

# **Attachment B**

## **Recommendations Summary Report**

# Recommendations - Proposed improvements for traffic and transport in Alexandria and Erskineville



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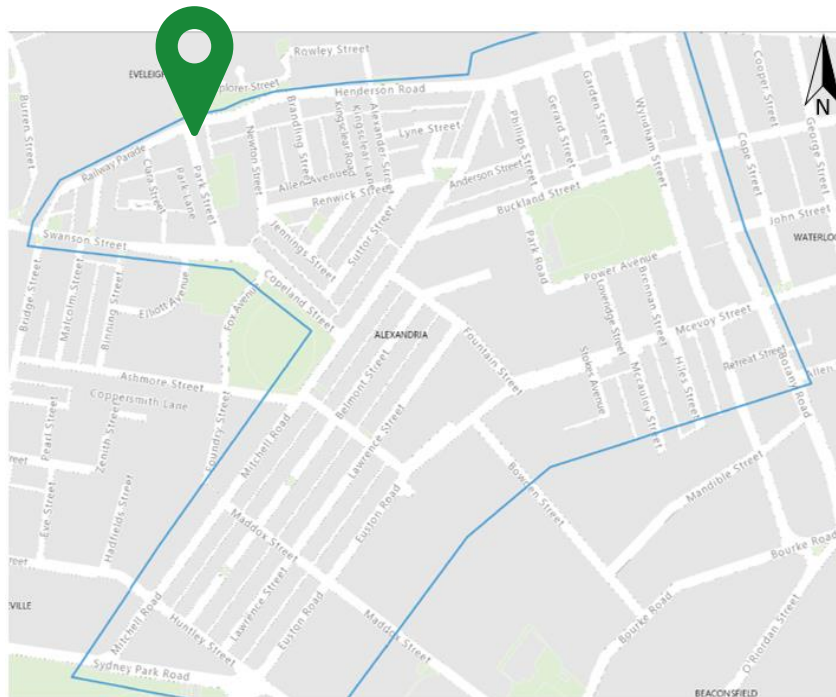
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# Recommendations

## Park Street

### What we proposed:

- Closure to traffic; OR
- No right turn from Park Street

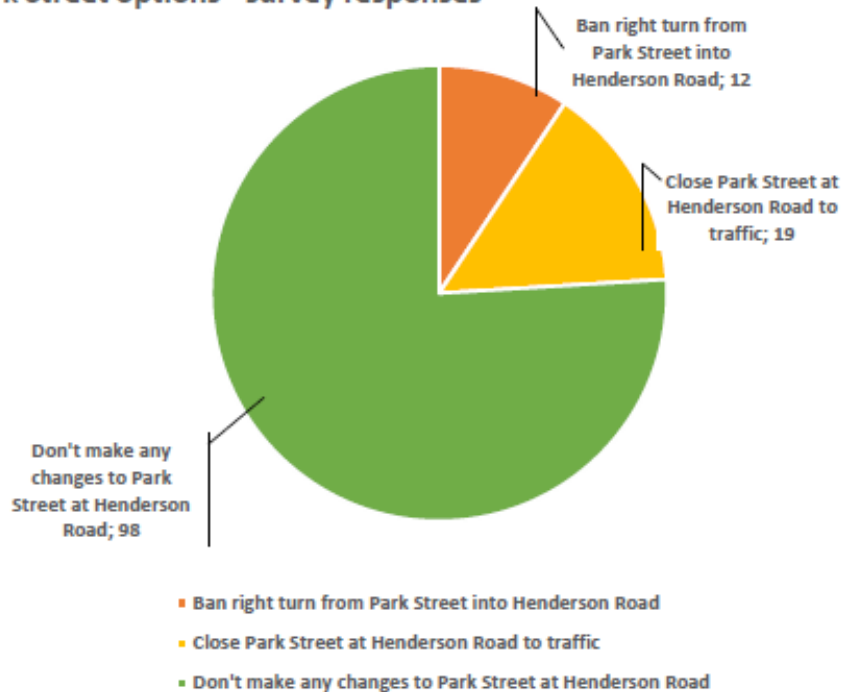


Recommendations -  
Proposed improvements for traffic and transport in Alexandria and Erskineville

**What we heard – all respondents:**

- Overall, strong opposition to either option
  - Survey: 76% support no change
  - Comments: 78% support no change/oppose one or both options
  - Written submissions: 72% oppose both or either option

**Park Street options - survey responses**



**What we heard – residents bound by Railway Parade, Park Street and Swanson Street:**

- 50% support no change
- 50% support options (35% support closure)
- Majority of Park Street respondents (67%) support both/either options, with preference for full closure

**Considerations:**

- Railway Parade reverted to two-way traffic during consultation period.
- Streetscape improvements underway in Park Street to formalise angle parking, landscaping and traffic calming.

