice St. A dedicated bike lane would fix this. If not feasible - is there a way to divert bikes onto a dedicated lane parallel to Alice. I never feel safe riding on this road. The intersection with King and Alice is also very dangerous when you cycle from Angle St onto Alice. The only way to do this safely is to use the footpaths. I appreciate that this is on the LGA border but it is major problem when cycling down Alice.
364.	<p>The pedestrian and Cycling crossing from Bedwin Road to Darley Street is EXTREMELY dangerous. Cars driving Edgeware Road towards the bridge do not indicate whether they are turning right or going straight, making it very difficult for pedestrians and cyclist to judge when it is safe to cross. A zebra crossing there is essential. I cycle with my primary-school-aged kids there twice a week and every single time it is a dangerous situation.</p> <p>Many cyclist cycle Lord street up, against car traffic (against traffic rule, Lord St. is a one way street). The reason this happens is that cyclist aiming to go to Sydney park or down the cycle path in Concord Street see limited options how to get there without cycling in the busy King street. Ideally, Lord street would have parking only in one side and have a two-way bike lane on the other side.</p>
365.	Cyclists often clash with cars at turns due to low visibility and no ability to move out of the way.
366.	Lord street , there is no cycling roadway so sometimes they speed down the street and don't see them

367.	All roads. Please decrease speed limit to 40km/hr
368.	Intersection of Alice and Edgeware is messy and dangerous for cyclists
369.	Cycling up street is dangerous and just not possible at peak times. Although, there are cycle ways through erksinville these are less direct. A cycle way on south king street would improve pedestrain traffic and possibly reduce pollution.
370.	Commodore Street and Wells Street. The speeding cars mentioned above are as much a danger to cyclists as they are to pedestrians and animals.
371.	All streets in this particular block are vulnerable to cycling safety issues due to motorists frustration. Perhaps Edgeware Road is the most dangerous
372.	Alice St cycle ways is not safe enough, it needs a separate way like the one on Wilson st. Cyclists are very vulnerable to buses and careless drivers that open doors without looking.
373.	Intersection of Wells St and King St
374.	Unsafe driving around cyclists - reduced speed limit would help
375.	All streets. Essentially too many cars, too many parked cars I streets
376.	Wells Darley and Lord are cycling thoroughfares where risk of car door hits are high. The biggest issue for cyclists in this area thought is the poor connection from the recently completed cycle bridge on edgeward rd. and then no cycle path along edgeware in the highlighted area. A sperated cycleway on the right hand side of the road is requires, at least to allice, but ideally to the tafe.
377.	Lack of dedicated cycleways across entire area
378.	Unsafe to cycle north or south on King Street. Especially to access the cycle path on Sydney Park Road. Ideally, cycle only lane on King Street, but space is scare on King street unless willing to replace one lane to cycle path on King Street.

379.	Same as above. The cyclists are disadvantaged by poor quality sidewalks, cars parked unsafely and pedestrians without clear areas to cross the road.
380.	There is no safe cycle routes that connect cycleways.
381.	<p>Crossing pearl street at little commodore street. Pedestrians and cyclists are encouraged to use the laneway adjacent to the apartment blocks but then have no safe way of crossing.</p> <p>Would be nice to remove parked cars that block the laneway, insert road narrowing and pedestrian crossing. Turn little commodore street into a pedestrian/cyclist first street</p>
382.	Cyclist are always at risk of opening doors and traffic. More and continuous cycle paths would be great.
383.	Lord Street - there is no cycle plan, cycle lane or awareness of cyclists in any way. the footpath for children to use bikes on is hampered by over grown streetscape gardens that are just weeds and shrubs - totally not appropriate planting for these small footpaths
384.	No safe route across - Issues at Alice St, Edgeware Rd, King St and the minor streets are very narrow - limited designated bike space - busy footpaths and roads make it hard to commute particularly with kids
385.	There is no separated and safe bike path to get from this precinct into the city and/or to join other bike paths in other areas.
386.	<p>King Street</p> <p>It is dangerous to ride up King St and the Newtown back street bike paths are too convoluted and dangerous to follow.</p> <p>Suggest: Designated bike path up King Street, between Darley Street and Alice Street. This will allow residents and others to ride into town via the Erskineville bike paths (much more direct and less dangerous than the Newtown bike paths)</p>
387.	Alice St should be considered as a road bikes use and safety improved along it.
388.	Alice Street and Edgeware Rd are the most direct routes and always seem unsafe cars close passing, travelling at high speeds, abusing cyclists - I generally will get off Alice St and follow back streets, but

	there should be a separated cycle path along Edgware and another that connects to King St South
389.	'Alice Street is a real thoroughfare for cyclists/pedestrians/cars and the different groups all using this very narrow road often seem to collide due to competing ways of using the one narrow road! A few things I've noticed - Overall cars travelling very fast along the street, often in excess of speed limits - Often used by cyclists on-road (which I support!) but because it's very narrow cars can't get past and big queues of traffic build up behind cyclists, and cars often end up trying to overtake in a very unsafe way, or cyclists end up being forced off the road onto the pavement which isn't ideal for pedestrians either! - The pedestrian crossing at Alice Street/Hawken Street -- which many kids use to get to Camdenville Public school -- people often absolutely fly through and don't seem to notice that it's a pedestrian crossing -- have had to leap back from cars ploughing through the crossing several times!
390.	Cycling is dangerous on streets around Camdenville public. hard vision around corners especially on turning onto Commodore and Alice street. The quality of the roads is poor. so many pot holes
391.	King St - all of it. Road surface is poor so cyclists need to weave to avoid them. Annoys vehicles
392.	King Street, Alice Street. Perhaps building separate bike lanes and reducing speed limit would make it safer to cycle on these streets.
393.	Pot holes corner Alice and king. No safe way for cyclists to go from Alice into angel
394.	Rear of property residential Gates in Holmwood laneway OPEN outwards blocking roadway Hitting cars ,bicycle riders ,pedestrians . Parking across gates and Driveways blocking rear access Holmwood laneway.
395.	In the neighbourhood around Camdenville Public School (particularly Wells St, Laura Street, Commodore Street and Pearl Street), the traffic is frequently unsafe for children cycling to and from school. The

	streets are narrow and there are a number of tight corners, so visibility between cyclists and drivers can be poor, particularly if cars are travelling at speed. A slower general speed limit and better enforcement of school zone speed limits would help.
396.	Alice st. Needs lower limits
397.	Alice St near Pearl St and Waleore St. I have dropped pins on the Map. Whilst far from an ideal cycle route, Alice St is still a well used cycle route. There are a few squeeze points on Alice St East-bound which is the slow way for people cycling. These need to be eliminated by removing one carparking space and/or moving the wombat crossing.
398.	Bikes on roads with high traffic
399.	All streets and concern for high traffic areas - delivery cyclists are particularly vulnerable.
400.	Wells St (King St to Pearl St) - reduce speed limit, install speed bumps or other speed deterrents. Haven't seen anything happen but having seen cars hit frequently by people not driving suitably for the narrowness of the street, it wouldn't take much for a person/cyclist to be hit.
401.	Edgware rd & bedwin corner
402.	All of Newtown. Cyclists need training to obey road rules. Cycle on side of road and not in middle of road especially at peak hours.
403.	King Street, Alice Street, remove a lane of parking, make the footpath wider and put in cycle lanes.
404.	King st and dickson where is the propeer cycling path
405.	No room. Cars cannot overtake bicycles in the narrow streets with parked cars on either side of the road. Not much one can do about it. The area is densely populated and therefore has a lot of cars, most of which are on the street because there is very little off-street parking.
406.	Cyclists not taking into account vehicles and their manoeuvres putting drivers and public at risk. Cyclists need to be removed from the road

407.	<p>All streets. I cycle frequently on Alice St and it is extremely dangerous, drivers frequently try to overtake with insufficient space despite traffic islands.</p> <p>Reduce speed limit to 30kph in line with commitments by transport ministers in 2020, add harder traffic calming like speed bumps and more signage.</p>
408.	<p>Edgware Road needs a cycle lane to link up residential areas of Newtown with the Marrickville Metro precinct and the Campbell Street cycle network. At present cyclists in this area have to contend with heavy car and truck traffic on a steep hill.</p> <p>An on-street lane or shared pavement from Camden Street down to Darley Street, combined with a crossing for cycle traffic around Llewellyn Street and/or Victoria Road, would open this area to more cycle traffic and reduce car dependency</p>
409.	<p>As above - delivery drivers endangering themselves by driving through traffic from Alice street to enmore road.</p>



**Appendix B**

Individual email submissions

Redacted verbatim responses received via email from individuals

1.	<p>Dear Jason</p> <p>Can you confirm that the below submission will be accepted by email as received by you with regard to the 'Have your Say on Improving safety..... South Newtown'? If not I am happy to mail it to you.</p> <p>My husband and I live at xxxxxxxxxxxxxx.</p> <p>We have resided in Newtown for 14 years.</p> <p>I work in Leichhardt and my husband Paddington and we commute daily. Our day involves me taking my husband to Paddington before returned through to Leichhardt. It is extremely unfortunate that direct public transport options are not available to us either because the buses do not run early enough or our routes were changed to delete our place of work. We are therefore, dependent upon the use of our car which is parked in our private garage on our property. We are both essential workers and thus have worked solidly throughout the pandemic.</p> <p>The Townhouse complex in which we live has five visitor spaces for the purpose of people visiting for short periods of up to two nights. It has already been impacted when timed parking was introduced on to Alice Street causing us to have recurrent battles with tenants who tend to use visitor spaces as a additional parking due to the timed parking on street. It has negatively impacted when legitimate visitors are unable to park and the Strata Management are having to write warning letters to residents - it was not as regular an issue before timed parking was introduced..... Any change/calming needs to take into account this factor which will often drive people to do the wrong thing to park their car. This will be a significant issue if the plan includes removing street parking.</p> <p>May I first make some observations about where calming fails followed by some suggestions where improvements can be made:</p> <p><b>Cycle Lanes:</b> Despite these popping up all over the area, they are:</p>
----	--

- \*An abject failure.
- \*Rarely do cyclists use them, often they prefer to cycle down the road, causing more congestion and
- \*they further narrow already narrow roads (Livingstone Road, Marrickville).
- \*They remove street parking from the area and it needs to be remembered that for most residents in the inner west they rely on street-parking.

The introduction of cycle ways along Sydney Road, Eskineville and Bourke Road, Alexandria are further examples of under utilised cycle-lanes which have a deleterious impact on traffic and which are rarely used by cyclists. I have also noted in the latter that the public works involved in these has impacted on flooding occurring due to inadequate drainage being installed when the changes were made. Over all poor civic planning!

If cycle-lanes are being considered, these will become an absolute nuisance and will add to congestion, decrease safety and exacerbate traffic problems. Even if not for Alice Street, if having them elsewhere will increase traffic onto Alice Street, which has now already become a parking lot at certain times during the day it will worsen the conditions outside our residence.

**Changed Traffic Conditions:**

Currently, there is a tonnage limit for Alice Street. It has never been imposed and since the completion of the Euston Street and Campbell Street upgrades, Alice Street has become busier but more relevant, it is now the preferred route for trucks, especially concrete trucks from the cement manufacturing plant on Euston Street. I have done a count in peak periods and there is often a concrete truck travelling along the street every 3 minutes.

It would be good to have a traffic survey conducted as well as the weight limitations imposed by council to address the already misuse of the street.

**Poor upgrading:**

The Unwins Bridge, upgrade missed a significant opportunity to improve traffic flow. Currently, east-bound lanes once over the bridge consist of one sole right hand lane (onto Unwins Bridge Road) and a

shared lane either going straight onto Campbell Street, or turning left into May Street. The light sequences allow pedestrians to cross May street as soon as the lights go green holding up both left hand turning traffic and traffic flowing through along Campbell. Given the width of the paved area, there would have been adequate space to have included a dedicated left hand turn lane freeing up traffic to flow through onto Campbell.

The consequences are that often people use the right turn lane to go straight ahead and cause near misses.

This was a missed opportunity to get it right!!

**Closing road to through traffic:**

If part of the intention is to force traffic away from Darley and Lord Streets by changing the conditions in these two streets, this will have the impact of further pushing additional traffic onto Alice Street and cause greater inconvenience and delays for all residents as they are forced into roads already suffering.

**Some suggestions:**

I have for a long time believed that the following suggestions would improve traffic flow along Alice Street and Edgeware Road.

**East end of Alice Street:**

The area outside of the Department of Housing immediately before Alice Street intersects with King Street is a no-parking zone in the mornings. Rarely is this adhered-to with cars often left there and rangers not ticketing the cars. Not only should this section be limited during rush hour but if it were to become a non-parking zone 24/7 and the creation of a second left-turn lane onto King Street, it would reduce the holdup and long delays which often stretch the length of Alice Street.

**West End of Alice Street:**

As with above by removing the limited parking outside of 160 & 162 Alice Street and making these - no-parking 24/7 the flow from Alice onto Llewellyn and left onto Edgeware would be able to flow (often the delays are vehicles turning right on Edgeware holding up all traffic flow).

	<p><b>Edgware Road:</b> The street outside of 214- 228 Edgware Road has changed parking arrangements. (Mon-Friday 8:30-6:00pm - no-parking). During this period traffic flows well East along Edgware Road.</p> <p>However, every weekend, Edgware becomes a parking lot because vehicles park in this zone and through traffic is held up by cars turning right to go the Marrickville Metro.</p> <p>Simply making this zone 24/7 no-parking would significantly improve flow.</p> <p><b>In-conclusion:</b> It is not only about 'calming' but also facilitating residents to get from place to place without unnecessary delay and impediment. I believe that caution should be applied when further squeezing cars into already congested streets or making more useless cycle lanes.</p> <p>Alice Street is already congested and with policing of heavy vehicle traffic and the modest variations I have suggested improvements could be made.</p> <p>Sadly, the horse has bolted regarding the Unwins Bridge intersection!!</p> <p>I am more than happy to discuss this further should you consider it helpful.</p>
2.	<p>Good afternoon Jason</p> <p>I lived at xxxxxxxxxx- I am the owner and have lived here since 1999.</p> <p>Here are my comments</p> <ol style="list-style-type: none"> <li>1) The intersection of Alice and Edgware Rd – cars turning right from Alice into Edgware is extremely dangerous for cars and pedestrians.</li> <li>2) The rubbish/council pickups that are left outside for long periods of time and not overnight in Alice Street is becoming unreasonable. There should be hefty fines for any goods left out for longer than 1 night. Large items of Furniture etc can be in the</li> </ol>

	<p>street for over 2 weeks before being picked up. Looks like we are living in a Ghetto and can be dangerous for walkers.</p> <ol style="list-style-type: none"> <li>3) Shopping Carts from Marrickville Metro left out in the street. My husband counted approx. 12 outside the block of units corner of Alice and Hawken St. After several phones calls by my husband and myself to Marrickville Metro management whom were not taking any responsibility they were finally removed. This occurrence happens regular and should be addressed with the Marrickville Metro Management</li> <li>4) Alice St – the street lighting is very poor. Needs to be improved for safety reasons – visually for people walking home at night.</li> <li>5) Mowing of foot paths by the council is left far too long especially in Summer – dangerous and looks extremely untidy. The length of the grass can get to knee height and I am not exaggerating before it is cut.</li> <li>6) Graffiti damage is increases all over the neighbourhood – unfortunately destroying the professional graffiti art works that Newtown is so well known for all over Australia. There should be more fines and if caught they should be the ones to clean up the damage.</li> </ol> <p>The deterioration and lack of respect for this suburb that I love has been a sad thing to watch. It is increasingly getting worse each year and we need the council to step up and improve the condition and look of this neighbour.</p> <p>Thank you for giving us the opportunity to address our concerns and hopefully we will see an improvement in the coming months. We all pay council rates.</p>
3.	<p>Dear Jason,</p> <p>Thank you for the opportunity to provide input to this excellent initiative (and please confirm if this is an acceptable way to submit feedback)</p> <p>Our family are residents of xxxxxxxx since 2005 in a converted industrial building. Our family of four use Alice Lane daily to access the neighbourhood, schools, community facilities and for recreation.</p> <p>Alice Lane can be quite busy and is frequently used by dog walkers and people accessing the neighbourhood on foot, particularly from North of Alice Street and West of Walenore Ave, to King Street, Erskineville and Sydney Park. Alice Lane through to the traffic lights at</p>

<p>King/Union, and down King Lane are popular given 1 – the traffic lights at Alice &amp; King are not open to pedestrians on the Southern part of the intersection and 2 – King St is busy for pedestrians and the lanes are popular (Figure 1).</p> <p>Alice Lane between Walenore Ave and Holmwood St does not have a usable footpath or cycleway. Pedestrians and cyclists need to use the road, and frequently need to give way to cars (Figure 2a &amp; 2b). Cars also need to give way to other cars as the carriageway is not wide enough for two vehicles to pass.</p> <p>An urban regeneration can be observed along Alice Lane with an interesting streetscape attracting pedestrians to the area on walking tours or general recreation. More houses along Holmwood St are renovating to provide pedestrian entrances to Alice Lane and the apartments west of Walenore have increased traffic and orientation towards Alice Lane as a footway.</p> <p>With vehicle traffic, Alice Lane is frequently used as a “rat-run” short cut from Alice St to King St and vice versa, particularly to avoid queuing at the King St intersection. In addition to the narrow carriageway the blind corner at Alice and King Lanes presents difficulty for pedestrians, cyclists and motorists.</p> <p>Possible solutions? Vehicle traffic along Alice Lane will always be required for residents accessing garages and collection of rubbish / recycling. One solution that may meet the plan objectives is to implement a similar arrangement to Angel St in Erskineville which permits vehicle access as required for certain properties. (Figure 3)</p> <p>Measures such as this would improve connectivity of our community with a safe place for pedestrians and neighbours to catch up with less interruption from impatient motorists, with around 10 dwellings for which Alice Lane is the main access.</p> <p>Thanks again for the opportunity to contribute to the development of this plan.</p>
---



4.	<p>Hi Jason,</p> <p>It was excellent to speak with you this morning about improving pedestrian safety in the Newtown South Precinct. The narrow streets in this area make it an ideal location for a 30km/h speed limit trial in the inner west.</p> <p>We currently have strong community support, from the P&amp;C at Camdenville PS and community members across the Inner West via our <a href="#">Safe Streets to School in the Inner West campaign</a>.</p> <p>The Inner West council is behind and needs to lift its game to create safer streets for children, and all pedestrians. Global guidance from The UN calls for local councils to to make walking, cycling and using public transport safe, as they are also healthier and greener modes of transport; to ensure safe roads, vehicles and behaviours; and to guarantee timely and effective emergency care.</p> <p>I can share a letter of support from the P&amp;C if required.</p> <p>I would appreciate your support in raising the need to start implementing 30km/h trials in the inner west. Please don't hesitate to get in touch throughout the precinct review for this and other areas in the Inner West.</p>
----	---

**Item No:** LTC0324(1) Item 2  
**Subject:** JAGGERS LANE, BALMAIN - PERMANENT ROAD CLOSURE PROPOSAL (BALUDARRI - BALMAIN WARD BALMAIN ELECTORATE LEICHHARDT PAC)  
**Prepared By:** Amir Falamarzi - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

1. That the permanent road closure of Juggers Lane, Balmain between Duncan Street and Caroline Street be approved subject to the approval of the Traffic Management Plan (TMP) by Transport for NSW.
2. That the closure of Juggers Lane, Balmain be implemented as per the bollards and signposting plan provided in *Attachment 2*.

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Following a petition that was submitted from residents for the permanent road closure of Juggers Lane in June 2023, Council proposed to closure the lane to improve pedestrian safety and amenity. Public consultation was undertaken in late 2023 to invite residents with access in Juggers Lane and surrounding streets to provide their feedback on the proposed lane closure. Out of the 31 submissions received, 23 supported (74.2 % of submissions), and 8 (25.8% of submissions) have opposed the proposal.

The public consultation also sought feedback from utility companies and organisations regarding a permanent closure of the laneway. It was generally found that proposed bollard locations for a closure would need to be adjusted on both ends of the laneway.

A traffic counter was deployed, and collected traffic data for 7 days, and found very low levels of traffic. It was also found that the vehicle speeds were not significant.

**BACKGROUND**

In June 2023, Council received a petition from residents requesting the closure of Juggers Lane, between Duncan Street and Caroline Street, Balmain. The petition was submitted with 47 names and signatures and proposed a closure for motor vehicles in the laneway by installing removable bollards at each end of the laneway which may be removed for emergency access.

Juggers Lane is a laneway comprising of a narrow width (approx. 3m) and the rationale for the road closure is due to the insufficient road width for pedestrians and vehicles to safely pass each other. The proposed closure is expected to improve pedestrian safety and amenity.

**DISCUSSION**

The petition prompted an investigation to examine the viability of a permanent closure of Jaggars Lane. As part of this investigation, public consultation has been undertaken to gauge the level of support for the closure, internal and external stakeholders have been liaised with to determine if the closure adversely impacts on their operations. Additionally, traffic data along Jaggars Lane has been collected to analysis movements and a vehicle swept path assessment has been undertaken at each end of Jaggars Lane to Duncan Street and Caroline Street.

Community Engagement Process

From 15 November to 22 December 2023, Council undertook Community Engagement to residents and businesses near Jaggars Lane inviting to provide feedback on a permanent closure proposal of Jaggars Lane between Duncan Street and Caroline Street, Balmain. A letter was posted to 323 addresses including the owners or residents of affected residents in Waterview Street, Colgate Avenue, Caroline Street, Duncan Street and Jaggars Lane.

In this respect, the community had the opportunity to provide their comments through the variety of methods including an online survey (Your Say Inner West), post, email and phone call. Council also organised a notice published in The Sydney Morning Herald newspaper on 23 November 2023 to invite residents to provide their feedback on the proposed road closure over a 28 day period.

At the completion of Council’s Community Engagement, a total of 31 submissions from different properties were received, with 23 in support (74.2%) and 8 (25.8%) opposed the proposal. A copy of the engagement outcomes report is included in **Attachment 1** which provides a breakdown of comments and concerns received from the community.

Traffic Redistribution

A traffic count has been undertaken on Jaggars Lane between 6 February 2024 and 12 February 2024, with the volume and traffic speed data summarised in *Table 1* and *Table 2* below.

*Table 1: Traffic volume along Jaggars Lane*

Traffic Volume (vehicles) Jaggars Lane, Balmain								
24 hours	Mon	Tue	Wed	Thu	Fri	Sat	Sun	7-day average (veh/day)
	2	0	3	1	5	2	3	2.3

*Table 2: Traffic speed along Jaggars Lane*

Traffic Speed (km/h) Jaggars Lane, Balmain		
24 hours	85% Speed (km/h)	Average Speed (km/h)
	15.7	12.5 km/h

Based on the traffic flows, the proposed closure will result in a negligible redistribution of traffic and therefore the closure is considered to have an acceptable impact on the local road network.

Impact on Utility Provider and Emergency Services

Consultation on the proposed permanent road closure was extended to utility service providers and emergency services to collect their feedback. *Table 3* provides information received from various organisations as the time of this report:

Entity/organization	Response received	Feedback on proposed closure
Ambulance NSW	No	No response has been provided. It is expected that as all of the affected properties along Jaggars Lane have access from surrounding streets, the road closure would not negatively impact on access to these properties. It is further noted that Ambulance vehicles are larger than an 85 <sup>th</sup> percentile vehicle and access into Jaggars Lane from Caroline Street and Duncan Street could not be demonstrated for an 85 <sup>th</sup> percentile vehicle.
Fire & Rescue NSW	No	No response has been provided. Likewise, it is expected that as all the affected properties along Jaggars Lane have access from surrounding streets and the road closure would not negatively impact on access to these properties. It is further noted that Fire & Rescue vehicles are larger than an 85 <sup>th</sup> percentile vehicle and access into Jaggars Lane from Caroline Street and Duncan Street could not be demonstrated for an 85 <sup>th</sup> percentile vehicle.
NBN	No	No response received regarding the proposal. A service check indicates no NBN services in the lane.
Jemena	No	No response received regarding the proposal. A service check indicates no Jemena services in the lane.
NSW State Emergency Service (SES)	No	no response received regarding the proposal.
Council's Waste Collection	Yes	No concern has been raised regarding the proposal.
Telstra	Yes	Raised no objections to the proposal.
Ausgrid	Yes	Ausgrid raised an access issue the existing streetlight in Jaggars Lane when maintenance work is required. To address this concern, it is proposed that the design of the bollards will be such that they could be removed if planned maintenance works require vehicular access to Jaggars Lane.
Sydney Water	Yes	Sydney Water raised an access issue to their sewer mains on Jaggars Lane when maintenance works are required and vehicular access is essential. To address the concern the proposed bollard locations have been adjusted. The southern bollard has been relocated to the back of the sewer mains outside #31 Waterview Street to provide machinery and vehicular access.

From the above feedback, the locations of the proposed bollards have been adjusted to provide suitable sewer access. These are outlined in *Figure 1* below, with *Figure 2* showing indicative locations of the bollards at each end of the laneway.



As the revised position of the proposed bollards at each end of the laneway may prompt residents or visitors to park at this location, it is proposed that these areas be appropriately signposted as 'No Stopping' to prevent the laneway from being obstructed.

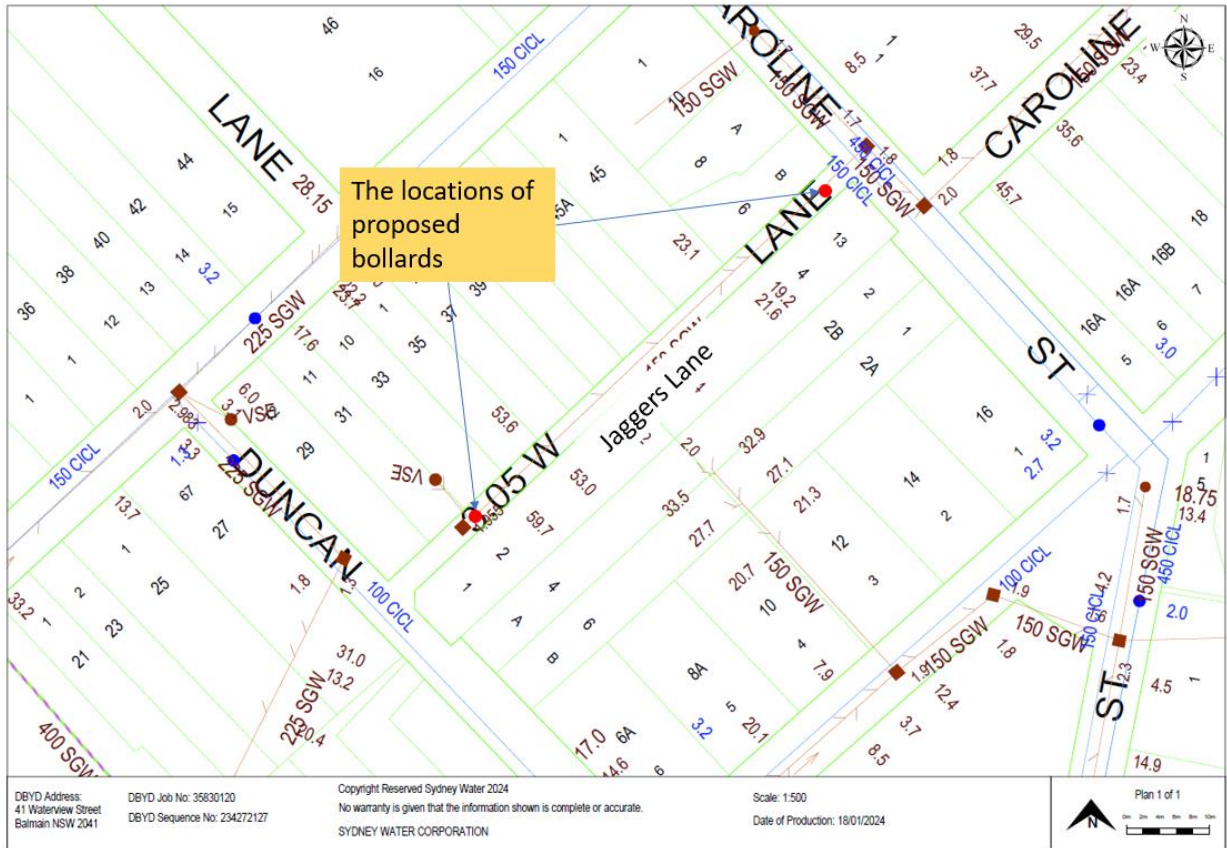


Figure 1: Plan view of proposed bollards



Figure 2: Location of the southern bollard (source Google Maps)



A swept path analysis for the 85<sup>th</sup> percentile vehicle exiting and entering Jaggars Lane from Caroline Street and Duncan Street has been undertaken.

The analysis found that the existing property boundaries, parking lanes, bollards, telegraph poles and fencing prevented a single movement for the 85<sup>th</sup> percentile vehicle from Caroline Street and Duncan Street into Jaggars Lane.

Through this analysis, vehicular access would require a multi-point turn to enter Jaggars Lane, which is not considered acceptable on a public road.

It should be noted that previous development applications for off-street parking in Jaggars Lane have not been supported as applicants have been unable to demonstrate that standard vehicles can access the lane and traverse through safely with consideration of current street furniture and parking.

Pedestrian-vehicle conflict

The proposed closure of Jaggars Lane would improve road safety by eliminating pedestrian and bicycle rider conflict with motor vehicles.

It is noted that the level of pedestrian and bicycle movements were found to be low.

Pedestrian movements in the lane are local in nature and provide access to nearby properties, predominately residents accessing Waterview Street properties and properties in Caroline Lane. It is noted that properties on the south side of Waterview Street have pedestrian gates that open onto the travel lane (see Figure 3 below) and access in the low volume Jaggars Lane may be a preferred option for pedestrian ingress and egress to these properties.

An examination of the crash database provided by Transport for NSW for the most recent 5 years revealed no reported crashes in Jaggars Lane.



Figure 3: Waterview Street, facing south (source Google Maps)



### Conclusion

Having considered the above and the majority resident support from Council's Community Engagement, it is recommended to proceed with the proposed closure of Jagers Lane on traffic and safety grounds.

To maintain suitable access for Sydney Water, it is recommended that the proposed bollard locations be adjusted as shown in Figure 1 and 2 in Jagers Lane. Additionally, a 'No Stopping' zone is proposed for the southern end of Jagers Lane at Duncan Street to prevent obstruction of the laneway by parked vehicles.

### **FINANCIAL IMPLICATIONS**

The funding for the proposed bollards and signs is available within Council's signs and linemarking budget.

### **ATTACHMENTS**

1. [↓](#) Jagers Lane, Balmain - Engagement Outcomes Report
2. [↓](#) Jagers Lane, Balmain - Signage Plan



# Proposed permanent road closure Jaggers Lane, Balmain

## Engagement Outcomes Report

15 Nov 2023 – 22 Dec 2023

### Contents

Summary .....	2
Project background.....	3
Promotion and engagement methods.....	5
Summary of feedback.....	6
Concerns and comments received from participants .....	7
Next steps.....	10



## Summary

From 15 November to 22 December 2023, Council undertook Community Engagement to residents and businesses near Jaggars Lane inviting to provide feedback on a permanent closure proposal of Jaggars Lane between Duncan Street and Caroline Street, Balmain. A letter was posted to 323 addresses including the owners or residents of affected residents in Waterview Street, Colgate Avenue, Caroline Street, Duncan Street and Jaggars Lane.

In this respect, the community had the opportunity to provide their comments through the variety of methods including an online survey (Your Say Inner West), post, email and phone call.

Prior to the Council’s Community Engagement in November, a petition was submitted to Council in June 2023 requesting for a closure of Jaggars Lane, with 47 signatures. The petition included a proposal for a removable bollard which was to be used for emergency access if required.

At the completion of Council’s Community Engagement, a total of 31 responses were received.

The following criteria were adopted during the collation and tallying of the submissions:

- Each property counted as having one vote regardless of the method the engagement.
- Submissions from people who were neither the residents of the affected area (except owners) nor who did not provided their address were excluded.
- Duplicate votes, including multiple votes from one property have been excluded.

After applying the above, a total of 23 out of 31 submissions supported the permanent closure of Jaggars Lane, which represents a support level of 74.2%.



### Project background

In June 2023, Council received a petition from residents requesting the closure of Jaggars Lane, between Duncan Street and Caroline Street, Balmain. The petition was submitted with 47 names and signatures and proposed a closure for motor vehicles in the laneway by installing removable bollards at each end of the laneway which may be removed for emergency access.

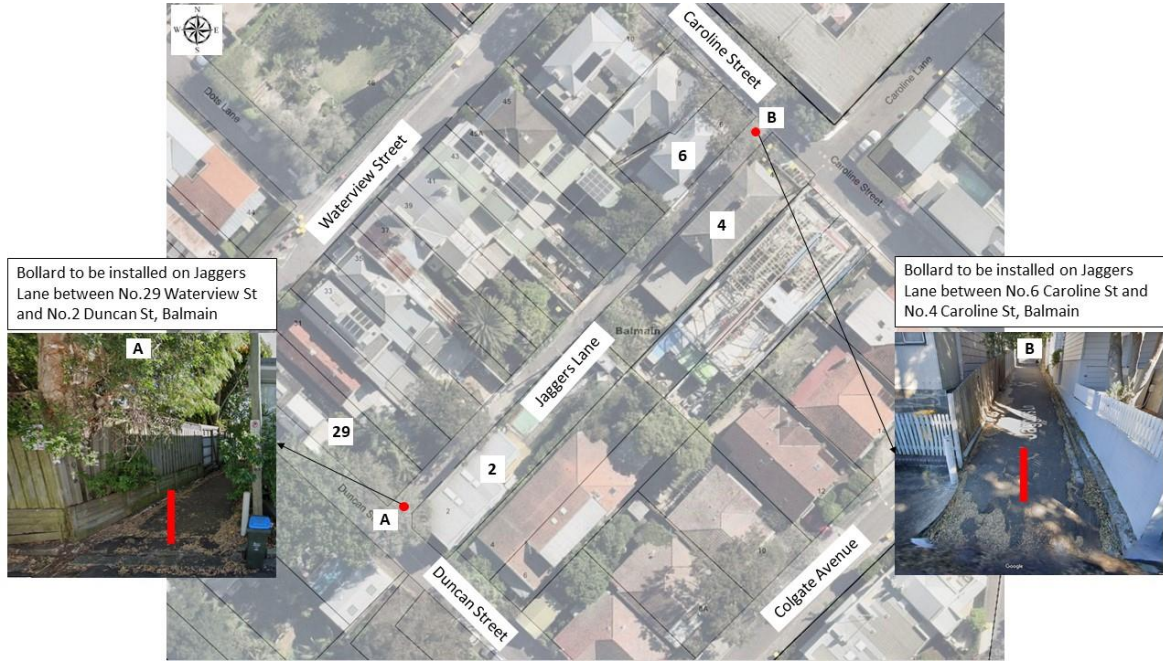
The petition prompted an investigation by staff and upon completion of the preliminary investigation, the Local Traffic Committee provided in-principle support and recommended that a Community Engagement be undertaken to gauge the level of support for the closure.

Council was aware of the several Development Applications of properties that would be affected by the permanent closure of the laneway, which were being assessed and incomplete at the time of this Community Engagement.

Jaggars Lane is a laneway comprising of a narrow width and the rationale for the road closure is due to the insufficient road width for pedestrians and vehicles to safely pass each other. Council's proposed permanent closure will impact all vehicle access to the rear of properties to Jaggars Lane. Under this proposal bollards will not be removable and will only be used for pedestrian and bicycle access.

# INNER WEST

The proposed closure is shown below:





**Promotion and engagement methods**

From 31 votes received during the public consultation:

Engagement method	Stakeholders engaged
Online survey (Your Say Inner West)	10 votes received
Email	15 votes received
Phones	6 votes received





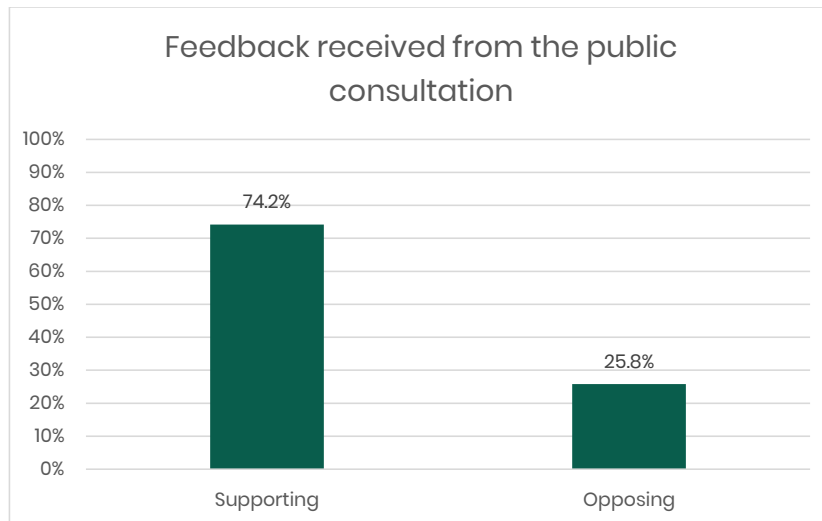
**Summary of feedback**

The following criteria were adopted during the collation and tallying of the submissions:

- Each property counted as having one vote regardless of the method the engagement.
- Submissions from people who were neither the residents of the affected area (except owners) nor who did not provided their address were excluded.
- Duplicate votes, including multiple votes from one property have been excluded.
- Properties with multiple and conflicting votes (Yes and No) have been excluded.

Feedback received from the public consultation (31 votes):

We asked	You said	Percentage of response
The proposed permanent road closure in Jaggars Lane	Agreed with the proposal	74.2% (23)
	Disagreed with the proposal	25.8% (8)





It should be noted that out of the original petition for the closure of Jaggars Lane, 28 petitioners were found to be eligible to participate in the survey. 21 petitioners completed the survey, and 7 petitioners did not participate in the survey.

## Concerns and comments received from participants

Concerns received from the opposing votes:

We asked	Concerns	Council response
The proposed permanent road closure in Jaggars Lane	<ul style="list-style-type: none"> <li>The lane was closed for many decades</li> <li>Low traffic and low risk</li> <li>Less people using the lane way</li> <li>No frequent simultaneous use of the laneway by both pedestrians and cars</li> <li>No actual data or supporting evidence provided to sufficiently prove the safety issue in Jaggars Lane or the proposal will address the claimed issue</li> <li>Cyclist would not use Jaggars Lane</li> </ul>	<p>Although there have been no reported crashes between pedestrians and vehicles, the current road arrangement will have a risk of conflict.</p> <p>Based on the recent traffic count collected in February 2024, average traffic volume along Jaggars Lane was very low.</p>
	<ul style="list-style-type: none"> <li>Closure will not improve the pedestrian safety as footpath connections are not well established at both ends</li> </ul>	Both Caroline Street and Duncan Street feature footpaths in some sections and as such pedestrians are expected to share the roadway in areas without a footpath.
	<ul style="list-style-type: none"> <li>Increase traffic congestion on Waterview St and surrounding streets</li> </ul>	The increase in traffic in the surrounding roads as a result of closing Jaggars Lane is negligible.
	<ul style="list-style-type: none"> <li>Potential removal of parking of the affected residents</li> </ul>	Parking is not permissible in the laneway as it will obstruct vehicular access for others.
	<ul style="list-style-type: none"> <li>Electric cars can be parked in Jaggars Lane</li> </ul>	Noted. Parking is not permissible in the laneway as it will obstruct vehicular access for others.
	<ul style="list-style-type: none"> <li>The laneway can be used during renovation and maintenance activities</li> </ul>	Noted. Parking is not permissible in the laneway as it will obstruct vehicular access for others.

