

Attachment D

**Responses to Key Themes Raised in
Submissions – Interactive Map Comments**

Engagement summary of most engaged/voted* interactive map comments - additional ideas and issues (further to proposals)

* includes comments with more than 17 upvotes

Location	Comment	Theme	Sub-Theme	Sentiment	Up-votes	Down-votes	City of Sydney Response
Belmont Street	I support a continuous footpath here. All side streets should have them.	Walking	Access	POSITIVE	26	2	The City is currently finalising its Draft Walking Strategy and Action Plan, which once adopted by Council will provide an overarching position on improving connectivity and safety for people walking. CFTs will be considered in the context of the action plan for walking improvements.
Coulson Street	Consider more traffic calming along Coulson St as it is becoming the rat run to King St & Princes Hwy	Driving	Rat run	NEUTRAL	22	1	Coulson Street is still used by large trucks and road widenings would reduce the kerb side parking. Road narrowing and CFTs along Coulson Street at Eve Street were carried out in 2019. Similar treatments are already proposed at Hadfield Street. These works are already committed as part of forward works programs.
Erskineville Road at Railway Bridge	Please widen the pedestrian path over Erskineville railway bridge and include a bike path here so cyclists going up Henderson rd can turn right and continue straight down Burren st without having to turn right into the traffic on Erskineville rd and then right again to cross the other lane of traffic.	Cycling	Access	NEUTRAL	50	3	Transport for NSW is developing a safe link along Swanson Street for walking and riding, that will increase space on the northern side.
Erskineville Road at	In addition to keeping Railway Pde one way as it currently is, it would be great to remove the left	Cycling	Access	POSITIVE	21	13	Transport for NSW is developing a safe link along Swanson Street for

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Railway Bridge	<p>lane on Erskineville Bridge and replace with a widened footpath and bike lane. It is currently quite tight on that side of the bridge, particularly with passing prams and people with dogs. It would also create a safe passage for cyclists travelling from Railway Pde around to Burren St/up Erskineville Rd.</p> <p>I also love the fixed/widened pedestrian corner here now, much easier to navigate now!</p>						walking and riding, that will increase space on the northern side.
Euston Road	<p>Whilst the traffic on Maddox street can get congested at peak times, I don't believe blocking the right hand turn is the correct solution. Members of the community will still need to access Mitchell Road from Euston Road and if the right hand turn is blocked, this will instead occur via a right hand turn from Sydney Park Road into Mitchell Road, and this section of road is already heavily congested. Simply shifting traffic to another congested area isn't the solution</p>	Driving	Congestion	NEGATIVE	49	7	<p>There is already a no right turn on Euston Road at Maddox Street. The proposals were for a left turn ban from Euston Road or closure to traffic.</p> <p>Notwithstanding, given the limited support for either of the proposals to restrict access, the City will consider alternative proposals to reduce the impacts of through traffic in Maddox Street.</p>
Euston Road at Maddox Street	<p>Excess traffic turning left here then u turning at the maddox/lawrence roundabout because you cant turn right from euston rd (heading citybound)</p>	Driving	Access	NEUTRAL	24	3	<p>Euston Road is a state road under the control of Transport for NSW. Any changes to the signals need TfNSW approval. The City will request TfNSW consider this suggestion to reduce</p>

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	onto maddox st. So why not put a signalised right turn from euston rd into maddox st, and contine to allow the left hand turn lane for residents.						traffic volumes, including heavy vehicles using Maddox Street west.
Fountain Street between Lawrence Street and McEvoy Street	A lot of pedestrians cross between the shops on each side of Fountain St, and this is also a very wide road with busy traffic, and cars turning in and out of the car park. A pedestrian crossing or pedstrian refuge in the middle would make this much safer, and slow cars down a little.	Walking	Access	NEUTRAL	36	1	Fountain Street is a state road under the control of Transport for NSW. The City cannot make changes to Fountain Street without TfNSW approval. The City is planning to install signals at Fountain Street/Lawrence Street intersection in FY23/24 as proposed in the 2018 LATM, which will provide additional formal crossings for people walking.
Fountain Street	Traffic calming measures are needed along the length of Fountain St. The traffic lanes are 5.5 metres in places, which is wider than a standard motorway lane. This encourages speeding and associated traffic noise and danger.	Driving	Safety	NEUTRAL	32	2	Fountain Street is a state road under the control of Transport for NSW. The City is not authorised to install traffic calming devices on state roads.
Fountain Street	There really has to be some form of crossing on fountain either at Lawrence or Belmont. People cross this road all the time, to the get to and from the school, and to shops on either side. Mitchell and Euston are too far away to cross at, it's too much of a deviation, everyone just crosses fountain	Walking	Access	NEGATIVE	22	0	Fountain Street is a state road under the control of Transport for NSW. The City cannot make changes to Fountain Street without TfNSW approval. The City is planning to install signals at Fountain Street/Lawrence Street intersection in FY23/24 as proposed in the 2018 LATM, which will provide

