

## **Item 3.**

### **Erskineville and Alexandria Traffic and Transport Study**

**File No: X083814**

#### **Summary**

This report summarises outcomes of community consultation on the Alexandria and Erskineville Traffic and Transport Study.

On 29 March 2021, Council resolved to undertake an area wide Transport Study (Study) in Alexandria and Erskineville following the opening of the Westconnex M8 St Peters Interchange and representations from the community.

The City engaged a specialist consultant in April 2021 to carry out the Study. The Study area is bounded by Henderson Road, Railway Parade, Swanson Street, Copeland Street, Mitchell Road, Sydney Park Road, Euston Road, McEvoy Street and Botany Road (refer to Attachment A) and builds on the previous 2018 Alexandria Local Areas Traffic Management Plan.

The Study especially reviewed Park Street, Henderson Road, Mitchell Road, Maddox and Harley Streets where residents have previously raised particular concerns.

The City presented the findings of the Study at community forums on 22 February 2023 and 21 September 2023 and carried out community consultation on the proposed treatments from 1 May 2023. The community consultation period was extended to 30 June 2023. Notification letters were sent to all properties within the study area, and the consultation was published on Sydney Your Say webpage. In addition, 7,000 letters were distributed.

This report seeks Council's endorsement for the preferred walking, cycling and traffic calming treatments in Erskineville and Alexandria.

Pedestrian, cycling and traffic calming projects are prioritised for funding taking into consideration safety issues and traffic conditions, walking and cycling access, and the overall community benefit of the project.

Based on current priorities and availability of funding and resources, if supported, the design and construction of the recommended treatments are expected to be carried out between financial years 2023/24 and 2026/27 at the earliest.

## Recommendation

It is resolved that Council:

- (A) receive and note the community engagement outcomes on the Erskineville and Alexandria Traffic and Transport Study, as summarised in Attachments B, C, D and E to the subject report;
- (B) note that City staff will undertake further investigations, design and community consultation, and liaise with Transport for NSW where applicable, on the following treatments:
  - (i) traffic calming scheme in Maddox Street, taking into consideration feedback from the community engagement, including the preference for chicanes, suggestions for improved pedestrian access at the intersections, and the need to allow for a future planned cycleway link along Maddox Street;
  - (ii) upgrade the intersection of Mitchell Road, Harley Street and Ashmore Street to a signalised intersection;
  - (iii) improvements to either make Harley Street one-way eastbound from Mitchell Road to McEvoy Street; or a half closure to traffic at the intersection of Harley Street and McEvoy Street so that vehicles cannot enter via McEvoy Street but maintaining left out to McEvoy Street;
  - (iv) continuous footpath treatment on Belmont Street at Fountain Street;
  - (v) intersection narrowing and kerb build-outs at Dadley Street intersections with Renwick Street and Lyne Street;
  - (vi) identify excessively wide intersections in the study area and design and implement treatments to address these issues progressively as funding allows;
  - (vii) review positions and visibility of signage and line marking along Mitchell Road between Fountain Street and Anderson Street, including side streets; and
  - (viii) widening the footpath on both sides of Copeland Street between Fox Avenue and Clara Street, subject to Transport for NSW approval;
- (C) note that traffic signals at the intersection of Mitchell Road and Maddox Street will be delivered as part of the development of the adjacent Ashmore Precinct development site;
- (D) take no further action with regard to the following traffic management treatments based on the community engagement outcomes:
  - (i) full closure of Maddox Street to traffic at Euston Road or a no left turn from Euston Road into Maddox Street; and
  - (ii) full closure of Harley Street to traffic at either Mitchell Road or McEvoy Street;

- (E) note that traffic counts will be undertaken in Park Street over three months after the completion of the current roadworks to monitor vehicle volumes, types, speeds and movements, and whether any further review is needed;
- (F) note that traffic counts will be undertaken in Mitchell Road once all other treatments as recommended in the subject report are implemented in the Erskineville and Alexandria Traffic and Transport Study, to review the need for traffic calming in Mitchell Road; and
- (G) note that the City will request Transport for NSW to consider reinstating the right turn from Euston Road northbound into Maddox Street (east), including modifying the lanes on Euston Road to remove the left turn lane and create a right turn bay instead, to avoid heavy vehicles using other local roads such as Maddox Street (west) to access their sites.