INNER WEST

	<ul style="list-style-type: none"> <li>• closure of the lane will hinder emergency vehicles and maintenance vehicles</li> <li>• Residents currently use the laneway for deliveries, and to drop off items</li> <li>• Waterview St is extremely narrow making it difficult to do simple things like dropping off residents or groceries</li> </ul>	<p>Access to properties is maintained by the surrounding road network including Caroline Street, Duncan Street and Colgate Street.</p>
	<ul style="list-style-type: none"> <li>• Rather than two bollards placed one at each end of the lane, a single bollard can be placed in the middle of the lane.</li> <li>• Instead of road closure, shared zone to be introduced</li> <li>• "One Way" and "No Parking" signs can be erected instead of road closure</li> </ul>	<p>Installation of a single bollard, shared path, One Way sign and No Parking signs will not address the safety issues.</p>
	<ul style="list-style-type: none"> <li>• Council intention to widen the access to Jaggers Lane from Duncan Street (referred to a DA for 2 Duncan Street)</li> </ul>	<p>Council currently has no plans to widen the laneway.</p>
	<ul style="list-style-type: none"> <li>• Potential for antisocial behaviour due to lack of visibility and surveillance</li> <li>• If closed, Jaggers Lane would unlikely be maintained, weed growth unchecked, bitumen potholes, and potentially a dumping ground for rubbish</li> </ul>	<p>The closure would not increase the likelihood of antisocial behaviour.</p> <p>Maintenance can continue with a closure in place.</p>
	<ul style="list-style-type: none"> <li>• Devaluing the affected properties</li> <li>• Increase building and renovation cost due to lack of access.</li> <li>• The road closure can impact the saleability of the affected properties</li> </ul>	<p>Noted</p>
	<ul style="list-style-type: none"> <li>• Access to utilities including Sydney Water and Ausgrid will be impacted.</li> </ul>	<p>The proposal has been sent to external organisations and utility companies for their feedback. The issues and comments have been listed and considered in the report to the Local Traffic Committee.</p>



	<ul style="list-style-type: none"> <li>Impact of rezoning: The NSW Government is set to rezone much of Balmain in order to encourage higher density, increase to density will result in further demand for on-street parking</li> </ul>	<p>Traffic and Parking impacts are considered in the assessment of development applications.</p>
--	---	--

Comments received from the supporting votes:

We asked	Comments	Council response
<p>The proposed permanent road closure in Jagers Lane</p>	<ul style="list-style-type: none"> <li>The bollard to be removable when emergency/maintenance is required</li> </ul>	<p>The proposed bollards are permanent. Removable bollards are not recommended as Jagers Lane is a public road and no key or special access can be provided to affected residents. In addition, installing removable bollards with key can make the closure ineffective as pedestrians are still exposed to vehicular traffic.</p>
	<ul style="list-style-type: none"> <li>The Lane is very narrow and was not designed for vehicle traffic</li> <li>There has never been access for private off-street parking from Jagers Lane</li> <li>Not enough manoeuvring space at ends to access the laneway</li> <li>the continuing vehicle presence (developers/builders) and blocking the laneway</li> <li>The Lane is not wide enough to be a safe, shared vehicle/pedestrian zone</li> <li>There is concern about property damage in general as the lane is so narrow</li> <li>The Lane is used constantly by the larger community for all sorts of activities - walkers, parents with prams, cyclists, dog walkers, kids playing etc etc</li> </ul>	<p>Noted.</p>

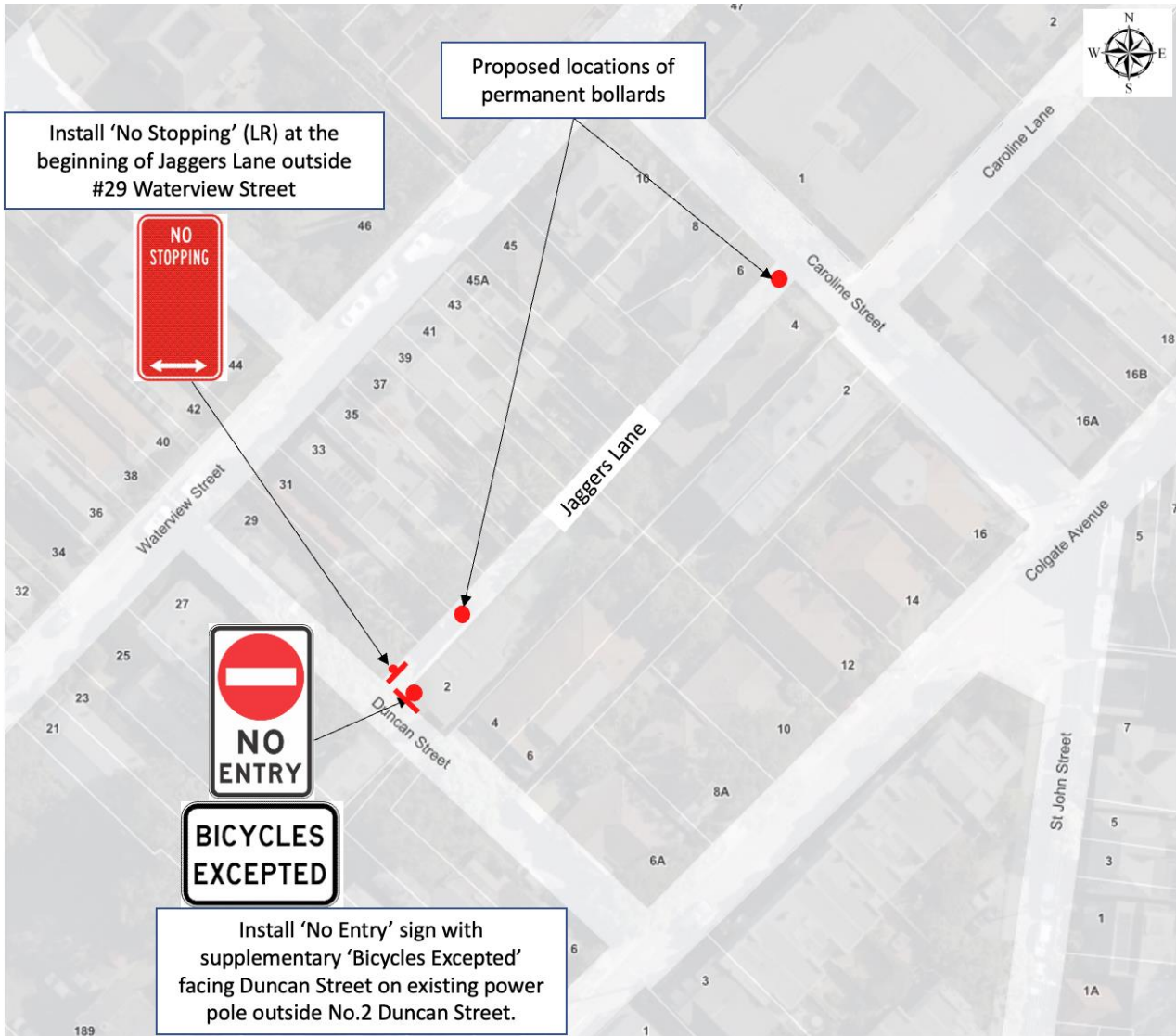


	<ul style="list-style-type: none"> <li>• The Lane provides a safe means to manage waste and recycling bins</li> <li>• The Lane provides safe access to the shops and transport at Darling Street</li> <li>• There is no footpath on east side of Waterview Street between Duncan Street and Caroline Street, so the Lane is in effect the footpath for these residents</li> <li>• The laneway provides an important pedestrian friendly arterial to Darling Street for the local community while Waterview St, the other partial alternative does not provide bike, pram or child friendly access</li> <li>• The road closure proposal provides amenity value to the area the use of Jagers lane for motor traffic would require the removal of parking spaces at both ends (on Darling St and on Duncan Lane). The turning circle for vehicles emerging from the lane would not be large enough for a safe entry or exit unless 2 or 3 parking spaces were removed in both streets.</li> </ul>	
--	---	--

**Next steps**

A report, including feedback from the community, will be considered by Council's Local Traffic Committee on 18 March 2024. The Committee's recommendations will then be considered by Council where a final decision will be made.

All community members who provided feedback will be advised if they are interested to attend the Traffic Committee.





**Item No:** LTC0324(1) Item 3  
**Subject:** VINCENT STREET, BALMAIN - PROPOSED STORMWATER IMPROVEMENTS (BALUDARRI - BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)  
**Prepared By:** Charbel El Kazzi - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

**That the attached detailed design plan (Design Plan No.10271) for the proposed stormwater improvements at Vincent and Fawcett Street, Balmain be approved.**

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Council is planning drainage improvement works in Vincent Street & Fawcett Street, Balmain to better manage stormwater in this area by replacing and upgrading ageing stormwater infrastructure and reconstructing kerb returns, kerb ramps and road pavement.

The works will require the kerb-alignment within the existing ‘No Stopping’ zone to accommodate the inlet pits with lintels. The proposal will not change the existing parking arrangement in the streets and will result in no loss of parking spaces.

**BACKGROUND**

The detailed design plan shown in *Attachment 1* outlines the proposed works on Vincent and Fawcett Street, Balmain and includes the following treatments:

- Construction of five (5) new stormwater drainage inlet pits with lintels & grates to replace the three (3) existing “head on” inlet pits at the intersection.
- Construct two (2) new junction pits to allow connections of new stormwater pipes to the main stormwater pipe in Vincent Street.
- Remove existing shallow and undersized stormwater pipes and lay new 375dia stormwater pipes to and connect to all the new stormwater inlet pits.
- Construct concrete kerb and gutter returns, new concrete dish drain, two (2) new kerb ramps and some concrete footpath at the intersection.
- Resurface the road pavement with new asphalt at the intersection to match with new works and levels.

A turning path assessment using an 8.8m service vehicle was also undertaken as per *Attachment 2* and demonstrated the new kerb alignment is acceptable.

**DISCUSSION**

A letter outlining the proposal was issued to 31 properties shown in the distribution map below. No comments were received in response to this proposal.

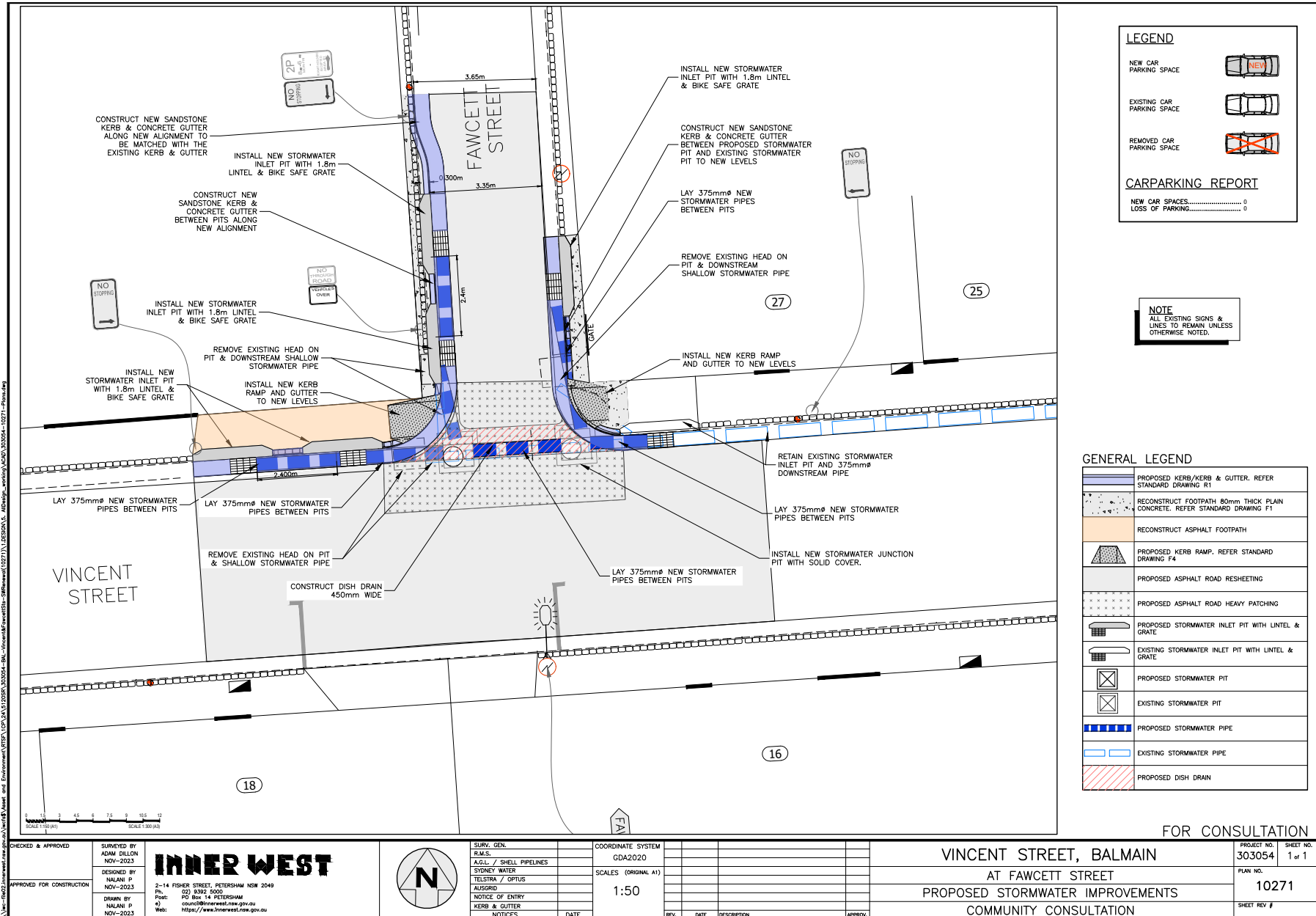


**FINANCIAL IMPLICATIONS**

The works are expected to cost approximately \$120,000 and are to be constructed under the 2024/25 Capital Works Stormwater Renewal Program.

**ATTACHMENTS**

- 1. [↓](#) Design Plan No.10271
- 2. [↓](#) Turning Path Assessment



**LEGEND**

NEW CAR PARKING SPACE

EXISTING CAR PARKING SPACE

REMOVED CAR PARKING SPACE

**CARPARKING REPORT**

NEW CAR SPACES..... 0

LOSS OF PARKING..... 0

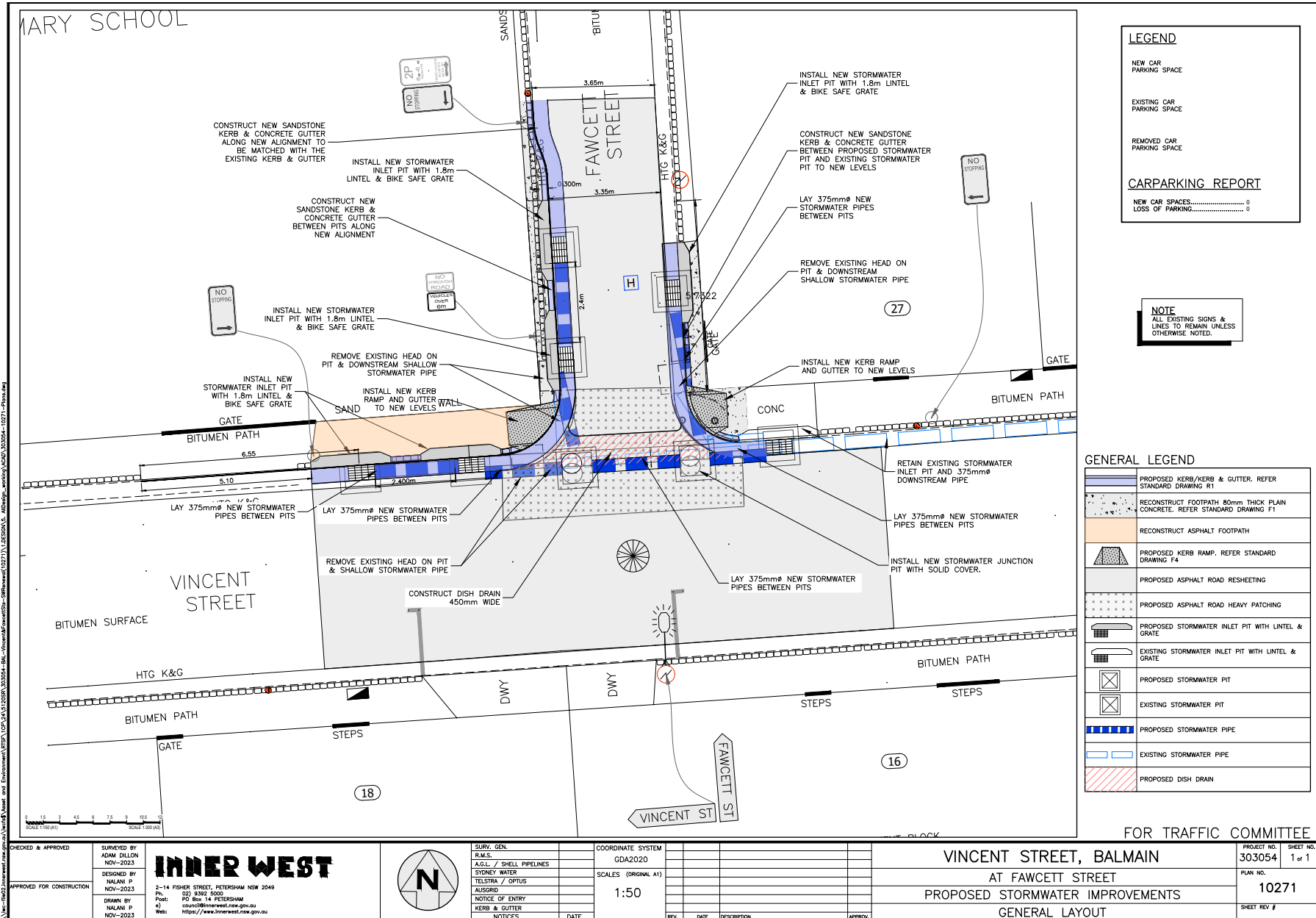
**NOTE**  
ALL EXISTING SIGNS & LINES TO REMAIN UNLESS OTHERWISE NOTED.

**GENERAL LEGEND**

	PROPOSED KERB/KERB & GUTTER. REFER STANDARD DRAWING R1
	RECONSTRUCT FOOTPATH 80mm THICK PLAN CONCRETE. REFER STANDARD DRAWING F1
	RECONSTRUCT ASPHALT FOOTPATH
	PROPOSED KERB RAMP. REFER STANDARD DRAWING F4
	PROPOSED ASPHALT ROAD RESHEETING
	PROPOSED ASPHALT ROAD HEAVY PATCHING
	PROPOSED STORMWATER INLET PIT WITH LINTEL & GRATE
	EXISTING STORMWATER INLET PIT WITH LINTEL & GRATE
	PROPOSED STORMWATER PIT
	EXISTING STORMWATER PIT
	PROPOSED STORMWATER PIPE
	EXISTING STORMWATER PIPE
	PROPOSED DISH DRAIN

FOR CONSULTATION

CHECKED & APPROVED	SURV. GEN. R.M.S.	COORDINATE SYSTEM GDA2020	PROJECT NO. 303054	SHEET NO. 1 of 1
APPROVED FOR CONSTRUCTION	ADSL / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSROAD	SCALES (ORIGINAL A1) 1:50	PLAN NO. 10271	
DESIGNED BY MALANI P NOV-2023	2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: (02) 8392 5000 Fax: PG Box 14 PETERSHAM e) council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au	DATE	DESCRIPTION	APPROV.
<p>VINCENT STREET, BALMAIN AT FAWCETT STREET PROPOSED STORMWATER IMPROVEMENTS COMMUNITY CONSULTATION</p>				
			SHEET REV #	



I:\Projects\2023\303054\_Vincent St Stormwater Improvements\Drawings\Traffic Committee\10271\_Vincent St Stormwater Improvements - General Layout.dwg  
 18/03/2024 10:28:14 AM  
 User: adam.dillon  
 Plot: 18/03/2024 10:28:14 AM  
 Scale: 1:500 (A1)  
 Plot Size: 1100 x 1100 (mm)

CHECKED & APPROVED  
APPROVED FOR CONSTRUCTION

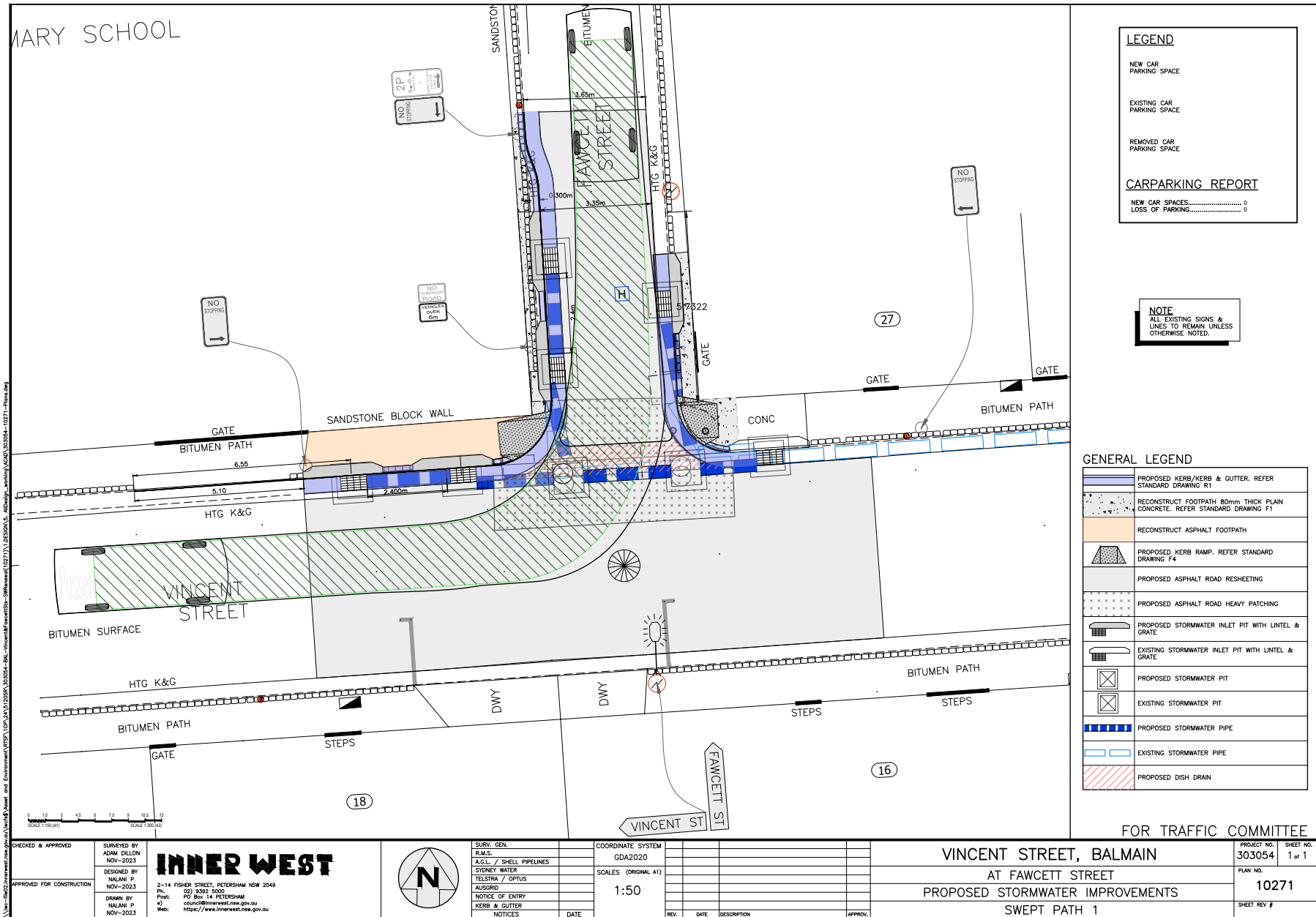
**INNER WEST**  
 2-14 FISHER STREET, PETERSHAM NSW 2049  
 Ph: (02) 8392 5000  
 Fax: (02) 8392 5001  
 Email: council@innerwest.nsw.gov.au  
 Website: https://www.innerwest.nsw.gov.au

**INNER WEST**  
 SURV. GEN. R.M.S.  
 ADL / SHEL PIPELINES  
 SYDNEY WATER  
 TELSTRA / OPTUS  
 AUSGRID  
 NOTICE OF ENTRY  
 KERB & GUTTER  
 NOTICES DATE

COORDINATE SYSTEM  
GDA2020  
 SCALES (ORIGINAL A1)  
 1:50  
 REV. DATE DESCRIPTION APPROV.

VINCENT STREET, BALMAIN  
 AT FAWCETT STREET  
 PROPOSED STORMWATER IMPROVEMENTS  
 GENERAL LAYOUT

PROJECT NO. 303054 SHEET NO. 1 of 1  
 PLAN NO. 10271  
 SHEET REV #



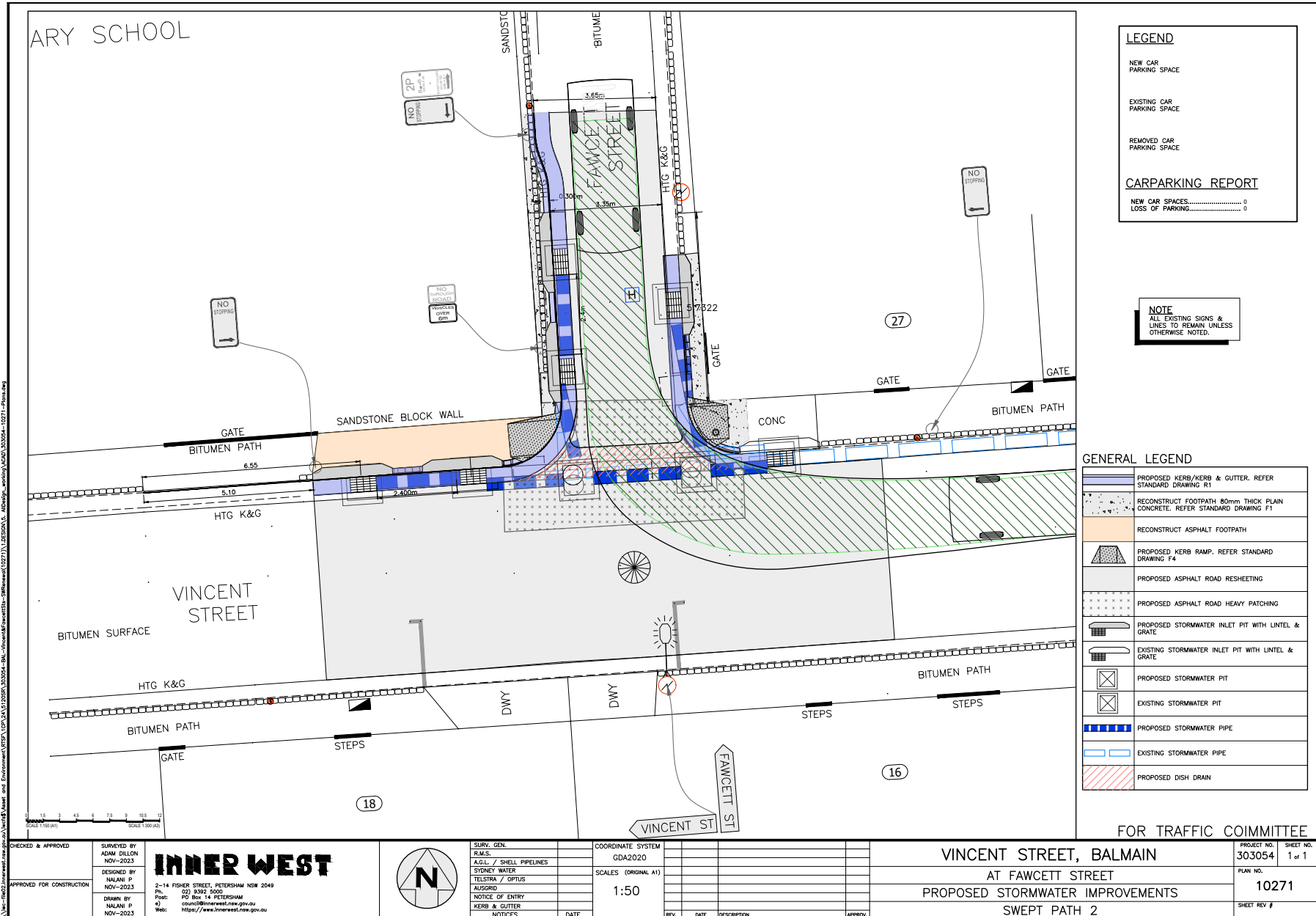
LEGEND	
[Symbol]	NEW CAR PARKING SPACE
[Symbol]	EXISTING CAR PARKING SPACE
[Symbol]	REMOVED CAR PARKING SPACE
CARPARKING REPORT	
NEW CAR SPACES.....	0
LOSS OF PARKING.....	0

**NOTE**  
ALL EXISTING SIGNS & LINES TO REMAIN UNLESS OTHERWISE NOTED.

GENERAL LEGEND	
[Symbol]	PROPOSED KERB/KERB & GUTTER. REFER STANDARD DRAWING R1
[Symbol]	RECONSTRUCT FOOTPATH 80mm THICK PLAIN CONCRETE. REFER STANDARD DRAWING F1
[Symbol]	RECONSTRUCT ASPHALT FOOTPATH
[Symbol]	PROPOSED KERB RAMP. REFER STANDARD DRAWING F4
[Symbol]	PROPOSED ASPHALT ROAD RESHEETING
[Symbol]	PROPOSED ASPHALT ROAD HEAVY PATCHING
[Symbol]	PROPOSED STORMWATER INLET PIT WITH LINTEL & GRATE
[Symbol]	EXISTING STORMWATER INLET PIT WITH LINTEL & GRATE
[Symbol]	PROPOSED STORMWATER PIT
[Symbol]	EXISTING STORMWATER PIT
[Symbol]	PROPOSED STORMWATER PIPE
[Symbol]	EXISTING STORMWATER PIPE
[Symbol]	PROPOSED DISH DRAIN

FOR TRAFFIC COMMITTEE

<p>CHECKED &amp; APPROVED</p> <p>APPROVED FOR CONSTRUCTION</p>	<p>SURV. GEN. R.M.S. RAIL / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSGRID</p> <p>COORDINATE SYSTEM GDA2020</p> <p>SCALES (ORIGINAL A1) 1:50</p>	<p>2-14 FISHER STREET, PETERSHAM NSW 2049</p> <p>Ph: (02) 8392 5000</p> <p>Fax: (02) 8392 5001</p> <p>Post: PO Box 14 PETERSHAM</p> <p>email: council@innerwest.nsw.gov.au</p> <p>Web: https://www.innerwest.nsw.gov.au</p>	<p><b>INNER WEST</b></p>	<p>VINCENT STREET, BALMAIN</p> <p>AT FAWCETT STREET</p> <p>PROPOSED STORMWATER IMPROVEMENTS</p> <p>SWEPT PATH 1</p>	<p>PROJECT NO. 303054</p> <p>PLAN NO. 10271</p> <p>SHEET NO. 1 of 1</p> <p>SHEET REV #</p>
--	--	---	--------------------------	---	--





**Item No:** LTC0324(1) Item 4  
**Subject:** DEAKIN AVENUE, HABERFIELD EDGE - PROPOSED LINE MARKING INSTALLATION (BALUDARRI - BALMAIN WARD BALMAIN ELECTORATE LEICHHARDT PAC)  
**Prepared By:** Amir Falamarzi - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

**That the installation of edge line marking on Deakin Avenue, Haberfield between Dalhousie Street and O'Connor Street be approved.**

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

A request received from a resident regarding the speeding issue along Deakin Avenue, Haberfield and concerns of reckless driving from Deakin Avenue to Kingston Street. In order to alleviate this, it is proposed to install edge line marking along Deakin Avenue between Dalhousie Street and O'Connor Street.

**BACKGROUND**

Deakin Avenue is a two-way local street stretched between Dalhousie Street and O'Connor Street. The signposted speed limit on Deakin Avenue is 50 km/h, consistent with other residential streets of Haberfield. The road width of Deakin Avenue is 12.8 m between kerbs however due to existence of street trees on its parking lanes, the width of the carriageway is reduced to approximately 7.0m.

TfNSW crash statistics portal indicates that no reported crashes have been reported in last five years along the street.

The recent traffic count collected on Deakin Avenue in mid-November 2023 demonstrates that average speed along this street is 40.5 km/h and 85 percentile is 48 km/h and weekday average traffic volume is 930 vehicles.

Traffic islands have been installed on Kingston Street at the intersection with Deakin Avenue with linemarking at this location, to help control intersection speeds. Adequate Stop Signs along with No Stopping Signs are installed on Kingston Street at the intersection to address visibility, manoeuvrability and traffic flow.

**DISCUSSION**

Following the request from the customer traffic safety along Deakin Avenue has been examined. The assessment process was undertaken and aligned with Council's traffic management policy to determine if Deakin Avenue is warranted for the installation of traffic calming measures.

As the road environment did not have meet the requirements as set by the policy, which includes TfNSW crash statistics, traffic volume and speed, a physical traffic calming treatment was not considered warranted at this time.

Notwithstanding, due to wide travelling carriageway and current 85% percentile speed being close to speed limit, edge line marking can be installed as an alternative treatment to delineate the road. It has been proven in other sites throughout urban areas of NSW that edge line marking has significant visual impact on drivers and will encourage them to lower their speed as there is a direct correlation between road width and traffic safety issues including traffic speed and crash statistics.

The edge line marking plan along Deakin Avenue is attached in *Attachment 1*.

### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with the implementation of the proposed recommendations outlined in the report.

### **ATTACHMENTS**

1. [↓](#) Proposed line marking along Deakin Avenue



General Note

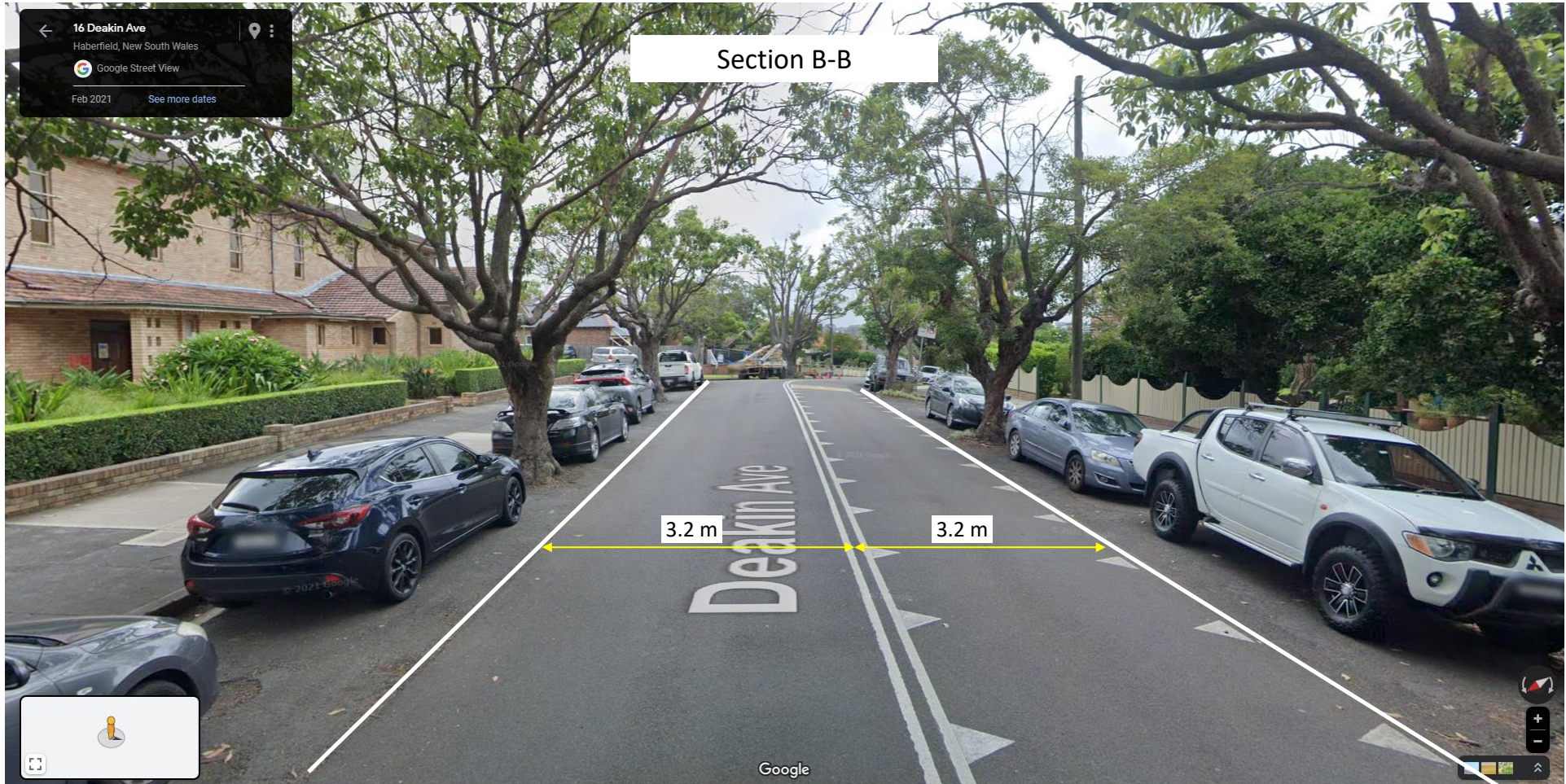
- The type of line for lateral line marking is E1
- Lateral line marking to be started from the edge of the kerb extension at the intersection of Dalhousie St and Deakin Ave
- From Dalhousie St to Forrest St, the proposed lateral line marking to be installed outside of existing Dragon's teeth.
- From Dalhousie St to Forrest St a minimum distance of 3.2 m to be maintained between centre of the road and proposed lateral line markings
- From Forrest Street to O'Connor St, a distance of 5.8m to be maintained between the proposed lateral line marking



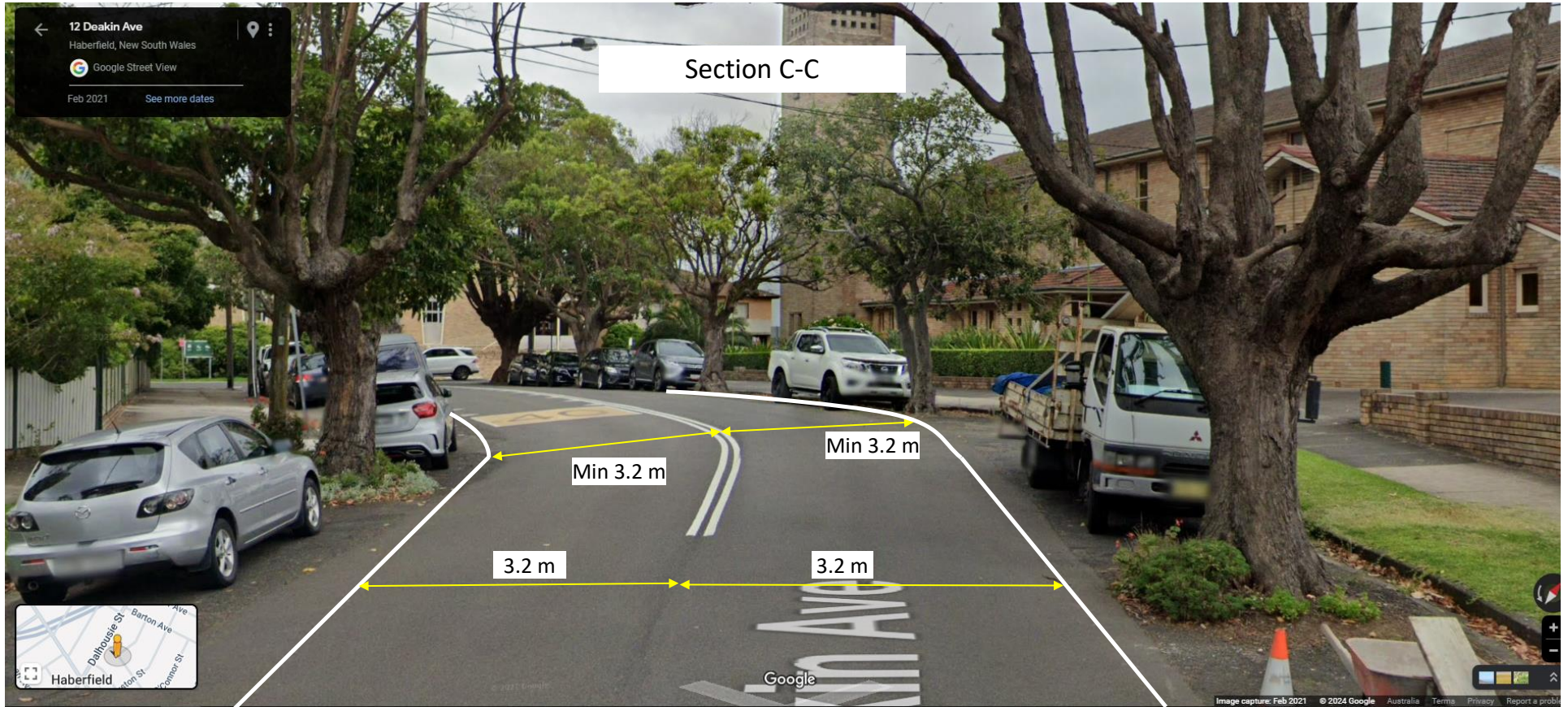








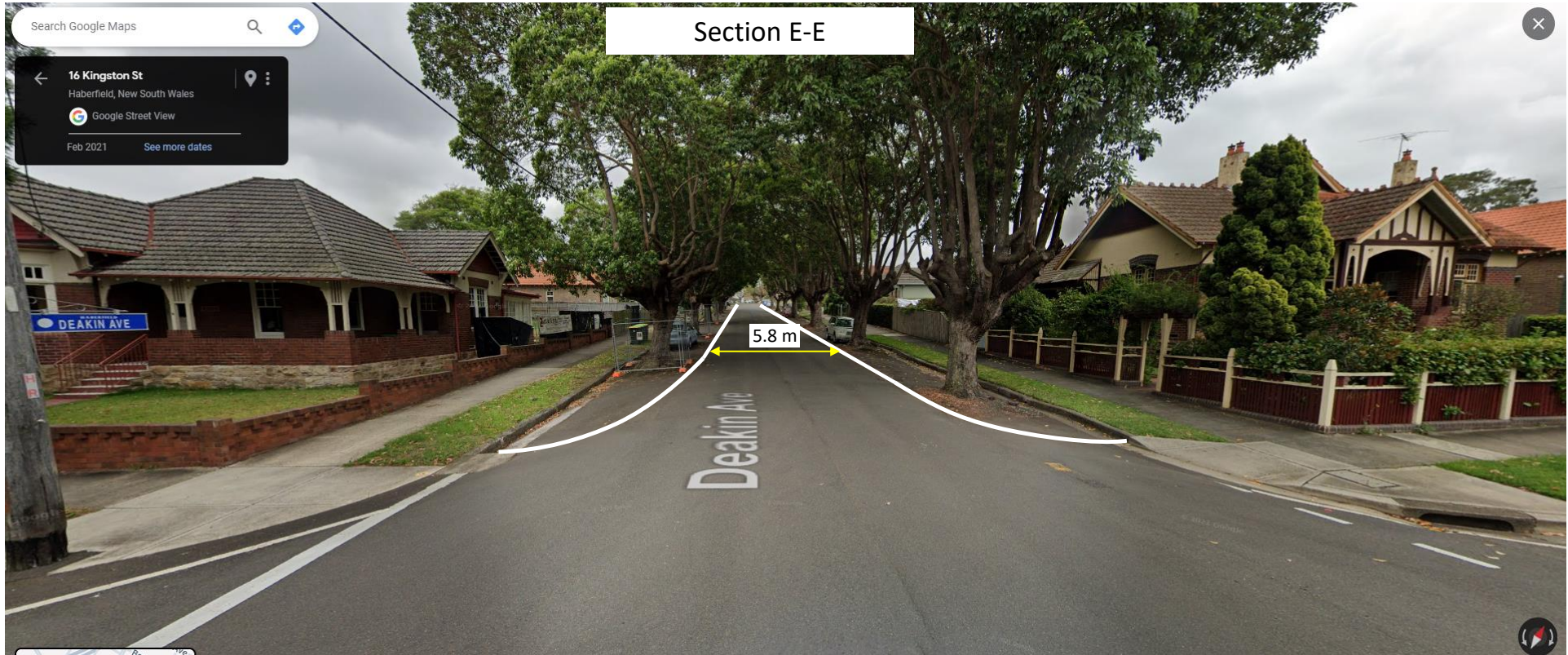




















**Item No:** LTC0324(1) Item 5  
**Subject:** BAY STREET AND HAMMOND AVENUE, CROYDON - PROPOSED 'NO STOPPING' RESTRICTIONS (GULGADYA-CROYDON WARD/STRATHFIELD ELECTORATE/INNER WEST PAC)  
**Prepared By:** James Nguyen - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

That 10m 'No Stopping' yellow line marking be provided on:

- a) the northern side of Bay Street, east of Hammond Avenue, Croydon
- b) the northern side of Bay Street, west of Hammond Avenue, Croydon
- c) the western side of Hammond Avenue, north of Bay Street, Croydon
- d) the eastern side of Hammond Avenue, north of Bay Street, Croydon

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

This report outlines the current traffic and parking issues at the intersection of Bay Street and Hammond Avenue, Croydon, and proposes 'No Stopping' restrictions to address the issues raised.