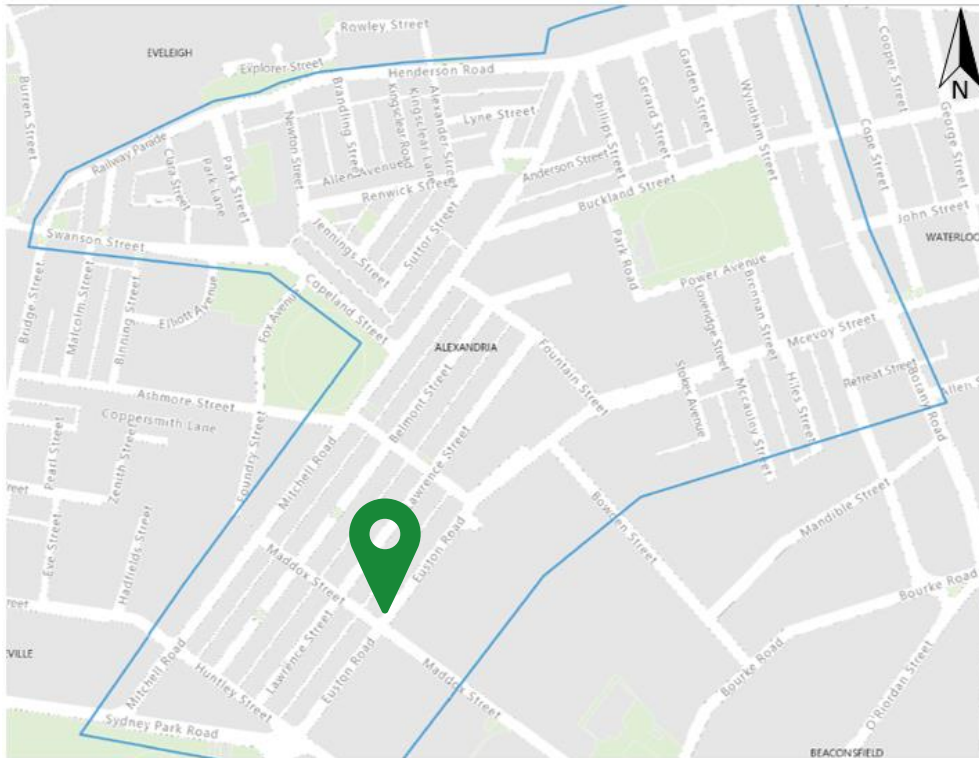
**What we're recommending:**

- Conduct further traffic counts in Park Street, for 3 months after completion of the current works to monitor volumes, speeds and movements.
- Further recommendations, if required to be made following the traffic counts.

## Maddox Street

### What we proposed:

- Close Maddox Street to traffic at Euston Road; OR
  - No left hand turn into Maddox Street from Euston Road.
- AND**
- Chicanes on Maddox Street; OR
  - Raised intersection thresholds.

