

NEWINGTON LATM

WORKING PAPER 1

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Project A Local Area Traffic Management Plan for Newington

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KEY FINDINGS

LAND USE AND POPULATION GROWTH

- The area is principally zoned Low Density Residential R2 with only small pockets of higher density R3 and R4 in the southeast corner of the study area.
- Retailing is located principally in the B1 (neighbourhood) and B2 (local centre) zonings on Stanmore Road (north east and south east corners) and Addison Road, principally in the south east corner.
- The area is not self-sufficient in any of the supporting land uses required for a residential area.
- There is a dearth of open space within the area; food retailing is also outside the area with a small fruit and grocery near Albert Street being the only service inside the study area.
- The railway stations are north of the study area while the Metro Bus service runs along Enmore Road.
- Both the public primary schools and the High School which service the study area, are outside the area.

MODE OF TRAVEL TO WORK

- In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 3% and public transport use – up by 6% - public transport is now the leading mode to work.

STATE AND COUNCIL STRATEGIES AND PLANS

- In line with the Marrickville DCP, there is no proposed urban renewal or substantial increase in housing growth in the area
- The Marrickville Urban Strategy identified areas suitable for renewal in Petersham between the shops and station and near Enmore Park;
- The Marrickville Public Domain Study identified the main destinations in this area as Enmore Park, Annett Kellerman Aquatic Centre adjacent, Addison Road Community Centre, and Marrickville Metro.
- The Bike Plan Identified both Regional and Local Routes through the area, and a design concept has been prepared by Council for part of Addison Road.
- The PAMP identifies Addison Road as a high priority pedestrian route.
- Only small street sections were recommended for parking control in the area by the Petersham and Stanmore Parking Studies.

TRAFFIC AND TRANSPORT

- There are only three roads in the area where the 85th percentile speed is 10% over the posted speed limit, those roads are Addison Road, Enmore Road and Bright Street. It is noted that there were no recorded roads with volume non-compliance.
- Treatments installed to manage the speed of traffic in the study area include roundabouts, and pedestrian refuges.

ROAD CRASHES

- There were 245 recorded incidents over the 5 year period from July 2011 to June 2016.
- Most crashes occurred on State Roads (62%), followed by Regional Roads (26%) and 30 on Council roads (12%).
- Most crashes were at intersections with 183 incidents (75%).
- The main crash type was RUM Code 21 (right through) - 40 on State and Regional Roads and 11 on local roads.
- The intersection of Enmore Road / Llewelyn Street had the highest number of crashes - 7 in 5

years.

- The intersection of Enmore Road / Addison Road intersection had 5 crashes in 5 years.

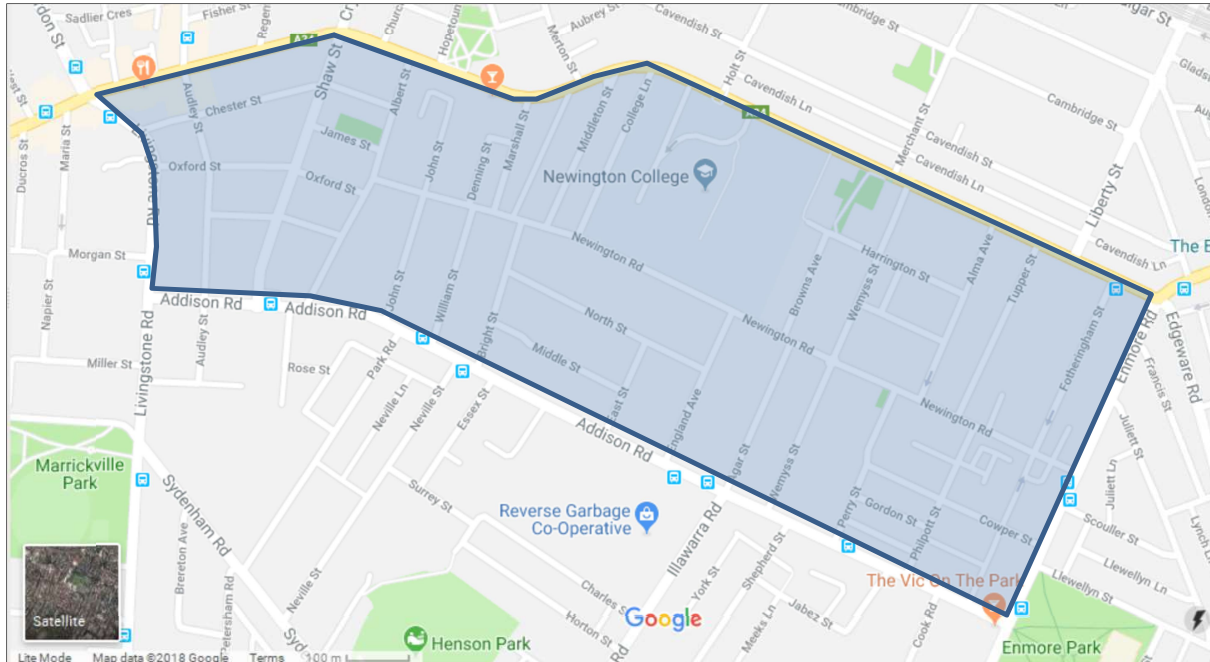
COMMUNITY INPUT

- A total 112 persons responded from the study area, representing about 4-5% of the households.
- The largest number of respondents were from Addison Road – 13, Fotheringham Street – 9, North Street – 8, Newington Road, William Street and Wemyss Street – 6 from each.
- the highest rated problem is the volume of traffic - 55% of respondents, with most problematic times being afternoon peaks and weekends.
- The highest levels of concern are: :
 - Addison Road - too much traffic, heavy vehicle use and exceeding the speed limit;
 - Stanmore Road and Enmore Road - too much traffic;
 - Newington Road - rat running and too much traffic.

1. INTRODUCTION

The purpose of this project is to develop a Local Area Traffic Management (LATM) scheme for the Newington (Area 8). This area is bounded by Livingstone Road, New Canterbury Road, Stanmore Road, Enmore Road and Addison Road as in **Figure 1.1**.

Figure 1.1 Newington Study Area



The general objectives of this project as stated in the Brief are to:

- Investigate and review the performance of the existing Local Area Traffic Management (LATM) schemes and recommend proposed LATM works.
- Integration of traffic planning based on Local Area Traffic Management and parking management integration.
- To access vehicles speed across the study area and propose additional control measure where applicable;
- Integration of traffic planning based on Local Area Traffic Management and parking management integration.
- To investigate traffic intrusion into the predominantly residential study area and propose solution as required;
- To improve pedestrians and cyclist accessibility through the study area (taking into account measures proposed in the InnerWest Council Bicycle Plan) and strategies for LATM management including price control techniques, quality control techniques and countermeasure techniques.

In developing recommendations LATM Strategy, the Brief states that consideration must be given to incorporate the following principals of Local Area Traffic Management:

- Reduction in vehicle speeds.
- Minimise traffic levels and intruding traffic in a local street.
- Minimise crash risk.
- Improve local amenity by:
- Reducing car use,
- Increasing use of public transport,
- Increasing walking and cycling.
- Improving the streetscape.

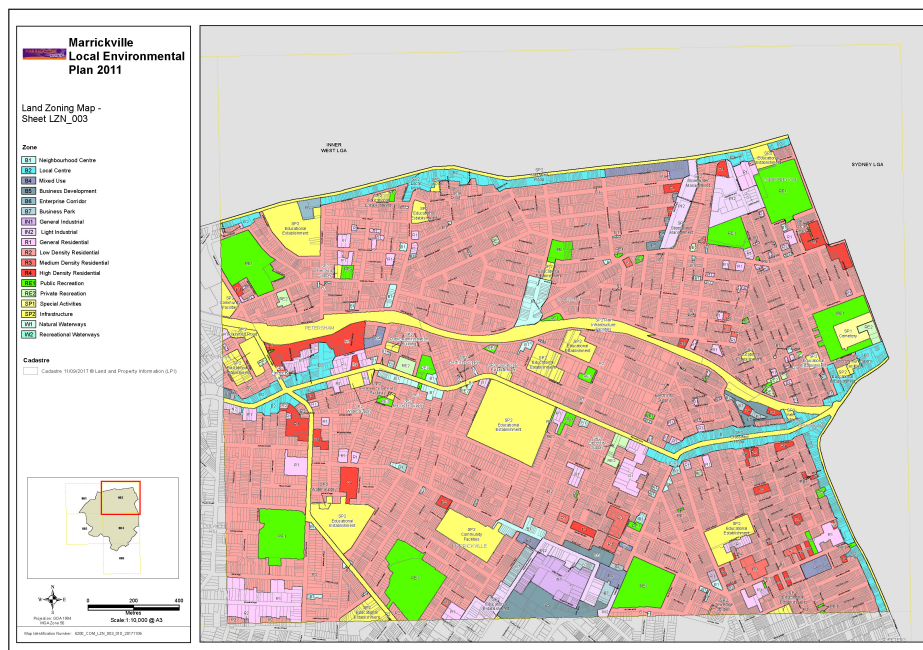
2. CONTEXT

2.1 LAND USE AND POPULATION GROWTH

2.1.1 Marrickville LEP 2011

The study area consists of about 78 hectares of the previous Marrickville Council area. Within this area, the area is principally zoned Low Density Residential R2 with only small pockets of higher density R3 and R4 in the southeast corner of the study area, as in **Figure 2.1** below. Retailing is located principally in the B1 (neighbourhood) and B2 (local centre) zonings on Stanmore Road (north east and south east corners) and Addison Road, principally in the south east corner.

Figure 2.1 Marrickville LEP 2011



Source: IWC

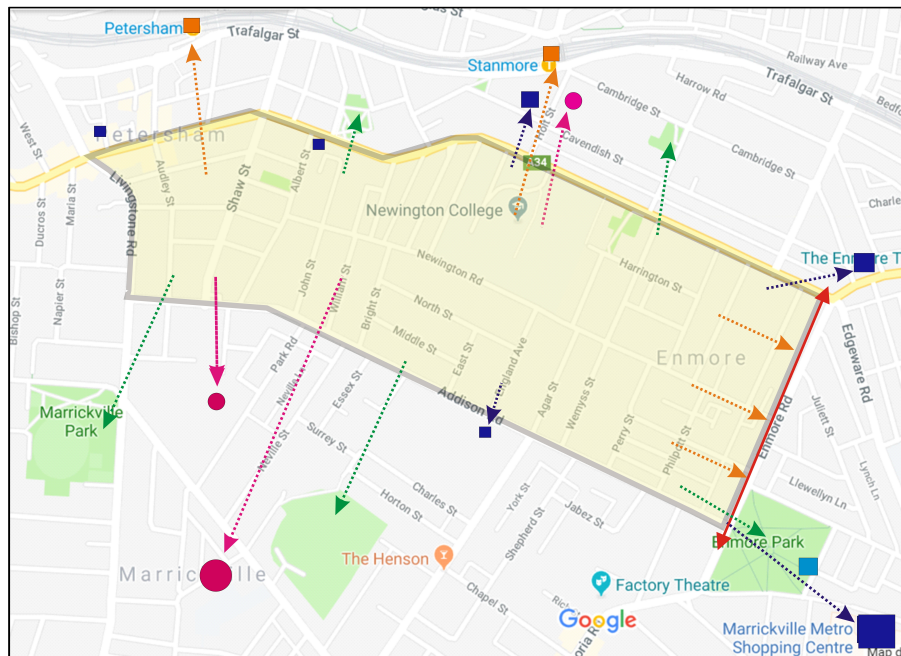
2.1.2 Surrounding Land Use Attractors

There is a dearth of open space within the area with Marr Playground and Ryan Park being the only public open spaces within the area. Maundrell Park and Enmore Park/Aquatic Centre are on the boundary of the area to the north and east, with Henson Park and Marrickville Park lying to the south.

Food retailing is also outside the area with a small fruit and grocery near Albert Street being the only service inside the study area. The Organic Food Markets on the southern side of Addison Road, an IGA on Enmore Road north of Stanmore Road and near Stanmore Station are the closest supermarket/ food outlets. The Marrickville Metro is about 500m to the east.

The railway stations are north of the study area while the Metro Bus service runs along Enmore Road.

Both the public primary schools which service the study area are outside the area.

Figure 2.2 Land Use Attractors outside the Study Area

2.1.3 Public School Catchments

Two public primary schools service the area, these being Wilkins PS and Stanmore PS. The catchments of which are illustrated below in **Figure 2.3**. To attend these schools, children would have to cross Addison Road to Wilkins PS or Stanmore Road to Stanmore PS. Marrickville High School services most of the study area and requires crossing of Addison Road.

Figure 2.3 Local Primary School Catchments

Source: Australian Public School Website

2.1.4 Marrickville DCP 2011

The **Marrickville DCP 2011** states the Desired Future Character of the area includes:

Item 6 - To preserve the predominantly low density residential character of the precinct.

Item 7 - To support pedestrian and cyclist access, activity and amenity including maintaining and enhancing the public domain quality.

The area has specific planning controls relating to the three heritage areas in HCA 18 Petersham South (Norwood Estate), HCA 19 Norwood Park Estate and HCA 14 Llewellyn Estate. Based on the zoning and the Desired Future Character, there is likely to be little change in the population or dwelling growth in the area.

2.2 MODE OF TRAVEL TO WORK OF RESIDENTS

Census 2011 and 2016 data was reviewed for the study area. **Figure 2.4** below outlines in orange the thirteen SA1 areas which cover the study area outlined in a black broken line.

Figure 2.4 Statistical Areas within Newington



Source: IWC Social Atlas

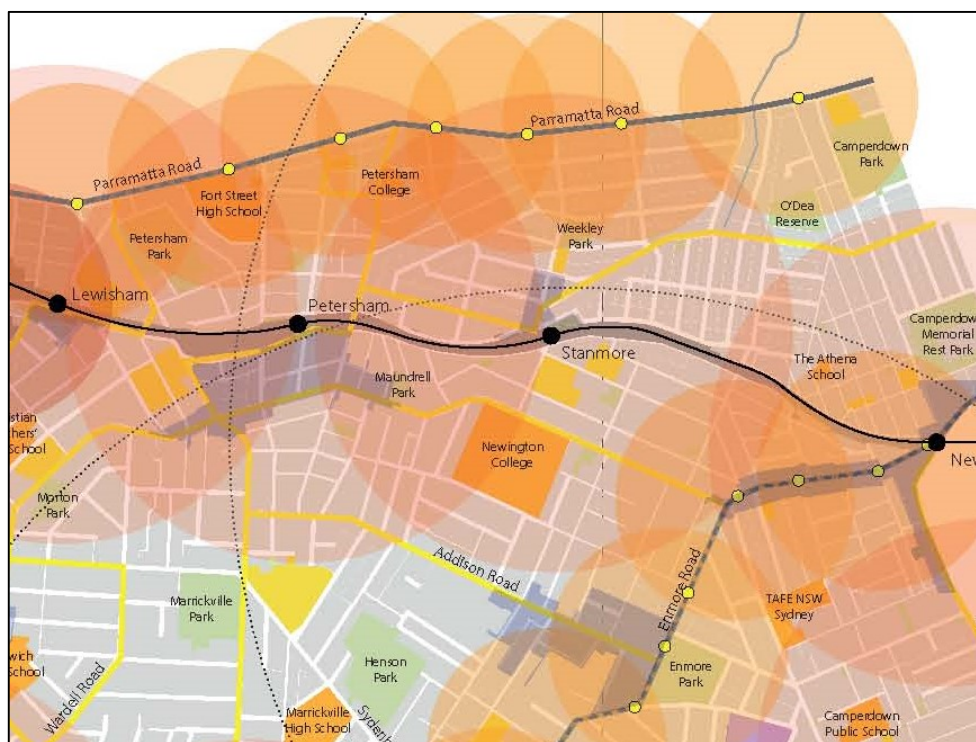
Of the 5034 residents in the employable age groups in the area in 2016, 3449 persons (69%) were in the labour force compared to 72% in 2011. In the last 5 years from 2011-2016 the mode to work has changed in car use – down by 3% and public transport use – up by 6%; public transport is now the leading mode to work.

Table 2.1 Workforce Method of Travel to Work

Main method of travel	2016 Labour force participation - 3449			2011 Labour force participation - 3349			Newington % Change
	Number	%	Total Responses	Number	%	Total Responses	2011 to 2016
Public transport	1372	41	3318	1150	35	3276	+6%
Car	1126	34	3318	1200	37	3276	-3%
Walk	215	7	3318	185	6	3276	+1%
Cycle	135	4	3318	156	5	3276	-1%
Worked at home	80	2	3289	88	3	3185	-1%
Households without car	430	18	2436	470	20	2837	-2%

Source: 2016 ABS Census

Most of the study area is within walking distance of Stanmore and Petersham Stations. The improvements in the rail service since 2011 as well as the growth in road congestion may account for this change in mode. **Figure 2.5** illustrates the railway station walking catchments (800m) as well as the catchments for the Metro Bus stops (400m). The western part of the study area is serviced by two rail stations, while the east is within walking distance of Stanmore station as well as the Metro Bus stops on Enmore Road.

Figure 2.5 Walking Catchments to Rail Stations and Metro Bus Stops

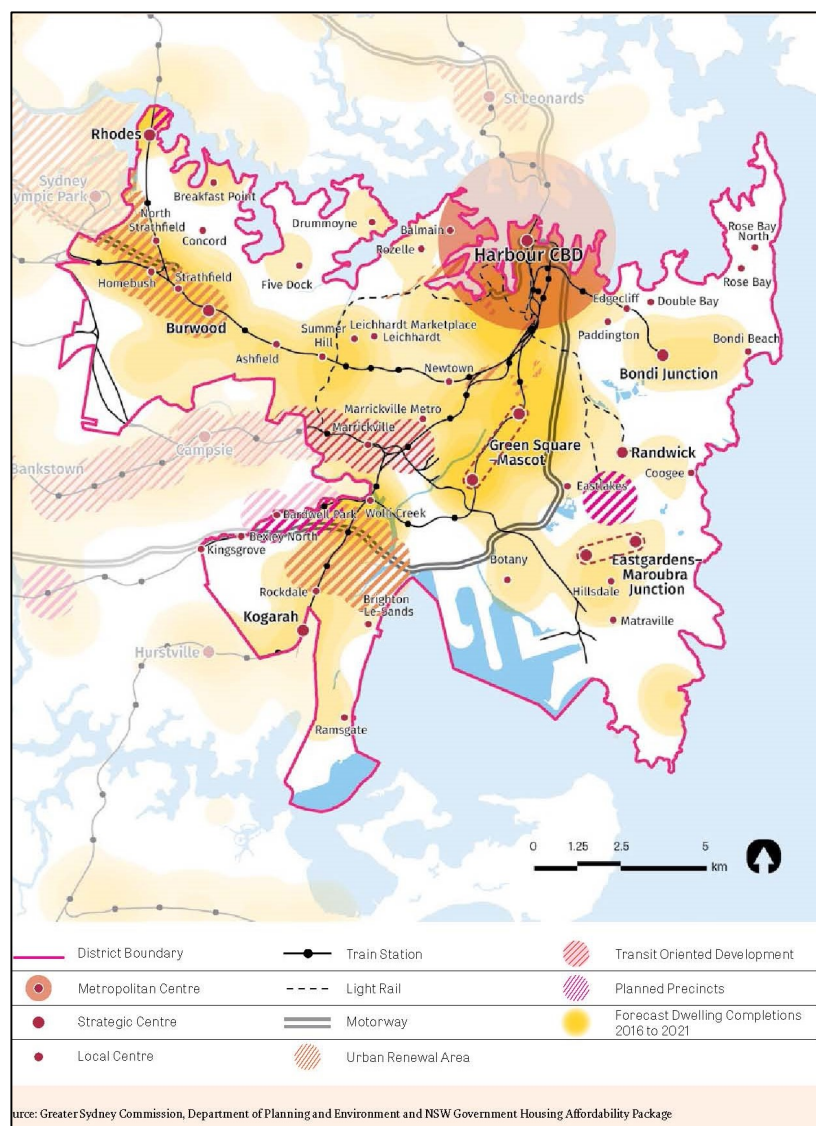
Source: Marrickville Public Domain Study

3. STATE AND COUNCIL STRATEGIES AND PLANS

3.1 GREATER SYDNEY COMMISSION EASTERN DISTRICT PLAN 2018

The Greater Sydney Commission identified Transit Oriented Development (TOD) sites in the southern part of the Inner West Council Area, surrounding the railway stations at Sydenham, Marrickville and Dulwich Hill. In the study area, in line with the Marrickville DCP, there is no proposed urban renewal or increased housing growth as illustrated in **Figure 3.1** below.

