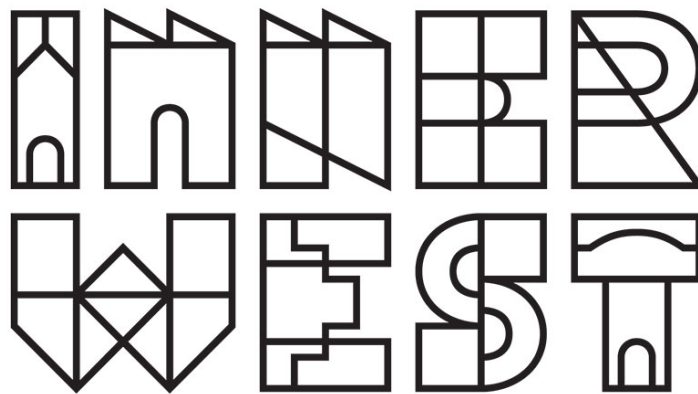


AGENDA



LOCAL TRAFFIC COMMITTEE MEETING

MONDAY 16 SEPTEMBER 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 August 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

ITEM	Page
LTC0924(1) Item 1 The Boulevarde, Lilyfield - Proposed Streetscape improvements and Civil Works (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	19
LTC0924(1) Item 2 Derbyshire Road, Leichhardt - Sydney Secondary College Leichhardt - Proposed Kerb Extension (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	25
LTC0924(1) Item 3 IW@40 - Area 6 Enmore & Marrickville East; Area 7 Marrickville & Tempe - Proposed speed limit reduction from 50km/h to 40 km/h (Midjuburi-Marrickville & Damun-Stanmore Wards/Heffron, Summer Hill & Newtown Electorates/Inner West PAC)	29
LTC0924(1) Item 4 Newtown South Local Area Traffic Management Plan (LATM) Final Report (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)	45
LTC0924(1) Item 5 Marrickville Road at Despointes Street, Marrickville – Proposed new raised pedestrian crossing - Design Plan 10297 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)	162
LTC0924(1) Item 6 Clissold Street, between Queen Street and Victoria Street, Ashfield- Proposed removal of existing at-grade crossing and provide a new raised pedestrian (zebra) crossing (Djarrawunang-Ashfield Ward/Summer Hill Electorate/Burwood PAC)	166
LTC0924(1) Item 7 Flood Street, Leichhardt – Proposed Slow Point at Regent Street (Gulgadya-Leichhardt Ward/Balmain Electorate/ Leichhardt PAC)	173
LTC0924(1) Item 8 Alt Street, south of Albert Parade, Ashfield-Proposed raising of existing pedestrian (zebra) crossing adjacent to St. Vincent's College (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)	177
LTC0924(1) Item 9 Ryan Street, Lilyfield (at Joseph Street) – Proposed Landscaped Kerb Blister Island (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)	183

Parking Matters

Nil at the time of printing.

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 Local Traffic Committee Meeting

Meeting held on 19 August 2024 commenced at 11:02AM

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

Jason Scoufis	IWC's Acting 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
Eleanor Nurse	Representative for Jenny Leong MP, Member for Newtown
Nina Fard	Transport for NSW (TfNSW)

NON VOTING MEMBERS IN ATTENDANCE

Bob Moore	Representative for the Inner West Bicycle Coalition (IWBC)
Sunny Jo	IWC's Coordinator Traffic Engineering Services (North)
George Tsaprounis	IWC's Coordinator Traffic Engineering Services (South)
Daniel Li	IWC's Graduate Traffic Engineer
Christy Li	IWC's Business Administration Officer

VISITORS

Adrian Barritt	Representative for Transport for NSW/ Sydney Metro (Items 1 & 3)
----------------	--

APOLOGIES:

Mayor Darcy Byrne	Councillor – Baludarri-Balmain Ward
Manod Wickramasinghe	IWC's Traffic and Transport Planning Manager

DISCLOSURES OF INTERESTS:

Nil.

CONFIRMATION OF MINUTES

That the Minutes of the Local Traffic Committee held on Monday, 15 July 2024 be confirmed.

MATTERS ARISING FROM COUNCIL'S RESOLUTION OF MINUTES

Nil.

LTC0824(1) Item 1 Temporary Transport Plan (TTP) Riding Routes associated with the conversion of the T3 Bankstown Line - Inner West Council (Midjuburi - Marrickville Ward / Heffron Electorate, Summer Hill Electorate & Newtown Electorate/ Inner West PAC)

SUMMARY

As part of the Sydney Metro City & Southwest project, Transport for NSW (TfNSW) is introducing new temporary bike riding routes as part of its Temporary Transport Plan (TTP) to encourage people to travel by bike during the conversion of the T3 Bankstown Line.

Southwest Link bike riding routes will make it easier to connect with train or metro services at Sydenham, Tempe or Redfern stations. A key riding route is Dulwich Hill and Marrickville to Redfern.

To support the temporary riding route from Dulwich Hill and Marrickville to Redfern Station, Transport for NSW proposes permanent changes at the following locations:

- Miller Lane at the intersection of Frazer Street, Marrickville.
- Napier Street at the intersection of Morgan Street, Marrickville.
- West Street at Railway Terrace, and
- Station Street (at Marrickville Station) and Victoria Road as well Station Street.

It should be noted that wayfinding signage will be erected along the route to assist cyclist with travel information between locations.

It is recommended that the proposed works by TfNSW for Miller Lane, Napier Street, West Street and Station Street be supported by Council with the detailed plan for West Street be submitted by TfNSW and approved by Council's Design Engineers and Traffic Officers prior to implementation.

Officers Recommendation:

1. That the permanent traffic and signage changes outlined within this report be approved to support the introduction of temporary bike riding routes to encourage people to travel by bike during the conversion of the T3 Bankstown Line to a Metro Line; including:
 - construction of a wider gap for cyclists in the road closure area in Miller Lane at Fraser Street,
 - installation of a 'Bicycle Excepted' sign underneath existing 'No Left Turn' sign at the south end of the intersection of Napier and Morgan Streets,
 - widening of the existing concrete footpath on the western side of West Street (closure area) and installation of a gutter crossing grate, and
 - Installation of shared path signs in Station Street at the entry to the cycle link along the rail corridor between Station Street and Victoria Road
2. That Transport for NSW/Sydney Metro implement the proposed changes.
3. That Transport for NSW maintain all signs and linemarking associated with the proposed temporary riding routes for the duration of the conversion of the T3 Bankstown Line to a Metro Line.

DISCUSSION:

Public Speaker Adrian Barritt entered the meeting at 11.03am.

The Representative for the Member of Summer Hill queried when the T3 train line shut down

will happen. Mr Barritt advised that the Sydney Metro is opening today and that once it has been established and is working reliably, the closure date of the T3 line between Sydenham and Bankstown will be announced.

The Representative for the Inner West Bicycle Coalition (IWBC) questioned why Route 2 – Dulwich Hill and Marrickville to Redfern, shows the proposed bicycle route to loop around Marrickville Park, instead of going ahead and turning left on Frazer Street. Mr Barritt advised that the road was not significantly wide enough to accommodate cyclists and that the bus stop on Livingstone Road which may introduce conflicts with the cycling route. It was advised that through working in collaboration with Council and Transport for NSW's design team, it was determined that the cycle route going around Marrickville Park was the preferred route.

The Representative for the Member of Newtown noted that there were currently no lifts at Tempe station and questioned what additional facilities Transport for NSW/Sydney Metro were going to implement to assist bicycle parking if cyclists were not able to take their bicycles onto the train. Mr Barritt advised that they are in the final stages of getting approval to improve the bicycle parking at Tempe station. It was noted that Transport for NSW/Sydney Metro will be looking into investigating converting a carparking space to bike hoops as well as the potential of a parking bay for shared bikes.

The Representative for the IWBC noted that one of the bicycle routes goes from Riverside Crescent to Wardell Road and questioned whether there could be a shared path on Wardell Road. The Representative for the IWBC noted the potential for cyclists to use Ewart Lane as an alternate route and questioned whether the works undertaken on Ewart Lane had been completed. Mr Barritt advised he was unsure of the status of those works and would have to get back to the Committee with an update. The Representative for the IWBC raised concerns regarding the cycle route on Wardell Road between Riverside Crescent and Dudley Street noting cyclists would have to ride uphill on the road. The Representative for Transport for NSW (TfNSW) advised that there are currently proposals to reduce the speed limit on Wardell Road to 40km/h to help improve safety. Council Officers questioned what works were proposed to improve the connection at the West Street and the Railway Terrace, Petersham intersection. Mr Barritt advised that TfNSW are proposing to put a grate over the gutter to widen the distance of the shared path and make it easier for riders and pedestrians to pass.

The Representative for the Member of Newtown noted that the report notes that this item is within the Heffron electorate & Summer Hill electorate however Miller Lane and Napier Street were located in the Newtown electorate. Council Officers apologised for the error and advised they would amend the report.

The Representative for the IWBC questioned why a cycle route from Sydenham station and St Peters station was not included in the Temporary Transport Plan. The Representative for TfNSW advised they will provide a response to the Representative for the IWBC outside of the Committee meeting.

Public Speaker Adrian Barritt left the meeting at 11.33am.

Council Officers suggested amending the recommendation to include the investigation and consideration of a shared footpath between Riverside Crescent and Dulwich Hill station, the investigation for the potential of Ewart Lane to be used as a bicycle route, and request that TfNSW implement the 40km/h zone on Wardell Road.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That;

1. The permanent traffic and signage changes outlined within this report be approved to support the introduction of temporary bike riding routes to encourage people to travel by bike during the conversion of the T3 Bankstown Line to a Metro Line; including:
 - construction of a wider gap for cyclists in the road closure area in Miller Lane at Fraser Street,
 - installation of a 'Bicycle Excepted' sign underneath existing 'No Left Turn' sign at the south end of the intersection of Napier and Morgan Streets,
 - widening of the existing concrete footpath on the western side of West Street (closure area) and installation of a gutter crossing grate, and
 - Installation of shared path signs in Station Street at the entry to the cycle link along the rail corridor between Station Street and Victoria Road
2. Transport for NSW/Sydney Metro implement the proposed changes.
3. Transport for NSW maintain all signs and linemarking associated with the proposed temporary riding routes for the duration of the conversion of the T3 Bankstown Line to a Metro Line.
4. Consideration be given for a temporary shared footpath in Wardell Road between Riverside Crescent and Dulwich Hill station.
5. Consideration be given for a temporary cycle path in Ewart Lane to be used as a bicycle route.
6. Council request that TfNSW implement a temporary 40km/h zone on Wardell Road to support the proposed temporary cycle route.

For Motion: Unanimous

LTC0824(1) Item 2 Unwins Bridge Road, St Peters Traffic Safety Review (Midjuburi-Marrickville Ward/Heffron Electorate/Inner West PAC)

SUMMARY

At the Council Meeting held 25 June 2024 a Notice of Motion for consideration of a number of safety issues relating to Unwins Bridge Road was resolved. This report provides an assessment of each of these issues.

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

LTC0824(1) Item 3 Ewart Street, Dulwich Hill; Illawarra Road, Marrickville; Burrows Avenue, Railway Road, Gleeson Avenue and Lower Railway Parade, Sydenham – Temporary medium-term parking changes during major rail shutdown of T3 line for Sydney Metro Upgrade works – Bus replacements for an approximate 12-month period from October 2024 (Midjuburi-Marrickville Ward / Summer Hill Electorate / Inner West PAC)

SUMMARY

Council has been notified by Transport for NSW (TfNSW) that Sydney Metro works will involve a final major rail shutdown of the Sydenham to Bankstown rail line (T3) for approximately 12 months starting no later than October 2024. 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 medium-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 shutdown.

Officers Recommendation:

1. That the following temporary medium-term parking changes for an approximate 12-month period from October 2024 be approved to support the rail upgrade works required to convert the T3 Bankstown Line to a Metro Line:
 - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The medium-term conversion of 20m (3 parking spaces) '2P 8am–6pm Mon–Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
 - b) The medium-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 medium-term conversion of 7m '1P 8:30am–6pm' on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone';
 - d) Sydenham Station Precinct - Burrows Avenue (10 parking spaces): The medium-term conversion of 26m rear to kerb 90 degree angle 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - e) The medium-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the eastern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - f) Sydenham Station Precinct – Railway Road (3 parking spaces): The medium-term conversion of 18m '2P 8:30am–10pm 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 medium-

term conversion of 12m '1P 9:00am–3:30pm Mon-Fri and 'No Parking' 6am-9am, 3:30pm–6:30pm' on the eastern kerb of Gleeson Avenue between Burrows Avenue and Unwins Bridge Road to a 'Bus Zone'; and

- h) Sydenham Station Precinct - Lower Railway Parade (29 parking spaces): The medium-term conversion of 29m (10 parking spaces) 45 degree angled '4P 8:30am–6pm Mon-Fri' and 53m (19 parking spaces) 45 degree angled unrestricted parking 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.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the following temporary medium-term parking changes for an approximate 12-month period from October 2024 be approved to support the rail upgrade works required to convert the T3 Bankstown Line to a Metro Line:
 - a) Dulwich Hill Station Precinct - Ewart Street (3 parking spaces): The medium-term conversion of 20m (3 parking spaces) '2P 8am–6pm Mon-Fri' on the northern side of Ewart Street (between Wardell Road and Bayley Street) to a 'Bus Zone';
 - b) The medium-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 medium-term conversion of 7m '1P 8:30am–6pm' on the western side of Illawarra Road (between Warburton Street and Greenbank Street) to a 'Bus Zone';
 - d) Sydenham Station Precinct - Burrows Avenue (10 parking spaces): The medium-term conversion of 26m rear to kerb 90 degree angle 'unrestricted parking' on the northern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - e) The medium-term conversion of 58m (9 parking spaces) 'unrestricted parking' on the eastern kerb of Burrows Avenue (west of Gleeson Avenue) to a 'Bus Zone';
 - f) Sydenham Station Precinct - Railway Road (3 parking spaces): The medium-term conversion of 18m '2P 8:30am–10pm 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 medium-term conversion of 12m '1P 9:00am–3:30pm Mon-Fri and 'No Parking' 6am-9am, 3:30pm–6:30pm' on the eastern kerb of Gleeson Avenue between Burrows Avenue and Unwins Bridge Road to a 'Bus Zone'; and

- h) **Sydenham Station Precinct - Lower Railway Parade (29 parking spaces):**
The medium-term conversion of 29m (10 parking spaces) 45 degree angled '4P 8:30am–6pm Mon-Fri' and 53m (19 parking spaces) 45 degree angled unrestricted parking 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.

For Motion: Unanimous

LTC0824(1) Item 4 Woodland Street and Holmesdale Street, Marrickville – Temporary Road Closures for up to seven (7) separate weekend days to hold AFLW matches at Henson Park - (Midjuburi-Marrickville Ward /Summer Hill Electorate /Inner West PAC)

SUMMARY

An application has been received from AFL NSW/ACT to hold up to seven (7) AFLW matches at Henson Park Oval. The events require the temporary full road closure of Woodland Street, between Illawarra Road and dead-end, and Holmesdale Street, between Sydenham Road and Woodland Street, Marrickville to allow for pedestrian entry to Henson Park on the AFLW match days. It is recommended that Council agree to the temporary full road closures subject to the applicant complying with the above conditions.

Officers Recommendation:

That the proposed temporary full road closure (ENRC/2024/0043) of Woodland Street, between Illawarra Road and dead-end, and Holmesdale Street, between Sydenham Road and Woodland Street, Marrickville on Sunday 22 September: 11:30am-3:30pm; Sunday 29 September: 3:30pm–7:30pm; Sunday 6 October: 11:30am-3:30pm; Sunday 13 October: 3:30pm–7:30pm; Saturday 19 October: 11:30am–4:30pm; and Saturday 26 October: 11.30am-4.30pm (contingency period of one month) for the purpose of holding up to seven (7) AFLW matches at Henson Park be approved, subject to the applicant complying with, but not limited to, the following conditions:

- a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
- b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses; and
- c) The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Representative for the Member of Newtown noted that Council only notifies affected residents and businesses and advised this is insufficient notice to the wider community. The Representative for the Member of Newtown suggested that Council publish notices of events and road closures in parks so that people in the wider community are aware of upcoming events and road closures.

Council Officers advised that they would request Council's Parks team to place notice of pending events within Henson Park.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed temporary full road closure (ENRC/2024/0043) of Woodland Street, between Illawarra Road and dead-end, and Holmesdale Street, between Sydenham Road and Woodland Street, Marrickville on Sunday 22 September: 11:30am-3:30pm; Sunday 29 September: 3:30pm-7:30pm; Sunday 6 October: 11:30am-3:30pm; Sunday 13 October: 3:30pm-7:30pm; Saturday 19 October: 11:30am-4:30pm; and Saturday 26 October: 11.30am-4.30pm (contingency period of one month) for the purpose of holding up to seven (7) AFLW matches at Henson Park be approved, subject to the applicant complying with, but not limited to, the following conditions:

- a) A Road Occupancy License application be obtained by the applicant from the Transport Management Centre;
- b) All affected residents and businesses, including NSW Police Local Area Commander, Transit Systems, Fire and Rescue NSW and NSW Ambulance Services, shall be notified in writing by the applicant of the proposed temporary road closure at least 7 days prior to the event, with the applicant making reasonable provision for residents and businesses; and
- c) The occupation of the road carriageway must not occur until the road has been physically closed.

For Motion: Unanimous

LTC0824(1) Item 5 Fozzard Lane, Petersham - Proposed 'Shared Zone' treatment, 'No Parking' and 'No Stopping' restrictions (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines current parking issues in Fozzard Lane and proposes the appropriate regulatory restrictions to improve parking operations. In addition, it also identifies and proposes a 10km/h Shared Zone treatment in the laneway to improve safety for pedestrians.

Officers Recommendation:

That the design plan for the installation of a '10km/h Shared Zone' treatment (signs and line marking), 'No Parking' and 'No Stopping' restrictions in Fozzard Lane, Petersham, as detailed in Attachment 2 be approved, subject to TfNSW concurrence.

DISCUSSION:

Council Officers suggested to amend the recommendation wording from 'subject to TfNSW concurrence' to 'following TfNSW approval.'

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the design plan for the installation of a '10km/h Shared Zone' treatment (signs and line marking), 'No Parking' and 'No Stopping' restrictions in Fozzard Lane,

Petersham, as detailed in *Attachment 2* be approved, following TfNSW approval.

For Motion: Unanimous

LTC0824(1) Item 6 Liberty Street, Stanmore - Proposed pedestrian and bicycle crossing (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

The roundabout at Liberty Street at Railway Parade, Stanmore accommodates a wide range of road users including light and heavy vehicles, cyclists and pedestrians. The existing infrastructure provided at this roundabout can be improved to better balance the priority movement for cyclists and pedestrians, particularly in the east-west direction along the railway corridor between Railway Avenue and Trade Street where there is an existing bi-directional cycleway. The proposed pedestrian and bicycle crossing serves to improve connectivity and make active transport safer and efficient.

Officers Recommendation:

1. That the at-grade pedestrian and bicycle crossing, kerb extension, speed cushions and associated signs and line markings as shown in Attachment 3 and 4 on Liberty Street, Stanmore, south of Railway Avenue be approved in principle for inclusion in Council's Traffic Facility Capital Works Program and that a detailed design be brought back to the Committee for consideration.
2. That Transport for NSW requested to consider the reduction of the existing speed limit on Liberty Street and Kingston Road, Stanmore from 60km/h to 50km/h.

DISCUSSION:

Council Officers advised that there was an error in the report (Table 2 –Pedestrian Volumes) and that the data in the 'Required volume (minimum)' column should read '20' instead of '30' however this error does not change the outcome of the report.

The Representative for the IWBC advised that the bike logos and linemarkings along Trade Street have faded and noted that the signage around that area was a bit confusing. Council Officers advised they will review the linemarking and signage along Trade Street.

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

1. That the at-grade pedestrian and bicycle crossing, kerb extension, speed cushions and associated signs and line markings as shown in Attachment 3 and 4 on Liberty Street, Stanmore, south of Railway Avenue be approved in principle for inclusion in Council's Traffic Facility Capital Works Program and that a detailed design be brought back to the Committee for consideration.
2. That Transport for NSW requested to consider the reduction of the existing speed limit on Liberty Street and Kingston Road, Stanmore from 60km/h to 50km/h.

For Motion: Unanimous

LTC0824(1) Item 7 Eliza Street, Newtown – Temporary full road closure for a community event on Saturday 7 December 2024 – ENRC/2024/0035 (Damun-Stanmore Ward / Newtown Electorate / Inner West PAC)

SUMMARY

Council has been notified by Young Henrys Pty Ltd about a proposed temporary full road closure of Eliza Street, Newtown between Lennox Street and King Street, for an 18-hour period from 6:00am on Saturday 7 December 2024 to 12:00am midnight in order to hold the event 'Young Henrys Newtown Festival 2024'. It is recommended that Council agree to the temporary full road closure subject to complying with all conditions as set out in this report.

Officers Recommendation:

That the proposed temporary full road closure of Eliza Street, between Lennox Street and King Street, Newtown for an 18-hour period from 6:00am Saturday 7 December 2024 to 12:00am midnight (contingency period 2 weeks) be approved, for the purpose of holding the event 'Young Henrys Newtown Festival 2024', subject to the following conditions and all standard Council conditions for a temporary full road closure:

- a) A Road Occupancy License (ROL) be obtained by the applicant from the Transport Management Centre (TMC);
- b) 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;
- c) A 4m wide emergency vehicle access must be maintained through the closed road areas during the course of the event; and
- d) The occupation of the road carriageway must not occur until the road has been physically closed.

DISCUSSION:

The Representative for the IWBC noted that the report does take into consideration how the road closure may affect cyclists. Council Officers have taken the feedback into consideration and advised they will speak to the applicant regarding taking into consideration the needs of cyclists in their planning.

Council Officers agreed and updated the approval to include a condition regarding bicycle detour signage.

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

That the proposed temporary full road closure of Eliza Street, between Lennox Street and King Street, Newtown for an 18-hour period from 6:00am Saturday 7 December 2024 to 12:00am midnight (contingency period 2 weeks) be approved, for the purpose of holding the event 'Young Henrys Newtown Festival 2024', subject to the following conditions and all standard Council conditions for a temporary full road closure:

- a) A Road Occupancy License (ROL) be obtained by the applicant from the Transport Management Centre (TMC);**

- b) 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;
- c) A 4m wide emergency vehicle access must be maintained through the closed road areas during the course of the event; and
- d) The occupation of the road carriageway must not occur until the road has been physically closed.
- e) The Applicant to provide cycle detour signage at the event.

For Motion: Unanimous

LTC0824(1) Item 8 Wellington Street, Rozelle - Proposed Changes to Traffic and Parking Arrangements (Baludarri-Balmain Ward/Balmain Electorate/Leichhardt PAC)

SUMMARY

This report outlines the traffic congestion issues observed during the weekday morning peak period at Wellington Street, Rozelle between Victoria Road and Terry Street. It is proposed that the existing 'Bus Zone' and '2P 8am-6pm, Mon-Fri, Permit Holders Excepted, Area R1' on the eastern side of Wellington Street be relocated to extend the vehicle storage length to provide more opportunities for vehicles exiting Wellington Street during a green signal phase at Victoria Road.

Officers Recommendation:

That the parking configuration along the eastern side of Wellington Street as shown in Attachment 1 be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the parking configuration along the eastern side of Wellington Street as shown in Attachment 1 be approved.

For Motion: Unanimous

LTC0824(1) Item 9 Ramsay Street, Haberfield - Proposed New Raised Pedestrian Crossing (Gulgadya-Leichhardt Ward/Summer Hill Electorate/Burwood PAC)

SUMMARY

Council is planning to improve safety for pedestrians in Ramsay Street, Haberfield by

upgrading the existing at-grade pedestrian crossing to a raised pedestrian crossing. The proposal aims to improve pedestrian and motorist safety by improving visibility and reducing vehicle speeds at the crossing.

This proposal creates one (1) additional car parking space in Alt Street and does not significantly change existing parking arrangements in Ramsay Street and Alt Street.

Officers Recommendation:

That the attached detailed design plan (Design Plan No.10259) for the proposed raised pedestrian crossing on Ramsay Street at the intersection with Alt Street, Haberfield be approved.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the attached detailed design plan (Design Plan No.10259) for the proposed raised pedestrian crossing on Ramsay Street at the intersection with Alt Street, Haberfield be approved.

For Motion: Unanimous

LTC0824(1) Item 10 Phillip Street, Petersham - Proposed 'No Stopping' restriction (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)

SUMMARY

This report outlines current parking issues at the intersection of Phillip and Margaret Streets, Petersham. Currently motorists are repeatedly parking near the intersection and affecting sight lines. A 'No Stopping' restriction is proposed to improve compliance with the road rule and maintain sight lines at this intersection.

Officers Recommendation:

That the proposed 'No Stopping' sign be installed on the eastern side of Phillip Street, Petersham, extending at a distance of 10m north from Margaret Street.

DISCUSSION:

The Committee members agreed with the Officer's recommendation.

COMMITTEE RECOMMENDATION:

That the proposed 'No Stopping' sign be installed on the eastern side of Phillip Street, Petersham, extending at a distance of 10m north from Margaret Street.

For Motion: Unanimous

LTC0824(1) Item 11 Robert Street, Rozelle - Pedestrian And Bicycle Safety At Bus Stop (Baludarri - Balmain Ward/ Balmain Electorate/ Leichhardt PAC)

SUMMARY

This report details the various options suggested from the Member of Balmain regarding Pedestrian safety at the Bus Stop on south side of Robert Street between Victoria Road and Mullens Road, Rozelle. A report was previously considered by the Traffic Committee on 20 November 2023.

Council has reviewed the safety issues raised by a Rozelle resident at the existing Bus Stop and Shelter on the south side of Robert Street, Rozelle approximately 50m east of Victoria Road. There have been concerns and reports of near misses between pedestrians and bicycle riders at and near the bus shelter. With the Shared User Path having a downhill grade from Victoria Road, bicycle riders are prone to build up speed on the approach to the Bus Stop.

Officers Recommendation:

1. That considering the recent upgrades announced from the NSW Government, interim linemarking be installed at the bus stop ID 203932 located in Robert Street between Victoria Road and Mullen Street, Rozelle.
2. That Council request the NSW Government provide for a widened Shared User Path in Robert Street, Rozelle along the White Bay Power Station frontage including a physical barrier between the roadway and path.

DISCUSSION:

The Representative for the Member of Balmain noted Council's interim solution of more line-marking at the bus stop and sending a request to the State Government to adjust property boundaries to accommodate a wider Shared User Path in Robert Street, Rozelle. The Representative for the Member of Balmain noted that the Government has announced a \$17 million scheme for a number of improvements which includes an active transport connection from the White Bay Power Station to the Rozelle Parklands and Anzac Bridge and noted that it is likely that pedestrian and bicycle traffic will take this shortcut and ignore the alternative of a steep climb up to Victoria Road then down again past the Robert Street bus stop. The Representative for the Member of Balmain also noted that there is now a new pedestrian route at the Victoria Road/Robert Street signalised intersection which allows the crossing of Victoria Road on the north side of Robert Street. The Representative for the Member of Balmain advised that pedestrians could use the Robert Street, northern footpath whilst cyclists can use the steep downhill gradient to travel at the speed of the road and noted that this route may relieve the southern side of Robert Street and the issues at the bus stop of the remaining downhill cyclist traffic. The Representative for the Member of Balmain suggested that Council advise the State Government into action on the Anzac Bridge to Robert Street/Mullens Street short cut which will help alleviate the issue at the Robert Street bus stop.

The Representative for the IWBC noted that the new proposed cycle path from Anzac Bridge and Robert Street will only be opened for use when the White Bay Power Station holds events in the interim due to security concerns and questioned if Council could advocate for the permanent access of the cycle path for cyclists and pedestrians.

Council Officers suggested that Point 2. of the recommendation be amended to 'That Council write to Placemaking NSW to formally have the property boundary adjusted to accommodate a wider Shared User Path in Robert Street, Rozelle along the White Bay Power Station

frontage and that the new proposed cycle path from Anzac Bridge and Robert Street be opened for permanent cyclist/pedestrian access.'

The Committee members agreed with the amended recommendation.

COMMITTEE RECOMMENDATION:

1. That considering the recent upgrades announced from the NSW Government, interim linemarking be installed at the bus stop ID 203932 located in Robert Street between Victoria Road and Mullen Street, Rozelle.
2. That Council writes to Placemaking NSW to formally have the property boundary adjusted to accommodate a wider Shared User Path in Robert Street, Rozelle along the White Bay Power Station frontage and that the new proposed cycle path from Anzac Bridge and Robert Street be opened for permanent cyclist/pedestrian access.

For Motion: Unanimous

General Business:

Item 12: Extended school zone on Campbell Street for St Peters Public School

Council Officers advised that TfNSW have installed a 40km/h school zone for St Peters Public School along Campbell Street, to improve pedestrian safety during school zone times. The school zone extends from 10 metres east of Florence Street to 30 metres west of Princes Highway. It covers a length of 200 metres and will enhance safety for students and the local community.

Meeting closed at 12.11pm.

CHAIRPERSON

Jason Scoufis – Acting Traffic and Transport Planning Manager

Item No: LTC0924(1) Item 1
Subject: THE BOULEVARDE, LILYFIELD - PROPOSED STREETSCAPE IMPROVEMENTS AND CIVIL WORKS (BALUDARRI - BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan No.10278-A for the proposed streetscape improvements and civil works on The Boulevarde between Balmain Road and Joseph Street, Lilyfield 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

The Council is planning to undertake streetscape improvement works in The Boulevarde, Lilyfield. The works are intended to improve pedestrian and motorist safety at the intersection of the Boulevarde and Balmain Road by constructing kerb extensions as well as improving the general amenity of the street by providing in-road trees, including repairing the road and footpaths.

The proposal works does not change the existing parking spaces in the street.

BACKGROUND

The detailed design plan shown in *Attachment 1* outlines the proposed works on The Boulevarde, Lilyfield and includes the following:

- Construct five (5) landscaped central median islands along the centreline of the road;
- Provide trees and native landscaping within central median islands;
- Construct new landscaped kerb blister islands with integrated footpaths and kerb ramps to improve pedestrian safety whilst reducing approach speeds in The Boulevarde at the intersection with Balmain Road;
- Reset existing sandstone kerb and construct new concrete gutters on both sides (final extents to be determined at a later stage);
- Reconstruct two (2) existing driveways as required to match the new kerb and gutter levels;
- Reconstruct laybacks and entry thresholds on both sides of unnamed lane to make more pedestrian friendly;
- Reconstruct damaged sections of concrete footpaths on both sides of the street (final extent to be determined at a later stage);
- Remove the damaged road surface and resurface with new asphalt (final extent to be determined at a later stage and subject to final budget allocations);
- Provide new pavement line markings as indicated in plan; and
- Install signage associated with the works as shown in plans.

DISCUSSION

A letter outlining the proposal was issued to the properties shown in the distribution map below. Twenty submissions were received in response to this proposal with 11 in support and 9 opposed. Comments in relation to the proposal are summarised within the below table.



Following feedback received during the consultation, the design plan has been revised to replace the total number of trees and the tree species.

Resident Comments	Officer Comments
<p>The tree planting – Jacaranda mimosifolia grow to a height of 15 metres and a width of 10 metres and have invasive root systems. Many of the homes on the western side of The Boulevarde currently enjoy views to the city. A 15m high tree will block these views and adversely affect their property values.</p> <p>The trees drop very large quantities of flowers, leaves and seed pods which are a nuisance to clean up and will</p> <ul style="list-style-type: none"> • require regular street sweeping to prevent the tree litter from blocking the stormwater drains. • result in their small leaves and flowers falling into and blocking vents on cars which can cause a build-up of dust/dirt/mud which retains moisture and causing premature rusting in the vehicle. • result in risk of damage from seed pods falling onto cars or dropped flowers which become mushy, stick to cars and can stain/mark the paint work • fallen flowers are slippery and can cause a risk to people crossing the road. <p>Many of the houses in The Boulevarde are either terraces and/or have their side walls constructed up to the side boundaries with no north facing windows. This means they rely on windows in the eastern and western facing walls to allow natural light to penetrate into them. The size of the proposed planting when mature will result in severely reducing natural light into these homes. (6 similar comments)</p>	<p>Council has noted the feedback received and has decided to replace the proposed Jacaranda Trees with Fraxinus Pennsylvanica Urbanite. This species is expected to grow 12m in height and a canopy width of 8m.</p> <p>Council has also reduced the overall number of in-road trees from fifteen (15) to ten (10). This will space the trees out more and reduce the density of the tree canopy of the in-road trees.</p> <p>Council will be responsible for the on-going maintenance of the trees and landscaping within the central median island. Maintenance will be undertaken as needed as part of an overall maintenance program.</p>
<p>It is unclear what benefit constructing five landscaped central median islands would provide to the amenity and safety of the street. Currently, the wide street provides a clear view of pedestrians and cars, promoting safety in the street. We are concerned that the median islands will create a serious safety issue for pedestrians and motorists. The median islands with significant trees and plantings will obstruct the view of oncoming pedestrians crossing the street (particularly young people who are small), block the views of some residents entering/exiting their driveway which could lead to accidents. Of particular concern is that children play in the street and in the existing trees</p>	<p>The central median islands will act as traffic calming devices which will slow down traffic and provide better opportunity for pedestrians to cross in between the gaps.</p> <p>Note that the islands are midblock treatments and will be low level with native grass at approximately 400-500mm in height. This will have minimal impact on visibility for motorists.</p>
<p>Narrowing of roadway – we feel the proposed road lane width is too narrow – Australian road standards for a traffic lane is 3.5m with a 1m clearance to barriers or structures. Even if the clearance to the central island was reduced to 0.5m this would only</p>	<p>6.05m of space between the kerb and the central island is provided. This is adequate space to accommodate parking and one way travel along each side of the road. A turning path assessment undertaken has</p>

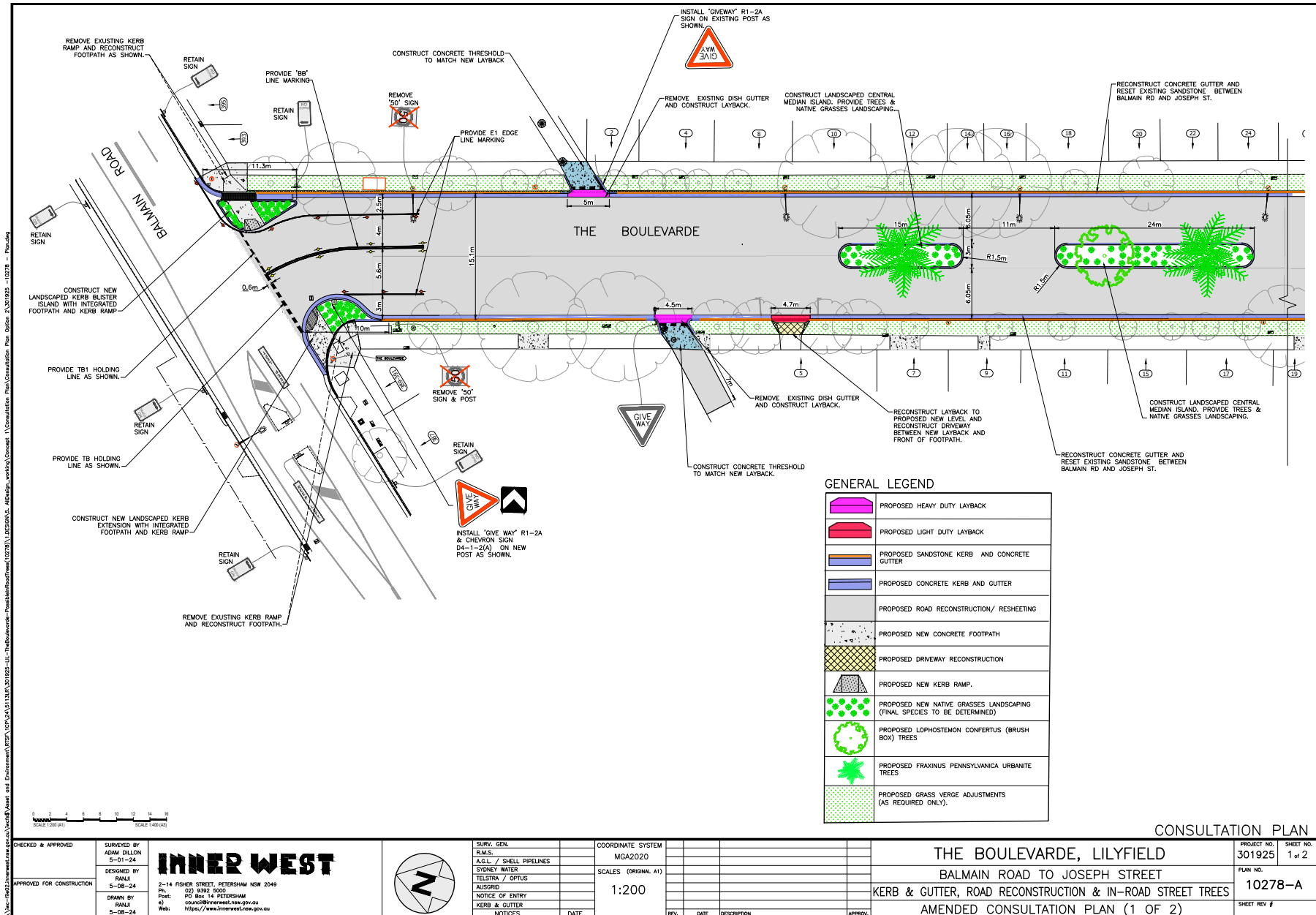
leave a 2.05m parking lane. Public transport buses regularly using our street as well as garbage & other trucks which would pose a risk of damage to both the trees planted in the centre of the road and parked cars.	demonstrated that there is adequate space for an 8.8m service vehicle to travel.
The current width of The Boulevarde affords drivers ability to see traffic more clearly than other streets along Balmain Road. Entering and exiting is easier from The Boulevarde due to the width of the street. Adding kerb extensions will restrict visibility and make it more challenging to enter The Boulevarde southbound off Balmain Road and any vehicle waiting to turn right into Balmain Road will prevent any vehicles behind them from turning left. (1 similar comment)	<p>This location was identified as under the Pedestrian Access and Mobility Plan as a location requiring safety improvements due to its “long crossing” width. As a result, a “road narrowing” treatment in the form of kerb extensions are being introduced to shorten the pedestrian walking distance. Turning movements for vehicles have been checked and the proposal is appropriate to cater for all required turn movements, including service vehicles.</p> <p>Improvements to pedestrian safety will outweigh any negative impact on traffic delays.</p>
Any rework of the original Sandstone block gutters would potentially change established Surveyor markers along the street adding substantial disruption, necessary further survey work and extra costs for any future building work/any development applications for residents. (1 similar comment)	<p>Prior to the commencement of any works, any existing State Survey or cadastral reference marks affected by works would be located by a Registered Surveyor to apply to Land Registry Services for permission to remove such marks. Upon receiving approval, the Registered Surveyor will document the existing marks in the street, then return to site after construction works are complete, to re-establish new marks to the satisfaction of Land Registry Services. This is a standard process that Council follows in all such construction works.</p>

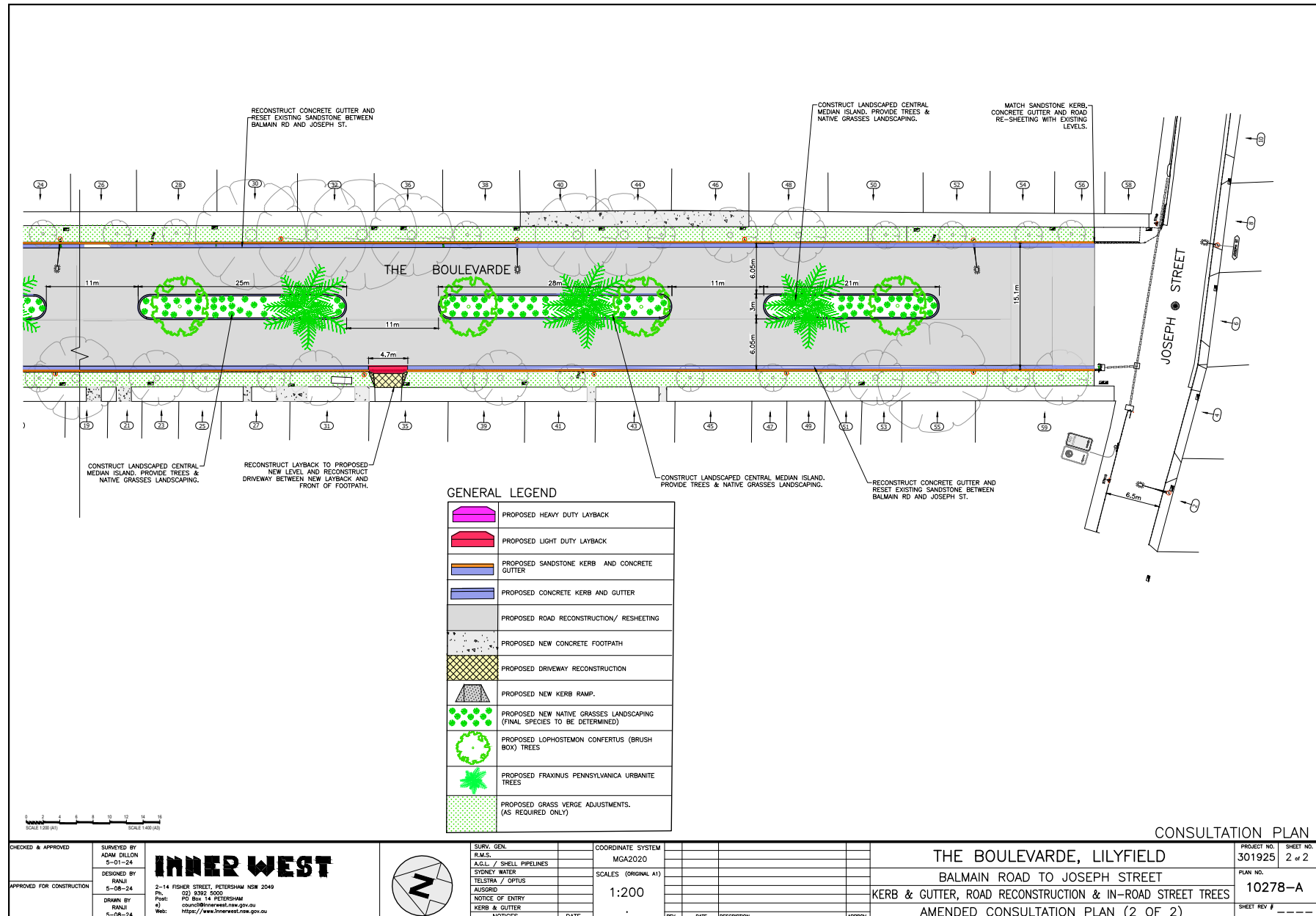
FINANCIAL IMPLICATIONS

The works are expected to cost approximately \$800,000 and is funded under Council’s Pedestrian Access and Mobility Plan (PAMP) program, Councils Capital Works and Tree program.

