

# **Attachment C**

**Community Engagement Summary Report**

# Engagement report – Proposed improvements for traffic and transport in Alexandria and Erskineville



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# 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 2018 Local Area Traffic Management Plan which has been progressively implemented since then.

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 approved, we have implemented changes at Belmont Street, Lawrence Street, Brennan Street, Power Avenue 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 in their street.

The City has commissioned a new Erskineville & Alexandria Traffic and Transport Study (the 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 led 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.

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- **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 and provide feedback.

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 and gauge level of support for the proposals and options
  - Determine if anything had been missed by calling on local and specific knowledge
- 

## 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.

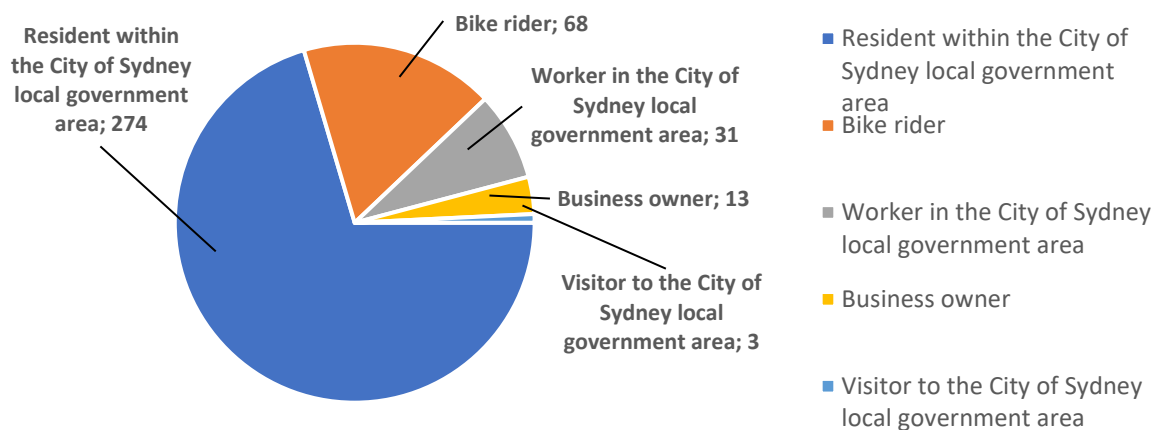
- The Sydney Your Say page was visited 3307 times during the consultation period.
- There were 1794 unique users on the interactive map
- 232 people completed 350 survey responses
- There were 845 comments dropped on the map
- 180 email submissions were received from individuals



## Respondent Demographics

Participants of the online survey and interactive map comments were required to complete a demographic survey to understand what their interest was and where they are from. This was only required once per user and more than one option could be selected. A total of 279 people completed the demographics survey and the majority indicated they were a resident within the City of Sydney local government area.

Online submissions - What is your interest in this project (select all that apply)



Respondents were also asked to provide their postcode as part of the online demographics survey. The majority of respondents indicated they were from Alexandria or Erskineville.

Postcode	Suburb	Count	%
2015	Alexandria	190	68%
2043	Erskineville	69	25%
2042	Newtown/Enmore	7	2%
2017	Zetland	2	1%
2000	Sydney	2	1%
2010	Surry Hills/ Darlinghurst	1	0.4%
2016	Redfern	1	0.4%
2032	Kingsford/Daceyville	1	0.4%
2033	Kensington	1	0.4%
2203	Dulwich Hill	1	0.4%
2222	Penshurst	1	0.4%
	Interstate	2	1%
	No info	3	1%

# Survey responses

Within the online survey, submitters were asked for their location of residence. Below is a table presenting the number of submissions from each street. Those who did not enter their location when completing the online survey have been categorised as “not provided”. Overall, there were 350 survey responses.

Grand Total	Number of Survey Submissions			Grand Total
	Harley Street options	Maddox Street options	Park Street options	
<b>Grand Total</b>	<b>109</b>	<b>112</b>	<b>129</b>	<b>350</b>
<b>Respondent Residence</b>				
<b>Alexandria</b>	<b>71</b>	<b>79</b>	<b>65</b>	<b>215</b>
Belmont Street	18	17	4	39
Brandling Street			4	4
Brennan Street	1	1	1	3
Buckland Street	1	1	1	3
Campbell Road		1		1
Copeland Street	1	1	2	4
Dibbs Street	1		1	2
Euston Road	4	12		16
Fountain Street	1		1	2
Gerard Street			1	1
Henderson Lane	1		1	2
Henderson Road	1	2	18	21
Huntley Street		1		1
Jennings Street	1	1	2	4
Kingsclear Road			6	6
Lawrence Street	19	24	1	44
Lyne Street	1		4	5
Maddox Street		4	1	5
McEvoy Street	4	1		5
Mitchell Road	11	8	4	23
Newton Street	3	2	3	8
Park Street			1	1
Phillips Street	1		1	2
Renwick Street	1	1	6	8
Suttor Street		1	2	3
Not provided	1	1		2
<b>Erskineville</b>	<b>27</b>	<b>25</b>	<b>52</b>	<b>104</b>
Ada Lane			1	1
Amy Street	1	1		2
Ashmore Street	2	3	1	6
Binning Street	1	1	1	3
Bridge Street	4	3	2	9
Burren Street	1	2	1	4
Charles Street	1	1	1	3

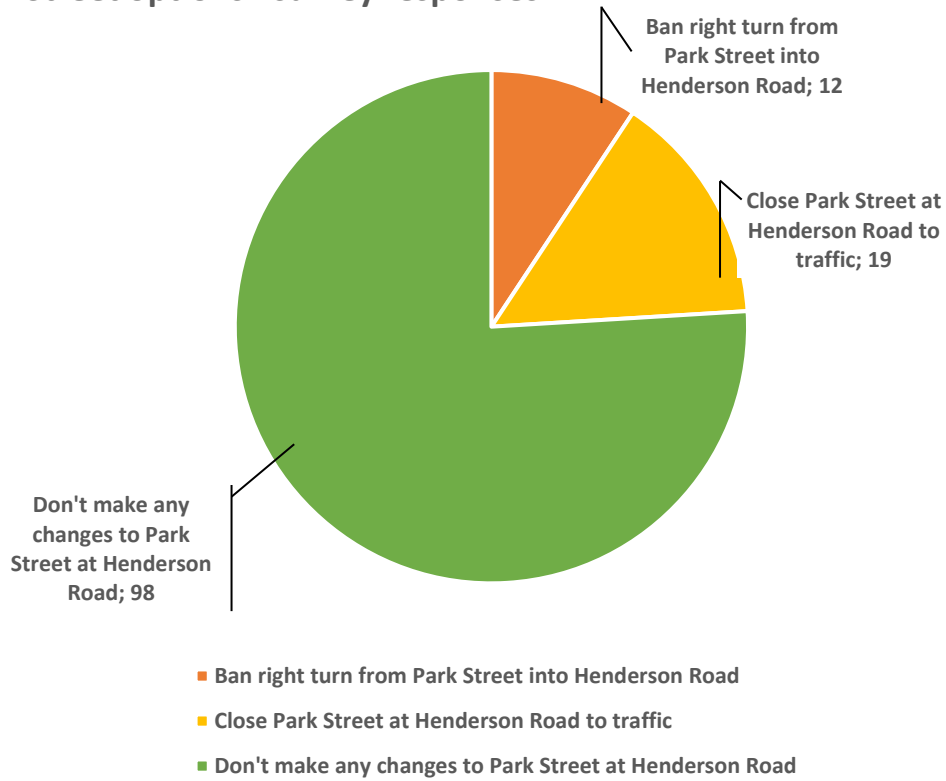


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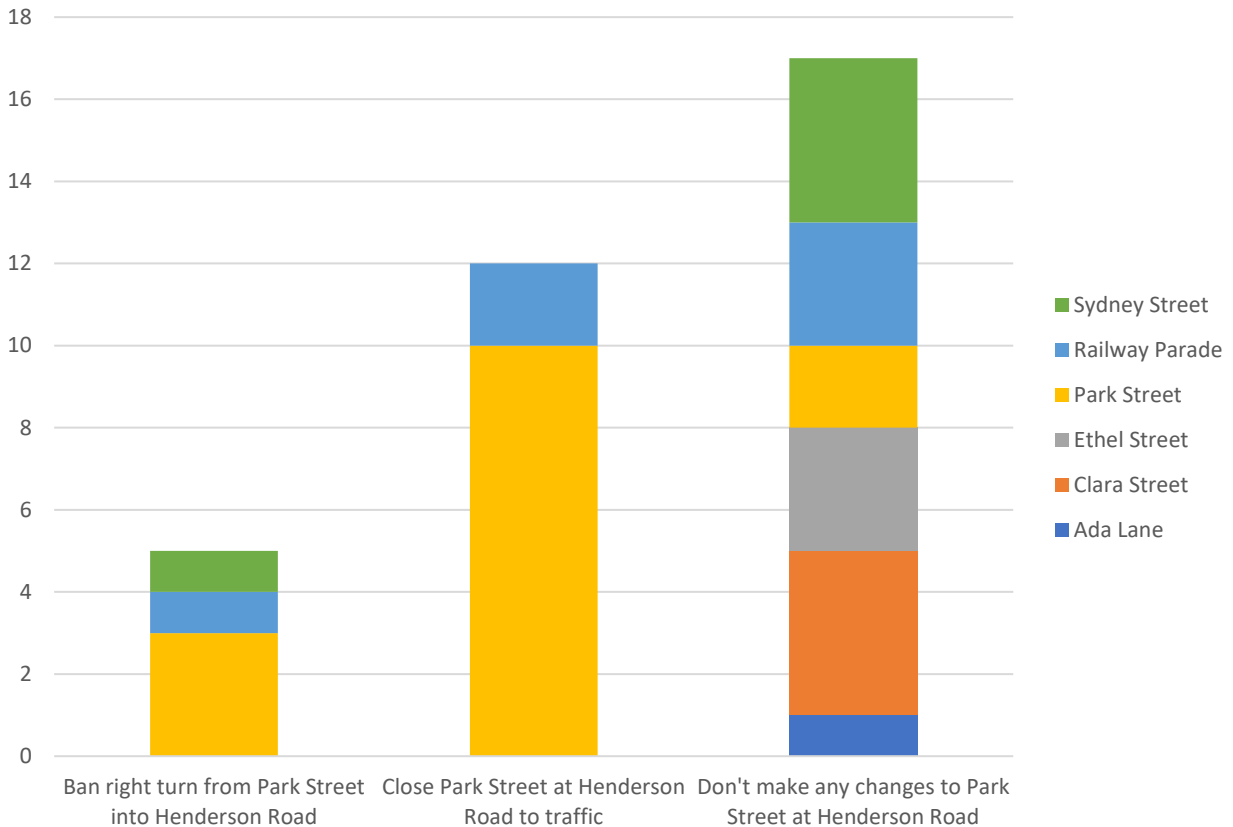
Clara Street	1	1	4	6
Coulson Street	1			1
Ethel Street			3	3
Eve Street	3	2	2	7
Foundry Street		1		1
MacDonald Street	3	1	3	7
Mitchell Road	2	1	1	4
Morrissey Road	1	1	1	3
Park Street	2	3	14	19
Pleasant Avenue		1		1
Prospect Street	2	1	2	5
Railway Parade		1	6	7
Rochford Street	1		2	3
Stovemaker Lane	1	1	1	3
Swanson Street			1	1
Sydney Street			5	5
<b>Eveleigh</b>	<b>1</b>		<b>6</b>	<b>7</b>
Carriageworks Way	1		1	2
Henderson Road			5	5
<b>Kingsford</b>		<b>1</b>		<b>1</b>
Middle Street		1		1
<b>Darlington</b>	<b>1</b>	<b>1</b>		<b>2</b>
Abercrombie Street	1	1		2
<b>Newtown</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>7</b>
Gowrie Street	2	1	1	4
Union Street		1		1
Not provided	1	1		2
<b>Waterloo</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>6</b>
Cope Street			1	1
George Street	1	1		2
Raglan Street	1	1	1	3
<b>North Bondi</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>4</b>
Glenayr Avenue	2	1	1	4
<b>Other</b>	<b>2</b>		<b>2</b>	<b>4</b>
Middle Street	1			1
Morrell Street			1	1
Not provided	1		1	2
<b>Grand Total</b>	<b>109</b>	<b>112</b>	<b>129</b>	<b>350</b>

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Park Street options - survey responses



Park Street options - responses from area bounded by Railway Parade/ Park Street / Swanson Street



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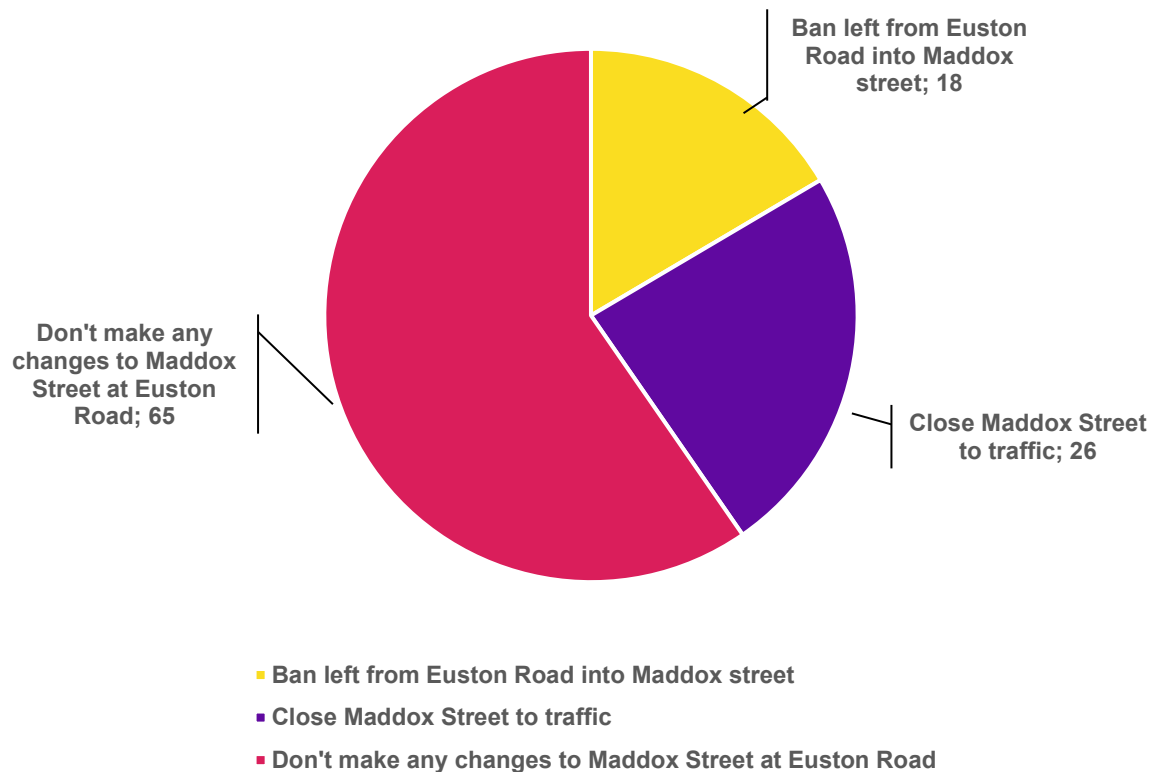
Railway Parade was reopened to two-way traffic between Swanson Street and Sydney Road on 16 May 2023 in response to previous feedback from the community.

As this change was made during the community engagement period, responses received before and after the change were separated for the purpose of this analysing any change in community opinion.

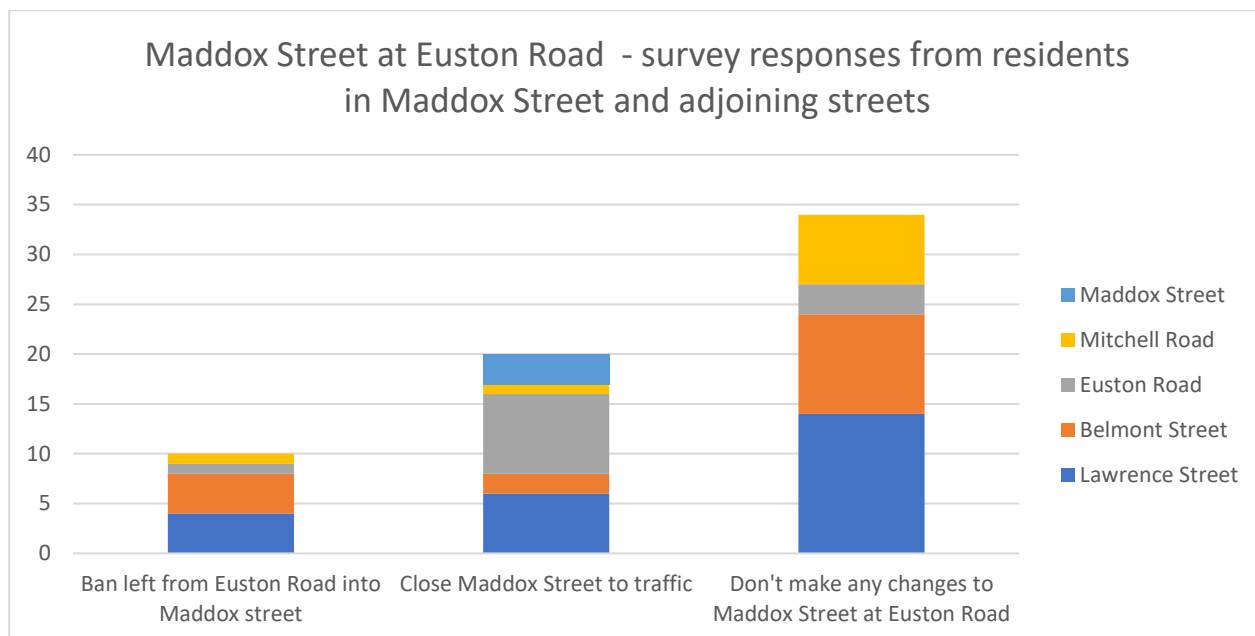
On a street-by-street basis, there was negligible swing in the preference for the proposed options for Park Street for responses received before vs after Railway Parade was changed back to two-way traffic.



### Maddox Street at Euston Road - survey responses

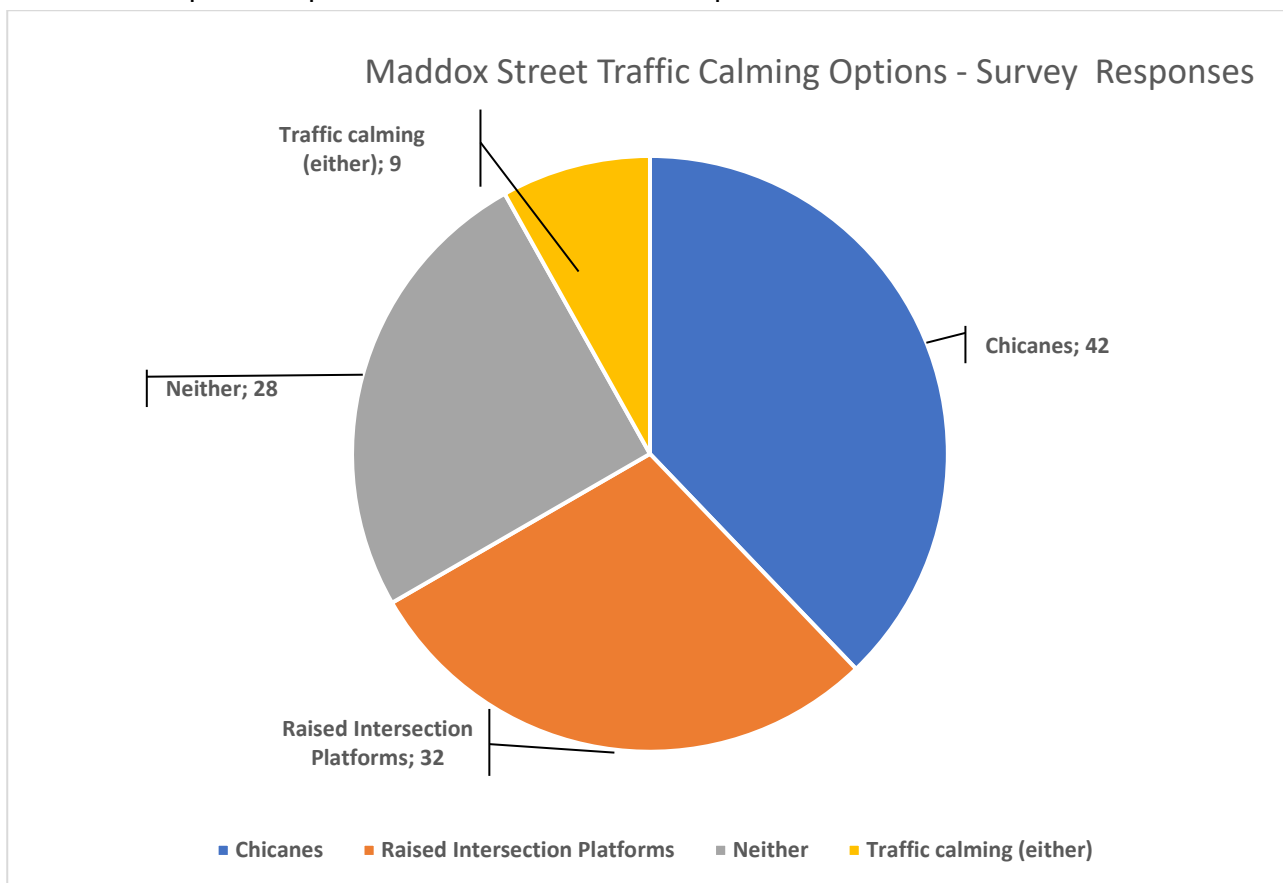


There were 109 respondents to the survey on proposals in Maddox Street at Euston Road. Overall, 60% of survey respondents opposed changes to Maddox Street at Euston Road. 24% supported a closure west of Maddox Street and 16% supported a left turn ban from Euston Road into Maddox Street.

