INNER WEST COUNCIL

Inner West Council
Newtown (area 6)
Local Area Traffic Management Study

September 2018

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1. Executive Summary

The Newtown LATM study was undertaken by Inner West Council in order to review the traffic management strategy within the precinct. This report sets out an assessment of the traffic conditions within the Newtown study area include the following:

- Road Hierarchy
- Traffic survey data (including volumes, speed and heavy vehicles)
- Crash statistics
- Identification of pedestrian and cyclist improvements
- Initial community and stakeholder consultation
- Assessment of the effectiveness of the existing LATM measures
- Public Exhibition of the draft scheme
- A review of Council records including complaints and issues received since 2012
- Existing and proposed cycle routes under the Marrickville Bicycle Strategy
- Future land use
- Identification of further opportunities to reduce volumes and speed of traffic on local streets to address public amenity
- Development of concept LATM proposals

The recommendations provided in this document aim to align with the principles outlined in the Marrickville Integrated Transport Strategy 2007 providing the rationale and recommended actions for addressing local transport issues, and moving towards sustainable transport – that is, reducing car use and increasing use of public transport, walking and cycling. The Inner West Community Strategic Plan 2018 also has a strategy for improving transport infrastructure and active travel that is safe, connected and well maintained.

Community opinions were collected by a survey designed to establish what the major issues in the area were. A draft report was prepared for the consideration of Council and will be placed on public exhibition for a minimum of 28 days. The prominent issues highlighted from the community were:

- Too much traffic along regional and state roads,
- Concerns on heavy vehicles on the road network, and
- Rat running on local roads

Following feedback from the community at the public exhibition, a final report will be prepared for Council's consideration.

Reported crash history data was analysed over a 5 year period ending in 2017 within the study area and most crashes (96.7%) occurred along the regional and state road network. These were comparable to other urban regional and state roads, with rear ends accidents (20%), pedestrian (17.4%) and right turn through (12.9%) accidents being the most prominent accidents. There was a higher level of motorbike crashes (16.8% of reported accidents) compared to the NSW average (10.1%), and similar results for pedal cyclists (14.2%) compared to the NSW average (3.6%). The demographic data indicate that there is a higher level of bike use in Newtown and Enmore.

To support the design principles outlined in the draft Public Domain Masterplan for the King Street & Enmore Road, a continuous footpath treatment as well as a 10km/h shared zone is proposed on a

number of side streets along King Street and Enmore Road. These changes will improve safety for pedestrians and will offer a continuous walking environment along the main shopping strip.

The additional proposed treatments in the local streets aim to improve intersection safety and further reduce traffic speeds, in order to meet the Roads and Maritime Services (RMS) requirement for the establishment of a 40km/h zone in the study area. The reduced speed limit should encourage active transport and provide consistency with the already established 40km/h zone in the neighbouring East Newtown and Erskineville areas.

Additional bicycle infrastructure enhancements are proposed along the routes identified in the Marrickville Bicycle Strategy and should encourage cycling in the area.

A list containing the recommended treatments to address the issues identified in the report is tabled below. The estimated total cost of the LATM works is $456,000.

Newtown LATM Review 2018
Draft proposed treatments

Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
1		All local streets in study area		40km/h local traffic area reduced speed limit, 40 signs, 40 repeater signs, 40 patch and end 40 area signage. (subject to Roads and Maritime Services review and approval)	1	
2	B	Bailey Street	Enmore Road	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of one (1) speed cushion. (subject to Roads and Maritime Services review and approval)	2	$28,000
3	A	Goddard Street	King Street	Continuous footpath treatment including raised treatment on side street, installation of bollards, planter boxes and/or street furniture. (subject to Roads and Maritime Services review and approval)	3	$25,200
4	B	Reiby Street	Enmore Road to Pemell Lane	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions. (subject to Roads and Maritime Services review and approval)	4	$58,100
5	B	Simmons Street	Enmore Road to Pemell Lane	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions. (subject to Roads and Maritime Services review and approval)	5	$43,000

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Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
6	B	Marian Street	Enmore Road Enmore Lane	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions. (subject to Roads and Maritime Services review and approval)	6	$50,000
7	E	Holt Street	King Street	Stage 1: kerb extensions at King Street, reduced No Stopping distance on south side, bollards, kerb ramps, repositioned traffic signage. (subject to Roads and Maritime Services review and approval)	7	$26,000
8	B	Holt Street	King Street	Stage 2: 10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions. (subject to Roads and Maritime Services review and approval)	8	$65,500
9	A	Camden Street	King Street	Continuous footpath treatment including raised treatment on side street, installation of bollards, planter boxes, street furniture. (subject to Roads and Maritime Services review and approval)	9	$26,700
10	C	Metropolitan Road	Enmore Lane	Installation of kerb blister island, at grade pavement or similar linemarking treatment Truck prohibited symbolic and local traffic signage (subject to Roads and Maritime Services review and approval)	10	$16,500
11	C	Station Street	Reiby Lane	Installation of at grade pavement or similar linemarking, truck prohibited symbolic and local traffic signage. (subject to Roads and Maritime Services review and approval)	11	$9,500
12	E	Metropolitan Road	Cross Lane	Installation of kerb blister islands with motorbike parking. (subject to Roads and Maritime Services review and approval)	12	$60,000
13	E	Cross Lane	Edgeware Road	Installation of kerb blister island. (subject to Roads and Maritime Services review and approval)	13	$8,000
14	E	Camden Street	College Street	2x landscaped kerb blister islands, give way signs and lines. (subject to Roads and Maritime Services review and approval)	14	$14,000
15	E	Camden Street	Station Street	2x landscaped kerb blister islands, give way signs and lines. (subject to Roads and Maritime Services review and approval)	15	$13,500
16	Appendix N	Simmons Street	entire length	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	16	$1,000
17	Appendix N	Margaret Street	Between Ferndale Street and College Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	17	$2,400
18	Appendix G	College Street	Between Margaret Street and Holt Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	18	$2,200

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Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
19	Appendix N	Holt Street	Between Station Street and King Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	19	$1,400
20	Appendix N	Station Street	Between Holt Street and Enmore Road	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	20	$3,200
21	Appendix N	Metropolitan Road	Between Enmore Road and southern end of road	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	21	$1,800
				Total		$456,000

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Newtown Local Area Traffic Management Study 2018

Draft Proposed Treatments

November 2018

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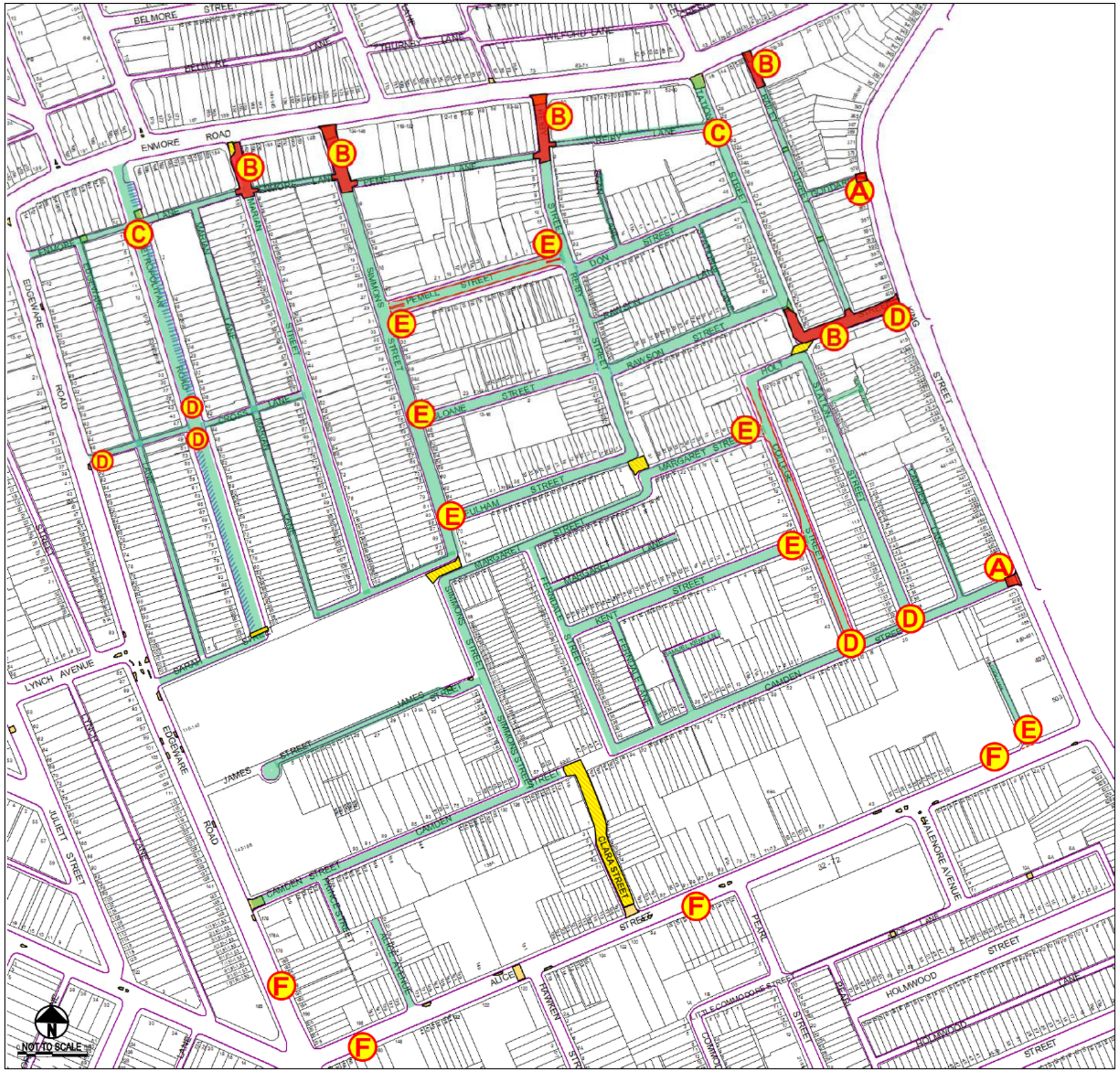
Legend:

- A Continuous footpath treatment
- B 10km/h Shared zone
- C Local road entry treatment (surface treatment, signage and kerb blister)
- D Kerb blister island/kerb extensions
- E Give Way lines and signs
- F Linemarking changes
- Proposed linemarking
- Existing Traffic Facility
- Streets nominated for 40km/h local traffic area

Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.



2. Introduction

2.1 Background

The Inner West Council was established in 12 May 2016 formed from the three previous Councils of Ashfield, Leichardt and Marrickville. Within the new Council's Local Government Area 5 wards were formed and carry over the previous codes, plans, strategies and policies of the former Councils. In 2018 the Newtown local precinct was identified for review the existing local area traffic management (LATM) scheme. The subject area is identified as 'area 6' bounded by King Street, Enmore Road, Edgeware Road and Alice Street shown in Figure 1.

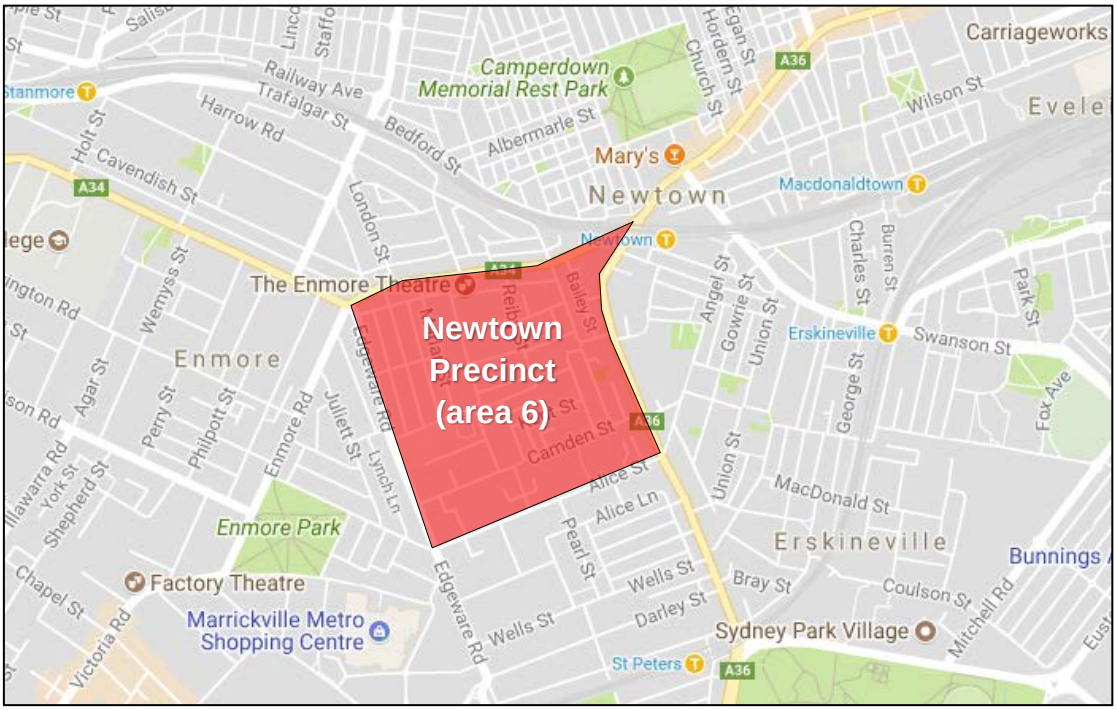


Figure 1: Study Area

The Inner West Community Strategic Plan (CSP) 'Our Inner West 2036' endorsed in June 2018 provides outcomes and strategies for the future of Inner West as outlined in Table 1. The Newtown Precinct LATM achieves these outcomes by reviewing existing traffic measures in place aimed at creating a safer road environment that will support public transport, walking and cycling.

CSP Outcomes	Strategies
2.5 Public transport is reliable, accessible, connected and enjoyable	1. Advocate for improved public transport services to, through and around Inner West 2. Advocate for, and provide, transport infrastructure that aligns to population growth
2.6 People are walking, cycling and moving around Inner West with ease	1. Deliver integrated networks and infrastructure for transport and active travel 2. Pursue innovation in planning and providing new transport options 3. Ensure transport infrastructure is safe, connected and well maintained

Table 1: Inner West Community Strategic Plan Outcomes and Strategies

2.2 Study Background

This report sets out an assessment of the traffic conditions within the Marrickville East study area and includes the following:

- Road Hierarchy
- Traffic survey data (including volumes, speeds and heavy vehicle percentages)
- Crash statistics
- Intersection operation analysis
- Identification of pedestrian and cyclist improvements
- Initial community and stakeholder consultation
- Assessment of the effectiveness of the existing LATM measures
- Pubic exhibition period.
- A review of Council records including complaints and issues which have been raised since 2007
- Existing and proposed cycle routes
- Future land use
- Identification of further opportunities to reduce volumes and speed of traffic on local streets to address public amenity
- Development of concept LATM proposals

A review of the Austroads Guide to Traffic Engineering – Part 8 for Local Area Traffic Management was undertaken. The following information from Austroads describes the purpose of a LATM.

2.2.1 What is Local Area Traffic Management (LATM)

Local Area Traffic Management is concerned with the planning and management of the usage of road space within a local traffic area, often to modify streets and street networks which were originally designed in ways that are now no longer considered appropriate to the needs of residents and users of the local area. LATM can be seen as a tool of traffic calming at the local level (Brindle 1991; O'Brien and Brindle 1999 p. 259). It involves the use of physical devices, street scaping treatments and other measures (including regulations and other non-physical measures) to influence vehicle operation, in order to create safer and more pleasant streets in local areas.

For the purpose of distinguishing between LATM and other aspects of traffic management, a 'local (traffic) area' is an area containing only local streets and collector roads, and is usually bounded by arterial roads or other roads serving a significant road transportation function, or other physical barriers such as creeks, railways, reserves or impassable terrain.

LATM is essentially system-based and area-wide. It considers neighbourhood traffic-related problems and their proposed solutions in the context of the local area or a group of streets within it, rather than only at isolated locations. In addition, it requires that physical traffic measures be seen as a sequence of interrelated devices rather than individual treatments. Much of the material in the Austroads Guide to Traffic Engineering – Part 8, will assist practitioners in selecting and implementing single countermeasures at isolated sites, where there are localised problems needing spot treatment. Many street closures, channelisation's and small roundabouts, for example, are valid stand-alone treatments at problem intersections. However, the installation of such isolated

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measures is not truly 'local area traffic management', and practitioners will need to be alert to the potential problems of isolated speed management devices.

2.2.2 Identifying the Cause of Traffic Related Problems

Identifying the root causes of traffic problems in neighbourhoods can often provide pointers to appropriate solutions. In broad terms, problems usually arise because of the quantity of traffic, its speed, or other characteristics of the network that lead directly to higher crash rates and reduced amenity. These in turn are created, at least in part, by the planning and design features of the local network. In summary, inspection of the causes of traffic problems over the past 30 years or so in Australia and New Zealand has led to the following guidelines for local planning and minor street network management:

To reduce vehicle speeds:

- shorten forward sightlines and enclose the driver's field of vision, by tree planting and other means
- keep street section lengths (i.e. between slow or near-stop conditions) below 200-250m
- reduce the available street width and/or introduce deflections in the vehicle path, while maintaining the margin of safety
- ensure that there is a traffic route within 400-500m of each local street.

To minimise traffic levels and intruding traffic in a local street:

- Maintain the level of traffic service on adjacent arterials to reduce 'rat-running'
- Increase the lengths (time and distance) of paths through the local street network to reduce their connectivity between points on the arterial road network
- Direct local traffic onto those streets most able to accommodate it. Neighbourhoods with high internal connectivity (that is, grid-based systems showing network redundancy with many alternative and direct paths for trips within the local area) may actually increase the average exposure to traffic for each household
- Provide closer spacing of traffic routes at network planning and subdivision approval stages, including the provision of supplementary traffic routes within large subdivisions. This will avoid the creation of large districts with high levels of internal traffic, and the misuse of local streets as substitutes for missing links in the traffic route network
- Consider traffic impacts at the land use approval stage. Traffic generators should be carefully located so that they do not create additional pressure on the local network.
- Changes to the local street system, LATM provisions, and the provision of other modes such as cycling and walking and other travel demand measures might be considered as conditions for planning approval.

To minimise crash risk (in addition to the above):

- Limit the number of local street intersections and junctions. Within reason, fewer intersections mean fewer crashes
- Limit the number of cross-intersections, and include roundabouts or other passive controls where cross-intersections are unavoidable. Note that Stop or Give Way signs may improve cross-intersection safety but still have higher risk
- Limit the number of major-minor road connections

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- Minimise the percentage of dwellings with their frontage to connective roads
- Protect or manage parking on distributor roads and other connective streets.

2.3 Referenced Documents

In preparing this report, reference has been made to a number of background documents, including:

- Austroads Guide to Traffic Engineering Practice Part 8 - Local Area Traffic Management
- Austroads Guide to Traffic Engineering Practice Part 13 Pedestrians
- Austroads Guide to Traffic Engineering Practice Part 14 Bicycles
- RTA (Roads and Traffic Authority) Road Design Guide
- Towards Traffic Calming Manual – A Practitioners' Manual of Implemented Local Area Traffic Management and Blackspot Devices 1993
- RMS Technical Directions & Supplements to Australian Standards
- RTA NSW Bicycle Guidelines 2003
- Marrickville Council Reports including those from the Land Use, Assets and Corporate Committee
- Marrickville Local Environment Plan 2011
- Marrickville Development Control Plan 2011
- Marrickville Integrated Transport Strategy 2007
- Marrickville Bicycle Strategy August 2007
- Marrickville Pedestrian Access and Mobility Plan ARUP 2009
- Marrickville Town Centre Parking Strategy 2013
- Marrickville Public Domain Masterplans (draft) 2014
- Marrickville Council's Independent Review of the Marrickville Metro TMAP, Transport & Urban Planning (TUP), August 2010
- Marrickville Metro Traffic Impact Assessment, The Transport Planning Partnership & Bitzios Consulting 2017
- Inner West Council WestConnex Local Area Improvement Strategy BECA 2018
- Newtown Enmore Parking Study Review 2017
- Newtown-Enmore Parking Study ARUP 2014
- Former Newtown LATM Review Study 2004
- Connecting MARRICKVILLE, Connecting streetscape planning and delivery with places and people. Project Overview and Draft Action Plan, June 2013.
- RTA Guide to Traffic Generating Developments, 2002

2.4 LATM Scheme in Inner West

For over 25 years, Council has been 'traffic calming' local roads via Local Area Traffic Management (LATM) schemes. The purpose of traffic calming is to discourage excessive traffic volumes and speeds on local roads, thereby improving residential amenity and safety. Council's existing schemes have played a part in minimising the impact of freight and other traffic on local streets.

In relation to the plan to be developed, analysis should take place on (but is not limited to) the following data:

- Road hierarchy.
- Traffic survey data (including volumes, speeds and heavy vehicle percentages).

- Crash statistics.
- Intersection operation analysis.
- Identification of pedestrian and cyclist improvements.
- Community feedback.
- Future land use.

From the analysis of the data, issues will be identified (but not limited to) the following means:

- Consideration of locations with high numbers of accidents.
- Consideration of residential streets carrying excessive traffic volumes.
- Consideration of residential streets carrying excessive heavy vehicle volumes.
- Consideration of streets where traffic speeds are excessive.
- Consideration of streets where there is a need and opportunity to improve amenity.

Consideration of the impacts of proposed developments and the changes that can be forecast as a result of the new Marrickville LEP-2011 in relation to traffic generation, including quantifying and distributing traffic generation through the road network within the study area using simple modelling methods.

The recommendations provided in this document aim to align with the parking management principles outlined in the Marrickville Integrated Transport Strategy (2007). The document "provides the rationale and recommended actions for addressing local transport issues and moving Marrickville toward sustainable transport – that is, reducing car use and increasing use of public transport, walking and cycling."

In developing recommendations in LATM strategy, consideration must not only be given to minimising vehicle speed, traffic volumes and reducing crash rates, but consideration must also be given to incorporate the following principals of Local Area Traffic Management:

- Reducing car use.
- Increasing use of public transport.
- Increasing walking and cycling.
- Improving the streetscape.

2.4.1 Stages of a LATM

The general stages of preparing to undertake a LATM study are described below:

Stage 1: Initiating an LATM program

- Decide that action is needed
- Define study area, precincts and functional hierarchy of roads
- Develop study plan, including type treatments and study costs
- Develop consultation strategy
- Council decision.

Stage 2: Data collection and problem identification

- Define and collect required data
- Identify problems
- Identify potential solutions
- Define and confirm objectives.

Stage 3: Development of 'Draft' plans

- Clarify suitable strategies (including confirmation of LATM as an appropriate response)
- Develop outline concept schemes
- Council decision to place on Public Exhibition

Stage 4: Public exhibition

- Consult on draft concept plans
- Assess and refine alternatives
- Select, present to council for adoption

Stage 5: Scheme design

- Location and design of treatments
- Consult with nearby owners/occupiers
- Select, present to council for adoption

Stage 6: Implementation

- Confirm timing and staging
- Conduct additional 'before' studies as required
- Community information
- Advertise for 28 days as per the Roads Act
- Construct/install

Stage 7: Monitoring and review

- 'After' data collection, observation and reports
- Identify unanticipated impacts or outcomes
- Review technical and community assessment of scheme
- Revise as needed and feasible
- Record and report process and outcomes

3. Existing Condition Assessment

3.1 Study Area

The Newtown precinct study area is bounded by King Street, Enmore Road, Edgeware Road and Alice Street, forming parts of Enmore and Newtown suburbs. The land use along Enmore Road and King Street comprise of mixed commercial and residential buildings, with a TAFE NSW Design Centre Enmore located between Sarah Street and James Street. The Enmore Theatre is also located within the study area and attracts many visitors to the area during events.

The area has a good level of public transport within walking distance to bus stops, and access to heavy rail at St Peters Station and Newtown Station is within 15 minutes.

Local shopping such as supermarkets, medical centres, restaurants and café are mainly within the Enmore Road and King Street commercial district. The Marrickville Metro, located outside the study area is a regional shopping centre that can be accessed within 5 minutes by car or within a 15 minute walk.

3.2 Area Demographics

The 2016 Census and 2016 Journey to Work datasets were examined to identify travel trends to and from the study area. The ten statistical areas cover the Newtown LATM study area and data was compared to the NSW average shown in Table 2.

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The study area features a higher level of young population between ages 20-34 and a smaller proportion of aged population over 65. The Newtown and surrounding areas are recognised for its artistic, diverse and unique culture.

The 2016 Census data indicate a higher proportion of those surveyed use public transport as a mode of travel to work compared to the NSW average. Similarly there are higher rates of bicycle riders and walking only to work compared to the rest of the state.

Car ownership is lower and as there is very limited and high competition of on-street parking. The lower dependence on the motor vehicle in Newtown was found to be consistent with the previous census data for this area.

Table 2: Newtown SA1 areas Census and Journey to Work Datasets

Newtown Electorate Census and Journey to Work Datasets **Source: 2016 Census and 2016 Journey to Work, Australian Bureau of Statistics**		
	Newtown SA1 Areas	NSW Average
Proportion of young population between age 20 and 34	29.3%	21%
Proportion of aged population over age 65	7.5%	16%
Car ownership of one (1) motor vehicle or less	84.7%	45.5%
Proportion using public transport as a mode of travel to work	45.5%	16%
Proportion of bicycle riders as a mode of travel to work	5.0%	0.7%
Proportion of walking only as a mode of travel to work	9.8%	3.9%

3.3 Road Hierarchy

The RTA (Roads and Traffic Authority) Road Design Guide states that the purpose of a functional road hierarchy is to establish a logical integrated network in which roads of similar functional classifications. This classification in NSW include are:

- State/Arterial – Predominantly carry through traffic from one region to another, forming principal avenues of communication for urban traffic movements. These roads are controlled by state government authorities
- Regional/Sub-Arterial – Connects the arterial road to areas of development and carry traffic directly from one part of the region to another. They may also relieve traffic on arterial roads in some circumstances. These roads are often controlled by state government authorities
- Collector – Connects the sub-arterial roads to the local road system in developed area and are generally controlled by local government authorities
- Local – The sub-divisional roads within a particular developed area. These are used solely as local access roads. These roads are generally controlled by local government authorities.

Figure 2: Road classification within the study area

There are 38 streets which were examined as part of the Newtown precinct study area. As shown in Figure 2, these state roads in the Newtown precinct are Enmore Road and King Street. The two regional roads are Edgeware Road and Alice Street.

There are no collector roads within the study area. All other roads within the study area are classified as local roads.

3.4 Public Transport Services

3.4.1 Train Services

Train services operate along the northern boundary at Newtown Station at the intersection of Enmore Road and King Street. The Newtown precinct study area is within a 16 minute walk to Newtown train station, which is within minutes away from the Sydney CBD and the city circle railway stations. Streets along the north west side are also is within 15 minutes of Stanmore Station.

Newtown station is served by the T2 Inner West and Leppington line which operate from Leppington station to the city circle via Homebush and Parramatta. The station is accessible through an upgrade undertaken in 2012. A paid secure parking facility for short term parking or commuters is available by near Newtown Station.

St Peters station is located about 500m further south of Alice Street and operates T3 Bankstown line from Liverpool to the city circle. The entrance is at the intersection of King Street and Sydney Park Road, with a second entry off Lord Street.

The announced Sydney Metro project currently underway proposes to convert the Sydney to Bankstown section of the T3 line with single deck metro trains, with a new tunnel to be built between Sydenham and Chatswood and access to the city.

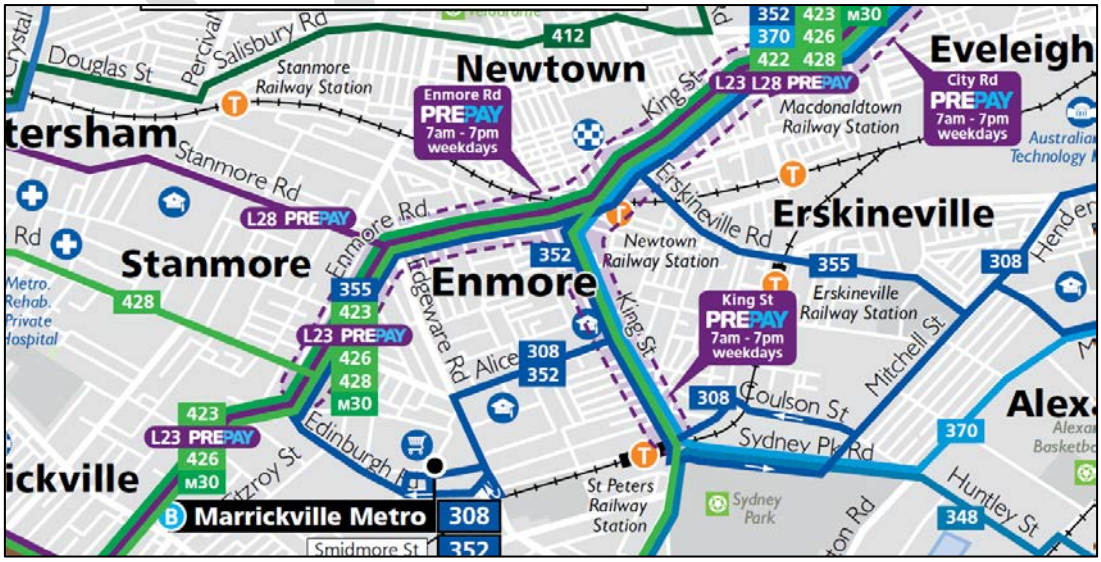
The current public rail network map is shown in Figure 3 below.

Figure 3: Public Rail Network connecting Newtown

3.4.2 Buses

A number of public bus services operate within the study area and Sydney Buses is the main public bus operator in this area. Shown in Figure 4, a good level of bus services operates through Enmore Road and King Street to the CBD with many services passing through inner west suburbs of Stanmore, Marrickville, Petersham, and Dulwich Hill, reaching to outer areas such as Kogarah, Canterbury and Coogee.

Figure 4: Public Bus Routes in Enmore and Newtown Areas



3.4.3 Bicycles

The Marrickville Bicycle Strategy 2007 proposes a number of bicycle routes currently in the study area and incorporate regional and local routes. Over the years Council has progressively improved the cycling network according to the strategy, including enhancements along the east-west route through Lynch Avenue and Sarah Street, including a separated bicycle facility across Edgeware Road and bicycle logo mixed traffic arrangement in Sarah Street. Existing facilities for the north-south route through Simmons Street, Camden Street and Clara Street include bicycle directional signs and bicycle logos throughout the road pavement at regular intervals. The bicycle route through Metropolitan Road connects from Sarah Street and takes cyclists through a short shared path through the south side of Enmore Road, and connecting to the Stanmore area via Phillip Street. Routes identified in the Bicycle Strategy are shown in Figure 5.

Other bicycle routes through the study area include the north-south local route through Station Street, College Street, Camden Street and through Matt Hogan Reserve. Council is progressively implementing the routes identified in the bicycle strategy based on priority and funding allocation. As a result some sections of these routes have not been completed at the time of this report.

The Super Tuesday Bicycle Counts undertaken by Bicycle Network in 2017 show 138 bicycle riders in Enmore Road between Simmons Road and Phillip Street during a commuter morning peak hour 7am-9am period. As revealed in the census data, a higher proportion of people cycle compared to the NSW average. The high patronage of cyclists can be seen by the high level of bicycle parking and riding in the commercial areas of Enmore Road and King Street.

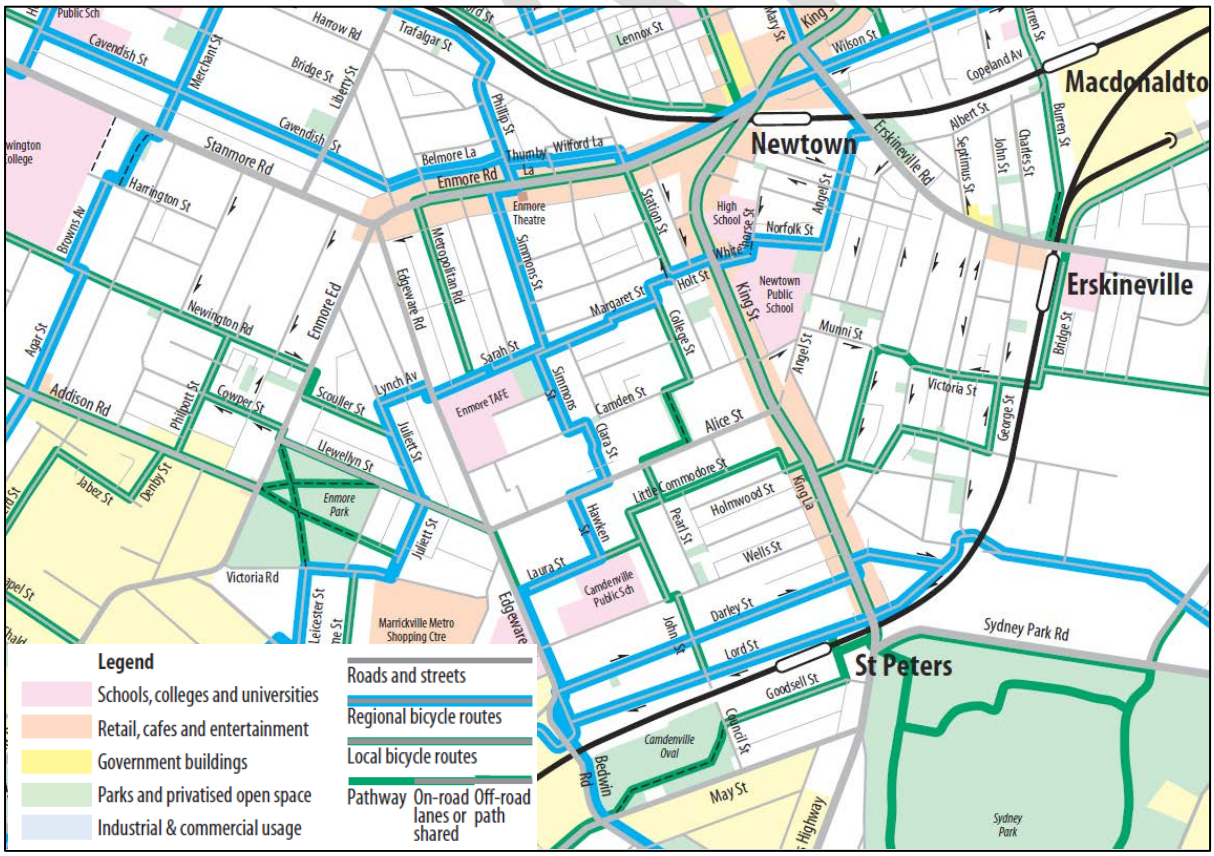


Figure 5: Bicycle routes identified by the Marrickville Bicycle Strategy 2007

3.4.4 Carshare

The use of carshare schemes has been increasingly popular in recent years. According to the operator Goget each carshare vehicle eliminates up to 9 vehicles parked on-street in this area, lowering the parking demand of on-street spaces. Currently Goget has a number of vehicles operating and established in the area, with three of these locations having a dedicated parking space issued by Inner West Council, and an additional three pods without a dedicated parking bay however these have been issued a residential parking permit allowing them to be exempted from the time limited parking. The six (6) carshare spaces are generally scattered equally in the study area and these are located at:

- Edgeware Road carpark, Edgeware Road (with a dedicated space)
- Pemell Street, near Simmons Street (with a dedicated space)
- Fulham Street, near Simmons Street (with a dedicated space)
- Margaret Street, near College Street
- Camden Street, near Matt Hogan Reserve
- Camden Street, near Edgeware Road

The 2013 Newtown Enmore Parking Study undertaken by ARUP recommend additional carshare spaces within this area and more dedicated spaces to be allocated, reducing the number of car ownership in the area.

3.4.5 Motorbikes

Motorbikes and scooters are popular within dense urban areas such as the inner west due to their lower cost of ownership and smaller space required for parking compared to a standard passenger vehicle. In recent years Council has approved a number of dedicated on-street parking areas to support motorbike use in the area. These spaces are subject to assessment and are based on community needs and suitability such as street lighting and road grade. As these spaces are signposted as 'P Motor Bikes Only' they do not have any time limitations for motorbikes or scooters.

- Holt Street, west of King Street – 6m length
- Simmons Street, south of Enmore Road – 6m length
- Clara Street, north of Alice Street – four (4) dedicated spaces on east side, two (2) dedicated spaces on west side

3.4.6 Pedestrians

In 2009 the former Marrickville Council undertook a review of the Pedestrian Access and Mobility Plan (PAMP), focusing on high pedestrian use areas within the Council area. The PAMP recommendations for footpath improvements have been included in Council's Capital Works Program, funded as budget allowed.

The PAMP study identified approximately $870,000 worth of improvements along the footpath, ramps, and accessibility. Council has since undertaken some of the works and subject to funding availability a number of these are progressively completed each year.

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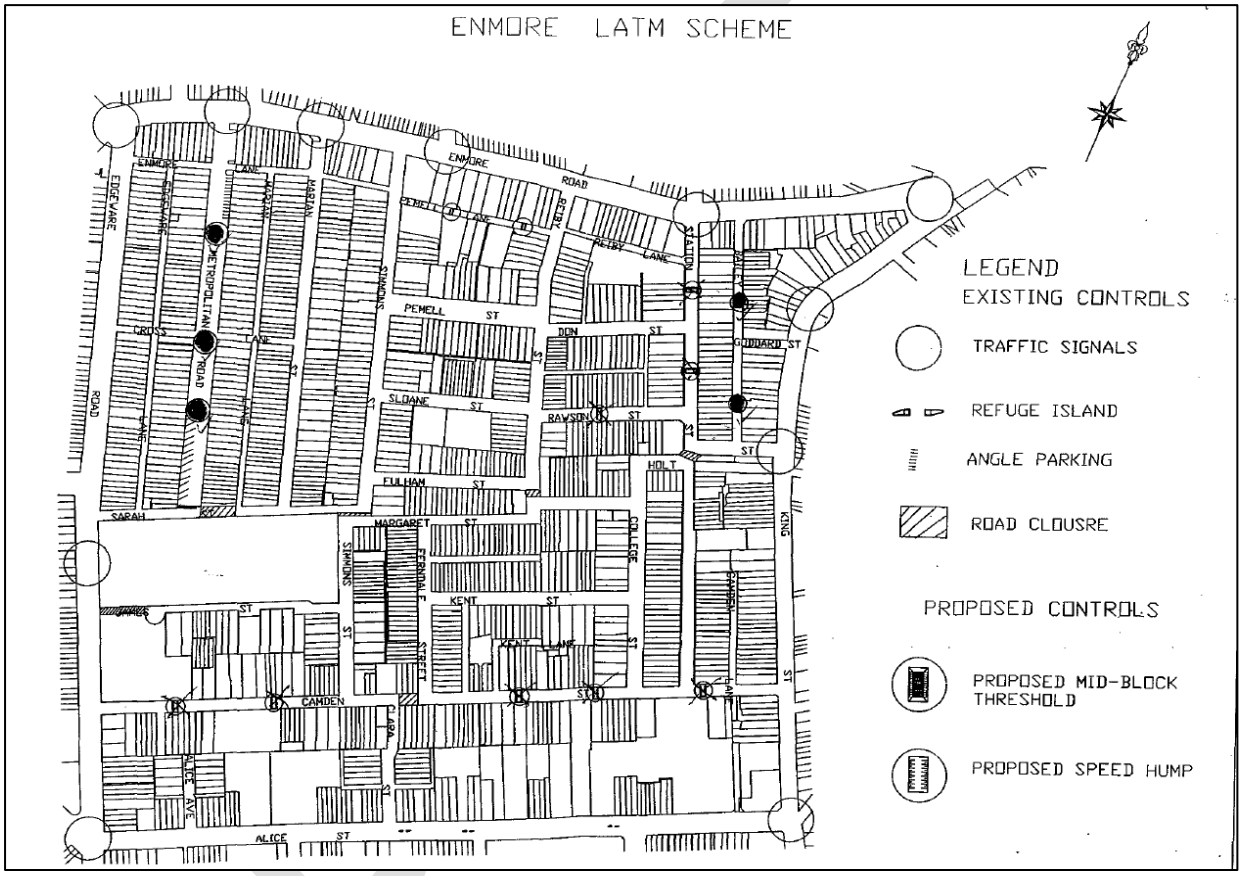
3.5 Previous LATM Study in Newtown

The former Marrickville Council undertook a review of the Enmore LATM scheme in 2004, with many of the partial road closures already established during the 1980s and 1990s. The study in 2004 identified a number of traffic speed calming devices for some streets within the study area.

The prominent treatments in place included a series of permanent mid-block and diagonal closures and restricting north-south vehicle access through Sarah Street, Margaret Street and Holt Street. The closures in Camden Street and Holt Street also restrict west-east vehicle access, and this is reflected in the favourable traffic volume levels along these streets. As these have been generally accepted by the local community, it is intended to retain the existing road closures.

Figure 6: Former Enmore LATM Scheme Review (2004)



Shown in Figure 6 is the Enmore Scheme reviewed in 2004 where residents were given questionnaire forms regarding a number of speed control devices (watts profile speed humps and raised thresholds) in Camden Street, Metropolitan Road, Rawson Street, Station Street and Bailey Street. Due to the low level of support from residents of Camden Street, Rawson Street and Station Street Council resolved not to proceed with these projects. Residents from Metropolitan Road and Bailey Street generally supported the proposal and at the time Council installed two watts profile humps in Bailey Street. However following Council's decision a petition was soon received from Metropolitan Road residents opposing the proposed speed humps and Council as an alternative measure sought to expand the angle parking areas which increased the on-street parking supply whilst narrowing the road carriageway and discouraging higher travel speeds.