Figure 3.1 Eastern City District Future Housing Supply



Source: Greater Sydney Commission

3.2 COUNCIL STRATEGIES

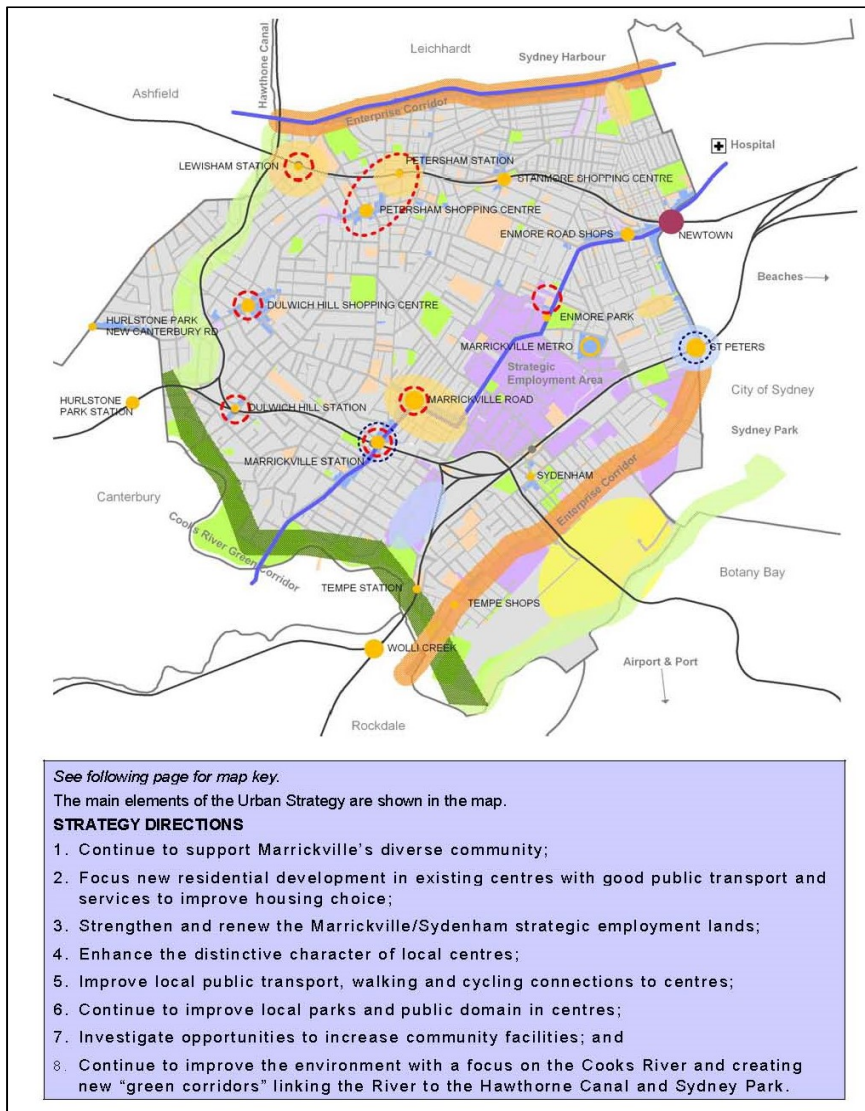
3.2.1 Marrickville Urban Strategy 2007

This strategy provides the planning context for future development across the former Marrickville LGA. It informed the review of the LEP and Council's planning controls. The strategy proposed that Council should plan for 3,830 new dwellings over 25 years with 80% of new dwellings located in or near centres, in walking distance to shops, services and public transport.

Of relevance to the study area, the Urban Strategy Map (**Figure 3.2**) identifies:

- the areas suitable for renewal are in Petersham between the shops and station and near Enmore Park;
- a strategic bus corridor on Enmore Road linking frequent bus services to the CBD.

Figure 3.2 Marrickville Urban Strategy



Source: IWC Urban Strategy

3.2.2 Integrated Transport Strategy 2007

This strategy states its aim as providing:

The rationale and recommended actions for addressing local transport issues and moving Marrickville toward sustainable transport – that is, reducing car use....

Towards achieving that aim, accessible areas to public transport were proposed to inform redevelopment and density increase. The figure below shows areas within walking distance of railway stations and strategic bus corridors as a focus of new development. Within the study area, the western and north-eastern areas are identified.

Figure 3.3 Accessible Areas in Marrickville



Source: Integrated Transport Strategy

In relation to LATM schemes, the strategy notes that LATM works can significantly improve active transport use of local roads as road crossing widths and traffic speeds are reduced. Safety for motorists is also noted. The strategy states that:

The amenity of streets can be significantly improved by through reduced traffic, lower speeds and the integration of street trees and gardens into LATM devices.

Council's LATM focus is to be on high crash sites, excessive traffic volumes and speeds and streets where there is a need and opportunity to improve amenity.

3.2.3 Marrickville Public Domain Study 2015

This is a costed action plan for adoption by Council for the public domain. The eastern end of Addison Road is identified as a village precinct from Agar Street to Enmore Road in the study area. Addison Road is not a regional road with its principal function being access to the industry south of the study area and residential land use areas either side.

The main destinations in this precinct are:

- Enmore Park and Annett Kellerman Aquatic Centre adjacent;
- Addison Road Community Centre;
- Marrickville Metro in proximity.

The opportunities suggested for the precinct are:

- Kerb extensions and footpath widening on Addison Road and side streets;
- On street tree planning
- Mid-block crossings
- Threshold treatment to side streets
- Pedestrianize laneways with Shared Zones
- Improve linkages and way-finding to Marrickville Metro, Enmore Road shops and Newtown Station.

3.3 COUNCIL PLANS

3.3.1 Marrickville Bike Plan 2006

The 2006 Bike Plan prepared by GTA Consultants recommended the following:

- Regional bike routes on:
 - Livingston Road, Oxford Street, Newington Road, Middleton Street and Stanmore Road to Holt Street;
 - Agar Street, Browns Avenue;
 - John Street.
- Local bike routes on
 - Addison Road;
 - Newington Road from Middleton Road to Enmore Road;
 - Cowper Street;
 - Philpott Street, and
 - Albert Street from Addison Road to Newington Road.

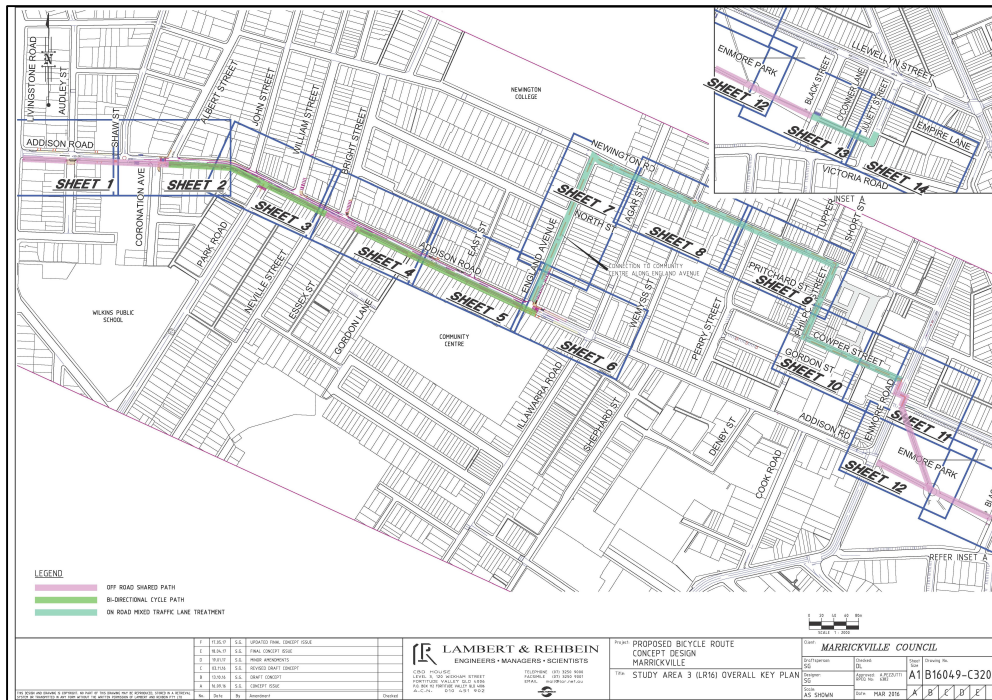
Figure 3.4 Bike Routes through Study Area



Design drawings for the east-west Addison Road route have been prepared. The full set of drawings is contained in **Appendix A**. The route is as follows:

- Addison Road;
- Off-road shared path from Livingstone Road to Albert Street (southern side),

- On-road bi-directional cycle path from Albert Street to England Avenue (southern side),
- On-road mixed traffic lanes on England Street, Newington Road, Philpott Street and Cowper Street as depicted in **Figure 3.5**.

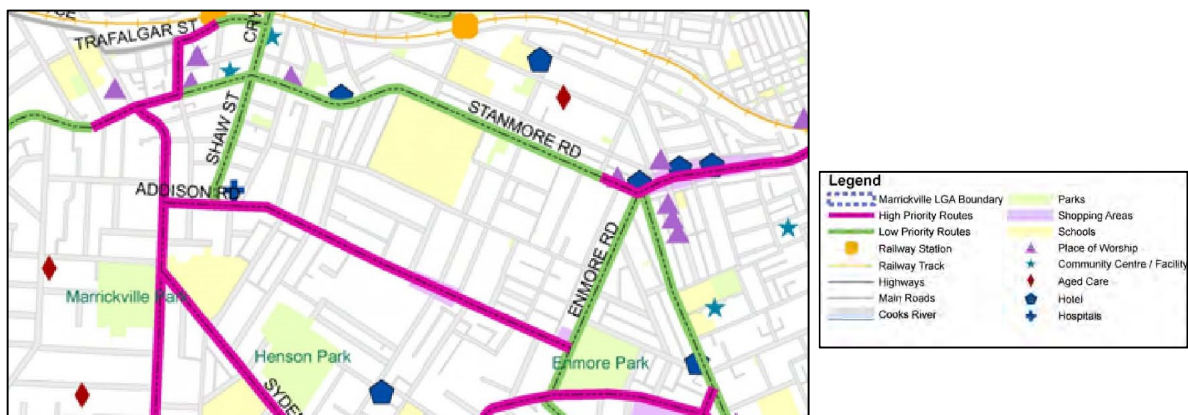
Figure 3.5 Addison Road Bike Route Design Concept

Source: IWC 2016

3.3.2 Marrickville Pedestrian Access Mobility Plan 2009

The Pedestrian Access Mobility Plan (PAMP) prepared by ARUP proposed:

- High priority routes on Addison Road and Livingstone Road, and
- Low priority routes on Shaw Street, Enmore Road and Stanmore Road.

Figure 3.6 PAMP Routes

Source: PAMP 2009

3.3.3 Stanmore and Petersham Parking Studies

The studies were undertaken in 2016-2017 by ARUP. The parking recommendations of relevance to the study area are contained in the figures below and show that only small sections are recommended for parking control in the study area.

Figure 3.7 Petersham Parking Study Recommendations

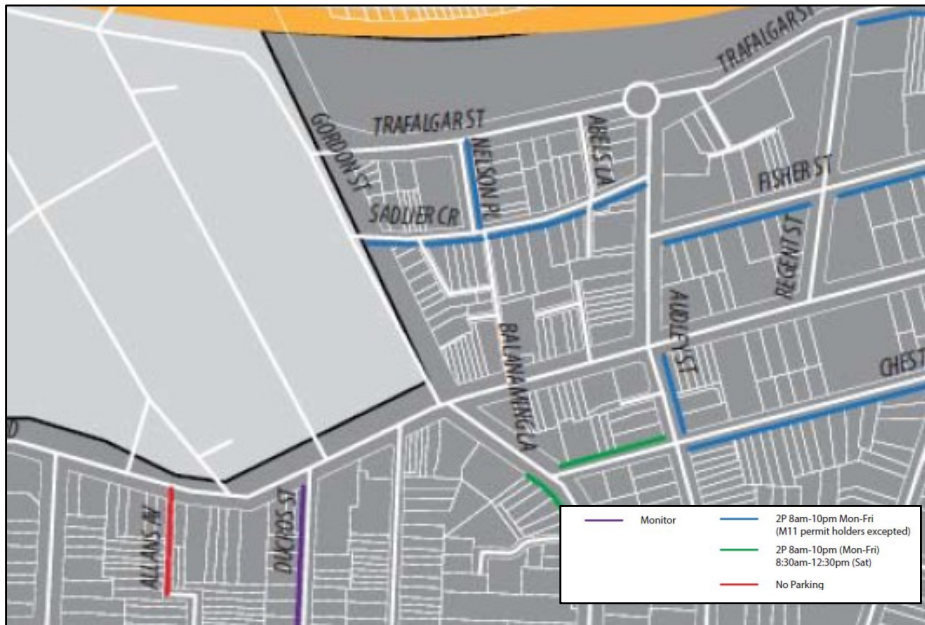
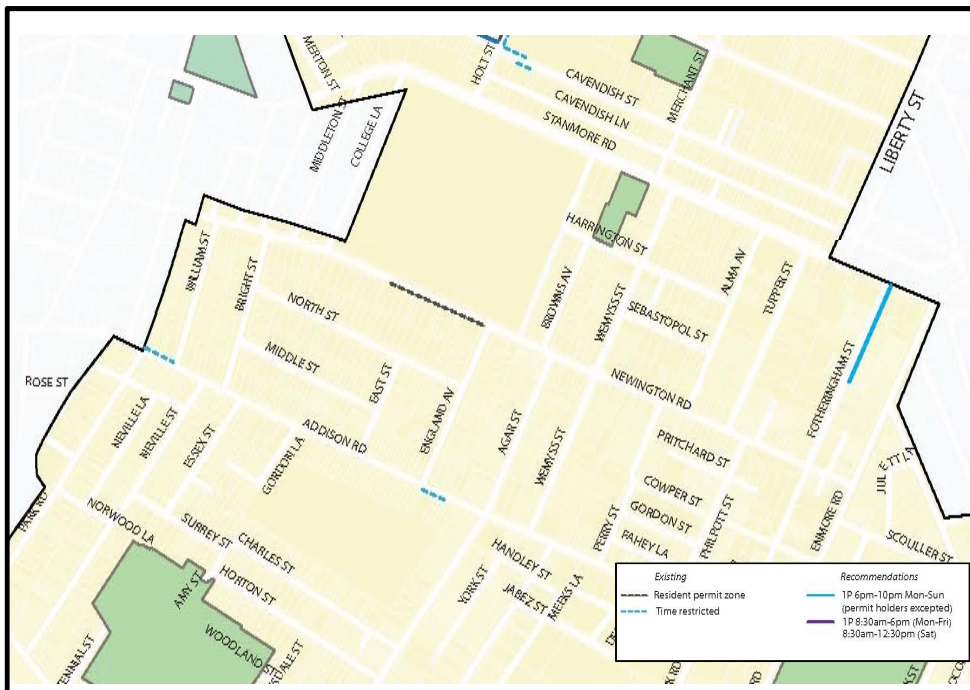


Figure 3.8 Stanmore Parking Study Recommendations



Source: Petersham and Stanmore Parking Studies 2016, 2017

4. TRAFFIC AND TRANSPORT MOVEMENT AND CONTROL

4.1 ROAD HIERARCHY, TRAFFIC VOLUMES AND SPEEDS

Two types of road classification are used in NSW. Each type of classification caters for a different purpose as discussed below.

4.1.1 Funding and Functional Classifications

The funding classification is an administrative classification based on funding where the State and Local Authority allocate responsibilities between them. Thus:

- State Roads are fully funded by the RMS (previously RTA);
- Regional Roads involve shared funding between the RMS and the Local Council; and
- Local roads are fully funded by Local Councils.

Around the study area, there are a number of State Roads which carry large volumes of traffic including heavy vehicles. These roads are:

- Stanmore Road, New Canterbury Road and Livingstone Road.

The Regional Roads are:

- Enmore Road, Addison Road and Shaw Street.

All other roads in the study area are local roads within the care and control of Botany Bay Council.

The functional classification includes Arterial, Sub-arterial, Collector and Local roads. Together the roads make up a road network. The functional road classification can be described as:

- | | |
|------------------------------------|--|
| • Arterial | - Predominantly carry through traffic from one region to another, forming principal avenues of communication for urban traffic movements. |
| • Sub-Arterial | - Connect the Arterial roads to areas of development and carries traffic directly from one part of a region to another. They may also relieve traffic on Arterial roads in some circumstances. |
| • Major Collector (or Distributor) | - Connect the Sub-Arterial roads to the Local road system in developed areas. May also be commercial collectors which connect to a commercial centre such as East Gardens or Eastlakes |
| • Residential Collector | - sub-divisional roads within a particular developed area. These are used solely as local access roads |

Map 1 illustrates the functional road hierarchy in the study area based on RMS classification and traffic volumes as well as roads with 3 tonne load limits. The RMS (previously RTA) functional road classification parameters for the metropolitan area are in **Table 4.1**.

Table 4.1 Road Classification Parameters

Factor	Measure of Effectiveness	Desirable Feature for Each Road Class			
		Arterial	Sub Arterial	Collector	Local
Vehicle speed	Operating speed	60-100 km/h	50-60 km/h	40-50 km/h	40 km/h or less
Traffic use	Daily volume (vehicles per day) Residential area	No limit	20,000 vehicles per day max	5,000 vehicles per day max	2,000 vehicles per day max
	Other area	No limit	20,000 vehicles per day max	10,000 vehicles per day max	4,000 vehicles per day max
Intersection spacing	Cross street interference	Approx 1 km	Approx 0.5 km		
Road geometry	Number of travel lanes	4 or more	2 or more	2 or more	1 or more
	Medians	Yes	As needed	No	No
	Min. carriageway width	13 m	7 m	7 m	4 m
Traffic management	Parking	None	Prefer none	Yes	Yes
	Lane and separation lines	Yes	Yes	Maybe	No
	Property access	Minimised	Minimised	Yes	Yes
	Control of turning vehicles	Median control	Maybe control	No	No
	Right turn bays		Preferred	No	No
	Road closures	Yes	None	Possible	Yes
	LATM devices SATM devices	None	Yes	Yes	Yes
Pedestrian crossings	Type of crossing	Grade separated or signals	Signals or refuge	Marked crossing, children's crossing or refuge	Marked crossing, children's crossing or refuge

Source: RMS

4.1.2 Environmental Capacity

The RTA's (RMS) **Guide to Traffic Generating Developments 2002** gives the guidance on the environmental capacity of residential streets (used for new residential subdivision design) as set out in **Table 4.2**. The Guide also states that speed is an important contributor to environmental capacity:

The Environmental Capacity of a street can be increased through a reduction in speed. For example, on an existing residential street where traffic volumes reach the Environmental Capacity maximum (and a proposed development could cope with the volume over the standard), traffic speed may be reduced by the introduction of traffic calming methods.....

In existing residential environments, 40km/h is an acceptable speed objective, usually achieved by LATM schemes e.g. adjusting existing roadways with retrofitted design items such as speed humps and slow points.

Table 4.2 Environmental Capacity Performance Standards on Residential Streets

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal 300 maximum
Collector	Street	50	300 environmental goal
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

In terms of daily traffic volumes, the peak hour bi-directional volumes can be interpreted in most cases as 10% of the daily volume on the road. Where the volume exceeds 500 vehicles per hour the Guide states that residential amenity begins to decline noticeably. These volumes will be applied to the Botany Bay roads and conclusions on performance based thereon.

4.1.3 Implications for the LATM

The main implication of a road hierarchy is that some Council roads have a higher traffic function than others, usually by virtue of:

- connectivity, particularly to the State and Regional road system;
- the traffic attracting/generating land uses such as shops, schools, industry;
- road design such as road width, sight distance, design speed;
- access control to the main road system such as signals.