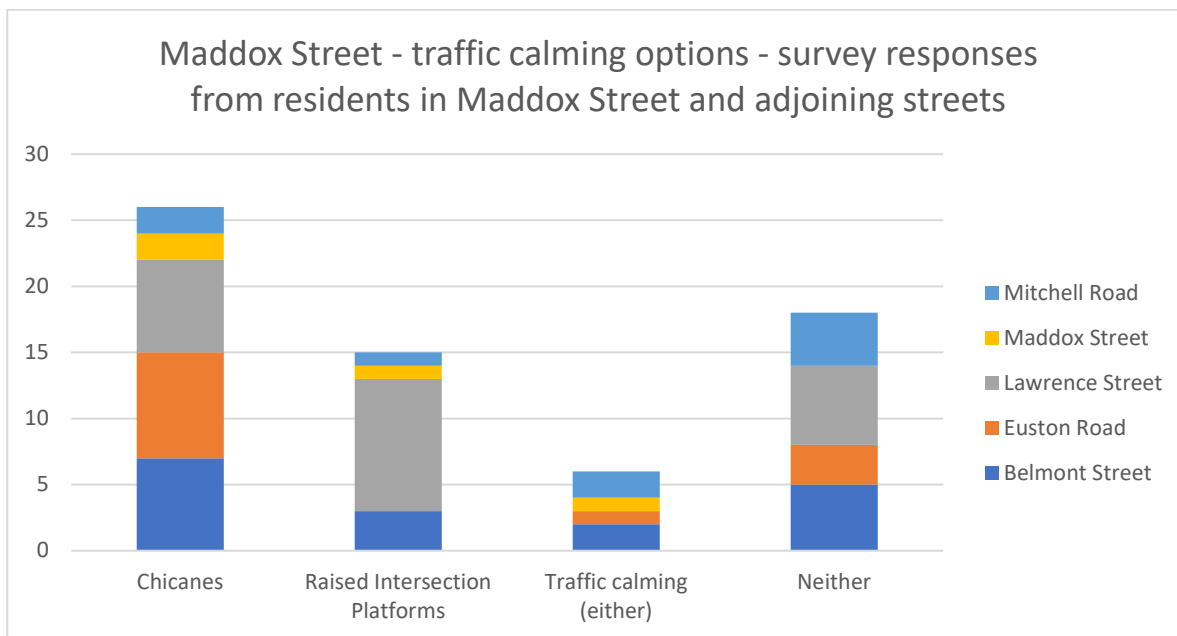


There were 64 survey respondents from Maddox Street and adjoining streets. There were 3 survey respondents from Maddox Street and all supported closing Maddox Street to traffic west of Euston Road. 34 respondents from street adjoining Maddox Street (53%) oppose any traffic restrictions in Maddox Street. 20 respondents from Maddox Street and adjoining streets (31%) support closing Maddox Street and 16% support banning the left turn.

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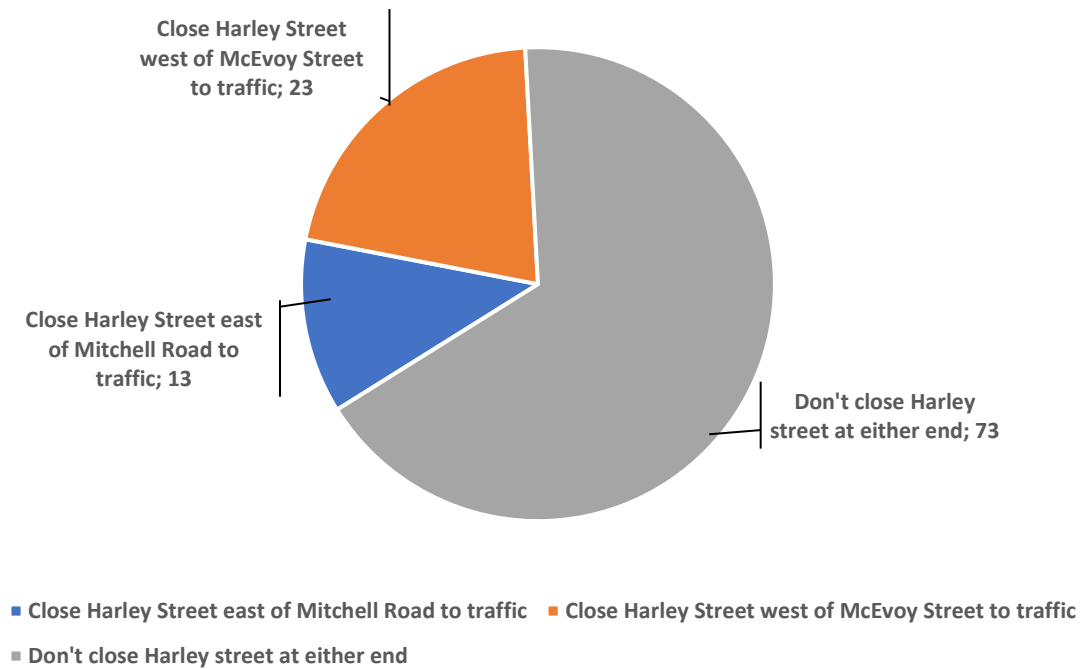


Overall, 75% of survey respondents support some form of traffic calming in Maddox Street and 25% do not support either option. Of those who supported traffic calming, 42 (51%) prefer chicanes and 32 (39%) prefer raised intersection platforms.

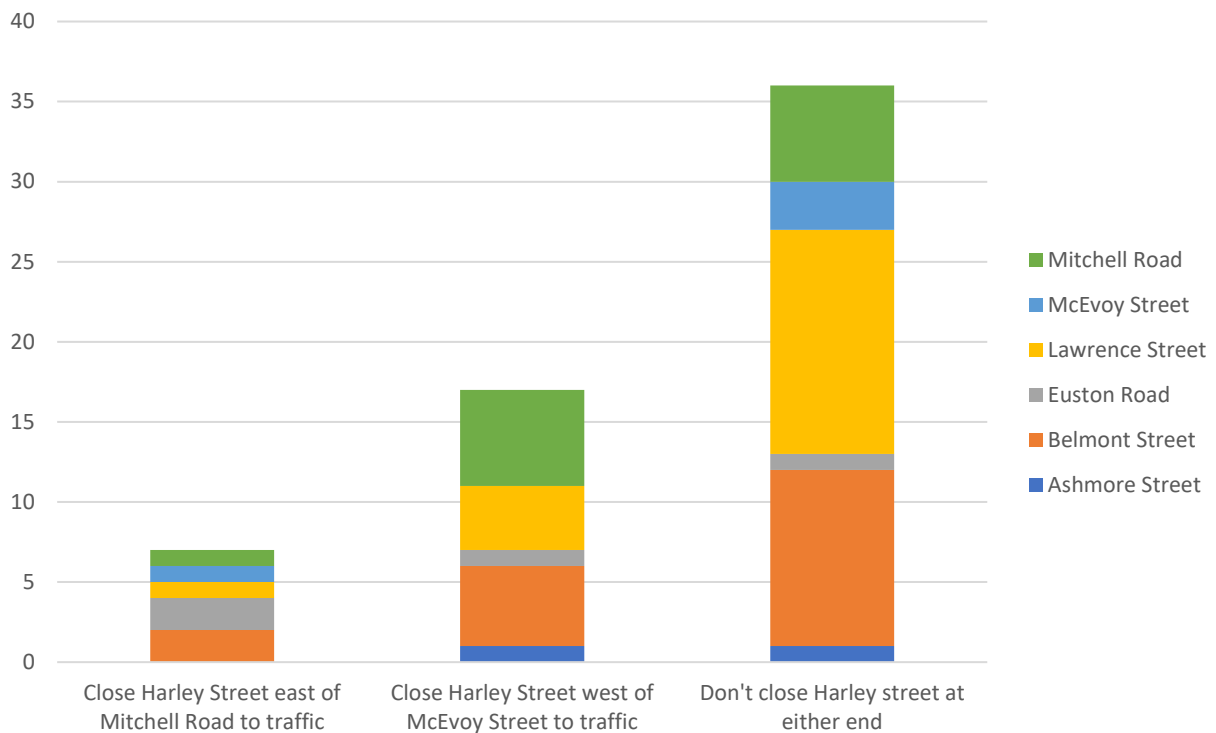


There were 65 survey respondents from Maddox Street and adjoining streets. There were 4 respondents from Maddox Street who all supported traffic calming generally, 2 supported chicanes and 1 supported raised intersection platforms. 47 (72%) of respondents from Maddox Street and surrounding streets supported traffic calming generally. 26 (40%) supported chicanes, 15 (23%) supported raised intersection platforms, 6 (9%) supported either option.

### Harley Street Road Closure Options - Survey Responses



### Harley Street - road closure options - survey responses from residents in adjacent streets

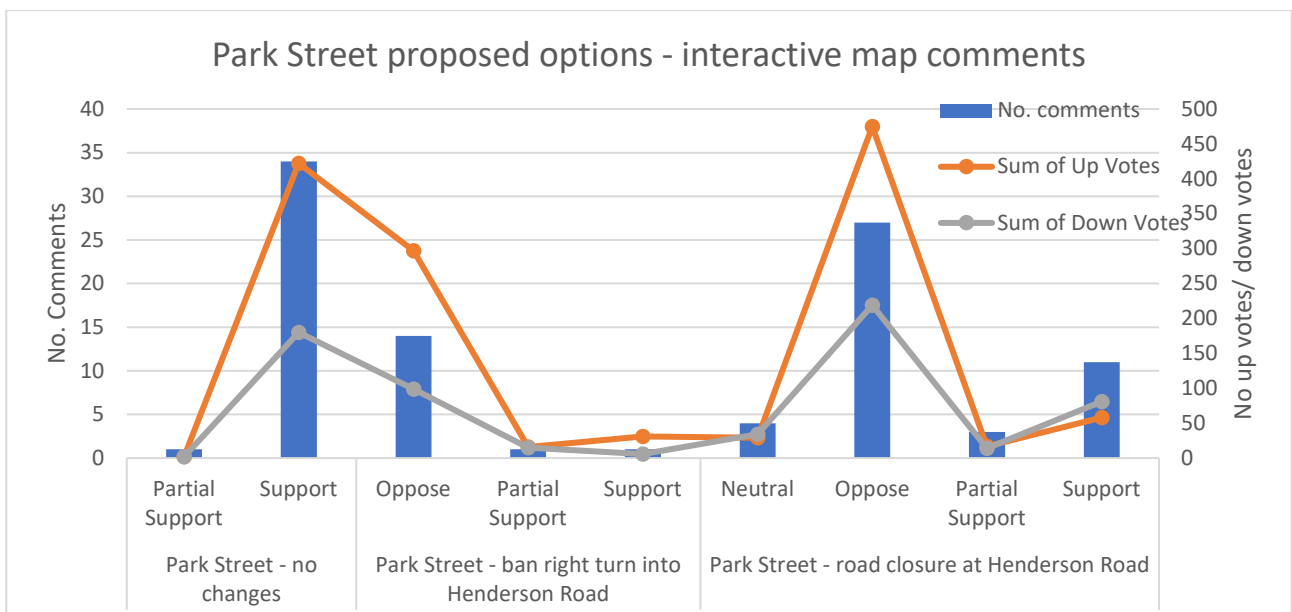
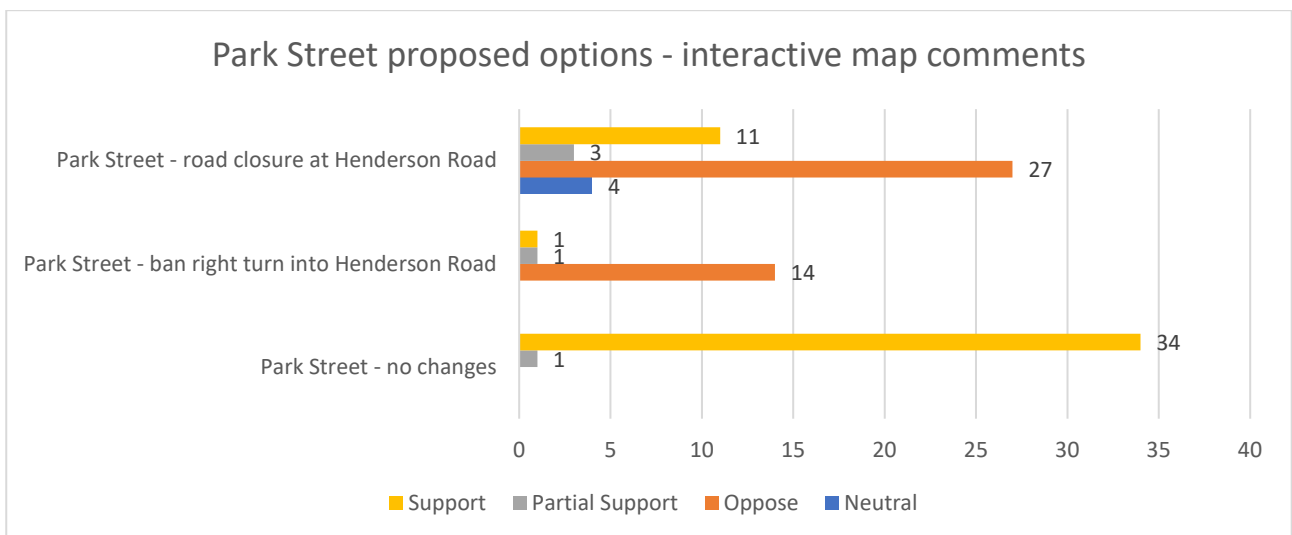


# Interactive map comments

Respondents could submit more than one comment. Users could also like (up vote) or dislike (down vote) individual comments.

## Comments on the proposed options

There were 265 comments submitted on the interactive map that were directly related to the options proposed from the Study.





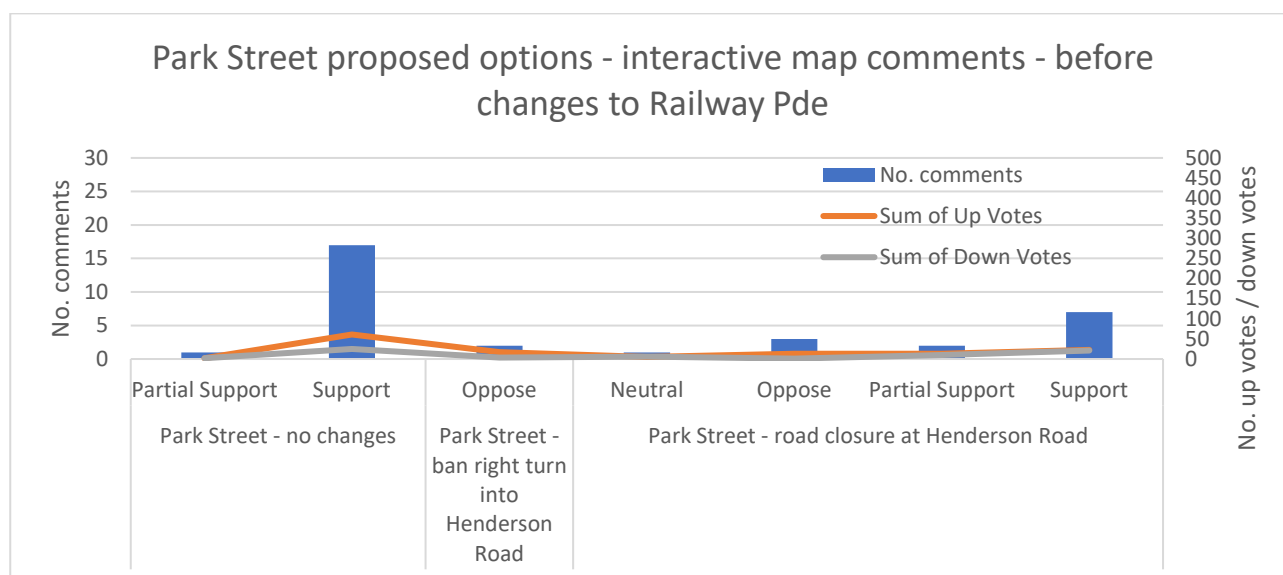
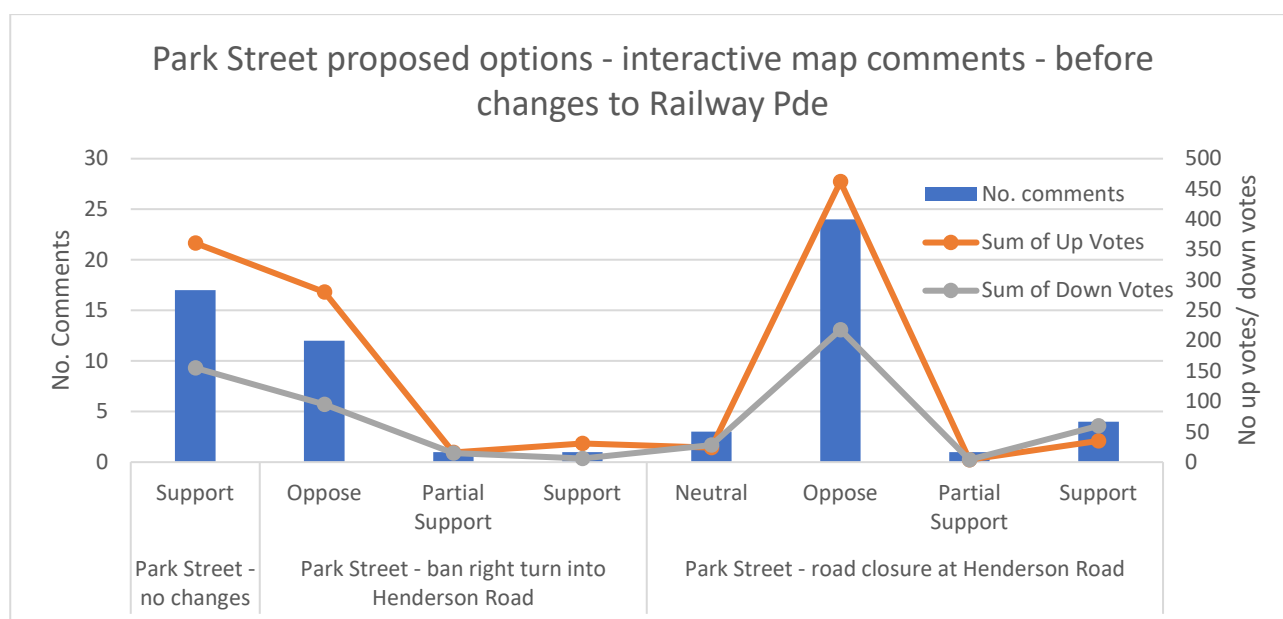
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96 comments were added to the interactive map that related directly to the proposed traffic restrictions in Park Street. 34 (35%) of comments were supportive of retaining the existing traffic access in Park Street. 27 (28%) were opposed to the proposed closure of Park Street to traffic at Henderson Road and 14 (15%) were opposed to the right turn ban.