ATTACHMENTS

1. [The Boulevarde, Lilyfield - Plan](#)





Item No: LTC0924(1) Item 2

Subject: DERBYSHIRE ROAD, LEICHHARDT - SYDNEY SECONDARY COLLEGE
LEICHHARDT - PROPOSED KERB EXTENSION (BALUDARRI-BALMAIN
WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Jackie Ng - Graduate Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

1. That the proposed kerb extension, footpath, and ramps on Derbyshire Road, Leichhardt between Pioneer Memorial Park and the rear gate of Sydney Secondary College Leichhardt as shown in *Figure 1* be supported in principle and included for consideration in Council's Capital Works program.
2. That the interim measures, including a painted chevron, two W6-1A pedestrian warning signs, and an 8.0m length 'No Stopping' zone at the east side of Derbyshire Road, Leichhardt near the rear gate of Sydney Secondary College Leichhardt as shown in *Figure 2* be approved for installation.

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 pedestrian safety issues raised by Sydney Secondary College Leichhardt on Derbyshire Road, Leichhardt between Pioneer Memorial Park and the rear gate of the school. It is proposed that a kerb extension be installed as a long-term treatment to assist pedestrians crossing Derbyshire Road during community, sporting and school events. A short term proposed 'No Stopping' zone, warning signs and line marking is recommended to be installed as an interim measure.

BACKGROUND

Council has received concerns from Sydney Secondary College Leichhardt regarding the safety of pedestrians when crossing between Pioneer Memorial Park and the rear gate of the school on Derbyshire Road, Leichhardt. This section of Derbyshire Road currently has no pedestrian facilities and has unrestricted parking along the eastern side of the road and 'No Parking' on the western side. The school has raised a safety issue where groups of students and hall users are being forced to walk between parked vehicles, and as a result, having limited visibility of oncoming traffic in Derbyshire Road.

The rear gate of the school provides access to the school hall and is used by groups of pedestrians during many scheduled community events such as sports training and fixtures, elections, and evening events.

It is proposed that a kerb extension, footpath and kerb ramps be installed at the rear of Sydney Secondary College Leichhardt to assist with students and pedestrians crossing Derbyshire

Road, Leichhardt as shown in *Figure 1*. The treatment will provide a safer dedicated crossing facility for pedestrians and will improve visibility between oncoming traffic and pedestrians.

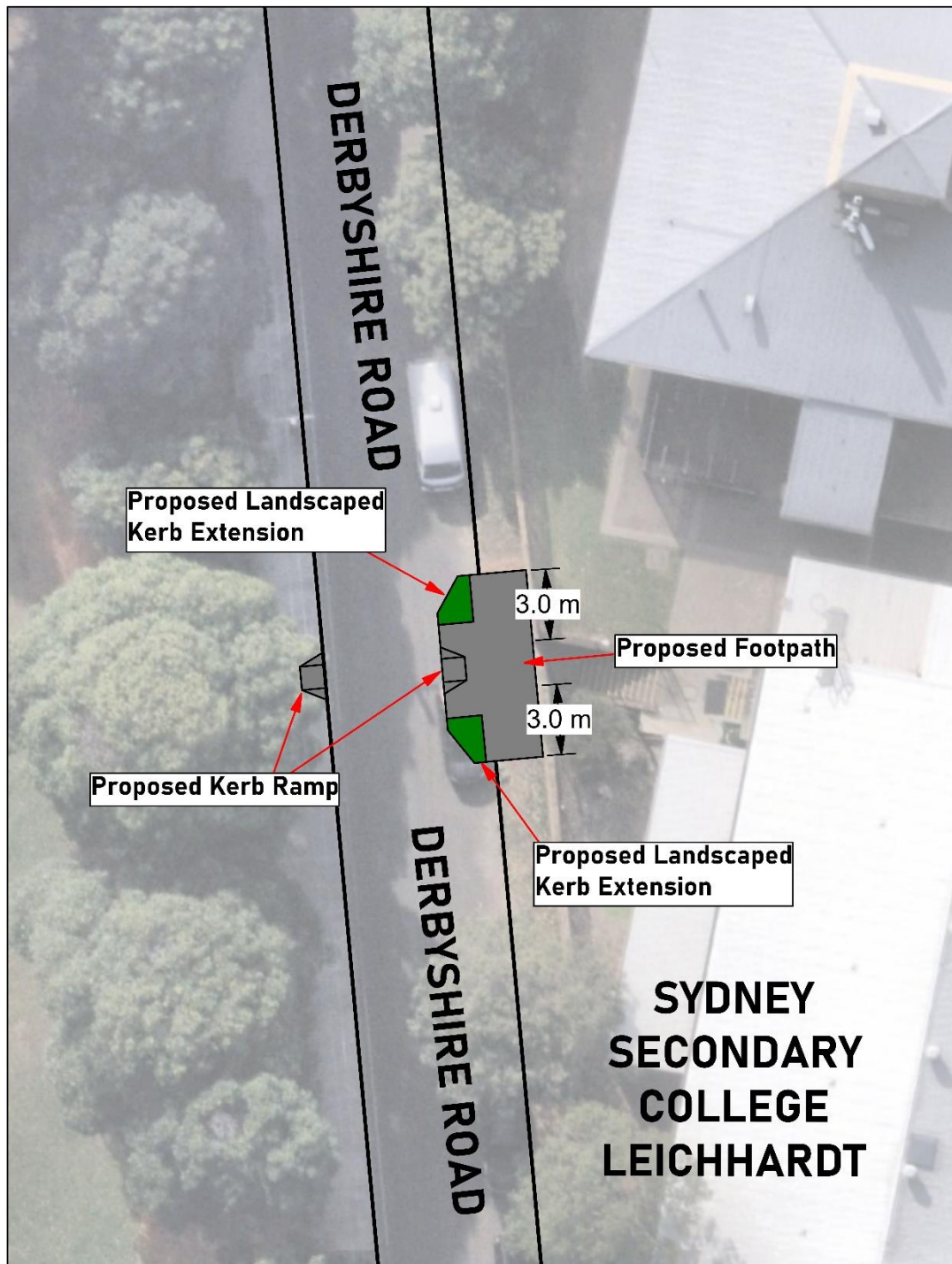


Figure 1 – Proposed Pedestrian Crossing Treatment

Additionally, it is proposed that an interim treatment of an 8.0m length 'No Stopping' zone, supplemented by a line marked chevron, and 'Pedestrian Warning' signs be installed on each approach as shown in *Figure 2*.

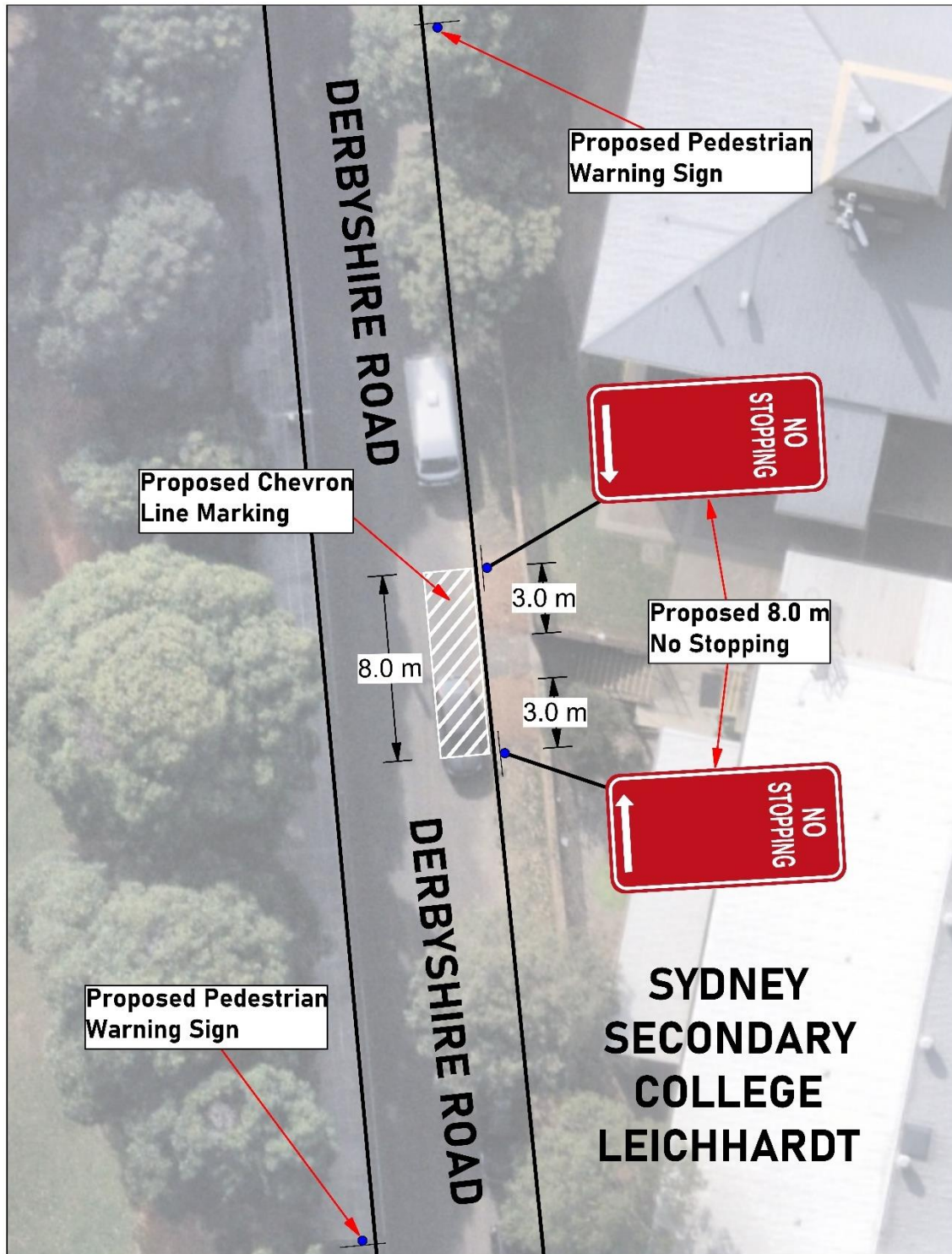


Figure 2 – Proposed Interim Treatment

FINANCIAL IMPLICATIONS

Initial estimate of the proposed kerb extension, footpath and ramps would be approximately \$23,000.

Works are to be considered as part of Council's Capital Works program for Traffic Facilities with final costing to be finalised following completion of detailed design.

The cost of installation of the proposed interim treatment can be funded within Council's signs and line marking budget.

ATTACHMENTS

Nil.

Item No: LTC0924(1) Item 3

Subject: IW@40 - AREA 6 ENMORE & MARRICKVILLE EAST; AREA 7 MARRICKVILLE & TEMPE - PROPOSED SPEED LIMIT REDUCTION FROM 50KM/H TO 40 KM/H (MIDJUBURI-MARRICKVILLE & DAMUN-STANMORE WARDS/ HEFFRON,SUMMER HILL & NEWTOWN ELECTORATES/INNER WEST PAC)

Prepared By: James Nguyen - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the proposed signage and line marking plans for the reduction in posted speed limit from 50km/h to 40km/h in all local roads in Areas 6 and 7 of the innerwest@40study of Enmore, Marrickville and Tempe 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

At the Council meeting on Tuesday 5 March 2024, Council adopted the *Inner West@40 "Investigation in Potential Local Road Speed Limit Reductions"* Study and would seek approval and funding from Transport for NSW (TfNSW) to expedite the implementation of 40km/h speed limits on all local streets within the Inner West Local Government Area (LGA).

TfNSW have approved the reduction in speed limit from 50km/h to 40km/h on all local streets within the Inner West LGA and Council was successful in receiving grant funding (approximately \$1.8M) under the 2024-2025 Safe Speed Program to undertake the necessary implementation work (signage and linemarking) for two of the high priority areas: Area 6 – Enmore & Marrickville East and Area 7 – Marrickville & Tempe.

Proposed signs and linemarking plans are enclosed.

BACKGROUND

Council's Integrated Transport Strategy, 'GOING PLACES', has identified a key project of reducing the speed limit from 50 km/h to 40 km/h on the local road network within the Inner West Council Area. Accordingly, Council commissioned Beca Consulting to prepare the *Innerwest@40 Study*. The study found that reductions in signposted speed limits are likely to significantly improve safety with only minimal impacts on travel times.

The *Innerwest@40 Study adopted in Council Meeting, March 2024* has identified priority areas for the staged implementation of the area-wide 40km/h limit in the Council area. This is shown in Figure 1 below.

The reduction of speed limit to 40km/h in our local streets for the Area 6: Enmore & Marrickville East and Area 7: Marrickville & Tempe are proposed to be implemented first. These areas have been identified as "Priority A" under the Inner West@40 study as they have

existing street environments that generally make streets self-enforcing to the proposed 40km/h speed limit in line with TfNSW's expectation for the rollout.

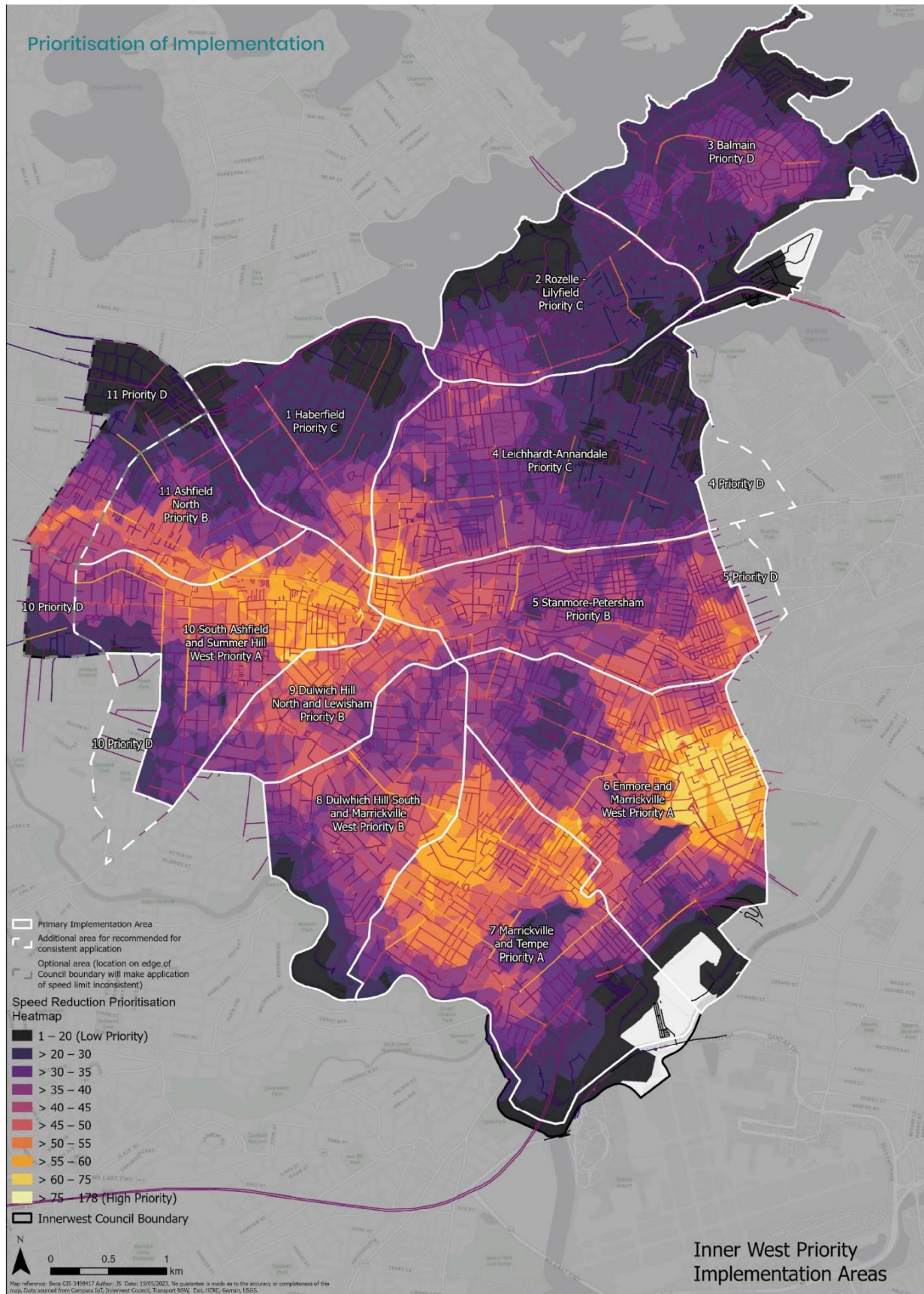


Figure 1 - Prioritisation of 40km/h speed limit reduction (source: Innerwest@40 Study)

DISCUSSION

The Inner West@40 report has presented that 60% of roads within the LGA were recorded to have 85th percentile speed of below 40km/h. Area's 6 and 7 both have a high proportion of the local road network with design speeds (85th percentile) of 45 km/h and below (shown in Figure 2). This is due to the narrow streets which acts as a form of traffic calming, particularly in Marrickville, Tempe and Enmore.

The 85th percentile speeds (as indicated in the report by BECA) are generally at or below the existing posted speed limit of 50km/h with the average 85th percentile speed within Area 6 and 7 being approximately 37-38km/h with 50 percent of the streets within areas 6 and 7 having an 85% speed of less than 38km/h. Most of the streets under 38km/h would be located in the Enmore area. (It should be noted that the data collected is not tube count data and is based on vehicles fitted technology that utilizes cloud collecting speeds from vehicles. The data is taken over the entire segment of roadway rather than at the highest point. The sample size in terms of traffic volume using this method is small. It should also be noted that there are discrepancies in this form of data collection versus the tube count data).



Figure 2- 85th Percentile Speed Profile

Accordingly, any local street that has a recorded 85th percentile speed of less than 45 km/h falls within acceptable limits and is considered self-enforcing. It is proposed to install entry treatments in the form of new 40km/h Area entry signs and pavement patches to these local roads (shown in Figures 3 and 4). Local streets identified to be slightly higher than the benchmark of 45km/h will require additional speed reduction treatment to provide an environment that will be self-enforcing. These streets are listed in Table 1 below and the line marking plans are provided in *Attachment 1*. It should be noted that no calibration of the collected cloud speed data was undertaken for the Marrickville and Tempe areas. In this respect, the streets listed in the table below are an initial list based on the Beca report data. Calibration of the data will need to be undertaken and this may reveal additional streets within the Marrickville and Tempe areas (areas 6 and 7) which will also require treatment.

Street	Suburb	Area	Treatment
Carrington Road	Marrickville	7	centre line and edge line
Myrtle Street	Marrickville	7	centre line and edge line
Victoria Road	Marrickville	7	2 x edge lines and 1 x centreline
Sydney Street	Marrickville	7	2 x edge lines and 1 x centreline
Petersham Road	Marrickville	7	1 x centre line
Barwon Park Road	St Peters	6	Centre Line linemarking
Bright Street	Marrickville	6	Parking lane and centre line linemarking
Church Street	Camperdown	6	Parking lane and centre line linemarking
Cook Road	Marrickville	6	Parking lane and centre line linemarking
Fitzroy Street	Marrickville	6	Centre Line linemarking

Table 1 – Streets requiring additional speed reduction treatments



Figure 3 –Proposed Entry Treatment Locations



Figure 4 – Example of Entry Treatment Signages

FINANCIAL IMPLICATIONS

Grant funding has been provided for approximately \$1.8M received under the Safe Speed Program from Transport for NSW (TfNSW) for the 2024/25 financial year.

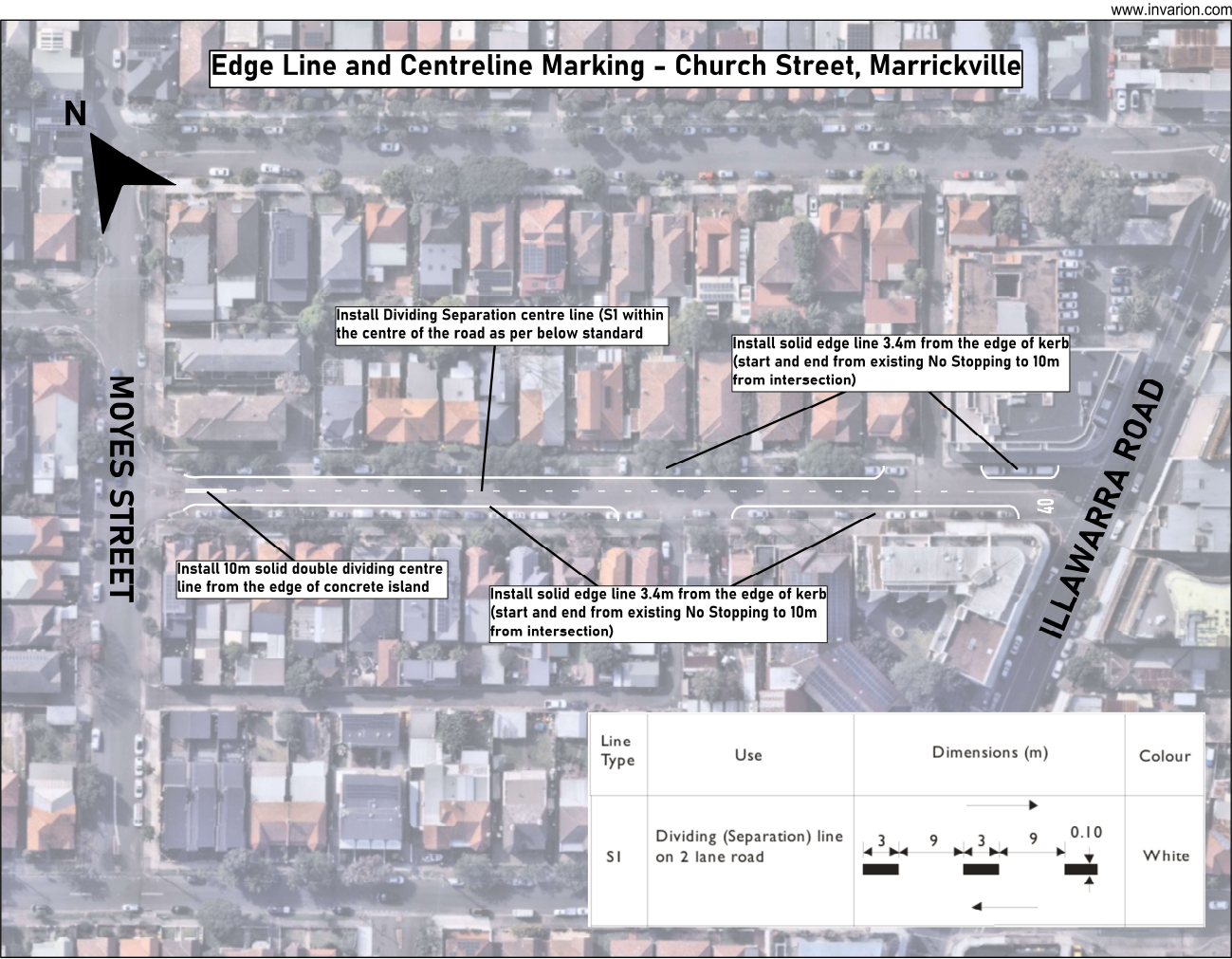
ATTACHMENTS

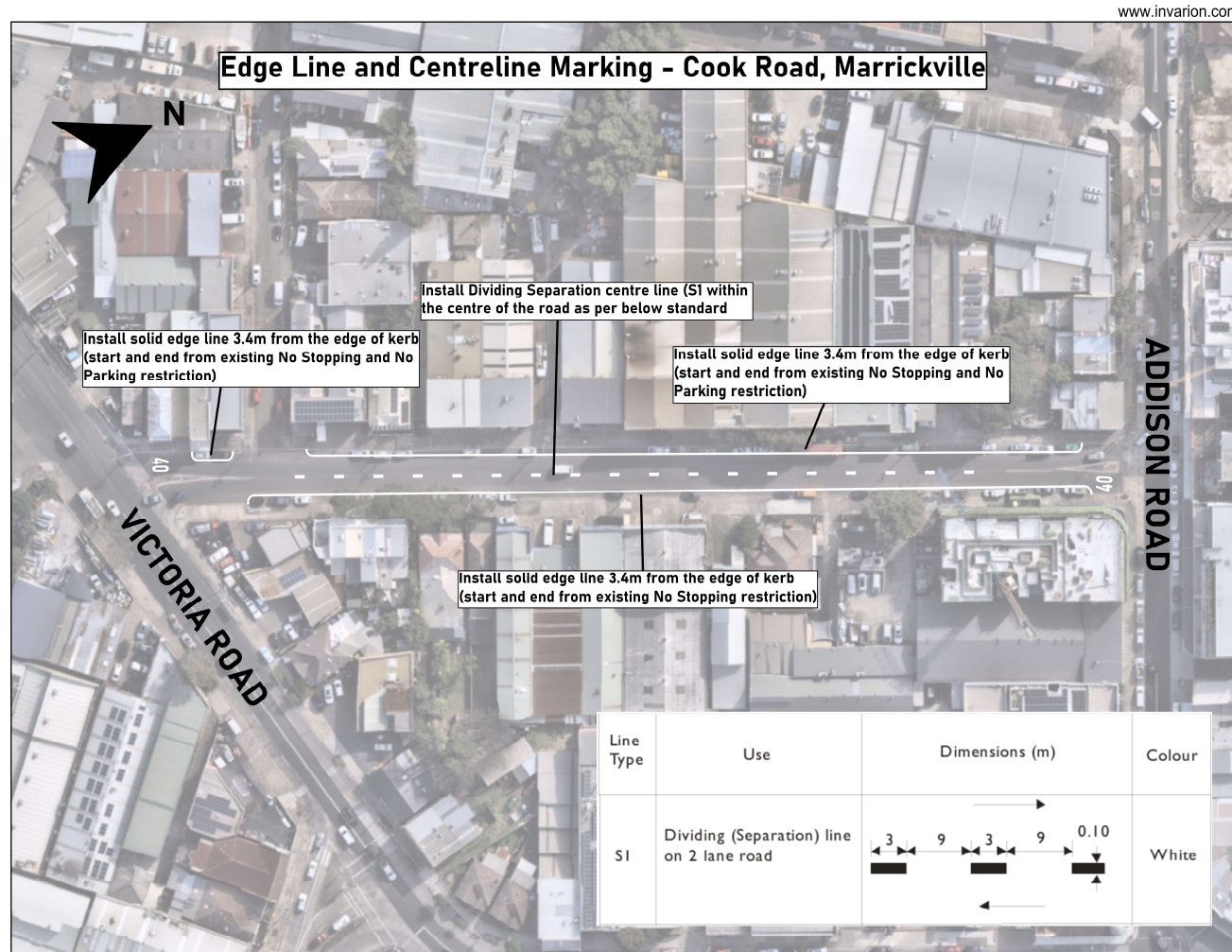
1. [Line marking plans](#)

Parking Lane and Centreline markings (Bright Street)

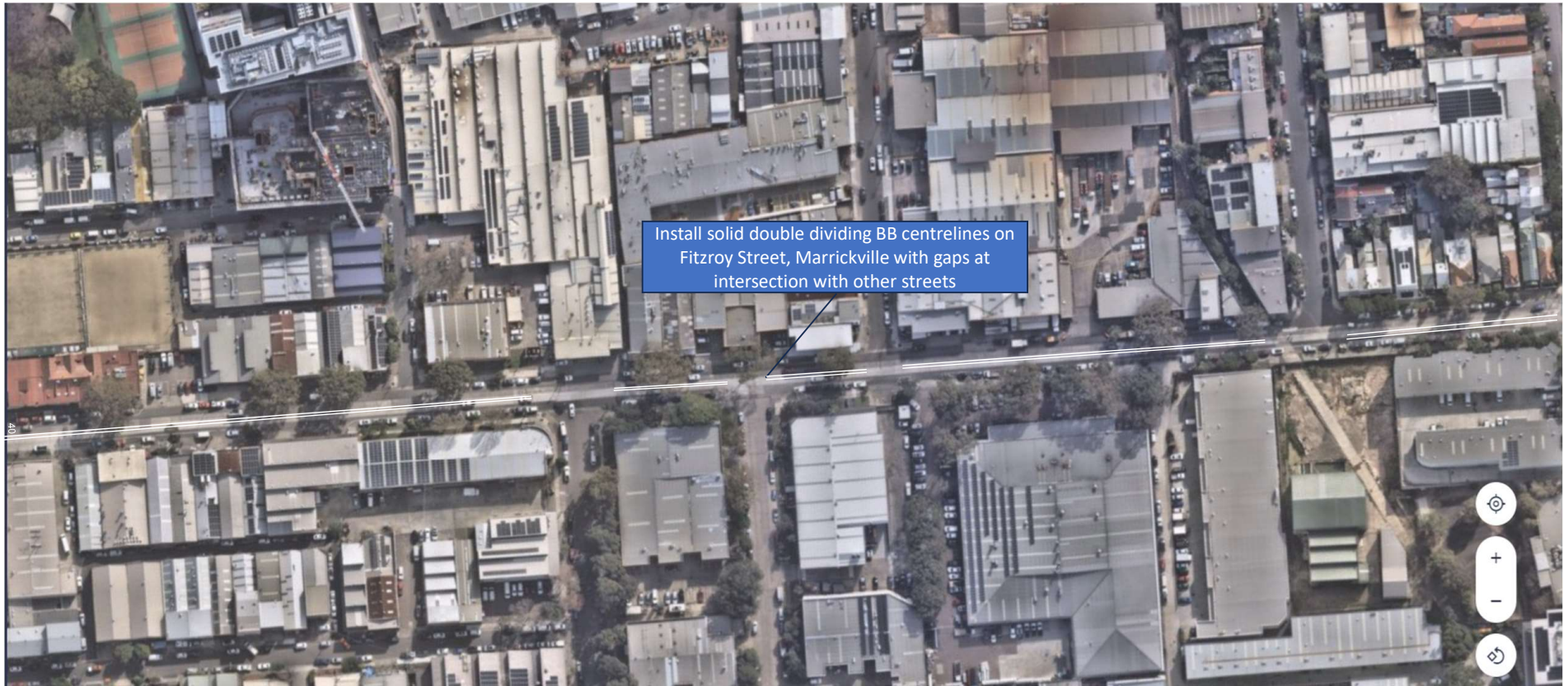


Line Type	Use	Dimensions (m)	Colour
S1	Dividing (Separation) line on 2 lane road		White





Centreline markings (Fitzroy Street)



Centreline markings (Barwon Park Road)



Line Type	Use	Dimensions (m)	Colour
S1	Dividing (Separation) line on 2 lane road		White

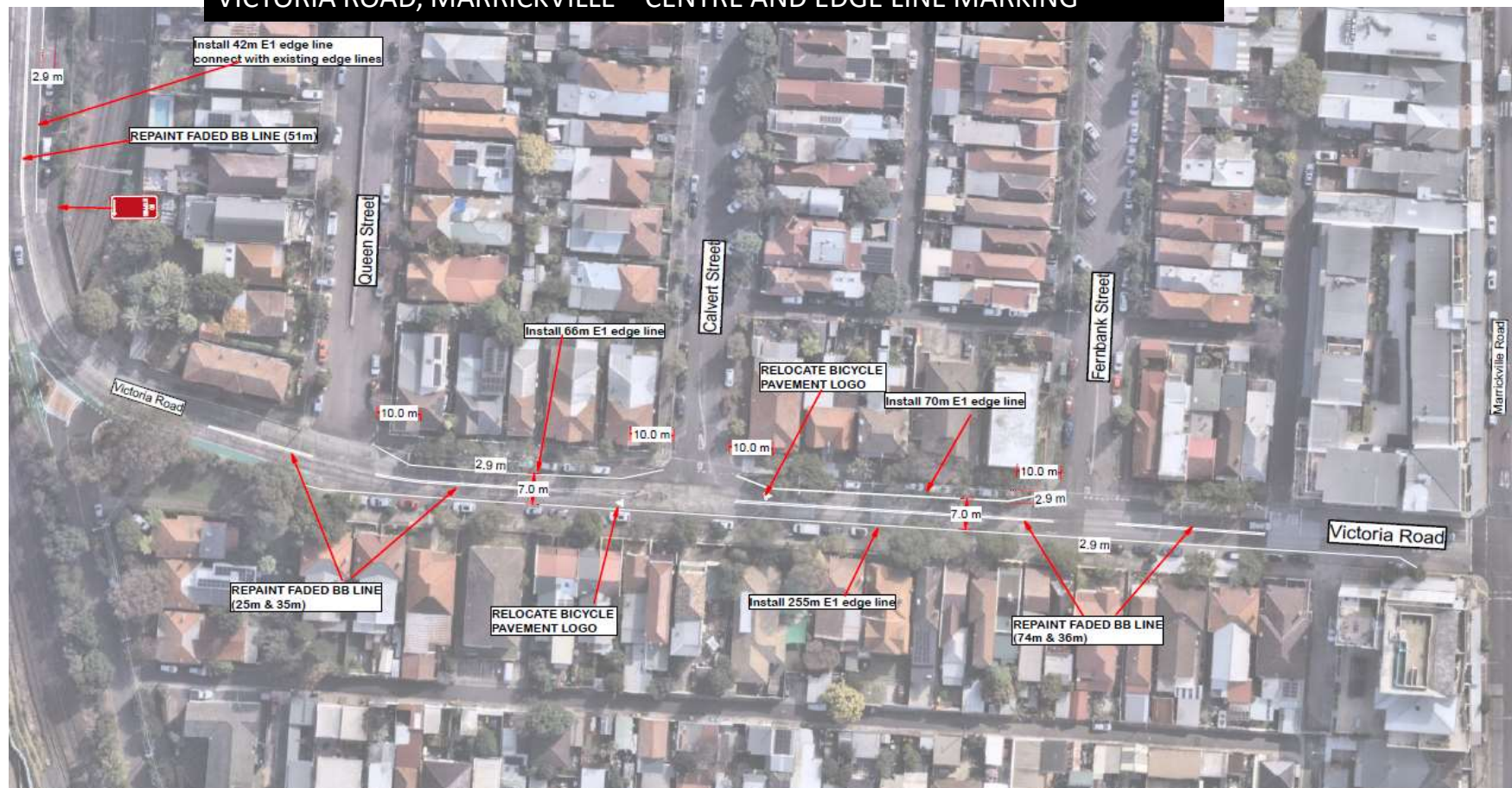
CARRINGTON ROAD, MARRICKVILLE – CENTRE AND EDGE LINE MARKING



MYRTLE STREET, MARRICKVILLE – CENTRE AND EDGE LINE MARKING



VICTORIA ROAD, MARRICKVILLE – CENTRE AND EDGE LINE MARKING



PETERSHAM ROAD, MARRICKVILLE – CENTRE LINE MARKING



SYDNEY STREET MARRICKVILLE – CENTRE AND EDGE LINE MARKING



Item No: LTC0924(1) Item 4

Subject: NEWTOWN SOUTH LOCAL AREA TRAFFIC MANAGEMENT PLAN
(LATM) FINAL REPORT (DAMUN-STANMORE WARD/NEWTOWN
ELECTORATE/INNER WEST PAC)

Prepared By: Jason Scoufis - Acting Traffic and Transport Planning Manager

Authorised By: Manod Wickramasinghe - Acting Director Infrastructure

RECOMMENDATION

That the treatments listed below from the Newtown South Local Area Traffic Management (LATM) Final Report be listed for consideration in Council's Traffic Facilities Program and Operational linemarking/signposting program and prioritised as identified in the attached report:

- a) Reconstruct the existing raised pedestrian (zebra) crossing incorporating kerb extensions in Alice Street west of Hawken Street.
- b) Upgrade the existing pedestrian refuge in Alice Street west of Pearl Street into a raised pedestrian (zebra) crossing.
- c) Upgrade the existing pedestrian refuge in Alice Street west of Walenore Avenue into a raised pedestrian (zebra) crossing and upgrade the median island in Walenore Avenue.
- d) That widened median island be installed to cross Dickson Street at King Street.
- e) That a continuous footpath treatment be installed to cross Wells Street at King Street.
- f) That a continuous footpath treatment be installed to cross Darley Lane at King Street.
- g) That a raised platform be installed at the John Street/Darley Street intersection including No Stopping at the intersection subject to a risk assessment to determine length of No Stopping.
- h) That a raised platform be installed at the John Street/Lord Street intersection including No Stopping subject to a risk assessment to determine length of No Stopping.
- i) That subject to TfNSW approval, a 10km/h Shared Zone be installed in Alice Lane between Walenore Avenue and Holmwood Street and Alice Lane be converted to one way eastbound between Pearl Lane and Walenore Avenue.
- j) The footpath be widened on the southern side of Lord Street between King Street and the railway station access.
- k) Install statutory 10 metres of No Stopping restrictions at the Pearl Street/Wells Street intersection.
- l) Install No Stopping restrictions at the Laura Street/Commodore Street intersection.
- m) Modify the existing timed parking restrictions from 'No Parking 8:30am-6:00pm Mon-Fri' to 'No Parking 8:30am-6:00pm Mon-Sat' on the eastern side of Edgeware Road between Llewellyn Street and Victoria Road.
- n) Install a raised pedestrian/cyclist crossing in Edgeware Road south of Bedwin Road with kerb extensions and median splitter island.
- o) Paint road bends red in Wells Street at Commodore Street and Wells Street at John Street and improve pedestrian connection through the road closure by removing step.
- p) Install Pedestrian Warning (I) sign and supplementary 'disabled' sign at Edgeware Road/Llewellyn Street/Alice Street intersection facing northbound motorists in Edgeware Road
- q) Replace existing road closure gate in Pearl Lane at Dickson Street to allow for cyclist's access through the road closure.