From an environmental point of view it is desirable to have traffic volume of less than 2,000 vehicles per day on residential streets and 3,000 vehicles per day on residential collectors. However in existing residential areas, residential collectors usually carry higher traffic volumes due to their geometry and connectivity, therefore using the maximum (5,000 vehicles per day would be more realistic).

The Guidelines state that in order to achieve a better amenity and safety in residential areas, lowering of the speed limit can address the negative impacts of higher vehicle volumes. A residential speed limit of 50km/h has already been established for the whole of the metropolitan Sydney area. Thus the undesirable impacts of higher volume levels on residential streets can be tempered to some degree by the 50km/h speed limit. Where 85th percentile speeds are presently over 55km/h, speed reduction treatments may need to be implemented to lower the speed within acceptable limits.

Traffic volume and speed counts for a number of streets were made available for this study. **Table 4.3** illustrates the vehicles per day and the 85th percentile speeds for those streets that are included in the LATM study area.

In the absence of a formal local road hierarchy, the following volumes are applied:

- Sub-Arterials / Regional - are roads with 10 -20,000 vehicles per day'
- Major Collectors - are roads with 5-10,000 vehicles per day,
- Collector - are residential roads with 3-5,000 vehicles per day,
- Local - are residential roads with less than 3,000 vehicles per day.

These are applied in **Table 4.3** overleaf. Locations where volume clearly exceeds the guidelines, and where 85th percentile speeds are 10% higher than posted speed limit are highlighted in the table.

A review of the overleaf reveals that in the study area there are only three roads where the 85th percentile speed is 10% over the posted speed limit, those roads are Addison Road, Enmore Road and Bright Street. It is noted that there were no recorded roads with volume non-compliance.

This data will be used in planning new cycling routes and improving those already existing.

Table 4.3 Traffic Volumes and Speeds in Newington

Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit	85 %tile speed	Acceptable speed
Addison Road	PETERSHAM 2049	Audley St & Shaw St	May-14	Regional	12469	Y	50	39.6	Y
Addison Road	PETERSHAM 2049	Albert St & John St	Mar-14	Regional	13951	Y	50	50	Y
Addison Road	MARRICKVILLE 2204	Essex St & Gordon Sq	Mar-14	Regional	12033	Y	50	57.6	N
Addison Road	MARRICKVILLE 2204	Wemyss St & Perry St	May-14	Regional	12609	Y	50	48.2	Y
Addison Road	MARRICKVILLE 2204	Bright St & East St	Jun-15	Regional	11777	Y	50	47.5	Y
Addison Road	MARRICKVILLE 2204	Essex St & Gordon Sq	Oct-15	Regional	12317	Y	50	54.4	Y
Addison Road	MARRICKVILLE 2204	Bright St & East St	Jul-17	Regional	11739	Y	50	52.5	Y
Albert Street	PETERSHAM 2049	Oxford St & Belgrave St	Dec-13	Local	855	Y	50	52.9	Y
Albert Street	PETERSHAM 2049	Chester St & James St	Mar-14	Local	1225	Y	50	50.4	Y
Audley Street	PETERSHAM 2049	Belgrave St & Addison Rd	May-14	Local	1701	Y	50	41.8	Y
Audley Street	PETERSHAM 2049	New Canterbury Rd & Chester St	May-15	Local	3060	Y	50	36	Y
Belgrave Street	PETERSHAM 2049	Audley St & Shaw St	Dec-13	Local	163	Y	50	27.4	Y
Belgrave Street	PETERSHAM 2049	Shaw St & Albert St	May-15	Local	104	Y	50	36.7	Y
Bright Street	MARRICKVILLE 2204	North St & Middle St	May-15	Local	857	Y	50	57.6	N

Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit	85 %tile speed	Acceptable speed
Chester Street	PETERSHAM 2049	Audley St & Shaw St	Jun-15	Local	374	Y	50	38.9	Y
Cowper Street	MARRICKVILLE 2204	Philpott St & Perry St	Apr-15	Local	347	Y	50	38.2	Y
Cowper Street	MARRICKVILLE 2204	Philpott St & Fotheringham Ln	Apr-15	Local	411	Y	50	39.2	Y
Cowper Street	MARRICKVILLE 2204	Enmore Rd & Fotheringham Ln	May-15	Local	649	Y	50	35.6	Y
Denning Street	PETERSHAM 2049	Newington Rd & Marshall St	May-14	Local	89	Y	50	32.4	Y
East Street	MARRICKVILLE 2204	North St & Addison Road	Feb-15	Local	214	Y	50	30.6	Y
England Avenue	MARRICKVILLE 2204	North St & Newington Rd	Feb-15	Local	784	Y	50	44.3	Y
Enmore Road	MARRICKVILLE 2204	Juliett St & Newington Rd	Feb-14	Regional	14413	Y	50	55.4	N
Fotheringham Street	ENMORE 2042	Stanmore Rd & Newington Rd	Mar-15	Local	552	Y	50	37.1	Y
Gordon Street	MARRICKVILLE 2204	Philpott St & Perry St	Apr-15	Local	238	Y	50	33.8	Y
Harrington Street	ENMORE 2042	Alma Avenue & Wemyss St	Mar-15	Local	265	Y	50	34.6	Y
James Street	PETERSHAM 2049	Shaw St & Albert St	May-15	Local	196	Y	50	35.3	Y
Marshall Street	PETERSHAM 2049	Newington Rd & Denning St	Mar-15	Local	1307	Y	50	36.4	Y
Middle Street	MARRICKVILLE 2204	Bright St & East St	Feb-15	Local	127	Y	50	39.9	Y
Middleton Street	PETERSHAM 2049	Stanmore Rd & Newington Rd	Mar-15	Local	1115	Y	50	43.9	Y
Newington Road	MARRICKVILLE 2204	Perry St & Wemyss St	Mar-15	Local	1690	Y	50	38.2	Y

Road	Suburb	Location - between streets	Count date	Functional classification	Total AADT	Acceptable max total AADT	Posted speed limit	85 %tile speed	Acceptable speed
Newington Road	MARRICKVILLE 2204	Enmore Rd & Fotheringham St	Mar-14	Local	1516	Y	50	35.6	Y
Newington Road	MARRICKVILLE 2204	Short St & Fotheringham St	Mar-15	Local	1343	Y	50	30.6	Y
Newington Road	MARRICKVILLE 2204	England Ave & Middleton St	Mar-15	Local	1658	Y	50	42.5	Y
Newington Road	MARRICKVILLE 2204	William St & Marshall St	Mar-15	Local	1474	Y	50	42.1	Y
Newington Road	MARRICKVILLE 2204	Wemyss St & Enmore Rd	Mar-15	Local	1592	Y	50	34.9	Y
North Street	MARRICKVILLE 2204	Bright St & East St	Feb-15	Local	369	Y	50	49.7	Y
Oxford Street	PETERSHAM 2049	Shaw St & Audley St	May-15	Local	962	Y	50	40.7	Y
Perry Street	MARRICKVILLE 2204	Cowper St & Newington Rd	Feb-15	Local	817	Y	50	43.2	Y
Philpott Street	MARRICKVILLE 2204	Newington Rd & Cowper St	May-15	Local	572	Y	50	27.7	Y
Philpott Street	MARRICKVILLE 2204	Addison Rd & Cowper St	May-15	Local	750	Y	50	32.8	Y
Sebastopol Street	ENMORE 2042	Alma Ave & Wemyss St	Mar-15	Local	173	Y	50	32	Y
Shaw Street	PETERSHAM 2049	Oxford St & Belgrave St	Mar-14	Regional	10240	Y	50	54	Y
Shaw Street	PETERSHAM 2049	Stanmore Rd & Chester St	Jun-15	Regional	10774	Y	50	40.3	Y
Tupper Street	ENMORE 2042	Stanmore Rd & Newington Rd	Mar-15	Local	1246	Y	50	40.7	Y
Wemyss Street	ENMORE 2042	Sebastopol St & Newington Rd	Mar-14	Local	1962	Y	50	32.4	Y
Wemyss Street	MARRICKVILLE 2204	Newington Rd & Addison Rd	Feb-15	Local	897	Y	50	40.7	Y

4.2 EXISTING TRAFFIC MANAGEMENT

Map 2 summarises the traffic management infrastructure in Newington.

4.2.1 Traffic Signals

The following intersections are signalised:

- Enmore Road / Stanmore Road
- Enmore Road / Llewellyn St
- Enmore Road / Addison Road
- Addison Road / Agar Street / Illawarra Road
- Addison Road / Livingstone Road
- Livingstone Road / New Canterbury Road
- New Canterbury Road / Audley Street
- New Canterbury Road / Shaw Street / Enmore Road / Crystal Street
- Stanmore Road / Merchant Street
- Stanmore Road / Liberty Street

The only midblock signal is located at:

- Stanmore Road – east of Holt Street

4.2.2 Traffic Calming Treatments

The following treatments are installed to manage the speed of traffic in the study area:

- Roundabouts are at the intersections of:
 - Newington Road / Wemyss Street
 - Addison Road / Shaw Street
- Speed humps and thresholds are located on:
 - Newington Road
 - Between College Lane and Enmore Road
 - Agar Street
 - Wemyss Street
 - Tupper Street
 - Philpott Street
 - Fotheringham Street
- Pedestrian refuge islands are situated at the following locations:
 - Stanmore Road
 - Between Hopetoun Street and Marshall Street
 - Enmore Road
 - Between Newington Road and Llewellyn Street
 - Addison Road
 - Between Audley Street and Shaw Street
 - Between John Street and Park Road
 - Between Bright Street and Essex Street
 - Between Gordon Lane and East Street
 - Between England Avenue and Agar Street
 - Oxford Street
 - Between Audley Street and Shaw Street

- Between Shaw Street and Albert Street

4.2.3 Bicycle Facilities

The bicycle routes are indicated in **Map 3** as per the Inner West Cycling Route Map on the Inner West Council website. The cycling facilities in the study area for cyclists are predominantly Mixed Traffic facilities. It is noted that a majority of these routes do not provide the requisite cycling facility design, as such warning signs, directional signs and pavement markings. The Mixed Traffic routes are located on the following streets:

- Livingstone Road
 - Between Morgan Street and Addison Road
- Addison Road
 - Between Livingstone Road and Park Road and
 - Between Bright Street and Essex Street
- Enmore Road
 - Between Newington Road and Llewellyn Street
- Stanmore Road
 - Between Middleton Street and Holt Street
- Newington Road
- John Street
- Bright Street
- Middleton Street
- College Lane
- Brown Avenue
- Agar Street

There is also an off-street cycle link through Ryan Park, connecting Harrington Street and Stanmore Road. It is noted that the cycling routes presented in the Inner West Cycling Route Map differs to the cycling routes described in the **2006 Bike Plan** discussed previously in Section 3.1.1

4.2.4 Parking Facilities

A site inspection was carried out by TEF Consulting to determine car parking facilities in the study area aside from standard kerbside parking. It was observed that there are 90° parking opportunities on Gordon Street and Middleton Street and 45° parking opportunities on Perry Street.

It is also observed that there is an off-street car park located off Alma Avenue comprising 91 marked car parking spaces and a spacious unmarked grass area which is also used for parking, however it is likely that this is a private car park belonging to Cyprus Community Club of NSW.

4.3 PUBLIC TRANSPORT

The locations of bus stops and bus routes passing through the study are illustrated in **Map 4**. Bus routes and bus stops are of relevance to the LATM study which deals with pedestrian movements, as the crossing of pedestrians to/from stops must be managed for safety in some locations. They are also relevant to the LATM in relation to the road width required for buses and impact on traffic management and traffic calming devices which can be used.

Petersham and Stanmore railway stations lie outside the study area to the north and require crossing Stanmore Road/New Canterbury Road.

5. ROAD CRASHES

5.1 VEHICULAR, CYCLIST AND PEDESTRIAN CRASH PROFILE

Crashes for the latest 5 year period (July 2011 to June 2016) from the RMS crash data base have been examined. There were 245 recorded incidents over this period, the findings from this examination are:

- **Age and sex**
 - The 20-34 age group represent the largest number of the crashes (36.4%) followed closely by the 35-49 age group (30.4%)
 - 20-34 age group was over-represented in crashes compared with total population of Marrickville – Sydenham – Petersham. Area also known as Statistical Area Level 3 (SA3) code 11702
 - 66% of the total number of people involved in the accidents were males.
- **Breakdown and severity**
 - In total there were 496 vehicles (93%), 23 pedestrians (4%) and 17 cyclists (3%) involved across all accidents.
 - 1 fatal incident was recorded, with 144 injuries (59%) and 100 (41%) non-casualties.
- **Time of crashes**
 - High prevalence of crashes during the working week with 183 incidents (75%)
 - Most crashes occurred during the afternoon commuter peak with 73 crashes (30%), with the afternoon peak period occurring between 3:00 p.m. and 6:00 p.m.

Table 5.1 Crash Age Groups

Age Group (years)	0-9	10-19	20-34	35-49	50-59	60+	Unk.	Total
No. of persons involved	1	12	190	158	76	57	26	520
% of persons involved	0.2	2.4	36.4	30.4	15.0	10.9	4.7	100
% of SA3 - 10702 population 2016	10.2	7.2	30.7	24.8	11.1	15.9	N/A	100

5.2 LOCATION OF CRASHES

The documented location of crashes from the RMS data base, are in **Appendix B**. Most crashes were on State Roads, however Sub Arterial and Council roads are also represented:

- **Suburb and road hierarchy**
 - 40% of the accidents occurred in the suburb of Petersham, more than any of the other suburbs in the study area.
 - Most crashes occurred on State Roads (62%), followed by Regional Roads (26%) and the rest on Council roads (12%).

5.3 CRASH TYPES

Of the 245 crashes in the study area, most were at intersections with 183 incidents (75%) with the remaining 62 crashes occurring mid-block (25%).

- **Intersection Crashes**
 - The majority were RUM Code 21 (right through) with 40 incidents
 - RUM Code 30 (rear end) had 28 incidents
 - RUM Code 10 (cross traffic) had 16 incidents
- **Midblock crashes**
 - The majority were RUM Code 21 (Right through) with 11 incidents
 - RUM Code 30 (rear end) had 10 incidents
 - RUM Code 10 (cross traffic) had 5 incidents

5.4 CRASH ANALYSIS

The location and crash types were further analysed to determine if there were certain recurring patterns, and if so what may be the cause of the particular issue. It is noted that the high occurring accident types were uniform across intersection and mid-block incidents.

The following is a breakdown of all observations on Regional and Council roads.

5.4.1 Enmore Road / Llewelyn Street intersection - 7 crashes

Crash type RUM code 21 (right through) occurred 3 times in this intersection, one of which involved a cyclist. This crash type occurs when a vehicle attempting to turn right collides with an opposing vehicle attempting to travel straight through the intersection. It is likely that these accidents are caused by speeding issues, as evidenced by the speed counts in **Table 4.3** where Enmore Road is one of the only three roads in the study area with 85th percentile speed issues. It is most likely that these accidents are caused when speeding through the intersection, which may cause drivers to misjudge perceived safe gaps in traffic for turning. Drivers may also speed in an attempt to proceed through an amber light before it turns red. Further investigation into speed reduction will be required for Enmore Road. There was also a rear end accident (RUM code 30) and an out of control vehicle on carriageway (RUM code 74), both of which are most almost certainly caused by speeding. There were no other noticeable patterns at this particular intersection.

5.4.2 Enmore Road / Addison Road intersection - 5 crashes

Like the Enmore Road / Llewelyn Street intersection, there were three instances of right through (RUM code 21) and a total of 4/5 incidents involving a turning movement. Both intersections are signalised with very similar lane configurations and geometry. It is highly likely the causes of accidents at this intersection will be similar, if not identical to the Enmore Road / Llewelyn Street intersection. As discussed previously the most likely cause of these accidents is speeding along Enmore Road, which will be examined in the future. There was also an incident involving an out of control vehicle, which may also be attributed to speeding.

5.4.3 Addison Road / Agar Street intersection - 4 crashes

This intersection also had multiple occurrences of right through (RUM code 21) crashes. As discussed previously, it is highly likely that these crashes can be attributed to speeding motorists. The remaining crashes involved vehicles travelling at right angles to one another, most likely due to speeding and possibly poor visibility approaching the intersection. Further investigation is needed.

5.4.4 Enmore Road / Newington Road intersection - 3 crashes

The three crashes at this intersection involved three different types of crashes, but it is observed that all three incidents involve a turning vehicle colliding with a vehicle travelling through the intersection. In all three accidents a vehicle is turning onto Enmore Road from Newington Road (which is a one way travelling eastbound) and it is hit by a vehicle travelling along Enmore Road. This again can most likely be caused by vehicles speeding on Enmore Road, driving aggressively (by not letting the vehicle merge) or by simply not paying attention.

There may also potentially be visibility issues with vehicles turning from Newington Road. The street is flanked by two buildings which may be visual obstructions. Out of the three accidents, two involved the emerging vehicle turning right onto Enmore Road, cutting across two lanes of traffic. This can be dangerous

especially during evening peak hour when it is dark and the two parking lanes on Enmore Road are travel lanes.

5.4.4 State Road Crashes

The following intersection crashes are located on State Roads:

- Stanmore Road / Liberty Street intersection - 24 crashes
- New Canterbury Road / Stanmore Road / Shaw Street / Crystal Street intersection - 14 crashes
- Stanmore Road / Enmore Road intersection - 12 crashes
- New Canterbury Road / Livingstone Road intersection - 12 crashes
- New Canterbury Road / Audley Street intersection - 12 crashes
- Stanmore Road / Albert Street intersection - 11 crashes
- Addison Road / Livingstone Road intersection - 6 crashes
- Livingstone Road / Oxford Street intersection - 6 crashes
- New Canterbury Road / Regent Street intersection - 4 crashes
- Stanmore Road / Merchant Street intersection - 4 crashes
- Stanmore Road / Marshall Street intersection - 3 crashes
- Stanmore Road / Alma Avenue intersection - 3 crashes
- Stanmore / Fotheringham Street intersection - 3 crashes

These roads will be subject to further investigation in the subsequent reports where necessary.

6. COMMUNITY ISSUES

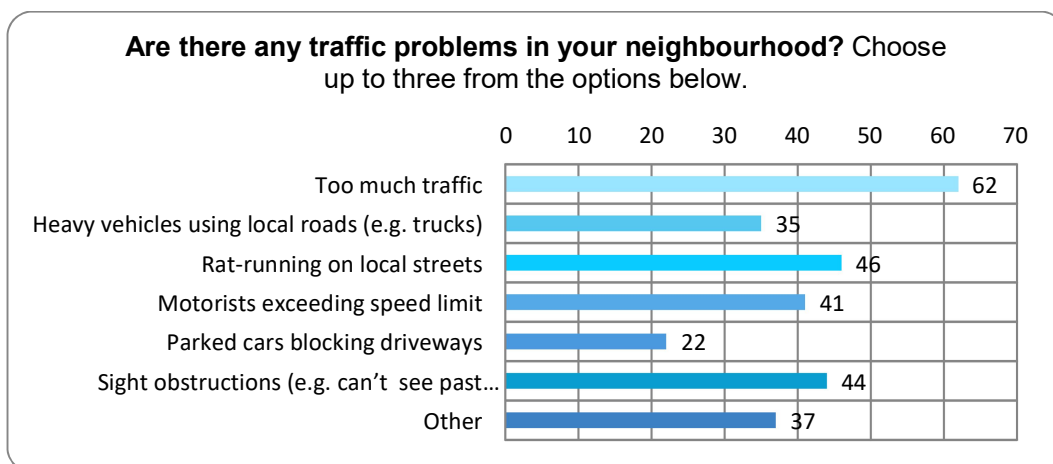
A short questionnaire was put on Council's web page at the commencement of the project. In total 112 persons responded from the study area, representing about 4-5% of the households in the study area (refer to **Appendix C** for a full list of street responses). The largest number of respondents were from:

- Addison Road – 13
- Fotheringham Street – 9
- North Street – 8
- Newington Road, William Street and Wemyss Street – 6 from each.