Comments opposing the restrictions were generally concerned about local access or impacts to adjacent streets from the diverted traffic.

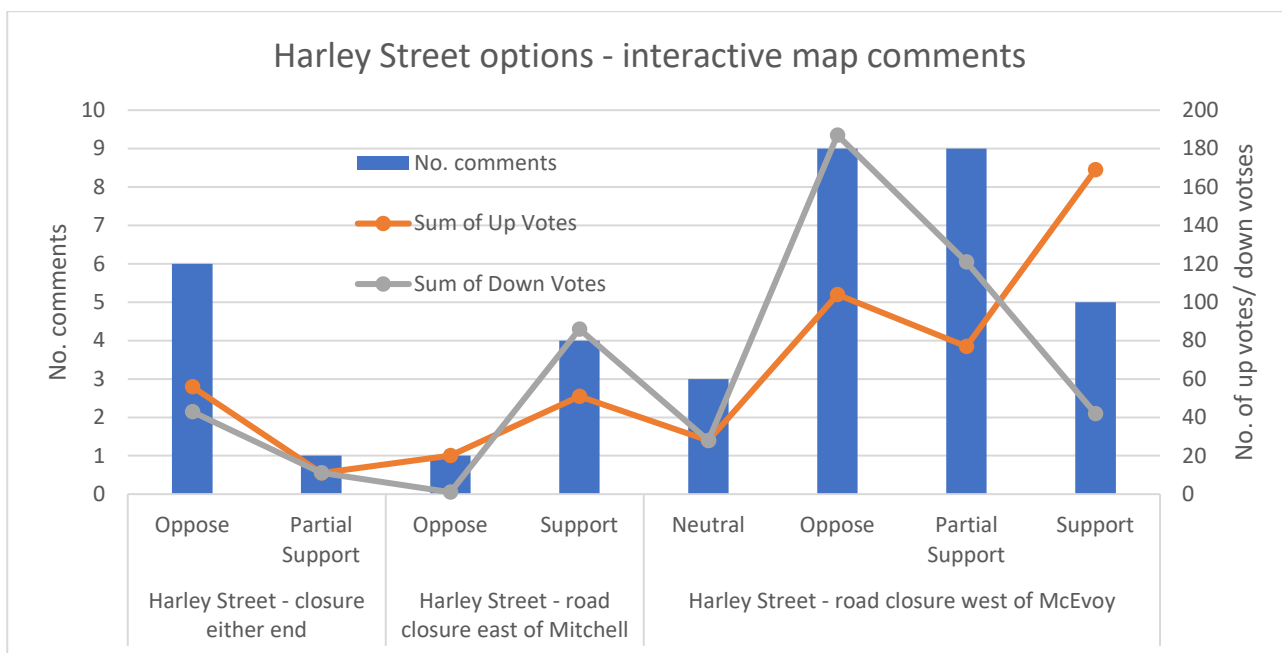
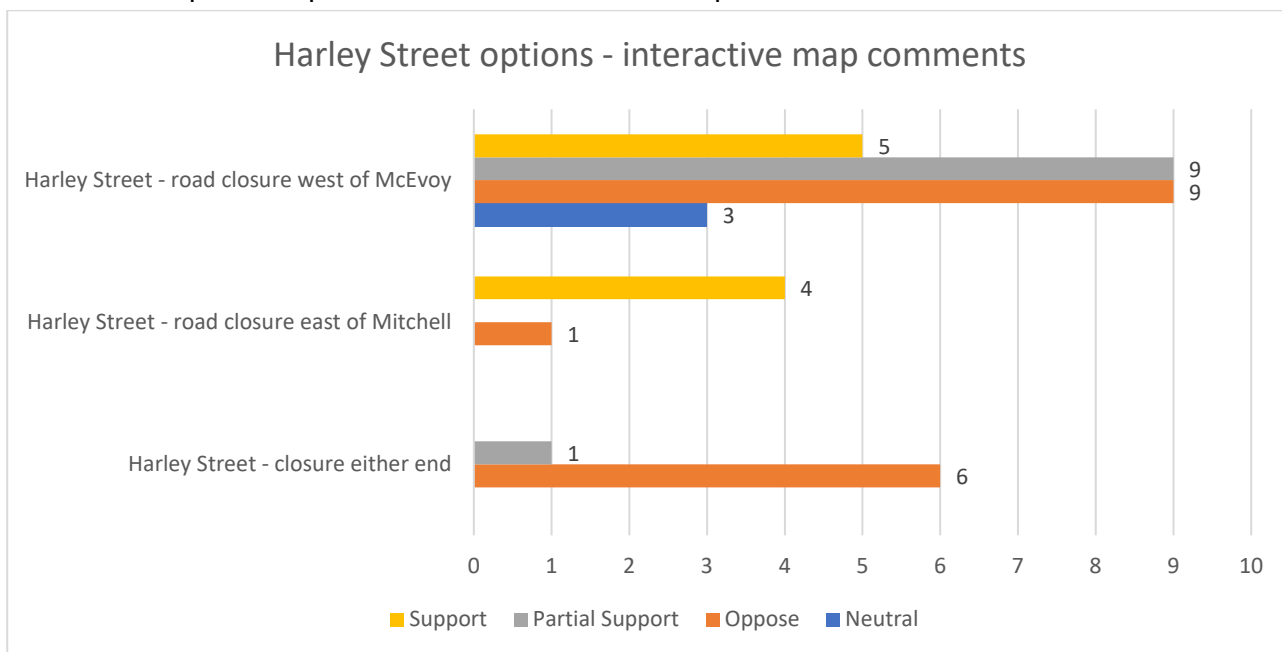
Railway Parade was reopened to two-way traffic between Swanson Street and Sydney Road on 16 May 2023 in response to previous feedback from the community.

As this change was made during the community engagement period, responses received before and after the change were separated for the purpose of this analysing any change in community opinion.



Most comments were pinned prior to the changes to Railway Parade on 16 May. There was negligible swing in the preference for the proposed options for Park Street for responses pinned before vs after Railway Parade was changed back to two-way traffic.

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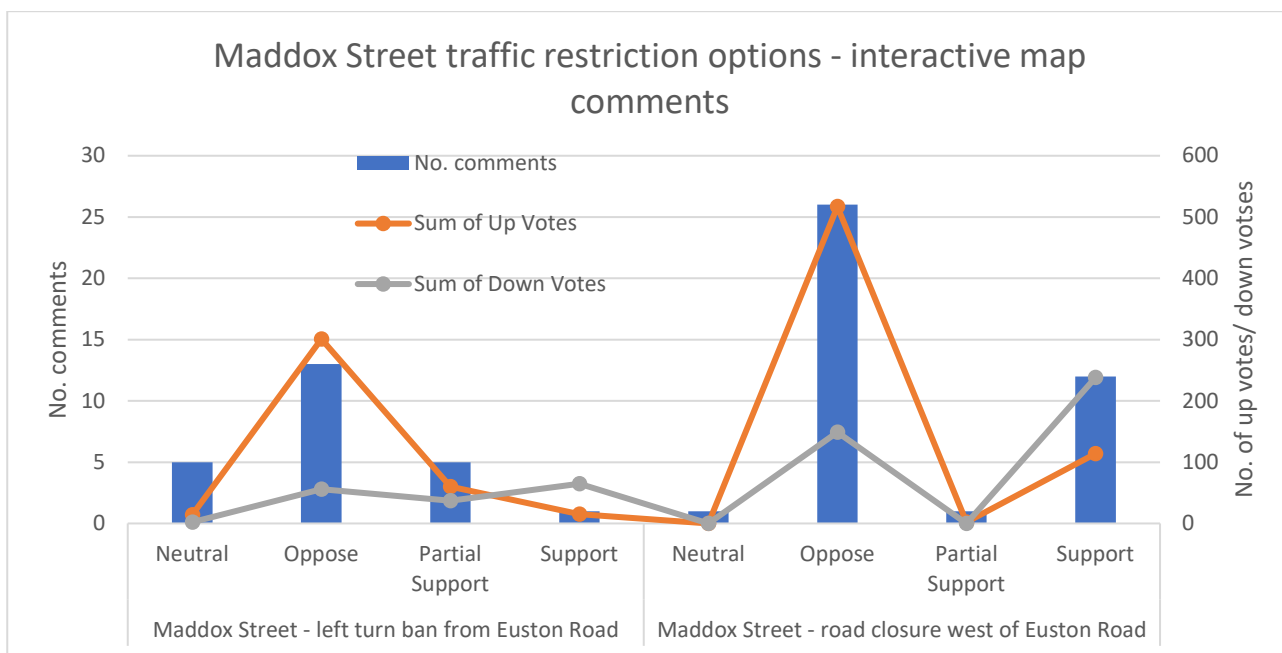
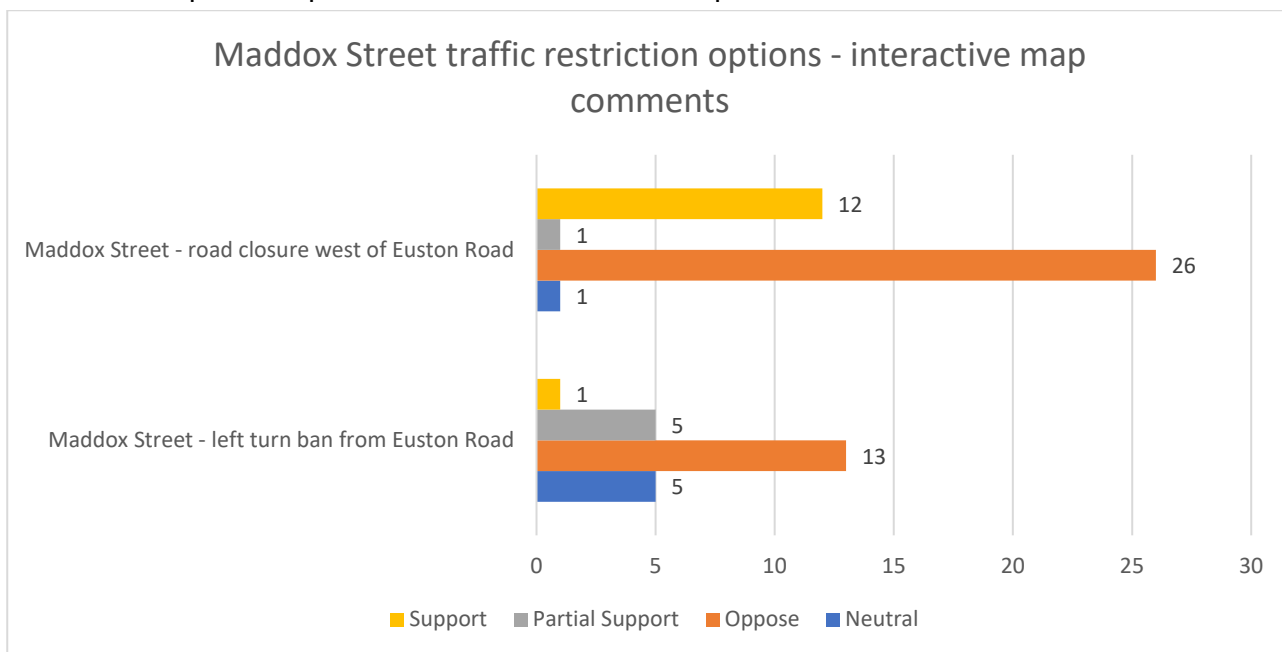


38 comments were added to the interactive map that related directly to the proposed traffic restrictions in Harley Street. 16 (42%) of the comments were opposed to closures in Harley Street at one or either end. 9 (24%) supported a closure, with 5 of those supporting the closure west of McEvoy Street and 4 supporting a closure east of Mitchell Road. 9 (24%) partially supported a closure west of McEvoy Street, with most of those suggesting a partial closure to traffic entering Harley Street from McEvoy Street while maintaining the left out onto McEvoy Street.

Comments opposing the proposed traffic restrictions in Harley Street were generally concerned about local access, increased travel times or impacts to adjacent streets from the diverted traffic.

Comments supporting the proposed closures in Harley Street were generally concerned about existing traffic conditions on Harley Street including volumes, narrow travel lanes and safety.

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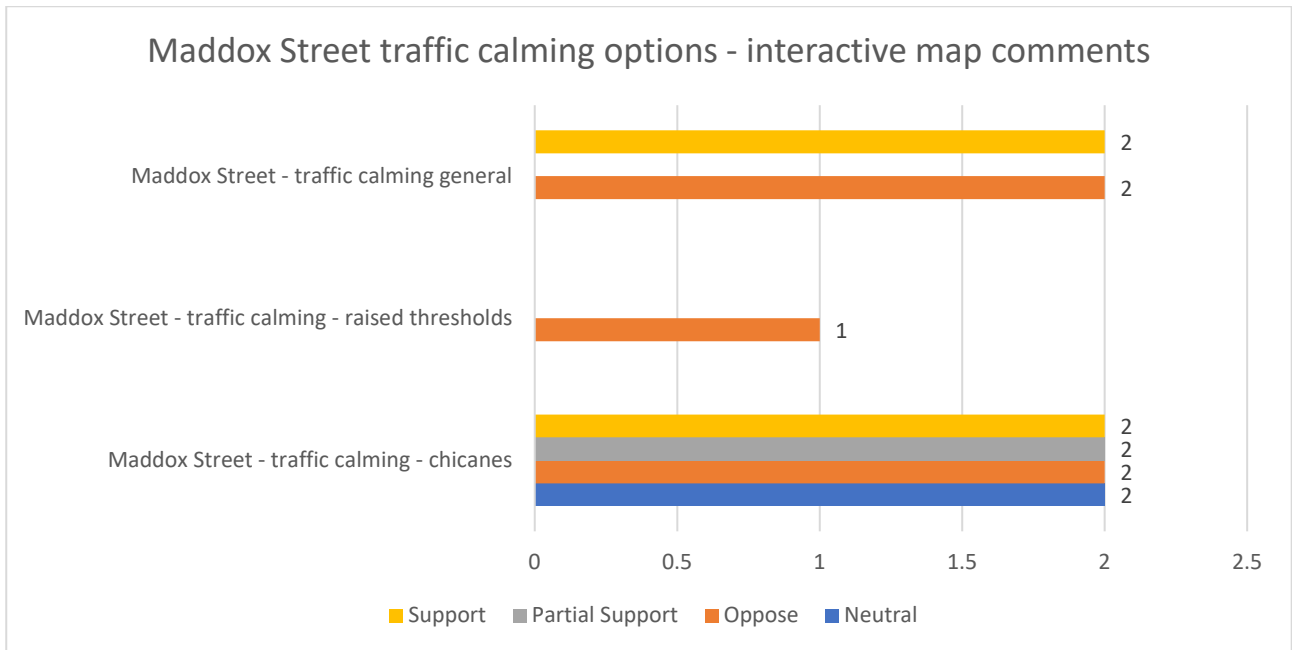


64 comments were added to the interactive map that related directly to the proposed traffic restrictions in Maddox Street (i.e. a closure west of Euston Road or left turn ban from Euston Road). 26 (41%) of the comments were opposed to the closure of Maddox Street west of Euston Road. 13 (20%) opposed a left turn ban from Maddox Street into Euston Road. 12 (19%) supported a closure of Maddox Street west of Euston Road.

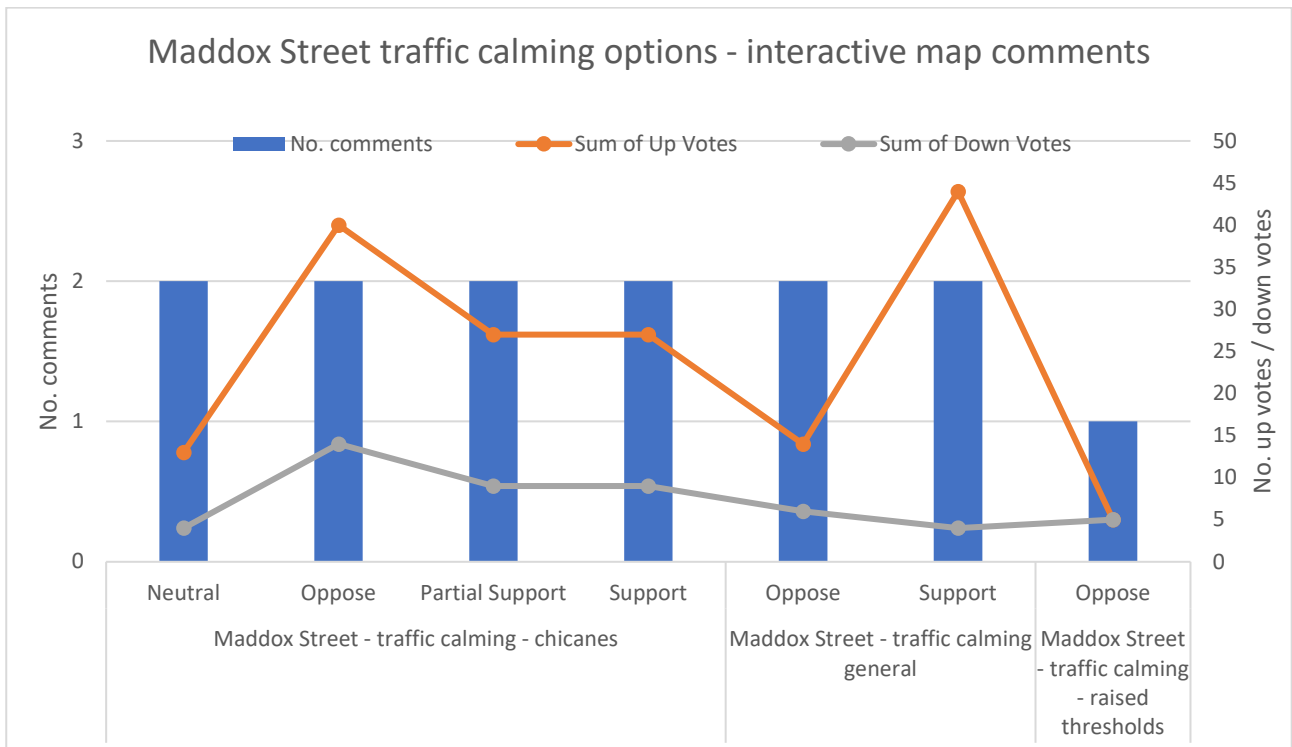
Comments opposing the proposed traffic restrictions in Maddox Street were generally concerned about local access, increased travel times or impacts to adjacent streets from the diverted traffic.

Comments supporting the proposed closures in Maddox Street were generally concerned about existing traffic conditions on Maddox Street including volumes, heavy vehicle volumes and safety.