**BACKGROUND**

Council has received a request to investigate the installation of 'No Stopping' signs at the intersection of Bay Street and Hammond Avenue, Croydon in order to advise motorists of the NSW Road Rules which prohibits vehicles from parking within 10 metres an intersection, to ensure that sight lines for motorists and pedestrians are maintained at this intersection.

**DISCUSSION**

A request was made at Council's Local Matters Forum from community members regarding the poor visibility for motorists when turning at the intersection of Bay Street and Hammond Avenue, Croydon. The request noted that car-ownership has increased over the years and parking demand from teachers and students of Rosebank College has subsequently increased demand for on-street parking, leading to instances of illegal parking (vehicles parking within 10 metres of the intersection) on Bay Street and Hammond Avenue.

Currently, there are no existing 'No Stopping' restrictions installed on Bay Street and Hammond Avenue, which may lead to instances of vehicles parking within 10 metres at this intersection. The NSW Road Rules prohibits vehicles from parking within 10 metres of an intersecting road.

Bay Street is an east-west collector road between Acton Street and Croydon Road and experiences higher traffic volumes compared to side roads such as Hammond Avenue. 'No Stopping' restrictions on Bay Street, would ensure that vehicles on local roads such as Hammond Avenue have adequate sight lines of approaching vehicles on roads that have higher traffic volumes such as Bay Street.

Motorists that park too close to the intersection on Hammond Avenue, would compromise sight lines, particularly for motorists of pedestrians on the footpath of the northern side of Bay Street when crossing Hammond Avenue. 'No Stopping' restrictions would improve pedestrian safety and make walking a more attractive option.

## **PUBLIC CONSULTATION**

Council consulted with the affected residents on the proposed 'No Stopping' restrictions. There were 11 letters sent with one (1) response supporting and three (3) responses opposing to the proposal.

The response supporting the proposal noted that 'No Stopping' signs are needed as residents do not park their cars in their driveways and resort to parking within 10 metres of the intersection of the road.

Two (2) proposals objecting to the proposal raised concerns that the 'No Stopping' signs would affect the public amenity of the neighbourhood. These proposals noted in-principal support to improve safety at the intersections, however, were not in favour of the impact that 'No Stopping' signs would have to the public amenity and requested consideration of yellow 'No Stopping' line marking.

One (1) of the responses objecting to the proposal noted that the proposal would make the current parking situation worse as households own multiple vehicles and require on-street parking.

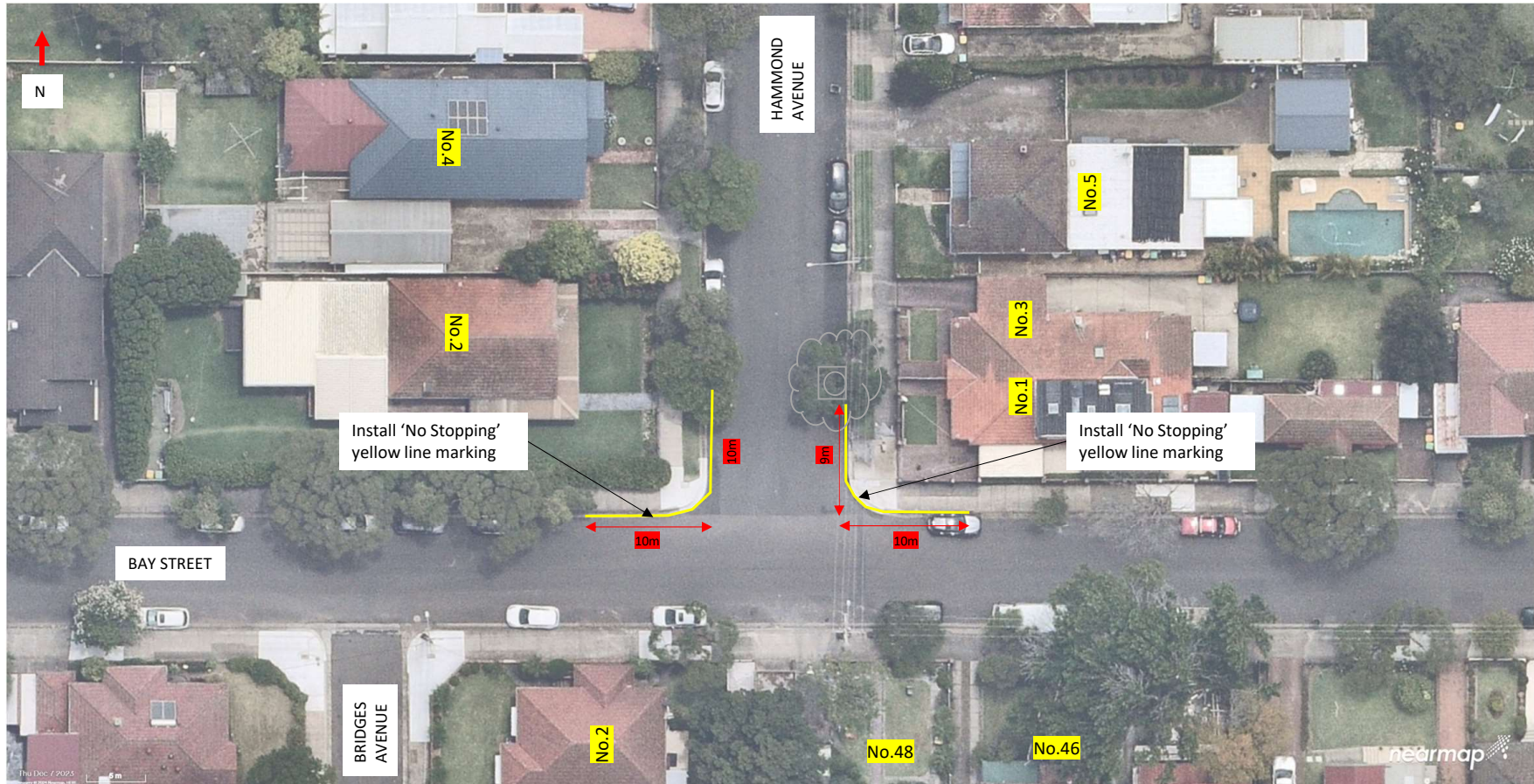
## **FINANCIAL IMPLICATIONS**

Funding for the proposed yellow linemarking is available within the signs and line marking budget.

## **ATTACHMENTS**

1. [↓](#) Concept Plan





**Item No:** LTC0324(1) Item 6  
**Subject:** DALMAR AND BYRON STREETS, CROYDON - PROPOSED 'NO STOPPING' RESTRICTIONS (GULGADYA-CROYDON WARD/STRATHFIELD ELECTORATE/INNER WEST PAC)  
**Prepared By:** James Nguyen - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

That the Committee approve the proposed 'No Stopping' yellow line marking on the:

- Southern side of Dalmar Street, 10 metres east and west of Byron Street;
- Eastern side of Byron Street, 8 metres south of Dalmar Street; and
- Eastern side of Byron Street, 9.5 metres south of Dalmar Street.

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

This report outlines the current traffic and parking issues at the intersection of Dalmar and Byron Streets, Croydon and proposes 'No Stopping' restrictions to address the issues raised.

**BACKGROUND**

Council has received a request to consider the installation of 'No Stopping' signs at the intersection of Dalmar and Byron Streets, Croydon to inform motorists of the NSW Road Rules which prohibits vehicles from parking within 10 meters of the intersection, and ensure adequate sight lines for motorists and pedestrians are maintained at this intersection.

**DISCUSSION**

A request was made at Council's Local Matters Forum from community members about poor visibility for motorists when turning at the intersection of Dalmar and Byron Streets, Croydon.

The request noted that car-ownership has increased over the years and parking demand from teachers and students of Rosebank College has subsequently increased demand for on-street parking, leading to instances of illegal parking (vehicles parking within 10 meters of the intersection) on Dalmar and Byron Streets.

Currently, there are no existing 'No Stopping' restrictions installed at the intersection of Dalmar and Byron Streets, which may lead to instances of vehicles parking within 10 meters at this intersection, particularly on Dalmar Street. The NSW Road Rules prohibits vehicles from parking within 10 meters of an intersecting road.

Dalmar Street, east of Byron Street, intersects Byron Street at less than 90 degrees which reduces the sight distance of westbound vehicles on Dalmar Street; vehicles that are parked within 10 meters of the intersection on the southern side of Dalmar Street, east of Byron Street would further compromise this sight line, and a 'No Stopping' restriction would reinforce the existing NSW Road Rules, and improve safety.

There are indented parking bays on Byron Street, south of Dalmar Street with the first parking bays located approximately 10 meters away from the intersection of Dalmar Street. 'No Stopping' restrictions on Byron Street are less critical, as it is highly unlikely a vehicle will park within 10 meters of the intersection on Byron Street, as they would subsequently block the road access to Byron Street. However, a 'No Stopping' restriction could reiterate to vehicles that they cannot park in this section of Byron Street as they would be blocking road access. It would also allow for consistency with the 'No Stopping' restriction on Dalmar Street.

A reduction of the 'No Stopping' restriction from 10 metres to 9.5 metres on the western side and 8 metres on the eastern side of Byron Street is required to ensure parking can commence at the start of the parking bay. Given Byron Street is approximately 6.5 metres wide and provides local traffic access, vehicle speeds and volumes are expected to be low. A reduced 'No Stopping' restriction in this instance has merit.

**PUBLIC CONSULTATION**

Council consulted with the affected residents on the proposed 'No Stopping' restrictions. There were 17 letters sent with one (1) response supporting and two (2) responses opposing to the proposal.

The response supporting the proposal noted the need for 'No Stopping' signs as there are vehicles regularly parking within 10 meters of the intersection. The response also requested for consideration of 'No Stopping' restrictions on the opposing side of where the restrictions are currently proposed. Council officers will investigate further 'No Stopping' restrictions on the northern side of Dalmar Street, east and west of Byron Street and the eastern side of Byron Street, north of Dalmar Street.

The responses opposing the proposal are noted in Table 1 below:

Resident response to proposal	Council Officer Response
The proposal will make it difficult to find a parking space outside residents' homes on Byron Street, south of Dalmar Street.	The proposed 'No Stopping' restrictions terminate at the start of the first parking bay and there are no impacts to the existing parking bay spaces. No legal parking spaces will be affected and it will improve safety at this location.
The proposal will result in the loss of parking on Byron Street, south of Dalmar Street, outside properties no.21 and 23 Dalmar Street.	The proposed 'No Stopping' restrictions terminate at the start of the first parking bay and there are no impacts to the existing parking bay spaces. No legal parking spaces will be affected and it will improve safety at this location.
Motorists are leaving vehicles unattended between 4 days to 1 month and that the process and timeframe involved with the unattended property act is unacceptable.	Byron Street is unrestricted for parking, and it is noted that vehicles can currently park for an indefinite period. The Public Spaces (Unattended Property) Act 2021 No 38 is currently the most appropriate legislation that gives Council powers to manage unattended property such as vehicles and boats on the public road.
Burwood Council has made the streets surrounding Rosebank College 2-hour parking which has forced school children and teachers to park in Byron and Dalmar Streets.	Council officers will investigate further the parking issues that have been raised and determine if any appropriate parking changes are necessary.

<p>School students are parking adjacent to resident driveways and obstructing access. There have been instances of anti-social and hostile behaviour by students towards residents when they are advised not to obstruct driveways.</p>	<p>Residents are advised to report instances of obstructed driveway access to Councils Parking Services Unit, who can enforce upon the illegal parking.</p>
<p>The proposal will result in the loss of one (1) parking space on the southern side Dalmar Street, east of Byron Street, that is currently being utilised by nearby households and high school students of Rosebank College.</p>	<p>The proposed 'No Stopping' restrictions are proposed 10 metres from the kerb line of Byron Street and seeks to prevent parking within 10 metres of this intersection. Most nearby households have off-street parking spaces and consideration must be given to road safety, particularly at this location, given the compromised sight line by the existing road geometry. No legal parking spaces will be affected and it will improve safety at this location.</p>
<p>The proposed 'No Stopping signs would impact the impact on public amenity.</p>	<p>The proposal for 'No Stopping' signs has been revised to 'No Stopping' yellow line marking to minimise clutter of signs and maintain public amenity.</p>
<p>The safety issues that have been raised by the proponent are embellished and overstated as there has never been any incident outside no.23 Byron Street.</p>	<p>The installation of 'No Stopping' restrictions is aimed to improve parking compliance and improve upon the existing parking condition. This should be given consideration to improve compliance.</p>
<p>The off-street parking bays that Council has installed considered the surrounding streetscape and created a pleasant street. The proposed 'No Stopping' sign will be jarring – why aren't you proposing to change the streetscape to accommodate your new requirements?</p>	<p>The proposal for 'No Stopping' signs has been revised to 'No Stopping' yellow line marking to minimise clutter of signs and maintain public amenity.</p>

**FINANCIAL IMPLICATIONS**

Funding for the linemarking is available within the signs and linemarking budget.

**ATTACHMENTS**

1. [↓](#) Concept sketch













**Item No:** LTC0324(1) Item 7  
**Subject:** GOULD AVENUE, LEWISHAM - PROPOSED 'NO STOPPING' RESTRICTIONS (DAMUN-LEWISHAM WARD/NEWTOWN ELECTORATE/INNER WEST PAC)  
**Prepared By:** James Nguyen - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

That the installation of a 'No Stopping' yellow line marking at the following locations be approved:

- Northern side of Gould Avenue, 10 metres in length, east of Gould Lane;
- Northern side of Gould Avenue, 6 metres in length, west of Gould Lane;
- Eastern side of Gould Lane, 10 metres in length, north of Gould Avenue; and
- Western side of Gould Lane, 10 metres in length, north of Gould Avenue.

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

This report outlines the parking and road safety issues at the intersection of Gould Avenue and Gould Lane, Lewisham, and proposes a solution to address the issues raised. The report also includes feedback from the community about the current parking issues within the Inner West Local Government Area.

**BACKGROUND**

Council has received a request from a resident requesting for consideration of 'No Stopping' restrictions at the intersection of Gould Avenue and Gould Lane, Lewisham, due to vehicles parking within 10 metres of the intersection.

**DISCUSSION**

Council has received a request from a resident requesting for consideration of 'No Stopping' restrictions at the intersection of Gould Avenue and Gould Lane, Lewisham, due to vehicles parking within 10 metres of the intersection. The resident has provided photographic evidence of repeated instances where vehicles are illegally parked within 10 metres of this intersection. Gould Lane provides resident access to their rear-garage and properties, and intersects Gould Avenue which provides connectivity to the wider road network such as Wardell Road and New Canterbury Road.

Aerial photos suggest repeated instances where motorists are parking within 10 metres of the intersection on the northern side of Gould Avenue, east and west of Gould Lane, which would restrict sight lines.



Figure 1 below shows the existing sight distances permissible for motorists on Gould Lane, with motorists parking within 10 metres of the intersection on Gould Avenue.

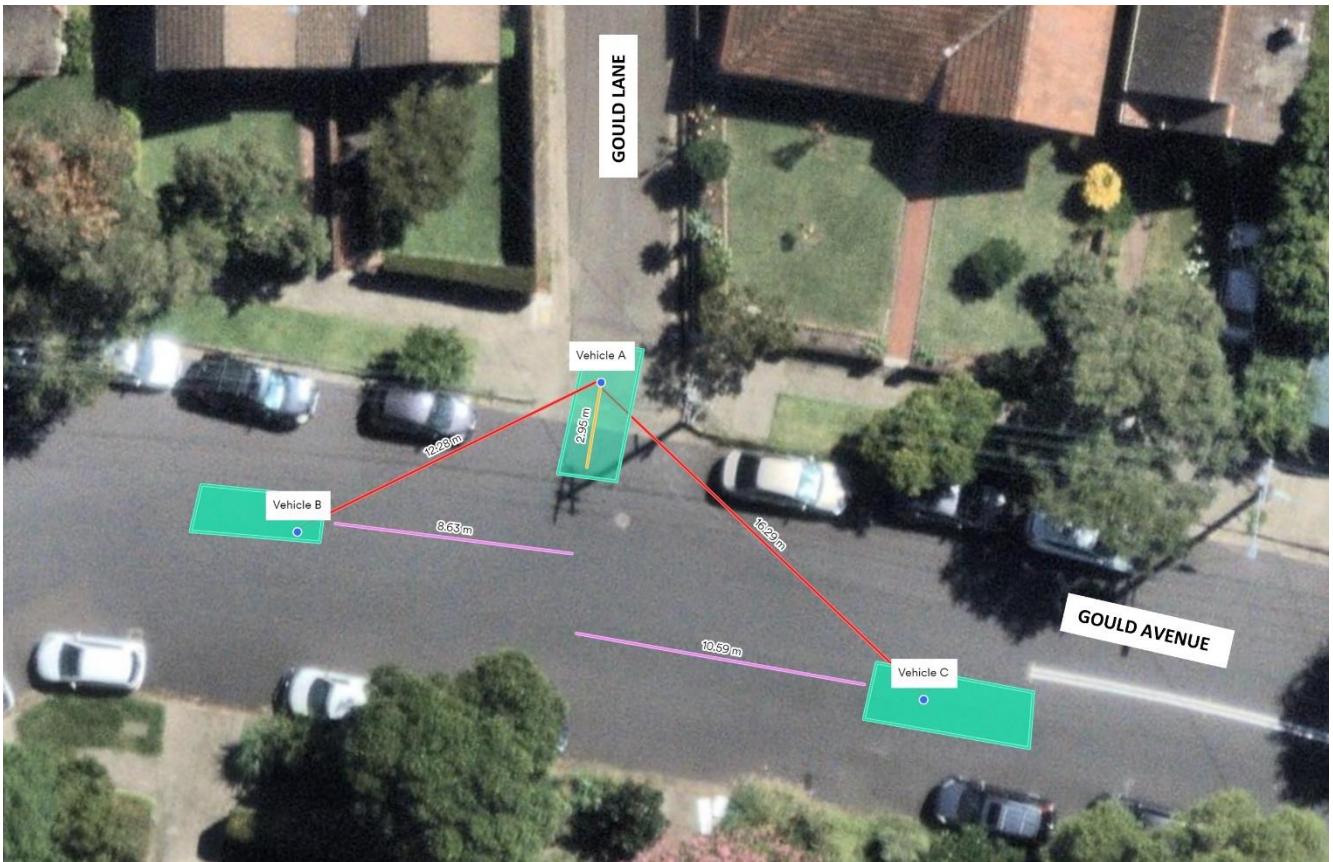


Figure 1 - Sight lines under current traffic conditions

Figure 2 below shows the improved sight distances with the provision of a 6 metre 'No Stopping' zone on the northern side of Gould Avenue, west of Gould Lane, and a 10 metre 'No Stopping' zone, east of Gould Lane. There is approximately a 150 per cent increase in sight distance with the proposed 'No Stopping' restrictions.

Due to the larger angle (greater than 90 degrees) which the western leg of Gould Avenue intersects Gould Lane, a reduced 'No Stopping' length of 6 metres can be considered to minimise the loss of kerb space and maximise parking. A reduced 'No Stopping' length on the northern side of Gould Avenue, east of Gould Lane is not recommended.



Figure 2 - Sight distances with proposed 'No Stopping' restrictions

In addition, the current 'No Parking' restrictions on Gould Lane allows for vehicles to stop within 10 metres of the intersection. It is proposed to reallocate this 'No Parking' restriction with a 'No Stopping' restriction for the first 10 metres of Gould Lane on both sides to ensure compliance with the NSW Road Rules.

**PUBLIC CONSULTATION**

Council consulted on the proposed 'No Stopping' restrictions with affected residents. There were 20 letters sent with two (2) responses supporting and one (1) response opposing the proposal.

The responses supporting the proposal supported the proposed yellow line marking to make the road safer. However, expressed concerns about the current parking conditions due to commuters and visitors parking on Gould Avenue to access the nearby train, and light rail stations and businesses. Council Engineers have advised residents that further parking investigations can commence upon receipt of a minimum of 10 requests from households in Gould Avenue or 50 per cent of the households affected, or whichever is less.

The one (1) response opposing the proposal and Council Engineer's responses are noted in Table 1 below:

Table 1

Resident response	Council Engineer's response
Overall, I do not support the reduction in parking spaces in Gould Avenue or Gould Lane Lewisham. If you were to visit the two locations at any time you will see that due to the profilication of units on Canterbury Road without adequate onsite parking, and Councils failure to actively manage illegally parked cars that overstay the legal permissible timeframe of 28 days outlined in the Public Spaces Act (the most recent example is a vehicle which has only been moved today after being parked in the same	The proposal does not reduce the number of legal parking spaces. The proposal seeks to reduce instances of vehicles parking in non-legal spaces that impact sight lines and affect road safety. A reduced 'No Stopping' restriction of 6 metres on the north-western side of Gould Avenue is a reduction from the standard 10 metres to maximise kerb space for parking.  Council Engineers will provide this feedback



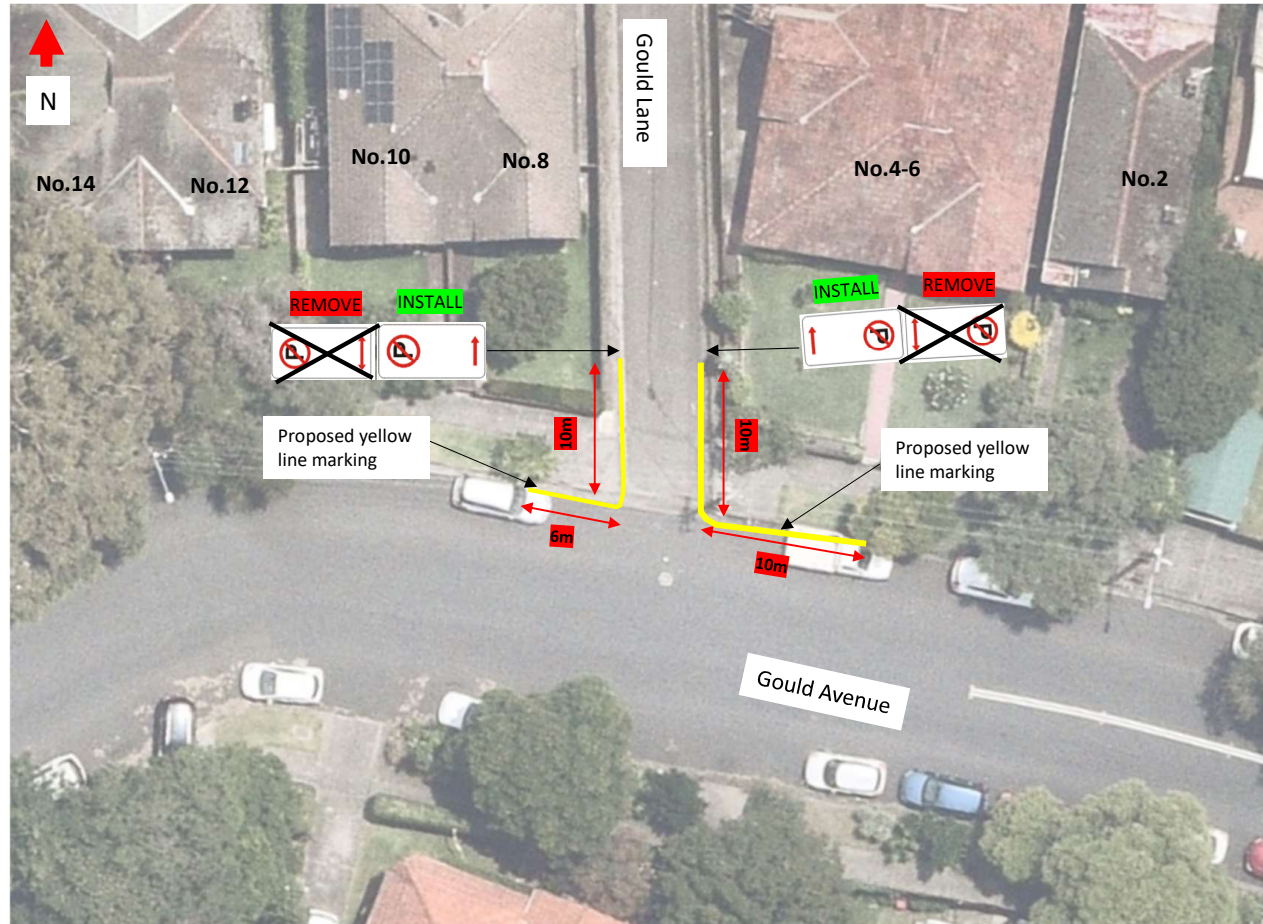
<p>location in Gould Avenue since October 2023 after Councils rangers failed to act on the numerous complaints from residents in the street).</p>	<p>to the Parking Services Unit to improve response times to enforce the Public Spaces Act.</p>
<p>I can outline a number of other locations throughout the LGA with poor line of sight due to either Councils failure to install appropriate signage and line marking, or failure to enforce appropriate and legal parking. I cannot see why this particular location is any different. Balmain for example is an example of poor line of sight and frequent illegal parking without control by council.</p>	<p>Council Engineers investigates each request raised by the community accordingly. Council Engineers seeks to install 'No Stopping' restrictions only where parking enforcement becomes an ineffective deterrent to illegal parking, or when there is a safety or access issue that needs to be resolved.</p> <p>It is acknowledged that not all intersections are currently signposted or line marked, however if safety or parking issues are raised by the community, Council Engineers will investigate these concerns and deem whether any further action is required.</p>

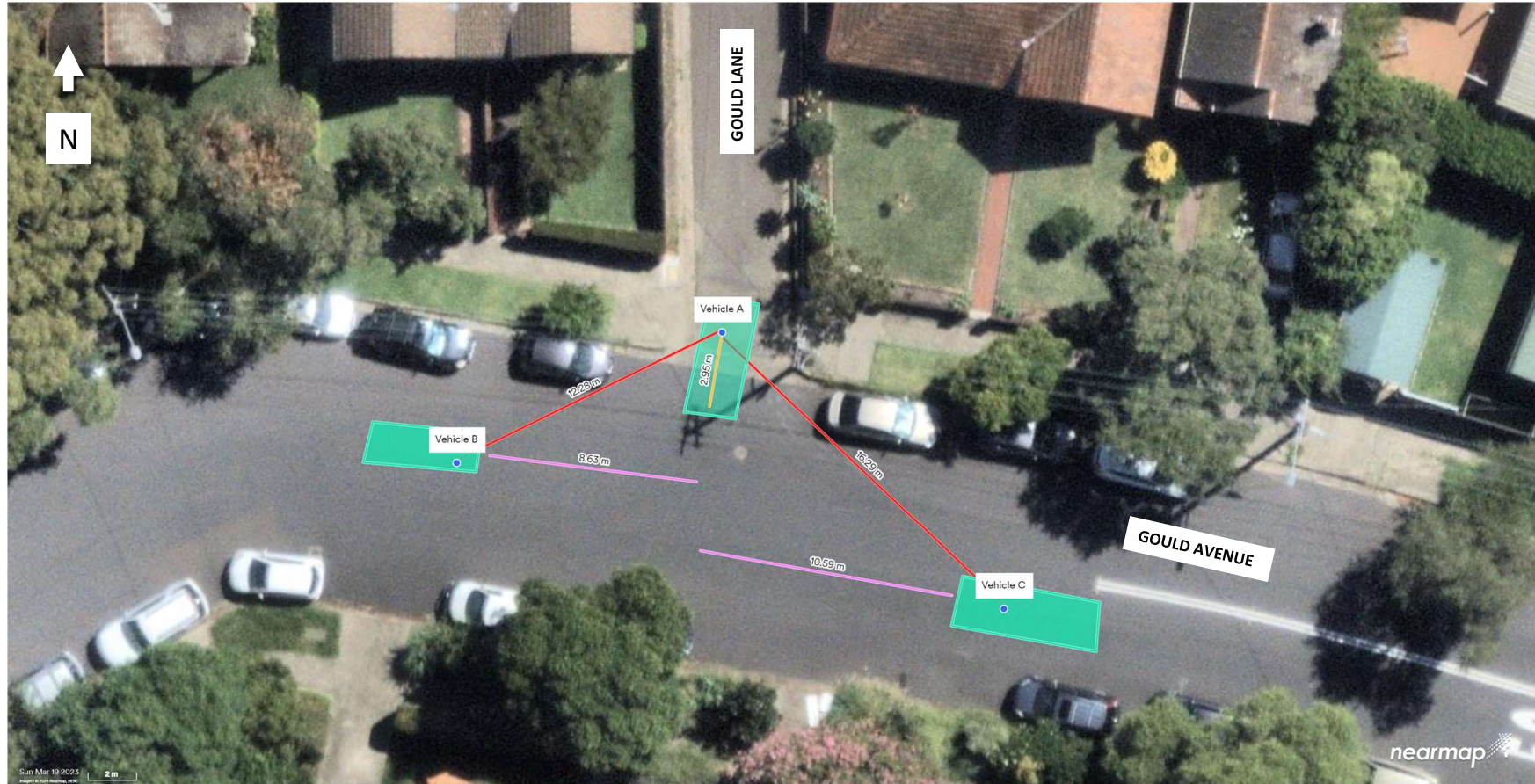
**FINANCIAL IMPLICATIONS**

Funding for the line marking is available with the signs and line marking budget.

**ATTACHMENTS**

- 1. [↓](#) Concept plan









**Item No:** LTC0324(1) Item 8  
**Subject:** BELMORE STREET, TEMPE - PROPOSED 'NO PARKING' RESTRICTIONS (MIDJUBURI-TEMPE WARD/HEFFRON ELECTORATE/INNER WEST PAC)  
**Prepared By:** James Nguyen - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

**That the proposed 'No Parking' restrictions extending 9m south (western side) and 15m south (eastern side) from the dead-end of Belmore Street, Tempe, as per Figure 2 in this report be approved.**

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

This report outlines road access issues at the dead-end of Belmore Street, Tempe. It outlines the investigation and proposes a 'No Parking' restriction to resolve the access issues. Community feedback on the proposal is also included and informs the final 'No Parking' restriction proposal.

**BACKGROUND**

Council has received a request for consideration of parking restrictions at the dead-end in Belmore Street, Tempe, due to parked vehicles obstructing access.

**DISCUSSION**

Council's Parking Officers have requested parking restrictions at the dead-end in Belmore Street, Tempe, due to parked vehicles obstructing driveway access.

Currently, the dead-end in Belmore Street has no existing restrictions. The unrestricted parking spaces on both sides of this dead-end are highly utilised due its proximity to Sydenham Station, and given the lack of signage, parking boundaries are undefined. Accordingly, an investigation has been completed to determine the acceptable location of parking spaces which do not obstruct the turning circle of vehicles at the dead-end in Belmore Street, or impede access to adjacent driveways. A 'No Parking' restriction is proposed to ensure driveway access and provide a turning area at the dead-end.

**PUBLIC CONSULTATION**

Council consulted with affected residents on a proposed 'No Parking' restrictions. This original proposal is shown in Figure 1 below. There were 12 letters sent with two (2) responses supporting and no responses opposing the proposal. The responses supporting the proposal provided photos of vehicles parking at this dead-end, which subsequently obstructed driveway access and restricted turn around movements. Further comments were also provided suggesting that a larger clearance zone was required.





Figure 1 - Original proposal during consultation

Further swept path analysis for passenger vehicles were subsequently completed to determine the extent of the proposed 'No Parking' restrictions and the length of the clearance zone required. Accordingly, a 6-metre clear area is required on the eastern side of Belmore Street from the dead-end to ensure access to adjacent driveways and provide a turn-around area for passenger vehicles. The adjacent unrestricted angle parking spaces on the eastern side of Belmore Street, will commence south of this 'No Parking' restriction. The final proposed signage plan is shown below in Figure 2.



Figure 2 - Final proposal after consultation





Figure 3 - Swept path 1 - Turn around movement at dead-end

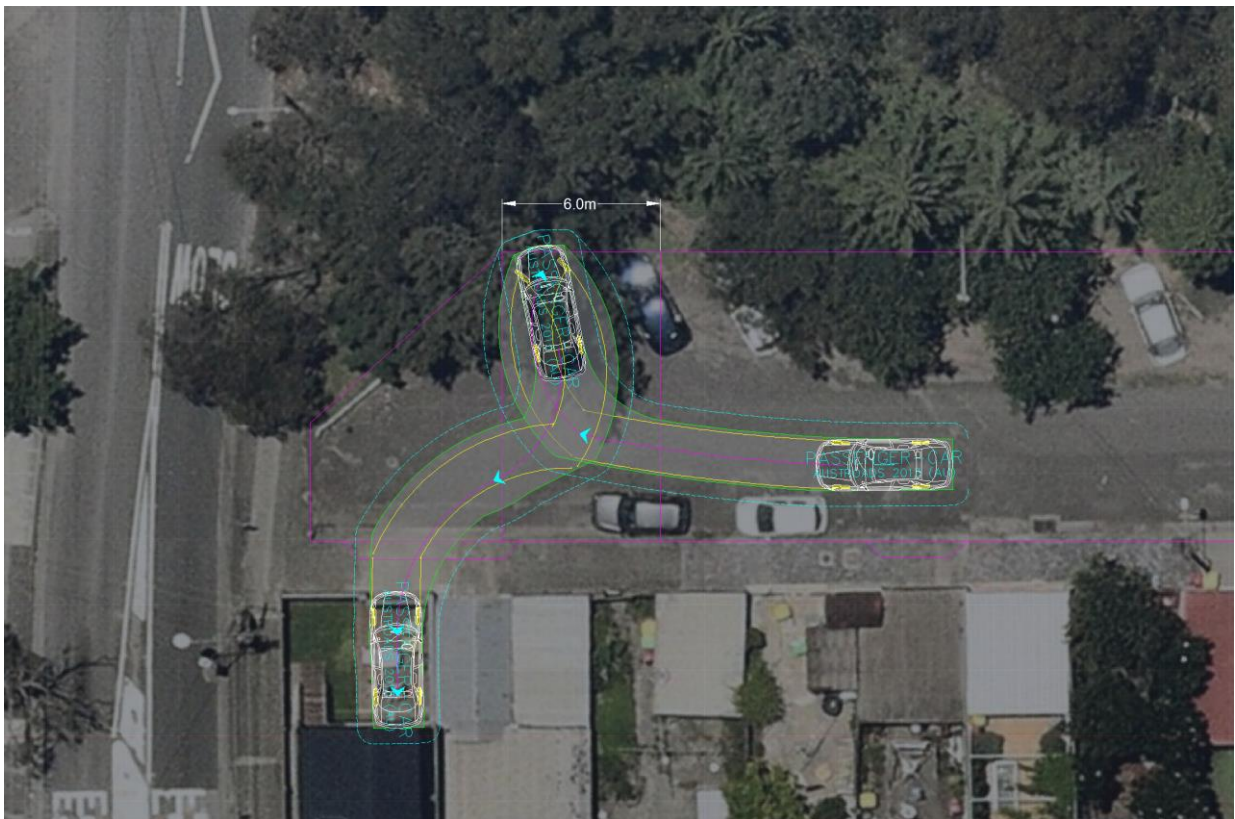


Figure 4 - Swept path - Driveway/Road access to and from Belmore Street

**FINANCIAL IMPLICATIONS**

Funding for the No Parking signage is available within signs and linemarking budget.

**ATTACHMENTS**

Nil.

**Item No:** LTC0324(1) Item 9  
**Subject:** DENISON STREET, CAMPERDOWN, SOUTH OF KILNER LANE - PROPOSED KERB EXTENSION AND RAMP (DAMUN-CAMPERDOWN/NEWTOWN ELECTORATE/INNER WEST PAC)  
**Prepared By:** James Nguyen - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

**That the detail design plan (plan no. 10273) for new kerb ramps which incorporate a kerb blister (southern side) on Denison Street, Camperdown, south of Kilner Lane be approved.**

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighborhoods and transport

**EXECUTIVE SUMMARY**

This report outlines proposed pedestrian facility devices to improve connectivity, access and safety at the intersection of Denison Street and Kilner Lane, Camperdown.

**BACKGROUND**

A kerb extension/blister and ramp is proposed for construction on Denison Street, Camperdown, south of Kilner Lane in Councils 2024/25 Traffic Facilities Capital Works Program.

**DISCUSSION**

Denison Street, Camperdown between Kilner Lane and Hordern Place is a 7-metre wide two-way street. A short section of Denison Street, just west of Kilner Lane (between Parramatta Road and Kilner Lane) is one-way eastbound for road users to travel further east on Denison Street, with a ‘No Entry Bicycles Excepted’ restriction, to restrict westbound movements on to Parramatta Road via Denison Street. A bicycle contraflow lane is provided to facilitate westbound movements for cyclists.

Currently, there are no facilities to support pedestrian movements in the east-west direction across Denison Street from Kilner Lane and Gantry Lane. With the surrounding land-use consisting of medium-density apartments, pedestrian movements at this location are likely to be high.

Accordingly, it is proposed to install a 1.8-metre-wide kerb extension on the western side of Denison Street, south of Kilner Lane, and a kerb ramp on the eastern side of Denison Street to improve pedestrian connectivity. The proposed kerb extension and ramp will provide a crossing point for pedestrians, particularly those with mobility devices and prams. The kerb extension will improve sight lines of pedestrians crossing Denison Street from Kilner Lane.

A swept path analysis has been completed to assess the left-turn movement of a 12.5-metre-long truck, from Denison Street into Kilner Lane. This swept path has determined the maximum acceptable width of the kerb extension (1.8 meters). An edge (E1) line of 21 meters in length is proposed along the eastern side of Denison Street to improve vehicle delineation when making the left turn. It also provides a buffer for pedestrians at the kerb extension.

A unidirectional hazard marker (D4-1-2A) sign is proposed to be installed on the kerb extension to face northbound vehicles on Denison Street to warn motorists of the kerb extension. To minimise sight obstruction of pedestrians on the kerb extension, the smallest available sign (450mm high and 450mm wide) is proposed and will be installed at the lowest height acceptable to maximise the visibility of pedestrians.

