

Attachment E

Responses to Key Themes Raised in Written Submissions

Engagement summary of written submissions - additional ideas and issues (further to proposals)

| Location | Comment/ Theme | No. people making the comment | Sentiment | City of Sydney Response |
|-----------------|---|--------------------------------------|------------------|---|
| Railway Parade | Support two-way traffic or oppose one-way traffic in Railway Parade | 19 | Positive | Two-way operation was reinstated in Railway Parade on 16 May 2023. |
| | Support one-way traffic or oppose two-way traffic in Railway Parade | 10 | Negative | Railway Parade was converted back to two-way operation in May 2023 in response to previous feedback from the affected community. |
| | Concerns that residents were not consulted on changes on Railway Parade from two-way to one-way and back to two-way | 3 | Negative | We did consultation for the permanent cycleway on Railway-Henderson, including a proposal for one-way traffic on Railway Parade from 20 November to 18 December 2020, for which we sent letters to 9,750 residents and businesses in the area. We received 599 submissions. It was in response to this feedback that council decided to return Railway Parade to two-way. |
| | Oppose Railway Parade cycleway | 1 | Negative | Noted. |
| | Suggest enforcement of parking in Railway Parade as some still parking in the wrong direction since reopened to two-way | 1 | Neutral | Rangers have conducted targeted patrols at this location, focusing on vehicles that are not correctly parking in the direction of travel. Rangers will continue to monitor and issue fines. |
| Park Street | Satisfied with current conditions/ angle parking has slowed traffic / current volume of traffic and heavy vehicles are acceptable | 3 | Positive | Noted |
| | Railyard trucks use Park Street to access their site despite the weight limit | 2 | Negative | Load limits are installed for amenity reasons. Trucks can use Park Street if there is no other route to which a load limit applies. It's noted that the only available route to the Railyard without load limits is via Mitchell Road and Henderson Road which is a 2.5km detour. The City will continue to monitor. |

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| | Concerned about illegal activities if Park Street is closed off | 1 | Negative | Noted |
| | Concerns about diversion of traffic to other local streets if Park Street is closed | 1 | Neutral | Noted |
| | Park Street existing/proposed alignment works should be on hold until Park Street residents surveyed. | 1 | Negative | Park Street residents told us they wanted the works done earlier. The works are now nearing completion. |
| | Suggest the City measures improvements in Park Street since Railway Parade converted back to two-way | 1 | Neutral | Traffic counts can be arranged after completion of current road works to assess if a further review is needed. |
| | Park Street does not intersect with Henderson Road, it intersects with Railway Parade (Henderson Road doesn't commence until Monks Lane). Will House numbers between Park Street and Monks Lane need to be changed? | 1 | Neutral | Noted. There is no proposal to change the naming of the roads or house numbers. While the proposal stated the closure of Park Street at Henderson Road, it would be more correct to say Park Street at Railway Parade. The existing street sign at the intersection states Henderson Road, however a check of Council's records shows that the road becomes Henderson Road at Monks Lane. |
| Harley Street | Suggest partial closure of Harley Street at McEvoy Street – no entry from McEvoy and left out only into McEvoy | 2 | Neutral | The City will not pursue either of the proposed closures of Harley Street, based on general opposition from engagement with the community. |
| | Support closure of Harley Street at Mitchell Road but suggest additional modal filters also needed on Belmont Ln, Belmont St, Lawrence Ln, Lawrence St & Euston Ln to discourage through traffic diverting | 1 | Neutral | |
| | Has Petbarn access been considered with proposed closure of Harley Street? | 1 | Neutral | 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) |
| | Only support closure of Harley Street if signals or sight line improvements are made at Lawrence Street & Fountain Street | 2 | Neutral | Signals at Fountain & Lawrence Streets are scheduled for installation in the current financial year, subject to TfNSW approval. |