3.5.1 Traffic Management Since 2004

A number of minor improvements were implemented in the study area between 2004 and 2018 through the Local Traffic Committee. The significant projects during this period include the following:

- Clara Street shared zone works undertaken early 2018 incorporating a 10km/h shared zone, entry raised threshold, coloured stamped asphalt treatment from Alice Avenue to Camden Street, and other beautification works.
- Simmons Street footpath widening project between Sarah Street and No.43 Simmons Street to improve pedestrian accessibility at this location in 2017. The work reduced the travelling carriageway width of Simmons Street from 5.2m to 4.2m.
- Reiby Street footpath reconstruction was undertaken in 2014 with damaged asphalt footpaths replaced with new concrete footpaths and improvements to the street tree verge.
- On-street angle parking arrangement was considered in Pemell Street and Metropolitan Road in 2012 after a former parking study recommended for improved management of parking resources. At the time a low level of support was received from local residents of Pemell Street and more favourable responses were received from Metropolitan Road residents. Council decided not to progress with the angle parking proposal in Pemell Street however a section of Metropolitan Road was converted to angle parking.
- Parking restrictions at several laneways were established in order to assist residential access in and out of driveways. Some of these locations include Marion Lane and Camden Lane.
- Safety was enhanced at the Alice Street wombat crossing near Hawken Street in 2016 with two additional landscaped kerb blister islands being approved and constructed.

3.5.2 Existing LATM devices

The former LATM studies undertaken for this area has been comprehensive as out of the 34 local streets in the study area 17 streets have some form of traffic calming treatment or some form of road closure. Dominant features of the area include several diagonal and mid-block road closures in Sarah Street and Margaret Street act to prevent undesirable west-east as well as north-south through traffic movements. Table 3 lists the existing treatments in place in the Newtown study area.

Table 3: Existing Traffic Devices

Street	Traffic calming or treatment	Treatment type
Alice Avenue	No	
Camden Lane	Yes	entry surface treatment
Cross Lane	Yes	one way, staggered on-street parking
Edgeware Lane	No	Stop priority
Egan Lane	No	
Ferndale Lane	No	
Marian Lane	No	Stop priority
Peacock Lane	No	
Pemell Lane	No	
Rawson Lane	No	
Reiby Lane	No	
Samuel Kent Lane	No	
Station Lane	No	

Street	Traffic calming or treatment	Treatment type
Bailey Street	Yes	entry surface treatment, one way, two (2) watts profile speed humps, staggered parking
Camden Street	Yes	mid block closure, entry surface treatments
Clara Street	Yes	10km/h shared zone, marked parking bays
College Street	No	
Don Street	No	
Ferndale Street	No	
Fulham Street	No	
Goddard Street	Yes	entry surface treatment, one way
Holt Street	Yes	entry surface treatment, one way, diagonal closure
James Street	Yes	road closure
Kent Street	No	
Margaret Street	Yes	mid block and diagonal closure
Marian Street	Yes	one way, partial road closure
Metropolitan Road	Yes	entry surface treatment, on-street angle parking, road closure
Pemell Street	No	
Rawson Street	No	
Reiby Street	Yes	entry surface treatment
Sarah Street	Yes	mid block closure
Simmons Street	Yes	entry threshold treatment, diagonal closure, footpath widening
Sloane Street	No	
Station Street	Yes	entry surface treatment, diagonal closure, half closure, raised threshold
Alice Street	Yes	edge lines, wombat crossing, kerb blisters, refuge islands, traffic signals
Edgeware Road	Yes	edge lines, kerb blisters, traffic signals

3.5.3 Existing Parking Controls

Newtown comprise of dense commercial and residential areas which has formed much of the area's renowned building character. Residential lots are smaller in size with terrace housing mostly without off-street parking. Some units in the area with a rear access have some type of vehicular access and some have been retrofitted with some type of garage space. Commercial shopping districts along King Street and Enmore Road also do not feature off-street parking areas and employees with a vehicle would be forced to find street parking in the area.

Some areas experience high levels of parking during evening events in Enmore Theatre and also throughout the day from the Enmore TAFE students and staff.

Generally most on-street parking areas have a 1P or 2P residential parking scheme in place along one side of the street. This is more prominent in the northern half of the study area with more unrestricted parking areas along towards the south. The Newtown Enmore Parking Review 2017 proposes to add more streets to the residential parking scheme, namely Alice Avenue, Camden Street, Clara Street, Ferndale Street, Kent Street and Simmons Street (southern end). Most of these have been implemented recently.

On-street parking signs have been in place to better manage parking for the community. Throughout the past number of years several parking restrictions have been installed for access or safety

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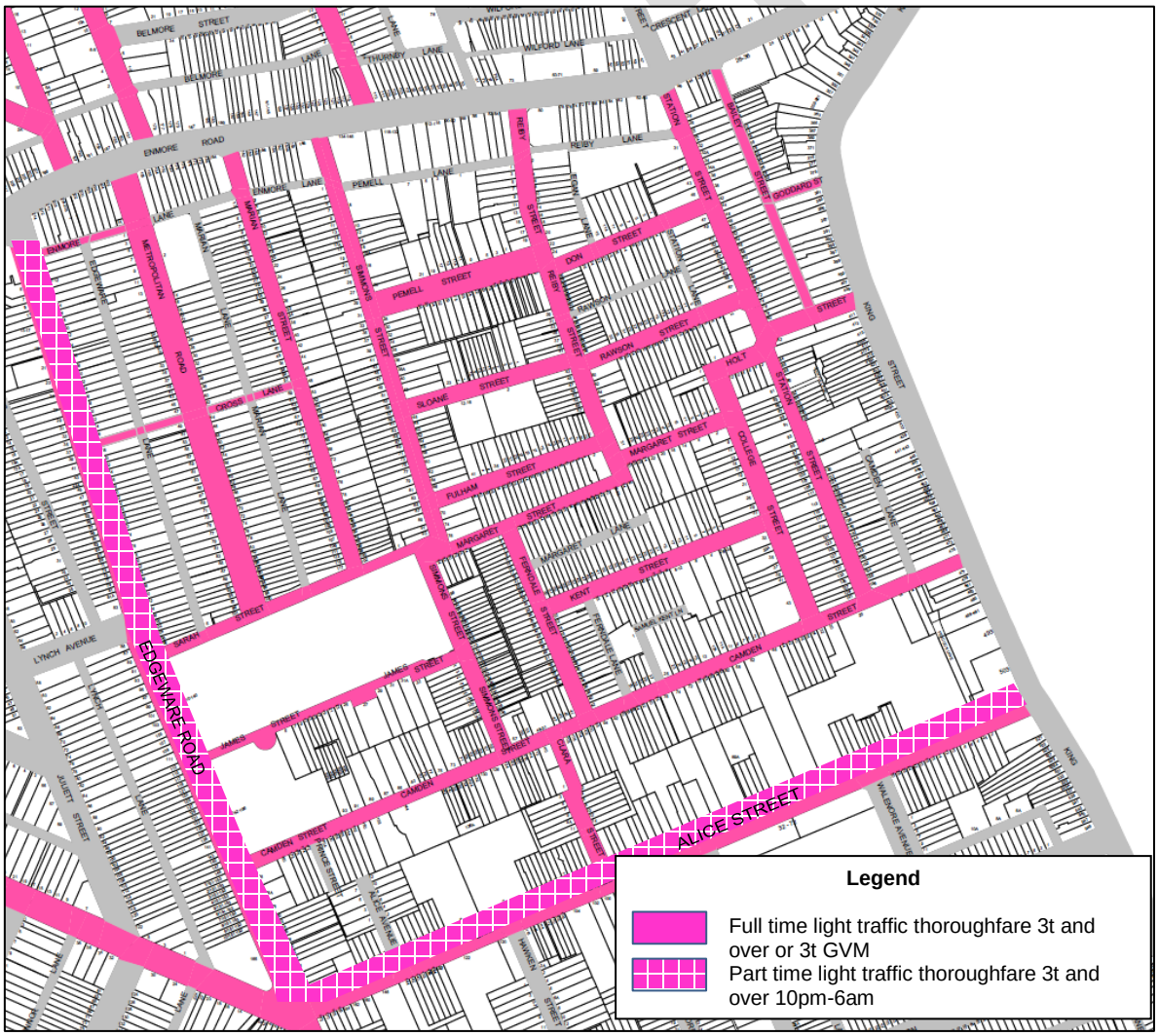
reasons. Whilst not all streets have parking restriction signs near intersections, drivers need to comply with the parking rules even in areas without No Stopping or No Parking signs.

3.5.4 Existing Truck Load Limits

The load limit along any public road is set by the road authority, with local, collector and regional roads under being under the jurisdiction of Councils and state roads falling under the jurisdiction of the Roads and Maritime Services (RMS). In the Newtown study area, a number of truck load limits have been established for residential amenity purposes as well as other reasons such as safety and access. With the exception of several lanes all of the local roads within the study area have some form of truck prohibition, either a Truck Prohibited 3T Gross Vehicle Mass (GVM) or a Truck Prohibited symbolic 3T and over. Both Alice Street and Edgeware Road has a 10pm-6am Truck Prohibited 3t and over, which has been in place for a number of years.

Figure 7: Truck Load Limits in study area



An audit of existing traffic facilities including truck load limit signs was undertaken as part of the study. The audit proposes to address the inconsistent truck load limit signs in place. Wording along the Edgeware Road night time truck prohibition (10pm-6am) would also need to be clear so that this restriction can be enforced.

3.5.5 Laneway Parking and Access Requirements

In 2015 the former Marrickville Council undertook an investigation and developed a guideline to have a consistent approach to assess laneways whether parking restrictions would be required to prevent access issues by garbage, residential and delivery vehicles. The guidelines state that generally laneways requiring access by garbage vehicles and trucks (up to a Medium Rigid size) would have a minimum laneway kerb to kerb width of 5.1m if parking is to be permitted in the laneway. In Newtown there are many laneways that are smaller in width than 5.1m and are not suitable for on-street parking.

The recent Enmore Newtown Parking Review 2017 undertook community consultation and recommended the following:

> *In the initial survey one of the key reported issues was laneway parking, residents having off street parking blocked by parked vehicles. However, after the draft recommendations to restrict laneway parking went to public exhibition, the objections far outnumbered those in favour of restricting laneway parking with 66 against and 16 in favour of laneway restrictions.*
>
> *All feedback has been analysed and comments related to garages and gates being blocked specifically reviewed with respect to minimising loss of laneway parking while accommodating rear lane access. In cases where there is one person who is occasionally impacted the decision is weighted in not recommending restricting laneway parking overall. In cases of parking across driveways enforcement is recommended. Any further issues not addressed that arise in the laneways where recommendations have not been made, will be dealt with on a case by case basis.*

4. Traffic data review

4.1 Environmental Capacity and Speed Performance Standards

The RTA Guide to Traffic Generating Developments and the RTA NSW Classification review paper assist in determining the acceptable environmental limit for each road classification. These guidelines are based on research undertaken by the RTA relating to residential safety and amenity and consider issues such as ease of crossing the road, consideration of noise and delay. This has been used as the basis for identifying traffic speed and volume issues along urban areas of NSW including the Inner West Council local government areas.

Road Classification	Road Type	Maximum Speed (km/h)	Max Peak Hour volume (veh/hr)	Daily Volume (ADT)
Local	Access way	25	100	1,000
	Street	40	200 desirable 300 maximum	2,000 Residential area 4,000 Other
Collector	Street	50	300 desirable 500 maximum	5,000 Residential area 10,000 Other
Regional (Sub-arterial)	Main Road	60-80	15,000-25,000	15,000-25,000

Table 4: Environmental Capacity and Speed Performance

4.2 Evaluation of Environmental Capacity and Speed Performance in the Study Area

The traffic data collected for this study has been evaluated and presented in Table 5. The table also cover an assessment on the suitability of the existing conditions in relation to traffic volumes, prevailing traffic speeds using the environment capacity and speed performance standards.

4.2.1 Traffic Survey Review

Pneumatic traffic counts were deployed over a four year period from 2014 to 2018 to collect traffic data of the prevailing road conditions. Some streets had more than one counter installed and collected mid-block volume and speed data. The counters were also able to determine the vehicle classification (truck or passenger vehicle), and in one way streets data on vehicles travelling contrary to the traffic direction. Figure 8 show the locations where traffic count data were collected.

Figure 8: Traffic count locations within the study area

4.2.2 Traffic Volumes

All local streets within the study area have been found to have daily traffic volumes within the guidelines and are considered adequate. Metropolitan Road and Cross Lane were found with higher volumes compared to other streets as they experience a level of 'rat running' during the AM peak

hour. Similarly Station Street and Holt Street experience similar traffic conditions during the PM peak hour and have higher traffic volumes.

The traffic data also revealed that there has been some level of traffic travelling opposed to the one-way restriction in Cross Street and Holt Street. In Cross Lane there has been on average 11 vehicles travelling westbound against the eastbound one-way restriction. Further examination also shows that these occur at random times of the day and night, suggesting that residents could be undertaking risky driving out of Cross Lane to avoid driving long distances in order to travel south.

There is a more significant compliance issue in Holt Street, where there is a daily average of 52 vehicles travelling eastbound against the westbound one-way traffic between the road bend and Bailey Street. The data show that during the AM peak hour 8am-9am and PM peak hour 5pm-6pm up to 12 and 6 vehicles were logged travelling in contravention to the one-way rule respectively.

4.2.3 Traffic Speed

The traffic speeds found from the mid-block counts were generally acceptable and within the local speed limit. Most local streets have narrow carriageways and with the high demand of on-street parking, this results in a tight road profile for two way traffic, and in many cases only space for a single travelling lane. This acts to naturally lower vehicle speeds as drivers will need to be cautious about passing opportunities with vehicles coming in the opposing direction. These roads within the study area typically carry less than 400 vehicles per day.

The 85th percentile speeds in Alice Street range between 42.8km/h and 49km/h which are below the signposted speed limit of 50km/h in the area. As the existing regional road configuration features edge lines, raised pedestrian crossing, a number of refuge islands and kerb blisters, these work together to generally lower traffic speeds. The traffic speeds found in Alice Street is considered to be acceptable.

Edgeware Road is also a regional road and carries traffic volume in the order of 21,000 vehicles per day. The road has a speed limit of 60km/h and existing feature include edge lines, kerb blisters, traffic signals and a refuge island. On-street parking is permitted on most sections of the road and operates with one travelling lane on each direction. The 85th percentile speeds were below the speed limit and deemed comparable to other regional roads with a 60km/h speed limit. At approach and departure to traffic signals at Enmore Road and Alice Street the kerbside parking restrictions apply during the peak hours for additional capacity. This road provides an important north-south link in the area and is subject to the various future changes proposed in the area such as the Marrickville Metro expansion and WestConnex works. This is discussed in further detail in appendix I.

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Street	Between	Road Classification	Year Count Taken	Volume (AADT)	85th Percentile Speed (km/h)	Proportion of HV %	Acceptable Volume	Acceptable Speed	Acceptable HV Proportion
Alice Street	Walenore Ave & Pearl St	Regional	2014	10,168	49	8.4	Yes	Yes	No
Alice Street	Hawken St & Edgeware Rd	Regional	2014	10,639	42.8	4.0	Yes	Yes	Yes
Bailey Street	Enmore Rd & Goddard St	Local	2018	693	27.3	4.5	Yes	Yes	No
Camden Street	Edgeware Rd & Simmons St	Local	2016	915	37.4	3.6	Yes	Yes	No
Camden Street	College St & Ferndale St	Local	2016	434	37.4	4.0	Yes	Yes	No
Clara Street	Alice St & Camden St	Local	2016	532	32.8	2.5	Yes	Yes	Yes
Cross Lane	between Edgeware Road and Edgeware Lane	Local	2018	980	26.0	3.9	Yes	Yes	No
Cross Lane	between Edgeware Lane and Metropolitan Road	Local	2018	1,308	24.8	2.6	Yes	Yes	Yes
Don Street	Station St & Reiby St	Local	2018	364	33.1	2.2	Yes	Yes	Yes
Edgeware Lane	Cross La & Sarah St	Local	2016	285	35.3	1.3	Yes	Yes	Yes
Edgeware Road	Lynch Ave & Camden St	Regional	2014	20,652	52.2	4.1	Yes	Yes	Yes
Edgeware Road	Cross La & Lynch Ave	Regional	2014	21,750	52.6	5.9	Yes	Yes	Yes
Enmore Road	60m east of Bailey St	State	2018	28,336	n/a	n/a	n/a	n/a	n/a
Ferndale Street	Margret St & Camden St	Local	2015	320	38.2	2.3	Yes	Yes	Yes
Fulham Street	Reiby St & Simmons St	Local	2015	236	37.1	2.2	Yes	Yes	Yes

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Street	Between	Road Classification	Year Count Taken	Volume (AADT)	85th Percentile Speed (km/h)	Proportion of HV %	Acceptable Volume	Acceptable Speed	Acceptable HV Proportion
Holt Street	Station St & Bailey St	Local	2018	1,451	22	4.6	Yes	Yes	No
Kent Street	College St & Ferndale St	Local	2015	173	36.7	1.5	Yes	Yes	Yes
King Street	10m south of Newman St	State	2018	20,063	n/a	n/a	n/a	n/a	n/a
Margaret Street	Reiby St & Ferndale St	Local	2015	200	16.2	9.4	Yes	Yes	No
Marian Street	Midpoint	Local	2015	364	37.1	3.0	Yes	Yes	No
Metropolitan Road	Enmore Ln & Cross Ln	Local	2018	1,558	41.5	1.7	Yes	Yes	Yes
Pemell Street	Midpoint	Local	2015	279	42.1	1.6	Yes	Yes	Yes
Rawson Street	Station St & Reiby St	Local	2018	595	38.2	1.8	Yes	Yes	Yes
Reiby Street	Enmore Rd & Pemell St	Local	2018	683	34.7	3.0	Yes	Yes	No
Sarah Street	Marian St & Simmons St	Local	2016	430	25.2	2.9	Yes	Yes	Yes
Simmons Street	James St & Camden St	Local	2015	805	32	1.5	Yes	Yes	Yes
Simmons Street	Enmore Rd & Pemell St	Local	2015	806	40.3	2.6	Yes	Yes	Yes
Sloane Street	Simmons St & Reiby St	Local	2018	269	37.3	3.2	Yes	Yes	No
Station Street	Enmore Rd & Rawson St	Local	2018	1,823	36.5	2.9	Yes	Yes	Yes

Table 5: Evaluation of Environmental Capacity & Speed of roads within the Newtown Study Area

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4.2.4 Proportion of Heavy Vehicles

The use of heavy vehicles within the public road network is permitted in areas where it does not enforce a truck load limit. The Heavy Vehicle National Law sets the rules for vehicles exceeding 12.5m length or a truck trailer/semi-trailer combination exceeding 19.0m in length or 4.3m in height.

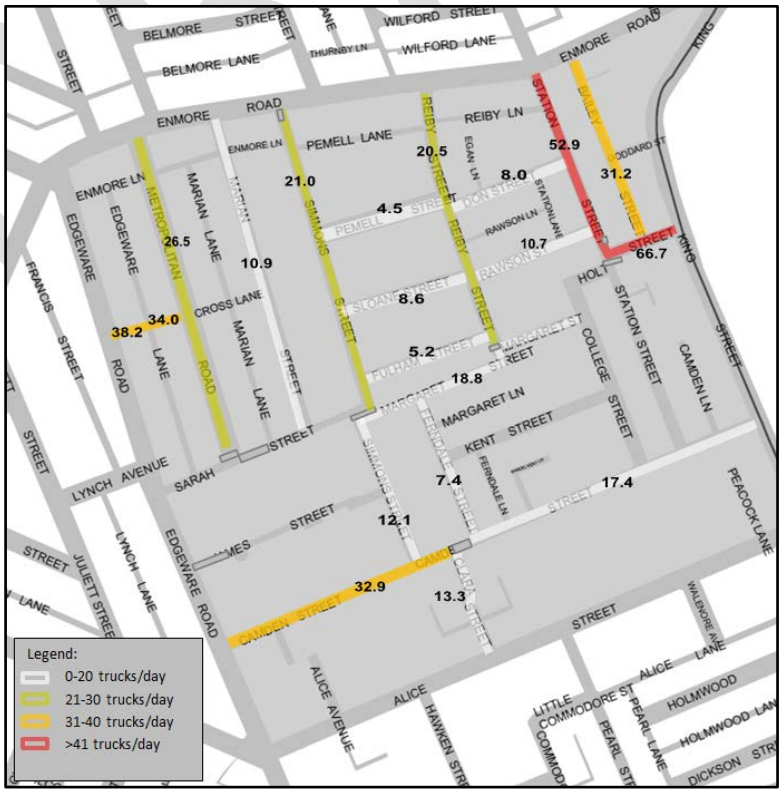
It should be noted that heavy vehicle proportion for a local road is considered acceptable if they generally do not exceed 3% of the total volume. A higher percentage may be accepted in regional and state roads such as Edgeware Road, Enmore Road and King Street.

Local streets within the study area exceeding 3% of the total volume and their respective daily average truck volumes are:

- Margaret Street (18.8 trucks/day)
- Bailey Street (31.2 trucks/day)
- Marian Street (10.9 trucks/day)
- Camden Street between College Street and Ferndale Street (17.4 trucks/day)
- Camden Street between Edgeware Road and Simmons Street (32.9 trucks/day)
- Holt Street (66.7 trucks/day)
- Cross Lane between Edgeware Road and Edgeware Lane (36.1 trucks/day)
- Station Street (52.9 trucks/day)

Some of the streets above would exhibit higher proportion of trucks due to the relatively low total daily traffic volume. Streets such as Enmore Lane, Pemell Lane and Reiby Lane would be used to serve the Enmore Road shopping strip would have to bear truck deliveries at various times of the day and the level would be considered acceptable.

Figure 9: Average Truck Traffic Volumes per day



It should be noted that streets experiencing higher usage such as Cross Lane, Station Street and Holt Street would be affecting residential amenity and some form of load enforcement would be required. Shown in Figure 9, local roads with the highest truck volumes are Holt Street, Station Street, and Cross Lane.

4.2.5 Through Traffic in the Study Area

A number of permanent road closures were established during the initial LATM scheme and these have addressed most of the 'rat running' issues in the area. However smaller levels of through traffic were highlighted by the community and examined during the study. The prominent traffic routes are illustrated in Figure 10 and discussed below:

- Edgeware Road right turning traffic into Cross Lane and Metropolitan Road to bypass the No Right Turn restriction at Edgeware Road and Enmore Road intersection. An examination of the traffic count data indicate that the eastbound traffic volume in Cross Lane peaked at 149 vehicles during the AM peak hour.
- Enmore Road right turn into Bailey Street and Goddard Street and enter King Street to bypass the right turn restriction at Enmore Road and King Street intersection. Traffic count data revealed 66 vehicles travelling southbound in Bailey Street during the PM peak hour.
- King Street left turn into Holt Street and Station Street to enter Enmore Road in order to bypass traffic queues at King Street and Enmore Road traffic signals. Traffic count data revealed 186 vehicles travelling westbound in Holt Street and 174 vehicles travelling northbound in Station Street during the PM peak hour.
- Camden Street and Clara Street have been reported from the community as rat running streets however existing traffic data indicates that this would be low in volume during the peak hour.

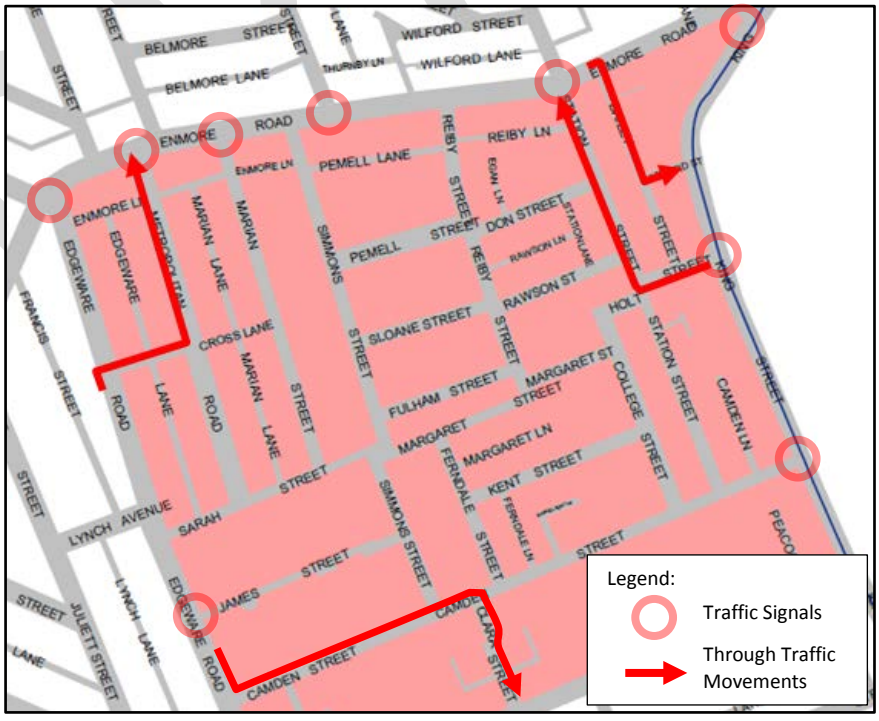


Figure 10: Prominent Through Traffic in the Newtown Study Area

4.3 Performance of Signalised Intersections

There are a total of 11 signalised intersections within the study area, with six (6) traffic signals along Enmore Road and four (4) in King Street. Two traffic signals exist in both Alice Street and Edgeware Road. Both Enmore Road and King Street feature 6am-10am Clearway restrictions for the citybound parking lanes, and 3pm-7pm Clearway restrictions for the parking lane traffic coming from the city.

The traffic signals in the study area are coordinated and part of the Sydney Coordinated Adaptive Traffic Systems (SCATS) where cycle and phase times are constantly adjusted depending on the traffic situation. It is understood that traffic signals in King Street and Edgeware Road are prioritised to meet the morning city bound traffic demand and vice versa during the afternoon peak.

A Traffic Impact Assessment was undertaken by The Transport Planning Partnership (TTPA) and Bitzios Consulting in 2017 for the Marrickville Metro Expansion Section 75W application. The study included both existing and future scenarios of the road network with the expanded Marrickville Metro shopping centre. The microsimulation modelled a number of intersections near the development site in VISSIM, including the two signalised intersections of Edgeware Road at Alice Street and at Enmore Road. The report found existing performance of signalised intersections along Edgeware Road with results in Table 6.

Intersection	Thursday PM peak		Saturday AM peak	
	Level of Service	Av. Delay	Level of Service	Av. Delay
Edgeware Road/ Alice Street/ Llewellyn Street	C	29.9s	B	28.9s
Edgeware Road/ Enmore Road/ Stanmore Road	B	21.7s	B	19.3s

Table 6: Traffic Signal Performance in Edgeware Road/Alice Street and Edgeware Road/Enmore Road

5. Crash Statistic Analysis

5.1 Background

Crash information reported by NSW Police is managed by the RMS, with the latest 5 year period used for this study is the accident data ranging from 1 July 2012 to 30 June 2017.

From October 2014 the NSW Police has ceased reporting tow away accidents with the exception where there are any persons killed or injured, or where a driver fails to swap details, or where a driver is suspected to be under the influence of drug or alcohol.

A total of 155 accidents are recorded from the data provided by the RMS for the 5 year period ending in June 2017. It should be noted that out of the 155 accidents 5 accidents were located in local roads, and 56 accidents along regional roads.

5.2 Crash rate by time

A summary of the total crashes by year is provided in Figure 11. The Figure indicates that the total level of accidents have decreased after 2014 as the NSW Police have stopped reporting tow away accidents. This is reflected in the consistent number of injury accidents from 2014 to 2016.

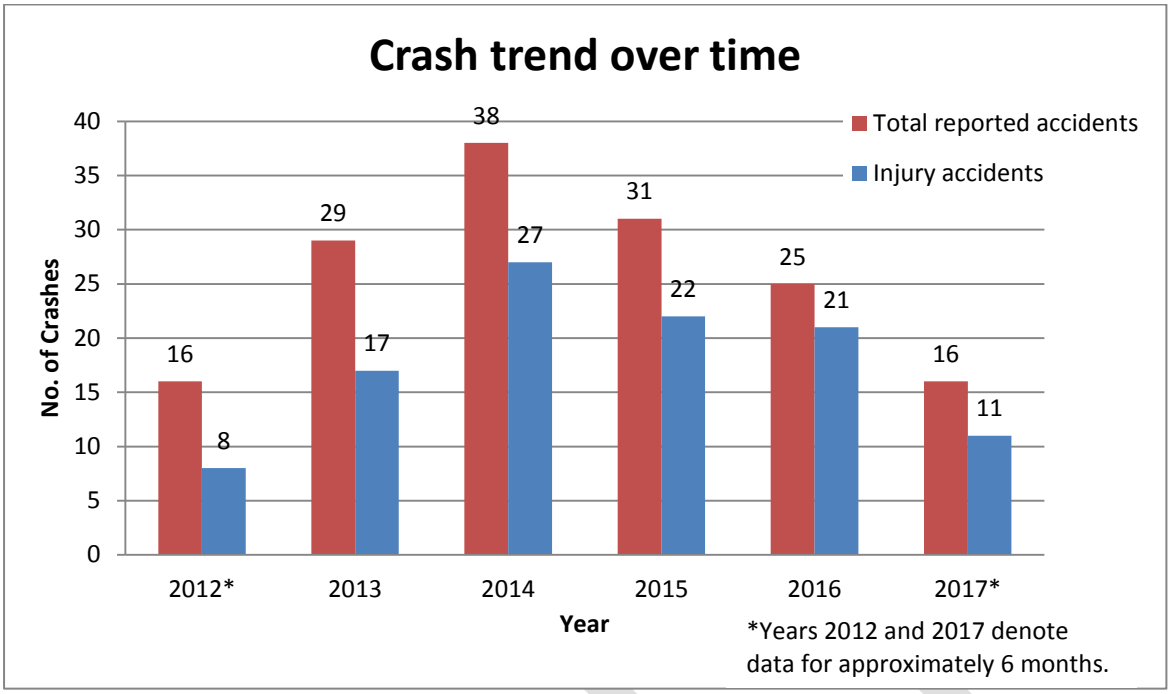


Figure 11: Crash trend over time in the Newtown study area

The traffic accident database provided by the RMS uses Road User Movement (RUM) code which is used to identify crash types. For example a 'Right Through' accident (RUM Code 21) is classified as an accident between two vehicles travelling in opposing directions, with one of the vehicles turning right colliding into another travelling in the opposing direction. A list of the RUM codes and associated data for the Newtown study area is referenced in appendix E.

Crash rates for the study area have been compared with the rates for the Inner West Council local government area as well as the rates by the Roads and Maritime Services for metropolitan urban local and collector roads.

Crash Summary by Road User Movement (RUM) Code Classification			
Category	**RUM Code Classification**	**Total Reported Accidents**	**Total Injury Accidents**
Pedestrian	0-9	27	27
Adjacent Directions, intersections only	10-19	9	4
Opposing Vehicles	20-29	24	18
Same Directions	30-39	56	35
Parking/U-Turns	40-49	13	3
Overtaking	50-59	0	0
On Path	60-69	9	8
Off Path, On Straight	70-79	14	9
Off Path, On Curve or Turning	80-89	2	1
Miscellaneous	90-99	1	1
	Total	155	106

Table 7: Crash Summary by Road User Movement (RUM) Code Classification

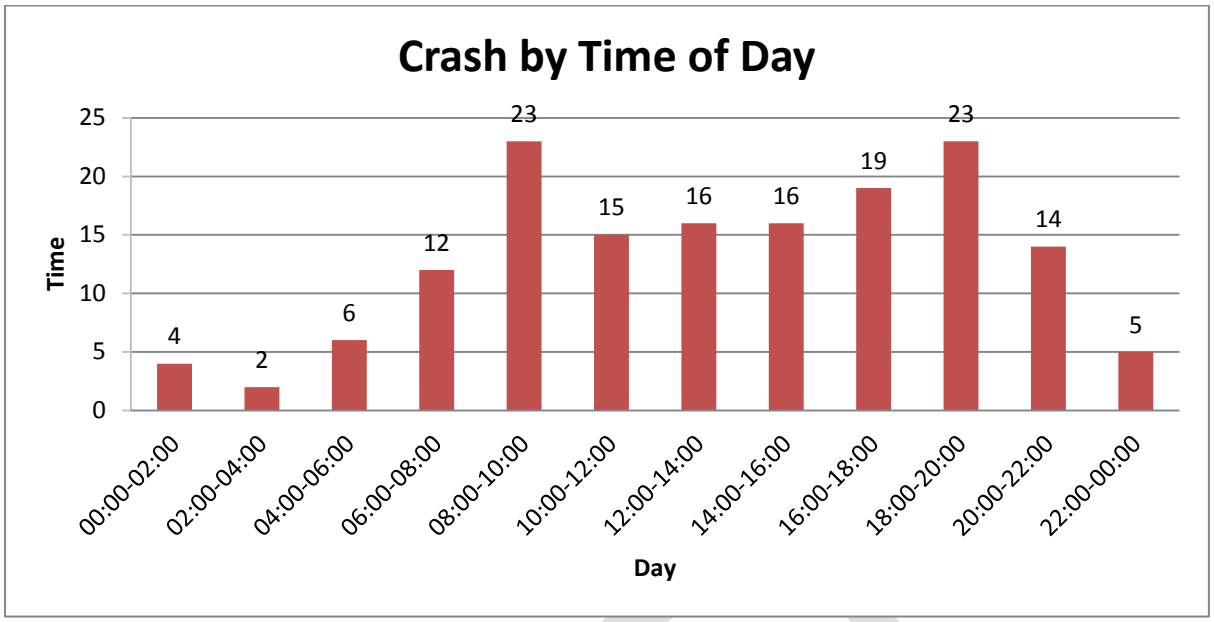


Figure 12: Crash in study area by time of day

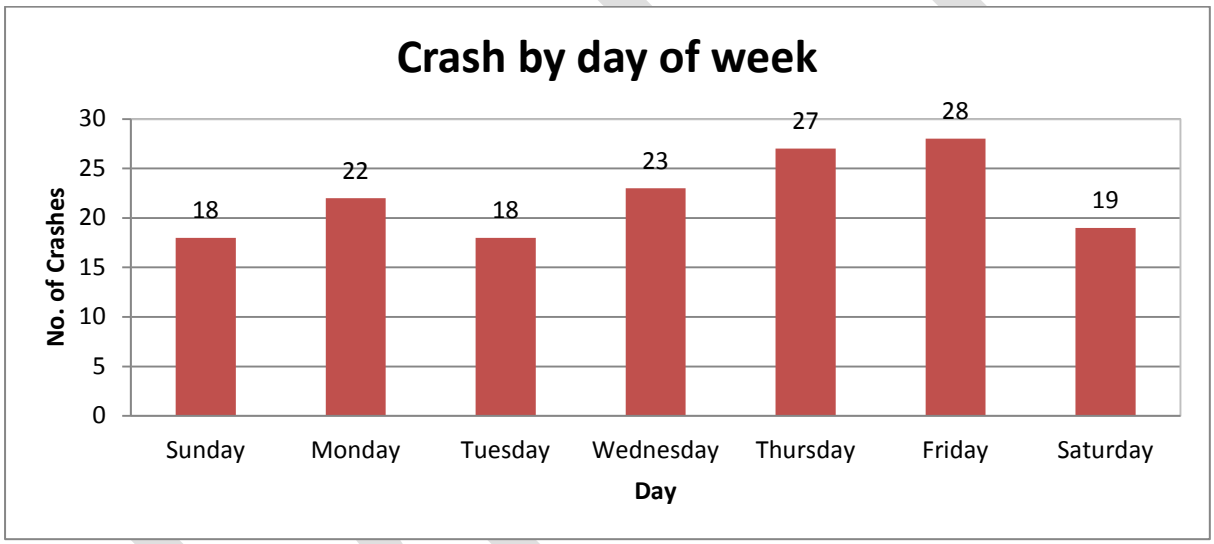
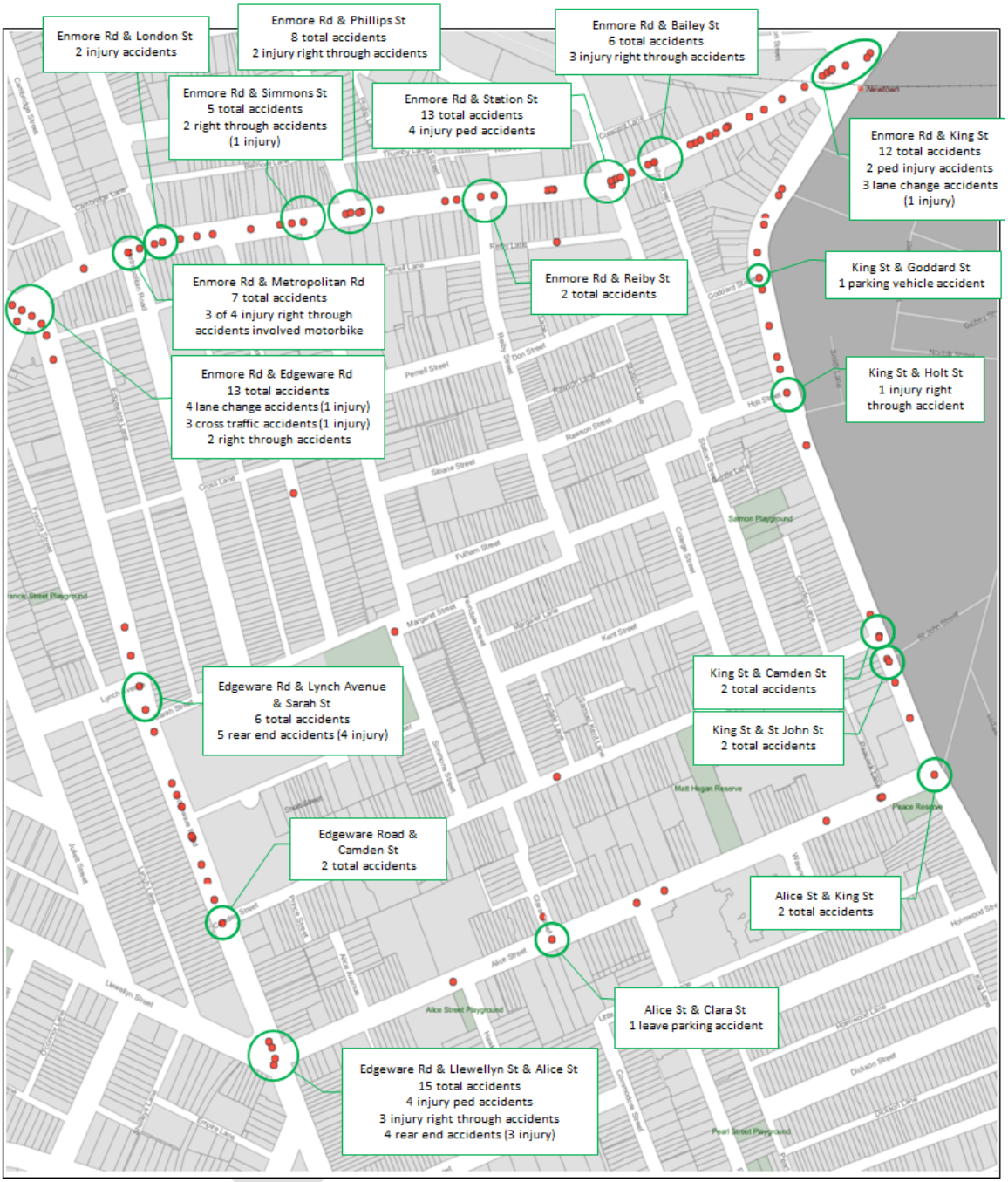


Figure 13: Crash in study area by day of week

Figure 14 illustrates that apart from the five accidents, most (96.7%) of the accidents have occurred within the arterial roads and regional roads. Further examination of the traffic accident data indicate that the top three accident types in RUM category codes are:

- RUM Code 30: rear end attributing 20% of total recorded accidents
- RUM Code 21: right through attributing to 12.9% of total recorded accidents
- RUM Code 0: pedestrian near side attributing to 9.7% of total recorded accidents

Figure 14: Reported traffic accidents from RMS database July 2012 to June 2017



5.3 Motorbikes and Cyclists Crashes

Crashes involving motorbikes represent 16.8% of all accidents which is higher than the NSW average of 10.1% however it should be noted that there is a higher patronage of motorbike and scooter use in the Inner West Local Government Area (LGA). This reflected in the higher overall proportion (12%) of all accidents in the Inner West LGA. Of the 26 accidents involving a motorbike, eight (8) comprised of RUM Code 21: right through, two crashes were RUM Code 20: head on, and two RUM Code 37: left turn side swipe. Most accidents involving motorbikes (22 of 26) were reported with an injury.

Pedal Cyclists are likewise overrepresented as 14.2% of accidents involve pedal cyclists, and is higher than the NSW average (3.6%) and the Inner West LGA average (6%). All 22 incidents involving cyclists

were recorded as injury accidents, with five (5) right-through crashes and five (5) vehicle door crashes. Out of the cyclist vehicle door crashes, it was noted that four of the five occurred during night.