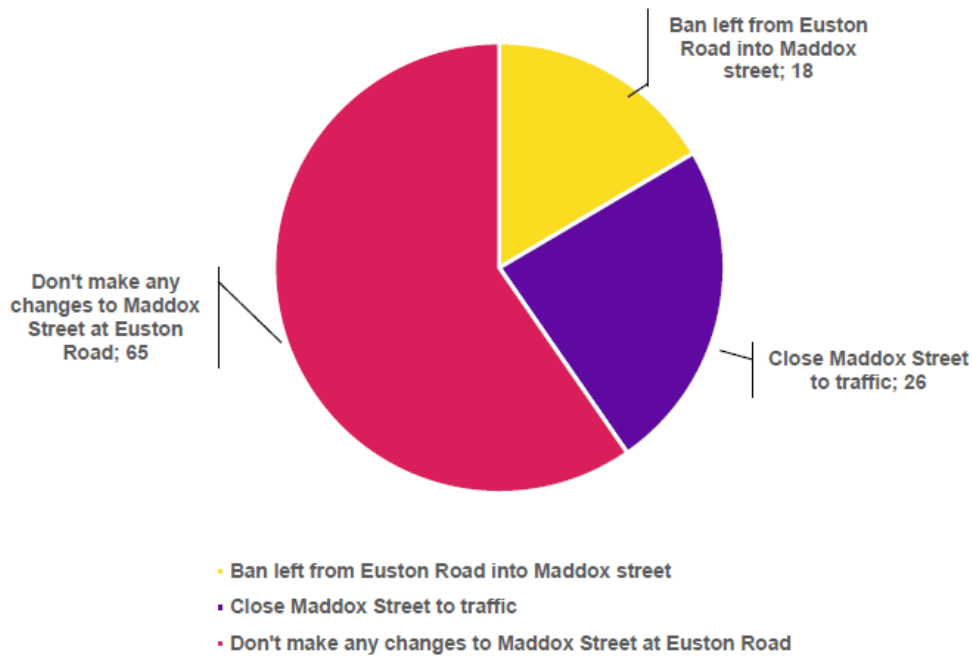


Recommendations -  
Proposed improvements for traffic and transport in Alexandria and Erskineville

**What we heard – closure/turn ban:**

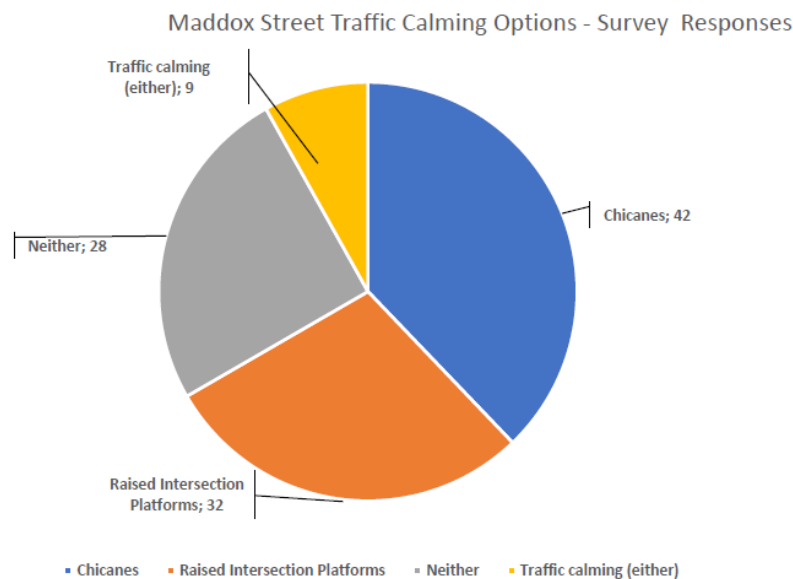
- Overall strong opposition (survey 60%; comments 61%; written submissions 40% (21% support options)
- 53% of survey respondents in Maddox Street & adjoining streets oppose changes.
- Three Maddox Street residents all support closure to traffic.

**Maddox Street at Euston Road - survey responses**



**What we heard – traffic calming:**

- Overall majority support for traffic calming, with preference for chicanes
- Survey 75% support (51% chicanes); comments 38% opposed, 30% support; written submissions 10 support, 12 opposed



## Recommendations - Proposed improvements for traffic and transport in Alexandria and Erskineville

### What we're recommending:

- Develop traffic calming scheme for Maddox Street, for further consultation with community and subject to Local Pedestrian, Cycling and Traffic Calming Committee approval, including:
  - Preference for chicanes
  - Improved walking facilities at intersections
  - Provision of future cycling link
- Request Transport for NSW to remove no right turn from Euston Road northbound into Maddox Street eastbound