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	regardless. And with the curve in the road it's a bit dangerous too						additional formal crossings for people walking.
Fountain Street	I support this continuous footpath. We need more continuous footpaths	Walking	Access	POSITIVE	20	2	Noted. The City is currently finalising its Draft Walking Strategy and Action Plan, which once adopted by Council will provide an overarching position on improving connectivity and safety for people walking. CFTs will be considered in the context of the action plan for walking improvements.
Fountain Street at Belmont Street	A raised pedestrian/bicycle crossing of Fountain St is needed at Belmont St. This route is used by many children attending Alexandria Park Community School.	Walking	Safety	NEUTRAL	64	2	Fountain Street is a TfNSW State road. The City is planning to install signals at Fountain Street/Lawrence Street intersection in FY23/24 as proposed in the 2018 LATM
Harley Street	Make this left only exit from harley st onto mitchell rd.	Driving	Access	NEUTRAL	47	2	The City will instead consider alternative options for Harley Street as suggested by the community that discourage through traffic while maintaining local access (eg. one way eastbound or partial closure to traffic at McEvoy Street – left out only)
Harley Street	Photo: 8.45am any weekday. The queuing of traffic (from bunnings and mcevoy st) is a hazard for pedestrians trying to cross harley st and the laneways. It is also a noise hazard for residents - we can hear from our house if the traffic is queued because of all the beeping. This morning cars queued along the entire block length (mitchell to mc evoy). Propose (1) disallow bunnings traffic to exit onto harley st and (2) left-only exit from harley to mitchell.	General	Access	NEUTRAL	37	1	

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Harley Street	Harley st traffic congestion is a problem of the council's own making. The artists impression for the cycleway work showed 2 lanes of traffic on Harley St (not the 1 that we ended up with) which is what is needed to keep it moving. Classic CoS make a problem that didn't previously exist then go out for sham consultatation to push an already decided agenda.	Driving	Congestion	NEGATIVE	27	1	The purpose of narrowing the road is to slow traffic to reduce rat running and make the road safer, especially for people crossing the road. Onsite observations indicate the design is working well, and as intended.
Harley Street	The bike lanes are so dangerous. There is no line of sight when leaving the lanes to turn onto Harley St or Pass over it. Even travelling very slowly bushes, cars and even bike rider riding in the wrong direction can not be seen. Either fix the issues, remove the bike lanes or put them on one side of the road. There is bound to be an accident involving a bike rider and a car eventually and the bike rider will come of second best as a direct result of your inability to create a safe environment	Cycling	Safety	NEGATIVE	26	2	Before the bike lanes were there, when driving from the lanes into or across Harley Street, there were parked cars which blocked sight lines. Now that the parked cars are further out, simply exercise the same caution that you previously used. We don't believe it is necessary to remove the parking.
Harley Street	Remove single carpark on Harley Street op the Parkview - this solo car park means that when we turn left from Mitchell Road on Harley St there is often a traffic jam due	Driving	Congestion	NEUTRAL	26	2	The City will instead consider alternative options for Harley Street as suggested by the community that discourage through traffic while maintaining local access (eg. one way