Figure 15: Crash Frequency in the Newtown Study Area by Road User Movement (RUM Code)

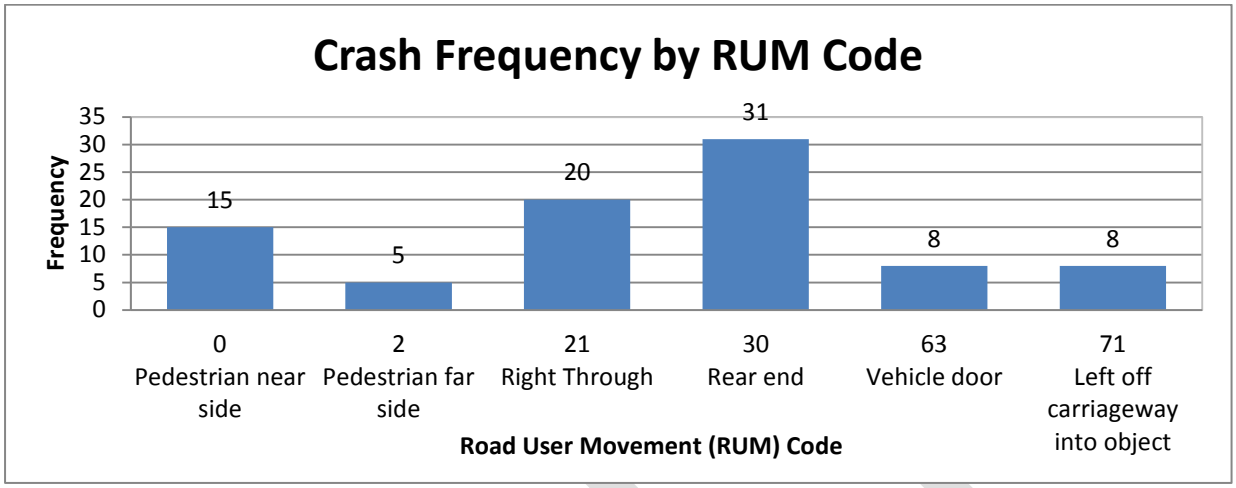


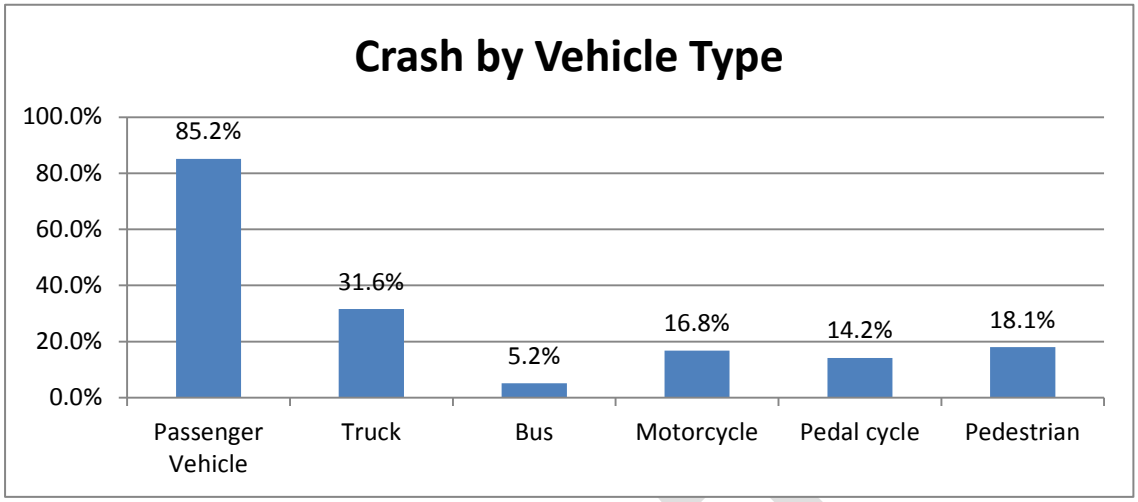
Figure 16: Crashes involving a pedal cyclist

Figure 17: Crashes involving a Pedestrian

Figure 18: Crashes with speeding a factor

Figure 19: Crashes involving a motorbike

Figure 20: Crash by vehicle type



5.4 Pedestrian safety

Crash locations shown in Figure 14 indicate that pedestrian accidents have been located within state and regional roads. Out of 28 injury accidents reported, 15 comprised of RUM code 0: near side and five (5) accidents reported with RUM code 2: far side. Considering that 16 accidents have occurred over 800m length of Enmore Road between Edgeware Road and King Street, this averages to approximately two accidents every 100m along Enmore Road. A comparison with other town centres such as Marrickville Road show similar rates of accidents. Recognising that 100% of reported pedestrian accidents resulted in some form of injury, both the RMS and Council is mindful of the importance of pedestrian safety, including the elderly and young children. Council's road safety officers regularly undertake local preventive strategies and road safety awareness campaigns in Inner West.

Recently a number of 'look out before you step out' stencils at 43 locations in Enmore Road and King Street, Newtown were installed as part of the road safety strategy. These have been in installed in high pedestrian activity areas and there were some media coverage in The Courier in 14 August 2018. Photos in Figure 22 show some example locations of kerb ramps where these stencils were installed.

A preliminary investigation was undertaken for possible kerb extensions along the three existing pedestrian refuge islands in Alice Street. Pedestrian safety could be improved through the provision of kerb extensions which reduce the pedestrian crossing distance and exposure to the road carriageway when crossing. As the RMS technical direction TDT2011/01a allows a reduced approach and departure No Stopping zones at refuge islands with kerb extensions, this option could potentially increase the supply of on-street parking in Alice Street by up to three (3) spaces.

Further investigation revealed some areas required the relocation of underground services lines and stormwater drainage pits which significantly increased the project cost. Most kerb extensions also prevented truck turning movements in and out of the side streets, as well as creating a squeeze point for on-road cyclists in Alice Street. Accordingly kerb extensions were not considered feasible and excluded from the recommendations.

Figure 21: Total Injury Accidents by Road User Movement (RUM) Category

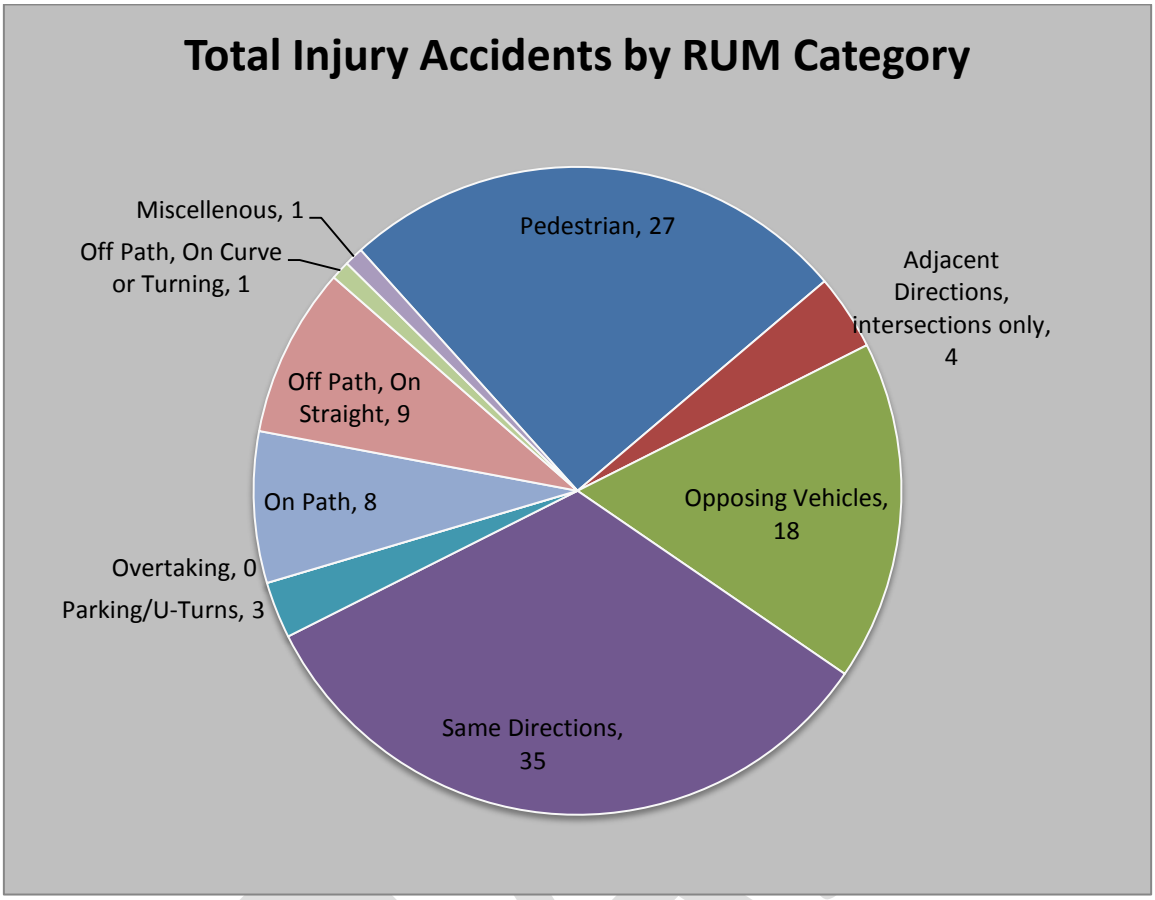


Figure 22: Look Before You Step Out patches in King Street, Newtown and Enmore Road, Enmore

6. Future Conditions

Future traffic conditions were considered as part of the study with the main contributors comprising of traffic generation from within the study area, and also some traffic generated outside of the study area.

6.1 Marrickville LEP

The Marrickville Local Environment Plan Zoning Map show that the Newtown study area includes a mixture of residential (R2, R3 and R4 zoning) with commercial (B2 local centre zoning) areas predominantly along King Street and Enmore Road. Significant developments in this area include the following:

- Sydney Design Centre Enmore (DEC) TAFE, located on the south western end of the study area. The venue provides tertiary education courses in the creative design courses. The establishment provide off-street parking for approximately 151 vehicles.
- The Enmore Theatre is one of the oldest established performance and entertainment venues in NSW. As the venue has been operating since 1908 there are no off-street parking facilities and has an arrangement the DEC TAFE in Edgeware Road, offering parking spaces for a fee to patrons who have already purchased tickets for at the theatre between 6pm and 12am during event days. Typically, all of the 151 spaces are available for a Saturday event and approximately 40 spaces are available for a Wednesday evening event as a result of evening courses in the TAFE College.
- Newtown High School of the Performing Arts, located outside the study area east of King Street and within close distance to Newtown Rail Station, is a secondary school of approximately 1,000 students.
- Newtown Public School provides education for about 400 child enrolments (Kindy to year 6) and is located outside the study area, near Newtown High School east of King Street.
- Camdenville Public School a Preschool to year 6 public school with about 250 children enrolment is located outside the study area in Laura Street. Most of the Newtown Study Area falls within the catchment for this school.
- Golden Barley Hotel, located outside of the study area is located at the intersection of Edgeware Road and Llewellyn Street, is a local pub and dining venue. The Warren View Hotel is also positioned outside the area at the intersection of Enmore Road and Edgeware Road.
- 32-72 Alice Street, located outside of the study area, is a mixed retail and residential development recently constructed and currently zoned as B4 ‘mixed use’. The site also runs a child care centre with capacity for 32 children and 10 staff.

6.1.1 Lane Zoning within the Study Area

Shown in Figure 23, a description of the land zones contained within the study area consists of the following:

- Zone R1 - R1 General Residential: This zone is to provide for a broad variety of residential densities and housing types, including dwelling houses, multi-dwelling housing, residential flat buildings, boarding houses and seniors housing. The zone also includes additional uses that provide facilities or services to residents, including neighbourhood shops, community facilities, child care centres and respite day care centres.

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- Zone R2 Low Density Residential: This zone is intended to be applied to land where primarily low density housing is to be established or maintained. Typically the zone features detached dwelling houses, but it may be appropriate to include dual occupancy (attached or detached) or some multi-dwelling housing. This is the lowest density urban residential zone and the most restrictive in terms of other permitted uses considered suitable. These are generally restricted to facilities or services that meet the day-to-day needs of residents.
- Zone R3 Medium Density Residential: This zone provides similar characteristics as the Zone R1 however there is a higher level of density permissible under the Marrickville Local Environment Plan 2011. A number of lands with this zoning are positioned adjacent to Alice Street.
- Zone R4 High Density Residential: Similar to Zone R3, this zoning permits a higher level of density than the Zone R3. There are scattered R4 zoning within the study area, with some positioned generally adjacent to Alice Street and behind King Street and Enmore Road Local Centre areas.
- Zone B1 Neighbourhood Centre: The zone is for neighbourhood centres that include small-scale convenience retail premises (neighbourhood shops), business premises, medical centres and community uses that serve the day-to-day needs of residents in easy walking distance. Shop top housing is permitted in the zone, and other mixed use development may be considered appropriate.
- Zone B2 Local Centre: This zone is for local centres that include commercial business use, medical centres, restaurants and community uses within a town centre with accessible and easy walking distance from public transport. This zone also provides for residential accommodation in the form of shop top housing and other uses such as educational establishments, entertainment facilities, function centres, information and education facilities, office premises and tourist and visitor accommodation. Such a mix of uses will increase walking, cycling and public transport options for more people by making more activities available in one location. This is the dominant land type for properties fronting Enmore Road and King Street.
- RE1 Public Recreation: This zone is generally intended for a wide range of public recreational areas and activities including local and regional parks and open space. The two RE1 zoned land include Salmon Playground in Station Street and Matt Hogan Reserve between Alice Street and Camden Street.
- RE2 Private Recreation: This zone is generally intended to cover a wide range of recreation areas and facilities on land that is privately owned or managed. The use of facilities developed on this land may be open to the general public or restricted e.g. to registered members only. Currently there is one land in Metropolitan Road with this classification and is occupied by the Enmore Fijian Seventh Day Adventist Church.
- SP2 Infrastructure: Infrastructure land that is highly unlikely to be used for a different purpose in the future should be zoned SP2, for example cemeteries and major sewage treatment plants. The TAFE Design Centre Enmore including the TAFE Park is zoned under this classification and is positioned at the corner of Sarah Street and Edgeware Road.

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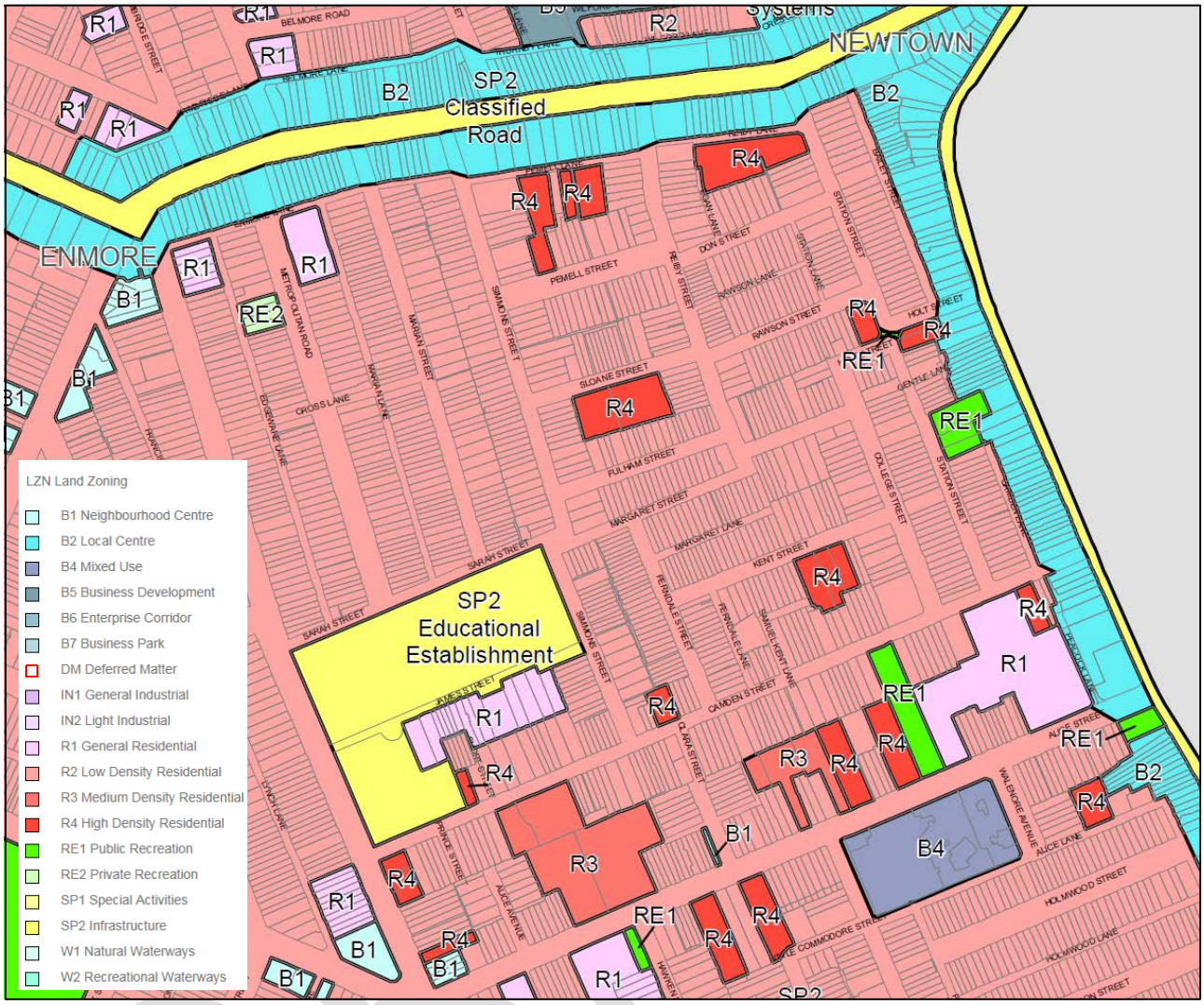

Figure 23: Land use zoning in the study area under the Marrickville Local Environment Plan 2011

6.1.2 Planning Proposal - Marrickville Local Environment Plan 2011 Amendment No. 4

In 2018 the Inner West Council has made a number of changes to the Marrickville Local Environment Plan (LEP) 2011, comprising of changes to land rezoning, height of buildings, floor space ratios, listing of 2 heritage items and 32 archaeological sites. Specifically the following land zoning changes are proposed within the Newtown LATM study area includes:

- Peacock Lane: change of land zoning at the northern end of Peacock Lane, from B2 'local centre' to zone SP2 'local road' extending the laneway to Camden Street, providing improved rear vehicular access to shopfront properties.
- James Street: change of land zoning along the south side of the street from Simmons Street to the western cul-de-sac to facilitate minor road widening. It is proposed to change from land zoning R1 'general residential' into SP2 'load road'.

Details of the above land rezoning are shown in appendix K.

6.2 Future developments in the immediate area

The existing LEP zoning maps indicate that there would be small high density developments limited to 14m height of buildings for the scattered R3 and R4 zones area. With most of the local street areas being R2 zoning, future developments would be minor and residential in nature.

6.2.1 Developments along King Street and Enmore Road

The sites identified along B2 Local Centre zones in King Street and Enmore Road could potentially increase retail and commercial floor areas, resulting in increased trips to the area. Residential dwellings are also possible along the B2 Local Centre zone, with building height limited to 14m and floor space ratio (FSR) limited to 1.5:1 along these areas.

Transport and Urban Planning in 2011 completed a Section 94 Traffic and Transport Study which looked at a 2031 scenario where additional developments were identified along the King Street and Enmore Road retail corridor. The report based its findings from the draft Sydney Subregional Strategy (dSSS) where 4,150 residential dwellings were proposed in the former Marrickville Local Government Area. As illustrated in Figure 24 Enmore Road and King Street precinct would accommodate 154 and 100 dwellings respectively. Calculating traffic generation using the RTA Guide to Traffic Generating Developments version 2 these two precincts would generate 58 and 38 additional vehicle trips in the PM peak hour respectively, which would not significantly contribute to the existing road congestion.

The recently released Greater Sydney Commission Eastern City District Plan 2018 has identified 5,900 additional dwellings within the amalgamated Inner West Council area. Applying this level of additional dwellings the level of additional trips from the Enmore Road and King Street precincts would result in similar levels of traffic generation found in the 2011 report.

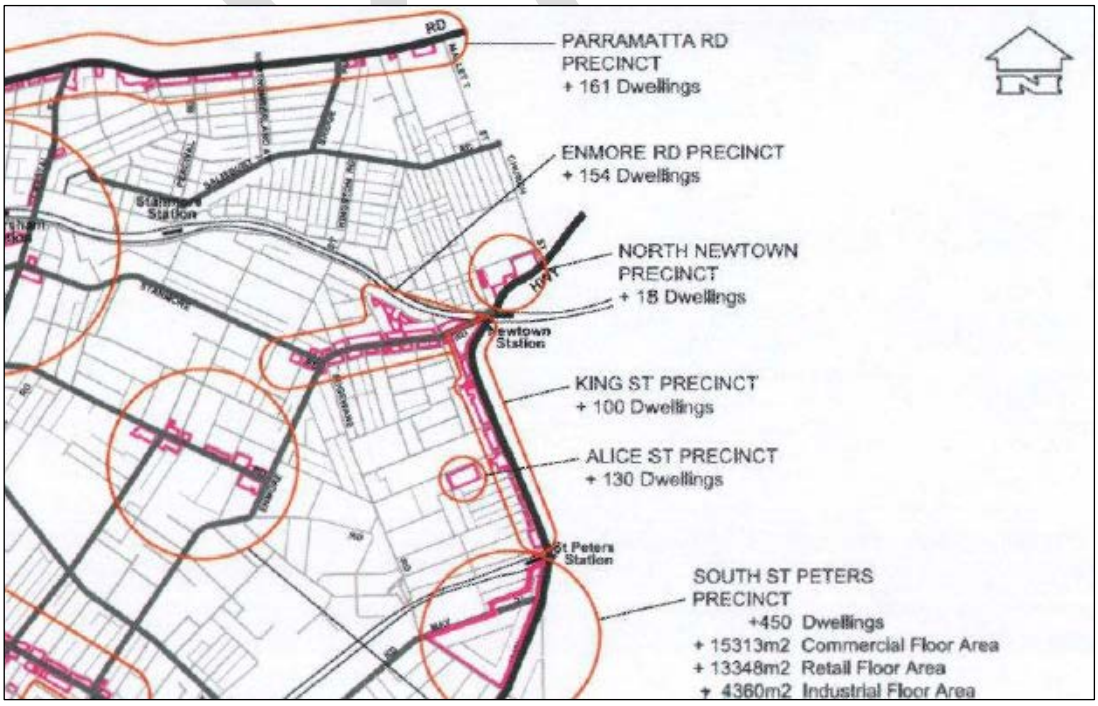

Figure 24: Estimated dwellings in 2031 from S94 Traffic and Transport Study by Transport and Urban Planning 2011

6.2.2 Marrickville Public Domain Masterplans for King Street & Enmore Road

The Marrickville Public Domain Masterplans 2014 sets out Council's vision to provide a consolidated planning and management direction that enables high priority short term works to be implemented as part of a holistic long term framework in relation to public domain upgrades including street and footway environments. The vision generally aims to apply a consistent pavement and kerbing approach, and simplify choice of material to open visual scale of pedestrian areas.

A public domain masterplan was created for the King Street and Enmore Road commercial area, with a vision to '*declutter the King Street and Enmore Road and create respite on side streets*'. The masterplan makes recommendations to investigate opportunities to improve crossing of side streets along the main streets through kerb extensions, threshold treatments, road closures and localised shared zones. Appendix P provides urban design principles and concept for the King Street/Enmore Road area.

6.2.3 Marrickville Metro Expansion

Marrickville Metro is located outside of the study area however as it is a significant regional shopping centre it is expected to generate traffic trips through roads such as Edgeware Road and Alice Street. Stage 1 of the development is proposed to add approximately 10,000 square metres of retail space, additional two levels of off-street carpark and improved bus, and taxis. Stage two will be built above the existing centre will add approximately 6,000 square metres of additional retail space and new loading docks. Smidmore Street will be permanently closed between Edinburgh Road and Murray Street, creating a pedestrian plaza while retaining car parking access at the western end. The two development stages will also increase the carpark capacity from 1,108 to 1,815 spaces.

Studies indicate that the development will generate a total of 1,573 vehicles per hour during a Thursday evening peak, and 2,573 vehicles per hour during a Saturday daytime peak hour.

The expansion of the Marrickville Metro Shopping Centre was first granted approval in March 2012 by the NSW Department of Planning and Environment as a Part 3A Major Projects approval. The developer and Council are currently reviewing a voluntary planning agreement which is expected to be reported to Council in the near future.

The Traffic Impact Assessment report proposes to change the existing daytime Mon-Fri parking restrictions along the eastern side of Edgeware Road between Alice Street and Victoria Road to include the Saturday peak periods.

6.2.4 WestConnex

The WestConnex scheme proposes improvements to the Sydney's main motorways mainly the M4 Western Motorway, the M4 East, Connection from M4 east to the Sydney CBD and the M5, including a connection to the Sydney Airport and Port Botany, including inner west suburbs. The project is expected to significantly produce high levels of population and employment growth and changing land use driving further forecast growth along the proposed corridor.

A major interchange is proposed at St Peters south of Sydney Park, providing a major access to Sydney Airport and Port Botany. The strategic traffic forecasting model developed by RMS indicates a reduction of through traffic from local roads, however concerns are raised by the community that the traffic condition in the road network in the inner west will be adversely affected due to the

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congested citybound traffic in peak periods. Council is currently working with the RMS to ensure impacts to local residents are minimised.

6.2.5 Westconnex Local Area Improvement Strategy

Inner West Council in 2017 initiated a study to develop a Local Area Improvement Strategy in order to minimise impacts to the local community in the Inner West affected by the WestConnex project. Council is concerned about the level of through traffic in the Inner West through drivers avoiding to pay tolls or where WestConnex has missing links to key destinations.

The strategy was undertaken by BECA Consulting and has undertaken further work on the 'Zenith' strategic traffic model obtained from Veitch Lister Consulting (VLC). Traffic flows outputs associated with various scenarios incorporating the stages of WestConnex were interrogated to identify routes where transport conditions may change as a result of WestConnex projects. The key addition to the revised traffic model was the addition of key local roads to the model network to investigate the potential 'rat-running' through as a result of various stages of the WestConnex project. The report highlights the significant changes to the volume of roads in the study area such as Edgeware Road and Llewellyn Street. Appendix I outline the anticipated change to Edgeware Road affected by the St Peters Interchange works, and the proposed recommendations on Edgeware Road.

The Edgeware Road treatments described in Figure 31 have not been added to the current LATM scheme as these treatment proposals will required further investigation and community engagement before final draft schemes can be considered.

6.2.6 King Street Gateway

The King Street Gateway project proposes a number of changes in Princes Highway and King Street with a view to reduce road carriageway and expand the pedestrian footpath areas. The project is currently managed by the RMS in collaboration with City of Sydney and Inner West Councils and expected to be delivered in parallel with the Westconnex project. The key objectives of the project included exploring opportunities to:

- Downgrade of Princes Highway and Sydney Park Road by limiting capacity of Princes Highway north of Campbell Street (as supported by operational traffic modelling and consistent with the WestConnex project) to achieve a balance for all users including road (vehicles, cyclist and buses) and pedestrians;
- Improve the 'gateway' to King Street by changing the area around the entry to St Peters station and the entry to Sydney Park and the movement between these areas to provide a better pedestrian environment;
- Support future activity along Princes Highway south of King Street by mirroring the existing activity mix that exists along King Street;
- Utilise roadway space outside of trafficable lanes as some or all of bus lanes, parking or landscaping;
- Improve the footpath environment through widening and other measures;
- Reduce road lane widths and increase space for pedestrians and cyclists consistent with proposed road usage and place making;
- Improve at-grade pedestrian and cyclist access to Sydney Park across the Princes Highway (north of Campbell St) and across Sydney Park Road.

An AIMSUM strategic traffic model undertaken by the RMS for the WestConnex for the project indicates that traffic volume will be lower in King Street (Princess Highway) north of Campbell Street.

The project is expected to decrease through traffic in King Street where traffic is predominantly for local business and residents.

6.2.7 Alexandria to Moore Park Connectivity Upgrade

RMS has initiated this project as there is a need to reduce travel time, improve connectivity and support urban growth in the southern fringe of Sydney CBD. The project will improve east-west travel and access through Euston Road, McEvoy Street, Lachan Street and Dacey Avenue. This improvement will assist in the reduction of through traffic along King Street as it provides an alternative route to the CBD through Moore Park from Princes Highway. The connectivity upgrade will also link to the proposed Westconnex Interchange in St Peters. At the time of this report RMS has accepted comments from the community and has incorporated them in a Review of Environmental Factors (REF) planned for release sometime in 2018. It is expected that the RMS will again undertake stakeholder and community consultation with the REF to progress the project.

6.2.8 Sydney Metro

Sydney Metro forms part of Sydney's Rail Future, a plan released by the NSW government in 2012 which identifies staged programs to meet Sydney's growing population and transport needs. The Sydney Metro Northwest (formerly the North West Rail Link) was proposed in 2012 as part of stage 1 of Sydney's new metro network. In 2014 the rail line was extended to include the Sydney CBD and link through the inner west suburbs including Waterloo, Sydenham, Marrickville, Dulwich Hill, and to Bankstown. Currently the project is in the construction stage with the main excavation works in progress.

The service is expected to deliver trains arriving every 4 minutes during the peak hour and travel time savings compared to existing rail services. Upgrades to the Sydenham station and subsequent stations to the west along the current T3 Bankstown line are in progress, including full lift access, and improved transfer to buses, taxis, bicycles, and drop off and pickup areas.

The Sydney Metro will operate alongside Sydney Trains to bring greater capacity to public transport in particular along the existing T3 line. The Sydney Metro line will operate independently with existing heavy rail lines, and will not be affected by delays or issues from the rail lines. The project should make public transport a more attractive option and assist in lowering the dependence of car ownership in this area. Figure 25 shows the proposed Sydney Metro network, including Chatswood to Bankstown line.

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Figure 25: Proposed Sydney Metro Network

7. Community Consultation Overview

Inner West Council undertook a series of community consultation regarding traffic and safety in the Newtown Precinct. A summary of consultation taken concerning the study area include the following:

- Initial consultation – invitation for comment on improving traffic and parking. Approximately 3,300 letters were sent out to owners and occupiers within the study area to gauge local issues. The letters were posted on 6 June 2018 and submissions closed on 4 July 2018. Council's YourSay website had 485 visits and 243 completed online surveys were received.
- Public Exhibition – the proposed scheme was put in exhibition for 28 days from xxx and xxx and following the exhibition the matter was to be referred to the Inner West Local Traffic Committee for consideration.

7.1 Review of Council's Record System prior to the study

An analysis of Council's record system spanning from 2012 to 2018 show a varied range of traffic and parking related matters. Table 8 outline the number of letters or concerns within the Newtown study area which was counted prior to the commencement of the Newtown LATM study. In general the issues raised were mostly concerning parking, whilst some covered safety issues at intersections. There were small numbers of submissions covering traffic volume, heavy vehicles and bicycle safety.

Table 8: Number of concerns rose 2012-2018 related to traffic and parking prior to study

		Issues raised by community								
Street	**Road Classification**	**parking**	**speed**	**heavy vehicles**	**traffic volume**	**bicycle safety**	**other**	**dangerous intersection**	**pedestrian crossing/safety**	**Total**
Alice Avenue	Access Way		1					1	2	4
Camden Lane	Access Way	5	1							6
Cross Lane	Access Way				1		1			2
Edgeware Lane	Access Way									0
Egan Lane	Access Way									0
Ferndale Lane	Access Way	1								1
Marian Lane	Access Way	1						1		2
Peacock Lane	Access Way									0
Pemell Lane	Access Way	2								2
Rawson Lane	Access Way									0
Reiby Lane	Access Way									0
Samuel Kent Lane	Access Way									0
Station Lane	Access Way									0
Bailey Street	Local		1				1			2
Camden Street	Local						1			1
Clara Street	Local									0
College Street	Local									0
Don Street	Local									0
Ferndale Street	Local	1								1
Fulham Street	Local									0
Goddard Street	Local									0
Holt Street	Local	2							1	3
James Street	Local									0
Kent Street	Local									0
Margaret Street	Local									0
Marian Street	Local						1			1
Metropolitan Road	Local		1							1
Pemell Street	Local									0
Rawson Street	Local	1								1
Reiby Street	Local									0
Sarah Street	Local						1			1
Simmons Street	Local	1		1						2
Sloane Street	Local									0
Station Street	Local	2	1							3
Alice Street	Regional	1				1	1	3	2	8

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Edgeware Road	Regional		1		1			7	1	10
Enmore Road	State									0
King Street	State								1	1
Total		17	6	1	2	1	6	12	7	52
		parking	**speed**	**heavy vehicles**	**traffic volume**	**bicycle safety**	**other**	**dangerous intersection**	**pedestrian crossing/safety**	

7.2 Initial Consultation

Initial Consultation undertaken in June and July 2018 was to obtain local safety and traffic issues within the Newtown Study Area. The highest received issue raised were traffic volumes in King Street and Alice Street, with a smaller level of concern on Edgeware Road and Enmore Road.

Concern over heavy vehicles was received in King Street, Edgeware Road and Alice Street. Amongst these some specified trucks associated with current works such as the Westconnex and Sydney Metro projects. Some have raised truck movements in King Street near Sydney Park which falls outside of the study area.

Station Street was the highest rated street for rat running, followed by the Metropolitan Road and Camden Street as described in section 4.2.5 and Figure 10 in this report.

Speeding vehicles along larger state and regional roads were an issue and less along local roads in the study area. Some were associated with parking issues, and several made comments about the narrow footpaths in local roads. Figure 26 and 27 provides a summary of the initial consultation undertaken.

Figure 26: Most selected locations for each issue during the initial community consultation

Issue	Location	Count
Too much traffic		
	King Street	26
	Alice Street	24
	Edgeware Road	15
	Enmore Road	16
Heavy vehicles		
	Alice Street	11
	Edgeware Road	14
	King Street	23
	Camden Street	5
Rat running		
	Station Street	16
	Camden Street	12
	Metropolitan Road	11
	Cross Lane	10
	Clara Street	6
	Alice Street	5
	Holt Street	7
	Simmons Street	5
	Fulham Street	4
	Bailey Street	3
Parked cars		
	Simmons Street	2
	Alice Street	3

Issue	Location	Count
Exceeding speed limit		
	Alice Street	14
	King Street	13
	Edgeware Road	11
	Enmore Road	9
	Station Street	8
	Camden Street	5
	Simmons Street	5
	Marian Street	4
	Reiby Street	3
	Clara Street	3
Sight obstruction		
	Clara Street	11
	Camden Street	10
	Simmons Street	7
	College Street	5
	Reiby Street	4
	Ferndale Street	2
Other		
	Enmore theatre related	9
	Pedestrian related	9
	Road too narrow	7
	Truck related	5
	TAFE related	4
	Cyclist related	4

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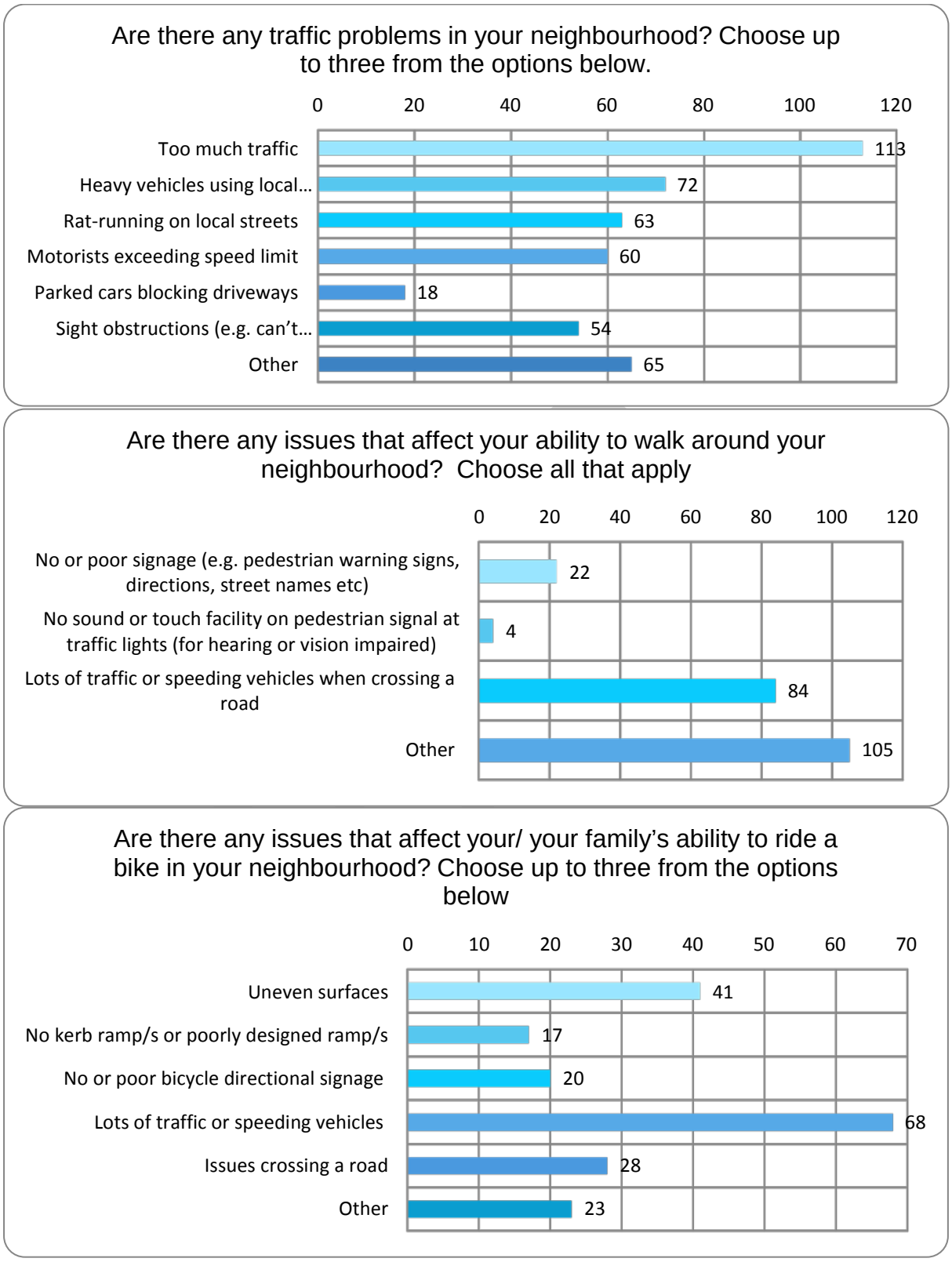

Figure 27: Initial Survey Question Results

7.3 Public Exhibition

The draft Newtown LATM report was considered by the Inner West Local Traffic Committee in November 2018 and adopted at Ordinary Council Meeting on 26 February 2019. The draft report was put in public exhibition for 28 days commencing from xx to xx. Hard copies of the report were made available in in Petersham Customer Service Centre and Marrickville Library. Inner West Council's YourSay website provided opportunities for the public to make comment on the draft report and access copy of the report. The exhibition was advertised in Inner West Courier on xx.

A feedback summary from the submissions is provided in appendix H.

8. Newtown LATM Scheme Review

8.1 Introduction

Sections of this report have provided a good understanding of the existing traffic conditions and future traffic projection within the Newtown study area. The issues identified in these sections form the basis for developing mitigation measures which appropriately address the issues to further improve safety and public amenity through this area.

The LATM scheme aims to align with the parking management principles outlined in the Marrickville Integrated transport Strategy 2007. The document "provides the rationale and recommended actions for addressing local transport issues and moving towards sustainable transport – that is, reducing car use and increasing use of public transport, walking and cycling."

8.2 New LATM Treatment Proposals

The proposed scheme is a collection of physical and strategic measures to improve safety and encourage walking and cycling in the area. The treatment options include the following, with concept plans for the treatment below proposals provided in appendix G:

- Continuous footpath treatment & shared zone (7 locations)
- Local road entry treatments (Metropolitan Road and Station street)
- Kerb blister treatment in Metropolitan Road & Cross Lane
- Safety improvements at local road intersections
- Edge Line treatment in Pemell Street and College Street
- Formalisation of 40km/h Local Traffic Area
- Safety improvements in King Street & Enmore Road
- Bicycle routes improvements
- Improving traffic flow in regional roads

8.2.1 Continuous Footpath Treatment & Shared Zone

A Continuous footpath treatment is defined by a continuous, at grade footpath across the side street parallel with the main street at the T-intersection. With Continuous Footpath treatment the footpath area would be between 4m-10m in length, whilst a 10km/h Shared Zone is typically provided as a longer zone with continuous traffic calming devices and textured surface to retain low

vehicles speeds. Both treatments will prioritise pedestrians in particular the streets identified along the King Street and Enmore Road shopping strips and align with the design principles from the Marrickville Public Domain Masterplan 2014 for the Newtown area, providing opportunities for:

- Wider footpaths and street furniture
- Bicycle and motorbike parking
- Street trees and landscaped low planting vegetation
- Elimination of kerb and gutter, replaced with attractive paving or stamped asphalt
- Water sensitive urban design (WSUD)

The provision of a continuous footpath treatment would be appropriate for Camden Street and Goddard Street. Benefits of this treatment include improved pedestrian safety, reduced vehicular speeds, enhanced quality and liveability of the area including walking and cycling. By creating both continuous footpath treatment and shared zone treatment on side streets along the King Street and Enmore Road strip this will meet the LATM principles by creating a respite area and improving walkability through the commercial areas.

Preliminary assessments of the roads identified for continuous footpath treatment as outlined in RMS technical direction TDT2013/05 and shared zone are provided in Table 9 and 10.

	Goddard Street	Camden Street
Main Street	King Street	King Street
Average Annual Daily Traffic (AADT)	<400 (estimated)	434.7
Peak Hourly traffic volumes	<45 (estimated)	31.9 28.9 27.0
One way/Two way	One way	Two way

Table 9: Preliminary continuous footpath treatment assessment

A shared zone treatment is proposed for Bailey Street, Reiby Street, Simmons Street, Marian Street and Holt Street. A preliminary assessment indicates that these streets except Holt Street would meet the Transport for NSW policy and guideline SS/12/01 and RMS Technical Direction TTD2016/001 for a category 2 shared zones. Shared zone treatments will also feature textured surface treatment, speed cushions, designated parking spaces, regulatory signs, including a reduced 10km/h speed limit which will require the approval of RMS.