### **Attachments**

- Attachment A.** Map of Study Area
- Attachment B.** Recommendations Summary Report
- Attachment C.** Community Engagement Summary Report
- Attachment D.** Responses to Key Themes Raised in Submissions - Interactive Map Comments
- Attachment E.** Responses to Key Themes Raised in Written Submissions
- Attachment F.** Summary and Final Report - Erskineville and Alexandria Traffic and Transport Study 2022, Bitzios Consulting

## Background

1. In February 2018, the City received a petition from 300 signatories seeking a traffic study to investigate potential options for minimising or preventing trucks and heavy vehicles using Maddox Street between Euston Road and Mitchell Road. Maddox Street has a "No Trucks - 3 Tonne and over" limit which prohibits access for trucks 3 tonnes or heavier that do not have a genuine destination via that route (NSW Road Rule 104).
2. In April 2018, the City developed a Local Area Traffic Management (LATM) plan for Alexandria, Erskineville and St Peters to mitigate the flow of increased traffic from the WestConnex (M8) St Peters interchange.
3. The 2018 Local Area Traffic Management plan considered a suite of treatments in Alexandria including road closures, traffic calming and streetscape improvements to protect local amenity, maintain property access; and apply a precinct-wide approach to collectively manage traffic rather than street-by-street. Of the 20 treatments proposed from the 2018 Local Area Traffic Management plan, 13 treatments are complete at a total cost of approximately \$3.6 million, which includes:
  - Seven continuous footpath treatments on Power Avenue at Wyndham Street; Loveridge Street and Brennan Street at Power Avenue; Buckland Lane at Mitchell Road; Belmont Street at Fountain Street; and Renwick Street and Brown Street at Mitchell Road
  - Two single lane slow points in Belmont Street and Lawrence Street between Harley Street and Fountain Street
  - Four traffic closure treatments in Lawrence Street, between Harley Street and Fountain Street; Anderson Street at Mitchell Road; Loveridge Street at Power Avenue; and Brennan Street at McEvoy Street
4. The status of the outstanding recommended treatments is as follows:
  - One set of new traffic signals are scheduled to be installed by the City this financial year at the Fountain Street and Lawrence Street intersection, pending Transport for NSW approval.
  - Two signalised pedestrian crossing improvements are scheduled to be installed by the City this financial year at the existing signalised intersections at Mitchell Road and Fountain Street; and Mitchell Road and Copeland Street, pending Transport for NSW approval.
  - One set of new traffic signals are scheduled to be delivered in 2026 as part of adjacent development at the intersection of Mitchell Road and Maddox Street.
5. Three road closures were not approved by Transport for NSW - on Maddox Street at Euston Road; Harley Street at McEvoy Street; and Harley Street at Mitchell Road.
6. The M8 St Peters Interchange opened in mid-2020. On 29 March 2021, Council resolved to undertake an area wide Transport Study in Alexandria and Erskineville.

7. The City engaged a specialist consultant in April 2021 to carry out the Study. The Study area is bounded by Henderson Road, Railway Parade, Swanson Street, Copeland Street, Mitchell Road, Sydney Park Road, Euston Road, McEvoy Street and Botany Road (refer to Attachment A) and builds on the 2018 Local Area Traffic Management plan.
8. The Study especially reviewed Park Street, Henderson Road, Mitchell Road, Maddox and Harley Streets where residents have raised particular concerns. Options for a "No Right Turn" from Park Street into Henderson Road or a road closure in Park Street at Henderson Road were modelled and assessed.
9. Due to the large geographical extent of the Study area, extensive traffic data collection, consideration and modelling of pedestrian, cycleway and transport movements were required. Traffic data collection was undertaken immediately after the 2021 school Term 1 holidays in April and May to ensure the measured movements were representative of the usual situation. The data collection also took place before the 2021 Covid-19 Delta variant outbreak and subsequent effects on traffic and transport movements.
10. The traffic movement data suggests that vehicular traffic had returned to around pre-Covid levels and that WestConnex Stage 2 (the new M8) traffic volumes had stabilised since opening. Therefore, the modelling for this Study is based on sound data that will also be useful for future modelling, such as when WestConnex Stage 3 opens, expected in late 2023.
11. The Study (refer Attachment F) modelled 15 transport management options in two scenarios to address the key issues within the study area and assess their impact on the broader road network. Based on the outcomes of the modelling, the Study recommended nine traffic management treatments for the City to consider. In addition, the Study also recommended eight road space reallocation works that do not impact traffic capacity, but improve safety, access and amenity for people walking and cycling.
12. Community engagement was undertaken between February and September 2023 including community forums on 22 February 2023 and 21 September 2023, notification letters to 7,000 properties within the study area, and a project page on [sydneyoursay.com.au](http://sydneyoursay.com.au) including an interactive map and surveys.
13. The community engagement sought community feedback on the key proposals recommended from the Study, as well as all three road closures originally proposed in the 2018 Alexandria Local Area Traffic Management plan, to help inform preferred walking, cycling and traffic calming treatments in Erskineville and Alexandria.