-
- r) Request TfNSW implement 40 km/h speed limit on Local Roads within the study area and a reduced speed limit on Regional Roads as per innerwest@40 study.
 - s) Linemark additional bicycle logos in Alice Street, Pearl Street, John Street, Darley Street, Lord Street and Edgeware Road.
 - t) Request TfNSW investigate installing a signalised pedestrian crossing on the southern leg of the King Street/Alice Street traffic signals.
 - u) Further investigation into road safety improvements at the Victoria Road/Edgeware Road intersection to improve conditions for right turn movements from Victoria Road into Edgeware Road be undertaken.
-

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 findings of the Final Newtown South LATM Study report.

The final draft report was placed on public exhibition in May 2024. A total of 30 contributions were made through YSIW. An additional 39 emails were received regarding the final draft report during the public exhibition period. All recommendations noted in the final draft have been included in the final report with some adjustments.

The response results indicate that the community generally supported all the proposed changes with a support rate through Yoursay Inner West of 57% to 86% for each of the recommendations.

After considering the Public Exhibition feedback, a review on the proposed scheme was undertaken with adjustments made to a few of the LATM Study recommendations.

The recommended treatments will be included for consideration for funding in Council's Capital Works Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and linemarking will be funded out of Council's Operational Budgets.

BACKGROUND

As part of Council's Local Area Traffic Management (LATM) Strategy Review Program, Council has prepared the Newtown South LATM study. The final report is provided in *Attachment 1*.

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

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 was 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.

PUBLIC CONSULTATION

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 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 had the highest level of concern for too much traffic, pedestrian safety, heavy vehicle uses and excessive speed. Lord Street also had a level of concern for rat running and exceeding the speed limit.

The final draft report was placed on public exhibition in May 2024. A total of 30 contributions were made through YSIW. An additional 39 emails were received regarding the final draft report during the public exhibition period. All recommendations noted in the final draft have been included in the final report with some adjustments.

The recommendation for 'No Stopping' restrictions in Wells Street at Edgeware Road was separately approved in June 2024 in a delegated report, hence has been removed from the traffic committee recommendation. Similarly, the red holding arrows at the Alice Street/Edgeware Road/Llewellyn Street traffic signals recommended in the study have been installed.

The Engagement Outcomes Report is included in *Attachment 2* and its appendices in *Attachment 3*.

FINANCIAL IMPLICATIONS

The cost of the proposed treatments is \$774,950 (including GST and contingencies). This includes the costs associated with the modified recommendations.

Once the LATM Study is adopted, detailed design and construction would be undertaken in stages as prioritised commencing from the 2025/2026 year. This does not include the costs associated with the upgraded pedestrian crossings in Wells Street and Laura Street as detailed in Item 7 and Item 8 of the final recommendations as they are already listed for construction in the 2024/2025 Capital Works Budget.

The cost to implement the Newtown South LATM Study will be included for consideration for funding in Council's Capital Works Program and submitted for State/Federal Government Funding Programs where possible. Minor changes to signs and linemarking will be funded out of Council's Operational Budgets. Council staff will pursue funding opportunities for State and Federal Government Grant Funding Programs including the Blackspot Program, Get NSW Active Program and the Road Safety Program. Subsequent reports during implementation of the recommendations of the study will provide further detailed plans if required.

ATTACHMENTS

1. [↓](#) Attachment 1 Newtown South LATM Study - Final Report
2. [↓](#) Attachment 2 Engagement Outcomes Report
3. [↓](#) Attachment 3 Engagement Outcomes Report Appendices

INNER WEST

Newtown South LATM Study

Final Report

Prepared by Inner West Council

20
24



Item 4

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

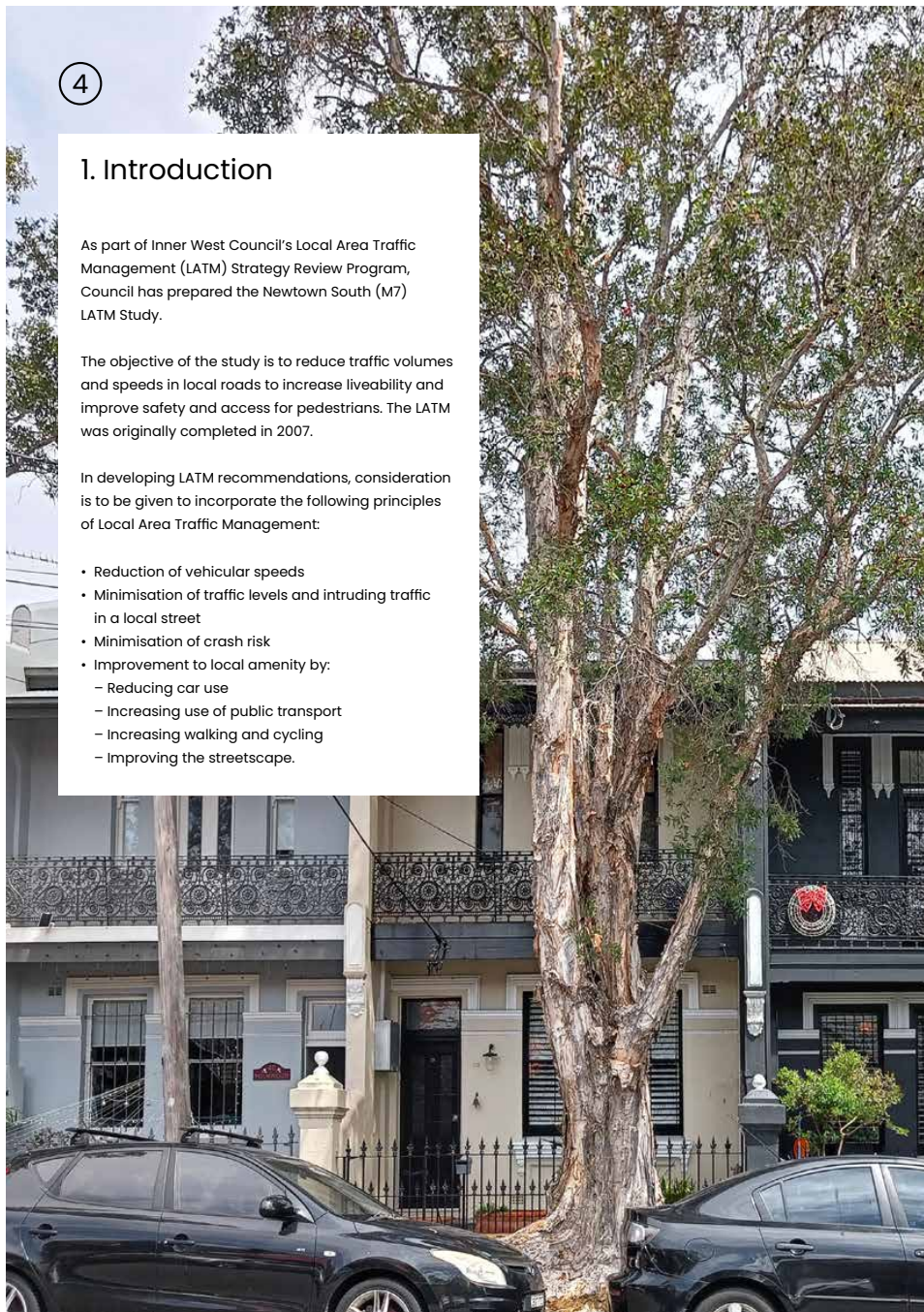
1. Introduction

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 Edgeware Road, King Street (Princes Highway), Alice Street, and Lord Street. A map of the study area is shown in **Figure 2.1** below.

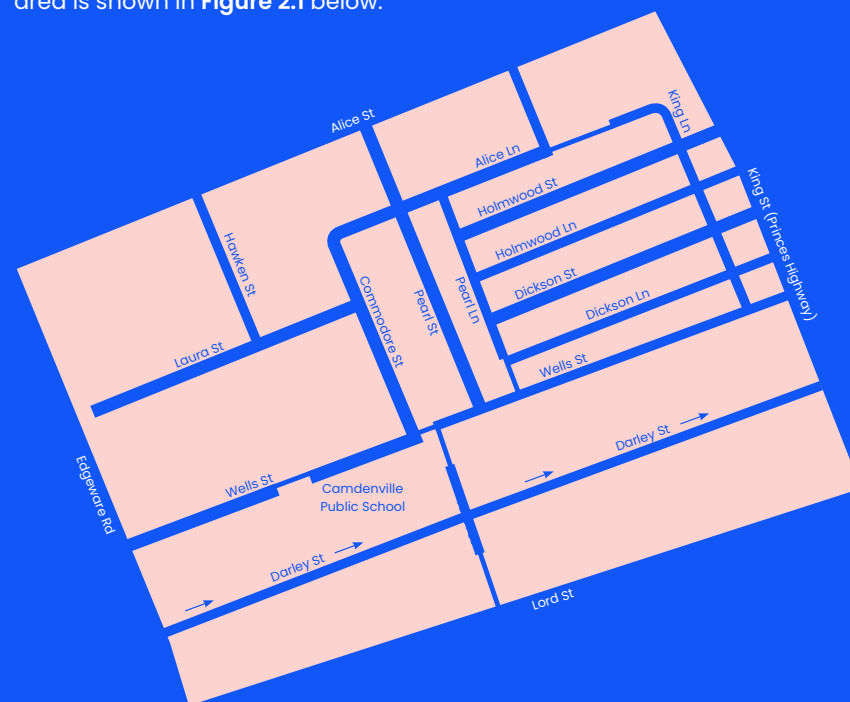


Figure 2.1 Study Area

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**.

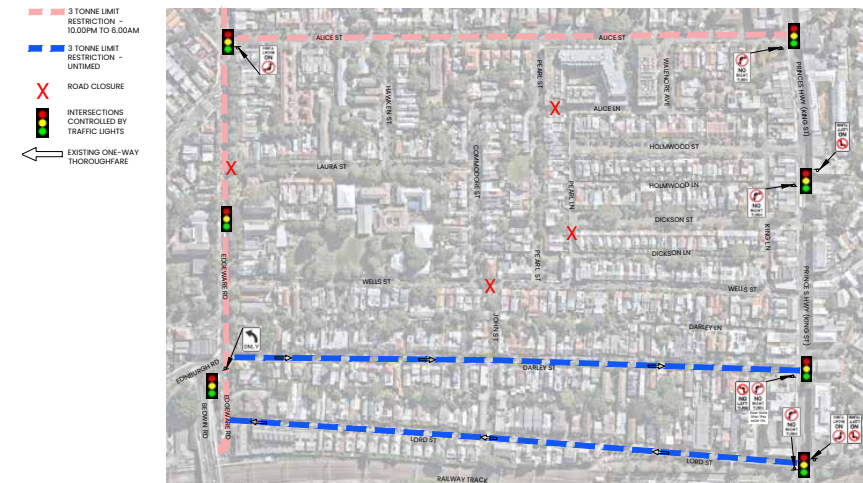


Figure 2.2 Existing Traffic Conditions

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).



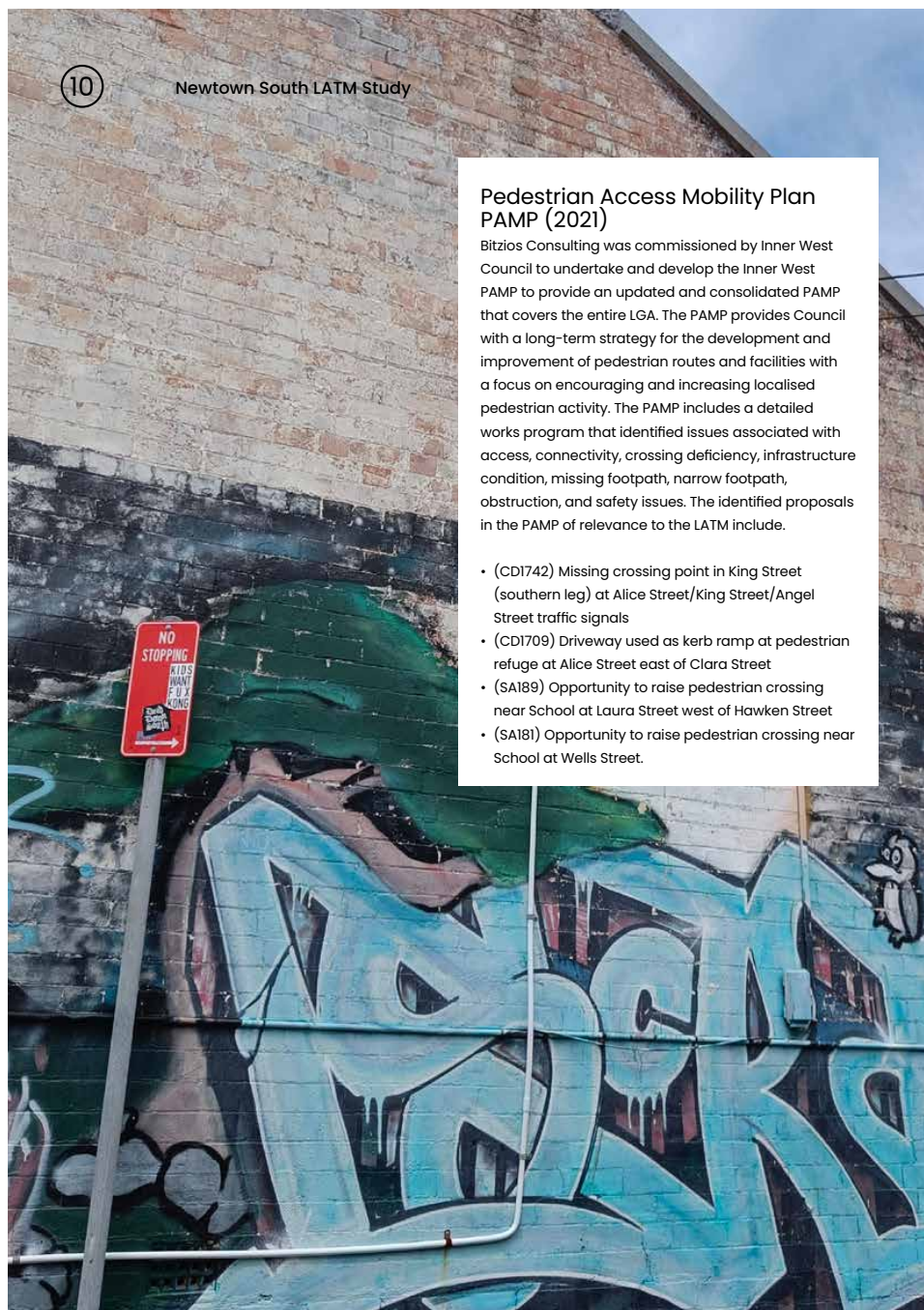
Figure 2.3 Cycling Network Map

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.

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 2.3 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.



Pedestrian Access Mobility Plan PAMP (2021)

Bitzios Consulting was commissioned by Inner West Council to undertake and develop the Inner West PAMP to provide an updated and consolidated PAMP that covers the entire LGA. The PAMP provides Council with a long-term strategy for the development and improvement of pedestrian routes and facilities with a focus on encouraging and increasing localised pedestrian activity. The PAMP includes a detailed works program that identified issues associated with access, connectivity, crossing deficiency, infrastructure condition, missing footpath, narrow footpath, obstruction, and safety issues. The identified proposals in the PAMP of relevance to the LATM include.

- (CD1742) Missing crossing point in King Street (southern leg) at Alice Street/King Street/Angel Street traffic signals
- (CD1709) Driveway used as kerb ramp at pedestrian refuge at Alice Street east of Clara Street
- (SA189) Opportunity to raise pedestrian crossing near School at Laura Street west of Hawken Street
- (SA181) Opportunity to raise pedestrian crossing near School at Wells Street.

LEGEND:

- REGIONAL ROAD
- STATE ROAD



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

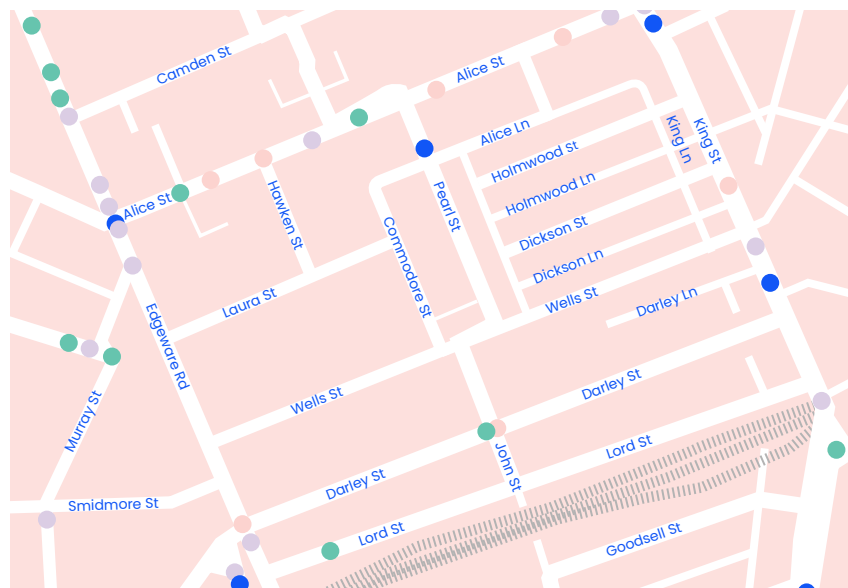


Figure 2.5 Crash Data 2017- 2022 Five Year Period

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. Edgware 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.

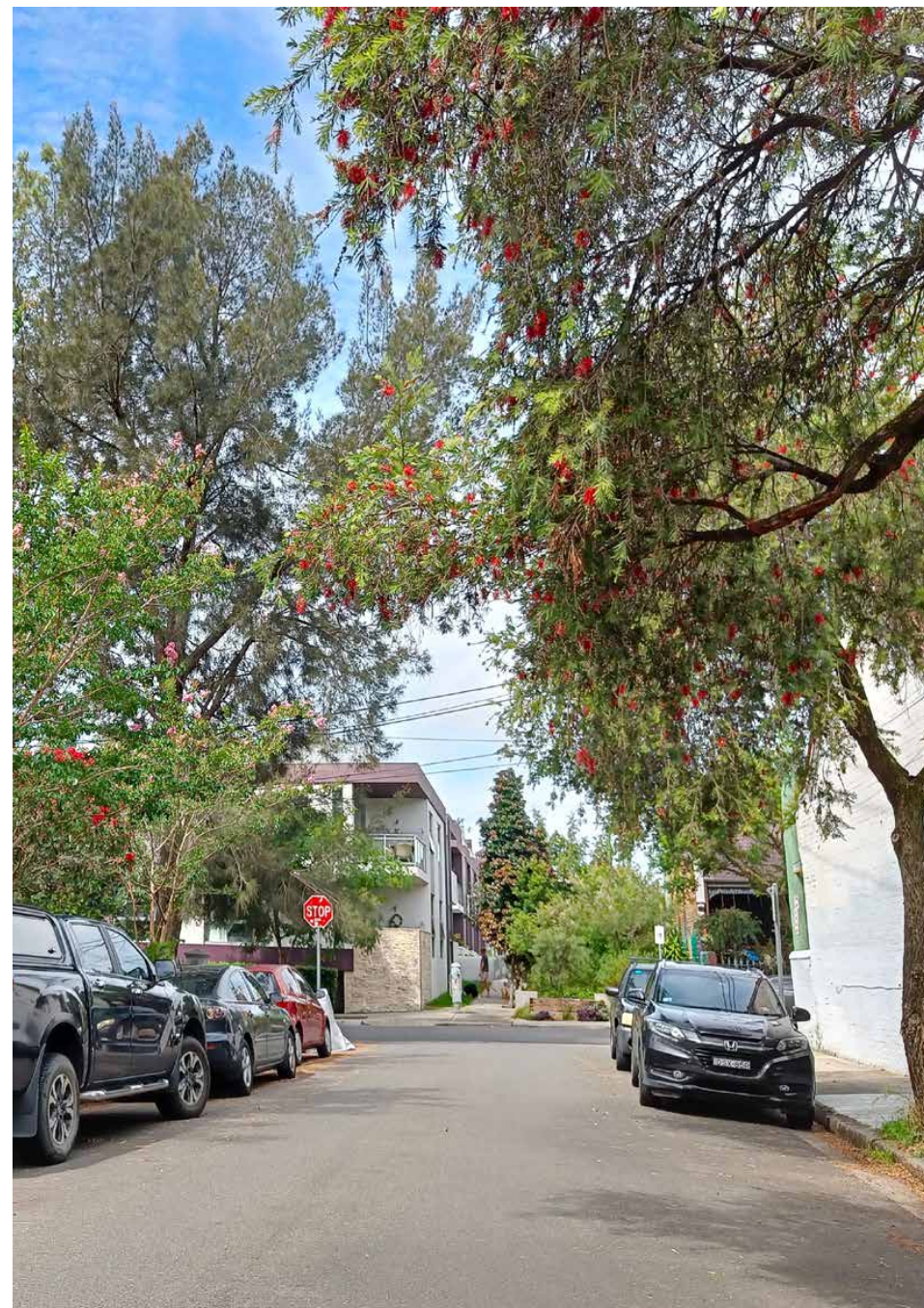
The only intersection between two local roads which has more than one crash is the Darley Street/John Street which had a total of 2 crashes, including a run-off road crash

Degree of crash

- Fatal
- Serious Injury
- Moderate Injury
- Minor/other Injury
- Non-casualty (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 Edgware 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/Edgware 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 Edgware 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 Edgware 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 Edgware 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 Edgware 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.

18

Newtown South LATM Study

LATM Recommendations placed on Public Exhibition

An overall plan of the proposed treatments is detailed below in **Figure 4.1**. Further details of each recommendation are detailed in this section including concept plans.

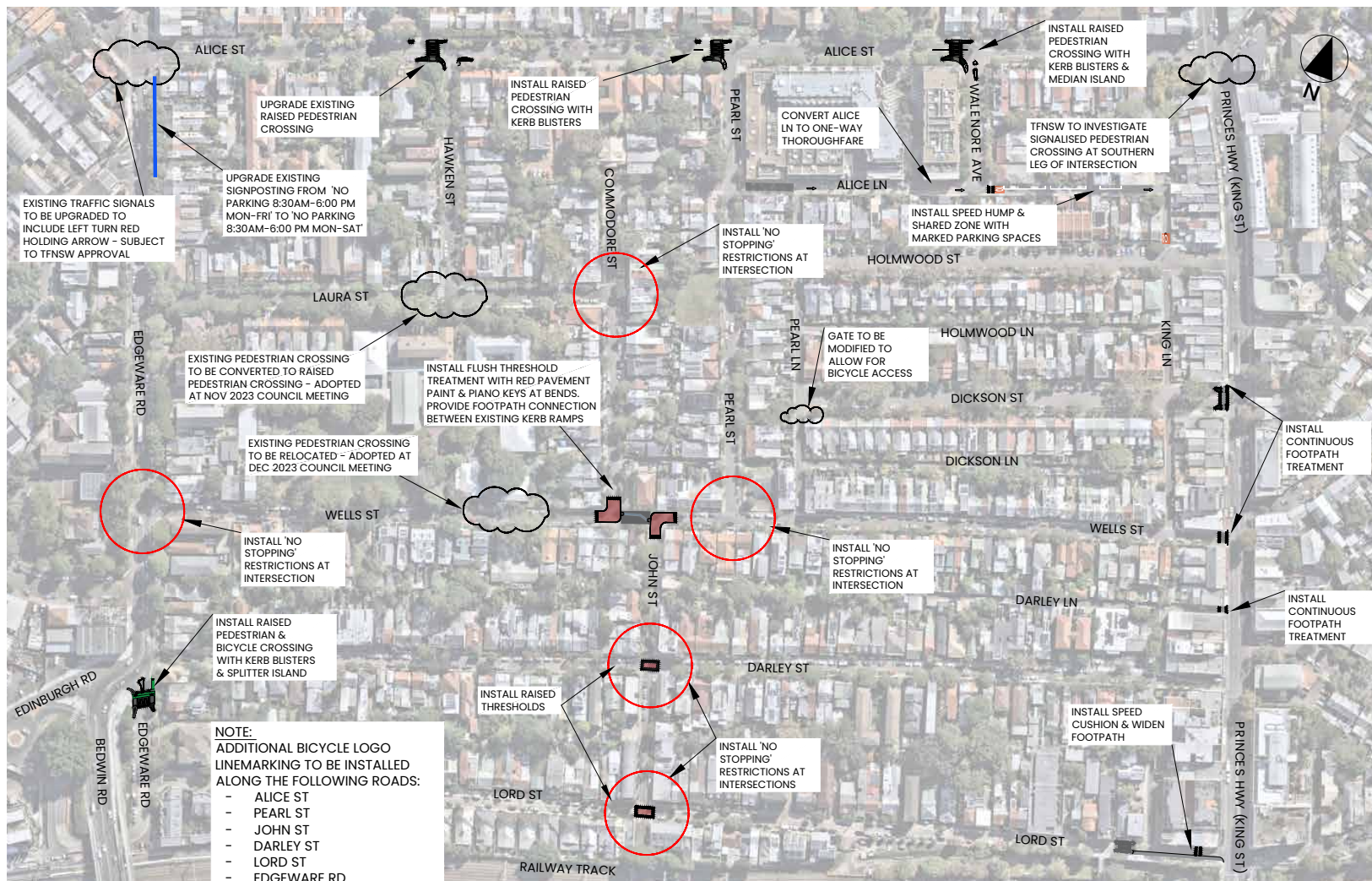


Figure 4.1 Overall Plan of Proposed Treatments placed on Public Exhibition.

20

Newtown South LATM Study

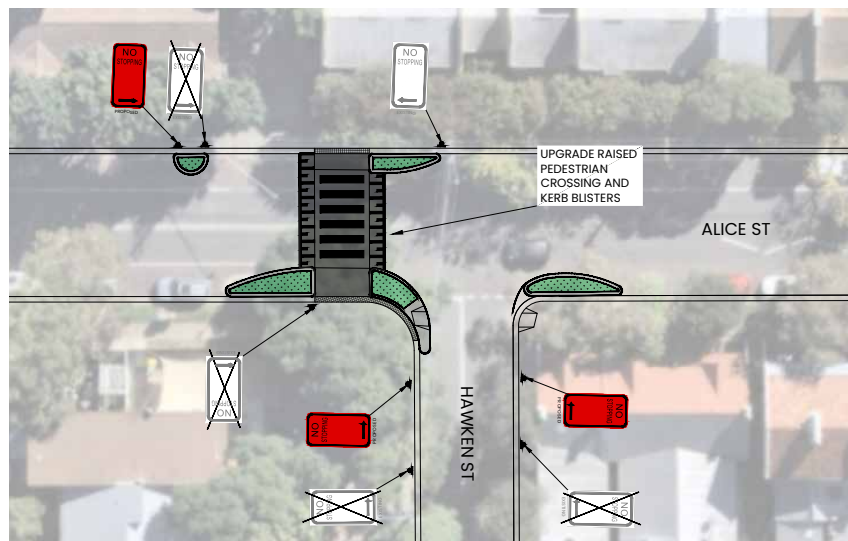


Figure 4.2 Alice Street at Hawken Street

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.

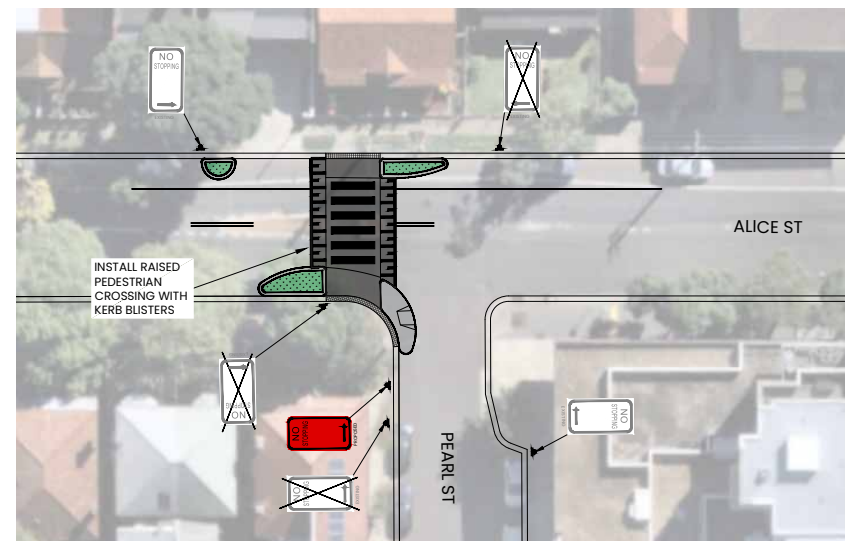


Figure 4.3 Alice Street at Pearl Street

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

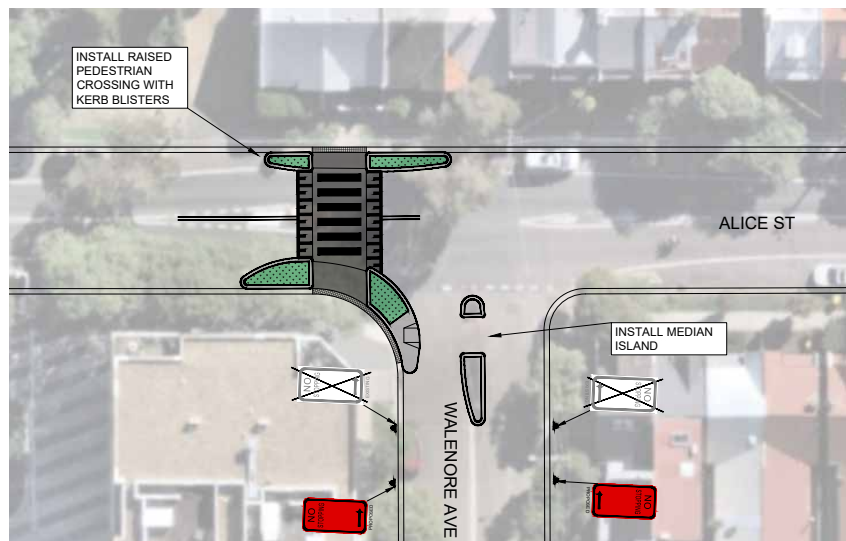


Figure 4.4 Alice Street at Walenore Avenue

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.

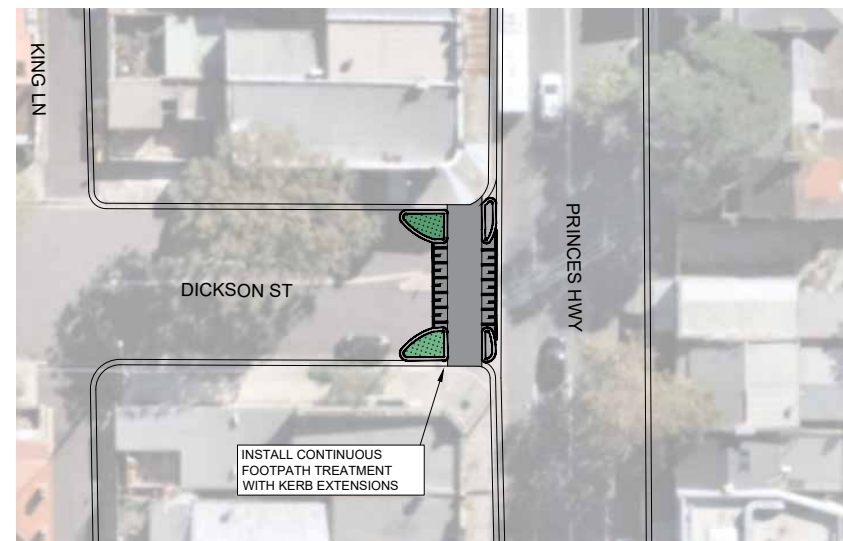


Figure 4.5 Dickson Street at King Street/Princes Highway

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 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.

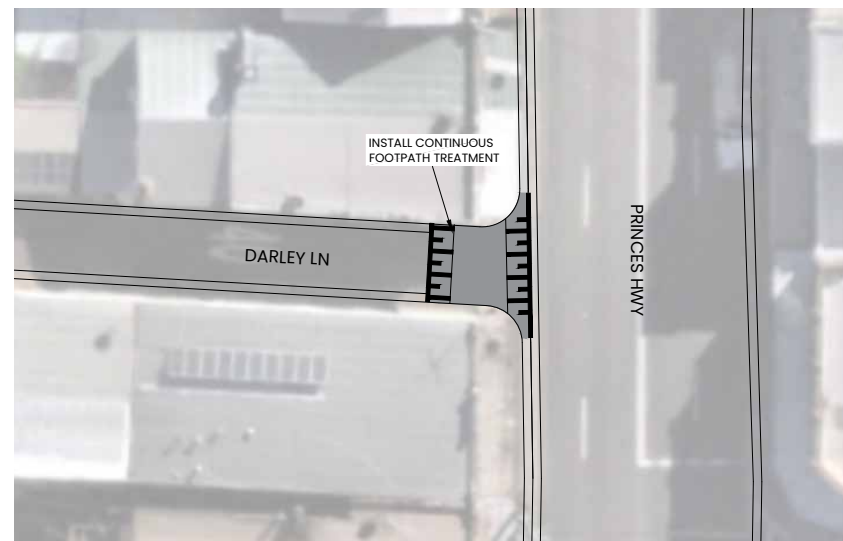


Figure 4.7 Darley Lane at King Street/Princes Highway

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

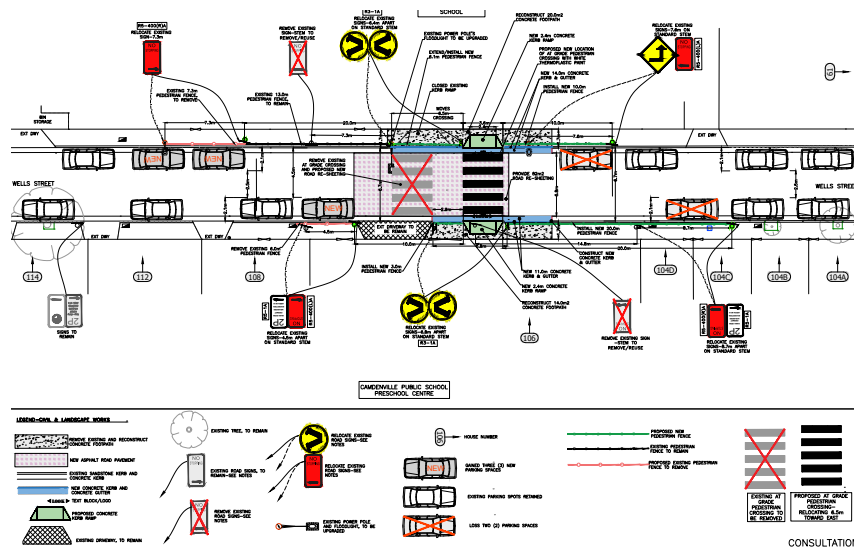


Figure 4.8 Wells Street between Edgware Road and Commodore Street

Wells Street between Edgware Road and Commodore Street

An existing at-grade pedestrian (zebra) crossing is provided along the frontage of Camdenville 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.