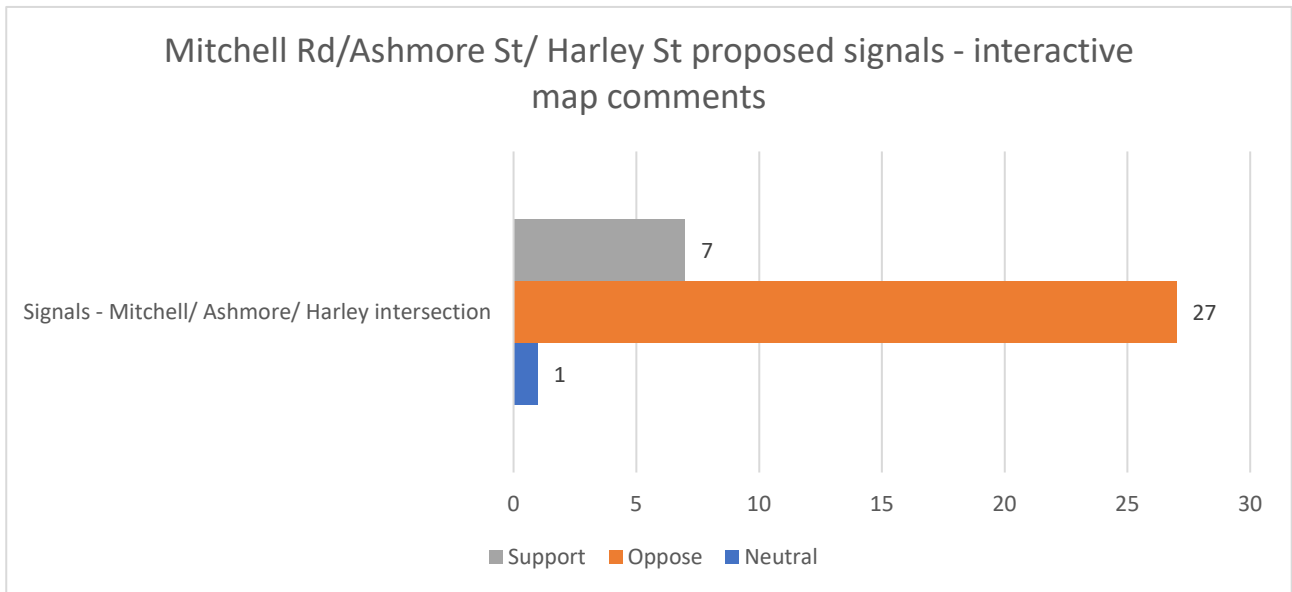
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There were 13 comments added to the interactive map that related directly to the proposed traffic calming options in Maddox Street. 5 (38%) were opposed to either option or traffic calming generally. 4 (30%) supported traffic calming including 2 preferring chicanes. 2 (15%) partially supported chicanes with 1 suggesting the chicanes need to be more substantial or higher to discourage heavy vehicles driving over them, and 1 commenting that any chicanes or road narrowing should incorporate cycle lanes.



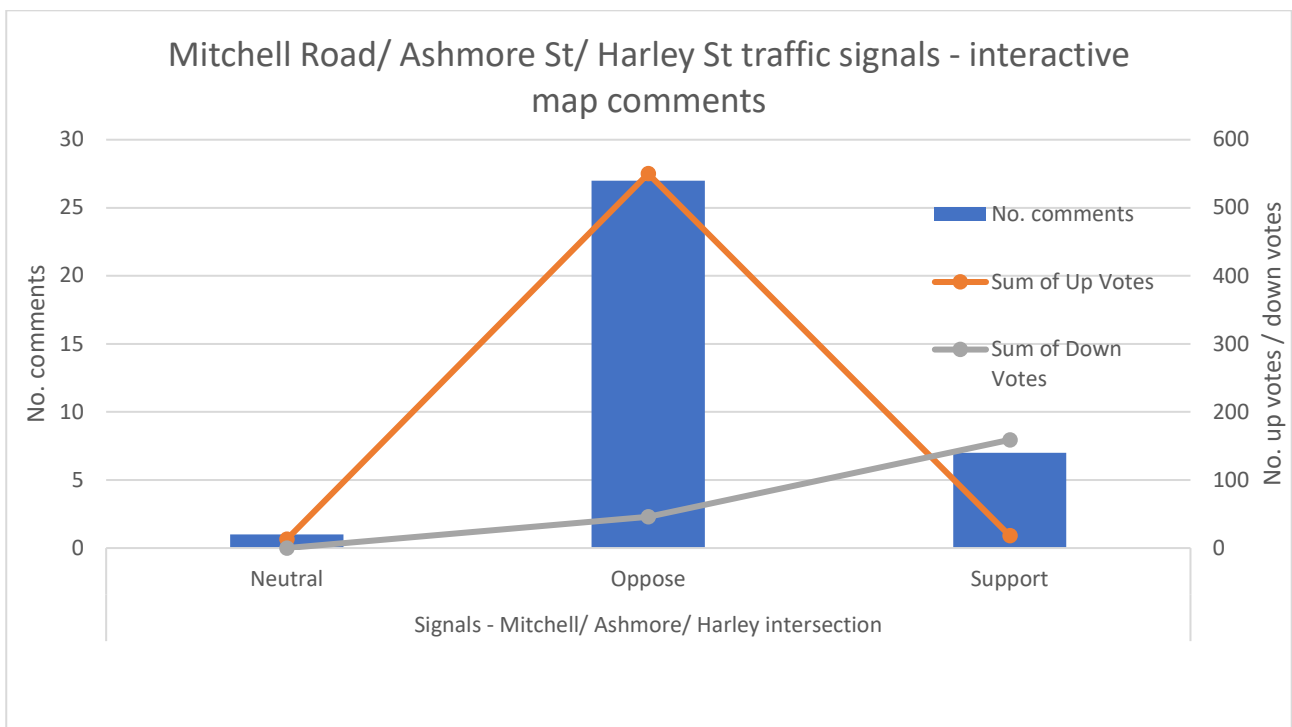
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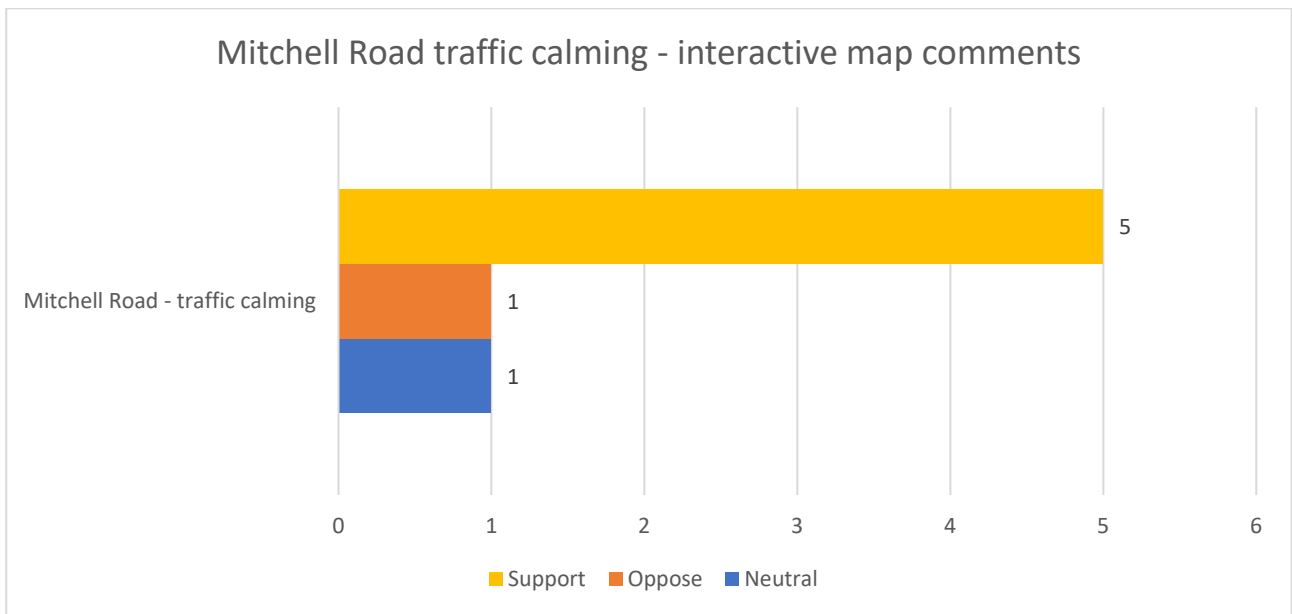
There were 35 comments relating to the proposal to install traffic signals at the intersection of Mitchell Road, Ashmore Street and Harley Street. 27 (77%) were opposed to the proposal and 7 (20%) were supportive.

Comments opposing the signals were generally concerned about delays to vehicle traffic, and reduced priority and safety for people walking.

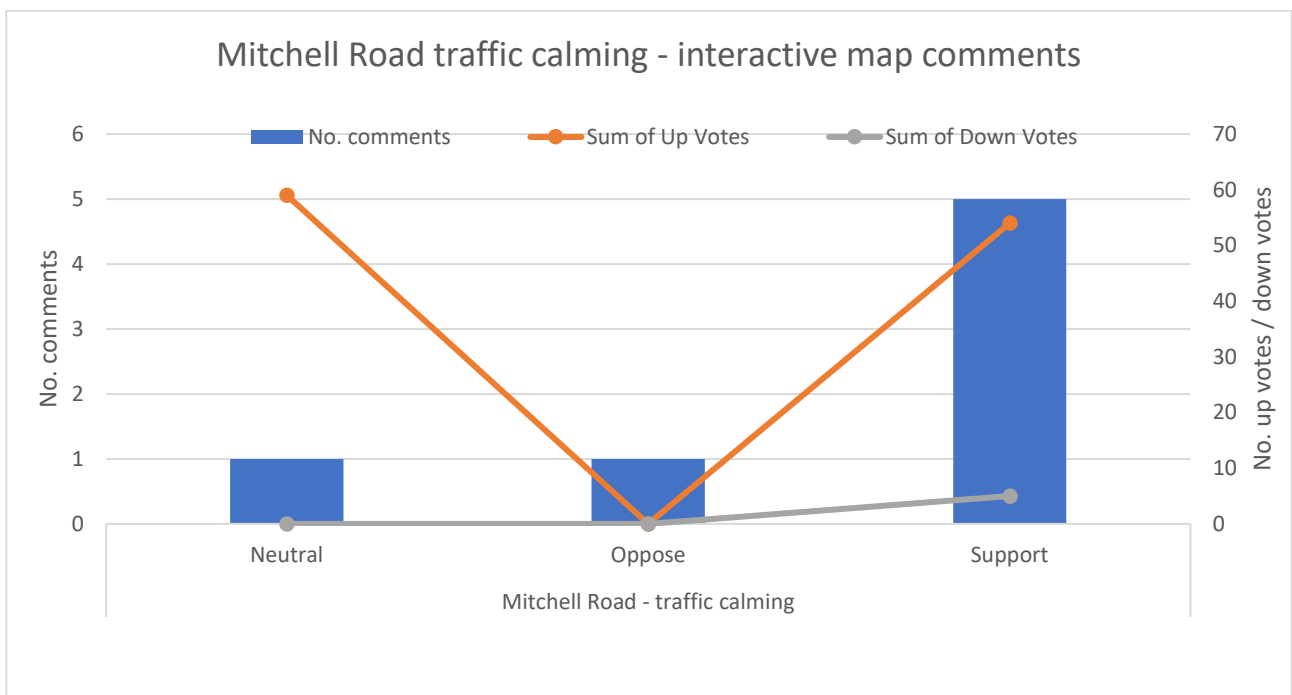
Comments supporting the signals were generally concerned about safety of the current roundabout and pedestrian crossing for people walking, cycling and driving.



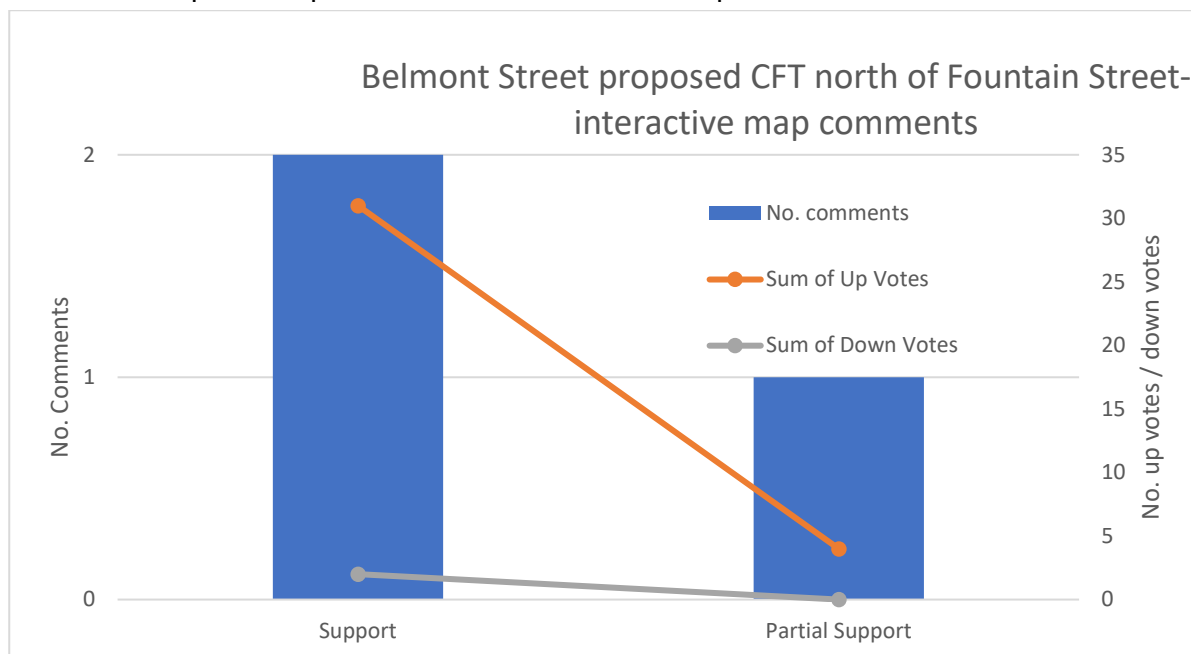
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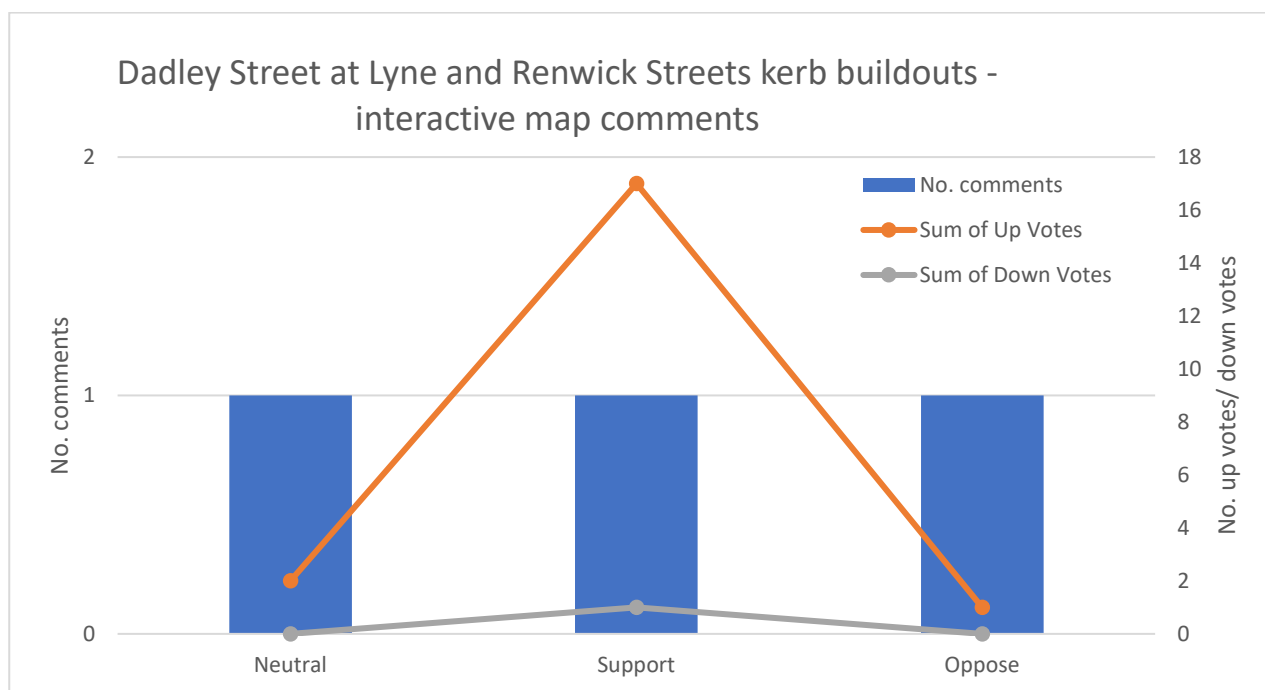
There were 7 comments added to the interactive map that related directly to the proposal for traffic calming along Mitchell Road. 5 (71%) were supportive of traffic calming in Mitchell Road and 1 (14%) was opposed. 1 requested more detail on the proposed treatments.



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There were 3 comments in relation to the proposed continuous footpath treatment on Belmont Street, north of Fountain Street. 2 were in support and 1 partial support, suggesting CFTs need clearer signage that cars need to give way to pedestrians.



There were 3 comments added to the interactive map related to the proposal for kerb buildouts at the intersections of Dadley Street at Lyne and Renwick Streets with one in support, one opposed and one neutral.

## Key themes and comments not related to the proposed options

There were 582 comments submitted via the interactive map that were not directly related to the proposed options from the Traffic Study with 6878 total engagements. The comments were categorised by street according to where the pin was dropped and by primary transport mode and theme. 504 comments related to locations within the study area and 87 were outside of the scope of the study area.

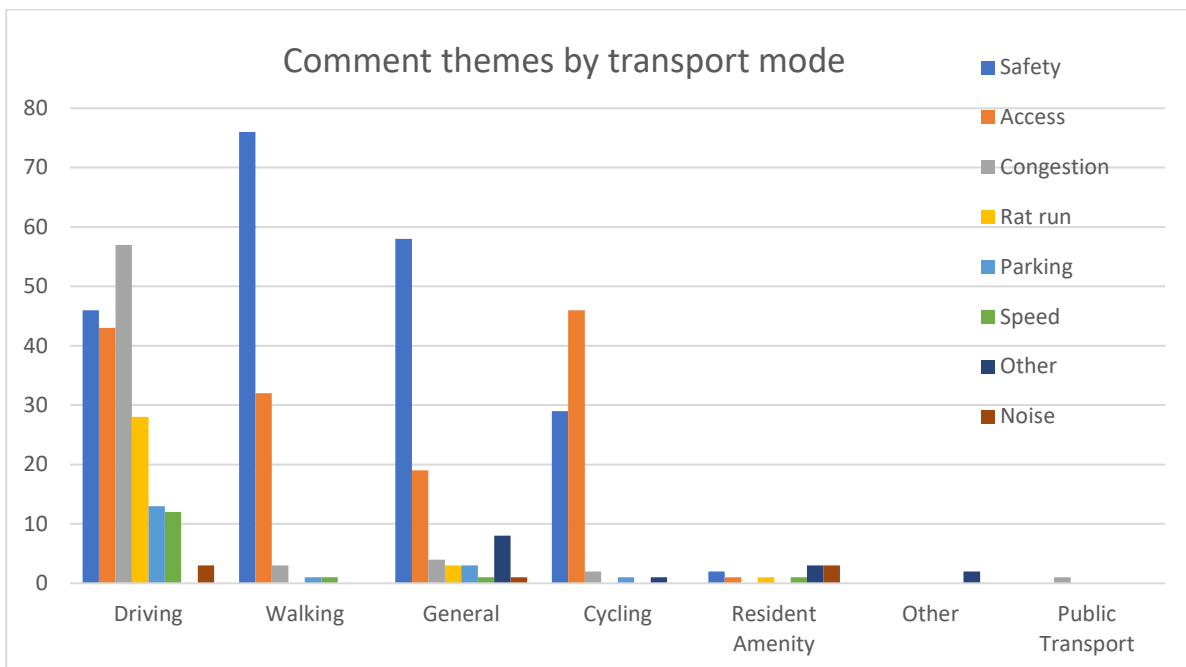
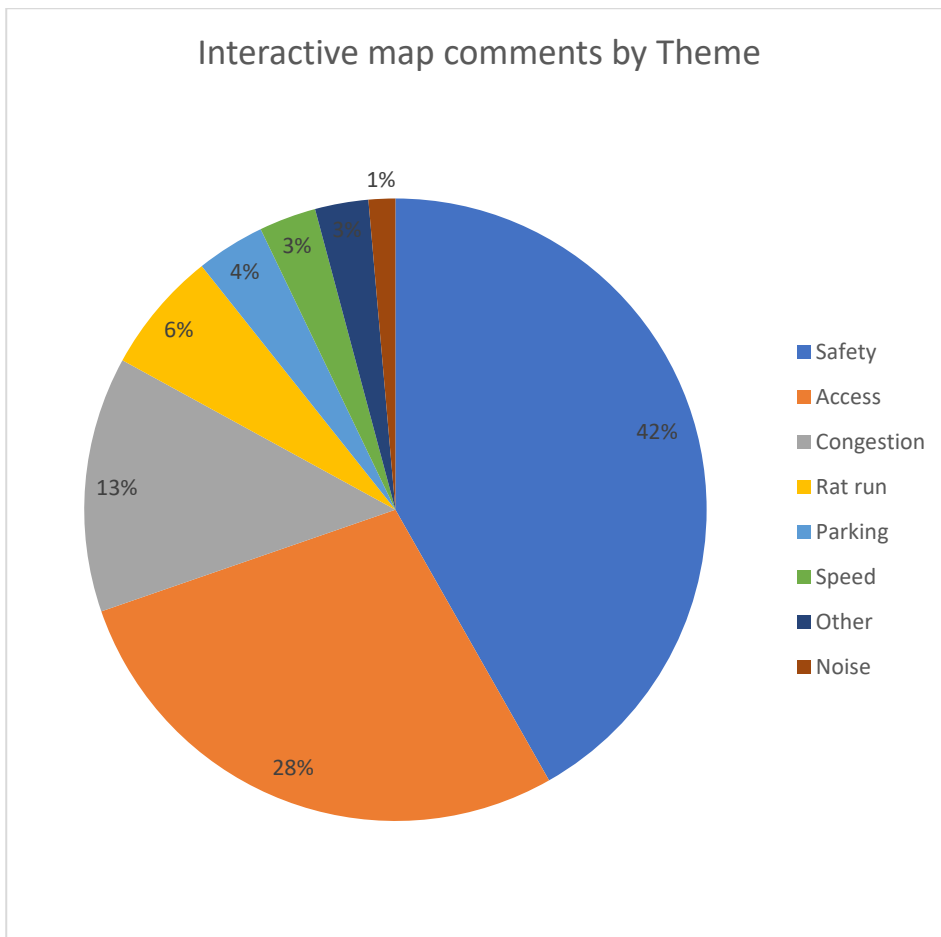