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	to there not being enough space for two cars to pass due to the bike lanes and this carpark. Removing one carpark is far more benefit than more traffic congestion.						eastbound or partial closure to traffic at McEvoy Street – left out only)
Harley Street	Bike pathways installed on both sides of the road is completely over kill (one side would have been consistent with Ashmore Street). You've just created blind spots and more dangers for pedestrians crossing Harley street. between cars.	Cycling	Safety	NEGATIVE	24	0	It is safer to walk across Harley Street because the traffic is moving more slowly. Seeing around the parked cars has always been an issue but we don't believe it is necessary to remove the parking.
Henderson Road	I've had four mirrors smashed on my car since the cycle way was installed due to large trucks using Henderson Rd. The new narrow width doesn't allow two trucks >4.5t pass safely. I've recorded several crashes here on my security camera and neighbours frequently ask for footage due to cars being hit. Please consider a weight limit to this road or increase the width.	General	Safety	NEGATIVE	26	0	Weight limits don't apply to trucks with a local destination. Delivery trucks, removal trucks, emergency vehicles, waste trucks and railyard trucks with a genuine destination in Henderson Road will still be able to travel even with a weight limit.
Henderson Road (near Alexander Street)	Need a pedestrian crossing here. Childcare center across the road and drivers don't know what to do around that awful island thing that's been installed with pedestrians around.	Walking	Safety	NEGATIVE	26	1	There is a pedestrian refuge and car movements have been limited to make crossing the intersection safer than the previous roundabout. The City is currently finalising its Draft Walking Strategy and Action Plan,

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							which once adopted by Council will provide an overarching position on improving connectivity and safety for people walking. Pedestrian crossings will be considered in the context of the action plan for walking improvements.
Huntley Street	Need to consider solution for right hand turn from Mitchell Rd into Huntley St in a safe manner. This currently blocks all traffic when a car needs to turn right.	Driving	Congestion	NEGATIVE	20	2	The intersection was upgraded in 2023 with the signal plans as approved by TfNSW.
Lawrence Lane at Harley Street	Continuous footpath needed here.	Walking	Safety	NEUTRAL	20	2	The City is currently finalising its Draft Walking Strategy and Action Plan, which once adopted by Council will provide an overarching position on improving connectivity and safety for people walking. CFTs will be considered in the context of the action plan for walking improvements.
Lawrence Street at Fountain Street	Need to improve pedestrian safety at this intersection crossing fountain street	Walking	Safety	NEGATIVE	18	0	Fountain Street is a TfNSW State road. The City is planning to install signals at Fountain Street/Lawrence Street intersection in FY23/24 as proposed in the 2018 LATM
Lawrence Street at Maddox Street	Zebra/wombat pedestrian crossings are needed on all arms of the roundabout.	Walking	Access	NEUTRAL	18	4	The City is currently finalising its Draft Walking Strategy and Action Plan, which once adopted by Council will provide an overarching position on improving connectivity and safety for people walking. Pedestrian crossings will be considered in the context of the action plan for walking improvements.

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Maddox Street	There are very limited turn offs already. There were plans to close off right turn access to Mitchell road from Sydney Park road as well (assuming it is still the plan). Closing off Maddox as well could lead to massive detours for residents on the Sydney park end of Mitchell road when. Maybe consider putting in some kind of archway over the road that limits height if you want to stop trucks entering Maddox.	Driving	Access	NEGATIVE	79	5	Given the limited support for either of the proposals to restrict access in Maddox Street at Euston Road, the City will consider alternative proposals to reduce the impacts of through traffic in Maddox Street.
Maddox Street	There are two parking spots here which essentially block the intersection when only one or two cars are attempting to turn right into Euston Rd. If the cars turning right cannot clear the intersection due to oncoming traffic, no eastbound cars can clear the intersection at all, creating unnecessary congestion. The parking spots should be removed or at the very least turned into peak hour clearways.	Driving	Access	NEGATIVE	38	0	The parking space reduces capacity at the intersection which helps reduce the amount of through traffic on Maddox Street, which is a local road.
Maddox Street	One parking space (2h timed) on northern side of Maddox Street (eastbound) between Euston Road & Euston lane stops traffic flow as cars turn right from maddox onto Euston road. This creates so much road rage from	Driving	Congestion	NEGATIVE	24	1	