6.1 SUMMARY OF NEIGHBOURHOOD TRAFFIC PROBLEMS

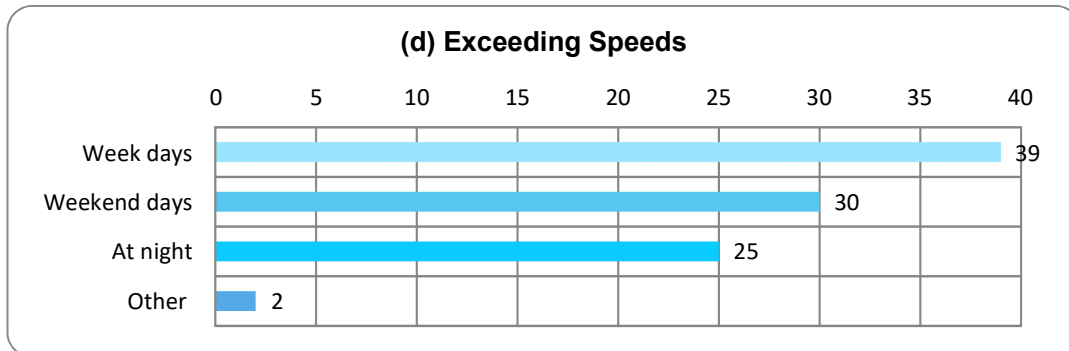
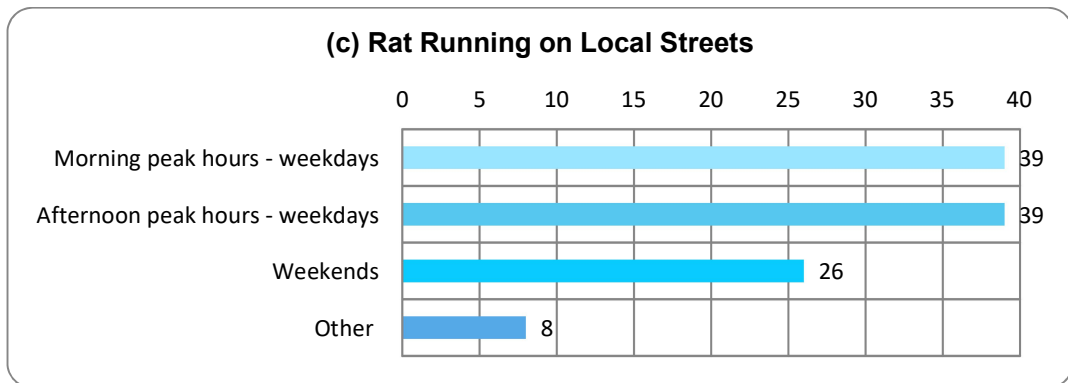
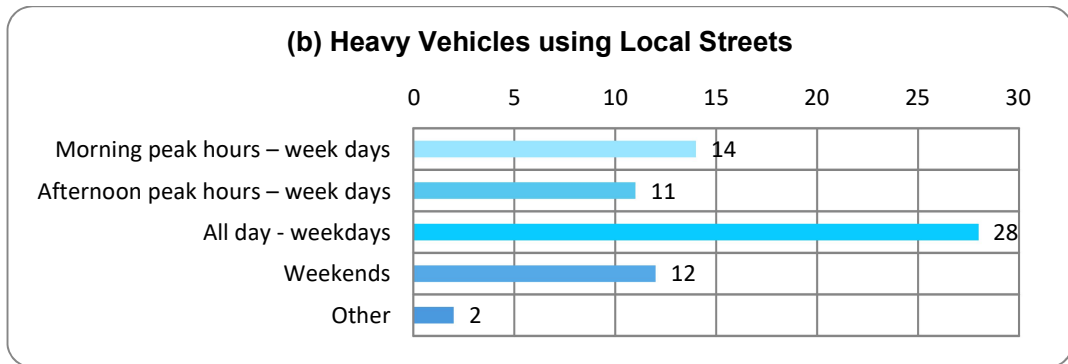
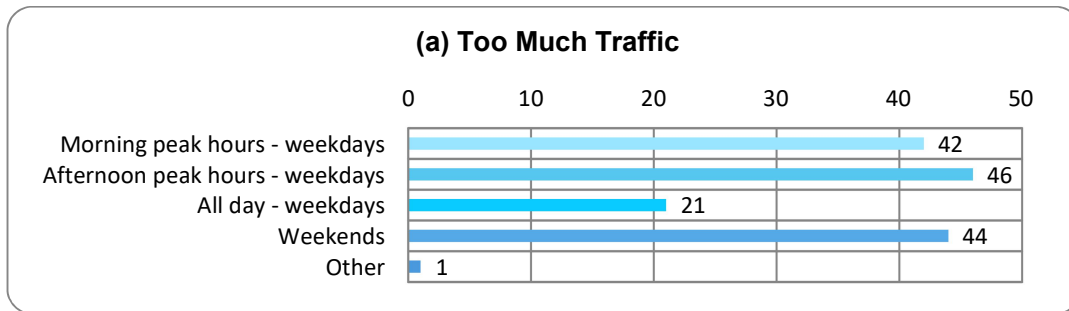
The table below indicates that the highest rated problem in the area is the volume of traffic.

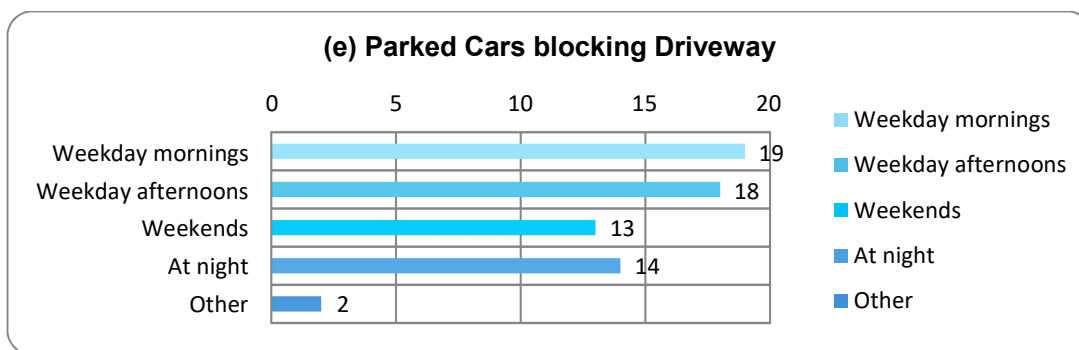
Figure 6.1 Overall Rating of Traffic Problems



The figures below indicate that weekends are rated as highly as a problem time for traffic volume, indicating that this issue is not confined to the working week. However all other problems are rated more highly for the working week.

Figures 6.2a-e Time when Problems Occur





Parked cars are the source of the highest rated sight obstruction cause, and respondents rated this as a problem all the time.

Additionally, respondents indicated that traffic speeds and volumes affect their ability to walk around the neighbourhood – refer to **Appendix C** for detailed results.

6.2 PROBLEMS IDENTIFIED IN SPECIFIC STREETS

An examination by problem by street is graphically illustrated in Map 5. The following table lists the issues and streets where these issues are most frequently mentioned. The highest level of concern is in:

- Addison Road has the highest level of concern for too much traffic, heavy vehicle use and exceeding the speed limit;
- Stanmore Road and Enmore Road also have a high level of concern for too much traffic;
- Newington Road has rat running and too much traffic concerns.

Table 6.1 Problems Rated most Highly by Street

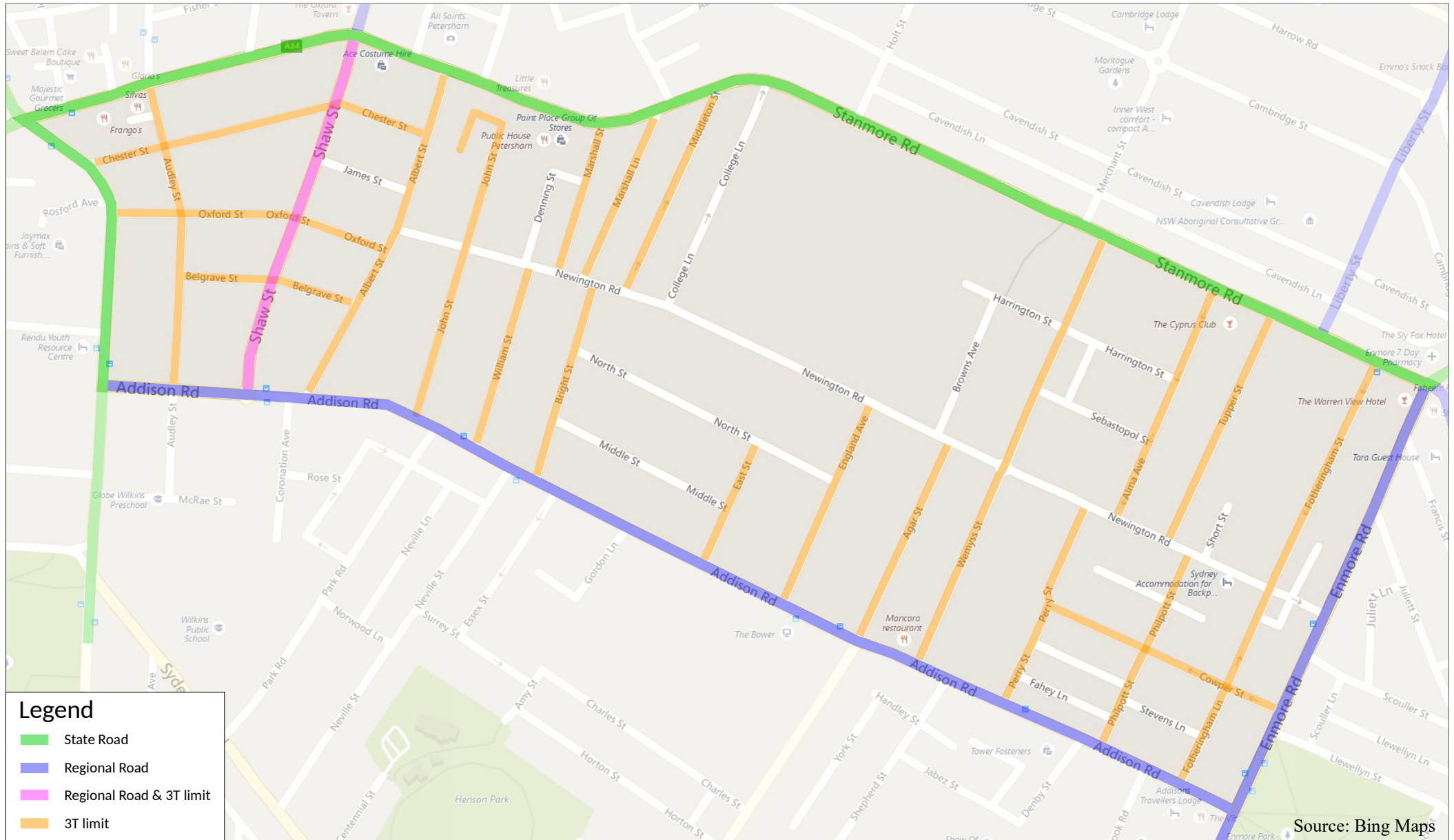
TOO MUCH TRAFFIC			RAT RUNNING	HEAVY VEHICLES	EXCEEDING SPEED LIMIT	PARKED CARS BLOCKING DRIVEWAY
Addison	Road	16	1	19	10	2
Stanmore	Road	15	3	5	2	0
Enmore	Road	13	1	4	1	0
Newington	Road	9	10	0	4	5
Tupper	Street	9	9	1	0	3
Fotheringham	Street	2	8	4	0	1
Fotheringham	Lane	2	8	4	0	1
Albert	Street	2	6	3	1	2

MAPS

- 1 Road Hierarchy & 3 Tonne Load Limits**
- 2 Traffic Management Infrastructure**
- 3 Bicycle Routes**
- 4 Bus Routes and Stops**
- 5 Community Survey Responses**
- 6 Traffic Volumes and Speeds – Regional Roads**
- 7 Traffic Volumes and Speeds – Local Roads**

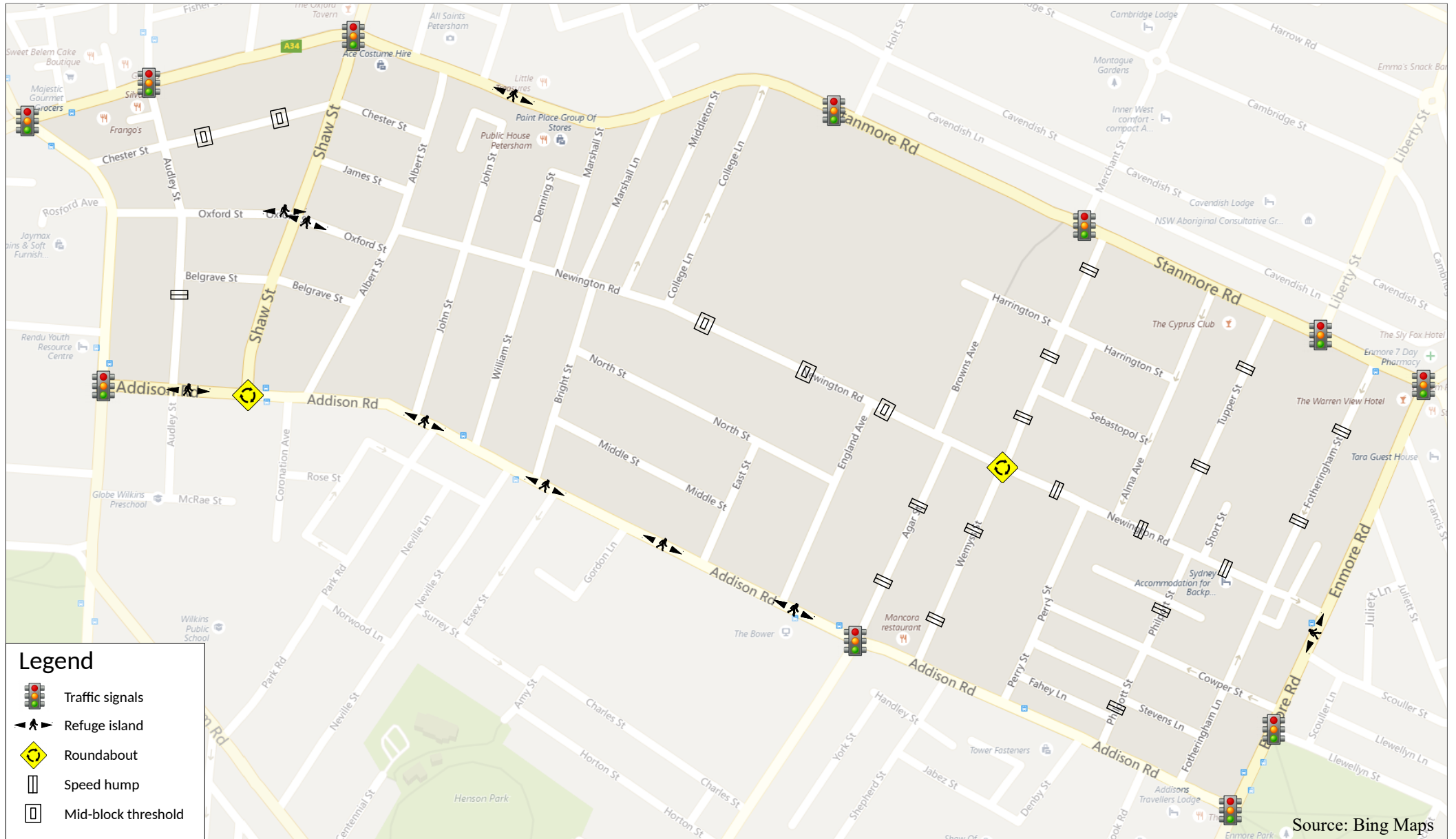
APPENDICES

- A Council Addison Road Bike Route Concept**
- B RMS Crashes 2011-2016 Locations and Rum Codes**
- C Council WEB Community Survey**