### **PUBLIC CONSULTATION**

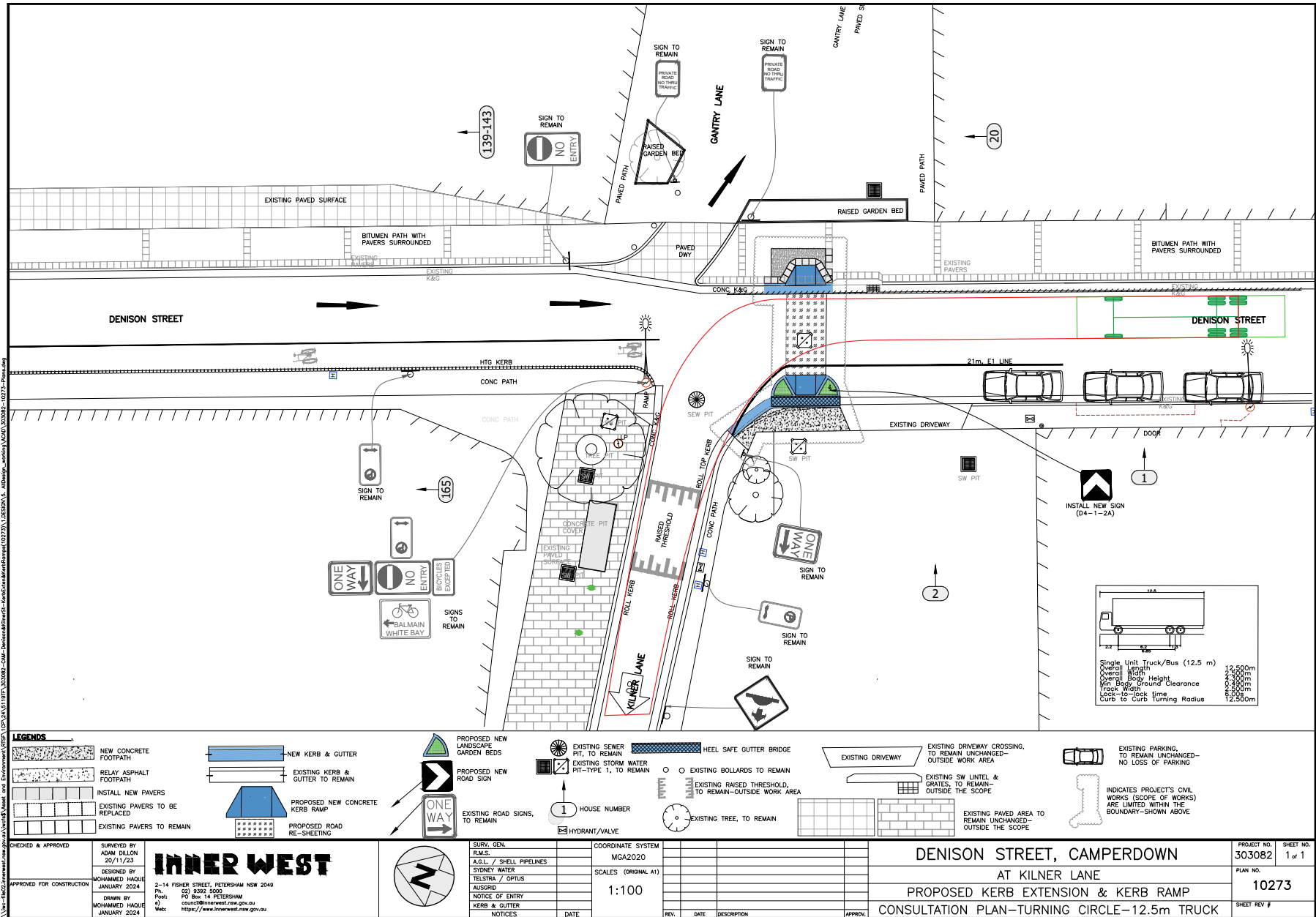
Council consulted with the community on the proposal. There were 210 letters sent with no responses received supporting or opposing the proposal.

### **FINANCIAL IMPLICATIONS**

The proposed works are funded under the 2023/2024 Traffic Works Program.

### **ATTACHMENTS**

1. [↓](#) Concept plan



TEMPLATE VERSION USED: "IWC TEMPLATE\_ADAM"



**Item No:** LTC0324(1) Item 10

**Subject:** MEEKS ROAD AT VICTORIA ROAD, MARRICKVILLE – PROPOSED INTERSECTION IMPROVEMENTS - DESIGN PLAN 10268 (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

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

## RECOMMENDATION

That the detailed design plan for the proposed intersection improvements at the intersection of Meeks Road and Victoria Road, Marrickville and associated signs and line markings (as per Design Plan No.10268-A) be approved.

## STRATEGIC OBJECTIVE

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

## EXECUTIVE SUMMARY

Council has finalised a design plan for proposed intersection improvements at the intersection of Meeks Road and Victoria Road, Marrickville. The proposed works aim to improve cyclist and motorist safety by better defining the intersection as well as improving the entry threshold at the intersection. It is noted that Council has received Blackspot funding to upgrade the intersection.

## BACKGROUND

Council is planning to improve safety for pedestrians and other road users in Meeks Road, Marrickville at its intersection with Victoria Road. The works aim to improve cyclist and motorist safety by better defining the intersection.

A Blackspot funding application was submitted in 2022 to, amongst other works, remove sight distance restrictions at the intersection, upgrade the intersection from a “GIVE WAY” to ‘STOP’ control and to move the control lines forward using kerb extensions. The cycleway is part of Council’s Regional Route No.5 between Enmore and Cooks River.

This report details the design plan for those improvement works and its related consultation results.

## FINANCIAL IMPLICATIONS

The project is listed on Council’s Traffic Facilities Capital Works budget for 2023/2024 and Blackspot funding of \$160,000 has been received for this project. Project number is 303291.

## OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached Consultation Plan (Plan No. 10268). The proposed works aim to improve cyclist and motorist safety by better defining the intersection.

Specifically, the proposed scope of works includes the following:

- Extend existing landscaped kerb blister island in Meeks Road at its intersection with Victoria Road.
- Construct new kerb and gutter along existing landscaped shoulder to better define the intersection for road users
- Construct new raised threshold at the intersection
- Construct central median island
- Extending the green cycle lane across the Meeks Road Intersection into Victoria Road
- Removal of the juvenile self-sown tree in the road shoulder
- Install associated signs and line markings.

### **Parking changes**

This proposal does not change any of the existing parking arrangements in Meeks Road and Victoria Road. Therefore, there will be no loss of parking spaces resulting from the proposed works.

### **Streetlighting**

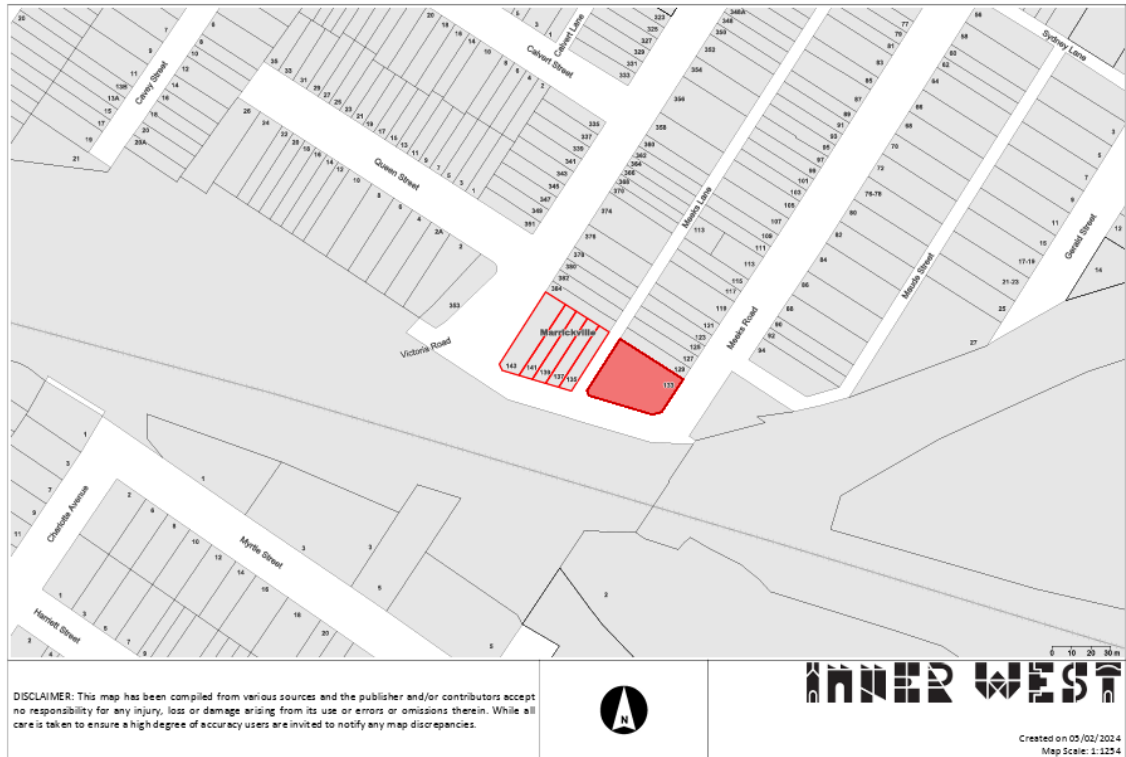
The existing street lighting at the location is deemed adequate. Therefore, no changes are proposed to the existing street lighting due to the works.

It should however be noted that Ausgrid is progressively replacing all existing streetlights throughout the Local Government area with new energy efficient and environmentally friendly LED streetlights, and this will be completed independent of this project.

### **PUBLIC CONSULTATION**

Consultation was conducted between 21 February 2024 and 6 March 2024. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 25 letters were distributed. There were no responses.

Following consultation, the green bicycle lane was further extended and plans clarified to show the existing green bicycle lane across Meeks Road is to be retained. This does not impact parking.

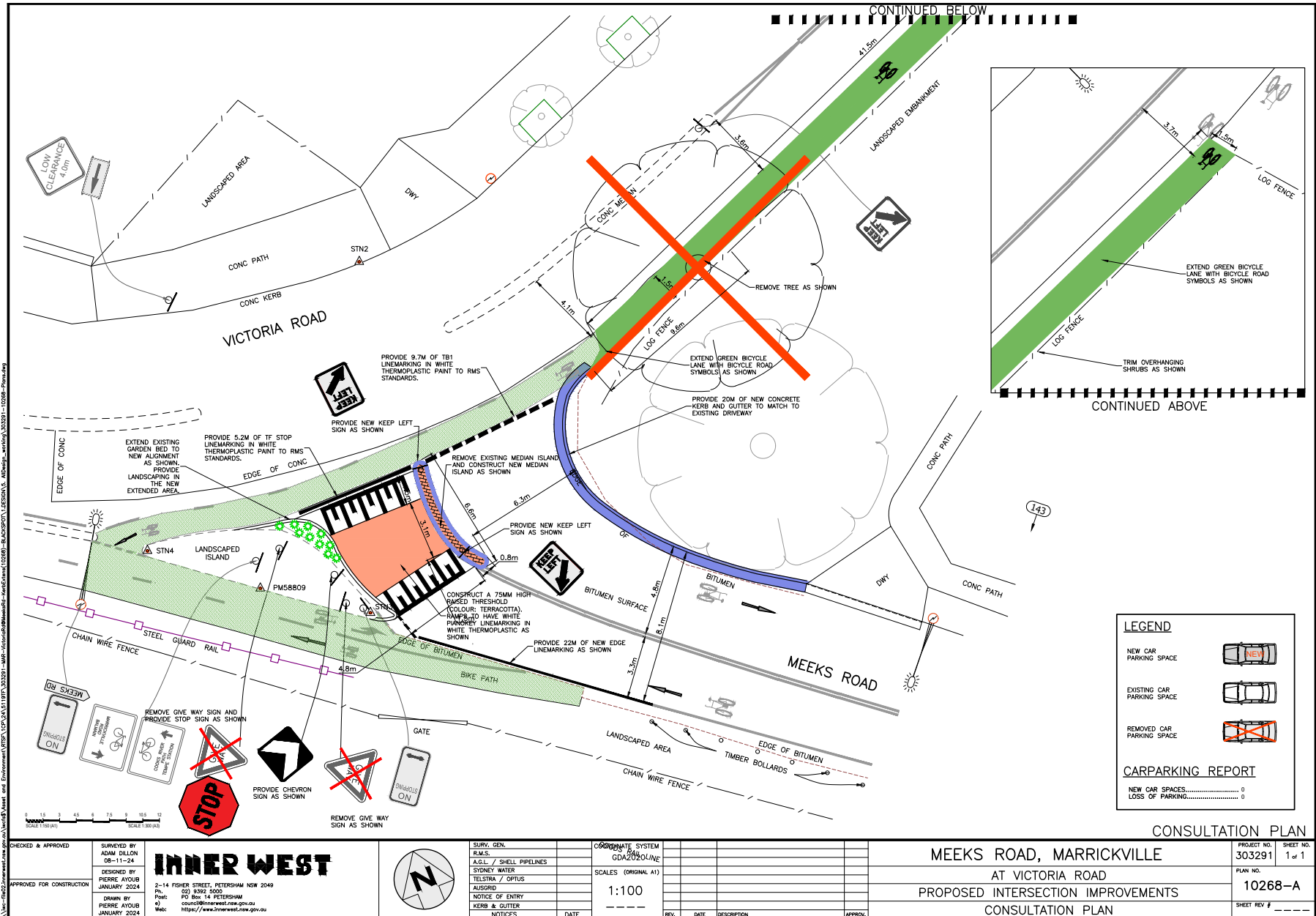


## CONCLUSION

It is recommended that the detailed design plan of the proposed intersection improvements and associated signs and line markings be supported to improve road safety at this location.

## ATTACHMENTS

1. [303291-10268-A ConsultationPlan](#)



**Item No:** LTC0324(1) Item 11

**Subject:** EWART STREET, DULWICH HILL AND (LOWER) RAILWAY PARADE, SYDENHAM - TEMPORARY PARKING CHANGES ON 4 WEEKENDS DURING WEEKEND RAIL REPLACEMENT OPERATIONS - BUS REPLACEMENTS (MIDJUBURI -MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

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

## RECOMMENDATION

1. That the following temporary short-term parking changes for the following period 10:00pm Friday 22 to 02:00am Monday 25 March 2024 (inclusive) be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:
  - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces):  
The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
  - b) The short-term conversion of 25m 'No Parking' restrictions on the southern side of Ewart Street (between Wardell Road and Riverside Crescent) to a 'Bus Zone';
  - c) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces):  
The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
  - d) The short-term conversion of 32m (11 parking spaces) 45-degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.
  
2. That the following temporary short-term parking changes for the following periods
  - 04:00am Saturday 22 to 02:00am Monday 24 June 2024 (inclusive)
  - 04:00am Saturday 29 to 02:00am Monday 1 July 2024 (inclusive)
  - 04:00am Saturday 6 to 02:00am Monday 8 July 2024 (inclusive)
 be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:
  - a) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces):  
The short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and
  - b) The short-term conversion of 32m (11 parking spaces) 45-degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.
  
3. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.



**4. That the applicant and Council Rangers be advised in terms of this report.**

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Council has been notified by Transport for NSW (TfNSW) that in a joint submission with Sydney Trains there will be major rail shutdown of the Sydenham to Bankstown rail line (T3) for the following periods:

- 10:00pm Friday 22 to 02:00am Monday 25 March 2024 (inclusive).
- 04:00am Saturday 22 to 02:00am Monday 24 June 2024 (inclusive).
- 04:00am Saturday 29 to 02:00am Monday 1 July 2024 (inclusive).
- 04:00am Saturday 6 to 02:00am Monday 8 July 2024 (inclusive).

During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations. It is noted that the Dulwich Hill changes are only required between 10:00pm Friday 22 to 02:00am Monday 25 March 2024 (inclusive).

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at Ewart Street, Dulwich Hill and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the four (4) weekend rail shutdowns.

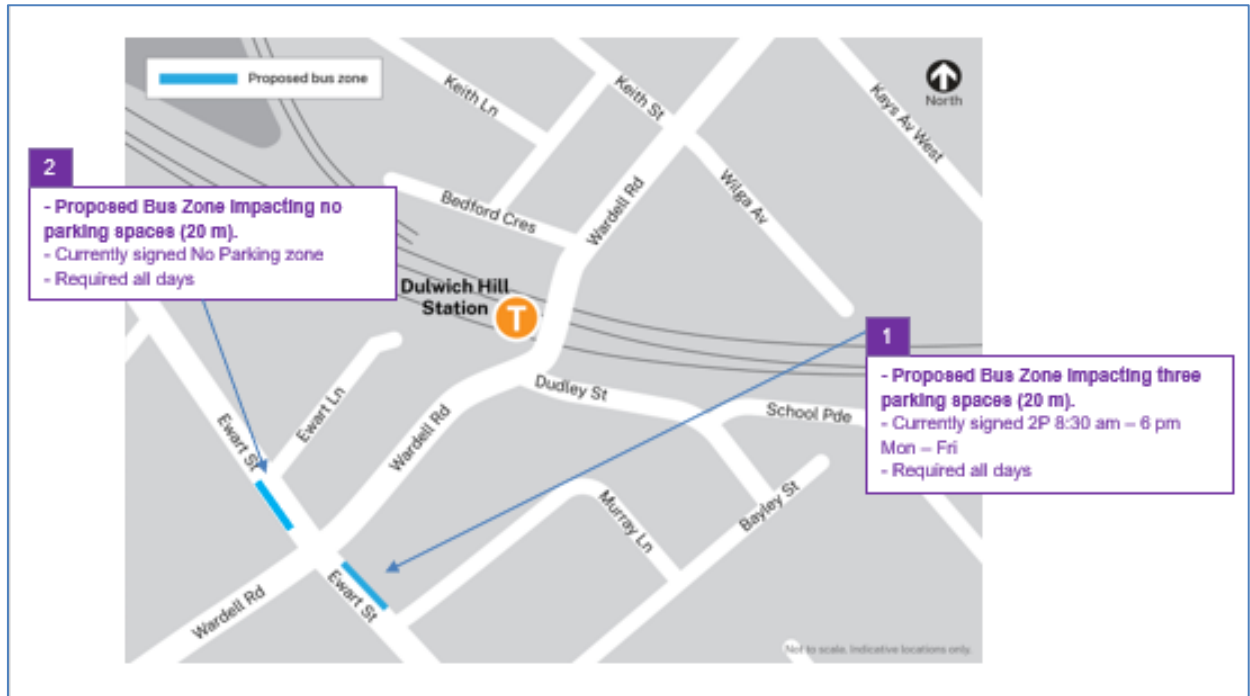
All changes to existing parking arrangements and signage will be reinstated at the completion of the bussing operation by TfNSW.

**OFFICER COMMENTS**

Each of the locations will be detailed separately.

Dulwich Hill Station Precinct (3 parking spaces)

1. Ewart Street, northern side (Stop ID: 2204118) - Bus stop extension (3 parking space)
  - Ewart Street (northern kerb between Wardell Road and Bayley Street)
  - Currently sign posted ‘2P 8:30 am – 6 pm Mon – Fri’
  - Proposed Bus Zone is required for all days of the TTP bus operation
  - Proposed temporary change will impact approximately three parking spaces (20m).
  - This change is proposed to create a bus stop area and to provide adequate space for draw-in/draw-out purposes.



2. Ewart Street, southern side (Stop ID: 220488) – Bus stop

- Ewart Street (southern kerb between Wardell Road and Riverside Crescent)
- Currently signed No Parking Zone
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately no parking spaces.
- This change is proposed to create a bus stop area and to provide adequate space for draw-in/draw-out purposes.

Sydenham Station Precinct (55 parking spaces)

8. Section A of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham – Layover Bus Zone and Standby area (46 parking spaces)

- Lower Railway Parade Parallel Parking (southern side between Sydenham Road and Marrickville Road)
- Currently 'Unrestricted parking'
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately 46 angled parking spaces (122 m).
- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; (ii) located along the route path used between the last and first stops; and (iii) as far as removed from residential dwellings.

9. Section B of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham - Layover Bus Zone (11 parking spaces)

- Lower Railway Parade Parallel Parking (southern side between Gleeson Avenue and Marrickville Road)
- Currently '4P 8:30 am – 6 pm Mon – Fri' restrictions
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately eleven angled parking spaces (32 m).

- This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; and (ii) located along the route path used between the last and first stops.




**PUBLIC CONSULTATION**

TfNSW propose the temporary parking changes and they will carry out consultation with their wider team who will be installing notifications at each impacted parking location 2-weeks prior to the start of the weekend possession on March 23. Draft example of one of the notifications is reproduced at the end of this report.

**FINANCIAL IMPLICATIONS**


There are no financial implications for Council associated with this matter. The cost of the work will be borne by Transport for NSW.

**Parking Changes**




**Temporary Parking Changes**

From 10pm 22 to 2am 25 March 2024, parking on this section of Ewart Street will be temporarily removed.



This area will be used for rail replacement bus operations.



**ATTACHMENTS**  
Nil.

**Item No:** LTC0324(1) Item 12  
**Subject:** EWART STREET, DULWICH HILL; ILLAWARRA ROAD, MARRICKVILLE; BURROWS AVENUE, RAILWAY ROAD, GLEESON AVENUE AND (LOWER) RAILWAY PARADE, SYDENHAM - TEMPORARY PARKING CHANGES DURING MAJOR RAIL SHUTDOWN OF T3 LINE FOR SYDNEY METRO UPGRADE WORKS - BUS REPLACEMENTS SATURDAY 13 APRIL 2024 TO WEDNESDAY 24 APRIL 2024 (MIDJUBURI -MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)

**Prepared By:** Jennifer Adams - Traffic Engineer

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

**RECOMMENDATION**

1. That the following temporary short-term parking changes for the period of 2am Saturday 13 April 2024 to 10pm Wednesday 24 April 2024 (inclusive) be approved to support the works required to convert the T3 Bankstown Line to a Metro Line:
  - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The short-term conversion of 20m (3 parking spaces) '2P 8 am – 6 pm Mon – Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
  - b) The short-term conversion of 25m 'No Parking' restrictions on the southern side of Ewart Street (between Wardell Road and Riverside Crescent) to a 'Bus Zone';
  - c) Marrickville Station Precinct - Illawarra Road (1 parking space): The short-term conversion of 7m (1 parking space) '1P 8:30 am – 6 pm' on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone';
  - d) Sydenham Station Precinct - Burrows Avenue (23 parking spaces): The short-term conversion of 50m (14 parking spaces) rear to kerb 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
  - e) The short-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the southern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
  - f) Sydenham Station Precinct – Railway Road (3 parking spaces): The short-term conversion of 18m (3 parking spaces) '2P 8:30 am – 10 pm Mon - Fri' on the eastern side kerb of Railway Road (between Burrows Avenue and Gleeson Avenue) to a 'Bus Zone';
  - g) Sydenham Station Precinct - Gleeson Avenue (2 parking spaces): The short-term conversion of 12m (2 parking spaces) '1P 9:00 am – 3:30 pm Mon - Fri and No Parking 6 am-9 am & 3:30 pm – 6:30 pm' on the eastern kerb of Gleeson Avenue (between Burrows Avenue and Unwins Bridge Road) to a 'Bus Zone';
  - h) Sydenham Station Precinct - Lower Railway Parade (57 parking spaces): The



short-term conversion of 122m (46 parking spaces) 45 degree angled 'unrestricted parking' on the southern side kerb of Lower Railway Parade (between Sydenham Road and Marrickville Road) to a 'Bus Zone'; and

- i) The short-term conversion of 32m (11 parking spaces) 45-degree angled parking '4P 8:30 am – 6 pm Mon - Fri' on the southwest kerb of Lower Railway Parade (between Gleeson Avenue and Marrickville Road) to a 'Bus Zone'.

2. That the cost of all works of the statement and/or reinstatement of any/all signage will be borne by TfNSW.
3. That the applicant and Council Rangers be advised in terms of this report.

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council's Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve major rail shutdown of the Sydenham to Bankstown rail line (T3) for the following periods: Saturday 13 April 2024 to Wednesday 24 April 2024 (inclusive). During the shutdown buses will replace train services along the T3 line and to accommodate the increased bus movements and necessary holding areas some short-term parking changes are required at a number of locations.

Specifically, TfNSW is requesting approval for the temporary conversion of multiple parking spaces at the following locations: Ewart Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue and (Lower) Railway Parade, Sydenham. It is recommended that no objections be raised, and Council approves the temporary short-term parking changes at the identified locations during the rail shutdowns.

All changes to street signage will be made by TfNSW contractor(s) from 10pm the night before the closures and will be reinstated at the completion of the planned shutdowns.

**BACKGROUND**

Sydney Metro City & Southwest - Sydenham to Bankstown project will upgrade all 10 stations between Marrickville and Bankstown to meet metro standards before converting the T3 Bankstown Line to Metro operations.

During this possession, rail services on the T3 Bankstown Line will not operate and Temporary Transport Plan (TTP) buses will operate instead necessitating some short-term changes in parking at a number of locations. To support this closure TTP buses and additional T8 Airport & South Line trains will operate.

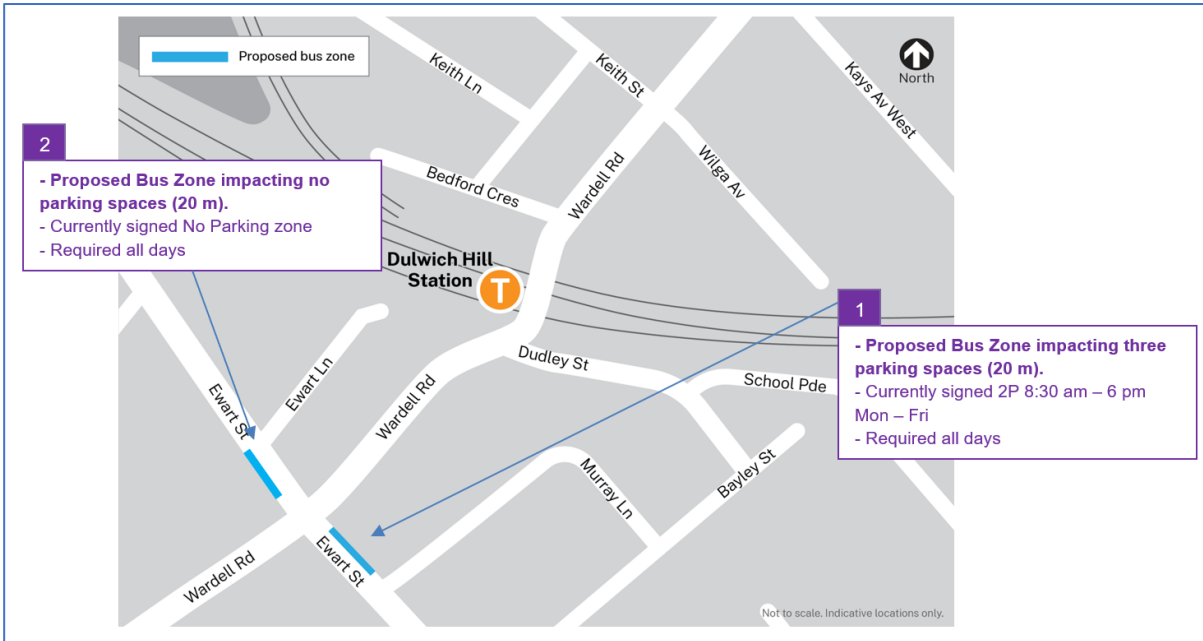
It is noted that for the shutdown in July 2023 TfNSW identified Ewart Street the designated Dulwich Hill Station Precinct location. Previously LTC approval had been forthcoming in Dudley Street, Dulwich Hill. It is again noted that at some time in the future TfNSW will be requested by Council to return to using Dudley Street, Dulwich Hill as the preferred location for

all buses as it is immediately adjacent to Dulwich Hill Station and considered more convenient for local residents.

**OFFICER COMMENTS**

Each of the locations will be detailed separately.

Dulwich Hill Station Precinct (3 parking spaces)



1. Ewart Street, northern side (Stop ID: 2204118) - Bus stop extension (3 parking space)

- Ewart Street (northern kerb between Wardell Road and Bayley Street)
- Currently sign posted '2P 8:30 am – 6 pm Mon – Fri'
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately three parking spaces (20m).
- This change is proposed to create a bus stop area and to provide adequate space for draw-in/draw-out purposes.

2. Ewart Street, southern side (Stop ID: 220488) – Bus stop

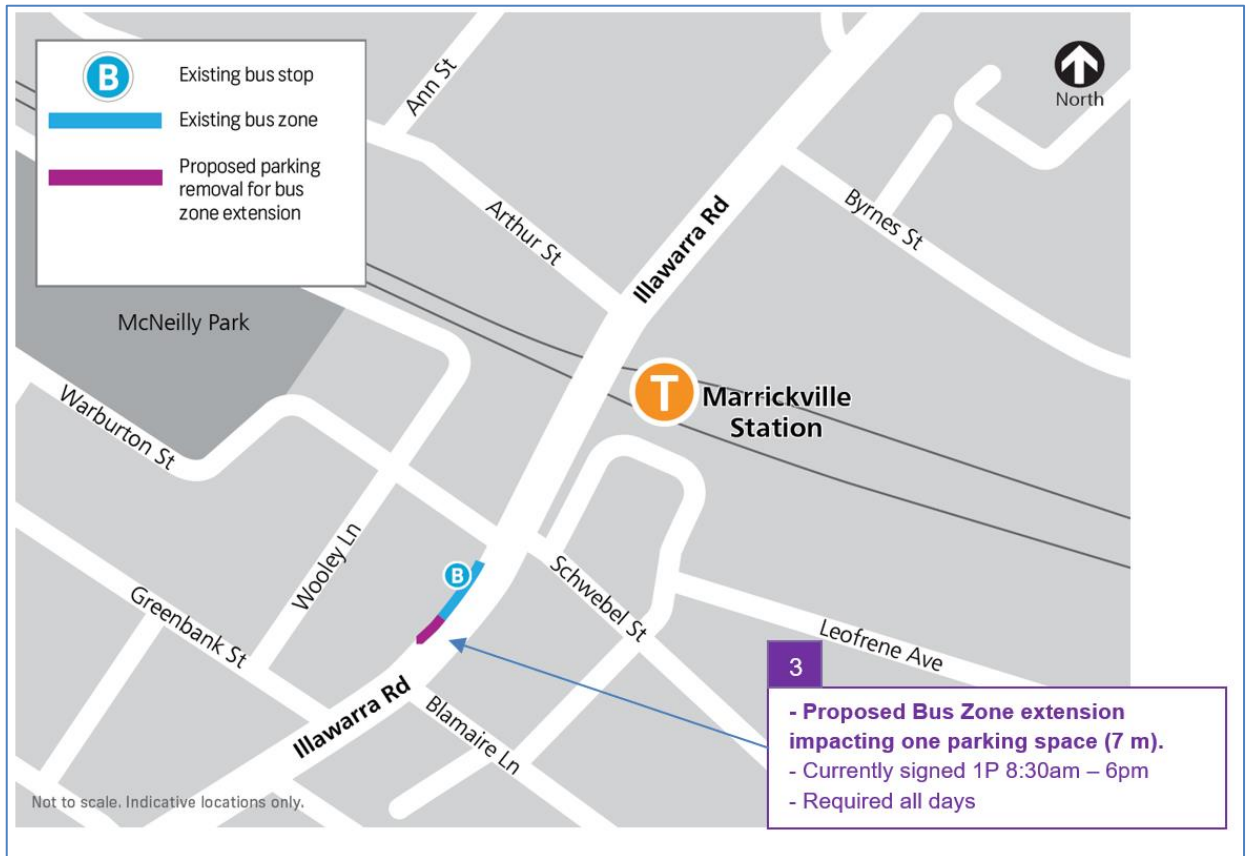
- Ewart Street (southern kerb between Wardell Road and Riverside Crescent)
- Currently signed No Parking Zone
- Proposed Bus Zone is required for all days of the TTP bus operation
- Proposed temporary change will impact approximately no parking spaces.
- This change is proposed to create a bus stop area and to provide adequate space for draw-in/draw-out purposes.

Marrickville Station Precinct (1 parking space)

3. Illawarra Road opposite Marrickville Station (Stop ID: 2204102) - Bus stop extension (1 parking space)

- Illawarra Road (northwest kerb between Warburton Street and Greenbank Street)
- Currently signed '1P 8:30 am – 6 pm'
- Proposed Bus Zone extension is required for the duration of the TTP bus operation
- Proposed temporary change will impact approximately one parking space (7 m).

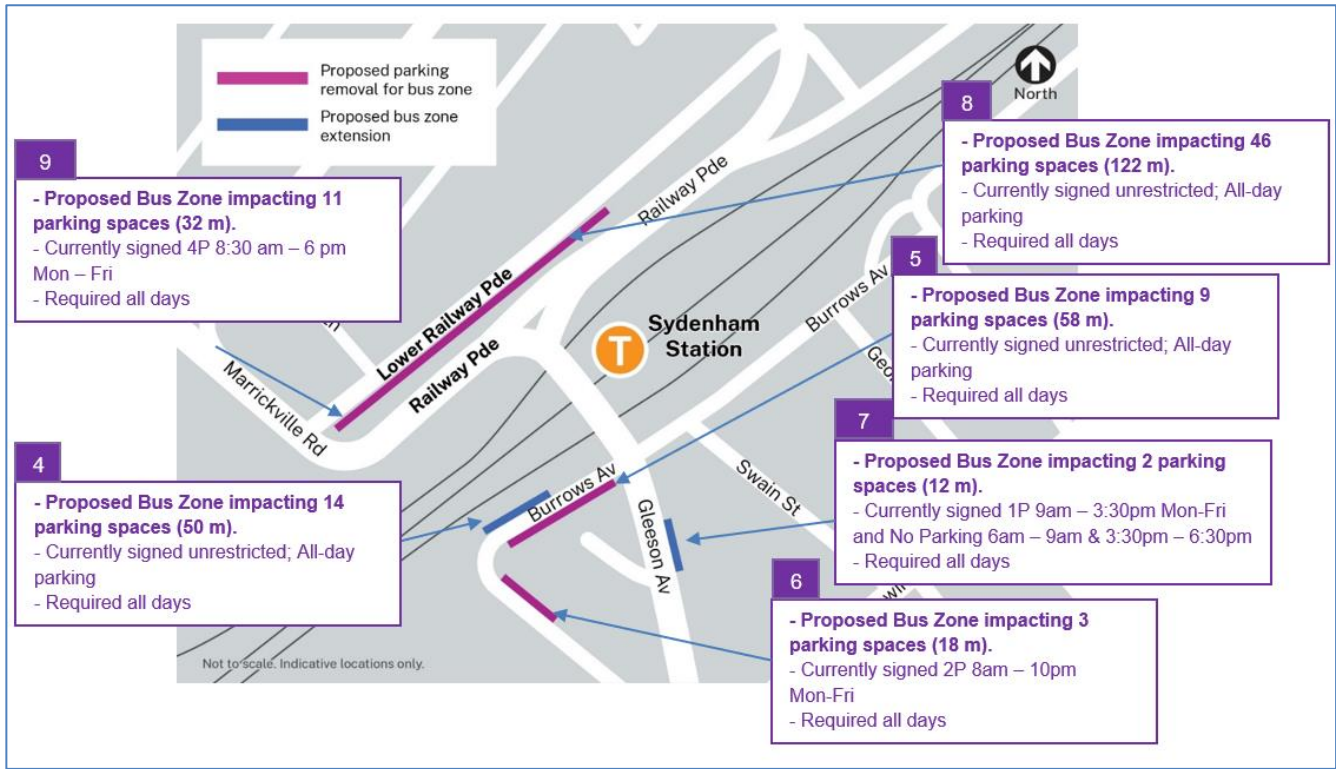
- This change is proposed to create a bus stop area and to provide adequate space for draw-in/draw-out purposes.



Item 12

Sydenham Station Precinct (85 parking spaces)

4. Burrows Avenue, Sydenham (Stop ID: 204421) Rear to kerb parking – Bus Zone Extension (14 parking spaces)
  - Burrows Avenue (northern kerb west of Gleeson Avenue)
  - Currently 'Unrestricted parking'
  - Proposed Bus Zone is required for all days of the TTP bus operation
  - This proposed change is to create the space required for buses to layover and to provide adequate space for draw-in/draw-out purposes.
  - Proposed temporary change will impact approximately 14 rear to kerb parking spaces (50 m).
5. Burrows Avenue, Sydenham – (Southern kerb) – Bus Zone (9 parking spaces)
  - Burrows Avenue (southern kerb west of Gleeson Avenue)
  - Currently 'Unrestricted parking'
  - Proposed Bus Zone is required for all days of the TTP bus operation
  - This proposed change is to create the space required for buses to layover safely.
  - Proposed temporary change will impact approximately 9 parking spaces (58 m).



6. Railway Road, Sydenham – (Northeastern kerb) – Bus Zone (3 parking spaces)
  - Railway Road (northeastern kerb between Gleeson Avenue and Burrows Avenue)
  - Currently ‘2P 8am – 10pm Mon-Fri’
  - Proposed Bus Zone is required for all days of the TTP bus operation
  - This proposed change is to create the space required for buses to layover safely and to provide adequate turning circle space.
  - Proposed temporary change will impact approximately 3 parking spaces (18 m).
  
7. Gleeson Avenue, Sydenham (Eastern kerb) Bus Zone extension (2 parking spaces)
  - Gleeson Avenue (eastern kerb between Burrows Avenue and Railway Road)
  - Currently ‘1P 9:00 am – 3:30 pm Mon – Fri’
  - Proposed Bus Zone extension is required for all days of the TTP bus operation
  - Proposed temporary change is to create additional space required for buses to adequately draw in/out from the bus stop.
  - Proposed temporary change will impact approximately 2 parking spaces (12m).
  
8. Section A of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham – Layover Bus Zone and Standby area (46 parking spaces)
  - Lower Railway Parade Parallel Parking (southern side between Sydenham Road and Marrickville Road)
  - Currently ‘Unrestricted parking’
  - Proposed Bus Zone is required for all days of the TTP bus operation
  - Proposed temporary change will impact approximately 46 angled parking spaces (122 m).
  - This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; (ii) located along the route path used between the last and first stops; and (iii) as far as removed from residential dwellings.

9. Section B of Lower Railway Parade, Sydenham 90-degree angled parking, Sydenham - Layover Bus Zone (11 parking spaces)
- Lower Railway Parade Parallel Parking (southern side between Gleeson Avenue and Marrickville Road)
  - Currently '4P 8:30 am – 6 pm Mon – Fri' restrictions
  - Proposed Bus Zone is required for all days of the TTP bus operation
  - Proposed temporary change will impact approximately eleven angled parking spaces (32 m).
  - This proposed change is to create the space required for buses to layover. This location is proposed as it is (i) reasonably close to the active bus stop; and (ii) located along the route path used between the last and first stops.

**PUBLIC CONSULTATION**

Transport for NSW propose the temporary parking changes and they will carry out consultation with local businesses and residents between 5 and 19 March 2024. Copies of the draft consultation letters are reproduced below.

The consultation program will consist of the following activities:

- Two-week public consultation period to impacted areas with a printed community notification outlining the proposed kerbside changes.

A copy of the community notifications is also available on the My Sydney website - <https://www.mysydney.nsw.gov.au/SydenhamtoBankstown>

A Consultation Outcomes Report will be prepared collating feedback and TfNSW's comment on that feedback. That report will be tabled as it becomes available.

**FINANCIAL IMPLICATIONS**

There are no financial implications for Council associated with this matter. The cost of the work will be borne by Transport for NSW.



Transport for NSW



# Proposed temporary parking changes

## T3 Bankstown Line upgrade work – Dulwich Hill Station

March 2024



Transport for NSW acknowledges the Darug and Eora People as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown from Saturday 13 April to Thursday 25 April 2024.

### Have your say

During this time, buses will replace trains. Temporary parking changes are needed around Dulwich Hill Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Tuesday 19 March.

### Proposed temporary changes

The following temporary changes are needed for 12 days between **2am Saturday 13 April and 2am Thursday 25 April 2024**.

- Remove three parking spaces (20 metres) on Ewart Street between Wardell Road and Murray Lane to create a bus zone. The parking spaces are currently sign posted 2-hour parking between 8.30am and 6pm, Monday to Friday with parking permit holders being exempted.

- Create a (20 metre) bus zone between Ewart Street and Ewart Lane. The space is currently sign posted as no parking.

For more information on the changes, please see the map on the back page of this notification.

### We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Tuesday 19 March 2024**.

**Email:** [TTPComms@transport.nsw.gov.au](mailto:TTPComms@transport.nsw.gov.au)

**Phone:** 1800 171 386

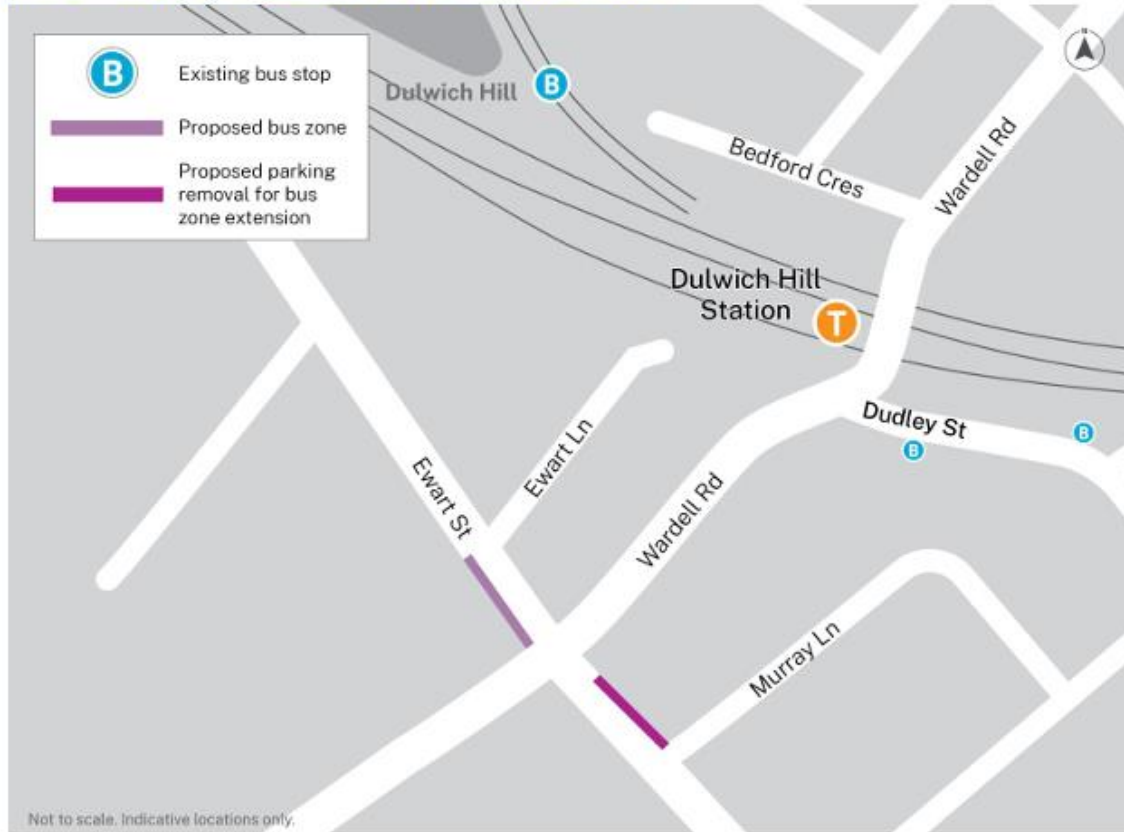
Transport for NSW is currently working through detailed service planning for the extended 2024 Temporary Transport Plan (TTP) and will consult with the community later this year about kerbside use changes for the extended 2024 TTP.