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	drivers and people start using horns. It's ridiculous for one space. This immediately needs to be no stopping and traffic will improve flow.						
Maddox Street near Euston Road	To add to the earlier comment- re: left hand lane going eastbound from Maddox across Euston. Please remove the 1 car space as this blocks the through traffic whenever a car is also turning right from Maddox onto Euston Rd towards Huntley rd. this is causing large traffic backlogs. Especially as people are parking illegally on both sides of this one designated car space, including blocking Euston Lane access.	Driving	Parking	NEUTRAL	20	1	
Maddox Street (west of Euston Road)	Big trucks turn left here and then realise they're on a small road and do a 180 at the roundabout. They end up driving all over the plants in the middle, up onto curbs, and it can take them up to five minutes to get themselves out. This happens almost daily, I WFH and can see the roundabout all day. Something has to be done to stop large vehicles from turning into Maddox	Driving	Access	NEUTRAL	26	2	Euston Road is a state road under the control of Transport for NSW. The City will request TfNSW consider introducing a right turn from Euston Road northbound into Maddox Street east to reduce traffic volumes, including heavy vehicles using Maddox Street west.
Maddox Street at	Zebra/wombat pedestrian crossings are needed on all arms of the roundabout. This is a	Walking	Safety	NEUTRAL	26	2	The City is currently finalising its Draft Walking Strategy and Action Plan, which once adopted by Council will

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Belmont Street	walking route to Alexandria Park School.						provide an overarching position on improving connectivity and safety for people walking. Pedestrian crossings will be considered in the context of the action plan for walking improvements.
McEvoy Street between Loveridge and Brennan Streets	NEED a pedestrian crossing on McEvoy here. There is a long walk either side to get across busy MCEvoy and lots of people are forced to dodge cars trying to get across with heavy traffic.	Walking	Safety	NEGATIVE	33	0	McEvoy Street is a state road under the control of Transport for NSW.
Mitchell Road	Council say that the "cycleway uses space previously used for parking and does not reduce traffic lanes." This is not entirely true. The intersection used to be two lanes (as cars cannot park at an intersection) and is now being reduced to one lane. This will create blockages and congestion when cars are turning left into Coulson St (waiting for pedestrians) or right into Huntley St (waiting for oncoming traffic). And more cars will need to turn right into Huntley if you close Maddox St too.	Driving	Congestion	NEUTRAL	42	8	Yes there is some impact on traffic capacity at the intersection if there is a turning vehicle, which has been necessary to make safe space for people riding. The changes by Transport for NSW to reclassify Princes Highway, Sydney Park Road and Mitchell Road from being state roads carrying regional traffic to local roads will reduce through traffic on Mitchell Road and ease congestion here.
Mitchell Road	There should be an additional pedestrian crossing somewhere on Mitchel Road between Ashmore and Maddox (probably here at Stovemaker Lane). This provides a better pedestrian link	Walking	Access	NEUTRAL	26	0	The City is currently finalising its Draft Walking Strategy and Action Plan, which once adopted by Council will provide an overarching position on improving connectivity and safety for people walking. Pedestrian crossings

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	between residents in Park Sydney, residents in the laneway blocks, businesses on the Alexandria side, and Park Sydney shopping village. Both of the two nearest existing pedestrian crossings require additional side road crossings and a detour long enough that people cross in the middle of the road anyway.						will be considered in the context of the action plan for walking improvements.
Mitchell Road (south of Harley Street)	Perhaps a better alternative is to move the pedestrian crossing to right about here (near the fish & chip shop) instead. This way it won't be so close to cars exiting Harley St. It will make little to no difference for cars going towards Maddox and pedestrian crossing will actually allow more chances for cars to exit Ashmore St	Driving	Congestion	NEUTRAL	61	8	<p>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.</p> <p>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.</p>
Mitchell Road	The bus stop advertisement blocks sight-lines for vehicles	Driving	Safety	NEGATIVE	21	2	The shelter replaced the previous shelter that had been in place for close