	Bailey Street	Reiby Street	Simmons Street	Marian Street	Holt Street
Between	Enmore Road & No.2 Bailey Street	Enmore Road & Pemell Lane	Enmore Road & Pemell Lane	Enmore Road & Enmore Lane	King Street & Station Street
Proposed length of shared zone	30m	50m	50m	44m	100m
Average Annual Daily Traffic (AADT)	693	683	806	364	1,451
Is the current speed limit ≤ 50 km/h?	Y	Y	Y	Y	Y
Is the current traffic flow ≤ 100 veh/h and ≤ 1000/day?	Y	Y	Y	Y	N
Is the speed limit on approaching roads ≤ 50 km/h?	Y	Y	Y	Y	Y

	Bailey Street	Reiby Street	Simmons Street	Marian Street	Holt Street
Is the length of the proposed scheme ≤ 400m?	Y	Y	Y	Y	Y
Along a bus route or a heavy vehicle route except delivery vehicles?	N	N	N	N	N
Min trafficable width of 2.8 m	Y	Y	Y	Y	Y
Does the scheme include the removal of kerb & gutter?	Y	Y	Y	Y	Y
Propose parking within shared zone?	Y	Y	Y	Y	Y
Number of speed cushions proposed	1	2	2	2	2
Textured surface treatment	Y	Y	Y	Y	Y

Table 10: Preliminary shared zone assessment

The streets identified for both continuous footpath treatment and shared zones would be suitable for RMS infrastructure funding. Concept plans for the shared zones are provided in Appendix G.

The above assessment indicates that Holt Street currently do not meet the requirements for a shared zone due to its higher traffic volume. Further improvements could be made in this street by undertaking a staged treatment with kerb extensions and bollards, and if this treatment is effective in reducing overall traffic volume to a suitable level, Council could further consider the implementation of a shared zone from King Street to Station Street, subject to RMS approval. Concept plans for the two stages are illustrated in Figure 28 and 29. Both stage 1 and 2 proposals will retain the same parking arrangements in Holt Street and will not result in any loss of on-street parking spaces.

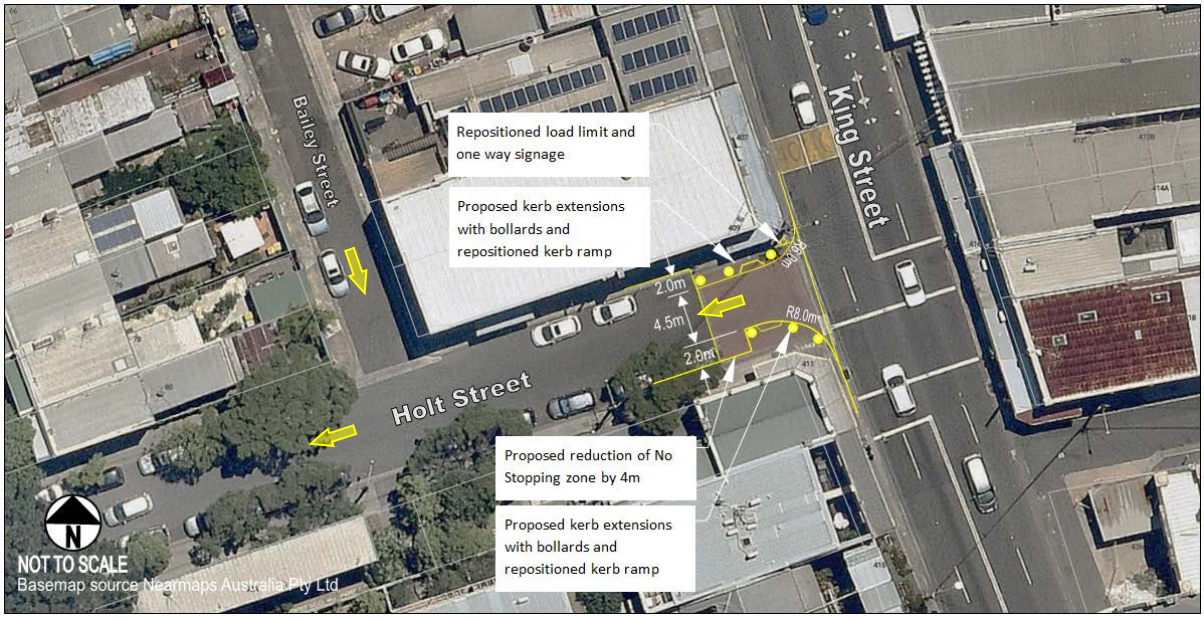

Figure 28: Stage 1 Holt Street proposed kerb extensions west of King Street

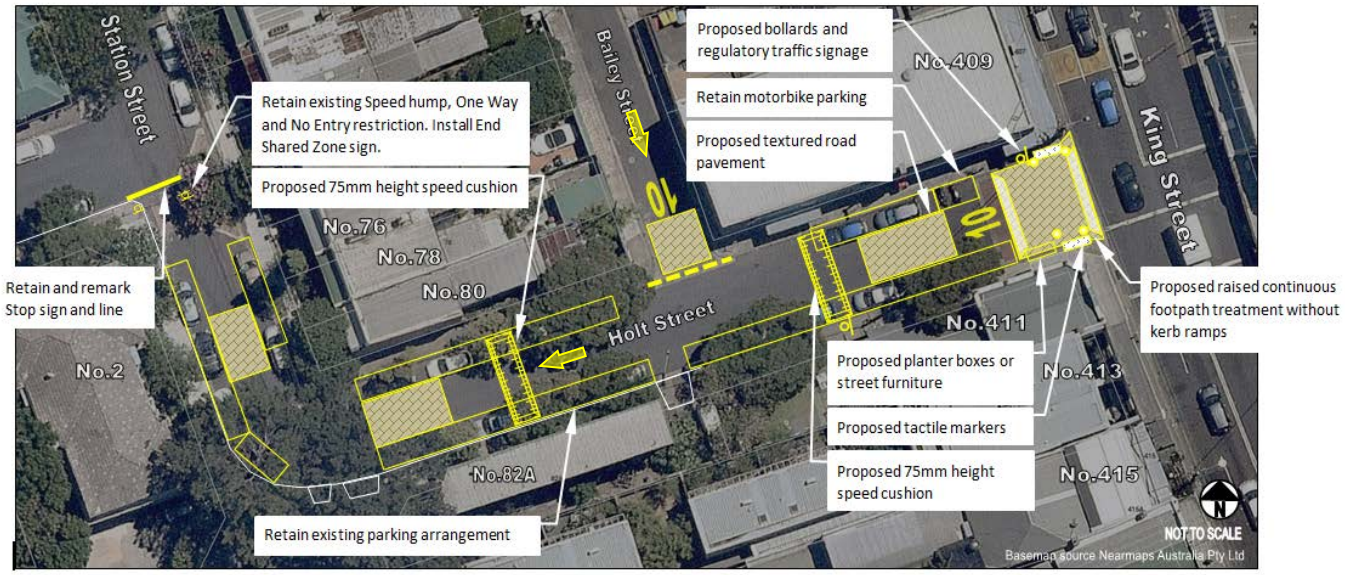

Figure 29: Stage 2 Holt Street proposed shared zone

8.2.2 Local Road Entry Treatments

The aforementioned continuous footpath and shared zone treatments would provide a desirable environment for residential amenity and safety. As Station Street and Metropolitan Road are signalised at Enmore Road, a local road entry treatment is proposed with differing road texture and signage, separating the residential section from the Enmore Road shopping areas. This local road entry treatment will discourage non-residential traffic, including trucks during afternoons and evenings when there are events in the Enmore Theatre. The proposed treatment would not reduce legal on-street parking supply and would not generate significant noise issues in the area. Concept plans for the proposed devices are illustrated in Appendix G, and an example concept plan proposed for Metropolitan Road is shown in Figure 30.

Figure 30: Metropolitan Road entry treatment at Enmore Lane

8.2.3 Additional Kerb Blister Treatments

Metropolitan Road is a local road with comprising of angled parking on one side and parallel parking on the other side, with a generous road width for unimpeded two way traffic flow. The angle parking arrangement south of Cross Lane alternates to the other side and naturally provides a chicane-like environment when occupied by parking. It is proposed to construct suitable kerb blisters to improve delineation as well as help reduce vehicle speeds at this location. Provision of two marked motorcycle parking bays and ramps will be considered in the design to support motorcycle and scooter use in the area. The kerb blister treatment will not remove legal on-street parking.

Cross Lane experiences a high level of through traffic of about 150 vehicles in the in AM peak hour from Edgeware Road. Whilst a permanent road closure or a right turn ban from Edgeware Road will eliminate this issue, this arrangement will not allow local residents to enter their streets and would increase travel distances and time for local residents to legally enter their streets. As an alternative a kerb blister has been proposed east of Edgeware Road to discourage traffic in Cross Lane including trucks.

Concept plans for both sites are illustrated in Appendix G.

8.2.4 Safety at Local Road Intersections

With the majority of the local street arranged in a grid layout, the intersections are perpendicular with most locations having some form of intersection control and parking restrictions to reinforce the NSW Road Rules. It is known that overparking in the area results in an undesirable situation where sight distances at intersections would be compromised. There is a community need to retain on-street parking in the area however it is also important to maintain acceptable safety at local road intersections.

Consideration was given for statutory 10m No Stopping restrictions at local T-intersections on roads generally carrying higher than 600 vehicles daily traffic volume and roads without a suitable vehicle passing area. For consistency with existing intersection controls, the following measures are proposed at intersections below:

- Pemell Street and Simmons Street: Give Way signs and lines across Pemell Street and installation of 10m length Centreline.
- Pemell Street and Reiby Street: Give Way signs and lines across Pemell Street and installation of 10m length Centreline.
- Sloane Street and Simmons Street: Give Way signs and lines across Sloane Street.
- College Street and Camden Street: Give Way signs and lines across College Street and installation of 10m length Centreline.
- Station Street and Camden Street: Give Way signs and lines across Station Street.
- Peacock Lane and Alice Street: Give Way signs and lines across Alice Street.

As Holt Street is a westbound one way road, considerations were given for reduced No Stopping distance at King Street provided that there are no safety or vehicle movement issues. The RMS technical direction TTD2014/05 outline the checklist requirements for reduced No Stopping distance at unsignalised intersections, including a vehicle sight distance assessment, vehicle movement assessment, and others. The risk assessment checklist is provided in appendix M.

8.2.5 Edge Line Treatment in Pemell Street and College Street

Pemell Street and College Street were identified as roads having a wider carriageway of 12.8m and 10.2m respectively, attracting higher traffic speeds. The Austroads Guide to Traffic Engineering – Part 8 Local Area Traffic Management suggest that reducing the available street width is one of the ways vehicle speeds could be reduced. It is proposed that E1 edge line treatment be installed on both sides for the length of Pemell Street and College Street. In addition section 5.3.1 in the RTA Bicycle Guidelines recommends an edge line which could be used to separate parked vehicles and the travelling carriageway in a mixed traffic urban situation bicycle route.

8.2.6 Formalisation of 40km/h Local Traffic Area

The speed and land use environment within the study area were relatively low and comparable to the neighbouring eastern Newtown and Erskineville residential areas where a reduced 40km/h speed limit was established by the RMS as part of the City of Sydney's LATM scheme for those areas. As shown in Table 5, the 85th percentile speeds of all residential streets in the Newtown study area were found to be close to 40km/h. Only three streets listed in Table 11 below had speeds exceeding the 40km/h and these streets have been identified for some form of treatment for a self-enforcing road environment.

Table 11: Local Roads exceeding proposed 40km/h and proposed treatments

Street	85th Percentile Speed (km/h)	Proposed treatment
Pemell Street	42.1	Edge line treatment on both sides for entire length
Metropolitan Road	41.5	Mid block kerb blister treatment at Cross Lane, entry treatment at Enmore Lane
Simmons Street	40.3	Entry treatment at Pemell Lane, reduced road width and footpath widening work already completed in 2017

As the RMS is the only authority delegated to change speed limits, Council should, with supporting information apply for a 40 local traffic area after the initial treatments are completed. The matter will be referred to the RMS for assessment and consideration of a Speed Zone Authorisation (SZA) in accordance to the Speed Zoning Guidelines. With the exception of the shared zones and continuous footpath treatment areas, entry signage '40 local traffic area' and repeater signage is required and for traffic leaving the area an 'end 40 zone' should be installed as part of the scheme.

8.2.7 Safety Improvements in Enmore Road and King Street

Several safety issues were identified along the two State Roads within the study area. At the intersection of Enmore Road and Bailey Street, three right-through accidents were reported where a vehicle turning right from Enmore Road into Bailey is required to cross two lanes of westbound traffic in Enmore Road. There would be a higher risk for this movement when vehicle queuing on one of the lanes extend s past Station Street. It is suggested that RMS investigate an offset 'Keep Clear' restriction for the westbound lanes of Enmore Road at Bailey Street allowing for improved sight distance for right turn vehicles during the afternoon peak hours.

At the signalised intersection of Enmore Road and Metropolitan Road, three of four injury accidents were right through accidents involving a motorbike. The time of the accidents were all in the afternoon where westbound traffic is operating in two lanes and does not feature a dedicated turn

phase from Enmore Road to Metropolitan Road. It is likely that when westbound vehicles in Enmore Road queue across the intersection in lane 2 and a vehicle (or motorbike) turning right into Metropolitan Road is looking for a gap in both westbound lanes. A 'Do Not Queue Across Intersection' for westbound traffic could prevent the incidence of vehicles queuing and improve safety for both vehicles and motorbikes turning right.

The accident statistics for bicycles are considerably higher in King Street and Enmore Road. Enmore Road is a regional route (RR08) and King Street is a local cycling route (LR10) in the Marrickville Cycling Strategy (2007). The prevailing road conditions in both streets feature approximately 12.8m wide carriageway, with several bus stops and frequent services, filter right turning vehicles at intersections and high turnover of on-street parking throughout the day. The RMS could investigate the provision of 'Watch for cyclists symbolic' signs at Enmore Road between Metropolitan Road and King Street, and at King Street north of King Street and Enmore Road.

Appendix J contains the above proposals to be referred to the RMS for consideration.

RMS data indicate that Enmore Road and King Street carries 28,300 vehicles and 19,900 vehicles daily respectively. As they are located in close distance to public transport stations, and a commercial shopping precinct they are desirable locations where pedestrian movements would be high. Both state roads appear to meet categories A and B as listed in appendix A for a pedestrian precinct treatment from the 40km/h High Pedestrian Activity Area Guidelines by the RTA (2006), however both roads play an important role in the state road network and due to the high traffic volume they would not meet the guidelines for a 40km/h High Pedestrian Activity Area (HPAA). The guidelines recommend further treatments to separate pedestrian and vehicular traffic such as pedestrian fencing and improved pedestrian crossing facilities.

Council has examined a section of Enmore Road between King Street and Bailey Street having three (3) reported pedestrian injury accidents in the past 5 year history. This 200m section between two traffic signals has a high level of pedestrian activity, where pedestrians were observed crossing Enmore Road at any random sections between Bailey Street and King Street. The south side footpath is particularly narrow at approximately 2.0m. During the afternoon peak hours pedestrian access through this area is more difficult due to the limited path width and further constrained by parking meters, A-frame boards, and commercial rubbish bins. Some form of kerbside pedestrian fencing was considered at this location however this would not completely prevent pedestrian movements across Enmore Road as fence gaps are required at existing driveways. The idea will also create a barrier for pedestrians accessing to and from kerbside parking.

8.2.8 Improving Traffic Flow in Regional Roads

On approach to signalised intersections on regional roads (Alice Street and Edgeware Road) peak hour parking restrictions allow for two lane operations. While this has been in place for some years, vehicles illegally parked during the peak hour affect traffic flow and intersection performance. It is proposed to extend the dual lane linemarking and terminating where unrestricted parking ends, specifically:

- Alice Street approach to King Street: extend eastbound dual lane markings by approximately 44m and terminate edge lines at the driveway 9m east of No.19 Alice Street, matching the existing 'No Parking 6am-10am Mon-Fri' zone.

- Alice Street approach to Edgeware Road: extend westbound dual lane markings by approximately 50m, matching the existing 'No Parking 3.30pm-5.30pm Mon-Fri' zone.
- Edgeware Road approach to Alice Street: extend southbound dual lane markings by approximately 45m, matching the existing 'No Parking, 6.30am-9.00am Mon-Fri' zone.

On Edgeware Road there are poor linemarking on the southbound traffic between Enmore Road and Enmore Lane. It is recommended that RMS be requested to remark the two lane arrangement from the signalised intersection and the faded give way line at the left turn slip lane. The lane lines should extend to the entrance driveway of Edgeware Road Carpark. Appendix G show three concept plans showing the proposed changes in Alice Street and Edgeware Road.

The Enmore Newtown Parking Review 2017 considered a 15m length part time No Stopping 3.30pm-5.00pm on the west side of Edgeware Road, opposite Cross Lane to improve traffic flow during the peak hours. Observations during the AM peak hour Traffic counts revealed 144 vehicles turn right from Edgeware Road to Cross Lane. Further observations suggested that about 40% of right turning vehicles hold back traffic flow whilst waiting for a suitable gap to turn right. As there are typically delays experienced at the Edgeware Road and Enmore Road intersection, the overall delays caused by the right turning movement is not considered significant and a passing bay is not warranted at this time.

8.2.9 Bicycle Route Improvements

Some routes identified in the Marrickville Bicycle Strategy 2007 such as Simmons Street and Sarah Street have some line marking indicating a cycling route, including the older bicycle directional signs in place. It is proposed to install missing bicycle logos (PS-2) marking in Metropolitan Road, Margaret Street, Station Street, Holt Street, College Street and Camden Street. The treatment will also include bicycle warning symbolic signs along the side streets. Appendix N show the concept plans showing the proposed changes.

8.3 Audit of Existing traffic facilities

In order to determine the current condition of the existing LATM devices, an audit has been undertaken on the current devices in place within the study area, including compliance with relevant standards and guidelines.

A review of the existing truck prohibition signs in the study area appear to be inconsistent and misleading as some have been defaced and do not feature arrows indicating that a side street has the load restriction. Former 'Trucks Prohibited symbolic' and supplementary '3t and over' should now be replaced with regulatory 'Trucks Prohibited symbolic' with supplementary 'Vehicles over 3t GVM' and an arrow direction indicating to the street which has the restriction. It is also noted that the supplementary times in Edgeware Road should be larger to ensure that there restrictions are clear to the general public and that are no associated compliance issues.

The full details of the audit are provided in appendix B and mostly comprise of signage and linemarking details.

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8.4 Pedestrian Access and Mobility Plan (PAMP) Implementation

In 2009 Marrickville Council undertook a review of their Pedestrian Access and Mobility Plan (PAMP). The plan focuses on the high pedestrian use areas within the former Marrickville local government area, and makes recommendations for footpath improvements. The work is included in Council's four year Capital Works program, funded as budget allowed.

Under the plan Enmore Road and King Street were identified as high priority routes, and Edgeware Road and Alice Street were identified as low priority routes.

An audit of Council's missing ramps and existing ramp conditions has been undertaken. The audit identified 40 missing ramps within the study area, identified in Appendix L. These areas will be subject to further inspection and assessment as part of the Capital Works program.

8.5 Non-Infrastructure Improvements

The ongoing improvements to Council's Policy and operations, including other agencies such as NSW Police and Ausgrid should contribute to the improvements in the area, supporting public transport, walking and cycling.

- Police Enforcement of the one way restriction in Holt Street. Traffic data has shown that 52 vehicles have travelling against the one way in a 24 hour period.
- Periodic enforcement of the truck load limit in local roads. With the improved truck load limit signs in place, it is recommended that both NSW Police and Council consider load enforcement at the streets identified in Figure 9 in this report.
- Review Council's road opening and restoration policy, with a view to improve restoration work, which should improve pavement and footpath quality for cyclists and walking pedestrians.
- Review of Council's outdoor dining area policy and applications in the shopping areas of Enmore and Newtown, with a view to improve pedestrian access.
- Incorporating areas in Council's Road Safety Education Program targeting pedestrians, mobile phone use and speeding in regional roads. The projects run can vary from year to year depending on the community concerns and rising road safety issues and trends.
- Maintenance work from audit of existing devices replacing signs and linemarking as required as the study area feature a high level of public art and murals.
- Ongoing kerb ramp and street lighting improvements will improve walkability and safety for pedestrians.
- The Australasian New Car Assessment Program (ANCAP) has revealed a rising trend of new vehicles fitted with autonomous emergency braking (AEB) as standard features. In December 2015 only 3% of new vehicles were fitted with AEB and this Figure has increased to 31% in March 2018. As more new vehicles are fitted with AEB, the rate of rear-end crashes (RUM Code 30) are expected to improve in the future.

8.6 Prioritisation of treatments and Strategic Cost Estimation

Having regard to the suggested LATM measures, a priority ranking was determined based on a number of factors including crash history, existing traffic issues, community demand and required planning. Any road improvements associated with development application conditions of consent

are not considered in Council's implementation plan and there are not included in this section. Table 12 containing the priority list also contain cost estimates. The cost estimates do not include allowances for site specific issues such as relocation of stormwater pits or service relocation.

Table 12: Strategic Cost Estimation and Priority

Newtown LATM Review 2018 Draft proposed treatments						
Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
1		All local streets in study area		40km/h local traffic area reduced speed limit, 40 signs, 40 repeater signs, 40 patch and end 40 area signage. (subject to Roads and Maritime Services review and approval)	1	
2	B	Bailey Street	Enmore Road	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of one (1) speed cushion. (subject to Roads and Maritime Services review and approval)	2	$28,000
3	A	Goddard Street	King Street	Continuous footpath treatment including raised treatment on side street, installation of bollards, planter boxes and/or street furniture. (subject to Roads and Maritime Services review and approval)	3	$25,200
4	B	Reiby Street	Enmore Road to Pemell Lane	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions. (subject to Roads and Maritime Services review and approval)	4	$58,100
5	B	Simmons Street	Enmore Road to Pemell Lane	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions. (subject to Roads and Maritime Services review and approval)	5	$43,000
6	B	Marian Street	Enmore Road Enmore Lane	10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions. (subject to Roads and Maritime Services review and approval)	6	$50,000
7	E	Holt Street	King Street	Stage 1: kerb extensions at King Street, reduced No Stopping distance on south side, bollards, kerb ramps, repositioned traffic signage. (subject to Roads and Maritime Services review and approval)	7	$26,000

Items	Map ref	Street	Section	Proposed Treatment	Priority	Estimated Cost
8	B	Holt Street	King Street	Stage 2: 10km/h raised shared zone with regulatory signage, bollards, marked parking bays, planter boxes and/or street furniture, textured road pavement and street lighting. Installation of two (2) speed cushions. (subject to Roads and Maritime Services review and approval)	8	$65,500
9	A	Camden Street	King Street	Continuous footpath treatment including raised treatment on side street, installation of bollards, planter boxes, street furniture. (subject to Roads and Maritime Services review and approval)	9	$26,700
10	C	Metropolitan Road	Enmore Lane	Installation of kerb blister island, at grade pavement or similar linemarking treatment Truck prohibited symbolic and local traffic signage (subject to Roads and Maritime Services review and approval)	10	$16,500
11	C	Station Street	Reiby Lane	Installation of at grade pavement or similar linemarking, truck prohibited symbolic and local traffic signage. (subject to Roads and Maritime Services review and approval)	11	$9,500
12	E	Metropolitan Road	Cross Lane	Installation of kerb blister islands with motorbike parking. (subject to Roads and Maritime Services review and approval)	12	$60,000
13	E	Cross Lane	Edgeware Road	Installation of kerb blister island. (subject to Roads and Maritime Services review and approval)	13	$8,000
14	E	Camden Street	College Street	2x landscaped kerb blister islands, give way signs and lines. (subject to Roads and Maritime Services review and approval)	14	$14,000
15	E	Camden Street	Station Street	2x landscaped kerb blister islands, give way signs and lines. (subject to Roads and Maritime Services review and approval)	15	$13,500
16	Appendix N	Simmons Street	entire length	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	16	$1,000
17	Appendix N	Margaret Street	Between Ferndale Street and College Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	17	$2,400
18	Appendix G	College Street	Between Margaret Street and Holt Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	18	$2,200
19	Appendix N	Holt Street	Between Station Street and King Street	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	19	$1,400
20	Appendix N	Station Street	Between Holt Street and Enmore Road	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	20	$3,200
21	Appendix N	Metropolitan Road	Between Enmore Road and southern end of road	Bicycle logo mixed traffic arrangement Bicycle warning symbolic signs on side streets	21	$1,800
				Total		$456,000

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9. Appendices

Appendix A	Criteria for Pedestrian Precinct Treatment (RTA, 2006)
Appendix B	Results of Newtown LATM Audit of Existing Traffic Devices
Appendix C	Newtown-Enmore Proposal Parking Measures
Appendix D	Initial Community Consultation Result Summary
Appendix E	Crash Road User Movement Codes
Appendix F	Crash Data Summary
Appendix G	Proposed LATM Concept Designs
Appendix H	Public Exhibition Feedback Summary
Appendix I	Traffic Impacts of WestConnex on Edgeware Road
Appendix J	Matters to be referred to the RMS for consideration
Appendix K	Marrickville Development Control Plan 2011 Amendment No.4
Appendix L	Map of Missing Kerb Ramps from Council's 2009 PAMP Study & Marrickville PAMP Focus Areas
Appendix M	Holt Street Reduced No Stopping zone Risk Assessment
Appendix N	Proposed bicycle facilities
Appendix O	Streets nominated for 40km/h Local Traffic Area
Appendix P	Marrickville Public Domain Masterplan King Street & Enmore Road

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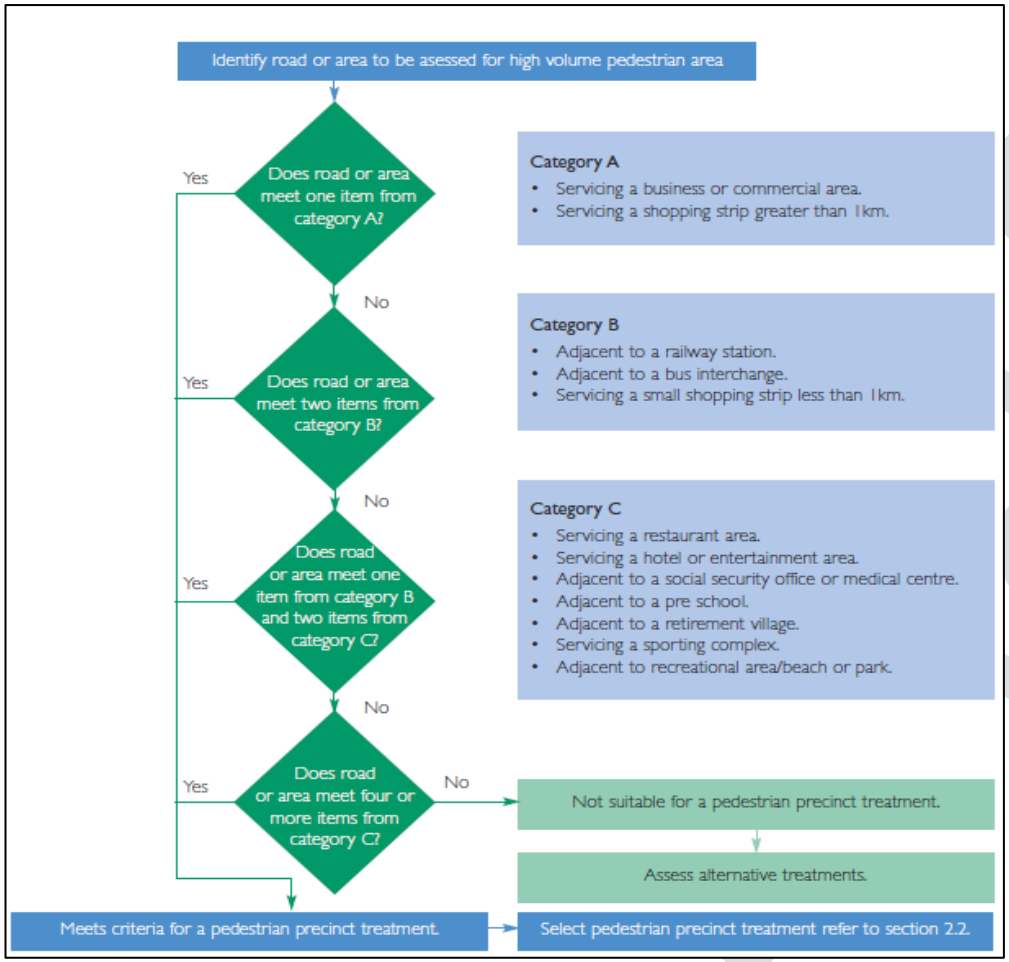
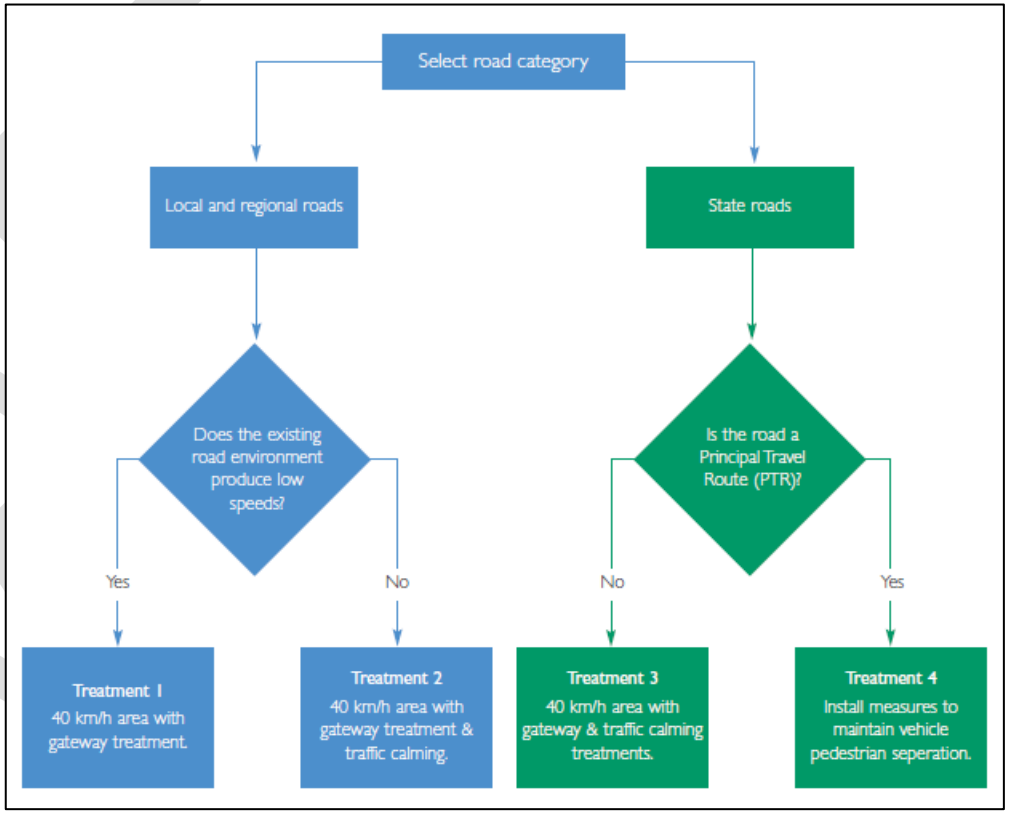
Appendix A *Criteria for pedestrian precinct treatment (Extract from 40km/h Speed Limits in High Pedestrian Activity Areas, Roads and Traffic Authority 2006)*





Appendix B *Results of Newtown LATM Audit of Existing Traffic Devices*

Newtown LATM 2018 Audit of Existing Devices

Audit date 4 July 2018

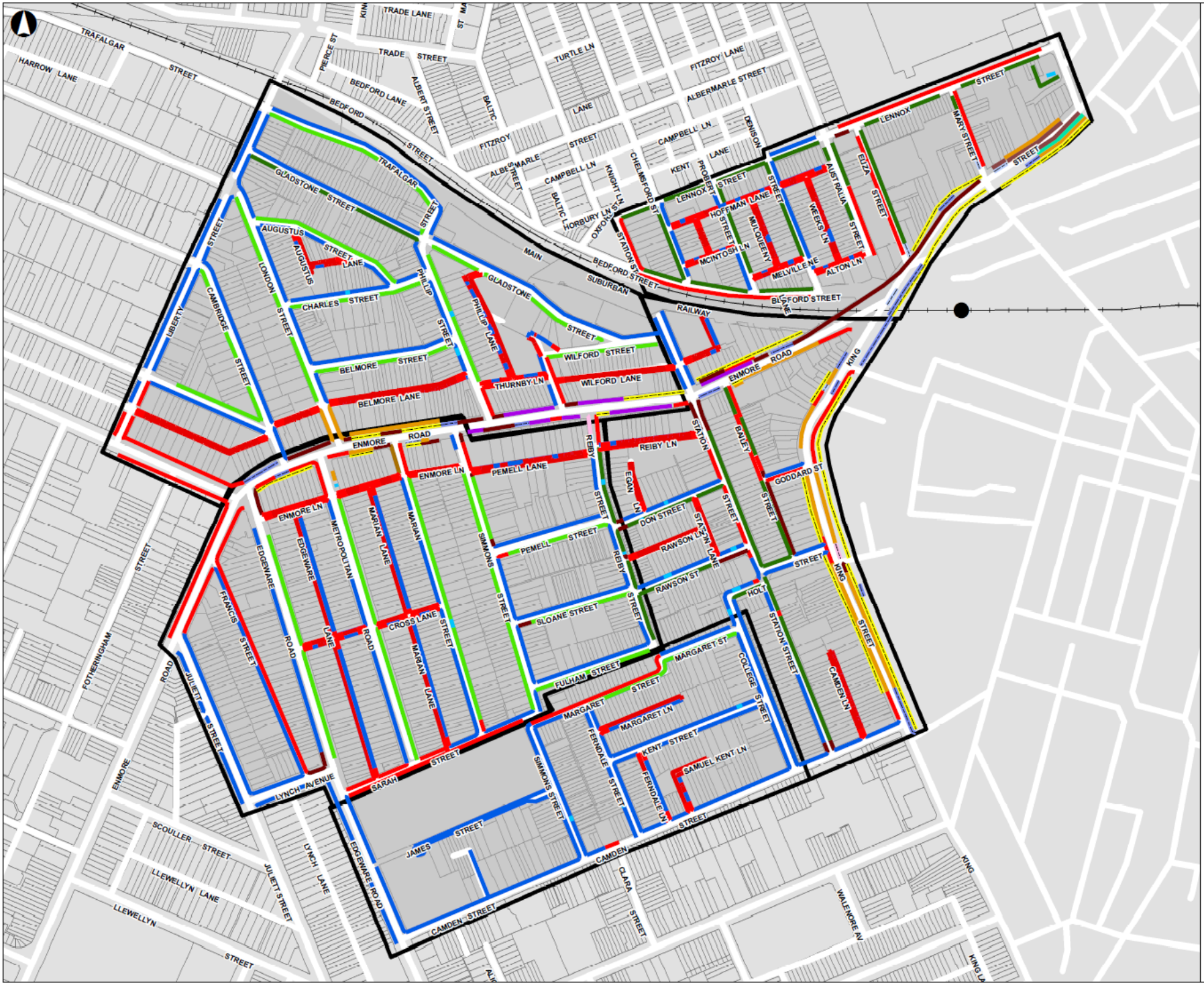
Street location	Description	Coordinates
Alice Avenue	Install missing 40 school zone patch and dragons teeth at existing school zone sign	151.1741334,-33.9045448,0
Alice Street	Upgrade R3-1 ped crossing signs to size B, fluoro signs, review sign locations	151.1749904,-33.9043845,0
Alice Street	Review 15km/h hump advisory sign. Standard advisory speed for hump should be 25km/h.	151.1749461,-33.9043633,0
Alice Street	Replace dashed edge line with solid line at Clara Street for EB traffic.	151.1758178,-33.9040751,0
Alice Street	Replace dashed edge lines to refuge island with solid edge lines and chevrons hatching, reinstall RRPMs. Install missing Keep Lefts	151.1765756,-33.9038302,0
Alice Street	Upgrade W6-2 crossing to size B. Consider whether fluoro backing is acceptable	151.1762966,-33.9039637,0
Alice Street	Remark edge line at NE corner of intersection at Alice Avenue	151.1741039,-33.9046483,0
Alice Street	Mark out missing edge line on WB lane. Edge lines are to be positioned 3.2m from centreline.	151.1759882,-33.9040439,0
Alice Street	Install x2 missing Keep Left at refuge island	151.178024,-33.903356,0
Alice Street	Remove edge lines to align with existing NP 6am-10am Mon-Fri restrictions. Install S1 lines leading to existing S1 lines at traffic signals.	151.1787388,-33.9030822,0
Alice Street	S side on ELP install missing 50 speed limit sign. Sign to face east.	151.179074,-33.9030377,0
Alice Street	On S side remark faded edge lines and missing RRPMs.	151.1786315,-33.9031746,0
Alice Street	Replace existing yellow CAMs with D4-1-2 unidirectional hazard marker on existing blister island on S side.	151.1781822,-33.9033226,0
Alice Street	Replace missing D4-1-2 unidirectional hazard marker.	151.1794053,-33.9029085,0
Alice Street	Install Truck Load Limit GVM signs with arrow. Install 2 signs facing E and W	151.1758554,-33.9040394,0
Bailey Street	On speed hump install missing hump symbolic sign and advisory 15km/h sign on ELP on W side	151.177045,-33.898898,0
Bailey Street	Remove hump sign on ELP on W side.	151.1769551,-33.8987076,0
Camden Street	Remark faded 50 patch	151.1729398,-33.9038881,0
Camden Street	Replace NP with NS (R)	151.1760271,-33.9028173,0
Camden Street	Replace NP with NS(L)	151.176129,-33.9027861,0
Camden Street	Remove Road Closed and hazard marker. Replace with CAMs (R). Sign to face east.	151.1756918,-33.9029664,0
Camden Street	Remove Road Closed and unihazard marker. Replace with CAMs (R). Signs to face W.	151.1754692,-33.9030555,0
Camden Street	Install 50 signs adjacent to 50 patch. Sign to face E	151.1786985,-33.9020158,0
Camden Street	Install local 50km/h sign required on N side	151.1729868,-33.9038435,0
Cross Lane	Truck load limit signs require update to GVM and with arrow. Sign to face both directions along Edgeware Road	151.1717167,-33.900965,0
Cross Lane	Add 'bicycles excepted' under existing No Through Road sign	151.1717302,-33.9010385,0
Cross Lane	Remove old Trucks Prohibited symbolic sign and stem	151.171765,-33.9009561,0
Don Street	Linemark missing TB line across Don Street at Reiby Street	151.1755174,-33.899823,0
Edgeware Road	Remark edgeline linemarking at Cross Lane	151.1716685,-33.9009851,0
Edgeware Road	Install missing 'Form 1 Lane' sign for SB traffic	151.171242,-33.8997584,0
Edgeware Road	Remark L1 lines for SB traffic	151.171179,-33.8996505,0
Edgeware Road	Remark edgeline to align with existing NS sign on W side.	151.1732349,-33.9048943,0
Edgeware Road	Request RMS to remark TB line at LT slip lane from Enmore Road to Edgeware Road	151.1710382,-33.8994801,0
Edgeware Road	E side on existing blister island replace existing CAMs with D4-1-2 unidirectional hazard marker.	151.1729211,-33.9039793,0
Edgeware Road	Remark edge lines on E side at Camden Street intersection. Remark faded TB line across Camden Street.	151.1728473,-33.9039092,0
Edgeware Road	Replace existing CAMs with D4-1-2 on existing blister island on E side.	151.1724597,-33.9031,0
Edgeware Road	At pedestrian traffic signals replace CAMs with D4-1-2 on E and W sides.	151.1722934,-33.9029442,0
Edgeware Road	At central refuge island install 2x missing holding bars	151.1720762,-33.9023342,0
Edgeware Road	Remark faded edge line at SE kerb return and NE kerb return	151.1721808,-33.9025234,0
Edgeware Road	At blister island on W side replace CAMs with D4-1-2.	151.1719796,-33.902165,0
Edgeware Road	Install missing NS (R) on E side north of Cross Lane.	151.1716323,-33.9009016,0
Enmore Lane	Missing Stop sign on empty stem. Reinstate missing Stop sign.	151.1717087,-33.8996226,0
Enmore Lane	Incomplete piano keys	151.1717302,-33.8995914,0
Enmore Lane	Stop sign obscured by bamboo within property. Remove foliage and ensure sign can be seen.	151.173023,-33.8993087,0
Enmore Lane	Remark faded TF line across Enmore Lane east of Marian Street.	151.1729975,-33.8992764,0
Enmore Lane	Remark faded TF line across Enmore Lane west of Marian Street.	151.1729345,-33.8992853,0
Enmore Road	Replace existing truck load limit sign with GVM sign with arrow. 2 signs to face W and E	151.1752841,-33.8986853,0
Enmore Road	Install Truck load limit GVM signs facing W and N at entrance to Station Street	151.1765152,-33.8985674,0
Enmore Road	Install Truck Load Limit GVM signs facing W and E	151.1768398,-33.8984605,0
Enmore Road	Remove faded local traffic zone sign on ELP	151.1736131,-33.8988612,0
Enmore Road	Install 2xTruck Load Limit GVM signs with arrow. Signs to face W and E	151.1735514,-33.8988813,0
Enmore Road	Install Shared Path symbolic with supplementary End on ELP on S side facing W	151.1739805,-33.8988234,0
Enmore Road	Install Shared Path symbolic with supplementary End on ELP on S side facing E	151.1736479,-33.8988679,0
Goddard Street	Install missing 40 school zone patch and dragons teeth	151.1776417,-33.8992887,0
Holt Street	Install CAMs (R) at bend.	151.1772206,-33.9003206,0
Holt Street	Install CAMs (L) facing S. Install CAMs (R) facing W.	151.1772649,-33.9004252,0
James Street	Install NP (L) close off at cul-de-sac	151.1730472,-33.9029687,0
King Street	Replace existing Trucks Prohibited signs with Truck Load Limit GVM signs with arrow below sign. Install 2 signs facing N and S	151.1780253,-33.9000723,0
King Street	Replace trucks prohibited symbolic sign and Truck Load Limit GVM signs with arrow facing N and S	151.1788166,-33.9018466,0
Lynch Avenue	Install 2x missing holding rails at existing refuge islands	151.1719662,-33.9022496,0
Margaret Street	Install CAMs	151.1759761,-33.9012055,0
Margaret Street	Install CAMs	151.176078,-33.9012545,0
Margaret Street	Install CAMs (L)	151.1743802,-33.9019001,0
Margaret Street	Install CAMs	151.1744151,-33.9017954,0
Metropolitan Road	Linemark faded 90deg parking bays	151.1720145,-33.8991907,0
Metropolitan Road	Relocate truck load limit GVM sign to SE side on blister island.	151.1719957,-33.8994579,0
Metropolitan Road	Remark faded angle parking bays	151.1721674,-33.8996538,0
Pemell Street	Remark missing TB line across Pemell Street at Reiby Street	151.1753941,-33.8997517,0
Rawson Street	Remove redundant old light traffic thoroughfare sign near Reiby Street on S side	151.1758474,-33.9005042,0
Reiby Street	Install CAMs (R)	151.1759439,-33.9010853,0
Simmons Street	Replace NP (L) with NS(L) on W side 10m N of Enmore Lane	151.1736318,-33.8990972,0
Sloane Street	Remark faded TB line across Sloane Street	151.1756529,-33.9004731,0
Station Street	Install faded piano keys on speed hump	151.1771134,-33.900099,0
Station Street	Install faded TB line across Station Street at stop sign	151.1770959,-33.900079,0
Station Street	Replace faded Children symbolic sign on ELP on E side. Sign to face north.	151.1775009,-33.9008382,0
Station Street	Install missing Children symbolic warning sign on ELP on W side. Sign to face south.	151.1777504,-33.9015116,0
Walenore Avenue	Remark faded BB line and chevron at existing refuge islands	151.1781017,-33.9033783,0
Walenore Avenue	Install missing give way sign	151.1780669,-33.9033638,0
Walenore Avenue	Remark faded TB lines at throat of Walenore Avenue	151.1780789,-33.9033682,0

Appendix C

Newtown-Enmore Parking Study 2010 (ARUP) Proposed Parking

Newtown-Enmore Parking Review 2013 (Inner West Council) Proposed Parking

DRAFT



Legend

- Study Area
- Railway Station
- Railway
- Precincts

Parking Controls

- 1/4P
- 1/2P
- 1P
- 2P
- 3P
- 4P
- Unrestricted*
- Permit (1P)
- Permit (2P)
- Bus Zone
- Disabled
- Clearway
- Mail Zone
- Loading Zone
- No Parking
- No Stopping

*Note: A number of laneways have 'No Parking' on Monday (5:00am-10:00am) for garbage collection.