To subscribe to the email distribution list for this project, please contact [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

Page 1 of 2

## Map of the proposed temporary parking changes



## Contact us



Project Infoline **1800 171 386**



[TTPComms@transport.nsw.gov.au](mailto:TTPComms@transport.nsw.gov.au)



[transport.nsw.gov.au/projects/current-projects/sydenham-to-bankstown-upgrade](https://transport.nsw.gov.au/projects/current-projects/sydenham-to-bankstown-upgrade)



### Interpreter service

For languages other than English call 131 450  
Arabic • Greek • Hindi • Mandarin • Vietnamese

لطلب خدمة الترجمة الشفهية للغات غير الإنجليزية اتصل  
بالرقم **131 450**

Για υπηρεσίες διερμηνείας σε άλλες γλώσσες εκτός από  
τα Αγγλικά καλέστε το **131 450**

अंग्रेज़ी के अतिरिक्त अन्य भाषाओं के लिए दुभाषिया सेवा  
**131 450** पर कॉल करें

获取英语以外的其他语言口译协助服务可以致电**131 450**

Để có dịch vụ thông ngôn cho các ngôn ngữ khác tiếng  
Anh, gọi số **131 450**

[www.transport.nsw.gov.au/privacy-statement#Your\\_Privacy](https://www.transport.nsw.gov.au/privacy-statement#Your_Privacy)



To subscribe to the email distribution list for this project, please contact [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

Page 2 of 2

Transport for NSW



# Proposed temporary parking changes

## T3 Bankstown Line upgrade work – Marrickville Station

March 2024



Transport for NSW acknowledges the Darug people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown from Saturday 13 April to Thursday 25 April 2024.

### Have your say

During this time, buses will replace trains. Temporary parking changes are needed around Marrickville Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Tuesday 19 March.

### Proposed temporary changes

The following temporary changes are needed for 12 days between **2am Saturday 13 April and 2am Thursday 25 April 2024.**

- Remove one parking space (7 metres) on the western side of Illawarra Road to extend the

existing bus zone. The space is currently sign posted one-hour parking between 8.30am and 6.00pm, Monday to Sunday.

For more information on the changes, please see the map on the back page of this notification.

### We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Tuesday 19 March 2024.**

**Email:** [TTPComms@transport.nsw.gov.au](mailto:TTPComms@transport.nsw.gov.au)

**Phone:** 1800 171 386

Transport for NSW is currently working through detailed service planning for the extended 2024 Temporary Transport Plan (TTP) and will consult with the community later this year about kerbside use changes for the extended 2024 TTP.



To subscribe to the email distribution list for this project, please contact [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

Page 1 of 2

## Map of the proposed temporary parking changes



## Contact us



Project Infoline **1800 171 386**



**TTPComms@transport.nsw.gov.au**



**transport.nsw.gov.au/projects/current-projects/sydenham-to-bankstown-upgrade**



### Interpreter service

For languages other than English call 131 450  
Arabic • Greek • Hindi • Mandarin • Vietnamese

لطلب خدمة الترجمة الشفهية للغات غير الإنجليزية اتصل  
بالرقم **131 450**

Για υπηρεσίες διερμηνείας σε άλλες γλώσσες εκτός από  
τα Αγγλικά καλέστε το **131 450**

अंग्रेज़ी के अतिरिक्त अन्य भाषाओं के लिए दुभाषिया सेवा  
**131 450** पर कॉल करें

获取英语以外的其他语言口译协助服务可以致电**131 450**

Để có dịch vụ thông ngôn cho các ngôn ngữ khác tiếng  
Anh, gọi số **131 450**

[www.transport.nsw.gov.au/privacy-statement#Your\\_Privacy](http://www.transport.nsw.gov.au/privacy-statement#Your_Privacy)



To subscribe to the email distribution list for this project, please contact [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

Page 2 of 2



Transport for NSW



# Proposed temporary parking changes

## T3 Bankstown Line upgrade work – Sydenham Station

March 2024



Transport for NSW acknowledges the Gadigal people of the Eora Nation as the Traditional Custodians of the lands on which we work and pay respects to Elders past and present.

As part of the Sydney Metro City & Southwest project, rail upgrade work will take place between Sydenham and Bankstown from Saturday 13 April to Thursday 25 April 2024.

### Have your say

During this time, buses will replace trains. Temporary parking changes are needed around Sydenham Station to allow extra buses to operate safely in the area.

Transport invites you to provide feedback on these proposed parking changes by Tuesday 19 March.

### Proposed temporary changes

The following temporary changes are needed for 12 days between **2am Saturday 13 April and 2am Thursday 25 April 2024**.

- Remove 57 parking spaces (154 metres) on the southern side of Lower Railway Parade to create a new bus zone. Currently, a total 46 spaces are sign posted all-day parking and 11 spaces are sign posted four-hour parking between 8.30am and 6.00pm, Monday to Friday.
- Remove 14 parking spaces (50 metres) on the western side of Burrows Avenue to extend the existing bus zone. The spaces are currently all-day unrestricted parking.
- Remove nine parking spaces (58 metres) on the eastern side of Burrows Avenue to create a

new bus zone. The spaces are currently all-day unrestricted parking.

- Remove two parking spaces (12 metres) on the eastern side of Gleeson Avenue to extend the current bus zone. The spaces are currently sign posted one-hour parking between 9.00am and 3.30pm, Monday to Friday and no parking between 6.00am and 9.00am, and 3.30pm and 6.30pm, Monday to Friday.
- Remove three parking spaces (18 metres) on the northern side of Railway Road to create a new bus zone. The parking spaces are currently sign posted two-hour parking between 8.00am and 10.00pm, Monday to Friday.

For more information on the changes, please see the map on the back page of this notification.

### We want your feedback

Transport welcomes feedback from the community on the proposed changes. We will consider all feedback before we make the changes.

Please send us your feedback by **5pm Tuesday 19 March 2024**.

**Email:** [TTPComms@transport.nsw.gov.au](mailto:TTPComms@transport.nsw.gov.au)

**Phone:** 1800 171 386

Transport for NSW is currently working through detailed service planning for the extended 2024 Temporary Transport Plan (TTP) and will consult with the community later this year about kerbside use changes for the extended 2024 TTP.



To subscribe to the email distribution list for this project, please contact [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

Page 1 of 2



## Map of the proposed temporary parking changes



### Contact us



Project Infoline **1800 171 386**



**TTPComms@transport.nsw.gov.au**



**transport.nsw.gov.au/projects/current-projects/sydenham-to-bankstown-upgrade**



**Interpreter service**

For languages other than English call 131 450  
Arabic • Greek • Hindi • Mandarin • Vietnamese

لطلب خدمة الترجمة الشفهية للغات غير الإنجليزية اتصل  
بالرقم **131 450**

Για υπηρεσίες διερμηνείας σε άλλες γλώσσες εκτός από  
τα Αγγλικά καλέστε το **131 450**

अंग्रेज़ी के अतिरिक्त अन्य भाषाओं के लिए दुभाषिया सेवा  
**131 450** पर कॉल करें

获取英语以外的其他语言口译协助服务可以致电**131 450**

Để có dịch vụ thông ngôn cho các ngôn ngữ khác tiếng  
Anh, gọi số **131 450**

[www.transport.nsw.gov.au/privacy-statement#Your\\_Privacy](http://www.transport.nsw.gov.au/privacy-statement#Your_Privacy)



To subscribe to the email distribution list for this project, please contact [projects@transport.nsw.gov.au](mailto:projects@transport.nsw.gov.au)

Page 2 of 2

### ATTACHMENTS

Nil.

**Item No:** LTC0324(1) Item 13  
**Subject:** GROSVENOR CRESCENT (SLOANE STREET TO LIVERPOOL ROAD),  
 SUMMER HILL-PROPOSED RAISED THRESHOLDS (SPEED HUMPS)  
 (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL  
 ELECTORATE/BURWOOD PAC)  
**Prepared By:** Boris Muha - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

**THAT the proposed installation of 3x Raised threshold (Speed Humps) along Grosvenor Crescent, between Sloane St and Liverpool Rd, Summer Hill with associated landscaping and signs and line marking as shown in Plan No. 10267, sheet 1 to sheet 3 (Attachment 1) be approved.**

**STRATEGIC OBJECTIVE**

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Council is planning to improve road infrastructure by constructing three (3) raised thresholds (Speed Humps) in Grosvenor Crescent, Summer Hill (Sloane St to Liverpool Rd). The proposal aims to improve the overall road safety along the street and enhance visual amenity by providing additional landscaping opportunities.

**BACKGROUND**

The proposed installation of these devices' addresses required traffic calming treatment along Grosvenor Crescent as captured under the 'Ashfield Traffic Management Strategy 2017 to resolve crashes mainly relating to loss of control on the straight sections of the roadway and resident complaints about speeding vehicles.

**DISCUSSION**

<b>Street Name</b>	<b>Grosvenor Crescent</b> (between Liverpool Road and Sloane Street.)
<b>Carriageway width (m) kerb to kerb</b>	Approx.10m in width.
<b>Carriageway type</b>	Two-way, one travel lane each direction, kerb side parking both sides.
<b>Classification</b>	Local
<b>Speed Limit km/h</b>	50
<b>85<sup>th</sup> percentile speed km/h</b>	52
<b>Vehicles per day (vpd)</b>	4000
<b>Reported crash history</b>	2 accidents had occurred in the last 5 years.

<b>July 2017-Dec 2022</b>	<p>1x 2019, RUM 30, Rear end, moderate injury. 1x 2019, RUM 71, Off road left =&gt; object, serious injury.</p> <p>Further 7 accidents were accounted between 2010-2017.</p> <p>5 x off road left=&gt; object or off road left bend=&gt; object, RUM 71, 87. -non casualty (towaways), 1X ped emerging, serious injury 1x head on, moderate injury.</p>
<b>Parking arrangements</b>	Unrestricted parking to both sides of Grosvenor Crescent.
<b>Side Street/Road</b>	Liverpool Road to the western end Sloane Street to the eastern end.

**The Plan**

The following works are proposed and are illustrated on the attached plans:

Grosvenor Crescent (Sloane St to Liverpool Rd), Summer Hill (Plan No. 10267)-see Attachment 1 containing 3 plans:

- Construct three (3) new concrete Raised Thresholds (Speed Humps) to improve traffic safety by controlling traffic speed in the street.
- Provide new landscaping in the footpath on either side of the speed humps to protect accidental pedestrian movement across the speed humps.
- Installation of associated line marking.

**Parking Changes**

No changes are proposed to the existing street & parking signage. Therefore, the proposal will not change existing on-street parking arrangements.

**Streetlighting**

The existing lighting is deemed adequate and therefore there will be no changes to the existing street lighting due to the proposed works.

**FINANCIAL IMPLICATIONS**

The proposed works are funded under the 2023/2024 Traffic Works Program with a budget estimate of \$155,000.

**PUBLIC CONSULTATION**

Consultation letters were sent out on the 22/01/2024 and closed on 16/02/2024. A total of 360 letters were distributed to the community at properties as shown in the consultation map area below.

One (1) objection was received. The issues have been addressed in the tabled comments below.



Residents Comments	Officers Response
<ul style="list-style-type: none"> <li>• Opposed to the new speed humps. People already slow down for the train station. The sound of vehicles braking is stressful and keeps the whole family awake. I have not encountered any issues on this stretch. They are not necessary and make driving in the area so unpleasant. Please do not go ahead with this project.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed installation of these devices' addresses required traffic calming treatment along Grosvenor Crescent as captured under the 'Ashfield Traffic Management Strategy 2017 to resolve crashes mainly relating to loss of control on straights and resident complaints about speeding vehicles.</li> <li>• Traffic calming devices such as speed humps are important road safety devices that assist and control motorist speeds in local and regional streets. It is acknowledged that speed humps generate a noise impact, and this impact is considered against the associated road safety benefits prior to installation of the devices, by both the Local Traffic Committee and Council.</li> <li>• The proposed devices are evenly placed along the street, and mainly termed as raised thresholds designed in height and ramp in effort to reduce noise and provide a reduced/controlled speed profile along the street leading up to the station. They have been proposed at locations under/near lighting and where properties are well set back from the roadway.</li> </ul>

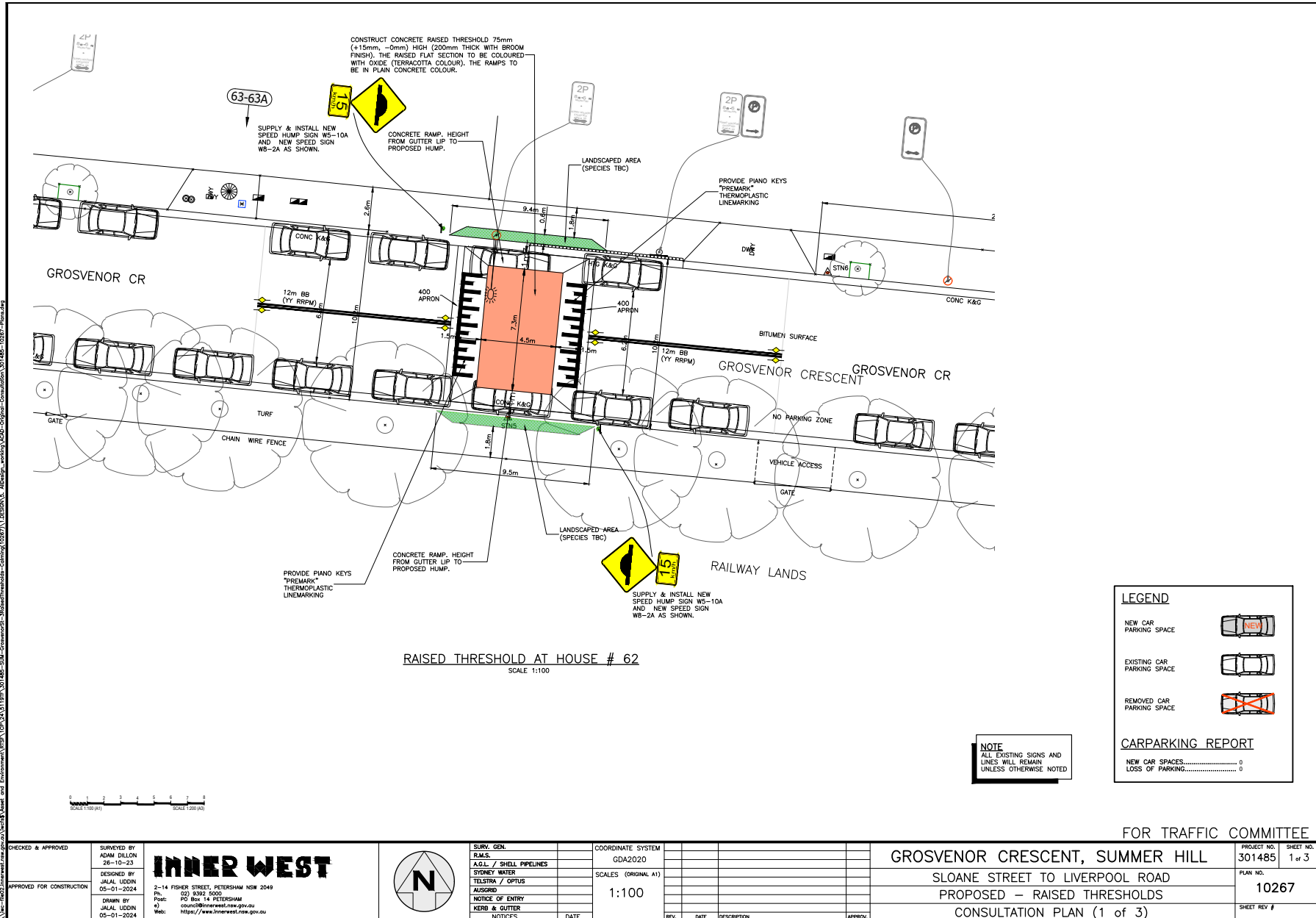
**CONCLUSION**

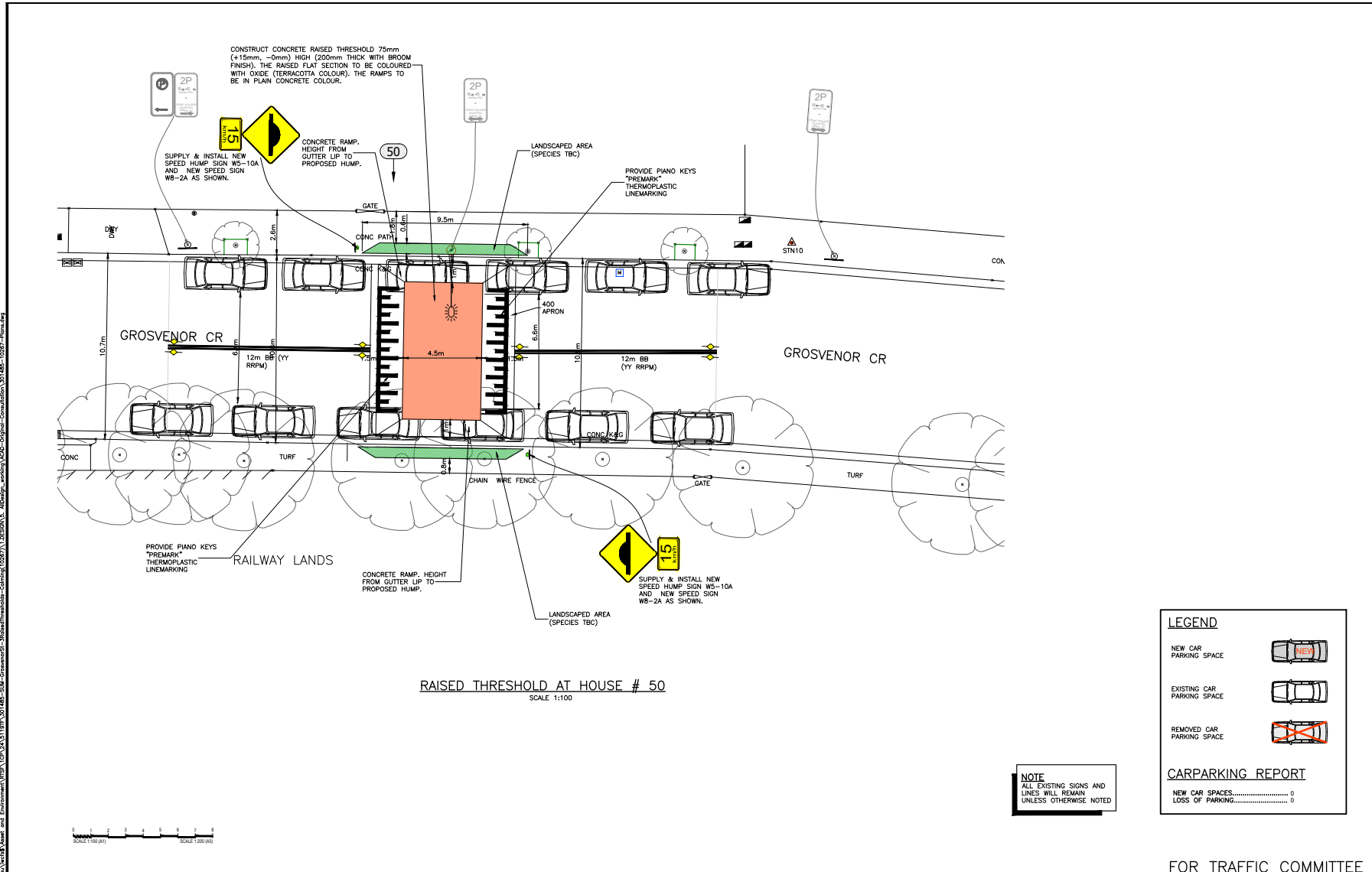
It is recommended that the proposed installation of 3x Raised threshold (Speed Humps) along Grosvenor Crescent, between Sloane St and Liverpool Rd, Summer Hill with associated landscaping and signs and line marking as shown under Plan No. 10267 sheets 1 to 3 in *Attachment 1* be approved.

**ATTACHMENTS**

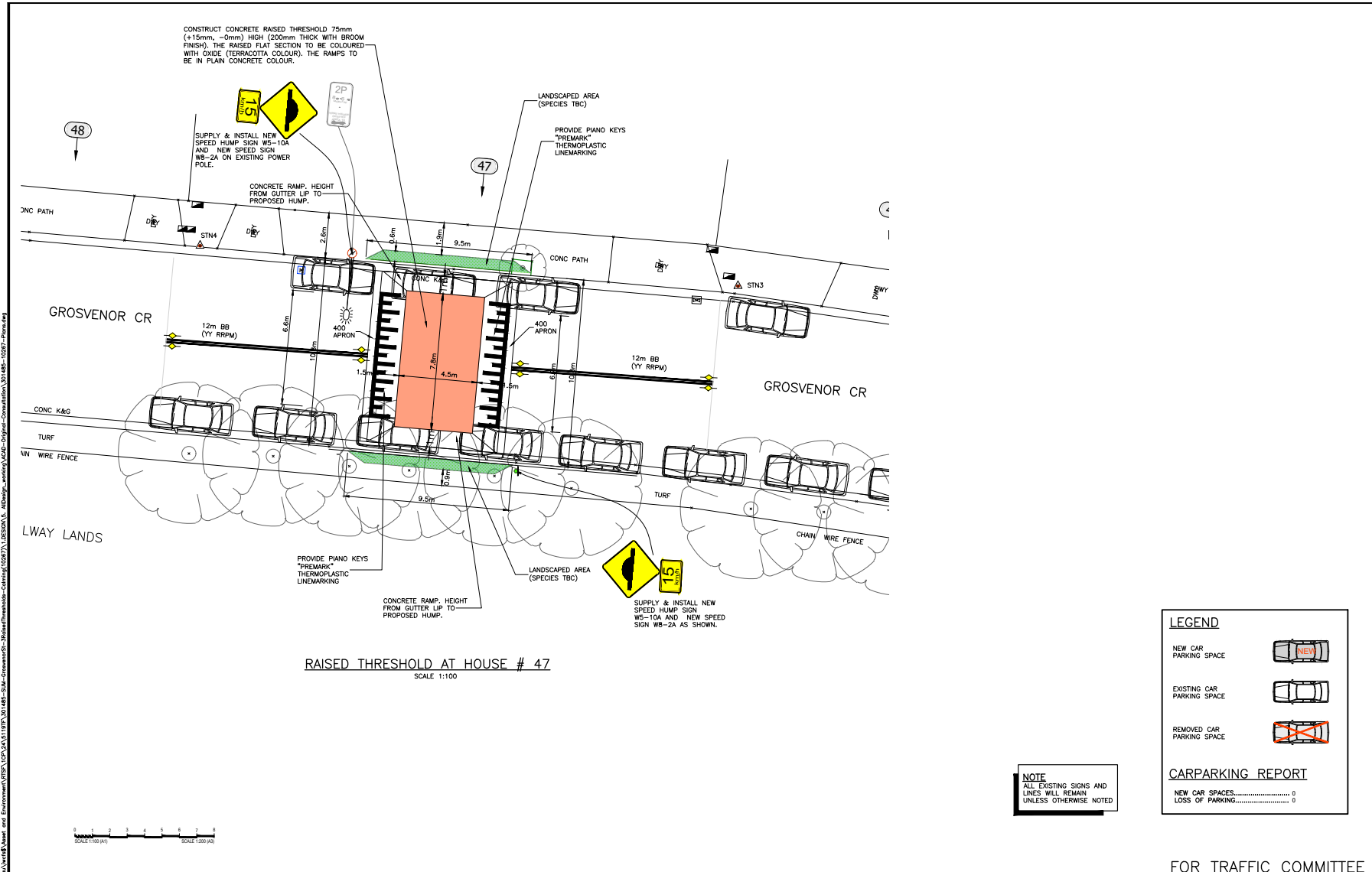
1. [↓](#) Proposed 3x Raised thresholds in Grosvenor Crescent, Liverpool Rd to Sloane Street- 3 Plans







CHECKED & APPROVED ADAM DILLON 26-10-2023			SURV. GEN. R.M.S. JAGLI / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSORIG		COORDINATE SYSTEM GDA2020		GROSVENOR CRESCENT, SUMMER HILL SLOANE STREET TO LIVERPOOL ROAD PROPOSED - RAISED THRESHOLDS CONSULTATION PLAN (2 of 3)		PROJECT NO. 301485	SHEET NO. 2 of 3
APPROVED FOR CONSTRUCTION JALAL UDDIN 05-01-2024			2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: (02) 8392 5000 Fax: (02) 8392 5001 Email: council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au		SCALES (ORIGINAL A1) 1:100		PLAN NO. 10267		SHEET REV #	



CHECKED & APPROVED ADAM DILLON 26-10-2023		<p>2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: (02) 8392 5000 Fax: (02) 8392 5001 Email: council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au</p>		SURV. GEN. R.M.S. LADL / SHILL PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSORIG	COORDINATE SYSTEM GDA2020 SCALES (ORIGINAL A1) 1:100	GROSVENOR CRESCENT, SUMMER HILL SLOANE STREET TO LIVERPOOL ROAD PROPOSED - RAISED THRESHOLDS CONSULTATION PLAN (3 of 3)		PROJECT NO. 301485	SHEET NO. 3 of 3
APPROVED FOR CONSTRUCTION JALAL UDDIN 05-01-2024				NOTICE OF ENTRY KERB & GUTTER NOTICES DATE	REV. DATE DESCRIPTION APPROV.	PLAN NO. 10267	SHEET REV #		

**Item No:** LTC0324(1) Item 14  
**Subject:** TIDESWELL STREET, ASHFIELD (OFF LIVERPOOL ROAD)-PROPOSED KERB EXTENSIONS AND KERB RAMPS (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)  
**Prepared By:** Boris Muha - Traffic Engineer  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

That the amended design plan (No.10254-A) for the proposed new landscaped kerb blister islands, and associated infrastructure works and new signs and line markings at the intersection of Tideswell Street and Liverpool Road, Ashfield, as shown in *Attachment 2* be approved.

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

- 2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Council is planning to improve safety for pedestrians and other road users in Tideswell Street, Ashfield at its intersection with Liverpool Road by constructing a new crossover facility. The works aim to improve pedestrian safety by better defining pedestrian crossing points and reducing the crossing width.

**BACKGROUND**

The design (only) of this traffic facility is included as part of the 2023/2024 Traffic Facilities Capital Works Program. The project was initiated as part of the Pedestrian Access and Mobility Plan (PAMP) to provide a significant safety improvement and reduce the risk of incidents occurring.

**DISCUSSION**

**Site location and road network.**



<b>Street Name</b>	<b>Tideswell Street</b> ( 'No through Road' off Liverpool Road)
--------------------	--

<b>Carriageway width (m) kerb to kerb</b>	Approx. 12.7-12.8m in width.
<b>Carriageway type</b>	Two-way, one travel lane each direction, kerb side parking both sides.
<b>Classification</b>	Local
<b>Speed Limit km/h</b>	50
<b>85<sup>th</sup> percentile speed km/h</b>	
<b>Vehicles per day (vpd)</b>	<300
<b>Reported crash history July 2017-Dec 2022</b>	NIL
<b>Parking arrangements</b>	Unrestricted parking to both sides of Tideswell Street.
<b>Side Street/Road</b>	Liverpool Road

### The Plan

The following works are proposed in amendment (following consultation) and illustrated on the attached plan under *Attachment 2*.

Tideswell Street, Ashfield (Plan No. 10254 A):

- Construct landscaped kerb extensions with integrated kerb ramps in Tideswell Street at its intersection with Liverpool Road,
- Remove existing kerb ramps and re-construct footpath,
- Provide metal heel safe grated gutter bridges for cross-over between footpath and new pram ramps,
- Relocate existing 'NO THROUGH ROAD' AND 'GIVEWAY' SIGNS to the appropriate locations,
- Remove existing and provide 'GIVEWAY' line markings to the new alignment and provide a new offset 'BB' line markings. The 'BB' line allows to control entry and exit of vehicles through the intersection, and that the southern carriageway is made 4.8m in width to allow two vehicles to exit side by side turning left and right out of the intersection.
- Install a regulatory 'No U turn sign' to alleviate alleged U turning at the intersection.
- All works are contained within the local street area.

The initial plan that went out to consultation is shown under *Attachment 1*.

Tideswell Street is a short length 'No Through Road' off Liverpool Road. Apart from residential properties, Tideswell Street serves rear access to Milano Furniture (130-140 Liverpool Road) and general access for Red Rooster Summer Hill (25 Liverpool Road)

### Parking changes

This proposal requires the adjustment to the existing parking arrangements in Tideswell Street, as the works are contained to be generally within the statutory 10m 'No Stopping' areas from the intersection. Therefore, there will be a loss of one parking space resulting from the proposed works.

Given the appropriate locations for the new kerb ramps, Council has minimised the loss of parking as much as possible to achieve the benefits of both pedestrian safety and traffic calming.

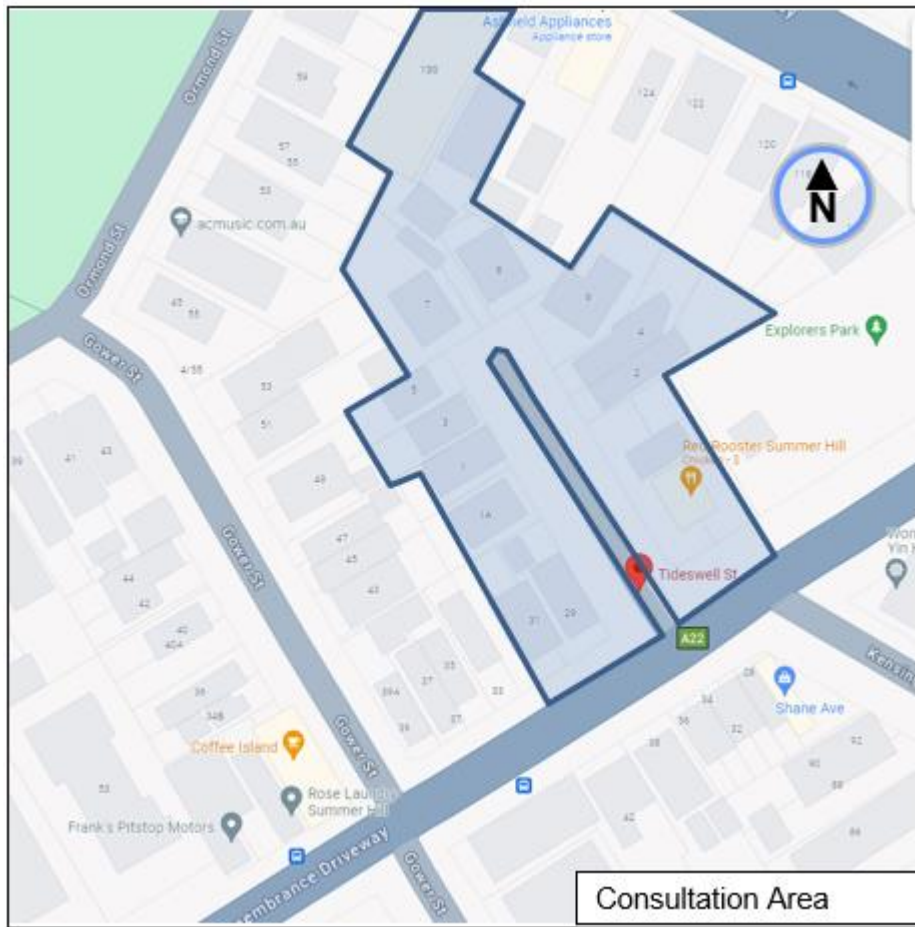


**Streetlighting**

The existing street lighting at the location is deemed adequate. Therefore, no changes are proposed to the existing street lighting due to the works.

**PUBLIC CONSULTATION**

A letter outlining the above proposal was distributed to 13 directly affected properties (25 letters) in Tideswell Street and Liverpool Road, as shown on the consultation map area below.



Two (2) submissions were received in comment of the initial design plan as shown in *Attachment 1*. One (1) resident was in objection and one (1) raised concerns/suggestions to the initial design plans. Council officer responses addressing the issues are tabled below, with the design plan amended accordingly as shown in *Attachment 2*.

Residents Comments	Officers Response
<p>Resident has objection to the proposal</p> <ul style="list-style-type: none"> <li>Concern is raised regarding the loss of a parking space due to Liverpool Road as a clearway most of the weekdays and much of the houses (at Liverpool Road) don't have off-street parking.</li> </ul>	<ul style="list-style-type: none"> <li>The project was initiated as part of the Pedestrian Access and Mobility Plan (PAMP) to provide a significant safety improvement and reduce the risk of incidents occurring. In consideration of the existing 10m 'No-Stopping' restrictions and the appropriate locations for the new kerb ramps, Council has minimised the</li> </ul>

<ul style="list-style-type: none"> <li>• Adding crossover facilities and narrowing the road will result in unnecessary delays to traffic in Tideswell Street.</li> <li>• Additional traffic signs as part of this work are unnecessary and will cause visual pollution</li> </ul>	<p>loss of parking as much as possible to achieve the benefits of both pedestrian safety and traffic calming.</p> <ul style="list-style-type: none"> <li>• The Southbound carriageway for Tideswell Street is widened from 4.4m to 4.8m by relocating the proposed new centre line marking as illustrated in Consultation Plan 10254-A. This will allow two standard vehicles to depart from Tideswell Street into Liverpool Road side by side.</li> <li>• The proposed new traffic signs are required as part of the proposal to comply with TfNSW’s specifications and the Australian Standards. However, it should be noted that two proposed ‘No-Stopping’ signs have now been excluded from the proposal.</li> </ul>
<p>Resident is in support for the proposal with comments requiring expansion of scope of works to include:</p> <ul style="list-style-type: none"> <li>• inclusion of centre island at the crossover facility to stop vehicles from u-turning at the intersection.</li> <li>• ‘No Right Turn’ sign on the centre island as close to the intersection as possible to dissuade vehicles from u-turning at the intersection.</li> <li>• ‘Keep Clear’ line marking symbols across Liverpool Road in front of Tideswell Street to dissuade vehicles from u-turning at the intersection.</li> <li>• ‘Left Only’ sign on the centre island in front of the driveway leaving Red Rooster to discourage patrons from turning right when leaving Red Rooster. He believes this will discourage patrons from using Tideswell Street as additional parking spots</li> </ul>	<ul style="list-style-type: none"> <li>• A new central median island would need to be 2m wide to satisfy the standards required for such devices. Council does not support the inclusion of such a device as it will constrain truck movements into the street.</li> <li>• Council has agreed to add a ‘No U-Turn’ sign at the intersection of Tideswell Street to advise drivers of this restriction and avoid any alleged U turning.</li> <li>• The installation of a ‘No Right Turn’ restriction into Tideswell Street is not supported as this will unnecessarily impact access for existing residents and businesses operating within the street.</li> <li>• This request would need to be referred to TfNSW for their consideration. It should be noted that Liverpool Road is the jurisdiction of TfNSW and as such any decision to implement such line marking is subject to TfNSW approval.</li> <li>• The installation of a ‘Left Only’ sign is not supported as it is not a priority traffic issue and would be difficult to enforce. There is no recorded accident history within the street to justify such a restriction on traffic grounds.</li> </ul>

**CONCLUSION**

It is recommended that the amended design plan (No.10254-A) for the proposed new landscaped kerb blister islands, and associated infrastructure works and new signs and line markings at the intersection of Tideswell Street and Liverpool Road, Ashfield, as shown in *Attachment 2* be approved.

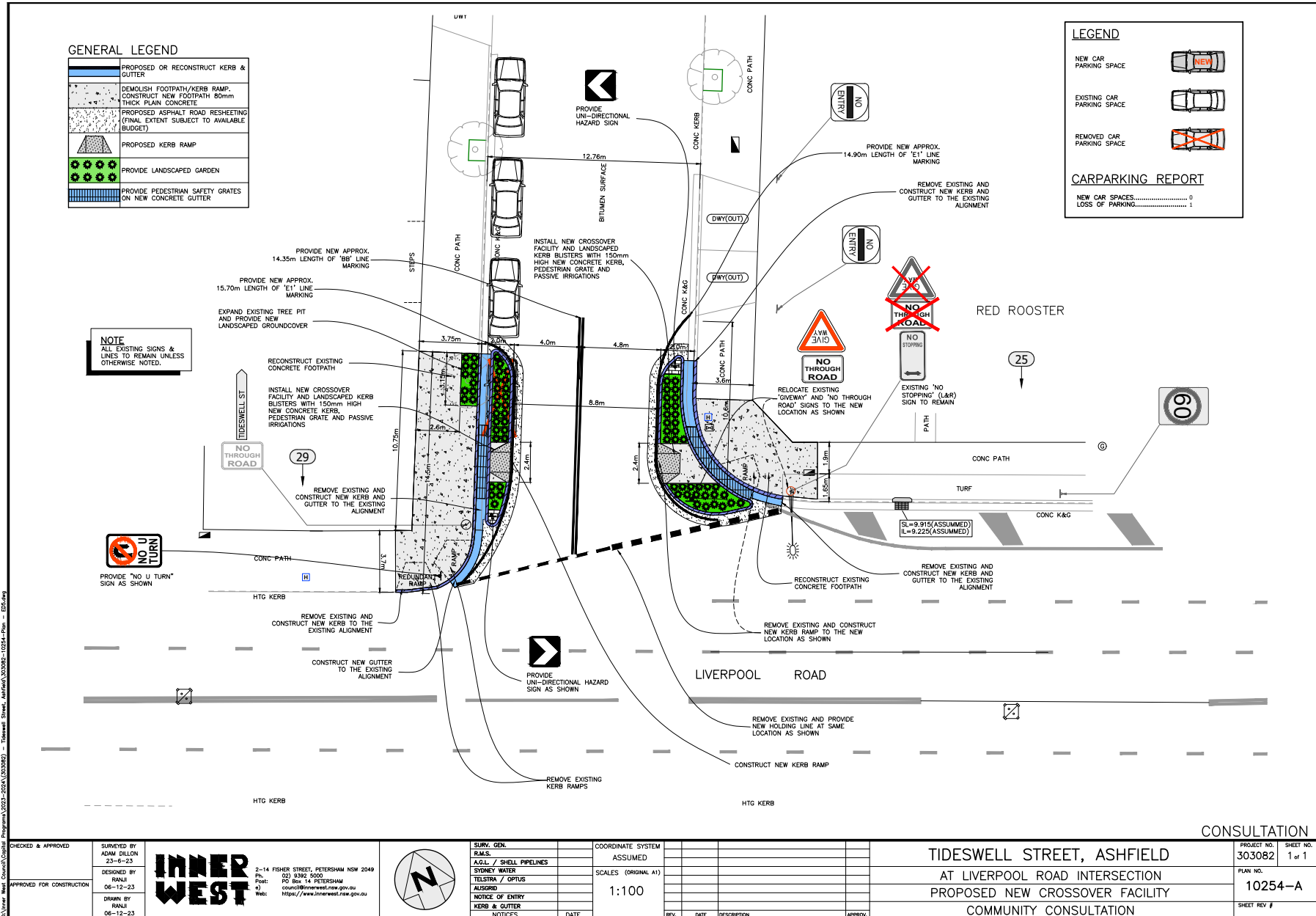
**FINANCIAL IMPLICATIONS**

Funding will be allocated from the PAMP programs in the estimate amount of \$67,000 with construction plan design in 2023/2024 and programmed construction in 2024/2025.