## **Proposals considered in the Study**

### **Park Street**

14. Residents of Park Street had raised concerns about increases in traffic in their street since Railway Parade was converted from two-way traffic to one-way westbound between Swanson Street and Sydney Road in 2020.
15. In response to these concerns, the City installed temporary traffic calming, including angle parking and chicanes, in Park Street in 2021. In 2023, the City commenced works to formalise these treatments with permanent barriers, garden beds, kerb and gutter, improve footpaths and upgrade stormwater infrastructure.

16. It should be noted that Railway Parade was converted back to two-way traffic on 16 May 2023 in response to previous feedback from the community, and the left turn from Erskineville Road into Swanson Street was reinstated as part of these works, with the addition of "No Left Turn Vehicles Under 6m Excepted" as required by Transport for NSW due to the constrained road space for larger vehicles to turn.
17. In addition, options for a closure to traffic in Park Street at Henderson Road; or a right turn ban from Park Street into Henderson Road were considered as part of the Study to reduce the amount of through traffic using Park Street.

#### **Maddox Street - traffic restrictions at Euston Road**

18. Residents of Maddox Street had raised concerns about the volumes of trucks including heavy vehicles using Maddox Street between Euston Road and Mitchell Road.
19. The Study considered options to close Maddox Street to traffic at Euston Road or ban the left turn (or no left turn vehicles under 6m Excepted) from Euston Road into Maddox Street.
20. The closure was previously considered in the 2018 Alexandria Local Area Traffic Management plan and generally supported by the community but not by Transport for NSW.
21. While the Study recommends the left turn ban instead of the full closure to traffic at Euston Road, there was general support for the full closure at the time of the 2018 Alexandria Local Area Traffic Management plan and therefore both options were proposed in the 2023 community engagement.

#### **Maddox Street - traffic calming options**

22. Traffic calming in Maddox Street was considered as an alternative to the traffic restrictions at Euston Road. The Study recommends traffic calming for Maddox Street to reduce vehicle speeds and deter through traffic, while maintaining sufficient access and egress routes for residents and businesses within the study area.
23. Two concept options for raised intersection platforms or chicanes along Maddox Street were included in the community engagement material.

#### **Harley Street / Ashmore Street / Harley Street - traffic signals**

24. Residents have previously raised concerns about safety at the intersection of Mitchell Road and Harley Street, due to the offset geometry of the intersection, existing roundabout control, lack of pedestrian crossings and concerns for pedestrian safety at the crossing on Mitchell Road at Harley Street.
25. The Ashmore-Harley Street cycleway was installed in 2022. Due to drainage considerations at the detailed design stage, the pedestrian crossing on Mitchell Road at Harley Street could not be raised as was originally intended as part of these works.
26. To address these concerns, the Study recommends replacing the roundabout and pedestrian crossing with a signalised intersection to better balance vehicle queuing and provide dedicated and protected crossing phases for pedestrians.

**Harley Street - closure to traffic**

27. To reduce through traffic on Harley Street, the Study considered options to close Harley Street to traffic either west of McEvoy Street or east of Mitchell Road. These options were also proposed as part of the 2018 Alexandria Local Area Traffic Management plan and generally supported by the community, but not supported by Transport for NSW.
28. The Study recommends pursuing the closure west of McEvoy Street as it would have the least impact on the surrounding road network. However, both options were proposed in the 2023 community engagement based on the previous community support.

**Mitchell Road Traffic Calming**

29. The Study recommends traffic calming in Mitchell Road to improve conditions and safety for people walking and cycling along Mitchell Road, with the aim to reduce traffic speeds to below 30km/h.
30. As Mitchell Road is a bus route traffic calming would most likely be achieved with road narrowing treatments such as kerb extensions and raised thresholds at pedestrian crossings.
31. It is expected that the two proposed traffic signals on Mitchell Road at its intersections with Maddox Street and Ashmore Street may discourage some traffic using Mitchell Road and also reduce speeds to an extent, and so the need for traffic calming would be considered after these signals are installed.