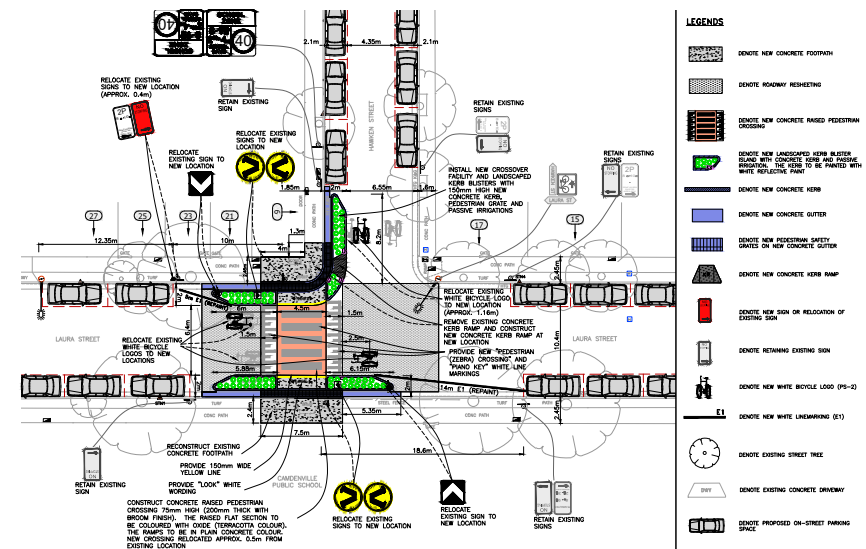


Figure 4.9 Laura Street between Edgware Road and Hawken Street

Laura Street between Edgware Road and Hawken Street

An existing at-grade pedestrian (zebra) crossing is provided along the frontage of Camdenville 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

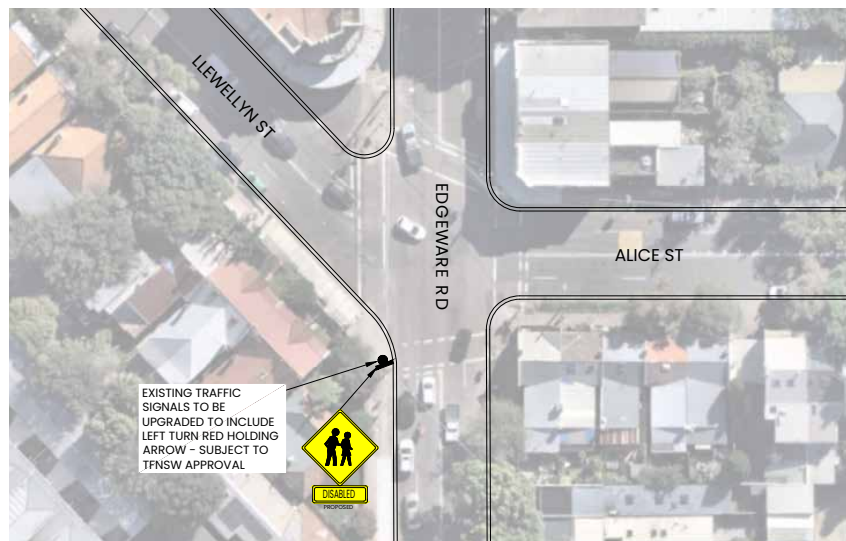


Figure 4.10 Edgware Road/Llewellyn Street/Alice Street

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.

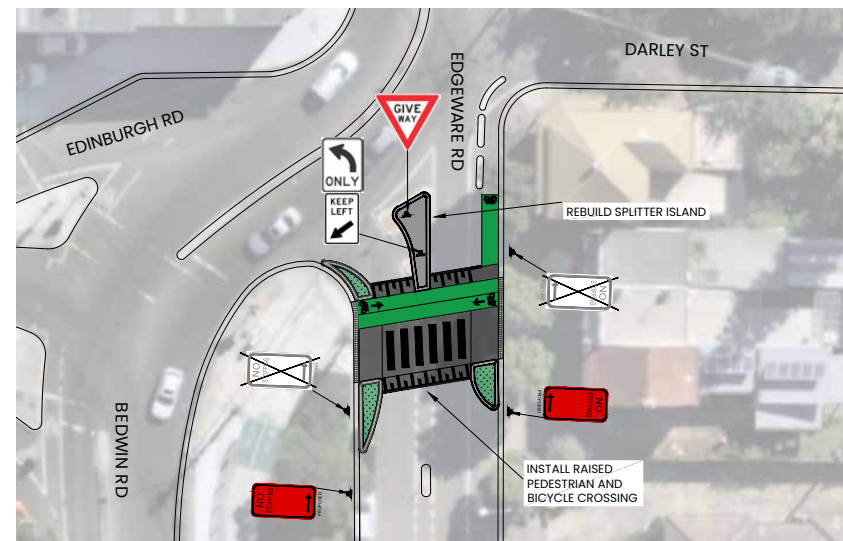


Figure 4.11 Edgware Road between Darley Street and Lord Street

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.

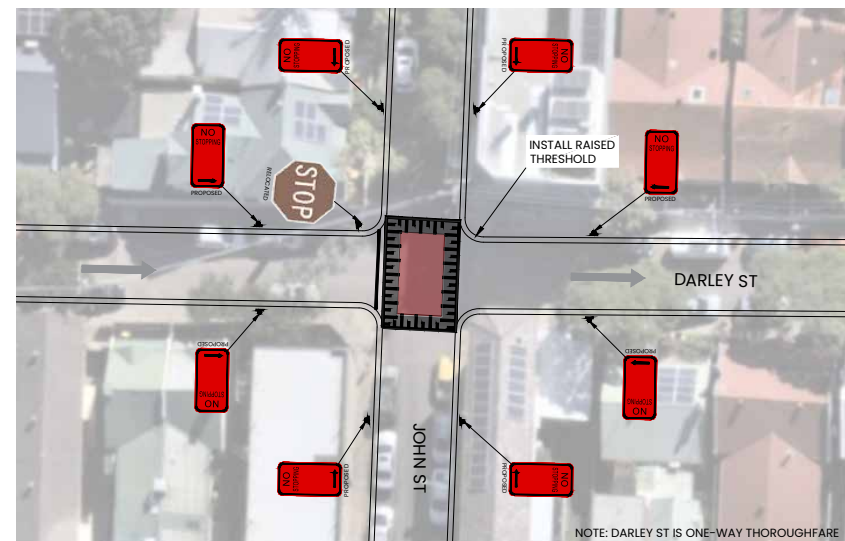


Figure 4.13 John Street/Darley Street

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

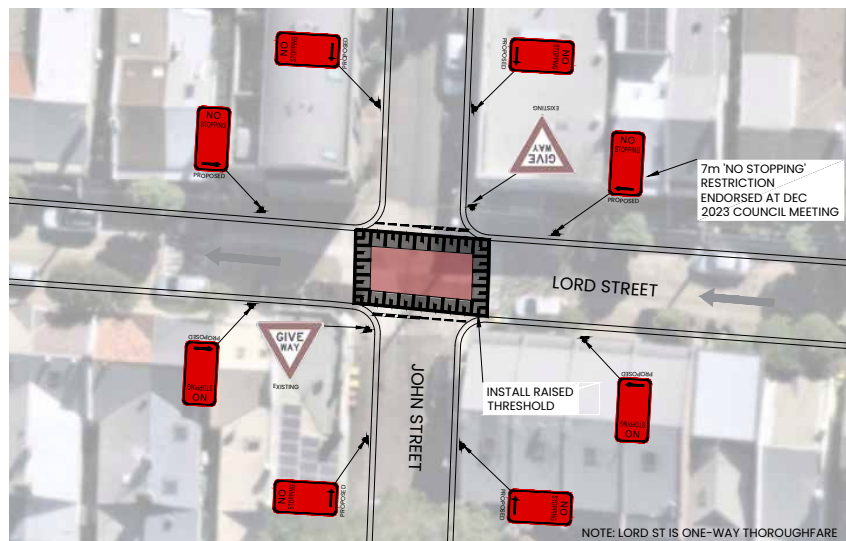


Figure 4.14 John Street/Lord Street

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.

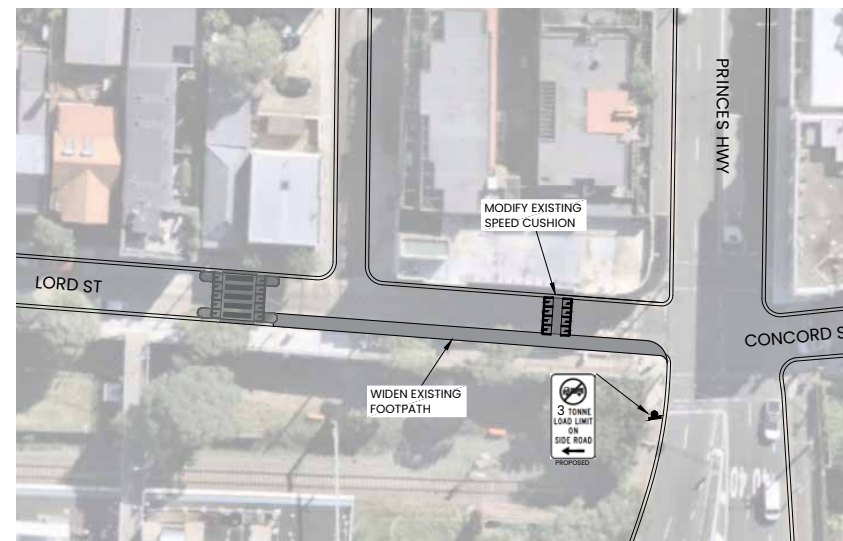


Figure 4.15 Lord Street between King Street and Laneway

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

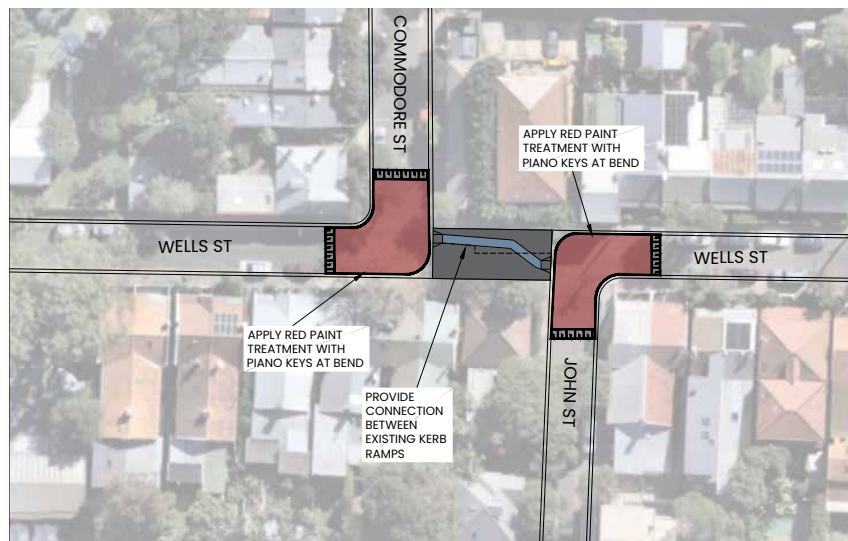


Figure 4.16 Wells Street at Commodore Street, Wells Street at John Street

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

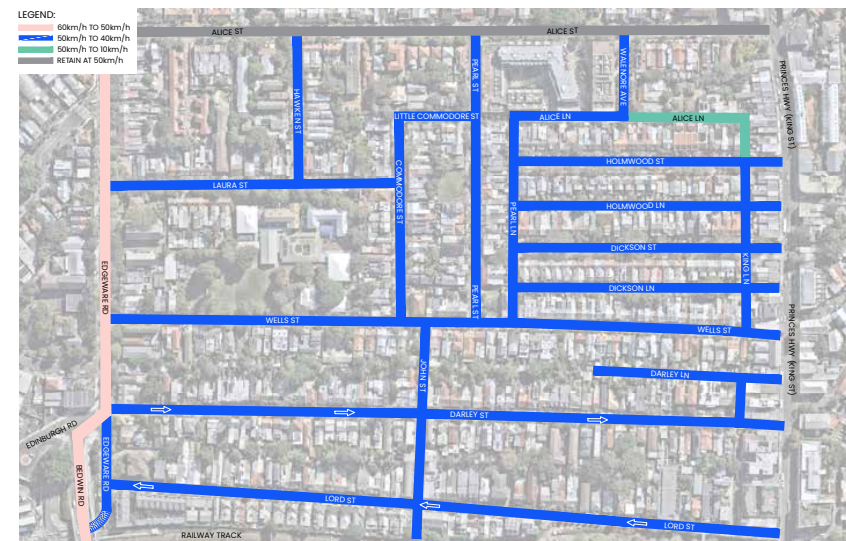


Figure 4.18 Reduced Speed limits

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 placed on Public Exhibition

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 Edgeware 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 Edgeware 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 Edgeware 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	Edgeware 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	Edgeware Road between Darley Street and Lord Street	Install raised pedestrian/cyclist crossing in Edgeware 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	Edgeware 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
Total			\$848,500	

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

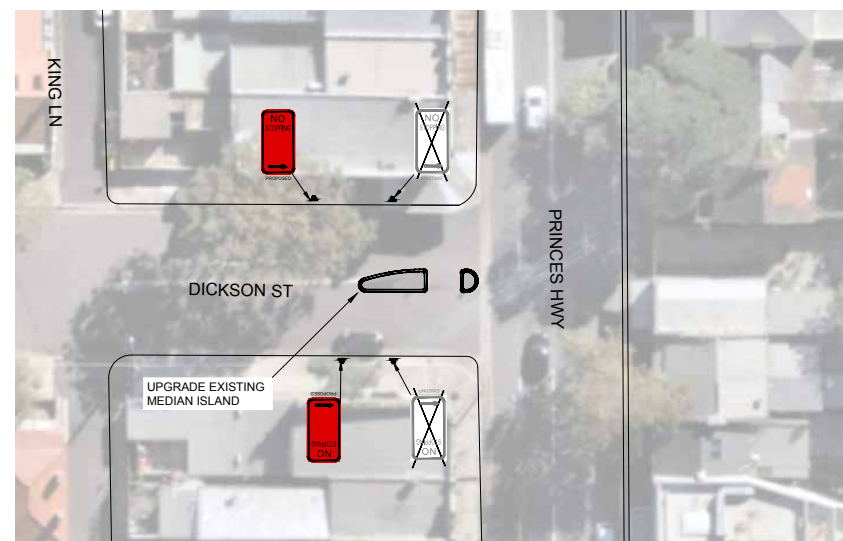
6. Final recommendations

The Final draft report was placed on public exhibition in May 2024.

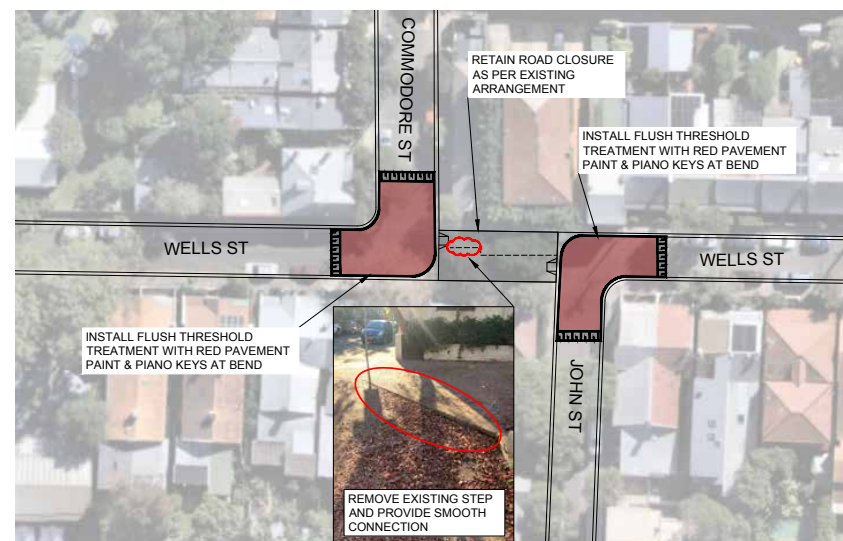
An Engagement Outcomes Report has been prepared which details the outcomes of both the initial insights engagement and the public exhibition of the draft report.

Based on feedback received during public exhibition all proposals from the publicly exhibited Final draft have been included, however some have been adjusted as detailed below to address issues raised during public exhibition.

- Dickson Street at King Street has been modified from a proposed continuous footpath treatment to an upgraded wider median island. This adjusted recommendation maintains improved pedestrian safety whilst addressing issues raised during consultation associated with the wide road and difficulties negotiating a turn from King Street.
- Wells Street at Commodore Street, Wells Street at John Street – the recommendation has been adjusted to take into account the concerns from local residents regarding maintaining an unimpeded protected space in and around the public seating. This can be achieved by some adjustments to the paving near Commodore Street by removing the existing step to provide a smooth connection. This will still provide improved accessibility for prams and wheelchair/mobility scooter users through the road closure.
- Alice Lane and King Lane (between Pearl Lane and Holmwood Street) – the recommendation has been adjusted to retain two-way traffic flow between Walenore Avenue and Holmwood Street and replacing the speed cushion in Alice Lane east of Walenore Avenue with a flush threshold.
- Darley Street/Edgeware Road – the plan has been adjusted to include a short section of two-way cycle lane in Edgeware Road between the pedestrian/cyclist crossing and Darley Street to provide a connection for eastbound cyclists to access Darley Street.



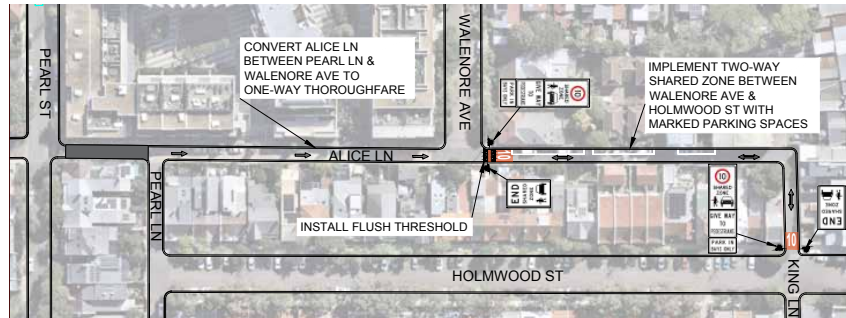
Dickson Street at King Street



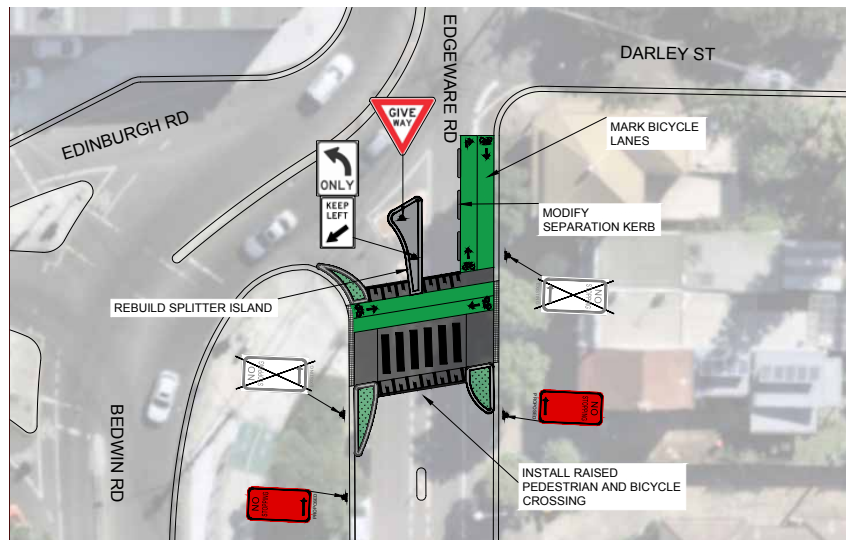
Wells Street at Commodore Street, Wells Street at John Street

42

Newtown South LATM Study



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



Darley Street/Edgeware Road



44

Newtown South LATM Study

6. Final recommendations

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/Waleno Avenue	Upgrade the existing pedestrian refuge in Alice Street west of Waleno Avenue into a raised pedestrian (zebra) crossing.	\$100,000	Medium
4	Dickson Street at King Street	Upgrade existing pedestrian refuge island.	\$30,000	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 Edgeware 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.	N/A	Construction 24/25
8	Laura Street between Edgeware 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.	N/A	Construction 24/25
9	Alice Lane & King Lane	Convert section of Alice Lane between Pearl Lane and Waleno Avenue to one way eastbound and convert the section between Waleno Avenue and Holmwood Street to a two-way 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 Edgeware 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	Edgeware 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	Edgeware Road between Darley Street and Lord Street	Install raised pedestrian/cyclist crossing in Edgeware 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	Edgeware 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 review speed limit on Regional Roads as per Inner West at 40 study.	\$10,000	High
22	Various locations	Install bicycle logos in Alice Street, Pearl Street, John Street, Darley Street, Lord Street and Edgeware Road	\$5,000	Medium
Total			\$709,500	

It is estimated that the total costs of all proposals will be approximately \$709,500 inclusive of GST and \$780,450 including 10% contingency. This does not include the costs associated with the upgraded pedestrian crossings in Wells Street and Laura Street as detailed in Item 7 and Item 8 as they are already listed for construction in the 2024/2025 Capital Works Budget. The overall plan of Final recommendations is detailed below.

46

Newtown South LATM Study

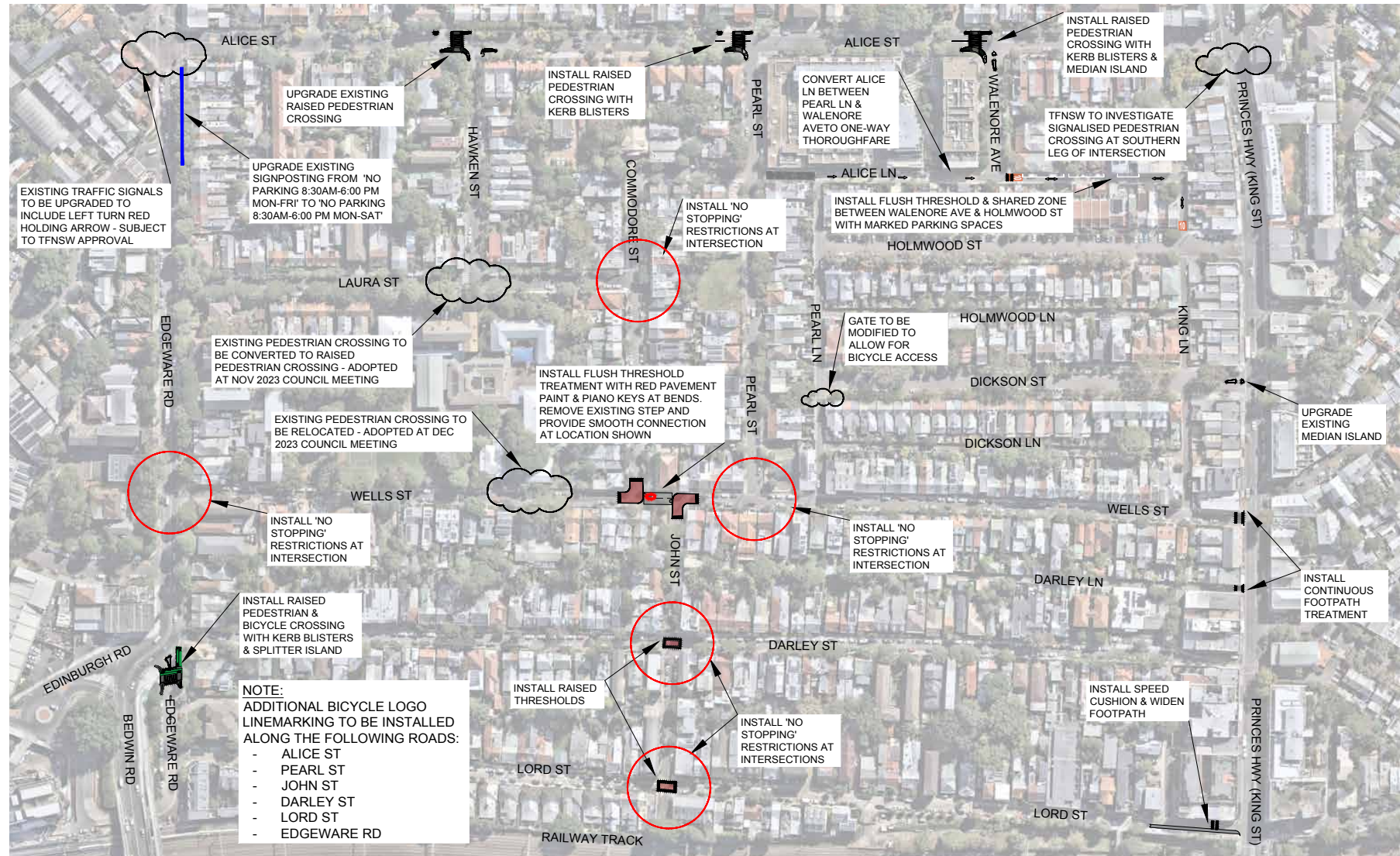


Figure 6.1 Final Recommendations

48

Newtown South LATM Study



Attachment 1



Appendix A

Engagement Outcomes Report

For further information about
cycling in the Inner West,
visit innerwest.nsw.gov.au



Newtown South LATM Engagement Outcomes Report



Contents

Summary	3
Background	4
Promotion	5
Engagement methods	5
Engagement outcomes – Stage 1 Initial insights	6
Engagement Outcomes – Stage 2 Public Exhibition of Final Draft Report	17
Online survey responses via YSIW	18
Appendix A – Online survey verbatim responses	
Appendix B – Direct emails verbatim responses	

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 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 final draft report was placed on public exhibition in May 2024. A total of 30 contributions were made through YSIW. An additional 39 emails were received regarding the final draft report during the public exhibition period. All recommendations noted in the final draft have been included in the final report with some adjustments. Some additional recommendations are also included.

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 (YSIW) or request a paper copy of the questionnaire. Paper responses could be submitted via email or post. YSIW provided the community with the opportunity to submit responses via the survey form or social map.

Engagement outcomes – Stage 1 Initial insights

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.

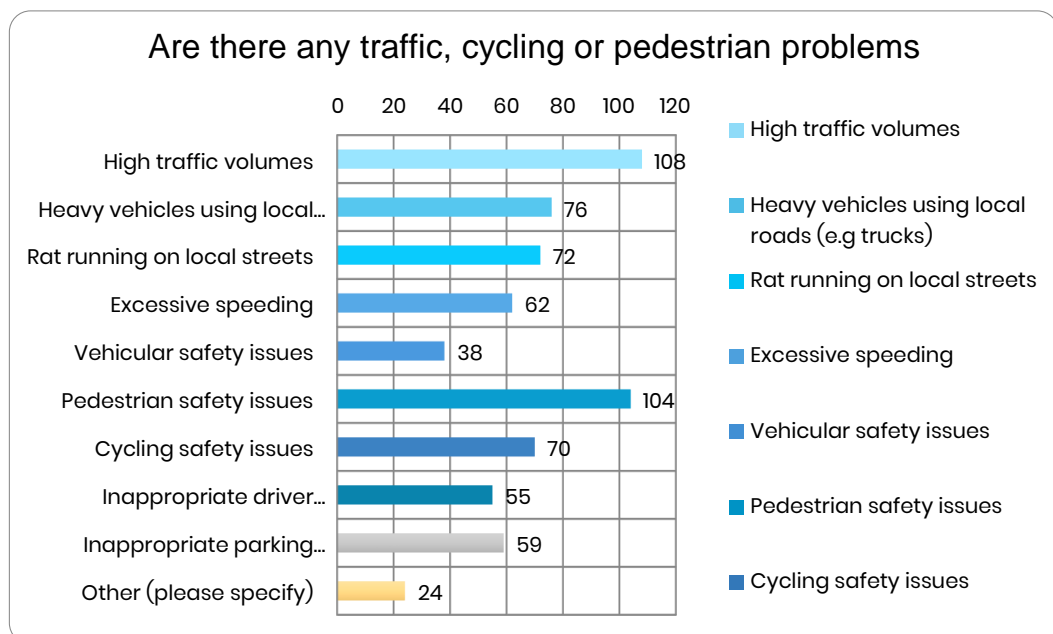


Figure 1 Overall rating of traffic, cycling or pedestrian problems

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 **Edgeware Road, Alice Street and King Street** with concerns raised that Lord Street is being used as a short cut to access Edgeware 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 Edgeware 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
High traffic volumes and excessive speed along Alice Street between Edgeware Road and King Street.	Additional raised pedestrian crossings are proposed in Alice Street which will reduce traffic speeds.
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.	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.
Requests for traffic calming and cycle paths on Alice Street.	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.
High traffic volumes on Commodore Street in school drop-off/pick-up times.	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.

Heavy vehicles are failing to observe the 3t limit on Lord Street.	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.
High traffic volumes travelling at excessive speed on Lord Street including heavy vehicles.	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.
High traffic volumes on John Street, request for road closure north of Darley Street.	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.
Existing vehicle speed too high throughout the entire study area.	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.
Difficulty attempting to turn right from Pearl Street onto Alice Street in peak hour times.	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.
Wells street is a two-way street with parking either side. Cars are unable to pass one another when travelling from opposite directions.	Noted. The recommendation includes the installation of 'No Stopping' at the Wells Street intersections of Edgeware 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.

Requests to reduce speed limit, install speed humps in Wells Street between King Street and Pearl Street.	Speed limit is proposed to be reduced to 40km/h as part of draft innerwest@40 study. Traffic speed data indicates low speeds. At grade red platform proposed at John Street/Wells Street road bend.
Suggestion to convert Wells Street to one-way and install right turn ban at King Street from Wells Street.	Not supported. Access in the area is already restricted by the through traffic road closure in Wells Street between John Street and Commodore Street.
Install 'No Parking/No Stopping' zones along King Street with sections dedicated for resident permit parking.	'No Parking Resident Vehicles Excepted' is too restrictive to other road users and is not permitted signposting.
Alice Lane is too narrow to accommodate on-street parking, suggest resident access only.	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.
Cycle paths are disconnected throughout the entire study area.	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.
Poor visibility exiting Hawken Street onto Alice Street.	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.
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	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'
There has been an increase in traffic volumes on Edgeware	Council has previously raised concerns about extra traffic on Edgeware Road from WestConnex but have been reassured by TfNSW that there has only

Road following the opening of M8	been a slight increase, and possible decrease in the future.
Green time for pedestrians is insufficient to cross at the signalised intersection of Edgeware Road and Alice Street	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.
Parking along Edgeware Road interferes with traffic flow	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.
Request for mid-block road closure in Darley Street to prevent rat running	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
Heavy vehicles regularly exceed the 40km/h speed limit on King Street	This is an enforcement issue and has been forwarded to NSW Police for their consideration and action.
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	Noted. TfNSW responsible for traffic signals. Request forwarded to TfNSW for their consideration.
Heavy vehicles failing to observe the 3t limit on Alice Street	Forwarded to NSW Police for enforcement.
Change the existing No Parking restrictions on the eastern and western ends of Alice Street to	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.

apply 24/7 to improve traffic flow	
Alice Street requires traffic calming and a dedicated cycle path	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.
Reduce on street parking on King Street and create a carpark or open schools for parking of cars on weekends.	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.
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	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.
Install dedicated cycling lanes on King Street	King Street is a state road under care and control of TfNSW.
It was suggested to widen the road in Wells Street and reduce the footpath width	Not supported. This would increase speeds and reduce pedestrian amenity which is already compromised given the narrow footpaths and tree plantings.
Request to improve pedestrian safety along John Street and Lord Street due to heavy foot traffic	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.
Install a 'Stop' sign on Lord Street at John Street allowing vehicles entering from John Street right of way	Given that the southern leg of John Street is a dead end there is likely to be non-compliance hence proposal is not supported.
The 'No Stopping' zone in front of 23 Commodore	The area is currently signposting 'No Stopping' and the only way to prevent parking is by installing a

Street is frequently used as a loading zone, tradie parking zone and late-night parking	kerb extension which is not supported as it will reduce the road width excessively in Commodore Street, creating manoeuvring issues.
Generally, vehicles park illegally too close to intersections and across resident driveways throughout the entire study area due to lack of parking availability	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.
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	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.
Vehicles park on the footpath along Lord Street impeding pedestrian access	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.
Request for dedicated left turn & right turn lanes for vehicles turning from Darley Street onto King Street	Referred to TfNSW for their consideration.
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	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.

Commodore Street from Wells Street	
Reduce speed on all 50km/h streets throughout the entire study area	Recommendation includes reducing speed limit to 40 km/h on local roads as per innerwest@40 study.
Remove parking in Pearl Lane to improve visibility of cars and cyclists	Proposal not supported given its significant impact on parking supply in a high parking demand area.
Request to create safer streets for children and pedestrians by reducing the existing speed limit to 30km/h through the entire study area	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.
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	This proposal is not supported due to its impact on parking capacity in an area of high parking demand.
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.	This proposal is not supported due to its impact on parking capacity in an area of high parking demand.
Convert all streets of narrow road width to shared zones with 10km/h speed limits so that pedestrians have	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.

right of way on the wider road space	
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	These are outside of the scope of the study.
Concern raised regarding poor road surface for cyclists due to previous trenching works, in particular Lord Street which is a designated cycle route	Forwarded to Council's Stormwater and Asset team for their consideration
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	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.

Engagement Outcomes – Stage 2 Public Exhibition of Final Draft Report 6.05.24–2.06.24

The final draft report was placed on public exhibition in May 2024. The responses relating to specific proposals are detailed below.

A total of 14 questions were asked with 30 residents responding via YSIW.

A further 39 emails were received.

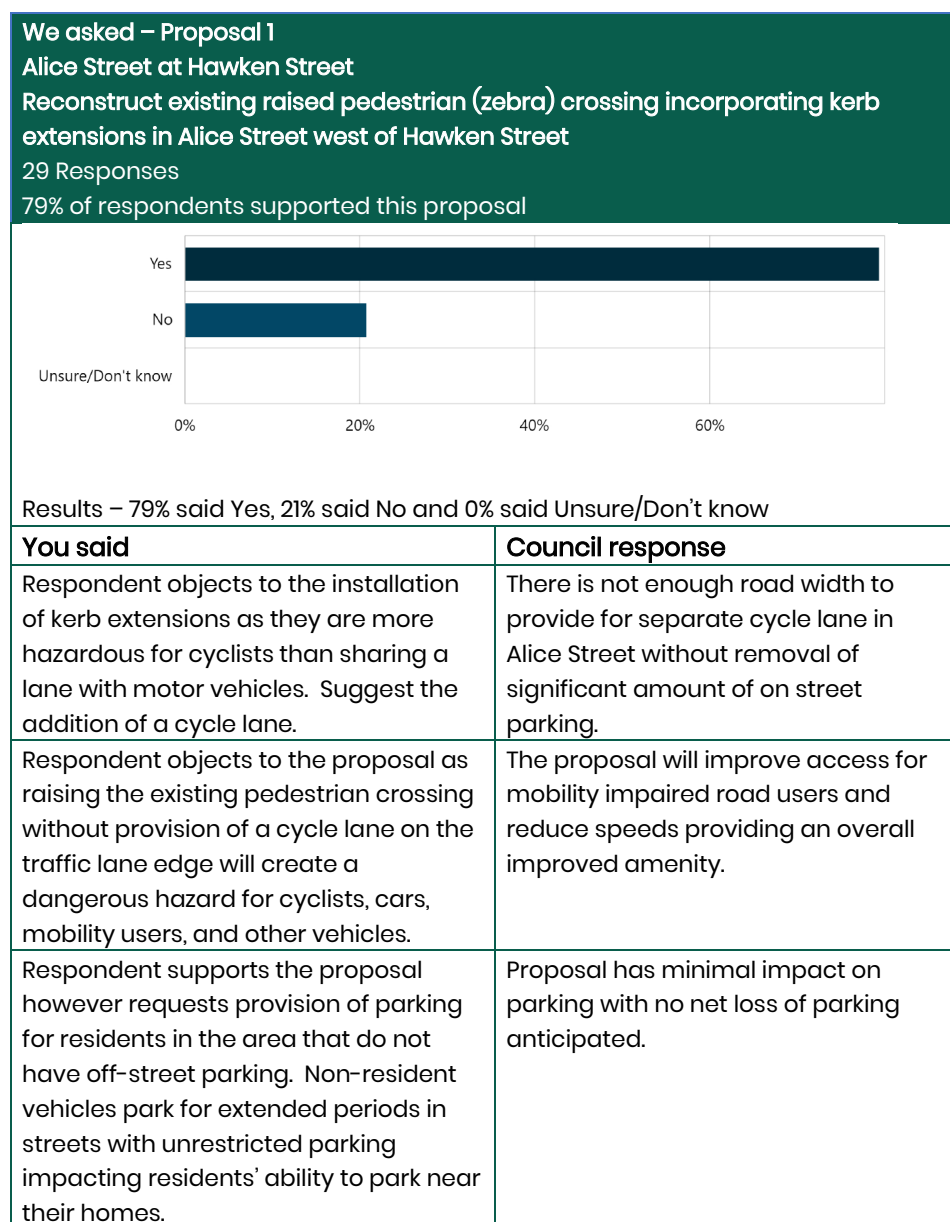
The majority of respondents (77%) live in the study area and overall support each of the treatments.

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	707 people viewed the project page 72 downloads of the draft document
Letters to residents	2498

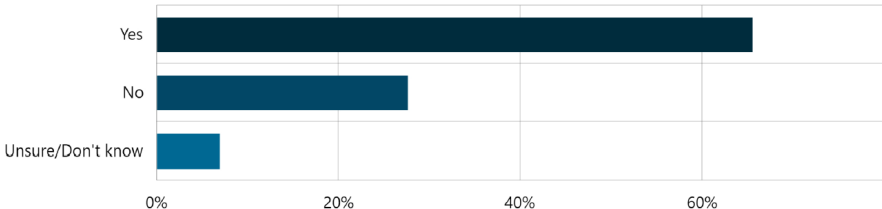
Engagement method	Stakeholders engaged
Online survey/social map/	30 surveys completed
Direct contact from residents	39 emails from individuals

Online survey responses via YSIW

The responses and percentages relating to the specific proposals are detailed below.