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| | Suggest no right turn from Harley Street into Mitchell Road | 8 | Negative | The City will 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) |
| | Love the cycleway and narrow road which slows cars | 1 | Positive | Noted. |
| | Concerns about safety with current traffic, cycleway and parking configuration / difficult access for people walking, cycling or driving. | 14 | Negative | The purpose of narrowing the road is to slow traffic to make the road safer, especially for people crossing the road. Onsite observations indicate the design is working well, and as intended. |
| | Suggest Harley Street cycleway be reconfigured to provide more clearance to traffic/ parked cars or be changed to one shared cycle lane and/or remove parking on either side | 8 | Negative | We decided to retain parking on both sides to narrow the road to slow traffic, to make the road safer and deter rat running. There is sufficient clearance from doors in the cycleway. |
| | Suggest Harley Street be made one-way for vehicles | 3 | Negative | The configuration is designed to retain both travel and parking lanes to narrow the road to slow traffic to make the road safer and deter rat running. |
| | Suggest Harley Street be made into a quiet way | 1 | Neutral | Noted. |
| | Suggest chicanes in Harley Street | 1 | Negative | Noted. |
| | Suggest remove single car space on Harley Street opposite Park View Hotel to improve flow | 3 | Negative | The City will 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) |
| | Suggest reduce/remove parking near Lawrence Lane and other lanes to improve visibility | 1 | Negative | |
| | Suggest remove cycleway | 1 | Negative | Noted. |

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| | Vehicles run over concrete median when turning left into Mitchell Road | 1 | Negative | There is sufficient space for drivers to make the turn properly. |
| | Bike paths are rarely used | 1 | Negative | We expect usage on Harley Street to increase substantially when the cycleway between Bowden Street cycleway and Geddes Avenue cycleway is opened next year. |
| Mitchell Road/ Harley Street Ashmore Street | Oppose replacing existing roundabout and zebra crossing with traffic signals (reduced priority & safety for pedestrians; roundabouts provide traffic calming | 21 | Negative | 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. 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. |
| | 2 additional signals (including proposed signals at Mitchell/ Maddox) in close proximity to 6 existing signals along Mitchell Road | 1 | Negative | |
| | Support replacing existing roundabout and zebra crossing with traffic signals | 9 | Positive | |
| | Only support replacing existing roundabout and zebra crossing with traffic signals if it will improve traffic flow | 1 | Neutral | |
| | Suggest traffic calming on all approaches to existing roundabout; improve sightlines and lighting; install wombat crossings on all arms | 3 | Neutral | |
| | Existing pedestrian crossing is dangerous | 3 | Negative | |
| | Suggest moving pedestrian crossing further away from roundabout or add additional crossings | 1 | Neutral | |
| | Suggest flashing lights or zig zag strips to warn drivers approaching pedestrian crossings | 1 | Neutral | |
| | Suggest raise existing pedestrian crossing | 1 | Neutral | |

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| Mitchell Road/ Maddox Street | Oppose replacing existing roundabout and zebra crossing with traffic signals | 9 | Negative | 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 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. |
| | Support replacing existing roundabout and zebra crossing with traffic signals | 2 | Positive | |
| | Suggest make pedestrian crossing across Mitchell Road at Maddox Street safer | 2 | Neutral | |
| | Suggest closing Maddox Street at Mitchell Road | 1 | Neutral | This was not supported by the community in the previous 2018 LATM due to impacts on Mitchell Road from Ashmore estate traffic. |
| Mitchell Road | Suggest reduce speed limit to 30km/h | 1 | Neutral | The study recommends reducing Mitchell Road to 40km/h to match surrounding local roads. The City will request TfNSW to consider a 40km/h speed limit. |
| | Suggest reduce speed limit to 40km/h | 2 | Positive | |
| | Suggest road resurfacing | 1 | Neutral | Resurfacing of Mitchell Road between Sydney Park Road and Copeland Street has been identified for 24/25 FY Capital works program. In the meantime, The City will arrange to undertake some maintenance works to address some defects identified, which fall within the scope of maintenance activities |
| | Existing roundabouts on Mitchell Road should be retained/ upgraded | 1 | Negative | Noted |
| | Mitchell Road not wide enough for bikes to cycle between traffic and parked cars | 1 | Neutral | If riding on Mitchell Road, the safest road position is generally in the centre of the traffic lane. Alternatively, the regional bike route is parallel and only a block away, on Belmont Street. |
| | Oppose Mitchell Road cycleway | 2 | Neutral | Noted |