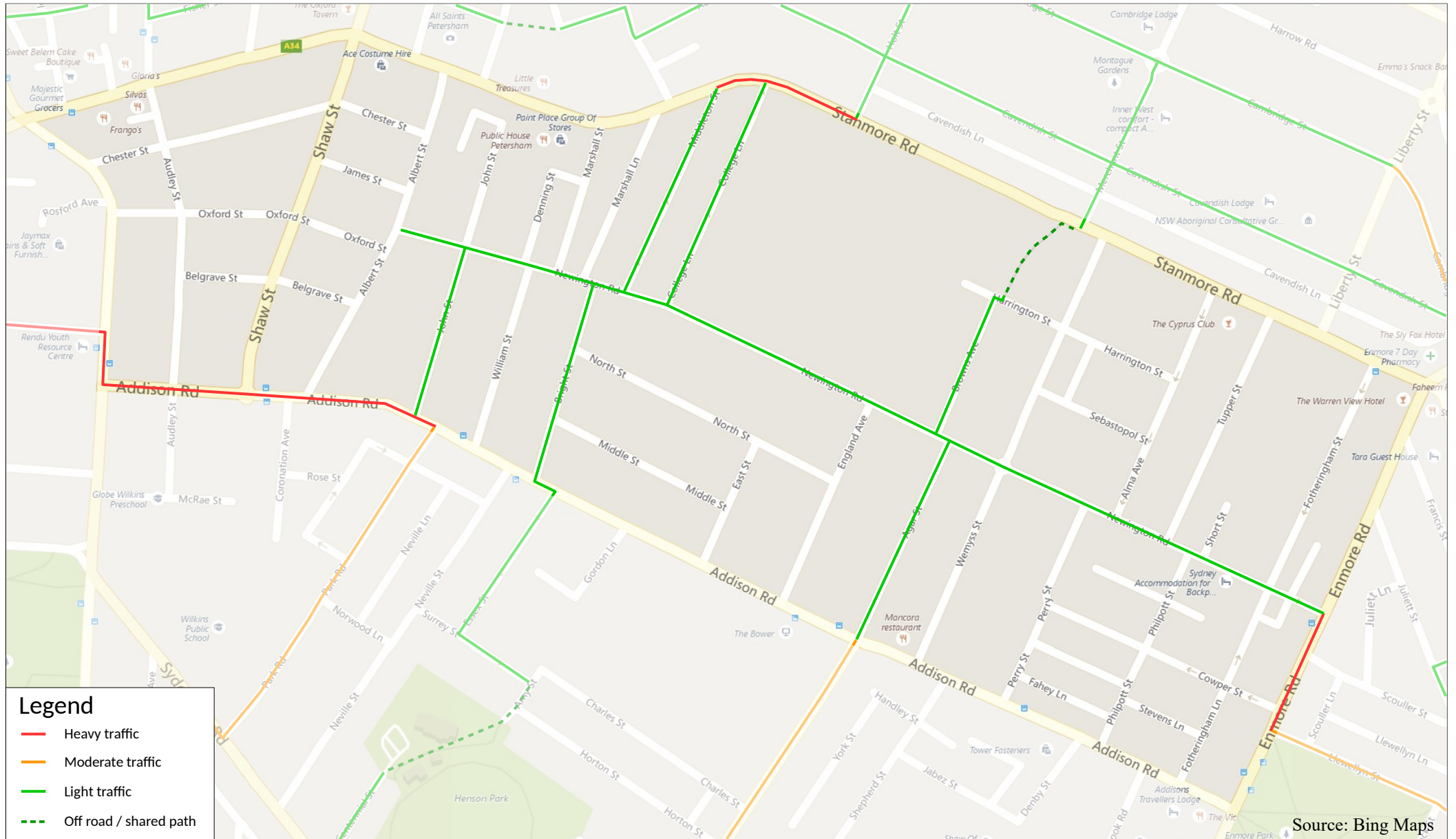
Map 1

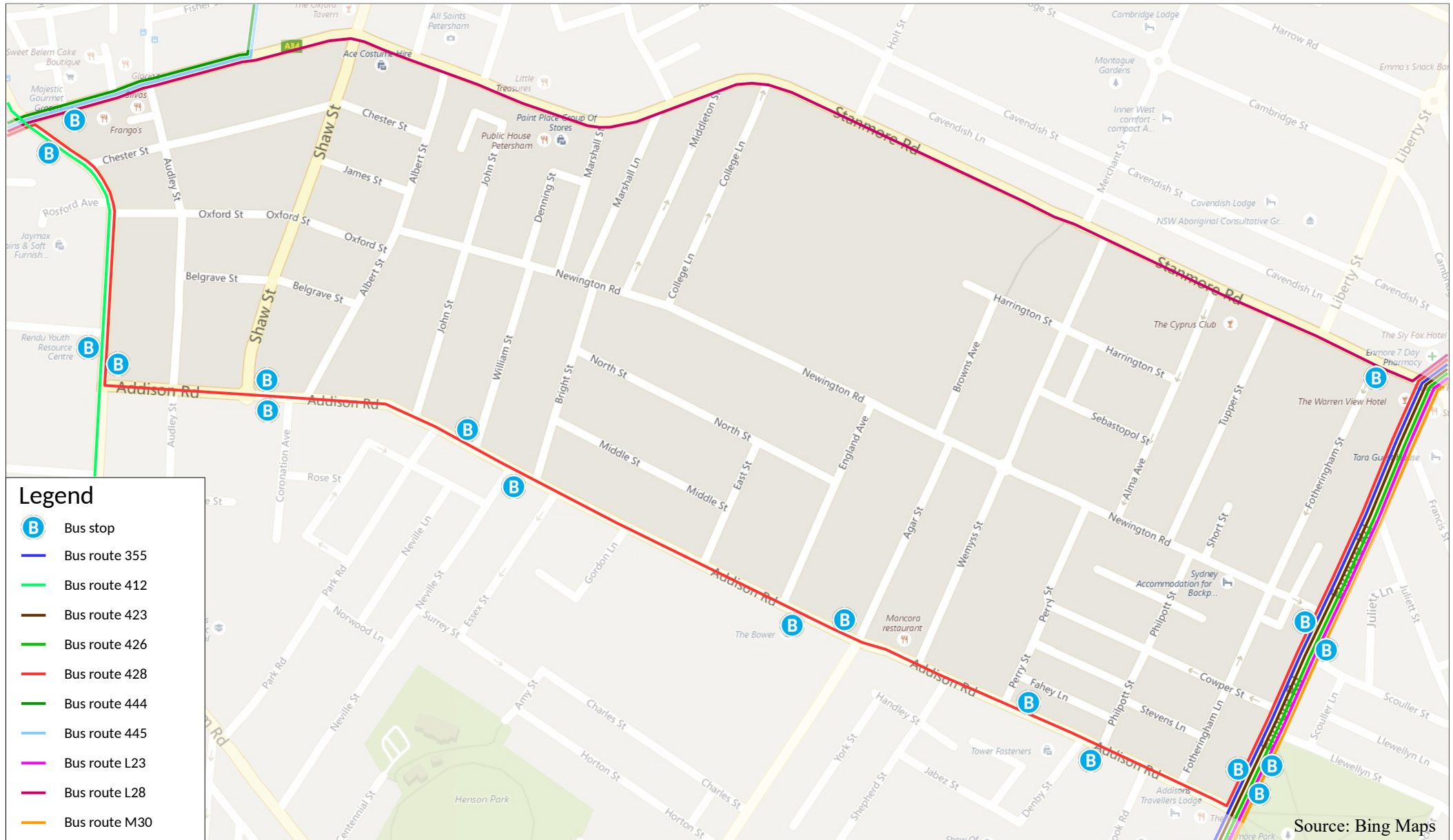
Road Hierarchy and 3 Tonne Load Limits

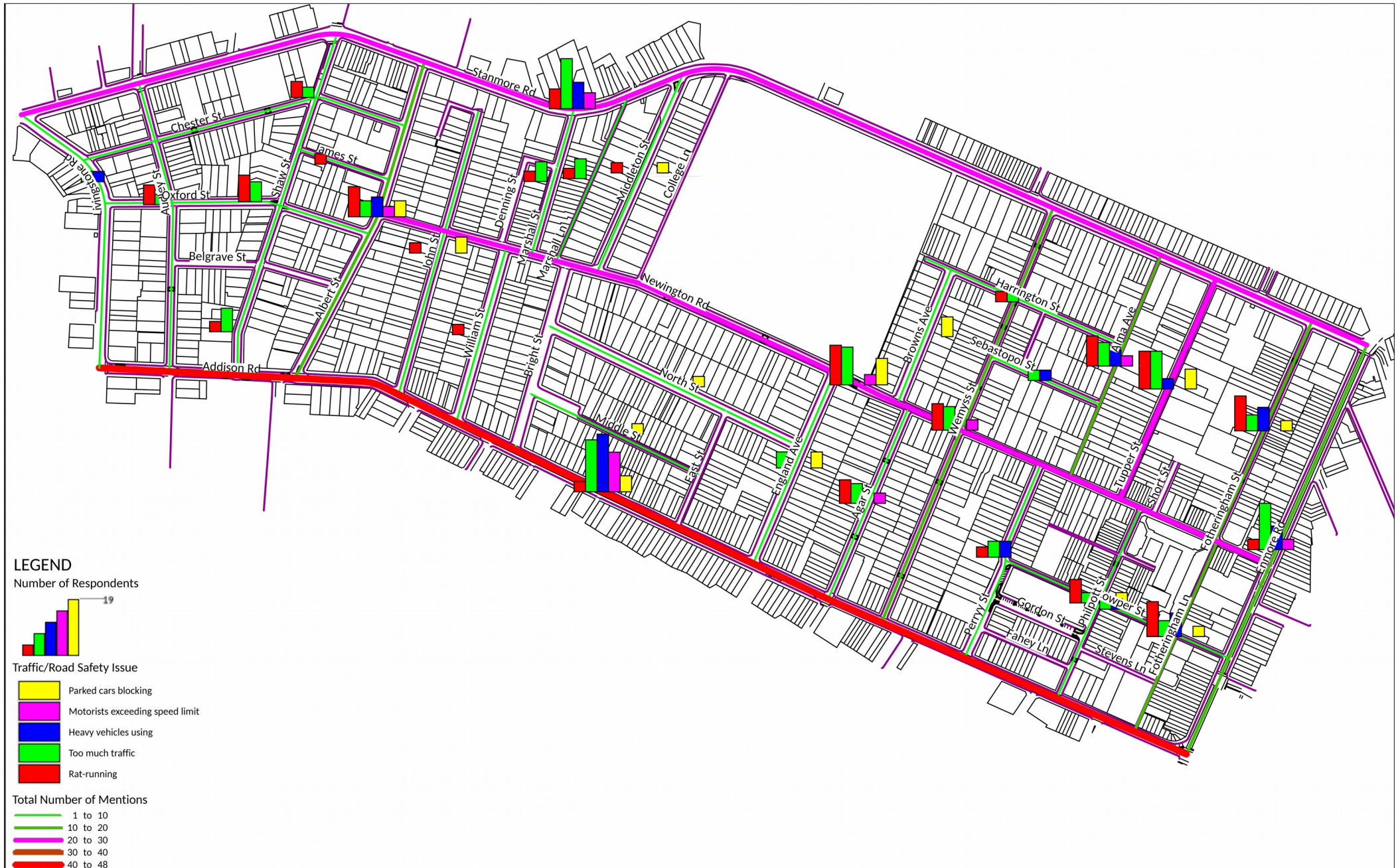


Map 2

Traffic Management Infrastructure

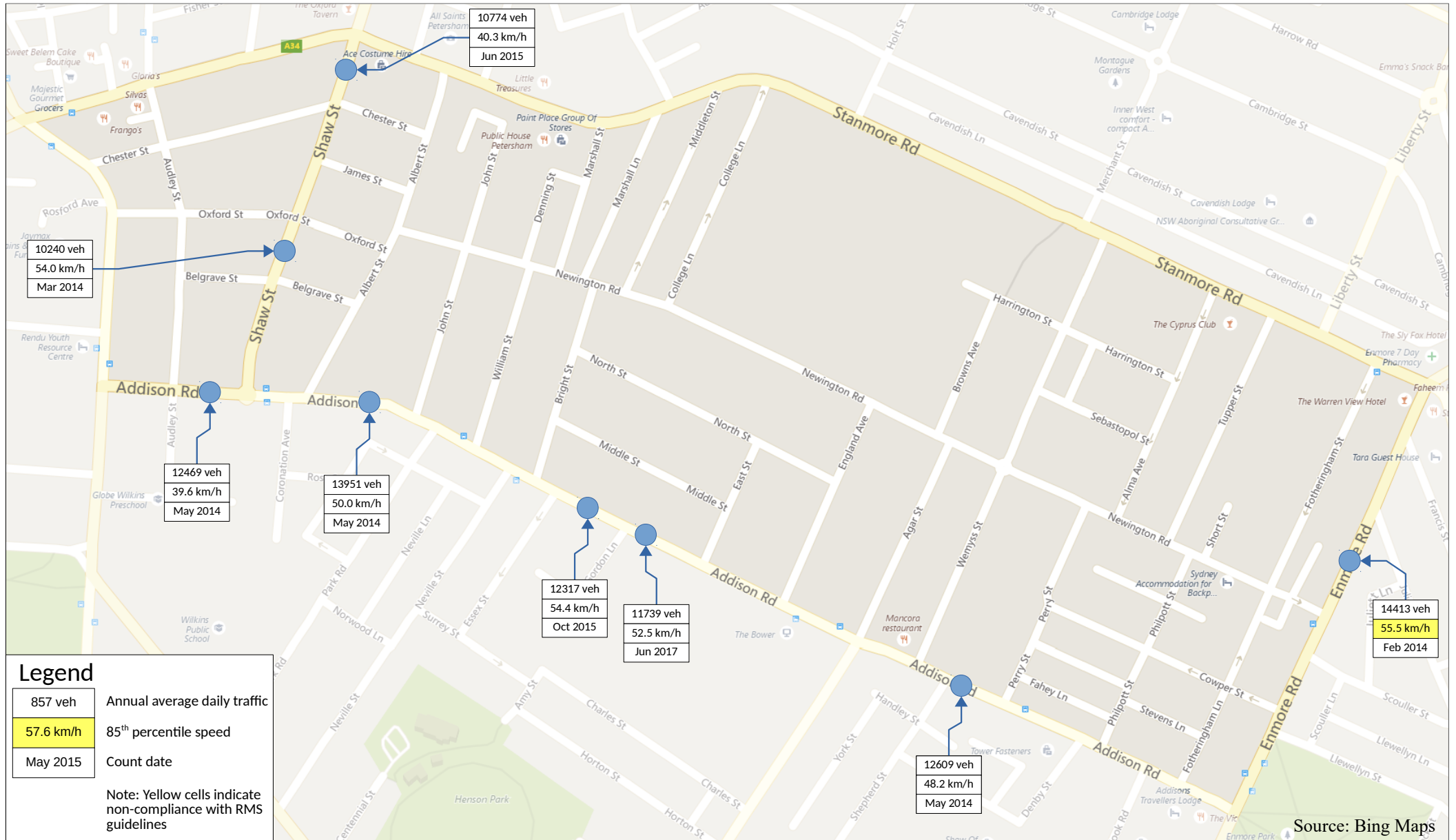






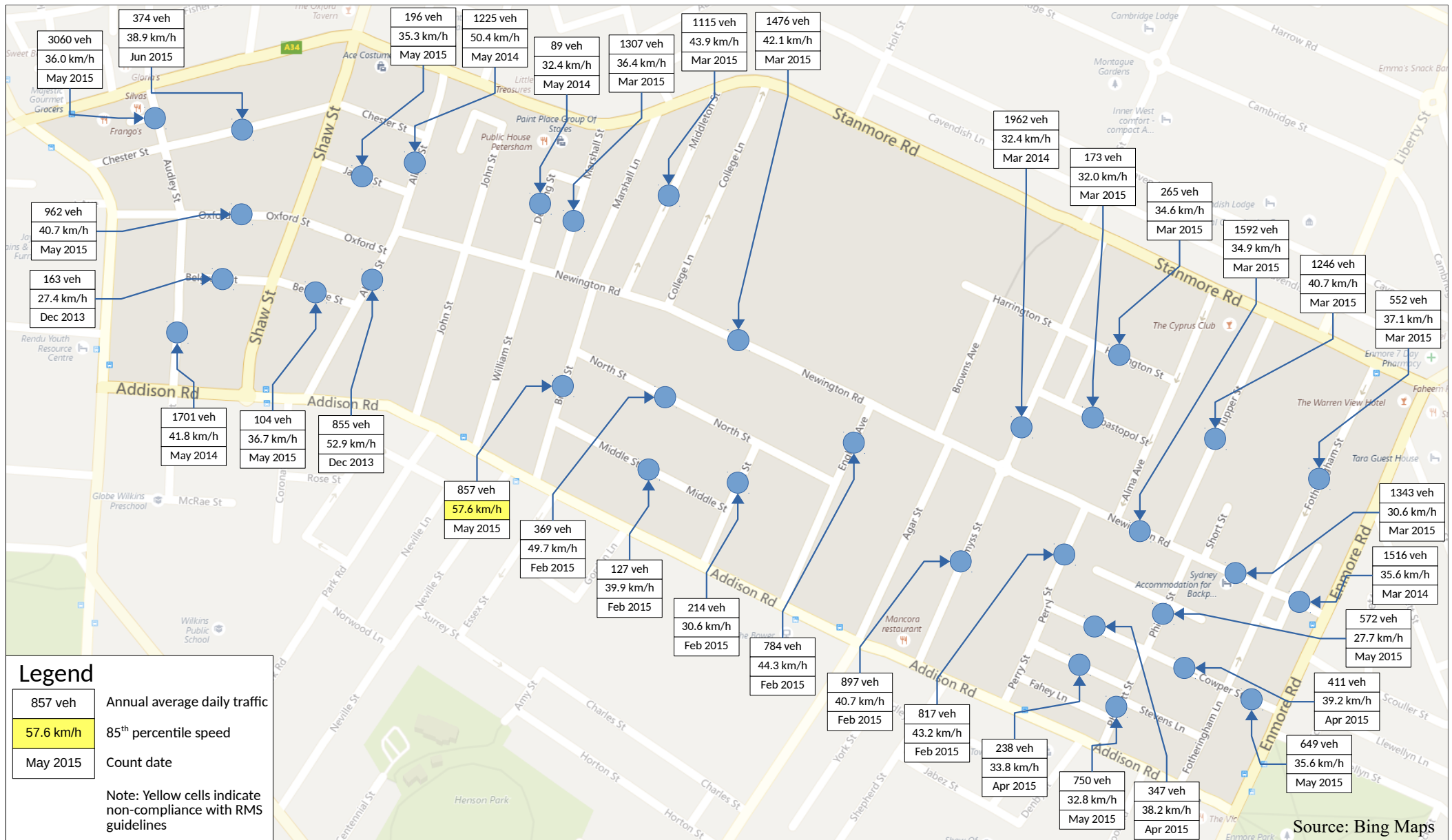
Map 5

Community Survey Responses



Map 6

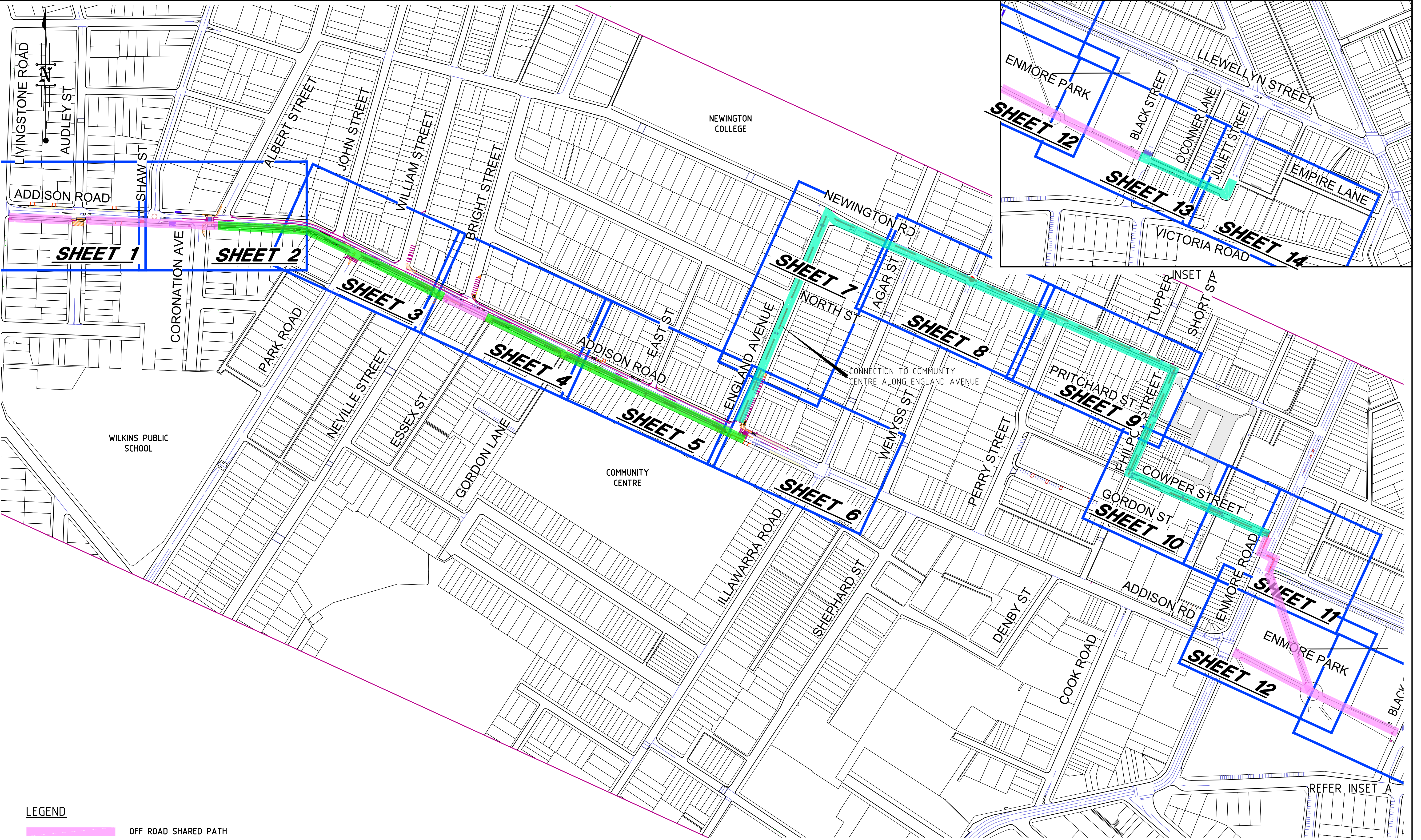
Traffic Volumes and Speeds – Regional Roads



Map 7

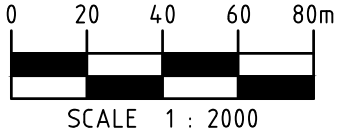
Traffic Volumes and Speeds – Local Roads

APPENDIX A



LEGEND

- OFF ROAD SHARED PATH
- BI-DIRECTIONAL CYCLE PATH
- ON ROAD MIXED TRAFFIC LANE TREATMENT



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	E	18.04.17	S.G.	FINAL CONCEPT ISSUE	
	D	19.01.17	S.G.	MINOR AMENDMENTS	
	C	03.11.16	S.G.	REVISED DRAFT CONCEPT	
	B	13.10.16	S.G.	DRAFT CONCEPT	
	A	16.09.16	S.G.	CONCEPT ISSUE	
	No.	Date	By	Amendment	Checked