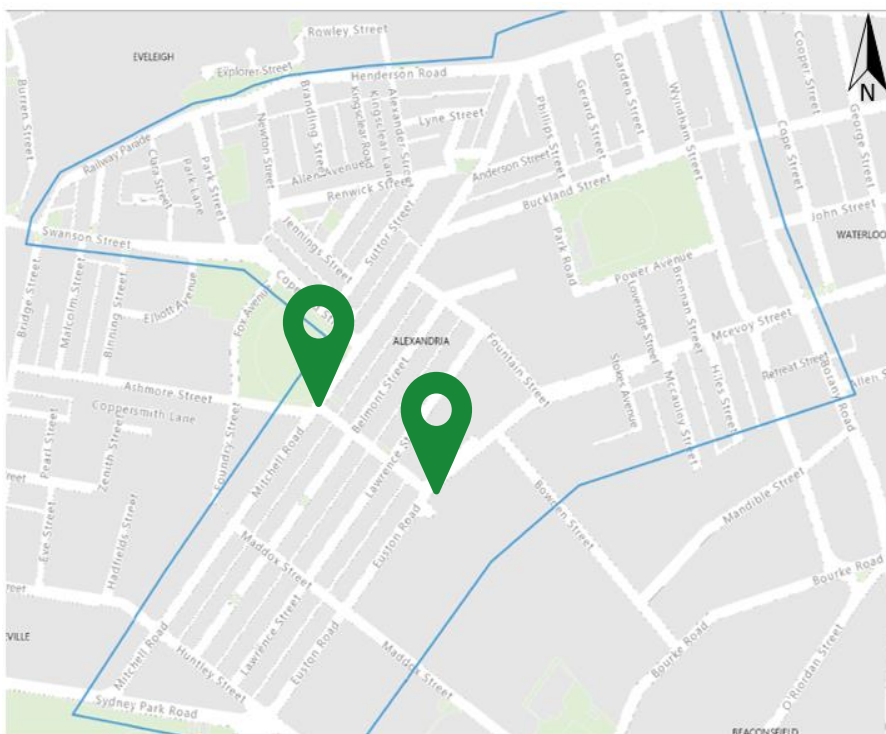


For illustration purposes only

## Harley Street

### What we proposed:

- Close Harley Street to traffic at McEvoy Street; OR
- Close Harley Street to traffic at Mitchell Road





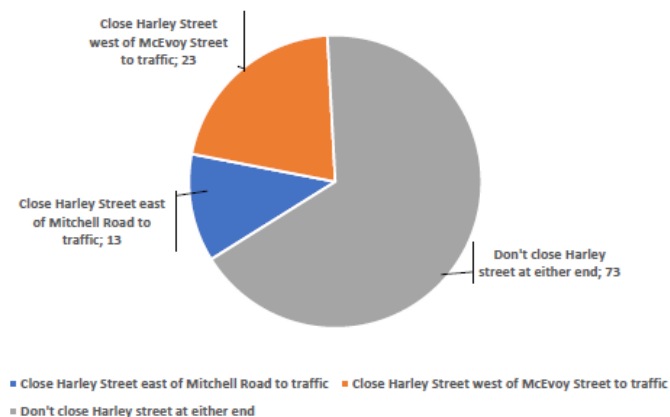
Recommendations -  
Proposed improvements for traffic and transport in Alexandria and Erskineville



**What we heard:**

- Overall, strong opposition to closing Harley Street to traffic at either end
  - Survey 67% opposed; comments 42% opposed, 24% support; written submissions 44% opposed.
- Other feedback:
  - General safety concerns for people walking, cycling & driving.
  - Review of traffic arrangements needed to minimise/ restrict traffic movements.

**Harley Street Road Closure Options - Survey Responses**



## Recommendations - Proposed improvements for traffic and transport in Alexandria and Erskineville

### What we're recommending:

- Investigate options to either:
  - Make Harley Street one-way eastbound; OR
  - Half closure to traffic at McEvoy Street (left out only)