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| Mitchell Road at Buckland Street | Suggest reinstate right turn from Mitchell Road into Buckland Street | 2 | Negative | <p>The no right turn on Mitchell Road at Buckland Street was originally installed at request of residents to reduce volumes on Buckland Street. Removing the no right turn will encourage more traffic on Buckland St.</p> <p>Community feedback is 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 the school want the existing no right turn reviewed. No further action proposed.</p> |
| | Retain no right turn from Mitchell Road into Buckland Street | 2 | Positive | |
| Belmont Street (at Fountain Street) | Introduce a raised pedestrian/bicycle crossing on Belmont Street along route to Alexandria Park Community School | 1 | Neutral | Fountain Street is a state road under the control of TfNSW. The City cannot make changes to Fountain Street without TfNSW approval. TfNSW did not support a combined pedestrian/cycle crossing on Fountain Street at Belmont Street. However signals at Fountain & Lawrence Streets are scheduled for installation in the current financial year, subject to TfNSW approval. |
| Fountain Street at Lawrence Street | Oppose installation of traffic signals at the intersection | 1 | Negative | Traffic signals were proposed and endorsed as part of the 2018 Alexandria LATM and were included as a committed project in the base model for the 2022 Traffic Study. The signals are scheduled for installation in the current financial year, subject to TfNSW approval. |
| | There will be 3 sets of signals within approx. 250m of each other on Fountain Street | 1 | Neutral | |
| | Support installation of traffic signals at the intersection | 3 | Positive | |
| | Pedestrian crossing needed | 4 | Positive | |
| | Request for update on Lawrence Street/ Fountain Street signals | 1 | Neutral | |
| | Difficult/ unsafe turning right from Lawrence Street into Fountain Street | 5 | Negative | |

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| Fountain Street at Belmont Street | Suggest raised pedestrian crossing on Fountain Street at Belmont Street | 3 | Neutral | Fountain Street is a state road under the control of TfNSW. Signals at Fountain Street & Belmont Street were rejected by TfNSW. However, traffic signals at Fountain & Lawrence Streets were proposed and endorsed as part of the 2018 Alexandria LATM and were included as a committed project in the base model for the 2022 Traffic Study. The signals are scheduled for installation in the current financial year, subject to TfNSW approval. |
| Fountain Street | Suggest traffic calming / wider footpaths / pedestrian island | 2 | Neutral | Fountain Street is a state road under the control of Transport for NSW. The City cannot make changes to Fountain Street without TfNSW approval. |
| | Suggest 40km/h school zone | 1 | Neutral | TfNSW is the only authority who can approve and install speed limits, including School Zones. Fountain Street is also a state road under the control of TfNSW. |
| Belmont Lane / Lawrence Lane/ Euston Lane | Mitigation treatments needed to avoid traffic diverting to narrow laneways | 4 | Neutral | Speeds humps were installed in these lanes in 2018 as part of the 2018 Alexandria LATM. |
| | Install speed humps at each end of these lanes | 1 | Neutral | |
| | Close laneways or make them one-way | 1 | Neutral | |
| | Restrict laneways to residents/ local access only. | 1 | Neutral | |
| Maddox Street | Request loading zone for businesses in lieu of any parking loss | 1 | Neutral | Noted. Parking impacts will be taken into consideration as part of detailed design and further consultation with the affected residents and businesses. |
| | Install No Stopping between Euston Lane and Euston Road to improve traffic flow | 2 | Neutral | The parking space reduces capacity at the intersection which helps reduce the amount of through traffic on Maddox Street, which is a local road. |