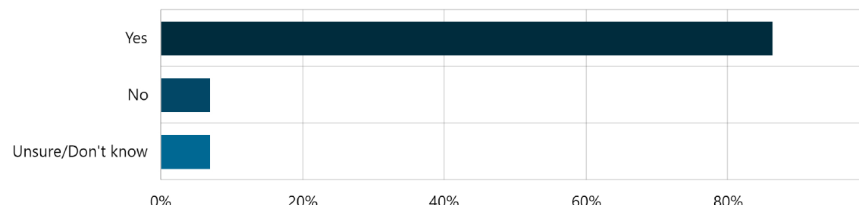


Supports proposal as Alice Street is dangerous for pedestrians and cyclists, and those travelling to and from Camdenville Public School. Speed humps are suggested either side of the raised crossing to further slow vehicles. A reduction of the current speed limit to 40km/h in Alice Street was also suggested along with widening of existing footpaths.	The provision of additional traffic calming devices on approach to the pedestrian crossing is not supported at this stage as it is anticipated that the overall recommendations for Alice Street will further reduce the speed profile however a speed reduction to 40km/h is not proposed as it is a Regional Road.								
We asked – Proposal 2 Alice Street west of Pearl Street Upgrade existing pedestrian refuge in Alice Street west of Pearl Street to a raised pedestrian (zebra) crossing 29 responses 69% of respondents supported this proposal									
<table border="1"> <caption>Survey Results</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>69%</td> </tr> <tr> <td>No</td> <td>24%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>7%</td> </tr> </tbody> </table>		Response	Percentage	Yes	69%	No	24%	Unsure/Don't know	7%
Response	Percentage								
Yes	69%								
No	24%								
Unsure/Don't know	7%								
Results – 69% said Yes, 24% said No and 7% said Unsure/Don't know									
You said	Council response								
Several respondents object to this proposal as it will create safety issues for cyclists and mobility users.	The proposal will improve access for mobility impaired road users and reduce speeds providing an overall improved amenity.								
Supports the proposal with the addition of overhead lighting above the crossing.	Floodlighting requirements will be assessed at detailed design stage.								
Raising the kerb on the Pearl Street side of the crossing may impact right turn movements from Pearl Street onto Alice Street, the road width on this section of Pearl Street is narrow.	Noted. The width of the kerb island will be determined at detailed design stage making sure that turning movements from Pearl Street into Alice Street are not compromised.								
Unsure of this proposal as it seems excessive to have two raised	The upgrade from one pedestrian (zebra) crossing to three is an integral								

<p>pedestrian crossings on Alice Street, one at Pearl Street and another at Walenore Avenue. Suggests that only one of the proposed pedestrian crossings is required.</p>	<p>part of the LATM to provide adequate access for pedestrians to cross Alice Street and also reduce speeds.</p>								
<p>We asked – Proposal 3 Alice Street at Walenore Avenue Upgrade existing pedestrian refuge in Alice Street west of Walenore Avenue into a raised pedestrian (zebra) crossing 29 responses 65% of respondents supported this proposal</p>									
 <table border="1"> <caption>Survey Results for Proposal 3</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>65%</td> </tr> <tr> <td>No</td> <td>28%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>7%</td> </tr> </tbody> </table>		Response	Percentage	Yes	65%	No	28%	Unsure/Don't know	7%
Response	Percentage								
Yes	65%								
No	28%								
Unsure/Don't know	7%								
<p>Results 65% said Yes, 28% said No and 7% said Unsure/Don't know</p>									
<p>You said</p>	<p>Council response</p>								
<p>Respondent does not support the proposal as it is hazardous for cyclists.</p>	<p>The pedestrian crossing will slow all road users making a safer road environment for all road users.</p>								
<p>Respondent does not support the proposal as the existing pedestrian crossing in Alice Street is sufficient. The 'Keep Clear' on Alice Street at Peacock Lane is frequently blocked due to heavy traffic volumes. The addition of a third pedestrian crossing so close to a signalised intersection is unnecessary and will further block access to Alice Street from Peacock Lane.</p>	<p>Peacock Lane is some 100 metres from the proposed zebra crossing hence is not expected to have significant impact on vehicular movements at this intersection. It will most likely provide improved opportunity for vehicles to exit Peacock Lane as drivers will have to stop at pedestrian (zebra) crossings.</p>								
<p>Supports the proposal including the removal of on-street parking as it improves pedestrian safety.</p>	<p>Noted.</p>								
<p>Objects to the proposal due to the loss of on-street parking.</p>	<p>Whilst acknowledging the loss of parking, the proposal will improve</p>								

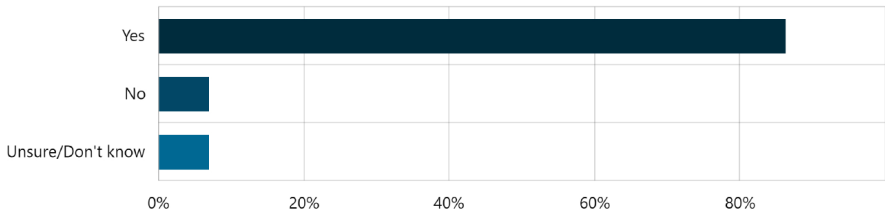
		safety and is supported on balance of competing demands.								
We asked – Proposal 4 Dickson Street at King Street Install a continuous footpath treatment with kerb extensions 29 responses 76% of respondents supported this proposal										
<table><tr><th>Response</th><th>Percentage</th></tr><tr><td>Yes</td><td>76%</td></tr><tr><td>No</td><td>24%</td></tr><tr><td>Unsure/Don't know</td><td>0%</td></tr></table>			Response	Percentage	Yes	76%	No	24%	Unsure/Don't know	0%
Response	Percentage									
Yes	76%									
No	24%									
Unsure/Don't know	0%									
Results – 76% said Yes, 24% said No and 0% said Unsure/Don't know										
You said		Council response								
Objects to the proposal due to the significant impact on its current heritage form and is concerned that this treatment has not been assessed to comply with the current heritage trust requirements. Dickson Street homes four State Heritage terraces and a National Trust House.		Given the wider road width (approximate 12.8m) compared to the other proposed CFTs and the higher traffic volumes, the recommendation has been modified in the final plan to widening the refuge island to 2.0 metres.								
Hazards already exist at this intersection when vehicles attempt to enter or exit Dickson Street. Adding a raised footpath in this location will create further danger when vehicles stop on the pedestrian roadway while attempting to turn left or right at King Street and, while entering or exiting Dickson Street. There are also heritage national trust properties in Dickson Street. The impact of this proposal upon these properties may need to be considered as well.		Noted. Given the wider road width (approximate 12.8m) compared to the other proposed CFTs and the higher traffic volumes the recommendation has been modified in the final plan to widening the refuge island to 2.0 metres.								

We asked – Proposal 5
Wells Street at King Street – Proposal 5
Install a continuous footpath treatment
29 responses
86% of respondents supported this proposal



Results – 86% said Yes, 7% said No and 7% said Unsure/Don't know

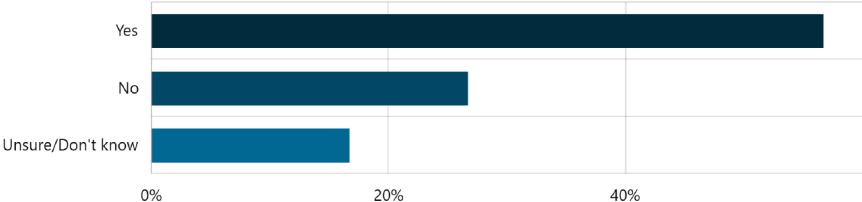
You said	Council response
Respondent objects to the proposal and claims it is not necessary. Wells Street has two-way traffic and cars move at a slow pace.	Treatment indicates pedestrian priority and will improve accessibility in the main street area where many pedestrians are present. Vehicle volumes are low in Wells Street and therefore the proposal is considered appropriate at this location.
The right hand turn southbound from King Street onto Wells Street is difficult and can at times impact traffic flow on both sides of the road. Currently cars have priority, however pedestrians will step out and haphazardly cross regardless increasing the risk of accident. A better solution is required for pedestrians crossing in this location without impacting traffic flow. Respondent is concerned that a continuous footpath prioritising pedestrians will aggravate traffic flow further.	Given the narrow road width of Wells Street and low traffic volume it is considered appropriate for a CFT.
Great initiative. Council generally seems to reassure residents regarding loss of parking. We should be removing parking to prioritise pedestrian safety.	Noted.

Using light-coloured materials i.e., not asphalt grey, will make the new footpath sections more appealing.	Colour and surface treatment to be determined at detailed design stage.
<p>The continuous footpath surface should be precisely level with and the same surface material as the existing footpath to ensure pedestrians and drivers are confident of the pedestrian priority arrangement.</p> <p>Instances where this has not occurred (e.g., Livingstone Rd) result in drivers believing they have right of way, which is dangerous. Additional signs advising drivers to give way does not resolve the issue, instead causing information overload at the point of conflict.</p>	Colour and surface treatment to be determined at detailed design stage.
<p>We asked – Proposal 6 Darley Lane at King Street Install a continuous footpath treatment 29 responses 86% of respondents supported this proposal</p>	
 <p>Results – 86% said Yes, 7% said No and 7% said Unsure/Don't know</p>	
You said	Council response
Supports the proposal being a narrow street with low traffic volumes, unlike Dickson Street that carries medium traffic creating public risk.	Noted.
Respondent does not support the proposal suggesting there are better solutions to reduce congestion.	Treatment will improve accessibility in the main street area providing a more pedestrian friendly environment. Given the narrow road width and low

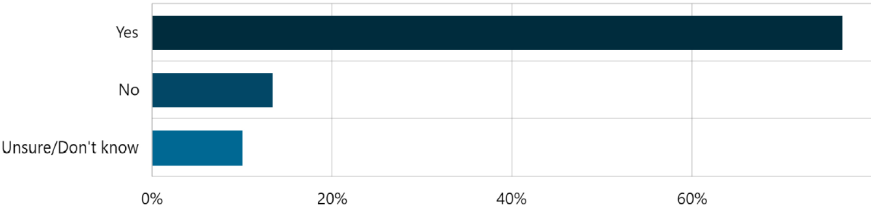
		traffic volumes a Continuous Footpath Treatment is considered an appropriate solution at this location.								
<div>We asked – Proposal 7</div> <div>Edgeware Road, Llewellyn Street and Alice Street</div> <div>Request TfNSW upgrade the traffic signals to introduce signal phase sequence at Llewellyn Street intersections</div> <div>30 responses</div> <div>77% of respondents supported this proposal</div> <div><table><caption>Survey Results</caption><thead><tr><th>Response</th><th>Percentage</th></tr></thead><tbody><tr><td>Yes</td><td>77%</td></tr><tr><td>No</td><td>17%</td></tr><tr><td>Unsure/Don't know</td><td>6%</td></tr></tbody></table></div> <div>Results – 77% said Yes, 17% said No and 6% said Unsure/Don't know</div>			Response	Percentage	Yes	77%	No	17%	Unsure/Don't know	6%
Response	Percentage									
Yes	77%									
No	17%									
Unsure/Don't know	6%									
<div>You said</div> <div>Respondent objects to the proposal as it is difficult to cross Edgeware Road via car or bike. Reducing the cross with a shorter or reduced flow will make it less safe.</div> <div>The centre section already has a significantly short interval for cross traffic on Edgeware Road. A staggered pedestrian crossing here will create further congestion. This is a significant hazard for cyclists and has not been considered in the design. Suggest consultation with Marrickville cycle group to obtain feedback regarding proposed changes impacting traffic</div>		<div>Council response</div> <div>Pedestrians walking north/south will be given a green pedestrian light whilst conflicting northbound vehicles making a left turn from Edgeware Road into Llewellyn Street will be held at the intersection with a red arrow for a short period at the beginning of the pedestrian crossing period. This should have only a minimal impact on traffic flow.</div> <div>The proposal to include a left turn hold arrow will not have a detrimental impact to cyclists.</div>								

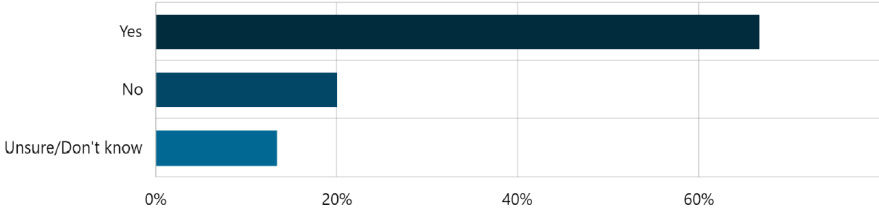
flow and cycle hazards to cross Edgeware Road.	
<p>I live near this intersection, and this is not a problem.</p> <p>The problem is that traffic isn't slowed on approach to Victoria Road.</p> <p>When the traffic signals are red at Edgeware Road/Llewellyn Street, there should also be a red traffic light on the other side of Victoria Road.</p> <p>This will force traffic to stop before the clear way and allow a slow movement of traffic.</p>	Issue was raised by members of Council's Access Advisory Committee
Supports the proposal. This intersection is dangerous for pedestrians, particularly being so close to local schools. Suggests a longer and more frequent pedestrian phase to allow crossing times. A scramble crossing would work well so pedestrians can cross diagonally.	Scramble crossing not supported as it will result in significant impact on traffic flow and queues, in particular given the geometry of the intersection which is some 25 metres between the north-western and south-eastern kerb return.
<p>While I support this proposal, I am more concerned about the Victoria Road and Edgeware Road intersection. There is no traffic control at this intersection with cars turning both left and right from Victoria Road onto Edgeware Road.</p> <p>There is a solid line across Victoria Road from Edgeware, however cars turning right from Edgeware onto Victoria Road never give way to cars turning right from Victoria Road onto Edgeware.</p> <p>There really needs to be a roundabout, or traffic signals installed here. We were so overjoyed to see the LATM plan but were shocked this intersection has no improvements planned.</p>	A roundabout at this location is not supported as it is too close to the traffic signals and will result in poor traffic conditions and additional delays due to lack of storage. Whilst Victoria Road lies outside of the study area, the traffic committee recommendation includes further investigation into road safety improvements at Victoria Road/Edgeware Road.
This intersection should include an advanced stop line and an early release signal for cyclists, as has become standard in London.	This section of Edgeware Road does not form part of Council's Inner West Cycling Strategy.

<p>This substantially reduces crashes by increasing visibility of cyclists (as they are in front of traffic) and separates cyclist and driver movements (cyclists have typically cleared the intersection before drivers start moving). It also requires no loss of car lanes or movements.</p>									
<p>We asked – Proposal 8 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. 30 responses 80% of respondents supported this proposal</p>									
<table border="1"> <caption>Survey Results</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>80%</td> </tr> <tr> <td>No</td> <td>7%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>13%</td> </tr> </tbody> </table>		Response	Percentage	Yes	80%	No	7%	Unsure/Don't know	13%
Response	Percentage								
Yes	80%								
No	7%								
Unsure/Don't know	13%								
<p>Results – 80% said Yes, 7% said No and 13% said Unsure/Don't know</p>									
You said	Council response								
Strongly support this proposal. Please make the length of Edgware Street a shared path on the western side. It is wide and will enable kids to ride to school safely with their parents.	Edgware Road north of Darley Street does not form part of Councils 2023 Cycling Strategy Bike Network map therefore shared path is not supported.								
Respondent supports the proposal. This intersection is very dangerous for pedestrians/cyclists crossing Edgware Road. Most vehicles traveling south along Edgware Road do not indicate or slow down as they continue along Edgware Road instead of following the right curve road to enter Bedwin Road. I have witnessed numerous close calls with pedestrians at this intersection, including government buses that proceed straight along Edgware Road.	<p>Noted. The raised device will help to slow vehicles heading straight along Edgware Road.</p> <p>The revised pedestrian/cycle crossing will provide access to Darley Street to head eastbound which forms part of the cycling network map.</p>								

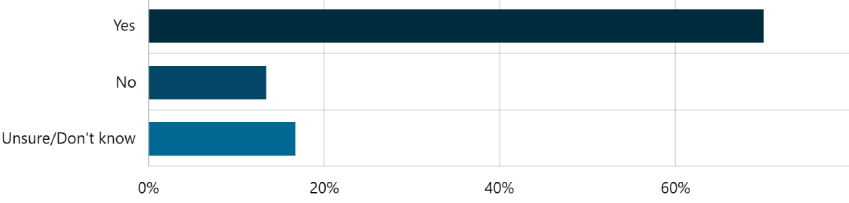
<p>The focus should be on making the cycle path along Campbell Street continuous. It is a great cycle route up until this point where cyclists transition from safe and clear cycle paths to nothing. This forces riders onto the kerb on the east side of Edgeware Road with no clear path to get to the correct side of Edgeware Road. This crossing would further confuse that.</p>									
<p>The cycle lane marking on the east side of Edgeware Road seems to indicate it is one-way southbound. Where are cyclists using the crossing eastbound meant to continue to? If the design suggests cyclists' dismount, it should be modified. There must be a way included in the design for cyclists to cross eastbound and proceed, without dismounting.</p>	<p>The concept design has been modified to widen the cycle lane to provide two-way cyclists movements between the proposed crossing and Darley Street.</p>								
<p>We asked – Proposal 9 Alice Lane and King Lane between Pearl Lane and Holmwood Street Convert Alice Lane and King Lane to one-way eastbound between Alice and Holmwood Streets Convert Alice Lane between Walenore Avenue and Holmwood Street to a 10km/h Shared Zone Install a speed cushion at intersection of Alice Lane and Walenore Avenue 30 responses 57% of respondents supported this proposal</p>									
 <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>57%</td> </tr> <tr> <td>No</td> <td>27%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>16%</td> </tr> </tbody> </table>		Response	Percentage	Yes	57%	No	27%	Unsure/Don't know	16%
Response	Percentage								
Yes	57%								
No	27%								
Unsure/Don't know	16%								
<p>Results – 57% said Yes, 27% said No and 16% said Unsure/Don't know</p>									
<p>You said</p>	<p>Council response</p>								

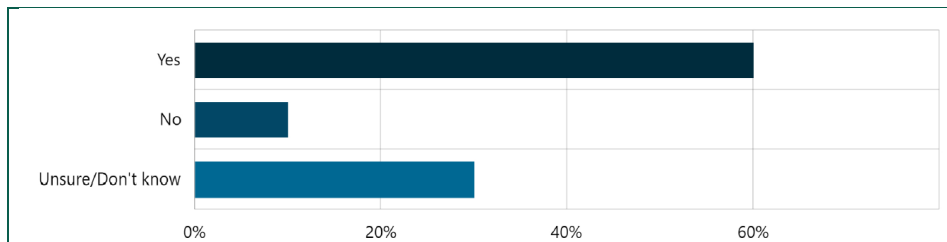
Respondent objects to the proposal as there is already a speed hump in place. Supports conversion to one-way and Shared Zone it is a narrow road and vehicles travel at low speed. Suggests a speed hump at the entry to the eastern part of the laneway.	Speed cushion has been replaced with a flush threshold treatment in Final plan.
Respondent supports conversion to one-way. However, does not support the Shared Zone or of speed cushion installation as it will be a cycle and wheelchair hazard. Vehicles travel at higher speed travelling westbound along the lane. One-way conversion uphill will remove the speed element.	Speed cushion has been replaced with a flush threshold treatment in Final plan.
The one-way proposal should be a separate proposal to the 10km/h Shared Zone and speed cushion installation. Respondent supports the conversion to one-way for this laneway however does not support a Shared Zone or speed cushion as this will impact cyclists. Obstructions are often caused by vehicles parking too close to the laneway. Suggests not installing a Shared Zone in this section as the narrow road width provides natural traffic calming.	Shared Zone is included in final plan however the one way has been revised to retain two-way traffic between Walenore Avenue and Holmwood Street and proposes one way only in the section between Pearl Lane and Walenore Avenue.
The proposal will create more traffic on Holmwood Street. Currently most vehicles turn right into the lane from King Street to access Alice Street. Traffic will have to divert to Pearl Lane.	Proposal has been revised to retain two-way traffic between Walenore Avenue and Holmwood Street.
Converting Alice Lane and King Lane to one-way will create more difficulty navigating this area for residents, especially at times when King Street has heavy traffic.	Noted. Proposal has been revised to retain two-way traffic between Walenore Avenue and Holmwood Street.

<p>Respondent suggests excepting cyclists from this one-way restriction. This would encourage more cyclists on local streets which can often be the difference between choosing to walk or drive.</p> <p>Cyclists require very narrow width on the road allowing cars and other bike riders to pass, especially given the low level of traffic.</p>	<p>Proposal has been revised to retain two-way traffic between Walenore Avenue and Holmwood Street.</p>								
<p>We asked – Proposal 10 John Street at Darley Road Install a raised platform at the intersection of John Street and Darley Road and install 'No Stopping' restrictions at the intersection 30 responses 77% of respondents supported this proposal</p>									
 <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>77%</td> </tr> <tr> <td>No</td> <td>13%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>10%</td> </tr> </tbody> </table>		Response	Percentage	Yes	77%	No	13%	Unsure/Don't know	10%
Response	Percentage								
Yes	77%								
No	13%								
Unsure/Don't know	10%								
<p>Results – 77% said Yes, 13% said No and 10% said Unsure/Don't know</p>									
You said	Council response								
Respondent supports the proposal with the condition that the raised platform is no higher than 10cm. Prams, wheelchairs, mobility scooters and cyclists use this area.	Height of raised platform to be considered at detailed design stage.								
Respondent supports the proposal with conditions that the raised intersection should only be 20 cm high maximum.	Height of raised platform to be considered at detailed design stage.								
Need to extend this further as John Street between Darley and Lord Streets is congested being two-way with parking on both sides. Suggests installation of 'No Stopping' signs where	No Stopping included in proposal.								

the apartments are located as they have off-street parking available. There are still issues with traffic from the Lord Street end.									
Great proposal, please also improve or enforce the 3t truck signage at this intersection. Our security camera records 3t trucks travelling on Darley Street several times a day.	Enforcement of truck load limit is a NSW Police matter.								
Raising the intersection only in the section used by cars is a missed opportunity. Extending the raised platform back to fill the proposed 'No Stopping' section would provide a level crossing for pedestrians, converting the intersection into a shared zone. This would reduce intersection speeds and increase safety and pedestrian priority.	Extending platform can be considered at detailed design stage.								
<p>We asked – Proposal 11 John Street at Lord Street Install a raised platform at the intersection and install statutory 'No Stopping' restrictions at the intersection corners 30 responses 67% of respondents supported this proposal</p>									
 <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>67%</td> </tr> <tr> <td>No</td> <td>20%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>13%</td> </tr> </tbody> </table>		Response	Percentage	Yes	67%	No	20%	Unsure/Don't know	13%
Response	Percentage								
Yes	67%								
No	20%								
Unsure/Don't know	13%								
Results – 67% said Yes, 20% said No and 13% said Unsure/Don't know									
You said	Council response								
The proposal will create a significant issue for vehicles and cycles. If the raised platform is higher than 20cm above the current road surface. Also, a very low-grade ramp at each edge is required. Suggests consultation with Marrickville Bike group for	Height of raised platform to be considered at detailed design stage.								

recommendation of technical specifications.									
Yes, this would improve pedestrian flow and visibility. Consider the installation of speed humps on all four streets prior to the intersection to ensure vehicles stop.	Given low speeds and volumes the addition of speed humps are not considered necessary.								
Respondent supports this proposal, however, this street slopes down. The platform should be tested to ensure it is safe for cyclists. Suggests consultation with the local bicycle group.	Bicycle group attends the Traffic Committee and provides advice on plans.								
We asked – Proposal 12 Lord Street between King Street and Laneway Widen Lord Street southern footpath between King Street and access to the railway station for 50 metres and install '3T Tonne Load Limit on side road' left sign at Princes Highway just before Lord Street left turn 29 responses 83% of respondents supported this proposal									
<table border="1"> <caption>Survey Results for Proposal 12</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>83%</td> </tr> <tr> <td>No</td> <td>14%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>3%</td> </tr> </tbody> </table>		Response	Percentage	Yes	83%	No	14%	Unsure/Don't know	3%
Response	Percentage								
Yes	83%								
No	14%								
Unsure/Don't know	3%								
Results – 83% said Yes, 14% said No and 3% said Unsure/Don't know									
You said	Council response								
Installing 'No Stopping' restrictions encourage uber drivers to stop for collection and drop off of deliveries. Numerous uber drivers park in the 'No Stopping' zone adjacent to the current ramp and crossing. Respondent strongly objects to this proposal.	Proposal will improve pedestrian access to St Peter Station.								

<p>It was suggested that the 50m stretch of Lord Street be converted to a Shared Zone to improve pedestrian access to and from St Peters station and reduce rat running along Lord Street.</p>	<p>Shared Zone not supported as Lord Street forms one of the legs of the traffic signals which is an inappropriate location for a Shared Zone.</p>								
<p>Respondent supports this proposal. Wider footpaths make it easier for residents and visitors walking round our incredibly walkable inner west.</p>	<p>Noted.</p>								
<p>We asked – Proposal 13 Wells Street at Commodore Street and Wells Street at John Street Paint sharp 90-degree bends at the intersection of Commodore and John Streets red with piano key landmarking at the approach and departure points and rebuild footpath connection linking Commodore and John Streets 30 responses 70% of respondents supported this proposal</p>									
 <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>70%</td> </tr> <tr> <td>No</td> <td>13%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>17%</td> </tr> </tbody> </table>		Response	Percentage	Yes	70%	No	13%	Unsure/Don't know	17%
Response	Percentage								
Yes	70%								
No	13%								
Unsure/Don't know	17%								
<p>Results – 70% said Yes, 13% said No and 17% said Unsure/Don't know</p>									
<p>You said</p> <p>This is an excellent improvement and well overdue. An upgrade is required for cyclists, pedestrian, pram, and mobility access.</p>	<p>Council response</p> <p>Noted. The plan includes improved pedestrian accessibility through the road closure.</p>								
<p>We asked – Proposal 14 Edgware Road between Llewellyn Street and Victoria Road Amend the existing timed parking restrictions from 'No Parking 8:30-6:00pm Mon-Fri' to 'No Parking 8:30am-6:00pm Mon-Sat' 30 responses 60% of respondents supported this proposal</p>									



Results – 60% said Yes, 10% said No and 30% said Unsure/Don't know

You said	Council response
Respondent is concerned that this will add to the traffic congestion that Marrickville Metro is currently experiencing	The proposal will improve traffic flow in Edgeware Road.
Ideally there should be no parking every day between these times (including Saturday and Sunday). Drivers cannot move around vehicles turning right into Victoria Road	Removing parking on only a Saturday as opposed to both a Saturday and Sunday is considered a more balanced outcome.
Parking should not be removed to accommodate traffic. If parking is removed, it should be to provide cycle paths or pedestrian space.	This section of parking has been removed to prevent excessive queueing relating to vehicles making a right turn into Victoria Street blocking southbound traffic in Edgeware Road.

Additional suggestions	
You said	Council response
Good plan overall. Please also consider reducing speed limit in the area to 30 km/h.	The speed limit will be reduced to 40kmh as per innerwest@40 study.
I live close to the area and ride through it every day. This is a great start. We'd love to have more bike connectivity and contra flow.	Noted. Additional improvement proposed at Edgeware Road/Bedwin Road.
The Edgeware Road and Victoria Road intersection is very dangerous. No one stops at the stop line. Suggest installation of a roundabout.	A roundabout is not supported at this location as it is too close to the Alice Street traffic signals (some 30 metres) which would lead to poor road network performance.

<p>Concerns with the overall reduction in parking. I am a hospital shift worker and often come home after midnight. I struggle with parking around Wells St and Pearl St intersection as is, prior to the reduction in spots. I often must walk a distance at isolated times. As a resident and homeowner, I find this incredibly frustrating. I feel that in places like Wells Street - there needs to be a NO PARKING FOR NON-RESIDENTS RULE for MOST of the street with small sections reserved for NON-RESIDENT PARKING ONLY. Maybe even reserve spaces for residence without driveways. Council needs to be more proactive in enforcement of illegally parked vehicles and should invest in creating car parks in the area for visitors to King Street. In the 4 years I have lived at the South End of King Street and parking issues are becoming progressively worse.</p>	<p>Council is currently investigating parking in the area as part of the Newtown Enmore Parking Study.</p>
<p>Consider resident parking and making roads more friendly for shared use. Limiting heavy vehicles through King, Edgeware and Alice Streets may assist in improving safety in these areas.</p>	<p>Resident parking schemes are being considered in separate study currently underway (Newtown Enmore Parking Study). Truck Load Limits are provided at the following locations.</p> <ul style="list-style-type: none"> • Lord Street – 3 tonne load limit • Alice Street – 3 tonne load limit from 10:00pm-6:00am • Edgeware Road – 3 tonne load limit from 10:00pm-6:00am
<p>On weekday peak hours (morning and evening) it can be very difficult for vehicles to turn right from Darley Street onto King Street due to vehicles queuing across the intersection. Whilst there are traffic lights at this intersection, most drivers (including govt buses) heading south on King Street do not obey the 'do not queue</p>	<p>Signposting currently in place. No further action proposed. This is a NSW police enforcement issue.</p>

across intersection' signage along King Street that exists between Bray Street and Darley Street. This results in vehicles not being able to turn right onto King Street. This is poorly sign posted and the infringement is rarely ever policed. This situation needs improvement.	
Traffic flow at the intersection of Edgeware Road and Victoria Road needs improvement. Turning right onto Edgeware out of Victoria can be dangerous even with the existing "Keep Clear" road markings, as visibility to the right is restricted, and a number of drivers behave erratically when approaching from the left if they're avoiding vehicles turning right onto Victoria from Edgeware Road. This intersection is particularly dangerous of a weekday evening between 4pm and 7pm.	Noted. Victoria Road lies outside of the study area boundary. A recommendation has been included in the Traffic Committee report to undertaken further investigation of the Victoria Road/Edgeware Road intersection.

Summary of Emails

In addition to Your Say Inner West, Council received 39 emails and three phone calls from individuals. The following points outline the general themes and comments of these emails and calls. Verbatim copies with identifying details redacted can be found in Appendix B:

- Resident concerns raised regarding the proposed footpath connection through the road closure area of Wells Street impacting the established community garden and landscaped area.
- Loss of parking due to proposed installation of 'No Stopping' signs at the intersection Wells Street and Pearl Street.
- Objections to loss of parking in Lord Street due to proposed 'No Stopping' restrictions at the intersection of John Street.
- Residents' objection to conversion of Alice Lane to one-way. Suggests 2-way traffic and removal of parking in the laneway to allow for entry/exit access to property driveways from the lane.

- Speed limit reduction suggested for the entire study area.

You said	Council response
Supports Llewellyn St, Edgeware Road & Alice Street upgrade of traffic signals to include holding left turn arrow heading North from Edgeware Road. This should have been implemented a long time ago.	This has recently been implemented.
Concerns for loss of parking in front of No. 97 Alice Street due to pedestrian crossing upgrade.	The pedestrian crossing near Pearl Street will have minimal impact on loss of parking.
Concerns regarding the proposed upgrade of existing and installation of new pedestrian crossings in Alice Street. The associated kerb blisters will result in the loss of much needed parking for residents, visitors, and patrons of businesses on nearby King Street.	At detailed design stage the pedestrian crossings will be designed aiming to minimise loss of parking.
Numerous respondents object to footpath connection through road closure area in Wells Street as it will destroy the existing garden area & sandstone paving. However, support is provided for painting of the 90-degree bends with piano key line markings.	The footpath connection has been modified to not impede the garden area.
Concerns regarding the proposed installation of 'No Stopping' signs in Wells Street at the intersection of Pearl Street due to the loss of parking. Request for an additional RPS permit.	Permit allocation lies outside the scope of LATM study.
Objects to loss of parking in Lord Street. Suggests speed limit reduction. Replace heavy vehicle restriction signs. Manage traffic & volumes.	Footpath widening required to improve pedestrian amenity to station. The proposal will result in a loss of two part time parking spaces.
Concerns regarding the continuous footpath treatments along King Street at Darley Lane. Wells Street and Dickson Street will affect traffic flow,	Dickson Street continuous footpath treatment has been replaced with widened median island.

increase risk of accident, and negatively impact patronage to businesses on King Street.	
Several respondents suggest a speed limit reduction in entire study area.	40km/h speed limit proposed as per innerwest@40 study.
Suggestion to remove parking on Alice Street between No. 162 and Edgeware Road to improve traffic flow. Object to bicycle logo line marking & heavy vehicles on Alice Street.	No stopping restrictions are currently in place from western boundary of No. 162 Alice Street.
'No Stopping' restrictions will not prevent vehicles parking at intersection corners Commodore Street & Laura Street. Suggests installation of kerb blisters.	Should no stopping signs be ineffective a further treatment of kerb blisters could be considered at a later date.
<p>Suggestion</p> <ul style="list-style-type: none"> • Make Alice Lane two-way from Walenore Avenue east towards Holmwood Street) • Remove all on-street parking from Walenore Avenue east, towards Holmwood Street so that residents of Holmwood Street can access their properties and garages from Alice Lane. Currently difficult to access due to the narrow width of the lane and parked cars. This would allow the residents to park their cars within their property and eliminating the need for on-street parking. • Install appropriate 'No Parking' deterrents not just signs in Alice Lane at No. 8. • Widen one or both pedestrian pathways, neither can be used at present as they are not accessible nor wide enough for pedestrian use. 	<p>The final plan has been modified to retain two-way traffic between Walenore Avenue and Holmwood Street.</p> <p>Removal of parking is not supported. Retaining two-way traffic will allow existing access and manoeuvring to be maintained.</p> <p>Parking bays will be linemarked as part of the 10km/h Shared Zone and vehicles will only be able to be parked within the linemarked bays.</p> <p>Widening of footpath is not required as the road will be converted to a 10km/h shared zone.</p>

Rat running is a major issue in Wells Street & cars are being damaged due to the narrowness of the street. Suggest extending the road closure area at John and Commodore Streets to include Pearl Street & prevent drivers rat running from Alice Street down Pearl Street & along Wells Street to access King Street & reverse.	
Supports pedestrian/cyclist crossing. Request for additional signs. Drivers do not indicate their intended direction when they are at this bend on Edgeware Road.	Noted. The raised crossing will reduce speeds at this location should vehicles head straight in Edgeware Road.
Objects to continuous footpath treatment at Dickson Street and King Street and the gate modifications in Pearl Lane to provide bicycle access.	Dickson Street continuous footpath treatment has been replaced with widened median island. Gate upgrade is required to improve cyclist access.

Your Say Inner West survey responses

Identifying details have been redacted.

Appendix A	
Your Say Inner West survey responses	
Identifying details have been redacted	
Proposal 1	
Reconstruct the existing pedestrian (zebra) crossing incorporating kerb extension in Alice Street west of Hawken Street	
1.	Great pedestrian improvement. Noting that there are plans for painted bike symbols on Alice Street, please include a separated cycleway along the length of Alice St, as your report shows many cyclists hit on this street, and Alice St has been included in the top 10 worst places in Sydney to ride a bike: https://medium.com/crowdspot-blog/bikespot-2023-interim-results-c03f1ab7e21f
2.	Thanks for making the area safer for residents and school. However please continue to consider provision of sufficient parking for residents without garages in the area, parking is getting progressively challenging for residents with vehicles been left for extended period of time in untimed zones, vehicles overstaying in the times residents zones. Your assistance to consider residents parking is appreciated
3.	Urgent to protect children crossing to Camdenville school
4.	Absolutely yes! This crossing is extremely busy and used by school kids every school day. It is absolutely critical to make this crossing as safe as possible especially as there are often no traffic wardens helping at the crossing.
5.	<p>This would be great! Alice St is super dangerous for people walking and riding bikes, especially to Camdenville public school. I think also add speed bumps on both sides before the raised crossing to further slow vehicles.</p> <p>Alice St also needs to be reduced to 40km speed and the pavements widened.</p>

6.	Any measure that makes walking more comfortable, and improves streets, is important and should be supported.
7.	The raised crossing is good, but the curb bump outs create a pinch point for cyclists. Alice St is busy and needs separated bike paths. Parking should be removed to accomplish this, as there is far too much parking for an inner urban street.
Proposal 2 Upgrade the existing pedestrian refuge in Alice Street west of Pearl Street into a raised pedestrian (zebra) crossing	
8.	Not sure both the pearl st and wake more ave crossing are required. Maybe just one between the two. seems excessive and people traffic isn't that high.
9.	Great pedestrian improvement. Noting that there are plans for painted bike symbols on Alice Street, please include a separated cycleway along the length of Alice St, as your report shows many cyclists hit on this street, and Alice St has been included in the top 10 worst places in Sydney to ride a bike: https://medium.com/crowdspot-blog/bikespot-2023-interim-results-c03f1ab7e21f
10.	Again thanks for making the area safer and considering the impact on residents parking.
11.	Do it
12.	Again, very supportive, Alice street has high pedestrian traffic and needs more safe crossings.
13.	This would be great, as Alice St is super dangerous for walking/bike riding, especially with kids.
14.	Majorly age t traffic flow on an already congested st
15.	The raised crossing is good, but the curb bump outs create a pinch point for cyclists. Alice St is busy and needs separated bike paths. Parking should be removed to accomplish this, as there is far too much parking for an inner urban street.

<p>Proposal 3 Upgrade the existing pedestrian refuge in Alice Street west of Walenore Avenue into a raised pedestrian (zebra) crossing</p>	
16.	Not sure both the pearl st and wake more ave crossing are required. Maybe just one between the two. seems excessive and people traffic isnâ€™t that high.
17.	Great pedestrian improvement. Noting that there are plans for painted bike symbols on Alice Street, please include a separated cycleway along the length of Alice St, as your report shows many cyclists hit on this street, and Alice St has been included in the top 10 worst places in Sydney to ride a bike: https://medium.com/crowdspot-blog/bikespot-2023-interim-results-c03fab7e21
18.	Thanks for helping to reduce excessive speed in a built up residential area
19.	having 2 crossing in Alice St is sufficient. The keep clear on Alice St at Peacock lane is frequently blocked due to heavy traffic, to put a 3rd pedestrian crossing so close to lights is unnecessary and will further block access to Alice st from Peacock Lane.
20.	Of all the Alice st recommendations this is the most important - My children have had may near misses
21.	Yes, I often use the existing crossing with my kids and dog and feel very very unsafe as cars come speeding by.
22.	This would be great, making it safer for people walking. We should definitely be removing car parking spaces for this sort of thing.
23.	refuge islands are garbage and don't indicate clear rights of way causing confusion, potential accidents and ceding to cars because of their size and ability to injure.
24.	The raised crossing is good, but the curb bump outs create a pinch point for cyclists. Alice St is busy and needs separated bike paths. Parking should be removed to accomplish this, as there is far too much parking for an inner urban street.