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Street	Number of comments	Sum of Up Votes	Sum of Down Votes
Mitchell Road	48	541	259
Maddox Street	36	468	241
Harley Street	52	420	93
Railway Parade	31	341	275
Belmont Street	38	300	81
Fountain Street	24	230	33
Lawrence Street	34	224	57
Huntley Street	25	184	47
Henderson Road	19	147	33
Swanson Street	9	142	35
Sydney Park Road	17	129	22
Park Street	11	119	44
Buckland Street	19	115	37
Lawrence Lane	11	70	32
Power Avenue	9	67	14
Euston Lane	13	59	63
Wyndham Street	13	51	10
McEvoy Street	8	49	6
Copeland Street	13	48	47
Euston Road	5	48	19
Belmont Lane	5	38	67
Alexander Street	4	35	0
Kingsclear Road	3	28	7
Buckland Lane	5	27	7
Equity Lane	3	25	9
Ada Street	1	22	22
Renwick Street	3	18	1
Ashmore Street	2	9	1
Other - minor feedback (24 streets)*	34	123	34
Outside Study Area (30 streets)	87	380	97
<b>Grand Total</b>	<b>582</b>	<b>4457</b>	<b>1693</b>

\* "Other – minor feedback" includes streets with less than 5 comments and less than 30 total engagements

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

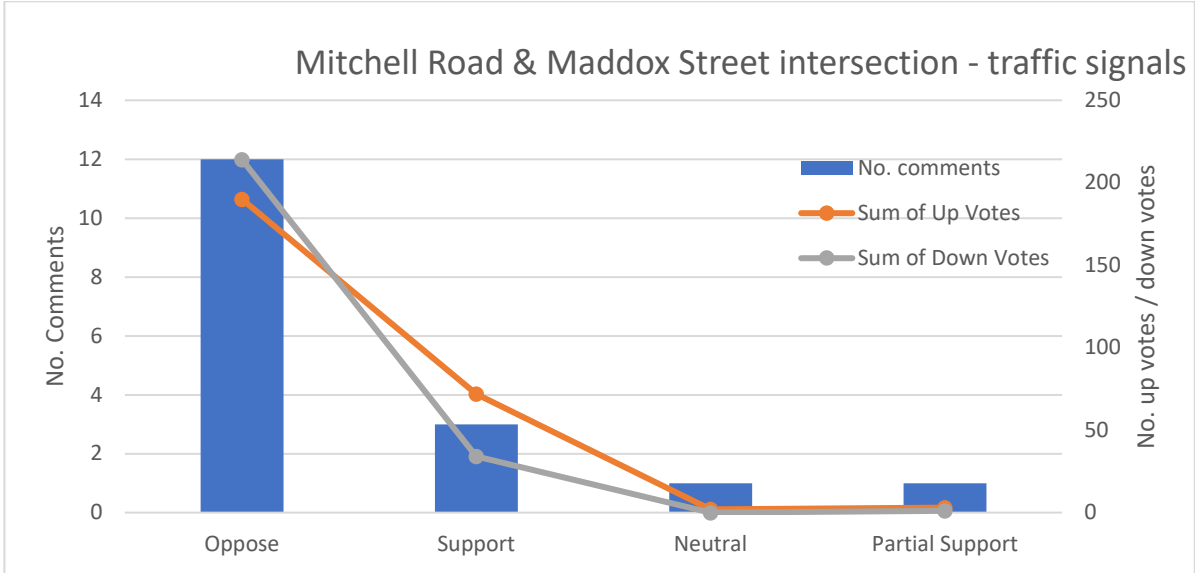
The upgrading of the roundabout controlled intersection at Mitchell Road and Maddox Street to a signalised intersection has been imposed as a condition of development consent on the adjacent development site. The Study notes this commitment, and it was included in the base traffic model assumptions. As these works are committed, this proposal was not part of the targeted community engagement.

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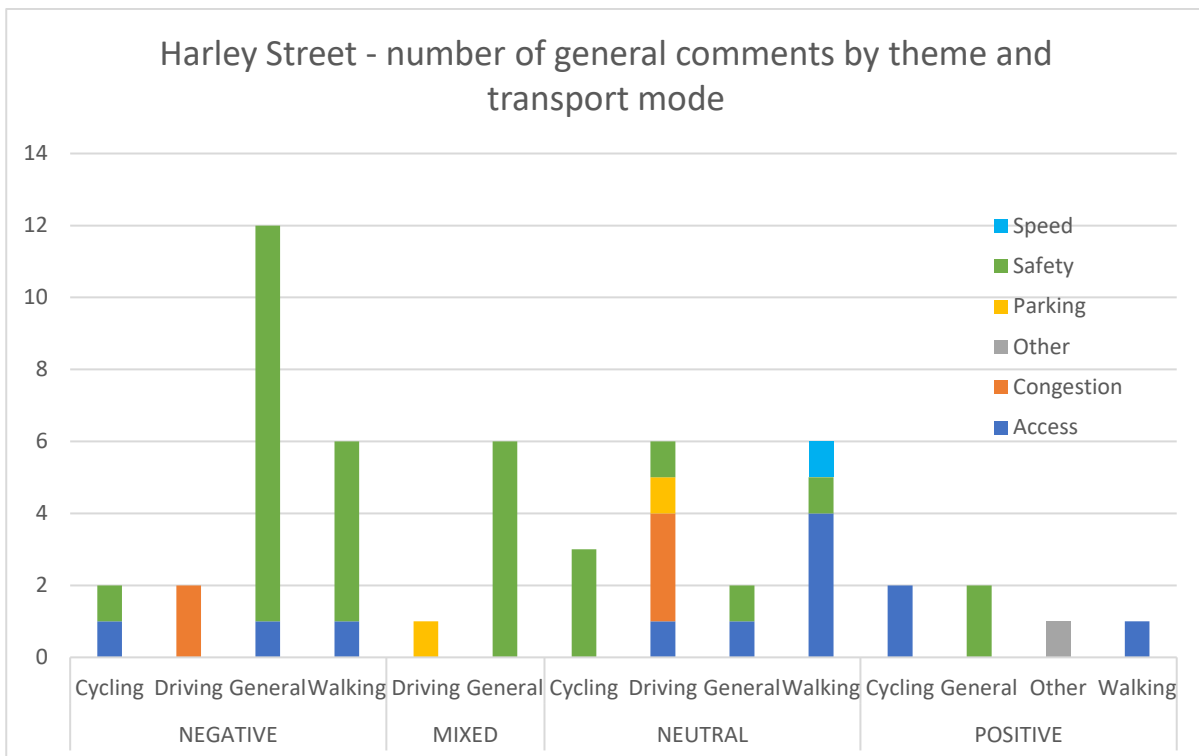
### Proposed improvements for traffic and transport in Alexandria and Erskineville

Although this was not a proposal that the City invited feedback on, there were 17 comments submitted via the interactive map relating to the proposed traffic signals.

12 were opposed and 3 were in support of the signals. There were 533 total engagements, including upvotes and downvotes, on these comments on the interactive map. 54% of the total engagements indicated support for the signals, while 44% indicated opposition to signals.



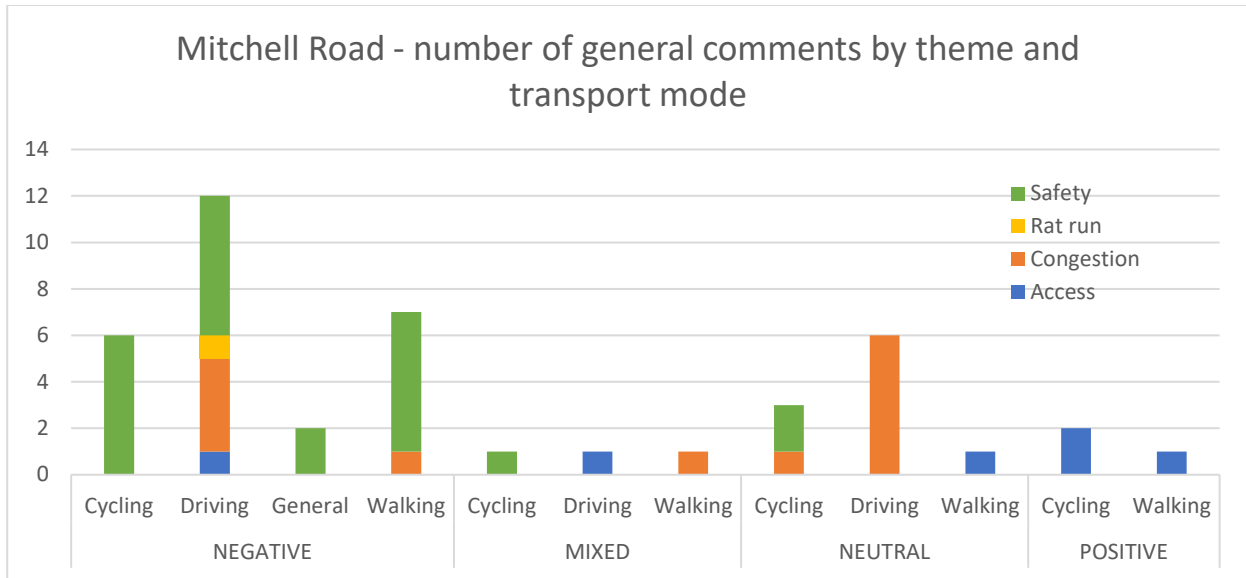
## Harley Street



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.

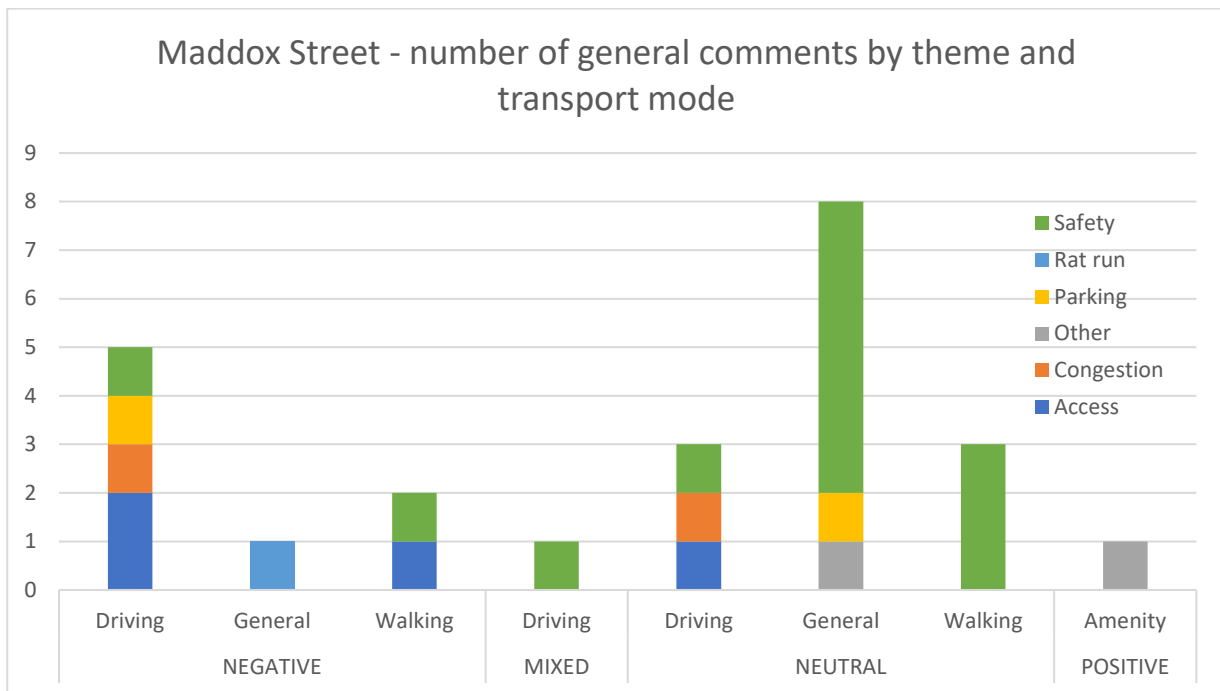
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**Mitchell Road**



There were 43 comments submitted via the interactive map with 654 total engagements concerning Mitchell Road generally (other than targeted proposals), with approximately 70% of those comments having a negative or mixed sentiment, and of those, safety was the most prominent theme.

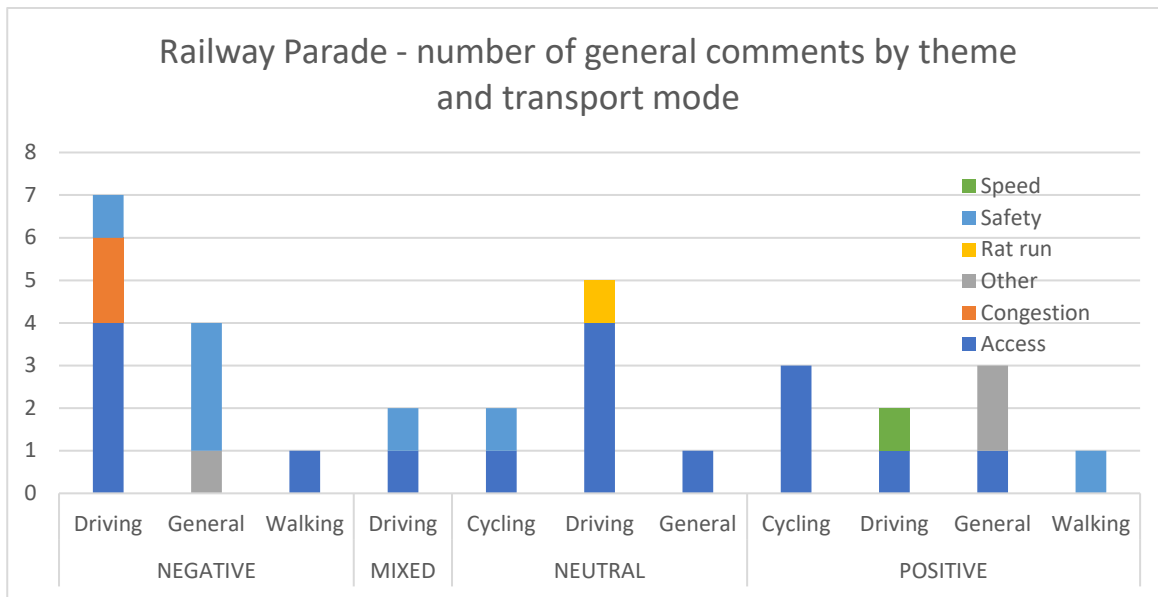
**Maddox Street**



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.

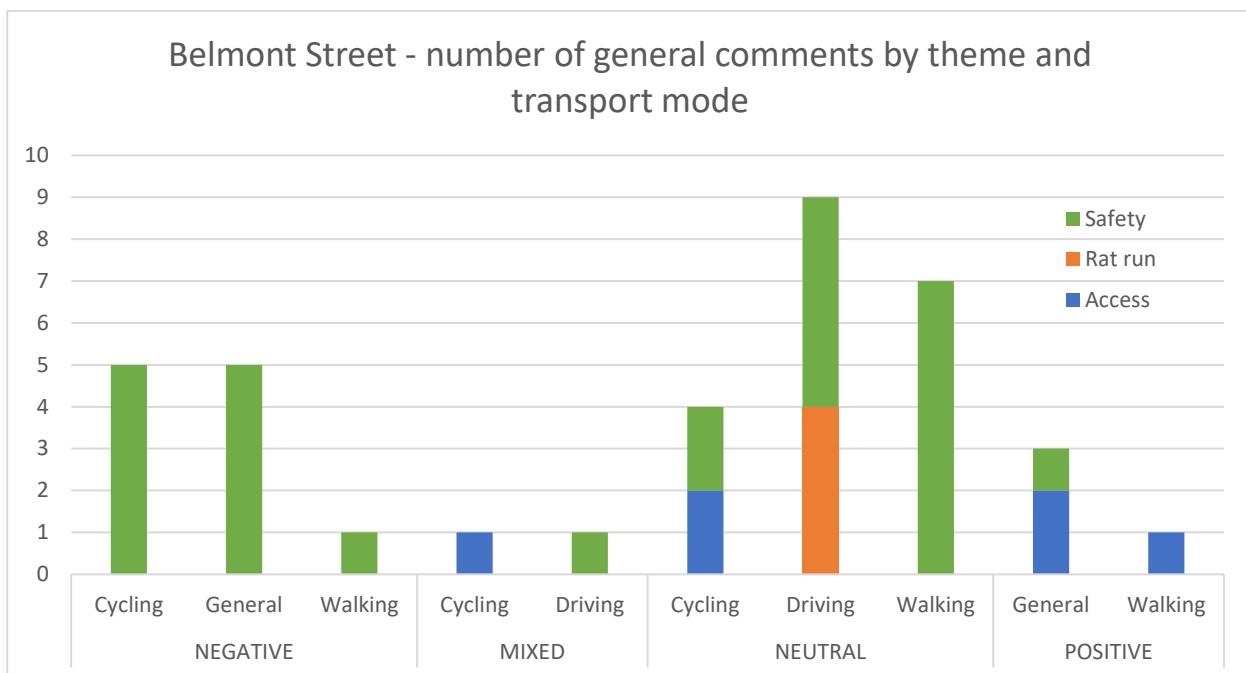
Engagement report –  
Proposed improvements for traffic and transport in Alexandria and Erskineville

**Railway Parade**



There were 31 comments submitted via the interactive map with 616 total engagements concerning Railway Parade generally, with around 60% those comments having a negative or mixed sentiment, mostly concerned with the traffic flow arrangements in Railway Parade.