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	exiting Brown Lane. Cars are forced to push out into the left hand lane of Mitchell Road into the path of speeding vehicles (who use the left lane to pass cars turning right into Fountain Street). It's an accident waiting to happen. I objected to council when they revamped the bus stops and they said it would be set back further to improve sight lines. It wasn't. Then council added more signs and poles to make the problem even worse.						to 20 years in the same position. The shelter was subject to a development approval process, TfNSW guidelines, accessibility guidelines and sightlines were considered as part of this process. Moving the shelter back further from the kerb line would result in the shelter not being compliant from an accessibility perspective as the vision impaired require a clear path of travel along the building line.
Mitchell Road at Brown Street	Just adding a photo to show the ridiculously poor sight lines exiting Brown St. Council seems to value advertising dollars over community safety.	Driving	Safety	NEGATIVE	18	2	
Mitchell Road at Coulson Street	It was not clever Loosing one lane of traffic which allows vehicles to turn left easier for the installation of this 10m(if that) cycle lane that connects to nothing- what happened here!!	Driving	Congestion	NEGATIVE	20	4	Transport for NSW is due to complete the cycleway by extending it down to, and along Sydney Park Road, as part of their changes to reclassify Princes Highway, Sydney Park Road and Mitchell Street to local roads, for local traffic.
Mitchell Road at Maddox Street	This crossing is a major safety hazard - drivers are focussed on other vehicles as they approach the round about. The crossing should be relocated further up	Walking	Safety	NEGATIVE	26	22	Traffic signals at the intersection of Maddox Street and Mitchell Road were identified and committed through development consent and planning approvals of the adjacent Ashmore

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	Mitchell road to mitigate the risk and not impact the traffic flows						precinct development site, to address traffic impacts of the major development including increased residential density and retail developments. Under existing conditions, residents have raised concerns about pedestrian safety at the existing intersection and pedestrian crossing. The traffic signals are expected to improve pedestrian access and safety, while moderating traffic flows.
	NOBODY stops at this pedestrian crossing. it's a nightmare. put lights in and remove the roundabout	Walking	Safety	NEGATIVE	63	9	
	NO to more traffic signals! Do we want our neighbourhoods to become like the CBD where you spend more time waiting at traffic signals than actually walking? Don't punish pedestrians for safety issues created by cars, SUVs etc. Improve safety by calming/reducing traffic, improving sightlines and installing raised pedestrian crossings.	Driving	Congestion	NEUTRAL	53	1	
	I strongly object to the proposal to signalise this intersection. Traffic signals prioritise motor vehicle traffic over pedestrians and encourage people to drive instead of walk for short, local trips. This is at odds with City of Sydney's strategic plan direction 5: A city for walking, cycling and public transport.	General	Safety	NEUTRAL	33	63	
	Traffic lights here will not help anything. The flow is fine as it is - it blocks up because of the mess at Sydney park village.	General	Safety	NEGATIVE	25	45	

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	Make the crossing more obvious for drivers with lights or signs						
	The roundabout should be retained with raised pedestrian/bicycle crossings on each arm (i.e., a protected roundabout), improved sightlines and a 30 km/h design speed on Mitchell Rd to increase safety and driver compliance.	General	Safety	NEUTRAL	23	4	
	Traffic signals here would: a. Impose delays and inconvenience on people walking (i.e., having to activate a beg button and wait for the signal (two signals if crossing diagonally)). b. Induce/encourage additional peak motor vehicle traffic on Mitchell Rd, Harley St and MacDonald St. c. Remove the traffic calming effect of the existing roundabout and wombat crossing.	Driving	Congestion	NEUTRAL	22	40	
Mitchell Road at Sydney Park Village	Councils removal of the lane exiting the village via a left hand turn has caused traffic build up exiting. Delays in traffic coming down Mitchell Rd then making it difficult to turn right. This has made it more dangerous for pedestrians as cars build up having to act quickly to take a gap in traffic and may not see	Driving	Congestion	NEGATIVE	23	7	The development had illegally added a second lane on their driveway exit which was a hazard for people walking, if one car blocked the view of another.