**Road Space Reallocation Works**

32. The study recommends the following road reallocation works to improve safety, access and amenity for people walking and cycling, without impacting on traffic capacity.
  - Initiate a program of identifying excessively wide intersections in the study area and design and implement treatments to address these issues progressively as funding allows.
  - Reduce the trafficable footprint of the intersections at Renwick Street and Dadley Street; and Lyne Street and Dadley Streets with kerb extensions and road narrowing.
  - Initiate a review of the positions and visibility of signage and line marking along Mitchell Road between Fountain Street and Anderson Street, including side streets.
  - A continuous footpath treatment across Belmont Street north of Fountain Street.
  - Consider installing Bicycle Awareness Zone (BAZ) pavement markers on Mitchell Road south of Ashmore Street.
  - In the short term and before the intersection is signalised, implement a pedestrian refuge island in Maddox Street near Mitchell Road.
  - Widen the footpath on both sides of Copeland Street between Fox Avenue and Clara Street, as funding permits.

## Key Implications

### Strategic Alignment - Sustainable Sydney 2030-2050 Continuing the Vision

33. Sustainable Sydney 2030-2050 Continuing the Vision renews the communities' vision for the sustainable development of the city to 2050. It includes 10 strategic directions to guide the future of the city, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
- (a) Direction 5 - A city for walking, cycling and public transport - the traffic management treatments recommended for Alexandria and Erskineville improve conditions and safety for people walking and cycling in the area by reducing traffic volumes and speeds on local roads, providing safer crossings, and maintain access for people using public transport.

### Organisational Impact

34. Investigation, consultation, approvals and delivery of the recommended treatments will involve use of existing staff resources, as well as external consultants and contractors.

### Risks

35. Several of the recommended treatments require approval by Transport for NSW, including traffic signals, turning restrictions and closures to traffic. City staff will continue to work with Transport for NSW, to seek their endorsement for these proposals, where they are supported by the community.
36. All proposals will require design, community consultation and endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee which will require significant lead times.

### Social / Cultural / Community

37. The recommended treatments aim to reduce traffic volumes and speeds on local roads which will improve road safety outcomes for people living, working, and visiting the area.

### Environmental

38. The traffic treatments considered will improve access, safety and conditions for people walking and cycling and further encourage a shift away from private vehicles which reduces emissions and improves air quality.

### Economic

39. The traffic treatments maintain access to local businesses.

### Financial Implications

40. The Maddox Street/ Mitchell Road traffic signals delivered by the developer for the adjacent development.
41. The estimated cost of the recommended treatments is in the order of \$6.5 million and the estimated timeframe for implementation is between 2023/24 and 2026/27.
42. There is provision within the City's Long Term Financial Plan for implementation of the treatments proposed in the subject report.



### Relevant Legislation

43. Transport for NSW is responsible for the control of traffic on all NSW roads and has delegated to Council certain functions to regulate traffic on local and regional roads.
44. The Transport for NSW delegation gives Council authority to approve the regulation of traffic under Part 8, Division 2 of the Roads Act 1993. This delegation is subject to a number of conditions and limitations, including the advice of Council's Local Pedestrian, Cycling and Traffic Calming Committee.
45. Section 116 (Part 8, Division 2 of the Roads Act 1993) for permanent road closures and turn bans requires a public notice to be published in a local newspaper and 28 days be provided for feedback; and application to Transport for NSW including preparation of a Traffic Management Plan. This delegation can only be exercised by the elected Council, with approval from Transport for NSW.
46. The Transport for NSW delegation does not give Council authority to approve traffic signals. Only Transport for NSW are authorised to approve traffic signals.

### Critical Dates / Time Frames

47. Where supported by the community, the design, approval and construction of treatments will be subject to availability of funding as part of future years' works programs.
48. Based on current priorities and availability of funding and resources, the design and construction of the treatments is expected to be carried out between financial years 2023/24 and 2026/27 at the earliest.

### Public Consultation

49. The City presented the findings of the Study at a community forum on 22 February 2023.
50. The City consulted residents and businesses in the area from Monday 1 May to Monday 30 June 2023. Notification letters were sent to 7,000 properties within the study area.
51. A project page was available at [sydneyoursay.com.au](http://sydneyoursay.com.au) and was viewed 3,307 times.
52. There were 1,794 unique users on the interactive map and 845 comments were made.
53. 232 people completed 350 survey responses.
54. 180 written submissions were received.
55. The City presented the outcomes of the community engagement at a second community forum on 21 September 2023.

56. The community engagement outcomes are summarised in the Community Engagement Summary Report and Responses to key themes raised in submissions (Attachments C, D and E) and have been used to inform the preferred walking, cycling and traffic calming treatments within the study area as recommended in the subject report and summarised in Attachment B.