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| | Suggest No Parking near intersections to improve sight lines | 1 | Neutral | The City will develop concept plans for traffic calming 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. |
| | Suggest improved roundabouts and pedestrian crossings | 2 | Neutral | |
| | Suggest limit access / left turn from Euston Road to vehicles under 6m / 9m only | 4 | Neutral | |
| | Suggest installation of cycleway | 1 | Neutral | The City's Cycling Strategy and Action Plan identifies Maddox Street for a cycleway, to connect the MacDonald Street cycleway with Bourke Road. |
| | Suggest one-way chicane on Maddox Street near Euston Road / Make Maddox Street single lane one-way from Euston Road to Mitchell Road | 1 | Neutral | The City will develop concept plans for traffic calming 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. |
| | Suggest flowers and garden beds in Maddox Street | 1 | Neutral | |
| Huntley Street | Suggest limit access to vehicles under 6m only | 1 | Neutral | This would be difficult to enforce. |
| | Oppose closure of Huntley Street | 1 | Neutral | There is no current proposal to close Huntley Street to traffic. |
| Euston Road at Huntley Street | Suggest increasing signal timing for right hand turn from Euston Road into Huntley Street | 1 | Neutral | Euston Road (state road) and all traffic signals are under the care and control of TfNSW. |
| Maddox Street/ Euston Road | Suggest introduce right turn/lane on Euston Road (northbound) at Maddox Street east – as vehicles turn left and use roundabout at Lawrence to turn around and continue eastbound | 4 | Neutral | 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 traffic volumes, including heavy vehicles using Maddox Street west. |

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| Lawrence Street | Suggest traffic calming needed | 1 | Negative | Traffic calming was installed in 2020 as part of the 2018 Alexandria LATM. |
| Henderson Road | Existing speed cushions are ineffective – more traffic calming required or replace with full width speed humps | 6 | Negative | Noted |
| | Existing speed cushions are noisy | 3 | Negative | Noted |
| | Existing speed cushions are ineffective - replace speed cushions and reinstate roundabouts | 4 | Negative | Roundabouts are generally less safe for people walking. |
| | No right turn from Alexandria Street has introduced more traffic into Kingsclear Road | 1 | Negative | Noted |
| | Current conditions work well | 2 | Positive | Noted |
| | Oppose bike lanes | 1 | Negative | Noted |
| | Suggest close Henderson Road/ Railway Parade at Park Street | 2 | Neutral | Noted |
| | Concerned about disruptive, ineffective changes to Henderson Road in last three years/ costs of the works. Turning onto Henderson Road from any side streets is hazardous since roundabouts were removed | 2 | Negative | Noted. The project was funded by Transport for NSW. |
| | Henderson Road is risky for pedestrians to cross and negotiate side streets | 1 | Negative | Removing the roundabouts has improved the safety and priority for pedestrians crossing side streets. |
| | Concerns about engagement. Henderson Road residents excluded | 1 | Negative | Letters were sent to all properties within the study area. We understand that some residents did not receive the first letter or received it later than anticipated. A second letter was sent to all properties within the study area and the engagement period extended to 30 June. There has been an overwhelming response to the engagement. |