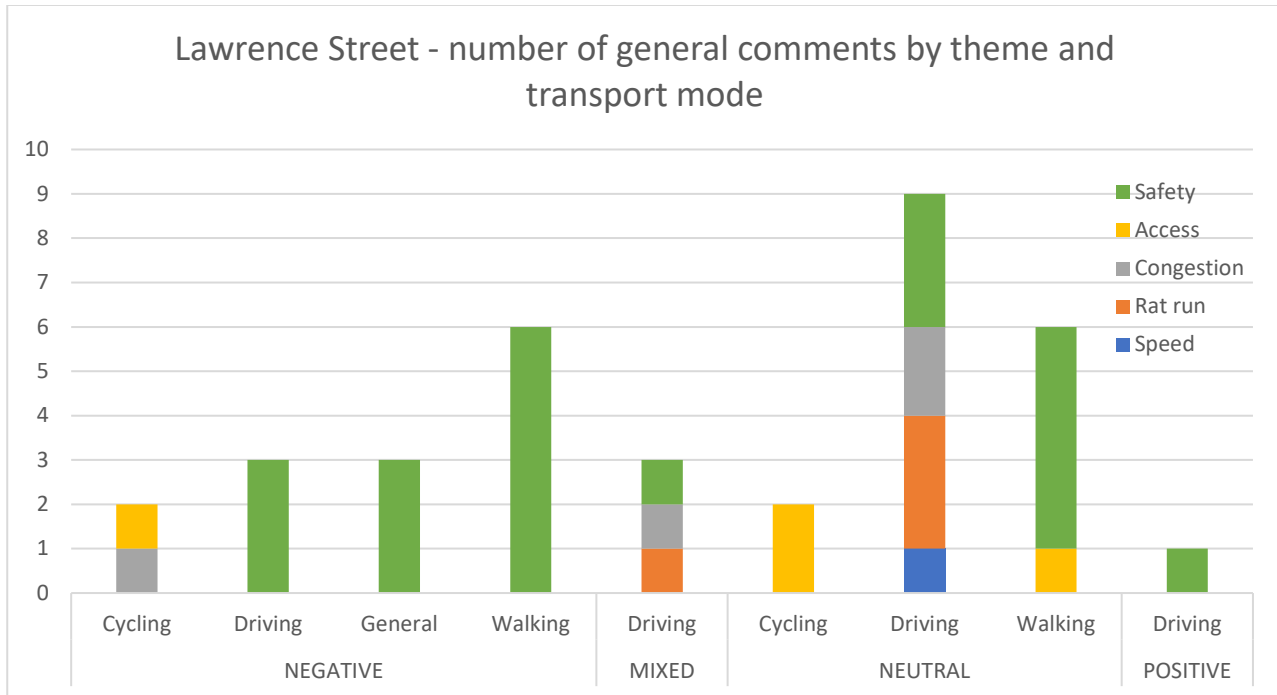
**Belmont Street**



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 at intersections along Belmont Street.

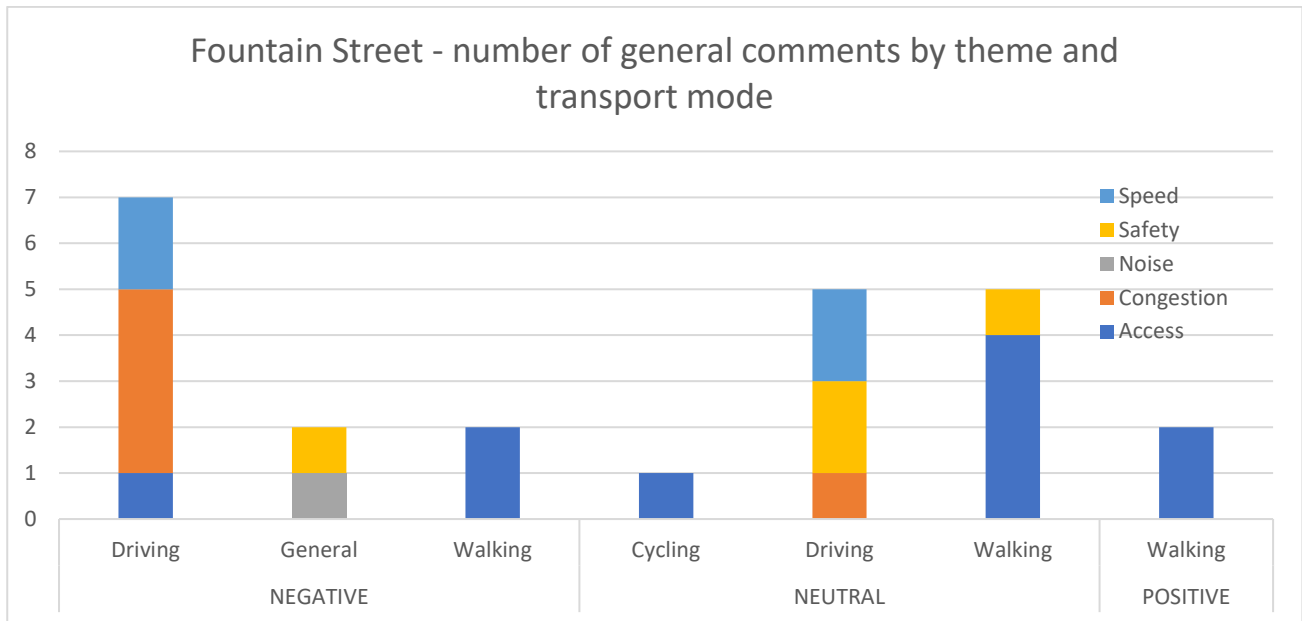
Engagement report –  
Proposed improvements for traffic and transport in Alexandria and Erskineville

**Lawrence Street**



There were 35 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.

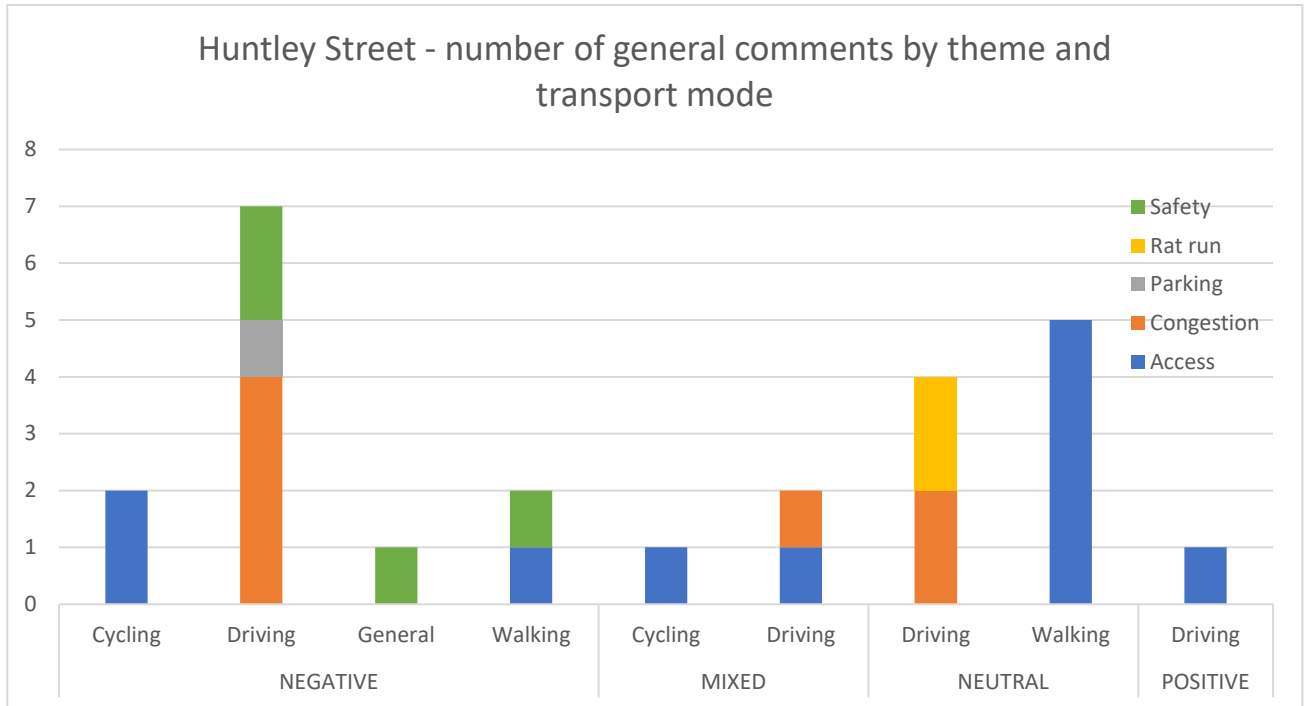
**Fountain Street**



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.

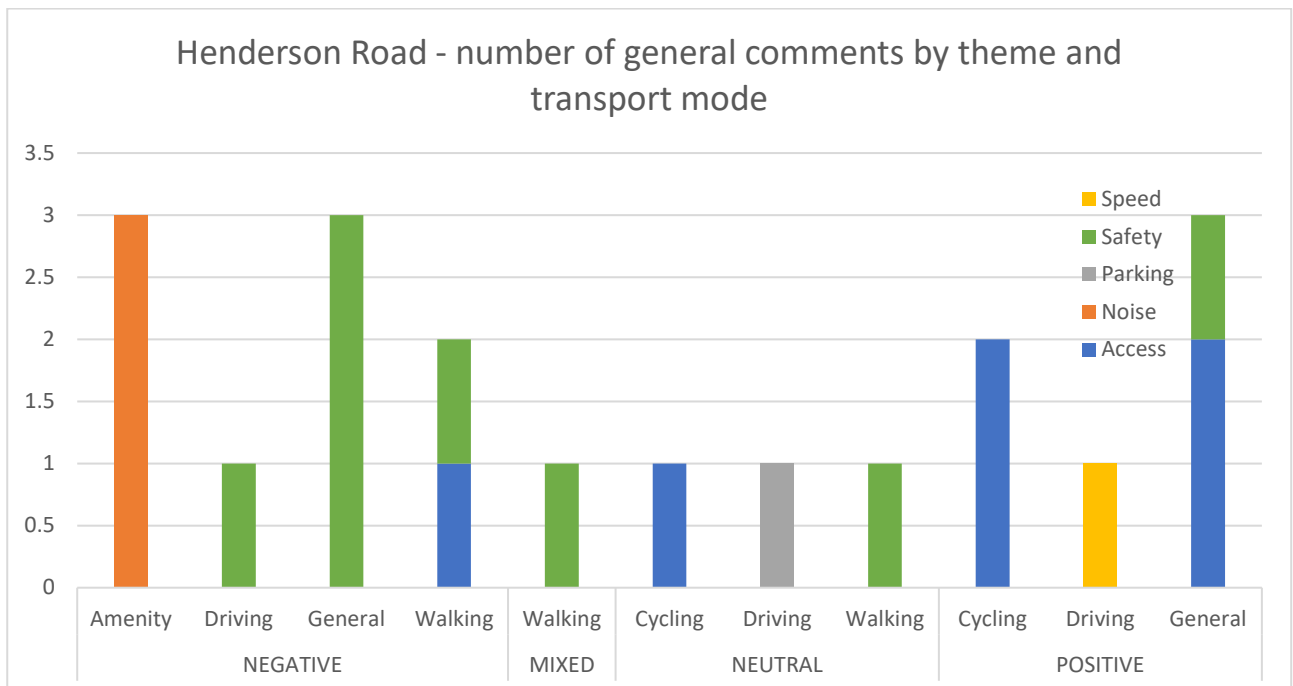
Engagement report –  
Proposed improvements for traffic and transport in Alexandria and Erskineville

**Huntley Street**



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.

**Henderson Road**

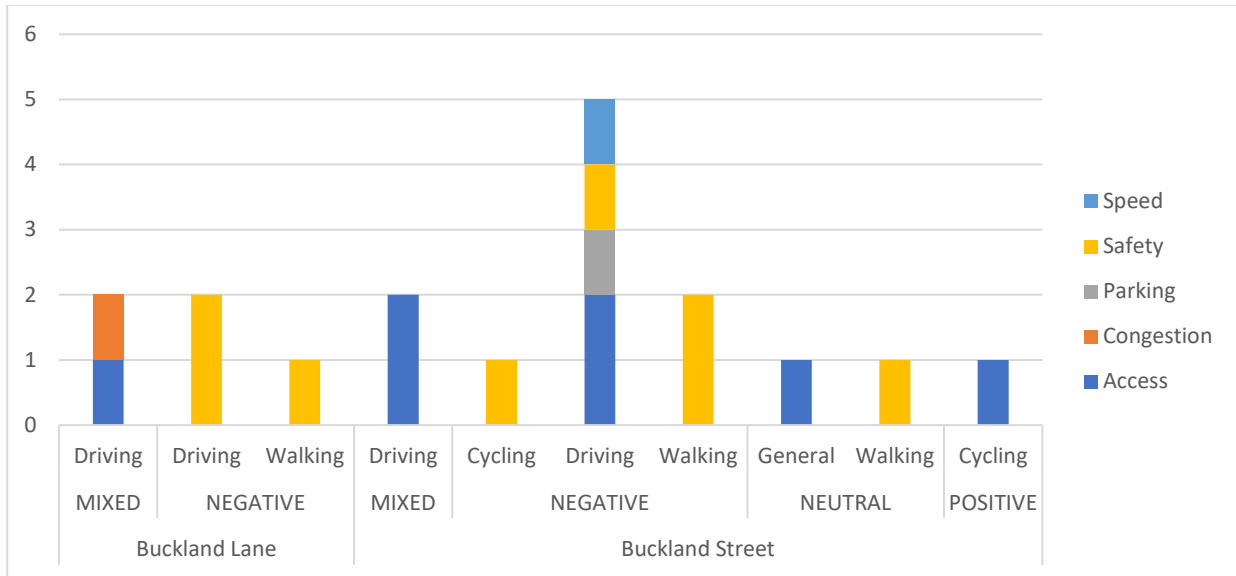


There were 19 comments submitted via the interactive map with 199 total engagements concerning Henderson Road generally, with just over half having a negative or mixed sentiment, mostly concerned about traffic safety and noise.



Engagement report –  
Proposed improvements for traffic and transport in Alexandria and Erskineville

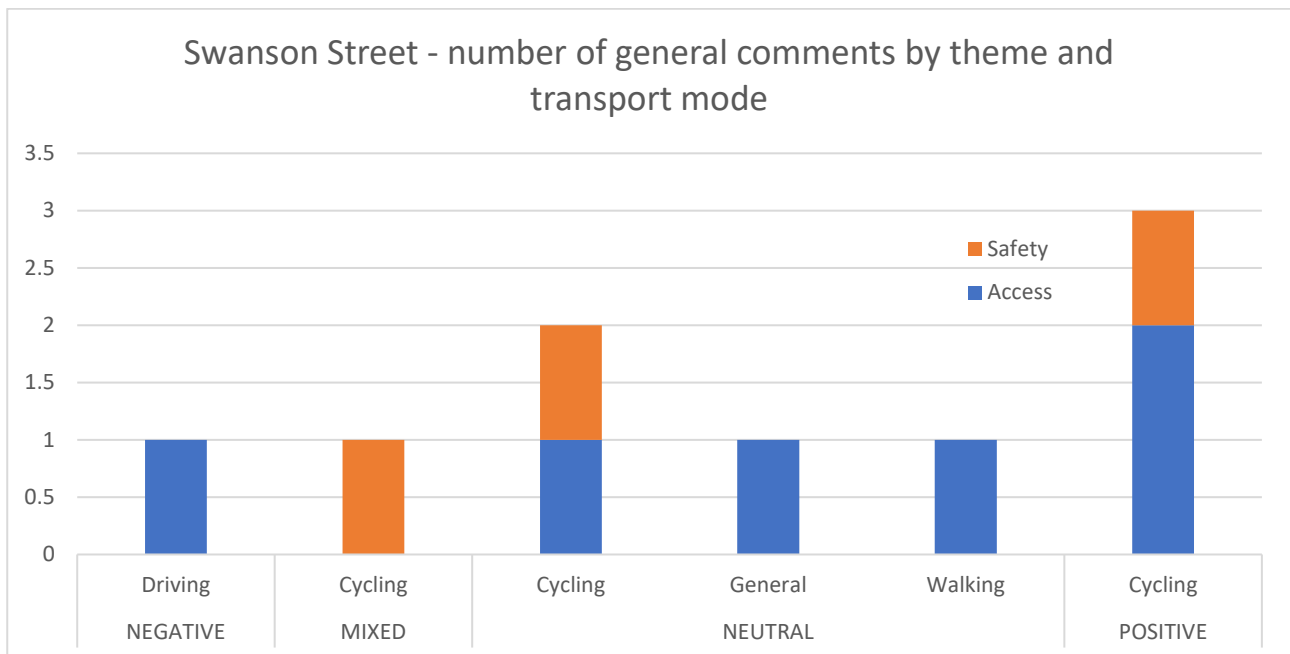
**Buckland Street and Buckland Lane**



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).

**Swanson Street**



There were 9 comments submitted via the interactive map with 186 total engagements concerning Swanson Street generally, with the majority having a neutral or positive sentiment relating to safety and access for people walking and cycling.

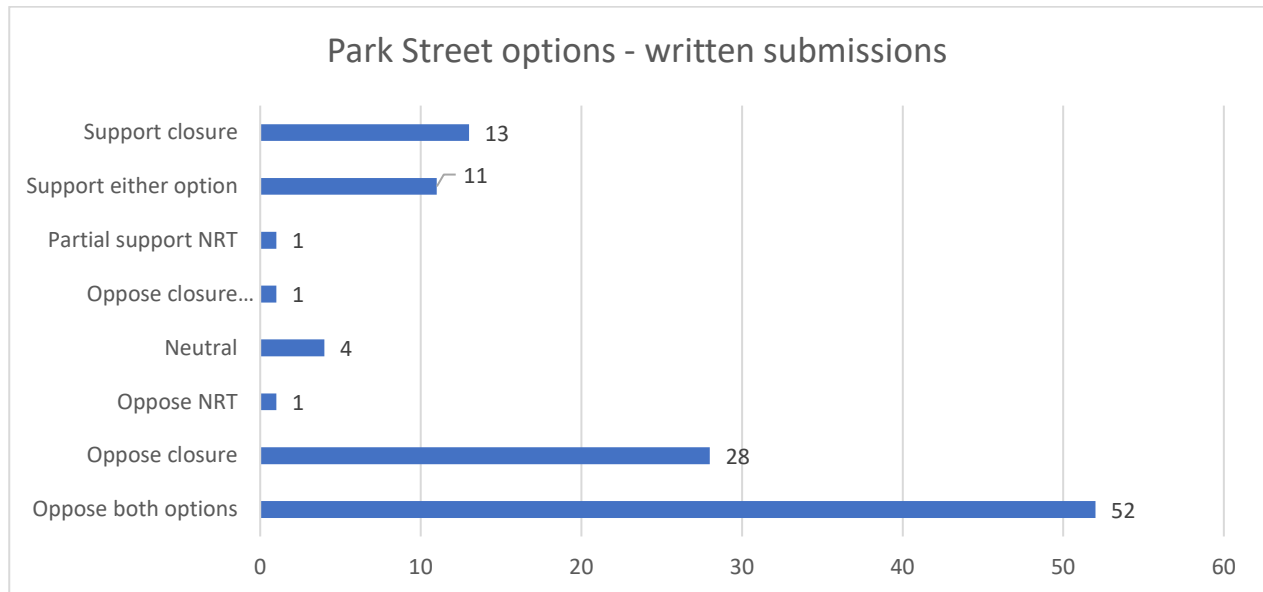
# Written Submissions

There were 180 written submissions received during the community engagement period. Where identified in their submission, respondents were classified into their street of residence.