### **Community feedback on targeted proposals and City's response**

#### **Park Street - traffic restrictions at Railway Parade/ Henderson Road**

57. Overall, there was strong opposition to the proposals for either a closure or no right turn from Park Street into Railway Parade/ Henderson Road.
58. The majority of respondents from Park Street supported either of the options, with most preferring the full closure to traffic.
59. The impact of the closure or no right turn on access to surrounding streets also needs to be considered.
60. The area most impacted by the changes is the residential area bounded by and inclusive of Railway Parade, Park Street, Swanson Street. The survey did not reveal a clear majority for changes, with 50 per cent supporting no change and 50 per cent preferring one of the options. The majority of written submissions from residents within the area of impact, apart from residents in Park Street, were opposed to the proposed changes.
61. In response to the feedback, given that there was strong overall opposition to any changes to Park Street at Railway Parade/ Henderson Road, and that submissions from residents within the area of impact did not indicate clear majority support for any changes, a no right turn or closure to traffic in Park Street at Railway Parade/ Henderson Road may not be warranted.
62. It is expected that the recent conversion of Railway Parade back to two-way traffic and current roadworks to formalise the traffic calming treatments in Park Street will help to reduce traffic volumes in Park Street.
63. The City will continue to monitor traffic conditions after roadworks in Park Street are completed to see if traffic and heavy vehicle volumes, speeds and movements are within a typical range for a local road, and whether any further review is needed.

#### **Maddox Street - traffic restrictions at Euston Road**

64. Overall, there was strong opposition to the proposals for either a closure to traffic or no left turn from Euston Road into Maddox Street.
65. There were only three submissions that identified as residents of Maddox Street, all in support of the closure to traffic.
66. The impact of the closure on access to surrounding streets also needs to be considered. The area most impacted by the changes is the residential portion adjoining Maddox Street to the west. The majority of submissions from residents in streets adjoining Maddox Street were opposed to any changes.

67. A number of submissions noted that some heavy vehicles travelling north on Euston Road tend to use Maddox Street to turn around at Lawrence Street and travel through to Maddox Street west, as they cannot turn right into Maddox Street (east) at Euston Road. Euston Road is a state road under the control of Transport for NSW.
68. Given that there was strong opposition to either the closure to traffic of Maddox Street at Euston Road or a left turn ban from Euston Road into Maddox Street, the small response from residents in Maddox Street in support of the closure, and objections from residents adjoining Maddox Street, it is recommended that the City does not pursue the closure to traffic or the left turn ban.
69. The City can request Transport for NSW to consider reinstating the right turn from Euston Road northbound into Maddox Street (east) to avoid heavy vehicles using other local roads such as Maddox Street (west) to access their sites. This could be achieved by modifying the lanes on Euston Road to remove the left turn lane and create a right turn bay instead.

#### **Maddox Street - traffic calming options**

70. Overall, there was support for some form of traffic calming in Maddox Street.
71. Of those supporting traffic calming, the majority preferred a chicane option.
72. More generally, there were 24 comments submitted via the interactive map with 406 total engagements concerning Maddox Street generally (other than targeted proposals), with just over half of those comments having a neutral sentiment, mostly suggesting more pedestrian facilities needed in Maddox Street.
73. There were 13 submissions concerning Maddox Street generally, mostly regarding alternate suggestions for traffic restrictions, traffic flow improvements or pedestrian infrastructure improvements.
74. A traffic calming scheme in Maddox Street may assist to discourage some through traffic, including heavy vehicles, and slow traffic.
75. Based on the feedback, it is recommended that the City develop concept plans for traffic calming in Maddox Street, incorporating the feedback from the community engagement, including the preference for chicanes, suggestions for improved pedestrian access at the intersections, and the need to allow for a future planned cycleway link. The concept plans will be used for further consultation with the community, and if supported, implementation will be subject to approval by the Local Pedestrian, Cycling and Traffic Calming Committee, and availability of funding.

#### **Mitchell Road / Ashmore Street / Harley Street - traffic signals**

76. Overall, there was strong opposition to replacing the roundabout and pedestrian crossing with a signalised intersection.
77. Despite the opposition to traffic signals, many of the submissions also acknowledged safety concerns, particularly for people walking across Mitchell Road and Ashmore Street.
78. It is recognised that improvements to the intersection are needed. While many respondents suggested upgrading the existing roundabout with raised pedestrian crossings on all legs, raising the existing pedestrian crossing was not feasible during the Ashmore-Harley cycleway works due to drainage considerations.