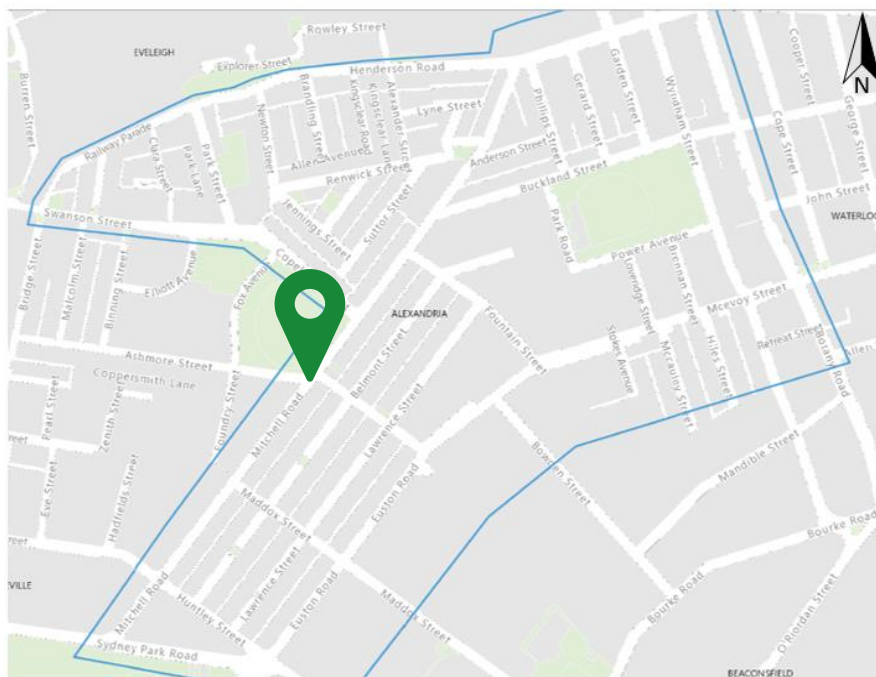
Subject to further community consultation, Transport for NSW approval and endorsement by Local Pedestrian, Cycling and Traffic Calming Committee and Council.



## Mitchell Road, Ashmore Street and Harley Street intersection

### What we proposed:

Replace existing roundabout and pedestrian crossing at the intersection with traffic signals.



### What we heard:

- Overall strong opposition to replacing roundabout/ zebra crossing with signals.
  - 64% of comments opposed.
  - 64% written submissions opposed.
- Reasons for opposition include delays to vehicle traffic and reduce priority/safety for people walking.
- However, many acknowledged current safety concerns, particularly for people walking.
- Some suggested upgrading the existing roundabout and adding more zebra crossings.

### Considerations:

## Recommendations -

### Proposed improvements for traffic and transport in Alexandria and Erskineville

- Acknowledge improvements are needed due to the type of intersection and many types of road users.
- Roundabouts are less accommodating for people walking and cycling.
- Drainage considerations
- Traffic signals provide a dedicated crossing phase and should improve walking access and safety while moderating traffic speeds.

### What we're recommending:

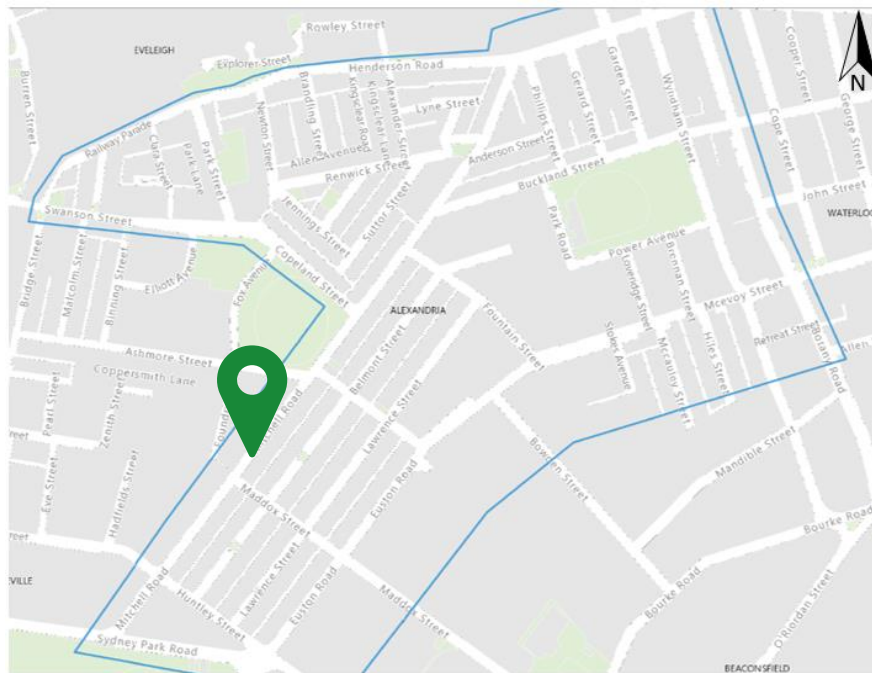
- Replace existing roundabout and zebra crossing with traffic signals, due to safety risk.
- Subject to Transport for NSW approval and endorsement by Local Pedestrian, Cycling and Traffic Calming Committee.