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| | | | | We are aware that some resident groups also conducted their own engagement, which the City was not involved in. |
| Swanson Street | Suggest removal of bike lane on Swanson Street – link is unsafe for cyclists | 1 | Negative | Transport for NSW is developing a safe link for people walking and riding on Swanson Street (it is State Road). |
| Swanson Street at Park Street | Existing crossing and narrowing at Park Street is good | 1 | Positive | Noted |
| | Suggest hedge height be reduced at road crossings | 1 | Neutral | Hedge height are kept to below 900mm as standard ie to allow vision of unaccompanied children |
| | Suggest relocate pedestrian crossing on Park Street further away from Swanson Street | 1 | Neutral | The existing crossing is located on the pedestrian desire line. Moving the crossing further away is not supported as pedestrians would not use the crossing. |
| Swanson Street at Railway Parade | Footpath on northern side of Swanson Street is too narrow. Left turn lane unnecessary and should have been retained for pedestrians and cyclists/ | 2 | Negative | Transport for NSW is developing a safe link along Swanson Street for walking and riding, that will increase space on the northern side. |
| | Suggest use way-finding traffic signs to direct traffic to the preferred route | 1 | Neutral | Noted. Railway Parade has been reinstated to two-way traffic so the majority of vehicles can now turn left at Railway Parade via the shortest route to Henderson Road. |
| Renwick & Coulson Streets | Suggest kerb buildouts/ intersection narrowing on side streets | 3 | Neutral | Road narrowings are planned at Renwick/Suttor Street. Dadley/Renwick road narrowing to be included in future works program. Coulson Street is still used by large trucks and road widenings would reduce the kerb side parking. Road narrowing and Continuous footpath treatments along Coulson Street at Eve Street were carried out in 2019. Similar treatments are already proposed at Hadfield |

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| | | | | Street. These works are already committed as part of forward works programs. |
| Coulson Street and Mitchell Road | Suggest mid-block crossings | 2 | Neutral | 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. |
| Gillespie & Birmingham Streets | Lack of control of entry from Gillespie into Birmingham Street. Rat run and high traffic | 1 | Negative | Noted. This is outside the study area. |
| Coulson Street | Why is Coulson Street and intersection upgrades not included in the current proposal | 2 | Neutral | Coulson Street is still used by large trucks and road widenings would reduce the kerb side parking. Road narrowing and Continuous footpath treatments along Coulson Street at Eve Street were carried out in 2019. Similar treatments are already proposed at Hadfield Street. As these are already committed as part of forward works programs, the City did not seek specific feedback as part of this community engagement. |
| | Suggest road narrowing along Coulson Street | 1 | Neutral | |
| | Suggest CFT along Coulson Street at Hadfield Street | 1 | Neutral | |
| Gerard Street & Garden Street | Traffic has increased as a result of turn bans on contiguous streets eg. Phillip at Henderson | 1 | Negative | Noted. The turn bans was implemented after Residents requested this ban to stop their street being used as a short-cut. Also there was an accident history of right turn accidents at the intersection of Phillip and Henderson. |
| Fox Street at Copeland Street | Suggest safer pedestrian crossing needed or a pedestrian crossing connecting Harry Noble and Erskineville Oval | 1 | Neutral | A continuous footpath treatment was installed on Fox Street at Copeland Street in 2021. |
| Clara Street | Heavy traffic on Clara Street | 1 | Neutral | Noted |
| | Suggest moving child care centre pick-up zone on Clara Street closer to Swanson Street | 1 | Neutral | The existing 5 minute parking zone is located closest to the entry to the childcare centre. |

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| | Clara Street speed hump near Swanson Street is damaged | 1 | Neutral | The City's maintenance team inspected the speed hump and will undertake temporary repairs. This been added to the maintenance program for restoration. |
| | 2 Hour parking needs more enforcement | 1 | Neutral | Rangers will continue to conduct additional patrols of Clara Street and the surrounding area, focusing on vehicles overstaying the 2 hour parking restrictions. |
| Erskineville Road | Suggest more resident parking restrictions needed on southern side to offset parking demand in Clara Street area | 1 | Neutral | Noted |
| Wyndham Street | Proposals will push more traffic onto Wyndham Street. Frequently gridlocked. Suggest improvements needed for Wyndham Street | 1 | Negative | Noted. Proposals for turn bans and road closures are unlikely to proceed based on overall community feedback. |
| Maddox Street at Lawrence Street | Suggest hedge height be reduced at road crossings | 1 | Neutral | Hedge height are kept to below 900mm as standard ie to allow vision of unaccompanied children |
| Maddox Street at Bourke Street | Remove shrubs to improve sight lines | 1 | Neutral | Landscaping height can be reduced to not impede sightlines |
| General | Suggest more dedicated cycle paths needed – various street within and outside study area | 2 | Neutral | Noted. The City's Cycling Strategy and Action Plan shows our planned bike network. |
| | Suggest continuous footpath treatments or wombat crossings should be installed on all side streets in Erskineville & Alexandria | 2 | Neutral | 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. Continuous footpath treatments and pedestrian crossings will be considered in the context of the action plan for walking improvements. |