Issue	Date	By	Chkd	Appd
F2	2014-01-17	JRT	EKC	AMH

Metres: 0, 50, 100, 200

ARUP
Level 10 201 Kent Street
Sydney NSW 2000
Tel +61 2 9320 9320 Fax +61 2 9320 9321
www.arup.com

Client: Marickville Council

Job Title: Newtown Enmore Parking Study

Newtown-Enmore (Area 1) Proposed Operations

Scale at A3: 1:4,000

Job No: 227657-00

Drawing Status: For Issue

Drawing No: Figure 96

Issue: F2

© Arup

Legend

- Study Area
- Railway Station
- Railway

Parking Controls

- P 5 min
- 1/4P
- 1P
- 2P
- 3P
- 4P
- Unrestricted*
- Permit (1P)
- Permit (2P)
- Bus Zone
- Disabled
- Clearway
- Mail Zone
- Loading Zone
- No Parking
- No Stopping

*Note: A number of laneways have 'No Parking' on Monday (5:00am-10:00am) for garbage collection.

Issue	Date	By	Chkd	Appd
F2	2014-01-17	JRT	EKC	AMH

Metres: 0, 40, 80, 160

ARUP
Level 10 201 Kent Street
Sydney NSW 2000
Tel +61 2 9320 9320 Fax +61 2 9320 9321
www.arup.com

Client: Marickville Council

Job Title: Newtown Enmore Parking Study

St Peters North (Area 3) Proposed Operations

Scale at A3: 1:3,000

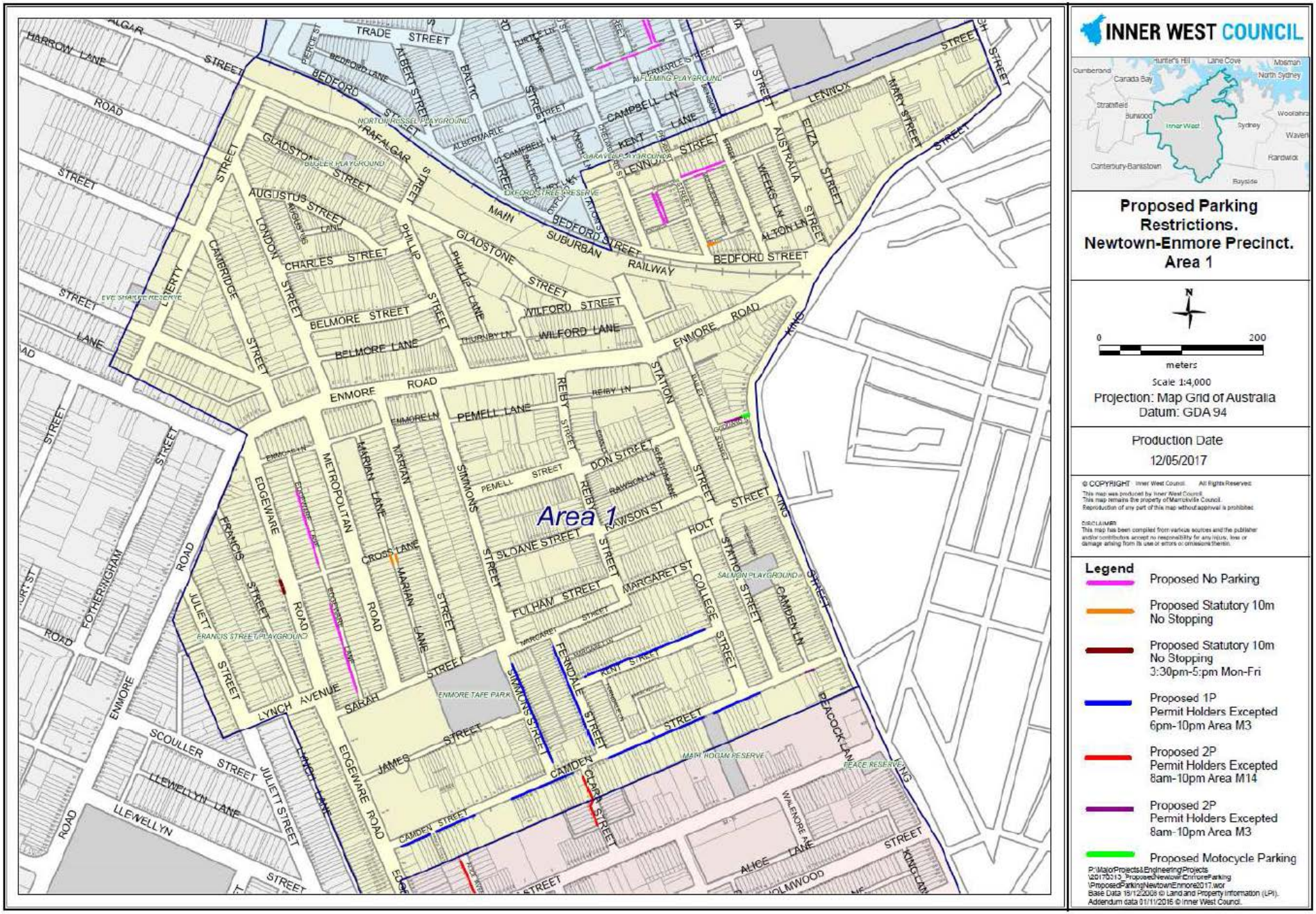
Job No: 227657-00

Drawing Status: For Issue

Drawing No: Figure 98

Issue: F2

© Arup


INNER WEST COUNCIL
Proposed Parking Restrictions.
Newtown-Enmore Precinct.
Area 1
Area 1
0
200
meters
Scale 1:4,000
Projection: Map Grid of Australia
Datum: GDA 94
Production Date
12/05/2017
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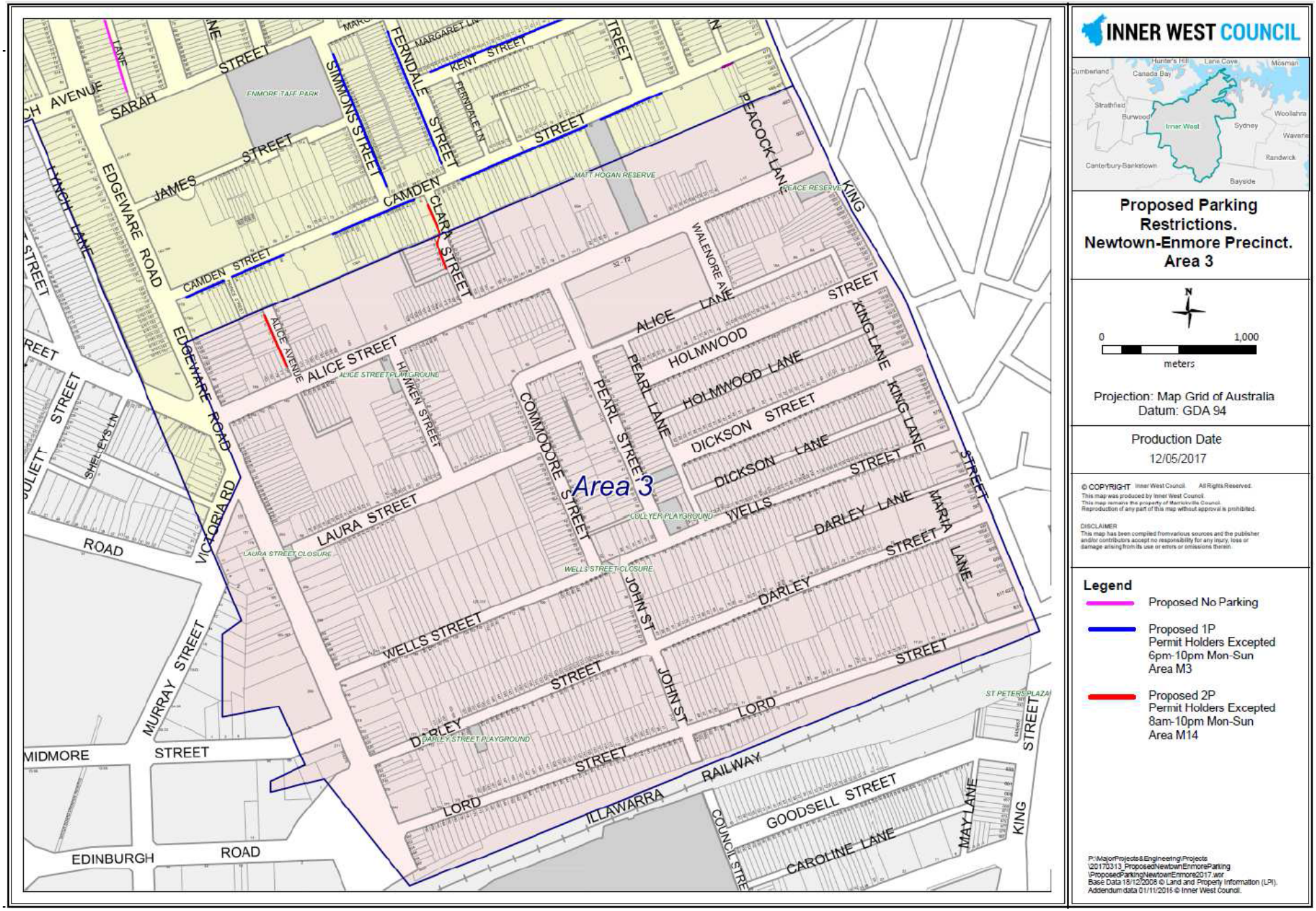
Legend
Proposed No Parking
Proposed Statutory 10m No Stopping
Proposed Statutory 10m No Stopping 3:30pm-5:pm Mon-Fri
Proposed 1P Permit Holders Excepted 6pm-10pm Area M3
Proposed 2P Permit Holders Excepted 8am-10pm Area M14
Proposed 2P Permit Holders Excepted 8am-10pm Area M3
Proposed Motocycle Parking
P:\MajorProjects&EngineeringProjects
\20170313_ProposedNewtownEnmoreParking
\ProposedParking\NewtownEnmore2017.wor
Base Data 19/12/2008 © Land and Property Information (LPI).
Addendum data 01/11/2016 © Inner West Council.


INNER WEST COUNCIL
Proposed Parking Restrictions. Newtown-Enmore Precinct. Area 3
Area 3
0
1,000
meters
Projection: Map Grid of Australia
Datum: GDA 94
Production Date
12/05/2017
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Legend
Proposed No Parking
Proposed 1P
Permit Holders Excepted
6pm-10pm Mon-Sun
Area M3
Proposed 2P
Permit Holders Excepted
8am-10pm Mon-Sun
Area M14
P:\MajorProjects&Engineering\Projects\20170313_ProposedNewtownEnmoreParking\ProposedParking\NewtownEnmore2017.wor
Base Data 18/12/2006 © Land and Property Information (LPI).
Addendum data 01/11/2015 © Inner West Council.
SARAH STREET
JAMES STREET
CAMDEN STREET
ALICE STREET
LAURA STREET
WELLS STREET
DARLEY STREET
LORD STREET
ILLAWARRA ROAD
EDGEWARE ROAD
VICTORIA ROAD
MURRAY STREET
MIDMORE STREET
EDINBURGH ROAD
SIMMONS STREET
FERNDALE STREET
KENT STREET
PEACOCK LANE
KING STREET
CLARA STREET
ALICE LANE
HOLMWOOD LANE
DICKSON STREET
PEARL STREET
COMMODORE STREET
HAWKEN STREET
WALENORE AVE
KING LANE
MARIA LANE
JOHN ST
GOODSELL STREET
CAROLINE LANE
MAY LANE
RAILWAY
ENMORE TAFE PARK
MATT HOGAN RESERVE
PEACE RESERVE
ALICE STREET PLAYGROUND
COLLYER PLAYGROUND
DARLEY STREET PLAYGROUND
LAURA STREET CLOSURE
WELLS STREET CLOSURE

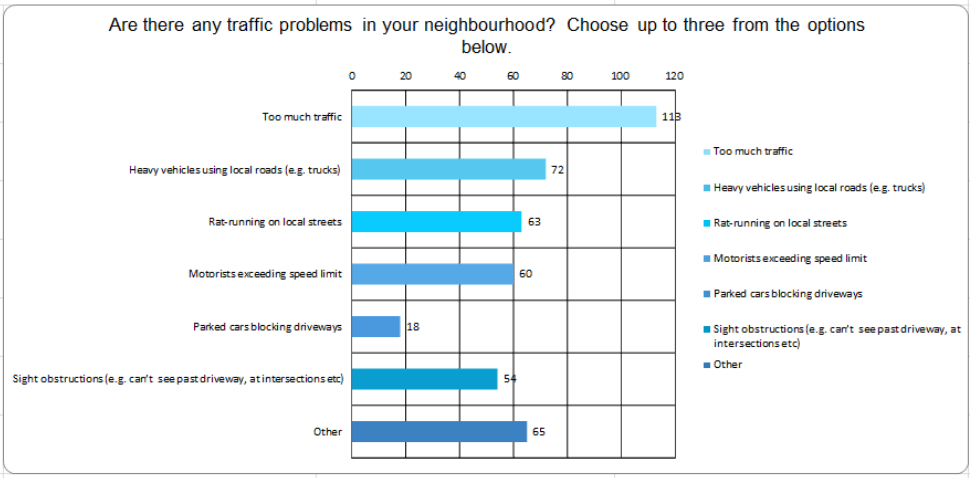
Appendix D

Initial Community Consultation Result Summary

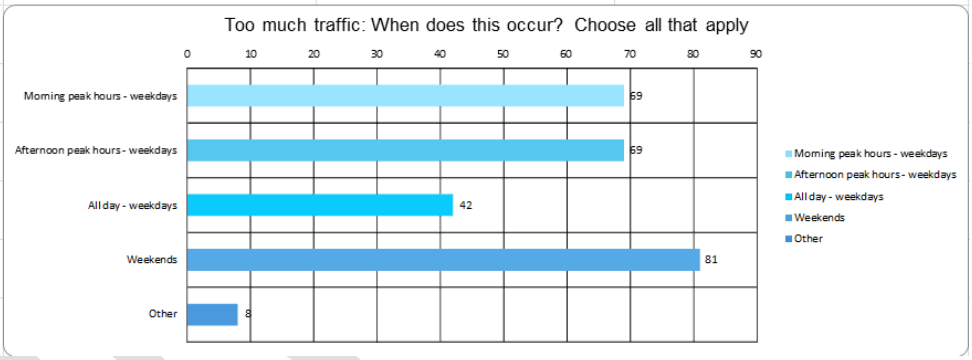
Undertaken May 2018

special characters like '&' will be removed from options

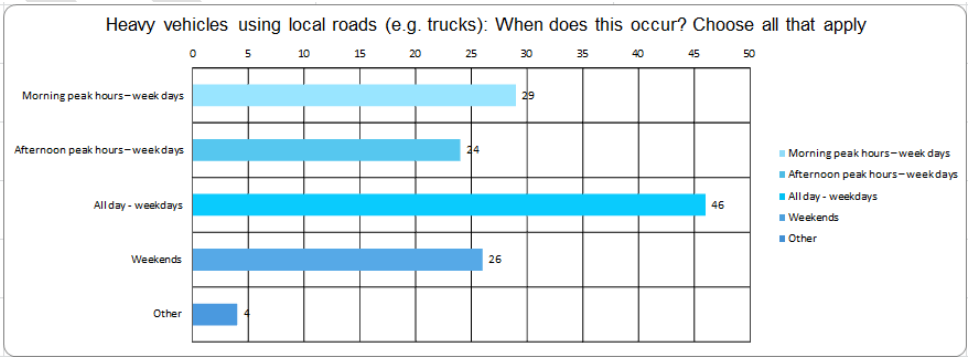
Are there any traffic problems in your neighbourhood? Choose up to three from the options below	
Too much traffic	113
Heavy vehicles using local roads (e.g. trucks)	72
Rat-running on local streets	63
Motorists exceeding speed limit	60
Parked cars blocking driveways	18
Sight obstructions (e.g. can't see	54
Other	65



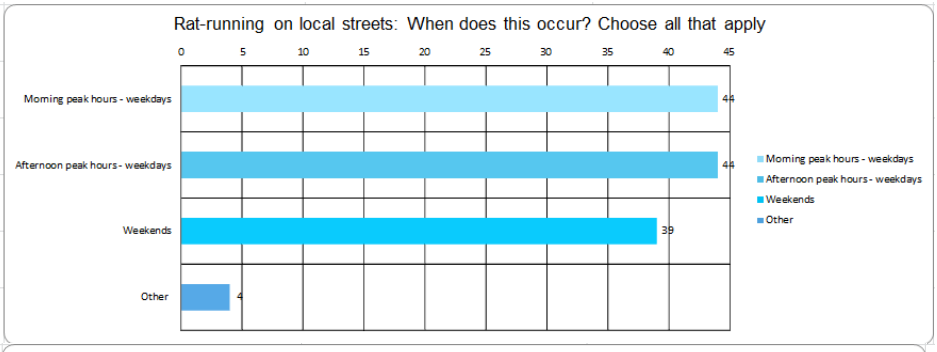
When does this occur? Choose all that apply	
Morning peak hours - weekdays	69
Afternoon peak hours - weekdays	69
All day - weekdays	42
Weekends	81
Other	8



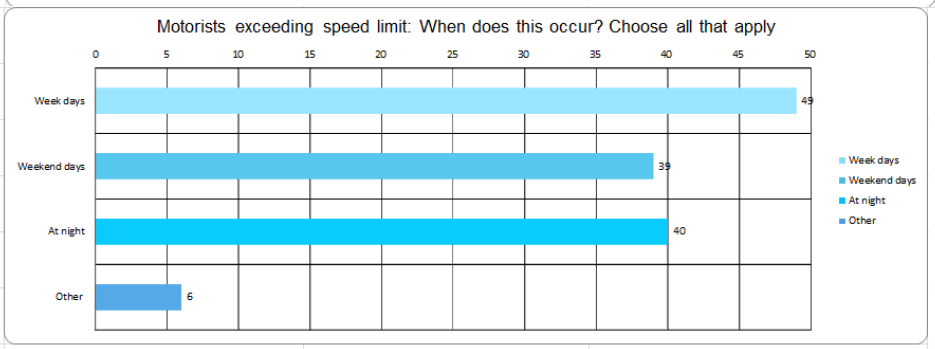
When does this occur? Choose all that apply	
Morning peak hours – week days	29
Afternoon peak hours – week days	24
All day - weekdays	46
Weekends	26
Other	4



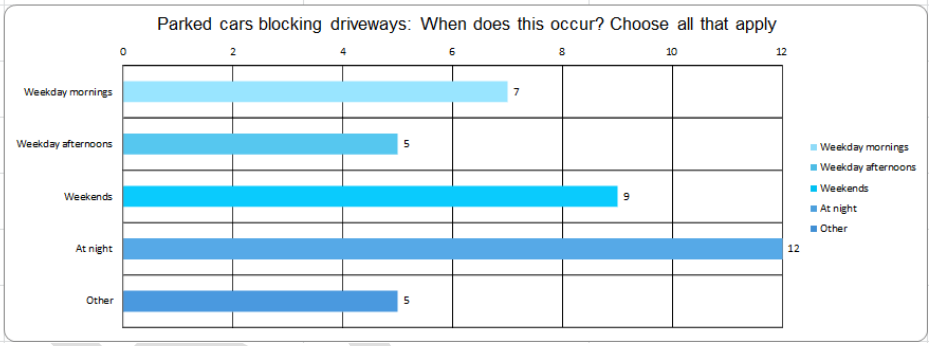
When does this occur? Choose all that apply	
Morning peak hours - weekdays	44
Afternoon peak hours - weekdays	44
Weekends	39
Other	4



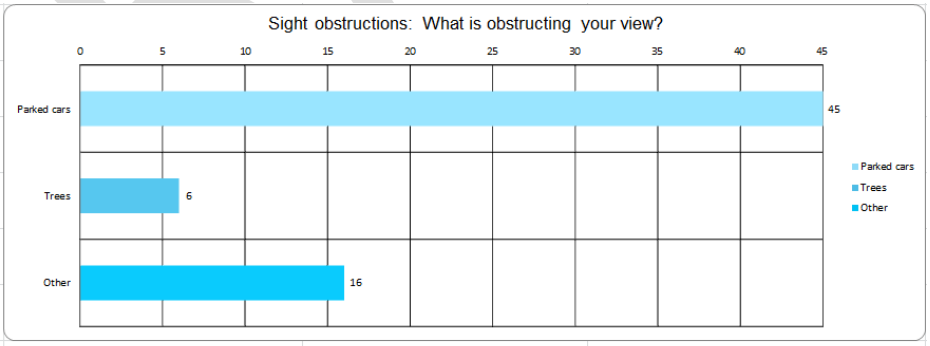
When does this occur? Choose all that apply	
Week days	49
Weekend days	39
At night	40
Other	6



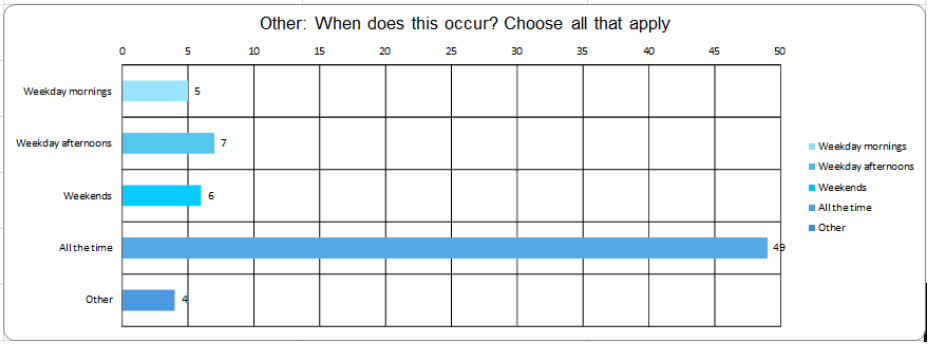
When does this occur? Choose all that apply	
Weekday mornings	7
Weekday afternoons	5
Weekends	9
At night	12
Other	5



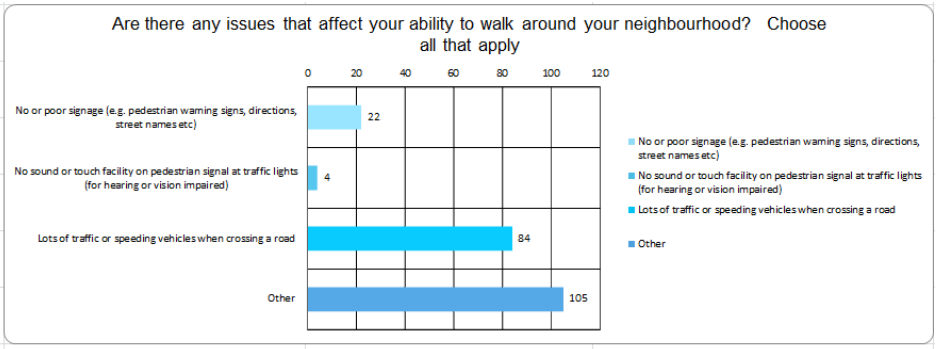
What is obstructing your view?	
Parked cars	45
Trees	6
Other	16



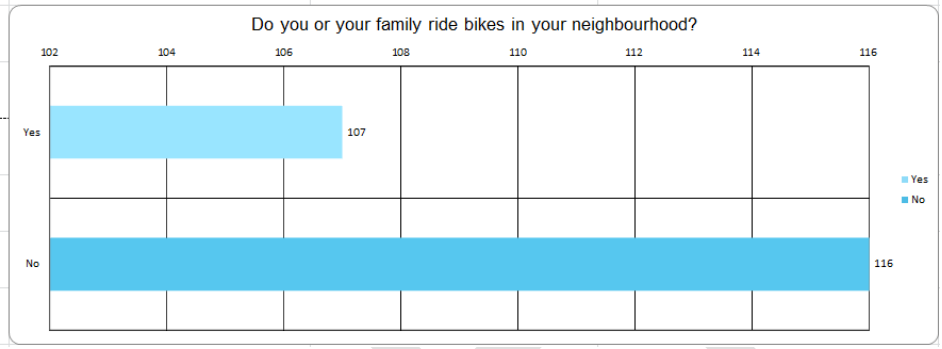
When does this occur? Choose all that apply	
Weekday mornings	5
Weekday afternoons	7
Weekends	6
All the time	49
Other	4



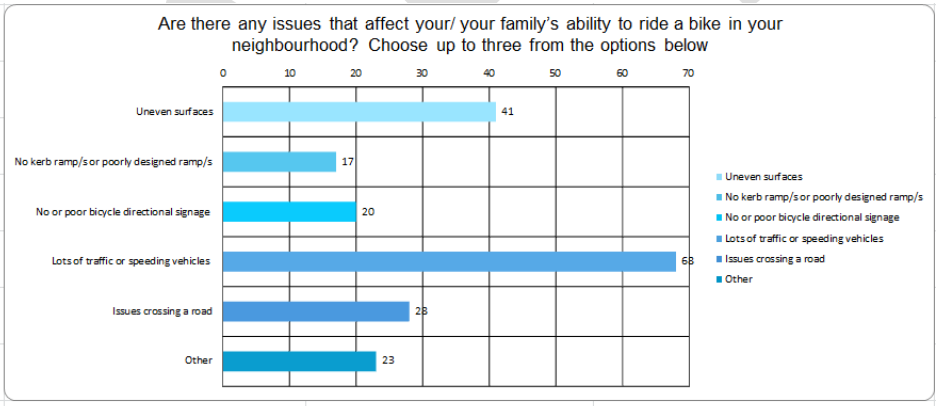
Are there any issues that affect your ability to walk around your neighbourhood? Choose all that apply	
No or poor signage (e.g. pedestrian	22
No sound or touch facility on pedestrian signal	4
Lots of traffic or speeding vehicles when	84
Other	105



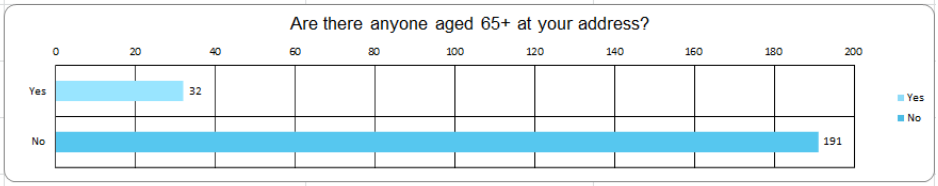
Do you or your family ride bikes in your neighbourhood?	
Yes	107
No	116



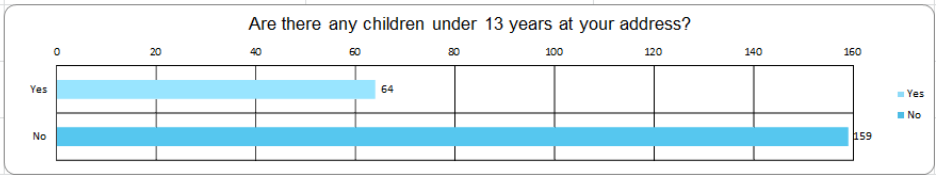
Are there any issues that affect your/ your family's ability to ride a bike in your neighbourhood? Choose up to	
Uneven surfaces	41
No kerb ramp/s or poorly designed ramp/s	17
No or poor bicycle directional	20
Lots of traffic or speeding vehicles	68
Issues crossing a road	28
Other	23



Are there anyone aged 65+ at your address?	
Yes	32
No	191



Are there any children under 13 years at your address?	
Yes	64
No	159



Issue	where	count
Too much traffic		
	King Street	24
	Alice Street	23
	Edgeware Road	15
	Enmore Road	15
Heavy Vehicles		
	Alice Street	11
	Edgeware Road	14
	King Street	22
	Camden Street	5
Rat running		
	Station Street	13
	Camden Street	12
	Metropolitan Road	11
	Cross Lane	10
	Clara Street	6
	Alice Street	5
	Holt Street	5
	Simmons Street	5
	Fulham Street	4
	Bailey Street	3
Exceeding speed limit		
	Alice Street	14
	King Street	13
	Edgeware Road	11
	Enmore Road	9
	Station Street	8
	Camden Street	5
	Simmons Street	5
	Marian Street	4
	Reiby Street	3
	Clara Street	3
Parked Cars		
	Simmons Street	2
	Alice Street	3
Sight obstruction		
	Clara Street	11
	Camden Street	10
	Simmons Street	7
	College Street	5
	Reiby Street	4
	Ferndale Street	2
Other		
	Enmore theatre related	9
	pedestrian related	9
	road too narrow	7
	truck related	5
	TAFE related	4
	cyclist related	4

Too much traffic	113
Heavy vehicles using local roads (e.g. trucks)	72
Rat-running on local streets	63
Motorists exceeding speed limit	60
Parked cars blocking driveways	18
Sight obstructions (e.g. can't see past driveway, at intersections etc)	54
Other	65

Issue	Location	Count
Too much traffic		
	King Street	26
	Alice Street	24
	Edgeware Road	15
	Enmore Road	16
Heavy vehicles		
	Alice Street	11
	Edgeware Road	14
	King Street	23
	Camden Street	5
Rat running		
	Station Street	16
	Camden Street	12
	Metropolitan Road	11
	Cross Lane	10
	Clara Street	6
	Alice Street	5
	Holt Street	7
	Simmons Street	5
	Fulham Street	4
	Bailey Street	3
Parked cars		
	Simmons Street	2
	Alice Street	3

Issue	Location	Count
Exceeding speed limit		
	Alice Street	14
	King Street	13
	Edgeware Road	11
	Enmore Road	9
	Station Street	8
	Camden Street	5
	Simmons Street	5
	Marian Street	4
	Reiby Street	3
	Clara Street	3
Sight obstruction		
	Clara Street	11
	Camden Street	10
	Simmons Street	7
	College Street	5
	Reiby Street	4
	Ferndale Street	2
Other		
	Enmore theatre related	9
	Pedestrian related	9
	Road too narrow	7
	Truck related	5
	TAFE related	4
	Cyclist related	4

Pedestrians	
What would need to change for more walking?	
Better public lighting at night	26
Safer crossing facilities	20
Reduce speed limit	17
Nothing	15
Wider footpaths	13
Stricter regulation of cyclists in footpaths	12
Do something about the bins in footpath	8
Less cars, trucks & traffic	6
Cut back tree branches in footpath	6
Obstruction on footpaths	5
Stricter regulation of outdoor dining areas	4

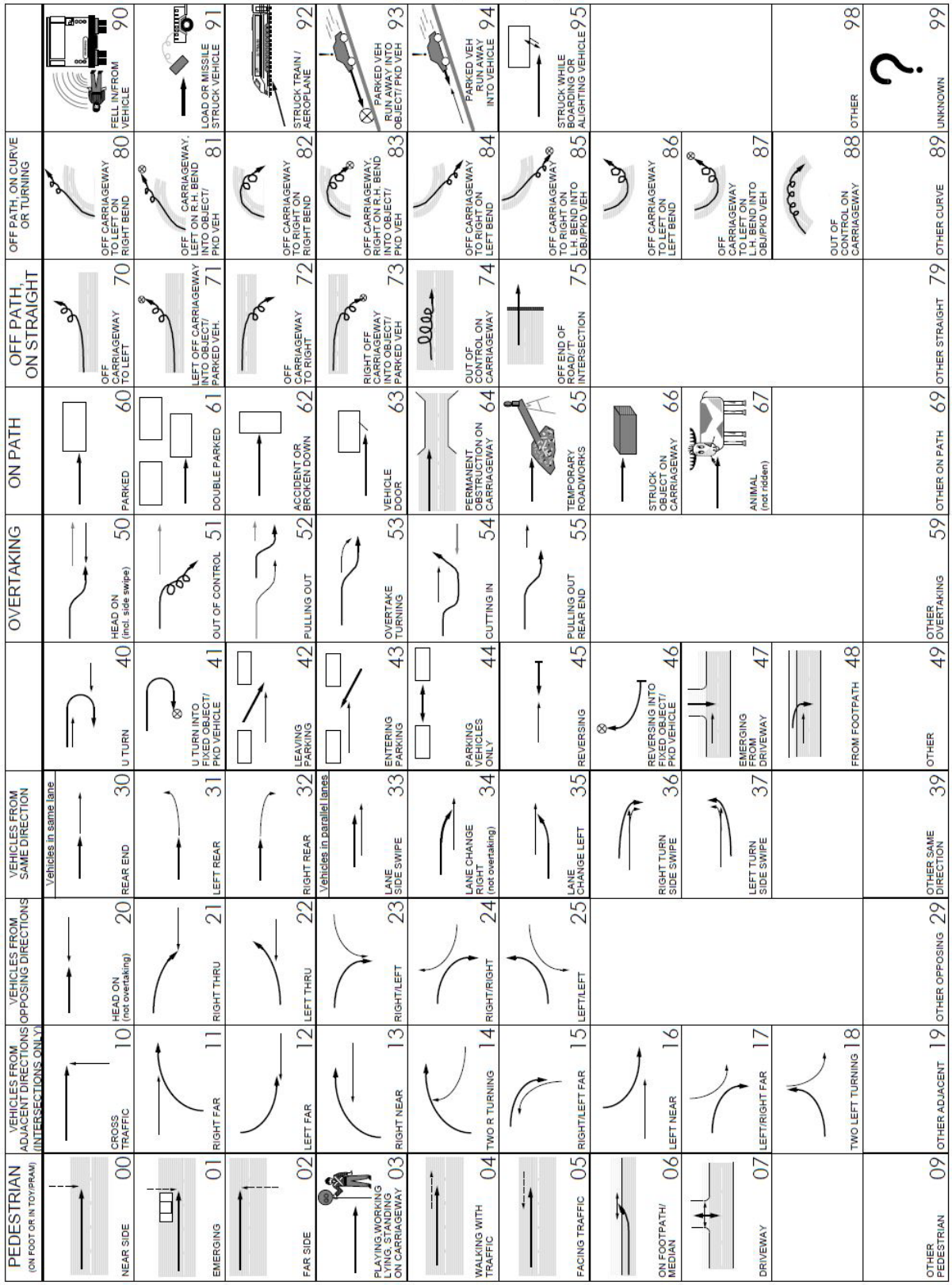
Cycling	
What would need to change for more Cycling?	
Dedicated bike lanes	38
Nothing, opposed to cycling and dangerous	18
Reduce speed limit	12
Less traffic	11
Even surfaces	8

Appendix E

Crash Road User Movement (RUM) Codes from RMS Traffic Accident Database System Data Manual

ROAD USER MOVEMENT (R.U.M.) CODE

This is recorded for the first impact according to the table below
Note: The 'key' vehicle is represented by the dark arrow:⟶ and is the first vehicle listed for each accident in the accident description list (ADL).