79. The offset geometry of the intersection, mix of road users, and multiple decision points for people negotiating the intersection and crossing points creates a potential safety risk. A signalised intersection would improve pedestrian access and safety with dedicated phasing and formal crossings on each approach, and cycling crossing signals, while moderating traffic flows.
80. It should be noted that traffic signals are also subject to Transport for NSW approval, in addition to endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee

### **Harley Street - closure to traffic**

81. Overall, the majority of submissions were opposed to closing Harley Street at either end.
82. Of those that did support a closure, most supported closing Harley Street west of McEvoy Street or suggested a half closure at McEvoy Street with the left turn out of Harley Street into McEvoy Street maintained. Some respondents also suggested making Harley Street one way.
83. Given the strong opposition to the closure of Harley Street to traffic at either Mitchell Road or McEvoy Street, it is recommended that the City not pursue either of these options.
84. More generally, there were 52 comments submitted via the interactive map with 565 total engagements concerning Harley Street generally (other than targeted proposals), with just over half of those comments having a negative or mixed sentiment, and of those, safety was the most prominent theme.
85. There were 51 written submissions concerning Harley Street generally, mostly concerned with the safety of the existing arrangements.
86. The community feedback suggests that a review of traffic arrangements in Harley Street is required given its constrained width and the interaction between all types of road users. Other options may discourage the amount of through traffic using Harley Street or minimise the impact of the traffic that does use it without fully restricting access to the street.
87. In response to the feedback, it is recommended that the City investigate either making Harley Street one way eastbound from Mitchell Road to McEvoy Street, or a half closure to traffic at McEvoy Street so that vehicles cannot enter via McEvoy Street. If feasible, this will be subject to further consultation with the affected community, Transport for NSW approval of a Traffic Management Plan, and endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee.

### **Mitchell Road Traffic Calming**

88. Overall, there was mixed feedback to the proposal for traffic calming in Mitchell Road, with just over half of the submissions supporting traffic calming, and the others either opposing or needing more information on the type of treatment proposed and its impacts on parking.
89. The intersection treatments on Mitchell Road at Maddox Street and at Ashmore and Harley Streets are likely to reduce traffic volumes and speeds.

90. Given these factors, it is recommended that the City review the need for traffic calming on Mitchell Road once all other recommended proposals have been implemented in the study area. If post-implementation traffic counts reveal a need for further traffic calming, the City can develop concept plans for further consultation with the affected community.
91. The concept plans will incorporate Bicycle Awareness Zone (BAZ) pavement markers within the traffic lanes on Mitchell Road south of Ashmore Street.

#### **Dadley Street - kerb extensions and road narrowing at Renwick and Lyne Streets**

92. Overall, there was general support for the proposed narrowing of the intersections with kerb buildouts.
93. Given the support and intersection narrowing and kerb build-outs at Dadley Street intersections with Renwick Street and Lyne Street, the City will progress these proposals to detailed design and Local Pedestrian, Cycling and Traffic Calming Committee endorsement.

#### **Belmont Street continuous footpath treatment at Fountain Street**

94. Overall, there was general support for a proposed continuous footpath treatment in Belmont Street at Fountain Street.
95. Given the support for the continuous footpath treatment on Belmont Street at Fountain Street, the City will progress this proposal to detailed design and Local Pedestrian, Cycling and Traffic Calming Committee endorsement.

#### **Other feedback and the City's response**

96. 582 comments were submitted via the interactive map, and 115 of the written submissions included comments that were not directly related to the proposals targeted through the community engagement or raised other issues further to those considered by the Study. The key issues are outlined below and are summarised in the Recommendations Summary Report (Attachment B) Community Engagement Summary Report (Attachment C) and responses to key themes (Attachments D and E).

#### **Mitchell Road and Maddox Street – traffic signals**

97. The upgrading of the roundabout controlled intersection at Mitchell Road and Maddox Street to a signalised intersection will be delivered as part of the adjacent development site. The Study notes this commitment, and it was included in the base traffic model assumptions. As these works are committed, this proposal was not part of the targeted community engagement. Nonetheless, there was significant community feedback on this proposal.
98. There were 17 comments submitted via the interactive map relating to the proposed traffic signals. Of these, 12 were opposed and three were in support of the signals. There were 533 total engagements, including up-votes and down-votes, on these comments on the interactive map. Fifty four per cent of the total engagements indicated support for the signals, while 44 per cent indicated opposition.
99. There were 11 written submissions that commented on the proposed traffic signals. Nine of those were opposed to the signals and two were in support.