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| | Suggest all roads reduced to 30km/h | 2 | Neutral | The study recommends reducing Mitchell Road to 40km/h to match surrounding local roads. The City will request TfNSW to consider a 40km/h speed limit. |
| | Concerns that many of the bike lanes installed in the area have created hazardous driving conditions – should be reconsidered | 2 | Negative | Crash data from the NSW Centre of Road Safety shows that injury crashes involving all road users (including drivers) are reduced after adding cycleways. |
| | Suggest don't replace roads/parking for cars to install bike lanes | 4 | Neutral | Cycleways currently use approximately 1.25% of the City's road space, to improve safety for the many residents who ride, or who order food deliveries. |
| | Cycleways on Mitchell Road/ Huntley Street/ Sydney Park Road/ Bridge Street are underutilised | 1 | Negative | The volumes on these cycleways will increase substantially as nearby bike network connections are completed. |
| | Suggest providing better access to footpaths – ie maintenance, trim overgrown shrubs | 2 | Neutral | Residents are encouraged to contact the City directly by phone, email or online to report and request footpath maintenance, including details of specific locations |
| | Suggest reducing kerb radius at all side streets to reduce turning speeds | 1 | Neutral | Noted |
| | Concerns letter dated 1 May was received much later in May | 2 | Neutral | Letters were sent to all properties within the study area. We understand that some residents did not receive the first letter or received it later than anticipated. A second letter was sent to all properties within the study area and the engagement period extended to 30 June. There has been an overwhelming response to the engagement. |
| | Traffic model does not include impact of extra traffic in study area since opening of WestConnex St Peters interchange in late February 2023. | 1 | Negative | This was a complex study covering a large geographical area while Westconnex is still under construction. The Westconnex St Peters Interchange opened in mid-2020. The available traffic data from 2016 and 2021 was analysed to understand the impacts of the opening of WestConnex in the study area, however the Study was |

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| | | | | <p>completed before the M4-M8 extension was opened to traffic.</p> <p>TFNSW is also required to undertake post-opening traffic studies to assess impacts on surrounding road network at each stage as per the State Significant Development approval conditions.</p> |
| | TfNSW should attend community meetings so they can hear residents' concerns first hand | 1 | Negative | Noted |
| | Traffic study – page 56 - Why was through traffic on Euston Road – McEvoy Street excluded? | 1 | Neutral | Euston Road – McEvoy Street are State Roads under the control of Transport for NSW. The aim of this study is to understand the impacts of Westconnex on local roads and propose treatments which will encourage through traffic to use the State Road network rather than diverting through local roads. To do this, the modelling considered the proportion of trips that have a local origin or destination within the study area. |
| | How will closures benefit local residents and amenity if trips are longer | 1 | Negative | Noted. Road closures are proposed to reduce through traffic, noise and improve access and safety for people walking. They can increase distance of trips for local access. The City consults residents to gauge the level of support given these impacts. |
| | Public transport needs improving | 1 | Neutral | Noted. Public transport services are administered by the NSW state government |
| | There is no mention of the changes that will occur with the opening of the Green Square to Ashmore connector. This will introduce traffic lights and further pedestrian crossings which will cross the predominant north-south traffic flow. | 1 | Neutral | This connector road starts at the intersection of Bowden Street with Bourke Road which is outside the Study Area. The Connector Road will not be opened initially as a through road. |

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| | Suggest improve lighting on footpaths | 1 | Neutral | Residents are encouraged to contact the City directly by phone, email or online with specific locations |