Appendix F

Crash Data Summary sourced from RMS Accident Database July 2012 to June 2017

DRAFT

INNER WEST COUNCIL

CRAID	CRANO	CRAEVENT	Degree	DegreeDetail	AccidentW	Day_of_W	YYYYMMDD	Acc_Date	Public_Hol	School_Ho	Time_of_d	TimeRange	Street	Street_Ty	Distar	Direction	Cross_stre	Cross_S	Suburb	RMS_Rout	Road_Clas	LGA	Region	Geo_Code	Location_T	Road_Alig	Permanent	Hazardous	Tempo	Street_Ligl	Road_Surf	Surface_Cc	Weather	Natural_Li	Signals_Op	Other_Trai
1041537	1431041537	55324252	Injury	2 - Serious inj	10	Wednesda	20140827	2014-08-27	00:00:00		1330	12:00 - 13:	Margaret	St	0	On the spo	Simmons	St	Enmore	0	Unclassifie	Ashfield	1	1	T-Junction	Straight				Nil	Sealed	Wet	Raining	Daylight	Nil	No traffic c
1044135	1431044135	55975031	Injury	4 - Minor/oth	5	Saturday	20140906	2014-09-06	00:00:00		1525	14:00 - 15:	Enmore	Rd	10	East	Station	St	Newtown	167	Other class	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Dry	Overcast	Daylight	Nil	No traffic c
1053933	1441053933	56459066	Towaway	6 - Non-casua	1	Tuesday	20141028	2014-10-28	00:00:00		2030	20:00 - 21:	Princes	Hwy	0	On the spo	Alice	St	Newtown	1	State High	Ashfield	1	1	X-intersect	Straight				Unknown	Sealed	Dry	Fine	Darkness	On	Ped crossi
1099555	1611099555	60164935	Injury	2 - Serious inj	7	Monday	20160229	2016-02-29	00:00:00		1730	16:00 - 17:	Enmore	Rd	0	On the spo	Phillip	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
829737	1245558506	51796787	Injury	3 - Moderate	7	Thursday	20121211	2012-12-11	00:00:00		1820	18:00 - 19:	Enmore	Rd	0	On the spo	Bailey	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1103958	1621103958	250031895	Towaway	6 - Non-casua	1	Thursday	20160602	2016-06-02	00:00:00		1700	16:00 - 17:	Enmore	Rd	0	On the spo	Princes	Hwy	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				On	Sealed	Dry	Overcast	Dusk	On	Ped crossi
1104197	1621104197	60928704	Injury	4 - Minor/oth	5	Saturday	20160430	2016-04-30	00:00:00		1940	18:00 - 19:	Alice	St	100	West	Princes	Hwy	Newtown	7018	Unclassifie	Ashfield	1	1	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1104398	1621104398	61085736	Injury	2 - Serious inj	10	Thursday	20160526	2016-05-26	00:00:00		1450	14:00 - 15:	Edgeware	Rd	0	On the spo	Alice	St	Newtown	7017	Unclassifie	Ashfield	1	1	X-intersect	Straight				Nil	Sealed	Dry	Fine	Daylight	On	Ped crossi
1116231	1621116231	61955773	Injury	3 - Moderate	7	Thursday	20160623	2016-06-23	00:00:00		1410	14:00 - 15:	Edgeware	Rd	0	On the spo	Llewellyn	St	Newtown	7017	Unclassifie	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Dry	Fine	Daylight	On	Ped crossi
1117599	1641117599	62567840	Injury	4 - Minor/oth	5	Wednesda	20161012	2016-10-12	00:00:00		1725	16:00 - 17:	Edgeware	Rd	20	South	Lynch	Lane	Enmore	7017	Unclassifie	Ashfield	1	2	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1125448	1641125448	61836630	Injury	3 - Moderate	7	Friday	20161007	2016-10-07	00:00:00	End term 3	2110	20:00 - 21:	Enmore	Rd	0	On the spo	Stanmore	Rd	Enmore	167	Other class	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Dry	Fine	Darkness	On	No traffic c
1156402	1731156402	65206711	Towaway	6 - Non-casua	1	Tuesday	20170919	2017-09-19	00:00:00		830	08:00 - 09:	Princes	Hwy	0	On the spo	Enmore	Rd	Newtown	1	State High	Ashfield	1	1	Y-Junction	Curved				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1142979	1731142979	65454071	Towaway	6 - Non-casua	1	Monday	20170717	2017-07-17	00:00:00		1630	16:00 - 17:	Enmore	Rd	0	On the spo	Phillip	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Dry	Fine	Daylight	On	No traffic c
1132371	1641132371	261588595	Injury	3 - Moderate	7	Friday	20161230	2016-12-30	Christmas	December	1940	18:00 - 19:	Enmore	Rd	20	East	Bailey	St	Newtown	167	Other class	Ashfield	1	2	2-Way und	Straight				On	Sealed	Dry	Fine	Dusk	Nil	No traffic c
1115598	1631115598	62083306	Injury	3 - Moderate	7	Tuesday	20160927	2016-09-27	00:00:00	End term 3	1056	10:00 - 11:	Edgeware	Rd	75	North	Camden	St	Enmore	7017	Unclassifie	Ashfield	1	2	T-Junction	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1101531	1611101531	61587465	Injury	3 - Moderate	7	Sunday	20160228	2016-02-28	00:00:00		1330	12:00 - 13:	Enmore	Rd	20	West	Simmons	St	Enmore	167	Other class	Ashfield	1	1	2-Way und	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1102780	1621102780	61693928	Towaway	6 - Non-casua	1	Monday	20160516	2016-05-16	00:00:00		1815	18:00 - 19:	Enmore	Rd	0	On the spo	Station	St	Newtown	167	Other class	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1117158	1641117158	62381736	Injury	4 - Minor/oth	5	Monday	20161017	2016-10-17	00:00:00		630	06:00 - 07:	Edgeware	Rd	10	East	Enmore	Rd	Enmore	167	Other class	Ashfield	1	1	X-intersect	Curved				Unknown	Sealed	Dry	Dawn	Dawn	Unknown	No traffic c
1117353	1631117353	62923238	Injury	4 - Minor/oth	5	Friday	20160930	2016-09-30	Labour Da	End term 3	1600	16:00 - 17:	Enmore	Rd	0	On the spo	Station	St	Newtown	167	Other class	Ashfield	1	1	X-intersect	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
826094	1245500322	50191461	Injury	3 - Moderate	7	Saturday	20121222	2012-12-22	00:00:00	December	1155	10:00 - 11:	Edgeware	Rd	50	South	Enmore	Rd	Enmore	0	Unclassifie	Ashfield	1	2	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1126633	1711126633	62072360	Injury	5 - Uncategor	3	Saturday	20170114	2017-01-14	00:00:00	January sc	1700	16:00 - 17:	Enmore	Rd	0	On the spo	Metropoli	Rd	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1047130	1441047130	58825988	Injury	3 - Moderate	7	Thursday	20141030	2014-10-30	00:00:00		1000	10:00 - 11:	Enmore	Rd	0	On the spo	Edgeware	Rd	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1103536	1621103536	61206713	Towaway	6 - Non-casua	1	Thursday	20160526	2016-05-26	00:00:00		1445	14:00 - 15:	Princes	Hwy	20	North	Holt	St	Newtown	1	State High	Ashfield	1	1	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1103710	1621103710	61657277	Injury	2 - Serious inj	10	Thursday	20160512	2016-05-12	00:00:00		1128	10:00 - 11:	Princes	Hwy	20	South	St John	St	Newtown	1	State High	Ashfield	1	1	2-Way und	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1118400	1641118400	65217386	Injury	2 - Serious inj	10	Sunday	20161002	2016-10-02	Labour Da	End term 3	2255	22:00 - 23:	Enmore	Rd	150	West	Princes	Hwy	Newtown	167	Other class	Ashfield	1	1	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1052881	1441052881	56729046	Towaway	6 - Non-casua	1	Saturday	20141213	2014-12-13	00:00:00		545	04:00 - 05:	Stanmore	Rd	20	North	Enmore	Rd	Enmore	167	Other class	Ashfield	1	1	X-intersect	Straight				Unknown	Sealed	Dry	Dawn	Dawn	On	No traffic c
1039027	1431039027	57436185	Injury	4 - Minor/oth	5	Wednesda	20140806	2014-08-06	00:00:00		1300	12:00 - 13:	Princes	Hwy	20	North	Camden	St	Newtown	1	State High	Ashfield	1	1	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
821239	1225440804	50423879	Injury	4 - Minor/oth	7	Saturday	20121027	2012-10-27	00:00:00		2000	20:00 - 21:	Edgeware	Rd	0	On the spo	Llewellyn	St	Marrickville	7017	Unclassifie	Ashfield	1	1	X-intersect	Straight				On	Sealed	Dry	Fine	Dusk	On	No traffic c
1106190	1621106190	60580630	Injury	4 - Minor/oth	5	Monday	20160620	2016-06-20	00:00:00		645	06:00 - 07:	Edgeware	Rd	0	On the spo	Alice	St	Newtown	7017	Unclassifie	Ashfield	1	1	X-intersect	Straight				Unknown	Sealed	Dry	Fine	Dawn	Off	No traffic c
1040623	1431040623	55531212	Towaway	6 - Non-casua	1	Wednesda	20140827	2014-08-27	00:00:00		810	08:00 - 09:	Edgeware	Rd	50	North	Lynch	Ave	Enmore	7017	Unclassifie	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Wet	Raining	Daylight	Nil	No traffic c
1027392	1421027392	54251209	Injury	3 - Moderate	7	Wednesda	20140528	2014-05-28	00:00:00		2010	20:00 - 21:	Enmore	Rd	5	East	Station	St	Newtown	167	Other class	Ashfield	1	1	X-intersect	Straight				On	Sealed	Dry	Fine	Darkness	On	Ped crossi
1027606	1421027606	54719211	Injury	2 - Serious inj	10	Sunday	20140511	2014-05-11	00:00:00		800	08:00 - 09:	Reiby	Lane	60	East	Reiby	St	Newtown	0	Unclassifie	Ashfield	1	1	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1041489	1431041489	58210186	Injury	4 - Minor/oth	5	Tuesday	20140805	2014-08-05	00:00:00		1600	16:00 - 17:	Princes	Hwy	5	South	King	St	Newtown	167	Other class	Ashfield	1	1	Y-Junction	Straight	Bus stop			Off	Sealed	Unknown	Unknown	Dusk	On	No traffic c
1097733	1621097733	61544974	Towaway	6 - Non-casua	1	Saturday	20160402	2016-04-02	00:00:00		940	08:00 - 09:	Princes	Hwy	0	On the spo	Camden	St	Newtown	1	State High	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1044415	1441044415	55589117	Injury	4 - Minor/oth	5	Thursday	20141002	2014-10-02	00:00:00	End term 3	1455	14:00 - 15:	Llewellyn	St	5	West	Edgeware	Rd	Newtown	7017	Unclassifie	Ashfield	1	1	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1034417	1431034417	54254960	Injury	2 - Serious inj	10	Friday	20140725	2014-07-25	00:00:00		700	06:00 - 07:	Enmore	Rd	55	West	Station	St	Newtown	167	Other class	Ashfield	1	1	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1034834	1431034834	54102210	Towaway	6 - Non-casua	1	Monday	20140709	2014-07-09	00:00:00	End term 2	830	08:00 - 09:	Enmore	Rd	50	West	Princes	Hwy	Newtown	167	Other class	Ashfield	1	1	2-Way und	Straight	Driveway/entrance			Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1016336	1411016336	53849423	Injury	3 - Moderate	7	Monday	20140310	2014-03-10	00:00:00		1520	14:00 - 15:	Enmore	Rd	0	On the spo	Phillip	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight	Crest			On	Sealed	Dry	Fine	Daylight	On	No traffic c
1017920	1411017920	53501736	Injury	2 - Serious inj	10	Tuesday	20140121	2014-01-21	00:00:00	January sc	1335	12:00 - 13:	Enmore	Rd	5	West	Bailey	St	Newtown	167	Other class	Ashfield	1	2	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
816329	1245321118	49275336	Towaway	6 - Non-casua	1	Thursday	20121101	2012-11-01	00:00:00		2000	20:00 - 21:	Enmore	Rd	0	On the spo	Edgeware	Rd	Enmore	167	Other class	Ashfield	1	1	X-intersect	Curved				On	Sealed	Dry	Fine	Darkness	On	No traffic c
817249	1245333712	50146368	Injury	2 - Serious inj	10	Monday	20121112	2012-11-12	00:00:00		1851	18:00 - 19:	Enmore	Rd	10	West	Simmons	St	Enmore	167	Other class	Ashfield	1	2	T-Junction	Straight				On	Sealed	Dry	Fine	Dusk	Nil	No traffic c
1010429	1331010429	52609104	Injury	2 - Serious inj	10	Saturday	20130921	2013-09-21	00:00:00	End term 3	2240	22:00 - 23:	Enmore	Rd	5	East	Phillip	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				On	Sealed	Dry	Fine	Darkness	On	No traffic c
1010391	1411010391	50455052	Injury	3 - Moderate	7	Friday	20140131	2014-01-31	00:00:00		2220	22:00 - 23:	Enmore	Rd	20	East	Marian	St	Enmore	167	Other class	Ashfield	1	2	2-Way und	Curved				Off	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1033579	1431033579	56113139	Injury	2 - Serious inj	10	Sunday	20140713	2014-07-13	00:00:00	End term 2	1737	16:00 - 17:	Edgeware	Rd	300	South	Enmore	Rd	Enmore	7017	Unclassifie	Ashfield	1	2	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1092063	1541092063	58500310	Injury	4 - Minor/oth	5	Monday	20151214	2015-12-14	00:00:00		810	08:00 - 09:	Princes	Hwy	150	East	Stanmore	Rd	Enmore	167	Other class	Ashfield	1	1	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1095533	1531095533	58981176	Injury	3 - Moderate	7	Thursday	20150903	2015-09-03	00:00:00		800	08:00 - 09:	Princes	Hwy	20	North	Goddard	St	Newtown	1	State High	Ashfield	1	1	2-Way und	Curved	Double centre lines			Off	Sealed	Dry	Fine	Daylight	On	Ped crossi
1075250	1531075250	59504865	Towaway	6 - Non-casua	1	Wednesda	20150805	2015-08-05	00:00:00		1855	18:00 - 19:	Princes	Hwy	0	On the spo	Number 5	Hn	Newtown	1	State High	Ashfield	1	2	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Dusk	On	No traffic c
1091016	1611091016	61852887	Injury	3 - Moderate	7	Saturday	20160102	2016-01-02	New year	January sc	1810	18:00 - 19:	Edgeware	Rd	0	On the spo	Llewellyn	St	Newtown	7017	Unclassifie	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1013463	1411013463	53246620	Towaway	6 - Non-casua	1	Sunday	20140302	2014-03-02	00:00:00		1720	16:00 - 17:	Enmore	Rd	0	On the spo	Reiby	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Fine	Dusk	Nil	Give ways
1080852	1531080852	58595137	Towaway	6 - Non-casua	1	Monday	20150917	2015-09-17	00:00:00		1455	14:00 - 15:	Edgeware	Rd	240	North	Enmore	Rd	Enmore	7017	Unclassifie	Ashfield	1	2	2-Way und	Straight	Steep grade			Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1081240	1541081240	61760583	Towaway	6 - Non-casua	1	Wednesda	20151007	2015-10-07	00:00:00		730	06:00 - 07:	Enmore	Rd	100	West	Princes	Hwy	Newtown	167	Other class	Ashfield	1	2	2-Way und	Straight	Driveway/entrance			Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1043221	1431043221	55798450	Injury	2 - Serious inj	10	Friday	20140912	2014-09-12	00:00:00		1230	12:00 - 13:	Enmore	Rd	0	On the spo	Bailey	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1088714	1541088714	59858146	Towaway	6 - Non-casua	1	Thursday	20151203	2015-12-03	00:00:00		1650	16:00 - 17:	Enmore	Rd	0	On the spo	Station	St	Newtown	167	Other class	Ashfield	1	1	X-intersect	Curved				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1082055	1531082055	60108665	Injury	3 - Moderate	7	Friday	20150918	2015-09-18	00:00:00		930	08:00 - 09:	Enmore	Rd	60	West	Princes	Hwy	Newtown	167	Other class	Ashfield	1	2	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1094699	1611094699	60178513	Injury	4 - Minor/oth	5	Monday	20160208	2016-02-08	00:00:00		820	08:00 - 09:	Enmore	Rd	0	On the spo	Station	St	Newtown	167	Other class	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1068904	1611068904	58068476	Injury	3 - Moderate	7	Friday	20150227	2015-02-27	00:00:00		1230	12:00 - 13:	Enmore	Rd	0	On the spo	Metropoli	Rd	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1014614	1411014614	54554177	Towaway	6 - Non-casua	1	Monday	20140310	2014-03-10	00:00:00		1720	16:00 - 17:	Alice	St	0	On the spo	Pearl	St	Newtown	7018	Unclassifie	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1074066	1531074060	58382740	Injury	3 - Moderate	7	Monday	20150705	2015-07-05	00:00:00	End term 2	1	00:00 - 01:	Enmore	Rd	30	East	Metropoli	Rd	Enmore	167	Other class	Ashfield	1	1	2-Way und	Straight				Unknown	Sealed	Unknown	Unknown	Darkness	Nil	No traffic c
1074238	1531074238	58629638	Injury	2 - Serious inj	10	Tuesday	20150714	2015-07-14	00:00:00		1800	18:00 - 19:	Enmore	Rd	20	West	Princes	Hwy	Newtown	167	Other class	Ashfield	1	2	2-Way und	Curved				Nil	Sealed	Dry	Overcast	Dusk	Nil	No traffic c
854683	1541069555	54169555	Towaway	6 - Non-casua	1	Wednesda	20131016	2013-10-16	00:00:00		1115	10:00 - 11:	Enmore	Rd	100	North	Camden	St	Enmore	0	Unclassifie	Ashfield	1	2	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
852367	1335974667	55195288	Towaway	6 - Non-casua	1	Friday	20130920	2013-09-20	00:00:00		1800	18:00 - 19:	Enmore	Rd	0	On the spo	Simmons	St	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				On	Sealed	Dry	Fine	Dusk	Nil	No traffic c
1078671	1531078671	57748560	Injury	3 - Moderate	7	Tuesday	20150901	2015-09-01	00:00:00		250	02:00 - 03:	Princes	Hwy	0	On the spo	Camden	St	Newtown	1	State High	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Dry	Fine	Darkness	Nil	No traffic c
844953	1331583598	52103276	Injury	4 - Minor/oth	5	Monday	20130722	2013-07-22	00:00:00		915	08:00 - 09:	Enmore	Rd	0	On the spo	Number 2	Hn	Newtown	167	Other class	Ashfield	1	1	2-Way und	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
837913	1331572044	51281268	Towaway	6 - Non-casua	1	Friday	20130308	2013-03-08	00:00:00		1630	16:00 - 17:	Clara	St	20	North	Alice	St	Newtown	0	Unclassifie	Ashfield	1	2	2-Way und	Straight				Off	Sealed	Dry	Fine	Dusk	Nil	No traffic c
1065953	1511065953	57316059	Injury	2 - Serious inj	10	Monday	20150225	2015-02-25	00:00:00		1245	12:00 - 13:	Enmore	Rd	25	East	Phillip	St	Newtown	167	Other class	Ashfield	1	2	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1053881	1441053881	56218414	Injury	3 - Moderate	7	Friday	20141205	2014-12-05	00:00:00		1357	12:00 - 13:	Edgeware	Rd	0	On the spo	Alice	St	Newtown	167	Other class	Ashfield	1	1	X-intersect	Straight				Unknown	Sealed	Dry	Fine	Daylight	On	No traffic c
1058917	1511058917	207150396	Injury	3 - Moderate	7	Friday	20150213	2015-02-13	00:00:00		1730	16:00 - 17:	Enmore	Rd	0	On the spo	Simmons	St	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				On	Sealed	Dry	Fine	Daylight	On	No traffic c
1059423	1511059423	49043209	Towaway	6 - Non-casua	1	Sunday	20150201	2015-02-01	00:00:00		2235	22:00 - 23:	Enmore	Rd	0	On the spo	London	St	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Dry	Overcast	Darkness	On	Give ways
1062843	1511062843	57190123	Injury	4 - Minor/oth	5	Sunday	20150315	2015-03-15	00:00:00		1610	16:00 - 17:	Enmore	Rd	0	On the spo	Bailey	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Overcast	Daylight	Nil	No traffic c
853154	1331558845	54511587	Injury	4 - Minor/oth	5	Friday	20130927	2013-09-27	00:00:00	End term 3	1935	18:00 - 19:	Enmore	Rd	0	On the spo	Alice	St	Newtown	167	Other class	Ashfield	1	1	X-intersect	Straight				On	Sealed	Dry	Overcast	Darkness	On	No traffic c
1002954	1341002954	257074193	Towaway	6 - Non-casua	1	Friday	20131115	2013-11-15	00:00:00		1415	14:00 - 15:	Stanmore	Rd	0	On the spo	Enmore	Rd	Enmore	167	Other class	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1003228	1341003228	53211023	Towaway	6 - Non-casua	1	Wednesda	20131218	2013-12-18	00:00:00		845	08:00 - 09:	Princes	Hwy	10	South	Goddard	St	Newtown	1	State High	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1151359	1731151359	65948631	Injury	5 - Uncategor	3	Sunday	20170903	2017-09-03	00:00:00		5	00:00 - 01:	Enmore	Rd	15	East	Bailey	St	Newtown	167	Other class	Ashfield	1	1	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	On	No traffic c
841267	1331577417	51140115	Injury	2 - Serious inj	10	Saturday	20130601	2013-06-01	00:00:00		1050	10:00 - 11:	Enmore	Rd	10	East	Station	St	Enmore	167	Other class	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Dry	Fine	Daylight	On	Ped crossi
828685	1331554149	51297642	Towaway	6 - Non-casua	1	Friday	20130301	2013-03-01	00:00:00		725	06:00 - 07:	Enmore	Rd	5	West	Phillip	St	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				On	Sealed	Wet	Raining	Daylight	On	No traffic c
830681	1331557931	50892704	Injury	3 - Moderate	7	Saturday	20130316	2013-03-16	00:00:00		1030	10:00 - 11:	Station	St	3	South	Enmore	Rd	Newtown	0	Unclassifie	Ashfield	1	2	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
823065	1245435576	49646252	Towaway	6 - Non-casua	1	Wednesda	20121205	2012-12-05	00:00:00		1143	10:00 - 11:	Edgeware	Rd	20	East	Enmore	Rd	Enmore	0	Unclassifie	Ashfield	1	2	2-Way und	Curved				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1149014	1731149014	66082379	Injury	5 - Uncategor	3	Sunday	20170827	2017-08-27	00:00:00		1645	16:00 - 17:	Enmore	Rd	10	West	Station	St	Newtown	167	Other class	Ashfield	1	1	X-intersect	Straight				Off	Sealed	Dry	Fine	Dusk	Unknown	No traffic c
826673	1331550997	49815320	Towaway	4 - Minor/oth	5	Tuesday	20130212	2013-02-12	00:00:00		1800	18:00 - 19:	Princes	Hwy	0	On the spo	Enmore	Rd	Newtown	1	State High	Ashfield	1	2	T-Junction	Straight				Off	Sealed	Dry	Overcast	Dusk	On	No traffic c

CRAID	CRANO	CRAEVENT	Degree	DegreeDetail	AccidentW	Day_of_W	YYYYMMD	Acc_Date	Public_Hol	School_Ho	Time_of_c	TimeRange	Street	Street_ty	Distar	Direction	Cross_stre	Cross_s	Suburb	RMS_Rout	Road_Clas	LGA	Regior	Geo_(	Location_T	Road_Alig	Permanent	Hazardous	Tempc	Street_Ligl	Road_Surf	Surface_Cc	Weather	Natural_Li	Signals_Op	Other_Trat
1001596	1331001596	101193801	Towaway	6 - Non-casua	1	Tuesday	20130827	2013-08-27T00:00:00			2118	20:00 - 21:	Princes	Hwy	0	On the spo	Goddard	St	Newtown	1	State High	Ashfield	1	1	T-Junction	Straight				On	Sealed	Dry	Fine	Darkness	Nil	Other traf.
831948	1315609891	198319595	Towaway	6 - Non-casua	1	Friday	20130329	2013-03-29	Easter period		535	04:00 - 05:	Enmore	Rd	2	West	Princes	Hwy	Newtown	1	State High	Ashfield	1	2	T-Junction	Curved				On	Sealed	Dry	Fine	Dawn	On	No traffic c
832232	1315607231	50212930	Injury	3 - Moderate	7	Friday	20130322	2013-03-22T00:00:00			640	06:00 - 07:	Edgeware	Rd	10	South	Sarah	St	Enmore	0	Unclassifie	Ashfield	1	2	T-Junction	Straight				Off	Sealed	Dry	Fine	Dawn	Nil	No traffic c
1008042	1411008042	56344086	Towaway	6 - Non-casua	1	Thursday	20140109	2014-01-09T00:00:00		January sc	915	08:00 - 09:	Enmore	Rd	0	On the spo	Stanmore	Rd	Enmore	167	Other class	Ashfield	1	1	X-Intersect	Curved				Unknown	Sealed	Unknown	Unknown	Daylight	On	No traffic c
836276	132567329	51918643	Injury	3 - Moderate	7	Tuesday	20130507	2013-05-07T00:00:00			1700	16:00 - 17:	Enmore	Rd	0	On the spo	Stanmore	Rd	Enmore	167	Other class	Ashfield	1	1	X-Intersect	Curved				On	Sealed	Dry	Fine	Darkness	On	No traffic c
836670	132569276	51345356	Injury	3 - Moderate	7	Thursday	20130425	2013-04-25	Anzac day	End term 1	2200	22:00 - Mic	Enmore	Rd	0	On the spo	Station	St	Newtown	167	Other class	Ashfield	1	1	X-Intersect	Straight				On	Sealed	Dry	Fine	Darkness	On	No traffic c
1055075	1441055075	56358272	Injury	4 - Minor/oth	5	Saturday	20141115	2014-11-15T00:00:00			955	08:00 - 09:	Princes	Hwy	100	North	Alice	St	Newtown	1	State High	Ashfield	1	1	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1056011	1441056011	56581618	Injury	4 - Minor/oth	5	Friday	20141205	2014-12-05T00:00:00			1530	14:00 - 15:	Edgeware	Rd	0	On the spo	Camden	St	Enmore	7017	Unclassifie	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1129243	1711129243	65393580	Towaway	6 - Non-casua	1	Sunday	20170219	2017-02-19T00:00:00			1200	12:00 - 13:	Enmore	Rd	0	On the spo	Enmore	Rd	Newtown	167	Other class	Ashfield	1	2	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1134730	1721134730	63902423	Injury	5 - Uncategor	3	Wednesda	20170412	2017-04-12T00:00:00		End term 1	1520	14:00 - 15:	Enmore	Rd	0	On the spo	Metropolit	Rd	Enmore	167	Other class	Ashfield	1	1	T-Junction	Curved				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1134750	1721134750	66656084	Towaway	6 - Non-casua	1	Friday	20170505	2017-05-05T00:00:00			1330	12:00 - 13:	Princes	Hwy	0	On the spo	Number 35	Hn	Newtown	1	State High	Ashfield	1	1	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1139255	1721139255	64549946	Injury	5 - Uncategor	3	Sunday	20170521	2017-05-21T00:00:00			1840	18:00 - 19:	Princes	Hwy	0	On the spo	Number 41	Hn	Newtown	1	State High	Ashfield	1	2	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1139914	1721139914	66650583	Injury	5 - Uncategor	3	Friday	20170407	2017-04-07T00:00:00			2000	20:00 - 21:	Princes	Hwy	30	North	Holt	St	Newtown	1	State High	Ashfield	1	1	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1140445	1721140445	64683738	Injury	5 - Uncategor	3	Monday	20170522	2017-05-22T00:00:00			1515	14:00 - 15:	Alice	St	360	East	Edgeware	Rd	Newtown	7018	Unclassifie	Ashfield	1	2	2-Way und	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1142702	1721142702	325362093	Injury	5 - Uncategor	3	Sunday	20170618	2017-06-18T00:00:00			1850	18:00 - 19:	Enmore	Rd	25	West	Marian	St	Enmore	167	Other class	Ashfield	1	1	2-Way und	Straight				Nil	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1142803	1721142803	65151329	Injury	5 - Uncategor	3	Saturday	20170527	2017-05-27T00:00:00			1329	12:00 - 13:	Enmore	Rd	0	On the spo	Wilford	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1145491	1721145491	64652650	Injury	5 - Uncategor	3	Wednesda	20170607	2017-06-07T00:00:00			1030	10:00 - 11:	Enmore	Rd	0	On the spo	Phillip	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Wet	Raining	Daylight	On	Ped crossir
1128532	1711128532	63668326	Towaway	6 - Non-casua	1	Monday	20170220	2017-02-20T00:00:00			1225	12:00 - 13:	Edgeware	Rd	20	North	Camden	St	Enmore	7017	Unclassifie	Ashfield	1	1	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1135970	1721135970	65988382	Towaway	6 - Non-casua	1	Sunday	20170416	2017-04-16	Easter peri	End term 1	45	00:01 - 01:	Enmore	Rd	0	On the spo	Number 23	Hn	Newtown	167	Other class	Ashfield	1	2	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1136303	1711136303	64184643	Injury	5 - Uncategor	3	Wednesda	20170222	2017-02-22T00:00:00			2140	20:00 - 21:	Edgeware	Rd	0	On the spo	Alice	St	Newtown	7017	Unclassifie	Ashfield	1	1	X-Intersect	Straight				On	Sealed	Dry	Fine	Darkness	On	No traffic c
1138681	1721138681	64855841	Towaway	6 - Non-casua	1	Thursday	20170406	2017-04-06T00:00:00			610	06:00 - 07:	Edgeware	Rd	0	On the spo	Lynch	Ave	Enmore	7017	Unclassifie	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Dry	Fine	Dawn	Nil	No traffic c
1141494	1721141494	64668640	Injury	5 - Uncategor	3	Thursday	20170518	2017-05-18T00:00:00			1330	12:00 - 13:	Edgeware	Rd	0	On the spo	Camden	St	Enmore	7017	Unclassifie	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1150232	1721150232	63778512	Injury	5 - Uncategor	3	Friday	20170407	2017-04-07T00:00:00			850	08:00 - 09:	Enmore	Rd	0	On the spo	Princes	Hwy	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1144754	1731144754	64777536	Injury	5 - Uncategor	3	Tuesday	20170718	2017-07-18T00:00:00			1430	14:00 - 15:	Enmore	Rd	10	East	Bailey	St	Newtown	167	Other class	Ashfield	1	2	T-Junction	Straight	Driveway/entrance			Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
814415	124528372	51643484	Injury	3 - Moderate	7	Wednesda	20121024	2012-10-24T00:00:00			830	08:00 - 09:	Princes	Hwy	50	South	Newman	St	Newtown	1	State High	Ashfield	1	1	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
823002	124543445	236710093	Injury	3 - Moderate	7	Thursday	20121108	2012-11-08T00:00:00			1000	10:00 - 11:	Enmore	Rd	50	West	Station	St	Newtown	167	Other class	Ashfield	1	1	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
837033	132568652	51558257	Injury	4 - Minor/oth	5	Saturday	20130511	2013-05-11T00:00:00			1010	10:00 - 11:	Edgeware	Rd	0	On the spo	Number 78	Hn	Enmore	0	Unclassifie	Ashfield	1	2	2-Way und	Straight	Steep grade			Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
839837	132572158	51310807	Towaway	6 - Non-casua	1	Wednesda	20130417	2013-04-17T00:00:00		End term 1	1045	10:00 - 11:	Enmore	Rd	0	On the spo	Edgeware	Rd	Enmore	167	Other class	Ashfield	1	1	X-Intersect	Curved				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
842250	132578724	50990020	Injury	3 - Moderate	7	Monday	20130617	2013-06-17T00:00:00			959	08:00 - 09:	Princes	Hwy	50	North	Goddard	St	Newtown	1	State High	Ashfield	1	1	Divided ro	Curved				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
855287	133603802	51958372	Injury	2 - Serious inj	10	Monday	20130715	2013-07-15T00:00:00			620	06:00 - 07:	Edgeware	Rd	0	On the spo	Alice	St	Enmore	0	Unclassifie	Ashfield	1	1	X-Intersect	Straight				Off	Sealed	Wet	Raining	Darkness	Nil	No traffic c
1000954	1341000954	54119365	Towaway	6 - Non-casua	1	Wednesda	20131204	2013-12-04T00:00:00			110	00:01 - 01:	Edgeware	Rd	110	North	Camden	St	Enmore	7017	Unclassifie	Ashfield	1	2	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1057018	1511057018	57036726	Injury	4 - Minor/oth	5	Thursday	20150129	2015-01-29T00:00:00			845	08:00 - 09:	Edgeware	Rd	50	North	Camden	St	Enmore	7017	Unclassifie	Ashfield	1	1	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1063563	1511063563	59236180	Injury	3 - Moderate	7	Tuesday	20150324	2015-03-24T00:00:00			900	08:00 - 09:	Edgeware	Rd	0	On the spo	Alice	St	Newtown	7017	Unclassifie	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Dry	Fine	Daylight	On	No traffic c
1064398	1511064398	57642026	Injury	4 - Minor/oth	5	Wednesda	20150121	2015-01-21T00:00:00		January sc	1830	18:00 - 19:	Enmore	Rd	100	West	Station	St	Newtown	167	Other class	Ashfield	1	1	2-Way und	Straight				Unknown	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1066274	1521066274	58243179	Injury	2 - Serious inj	10	Monday	20150420	2015-04-20T00:00:00			1020	10:00 - 11:	Enmore	Rd	0	On the spo	Number 18	Hn	Newtown	167	Other class	Ashfield	1	1	2-Way und	Straight	Driveway/entrance			Off	Sealed	Wet	Raining	Daylight	Nil	No traffic c
1066432	1521066432	57437335	Towaway	6 - Non-casua	1	Sunday	20150503	2015-05-03T00:00:00			1600	16:00 - 17:	Alice	St	0	On the spo	Clara	St	Newtown	7018	Unclassifie	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Wet	Overcast	Daylight	Nil	No traffic c
1057806	1441057806	56212835	Injury	2 - Serious inj	10	Friday	20141219	2014-12-19T00:00:00			1622	16:00 - 17:	Princes	Hwy	0	On the spo	St John	St	Newtown	1	State High	Ashfield	1	1	T-Junction	Straight	Foot/cycle pth/natur			Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1060941	1441060941	57472608	Injury	3 - Moderate	7	Saturday	20141220	2014-12-20T00:00:00		December	2030	20:00 - 21:	Princes	Hwy	0	On the spo	Alice	St	Newtown	1	State High	Ashfield	1	1	X-Intersect	Straight				On	Sealed	Dry	Fine	Darkness	On	No traffic c
843768	132583959	51796534	Injury	3 - Moderate	7	Wednesda	20130619	2013-06-19T00:00:00			1939	18:00 - 19:	Enmore	Rd	0	On the spo	Oportos	Ent	Newtown	167	Other class	Ashfield	1	2	2-Way und	Curved	Driveway/entrance			On	Sealed	Wet	Raining	Darkness	Nil	No traffic c
843801	132584069	51889734	Injury	2 - Serious inj	10	Sunday	20130630	2013-06-30T00:00:00		End term 2	100	00:01 - 01:	Enmore	Rd	0	On the spo	Cambridge	St	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				On	Sealed	Wet	Raining	Darkness	On	No right tu
841150	132576686	52350142	Towaway	6 - Non-casua	1	Thursday	20130620	2013-06-20T00:00:00			1445	14:00 - 15:	Edgeware	Rd	35	North	Camden	St	Newtown	0	Unclassifie	Ashfield	1	1	2-Way und	Straight				Nil	Sealed	Dry	Fine	Daylight	On	No traffic c
851825	133596019	52595826	Injury	4 - Minor/oth	5	Friday	20130913	2013-09-13T00:00:00			825	08:00 - 09:	Enmore	Rd	10	West	Marian	St	Enmore	167	Other class	Ashfield	1	2	T-Junction	Straight				Nil	Sealed	Dry	Overcast	Daylight	Nil	No traffic c
1054503	1441054503	56822468	Injury	3 - Moderate	7	Thursday	20141113	2014-11-13T00:00:00			1550	14:00 - 15:	Enmore	Rd	0	On the spo	Metropolit	Rd	Enmore	167	Other class	Ashfield	1	1	T-Junction	Curved				Unknown	Sealed	Dry	Fine	Daylight	On	Ped crossir
1054627	1441054627	56264406	Injury	3 - Moderate	7	Thursday	20141204	2014-12-04T00:00:00			1645	16:00 - 17:	Enmore	Rd	0	On the spo	Metropolit	Rd	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				Unknown	Sealed	Dry	Fine	Daylight	On	No traffic c
857293	134606014	53590669	Injury	4 - Minor/oth	5	Sunday	20131103	2013-11-03T00:00:00			1355	12:00 - 13:	Enmore	Rd	0	On the spo	Simmons	St	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1070044	1511070044	56939727	Injury	3 - Moderate	7	Monday	20150223	2015-02-23T00:00:00			525	04:00 - 05:	Enmore	Rd	0	On the spo	London	St	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				On	Sealed	Dry	Fine	Dawn	Nil	Give way s
1070932	1521070932	57792006	Towaway	6 - Non-casua	1	Sunday	20150531	2015-05-31T00:00:00			1220	12:00 - 13:	Alice	St	0	On the spo	Peacock	Lane	Newtown	7018	Unclassifie	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Overcast	Daylight	Nil	No traffic c
1072303	1521072303	58603868	Injury	4 - Minor/oth	5	Wednesda	20150603	2015-06-03T00:00:00			800	08:00 - 09:	Alice	St	10	West	Hawken	St	Newtown	7018	Unclassifie	Ashfield	1	2	T-Junction	Straight				Nil	Sealed	Dry	Fine	Daylight	Nil	Ped crossir
1073742	1521073742	58954265	Injury	2 - Serious inj	10	Thursday	20150604	2015-06-04T00:00:00			2115	20:00 - 21:	Princes	Hwy	50	South	Newman	St	Newtown	1	State High	Ashfield	1	1	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1073951	1531073951	888678190	Towaway	6 - Non-casua	1	Tuesday	20150707	2015-07-07T00:00:00		End term 2	1715	16:00 - 17:	Edgeware	Rd	0	On the spo	Enmore	Rd	Enmore	167	Other class	Ashfield	1	1	X-Intersect	Straight				Unknown	Sealed	Dry	Unknown	Dusk	On	No traffic c
1074940	1531074940	59104443	Towaway	6 - Non-casua	1	Monday	20150727	2015-07-27T00:00:00			700	06:00 - 07:	Enmore	Rd	0	On the spo	Stanmore	Rd	Enmore	167	Other class	Ashfield	1	1	X-Intersect	Straight				Unknown	Sealed	Dry	Fine	Dawn	On	No traffic c
1076150	1531076150	60463082	Injury	2 - Serious inj	10	Thursday	20150730	2015-07-30T00:00:00			635	06:00 - 07:	Enmore	Rd	135	West	Princes	Hwy	Newtown	167	Other class	Ashfield	1	1	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1079179	1521079179	58285840	Injury	3 - Moderate	7	Wednesda	20150624	2015-06-24T00:00:00			520	04:00 - 05:	Enmore	Rd	0	On the spo	Station	St	Newtown	167	Other class	Ashfield	1	1	X-Intersect	Straight				On	Sealed	Dry	Fine	Dawn	On	Ped crossir
1084779	1541084779	59671958	Injury	3 - Moderate	7	Saturday	20151017	2015-10-17T00:00:00			2110	20:00 - 21:	Enmore	Rd	10	East	Phillip	St	Newtown	167	Other class	Ashfield	1	2	T-Junction	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
814644	124528868	49023314	Injury	3 - Moderate	7	Tuesday	20121009	2012-10-09T00:00:00			1830	18:00 - 19:	Edgeware	Rd	30	South	Enmore	Rd	Enmore	0	Unclassifie	Ashfield	1	2	2-Way und	Curved				Off	Sealed	Dry	Overcast	Dusk	On	No traffic c
1096234	1541096234	58942430	Injury	3 - Moderate	7	Friday	20151225	2015-12-25	Christmas	December	450	04:00 - 05:	Princes	Hwy	0	On the spo	Number 36	Hn	Newtown	1	State High	Ashfield	1	2	2-Way und	Straight				Nil	Sealed	Dry	Fine	Dawn	On	Ped crossir
1098818	1541098818	59711234	Injury	2 - Serious inj	10	Wednesda	20151125	2015-11-25T00:00:00			1220	12:00 - 13:	Princes	Hwy	0	On the spo	Holt	St	Newtown	1	State High	Ashfield	1	1	T-Junction	Curved				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1094435	1611094435	216916797	Injury	3 - Moderate	7	Thursday	20160204	2016-02-04T00:00:00			915	08:00 - 09:	Edgeware	Rd	200	North	Llewellyn	St	Enmore	7017	Unclassifie	Ashfield	1	1	2-Way und	Straight	Steep grade			Off	Sealed	Wet	Overcast	Daylight	Nil	No traffic c
1009397	1341009397	53105827	Injury	4 - Minor/oth	5	Tuesday	20131210	2013-12-10T00:00:00			1110	10:00 - 11:	Edgeware	Rd	15	North	Alice	St	Newtown	7017	Unclassifie	Ashfield	1	2	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1009557	1411009557	54154762	Injury	4 - Minor/oth	5	Monday	20140203	2014-02-03T00:00:00			728	06:00 - 07:	Edgeware	Rd	0	On the spo	Llewellyn	St	Newtown	7017	Unclassifie	Ashfield	1	1	X-Intersect	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1015345	1411015345	54100454	Towaway	6 - Non-casua	1	Friday	20140228	2014-02-28T00:00:00			430	04:00 - 05:	Camden	St	15	West	Ferndale	Lane	Newtown	0	Unclassifie	Ashfield	1	2	2-Way und	Straight				On	Sealed	Wet	Raining	Darkness	Nil	No traffic c
1020460	1421020460	53888115	Towaway	6 - Non-casua	1	Saturday	20140405	2014-04-05T00:00:00			1905	18:00 - 19:	Enmore	Rd	10	East	Metropolit	Rd	Enmore	167	Other class	Ashfield	1	2	T-Junction	Curved				On	Sealed	Dry	Fine	Darkness	On	No traffic c
1109422	1621109422	61364438	Injury	3 - Moderate	7	Thursday	20160512	2016-05-12T00:00:00			1905	18:00 - 19:	Marian	St	0	On the spo	Number 56	Hn	Enmore	0	Unclassifie	Ashfield	1	2	2-Way und	Straight	Narrow roadway			On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1121147	1641121147	63056868	Injury	2 - Serious inj	10	Friday	20161014	2016-10-14T00:00:00			1805	18:00 - 19:	Enmore	Rd	0	On the spo	Metropolit	Rd	Enmore	167	Other class	Ashfield	1	1	T-Junction	Straight				Off	Sealed	Dry	Fine	Daylight	On	Ped crossir
1122294	1641122294	63044776	Injury	3 - Moderate	7	Tuesday	20161122	2016-11-22T00:00:00			2100	20:00 - 21:	Enmore	Rd	10	East	Wilford	St	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1122480	1641122480	224820297	Injury	4 - Minor/oth	5	Tuesday	20161018	2016-10-18T00:00:00			2120	20:00 - 21:	Princes	Hwy	0	On the spo	Number 35	Hn	Newtown	1	State High	Ashfield	1	2	2-Way und	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1022430	1421022430	54932658	Towaway	6 - Non-casua	1	Thursday	20140424	2014-04-24	Anzac day	End term 1	1100	10:00 - 11:	Edgeware	Rd	10	North	Alice	St	Newtown	7017	Unclassifie	Ashfield	1	2	X-Intersect	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c
1032127	1421032127	55932316	Injury	2 - Serious inj	10	Thursday	20140619	2014-06-19T00:00:00			1810	18:00 - 19:	Enmore	Rd	0	On the spo	Station	St	Newtown	167	Other class	Ashfield	1	1	X-Intersect	Straight				On	Sealed	Dry	Fine	Darkness	On	No traffic c
1038663	1431038663	55986942	Injury	3 - Moderate	7	Friday	20140801	2014-08-01T00:00:00			1445	14:00 - 15:	Enmore	Rd	80	East	Station	St	Newtown	167	Other class	Ashfield	1	2	2-Way und	Straight				Off	Sealed	Dry	Fine	Daylight	Nil	No traffic c
1038840	1431038840	56395965	Injury	4 - Minor/oth	5	Sunday	20140817	2014-08-17T00:00:00			1930	18:00 - 19:	Enmore	Rd	10	West	Princes	Hwy	Newtown	167	Other class	Ashfield	1	1	T-Junction	Straight				On	Sealed	Dry	Fine	Darkness	Nil	No traffic c
1039657	1431039657	56152374	Injury	3 - Moderate	7	Friday	20140808	2014-08-08T00:00:00			1635	16:00 - 17:	Edgeware	Rd	0	On the spo	Alice	St	Newtown	7017	Unclassifie	Ashfield	1	1	X-Intersect	Straight				Off	Sealed	Dry	Fine	Daylight	On	No traffic c