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	pedestrians attempting to squeeze ahead of the built up cars						
Park Street	I suggest an education/information strategy to explain to residents how we can't have quiet, low-traffic streets AND enable everyone to drive between their home and local destinations by the most direct route possible.	General	Access	NEUTRAL	23	2	Noted
Power Avenue at Wyndham Street	We need a proper pedestrian crossing here as cars either don't know there is a crossing here or don't care. Me and my kids and other pedestrians have had close calls with cars trying to overtake a turning car or car that has given way due to traffic congestion and almost hitting us. The extended footpath doesn't help if we can't cross properly.	Walking	Safety	NEGATIVE	23	1	The City is currently finalising its Draft Walking Strategy and Action Plan, which once adopted by Council will provide an overarching position on improving connectivity and safety for people walking. Pedestrian crossings will be considered in the context of the action plan for walking improvements.
Railway Parade	Re-open the 2 way traffic on Railway Parade ASAP and retain the left hand turn lane from the railway bridge. If this lane is lost leaving only one lane open heading south a bottle neck will be created by the turning traffic. The current road barrier configuration will make the left turn extremely difficult and will likely require modification to the new barriers.	Driving	Access	NEUTRAL	35	33	Railway Parade was reopened to two-way traffic on 16 May 2023.

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Railway Parade	Keep this end of Railway Parade, between Sydney Street and Swanson Road one way only.	Driving	Access	NEUTRAL	30	22	Railway Parade was reopened to two-way traffic on 16 May 2023 in response to previous feedback from the affected community.
Railway Parade	Thankyou for widening this corner of the footpath. Standing here with a pram used to be very unsafe and awkward as someone is always forced onto the road as it's just too narrow. Keeping this section of Railway Parade one way will help keep it a safe corner for pedestrians and cyclists.	Walking	Safety	POSITIVE	26	3	Railway Parade was reopened to two-way traffic on 16 May 2023 in response to previous feedback from the affected community. Transport for NSW are developing further improvements here which will widen the northern side of Swanson Street for people walking and riding.
Railway Parade	Maintain Railway Parade to be two way traffic between Sydney Street and Monks Lane to match Henderson Road to the east	Driving	Access	NEUTRAL	22	22	Railway Parade was reopened to two-way traffic on 16 May 2023 in response to previous feedback from the affected community.
Railway Parade	Please keep this one way and continue to add traffic calming. Much safer and nicer for local residents and pedestrians (including children travelling to school)	Driving	Speed	POSITIVE	20	29	Railway Parade was reopened to two-way traffic on 16 May 2023 in response to previous feedback from the affected community.
Railway Parade	Please consider retention of one way here for all residents, of both Henderson Rd and Park St. Opening this will double peak hour traffic rates, ensuring Henderson and Park Rd see more traffic in the AM. This closure ensures a safe environment for most of the day (afternoon peak hour is still quite busy)	Driving	Rat run	NEUTRAL	19	18	Railway Parade was reopened to two-way traffic on 16 May 2023 in response to previous feedback from the affected community.

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Railway Parade	The new works here have made this significantly less safe for pedestrians and cyclists. Why have a high quality cycle path running the full length of Henderson Rd and Railway Pde except for a 50m stretch of shared path which is narrower than the cycle path was. Not only that but the pavement is obstructed by signage making it effectively narrower just at the junction with Erskineville Rd. Very poor design and doesn't meet aim to "improve access, safety, particularly for walking and cycling"	General	Safety	NEGATIVE	18	6	Railway Parade was reopened to two-way traffic on 16 May 2023 in response to previous feedback from the affected community. Transport for NSW are developing further improvements here which will widen the northern side of Swanson Street for people walking and riding.
Renwick Street	Park St closure makes this the only entry point into the triangle if travelling from Newtown/west. This brings extra traffic into this area where there is a school, pedestrian crossing with school students crossing regularly, and a children's playground. This stretch of road is already heavily congested so it seems unnecessary to add local residential traffic to that.	Driving	Congestion	MIXED	20	2	Given the limited support and strong objections from the affected community for either option to restrict traffic access from Park Street into Henderson Road, these options will not be pursued at this time.
Swanson Street	Please widen the pedestrian bridge over the railway tracks opposite erskineville station	Walking	Access	NEUTRAL	29	1	Transport for NSW are developing further improvements here which will widen the northern side of Swanson Street for people walking and riding.

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Swanson Street near Park Street	Could we please reduce the greenery in the area close to the pedestrian crossing - this is in a school zone and used by many kids and families. Often children may get ahead of their parents on scooters/bikes and aren't visible to drivers in oncoming traffic. Am all for greenery but suggest removing this as it obscures visibility as a safety hazard	Walking	Safety	NEUTRAL	19	2	Hedge height are kept to below 900mm as standard ie to allow vision of unaccompanied children