Proposal 4 Install a continuous footpath treatment with kerb extensions in Dickson Street at King Street	
25.	Good solution for people with disabilities
26.	Great idea
27.	Yes obviously this will be great for people walking! Great initiative.
28.	This will be a huge improvement to the comfort and appeal of visiting King Street.
29.	Continuous footpaths are the best and design for people
30.	<p>The continuous footpath surface should be precisely level with and using the same material as the existing footpath, to ensure pedestrians and drivers are confident of the new right of way arrangement.</p> <p>Instances where this has not been done, e.g. on Livingstone Rd in Marrickville, do not effectively switch the right of way and result in drivers continuing to believe they have right of way, which is dangerous. Extra signs telling drivers to give do not resolve the problem, instead causing information overload right at the point of conflict.</p>
Proposal 5 Install a continuous footpath treatment in Wells Street at King Street	
31.	Good solution for people with disabilities
32.	<p>Yes obviously this will be great for people walking! Great initiative.</p> <p>Council seems to be at pains to reassure people about no net loss of parking. We should definitely be removing parking to give space for people walking.</p>
33.	As above. Using light-coloured materials - i.e. not asphalt grey - will make the new footpath sections more appealing.
34.	Continuous footpaths are the best and design for people

35.	<p>The continuous footpath surface should be precisely level with and using the same material as the existing footpath, to ensure pedestrians and drivers are confident of the new right of way arrangement.</p> <p>Instances where this has not been done, (Livingstone Rd) result in drivers continuing to believe they have right of way, which is dangerous. Extra signs telling drivers to give do not resolve the problem, instead causing information overload right at the point of conflict.</p>
<p>Proposal 6 Install continuous footpath treatment at Darley Lane and King Street</p>	
36.	Good solution for people with disabilities
37.	<p>Yes obviously this will be great for people walking! Great initiative. Council seems to be at pains to reassure people about no net loss of parking. We should definitely be removing parking to give space for people walking.</p>
38.	As above. Having a continuous footpath on King Street will be fantastic and make shopping there more appealing.
39.	Continuous footpaths are the best and design for people
40.	<p>The continuous footpath surface should be precisely level with and using the same material as the existing footpath, to ensure pedestrians and drivers are confident of the new right of way arrangement.</p> <p>Instances where this has not been done, e.g. on Livingstone Rd in Marrickville, do not effectively switch the right of way and result in drivers continuing to believe they have right of way, which is dangerous. Extra signs telling drivers to give do not resolve the problem, instead causing information overload right at the point of conflict.</p>
<p>Proposal 7 Request TfNSW upgrade the traffic signals to introduce left turn red holding arrow signal phase sequence at Alice Street /Llewellyn Street /Edgeware Road intersection</p>	

41.	<p>I live near this intersection and this is not a problem.</p> <p>The problem with this intersection is actually the fact that traffic isn't slowed down prior to Victoria rd.</p> <p>In reality, when the traffic lights are red at Edgeware / Llewellyn, there should also be a red traffic light on the other side of Victoria rd.</p> <p>This will force traffic to stop before the clear way and allow a slow movement of traffic.</p>
42.	<p>Thanks for making a high pedestrian traffic area safer for all</p>
43.	<p>I support but I don't see it as a major issue</p>
44.	<p>Need more than this. This intersection is deadly</p>
45.	<p>Yes absolutely. This intersection is super dangerous for walking, especially since it is so important for local schools. Also request longer and more frequent pedestrian crossing times, and a scramble crossing so you can walk diagonally across.</p>
46.	<p>While I support this proposal, I am far more worried about the next street down - Victoria rd and Edgeware rd. There is no traffic control at this intersection with cars turning both left and right from Victoria rd onto Edgeware. There is a solid line across Victoria road from Edgeware, but cars turning right from Edgeware onto Victoria road never yield to cars turning right from Victoria road onto Edgeware. There really needs to be a round about, or a set of traffic signals installed here. We were so overjoyed to see the LATM plan but were shocked this intersection has no improvements planned.</p>
47.	<p>YES! people walking and moving around not in carbon generating boxes and not protected from the elements and existing in the world should always have right of way.</p>
48.	<p>This intersection should include an advanced stop line and an early release signal for cyclists, as has become standard in e.g. London. This substantially reduces crashes by increasing the visibility of cyclists (as they in front of all traffic and can be seen) and segregating cyclist and driver movements by light phasing (as cyclists have typically cleared the intersection before drivers start moving). It also requires no loss in car lanes or movements whatsoever.</p>

<p>Proposal 8 Install raised pedestrian (zebra) crossing in Edgeware Road south of Bedwin Road with kerb extensions and median splitter island</p>	
49.	good idea
50.	insignificant amount of traffic to warrant to cost.
51.	Strongly support this proposal. Please make the length of Edgeware St a shared path on the western side. It is wide and will enable kids to ride to school safely with their parents.
52.	Yes this will make the area safer
53.	Yes! This intersection is very dangerous for pedestrians/cyclists crossing Edgeware Rd. Most vehicles traveling south along Edgeware Rd don't indicate or slow down if they continue to proceed along Edgeware Rd instead of following the curved road to the right to enter Bedwin Rd. I have witnessed numerous close calls with pedestrians at this intersection, including with Govt buses that proceed straight along Edgeware Rd.
54.	There should be a focus on making the bike path along campbell st continuous. It is a great cycle route up until this point where riders go from safe and clear bike paths to essentially nothing. it forces riders on to the kerb on the east side of edgeware road with no clear way of getting on to the correct side of edgeware road. This crossing would further confuse that.
55.	This is great. We ride along here often, with kids, and you feel pretty exposed. Excellent initiative. Great to see council be confident enough to remove parking spaces.
56.	So unnecessary
57.	This is a great proposal, We have had a few near misses at this intersection while walking our dog where cars have turned without signaling.
58.	Essential change, current situation is extremely dangerous for pedestrians accessing bridge and traffic signal crossing

59.	Fully support this proposal. This intersection currently feels hostile for pedestrians and cyclists. The impact on vehicle parking is negligible; and ample public space is already dedicated to on-street parking in this area.
60.	YES YES YES this is a nightmare to ride and walk on.
61.	<p>The bike lane marking on the east side of Edgeware Rd seems to indicate it is one way southbound. Where then are cyclists using the crossing eastbound meant to continue to?</p> <p>If the design suggests cyclists dismount, it should be modified. There must be a way included in the design for cyclists to cross eastbound and proceed, without dismounting.</p>
<p>Proposal 9 To convert Alice and King Lanes to one way eastbound (between Alice Lane and Holmwood Street), as well as convert Alice Lane between Walenore Avenue and Holmwood Street to a 10 km/h Shared Zone and to install a speed cushion at Alice Lane at its intersection with Walenore Avenue</p>	
62.	when i walk there mate it aint no problem, and me brothers dont say its a probem either mate
63.	No No No traffic calling here- there is already a speed bump in place. One way makes sense, but itâ€™s already a very narrow road so naturally vehicles travel very slowly and close to 10 km an hour donâ€™t add a whole new 10 km an hour speed bump right at the entry to the eastern part of the laneway
64.	this is a poorly worded item in this traffic management plan. You should separate the one way proposal from the traffic calming and 10 km an hour issue. I support the change to one way for this laneway. I do not support a 10 km traffic calming device as this will impact on cyclists, low clearance, vehicles and obstructions that often are caused by cars parking too close to the laneway do not install a 10 km zone for this section. It already has a natural slowing hazard because of how narrow this lane is.
65.	It will create more traffic down Holmwood St as currently most traffic turns right into the lane from King St to get to Alice Street. Will have to go down to Pearl Lane.

66.	This is an excellent change. Vehicles frequently speed here, and having vehicles in different directions meet at Alice and Pearl Lanes is an accident waiting to happen.
67.	It was always too narrow for 2 way
68.	I strongly suggest from end ie western end of Holmwood into Alice lane be one way turning right and then from upper end ie eastern end of Holmwood (near King st)into Alice Lane one way turning left. This best for residents from Holmwood and Dickson wanting to join Alice st. And would ease residents entering into King st which in peak hour especially is really difficult
69.	totally support this one. critical
70.	Great idea, children and dog walkers often walk on the street and having two way traffic speeding past is very dangerous.
71.	Yes this is positive, but even better just block it off to vehicles and pedestrianise it completely. Shared zones are ok, but like with Clara St nearby, pedestrians and cars cant really 'share' a street. Like if you are walking there, say with young kids, pram etc, and some car is coming at you, how do you 'share' the space?
72.	Just plain terrible idea
73.	100%, so many of these lanes should be one way
74.	Exempt bike riders from this one way restriction. Bike riders require very little width on the road and can easily allow cars and other bike riders to pass, especially given the low level of traffic. Exempting bike riders is a good way of making local streets more permeable to cyclists, which can often be the difference between choosing to walk or drive.
Proposal 10 To install a raised platform at the John Street/Darley Road intersection. and to install 'No Stopping' restrictions at the intersection	
75.	only yes if its low 10cm or less. prams, wheelchairs, mobility scooters, bikes use this area and too high is over 10cm. make it

76.	conditional support to the fact that the raised intersection should only be 20 cm high maximum not 30 to 40 cm high as has been installed in other areas must be 20 cm or less
77.	Already stop sign
78.	Raised area will create water drainage issues
79.	Need to go further as John St between Darley and Lord is still congested and 2 way with parking both sides. Should have no stopping on side where the apartments are as they have parking available. Still will have issues in seeing traffic from Lord St end.
80.	Do it
81.	Yes this would improve pedestrian flow and visibility. Add vehicle speed bumps on all 4 x streets though just before the intersection to ensure they stop.
82.	A new small 'no stopping' zone will improve safety for all road users.
83.	traffic calming is essential in these denser urban back lanes.
84.	Raising the intersection only in the section used by cars is a missed opportunity. Extending the raised platform back to fill the new no stopping section would provide level crossing for pedestrians, turning the intersection into a shared space zone. This would reduce intersection speeds far more and increasing safety and pedestrian priority
Proposal 11 To install a raised platform at the John Street/Lord Street intersection and to install statutory 'No Stopping' restrictions at the intersection	
85.	10cm platform only, not higher. and removing parking and access in this area is madness
86.	there will be a significant issue for vehicles and cycles. If this raised platform is higher than 20 cm above the current road surface. Do not raise this intersection above 20 cm with a very low plane gradient ramp at each edge not a steep gradient. Age consult Marrickville Bike group for technical specifications.

87.	Lord Street one way street and traffic is slow with parking both sides John Street parking both sides and 2 way and car slow down
88.	Issues with water egress as it is
89.	I don't know the street enough
90.	Yes this will help make the area safer and reduce speeding down Lord Street
91.	Do it
92.	Yes this would improve pedestrian flow and visibility. Add vehicle speed bumps on all 4 x streets though just before the intersection to ensure they stop.
93.	I support this proposal, however - bearing in mind this street runs down-hill - the platform should be tested to ensure it is safe for cyclists. Consult the local bicycle group.
94.	Raising the intersection only in the section used by cars is a missed opportunity. Extending the raised platform back to fill the new no stopping section would provide level crossing for pedestrians, turning the intersection into a shared space zone. This would reduce intersection speeds far more and increasing safety and pedestrian priority.
	Proposal 12 To widen the Lord Street southern footpath between King Street and the access to the railway station, a length of some 50 metres and to install '3T Tonne Load Limit on side Road' (Left) sign at Princes Highway just before Lord Street left turn
95.	there is a speed bump right there at the station mate, why u makin it like the outback roads all bumped up?
96.	more 'no stopping' spots encourage uber drivers to stop and collect/drop. have you been here and seen how many uber cars sit at the no stopping spot adjacent to the current ramp and crossing??? NO WAY

97.	Footpaths wide enough. Isn't there already tonne load limit.
98.	Yes - Completely agree with limitation of large trucks turning into Lord St. (Side note - my father was turning left onto Lord street and a large truck was turning left from the right lane and didn't see my father. As it turns out the truck had no damage and denied involvement, so my elderly father has not only had to cover the costs but also lost his no claim bonus. As a matter of fact - does the council have CCTV footage of this area???)
99.	I don't know the area enough to comment
100.	Great idea, often have to walk on road to get to station and this is unsafe
101.	Do it
102.	Would prefer this 50m stretch of Lord street to be a shared zone to both improve pedestrian access to and from St Peters station and reduce rat running along Lord street
103.	Fully support this proposal. The impact on on-street parking is negligible (apart from which, the area is rich in other transport options). A nicer footpath will improve the daily experience for residents and users of St Peters station. This project is also consistent with the projects to upgrade St Peters station (completed) and Sydney Park Junction (upcoming).
104.	we love wider footpaths. It makes it better for people walking round our incredibly walkable inner west
<p>Proposal 13</p> <p>To paint the sharp 90-degree bends at the intersection of Commodore and John Streets red with piano key landmarking at the approach and departure points and rebuild the footpath connection linking Commodore and John Streets.</p>	

105.	over at redfern its green paint on the road near where bikes and uber deliver are using the road, why red mate, who you trying ot stop with red war paint on that road?
106.	paint it GREEN like CITY OF SYDNEY DOES, why change an accepted norm already established. GREEN CHECKERBOARD
107.	excellent improvement and well overdue. Upgrade required for cycle pedestrian pram disabled mobility access
108.	Will this installation create more flooding from John Street into Lord Street
109.	Have your reviewed if this installation will create even more flooding down the street than is currently experienced?
110.	Please ensure the footpath connections to the street do not have lips, and are smooth transitions.
111.	Do it
112.	Yes great. A key route to Camdenville school.
114.	The footpath connecting these streets should be upgraded to at least a shared path, formalising access for people using a bike between the streets. This would improve permeability for cyclists, which can encourage local journeys to be made by bike rather than car.
Proposal 14 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'	
115.	support support
116.	Will this cause traffic congestion that Marrickville Metro is currently experiencing
117.	Not sure it will achieve anything re traffic congestion as the issues with the Marrickville Metro won't change.

118.	it will just push ppl to go & park in neighbouring streets, causing issues there.
119.	I don't understand how this is helpful
120.	Why??
121.	Parking shouldn't be removed to facilitate car traffic. If parking is removed it should be to facilitate bike paths or pedestrian space.
122.	Great idea, this strip is often very chaotic with weekend shoppers heading to the metro.
123.	people's private property in public space should not choke a vibrant community. GET 'EM OUTTA HERE (also, how about edgeware and enmore roads not being 60km/h, that's psycho)
Additional Comments	
124.	lots a crazy ideas taht no one toughed good thru mate near my place on alice street brother
125.	Dickson st footpath proposal is strongly opposed, same traffic treatment as Holmwood st thanks
126.	Dickson st footpath proposal is strongly opposed, same traffic treatment as Holmwood st thanks
127.	ALICE St ramps are a hazard to cycles in the current design. NEED to amend to include cycle lane safety buffer. DICKSON St pedestrian crossing is a poor idea and hazardous to access King st. OBJECT
128.	there are significant heritage impacts in Holmwood Street and in Dickson Street that this is LATM will impact. Do not change the footpath and road separations on Holmwood Street and Dickson Street keeping both at a uniform standard Road way. This is very important that no heritage or national trust consultation has been made for the impact to Dickson Street and Holmwood Street of this proposal and must not alter the current road access for either of these streets .
129.	Lived in Lord Street for 50 + years - one way, then cars parked 1/side only, it was then main thoroughfare, lots of traffic both cars & trucks. Now with tonne limit, 7 x speed humps in street there are fewer accidents.

	<p>Issue for residents are trolleys and hire bikes that are dumped in the street. Why can't Council designate an area for these bikes.</p> <p>With the Wells Street crossing outside the preschool and primary school I would think it would be better to leave crossing where it currently is opposite the entrances.</p>
130.	<p>Yes. I am concerned with the overall reduction in parking. I am a hospital shift worker and often come home after midnight. I struggle with parking around Wells St / Pearl St intersection as is, prior to the reduction in spots. I often have to walk a fair distance at isolated times. As a resident and home owner I find this incredibly frustrating. I feel that in places like Wells St - there needs to be a NO PARKING FOR NON-RESIDENTS RULE for MOST of the street with small sections reserved for NON-RESIDENT PARKING ONLY. Maybe even reserve spaces for residence without driveways. The council needs to be more proactive in booking cars that are illegally parked. I think the council need to invest in creating parking lots in the area to account for visitors to King Street. In the 4 years I have lived at the South End of King St, this parking issues is becoming progressively worse. This notion is also favoured by neighbours who have been here for the last 20 years.</p>
131.	<p>The proposed works (8) on Laura street at Hawkin is the biggest waste of \$115k. In the data you can see there is 0 crash incidents. That turn into Laura street is a dead end. Therefore at school crossing times, no one turns or drives in there, they all park in the short term parking on the other side of Laura, towards Commodore, thus avoiding this crossing. This crossing has never been identified as a risk in any traffic plans & the council is negligent in their approach in continuing to state this, as to why these works should go ahead. The council was misinformed in voting as to their reasons as to why this should go ahead. It is a frivolous use of ratepayers money for an intersection that see's little to zero traffic & pedestrian convergence, with incident data reflecting this.</p>
132.	<p>Great pedestrian improvement. Noting that there are plans for painted bike symbols on Alice Street, please include a separated cycleway along the length of Alice St, as your report shows many cyclists hit on this street, and Alice St has been included in the top 10 worst places in Sydney to ride a bike: https://medium.com/crowdspot-blog/bikespot-2023-interim-results-c03fab7e21f</p>
133.	<p>Please continue to consider resident parking, making roads more friendly for shared use. Limiting heavy vehicles through King, Edgeware and Alice streets can help make these residential areas safer.</p>

134.	At corner of Walenore into Alice lane a disabled person in wheelchair lives in Holmwood. No parking signage should be established for his and drivers safety. Visibility is really difficult around corner with cars parked right to edge. If the lane was one way heading west this would help
135.	On weekday peak hours (morning and evening) it can be very difficult for vehicles to turn right from Darley St onto King St due to vehicles queuing across the intersection. Whilst there are traffic lights at this intersection, most drivers (including govt buses) heading south on King St do not obey the 'do not queue across intersection' signage along King St that exists between Bray St and Darley St. This results in vehicles not being able to turn right onto King St. This signage is poorly posted and the infringement is rarely ever policed. This situation needs improvement
136.	<p>Overall this is positive. I think the council needs to think more about the walking and bike riding routes to local schools, and whether you would feel comfortable letting your, say, 10 year old ride their bike or walk solo to school.</p> <p>I think 30km speed limits are key, and you need to focus also on the 'design' speed of the streets – narrowing them for cars, widening pavements. Your crash data shows that Alice St is clearly a problem. The new ped crossings will help, but the key is lowering the speed limit, adding speed bumps, chicanes, narrowing the lanes.</p> <p>Also, the exit southbound from Clara onto Alice St has very limited visibility left and right due to big cars blocking site lines. When you are riding a bike to school this is extra dangerous. Suggest making 'no parking' on both sides of that intersection.</p>
137.	<p>While I support this proposal, I am shocked the intersection at Victoria rd and Edgware rd leading from the metro shopping centre has no planned improvements. There is no traffic control at this busy 3 way intersection and cars currently fail to yield at the solid line when turning from Edgware into Victoria leaving cars backed up down Victoria road towards the metro.</p> <p>Our household was overjoyed to see the LATM plan but were shocked this intersection has no improvements planned, it really needs a round about or traffic lights to be installed.</p>
138.	This proposal is still far too focussed on the needs of cars in this area at the expense of the needs of pedestrians

139.	Traffic flow at the intersection of Edgeware Rd and Victoria Rd in Marrickville needs to be improved. Turning right onto Edgeware out of Victoria can be quite dangerous even with the existing "Keep Clear" road markings, as visibility to the right is restricted, and a number of drivers behave erratically when approaching from the left if they're avoiding vehicles turning right onto Victoria from Edgeware. This intersection is particularly dangerous of a weekday evening between 4pm and 7pm.
140.	Yes. Don't waste rate-payers' money on painted bicycle logos. It is questionable whether they have any effect on cycling uptake or safety. Another drawback is, they can be used to support the claim that council is delivering measures to make cycling safer and more accessible; whereas, in fact, painted logos are very much a 'bottom-rung' option. The money would be better put towards real cycling initiatives: cycleways above all, but also specific location improvements - such as the new crossing at south Edgeware Road. Otherwise, the most exciting aspect of this plan is the continuous pedestrian experience along King Street.
141.	<p>This proposal does not include separated bike paths for Edgeware Rd or Alice St, and does not reduce the speed limits on Edgeware Rd/Alice St (to 40 km/h) or residential streets (30 km/h). This omissions are a mistake.</p> <p>Adding separated bike paths and reducing speed limits can be done quickly and cheaply, by simply updating signs and installing prefabricated separators. These policies would have a dramatic impact on cyclist and pedestrian safety, with minimal to no impact on average travel times given prevailing traffic in the area. Conserving parking should be at the bottom of the priority list given the degree of local access to public transport, proximity to the city, and the urgency of reducing emissions, road deaths and air pollution deaths.</p> <p>Additionally, no longer-term proposal has been put to reduce parking and transform small residential streets into shared spaces, as has become the norm in many cities, e.g. Amsterdam. This omission is also a mistake.</p> <p>A streetscape consisting by usable shared space and greenery, rather than dominated by car parking and car movement, would in the long term increase the beauty of the streetscape, air quality, overall quality of life, and even property prices.</p>

Appendix B	
Individual email submissions	
Redacted verbatim responses received via email from individuals	
1.	<p>Feedback on Newtown South LATM</p> <ul style="list-style-type: none"> •At the corner of Lord St. and King St. there is a pothole which has been left unrepaired for too long and which I hope will be addressed when the “speed cushion” is installed. •The raised pedestrian crossing proposed for Edgeware Rd. would perhaps be better situated north of the Edinburgh Rd. intersection, as this is the crossing point for most pedestrians heading to Marrickville Metro via Smidmore St. <p>Thank you,</p>
2.	<p>Dear Shirley</p> <p>I just received the Newtown South LATM Study in the mail. My comments:</p> <p>Alice St – why install TWO extra raised pedestrian crossings on this street? This is unnecessary and serves no purpose. Has anyone done a pedestrian count?</p> <p>Llewellyn St – holding left turn arrow heading North from Edgeware Rd should have happened years ago.</p> <p>Regards</p>
3.	<p>Good Afternoon Shirley,</p> <p>Thank you for having a direct email for our feedback to this plan, I'm honestly very impressed with all of the proposed changes and I think they'll make the area a lot easier to travel on foot (Which my main method of transportation) But I don't really have a comment for all of them other than 'Yes, please. I love this idea' Which gets very tedious to copy paste into the form, over and over and over.</p> <p>I don't so much have feedback as concerns? About the proposed raised pedestrian and bicycle crossing.</p>

<p>It's hard to put in words and I am not the most well spoken individual but I did want to bring it up and I had plans to email to council about this anyway. While there are changes being made, this seemed like the best opportunity.</p> <p>Upgrading this is going to help enormously, but I'm not sure if will fix the whole issue. My main issue with this intersection, as a pedestrian, is that nobody indicates.</p> <p>People don't indicate at this intersection, the locals don't 'cause they're used to not doing it. Newcomers see the road turn on the opposite side and then don't know it continues straight- so don't indicate and the traffic that DOES go down the road doesn't indicate, cause they're going straight.</p> <p>Several times as I've walked over this road, I've had to jerk myself backwards to stop from being run over because NO ONE has indicated. I don't know if signage will help, as there's already a good chunk before the intersection. I know raising the crossing will help, as it's going to force people to slow down.</p> <p>But it is a problem and I would like not to be run over :P . I don't have a solution to this, I cannot think of one that would 100% fix it, the raised crossing is probably the best thing for it. The new path is going to help so much, but please keep an eye on this spot, my kangaroo trying to sprint across the highway impersonation will only take me so far.</p> <p>I know we can't just wave a wand and suddenly everyone will signal correctly, but I at least wanted to put my voice out there and let you know of this issue, or if it's not an issue, my particular beef with this spot.</p> <p>Thank you so much for sharing the proposed upgrades to the area, the continuous path treatment along king is an incredibly exciting idea to me! And thank you so much for you and the team's hard work, I can only imagine how much variety you're getting in feedback from people at the moment.</p> <p>I'm not to stressed for a response, but if this feedback is best in someone else's hands, please forward it to them. Even if nothing can be done in the immediate future, I'd love it to be a consideration down the line.</p>
--

	Have a wonderful day and thank you again so much for the opportunity to voice my opinion on these changes!
4.	<p>Hi Shirley,</p> <p>The link to complete the survey doesn't work for me, but I was able to read the report.</p> <p>I am highly support Of this project and look to increase active transport in the area and reduce reliance on cars.</p> <p>I am also highly supportive of reduced speed limits in the area as well.</p>
5.	<p>Hi,</p> <p>I am xxxxx I am writing on behalf of my grandmother xxxxxxxx who lives in xxxxxxxx.</p> <p>I have attached a screenshot where approximately where my grandmothers house is located on the map.</p> <p>My grandmother requires easy excess to walk to the car infront of her house or a few houses down to get in the car. My grandmother requires a lot of walking aids including wheelchairs and four wheel stroller.</p> <p>My grandmother has daily supports who have a car to take my grandmother to appointments and they need to have access to parking.</p> <p>Parking as it is in Alice Street is a struggle.</p> <p>How is this going to affect my grandmother house.</p> <p>If you can please get back to me writing as soon as possible.</p>
6.	<p>Dear Shirley</p> <p>I just received the Newtown South LATM Study in the mail. My comments:</p> <p>Alice St – why install TWO extra raised pedestrian crossings on this street? This is unnecessary and serves no purpose. Has anyone done a pedestrian count?</p>

	<p>Llewellyn St – holding left turn arrow heading North from Edgeware Rd should have happened years ago.</p> <p>Regards</p>
7.	<p>Hi Shirley,</p> <p>I'm responding to the draft plan which is out for consultation.</p> <p>Thank you for taking measures to make the thoroughfare of Alice Lane between Walenore and Holmwood safer and more pedestrian friendly. As identified the zone has no usable footpath and so the roadway is frequently used as pedestrian movement, so recognising this as a shared zone is a good move.</p> <p>Making the section one way will also improve safety and prevent vehicles using the zone to avoid traffic lights on King St.</p> <p>It would be great to turn the parking spaces into planted areas, but that's wishful thinking.</p> <p>Thanks for the opportunity to speak in support of the plan.</p>
8.	<p>Hi Shirley,</p> <p>Hope to find you well.</p> <p>Just writing in some feedback. I'm the occupier of xxxxxxxxxxxx and Alice Ln.</p> <p>Love most of the changes around the area, and the shared zone idea. I however don't love the idea of a speed bump right next to my first br window where I work from.</p> <p>Almost all the traffic that speeds down there are trade Ute's who wouldn't slow anyway, and they almost entirely come the other direction which is going to be stopped or continuing from the lane way.</p> <p>Pretty much anyone who comes up from walenore goes into that 90 degree turn slowly, so a waste of resources.</p> <p>I think the flow change will take care of the problem.</p> <p>Also, the idea of losing two carpark spaces is a nightmare. It's already really difficult at times. Considering the apartment block and being in proximity to King St, to lose another spot.</p>

	I think the zebra crossing is a good idea, but the loss of parking isn't worth it for the island, which is only really useful in a two way street, when the street is so short.
9.	<p>Hi Shirley,</p> <p>I'm really glad to see that a raised pedestrian and bicycle crossing will be installed on Edgware Road Buses and cars often speed down that part of the road and people have been hit in the past, its great to see the chances of this being reduced.</p> <p>Would you be able to answer the below questions this raises?</p> <ul style="list-style-type: none"> - Will the proposed kerb blisters and splitter island allow for the current residential parking? - Are there any plans to make both sides of the road timed with residential parking permits (currently this is only applicable to the eastern side of the road opposite the bridge)? <p>This is an issue at this part of Edgware road due to the unlimited parking opposite, the ongoing works happening in the Metro dive site and lack of residential parking available.</p> <p>Much appreciated.</p>
10.	<p>Dear Shirley,</p> <p>I'd love to see some 30kmh zones implemented, especially in high pedestrian areas.</p> <p>Quiet way treatment is also important as it stops rat running of cars and is quiet a cheap way for council to put in bicycle infrastructure.</p> <p>Also, some self cleaning toilets and water fountains for those cycling and walking, with bike parking nearby.</p>
11.	<p>Dear Ms Rodriguez</p> <p>I refer to the recent notification on improving traffic in Newtown South The plan notes the installation of 'No Stopping' restrictions at the intersection of Commodore and Laura streets. Outside my property xxxxxxxxx a No Stopping zone already exists, however it doesn't prevent people parking there (also delivery trucks, couriers and school drop offs and pick ups all usually with the engine running while stopped).</p> <p>Please consider the installation of small islands or curb blisters to prevent cars stopping there. The signage just gets ignored</p> <p>Thanks for the opportunity to comment.</p>

12.	<p>Good day Shirley</p> <p>Great to see all the plans for Newtown South Precinct.</p> <p>I'd like to raise one pressing item, namely the Alice Street crossing that many students and parents use daily to access Camdenville Public School. This road is long and often has fast moving traffic on it. Our children are often at risk. Is it possible for the plan to please include a crossing guard at 8:30am and 3:00pm each school day?</p> <p>In anticipation and thanks</p>
13.	<p>My husband and I reside in xxxxxxxx and have owned there for excess of 15 years. We are directly impacted by the proposed upgrade and in the main applaud many of the proposed changes.</p> <p>However, I would like to highlight an error in the report as well as concerns around part of the proposal.</p> <p>Error in the report:</p> <p>The report only refers to the 308 bus route traversing along Edgeware and Alice Street. This bus operates every 30 minutes. However, a second important service is the 352 Marrickville to Bondi Junction service. Also this service is a 30 minute service. Therefore, the traffic impact on Alice street is double that reported in the document and both services are vital services in reducing private vehicle use. Given the significance of this omission an amended report should be considered.</p> <p>Both services are heavily used by the community and the integrity of the report is in question unless the additional service is addressed within the report.</p> <p>Cycle demarcation and heavy vehicle use on Alice Street:</p> <p>Aside from buses, Alice street is used as an arterial link between Edgeware Road and King Street carrying a significant load of vehicles commuting from Marrickville through to the East. It has also become a main thoroughfare for heavy vehicle traffic especially concrete trucks carrying loads between the Alexandria depots and Inner West destinations. We see trucks in peak hours travelling a few minutes apart at speed on a regular basis. Part of this increase followed changes on Euston Road following the opening of the Westconnex link roads preventing right turning from the depots and thus diverting through King Street and down Alice Street.</p>

	<p>Further, if we leave home between 8:30 – 9:30am it is almost impossible to turn right from our driveway west towards Edgeware Road due to the conga line of traffic backed up waiting to turn into King Street. Likewise, turning East-bound would place us into this traffic snarl/jam.</p> <p>I note that there has never been any evidence of policing the vehicle weight restrictions currently signposted along Alice Street – they are an ignored entity and the plan fails to ameliorate this.</p> <p>The impact of cycle lanes of any kind will further slow traffic and elongate the identified delays in traffic flow. It is a very poor decision to have any specific cycleway markings or infrastructure on Alice Street. It will add to congestion and the movement of vehicles. It will add delays to bus timetables and impact on those using these services to get to work (my husband one of them).</p> <p>Parking: Some time ago when a survey was undertaken I made a submission and I noted the need to totally eliminate the parking on the corner of Alice & Edgeware Roads through to the Murray Street, as especially on weekends this causes huge delays in traffic travelling south along Edgeware. The snarl being weekend shoppers turning into Murray Street and through traffic not able to navigate around turning traffic. Often delays stretch back over the Alice Street intersection up Edgeware Road almost to Enmore Road.</p> <p>I suggest that the modification to the signposting should be 'no-parking' and 'no-stopping' at all times rather than just Monday-Saturday.</p> <p>I also suggested that an improvement on traffic flow travelling west along Alice Street to Edgeware Road could be improved by removing the parking spaces from 162 Alice Street onwards to the corner of Alice and Edgeware Road. This has not been included in the proposal and I believe would significantly reduce traffic impact and delay.</p> <p>I believe that the above factors need to be considered to enhance an overall positive plan.</p>
--	---

	I would welcome any opportunity to discuss the suggestions further especially if they are unclear.
14.	<p>Hello Jason and Shirley Please register this information appropriately so it is on record.</p> <p>Myself and my partner live at xxxxxxxx and my rear lane and garage is on xxxxxxxx.</p> <ul style="list-style-type: none"> • Your current proposal seeks to make Alice Lane one way towards East (King Street) • Our Driveway and our neighbours is a cluster of 4 driveways to the West, I must exit my garage to left/West direction towards Walenore Ave • I am unable to enter or exit my driveway in the direction you are considering for the one way (Easterly direction towards King Street) • The neighbour opposite me, John and Kate Parrington at 8A Alice Lane (I think that's their address) have the same issue. I have CC them. <p>Possible remedies</p> <ol style="list-style-type: none"> 1. Make Alice Lane 2 way from Walenore Ave east towards Holmwood Street, <ul style="list-style-type: none"> • we can then exit left and this is the easiest and simplest remedy. • There is no major issue with 2-way traffic on this stretch, I use it regularly and people always are able to pull to the side or reverse to let others through. There are a lot of driveways to allow people to pull over. • The initial part of Alice Lane can be one way, it is much more narrow and has parked cars the whole stretch. 2. Put an adequate "No Parking" sign to the left of John and Kate's driveway (opposite mine) so we can turn that way. <ul style="list-style-type: none"> • Adequate means a proper deterrent for people who don't read or don't care, a sign alone won't do it. You need some other visual deterrents that highlight the no go zone like the yellow rubber vertical deterrents. • Signage alone does not work, people currently park right on the corner of Walenore Ave and Alice lane making it hard to turn into the lane. This needs a sign also and the Police should regularly visit and fine drivers for this offense.