CRAID	CRANO	Speed_lim	School	RUM_Co	RUM_Desc	RUM_Grou	DCA_Code	DCA	DCA_Supp	First_Impa	Crash_Car	Crash_Ligh	Crash_Hea	Crash_Rigi	Crash_Arti	Crash_Bus	Crash_Hea	Crash_Eme	Crash_Mot	Crash_Bicy	Crash_Ped	Traffic_Un	Numbers_	Numbers_	Num_Pede	Num_Pede	Num_Bicy	Num_Bicy	Num_Mot	Num_Mot	Speeding_	Fatigue_a
1041537	1431041537	50	No	15	Right/left t	Vehicles fr	106	Adj - Right-left from ri		Right angle	Yes	No	No	No	No	No	No	No	Yes	No	No	2	0	1	0	0	0	0	0	1	No	No
1044135	1431044135	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No
1052933	1441052933	50	No	37	Left turn si	Vehicles fr	309	Same - Left turn side s		Other angl	Yes	No	No	No	No	Yes	Yes	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1099555	1611099555	50	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	0	No	No
829737	124558506	60	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	No	Yes	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	0	No	No
1103958	1621103958	50	Yes	33	Lane sides	Vehicles fr	305	Same - Lane side swip		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1104197	1621104197	50	No	1	Ped emerg	Pedestrian	2	Ped - emerging		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
1104398	1621104398	60	Yes	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	3	0	2	0	2	0	0	0	0	No	No
1116231	1621116231	60	No	2	Ped far sid	Pedestrian	3	Ped - Far side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
1117599	1641117599	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	3	0	1	0	0	0	0	0	0	No	No
1125448	1641125448	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No
1156402	1731156402	50	Yes	33	Lane sides	Vehicles fr	305	Same - Lane side swip		Other angl	Yes	No	Yes	No	Yes	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1142979	1731142979	50	Yes	70	Off road to	Off path or	701	Off carriageway to left		Rollover	No	No	No	No	No	No	No	No	Yes	No	No	1	0	0	0	0	0	0	0	0	No	No
1132371	1641132371	50	No	74	On road-o	Off path or	705	Out of control on cwa		Rollover	No	No	No	No	No	No	No	No	No	Yes	No	1	0	1	0	0	0	1	0	0	No	No
1115598	1631115598	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	Yes	No	No	4	0	1	0	0	0	0	0	1	No	No
1101531	1611101531	50	No	63	Vehicle do	On path	604	On path - Vehicle doo		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	0	No	No
1102780	1621102780	50	No	20	Head on	Vehicles fr	201	Opp - Head on		Head on	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	Yes
1117158	1641117158	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	Yes	Yes	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No
1117353	1631117353	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
826094	124550322	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	Yes	No	No	No	No	No	No	No	No	No	4	0	1	0	0	0	0	0	0	No	No
1126633	1711126633	50	No	37	Left turn si	Vehicles fr	309	Same - Left turn side s		Other angl	Yes	No	No	No	No	No	No	No	Yes	No	No	2	0	1	0	0	0	0	0	1	No	No
1047130	1441047130	60	No	35	Lane chang	Vehicles fr	307	Same - Lane change le		Other angl	Yes	No	No	No	No	No	No	No	Yes	No	No	2	0	1	0	0	0	0	0	1	No	No
1103536	1621103536	40	Yes	71	Off rd left	Off path or	703	Left off cway into obje		Other angl	Yes	Yes	No	No	No	No	No	No	No	No	No	3	0	0	0	0	0	0	0	0	No	No
1103710	1621103710	50	No	3	Ped on car	Pedestrian	4	Ped - On carriageway		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
1118400	1641118400	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	No	Yes	No	No	No	No	No	No	No	No	Yes	2	0	2	0	1	0	0	0	0	No	No
1052881	1441052881	60	No	10	Cross traff	Vehicles fr	101	Adj - Cross traffic		Right angle	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1039027	1431039027	50	No	95	Alighting/b	Other	902	Boarding/alighting		Person-ob	Yes	No	Yes	No	Yes	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No
821239	124540804	50	No	74	On road-o	Off path or	705	Out of control on cwa		Rollover	No	No	No	No	No	No	No	No	No	Yes	No	1	0	1	0	0	0	1	0	0	No	No
1106190	1621106190	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No
1040623	1431040623	60	Yes	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1027392	1421027392	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	2	0	0	0	0	0	0	No	No
1027606	1421027606	50	No	74	On road-o	Off path or	705	Out of control on cwa		Rollover	No	No	No	No	No	No	No	No	No	Yes	No	1	0	1	0	0	0	1	0	0	No	No
1041489	1431041489	50	Yes	6	Ped on foo	Pedestrian	8	Ped - On footway/me		Vehicle-pe	No	No	No	No	No	Yes	Yes	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
1097733	1621097733	50	No	13	Right near	Vehicles fr	104	Adj - Right-thru from r		Right angle	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1044415	1441044415	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	2	0	0	0	0	0	0	No	No
1034417	1431034417	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	No	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
1034834	1431034834	50	No	47	Emerging f	Parking/U	406	Manov - Emerging fro		Right angle	Yes	Yes	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1016336	1411016336	50	Yes	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	0	No	No
1017920	1411017920	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	3	0	2	0	0	0	0	0	0	No	No
816329	124532118	60	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
817249	124533712	60	No	74	On road-o	Off path or	705	Out of control on cwa		Rollover	No	No	No	No	No	No	No	No	No	Yes	No	1	0	1	0	0	0	1	0	0	No	No
1010429	1331010429	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	2	0	0	0	0	0	0	No	No
1010391	1411010391	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
1033579	1431033579	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	3	0	1	0	0	0	0	0	0	No	No
1092063	1541092063	50	Yes	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	Yes	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No
1095533	1531095533	40	Yes	20	Head on	Vehicles fr	201	Opp - Head on		Head on	Yes	No	No	No	No	No	No	No	No	Yes	No	3	0	1	0	0	0	0	0	1	Yes	No
1075250	1531075250	50	No	44	Parking vel	Parking/U	403	Manov - Parking-park		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1091016	1611091016	60	No	2	Ped far sid	Pedestrian	3	Ped - Far side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
1013463	1411013463	50	No	13	Right near	Vehicles fr	104	Adj - Right-thru from r		Right angle	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1080852	1531080852	60	Yes	71	Off rd left	Off path or	703	Left off cway into obje		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	Yes
1081240	1541081240	50	Yes	47	Emerging f	Parking/U	406	Manov - Emerging fro		Right angle	Yes	Yes	No	No	No	No	No	No	No	No	No	4	0	0	0	0	0	0	0	0	No	No
1043221	1431043221	50	No	71	Off rd left	Off path or	703	Left off cway into obje		Vehicle-ob	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	0	1	Yes	No
1088714	1541088714	50	Yes	20	Head on	Vehicles fr	201	Opp - Head on		Head on	Yes	Yes	No	No	No	No	No	No	No	Yes	No	3	0	0	0	0	0	0	0	0	No	No
1082055	1531082055	50	Yes	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	No	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	1	0	0	0	0	No	No
1094699	1611094699	50	Yes	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No
1068904	1511068904	60	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	Yes	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No
1014614	1411014614	50	No	11	Right far	Vehicles fr	102	Adj - Right-thru from l		Right angle	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1074060	1531074060	50	No	3	Ped on car	Pedestrian	4	Ped - On carriageway		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
1074238	1531074238	50	No	35	Lane chang	Vehicles fr	307	Same - Lane change le		Other angl	No	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	0	No	No
854683	134600851	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
852367	133597467	60	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1078671	1531078671	50	No	37	Left turn si	Vehicles fr	309	Same - Left turn side s		Other angl	Yes	No	No	No	No	No	No	No	Yes	No	No	2	0	1	0	0	0	0	0	1	No	No
844953	133583598	60	Yes	69	Other on p	On path	600	On path - Other		Vehicle-ob	No	Yes	Yes	No	No	No	No	No	No	No	No	1	0	1	0	0	0	0	0	0	No	No
837913	131572044	50	Yes	42	Leaving pa	Parking/U	401	Manov - Leaving parki		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1065953	1511065953	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	2	0	0	0	1	0	0	No	No
1053881	1441053881	60	No	11	Right far	Vehicles fr	102	Adj - Right-thru from l		Right angle	Yes	No	No	No	No	No	No	No	No	No	No	4	0	1	0	0	0	0	0	0	No	No
1058917	1511058917	50	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	0	1	No	No
1059423	1511059423	50	No	49	Other man	Parking/U	400	Manov - other		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	0	0	0	0	0	0	0	No	No
1062843	1511062843	50	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	0	1	No	No
853154	133598845	50	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	Yes	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No
1002954	1341002954	60	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	Yes	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1003228	1341003228	50	Yes	34	Lane chang	Vehicles fr	306	Same - Lane change ri		Other angl	Yes	No	Yes	Yes	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1151359	1731151359	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	0	No	No
841267	132577117	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
828685	131554149	50	No	31	Left rear	Vehicles fr	302	Same - Rear left		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
830681	131557931	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	No	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	0	No	No
823065	124543576	60	No	33	Lane sides	Vehicles fr	305	Same - Lane side swip		Other angl	Yes	No	Yes	No	Yes	No	No	No	No	No	No	2	0	0	0	0	0	0	0	0	No	No
1149014	1731149014	50	No	35	Lane chang	Vehicles fr	307	Same - Lane change le		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	0	1	No	No
826673	131550997	60	No	36	Right turn	Vehicles fr	308	Same - Rgt turn side s		Other angl	Yes	No	Yes	No	Yes	No	No	No	No	No	No	2	0	1	0	0	0	0	0	0	No	No

CRAID	CRANO	Speed_lim	School	RUM_Co	RUM_Desc	RUM_Grou	DCA_Code	DCA	DCA_Supp	First_Impa	Crash_Car	Crash_Ligh	Crash_Hea	Crash_Righ	Crash_Arti	Crash_Bus	Crash_Hea	Crash_Eme	Crash_Mot	Crash_Bicy	Crash_Ped	Traffic_Un	Numbers_	Numbers_	Num_Pede	Num_Pede	Num_Bicy	Num_Bicy	Num_Mot	Num_Mot	Speeding_	Fatigue_a
1001596	1331001596	50	No	44	Parking ve	Parking/U	403	Manov - Parking-park		Other angl	Yes	No	No	No	No	No	No	No	Yes	No	No	2	0	0	0	0	0	0	0	No	No
831948	131560989	50	No	83	Off rt/rt br	Off path o	707	Right turn	R	Vehicle-ob	Yes	No	No	No	No	No	No	No	No	No	No	1	0	0	0	0	0	0	0	Yes	No
832232	131560723	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	3	0	1	0	0	0	0	0	No	No
1008042	1411008042	50	No	33	Lane sides	Vehicles fr	305	Same - Lane side swip		Other angl	Yes	No	Yes	Yes	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	No	No
836276	132567329	60	Yes	10	Cross traff	Vehicles fr	101	Adj - Cross traffic		Right angle	Yes	No	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	No	No
836670	132569276	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
1055075	1441055075	50	No	39	Other sam	Vehicles fr	300	Same - other		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	No	No
1056011	1441056011	60	Yes	74	On road-o	Off path o	705	Out of control on cwa		Rollover	No	No	No	No	No	No	No	No	Yes	No	No	1	0	1	0	0	0	0	1	No	No
1129243	1711129243	50	No	49	Other man	Parking/U	400	Manov - other		Other angl	Yes	No	No	No	No	Yes	No	No	No	No	No	2	0	0	0	0	0	0	0	No	No
1134730	1721134730	50	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	1	No	No
1134750	1721134750	50	No	49	Other man	Parking/U	400	Manov - other		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	No	No
1139255	1721139255	50	No	63	Vehicle do	On path	604	On path - Vehicle doo		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
1139914	1721139914	50	No	63	Vehicle do	On path	604	On path - Vehicle doo		Other angl	Yes	No	No	No	No	No	No	No	Yes	No	No	2	0	1	0	0	0	0	1	No	No
1140445	1721140445	50	Yes	33	Lane sides	Vehicles fr	305	Same - Lane side swip		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
1142702	1721142702	50	No	2	Ped far sid	Pedestrian	3	Ped - Far side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	No	No
1142803	1721142803	50	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
1145491	1721145491	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	1	0	0	0	No	No
1128532	1711128532	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	3	0	0	0	0	0	0	0	No	No
1135970	1721135970	50	No	71	Off rd left	Off path o	703	Left off cway into obje		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	No	Yes
1136303	1711136303	60	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	Yes	No	No	2	0	1	0	0	0	0	1	No	No
1138681	1721138681	60	No	71	Off rd left	Off path o	703	Left off cway into obje		Vehicle-ob	Yes	Yes	No	No	No	No	No	No	No	No	No	4	0	0	0	0	0	0	0	No	No
1141494	1721141494	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	Yes	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	No	No
1150232	1721150232	50	Yes	32	Right rear	Vehicles fr	303	Same - Rear right		Rear end	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
1144754	1731144754	50	Yes	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	No	Yes	No	No	No	No	No	Yes	Yes	No	No	2	0	1	0	0	0	0	1	No	No
814415	124528372	40	Yes	2	Ped far sid	Pedestrian	3	Ped - Far side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	No	No
823002	124543445	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	No	No
837033	132568652	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	3	0	1	0	0	0	0	0	No	No
839837	132572158	50	No	33	Lane sides	Vehicles fr	305	Same - Lane side swip		Other angl	No	No	Yes	Yes	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	No	No
842250	132578724	50	No	35	Lane chang	Vehicles fr	307	Same - Lane change le		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	3	0	1	0	0	0	0	0	No	No
855287	133603802	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	No	No
1000954	1341000954	60	No	71	Off rd left	Off path o	703	Left off cway into obje		Vehicle-ob	Yes	Yes	No	No	No	No	No	No	No	No	No	3	0	0	0	0	0	0	0	No	No
1057018	1511057018	60	Yes	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	Yes	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	No	No
1063563	1511063563	60	Yes	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	No	No
1064398	1511064398	50	No	39	Other sam	Vehicles fr	300	Same - other		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	No	No
1066274	1521066274	50	No	7	Driveway	Pedestrian	7	Ped - driveway		Vehicle-pe	No	Yes	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	No	No
1066432	1521066432	50	No	42	Leaving pa	Parking/U	401	Manov - Leaving parki		Other angl	Yes	Yes	No	No	No	No	No	No	No	No	No	3	0	0	0	0	0	0	0	No	No
1057806	1441057806	50	Yes	6	Ped on foo	Pedestrian	8	Ped - On footway/me		Vehicle-pe	No	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	1	0	0	0	No	No
1060941	1441060941	50	No	71	Off rd left	Off path o	703	Left off cway into obje		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	3	0	1	0	1	0	0	0	No	Yes
843768	132583959	60	No	47	Emerging f	Parking/U	406	Manov - Emerging fro		Right angle	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
843801	132584069	60	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	No	No
841150	132576686	50	Yes	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	3	0	0	0	0	0	0	0	No	No
851825	133596019	60	Yes	63	Vehicle do	On path	604	On path - Vehicle doo		Other angl	No	Yes	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	No	No
1054503	1441054503	50	Yes	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	No	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	1	No	No
1054627	1441054627	50	Yes	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	1	No	No
857293	134606014	50	No	13	Right near	Vehicles fr	104	Adj - Right-thru from r		Right angle	No	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	1	No	No
1070044	1511070044	50	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
1070932	1521070932	50	No	32	Right rear	Vehicles fr	303	Same - Rear right		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	No	No
1072303	1521072303	40	Yes	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	1	0	0	0	Yes	No
1073742	1521073742	50	No	63	Vehicle do	On path	604	On path - Vehicle doo		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
1073951	1531073951	60	No	34	Lane chang	Vehicles fr	306	Same - Lane change ri		Other angl	Yes	No	Yes	Yes	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	No	No
1074940	1531074940	60	No	10	Cross traff	Vehicles fr	101	Adj - Cross traffic		Right angle	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	No	No
1076150	1531076150	50	No	2	Ped far sid	Pedestrian	3	Ped - Far side		Vehicle-pe	No	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	1	0	0	0	Yes	No
1079179	1521079179	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	Yes	No	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	No	No
1084779	1541084779	50	No	63	Vehicle do	On path	604	On path - Vehicle doo		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
814644	124528868	50	No	34	Lane chang	Vehicles fr	306	Same - Lane change ri		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	3	0	1	0	0	0	0	0	No	No
1096234	1541096234	50	No	81	Off left/rt t	Off path o	803	Off right b	L	Vehicle-ob	Yes	No	No	No	No	No	No	No	No	No	No	1	0	1	0	0	0	0	0	No	No
1098818	1541098818	50	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	1	No	No
1094435	1611094435	50	Yes	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	3	0	1	0	0	0	0	0	No	No
1009397	1341009397	60	No	20	Head on	Vehicles fr	201	Opp - Head on		Head on	Yes	Yes	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	No	Yes
1009557	1411009557	60	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	Yes	Yes	No	No	No	No	No	No	No	2	0	2	0	0	0	0	0	No	No
1015345	1411015345	50	No	41	U turn into	Parking/U	207	Opp - U-turn		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	3	0	0	0	0	0	0	0	No	No
1020460	1421020460	50	No	35	Lane chang	Vehicles fr	307	Same - Lane change le		Other angl	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	Yes	No
1109422	1621109422	50	No	73	Off rd rght	Off path o	704	Right off cway into ob		Other angl	Yes	Yes	No	No	No	No	No	No	No	No	No	2	0	2	0	0	0	0	0	No	No
1121147	1641121147	50	No	0	Ped nearsi	Pedestrian	1	Ped - Near side		Vehicle-pe	No	Yes	No	No	No	No	No	No	No	No	Yes	2	0	1	0	1	0	0	0	No	No
1122294	1641122294	50	No	43	Entering pa	Parking/U	402	Manov - Entering park		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	1	0	No	No
1122480	1641122480	50	No	63	Vehicle do	On path	604	On path - Vehicle doo		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	3	0	1	0	0	0	1	0	No	No
1022430	1421022430	60	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	0	0	0	0	0	0	No	No
1032127	1421032127	50	No	21	Right throu	Vehicles fr	202	Opp - Right-thru		Other angl	Yes	No	No	No	No	No	No	No	No	Yes	No	2	0	1	0	0	0	0	1	No	No
1038663	1431038663	50	Yes	42	Leaving pa	Parking/U	401	Manov - Leaving parki		Other angl	Yes	No	No	No	No	No	No	No	Yes	No	No	2	0	1	0	0	0	0	1	No	No
1038840	1431038840	50	No	30	Rear end	Vehicles fr	301	Same - Rear end		Rear end	Yes	No	No	No	No	No	No	No	No	No	No	2	0	1	0	0	0	0	0	No	No
1039657	1431039657	60	Yes	71	Off rd left	Off path o	703	Left off cway into obje		Vehicle-ob	Yes	No	No	No	No	No	No	No	No	No	No	1	0	1	0	0	0	0	0	No	No

Appendix G

Proposed LATM Concept Designs

INNER WEST COUNCIL

Newtown Local Area Traffic Management Study 2018

Draft Proposed Treatments

November 2018

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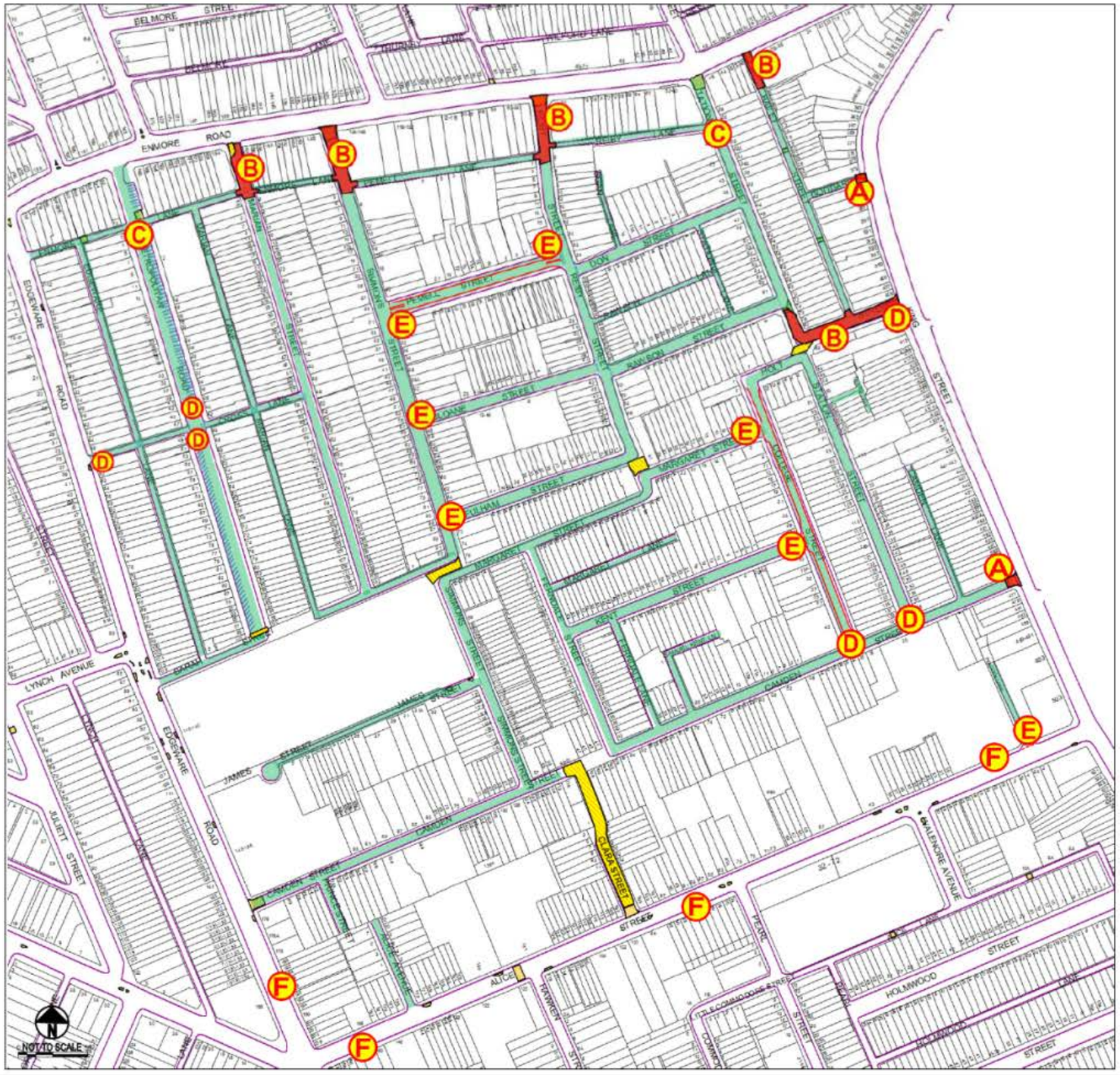
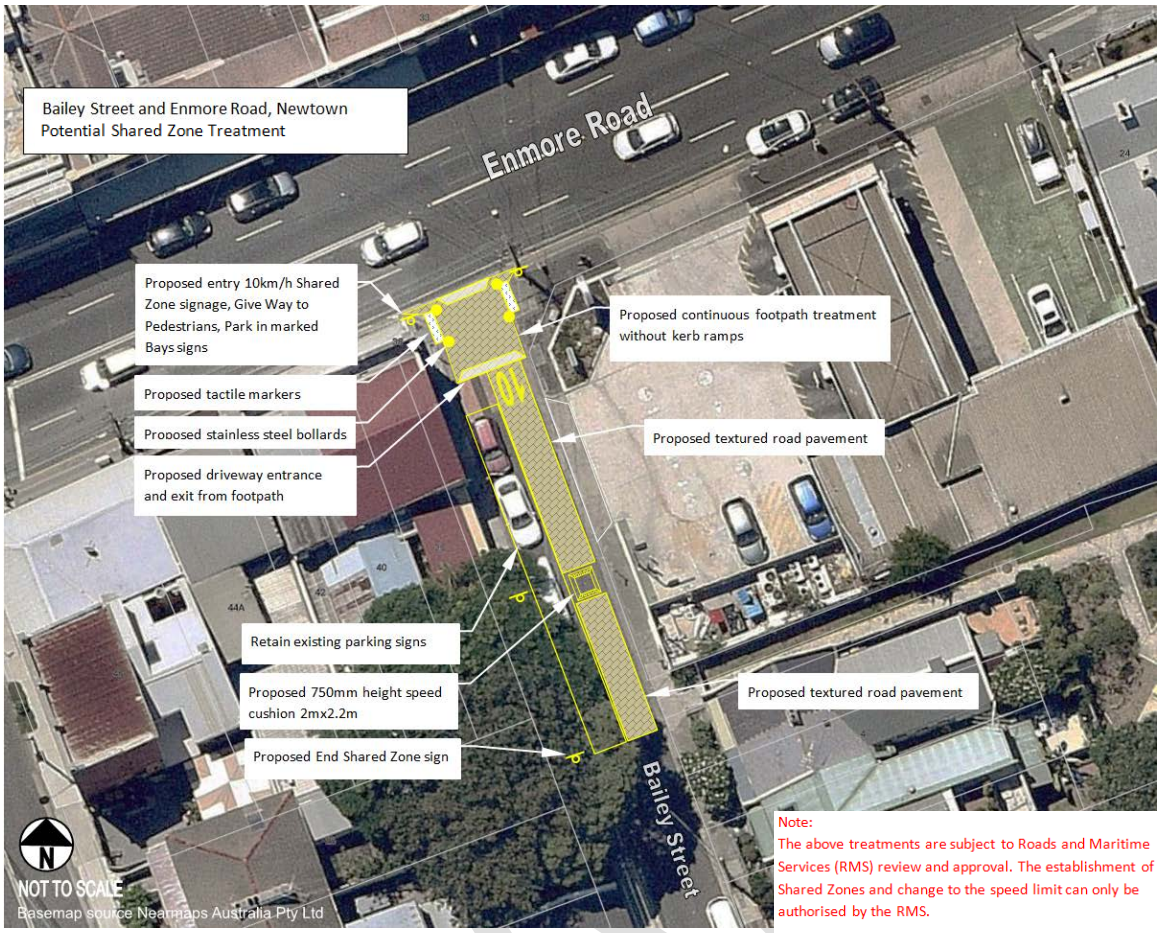
Legend:

- A Continuous footpath treatment
- B 10km/h Shared zone
- C Local road entry treatment (surface treatment, signage and kerb blister)
- D Kerb blister island/kerb extensions
- E Give Way lines and signs
- F Linemarking changes
- Proposed linemarking
- Existing Traffic Facility
- Streets nominated for 40km/h local traffic area

Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.





Note:
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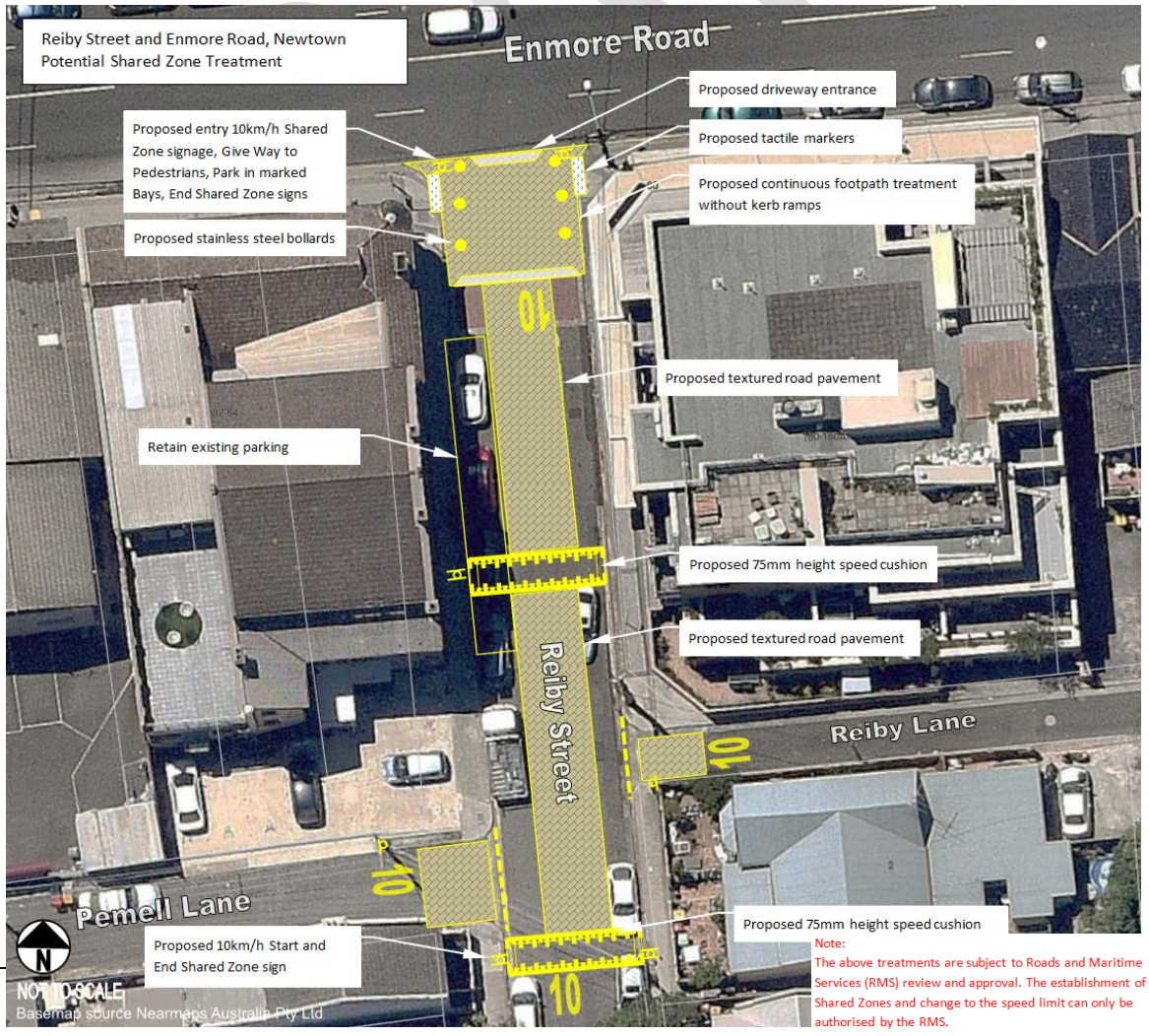

Note:
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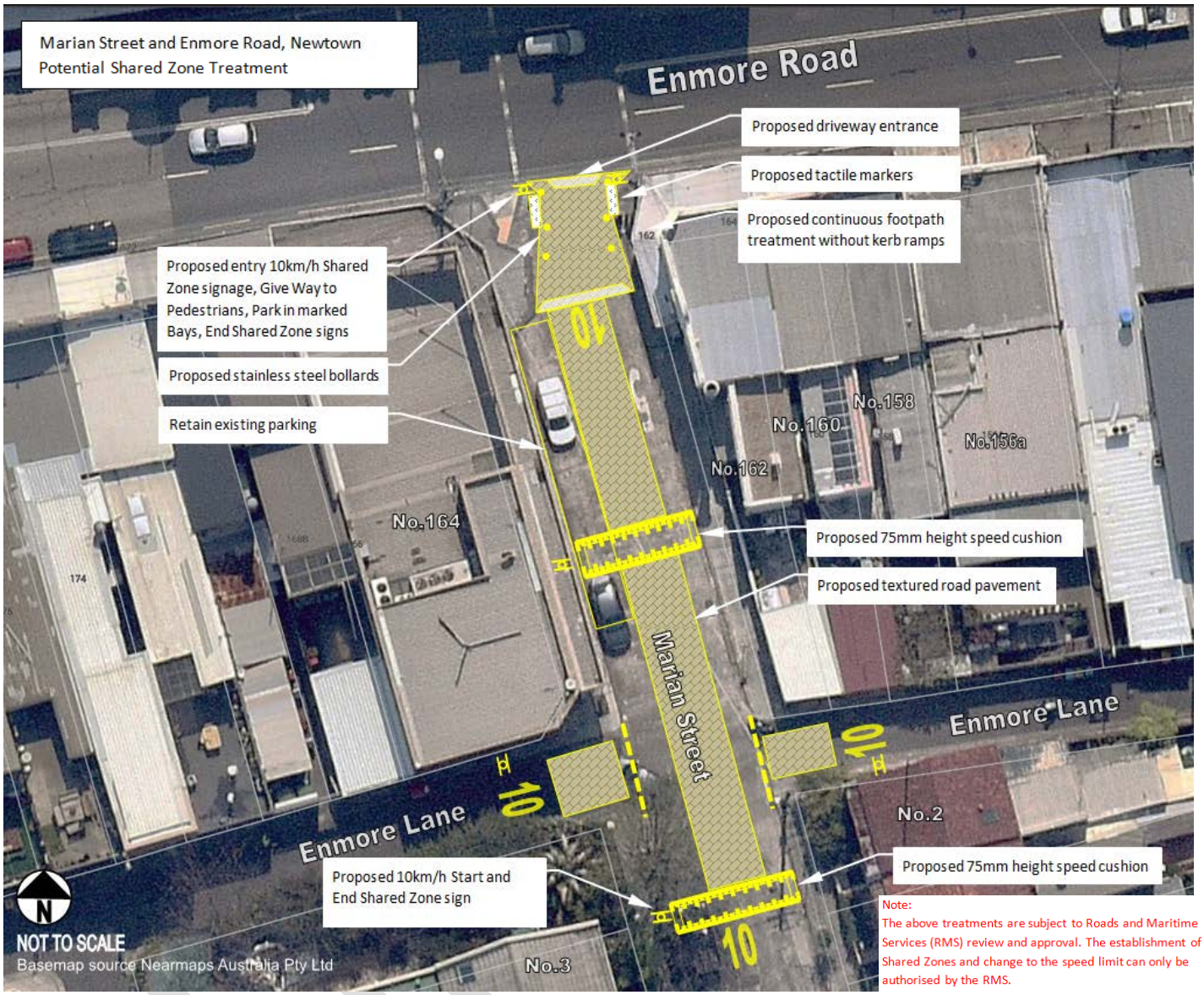


Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.

Proposed Local Road Entry Treatment
Metropolitan Road at Enmore Lane, Enmore
Photo source Google Maps Australia

Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.

Proposed Local Road Entry Treatment
Station Street at Reiby Lane, Newtown
Photo source Google Maps Australia

Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.

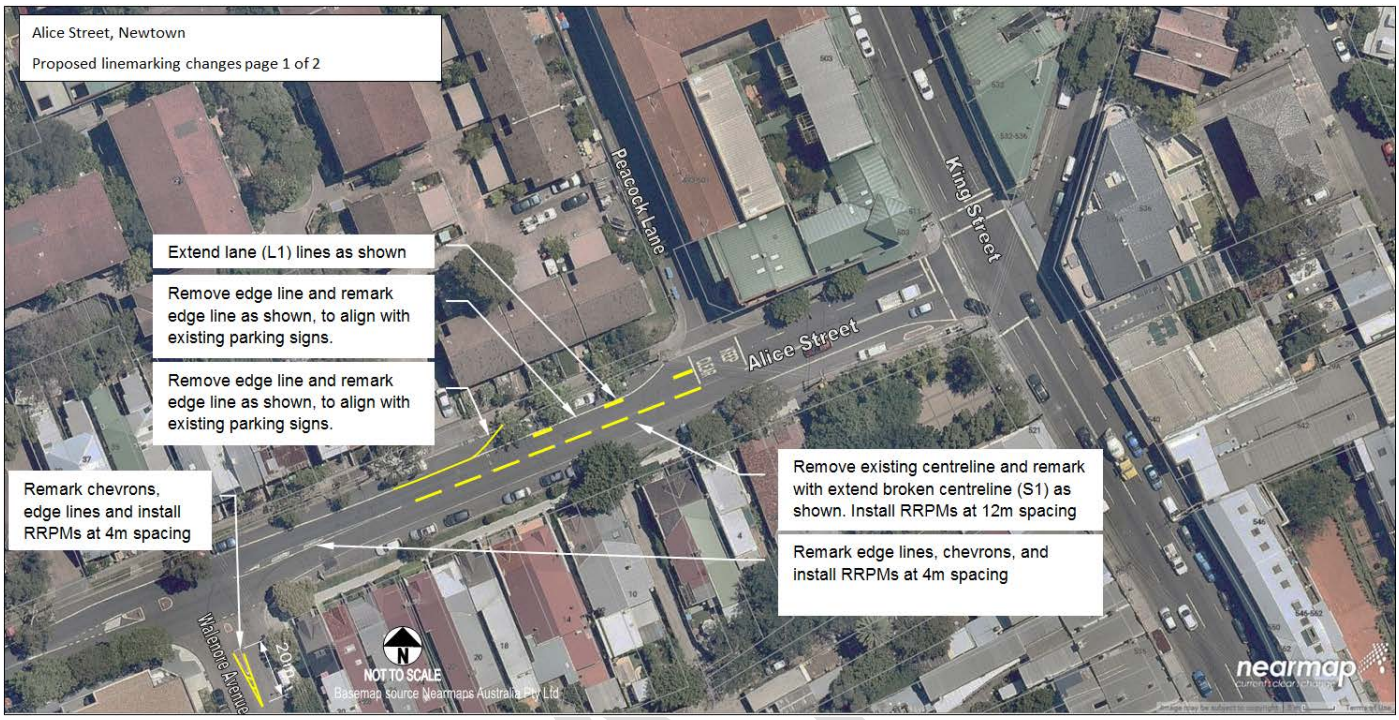
Proposed landscaped kerb blister
Unidirectional Hazard Marker on new stem
Cross Lane
Edgeware Road
3.0m
NOT TO SCALE
Basemap source: Nearmaps Australia Pty Ltd
Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.
Proposed landscaped kerb blister island
Cross Lane, Enmore

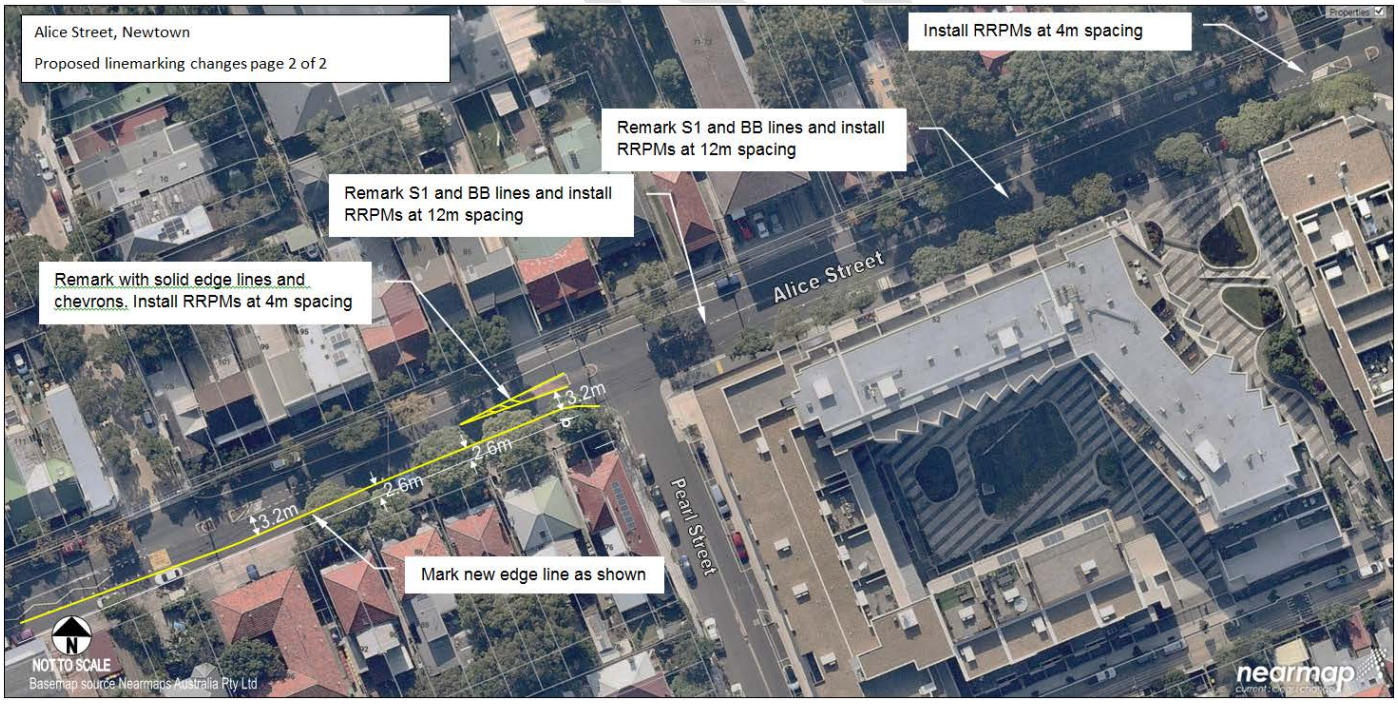
Proposed landscaped kerb blister islands
Metropolitan Road, Enmore
Proposed kerb blisters in SF kerb profile with signposted and marked motorcycle parking bays
Proposed landscaped kerb blister at No Stopping zone
Proposed kerb blisters in SF kerb profile with signposted and marked motorcycle parking bays
Proposed landscaped kerb blister at No Stopping zone
Cross Lane
Cross Lane
Metropolitan Road
Edgeware Lane
4m
Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.
NOT TO SCALE
Basemap source: Nearmaps Australia Pty Ltd

Proposed landscaped kerb blister islands
Camden Street, Newtown
Station Street
Camden Street
College Street
1.6m
4.0m
5.6m
1.6m
Proposed landscaped kerb blister island with hazard marker
NOT TO SCALE
Basemap source: Nearmaps Australia Pty Ltd
Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.