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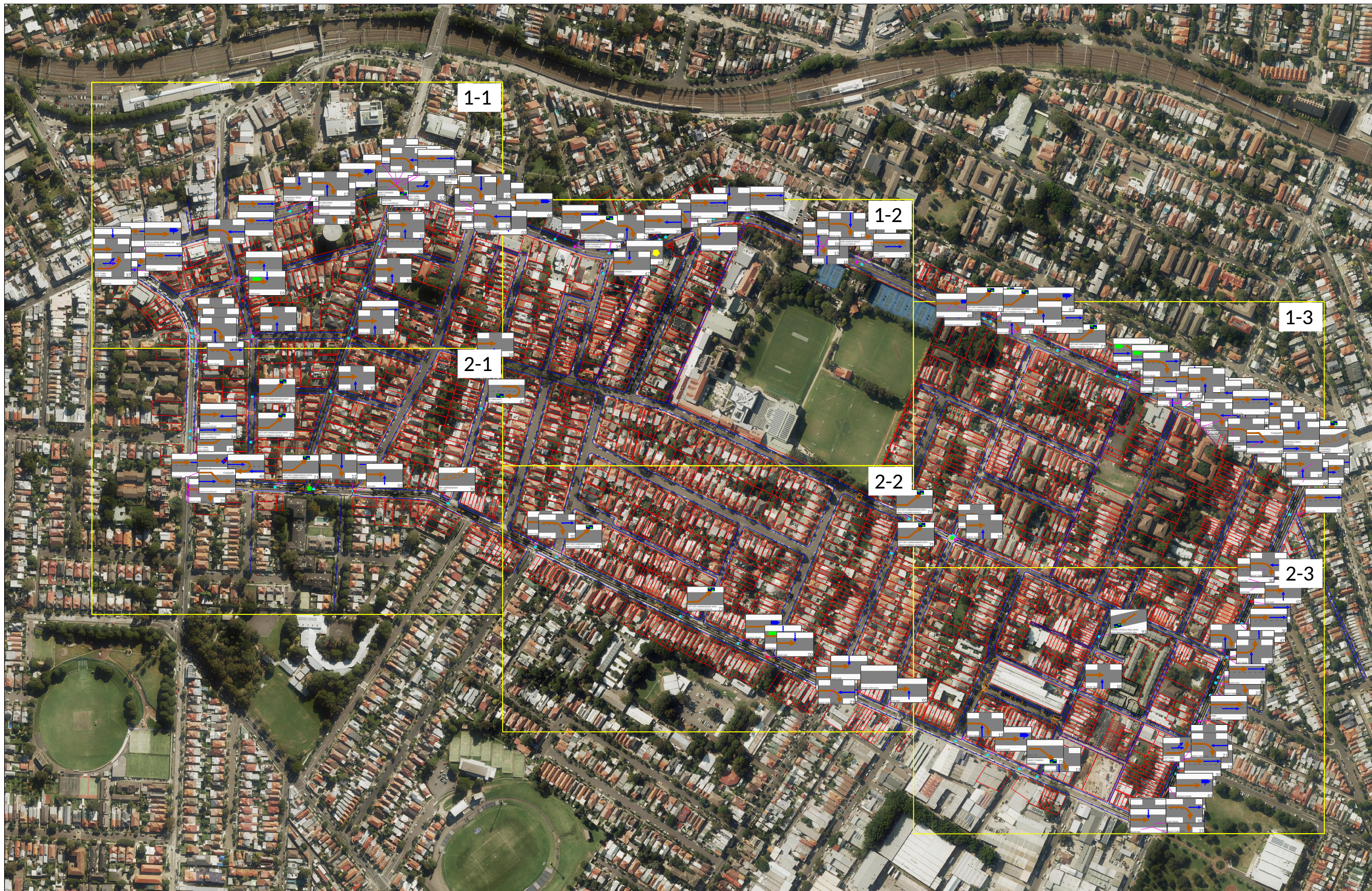
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Project: PROPOSED BICYCLE ROUTE CONCEPT DESIGN MARRICKVILLE		Client: MARRICKVILLE COUNCIL	
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		Sheet Size A1	Drawing No. B16049-C320
		<div>A</div>	<div>B</div> <div>C</div> <div>D</div> <div>E</div> <div>F</div>

APPENDIX B



LEGEND:

Crash members:

- - Cars
- - Pedestrians
- - Bicycles
- - Pedestrians&bicycles



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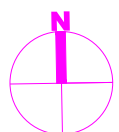
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Newington LATM

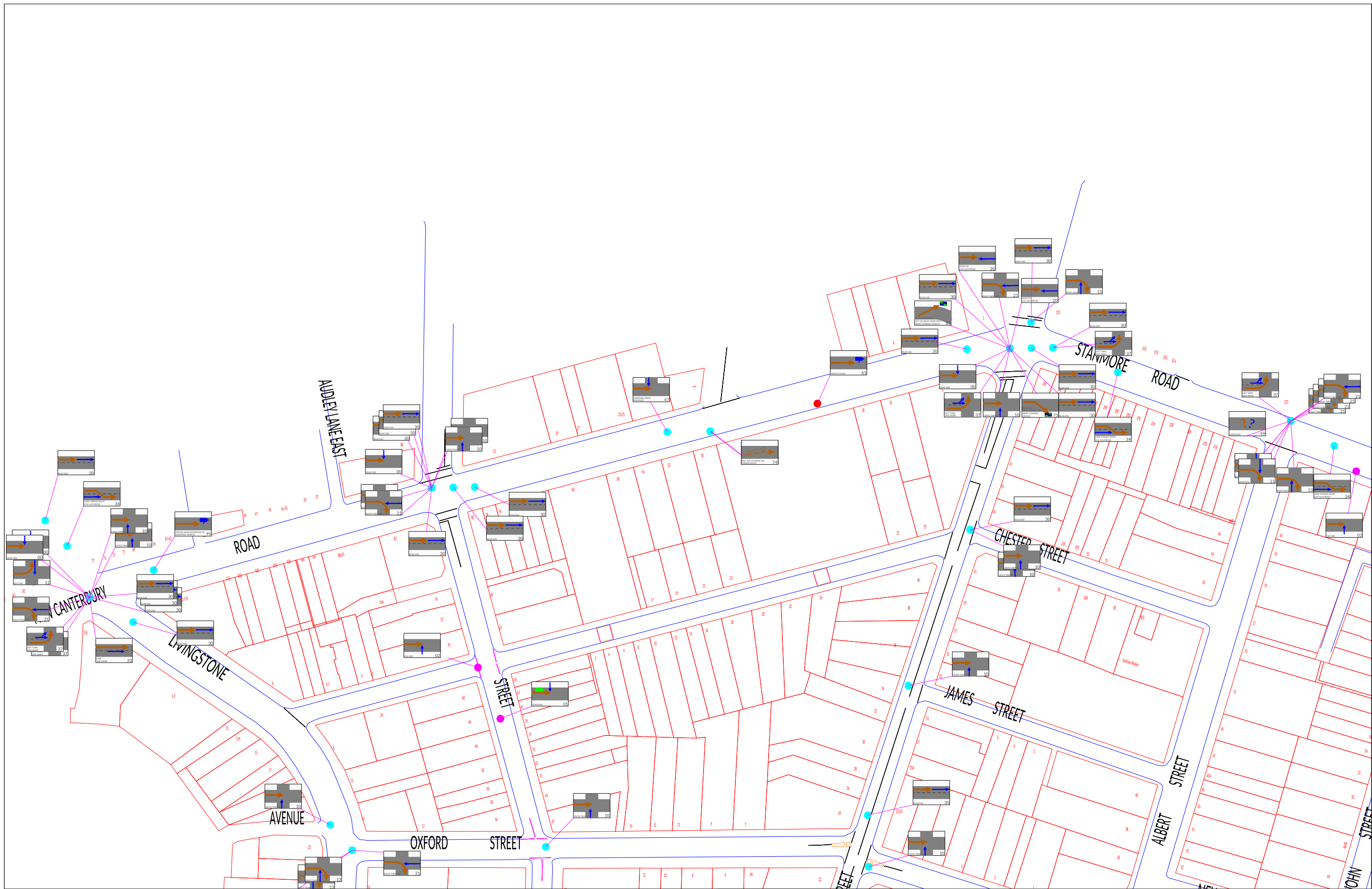
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0 40 80
Metres



LEGEND:

Crash members:

- Cars
- Pedestrians
- Bicycles
- Pedestrians&bicycles



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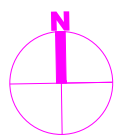
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Newington LAMT

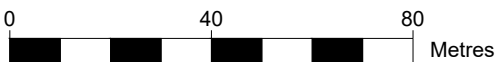
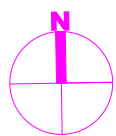
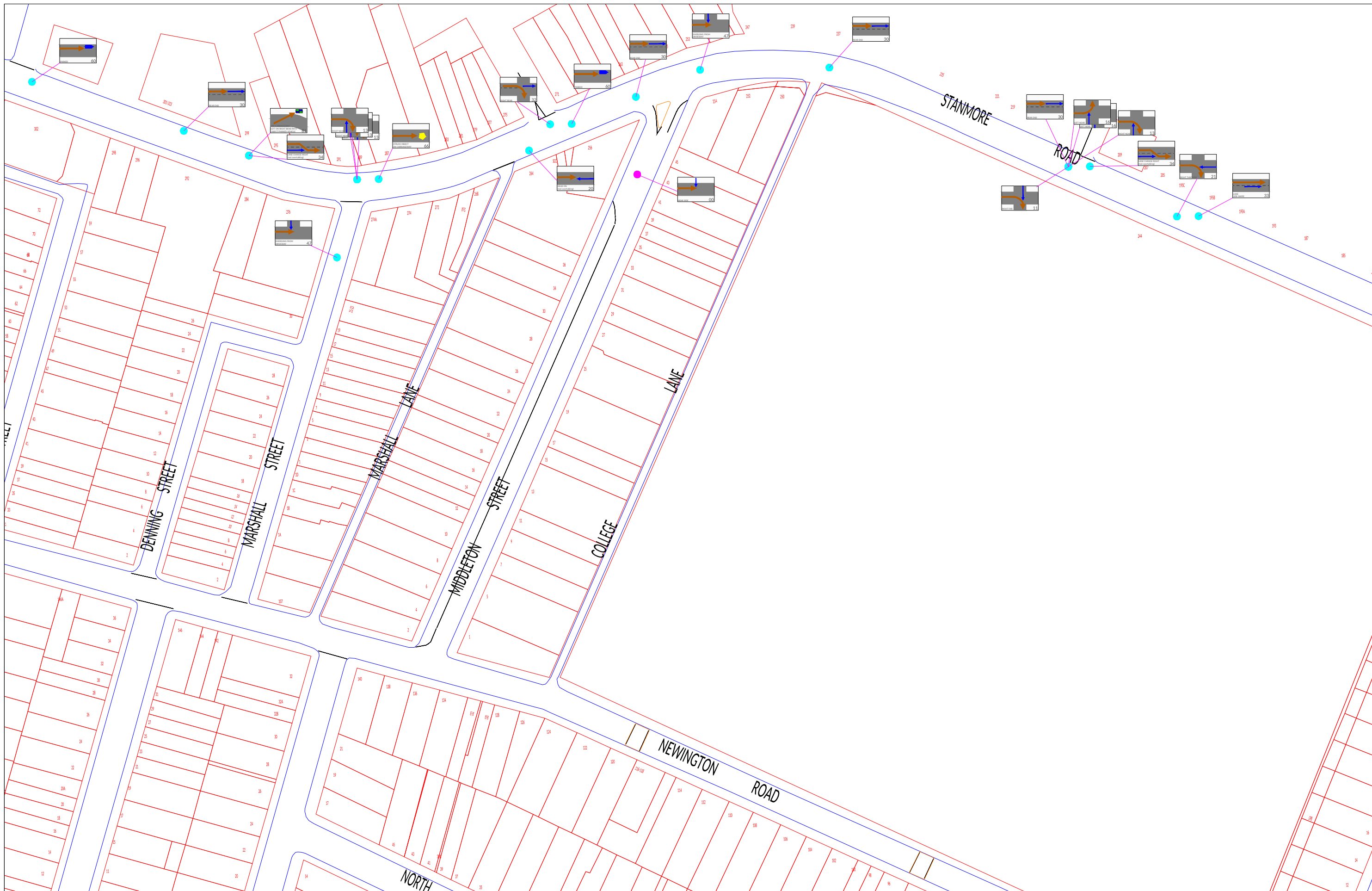
Crashes

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0 40 80
Metres



LEGEND:

- Crash members:
- Cars
 - Pedestrians
 - Bicycles
 - Pedestrians&bicycles

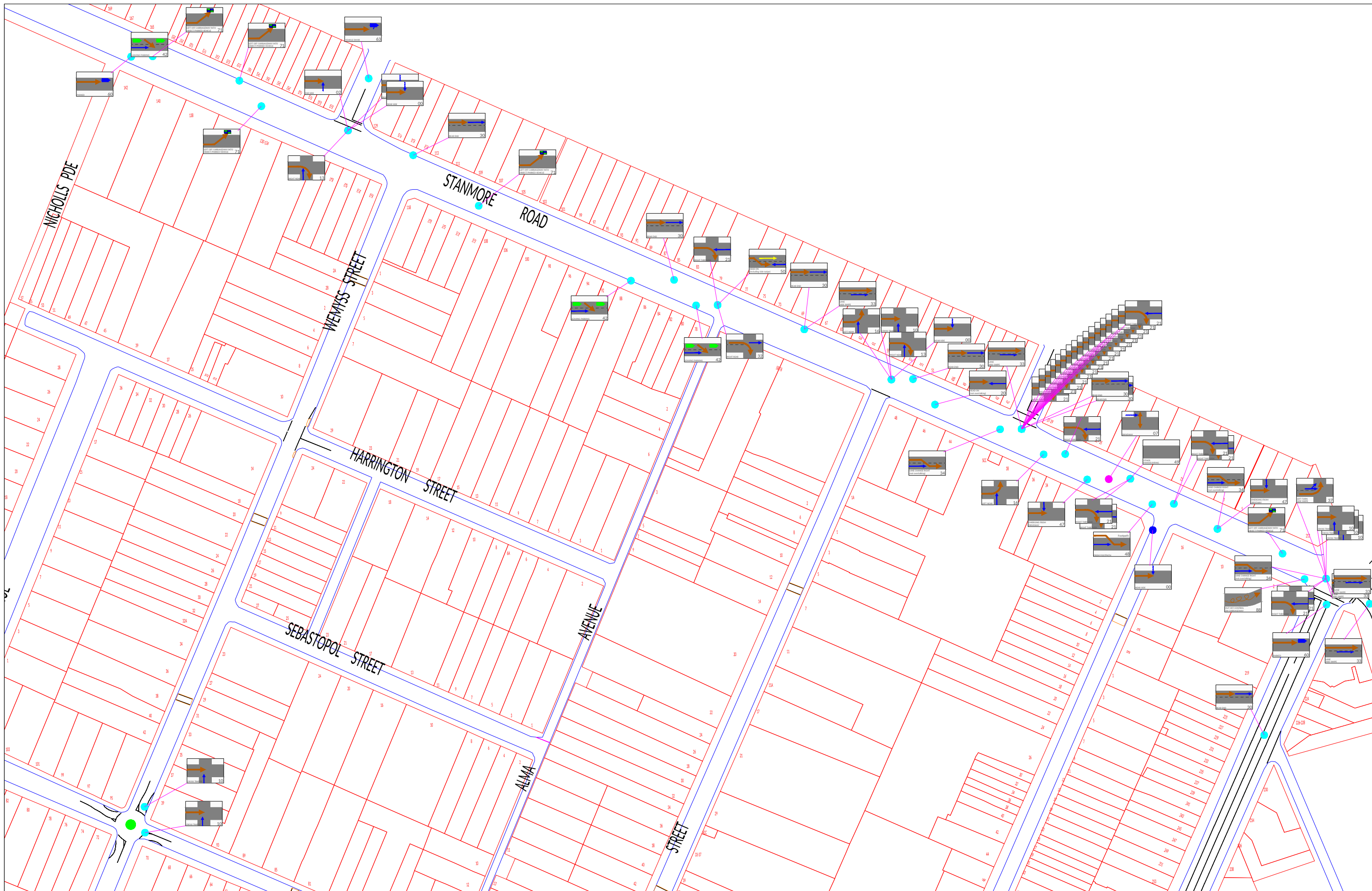


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Client:
Inner West Council

Newington LATM

Crashes

SCALE 1:1500@A3



LEGEND:

Crash members:

- - Cars
- - Pedestrians
- - Bicycles
- - Pedestrians&bicycles



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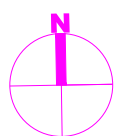
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Newington LATM

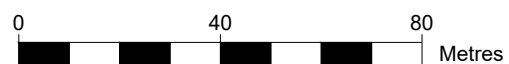
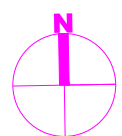
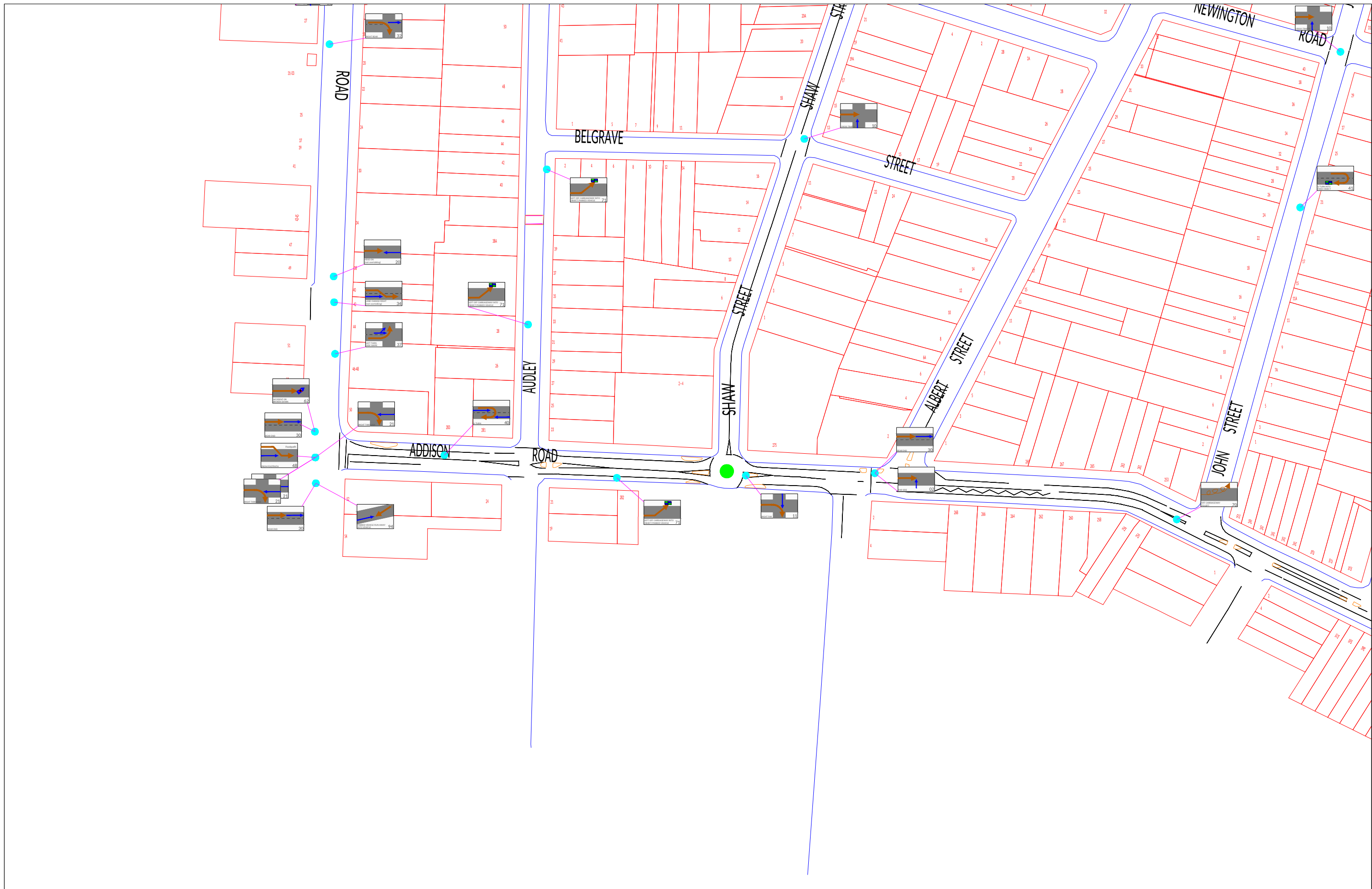
Crashes