**ATTACHMENTS**

1. [↓](#) Original design plan No. 10254
2. [↓](#) Amended design plan No. 10254 A





I:\Inner West Council\Projects\10254-10254A\10254A - Tideswell Street, Ashfield\10254-10254A - EIS.dwg  
 Program: 10254-10254A\10254A - Tideswell Street, Ashfield\10254-10254A - EIS.dwg

CHECKED & APPROVED ADAM DILLON 23-9-23		2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: 02 9392 5000 Post: PO Box 14, PETERSHAM a) council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au	SURV. GEN. R.M.S. RADIAL / SHELL PIPELINES SYDNEY WATER TELSTRA / OPTUS AUSORIG NOTICE OF ENTRY KERB & GUTTER NOTICES DATE	COORDINATE SYSTEM ASSUMED SCALES (ORIGINAL A1) 1:100	REV. DATE DESCRIPTION APPROV.	TIDESWELL STREET, ASHFIELD AT LIVERPOOL ROAD INTERSECTION PROPOSED NEW CROSSOVER FACILITY COMMUNITY CONSULTATION		PROJECT NO. 303082	SHEET NO. 1 of 1
APPROVED FOR CONSTRUCTION RANJ 06-12-23						PLAN NO. 10254-A	SHEET REV #		



**Item No:** LTC0324(1) Item 15  
**Subject:** LONDON STREET AND SIMMONS STREET, ENMORE – PROPOSED TEMPORARY ROAD CLOSURE AND PART ROAD CLOSURE (DAMUN-NEWTOWN WARD/NEWTOWN ELECTORATE/INNER WEST PAC)  
**Prepared By:** George Tsaprounis - Coordinator Traffic Engineering Services (south)  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

1. That the temporary full closure of London Street, Enmore between Enmore Road and Belmore Lane be approved for a trial period of 6 months.
2. That the temporary part closure of Simmons Street, Enmore with a one way northbound between Enmore Lane and Enmore Road be approved for a trial period of 6 months.
3. That a report be bought back to the Committee following the 6-month trial period and be used to inform Council of possible locations for future implementation of traffic management measures as well as success or otherwise of the temporary road/part road closures.
4. That Traffic Management Plans for the proposed changes to London Street and Simmons Street be submitted to TfNSW for their consideration and approval.
5. That Council undertake vehicle movement surveys at least 2 months after implementation of the temporary closures at the midblock locations to determine changes to the traffic volumes and establish whether further changes required to manage speed and/or rat running.
6. That the signs and linemarking plan for London Street (Parking changes plan) as per figure 4 be approved.
7. That the signs and linemarking plan for Simmons Street (Parking changes plan) as per figure 5 be approved.

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council’s Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Council is proposing to close London Street at Enmore Road and Simmons Street (part closure) and one way northbound between Enmore Road and Enmore Lane in order for these selected streets to become more welcoming and enhance their use and activity for pedestrians and people visiting Enmore. This project comes from Council’s Main Streets Program and aims to improve the vibrancy and safety of public spaces to pedestrians and people visiting this busy and active strip, by improving their character and making them more inviting for people to spend more time in.

Both traffic and parking impacts have been reviewed as part of the proposal and it was found that both London Street and Simmons Street would benefit from the proposed changes, other adjacent streets would actually experience an increase in traffic and this varied from a minor increase to a few examples where a more significant increase may occur. Community feedback from the engagement exercise found overall approximately 70% of respondents supported the proposals however a number of local residents raised concerns with the redistribution of traffic into adjacent streets. Council has made changes to the original proposals that include reducing the trial period down to 6 months and changing the full closure of Simmons Street to a part closure with a one way northbound traffic flow.

Proposed changes to parking are not considered significant, as there will be no loss in parking for London Street and only a minor loss for Simmons Street. There will however be the loss of a 'No Parking' area on the eastern side of Simmons Street that is currently used by delivery vehicles at times.

In conclusion, it is proposed that the temporary full closure of London Street between Enmore Road and Belmore Lane and the part closure of Simmons Street between Enmore Road and Enmore Lane with one way northbound traffic be supported as a 6 month trial to improving the vibrancy and safety of these public spaces and local streets. It is also recommended that the plans within the report showing the signage and line marking changes be approved in order to better delineate parking and non carparking spaces, turning restrictions as well as other features such as the cycle lanes.

## BACKGROUND

Council's Main Streets Program aims to improve the vibrancy and safety of public spaces and local streets by improving their character and making them more inviting.

Re-imagining the use of public spaces and regenerating them can enhance the lives of the community and assist economic growth by providing settings to attract visitation and local spend and creating places to go to, not move through.

As a part of the Main Streets Program, Council has developed concept plans for improvements to two (2) local streets in Enmore, an area recently classified as a Special Entertainment Precinct where Council is encouraging night time activities:

- London Street (closure)
- Simmons Street (part closure)

Council has reviewed local traffic movements and notes that the proposal will impact a number of local vehicular movements, however the redistribution of traffic can be accommodated by the adjacent streets.

Although Council proposed that the two streets were to be temporarily pedestrianised for a period of 18 months from early 2024, this has been amended to a 6-month trial period and Simmons Street was changed from a full road closure to a partial road closure with a one way northbound following community engagement.

## DISCUSSION

In order for Council to make selected streets more welcoming and enhance their use and activity, council officers have worked with adjacent shop owners and are now proposing the following place making and pedestrian improvements to London Street and Simmons Street:

- Create a space where people can meet and socialise or have a quiet time.
- Install seating and large pots with trees. Provide paving decoration.
- Create an opportunity for patrons of the adjacent or nearby businesses to enjoy an outdoor space off Enmore Road.

The above aspects of the London Street and Simmons Street proposals are represented in Figures 1&2 below and attachments.

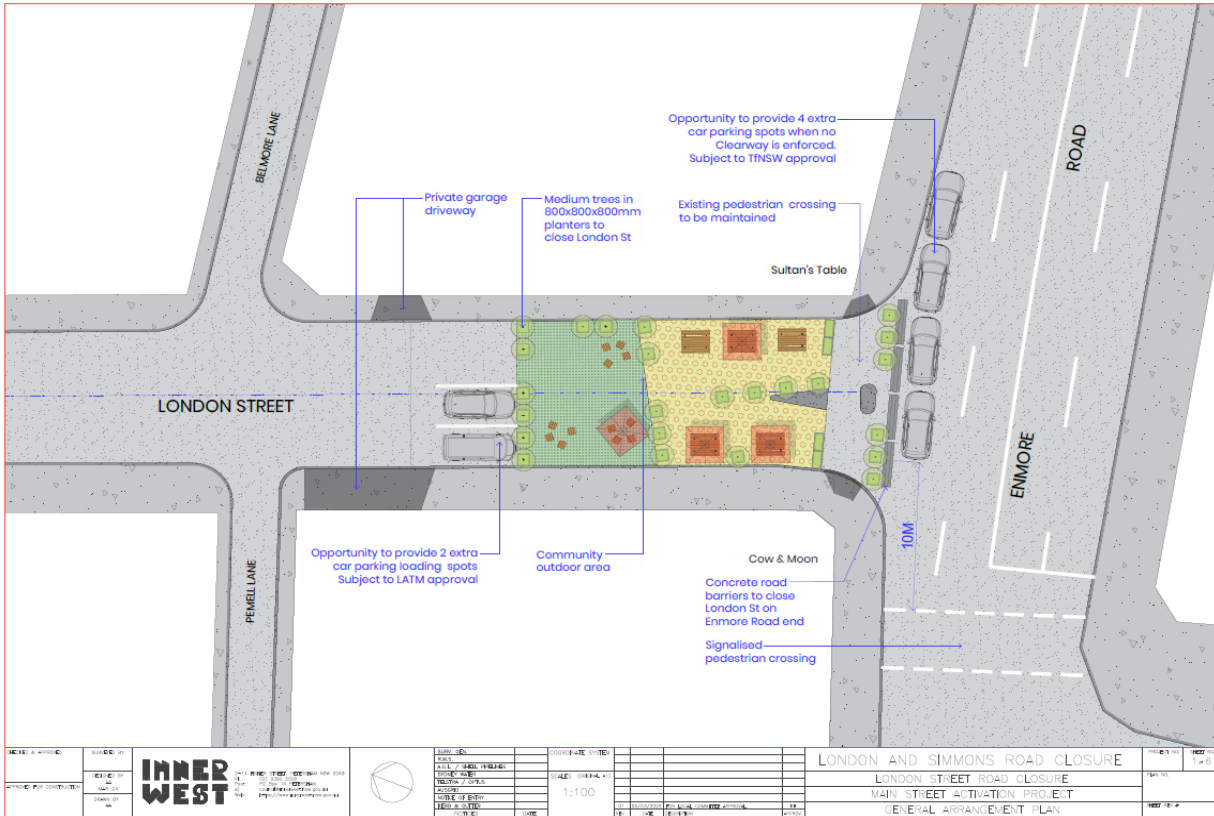


Figure 1 – London Street closure proposal

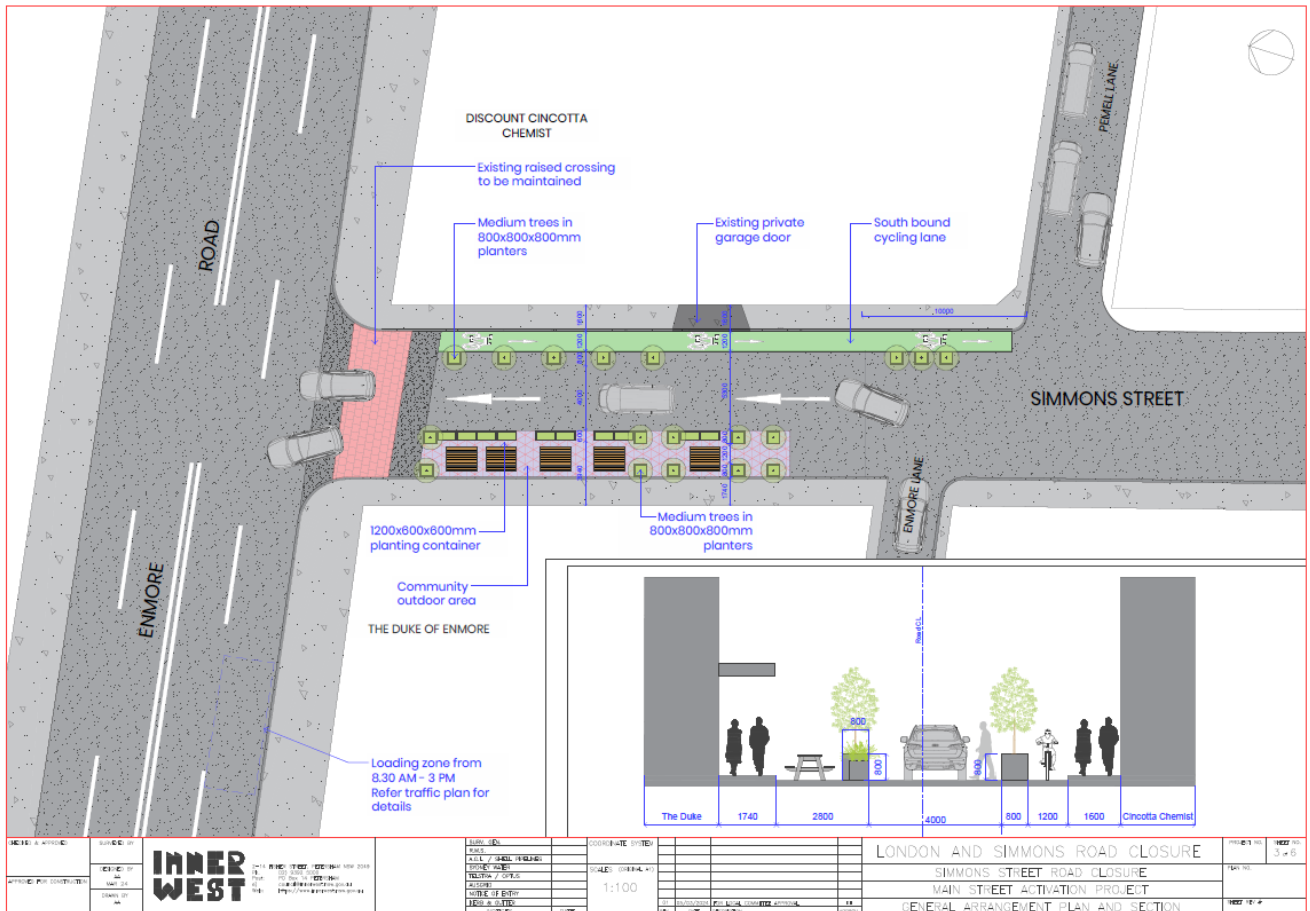


Figure 2 – Simmons Street part closure and one way proposal

The projects are both located adjacent to Enmore Road, Simmons Street approximately 450 metres west of Newtown Station and London Street approximately 600 metres west of Newtown station.

- London Street is a side street off Enmore Road, with the proposed works located between Enmore Road and Cambridge Lane. The site is also located between the Cow & The Moon Gelato shop and Sultan’s Kebab’s, both of which have outdoor dining tables on the footpath.
- Simmons Street is a side street extending off Enmore Road, with the proposed works occurring between Enmore Road and Enmore Lane. The site is between The Duke Hotel to the west and an apartment building with a ground floor shop to the east.

Traffic Impacts

London Street is a local road with a 9.7 m wide roadway and 2.9m and 1.7m footpaths on either side of the roadway. It carries around 3650 vehicles per day in the section between Liberty Street and Augustus Street. Many of the trips along London Street are rat runners as London Street provides convenient access between Liberty Street and Enmore Road.

Simmons Street is a local road with a 8.8m wide road and 1.7m and 1.6m wide footpaths on either side of the road, between Enmore Road and Pemmell Lane. It carries around 1230 vehicles per day in the section between Enmore Road and Enmore Lane. The bulk of trips moving via Simmons Street are localised internal trips.

Mid block traffic counts were collected for 7 days from 4th June 2023 and intersection counts undertaken on 7th December 2023 in the Enmore Road local area. They have revealed that a high proportion of through traffic uses the London Street/Enmore Road intersection during peak times (refer to Figure 3 below and *Attachment 1*)



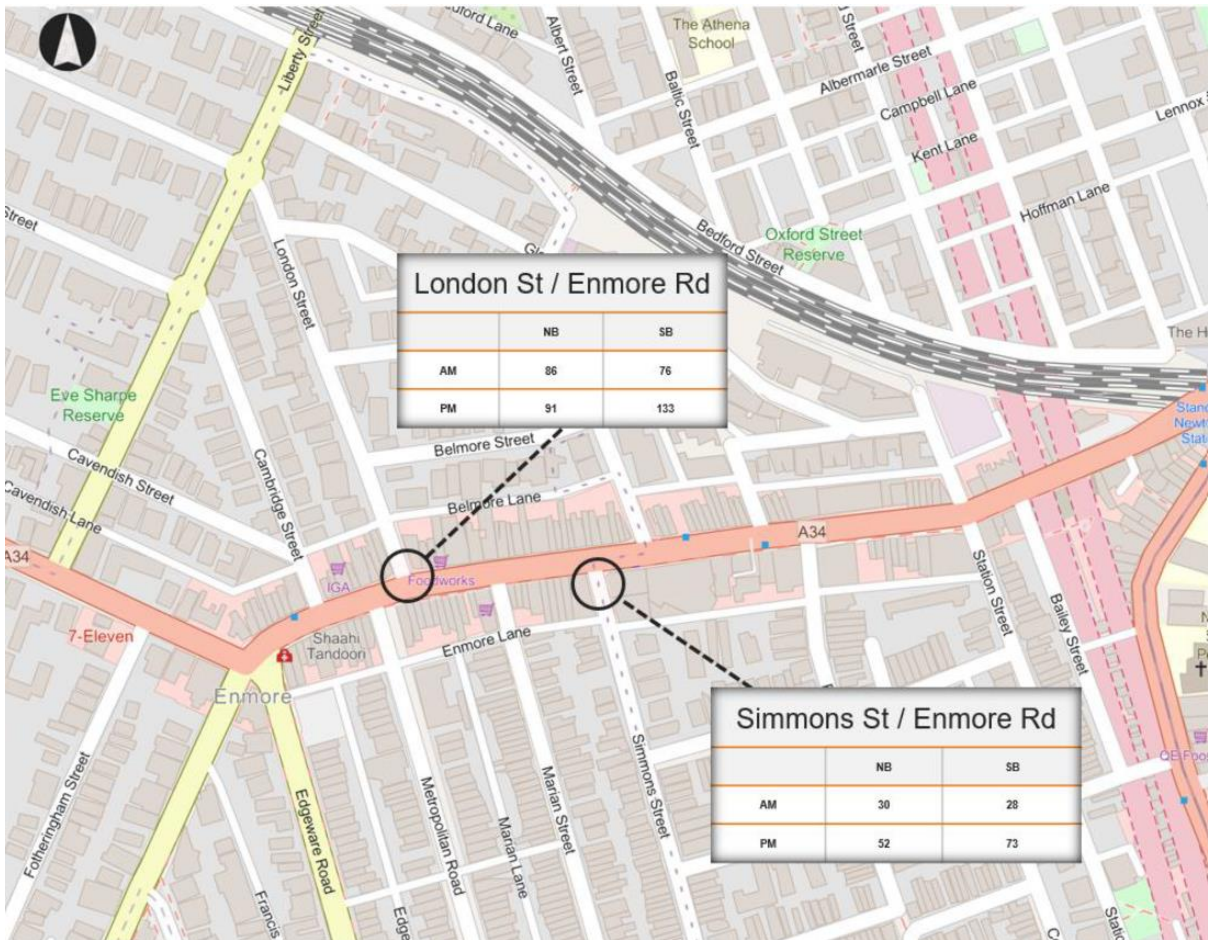


Figure 3: Intersection traffic count survey data for London St and Simmons St

A study was commissioned by Council Officers in order to determine the impact of the proposals on adjacent local Street network. The following assumptions were made in relation to the distribution of the traffic (refer to *Attachment 1 - London Street and Simmons Street (Southbound) Temporary Road Closures*)

### London Street – Northbound

For traffic travelling northbound on London Street, 10% are internal trips and 90% are external trips (i.e., rat runners). To determine this, count data from various locations was analysed and compared. Of the 90% of external through trips travelling north on London Street, it was assumed that following the closure of London Street at Enmore Road:

- 80% of vehicles would travel via Liberty St; and,
- 20% of vehicles would travel via Philip St.

### London Street – Southbound

For traffic travelling southbound on London Street, 10% are internal trips and 90% are external trips (i.e., rat runners). To determine this, count data from various locations was analysed and compared. After considering the tube data collected, of the 90% of external through trips travelling south on London Street, it was assumed that following the closure of London Street at Enmore Road:

- 40% of vehicles would travel via Gladstone Street and Philip Street;
- 30% of vehicles would travel via Belmore Street and Philip Street; and,
- 30% of vehicles would travel via Belmore Lane and Philip Street.



**Simmons Street – Northbound**

Simmons Street will allow a one-way northbound exit onto Enmore Road, with both left and right turning movements permitted. It is assumed that all the vehicles currently travelling northbound on Simmons Street to get to Enmore Rd will continue to do so in the future, even after the implementation of the Simmons Street (Southbound) street closure.

**Simmons Street – Southbound**

For traffic travelling southbound on Simmons Street, we assume that all trips would divert to either Marian Street, Reiby Street or Station Street. It assumed that the bulk of trips moving via Simmons Street are localised internal trips. For this reason, the traffic travelling southbound on Simmons Street was re-distributed to the above-mentioned streets as follows:

- 70% of vehicles would travel via Marian Street;
- 20% of vehicles would travel via Reiby Street; and,
- 10% of vehicles would travel via Station Street.

A summary of the streets where traffic volume is projected to increase due to the proposed road closures include;

- Gladstone Street: AM peak East bound, existing 175 vehicles, increase to 204 vehicles (+29 vehicles or 17% increase);  
PM peak East bound, existing 137 vehicles, increase to 180 vehicles (+43 vehicles or 31% increase).
- Phillip Street: AM peak South bound, existing 92 vehicles, increase to 155 vehicles (+63 vehicles)  
PM peak South bound, existing 90 vehicles, increase to 186 (+96 vehicles)
- Belmore Street: AM peak West bound existing 51 vehicles, increase to 58 vehicles (+7 vehicles or 14% increase)  
PM peak East bound existing 73 vehicles, increase to 79 vehicles (+6 vehicles or 8% increase).
- Belmore Lane: AM peak West bound existing 104 vehicles, increase to 111 vehicles (+7 vehicles or 7% increase)  
PM peak West bound existing 109 vehicles, increase to 115 vehicles (+6 vehicles or 6% increase)
- Marian Street: AM peak South bound existing 10 vehicles, increase to 30 vehicles (+20 vehicles)  
PM peak South bound existing 18 vehicles, increase to 64 vehicles (+46 vehicles)

Phillip Street, Gladstone and Marian Streets will experience the most significant increases in traffic as compared to their current levels.

The following improvements in vehicular movements are projected on London Street and Simmons Street due to the proposed road closures:

- London Street: AM peak North bound existing 147 vehicles, reduced to 97 vehicles (-51 vehicles or 34% fewer vehicles);  
Southbound existing 111 vehicles, reduced to 84 vehicles (-26 vehicles or 23% fewer vehicles).  
PM peak North bound existing 130 vehicles, reduced to 85 vehicles (-45 vehicles or 35% fewer vehicles);  
South bound existing 158, reduced to 117 vehicles (-41 vehicles or 26% fewer vehicles)
- Simmons Street: AM peak southbound existing 28 vehicles, reduced to 0 vehicles (-28 vehicles or 100% fewer vehicles)

PM peak southbound existing 66 vehicles, reduced to 0 vehicles  
(-66 vehicles or 100% fewer vehicles)

### Six month trial

It is proposed that both temporary road closures will be trialled for a 6-month period from approximately July 2024 to January 2025. At least two months after the commencement of the trial, Council will undertake a new count of vehicle movements on local streets in the area to get accurate data on the extent of changes to local streets. Council will review this new data when preparing a new Local Area Traffic Management study for the area to identify opportunities to prevent rat running through the area and also to inform a decision at the end of the six month trial period to either extend or conclude the London and Simmons Street road closure trials. Council Officers will submit as the next step in the process, a Traffic Management Plan to Transport for New South Wales (TfNSW) for consideration and approval.

### Impacts to Parking

Each of the proposals will result in the changes to the parking in the affected section of London Street and Simmons Street. In London Street there is no net loss in carparking as a result of the closure (i.e., although six one hour parking spaces will be lost as a result of the proposed closure, a further 6 spaces will be gained by extending parking through the intersection and providing a further 2 angled spaces in London Street itself). Signs and linemarking will be amended in this area to suite the proposed arrangements. (Refer to figure 4 below). Note that changes to parking arrangements on Enmore Road will require TfNSW approval.

In Simmons Street, there is a large area of 'No Parking' on the eastern side of the roadway, and this appears to be used as a loading area by the adjacent business owners. On the western side of the roadway, currently a portion of the roadway is taken up by a temporary outdoor dining area and the remainder is motorcycle parking (1 car parking space in length). Prior to Council approving the dining area, this area was unrestricted parking for two vehicles. The proposal will only affect the motorcycle parking for the duration of the trial. The loss of the 'No Parking' on the eastern side may be expected to have an impact on deliveries to local businesses. Signs and linemarking will be amended in this area to suite the proposed arrangements. (Refer to figure 5 below).







Promotion and engagement methods Promotion method	Stakeholders engaged
Project page on Your Say Inner West	773 people visited the YSIW page.
Letterbox drop	492 letters were sent to residents adjacent to London Street  566 letters were sent to residents adjacent to Simmons Streets
Online Survey	131 people responded to the online survey.
Direct contact from residents	28 emails from individuals  100 community members participated in the Face-to-face pop-up session.  2 letters from individuals

### Summary of feedback

A summary of the online responses is provided below.

Question	Response
Do you support the creation of a new pedestrian space in London Streets?  <i>131 responses</i>	88 (67.18%) of respondents showed support of the concept plan.  43 (32.82%) not in support of proposal.
Do you support the creation of a new pedestrian space in Simmons Streets?  <i>131 responses</i>	87 (66.41%) of respondents showed support of the concept plan.  44 (33.59%) not in support of proposal.



As a result of the community engagement, Council Officers made several changes to the proposal including reducing the trial period from 18 months to 6 months and amending Simmons Street from a full closure to a partial closure. Concerns with the impact of the redistribution of traffic was the main concerns for the residents objecting. Council Officers in the trial period are proposing to undertake counts to gauge the actual effect of the closures and will subsequently come back to Council with a further report following the end of the trial period.

In conclusion, it is proposed that the temporary full closure of London Street between Enmore Road and Belmore Lane and the part closure of Simmons Street between Enmore Road and Enmore Lane with one way northbound traffic be supported as a 6 month trial, to improve the vibrancy and safety of public spaces and local streets. It is recognised that although there are benefits to the proposed closures there will be impacts on adjacent streets as a consequence of changes to the number of vehicles traveling along these local streets. To address this issue, a trial of 6 months and additional counts will be undertaken during this period, to determine the overall impact to the adjacent streets. Community feedback will also be at the end of the trial period.

The plans within the report showing the signage and line marking changes are also supported, in order to better delineate parking and non carparking spaces, turning restrictions as well as other features such as the cycle lanes.

### **FINANCIAL IMPLICATIONS**

The proposals within this report are funded through Council's Mainstreet Local Place Making budget.

### **ATTACHMENTS**

1. [↓](#) London Street and part Simmons Street temporary closures report
2. [↓](#) Figure 1 - London Street closure proposal
3. [↓](#) Figure 2 - Simmons Street closure proposal
4. [↓](#) Figure 4 – London Street signage and linemarking plan.
5. [↓](#) Figure 5 – Simmons Street signage and linemarking plan.
6. [↓](#) Figure 6 – Swept path analysis of a left and right turning 8.8m service truck from Enmore Lane
7. [↓](#) Engagement Report



**Stantec Australia Pty Ltd**  
Level 9, 203 Pacific Highway  
St Leonards NSW 2065  
Tel: +61 2 9496 7700  
ABN 17 007 820 322 www.stantec.com/au

5 March 2024

Enquiries: Volker Buhl  
Project No: 300303958

Inner West Council  
2-14 Fisher Street,  
Petersham NSW 2049

**Attention: Kurt Henkel (Principal Designer Public Domain)**

Dear Kurt,

**RE: London Street and Simmons Street (Southbound) Temporary Road Closures**

Stantec was commissioned by Inner West Council to provide transport planning advice in support of Council's Main Streets Program, to understand the impact on the surrounding road environment of a full closure of London Street (**Figure 1**) and partial closure of Simmons Street (**Figure 2**). The trial road closures are planned to run for 6 months from end of July 2024 to end of January 2025.

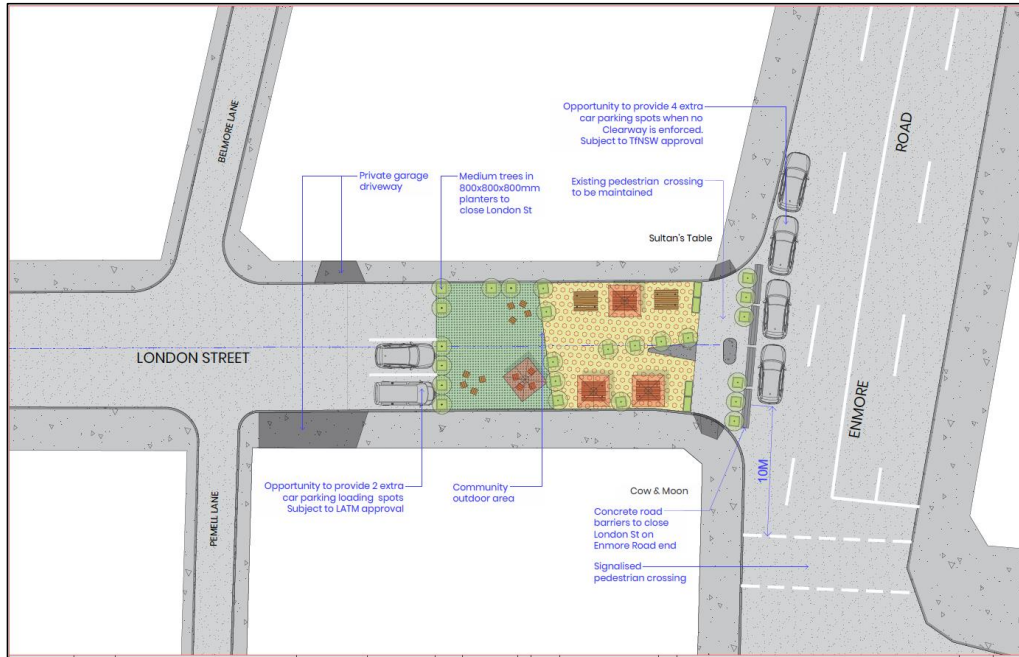


Figure 1: London St Closure Concept Design

Design with **community** in mind

DOCUMENT: \IAU2019-PPFSS01\SHARED\_PROJECTS\300303958\TECHNICAL\WORKING\REPORTS\IRPT\_ENMORE\_RD\_CLOSURE\_STUDY\_V3.DOCX (AF)

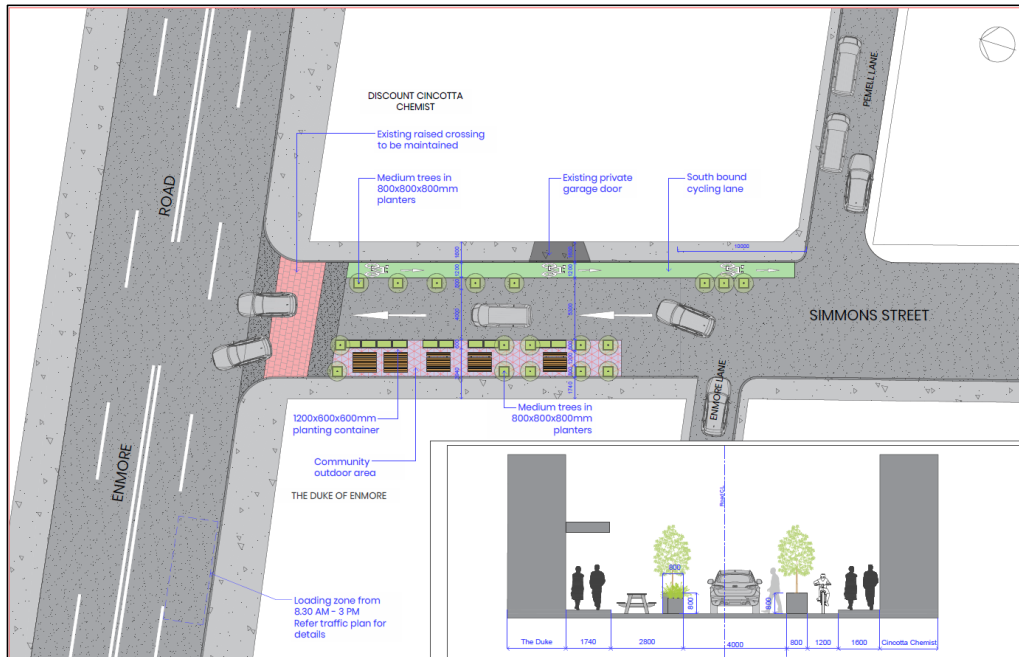


Figure 2: Simmons St (Southbound) Closure Concept Design

The following memo has been prepared to provide assumptions on the impact of these street closures. The steps undertaken to achieve this are as follows:

- Review the tube count data commissioned by Council and undertaken during June 2023.
- Analyse traffic volumes within the two residential precincts north and south of Enmore Road and understand the level of through trips vs the level of residential trips.
- Re-distribute trips within the two residential precincts under the scenario of the proposed road closures.
- Identify which intersections will be affected.
- Recommend next steps for intersection modelling and traffic management based on the trip distribution.



### 1. Analysis and Existing Counts

The existing road configuration and circulation around the study area is shown in **Figure 3**. The configurations of the two streets which are proposed for closure are highlighted in blue. Traffic on the adjacent streets was re-distributed onto the surrounding road network to assess the traffic impact that would result from the closures.



Figure 3: Existing traffic controls in the study area

The existing AM and PM Peak traffic, taken from the tube count data is shown in **Figure 4** and **Figure 5** respectively. The darker colours represent higher volumes of traffic. The following key observations were made:

- Higher volume of traffic currently using Belmore Lane than Belmore Street.
- High volume of traffic travelling westbound on Gladstone Street against the signposted one-way.
- Traffic travelling eastbound on Trafalgar Street against the signposted one-way.
- The highest traffic volumes were recorded on Gladstone Street.
- High volumes of traffic occur on London Street in both directions.



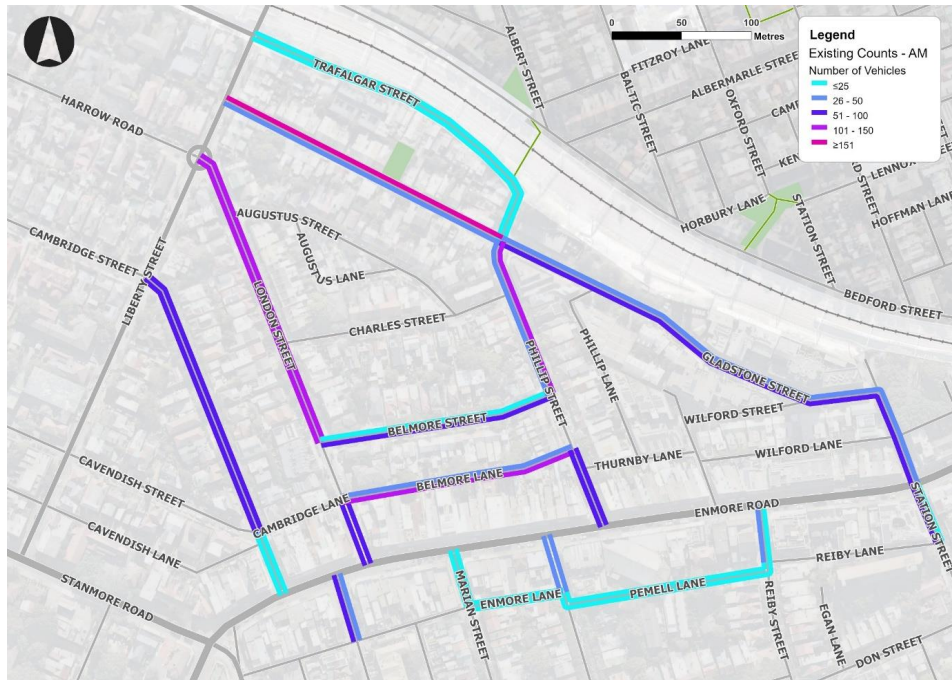


Figure 4: Existing AM Peak Traffic

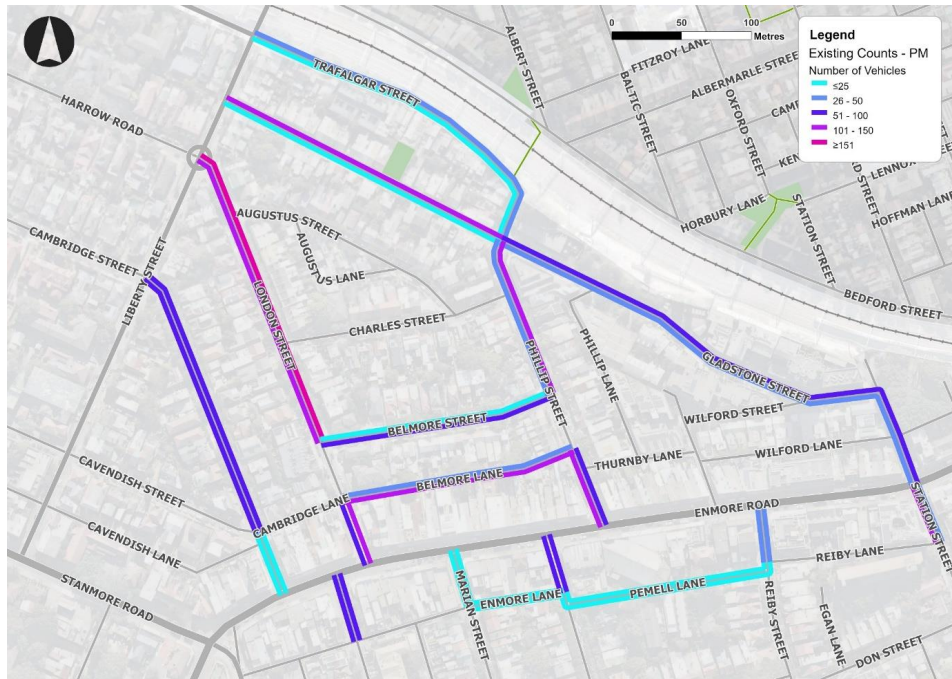


Figure 5: Existing PM Peak Traffic





1.1 Intersection Traffic Count Data

Intersection Traffic Count Surveys were commissioned by Council and were undertaken on Thursday, 7<sup>th</sup> December 2023. A high level review was undertaken for the traffic volumes going in and out of the London St / Enmore Rd and Simmons St / Enmore Rd intersections, which will be impacted by the temporary road closures. This review was also undertaken to get an understanding of the accuracy of the tube count data that was analysed to propose the traffic redistribution model. **Figure 6** shows the traffic volumes at the two intersections.

- For the London Road/Enmore Road intersection, the southbound traffic is higher in the PM peak than in the AM PM, while the northbound traffic is similar for both peaks. This aligns with the tube count data (Refer to **Figure 4** and **Figure 5**).
- For the Simmons Road/Enmore Road intersection. our review identified that the maximum difference between both, the tube count data and the intersection traffic count surveys is 25 vehicles for Simmons St – Northbound movement.

Considering that the difference in both the data sets is not drastic, it is concluded that the redistribution model proposed as part of this study is applicable and valid.

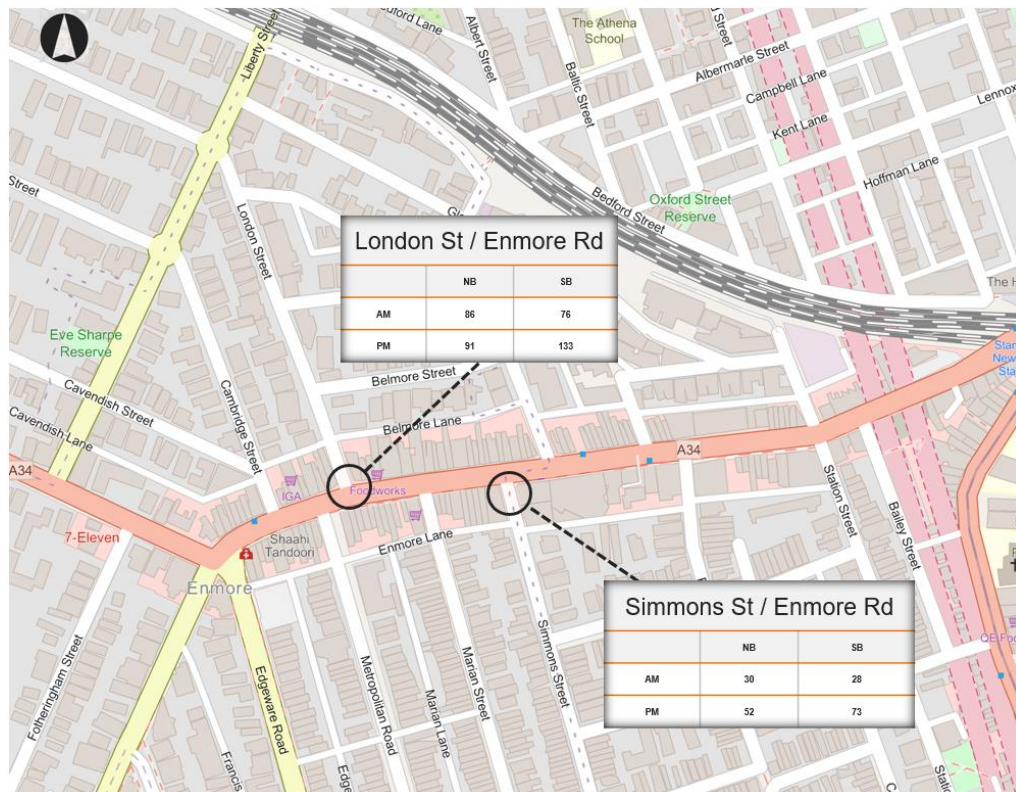


Figure 6: Intersection traffic count survey data for London St and Simmons St



## 2. Trip Distribution Assumptions

For this study, we have undertaken a detailed process of re-distributing existing traffic from London Street and Simmons Street onto the surrounding road network. For this we have segregated and applied assumptions as follows (refer to **Figure 8** and **Figure 10**):

### 2.1 London Street – Northbound

- For traffic travelling northbound on London St, 10% are internal trips and 90% are external trips (i.e., rat runners).
- To determine this, we looked at northbound trips at count 3 and then compared it against the northbound trips at count 9 and count 10, which resulted in 10% split towards internal traffic movement.
- Of the 90% of external through trips travelling north on London St, we assumed that following the closure of London Street at Enmore Road:
  - 80% of vehicles would travel via Liberty St; and,
  - 20% of vehicles would travel via Philip St.

### 2.2 London Street – Southbound

- For traffic travelling southbound on London St, 10% are internal trips and 90% are external trips (i.e., rat runners).
- Southbound trips at the tube count stations along London St (tube 3 & 9) were compared along with the data from tube 10, which again resulted in 10% split towards internal traffic movement.
- Considering the tube data collected, Of the 90% of external through trips travelling south on London St, we assumed that following the closure of London St at Enmore Rd:
  - 40% of vehicles would travel via Gladstone St and Philip St;
  - 30% of vehicles would travel via Belmore St and Philip St; and,
  - 30% of vehicles would travel via Belmore Lane and Philip St.

### 2.3 Simmons Street – Northbound

- Simmons Street will allow a one-way northbound exit onto Enmore Road, with both left and right turning movements permitted.
- It is assumed that all the vehicles currently travelling northbound on Simmons St to get to Enmore Rd will continue to do so in the future, even after the implementation of the Simmons St (Southbound) street closure.

### 2.4 Simmons Street – Southbound

- For traffic travelling southbound on Simmons St, we assume that all trips would divert to either Marian St, Reiby St or Station St.
- It assumed that the bulk of trips moving via Simmons St are localised internal trips.
- For this reason, the traffic travelling southbound on Simmons St has been re-distributed to the above-mentioned streets as follows:
  - 70% of vehicles would travel via Marian St;
  - 20% of vehicles would travel via Reiby St; and,
  - 10% of vehicles would travel via Station St.