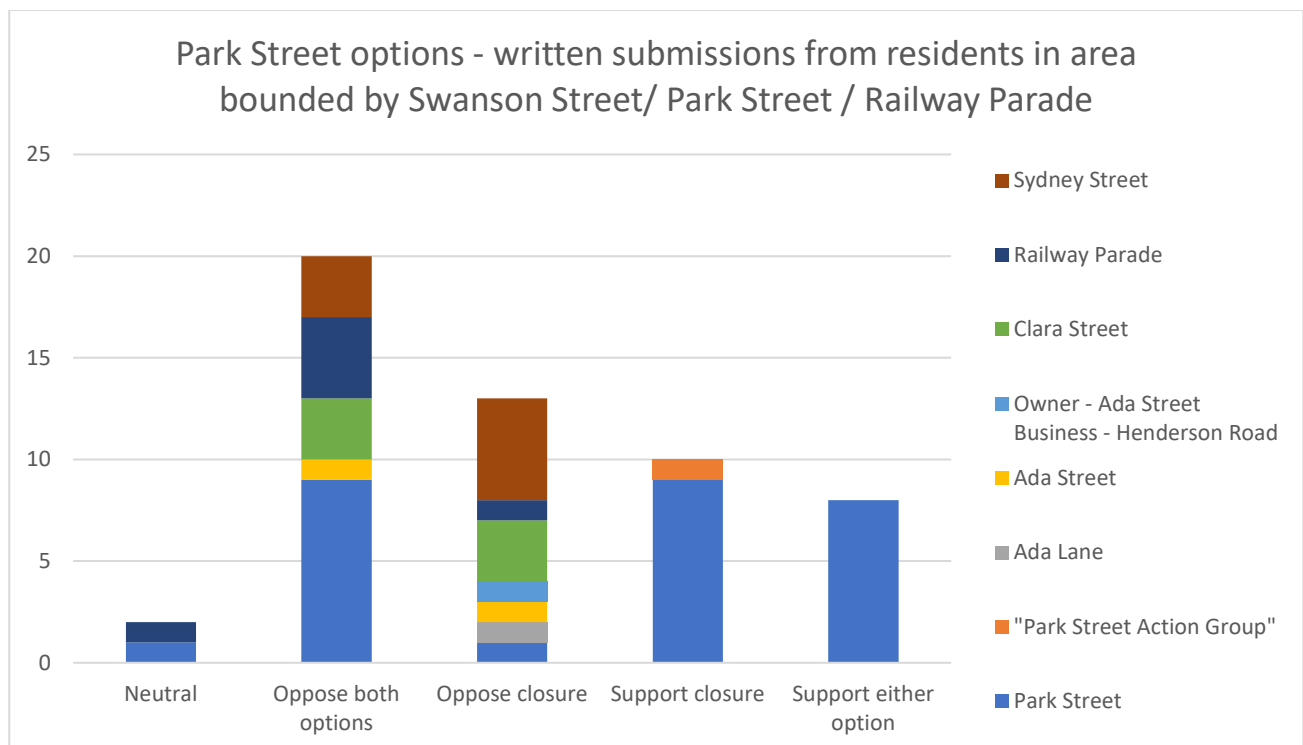
Respondent street address	No. submissions
Ada Lane	1
Ada Street	2
Anderson Street	3
Belmont Street	11
Brandling Street	2
Buckland Street	1
Clara Street	6
Copeland Street	1
Coulson Street	1
Erskineville Road	1
Ethel Street	2
Euston Road	3
Gerard Street	2
Henderson Road	8
Jenning Street	1
Kingsclear Road	7
Lawrence Street	17
McEvoy Street	1
Mitchell Road	11
Newton Street (owner)	1
Owner - Ada Street	
Business - Henderson Road	1
Park Street	30
Railway Parade	9
Renwick Street	1
Swanson Street	1
Sydney Park Village	1
Sydney Street	8
Wyndham Street	1
Ashmore Precinct	
Developer	1
"Park Street Action Group"	1
Friends of Erskineville	1
Not provided	43
<b>Grand Total</b>	<b>180</b>

## Written submissions related to the proposed options

There were 111 written submissions relating to the proposed closure to traffic or no left turn from Park Street into Railway Parade/ Henderson Road.



**81 (72%) opposed both or either option.** 26 (23%) supported one or both options, with 13 (12%) supporting the closure.



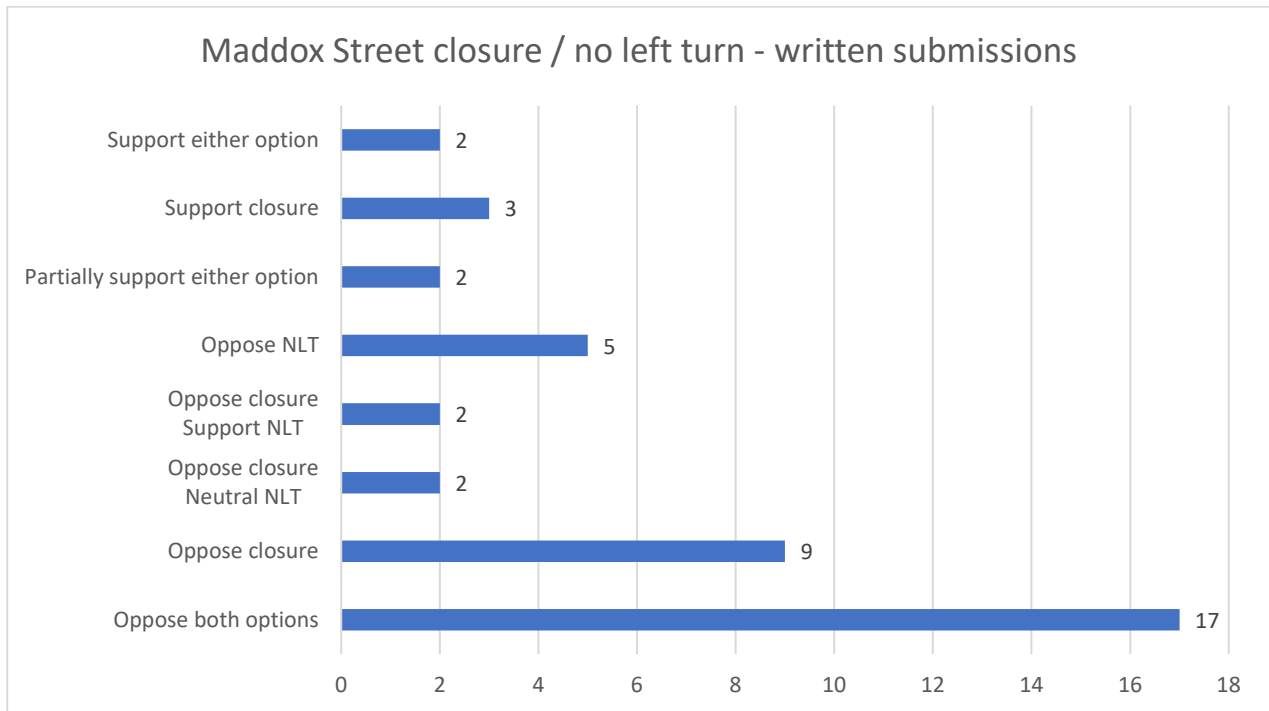
The majority of Park Street respondents (n=28) 17 (61%) **supported one or either option, including 9 (32%) supporting the closure.** 9 (32%) stated they opposed both options.

The majority 33 (62%) of respondents in area bounded by Railway Pde/ Park St/ Swanson St (n=53) **opposed both options or the closure.** 18 (34%) supported either option, including 10 (19%) supporting the closure.

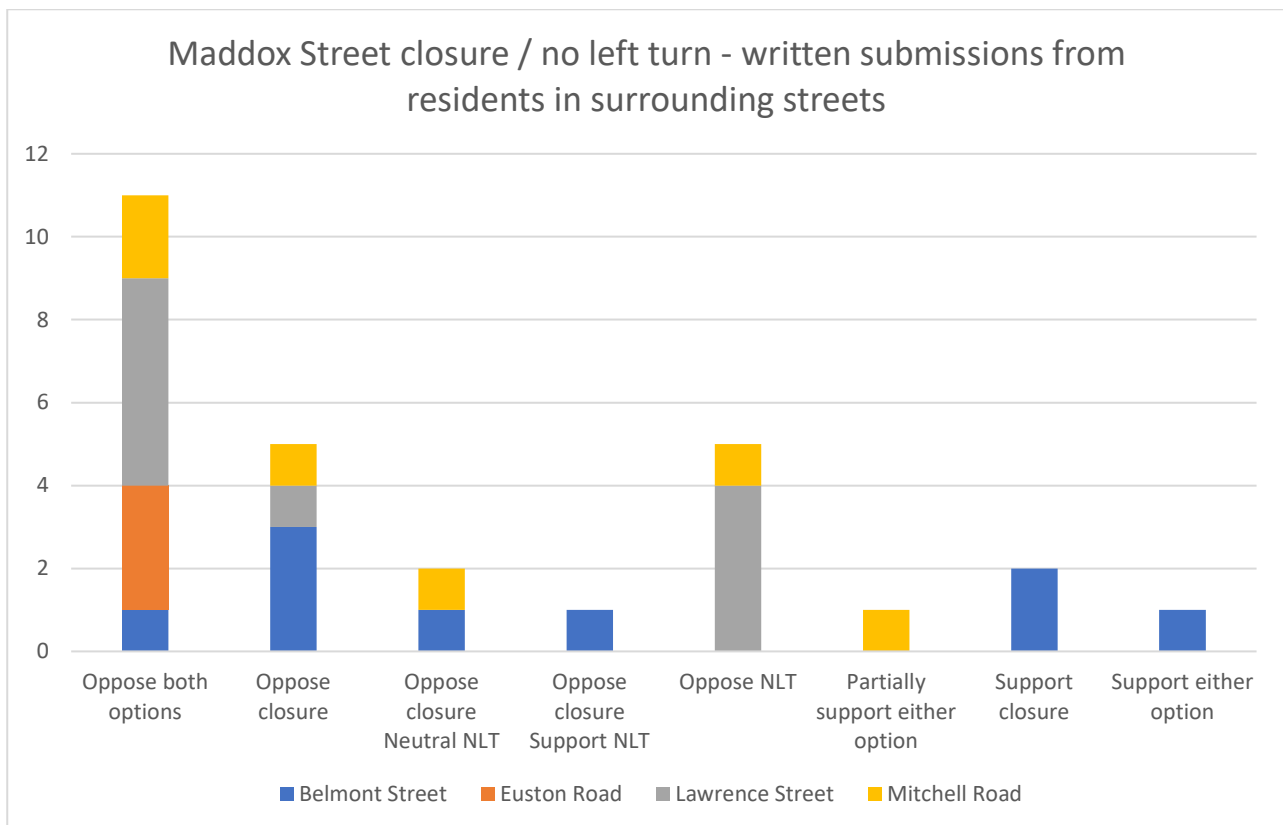
Engagement report –

Proposed improvements for traffic and transport in Alexandria and Erskineville

There were 42 written submissions relating to the proposed closure to traffic or left turn from Euston Road into Maddox Street.



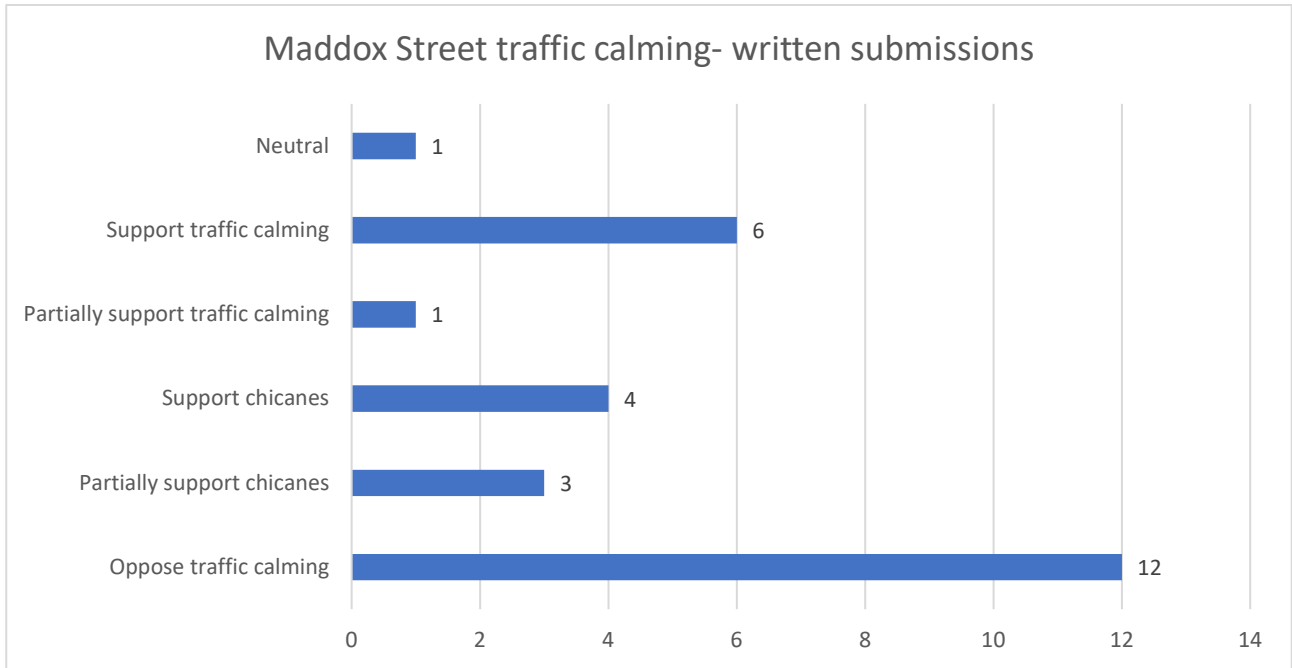
**17 (40%) opposed both options.** Only 9 (21%) indicated support for either option, including 3 preferring the closure, 2 preferring the no left turn.



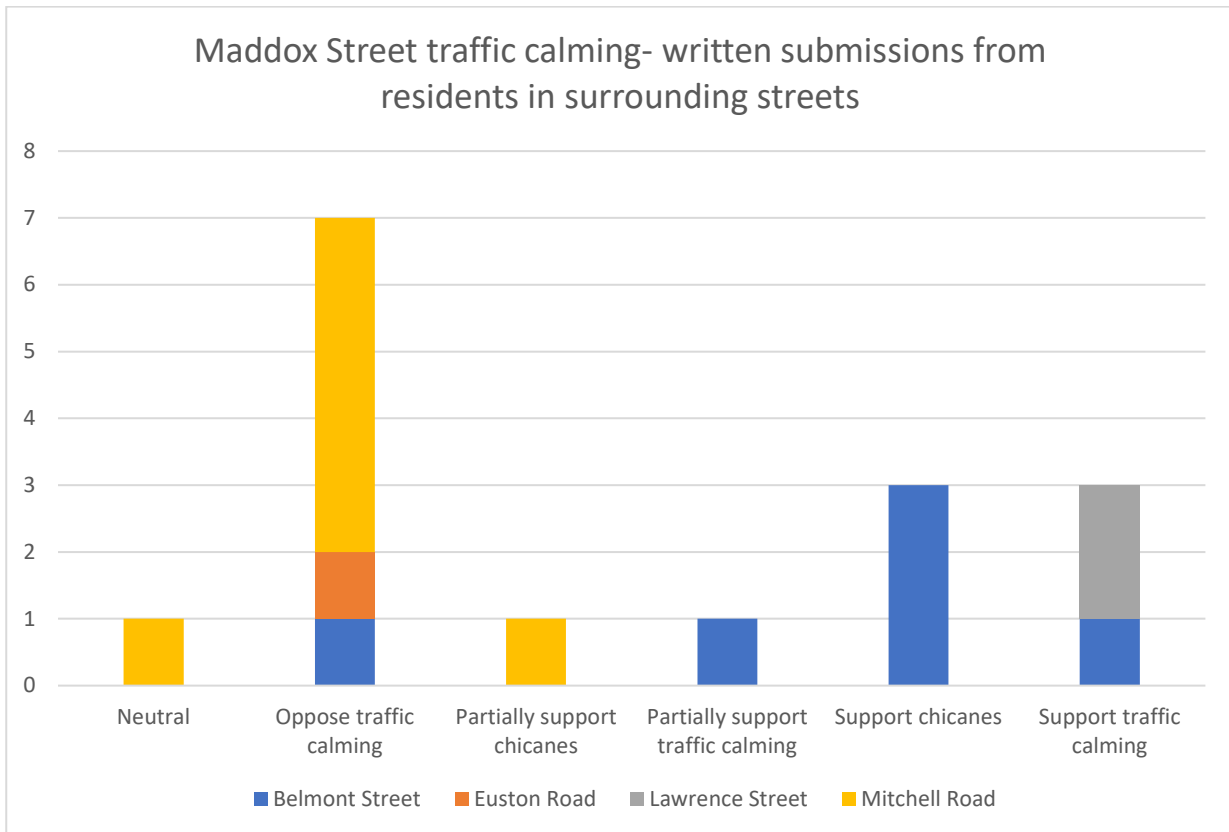
There were no written submissions from residents of Maddox Street.

Of the written submissions from residents in streets adjoining Maddox Street (n = 28), 11 (39%) **opposed both options.** Only 5 (18%) indicated support for either option, including 2 preferring the closure, 1 preferring the no left turn.

Engagement report –  
 Proposed improvements for traffic and transport in Alexandria and Erskineville  
 There were 27 written submissions relating to proposed traffic calming in Maddox Street.



Overall, **10 fully supported traffic calming (4 preferred chicanes), 4 partially supported traffic calming (3 chicanes).** 12 opposed traffic calming.



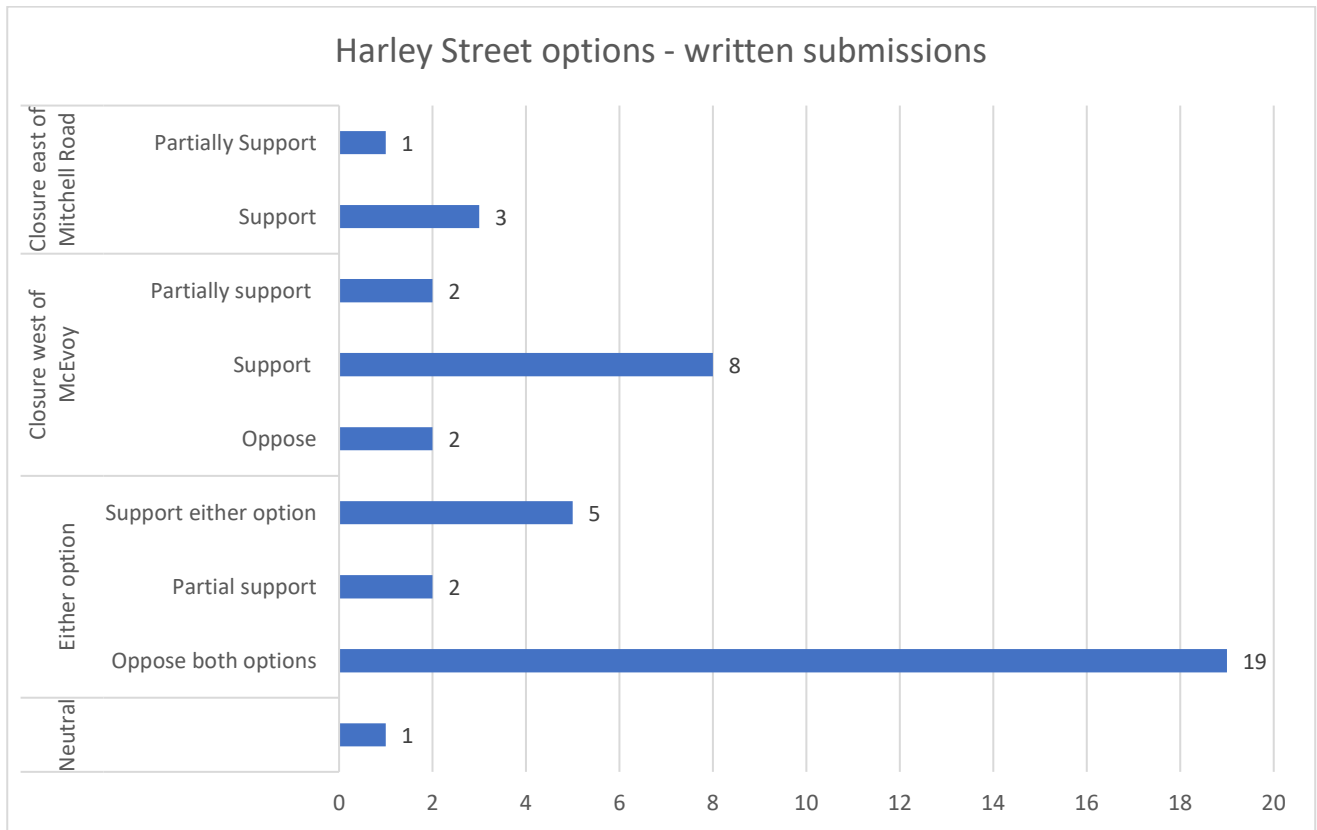
There were no written submissions from residents of Maddox Street.

Of the written submissions from residents in streets adjoining Maddox Street (n = 16), **6 (37.5%) supported traffic calming**, including 3 supporting chicanes. **2 (12.5%) partially supported traffic calming**, including 1 partially supporting chicanes. 7 (44%) opposed any traffic calming in Maddox Street.