100. Those in support of signals were concerned for safety of people walking at the existing crossing and intersection. Those opposed to the signals were concerned about reduced priority and safety for people walking compared to the existing zebra crossing. Some suggested upgrading the existing roundabout and adding zebra crossings on each approach.
101. Overall, the majority of the comments in the interactive map and written submissions were opposed to the traffic signals, although a significant number of up-votes and down-votes on the interactive map suggests there is more community support for installing traffic signals at the intersection than there is opposition.
102. Traffic signals at the intersection of Maddox Street and Mitchell Road will be delivered through the development of the adjacent Ashmore precinct development site, to address traffic impacts of the major development including increased residential density and retail developments. The new adjacent development will also add an extra street to the intersection, being the extension of McDonald Street to Mitchell Road. This will introduce further vehicle turning movements to the intersection.
103. Under existing conditions, residents have raised concerns about pedestrian safety at the existing intersection and pedestrian crossing.
104. The traffic signals are expected to improve pedestrian access and safety, while moderating traffic flows, including increased traffic anticipated to be generated from the Ashmore Precinct development. The signals are expected to be installed by the developer by 2026 at their cost. The community feedback is noted, and it is recommended that Council note that the traffic signals are a requirement of the development consent.
105. In the interim, the City will implement a pedestrian refuge island in Maddox Street near Mitchell Road to improve pedestrian access until such time that the intersection is upgraded with traffic signals.

#### **Mitchell Road**

106. There were 43 comments submitted via the interactive map with 654 total engagements concerning Mitchell Road generally (other than targeted proposals), with approximately 70 per cent of those comments having a negative or mixed sentiment, and of those, safety was the most prominent theme.
107. There were eight written submissions concerning Mitchell Road generally, mostly concerned with safety.
108. It is expected that the proposed intersection upgrades along Mitchell Road will assist to calm traffic including reducing volumes and speeds, and also provide additional designated formal crossings for people walking.

#### **Belmont Street**

109. There were 38 comments submitted via the interactive map with 419 total engagements concerning Belmont Street generally, with just over half of those comments having a neutral sentiment, mostly concerned with pedestrian safety.
110. There was one written submission concerning Belmont Street requesting pedestrian infrastructure along the route to Alexandria Park Community School.

111. The community feedback concerning Belmont Street is noted. A single lane slow point traffic calming treatment was installed in Belmont Street, between Huntley Street and Fountain Street, as part of the 2018 Alexandria Local Area Traffic Management plan. There are also existing mid-block closures to traffic in Belmont Street, between Huntley and Maddox Streets, and Maddox and Harley Streets.
112. The recommendations for additional traffic treatments in Harley Street and Maddox Street should help to reduce traffic and improve safety and access for people walking along Belmont Street and crossing at these intersections.

### **Lawrence Street**

113. There were 34 comments submitted via the interactive map with 315 total engagements concerning Lawrence Street generally, with just over half of those comments having a negative or mixed sentiment, and of those, safety was the most prominent theme.
114. There was one written submission concerning Lawrence Street suggesting more traffic calming needed.
115. The community feedback concerning Lawrence Street is noted. A mid-block closure to traffic, between Maddox and Harley Streets, and a single lane slow point traffic calming treatment, between Harley and Fountain Streets, were installed in Lawrence Street as part of the 2018 Alexandria Local Area Traffic Management plan. There is also an existing mid-block closure to traffic in Lawrence Street, between Huntley and Maddox Streets.
116. The planned traffic signals in Fountain Street at Lawrence Street scheduled for installation this financial year will improve safety for vehicles turning from Lawrence Street into Fountain Street and provide designated crossings to improve access and safety for people walking across Fountain Street.

### **Railway Parade**

117. There were 31 comments submitted via the interactive map with 616 total engagements concerning Railway Parade generally, with around 60 per cent those comments having a negative or mixed sentiment, mostly relating to the traffic flow arrangements in Railway Parade.
118. There were 34 written submissions concerning Railway Parade generally, mostly relating to the traffic flow arrangements.
119. The community feedback concerning Railway Parade is noted. Two-way traffic was reinstated in Railway Parade in May 2023 during the consultation period, which addresses the majority of the community concerns and feedback.

### **Huntley Street**

120. There were 25 comments submitted via the interactive map with 231 total engagements concerning Huntley Street generally, with the majority having a negative or neutral sentiment, mostly commenting on cycling and walking infrastructure.

121. The community feedback concerning Huntley Street is noted. The Huntley Street cycleway works were completed in June 2023. This along with Sydney Park Gateway project will reduce the traffic function of Mitchell Road and Sydney Park Road to improve walking and cycling networks and access and reduce volume of through traffic. New infrastructure on Mitchell Road and Huntley Street to Belmore Street is currently being monitored.