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## Mitchell Road

### What we proposed:

Traffic Calming



### What we heard:

- Mixed response to traffic calming
- Comments: 71% supportive
- Written submissions: 50% opposed; 32% support
- 5 respondents from Mitchell Road – 3 support and 2 opposed
- Some said more information needed to form a view including type of treatment, and impacts on parking
- General safety concerns along Mitchell Road

**Considerations:**

- Proposed intersection upgrades along Mitchell Road expected to calm and reduce vehicle volumes & speeds
- They will also provide additional dedicated formal crossings for people walking

**What we're recommending:**

Monitor & undertake traffic counts on Mitchell Road once all other treatments recommended for the study area are implemented to see if further traffic calming is needed

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## Minor intersection improvements

**What we proposed:**

- Belmont Street at Fountain Street – Continuous footpath treatment.
- Dadley Street – Intersection narrowing and kerb build outs at Renwick Street and Lyne Street.

**What we heard:**

- Overall support for proposed continuous footpath treatment, intersection narrowing & kerb build outs

**What we're recommending:**

Proceed with proposed treatments – undertake design, consultation, and endorsement by Local Pedestrian, Cycling and Traffic Calming Committee.

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## Traffic signals and Mitchell Road and Maddox Street

**What we proposed:**

Traffic signals as part of the redevelopment on the western side of Mitchell Road.

**What we heard:**

- 71% of comments opposed planned traffic signals at Mitchell Road at Maddox Street; 18% supported.
- 9 written submissions opposed; 2 supported.
- Those in support concerned for safety of people walking and crossing at the intersection.
- Those opposed concerned about reduced priority and safety for people walking.
- Some suggested upgrading existing roundabout and adding more zebra crossings.

**Considerations:**

- Signals to be delivered as part of consent conditions for adjacent development site to:
  - Address traffic impacts associated with major development, increased residential density and major retail.
  - Manage increased turning movements at the intersection from new McDonald Street road extension.
- Traffic signals expected to improve walking access and safety while moderating traffic flows

**What we're recommending:**

- Community feedback noted.
- Implement pedestrian refuge in Maddox Street to improve access until signals are installed.

# Other key feedback

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## Belmont Street

**What we heard:**

Concerns about pedestrian safety and access along Belmont Street

**City response:**

Traffic treatment recommendations for Harley Street and Maddox Street should help reduce traffic, improve safety & access for people walking and crossing at these intersections with Belmont Street.

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## Lawrence Street

**What we heard:**

Concerns about safety generally

**City response:**

- Traffic calming was installed in Lawrence Street as part of 2018 Local Area Traffic Management.
  - Planned traffic signals for Fountain Street at Lawrence Street (2024 financial year) will improve safety for vehicles turning into Fountain & people walking across Fountain Street.
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## Railway Parade

**What we heard:**

General comments mostly about traffic flow

- Comments: 32% preferred two-way; 19% preferred one-way
- Written submissions: 55% preferred two-way; 29% preferred one-way

**City response:**

Railway Parade reverted to two-way traffic in May 2023

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## Huntley Street

**What we heard:**

General comments about existing cycling and walking infrastructure

**City response:**

- Community feedback is noted.
- Huntley Street cycleway works completed June 2023 and currently being monitored.
- This along with Sydney Park Junction project will improve walking & cycling networks and reduce traffic speeds.

## Fountain Street

### What we heard:

- Traffic flow/congestion concerns.
- Walking access concerns.
- Lack of pedestrian crossing or difficulty turning out of Lawrence Street.
- Need for pedestrian crossing at Belmont Street.

### City response:

- Community feedback noted.
- Fountain Street is a state road controlled by Transport for NSW.
- City planning to install traffic signals at Fountain Street at Lawrence Street (2024 financial year) subject to Transport for NSW approval, which will address much of the walking access and safety concerns.

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## Henderson Road

### What we heard:

- Concerns about general traffic safety and noise
- Current traffic calming ineffective compared to roundabouts, or speed cushions are noisy.

### City response:

- Community feedback noted.
- Removal of roundabouts has improved safety and priority for people crossing at side streets.
- Speed cushions were installed in response to previous community feedback.