## 3. Projected Traffic Impacts

The projected impact on traffic flow for both the AM and PM peaks is shown in **Figure 7** and **Figure 9** respectively. This impact is based on the tube count data collected and the redistribution model discussed. The figures show two sets of parallel lines on each road which are colour-coded to indicate the projected volume of traffic per direction of travel.

**Figure 8** and **Figure 10** outline the traffic volume at each location in the study area. The tables linked to each location on the map show the impact (I) indicating the increase or decrease in traffic volumes derived after re-distributing the traffic.

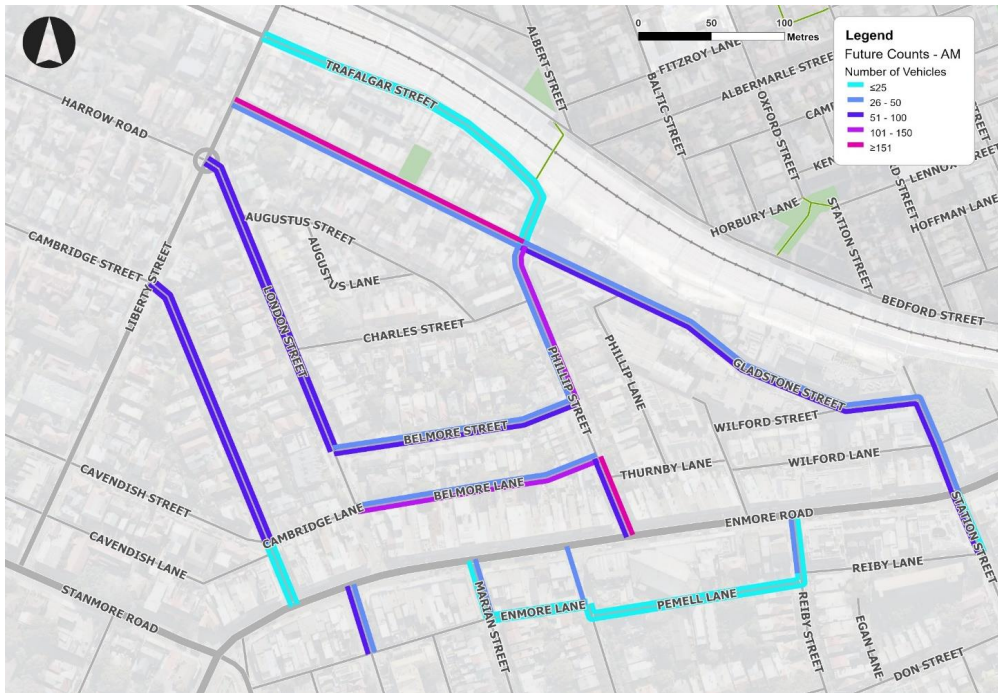


Figure 7: AM Peak – Projected Traffic Impact

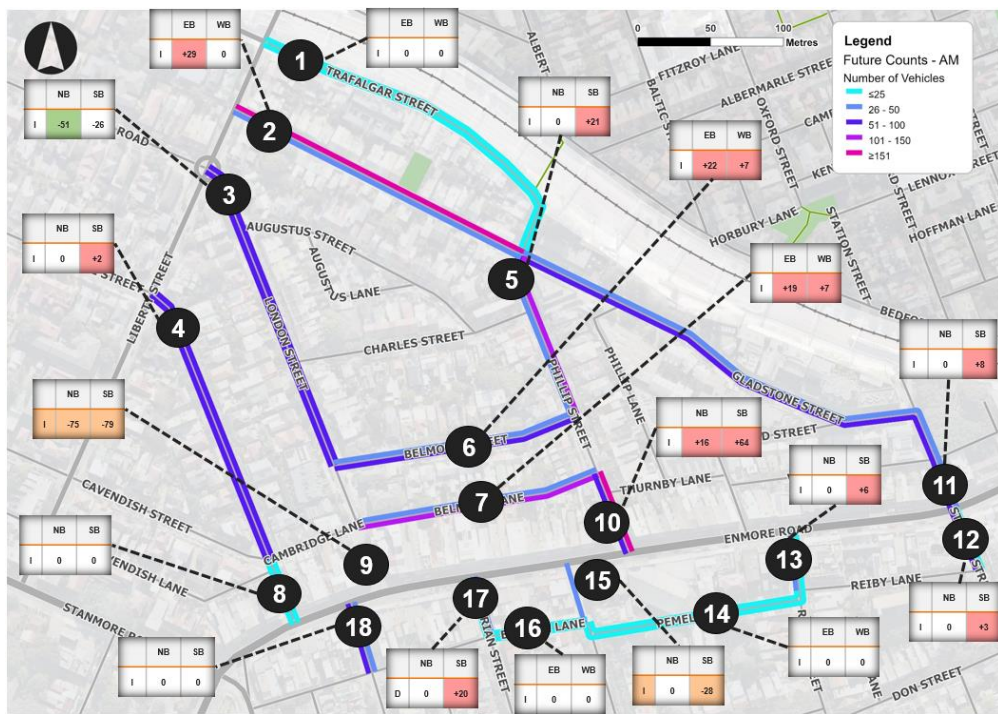


Figure 8: AM Peak – Projected Traffic Impact (with volumes)



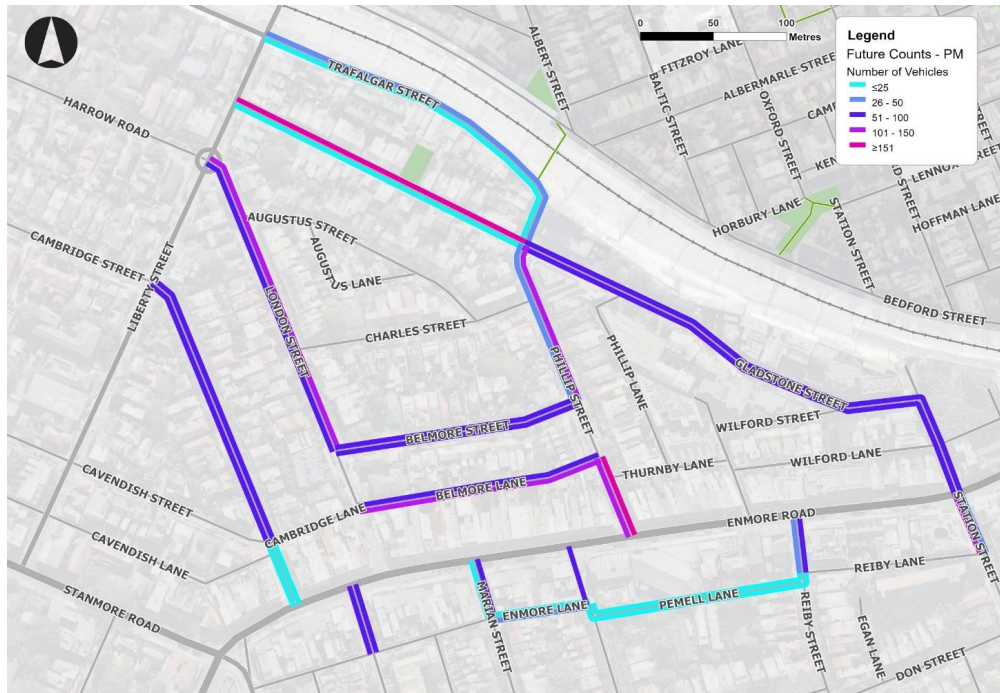


Figure 9: Projected PM Peak Traffic

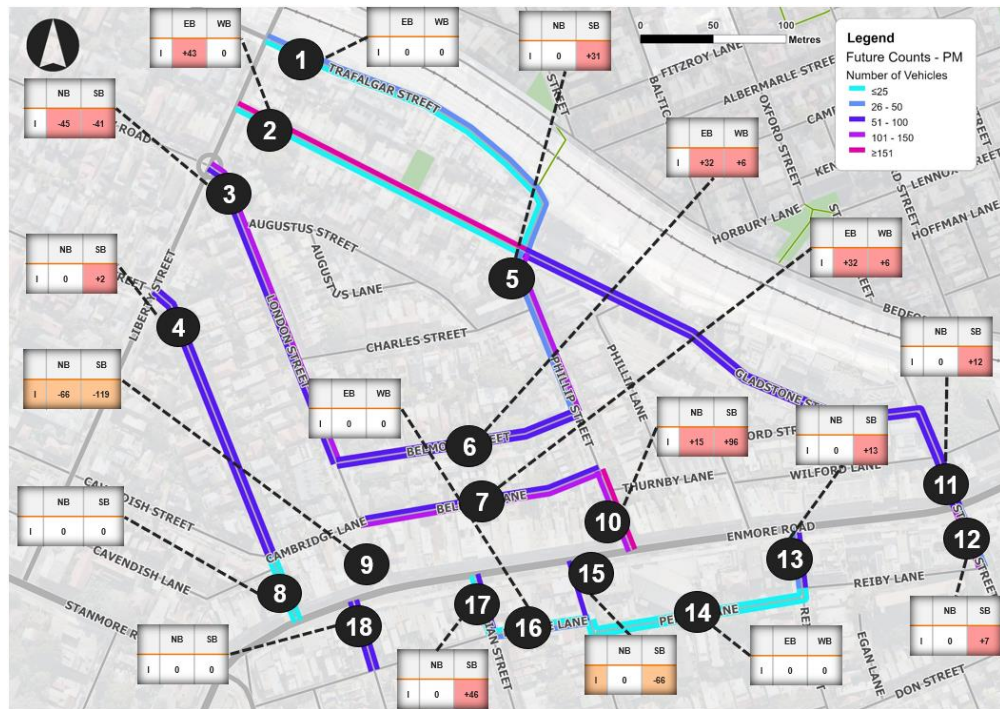


Figure 10: PM Peak – Projected Traffic Impact (with volumes)



### 3.1 Summary of Traffic Impacts

The streets where traffic volume is projected to increase due to the proposed road closures include:

- **Gladstone Street:** AM peak East bound, existing 175 vehicles, increase to 204 vehicles (+29 vehicles or 17% increase);  
PM peak East bound, existing 137 vehicles, increase to 180 vehicles (+43 vehicles or 31% increase).
- **Phillip Street:** AM peak South bound, existing 92 vehicles, increase to 155 vehicles (+63 vehicles)  
PM peak South bound, existing 90 vehicles, increase to 186 (+96 vehicles)
- **Belmore Street:** AM peak West bound existing 51 vehicles, increase to 58 vehicles (+7 vehicles or 14% increase)  
PM peak East bound existing 73 vehicles, increase to 79 vehicles (+6 vehicles or 8% increase).
- **Belmore Lane:** AM peak West bound existing 104 vehicles, increase to 111 vehicles (+7 vehicles or 7% increase)  
PM peak West bound existing 109 vehicles, increase to 115 vehicles (+6 vehicles or 6% increase)
- **Marian Street:** AM peak South bound existing 10 vehicles, increase to 30 vehicles (+20 vehicles)  
PM peak South bound existing 18 vehicles, increase to 64 vehicles (+46 vehicles)

As shown above, the overall extent of increase in peak traffic on surrounding streets due to the full closure of London Street and partial closure of Simmons Street is expected to be relatively modest.

The following improvements in vehicular movements are projected on London Street and Simmons Street due to the proposed road closures:

- **London St:** AM peak North bound existing 147 vehicles, reduced to 97 vehicles (-51 vehicles or 34% fewer vehicles);  
Southbound existing 111 vehicles, reduced to 84 vehicles (-26 vehicles or 23% fewer vehicles).  
PM peak North bound existing 130 vehicles, reduced to 85 vehicles (-45 vehicles or 35% fewer vehicles);  
South bound existing 158, reduced to 117 vehicles (-41 vehicles or 26% fewer vehicles)
- **Simmons Street:** AM peak southbound existing 28 vehicles, reduced to 0 vehicles (-28 vehicles or 100% fewer vehicles)  
PM peak southbound existing 66 vehicles, reduced to 0 vehicles (-66 vehicles or 100% fewer vehicles)

## 4. Next Steps and Recommendations

We note that council is proposing to prepare a Local Area Traffic Management Plan (LATM) covering the area north of Enmore Road. This LATM will look at further measures to address rat-running in the area.

The following recommendations are made:

- Since the road closures are initially being implemented for a trial period of 6 months, no temporary traffic management works are recommended during this period. The 6-month trial should be used to inform Council of possible locations for future implementation of traffic management measures.
- Council should undertake new vehicle movement surveys following implementation of the works, at least 2 months after implementation. We suggest that this include new mid-block traffic counts to determine actual change in traffic volumes. Analysis of this additional data may lead Council to implement further changes which may include temporary traffic management works that will contribute to reducing the speed of rat runners or deter them from traveling through the area.
- Following the recount, Council should consider early implementation of current strategies that are under development such as the InnerWest@40 proposals in this neighbourhood.
- The LATM that Council is proposing to prepare for the area north of Enmore Road should look to address the assumption made that 90% of London Street traffic is rat-running.
- It is noted that the residential areas north and south of Enmore Road would both be affected by the proposed road closures. A LATM should be developed for the area south of Enmore Road as well, or for the entire area





300303958  
Enmore Road Street Closures Traffic Impact Statement

together. The LATM should make recommendations for suitable traffic management works to deter rat running through the area.

- Council should investigate and address the non-compliant traffic movements captured by the tube counts along Gladstone Street and Trafalgar Street, i.e., traffic travelling westbound on Gladstone Street against the signposted one-way (AM peak 48 vehicles; and PM peak 22 vehicles traveling west) and eastbound on Trafalgar Street against the signposted one-way (AM peak 18 vehicles; and PM peak 34 vehicles traveling east).

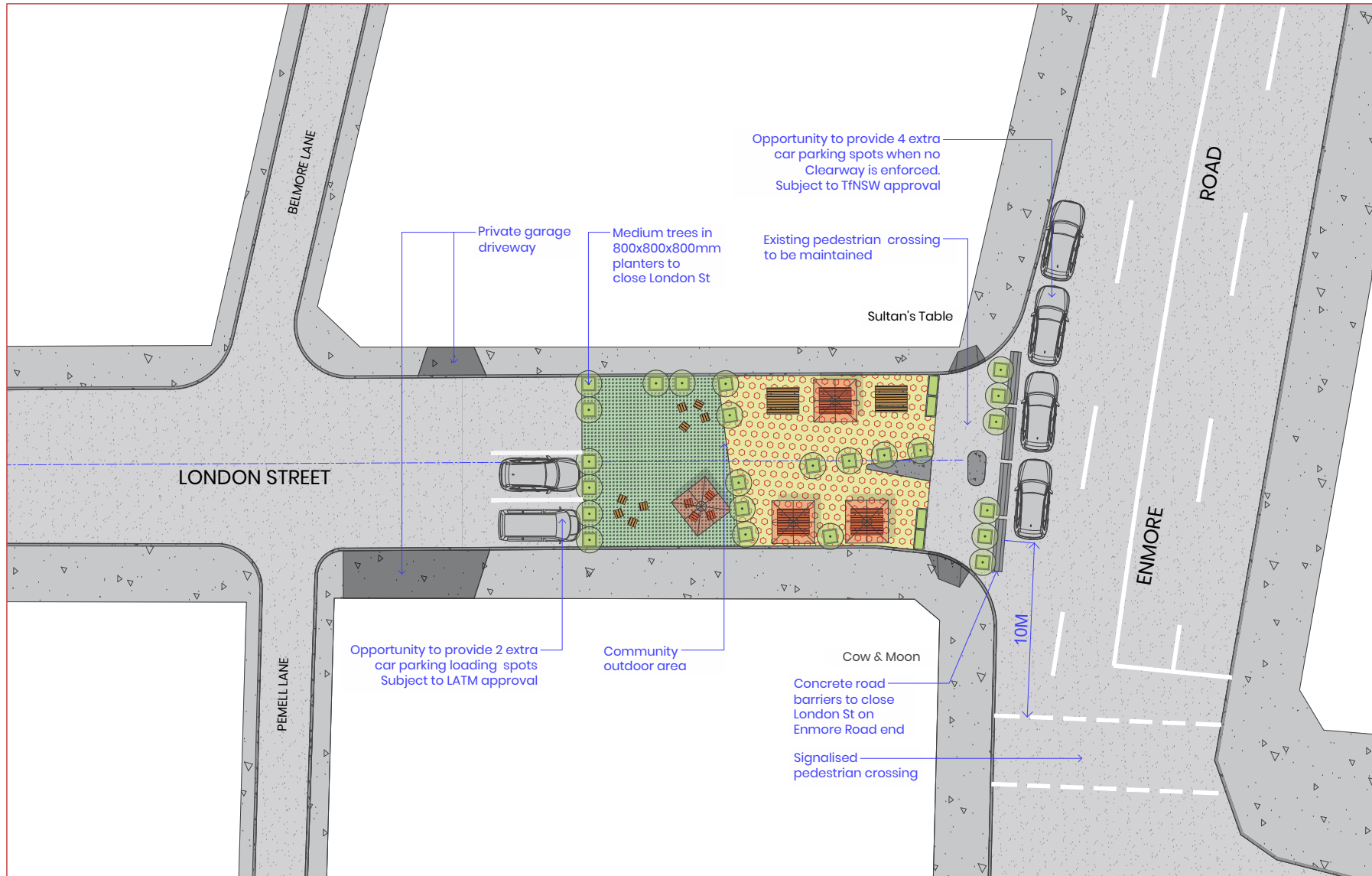
I trust this is satisfactory; should you have any questions, please do not hesitate to contact me directly.

Yours sincerely

Stantec Australia Pty Ltd

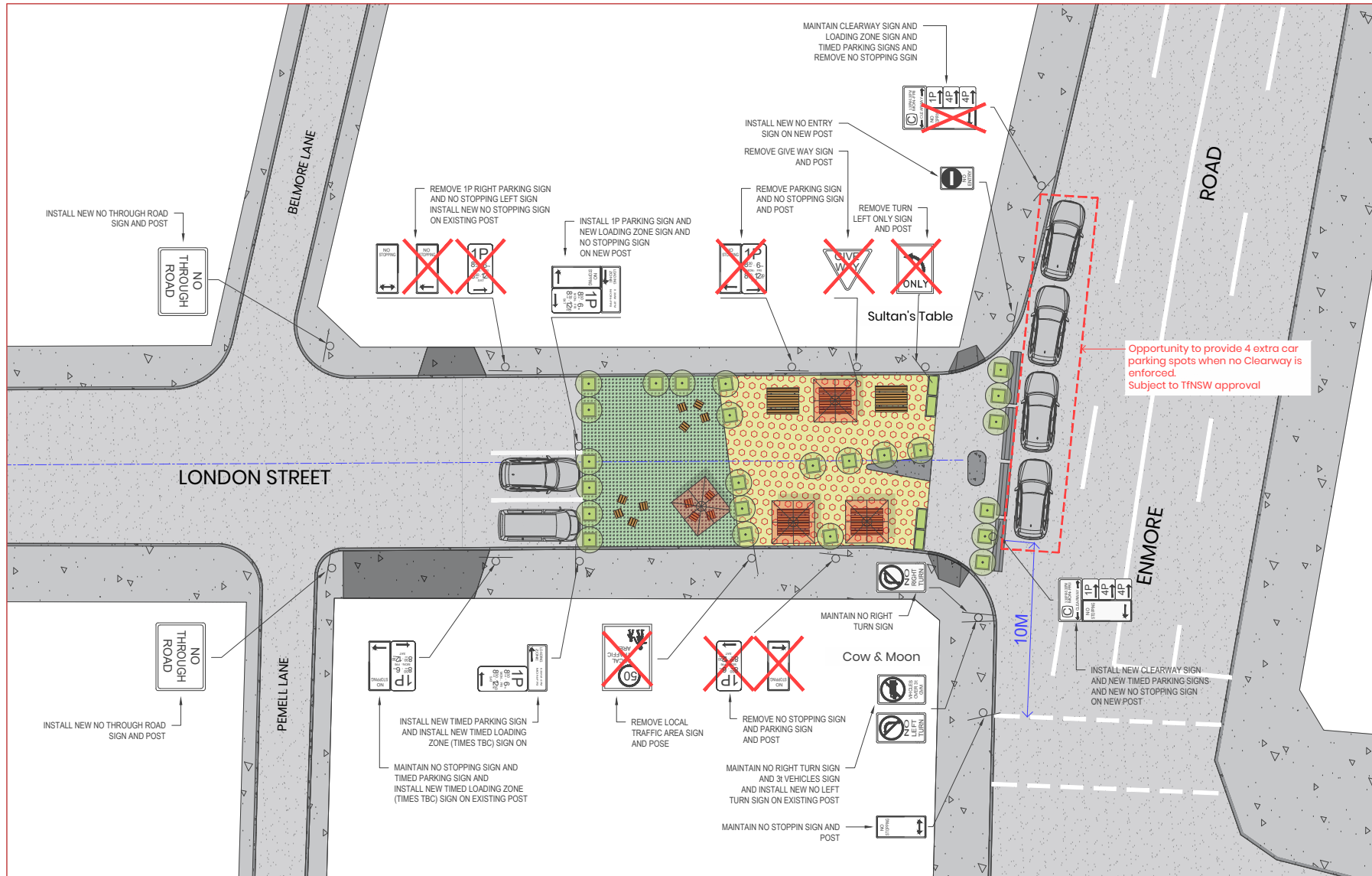
Volker Buhl

Principal Transportation Planner

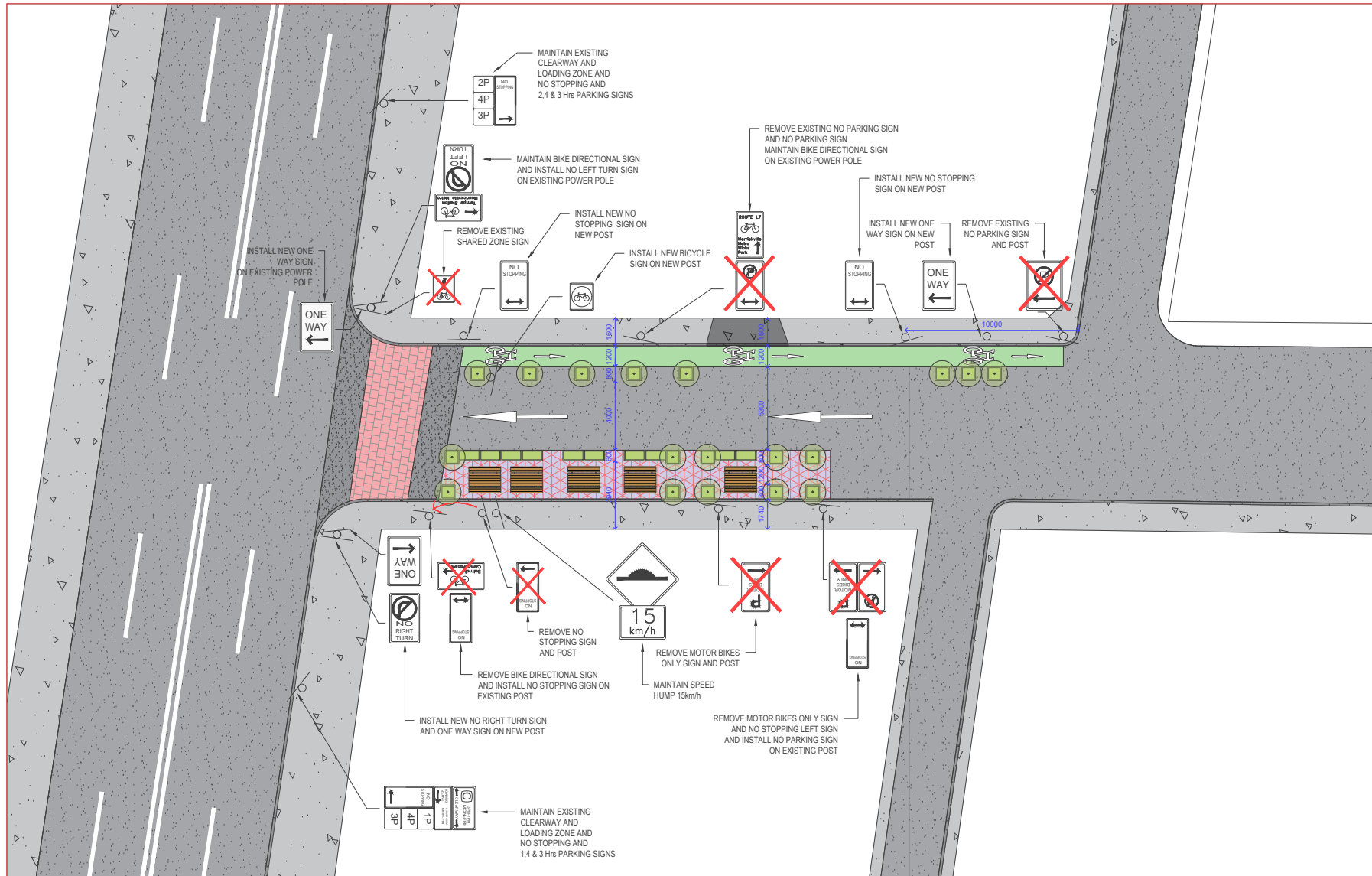


CHECKED & APPROVED	SURVEYED BY	<p>2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: 02 9392 5000 Post: PO Box 14 PETERSHAM #1 Email: council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au</p>		SURV. GEN.	COORDINATE SYSTEM	LONDON AND SIMMONS ROAD CLOSURE		PROJECT NO.	SHEET NO.
DESIGNED BY	R.I.S.			SYDNEY WATER	SCALES (ORIGINAL A1)	LONDON STREET ROAD CLOSURE		PLAN NO.	1 of 6
APPROVED FOR CONSTRUCTION	MADE BY			A.G.L. / SHELL PIPELINES	1:100	MAIN STREET ACTIVATION PROJECT		SHEET REV #	
DRAWN BY	AA			TELSTRA / OPTUS		GENERAL ARRANGEMENT PLAN			
		AUSGRID		01	05/03/2024	FOR LOCAL COMMITTEE APPROVAL	KH		
		NOTICE OF ENTRY		REV.	DATE	DESCRIPTION	APPROV.		
		KERB & GUTTER							
		NOTICES							





<p>CHECKED &amp; APPROVED</p> <p>DESIGNED BY AA</p> <p>DRAWN BY AA</p>	<p>SURV. GEN. R.M.S.</p> <p>A.G.L. / SHELL PIPELINES</p> <p>SYDNEY WATER</p> <p>TELSTRA / OPTUS</p> <p>AUSGRID</p> <p>NOTICE OF ENTRY</p> <p>KERB &amp; GUTTER</p> <p>NOTICES</p>	<p>COORDINATE SYSTEM</p> <p>SCALES (ORIGINAL A1)</p> <p>1:100</p>	<p>PROJECT NO.</p> <p>SHEET NO.</p> <p>2 of 6</p>
<p>APPROVED FOR CONSTRUCTION</p>	<p>2-14 FISHER STREET, PETERSHAM NSW 2049</p> <p>PH: 02 9392 5000</p> <p>PO: PO Box 14 PETERSHAM</p> <p>WWW: <a href="https://www.innerwest.nsw.gov.au">https://www.innerwest.nsw.gov.au</a></p>	<p>LONDON AND SIMMONS ROAD CLOSURE</p> <p>LONDON STREET ROAD CLOSURE</p> <p>MAIN STREET ACTIVATION PROJECT</p> <p>PARKING CHANGES PLAN</p>	<p>PLAN NO.</p> <p>SHEET #</p>



CHECKED & APPROVED	SURVEYED BY	<p>2-14 FISHER STREET, PETERSHAM NSW 2049 Ph: (02) 9392 5000 Post: PO Box 14 PETERSHAM council@innerwest.nsw.gov.au Web: https://www.innerwest.nsw.gov.au</p>	SURV. GEN.	COORDINATE SYSTEM	<p>LONDON AND SIMMONS ROAD CLOSURE SIMMONS STREET ROAD CLOSURE MAIN STREET ACTIVATION PROJECT PARKING CHANGES PLAN</p>	PROJECT NO.	SHEET NO.
DESIGNED BY	APPROVED FOR CONSTRUCTION		R.L.S.	SCALES (ORIGINAL A1)		PLAN NO.	6 of 6
AA	AA		A.G.L. / SHELL PIPELINES	1:100			
DRAWN BY	AA	SYDNEY WATER	NOTICE OF ENTRY	01	05/03/2024	FOR LOCAL COMMITTEE APPROVAL	KH
		TELSTRA / OPTUS	KERB & GUTTER	REV.	DATE	DESCRIPTION	APPROV.
		AUSGRID	NOTICES				
		MAINTAIN EXISTING CLEARWAY AND LOADING ZONE AND NO STOPPING AND 1.4 & 3 Hrs PARKING SIGNS					







**London and Simmons, Enmore**  
**Transforming our side streets**

**Engagement Outcomes Report**  
**October - November 2023**



Contents

Summary .....3

Project background .....4

Promotion and engagement methods .....5

Summary of feedback ..... **Error! Bookmark not defined.**

Next steps .....18



**Summary**

From 23 October to 20 November 2023, the community was invited to provide feedback on concept plans that propose temporarily closing off London and Simmons Streets, at Enmore Road and make a short section of each street a public plaza for people to visit and stay.

During the engagement period:

- There were 131 visits to the Your Say Inner West (YSIW) page
- 100 community members participated in the Face-to-face pop-up session
- 26 emails received
- 2 x Hardcopy letters received

Key comments received included:

- A clear majority of respondents who supported the creation of temporary plaza spaces at both London and Simmons Streets.
- Written email and letter submissions with detailed commentary mostly objecting due to traffic management concerns with the proposals.
- A strong turnout of local residents at the community pop-up event who indicated both support and objection to the proposals, supporting increased pedestrian space whilst raising concerns with traffic impacts on local streets.
- In addition, concerns were raised with:
  - Rubbish and waste management
  - Noise that may be caused by outdoor activities
  - Neighbouring businesses benefiting from proposal rather than the pedestrian space being available for general public use



**Project background**

The project is a part of Council’s Main Streets Program, aiming to improve the vibrancy and safety of public spaces and local streets. Re-imagining the use of public spaces and regenerating them can enhance the lives of the community and assist economic growth by providing settings to attract visitation and local spend and creating places to go to, not move through.

As a part of the Main Streets Program, Council has developed concept plans for improvements to London and Simmons Streets in Enmore. The proposals are to temporarily close a short section of the streets from the Enmore roadside for 18 months and transforming the created space into temporary street plazas, removing through vehicular traffic and creating an opportunity for:

- Members of the public to dwell and enjoy the area
- The council to install outdoor dining and street furniture, and tree planting in pots and planters
- Adjoining businesses to make use of the plaza space





**Promotion and engagement methods**

Promotion method	Stakeholders engaged
<b>Project page on Your Say Inner West</b>	- 773 people visited the YSIW page
<b>Letterbox drop</b>	- 492 letters were sent to residents adjacent to London Street - 566 letters were sent to residents adjacent to Simmons Streets

Engagement method	Stakeholders engaged
<b>Online Survey</b>	- 131 people responded to the online survey
<b>Direct contact from residents</b>	- 28 emails from individuals - 100 community members participated in the Face-to-face pop-up session. - 2 letters from individuals



## Who did we hear from?

### Who did we hear from?

Council gathers basic demographic information as part of the participant registration process online at Your Say Inner West. We use this information to understand who has responded and whether we need to engage further on the proposal.

#### Gender

- 30% of respondents were female
- 55% were male
- 10% preferred not to say

#### Age

- 65% of respondents were aged between 30 and 64 years old
- 10% were aged between 65 and above.
- 24% of participants were aged 10-29 years old

The table below shows the detailed breakdown of age groups.

Age group	Number	Percentage
Under 9	0	0%
10-14	1	1%
15-19	1	1%
20-24	3	2%
25-29	8	6%
30-34	18	14%
35-39	21	16%
40-44	22	17%
45-49	10	8%
50-54	16	12%
55-59	7	5%
60-64	9	7%
65-69	4	3%
70-74	4	3%
75-79	1	1%
80-84	0	0%
85 and over	4	3%
<b>Total</b>	<b>131</b>	



**Location**

Majority of respondents lived in Enmore (66%). Other suburbs included Marrickville, Dulwich Hill, Tempe, Annandale, Lewisham, Cammeray, Camperdown, and Ashfield.

Location	Postcode	Contributors	Contributions	Percentage
<b>Enmore</b>	2042	83	83	66%
<b>Abington</b>	2350	13	13	10%
<b>Marrickville</b>	2204	7	7	6%
<b>Dulwich Hill</b>	2203	4	4	3%
<b>Tempe</b>	2044	3	3	2%
<b>Annandale</b>	2038	2	2	2%
<b>Lewisham</b>	2049	2	2	2%
<b>Ashfield</b>	2131	1	1	1%
<b>Cammeray</b>	2062	1	1	1%
<b>Camperdown</b>	2050	1	1	1%



**Summary of feedback**

Engagement method Online survey

We asked	You said
<p><b>Do you support the creation of a new pedestrian space in London Streets?</b> <i>131 responses</i></p>	<ul style="list-style-type: none"> <li>- 88 (67.18%) of respondents showed support of the concept plan.</li> <li>- 43 (32.82%) not in support of proposal.</li> </ul>
<p><b>Do you support the creation of a new pedestrian space in Simmons Streets?</b> <i>131 responses</i></p>	<ul style="list-style-type: none"> <li>- 87 (66.41%) of respondents showed support of the concept plan.</li> <li>- 44 (33.59%) not in support of proposal.</li> </ul>

Out of 131 respondents:

- 99 provided additional comments on London St.
- 100 provided additional comments on Simmons St.

Staff reviewed and themed the comments submitted in the open-ended response sections. Responses to the comments have been provided where appropriate. The verbatim comments can be found in the Appendix.

You said in the comments section	Council response
<b>1. What people like about the closure.</b>	
<b>London Street</b>	
<ul style="list-style-type: none"> <li>- Reclaiming space from motor vehicles will be a plus for the local community.</li> <li>- I am generally supportive of the London St pedestrianisation proposal.</li> <li>- sounds great. do it.</li> </ul>	<ul style="list-style-type: none"> <li>- Noted</li> </ul>

INNER WEST

<ul style="list-style-type: none"> <li>- It would also allow a nice place for people to be which is rare in urban environments.</li> <li>- It will stop driver illegally turning right into Enmore Rd from London St.</li> <li>- The closure befits the local businesses and appears to have minimal impact on traffic for the area.</li> <li>- Yes, I fully support creating a safe space to foster culture and community.</li> <li>- Very much support this proposal, the concept plan looks amazing!</li> <li>- The proposal is consistent with the ongoing efforts of Council to establish Enmore as an entertainment precinct.</li> <li>- This is going to be great to promote local business and help balance the needs for local residences by allowing extra space for people to come together and socialize.</li> <li>- It is great to see the area activated with more pedestrian-friendly options. The London Street intersection currently feels like a dangerous pedestrian crossing. This proposal will make it safer. Definitely support.</li> <li>- Enmore Road needs more pedestrian space, particularly at night-time.</li> <li>- It is an important next step that will help to realise Enmore's potential as one of Sydney's great people-friendly neighbourhoods.</li> <li>- This is brilliant! Great idea and initiative.</li> </ul>	
--	--





You said in the comments section	Council response
<b>Simmons Street</b>	
<ul style="list-style-type: none"> <li>- I think there should be a permanent lighting installation over the top of this area which creatively designates the "Newtown" side of the street and the "Enmore" side of the street as Simmons Street.</li> <li>- I think this is a great idea.</li> <li>- It will make Enmore more pedestrian friendly and provide spaces for people to sit.</li> <li>- Ideally floor coverings will not add to urban heat.</li> <li>- Wonderful initiative. It will not only help stimulate the local area but also increase the safety on Simmons St.</li> <li>- As a disabled person, the increased space in which to use my mobility aid is very welcome and is in line with the Disability Inclusion Action Plan to make the Inner West LGA more accessible.</li> <li>- Kudos to the Council for making these improvements!</li> <li>- More more more!</li> <li>- Love this idea! Brilliant - more of this around the Inner West.</li> <li>- So great to see expanded pedestrianised areas and public space around Enmore Rd and King St. The designs look really interesting and will really add to the area.</li> <li>- Looks fantastic.</li> <li>- Love it! Looks great.</li> </ul>	<ul style="list-style-type: none"> <li>- Noted</li> </ul>



You said in the comments section	Council response
<b>2. What conditions of support did people offer?</b>	
<b>London Street</b>	
<ul style="list-style-type: none"> <li>- Provision of lighting (catenary or suspended)</li> <li>- Traffic control</li> <li>- Rubbish collection.</li> <li>- Ensure street furniture maintenance.</li> <li>- Extra Fairy lights</li> <li>- Provision of bike parking.</li> <li>- Ensure cyclist access is maintained.</li> <li>- Addition of children play equipment (e.g., swing)</li> <li>- Provision of shading devices (natural or manmade).</li> <li>- Smoking free area is to be enforced, alcohol banned at certain time (e.g., 11pm).</li> <li>- More trees are to be provided.</li> <li>- No synthetic turf to be used. More environmentally friendly alternative to be considered.</li> <li>- No car parking to be added on the northern side of London Street.</li> </ul>	<ul style="list-style-type: none"> <li>- Noted</li> <li>- Council to investigate the possibility to provide the following:                             <ul style="list-style-type: none"> <li>• Rubbish bins</li> <li>• Alternative to synthetic grass</li> <li>• Fairy lights</li> <li>• Traffic control</li> <li>• Ensure cyclist circulation is maintained</li> <li>• Minimise Car parking loss</li> <li>• Allow for bike parking facilities</li> <li>• Allow for playing equipment</li> </ul> </li> </ul>
<b>Simmons Street</b>	
<ul style="list-style-type: none"> <li>• Provision of Catenary lighting.</li> <li>• The proposed space is for public use not only pub users.</li> <li>• Ensure sufficient traffic management.</li> <li>• Improve street parking.</li> </ul>	<ul style="list-style-type: none"> <li>- Noted</li> <li>- Council to investigate the possibility to provide the following:                             <ul style="list-style-type: none"> <li>• Rubbish bins</li> <li>• Lighting (Fairy lights)</li> </ul> </li> </ul>



<ul style="list-style-type: none"> <li>• Reduce speed limit to at least 30kmh or 40kmh in all backstreets in the area.</li> <li>• No traffic to be diverted down Pemell Lane.</li> <li>• More trees to be added.</li> <li>• Bike parking provision.</li> <li>• Marion Street is to be closed instead.</li> <li>• Rubbish bins to be provided.</li> <li>• If catenary lighting is provided, warm light to be used.</li> <li>• To ensure 24/7 space usage, shade and trees are to be provided.</li> <li>• Traffic study to be prepared and circulated to residents.</li> </ul>	<ul style="list-style-type: none"> <li>• Prepare a Traffic Management Report and gain Local Area Traffic Management approval</li> <li>• Traffic management controls</li> <li>• Ensure cyclist circulation is maintained</li> <li>• Minimise Car parking loss</li> <li>• Allow for bike parking facilities</li> <li>• Provide shade to seating areas</li> </ul>
--	--

You said in the comments section	Council response
<b>3. What people concern about the closure.</b>	
<b>London Street</b>	
Traffic related concern	Council is further investigating the implications of the proposed temporary road closures. Traffic and Engagement Outcome reports are being prepared for consideration by Council's Local Traffic Committee (LTC) and subsequently Council. Residents will be notified when the LTC and Council are expected to consider the matter and will be given an opportunity to address these forums. The traffic and Engagement Outcomes reports will be published on Council's Your Say Inner West page ahead of the LTC meeting
Parking related concern	Noted
Noise and pollution concerns	Noted



Rubbish and littering related concerns	Noted, and to be referred to maintenance and the council's rubbish collection and management team. Council will provide rubbish bins and bike parking in the new pedestrian area.
Residents Safety concerns	Noted
Anti-social behaviour concerns	Noted
Favouring Food & Beverage business concern	Noted
<b>Simmons Street</b>	
Traffic related concern	Council is further investigating the implications of the proposed temporary road closures. Traffic and Engagement Outcome reports are being prepared for consideration by Council's Local Traffic Committee (LTC) and subsequently Council. Residents will be notified when the LTC and Council are expected to consider the matter and will be given an opportunity to address these forums. The traffic and Engagement Outcomes reports will be published on Council's Your Say Inner West page ahead of the LTC meeting
Parking related concern	Noted
Noise and pollution concerns	Noted
Rubbish and littering related concerns	Noted, and to be referred to maintenance and the council's rubbish collection and management team. Council will provide rubbish bins and bike parking in the new pedestrian area.
Residents Safety concerns	Noted
Anti-social behaviour concerns	Noted
Favouring Food & Beverage business concern	Noted

# INNER WEST

## Pop-up

On Saturday 11 November 2023, from 10am to 2pm Council held a community information stall in London Street 100 interested residents and business owners spoke face to face with Council officers, and key messages are summarised as follows:

- Comments raised objections and showed concerns with impact of London Street Road closure on nearby streets.
- Comments raised objections and showed concerns with impact of Simmons Street Road closure on nearby streets.
- Comment also addressed specific traffic management/control:
  - Rat-running
  - Enmore Theatre patrons' issues
  - Request for local traffic report/plan
- Comments about general (traffic, cycling and access) needing to be better managed.
- Residents also showed support of both street closure and creation of new pedestrian space for people and community.
- A number of residents commented requesting improved cleaning, waste collection and provision of street rubbish bins.
- General matters on the precinct development were raised.
- Comments showed objections to privatising the streets, highlighting that streets should remain clearly accessible to pedestrians.