SCALE 1:1500@A3

PO Box 215 Bondi NSW 2026 | ph:+61 (0)2 9332 2024 | fax: +61 (0)2 9332 2022 | mob: +61 (0)414 978 067 | email: o.s@tefconsult.com.au | www.tefconsult.com.au



0 40 80
Metres



LEGEND:

Crash members:

- - Cars
- - Pedestrians
- - Bicycles
- - Pedestrians&bicycles



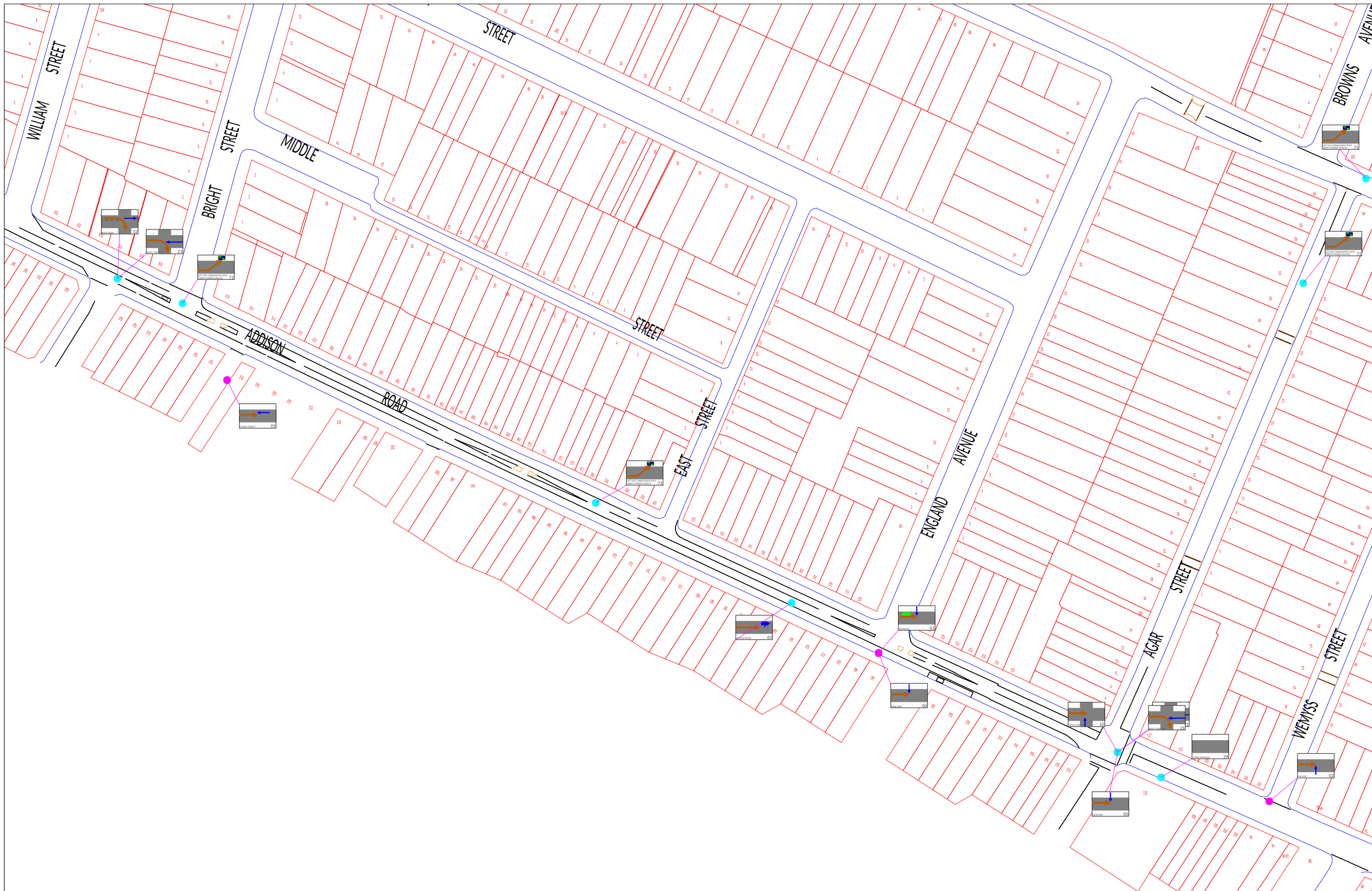
Dwg No 18040/2-1 | Rev. A | 06/06/2018

Client:
Inner West Council

Newington LATM

Crashes

SCALE 1:1500@A3



LEGEND:

Crash members:

- - Cars
- - Pedestrians
- - Bicycles
- - Pedestrians&bicycles



Dwg No 18040/2-2 | Rev. A | 06/06/2018

Client:
Inner West Council

Newington LATM

Crashes

SCALE 1:1500@A3



LEGEND:

Crash members:

- Cars
- Pedestrians
- Bicycles
- Pedestrians&bicycles



Dwg No 18040/2-3 Rev. A 06/06/2018

Client:
Inner West Council

Newington LATM

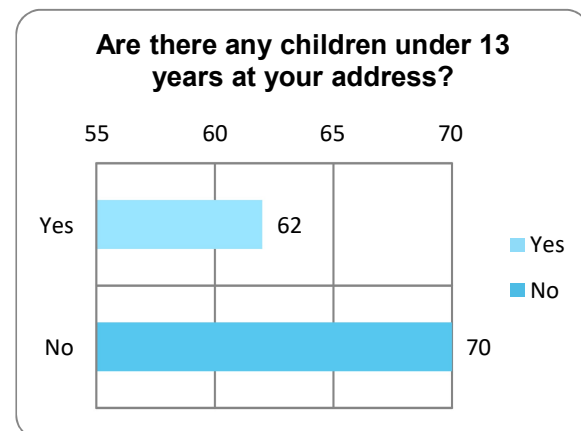
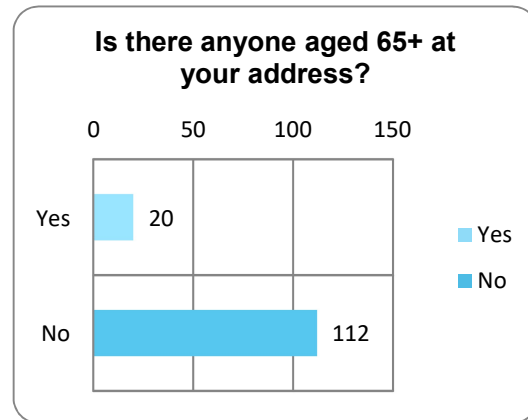
Crashes

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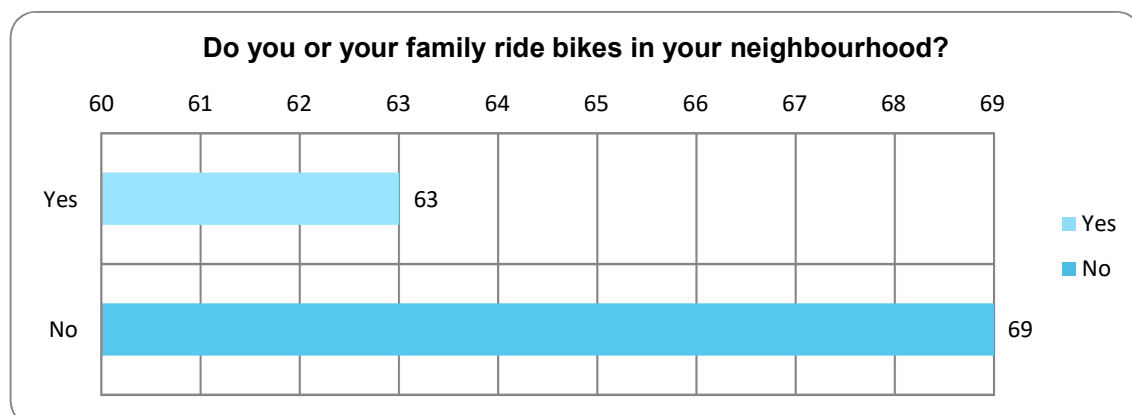
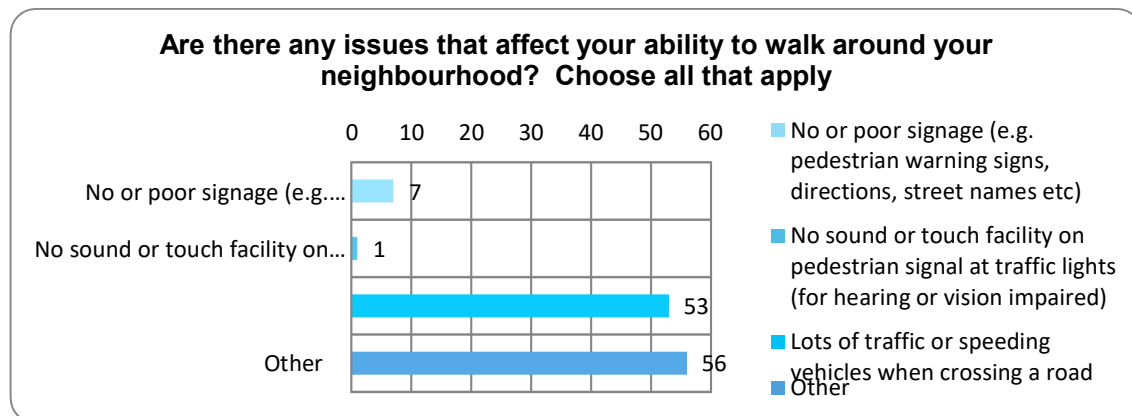
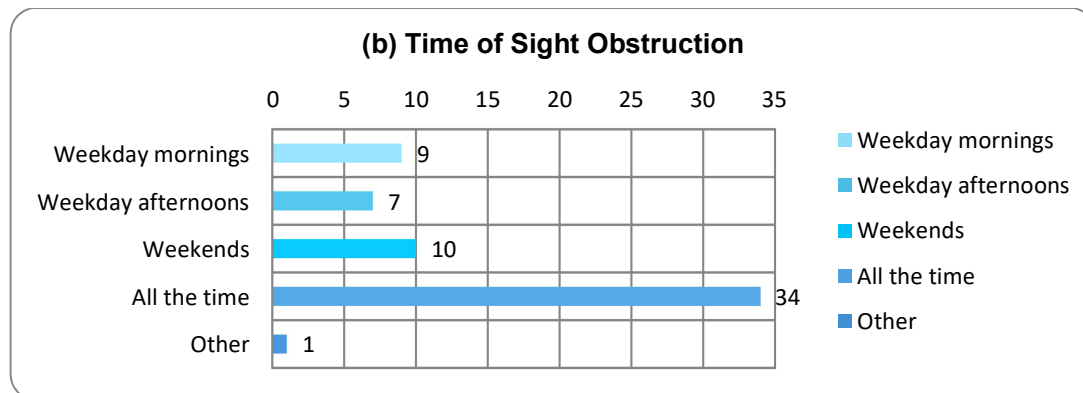
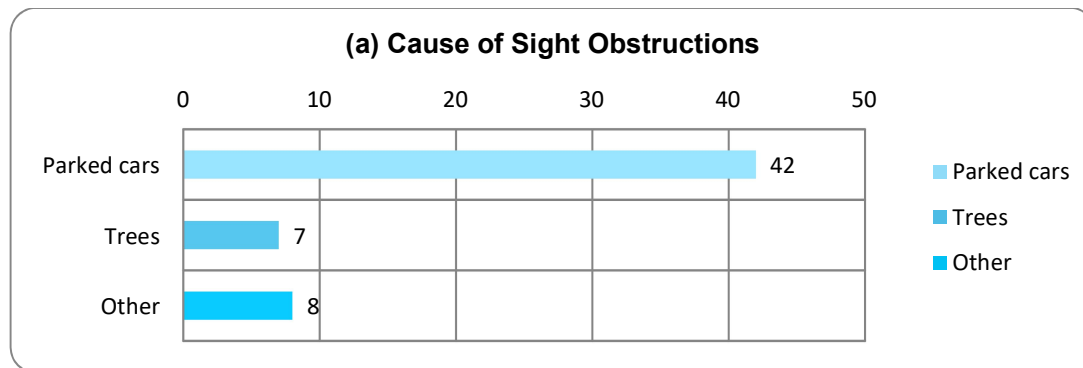
APPENDIX C

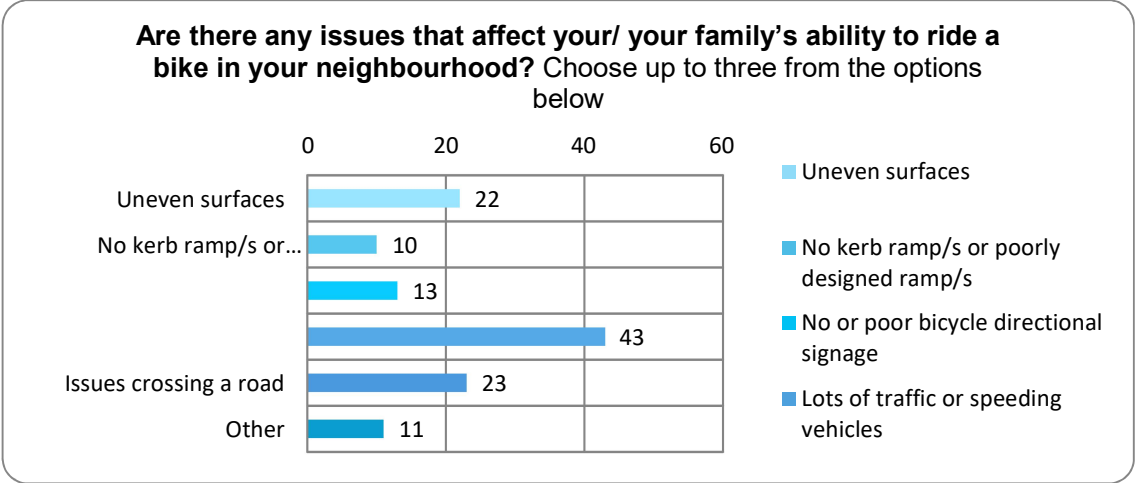
Responses by Street.

Street/Road	Responses
Addison Road	13
Agar Street	4
Albert Street	4
Alma Avenue	5
Audley Lane East	1
Avenue	0
Belgrave Street	1
Bright Street	2
Browns Avenue	4
Canterbury Road	0
Chester Street	0
College Lane	0
Cowper Street	0
Denning Street	0
East Street	0
England Avenue	1
Enmore Road	3
Fahey Lane	0
Fotheringham Lane	0
Fotheringham Street	9
Gordon Street	0
Harrington Street	3
James Street	1
John Street	5
Livingstone	2
Marshall Lane	0
Marshall Street	0
Middle Street	2
Middleton Street	3
Newington Road	6
Nicholls Pde	0
North Street	8
Oxford Street	0
Perry Street	3
Philpott Street	4
Pritchard Street	1
Sebastopol Street	1
Shaw Street	3
Short Street	1
Stanmore Road	2
Stevens Lane	0
Tupper Street	8
Wemyss Street	6
William Street	6
Total from Study Area	112
Out of study area	15



Sight Obstructions





NEWINGTON COMMUNITY SURVEY May 2018



TOO MUCH TRAFFIC			Comments
Addison	Road	16	<p>Value</p> <p>Addison Road - along the entire length of Addison RoadStanmore Road - along the entire length of Stanmore road</p> <p>Addison LivingstoneSide streets from Stanmore RoadShaw</p> <p>Addison rd Stanmore rd</p> <p>Addison Rd heading west</p> <p>Addison Road</p> <p>Agar Street,specifically if there is something on at Addison Rd Community centre making traffic in the surrounding areas a nightmare and trying to park within a few blocks of home difficult</p> <p>Enmore Road and Addison road</p> <p>Along Addison Road especially on Sundays when the market is on.Around Newington College (so Newington Road and Stanmore Road)Around Wyvern school Around Stanmore Public School (Cambridge and Holt Streets)</p> <p>Addison road Enmore road</p> <p>Addison Road and many of its cross streets</p> <p>Shaw St cross Addison Road</p> <p>Holt St/ Stanmore RdStanmore Rd/Albert StreetNew Canterbury Rd/Shaw St/Crystal StNew Canterbury Rd/Livingstone RdLivingstone Rd/Addison RdAddison Rd/Shaw St</p> <p>Addison Rd: approaching Livingstone Rd at 5:30pm on weekdays - it backs up sometimes to East St.Addison Rd: approaching Enmore Rd on weekends - possibly not much can be done as it's banked up from Newtown back.</p> <p>Addison road, England, East - all areas near the community centre</p> <p>Addison Road and Albert Street</p> <p>Stanmore Road and Marshall Street (I won't try and cross Stanmore Rd at this intersection in the morning or afternoon. Often the traffic is banked right back from the Crystal St lights making the turn here very dangerous.)Stanmore Road and Wemyss Street (It</p> <p>Addison road / perry stAddison road / cook stAddison road / Illawarra rd</p> <p>Addison Rd</p>
Stanmore	Road	15	<p>Value</p> <p>I live on Agar Street. Traffic and traffic speed has increased enormously especially at peak hour and on weekends. Parking at weekends is crazy and parking at the Newington Road junction is often a problem with sight lines being blocked. There are also</p> <p>Along Addison Road especially on Sundays when the market is on.Around Newington College (so Newington Road and Stanmore Road)Around Wyvern school Around Stanmore Public School (Cambridge and Holt Streets)</p> <p>Trucks speeding on Stanmore road, often going through red pedestrian light on Stanmore Rd near Holt st.</p> <p>Stanmore road is unbearable, lights at crystal St need to be better regulated</p> <p>Stanmore Road to Edgeware road.</p> <p>Marshall & Stanmore Rds. Issue is getting out of Marshall as it is the main feeder st onto Stanmore Rd given traffic measures on parallel streets. Needs a roundabout or at the very least no stopping lines to prevent queued cars blocking the intersection.</p> <p>Holt St/ Stanmore RdStanmore Rd/Albert StreetNew Canterbury Rd/Shaw St/Crystal StNew Canterbury Rd/Livingstone RdLivingstone Rd/Addison RdAddison Rd/Shaw St</p> <p>Enmore rd & stanmore rdEnmore rd & newington rd</p> <p>Stanmore Road and Marshall Street (I won't try and cross Stanmore Rd at this intersection in the morning or afternoon. Often the traffic is banked right back from the Crystal St lights making the turn here very dangerous.)Stanmore Road and Wemyss S</p> <p>Very difficult right turn from Tupper St into Stanmore Rd before turning left into Liberty St.</p> <p>Addison Road - along the entire length of Addison RoadStanmore Road - along the entire length of Stanmore road</p> <p>Addison LivingstoneSide streets from Stanmore RoadShaw</p> <p>Alma avenue Enmore from Stanmore road to Newington road</p> <p>Stanmore Road and Marshall Street.</p> <p>Tupper Street is used as a thoroughfare from Newington Rd & Stanmore Road.</p> <p>Stanmore rd. Unsafe for me to cycle to work.</p> <p>1. Fotheringham Street between Stanmore Road and Newington Road2. Enmore Road3. Edgeware Road</p> <p>Marshall St turning right onto Stanmore road in peak hour is almost impossible. It is also very hard for pedestrians to find somewhere to cross and very much a hazard. I believe putting a set of traffic light in here would not only help the flow of traffic but</p> <p>Northbound on Enmore Road, waiting for traffic lights at the top of the hill (Edgeware Road/Stanmore Road).</p> <p>Tupper St between Stanmore Road and Newington.</p> <p>Stanmore Road and Tupper streetThis occurs really along the whole street. There are parked cars on both sides of Tupper street meaning that cars can only travel along Tupper street in one direction at a time.</p> <p>Addison rd Stanmore rd</p>