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## Buckland Street and Buckland Lane

### What we heard:

- Driving access concerns due to:
  - no right turn from Mitchell Road into Buckland Street and
  - closure to traffic at Anderson Road
- Pedestrian safety concerns in Buckland Lane

### City response:

- Buckland Street no right turn (NRT) from Mitchell Road:
  - No significant feedback from affected community to support a review.
  - Transport for NSW responsible and manage the signals.
  - Removing NRT would increase traffic volumes on Buckland Street, a significant walking & cycle route; and open traffic west-east bypass via Wyndham and Wellington Streets.
- Buckland Lane:
  - Mostly local traffic; volumes, speed and vehicle size remain low and appropriate for conditions.
  - Continuous footpath treatment (CFT) at Mitchell Road gives walking priority, calms traffic and highlights quiet, local road function.
  - Investigating CFT across Buckland Lane at Phillips Street to improve walking access, safety and traffic calming.

# Background

The City of Sydney has worked with community to address a series of traffic impacts since the inception of Westconnex, now known as M8. These projects are a part of a Local Area Traffic Management Plan.

We have previously investigated solutions developed as part of traffic studies, observations of traffic changes and community requests.

These solutions included:

- Partial road closures
- Full road closures
- Mid block closures
- Continuous footpath treatments at intersections
- Traffic lights

Community have let us know what they support and utilising their local knowledge, what they believe will work. The City then took these solutions to Transport for NSW for approval. While most were not approved, we have implemented changes at Belmont Street, Lawrence Street, Brennan Street and Loveridge Street.

Since the closure of two way traffic on Railway Parade at Swanson Street, residents on Park Street have told us that there has been an increase in traffic.

The City has commissioned a new traffic and transport study and the findings were shared with the community in February 2023. The community were briefed at a forum hosted by the Lord Mayor and then provided initial feedback on the study.

That feedback lead to the proposal of the following solutions:

- closing Park Street at Henderson Road or introducing a new right turn ban from Park Street into Henderson Road
- a traffic calming scheme for Maddox Street west of Euston Road
- closing Maddox Street or banning the left turn from Euston Road into Maddox Street
- closing Harley Street west of McEvoy Street or east of Mitchell Road
- installing a signalised crossing at Mitchell Road and Ashmore Street
- a traffic calming scheme on Mitchell Road
- minor changes at some intersections to calm traffic and improve safety.

Issues raised during initial consultation but not included as proposals:

- **Increase in traffic on Buckland Lane arising from closure of Anderson Street and right-hand turn bans at Buckland Street**  
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.
- **The pedestrian crossing of Mitchell Road at Harley Street should be raised**  
A raised pedestrian crossing was proposed as part of the cycleway works but due to drainage considerations during detailed design, it was not possible to raise the crossing. Signals at the intersection will provide a safer designated crossing for people walking instead of a raised zebra crossing.

Recommendations -

Proposed improvements for traffic and transport in Alexandria and Erskineville

- **Mitchell Road between Sydney Park Road and Coulson Street is too narrow to accommodate the cycleway currently under construction**  
The cycleway uses space previously used for parking and does not reduce traffic lanes.
- **Temporary speed humps on Henderson Road and Railway Parade are loud and need to be replaced with permanent, quieter ones**  
The material and locations can be considered but permanent speed humps will not create less noise.



# Engagement summary

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## We asked the community for feedback on the proposals

Consultation ran between 1 May and 30 June 2023 and provided an opportunity for stakeholders and the community to review proposals

This report outlines the community engagement activities that took place to support the consultation and summarises the key findings from the consultation.

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## Purpose of the engagement

The purpose of the engagement was to:

- Get feedback on the proposals
  - Determine if anything had been missed by calling on local and specific knowledge
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## Engagement activities

### **Sydney Your Say webpage**

A Sydney Your Say webpage was created. The page included a summary of the proposals and link to the Study.

### **Interactive map**

The Sydney Your Say page included a link to an interactive map highlighting the proposals, surveys and pins that could be dropped with any additional comments.

The community and stakeholders could insert their feedback directly onto the map and surveys or email a submission.

### **Consultation letter**

Letters were posted to residents on 1 May and on 29 May, inviting them to give feedback on the proposal. 7000 letters were distributed on each occasion.

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## Outcomes from the engagement

Feedback was received through the interactive map, an online survey and via email.

- The Sydney Your Say page was visited 3307 times during the consultation period.
- There were 1794 unique users on the interactive map
- 232 people completed 350 survey responses
- There were 845 comments dropped on the map
- 180 email submissions were received from individuals

**[Link: Traffic Study and Survey Responses Report](#)**