### **Fountain Street**

122. There were 24 comments submitted via the interactive map with 287 total engagements concerning Fountain Street generally, mostly negative or neutral sentiment, with the majority concerned about traffic flow and congestion or suggesting improved pedestrian access needed.
123. There were 21 submissions concerning Fountain Street generally. Thirteen raised concerns about the lack of a pedestrian crossing or difficulty turning out of Lawrence Street at Fountain Street. Three suggested a pedestrian crossing is needed on Fountain Street at Belmont Street.
124. The community feedback concerning Fountain Street is noted. Fountain Street is a state road under the control of TfNSW. The City is planning to install new traffic signals at the intersection of Fountain Street and Lawrence Street this financial year, subject to TfNSW approval. This will address much of the community concerns about pedestrian access and safety on Fountain Street.

### **Henderson Road**

125. There were 19 comments submitted via the interactive map with 199 total engagements concerning Henderson Road generally, with just over half having a negative or mixed sentiment, mostly concerned about general traffic safety and noise.
126. There were 23 written submissions concerning Henderson Road. Most were concerned that the traffic conditions were ineffective, or the speed cushions are noisy.
127. The community feedback concerning Henderson Road is noted. Removing the roundabouts has improved the safety and priority for pedestrians crossing side streets. The speed humps were installed in response to previous feedback from the community.
128. The City will continue to monitor traffic conditions in Henderson Road.

### **Buckland Street and Buckland Lane**

129. There were 18 comments submitted via the interactive map with 170 total engagements, concerning Buckland Street and Buckland Lane generally. The majority having a negative sentiment and mostly concerned about driving access and safety for pedestrians. There were four comments suggesting the right turn from Mitchell Road into Buckland Street be reinstated (with a total of 38 upvotes and 8 downvotes); and one comment opposing the removal of the existing No Right Turn from Mitchell Road into Buckland Street (with a total of 10 upvotes and 4 downvotes).
130. There were four written submissions concerning Buckland Street and Buckland Lane. Two suggested reinstating the right turn from Mitchell Road into Buckland Street and two stated that the existing no right turn should be retained.



131. Those requesting the right turn to be reinstated noted that some traffic turns right at Buckland Lane instead, since Anderson Street was closed to traffic at Mitchell Road as part of the 2018 Alexandria Local Area Traffic Management plan.
132. Overall, the community feedback was mixed with some wanting to retain the no right turn and some wanting it removed. There is no significant feedback to suggest that the majority of affected residents or Alexandria Public School want the existing no right turn at Buckland Street reviewed.
133. The community feedback concerning Buckland Street and Buckland Lane is noted. Alexandria Public School and the residents of Buckland Street originally requested the right turn ban from Mitchell Road into Buckland Street to improve safety and local amenity.
134. Transport for NSW (TfNSW) is responsible for the right turn ban at the traffic signals from Mitchell Road to Buckland Street, and the City does not have authority to remove it.
135. The City does not support reinstating the right turn from Mitchell Road to Buckland Street to decrease traffic in Buckland Lane. The traffic counts the City completed in April 2021 showed Buckland Lane is mostly used by local traffic, and not as a short-cut route. Traffic volume, speed and vehicle size on this local street remains low and appropriate for the conditions.
136. Removing the right turn ban from Mitchell Road to Buckland Street would open a bypass to the east via Wyndham and Wellington Streets. These are local roads and should remain free of through traffic. Right-turning traffic should use the signalised intersection at Mitchell Road and Fountain Street, which are both state roads and designed to carry through traffic. Lifting the ban would also increase traffic and delays on Buckland Street, which is a local road providing access to several community facilities and it does have a high volume of people walking and cycling along it.
137. A continuous footpath across Buckland Lane at the intersection with Mitchell Road gives priority to pedestrians over traffic, calms traffic as it enters and leaves the lane, and emphasises that Buckland Lane is a quiet, local road.
138. As part of its future works program, the City is investigating installing another continuous footpath treatment across Buckland Lane at its intersection with Phillips Street to improve pedestrian access and safety, and calm traffic in the laneway. If approved, the works are expected to be constructed in the 2025/26 financial year at the earliest, based on current priorities, subject to community consultation and approval by the Local Pedestrian, Cycling and Traffic Calming Committee.

**Road Space Reallocation Works**

139. In addition to the recommendations outlined above, the City will undertake further investigations with regard to the following recommendations from the Study:

- Initiate a program of identifying excessively wide intersections in the study area and design and implement treatments to address these issues progressively as funding allows.
- Review the position and visibility of signage and line marking on Mitchell Road including side roads.
- Seek Transport for NSW approval to widen the footpath on both sides of Copeland Street between Fox Avenue and Clara Street, as funding permits.

**KIM WOODBURY**

Chief Operating Officer

Michaela Kemp, Traffic Operations Manager

**VERONICA LEE**

Director City Services