15.	<p>Hello,</p> <p>I'm a resident in xxxxxxxx Newtown and just wanted to say that I have reviewed plan, I'm happy with all the recommendations and interested to hear progress.</p>
16.	<p>Hi, I would like to provide feedback on the recently distributed Newtown South Precinct traffic plan.</p> <p>Overall, as a resident of the impacted area I support all of the options presented. However I have the following points I would like raised for consideration.</p> <p>1. Corner Lord and John St Newtown</p> <p>This intersection frequently has issues with traffic attempting to turn right from Lord Street to John Street cutting the corner. This results in near misses with traffic in John Street waiting at the Stop sign as well as confusion of vehicles stopping mid intersection as they cannot pass easily. This appears to occur mostly with vehicles in Lord Street simply turning without slowing or coming to a halt, meaning they have little visibility or awareness of vehicles in John Street.</p> <p>Can the council please consider relocating the Stop Sign to Lord Street, in a similar way to the Stop sign at the intersection of Darley and John Streets. This would:</p> <ul style="list-style-type: none"> * help to slow traffic in Lord Street * improve the situation for traffic turning right into John Street, as they would need to come to a halt at the Stop sign and have visibility of oncoming traffic from John Street. <p>2. Railway Parade/Edgeware Road beneath Bedwin Road – Parking</p> <p>I am not sure if this area is included in the Plan.</p> <p>The roadside area on the south side of Railway Parade where it passes beneath Bedwin Road is used as a parking area for numerous vehicles. Currently most vehicles park with nose or rear to the kerb, not parallel.</p> <p>Many of the vehicles that park here are larger vans, utilities or light trucks which frequently do not fit and protrude into the south (west-bound) lane. (please see attached photos for indication of issue)</p> <p>This results in vehicles having to cross into the opposite lane posing a risk. Buses especially appear to have issue taking this corner with the</p>

	<p>vehicles parked in this area and frequently completely cross into the oncoming lane.</p> <p>Visibility in this area is limited on the west side due to the embankment of Bedwin Road.</p> <p>Can the council please consider changes to this road area including removal of parking or redesign of parking to parallel only and reduce the intrusion of parked vehicles into the road.</p> <p>3. Railway Parade/Edgeware Road beneath Bedwin Road – Footpath Many local residents use Railway Parade as a pedestrian access beneath Bedwin Road as the pedestrian crossing at Edgeware/Bedwin is slow and the recent removal of the zebra crossing on Edinburgh Road at the lights further slows pedestrian movement. This issue is enhanced by the behaviour of motorists frequently running the red light at the crossing or simply queuing across the intersection and crossing area.</p> <p>Can the council please consider the construction of a footpath or marked pedestrian and/or shared pedestrian cycleway on the southside of Railway Parade to allow better access for residents.</p>
--	--



17. Dear Ms. Rodriguez, I noticed that your traffic plan failed to include a NO RIGHT TURN sign on the corner of Pearl and Alice Streets, and it seems that Alice Lane is to become one way from

	<p>Pearl Lane. So the Rat Runners from King St. to Alice St. will have open slather. Why one way from Walenore St. up Alice Lane wasn't approved I can only imagine, when we get Marrickville council back we will get something done for the residents and ratepayers.</p>
18.	<p>Hi Shirley,</p> <p>I'm a resident on the East side of Wells Street and had a look at your planned changes. I'm a huge fan of the proposal; I think the 'No Stopping' zones are particularly important due to limited visibility at the numerous narrow intersections. I have a car and I think it's an acceptable trade-off to sacrifice a little more parking for safety and easier navigation of the routes in and out of the area.</p> <p>One addition to the plan I'd love to see is for the 'No Parking' signs at the intersection of Wells Street and John Street to be change to 'No Stopping' signs. Last year, an abandoned utility vehicle was left on Wells Street in the 'No Parking' area and wasn't removed by Council for months. It rendered the intersection quite dangerous, especially due to some drivers and cyclists seeming to approach the corner with the assumption that they will have a clear path on the other side. It also encroached on access to the permit parking area. I imagine that had the signposting been different, the ute may have been removed sooner due to Regulations, but I'm not entirely certain. Nevertheless, my point is to highlight that any stopped vehicle in this area, even for brief periods of less than 2 minutes, creates the risk of a collision. I'm particularly concerned about collisions with e-bikes; I imagine their riders are less experienced cyclists on average and don't have the best road awareness.</p> <p>Keep up the good work! Kind regards,</p>
19.	<p>Hello Shirley,</p> <p>I have had a look at the plan.</p> <p>I do not support a No Stopping zone at the intersection of Laura Street and Commodore Street if it means we lose parking spaces on the southern/ school side of Laura Street.</p> <p>The southern side is free parking. It is frequently full meaning residents have to park illegally across the road or on Edgeware Rd.</p>

	<p>I am in xxxxxxxx and have asked for a parking permit for the other side of the road. This has not been granted as we have a car space out the back. This is insufficient for our needs.</p> <p>Otherwise, the plan looks good. Thank you.</p>
20.	<p>I am the owner of xxxxxxx, Newtown and as an owner with a very young family we park right in front of our home which is convenient especially when they fall asleep and we need to get them inside/bed. But I suspect this is proposed to be a no stopping area?</p> <p>This can be seen on page 36 – Pearl Street/Wells Street. Are you able to provide where these signs will be located exactly?</p> <p>Parking is already challenging with the limited street space, with these added no stopping areas, this will become even harder. We do have 2 cars which we do plan to sell one off in the near future, but do you think we would be able to request an extra parking permit?</p> <p>Thank you and I'm looking forward to your reply.</p>
21.	<p>My reply to your proposal of traffic in lord street Newtown.</p> <p>I'm a resident of xxxxxx have been for some 17 years. I have spoken to the council about the traffic condition in lord street previously.</p> <p>From the layout sent to me, I only really see that you are eliminating 4 car spaces at the top of lord street and 8 spaces around the corner of john and lord street, and adding a raised threshold.</p> <p>Parking is already very tight and adding more parking restrictions is not really going to be in the best interests of residence.</p> <p>Earlier this month i had to park in Erskinvile as this was the only space available and i don't just mean the other side of the road. Its a good day if i can park with 100mts of my house.</p> <p>I put forward to the council that the <u>volume and speed</u> of the traffic is too much for such a street. And by way of proof my car has been hit by traffic 7 times. The last one with \$11900 worth of damage, and if you walk down this road you'll find any number of vehicle with side scrapes or damaged wing mirrors.</p> <p>The proposal does not address the real problems. That is the <u>volume of traffic and the speed of the traffic</u>.</p> <p>At the top of lord street is a 50 speed limit painted on the road.</p>

	<p>That is just dangerous.</p> <p>The weight restrictions have also been removed when turning left from the princess hwy.</p> <p>These are points of safety.</p> <p>I don't see removing car spaces will improve either the volume of traffic or the speed.</p> <p>Many years ago a proposal was put to council that lord street should be tuned into one way, at the to feeding right into john street and one way at the bottom feeding left into john street. That way the reduction of volume of traffic gets addressed. This i see as managing traffic in the precinct.</p> <p>The speed needs to reflect the size of the road.</p> <p>If Sydney park road is 40kmh and that's 4 lanes then surely 50kmh is not appropriate.</p> <p>Even 40 is not appropriate.</p> <p>I do not support the proposal in the way its presented, and welcome any useful discussion about these issues.</p>
22.	<p>Shirley/ Jason</p> <p>My husband & I are the owner occupiers of xxxxxxxxxx and have resided there since May 1993.</p> <p>Obviously, we have seen many changes in that time and it is great Council is addressing issues created by the increased population and traffic in the area with the Newtown South LATM Study.</p> <p>In relation to the proposal as it impacts our home and safety and that of the neighbours either side of us, in particular, I am EXTREMELY disappointed that requests for a no stopping in Alice Lane, where traffic turns left from Walenore Avenue is not being included in the proposal.</p> <p>This spot is very dangerous for us and others around the intersection when we enter and exit the premises via our back gate. In fact, with the narrow footpaths in Alice Lane really unusable, it provides risk to all pedestrians.</p> <p>Some years ago I continually sent photos of the vehicles parked right to the end of Walenore Avenue's kerb on Alice Lane which blocks view of traffic taring around the corner.</p>

	<p>A not so delightful Council representative told me outright by telephone at the time that:</p> <ol style="list-style-type: none"> 1. All traffic measures that were going to be attended to, had been attended to, so stop sending photos (with no opportunity to express why we had such concerns) (I was always baffled by the reasoning for making a no stopping in front of 11 Walenore Avenue which seems to have no functionality at all) 2. If people park there illegally (is it 3 metres) that "we" (council) will hit them in the hip pocket with fines... really <ol style="list-style-type: none"> I. I don't think I have seen a single fine issued to a vehicle illegally parked in that space in all the years since and have witnessed rangers saunter by and totally ignore the vehicles illegally parked there. II. The logic was faulty and only meant to shut me up. Once one person gets fined another person will park there, the only reasonable solution is a no stopping sign. It is not only locals that park here any number of visitors to the area seek free parking spaces in South Newtown area. <p>This issue is particularly important to us as my husband rides a mobility scooter and has friends in an electric wheel chair (which are too wide to enter the front of our house), and need to access our back yard to visit, hence it is important for their safety in particular, that there is a no stopping sign installed. At the moment they really need a look out on the street, while they are trying to access the yard.</p> <p>Over the last couple of years I have seen cars parked there being hit by drivers racing around the corner, I've opened the back gate to find someone in my gateway such that I leaned in the drivers side window and turned their steering wheel (without moving from my back yard) as they couldn't work out how to go back without hitting our gate. We have numerous dents in our fence from vehicles unable to negotiate the turn when cars are parked illegally on the corner. NDIS have paid for two access ramps so far so the back yard can be accessed, both being ruined by drivers running up the gutter around illegally parked cars.</p>
--	--

	<p>It is a very important issue for us personally, and I believe we have the right to ask for measures for our safety. I'm sure one stop sign is considerable cheaper than many of the proposed measures.</p> <p>A stop sign at Walenore before turning in to Alice lane would also provide more safety and perhaps reduce the rat run somewhat. I'm also concerned about the actual location of the proposed speed cushion near our back gate, as it needs to be placed so as not to impair my husbands (and others) ability to drive into the back garden.</p> <p>Should you have any queries in this matter, do not hesitate to contact me.</p> <p>Kind regards</p>
23.	<p>Hi Shirley</p> <p>Thanks for receiving feedback on the Newtown South LATM Study.</p> <ol style="list-style-type: none"> 1. Continuous footpath treatment should extend for the full length of King St from St Peter's Station to Alice Street. At a minimum, Holmwood Street should receive the same treatment as Dickson Street. 2. Pearl Street is used as a rat run in the morning and afternoons as through drivers try to avoid the lights on either end of Alice Street. We need traffic calming / speed reduction works along Pearl Street to discourage. Often driver accelerate sharply into Pearl Street as it is one of the wider streets in the area 3. Fully support the increased pedestrian crossings along Alice Street 4. Alice Street could also benefit from continuous footpath treatment all the way down. Beneficial to pedestrians and also signals to drivers that entering a residential area where there are lots of kids walking or on bikes, especially near Colyer playground and Camdenville Public. 5. The pedestrian walkway from Alice Lane to Pearl Street at Little Commodore Street is a high foot and bike traffic area. But crossing from the walk way across Pearl Street can be dangerous due to cars parked right where people are trying to cross. At a minimum this should be a no stopping area. It would be preferable to have a raised pedestrian crossing across Pearl Street linking the walkway to Little Commodore Street, and Little

	<p>Commodore Street preferencing walking/biking vs cars & parking.</p> <p>I also support reducing the speed limit everywhere to 40km/hr, with enforcement especially along Pearl & Alice streets.</p> <p>In general, there should be protected pedestrian & biking routes from Camdenville Public school to St Peters Station, to King Street and to Marrickville Metro.</p> <p>Thanks</p>
24.	<p>Hello Shirley</p> <p>I am the owner/resident of xxxxxxxx and wish to state my thoughts on the change which affects my street.</p> <p>I note that the "GATE TO BE MODIFIED TO ALLOW FOR BICYCLE ACCESS" on Pearl Lane, corner of Dickson Street. Whilst I am supportive of safe cycling within Sydney, this gate is frequently broken (it is currently broken and looks like it has been smashed through by a truck and the recent concreting work done by Council has been ruined). Food delivery drivers on electric bikes regularly crash through the gates unsafely and I have concerns about making a passway for bikes on this corner. There are many children in this street and the electric bike riders - typically food delivery drivers - are careless in their actions. My understanding is that the gate was to be used by Rubbish Removal trucks only but that is now not the case.</p> <p>I object to the modification.</p>
25.	<p>Dear Shirley,</p> <p>I am writing to oppose the proposed installation of an accessibility pathway between Wells St corner of Commodore st and Wells St corner of John St as per figure 4.16 in the Newtown South LATM Study.</p> <p>After reviewing the area it is apparent the existing connection is more than adequate. There are no bumps, steps, obstacles, steep inclines, nor the need to backtrack to any significant extent to make safe and easy transit in a wheel chair or with a pram or other mobility device from the curb ramp on one side to the curb ramp on the other side.</p> <p>The single step running part way across the area is easily avoided. To install the proposed pathway would:</p>

	<p>Require removal of two trees, 2 benches, and a well maintained garden bed that contribute significantly to the amenity of the neighbourhood.</p> <p>Disrupt the usage of this space as a public rest or minor recreation space.</p> <p>Mean the recent repaving work is at least partially wasted.</p> <p>Require significant unnecessary expense.</p> <p>I fully support the needs of people in our community who face additional mobility challenges and recognise there are many areas we can improve accessibility in our city. From what I can see this isn't one of them.</p> <p>Please feel free to contact me by email or phone (xxxxxxxxxx) if you would like to discuss further.</p>
26.	<p>I am quite horrified writing this email...I have just been told by my friend over the road about the above Study. I have had no letter about it and the cut-off date is 2nd June and I live xxxxxxxx at xxxxxx.....it says "it was found through consultation" but I have had no consultation....</p> <p>From what I can see the rock garden will be ? changed , removed or reduced it doesn't say.....this rock garden is in the road closure. I have lived here for almost 32 years and have been working in that garden for all that time....a lot of the plants there are ones I have grown and nurtured from cuttings....someone destroyed the garden twice about 3 years ago and myself and some other people did all the work to restore it and it is looking so lovely with lots of flowers etc. also there are 2 seats there with a lovely crepe myrtle in the middle of the road closure and people sit there on those seats near the garden and relax ...am thinking the seats might be removed too. I have put my soul into that garden and am literally horrified that it is going to be removed or changed.</p> <p>I have never in all those years seen people in wheelchairs or walking frames having any trouble with access....I really haven't seen many of such people in all that time...yes there is a lot of foot traffic....</p> <p>Please could you reconsider removing the lovely rock garden and seats and destroying a lovely ambient place for people to relax.</p>
27.	<p>I am writing to submit a comment about the proposed changes to the Wells st / Commodore st / John st intersection in the Draft Newtown South LATM Study (see p34 attached).</p> <p>I support the application of red paint and piano key landmarking on the corners of the intersections (as proposed), but I am concerned</p>

	<p>about the siting of the proposed new pathway between the existing kerb ramps.</p> <p>The proposed connection (as indicated on the image below) would appear to involve the demolition of a large garden bed (which is in the photograph below) and possibly the removal of trees.</p> <p>As a resident (139 Lord street) and a daily walker of this intersection (my daughter attends Camdenville Public School), I have never seen anyone having accessibility issues with this intersection – cyclists and wheelchair users are able to access the intersection via the two kerb ramps. There is a step on part of the paved area, but it can be easily avoided. I would be very disappointed if the final plan involved removing trees or garden beds.</p> <p>This intersection has also recently been ‘upgraded’ by workers who have cleaned and re-seated the pavers. I wonder why this was done if the intention is to make further changes.</p> <p>Could you please clarify the plan, and let me know if there are intentions to remove the trees or garden?</p>
28.	<p>Dear Ms Rodriguez, Mayor Byrne and local councillors,</p> <p>I live at xxxxxxxxx, right at the spot where Wells Street is broken by a little paved courtyard with a beautiful community garden. The garden has been tended for decades by my neighbour across the way, Pat, who sourced and planted many of the beautiful shrubs and flowers herself.</p> <p>It has come to my attention that the plans to make the courtyard more accessible may involve the destruction of this much-loved garden. Looking at the plan on page 34 of the Newtown South LATM Study (https://hdp-au-prod-app-innerwest-yoursay-files.s3.ap-southeast-2.amazonaws.com/2417/1349/6140/IWC_Newtown_South_LATM_Study_Final_Draft.pdf) that does look as though it might be the case.</p> <p>I am writing to beg a reprieve for the garden which has provided a beautiful resting place for locals for decades. People stop for a breather as they ply the route between the Marrickville Metro and King Street or Sydney Park; wait for the final bell to collect their little ones from Camdenville Public School; and neighbours gather there in the shade to check on each other’s welfare and exchange local news. It would be perfectly viable to connect the two kerb ramps without interfering with our garden.</p>

	I very much hope you can help.
29.	<p>Dear Shirley,</p> <p>This is to confirm our phone conversation of Friday 31 May 2024.</p> <p>I want firstly to say that my perceived observation was correct that very few of our immediate neighbours (none that I could find) knew of the letter signed xxxxxxxxx dated 6 May 2023 that I found when cleaning out the uncleared letter box of my renting next door neighbours.</p> <p>This letter invited residents to "Have a Say" about the Council's planned improvement and management of Traffic in Newtown South Precinct. Conversations with our neighbours since my call to you confirmed that none of them was ever involved in any discussion regarding this matter with Council.</p> <p>All this time down the track, it was another neighbour residing in Darley Street who drew our attention to the LATM plans presented online by Council, with particular reference to Pg.34 Wells Street at Commodore Street, Wells Street at John Street Fig.4.16.</p> <p>Of concern is that not one of my neighbours and friends have been involved in any consultative process with Council regarding the planned structural changes to the road closure at the above intersection. Equally obviously no one has expressed any concern regarding "poor accessibility for mobility impaired pedestrians" and, after residing at No.61 Commodore Street for 36 years, with a clear view to said road closure, we have never seen anyone in a wheel chair or other mobility aide experiencing difficulty. In fact, I can honestly say we have never seen anyone in a wheelchair crossing said road closure!!!.</p> <p>As neighbours who have taken a great deal of pleasure in using and maintaining the road closure's amenity for many years, and on behalf of those who regularly make use of its two bench seats (particularly those residing in nearby flats with no balcony or gardens), we are deeply concerned at the intention</p>

	<p>to destroy any of the existing well established garden, the large sandstone raised garden beds, the established trees, or the bench seats.</p> <p>The obvious end result of cutting a swathe diagonally through the road closure (Figure 4.18) may be intended to create greater accessibility (we're not sure from what to what) for mobility impaired pedestrians but would give bike riders, food delivery drivers and the occasional motorbike rider a much speedier ride through the road closure.</p> <p>Obviously, it is extremely disturbing us that the increased presence of faster moving bike riders, etc could threaten the safety of the multitude of parents pushing prams and walking toddlers to the Pre School or Camdenville Primary, as well as the foot traffic in the area making their way through to St Peters station, and the multiple dog walkers making their way to Sydney Park. It also appears to completely ignore the potential danger to an increasingly aging population in this neighbourhood not being fast enough to dodge unexpectedly fast moving bikes.</p> <p>Both Adrian and myself are vehemently opposed to the recommendation to alter the safety and amenity currently afforded by the existing road closure, its garden and its seating.</p>
30.	<p>Dear Mayor and Councillors</p> <p>I live at xxxxxx and I have been informed that the square next to my house is about to be renovated. I am told there has been consultation but no one has consulted this house or any of the neighbours most affected by the renovation. So I thought I would give you some feedback - please do not destroy the garden in the square.</p> <p>This area is very accessible - people can move around the garden, especially if the paving was given a bit of attention. Taking out the garden would severely impact the ambience of this street.</p>
31.	<p>Dear Shirley,</p> <p>Re; Newtown South Precinct LATM draft final report and plan.</p> <p>I refer to the proposal to install Footpath Treatment at the intersections of Darley Lane & Princes Hwy (King St), Wells St. & Princes Hwy (King St), and Dixon St. & Princes Hwy (King St).</p>

	<p>I have a retail business between Wells St. and Dixon St.</p> <p>I fully support the move to improve pedestrian safety in the area however, I am concerned that hindering or slowing the flow of vehicles at the intersections of the three streets stated above may lead to fewer people driving to the area hence, fewer people visiting Newtown South retail businesses. Many of the businesses in the area are already suffering from the low volume of customers as is evidenced by the number of retail outlets that have closed down.</p> <p>I also have a concern that restricting the access for vehicles that turn from King St. into Darley Lane, Wells St. or Dixon St. will lead to more accidents. It is already very difficult to turn from King St. into the above mentioned streets and adding additional concrete curb extensions to narrow the openings will create more congestion which in turn will potentially increase the risk of accidents involving the vehicle turning from King St. into the side street and other vehicles travelling straight along King St.</p> <p>Further, the report is recommending that the Footpath Treatment be done to three consecutive streets which may as a result encourage drivers to use Holmwood street and drive through the rear lanes to get to their destination. This will increase traffic in the narrow laneways thus undermining the intention of improving pedestrian safety.</p> <p>I request that the Council reconsider installing continuous Footpath Treatment at the three intersections stated above. In particular, I request that it not restrict the width of roadway at the three respective intersection.</p> <p>Thank you for considering this request.</p> <p>Kind regards,</p>
32.	<p>Dear Shirley,</p> <p>We support the following recommendations:</p> <ul style="list-style-type: none"> * additional bicycle logo linemarking * upgrade Alice St signposting to no parking 8.30am - 6pm Mon-Sat * convert Alice Lane to one way thoroughfare heading east - our rental property has a driveway onto Alice Lane and we frequently have to pull over to avoid collision with vehicles entering Alice Lane and heading west - possibly they are using the laneway as a rat run to avoid the traffic lights at cnr of Alice St and King St * highly support pedestrian traffic signals at southern leg of Alice St and King St intersection - especially for cyclists using Angel St heading north-east. It currently takes at least 2 minutes to cross from the south-western corner of this intersection to the north eastern corner

33.	<p>Dear Ms. Rodriguez,</p> <p>I write in response to the Newtown South precinct Draft Local Area Traffic Management Plan as currently outlined on the Inner West Council web site.</p> <p>My name is xxxxxx and I live at xxxxxxxxxx My family has lived at this address for the past 77 years and prior to that, further down xxxxxx for an additional 20 years.</p> <p>For that reason, I am well acquainted with the challenges that increasing traffic has brought to local residents on this street.</p> <p>While I agree that the pedestrian crossings on Alice Street – most particularly the essentially unmarked and poorly lit crossings at the intersections of Wallenore, Clara and Pearl Streets with Alice Street – are not ideal for unsupervised young persons or those with mobility issues, I must point out that the “upgrades” that are proposed for the Walenore Avenue and Pearl Street crossings will cause additional issues that are not addressed/considered at all in the Draft Plan.</p> <p>Most specifically, the kerb “blisters” which are proposed both before and after the crossing will rob residents of six to eight parking spaces per crossing (a total of twelve to sixteen spaces) in an area that already suffers from utterly inadequate on-street parking provision – partially due to past (and pending in the case of the proposed new “blisters” at the top of Alice Street next to Peace Reserve) inane decisions by council regarding parking.</p> <p>As an aside, I’m not sure why it is that the Wallenore and Pearl crossings have been chosen for “upgrading” instead of, say, the nearby Clara Street crossing?</p> <p>The factors that make this massive reduction in parking especially insupportable are:</p> <p>Council’s historical approval of completely inadequate off-street parking provision in the Industri development, when combined with woefully inadequate parking warden enforcement of the area’s resident parking scheme, have resulted in a parking nightmare for residents/ratepayers living on Alice Street .</p> <p>Along with this, South King Street’s visitor numbers (to restaurants, shops, pubs, etc.) have boomed in recent years. As their parking is effectively unregulated (parking wardens are VERY rarely seen on this stretch of Alice Street and when seen, it is most often at times of low utility, say 10pm on a Wednesday evening, rather than the peak weekend and weekday times of high parking usage.</p> <p>In summary, to arbitrarily subtract approximately 20-30% of the very few currently available spaces on this street with these proposed</p>
-----	---

	<p>pedestrian crossing “upgrades” is simply unsustainable for local residents.</p> <p>To counter this with Council’s standard mantra that by reducing /limiting available parking “everyone will be encouraged to use public transport” both denies the reality of dramatically increasing parking requirement by both visitors to the area and residents and is effectively deeply insulting to the intelligence of residents/ratepayers.</p>
34.	<p>Hi Shirley, Thank you for the opportunity to comment on the Newtown South LATM. Please find some (hopefully constructive!) comments below:</p> <p>Alice St – New and Upgraded Pedestrian Crossings</p> <p>Supported. Consideration needs to be given to adequacy of lighting at crossings – there is inadequate existing lighting at the Hawken St/Alice Street crossing.</p> <p>Where new crossings are proposed, any kerb blistered should not force cyclists out into the traffic lane. Alice St is quite a common cycle route given it is direct up to Angel Street.</p> <p>There is an existing refuge island mid block between Pearl and Hawken st – which walks pedestrians into an apartment building’s driveway layback. This should be reviewed.</p> <p>Proposed King St/AngelSt/Alice St southern crossing leg</p> <p>Supported. TfNSW should be encouraged to consider how cycle movements west from Angel St to Alice St. Currently, cyclists often use the northern crossing leg, creating a pedestrian/cyclist conflict on the northern Alice St footpath. A southern crossing leg, creating a cycling priority crossing from Angel St to Alice St would improve that movement.</p> <p>Alice Lane One Way East</p> <p>Supported. Consideration should be given to making this a clearly marked shared zone due to relatively low traffic volumes and its role as a pedestrian link to King St.</p> <p>Pearl Lane Gate Cycle Access</p>

	<p>Supported. This is a useful permeability improvement on a quiet street that will support pedestrian and cycle movement alike.</p> <p>Laura St/Edgeware Road cycle access</p> <p>For investigation - Creating a layback for cycle access onto Edgeware road would contribute to permeability and access to the wider cycle network heading south on Edgeware Road.</p> <p>Edgeware Road near Darley St pedestrian crossing and cycle access</p> <p>For investigation - This cycling connection must be designed in a way not to be a 90 degree turn onto or off the pedestrian crossing. It creates difficulty for commuter riders and conflict of sight lines, riders to cars and vice versa.</p>
35.	<p>I had not noticed the plan to have a permanent walkway at end of Dickson/corner of King Street. I need to understand what this means. Currently as an owner/resident it can be challenging to drive out of my own street. Options are to drive to Alice street but I have almost been in head on collisions achieving this through the lanes. Currently people cross the road at end of Dickson street with limited awareness of what is happening. Giving them unlimited access to pedestrian crossing is going to be a real problem. Please consider your rate payers for once. I see so very few real cyclists on the road / just food delivery people. And so many hire bikes just littering our streets as no one uses them.</p>
36.	<p>Hi Shirley</p> <p>Please find my thoughts on this plan.</p> <p>1/. If King street is 40km an hour then all streets that feed into them should be 30 or 40km an hour. For example Wells Street is currently 50km per hour.</p> <p>2/. 2 way streets which are restricted by cars parked on both sides of the street eg Wells street, should have a priority direction. Clearly showing which direction of travel has priority will reduce conflict.</p> <p>3/. Installing no stopping signs at the intersection of Pearl and Wells will reduce the available parking by up to 8 cars. This will cause more parking issues. I agree some people park too close the corners making cornering more difficult however by placing 10meter no stopping sign posts is too much and is unnecessary in this area and will cause more problems.</p> <p>Thanks for your consideration</p>

37.	<p>Hello again Jason and Shirley,</p> <p>I would like to add these suggestions to both my previous email and my neighbour xxxxxemail both below.</p> <p>Reflecting on xxxxx comments (we both use, live with and understand the issues with the rear lane) I believe the following would be the best outcome:</p> <ol style="list-style-type: none"> 1. Make Alice Lane 2 way from Walenore Ave east towards Holmwood Street (as outlined below in my 1st email) 2. Remove all street parking from Walenore Ave east towards Holmwood Street <ul style="list-style-type: none"> • All the properties on Holmwood street on this stretch have garages and rear entrances, most of them are unable to use them because of the narrow lane and parked cars. • This would allow the residents to park their cars on their property and so remove these cars from street parking. 3. Widen 1 or both pedestrian pathways, neither can be used for that purpose at present as they are not accessible nor wide enough to use. <p>As I have mentioned below;</p> <ul style="list-style-type: none"> • Vehicles park illegally • Large trucks including the rubbish collection have a tight fit • There is a lot of pedestrian use as there are a large number of units at the other side of Alice lane (Western side) • The residents on this stretch both sides have their own parking.
38.	<p>I hope you're doing well.</p> <p>Following up on xxxx previous email, I wanted to share some additional thoughts regarding the proposed changes to ALICE LANE.</p> <p>If the lane does indeed become one-way, it's crucial to consider the impact on residents who rely on access to their garages. As xxxx mentioned, cars parked too close to our garages hinder our ability to exit westward toward King Lane. To address this effectively, the council will need to prevent cars from parking too close to our garage (i.e. within the car's turning circle).</p> <p>Additionally, there are several garages along Alice Lane that remain unused due to difficulties in accessing them caused by parked cars on Alice Lane. I believe improving access to these garages could</p>

	<p>significantly increase their utilization, benefiting both residents and the community.</p> <p>Furthermore, there is a substantial number of pedestrians using the laneway. However, the current footpath width is insufficient, rendering it useless. Have you explored the possibility of widening the footpath to encourage pedestrian use? Alternatively, removing the footpath altogether, and replacing with a shared pedestrian car zone similar to Clara Steet, Newtown. If planned carefully, it would add value to the area by providing a safe and enjoyable passage for residents and pedestrians. Safety is extremely important in this consideration as we access our home from Alice Lane, and there are many children, including our own, who use the laneway to go to and from school. In addition to this point, we regularly have access difficult to our gates due to cars parked too close (8a and 8b Alice Lane).</p> <p>Addressing these concerns will not only lead to a more efficient and pedestrian-friendly ALICE LANE but also improve the overall liveability of the area. I look forward to discussing these suggestions further and finding solutions that benefit all residents.</p> <p><u>Image 1: Cars parked too close to 8a and 8b Alice Lane Gates that makes access difficult</u></p>
--	---



Image 2: Cars parked too close to 8a and 8b gates make access difficult

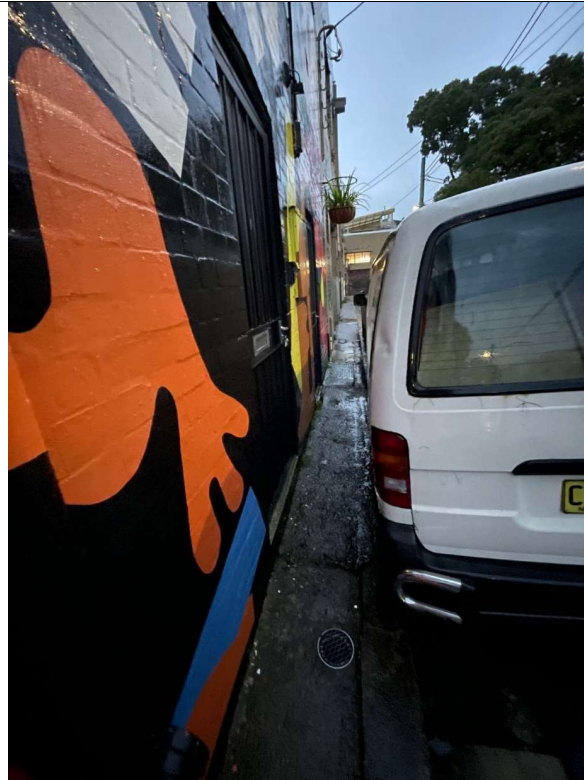


Image 4: Minimum range to allow turning circle (below requires 3-point turn to exit eastward direction).



Image 5: Another detail of slim footpath, parked cars too close to our gates, and difficulty for Holmwood St residents that have garages exiting to Alice Lane.



Best regards,

Item No: LTC0924(1) Item 5
Subject: MARRICKVILLE ROAD AT DESPOINTES STREET, MARRICKVILLE – PROPOSED NEW RAISED PEDESTRIAN CROSSING - DESIGN PLAN 10297 (MIDJUBURI-MARRICKVILLE WARD / SUMMER HILL ELECTORATE / INNER WEST PAC)
Prepared By: Jennifer Adams - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan for the proposed new raised pedestrian crossing on Marrickville Road at Despointes Street, Marrickville and associated signs and line markings (as per Design Plan No.10297) 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 in Marrickville Road, Marrickville by constructing a new raised pedestrian crossing near Despointes Street to replace the existing "at-grade" flat pedestrian crossing. The proposal aims to improve pedestrian safety by better defining the safe pedestrian crossing point and addresses concerns for pedestrian safety and driver behaviour at this location. It is noted that Council has received Blackspot funding to raise the crossing.

BACKGROUND

A Blackspot funding application was submitted in 2023 to convert an existing at-grade pedestrian crossing to a raised pedestrian crossing on Marrickville Road at Despointes Street, Marrickville. There were a number of pedestrian related injury crashes at the location.

The existing at-grade pedestrian crossing on Marrickville Road, west of Despointes Street, Marrickville is located within the Marrickville Town Centre. The crossing is located within an existing 40 km/h High Pedestrian Activity Area which commences at the intersection of Petersham Road (a signalised intersection). There is an at-grade entry pavement treatment along the eastbound carriageway denoting the commencement of the 40 km/h HPAA, however there is no secondary raised treatment following. This conversion addresses two issues: reducing vehicle speeds on approaches to the pedestrian crossing and addresses the existing pedestrian related crashes by providing a raised traffic calming device following the at-grade entry 40km/h treatment to reduce vehicle speeds. Marrickville Road is a Regional road and the section through Marrickville Town Centre carries around 15,000 vehicles per day.

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

FINANCIAL IMPLICATIONS

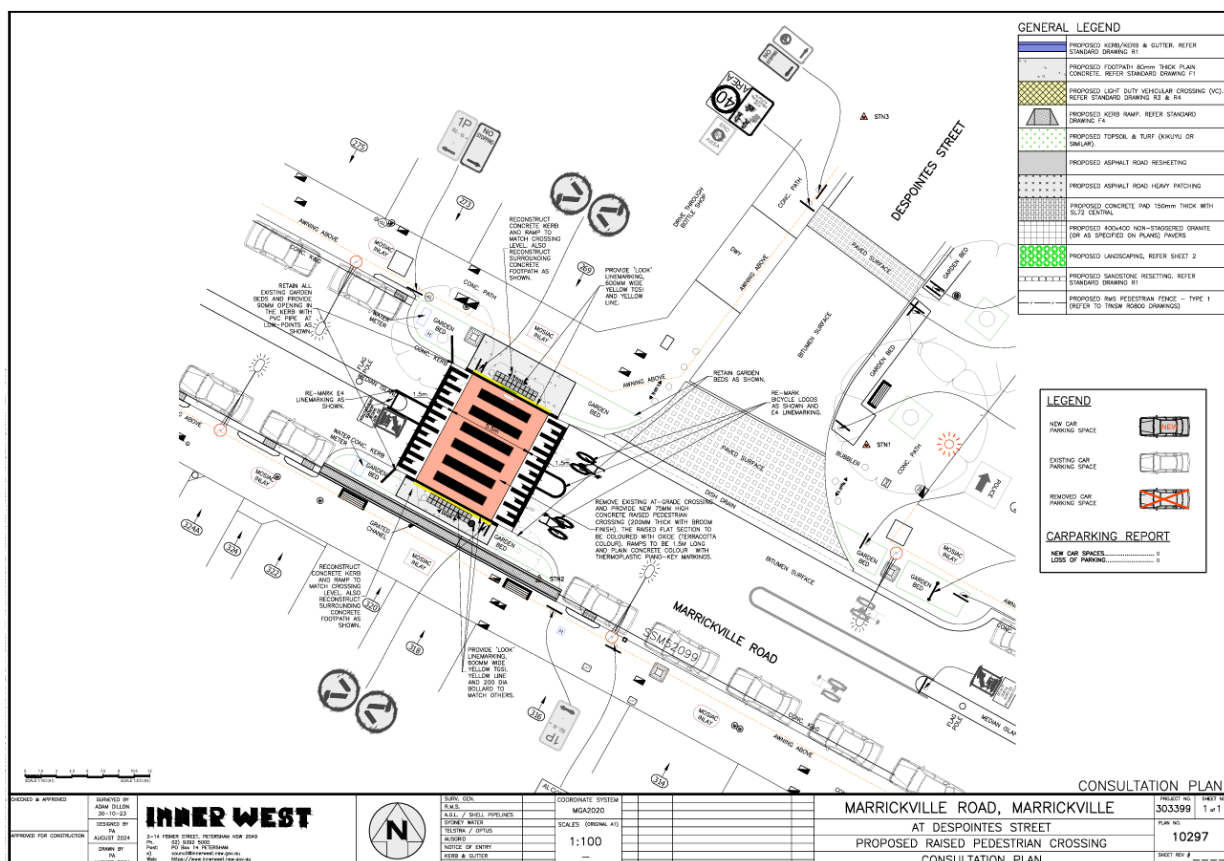
The project is listed in Council's Traffic Facilities Capital Works budget for 2024/2025 and Blackspot funding of \$151,000 has been received for this project. Project number is 303399.

OTHER STAFF COMMENTS

The following works are proposed and are illustrated on the attached Consultation Plan (Plan No. 10297). The proposed works aim to improve pedestrian safety by better defining the safe pedestrian crossing point and addresses concerns for pedestrian safety and driver behaviour at this location.

Specifically, the proposed scope of works includes the following:

- Construct a new raised concrete pedestrian crossing to replace the existing "at-grade" flat pedestrian crossing. (Refer to attached Plans):
- Install associated signage associated with the works as required and where shown on Plans.



Parking changes

The proposal will not impact the existing parking arrangements in the street. Therefore, there will be no loss of parking spaces resulting from the proposed works.

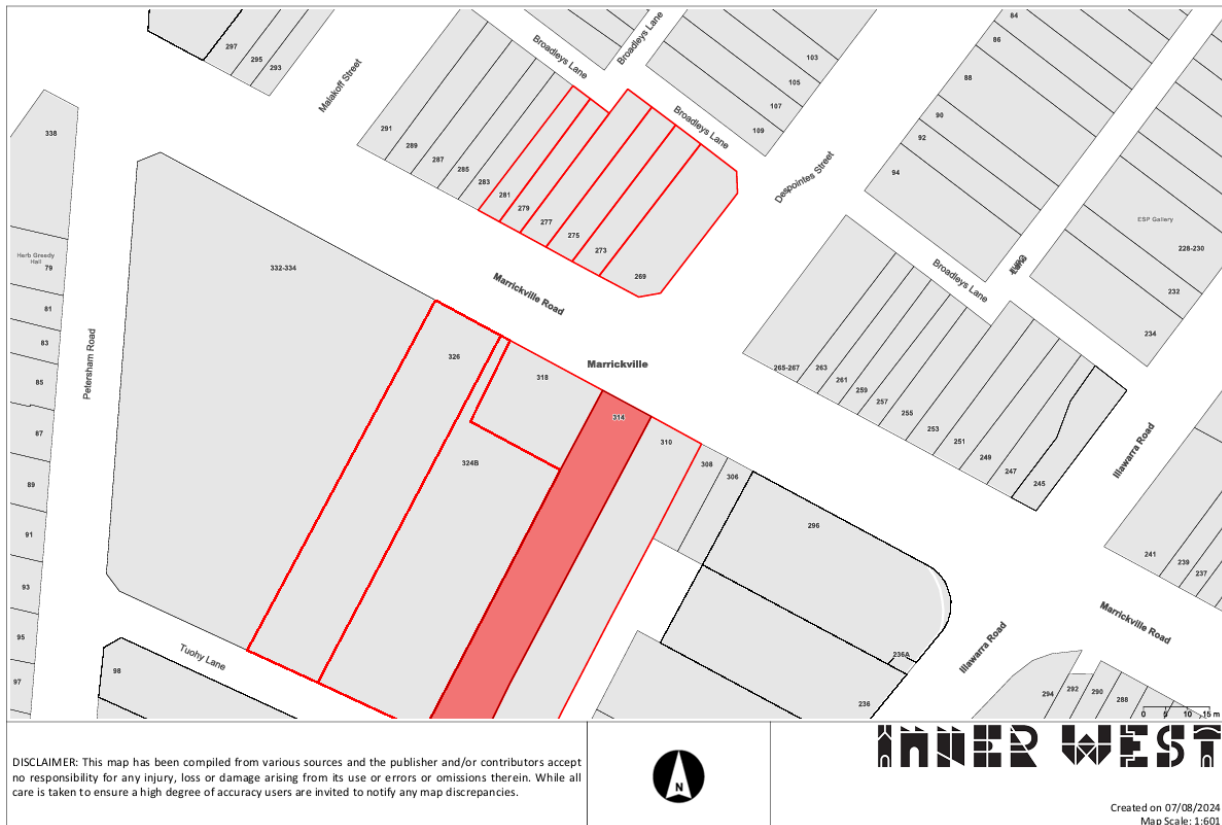
Streetlighting

The existing pedestrian crossing lighting is deemed appropriate to meet the current lighting standards for new pedestrian crossings. Therefore, no changes are proposed to the existing street lighting due to the works.

Please note however 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 independently of this project.

PUBLIC CONSULTATION

Consultation was conducted between 12 August 2024 and 30 August 2024. A letter along with a copy of the design plan was sent to residents / businesses in the immediate locality. A total of 136 letters were distributed. There were no responses.