Engagement report –

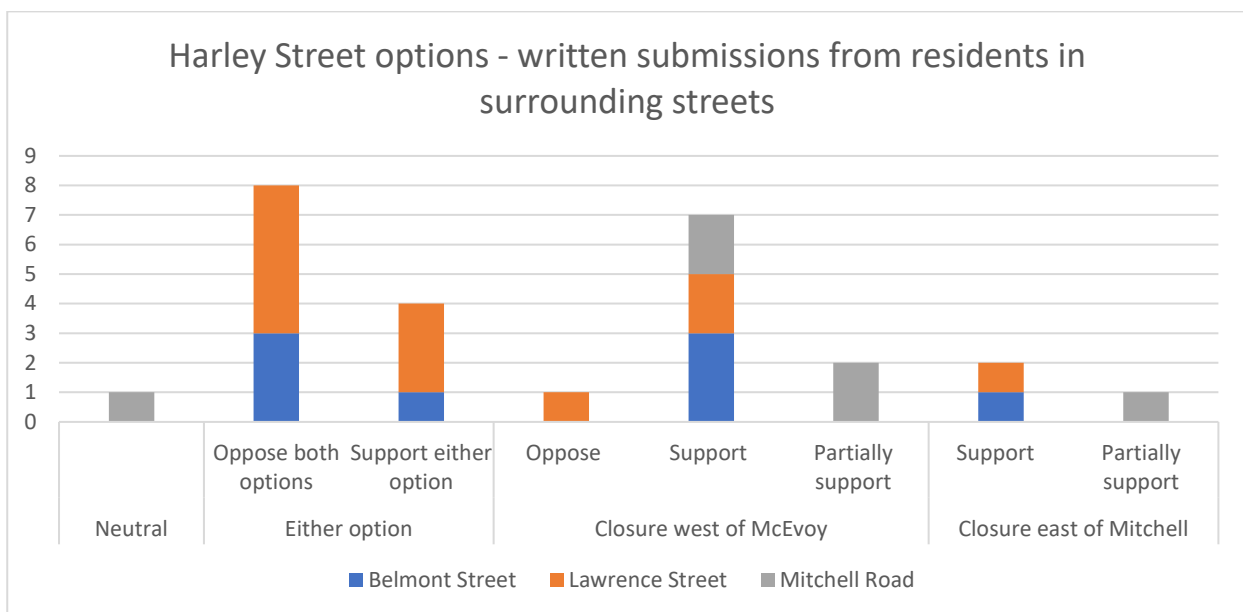
Proposed improvements for traffic and transport in Alexandria and Erskineville

There were 43 written submissions relating to the proposed closures to traffic in Harley Street at Mitchell Road or McEvoy Street.



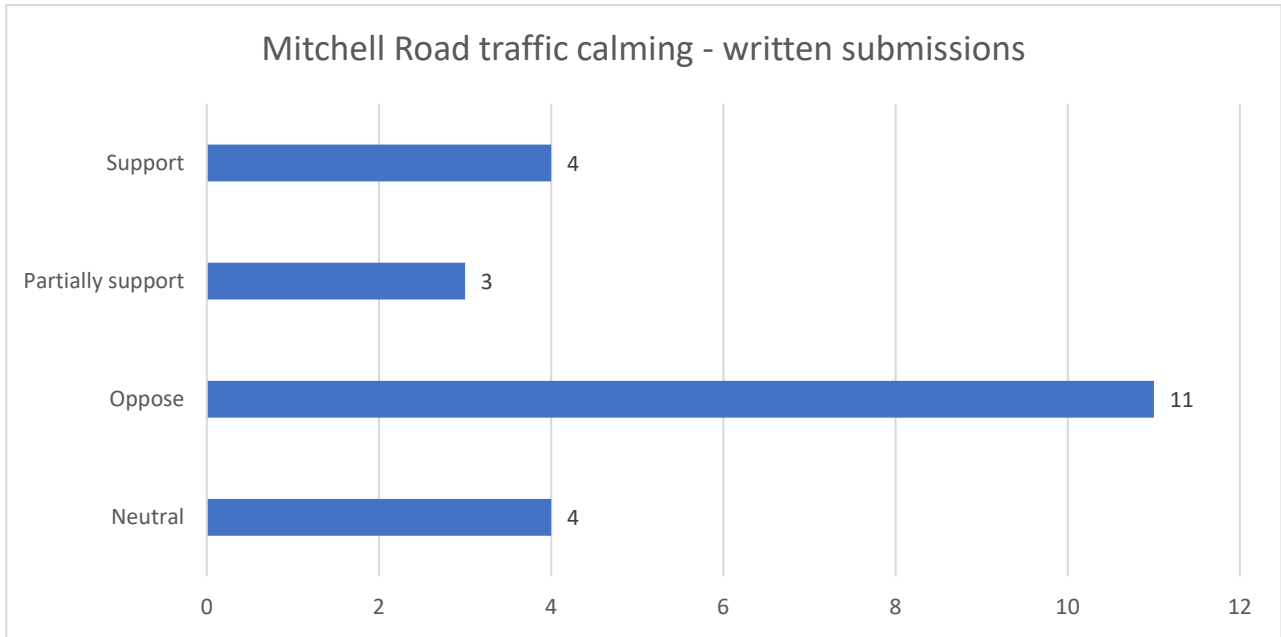
**Overall, 19 (44%) opposed both options. 2 (5%) opposed a closure west of McEvoy Street.**

16 (37%) supported the closure of Harley Street (8 preferred west of McEvoy and 4 preferred east of Mitchell Road). 3 partially supported a closure (2 suggested a half closure with the left turn out of Harley Street into McEvoy Street maintained; 1 supported closure at Mitchell Road but suggested additional modal filters required to prevent traffic diverting to other streets).

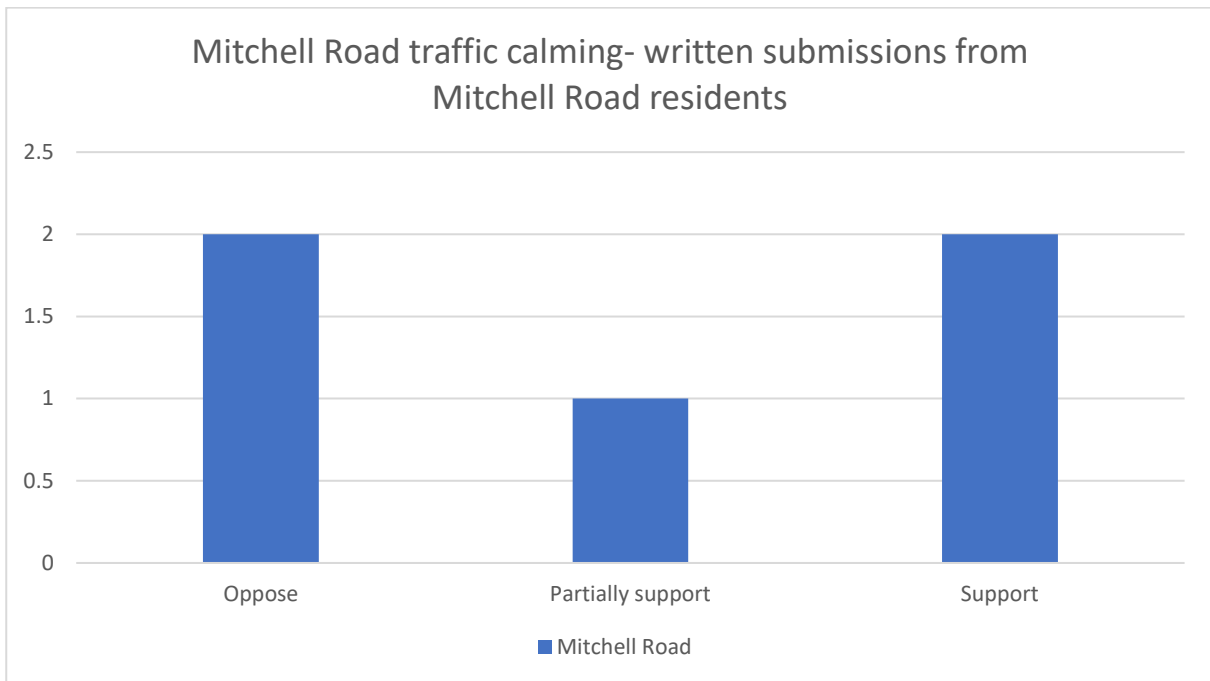


There were no written submissions who identified as residents of Harley Street. Of the written submissions from residents in streets adjoining Harley Street (n =26), **13 supported closing Harley Street (7 preferred west of McEvoy Street; 2 supported east of Mitchell Road). 2 suggested a half closure at McEvoy Street with left turn out maintained. 9 opposed closing Harley Street.**

Engagement report –  
 Proposed improvements for traffic and transport in Alexandria and Erskineville  
 There were 22 written submissions relating to proposed traffic calming in Mitchell Road.



**11 (50%) opposed to traffic calming.** 7 (32%) support traffic calming including 3 partial support (more detail needed). 4 (18%) were neutral, stating that more information was needed about proposed treatments and impacts on parking.

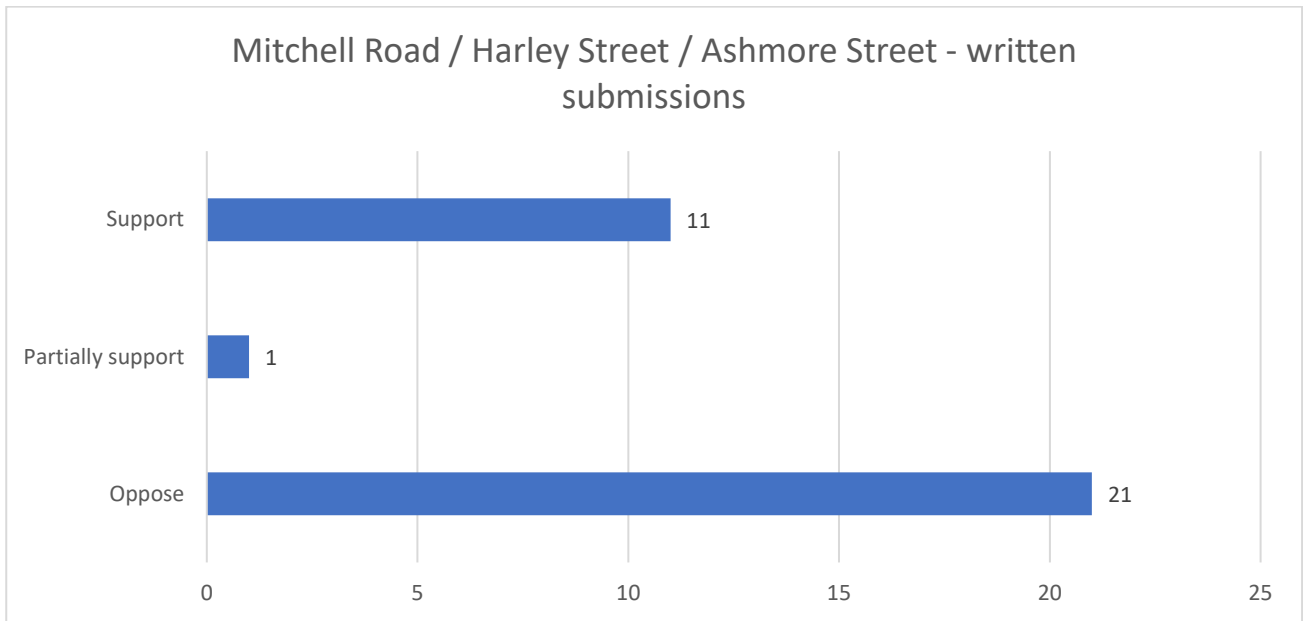


Of the 5 submissions from residents of Mitchell Road, **3 supported traffic calming**, including 1 suggested a 30km/h design speed, 2 opposed.

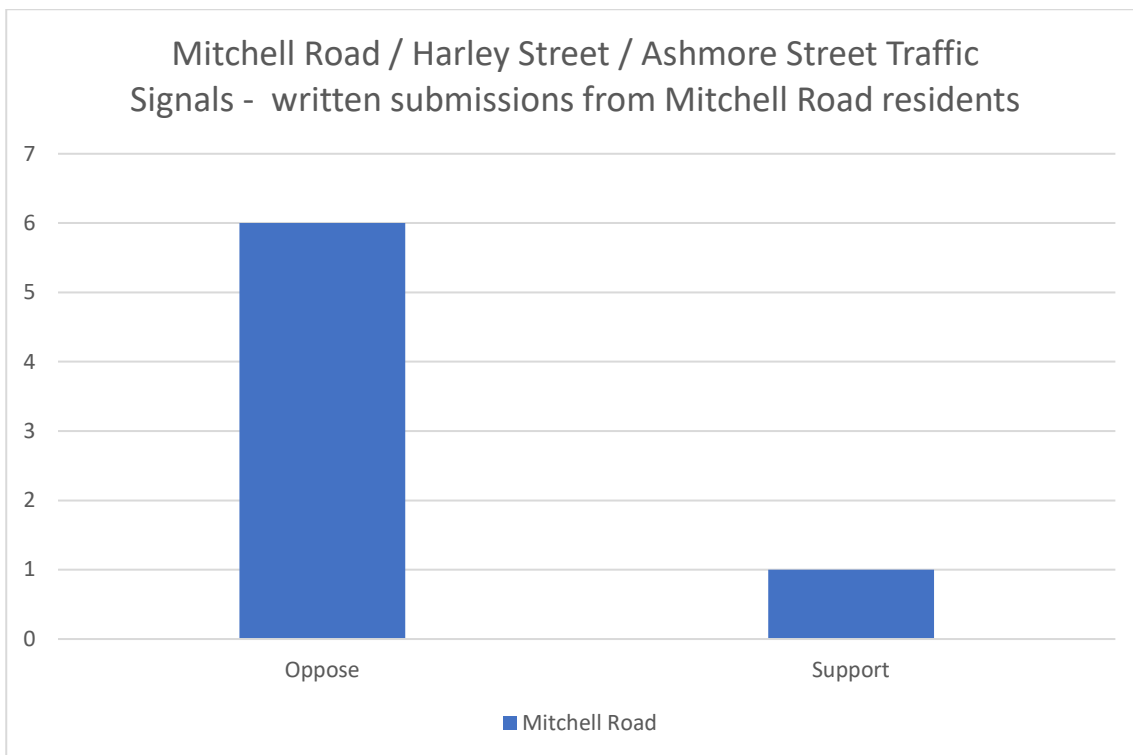
## Engagement report –

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

There were 33 written submissions relating to proposed traffic signals at the intersection of Mitchell Road, Harley Street and Ashmore Street.



**21 (64%) opposed traffic signals. 12 (36%) supported or partially supported signals.**



There were no written submissions from residents in Harley Street or Ashmore Street.

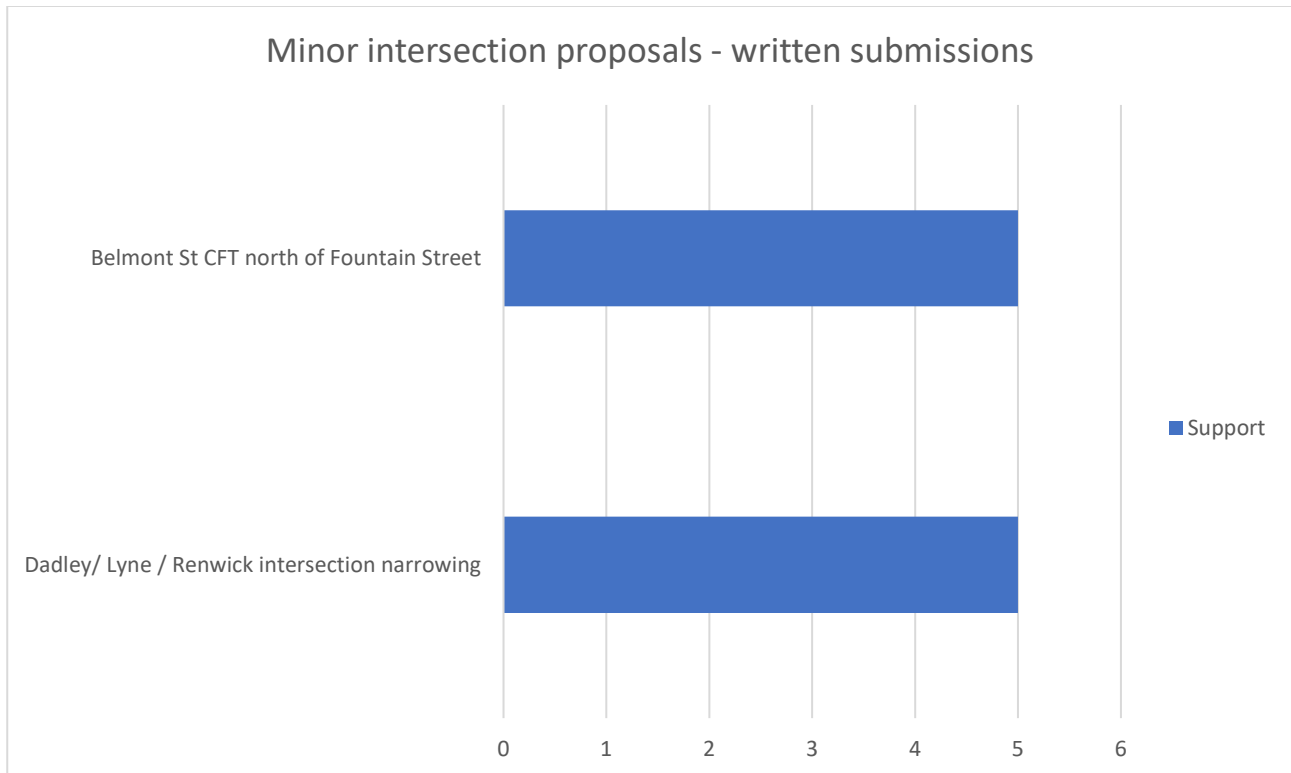
Of the 7 written submissions from residents in Mitchell Road, **6 were opposed to the signals** and 1 supported signals.



## Engagement report –

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

There were 5 written submissions relating to the proposed continuous footpath treatment in Belmont Street north of Fountain Street; and 5 written submissions relating to the proposed intersection narrowing and kerb buildouts at Dadley Street intersections with Lyne Street and Renwick Street.



All written submissions regarding proposed continuous footpath in Belmont Street were supportive of the proposal.

All written submissions regarding proposed intersection narrowing at Dadley, Lyne and Renwick Streets were supportive of the proposal.

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## Key themes from written submissions not related to the proposed options

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 summary of these submissions are detailed in the summary of responses to submissions and the key themes are outlined below.

### **Mitchell Road and Maddox Street intersection**

There were 11 written submissions relating to planned traffic signals at the intersection of Mitchell Road and Maddox Street. 9 submitters stated they do not support proposed traffic signals at Mitchell Road and Maddox Street. 2 stated they do support traffic signals at the intersection.

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.

### **Harley Street**

There were 51 written submissions concerning Harley Street generally, mostly concerned with safety of the existing arrangements.

### **Railway Parade – Traffic Flow**

There were 34 written submissions that commented on Railway Parade. 19 of those indicated they supported two-way traffic (or opposed one-way traffic) flow in Railway Parade. Conversely 10 submitters indicated they supported one-way traffic (or opposed two-way traffic) flow in Railway Parade.

### **Henderson Road**

There were 23 written submissions concerning Henderson Road which were generally concerned about the existing traffic conditions and arrangements in the street. 10 submitters commented that the existing speed cushions are ineffective and 3 commented that they are noisy, some suggesting the speed cushions be replaced with full width speed humps or more traffic calming. 4 suggested that the roundabouts along Henderson Road be reinstated.

### **Fountain Street**

There were 21 submissions concerning Fountain Street generally. 13 raised concerns about lack of pedestrian crossing or difficulty turning out of Lawrence Street at Fountain Street. 3 suggested a pedestrian crossing needed on Fountain Street at Belmont Street.

### **Maddox Street**

There were 13 submissions concerning Maddox Street generally, mostly regarding alternate suggestions for traffic restrictions, traffic flow improvements or pedestrian infrastructure improvements.

### **Mitchell Road**

There were 8 written submissions concerning Mitchell Road generally, mostly concerned with safety.

### **Mitchell Road/ Harley Street/ Ashmore Street**

There were 8 written submissions concerning Mitchell Road, Harley Street and Ashmore Street generally. 3 suggested traffic calming and wombat crossings on all approaches to the existing roundabout, improving sight lines and lighting; 3 stated that the existing pedestrian crossing on Mitchell Road is dangerous. 3 suggested additional infrastructure to improve the existing crossing or relocating the crossing away from the intersection.

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

There were 4 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.