



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



Final Report August 2019

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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 draft Inner West Integrated Transport Strategy (ITS) with a focus on supporting walking and cycling, public and shared transport. 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. Initial consultation was undertaken in June and July 2018 for the study area. 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

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 crashes (20%), pedestrian (17.4%) and right turn through (12.9%) crashes being the most prominent. There was a higher level of motorbike crashes (16.8% of reported crashes) 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.

The draft treatments were put on public exhibition between 22 March and 3 May 2019, with letters sent to businesses and residents in the study area. There was general support for the proposed scheme, with 63 of 78 submissions indicating support.

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. After the public exhibition feedback, including Roads and Maritime Services (RMS) advice, a two stage scheme was developed.

One of the significant changes proposed in the local streets is the establishment of a 40km/h zone for the local street within 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. Stage 1 of the LATM scheme is \$300,100 with stage 2 totalling \$400,400.

| Newtown LATM Review 2019<br>Strategic Cost Estimation |         |                                 |                               |   |          |                |
|---|---------|---------------------------------|-------------------------------|---|----------|----------------|
| Stage 1   |         |                                 |                               |   |          |                |
| 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 repeater signs, 40 patch and end 40 area signage. (subject to Roads and Maritime Services review and approval)              | 1        | \$9,800        |
| 1   | B       | Bailey Street                   | Enmore Road                   | 10km/h raised shared zone with regulatory signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of one (1) speed cushion. | 2        | \$28,100       |
| 2   | A       | Goddard Street                  | King Street                   | Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).   | 3        | \$24,500       |
| 3   | A       | Reiby Street                    | Enmore Road                   | Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).   | 4        | \$31,700       |
| 4   | A       | Simmons Street                  | Enmore Road                   | Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).   | 5        | \$16,000       |
| 5   | A       | Marian Street                   | Enmore Road                   | Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).   | 6        | \$23,200       |
| 6   | E       | Holt Street                     | King Street to Station Street | Stage 1: kerb extensions at King Street, reduced No Stopping distance on south side, bollards, kerb ramps, repositioned traffic signage.                                      | 7        | \$13,800       |

| Items | Map ref    | Street            | Section                                      | Proposed Treatment   | Priority | Estimated Cost   |
|-------|------------|-------------------|--|--|----------|------------------|
| 8     | A          | Camden Street     | King Street                                  | Continuous footpath treatment (raised treatment on side street, installation of bollards, planter boxes, street furniture)   | 8        | \$25,900         |
| 9     | C          | Metropolitan Road | Enmore Lane                                  | Installation of kerb blister island<br>Installation of at grade pavement or similar linemarking<br>Installation of truck prohibited symbolic and local traffic signage | 9        | \$19,800         |
| 10    | C          | Station Street    | Reiby Lane                                   | Installation of at grade pavement or similar linemarking<br>Installation of truck prohibited symbolic and local traffic signage  | 10       | \$3,000          |
| 11    | E          | Metropolitan Road | Cross Lane                                   | Installation of kerb blister islands with landscaping  | 11       | \$42,700         |
| 12    | E          | Cross Lane        | Edgeware Road                                | Installation of kerb blister island and entry signage  | 12       | \$8,000          |
| 13    |            | Metropolitan Road | Enmore Lane                                  | Installation of kerb ramps, steel grate, remove part of existing concrete island at existing mobility impaired space   | 13       | \$4,000          |
| 14    | E          | Camden Street     | College Street                               | 2x landscaped kerb blister islands, give way signs and lines   | 14       | \$16,800         |
| 15    | E          | Camden Street     | Station Street                               | 2x landscaped kerb blister islands, give way signs and lines   | 15       | \$16,800         |
| 16    | Appendix N | Simmons Street    | entire length                                | Bicycle logo mixed traffic arrangement<br>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<br>Bicycle warning symbolic signs on side streets   | 17       | \$2,400          |
| 18    | Appendix N | College Street    | Between Margaret Street and Holt Street      | Bicycle logo mixed traffic arrangement<br>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<br>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<br>Bicycle warning symbolic signs on side streets   | 20       | \$3,200          |
| 21    | Appendix N | Station Street    | At Holt Street                               | Bicycle bypass path through existing kerb island   | 21       | \$4,000          |
| 22    | Appendix N | Metropolitan Road | Between Enmore Road and southern end of road | Bicycle logo mixed traffic arrangement<br>Bicycle warning symbolic signs on side streets   | 22       | \$1,800          |
|       |            |                   |  | <b>Total Stage 1</b>   |          | <b>\$300,100</b> |