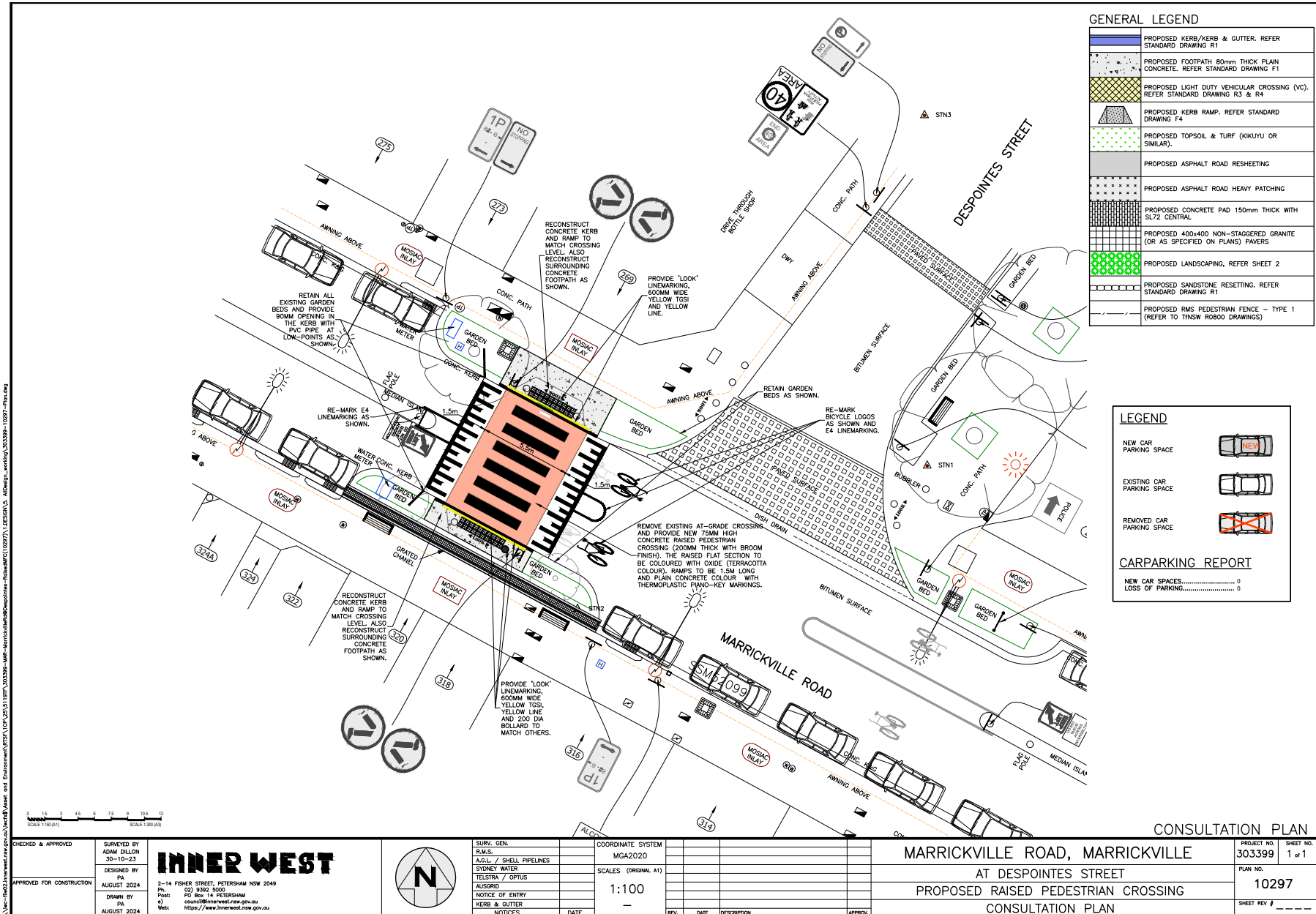


CONCLUSION

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

ATTACHMENTS

1. [303399-10297-ConsultationPlan](#)



Item No: LTC0924(1) Item 6

Subject: CLISSOLD STREET, BETWEEN QUEEN STREET AND VICTORIA STREET, ASHFIELD- PROPOSED REMOVAL OF EXISTING AT-GRADE CROSSING AND PROVIDE A NEW RAISED PEDESTRIAN (ZEBRA) CROSSING. (DJARRAWUNANG-ASHFIELD WARD/SUMMER HILL ELECTORATE/BURWOOD PAC.)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10296) for the proposed new raised pedestrian (zebra) crossing in Clissold Street, just east of gate No.11 to the Cardinal Freeman Village (near William Street), and the removal of the at-grade pedestrian crossing further east in Clissold Street, between Queen Street and Victoria Road, Ashfield, as shown in *Attachment 1* 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 at its meetings on the 18 March 2024 (through its Traffic Committee 11 December 2023) approved in principle, subject to detailed design, a series of proposed pedestrian (zebra) crossings and kerb extension treatments (under concept) for improved pedestrian and road safety around and near to the Cardinal Freeman (Retirement) Village, Ashfield.

This report describes and shows the detailed design plan of one of the proposed treatments, i.e. install a proposed new raised pedestrian (zebra) crossing in Clissold Street, just east of gate No.11 to the Cardinal Freeman Village (near William Street), and the removal of the existing at-grade pedestrian crossing further east in Clissold Street, between Queen Street and Victoria Road. This work is programmed and envisaged to be constructed in the 2024/2025 financial year, subject to funding.

BACKGROUND

The Cardinal Freeman Village (currently known as Levande Cardinal Freeman) is bounded by Clissold Street to the north, Victoria Street to the east, Seaview Street to the south and Queen Street to the west.

The village caters to an independent living lifestyle however as the average age is over 82 years there are a significant number of residents with mobility issues that hinder their ability to move around freely.

Many of the elderly residents are capable, and desire to walk to and from various destinations outside of the village, and/or take other forms of public transportation (e.g., bus and train) to travel to other parts of Sydney.

This has prompted a general request from the elderly residents to improve pedestrian safety around the village to enable them to walk to various desired destinations and take public transport within the area.

Other Aged care facilities such as the Ashfield Baptist Homes, Bethel Nursing Homes, Ashfield Terrace Care Community, and other community facilities are also located adjacent or near to the Cardinal Freeman Village.

The proposed treatment in this report received a major (80% rate) support under a general community engagement consultation conducted through Council's 'Have Your Say' back in October 2023. The facility is viewed in benefit and supported by the community at large, and not only for the elderly of the Cardinal Freeman Village.

DISCUSSION

The following information is provided in discussion.

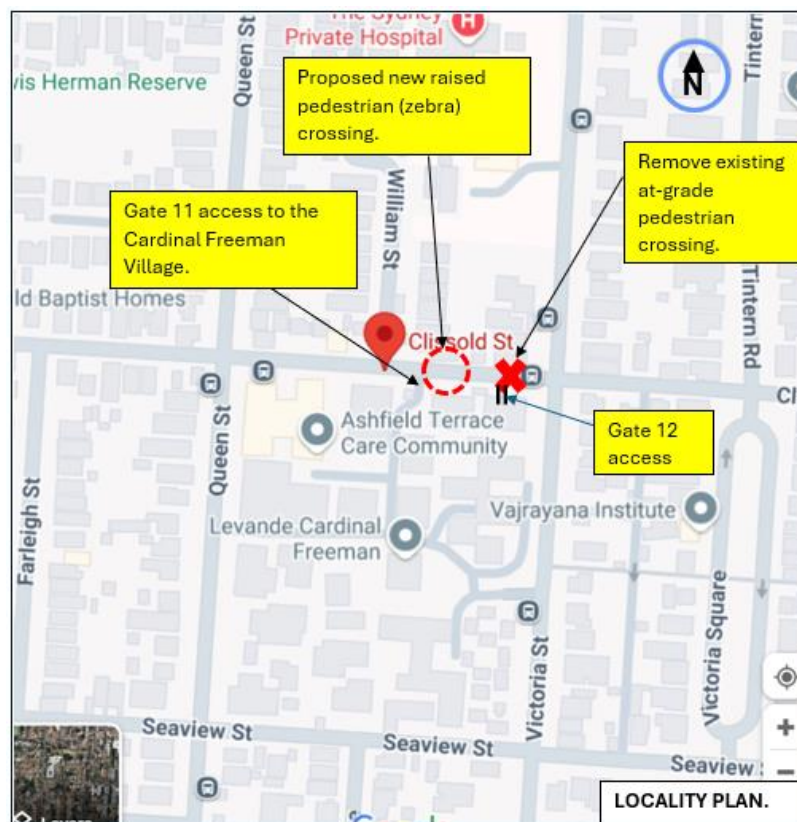


Figure 1. Locality Plan

Street Name	Clissold Street (Near Victoria Street)
Carriageway width (m) kerb to kerb	Approx. 6.7-7.0m
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	47.2
Vehicles per day (vpd)	2109
Last available 5 years of TfNSW recorded crash history	<u>NIL in last 5 years in Clissold Street (Queen Street to Victoria Street)</u> 1 prior recorded accident in 2015 resulted in pedestrian on carriageway being hit by vehicle in area of existing crossing (RUM 3) - moderate injury.
Parking arrangements	Parking not permitted on both sides between William Street and Victoria Street. Parking permitted on north side between William Street and Queen Street.
Side street(nearest)	William Street

Table 1. Road Network detail

The Plan

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

Clissold Street (between William Street & Victoria Street), Ashfield (Plan No. 10296):

- Construct a new raised concrete pedestrian crossing with “gutter bridge” crossings closer to William Street to replace the existing “at-grade” flat pedestrian crossing approximately 35m to the east. The existing pedestrian crossing to the east and associated kerb ramps will be removed (refer to attached Plan):
- Construct new concrete kerb & gutter on the north side of Clissold Street where shown;
- Construct new concrete footpath in place of the existing damaged concrete footpath on the north side of Clissold Street where shown;
- Remove 1 existing street tree and transplant 1 existing street tree to a new location on the south side of Clissold Street to facilitate the construction of the new raised pedestrian crossing and to provide adequate site distances on the approach side;
- Relocate/adjust existing “No Stopping” & “Bus Zone” signage on the south side of Clissold Street to satisfy sight distance and bus zone length requirements;
- Provide new “edge” line markings either side of the new raised pedestrian crossing to provide guidance for the motorists;
- Install associated signage associated with the works as required and where shown on the Plans;
- Resurface the road pavement with new asphalt. Note: - this will be subject to final budget allocations at the time of the project being implemented and may be undertaken at a later or prior date within the Local Roads Capital Program.

Parking Changes

The existing Bus Zone and No Stopping Zones on the south side of Clissold Street will be adjusted slightly to accommodate the new raised pedestrian crossing. However, this will not impact on existing parking arrangements in the street. Please refer to the attached plan.

Streetlighting

The new raised pedestrian crossing will require new flood lighting to be provided for it to comply with current standards. This will involve the provision of at least 1 floodlight (on a new power pole) or up to 2 floodlights (on 2 new power poles) typical of other locations with pedestrian crossings. At this stage, this design is not complete and will be undertaken by a specialist lighting consultant at a later stage.

Other Information

The proposed raised pedestrian crossing to the east of gate 11 replaces the removed (at road level) zebra crossing at gate 12. The new raised pedestrian (zebra) crossing will be situated further west away of the conflict area of the Bus Stops and traffic turning in from Victoria Street and coming across Victoria Street from Clissold Street (east).

Access to the Bus stops can be attained via Gate 11 or 12 with the new crossing going in just east of gate 11. The new crossing location can also provide connection to the northern side of Clissold Street to link pedestrian movement towards Queen Street and Victoria Street.

Clissold Street is a Bus Route. The platform height of the crossing is 150mm high to blend in level with the footpath and provide appropriate 'gutter bridge' clearance over the kerb for drainage. The ramps are lengthened to 2.5m in this instance to provide appropriate bus rideability over the crossing.

FINANCIAL IMPLICATIONS

The project is listed in Council's Traffic Facilities Capital Works budget for works to be carried out in 2024/2025, subject to funding. The work is estimated to be around \$90,000.

CONSULTATION

A letter outlining the proposal was mailed out to 8 properties (9 letters) in Clissold Street, Ashfield, between Queen Street and Victoria Street requesting residents' views regarding the proposal. (see also map of consultation area *Figure 2*).

A copy of the letter was also sent directly to the Manager of the Cardinal Freeman Village to distribute amongst its elderly residents inviting them to comment also.

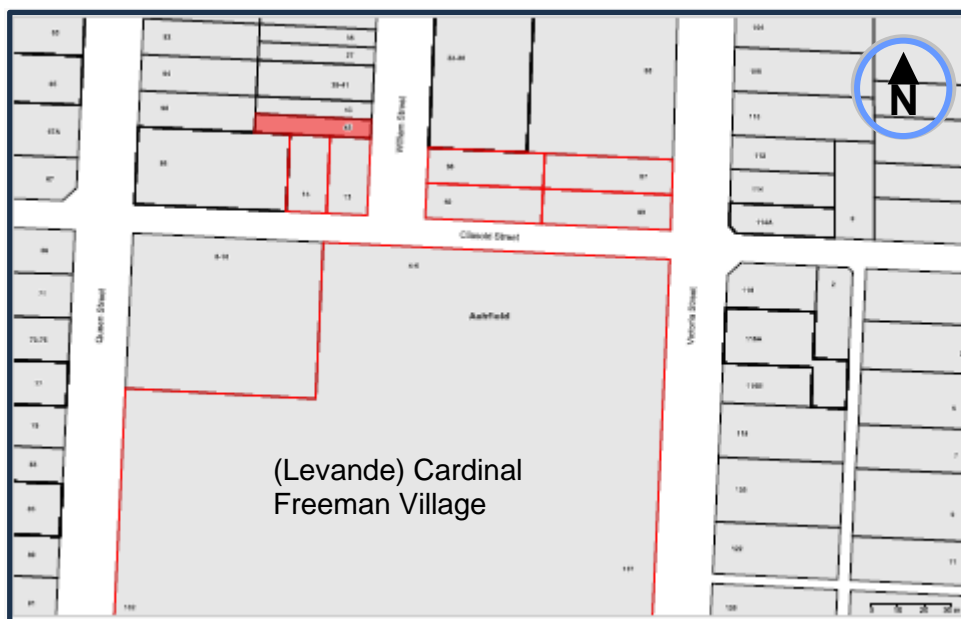


Figure 2. Map on Consultation Area

(1) Resident response was received concerning tree planting and floodlighting of the crossing.

The concerns raised by the resident are outlined below in the table.

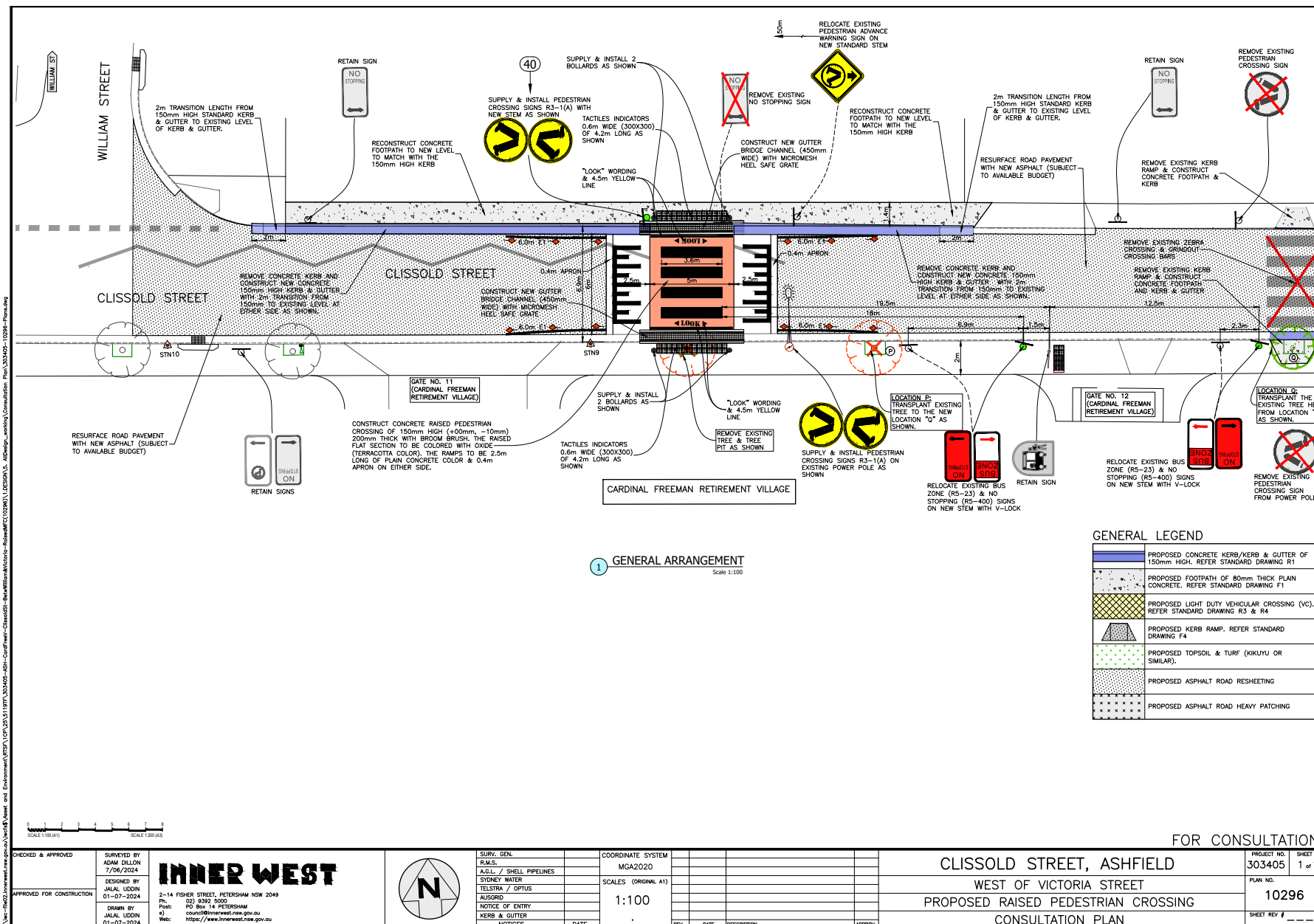
Residents Comments	Officers Response
<ul style="list-style-type: none"> Request not to replant one existing tree in new location which might limit vision of oncoming traffic. Are floodlights really necessary? These will have an impact on nearby residents. 	<ul style="list-style-type: none"> It is proposed to remove 1 tree just east of Gate 11 to make way for the new raised pedestrian crossing. It is also proposed to relocate (1) existing tree (between gate 11 and gate 12) to a new location east of Gate 12 to provide suitable unimpeded sight distance to the new pedestrian crossing. Trees are an important part of the overall landscape and provide much needed tree canopy cover to the footpath environment. The tree species has a moderately high canopy and therefore is considered suitable for its new (transplanted) location. Council is required to provide lighting to all new pedestrian crossings compliant to the required Standards to ensure pedestrian safety - particularly at night. A lighting design will need to be prepared by a suitably qualified lighting consultant to meet this requirement. Council will endeavour to provide only the minimum required levels of lighting whilst still complying with the Standards.

CONCLUSION

It is recommended that the detailed design plan (10296) for the proposed new raised pedestrian (zebra) crossing in Clissold Street, just east of gate No.11 to the Cardinal Freeman Village (near William Street), and the removal of the at-grade pedestrian crossing further east in Clissold Street, between Queen Street and Victoria Road, Ashfield, as shown in *Attachment 1* be approved.

ATTACHMENTS

1. [Download](#) Proposed plan of raised crossing and removal of existing at-grade crossing in Clissold Street, Ashfield.



Item No: LTC0924(1) Item 7
Subject: FLOOD STREET, LEICHHARDT – PROPOSED SLOW POINT AT REGENT STREET (GULGADYA-LEICHHARDT WARD/BALMAIN ELECTORATE/ LEICHHARDT PAC)
Prepared By: Charbel El Kazzi - Traffic Engineer
Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan No.10269 for the proposed slow point on Flood Street at the intersection with Regent Street in Leichhardt 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 in Flood Street, Leichhardt by constructing a slow point treatment at Regent Street. The proposal aims to improve cyclist and motorist safety at the intersection by reducing vehicle speeds at this location.

The proposed slow point will have no impact on the existing parking arrangements in the street.

BACKGROUND

The detailed design plan shown in *Attachment 1* outlines the proposed works on Flood Street, Leichhardt and includes the following:

- Construction of two (2) new concrete central median islands;
- Provide three (3) new painted chevron islands;
- Remove existing green bicycle lane & replace with new bicycle logos;
- Repaint edge lines and install associated signage and line marking associated with the works as required as detailed in the attached plan.

DISCUSSION

Street Name	Flood Street (at intersection with Regent Street) in Leichhardt
Kerb to Kerb Width (m)	Approximately 12.6m
Carriageway Type	Two-way, one travel lane each direction
Classification	Local
Speed Limit km/h	50
85 th Percentile Speed km/h	54.7km/h (bidirectional)
Vehicles Per Day (vpd)	3,620 (bidirectional)
Available TfNSW recorded crash history last 5 years (2018-2023)	One (1) reported crash: 2019, RUM 21, at intersection with Regent Street, right through, moderate injury
Parking Arrangements	Unrestricted parking on both sides

Table 1: Road Network Detail

A letter outlining the proposal was issued to the properties shown in the distribution map below. Four (4) submissions were received in response to this proposal with two (2) responses in objection and two (2) in support. The comments are summarised within the below table.



Resident Comments	Officer Feedback
<p>The 'Keep Left' signs on the median islands have a limited life span and are soon knocked down, again I suspect, by the speeding drivers.</p> <p>When putting the slow point into Flood Street could we consider putting in speed bumps on both north and south bound lanes? This would get traffic to slow before negotiating the slow point.</p>	<p>Narrow Keep Left signs are being used as part of the project. Council will also replace any missing signage as part of its sign maintenance works.</p> <p>The proposed slow point is intended to reduce approaching vehicle speeds without the need to have additional devices such as a speed hump.</p>
<p>I do have concerns on the width of the cycleway heading north on Flood St approaching the first chevron. I feel this is a pinch point for cyclists to be pushed into the door zone for parked cars on the left. Please consider some painted cycleway marking to keep cars to the right.</p> <p>I also observe cars parking on the south-east corner of the intersection, where the chevrons are to be painted. I suggest a no stopping sign be erected to ensure cars do not park too close to the corner, blocking southbound traffic down Flood Street</p>	<p>The width of the cycleway heading north has remained unchanged and any proposal to move the cycleway to the traffic lane should be considered in a separate investigation.</p> <p>The proposed chevrons are intended to discourage illegal parking close to the intersection. This will be monitored following the installation of the slow point, and additional No Stopping sign will be installed if there are concerning levels of illegal parking.</p>
<p>I am totally against the installation of new concrete median islands. I don't see why more concrete needs to be installed.</p> <p>The plan also mentions that the street lighting is adequate in this location. I don't believe the street</p>	<p>The concrete islands were intended to reduce vehicle speeds, providing a traffic calming effect and improve road safety.</p> <p>An existing streetlight is positioned at the intersection.</p>

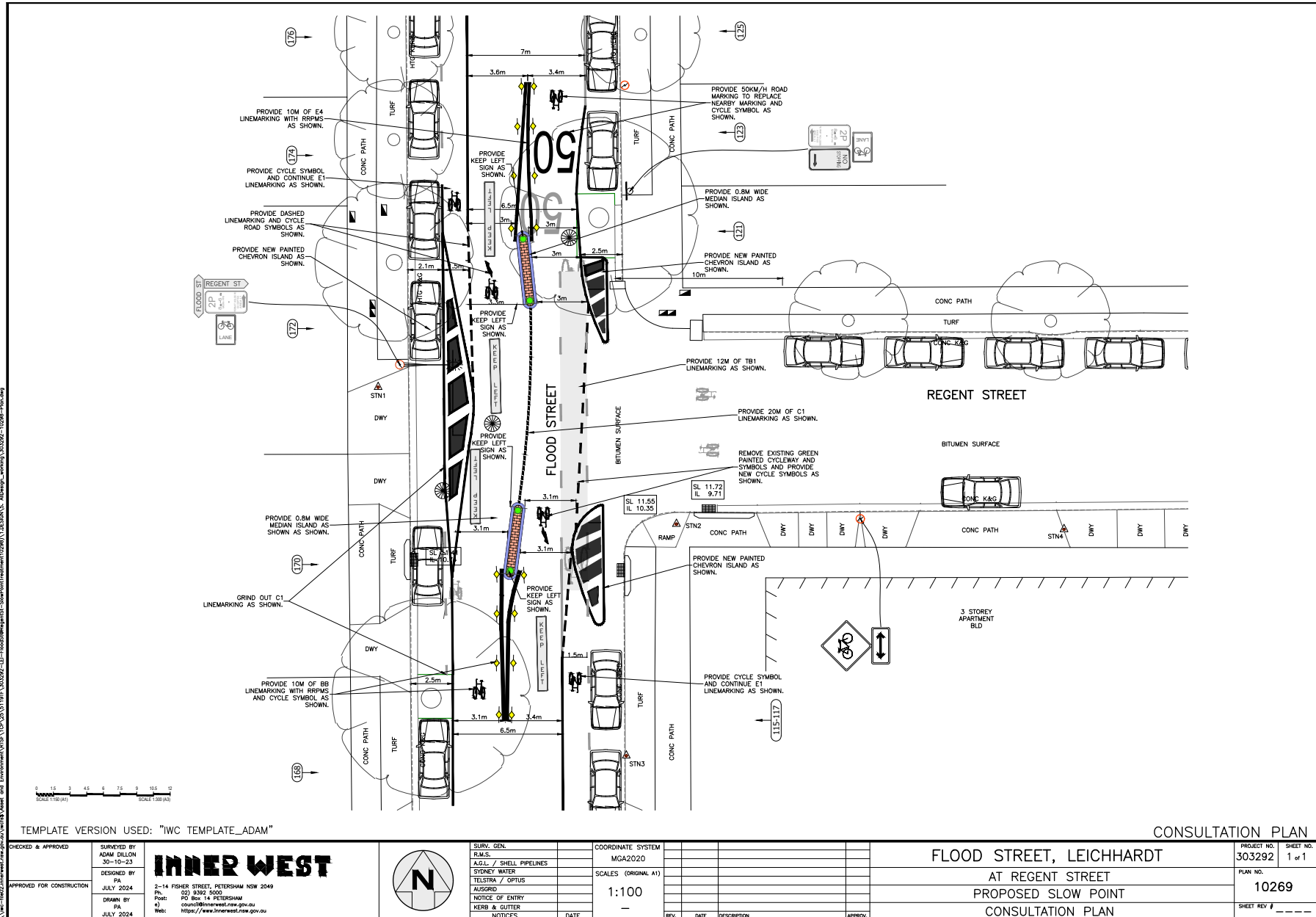
lighting is adequate in most of Flood St. I walk my dog at night and need to take a torch because it's so dark.	
I suggest the use of Stop Signs at the intersection as opposed to the slow point treatment.	The slow point is intended to reduce vehicle speeds in Flood Street. A Stop sign treatment for Regent Street will not achieve the same speed reduction. Alternatively, a Stop control on Flood Street will result in a change of intersection priority which is not supported.

FINANCIAL IMPLICATIONS

The works are expected to cost approximately \$35,000 and are to be funded under Council's Capital Works Program.

ATTACHMENTS

- [1.↓](#) Flood Street at Regent Street, Leichhardt - Plan



Item No: LTC0924(1) Item 8

Subject: ALT STREET, SOUTH OF ALBERT PARADE, ASHFIELD-PROPOSED RAISING OF EXISTING PEDESTRIAN (ZEBRA) CROSSING ADJACENT TO ST. VINCENT'S COLLEGE.(GULGADYA-LEICHHARDT WARD/SUMMER HILL ELECTORATE/BURWOOD PAC)

Prepared By: Boris Muha - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the detailed design plan (10256) to raise the existing at-grade pedestrian (zebra) crossing with associated signs and markings in Alt Street, Ashfield, just south of Albert Parade and adjacent to St Vincent's College (including the 'No Stopping at other times' restriction at the rear of the part-time Bus zone being removed) 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 in Alt Street, Ashfield by constructing a new Raised Pedestrian Crossing near Albert Parade to replace the existing "at-grade" flat pedestrian crossing adjacent to St Vincent's College (formerly De La Salle College).

The proposal aims to improve pedestrian and motorist safety by better defining safe pedestrian crossing points and addresses pedestrian safety and driver behaviour at this location.

BACKGROUND

The proposed raising of the pedestrian crossing was identified in the Ashfield Traffic Management Strategy 2017. It has also been captured under a School Road Safety Program to eventually raise all at-grade pedestrian (zebra) crossings adjacent to various schools.

DISCUSSION

The following information is provided in discussion.

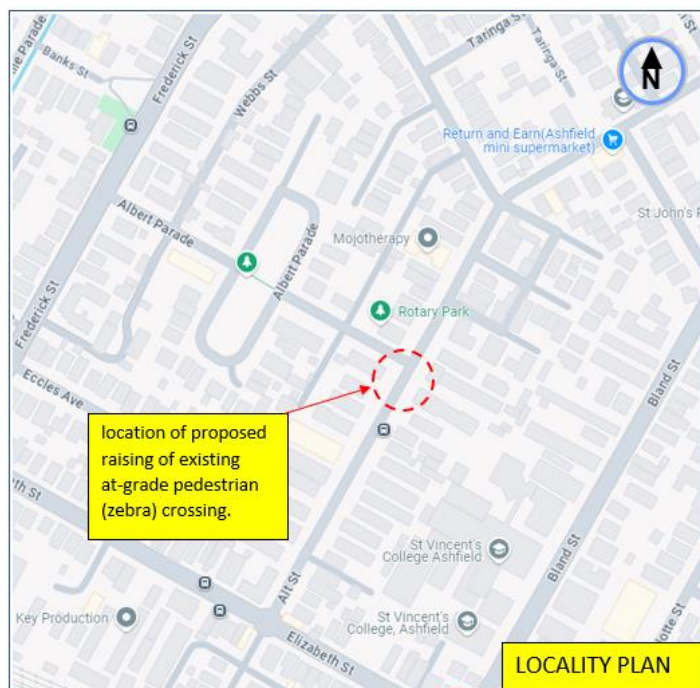


Figure 1. Locality Plan

Street Name	Alt Street, Ashfield (Near Albert Parade)
Carriageway width (m) kerb to kerb	Approx. 10.1m
Carriageway type	Two-way, one travel lane each direction.
Classification	Local
Speed Limit km/h	50
85 th percentile speed km/h	44.9
Vehicles per day (vpd)	3390
Available TfNSW recorded crash history Last 5 years	<u>(2) accidents in the last 5 years.</u> 1 recorded accident in 2021, north of Elizabeth Street, o/s No.29- RUM 2- pedestrian far side- moderate injury. 1 recorded .accident in 2023, north of Albert Parade, o/s No.52- RUM 42-leaving parking-non-casualty tow -away.
Parking arrangements	Unrestricted parking is permitted on both sides with Bus zone(s) on the eastern side between Elizabeth Street and Albert Parade.
Side street(nearest)	Albert Parade.

Table 1. Road Network detail

The Plan

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

Alt Street (at Albert Parade), Ashfield (Plan No. 10256):

- Construct a new raised concrete pedestrian crossing with “gutter bridge” crossings to replace the existing “at-grade” flat pedestrian crossing. (Refer to attached Plan):
- Relocate/adjust existing “No Stopping” & “Bus Zone” signage on the east side of Alt Street to satisfy sight distance and bus zone length requirements;
- Install associated signage associated with the works as required and where shown on the Plan.

Parking Changes

The existing Bus Zone and No Stopping Zones on the east side of Alt Street will be adjusted slightly to accommodate the new raised pedestrian crossing. However, this will not impact on existing parking arrangements around the area of the crossing.

Streetlighting

The new raised pedestrian crossing will require new flood lighting to be provided in order for it to comply with current standards. This will involve the provision of at least 1 (or 2) floodlight (s) on existing or new power poles typical of other locations with pedestrian crossings. At this stage, this design is not complete and will be undertaken by a specialist lighting consultant at a later stage.

Additional Information.

The Local traffic committee at its meeting on the 17 June 2024 recommended in a separate report to relocate or shift the part time ‘Bus zone’ on the eastern side of Alt Street, outside the St Vincent’s College (premises no.45 Alt Street) so that the rear of the zone is set at a minimum of 10 metres away in departure of the crossing.

This was in anticipation of the crossing being upgraded and adherence to current TfNSW guidelines for sight view clearance around the pedestrian(zebra) crossing. The rear of the bus Zone is close to the departure side of the crossing and was originally installed using legacy RMS/RTA guidelines for sight view clearances. General parking was not permitted at other times near the crossing.

As the Bus zone will be wholly shifted at least 10 metres away of the crossing, the rear added restriction to the Bus Zone reading ‘No Stopping at other times’ is no longer applicable and can be recommended to be removed under this proposal to allow for general parking outside of the Bus zone hours.

FINANCIAL IMPLICATIONS

The project is listed on Council’s Traffic Facilities Capital Works budget for works to be carried out in 2024/2025, subject to funding. The work is estimated to be around \$60,000.

CONSULTATION

A letter outlining the proposal was mailed out to (20) properties (316 letters) in Alt Street in vicinity of the crossing, requesting residents’ views regarding the proposal. (See also map of consultation area Figure 2).



Figure 2. Map on Consultation Area

(4) Resident responses were received with (2) supporting the proposal and (2) raising concerns with driveway access, floodlighting and speeding.

The concerns raised by the residents are outlined below in the table.

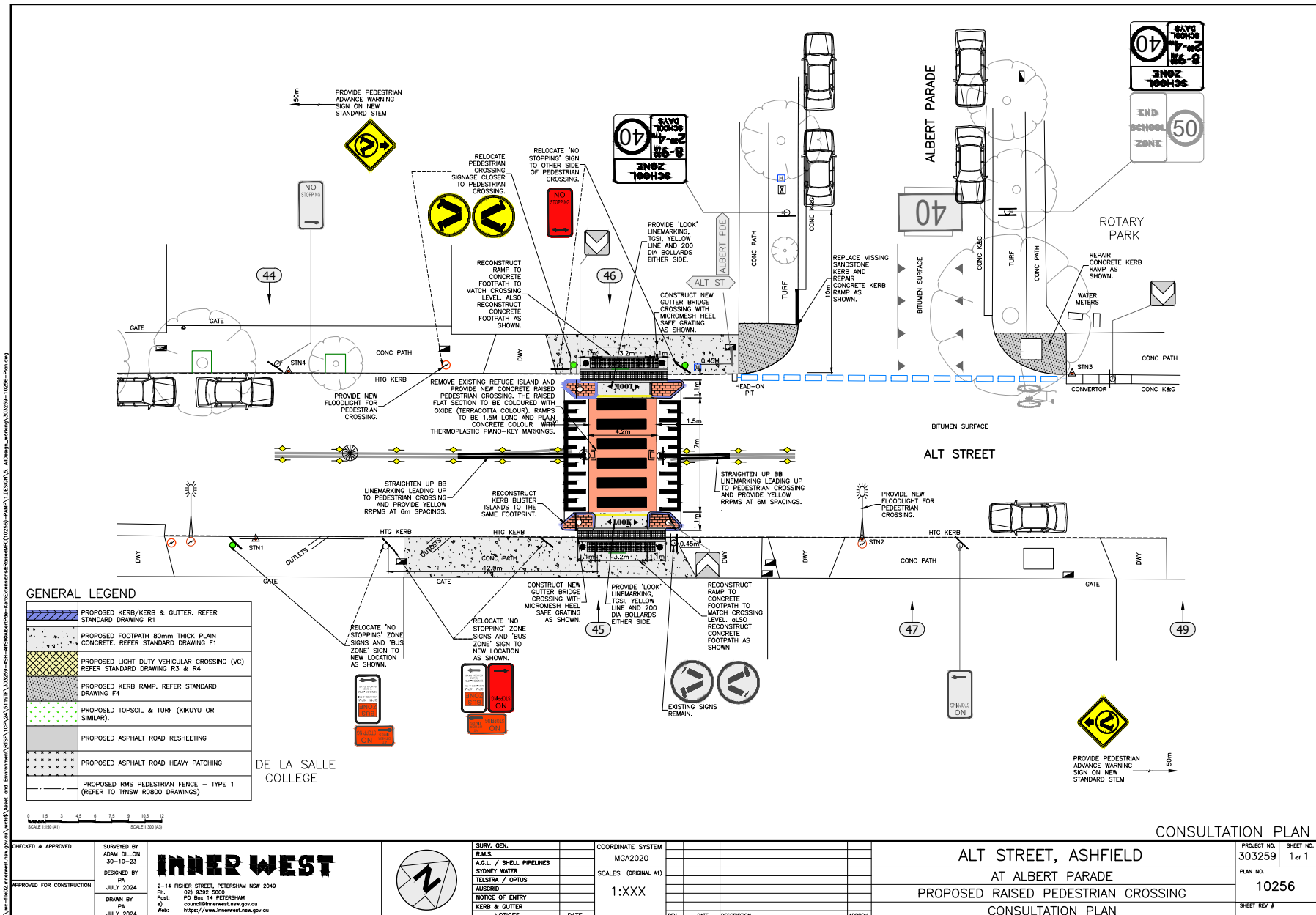
Residents Comments	Officers Response
Concern kerb blister (islands) will block my driveway.	The proposed kerb blister (islands) are of the same length and envelope area as the existing islands. Adjoining driveway access will not change or be blocked due to the proposal.
Concern speed hump will slow people down below the speed limit, suggest zig-zag lines instead. Does not want flood lights for the new pedestrian crossing, as does not want intrusive lighting.	<p>The aim is to physically slow vehicles down to make the crossing safer for pedestrians and improve accessibility over the crossing. Zig-Zag lines currently exist to alert motorists of the on-coming crossing over a crest.</p> <p>Compliant lighting is required for a pedestrian crossing according to Australian Standards.</p> <p>A lighting design will need to be prepared by a suitably qualified lighting consultant to meet this requirement. Council will endeavour to provide only the minimum required levels of lighting whilst still complying with the Standards.</p>

CONCLUSION

It is recommended that the design plan (10256) to raise the existing at-grade pedestrian (zebra) crossing with associated signs and markings in Alt Street, Ashfield, just south of Albert Parade and adjacent to St Vincent's College, as shown in *Attachment 1* be approved, subject to the 'No Stopping at other times' restriction at the rear of the part-time Bus zone being removed.

ATTACHMENTS

1. [↓](#) Proposed raising of pedestrian crossing in Alt Street, Ashfield.



Item No: LTC0924(1) Item 9

Subject: RYAN STREET, LILYFIELD (AT JOSEPH STREET) – PROPOSED LANDSCAPED KERB BLISTER ISLAND (BALUDARRI-BALMAIN WARD/BALMAIN ELECTORATE/LEICHHARDT PAC)

Prepared By: Charbel El Kazzi - Traffic Engineer

Authorised By: Jason Scoufis - Acting Traffic and Transport Planning Manager

RECOMMENDATION

That the attached detailed design plan No.10299 for the proposed landscaped kerb blister island, bollards, road re-sheeting and associated new signage on Ryan Street at the intersection with Joseph Street, Lilyfield 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 construct a landscaped kerb blister island outside the property No. 62 Ryan Street, Lilyfield. The proposal aims to protect the heritage awning and its posts from turning vehicles at this intersection.

It is noted that there will be no loss of on-street parking due position of the kerb blister island being installed within the existing 'No Stopping' zone.

BACKGROUND

The proposal for the construction of a landscaped kerb blister island in Ryan Street at the intersection with Joseph Street outside 62 Ryan Street, Lilyfield was approved by the Local Traffic Committee on 20 November 2023, with the project to be listed in Council's capital works program.

The detailed design plan shown in *Attachment 1* outlines the proposed works on Ryan Street and Joseph Street, Lilyfield and includes the following:

- Construct a landscaped kerb blister island in front of No.62 Ryan Street with landscaping to be suitable species of native grasses;
- Install associated signage associated with the works as shown in the plan;
- Provide two bollards within the footpath to help protect the two awning posts.

Ryan Street is a local road with a speed limit of 50km/h with 45 degree front to kerb angle parking on the western side and parallel parking on the eastern side. The road generally has a two-way single lane configuration in each direction. Joseph Street is approximately 5m in width between kerbs and operates as a two-way laneway.

DISCUSSION

A letter outlining the above proposal was distributed to the directly affected properties (11 properties) in Ryan Street, Lilyfield. No submissions were received in response to this proposal.



FINANCIAL IMPLICATIONS

The project is listed on Council's Traffic Facilities Capital Works budget for 2024/2025 and is estimated to be around \$21,000.

ATTACHMENTS

1. [Ryan Street, Lilyfield \(at Joseph Street\) - Design Plan](#)