## Emails

25 emails were received, and key messages are summarised as follows:

You said	Council response
<ul style="list-style-type: none"> <li>Several emails expressed support for the road closure</li> </ul>	
<ul style="list-style-type: none"> <li>A number of emails showed no support to proposed improvements on one or both Streets</li> </ul>	Noted
<p>Ensure Cycling are allowed in the London and Simmons Streets</p>	Noted
<p>Submissions requested a traffic study to identify the impact of road closure on traffic in the surrounding streets / area</p>	<p>Council is further investigating the implications of the proposed temporary road closures. Traffic and Engagement Outcome reports are being prepared for consideration by Council's Local Traffic Committee (LTC) and subsequently Council. Residents will be notified when the LTC and Council are expected to consider the matter and will be given an opportunity to address these forums. The traffic and Engagement Outcomes reports will be published on Council's Your Say Inner West page ahead of the LTC meeting</p>
<p>A number of submissions specifically highlighted traffic and parking related concerns that can be summarised below:</p>	
<p><b>London St:</b></p> <ul style="list-style-type: none"> <li>Concerns with commuter rat running from Edgware Road to Liberty St. As a consequence of the closure of London, residents are concerned they will go down Phillip St and across on Belmore to get back to London St and onto Liberty.</li> <li>Concerns with Enmore theatre patrons searching for parking spaces in the local area, driving dangerously as they get frustrated about not getting a parking space before the show starts.</li> <li>There may also be other rat runs that impact on the area to the north of Enmore Road.</li> </ul> <p><b>Simmons St:</b></p> <ul style="list-style-type: none"> <li>Concerns that the area already has significant traffic management that limits opportunities for locals to enter and exit local streets. Closing Simmons</li> </ul>	



<p>will further limit the street network and make local drivers need to travel a longer route to get in and out.</p> <ul style="list-style-type: none"> <li>Concerns with Enmore theatre patrons searching for parking spaces in the local area, driving dangerously as they get frustrated about not getting a parking space before the show starts.</li> <li>On this side of Enmore Road, the local streets are narrow, and it is difficult for two vehicles to pass when facing each other.</li> </ul>	
<ul style="list-style-type: none"> <li>Concerns that the adjoining business to take over the proposed space</li> </ul>	Noted
<ul style="list-style-type: none"> <li>Concerns on the rubbish collection associated with the increased number of people using the proposed spaces as dining place.</li> </ul>	<p>Noted, and to be referred to maintenance and the council's rubbish collection and management team.</p> <p>Council will provide rubbish bins and bike parking in the new pedestrian area.</p>
<ul style="list-style-type: none"> <li>One submission opposed the proposal, requesting the budget being spent on more value for community programs.</li> </ul>	Noted



### Phone Calls

Two phone calls were received, no submission received via phone calls, but rather administrative matters:

### Letters

Two hardcopy letters were received, and key messages are summarised as follows:

You said	Council response
<ul style="list-style-type: none"> <li>Support for Council improving the “vibrancy and safety of public spaces and local streets”,</li> <li>Concerns with traffic can be accommodated by adjacent streets – particularly Metropolitan Road</li> </ul>	Noted
<ul style="list-style-type: none"> <li>suggesting money is better spent in keeping the footpaths and public areas clean and in better condition.</li> <li>Concerns on cleanness and tidiness of streets after the implementation of the new pedestrian spaces.</li> </ul>	Noted



**Next steps**

A report, including community feedback, will be considered by Council’s Local Traffic Committee. The Committee’s recommendations will then be considered by Council where a decision will be made whether to proceed with the temporary pedestrianisation/road closures. Everyone who provides feedback will be notified when the report is considered by Council. Residents will be notified prior to the trail beginning.

**Item No:** LTC0324(1) Item 16  
**Subject:** AMENDMENT TO SIGNPOSTED CAR SHARE VEHICLES SPACES IN THE INNER WEST (ALL WARDS, ALL ELECTORATES, ALL PACS)  
**Prepared By:** Sarah Guan - Graduate Strategic Transport Planner  
**Authorised By:** Manod Wickramasinghe - Traffic and Transport Planning Manager

**RECOMMENDATION**

1. That the existing car share spaces signposted as 'No Parking, Council Authorised Car Share Vehicles Excepted' (or similar) in the locations scheduled in *Attachment 2* be amended to 'No Parking Authorised Car Share Vehicle Excepted Area GG'.
2. That the following signposting convention be endorsed for the current Council car share providers:
  - a) Car share spaces operated by Goget be signposted with the Area GG exemption
  - b) Car share spaces operated by Flexicar be signposted with Area FC exemption
  - c) Car share spaces operated by Popcar be signposted with Area PC exemption

**STRATEGIC OBJECTIVE**

This report supports the following strategic directions contained within Council's Community Strategic Plan:

2: Liveable, connected neighbourhoods and transport

**EXECUTIVE SUMMARY**

Currently Council has signposted 116 fixed on-street car share spaces in the LGA which are operated by GoGet.

Following the adoption of the Inner West Car Share Policy (*Attachment 1*), additional car share operators have been selected to operate in the Inner West which requires amendment to existing signage to accommodate multiple companies.

It is recommended that Council adopts changes to signage for on-street fixed space car share parking.

**BACKGROUND**

Car share parking is an efficient use of parking spaces because one shared vehicle can replace several private vehicles that would otherwise compete for local parking. Car share also reduces overheads for residents who don't need to own a car.

Council supports car sharing as a part of its drive to:

- reduce greenhouse gas emissions;
- reduce on-street parking demand;
- reduce congestion and the competition for parking spaces; and
- encourage active lifestyles by reducing dependency on private cars.



Users of car share schemes in the Inner West report reduced car ownership and greater use of other transport options including public transport, walking and cycling.

GoGet was the car share operator for the former Marrickville Council and Leichhardt Council and continue to operate in Inner West Council.

Currently car share parking spaces are signposted differently depending on the location and include variations of:

- 'No Parking Council authorised car share vehicles excepted'
- 'No Parking Leichhardt Council authorised car share vehicles excepted'
- 'No Parking Car share vehicles authorised by Marrickville Council excepted'

The map shows the geographic distribution of fixed GoGet car share vehicles in the Inner West. Note that the map does not show the number of car share parking spots at each location and does not include car share vehicles on private land. For a complete list of GoGet's existing dedicated on-street car share parking spaces, please refer to *Attachment 2*.

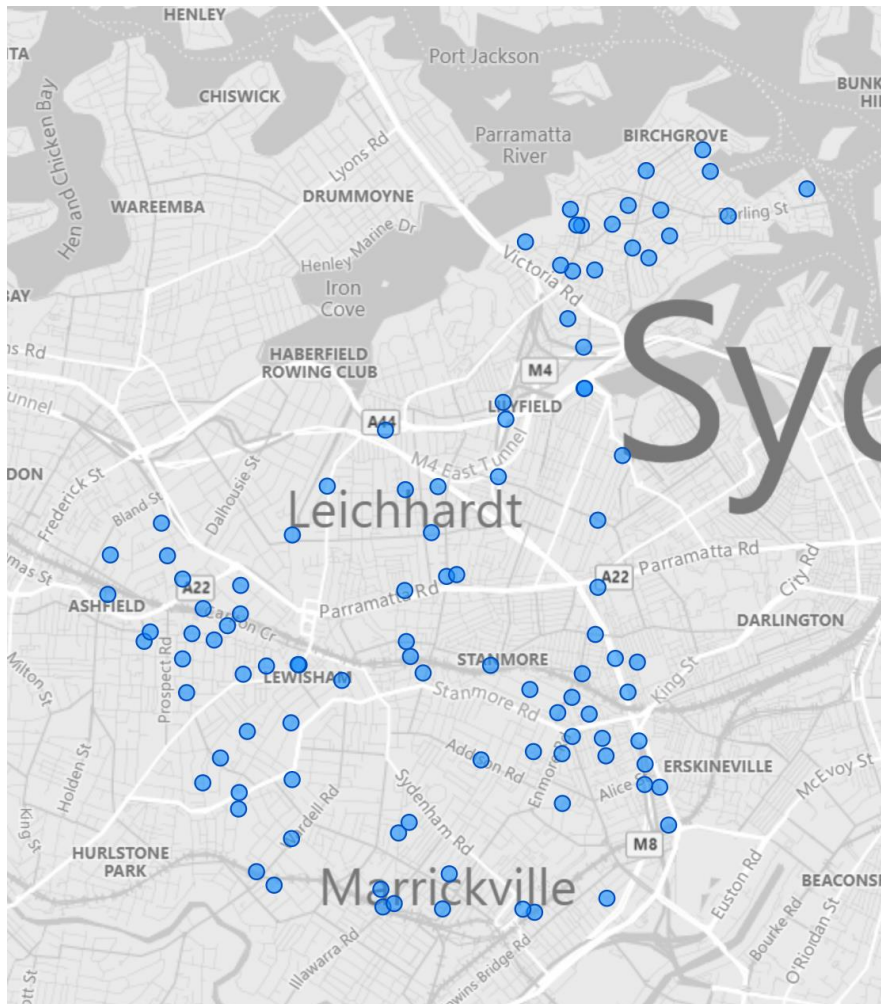


Figure 1: GoGet car share distribution in Inner West

On 3 August 2021, Council resolved to adopt the Inner West Council Car Share Policy and following this, in October 2023, an RfQ for car share operators in Inner West LGA was released.

This was in response to overwhelming interest from other car share operators and to provide variety of options to our Community.

The benefits of multiple car share operators include:

- Providing our community with a variety of choices;
- Creating a competitive market to benefit our community; and
- Increase resilience within the car share industry in Inner West to reduce impacts of shocks from the market.

There are 3 car share operators appointed from the RfQ: GoGet, Hertz/Flexicar and PopCar. Changes to existing car share signage are required to allow for proper allocation and enforcement of car share spaces between the multiple car share operators.

**DISCUSSION**

Changes to the signage will follow TfNSW's Guidelines for on-street fixed car share parking as shown below.



Figure 2: Example signage from TfNSW's Guidelines for on-street fixed space car share parking

Council proposes using the following area codes for Authorised Car Share Operators:

Authorised Car Share Operator	Area Code
GoGet	GG
Flexicar	FC
PopCar	PC

Table 1: Proposed area codes for Authorised Car Share Operators

The area codes will allow the community and Council's Parking and Ranger services staff to identify which car share operator is assigned to a fixed car share space.

**FINANCIAL IMPLICATIONS**

Authorised car share operators are required to pay for application fees, supply and installation of signposting fees in addition to an annual fee for each signposted parking space.

These fees cover the maintenance and updating of signage.

Fees associated with car share parking for FY23/24 is outlined below:

Fee Type	FY23/24 Fee
Car Share space application – per application	\$179.80
Install/replace car share signposting supply and install signs (includes first years fee) – per sign	\$422.40
Car share Annual Fee – per year or part thereof	\$192.60

Table 2: Fees and charges for car share parking space (Source: Inner West Fees & Charges 2023/24)

**ATTACHMENTS**

1. Inner West Council's Car Share Policy
2. List of GoGet's existing dedicated car share parking spaces



## CAR SHARE POLICY

### DOCUMENT PROFILE

<b>Title</b>	Car Share Policy
<b>Summary</b>	This Policy provides a framework for the application, installation and management of designated car share spaces in public streets and car parks owned and/or managed by council.
<b>Background</b>	Car sharing is well established in the Inner West. Car sharing services provide an additional transport option for the growing population in the Inner West LGA.
<b>Policy Type</b>	Council
<b>Relevant Strategic Plan Objective</b>	Strategic Direction 2: Unique, liveable, networked neighbourhoods
<b>Relevant Council References</b>	This Policy supersedes the following: <ul style="list-style-type: none"> <li>Ashfield Council: Supporting Car Share Parking December 2015</li> <li>Leichhardt Council: Car Share Policy 2008</li> <li>Marrickville Council: Marrickville Car Share Policy May 2014</li> </ul>
<b>Main Legislative or Regulatory Reference</b>	NSW Road Rules
<b>Applicable Delegation of Authority</b>	As per delegations register
<b>Other External References</b>	Guidelines for On-Street Fixed Space Car Share Parking, NSW Government Technical Direction, TTD 2018/001 – 26 October 2018
<b>Attachments</b>	Nil
<b>Record Notes</b>	External available document
<b>Version Control</b>	See last page

<b>Document:</b>	Council Policy	<i>Uncontrolled Copy When Printed</i>	
<b>Custodian:</b>	Traffic and Transport Planning Manager	<b>Version #</b>	Version 2
<b>Approved By:</b>	Director Infrastructure	<b>ECM Document #</b>	35066067
<b>Adopted By:</b>	Council	<b>Publish Location</b>	Internet
<b>Adopted Date and Minute #:</b>	3 August 2021 – C0821(1) Item3	<b>Next Review Date</b>	2026



**1. INTRODUCTION**

Car sharing allows people to use a car for any period of time and only pay for the time used and/or the distance travelled. It is a membership-based service available to all qualified drivers in the community and it can be a convenient and cheaper way to drive in place of owning a car. The use of shared cars reduces the need for car ownership subsequently reducing vehicle emissions and the demand for street parking. Members of car sharing services also report increased walking activity and reduced transport costs.

The Car Share Policy aims to achieve consistency and clarity in the application, installation and management of designated car share spaces in the following locations:

- Public streets owned and/or managed by Inner West Council, and
- Car parks owned and/or managed by Inner West Council.

The policy is based on the NSW Government *Guidelines for On-street Fixed Space Car Share Parking* (TTD 2018/001 dated 26 October 2018) which outlines the use of signage for fixed street parking designated for use by car share vehicles.

**2. OBJECTIVES**

*Going Places: An Integrated Transport Strategy for Inner West* outlines Inner West Council's support for car share as a means to reduce car parking demand and improve sustainability. Users of car share schemes in the Inner West report reduced car ownership and greater use of other transport options including public transport, walking and cycling and the Car Share Policy aims to support these outcomes.

The objectives of this policy are to:

- a. Support *Going Places: An Integrated Transport Strategy for Inner West*
- b. Provide an additional transport option to reduce vehicle congestion and greenhouse gas emissions
- c. Reduce the demand for on-street car parking
- d. Encourage more active lifestyles by reducing dependency on private cars
- e. Provide assessment considerations and the rationale for fees and charges for on-street parking bays/spaces for car share vehicles

**3. SCOPE**

This policy applies only to streets and car parks which are owned and/or managed by Inner West Council.

The policy does not apply to agreements between car share operators and another party for parking vehicles on private property, whether existing or proposed by development. For car share parking to be provided with new development, please refer to the relevant Local Environmental Plan (LEP) and Development Control Plan (DCP).

The policy applies only to car share schemes which provide access to vehicles for members of the scheme. It does not apply to 'peer-to-peer' car rental services where an individual provides public



access to their own privately registered vehicle for a fee. The policy does not apply to schemes offering services to non-member customers such as car hire/rental companies.

Provided it meets the specifications in this policy, any car share scheme operator can make applications for dedicated on-street parking bays/spaces.

**4. ELIGIBILITY TO OPERATE A CAR SHARE SCHEME IN THE INNER WEST LGA**

Designated car share parking bays/spaces will only be allocated to operators that satisfy the following:

1. Have a network of cars in place, planned or emerging within the Inner West Local Government Area to provide equitable and competitive access.
2. Any person with a valid driving licence, provisional or above, is eligible for membership of the car share scheme subject to relevant financial and driving checks.
3. Provides both phone and internet booking facilities with availability 24 hours per day and 7 days per week and allows immediate booking of cars to support spontaneous trips.

**5. OBLIGATIONS OF CAR SHARE OPERATORS**

Operators of a car share scheme must meet the following obligations:

1. A range of vehicles suitable for use and access by people with disabilities including wheelchair users must be provided within the operators network.
2. Vehicles within an operator’s fleet are not to exceed the following combined average of carbon dioxide emissions for each category:

Hatchbacks / sedans	150g/km
Sports Utility Vehicles (SUV)	180g/km
Vans / people movers	230g/km

3. Operators are encouraged to achieve the following combined average of carbon dioxide emissions for each category within five years of adoption of this policy:

Hatchbacks / sedans	128g/km
Sports Utility Vehicles (SUV)	162g/km
Vans/people movers	219g/km

4. Car share operators are to provide an annual report, for their fleet of vehicles in the Local Government Area, which states:
  - a. The average carbon dioxide emission levels for each of the vehicle categories referred to in point 5.2.
  - b. Steps taken by the car share operator, that year, to assist in achieving the fleet average emission targets specified in point 5.3





5. All passenger vehicles are to have a minimum 4-star ANCAP safety rating.
6. The exterior of vehicles must clearly identify the company name.
7. Operators are to provide telephone and email contact details which are staffed 24 hours per day 7 days per week. If a Share car has been parked unmoved for a period of longer than 5 days in a permit parking zone then the Share car company will be required to move the car.
8. A vehicle is to be installed and available in the bay/space within three days after the installation of signage.
9. Car share operators are to provide a monthly vehicle usage and membership report for all vehicles in the Local Government Area including at least the following:
  - a. The total number of vehicles.
  - b. The total number of vehicles allocated with designated street parking space.
  - c. The total number of vehicles using non-allocated street parking space (also known as 'floating car share vehicles').
  - d. The total number of members, showing the total number of residential members and business members.
10. The monthly report is to include at least the following per vehicle:
  - a. Location description and spatial location.
  - b. Total number of bookings
  - c. Total number of hours booked.
  - d. Average number of bookings per day.
  - e. Average and median trip distance.
  - f. The proportion of bookings on weekdays and weekends.
11. All vehicles available for booking in the Inner West Local Government Area are to be included in the data required by points 5.8 and 5.9 above including vehicles using non-allocated street parking space (also known as 'floating car share vehicles').
12. If considered necessary by council, independent auditing of the data submitted may be carried out at the operator's expense.
13. When considered reasonably necessary to ensure its ability to meet its obligations to members and council, a car share operator may be requested to demonstrate its financial soundness.
14. Operators will be required to enter into a licence agreement with council in accordance with this policy.

**6. APPLICATION AND INSTALLATION**

1. Council will authorise the exclusive use of an approved dedicated parking bay/space by the operator



2. The following hierarchy of preferred locations for designated car share spaces will be considered when assessing suitability of locations:
  - a. Within immediate proximity to public transport services such as a rail/metro station/stop.
  - b. Adjacent to public land such as a park.
  - c. Adjacent to a public facility such as a leisure centre or library.
  - d. Within high/medium density residential areas.
  - e. In or immediately adjacent to retail / commercial streets.
  - f. Adjacent to the side boundary of single dwellings.
  - g. Other locations.
  
3. Car share parking spaces located in front of single dwellings will be given low priority and avoided in most circumstances.
  
4. Consultation will be carried out with residents and businesses in the immediate vicinity of a proposed parking space.
  
5. Parking spaces are to be endorsed by the Local Traffic Committee.
  
6. Inner West Council reserves the right to reject, or determine by refusal, any application for a car share parking space.
  
7. A maximum of three applications from a car share operator will be accepted at any one time. Additional applications will not be accepted until prior applications are determined.
  
8. Costs associated with the installation, removal, maintenance and administration of dedicated car share bays/spaces including non-statutory features such as painted road markings will be met by the relevant car share company in accordance with the Schedule of Fees and Charges.

**7. MANAGEMENT OF ESTABLISHED PARKING BAYS/SPACES**

1. Parking bays/spaces designated for use by car share vehicles can be removed at any time, at council's discretion. Notification of at least one month will be provided.
  
2. In the event of non-compliance with the policy or licence agreement council may revoke, suspend or remove parking bays/spaces designated to an operator and reject further applications.
  
3. Parking bays/spaces are not to be transferred between operators. If ownership of a car share company changes council may, if considered reasonably necessary, revoke or re-allocate any or all of the parking bays/spaces approved for use by the subject operator. For the purposes of this section an 'operator' is a car share company with street spaces allocated by Inner West Council.
  
4. To facilitate competition of operators functioning in the Local Government Area, Inner West Council may, at its discretion, invite applications for use or re-allocation of any, some or all



car share parking bays/spaces, either established or proposed. Established parking bays/spaces will not be reallocated to another operator within three years of signage installation and line marking of the space.

5. A clearly marked car share vehicle, operated by a car share scheme authorised by Council, will be entitled to the same parking exemption in a permit parking zone as provided to the holder of a resident parking permit.

## 8. FEES

Fees are set annually in the Schedule of Fees and Charges.

Fees are to be set only for the recovery of costs associated with the installation, administration, maintenance and removal of parking spaces

The following factors will be considered in determining the applicable fees and charges, following factors:

- a. The infrastructure costs of installing new car share bays/spaces.
- b. Administration costs including installation and ongoing management.
- c. Staff time dedicated to the expansion of the car share network.

Reduced application fees may be set to facilitate new car share operators and support a diversity of car share companies operating in the Local Government Area

### Version Control - POLICY HISTORY:

**Governance Use only** - The history of modifications and approval to the Policy must be detailed in the table below post adoption

*Governance Use only:*

Version	Amended By	Changes Made	Date	ECM #
1	Traffic and Transport Planning Manager	Policy placed on public exhibition	9 March 2021	35066067
2	Traffic and Transport Planning Manager	Policy reported to council for adoption	August 2021	35066067

GOGET'S DEDICATED CAR SHARE PARKING SPACES

id	area_name	location_description	Total number of spaces	area_latitude	area_longitude	postcode	city	Suburb	state
4	Newtown - Camperdown Memorial Park	on Federation Road near the corner of Hopetoun Lane in a dedicated bay.	3	-33.8939	151.1776	2042	Sydney	Newtown	NSW
16	Enmore - Edgware Road Car Park	on Edgware Road in the Edgware Road Car Park in a dedicated bay.	1	-33.899843	151.171339	2042	Sydney	Enmore	NSW
24	Marrickville - Frampton Avenue Car Park	On Frampton Avenue in the Frampton Avenue Car Park.	1	-33.91083	151.159478	2204	Sydney	Marrickville	NSW
43	Petersham - Petersham Town Hall	on Fisher Street in the Petersham Town Hall car park in a dedicated bay.	2	-33.894764	151.156962	2049	Sydney	Petersham	NSW
60	Balmain - Llewellyn Street	on Llewellyn Street near the corner of Jacques Lane in a dedicated bay.	2	-33.85737	151.17672	2041	Sydney	Balmain	NSW
98	Stanmore - Corner of Merchant and Cambridge Street	on Merchant Street near the corner of Cambridge Street in a dedicated bay provided by Inner West Council.	1	-33.896088	151.167247	2048	Sydney	Stanmore	NSW
120	Dulwich Hill - Seaview Street Car Park	on Seaview Street in the Seaview Street Car Park in a dedicated bay.	1	-33.90329	151.14434	2203	Sydney	Dulwich Hill	NSW
169	Leichhardt - Marion Street Car Park	on Marion Street in the Marion Street car park in a dedicated bay.	2	-33.88354	151.157761	2040	Sydney	Leichhardt	NSW
170	Rozelle - Hamilton Street car park	in the Hamilton Street car park which is accessed off Merton Street in a dedicated bay provided by Inner West Council.	2	-33.862149	151.170207	2039	Sydney	Rozelle	NSW
179	Marrickville - Petersham Road	on Petersham Road alongside the Reserve, between the corners on Cecilia Street and Stanley Street in a dedicated bay provided by Inner West Council.	1	-33.907557	151.154592	2204	Sydney	Marrickville	NSW
180	Newtown - Holmwood Street	on the south side of Holmwood Street near King Street in a dedicated bay provided by Inner West Council.	1	-33.903902	151.179755	2042	Sydney	Newtown	NSW
184	Rozelle - Thornton Street	on Thornton Street near the corner of Darling Street in a dedicated bay.	1	-33.858941	151.171762	2039	Sydney	Rozelle	NSW
263	Petersham - Terminus Street	on Terminus Street near the corner of Railway Street outside Petersham Station in a dedicated bay provided by Marrickville Council.	1	-33.893446	151.155742	2049	Sydney	Petersham	NSW
266	Enmore - Liberty Street	on Liberty Street outside the Eve Sharp Reserve and near the corner of Cavendish Street in a dedicated bay provided by Inner West Council.	1	-33.897941	151.169928	2042	Sydney	Enmore	NSW
267	Marrickville - England Avenue	on England Avenue near the corner of Addison Road in a dedicated bay provided by Inner West Council.	1	-33.901719	151.16254	2204	Sydney	Marrickville	NSW
272	Newtown - Trade Street	on Trade Street near the corner of Kingston Lane.	1	-33.894826	151.172297	2042	Sydney	Newtown	NSW
344	Marrickville - Arthur Street	on Arthur Street near the corner of Illawarra Road in a dedicated bay provided by Inner West Council.	1	-33.913471	151.15309	2204	Sydney	Marrickville	NSW
345	Petersham - Brighton Street near Palace Lane	on Brighton Street near the corner of Palace Lane and alongside Brighton Street Reserve in a dedicated bay provided by Inner West Council.	1	-33.892257	151.155342	2049	Sydney	Petersham	NSW
383	Dulwich Hill - The Boulevarde	outside 92 The Boulevarde near the corner of Eltham Street.	1	-33.898753	151.144232	2203	Sydney	Dulwich Hill	NSW
387	Summer Hill - Sloan Street	on Sloan Street near the corner of Grosvenor Crescent in a dedicated bay.	1	-33.890045	151.139356	2130	Sydney	Summer Hill	NSW
453	Summer Hill - Moonbie Street	on Moonbie Street near the corner of Smith Street in a dedicated bay.	1	-33.892129	151.136833	2130	Sydney	Summer Hill	NSW
454	Ashfield - Charlotte Street near Webbs Avenue	on Charlotte Street near the corner of Webbs Avenue in a dedicated bay.	1	-33.885325	151.126827	2131	Sydney	Ashfield	NSW
471	Marrickville - Tupper Street	on Tupper Street near the corner of Newington Street in a dedicated bay provided by Inner West Council.	1	-33.901053	151.167588	2042	Sydney	Marrickville	NSW
491	Enmore - Augustus Street near London Street	on Augustus Street near the corner of London Street in a dedicated bay provided by Inner West Council.	1	-33.896716	151.171297	2042	Sydney	Enmore	NSW
494	Balmain - Terry Street	on Terry Street near the corner of Bayville Street in a dedicated bay.	1	-33.857681	151.171151	2041	Sydney	Balmain	NSW

508	Ashfield - Chandos Street near Loftus Street	on Chandos Street near the corner of Loftus Street in a dedicated bay.	1	-33.882784	151.131749	2131	Sydney	Ashfield	NSW
513	Ashfield - Orpington Street	on Orpington Street near the corner of Pembroke Street.	2	-33.885389	151.132329	2131	Sydney	Ashfield	NSW
532	Marrickville - Black Street	on Black Street near the corner of Wilcox Street in a dedicated bay.	2	-33.905199	151.170377	2204	Sydney	Marrickville	NSW
578	St Peters - Florence Street near Silver Street	on Florence Street near the corner of Silver Street.	1	-33.912782	151.174669	2044	Sydney	St Peters	NSW
607	Balmain - Darling Street	outside 190 Darling Street near the corner of Stephen Street in a dedicated bay.	1	-33.858214	151.186358	2041	Sydney	Balmain	NSW
609	Leichhardt - Balmain Road	at 11 Balmain Road in a dedicated bay.	1	-33.887045	151.159223	2040	Sydney	Leichhardt	NSW
619	Balmain - Mort Street	on Mort Street near the Thames Street Wharf in a dedicated bay.	1	-33.854646	151.184627	2041	Sydney	Balmain	NSW
622	Summer Hill - 49 Carrington Street	on Carrington Street in front of the park in a dedicated bay.	1	-33.894865	151.139629	2130	Sydney	Summer Hill	NSW
623	Summer Hill - Drynan Street near Teakle Street	on Drynan Street near the corner of Teakle Street in a dedicated bay	1	-33.893642	151.133788	2130	Sydney	Summer Hill	NSW
727	Summer Hill - Summer Hill Carpark	on Hardie Street in the Summer Hill car park in a dedicated bay. Bay Number: 23	1	-33.890984	151.138111	2130	Sydney	Summer Hill	NSW
728	Ashfield - Brown Street	on Brown Street near the corner of Orchard Crescent in a dedicated bay.	1	-33.888486	151.126587	2131	Sydney	Ashfield	NSW
735	Newtown - Probert Street near Bishopgate Street	on Probert Street Near Bishopgate Street in a dedicated bay.	1	-33.893601	151.175476	2042	Sydney	Newtown	NSW
790	Marrickville - Wardell Road near Beach Road	on Wardell Road near the corner of Beach Road.	1	-33.908009	151.14428	2204	Sydney	Marrickville	NSW
865	Leichhardt - Catherine Street near Moore Street	on Catherine Street near the corner of Moore Street in a dedicated bay.	1	-33.879068	151.164206	2040	Sydney	Leichhardt	NSW
873	Balmain - Beattie Street near Elliott Street	on Beattie Street near the corner of Elliott Street.	1	-33.85887	151.175184	2041	Sydney	Balmain	NSW
882	Annandale - Booth Street	on Booth Street near the corner of Nelson Street.	1	-33.882548	151.173789	2038	Sydney	Annandale	NSW
918	Summer Hill - Herbert Street	on Herbert Street near the corner of Henson Street in a dedicated bay.	1	-33.896341	151.134176	2130	Sydney	Summer Hill	NSW
928	Newtown - Fulham Street	on Fulham Street near the corner of Simmons Street in a dedicated bay provided by Inner West Council.	1	-33.901394	151.174579	2042	Sydney	Newtown	NSW
931	Annandale - Rose Street	on Rose Street near the corner of Nelson Street in a dedicated bay provided by Inner West Council.	1	-33.877374	151.176159	2038	Sydney	Annandale	NSW
950	Leichhardt - Allen Street near James Street	at 24 Allen Street near the corner of James Street in a dedicated bay.	1	-33.880107	151.15525	2040	Sydney	Leichhardt	NSW
985	Marrickville - Francis Street	on Francis Street near the corner of Ann Street in a dedicated bay provided by Inner West Council.	1	-33.912064	151.152894	2204	Sydney	Marrickville	NSW
1003	Summer Hill - 64 Kensington Road	in front of the park at 64 Kensington Road between Sloane Street and Liverpool Road in a dedicated bay.	1	-33.887762	151.139385	2130	Sydney	Summer Hill	NSW
1004	Ashfield - Victoria Street near Arthur Street	in Victoria Street adjacent to Allman Park and opposite Arthur Street in a dedicated bay.	1	-33.892234	151.130083	2131	Sydney	Ashfield	NSW
1005	Summer Hill - Smith Street near Henson Street	on Smith Street in front of John Paton Reserve near the corner of Henson Street in a dedicated bay provided by Inner West Council.	1	-33.891619	151.134691	2130	Sydney	Summer Hill	NSW
1021	Marrickville - Yabsley Avenue	on Yabsley Avenue adjacent to Marrickville High School and opposite number 17 in a dedicated bay provided by Inner West Council.	1	-33.90671	151.155612	2204	Sydney	Marrickville	NSW
1041	Marrickville - Calvert Street	on Calvert Street near the corner of Victoria Road in a dedicated bay provided by Inner West Council.	1	-33.913634	151.158831	2204	Sydney	Marrickville	NSW
1079	Balmain East - Gallimore Avenue Car Park	in a dedicated bay in the Gallimore Avenue car park, near Brett Avenue provided by Inner West Council.	1	-33.856045	151.193939	2041	Sydney	Balmain East	NSW
1080	Balmain - Foy Street	on Foy Street near the corner of Reynolds Street in a dedicated bay.	1	-33.861565	151.178704	2041	Sydney	Balmain	NSW
1089	Newtown - Pemell Street	on Pemell Street near the corner of Simmons Street in a dedicated bay provided by Inner West Council.	1	-33.899994	151.174226	2042	Sydney	Newtown	NSW



1116	Leichhardt - Hay Street Car Park	at 3 Hay Street in the Hay Street car park in a dedicated bay.	1	-33.8869	151.160194	2040	Sydney	Leichhardt	NSW
1148	Balmain - Beattie Street Car Park	on Beattie Street in the Beattie Street car park in a dedicated bay provided by Leichhardt Council.	1	-33.857742	151.179858	2041	Sydney	Balmain	NSW
1391	Leichhardt - Rofe Street near Jarrett Street	on Rofe Street near Jarrett Street in a dedicated bay.	1	-33.888172	151.155191	2040	Sydney	Leichhardt	NSW
1392	Rozelle - Kenniff Street	on Kenniff Street near the corner of Evans Street in a dedicated bay.	1	-33.86643	151.170902	2039	Sydney	Rozelle	NSW
1393	Rozelle - Warayama Place	on Warayama Place near the corner of Margaret Street in a dedicated bay.	1	-33.860285	151.16682	2039	Sydney	Rozelle	NSW
1408	Dulwich Hill - Union Street near Abergeldie Street	on Union Street near the corner of Abergeldie Street.	1	-33.903552	151.135732	2203	Sydney	Dulwich Hill	NSW
1518	Birchgrove - McKell Street	on McKell Street near the corner of Challenger Place and alongside the park in a dedicated bay provided by Inner West Council.	1	-33.852921	151.183898	2041	Sydney	Birchgrove	NSW
1519	Rozelle - Lilyfield Street near Burt Street	on Lilyfield Street near the corner of Burt Street in a dedicated bay provided by Inner West Council.	1	-33.868712	151.172428	2039	Sydney	Rozelle	NSW
1663	Lilyfield - Grove Street	on Grove Street near the corner of Lilyfield Road in a dedicated bay provided by Inner West Council.	1	-33.873125	151.164669	2040	Sydney	Lilyfield	NSW
1664	Leichhardt - Allen Street near Derbyshire Road	on Allen Street, outside the Pioneers Memorial Park and near the corner of Derbyshire Road in a dedicated bay provided by Inner West Council.	1	-33.879861	151.158394	2040	Sydney	Leichhardt	NSW
1666	Balmain - Palmer Street	on Palmer Street near the corner of Wortley Street in a dedicated bay provided by Inner West Council.	1	-33.859807	151.180705	2041	Sydney	Balmain	NSW
1671	Rozelle - Merton Street car park	in the Merton Street car park which is located opposite 43 Merton Street in a dedicated bay provided by Inner West Council.	1	-33.862625	151.171362	2039	Sydney	Rozelle	NSW
1731	Rozelle - Nelson Street near Evans Street	on Nelson Street near the corner of Evans Street in a dedicated bay.	1	-33.862537	151.173494	2039	Sydney	Rozelle	NSW
1756	Birchgrove - Macquarie Terrace	on Macquarie Terrace in the centre-road parking, near the corner of Rowntree Street in a dedicated bay provided by Leichhardt Council.	1	-33.854586	151.178455	2041	Sydney	Birchgrove	NSW
1757	Balmain - Mullens Street	on Mullens Street near number 58 in a dedicated bay provided by Leichhardt Council.	1	-33.860772	151.177137	2041	Sydney	Balmain	NSW
1759	Enmore - Belmore Street	on Belmore Street, outside number 12 in a dedicated bay provided by Inner West Council.	1	-33.898056	151.172958	2042	Sydney	Enmore	NSW
1765	Camperdown - Denison Street near Kilner Lane	on Denison Street near the corner of Kilner Lane in a dedicated bay provided by Inner West Council.	1	-33.887915	151.173797	2050	Sydney	Camperdown	NSW
1781	Summer Hill - Grosvenor Crescent	on Grosvenor Crescent, alongside the railway and near number 55 in a dedicated pod.	1	-33.88962	151.135769	2130	Sydney	Summer Hill	NSW
1871	Rozelle - Wisbeach Street	on Wisbeach Street near the corner of Darling Street in a dedicated bay.	1	-33.858969	151.172211	2039	Sydney	Rozelle	NSW
1880	Ashfield - Norton Street near Victoria Street	in a dedicated bay on Norton Street adjacent to the park between Victoria Street and Tintern Road	1	-33.891485	151.130674	2131	Sydney	Ashfield	NSW
1904	St Peters - Sydenham Station Bolton Street	on Bolton Street near the corner of Hogan Ave.	1	-33.913901	151.167703	2044	Sydney	St Peters	NSW
2155	Lewisham - Hudson Street near Old Canterbury Road	on Hudson Street near the corner of Old Canterbury Road in a dedicated bay.	1	-33.894115	151.145007	2049	Sydney	Lewisham	NSW
2196	Newtown - St Peters Station Lord Street	in a dedicated bay on Lord Street next to St Peters station.	1	-33.906927	151.18061	2042	Sydney	Newtown	NSW
2248	Marrickville - Railway Parade near Sydenham Road	on Railway Parade near Sydenham Road in a dedicated bay provided by Inner West Council.	1	-33.913652	151.166571	2204	Sydney	Marrickville	NSW
2421	Ashfield - Ormond Street near Pembroke Street	on Ormond Street near Pembroke Street in a dedicated bay provided by Inner West Council.	1	-33.887257	151.133795	2131	Sydney	Ashfield	NSW

2718	Camperdown - Salisbury Road near Kingston Lane	on Salisbury Road near Kingston Lane next to the bus stop, in a dedicated bay provided by Inner West Council.	1	-33.891685	151.173554	2050	Sydney	Camperdown	NSW
3146	Newtown - Camden Street near Camden Lane	on Camden Street near Camden Lane in a dedicated bay provided by Inner West Council.	1	-33.902055	151.178346	2042	Sydney	Newtown	NSW
3266	Lewisham - The Boulevarde near Hunter Street	on The Boulevarde near Hunter Street.	1	-33.895361	151.149132	2049	Sydney	Lewisham	NSW
3609	Summer Hill - Mungo Scott Place	in Mungo Scott Place in a dedicated bay.	1	-33.894211	151.141867	2130	Sydney	Summer Hill	NSW
3646	Dulwich Hill - Dulwich Grove Light Rail Stop (Denison Road)	on Denison Road at the corner of New Canterbury Road in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.904329	151.139242	2203	Sydney	Dulwich Hill	NSW
3647	Dulwich Hill - Dulwich Grove Light Rail Stop (Hercules Street)	on Hercules Street between Consett Street and Kintore Street. It is next to the light rail bridge in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.905642	151.13918	2203	Sydney	Dulwich Hill	NSW
3648	Dulwich Hill - Arlington Light Rail Stop (Constitution Road)	on Constitution Road outside Johnson Park in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.901567	151.137437	2203	Sydney	Dulwich Hill	NSW
3649	Dulwich Hill - Waratah Mills Light Rail Stop (Davis Street)	on Davis Street next to the light rail entrance (Opposite number 8) in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.899439	151.14002	2203	Sydney	Dulwich Hill	NSW
3650	Annandale - Rozelle Bay Light Rail Stop (Bayview Crescent)	on Bayview Crescent outside the Light Rail Station in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.872005	151.172525	2038	Sydney	Annandale	NSW
3659	Leichhardt - Hawthorne Light Rail Stop (Darley Road)	on Darley Road near Allen Street in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.879824	151.147724	2040	Sydney	Leichhardt	NSW
3660	Dulwich Hill - Dulwich Hill Light Rail Stop (Bedford Crescent)	on Bedford Crescent opposite Wardell Lane in dedicated bays provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.910656	151.140911	2203	Sydney	Dulwich Hill	NSW
3661	Haberfield - Marion Light Rail Stop (Hawthorne Parade)	on Hawthorne Parade near the corner of Marion Street in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.883729	151.144363	2045	Sydney	Haberfield	NSW
3662	Lilyfield - Lilyfield Light Rail Stop (Catherine Street)	on Catherine Street in a small cul-de-sac directly next to City-West Link Road and Brenan Street in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.874472	151.164935	2040	Sydney	Lilyfield	NSW
3663	Lilyfield - Leichhardt North Light Rail Stop (Darley Road)	on Darley Road opposite Hubert Street in dedicated bays provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	2	-33.875346	151.153334	2040	Sydney	Lilyfield	NSW
3665	Lewisham - Lewisham West Light Rail Stop (Hudson Street)	on Hudson Street near New Canterbury Road in a dedicated bay provided by Inner West Council to provide an integrated transport option between carshare and the Light Rail.	1	-33.894096	151.144915	2049	Sydney	Lewisham	NSW
3752	Annandale - Bayview Crescent	on Bayview Crescent outside the Rozelle Bay Light Rail Station in a dedicated bay provided by Inner West Council.	1	-33.872018	151.172463	2038	Sydney	Annandale	NSW
4119	Marrickville - Juliett Street	on Juliett Street near the corner of Enmore Road in a dedicated bay provided by Inner West Council.	1	-33.901223	151.170341	2204	Sydney	Marrickville	NSW
4428	Stanmore - Gordon Crescent	on Gordon Crescent near the corner of Douglas Street.	2	-33.894157	151.163464	2048	Sydney	Stanmore	NSW
4622	Newtown - Probert Street	on Probert Street near Lennox Street in a dedicated bay provided by Inner West Council.	1	-33.896299	151.176697	2042	Sydney	Newtown	NSW

4623	Newtown - Walenore Avenue	on Walenore Aveue near Alice Street in a dedicated bay provided by Inner West Council	1	-33.903686	151.178303	2042	Sydney	Newtown	NSW
4624	Newtown - Holt Street	on Holt Street near King Street in a dedicated bay provided by Inner West Council.	1	-33.9002	151.177753	2042	Sydney	Newtown	NSW
4902	Marrickville - Brynes Street	on Brynes Street near Illawarra Road in a dedicated bay provided by Inner West Council.	1	-33.913201	151.154172	2204	Sydney	Marrickville	NSW
5393	Marrickville - Bayley Street	on Bayley Street near Tom Kenny Reserve in a dedicated bay provided by Inner West Council.	1	-33.911735	151.142603	2204	Sydney	Marrickville	NSW