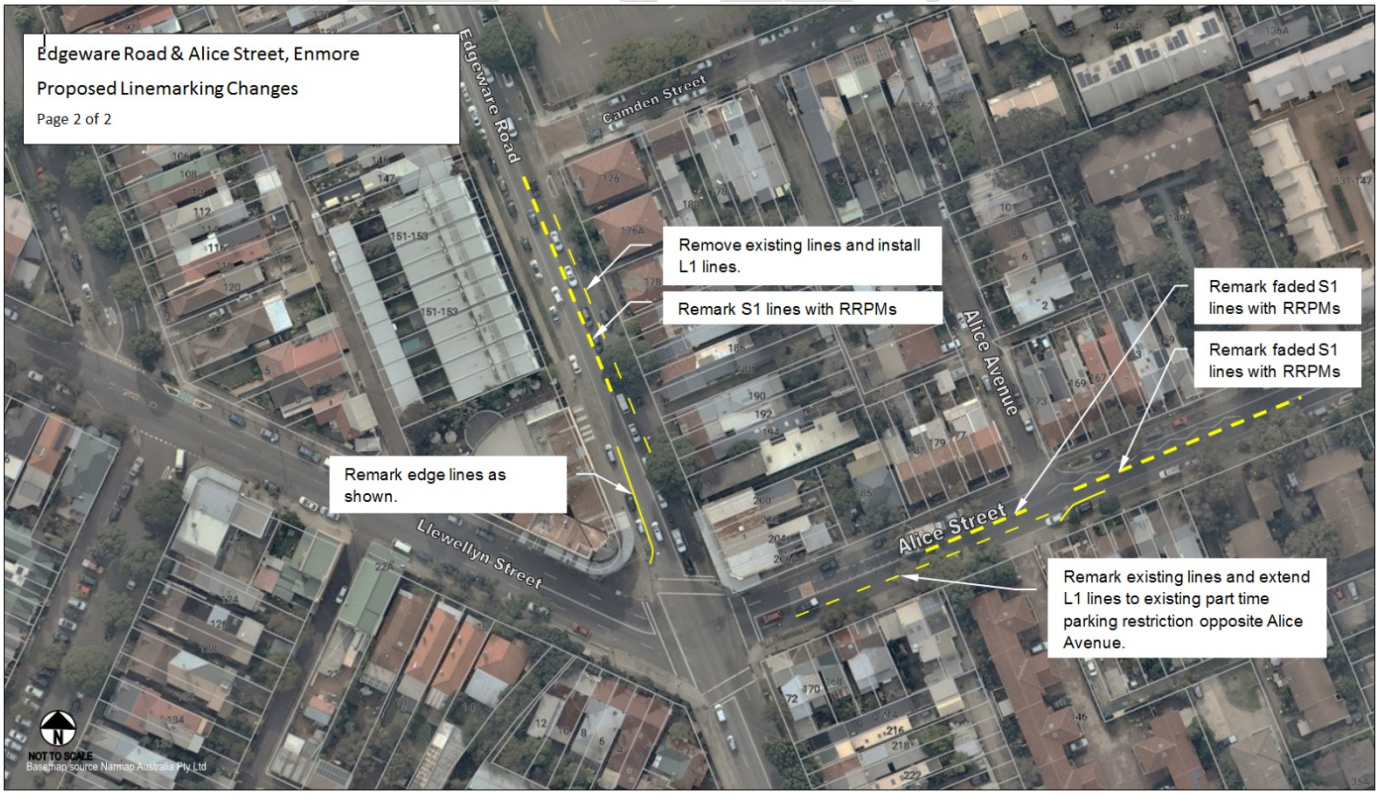
Pemell Street, Newtown
Proposed edge lines, give way lines and double centre lines treatment
Proposed Give Way sign on new stem or on ELP
Proposed Give Way sign on new stem or on ELP
Reiby Street
Pemell Street
Simmons Street
3.2m
6.2m
3.2m
NOT TO SCALE
Basemap source Nearmaps Australia Pty Ltd

College Street & Camden Street, Newtown
Proposed edge lines, give way lines and double centrelines treatment with bicycle logos.
PS-2 with BA-3L (northbound)
5.8m
PS-2
PS-2
PS-2
Margaret Street
2.3m
5.8m
2.3m
College Street
Station Street
PS-2
Kent Street
PS-2
2.3m
5.8m
2.3m
PS-2 with BA-3R (southbound)
Camden Street
PS-2 with BA-3L (northbound)
PS-2 with BA-3L (southbound at kerb ramp)
Matt Hogan Reserve
N
NOT TO SCALE
Basemap source Nearmaps Australia Pty Ltd


Alice Street, Newtown
Proposed linemarking changes page 1 of 2
Extend lane (L1) lines as shown
Remove edge line and remark edge line as shown, to align with existing parking signs.
Remove edge line and remark edge line as shown, to align with existing parking signs.
Remark chevrons, edge lines and install RRPMs at 4m spacing
Remove existing centreline and remark with extend broken centreline (S1) as shown. Install RRPMs at 12m spacing
Remark edge lines, chevrons, and install RRPMs at 4m spacing
Peacock Lane
King Street
Alice Street
Waterloo Avenue
20m
NOT TO SCALE
Basemap source Nearmaps Australia Pty Ltd
nearmap


Alice Street, Newtown
Proposed linemarking changes page 2 of 2
Install RRPMs at 4m spacing
Remark S1 and BB lines and install RRPMs at 12m spacing
Remark S1 and BB lines and install RRPMs at 12m spacing
Remark with solid edge lines and chevrons. Install RRPMs at 4m spacing
Alice Street
3.2m
2.6m
2.6m
3.2m
Pearl Street
Mark new edge line as shown
NOT TO SCALE
Basemap source Nearmaps Australia Pty Ltd
nearmap

Edgeware Road, Enmore
Proposed Linemarking Changes
Page 1 of 2
Request RMS to remark faded TB line
Request RMS to remark faded L1 lines from signalised intersection
Enmore Road
Edgeware Road
NOT TO SCALE
Basemap source Nearmap Australia Pty Ltd
nearmap


Edgeware Road & Alice Street, Enmore
Proposed Linemarking Changes
Page 2 of 2
Edgeware Road
Camden Street
Remove existing lines and install L1 lines.
Remark S1 lines with RRPMs
Remark faded S1 lines with RRPMs
Remark faded S1 lines with RRPMs
Alice Avenue
Remark edge lines as shown.
Llewellyn Street
Alice Street
Remark existing lines and extend L1 lines to existing part time parking restriction opposite Alice Avenue.
NOT TO SCALE
Basemap source Nearmap Australia Pty Ltd

Appendix H

Public Exhibition Feedback Summary – (to be completed)

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Appendix I

Impact of WestConnex Project on Edgeware Road

Inner West Council in 2017 engaged BECA to develop a Local Area Improvement Strategy (LAIS) in order to minimise impacts to the local community in the Inner West affected by stages 1, 2 & 3 of the WestConnex project. The community engagement undertaken at the study revealed that community concerns in Edgeware Road were most received for the St Peters precinct area. The LAIS is intended to guide the design and ultimately implementation of a series of traffic calming schemes to protect streets from WestConnex-related traffic.

According to the strategic traffic modelling undertaken by BECA as part of the WestConnex Local Area Improvement Strategy, Edgeware Road will experience an increase in average weekday traffic (AWT) as well as Bedwin Road and Campbell Street. Under the 2021 scenario (stage 1 and 2 of WestConnex projects completed) there will be projected increase in Bedwin Road and Edgeware Roads by about 10% whilst a completed stage 3 WestConnex scenario will see the AWT reduce by 12% partially reversing the increases in traffic expected from the first two stages of the project. Table 13 and 14 detail the change in volume in both roads through 2021 stage 1 to 3 scenarios of the WestConnex project.

The report also considered the results of consultation undertaken with the community during the study as well as the traffic modelling results and recommends five (5) treatment locations in Edgeware Road between Enmore Road and Alice Street. Whilst the report does not detail specific treatment in each location, it identifies a need to reduce vehicle speeds and treating intersections.

Section	2021 Base Traffic		2021 Stage 1 and 2		Change	
Bedwin Road – Between Edinburgh Road and Unwins Bridge Road	NB	SB	NB	SB	NB	SB
	Daily 17910	16800	22480	21530	26%	28%
Edgeware Road – Between Enmore Road and Lynch Avenue	NB	SB	NB	SB	NB	SB
	Daily 9830	10410	10640	11600	8%	11%

Table 13: Edgeware Road and Bedwin Road Stage 1 and 2 expected traffic volume changes (AWT)

Section	2031 Stage 1 and 2		2031 Stage 3		Change	
Bedwin Road – Between Edinburgh Road and Unwins Bridge Road	NB	SB	NB	SB	NB	SB
	Daily 24680	23780	21080	20730	-15%	-13%
Edgeware Road – Between Enmore Road and Lynch Avenue	NB	SB	NB	SB	NB	SB
	Daily 11290	12300	10050	10880	-11%	-12%

Table 14: Edgeware Road and Bedwin Road Stage 3 expected traffic volume changes (AWT)

These volumes in Edgeware Road are also similarly represented in the modelling undertaken by Roads and Maritime Services (RMS) for the WestConnex Stage 1 & 2 scenarios with King Street

Gateway works. The RMS modelling scenario 2021 WestConnex Stages 1 & 2 with King Street Gateway works show that Edgeware Road between Enmore Road and Lynch Avenue will carry 18,400 vehicles (AWT). Under an additional 2021 scenario with WestConnex Stages 1 & 2 and where the King Street Gateway works are not completed, Edgeware Road is estimated to carry 19,100 weekly daily vehicles, representing approximately 3.8% increase.

The treatments proposed under the Local Area Improvement Strategy are outlined in Figure 31 including an integrated traffic calming with pedestrian and cycling facilities, and some form of intersection modifications.

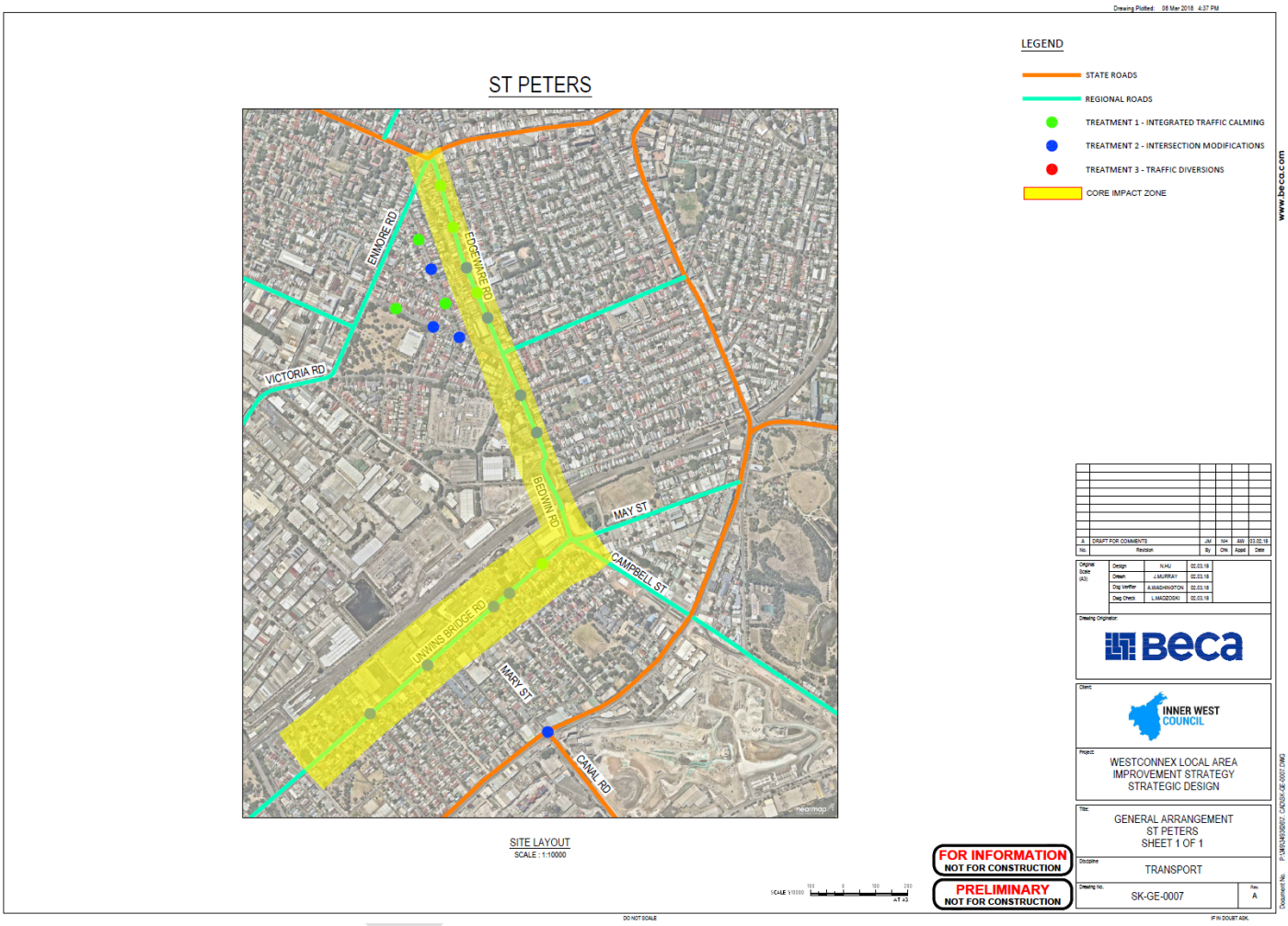


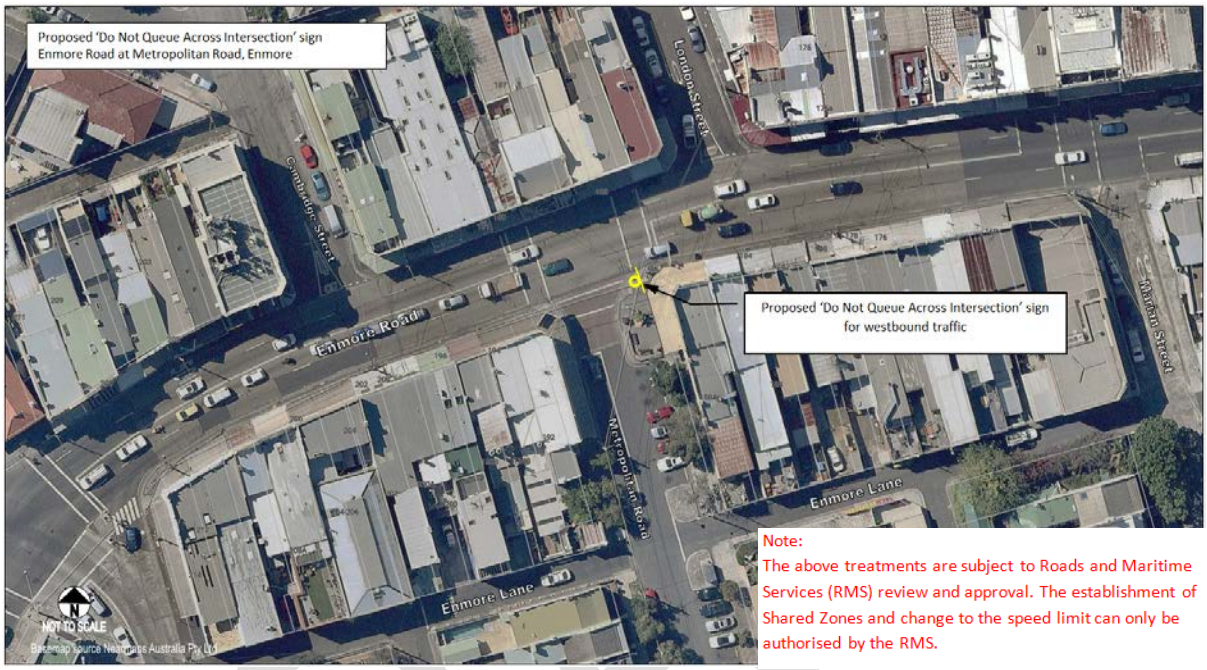
Figure 31: Local Area Improvement Strategy 2018 Concept Plan for Edgeware Road

The Edgeware Road treatments described in Figure 31 have not been added to the current LATM scheme as these treatment proposals will required further investigation and community engagement before final draft schemes can be considered.

The Edgeware Road treatments are included in the total cost of LAIS works, estimated to $29 million and it is intended that Council seeks funding from RMS for these works, arguing that RMS funding is justified as WestConnex has created the need for the works.

Appendix J

Matters to be referred to the RMS for consideration



Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.

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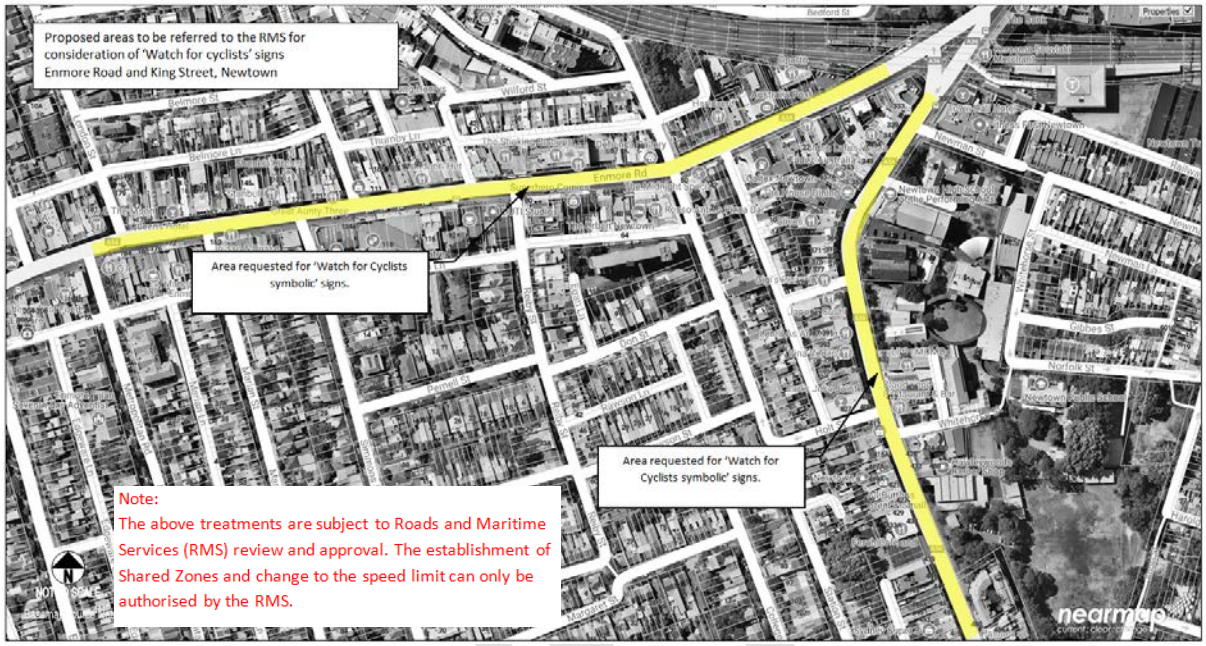
Proposed areas to be referred to the RMS for consideration of 'Watch for cyclists' signs Enmore Road and King Street, Newtown
Area requested for 'Watch for Cyclists symbolic' signs.
Area requested for 'Watch for Cyclists symbolic' signs.
Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.
Enmore Rd
Bedford St
Wilford St
Newtown St
Belmore Ln
Thornley Ln
Penrhyn St
Norfolk St
Gibbes St
Whitehorse St
Marrickville Rd
nearmap

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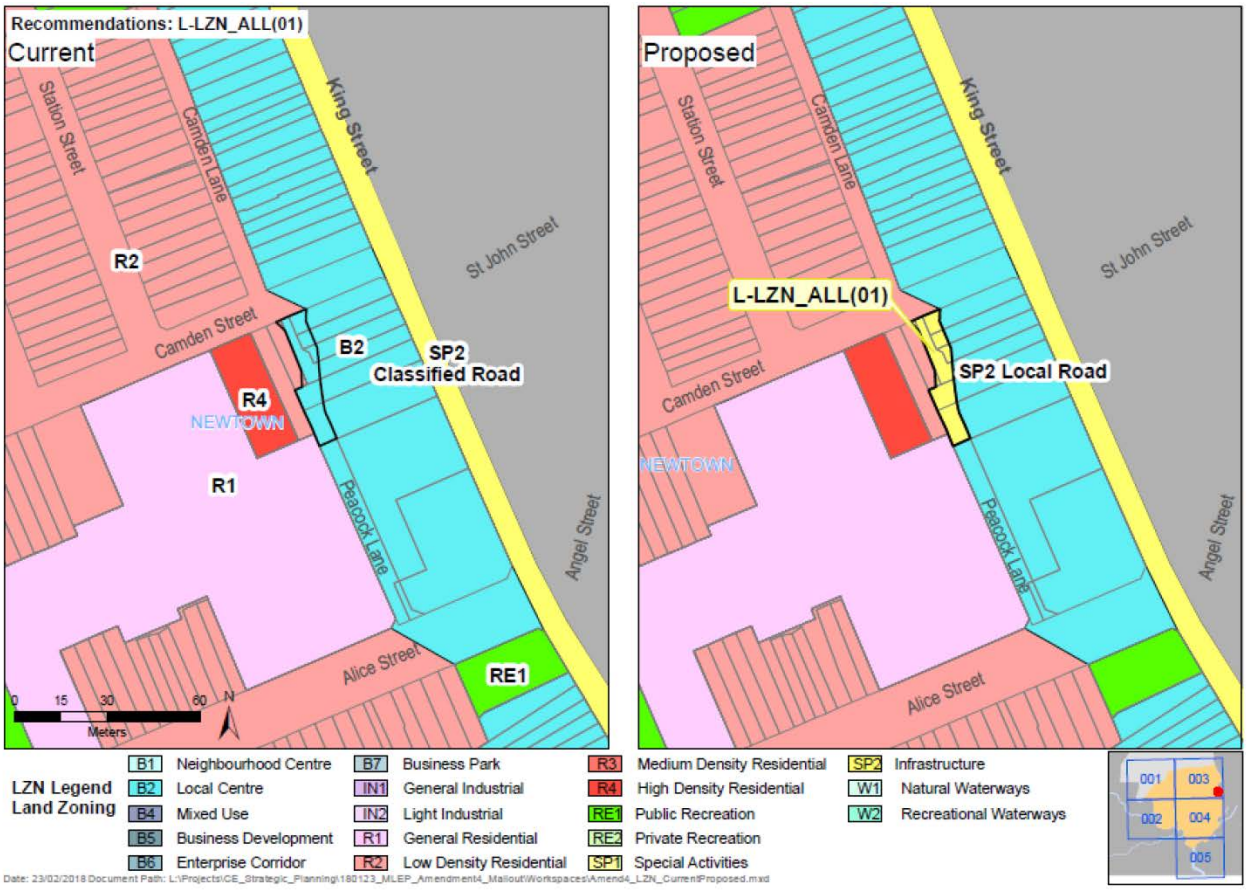
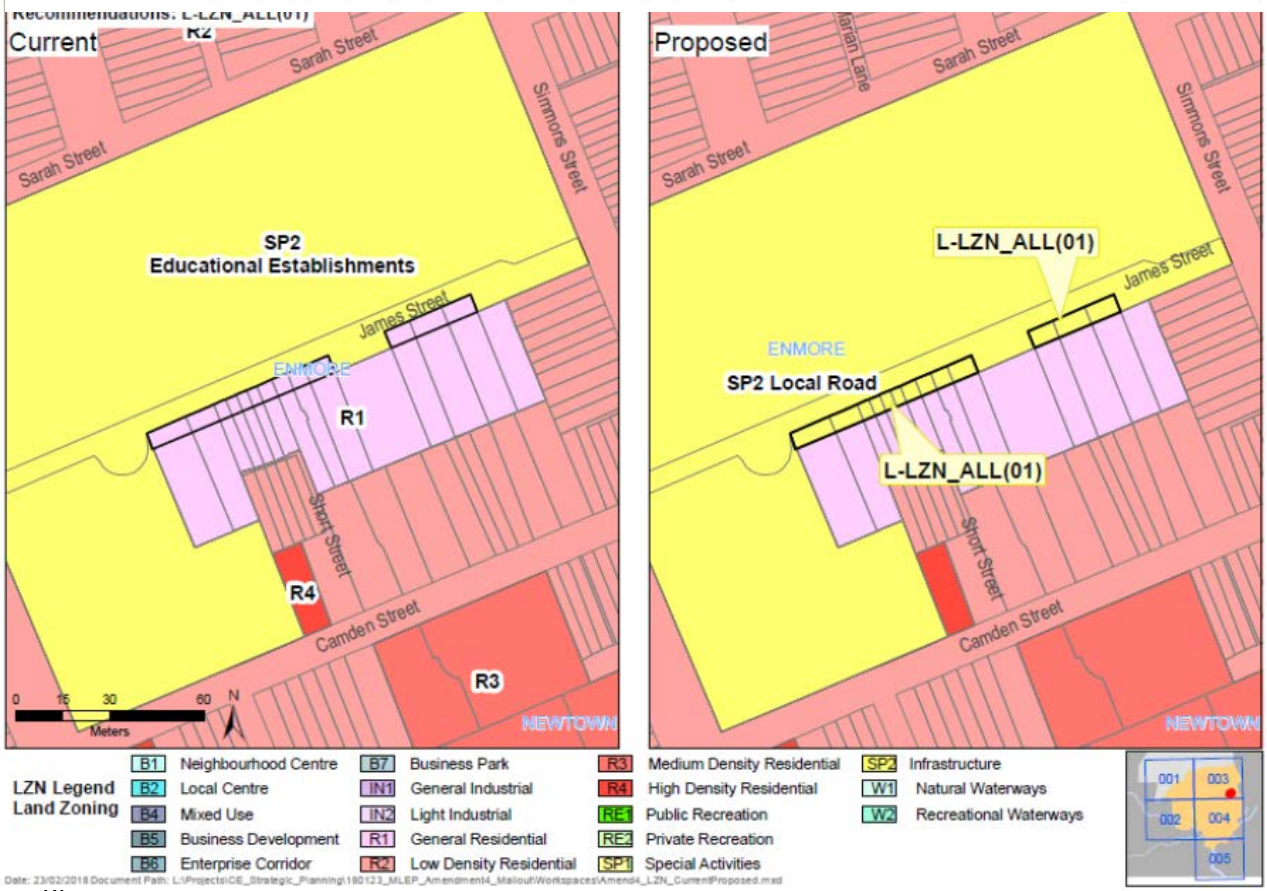
Appendix K

Marrickville Development Control Plan 2011 Amendment No.4

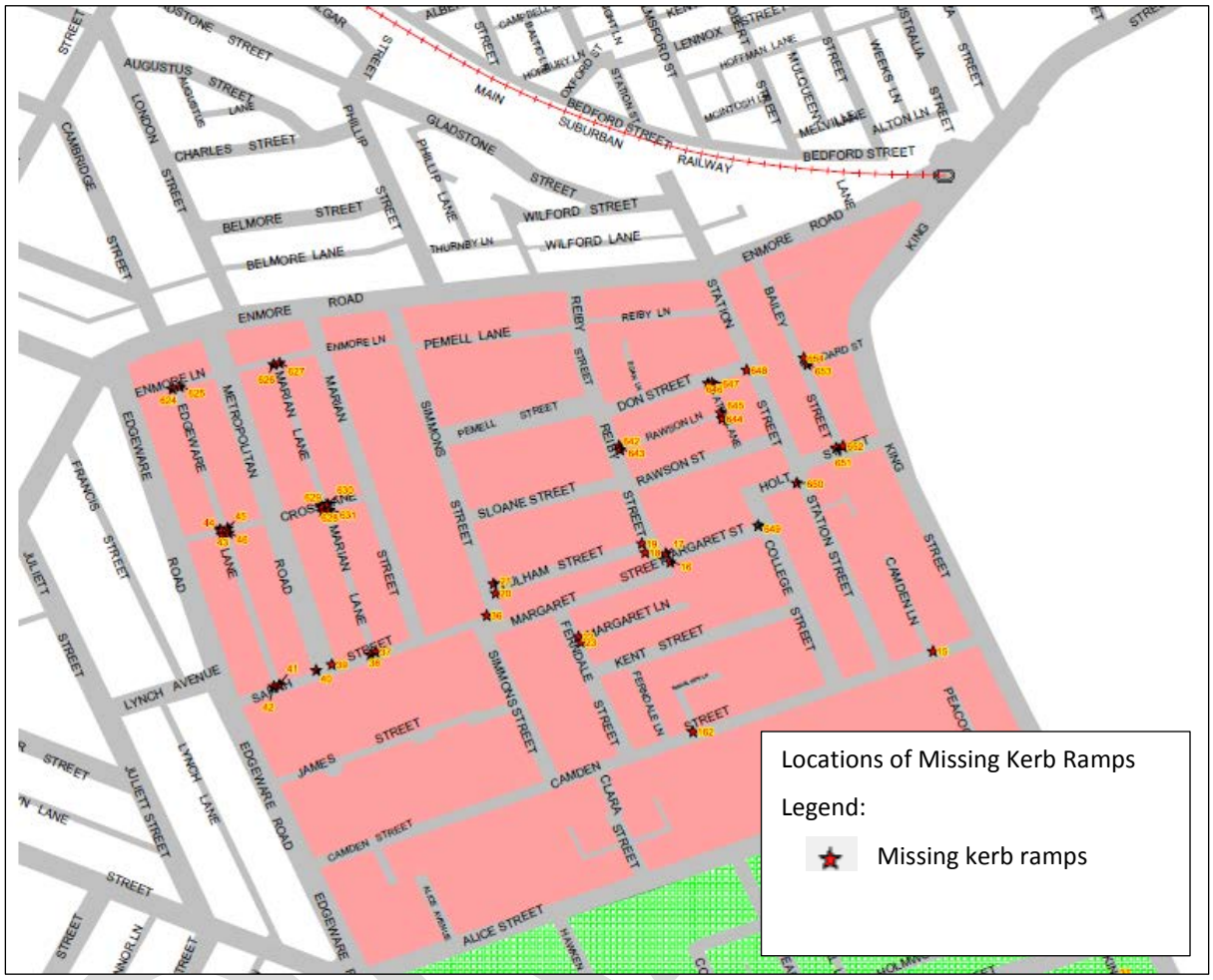


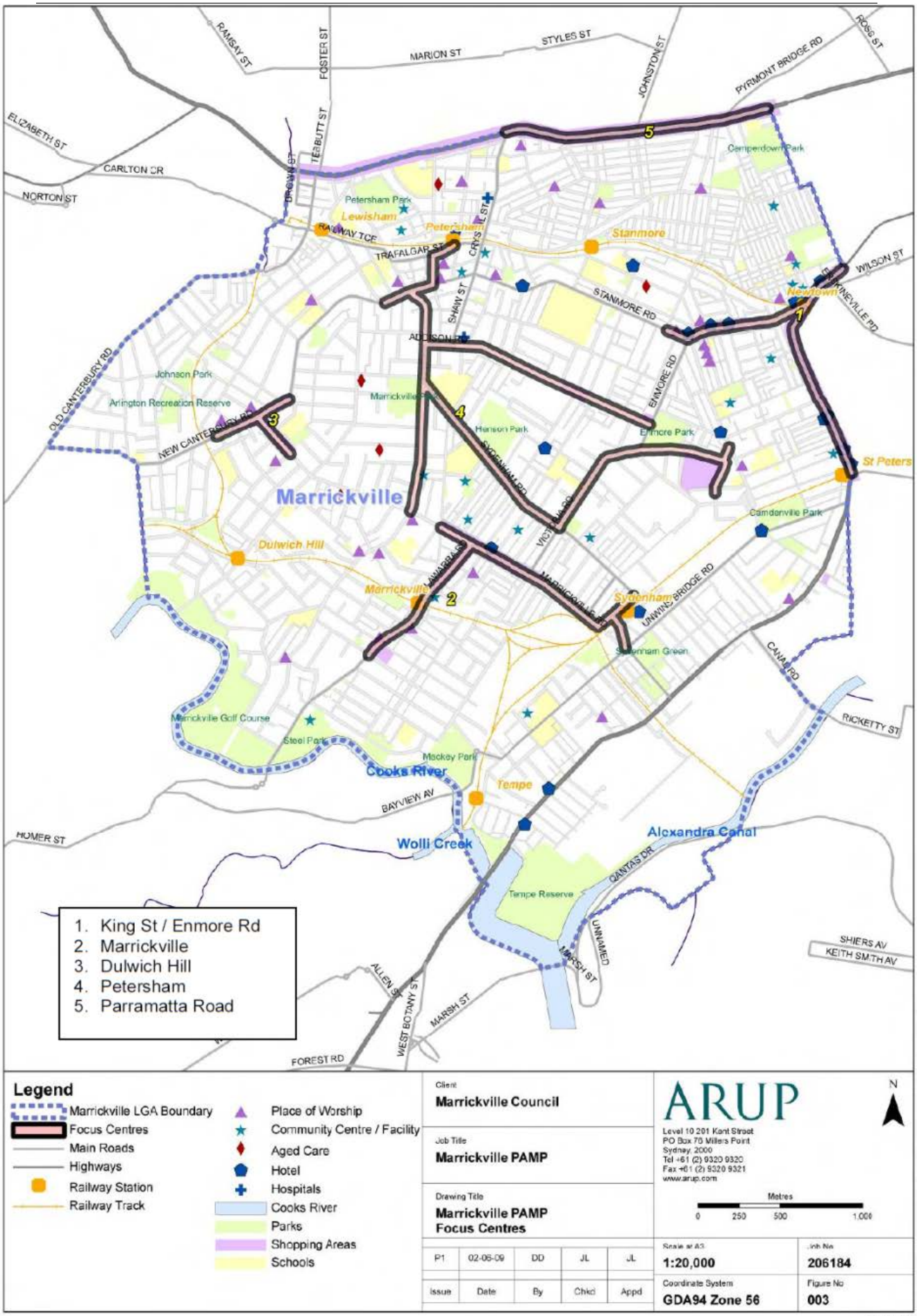


Appendix L

Locations of Missing Kerb Ramps & Marrickville PAMP focus areas

(source ARUP PAMP Report for Marrickville Council 2009)




1. King St / Enmore Rd
2. Marrickville
3. Dulwich Hill
4. Petersham
5. Parramatta Road
Legend
Marrickville LGA Boundary
Focus Centres
Main Roads
Highways
Railway Station
Railway Track
Place of Worship
Community Centre / Facility
Aged Care
Hotel
Hospitals
Cooks River
Parks
Shopping Areas
Schools
Client
Marrickville Council
Job Title
Marrickville PAMP
Drawing Title
Marrickville PAMP
Focus Centres
ARUP
Level 10 201 Kent Street
PO Box 76 Millers Point
Sydney 2000
Tel +61 (2) 9320 9320
Fax +61 (2) 9320 9321
www.arup.com
Metres
0 250 500 1,000
N
P1 02-06-09 DD JL JL
Issue Date By Chkd Appd
Scale at A3
1:20,000
Job No
206184
Coordinate System
GDA94 Zone 56
Figure No
003
© Arup 2009

Appendix M

Holt Street Reduced No Stopping zone Risk Assessment

The RMS checklist attached in the 'TTD 2014/005: Statutory 10m No Stopping at unsignalised intersections review' was used in this risk analysis. The proposal is to reduce the existing 10m No Stopping zone on the south side of Holt Street west of King Street to 6m. This will provide an additional parking space.

Holt Street west of King Street is a local road of 8.5m width between kerbs. The road operates as a one way westbound and generally has unrestricted parking on both sides of the road, with a short section of motor bike parking on the north side. Parking restrictions for the first 10m west of King Street is currently No Stopping.

Both King Street and Holt Street have a speed limit of 50km/h.

Risk Assessment for Holt Street, Newtown			
Criteria	Yes	No	Comment
Detailed plan to scale, include key elements like: • Kerb and gutter • Linemarking • Existing property line • Footpath width • Existing Kerbside Parking			See swept path diagram and aerial below.
Crossing Sight Distance (CSD)		Not affected	CSD depends on crossing length, walking speed and 85th%ile speed. The proposal does not impact on those criteria.
Approach Sight Distance (ASD)		Not affected	
Safe Intersection sight Distance (SISD)		Not affected	
Minimum Gap Sight Distance (MGSD)		Not affected	
Turning paths		Not affected	Turning path assessment for an 8.8m truck has been provided below.
Public Transport		Not affected	Holt Street is not a bus route.
Emergency vehicle access		Not affected	Fire engines used in the Inner West LGA are 2.5m wide and 8m long. 8.8m medium rigid vehicle swept path diagram to be used to analyse.
Angle parking manoeuvres		Not affected	

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Holt Street truck turning assessment

Holt Street existing parking arrangement

Appendix N

Proposed Bicycle Facilities

Station Street, Newtown
Proposed bicycle logos and signage
Enmore Road
Station Street
Holt Street
Goddard Street
King Street
Don Street
Rawson Street
PS-2
Proposed 'Bicycles Excepted' sign below existing 'No Entry'
Proposed 'Bicycles Excepted' sign below existing 'One Way'
NOT TO SCALE
Basemap source Nearmaps Australia Pty Ltd

Enmore Road
Enmore Lane
Edgeware Road
Cross Lane
Metropolitan Road
Marian Street
Sarah Street
PS-2
PS-2
PS-2
PS-2
Metropolitan Road, Enmore
Proposed bicycle logos
N
NOT TO SCALE
Basemap source Nearmaps Australia Pty Ltd

Appendix O

Streets nominated for 40km/h Local Traffic Area

Note:
The above treatments are subject to Roads and Maritime Services (RMS) review and approval. The establishment of Shared Zones and change to the speed limit can only be authorised by the RMS.

Appendix P

Marrickville Public Domain Masterplan King Street & Enmore Road

King Street and Enmore Road

Principles & Initiatives Diagram

Reveal Character and Reinforce Identity

1. Maximise public domain space by focussing public domain improvements on side streets
2. Enhance Newtown Square as a Community Heart
3. Better orientate the centre near Newtown Square through wayfinding and landmarks
4. Select a material and furniture palette that is high quality and durable but not visually dominant
5. Celebrate the unique character of Heritage facades

Heritage conservation area
Heritage Items
Commercial Use
Residential

Green the street & Promote sustainability

Embrace the contrast between the main st and adjacent side streets by increasing green corner initiatives

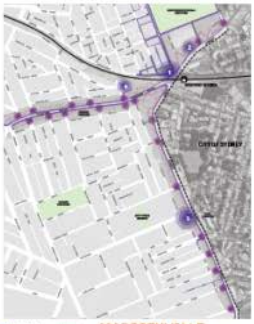
Existing Tree Canopy

1. Maintain the historic urban character of streetscape along main streets. Investigate opportunities for alternative greening techniques such as green walls without diluting the strong urban character of the streetscape.
2. Increase tree planting on corners with side streets.
   - Maximise opportunities for WSUD such as raingardens on corners with side streets
3. Consider planting of large nodal trees where space allows to enhance vistas and street character.
4. Investigate opportunities for WSUD on laneways such as permeable pavings.
5. Make green links to nearby community parks

Improve getting around by foot and bike

1. Improve wayfinding within the centre specifically at Newtown Station to give better orientation between King Street and Enmore Road
2. Improve pedestrian connections from the active mainstreet to nearby green spaces
3. Improve pedestrian flows along main road by removing obstructions and by applying continuity of treatments
   - Provide an unobstructed path of travel
   - Group street furniture and infrastructure in a furniture zone away from corners
   - Investigate opportunities to widen verges
   - Investigate opportunities to improve crossings at side streets
   - Investigate opportunities to relocate and re-configure bus stops that create a bottle nose effect on narrow footpaths (Liaise with Sydney Bus)
   - Improve pedestrian and cyclist connectivity at Newtown station and across King st and Enmore Rd intersection
4. Enhance amenity for cyclists on and off road.
   - Consider potential secondary cyclist route through laneway connections parallel to the active main street

Enhance Amentiy & Encourage Activation



1. Up-grade existing squares and plazas and investigate opportunities for new open space
   - Redesign Newtown Square to reflect its role as main civic space
   - Enhance amenity in Telstra Plaza through public domain improvements
   - Redesign Peace Reserve and encourage active edges, include elements such as such as play facilities, bicycle facilities and community gardens
   - Investigate opportunities to acquire Sydney Water site on Station St and convert to public green space
   - Test temporary proposals with community to ensure the success of interventions
2. General upgrade of public domain material palette. Use high quality finishes to reflect the areas role as a centre
   - Design the public domain for various forms and intensities of activation
   - Continue CoS treatment along Marrickville side of King St and Enmore Rd
   - Consider whether the palette for Enmore Rd should be different.
   - Continue Public Domain treatment around corners, into side streets and across side streets
   - Reduce visual clutter by:
     - Infill paved service covers, multi-purpose lightpoles, consider underground power / comms

MARRICKVILLE council

Structure Plan

King Street and Enmore Road Plan

Create respite on side streets

Revitalise existing public spaces

1. Newtown Square

2. Telstra Plaza

3. Peace Reserve

Declutter the active Spine

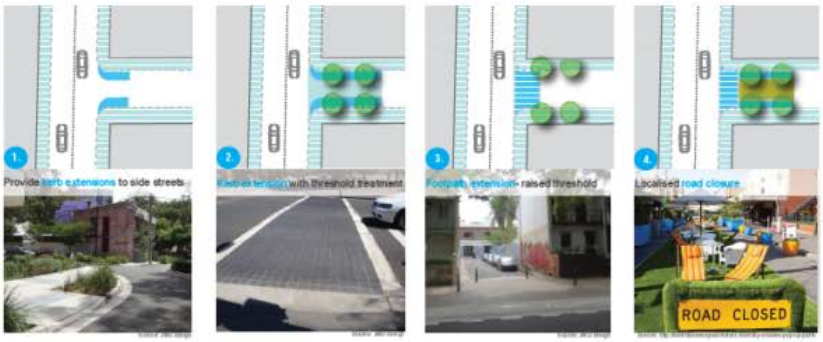
Ideas / Proposals

Create respite on side streets

Challenges

Holt St cnr King St

Side street interventions



Opportunities

Prioritise pedestrians
Raised pedestrian crossing
Slow down cars
Reduce width of crossing
Improve visibility

Lighting
Traffic Lights
Signage
Banners
Hanging Baskets

Revitalise existing public spaces

1. New Town Square

Spatial Arrangement | Central Green | Sense of Place | Activation

3. Peace Reserve

Opportunities

Challenges

Peace Reserve

Declutter and Upgrade paving & Street Furniture

Before

After

Continued City of Sydney treatment along Marrickville side of King St and Enmore Rd

Smartpoles

High quality paving with integrated kerb ramps & pit covers

Contemporary & functional range of furniture, cluster facilities

Localised footpath widening for planting, street trees, outdoor dining, street furniture

Should the material palette of Enmore road be different to King Street?