NEWINGTON COMMUNITY SURVEY May 2018



Enmore	Road	13	<p>Addison road Enmore road</p> <p>Addison Rd: approaching Livingstone Rd at 5:30pm on weekdays - It backs up sometimes to East St. Addison Rd: approaching Enmore Rd on weekends - possibly not much can be done as it's banked up from Newtown back.</p> <p>Newington Road between Wemyss Street and Enmore Road</p> <p>Enmore rd & stanmore rd Enmore rd & newington rd</p> <p>There was no consideration or foresight when allowing planning permission for high density domestic construction within the whole innerwest area let alone Newington . Most areas are gridlocked every weekend I can cycle to Bunnings in Erskinvile and back from</p> <p>Alma avenue Enmore from Stanmore road to Newington road</p> <p>1. Fotheringham Street between Stanmore Road and Newington Road2. Enmore Road3. Edgeware Road</p> <p>Northbound on Enmore Road, waiting for traffic lights at the top of the hill (Edgeware Road/Stanmore Road).</p> <p>Alma Ave Enmore</p> <p>Alma avenue and Sebastopol St, Enmore.</p> <p>Tupper Street, Enmore NSW 2042 - should be one way. When cars are park on both side there is no chance to drive through. This street is complete blocked during a day because is the connection street between Newtown and Marrickville.</p> <p>Heavy traffic on Enmore Rd travelling north to Stanmore Rd intersection Heavy traffic on Stanmore Rd heading east to Egeware Rd traffic lights</p> <p>Enmore Road heading towards city up to Stanmore and Edgeware Roads Intersection (traffic lights have short green light)</p> <p>Enmore Road and Addison road</p> <p>I live on Agar Street. Traffic and traffic speed has increased enormously especially at peak hour and on weekends. Parking at weekends is crazy and parking at the Newington Road junction is often a problem with sight lines being blocked. There are also a lot</p> <p>Enmore Road crossing Juliett Street and Scouller Street.</p> <p>Enmore road running up to Edgeware road from Enmore Park. Also Edgeware road running up to same intersection.</p>
Newington	Road	9	<p>Value</p> <p>I live on Agar Street. Traffic and traffic speed has increased enormously especially at peak hour and on weekends. Parking at weekends is crazy and parking at the Newington Road junction is often a problem with sight lines being blocked. There are also a lot</p> <p>Wemyss st Newington Rd/Harrington</p> <p>Along Addison Road especially on Sundays when the market is on. Around Newington College (so Newington Road and Stanmore Road) Around Wyvern school Around Stanmore Public School (Cambridge and Holt Streets)</p> <p>Newington Rd</p> <p>Cowper st, Newington Rd, Wemyss st</p> <p>Newington Road between Wemyss Street and Enmore Road</p> <p>Enmore rd & stanmore rd Enmore rd & newington rd</p> <p>There was no consideration or foresight when allowing planning permission for high density domestic construction within the whole innerwest area let alone Newington . Most areas are gridlocked every weekend I can cycle to Bunnings in Erskinvile and back from</p> <p>Newington Road and England Avenue</p> <p>Alma avenue Enmore from Stanmore road to Newington road</p> <p>Tupper Street is used as a thoroughfare from Newington Rd & Stanmore Road.</p> <p>1. Fotheringham Street between Stanmore Road and Newington Road2. Enmore Road3. Edgeware Road</p> <p>Mashall St turning right onto Stanmore road in peak hour is almost impossible. It is also very hard for pedestrians to find somewhere to cross and very much a hazard. I believe putting a set of traffic light in here would not only help the flow of traffic but</p> <p>Alma Avenue Newington Rd</p> <p>Newington Road, Tupper Street, Perry Street</p> <p>The rear gate of Newington College becomes a chaotic trouble spot before and after school with parents dropping off there sons to school. Double parking in proximity to drop off zones and the resulting constant blockage of the traffic flow will result in a fa</p> <p>Newington Road and Wemyss Street</p>
Tupper	Street	9	<p>Value</p> <p>Tupper st</p> <p>Tupper St, entire length.</p> <p>Fotheringham Street, Tupper Street</p> <p>Very difficult right turn from Tupper St into Stanmore Rd before turning left into Liberty St.</p> <p>Tupper Street is used as a thoroughfare from Newington Rd & Stanmore Road.</p> <p>Tupper St between Stanmore Road and Newington.</p> <p>Stanmore Road and Tupper street This occurs really along the whole street. There are parked cars on both sides of Tupper street meaning that cars can only travel along Tupper street in one direction at a time.</p> <p>Newington Road, Tupper Street, Perry Street</p> <p>Tupper Street, Enmore NSW 2042 - should be one way. When cars are park on both side there is no chance to drive through. This street is complete blocked during a day because is the connection street between Newtown and Marrickville.</p>

NEWINGTON COMMUNITY SURVEY May 2018



HEAVY VEHICLES			Comments
Addison	Road	19	<p>All along Addison Rd in particular</p> <p>Addison Road nr Enmore Road to Illawarra Rd</p> <p>Enmore Road Addison road</p> <p>Addison Road between Enmore Road and Livingston Road</p> <p>Addison road</p> <p>Addison Road - entire length</p> <p>Addison Rd, large semi-trailers with deliveries for Marrickville Metro e.g. Woolworths trucks.</p> <p>Addison Road</p> <p>Addison road</p> <p>Addison Road and Albert Street, heavy vehicles are constantly using Addison Road.</p> <p>Addison road / Perry st Addison road/ Cook st Addison road / Illawarra rd</p> <p>Addison Rd</p> <p>Addison Road</p> <p>Addison road - Perry street</p> <p>Addison Road and all cross streets from Addison Road - Woolworths trucks etc</p> <p>Addison road Stanmore rd Enmore</p> <p>Albert Street, Petersham (nearest cross street is Addison Rd)</p> <p>Heavy Vehicles full length of Addison Rd</p> <p>Heavy vehicles including Woolworths trucks and construction semi-trailers on Addison Road between Livingston and Enmore Rds.</p>
Stanmore	Road		<p>Fotheringham Street cross Stanmore Road</p> <p>Stanmore Road to Edgeware road.</p> <p>Stanmore Road</p> <p>Fotheringham Street between Stanmore Road and Newington Road</p>

NEWINGTON COMMUNITY SURVEY May 2018



EXCEEDING SPEED LIMIT			Comments
Addison	Road	10	<p>Addison road (I think included in this section) is a place that I've often experienced road rage. It isn't safe to ride next to the parked cars.</p> <p>Addison Road, entire length.</p> <p>Addison Road bike lane is dangerous. Too many cars speeding.</p> <p>Addison Rd</p> <p>Addison Road, Illawarra Road to Albert Street</p> <p>Addison road is not safe for cyclists Heavy traffic. Heavy vehicles. Speeding traffic</p> <p>All along Addison rd</p> <p>Stanmore rd. Addison rd. Newington rd.</p> <p>Alma Avenue, Addison Rd, Newington Rd</p> <p>Newington RoadAddison Road</p>
Newington	Road	4	<p>Newington Rd</p> <p>Newington</p> <p>Intersection of Newington Rd and Agar St.</p> <p>Newington rd.</p> <p>Newington</p> <p>Newington Rd</p> <p>Newington</p> <p>Newington Road</p> <p>Newington</p> <p>Stanmore rd. Addison rd. Newington rd.</p> <p>Newington Rd</p> <p>Newington</p> <p>Alma Avenue, Addison Rd, Newington Rd</p> <p>Newington RoadAddison Road</p>

NEWINGTON COMMUNITY SURVEY May 2018



PARKED CARS BLOCKING DRIVEWAY			Comments
Newington	Road	5	<p>Middleton St- a large number of Newington college students park on this street during the week as well as people parking on this street to walk to Stanmore Station. It makes it difficult for residents to park anywhere along the street. Some residents re</p> <p>Middle Street Marrickville - cars often park over our driveway - often tradesmen, including Telstra and NBN. They are also other residents, parking related to newington college on a Saturday sports, or markets on a sunday. I have been parked in a nur</p> <p>John Street, between Newington and Addison Road</p> <p>Newington rd - along newington school</p> <p>Tupper Street with cross streets Newington Rd & Stanmore Road.</p> <p>John St & Newington Rd</p> <p>Browns Avenue & Newington Street</p> <p>Tupper St between Stanmore Road and Newington.</p> <p>Difficulty finding parking close to home, in Newington Road opposite the school and also England Avenue(a big problem when trying to bring home a lot of groceries or other bulky goods). This is due to a combination of the following:.. Cars overstay</p> <p>Parking in the lower part of Newington Road, especially between rear entrance of Newington College and England Avenue is "beyond a joke" during periods coinciding with start and finish of school hours. Parents park in drive ways for extended perio</p>
Tupper	Street	3	<p>Fotheringham street, Tupper Street</p> <p>Tupper Street</p> <p>Tupper</p> <p>Tupper Street</p> <p>Tupper</p> <p>Tupper Street with cross streets Newington Rd & Stanmore Road.</p> <p>Tupper St between Stanmore Road and Newington.</p> <p>Tupper St</p> <p>Tupper</p> <p>Tupper St</p> <p>Tupper</p>

NEWINGTON COMMUNITY SURVEY May 2018



SIGHT OBSTRUCTION		Comments
Addison	Road	<p>Fotheringham Lane into Addison Road</p> <p>Corner of England Avenue and Addison Rd</p> <p>Newington Rd when crossing John St - Parked cars block the view maybe due to the narrowness of John st. And some cars speed going up John St (from Addison rd towards Stanmore rd perhaps not realising it is a no through rd?) so it can feel unsafe at this junction.</p> <p>Along Addison road there are often large cars or vans parked near small streets and a few trees. It's difficult to safely turn onto Addison Rd from a number of small streets because there are large blind spots.</p> <p>Turning right from Middleton st onto Bright street, there are often cars parked too close to the corner, they are often students from Newington College who have driven to schoolTurning right from Bright st onto Addison rdTurning right from Middle st onto Addison rd</p> <p>Corner of East and Addison</p> <p>Corner of Addison and perry</p> <p>I actually want to say that since the boat moved near the bus stop on addison rd cnr east street, visibility and safety has improved. Shame the bus stop is no longer there.</p> <p>philpott and addison road</p> <p>Addison Road</p> <p>Albert St/Addison RdAlbert St/Oxford StAlbert St/Newington RdEvery intersecting street along Newington RdJohn St/Addison Rd</p> <p>Newington rd & philpott stPhilpott st & Addison rdTupper st & Newington rd</p> <p>All cross streets onto Addison Road</p> <p>Junction of Philpott Street and Addison road- difficult to see traffic coming from north/west of Addison if turning onto Addison from Philpott</p> <p>Turning right onto Addison Road from side streets</p> <p>Newington Road and Middleton Street Addison Road</p> <p>Poor visual clearance when turning right out of Bright St into Addison Rd</p>
Newington	Road	<p>Newington Rd Intersection with Enmore Rd turning right.</p> <p>Newington Road and Albert Street</p> <p>Newington Rd when crossing John St - Parked cars block the view maybe due to the narrowness of John st. And some cars speed going up John St (from Addison rd towards Stanmore rd perhaps not realising it is a no through rd?) so it can feel unsafe at this junction.</p> <p>Chester Street Albert Street Albert Street into Newington Road</p> <p>Turning right from Middleton st onto Bright street, there are often cars parked too close to the corner, they are often students from Newington College who have driven to schoolTurning right from Bright st onto Addison rdTurning right from Middle st onto Addison rd</p> <p>Agar St at Newington RdNewington Rd at Tupper St</p> <p>Albert St/Addison RdAlbert St/Oxford StAlbert St/Newington RdEvery intersecting street along Newington RdJohn St/Addison Rd</p> <p>Newington rd & philpott stPhilpott st & Addison rdTupper st & Newington rd</p> <p>The right turn from Newington into Enmore is incredibly dangerous. Traffic often has to navigate through two lanes of blocked/slow traffic, with almost no visibility of traffic coming down the hill on Enmore Road. That traffic includes many buses. The speed limit is 30.</p> <p>Tupper Street with cross streets Newington Rd & Stanmore Road.</p> <p>Tupper St between Stanmore Road and Newington.</p> <p>Newington Road and Middleton Street Addison Road</p> <p>Harrington Street and Wemyss Street (hedge)new Newington College driveway entrance/exit on Cambridge Street (parked cars)</p> <p>Alma AveNewington AvePerry Street</p> <p>Corner Newington Road and England Avenue, also North St & England Ave people parking too close to the corner.</p> <p>At the intersection of Agar St and Newington Rd. It is very hard to see cars approaching from with direction on Newington Rd if you are trying to turn left or right from Agar St.</p> <p>John stMarshall stNewington rd (between John and Albert st)</p>

NEWINGTON COMMUNITY SURVEY May 2018



Stanmore	Road	<p>Newington Rd when crossing John St - Parked cars block the view maybe due to the narrowness of John st. And some cars speed going up John St (from Addison rd towards Stanmore rd perhaps not realising it is a no through rd?) so it can feel unsafe at this int</p> <p>Turning onto Stanmore Road from Wymess st</p> <p>On Stanmore Road, north side, between Church and Crystal Streets. Concrete trucks park there overnight</p> <p>concrete truck parks all the time on Stanmore road by the church</p> <p>Stanmore Road and Marshall St, Albert St, College Lane</p> <p>Tupper Street with cross streets Newington Rd & Stanmore Road.</p> <p>Tupper St between Stanmore Road and Newington.</p>
Albert	Street	<p>Newington Road and Albert Street</p> <p>Newington Rd when crossing John St - Parked cars block the view maybe due to the narrowness of John st. And some cars speed going up John St (from Addison rd towards Stanmore rd perhaps not realising it is a no through rd?) so it can feel unsafe at this int</p> <p>Turning right from James Street into Albert StreetSlight bend in Albert Street and the rat running by speeding cars makes this a very dangerous intersection now.Albert Street needs some form of traffic calming now</p> <p>Chester Street Albert Street Albert Street into Newington Road</p> <p>Albert St/Addison RdAlbert St/Oxford StAlbert St/Newington RdEvery intersecting street along Newington RdJohn St/Addison Rd</p> <p>Shaw Chester Street and Albert Street, cars park too close to the intersection and the visibility is greatly compromised when turning right from Chester Street to Albert Street.</p> <p>Stanmore Road and Marshall St, Albert St, College Lane</p> <p>John stMarshall stNewington rd (between John and Albert st)</p>
Tupper	Street	<p>Agar St at Newington RdNewington Rd at Tupper St</p> <p>Newington rd & philpott stPhilpott st & Addison rdTupper st & Newington rd</p> <p>Tupper Street with cross streets Newington Rd & Stanmore Road.</p> <p>Tupper St between Stanmore Road and Newington.</p>

Is there anything else you'd like to tell Council about traffic, walking or riding a bike in your neighbourhood? (please include location/s and when it occurs)

"Speed Humps" are a noisy way to slow traffic. The sound of vehicles bouncing over the hump is particularly noticeable at night when back ground noise is subdued. The rise in the road also means vehicle lights change angles and are another disturbance to sleep.

Walking at night can sometimes be hazardous when trees block out street lighting and reduce the lighting of footpaths. This currently is an issue in Perry Street and in parts of Wemyss Street.

My main concern is the double parking of particularly large vehicles along Newington Road and the speed at which they often drive up Browns Avenue.

We live on North Street and it's so broad that adding rear to kerb angle parking would make a difference by increasing its capacity (which would help on market days) and narrowing the street to stop the regular incidents of speeding up the street.

Lighting in and around Enmore Park is atrocious. Very poor light, yellow light (which has links to increased crime). I don't go to gym or pool any longer due to this situation as I don't feel safe going at night or early mornings.

Addison road need a cycle path on it, as a minority of cars act aggressively towards cyclists

My main concern is the congestion of traffic on Tupper st, going in both directions and unable to pass. Because there is parking on both sides of the road cars cannot pass each other. As a resident in Tupper st I have experience quite aggressive behavior from motorist not willing to pull over to let me pass. Many arguments from motorist in our street can be heard and residents are finding this quite disturbing.

There needs to be timed parking on Addison Rd to help the local retail precinct. The no parking before 9am also needs to go as most traffic on Addison Rd is turning left into Enmore Rd to go into Newtown and the city. The no parking before this time is having an adverse effect on businesses such as my business - Matinee Coffee.

Please explore the long term plan post West Connex 2 and 3 for Enmore/Stanmore intersection. I am anxious about bus priority up the hill on Enmore Road.

Clearly more could be done for bus priority on the Enmore Road routes. There can be terrible delays in the am peak but especially the PM peak and weekends.

Often difficult to find a parking spot on Perry St.

Better parking and traffic management options on Sundays (Addison Rd Community Centre Markets)

Is there anything else you'd like to tell Council about traffic, walking or riding a bike in your neighbourhood? (please include location/s and when it occurs)

Parking in the local streets around Newington is a massive issue for residents, on days when Newington school is holding events such as football matches or "Back To Newington". This is because Newington parents prefer to drive to events rather than use public transport.

When a Newington football match or other event coincides with the Sunday market , or any other big event at the Addison Road Community Centre , it is completely impossible for residents in the streets between Newington Road and Addison Road to park anywhere near home . Sometimes we are forced to park literally kilometres away.

There needs to be :

1. A much more pro active stance from Newington School to encourage parents to use public transport.
2. More co-ordination between the Community Centre and Newington School regarding when big events will be held. At the moment there is absolutely none. For example, if a Newington football match is to be held on a Sunday, it should be held later in the day (after 2pm) so it doesn't clash with the peak times of the morning market. Both the school and the Community Centre should be banned from holding a big event on a Saturday if a big event is already booked at the other location. Perhaps this could be enforced through the Council DA process.

More trees improve the shade, beauty and amenity for all. There are some of the most magnificent trees in Marrickville located on Newington Road in Stanmore and on Addison

Outside the subject area but cars always speed through the crossing on liberty at Cambridge

Council never responds to illegal parking complaints from residents.

Parking is a nightmare as the area becomes more popular with non-locals. Cars parked haphazardly, sticking out, side mirrors not folded in, speeding cars, drivers aggressive when driving around cyclists on wider roads (1m rule not often applied). Local drivers are far more tolerant and accepting.

I'm not sure why Enmore Rd is a no-right-hand-turn (from Stanmore Rd) but because it is we end up with a lot of vehicles of all sizes driving down Fotheringham St (which is a little narrow street with houses close to the road on both sides) to get down to Enmore Rd or Newington Rd and the street isn't built for that level of traffic. I especially "love" the tradies who do it at 6am, their utes loaded with metal tools that clang loudly when they go over fotheringham street's speed humps. Why the residents of Fotheringham St have to have their little street treated like Enmore Rd - pt2 is beyond me. It should have a 'local traffic only' sign and cars should be able to turn right at Enmore rd.

This area is set to increase in density, and the only way forward is to make it more pedestrian and bike friendly; please do whatever you can to discourage car travel and improve air quality and liveability.

Tupper street is really out of control. Fotheringham, Philpott and Newington Rd do not seem to be as bad. But the intersection of Tupper and Newington, and Newington and Philpott is a bit out of control as well. Too many 2-way streets and 2-way streets suddenly becoming one-way. It creates chaos with people pulling over, and having to reverse etc. Tupper street particularly cannot withstand cars parked on both sides of the road and remain two-way. There is a lot of rat running as well. I think the most popular solution would be to make the street one way, in the direction from Stanmore Rd to Newington Rd. It is dangerous to turn right onto Stanmore Road anyway, particularly in peak times. Alternatively, one side of the road should be a clear way, to enable two way traffic. But I don't think this would be popular with residents, and would only encourage rat-running further.

Is there anything else you'd like to tell Council about traffic, walking or riding a bike in your neighbourhood? (please include location/s and when it occurs)

We think that there should be no right turn into our street at any time from Stanmore Road, as it is so unsafe even outside restricted times. An island making only left-hand turns possible would be a great solution.

I have had my say!!!!

Adding a bike lane to Addison Rd would be madness - it is already too busy!

At least two cars have become stuck at the intersection of Tupper Street and Newington Roads when they have moved aside for another vehicle and not seen the huge gutters at the corners. In both cases a wheel fell into the gutter and considerable panel damage was done to the vehicles. Several passers by were enlisted to lift the cars out of the ditch. This is extremely poor and unsafe road design.

On weekends when sporting events are on between Newington College and other schools big buses park in front of the house and families attending the events take up all parking.

More and more boat and/or storage trailers are being parked taking up resident car spaces. Trailers may well belong to a resident but not likely - see trailers along Newington Road (near England Ave), between John and Marshall streets for example. Also advertising trailers eg SF Property Services which was parked for a long time on Newington near Marshall but now moved to North Street at Bright. Maybe bring in a system whereby these items must have a permit ??