| Stage 2 |         |                |   |   |          |                  |
|---------|---------|----------------|---|---|----------|------------------|
| Items   | Map ref | Street         | Section                                     | Proposed Treatment  | Priority | Estimated Cost   |
| 3       | B       | Reiby Street   | Enmore Road to Pemell Lane                  | Stage 2: 10km/h shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Replacement of existing kerb with dish drain or mountable kerb. Installation of speed cushions at two locations.        | 23       | \$52,200         |
| 4       | B       | Simmons Street | Enmore Road to Pemell Lane                  | Stage 2: 10km/h shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Replacement of existing kerb with dish drain or mountable kerb. Installation of speed cushions at two locations.        | 24       | \$51,200         |
| 5       | B       | Marian Street  | Enmore Road Enmore Lane                     | Stage 2: 10km/h shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Replacement of existing kerb with dish drain or mountable kerb. Installation of speed cushions at two locations.        | 25       | \$46,400         |
| 6       | B       | Holt Street    | King Street                                 | Stage 2: 10km/h raised shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Replacement of existing kerb with dish drain or mountable kerb. Installation of speed cushions at two locations. | 26       | \$131,800        |
| 23      | B       | Pemell Lane    | Simmons Street to Reiby Street              | 10km/h shared zone with regulatory signage, textured road pavement and two (2) speed cushions.  | 27       | \$60,100         |
| 24      | B       | Reiby Lane     | From Reiby Street to rear of 72 Enmore Road | 10km/h shared zone with regulatory signage, textured road pavement and two (2) speed cushions.  | 28       | \$18,800         |
| 25      | D       | Pemell Street  | Simmons Street to Reiby Street              | Landscaped central islands with native trees.   | 29       | \$39,900         |
|         |         |                |   | <b>Total Stage 2</b>  |          | <b>\$400,400</b> |





# INNER WEST COUNCIL

Newtown Local Area Traffic Management Study 2019

## Proposed Treatments

August 2019

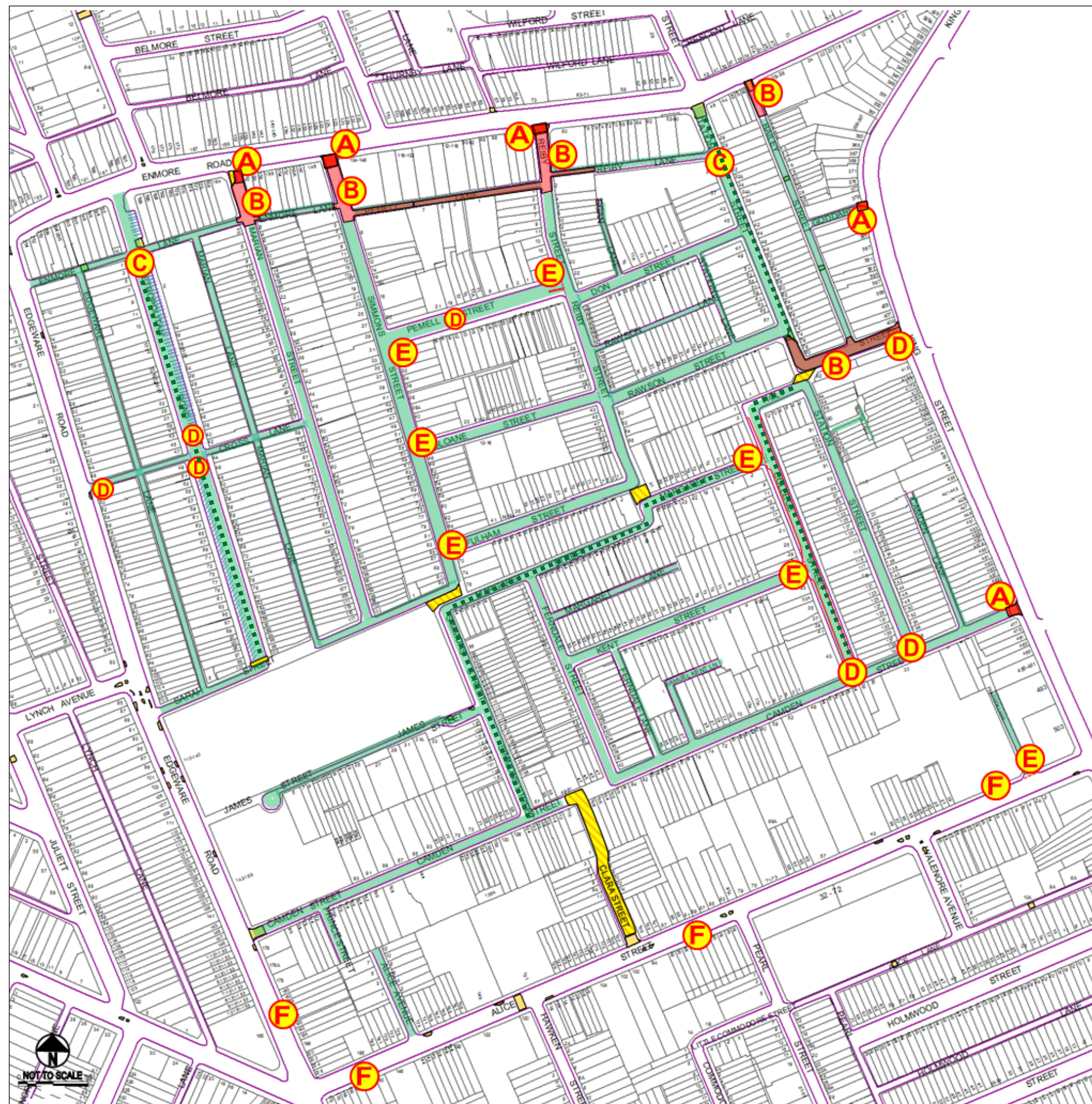
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## Legend:

- A** Stage 1 Continuous footpath treatment
- B** Stage 2 10km/h Shared zone (speed cushions, textured surface, marked parking bays and signage)
- 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
- Bicycle infrastructure





## 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.

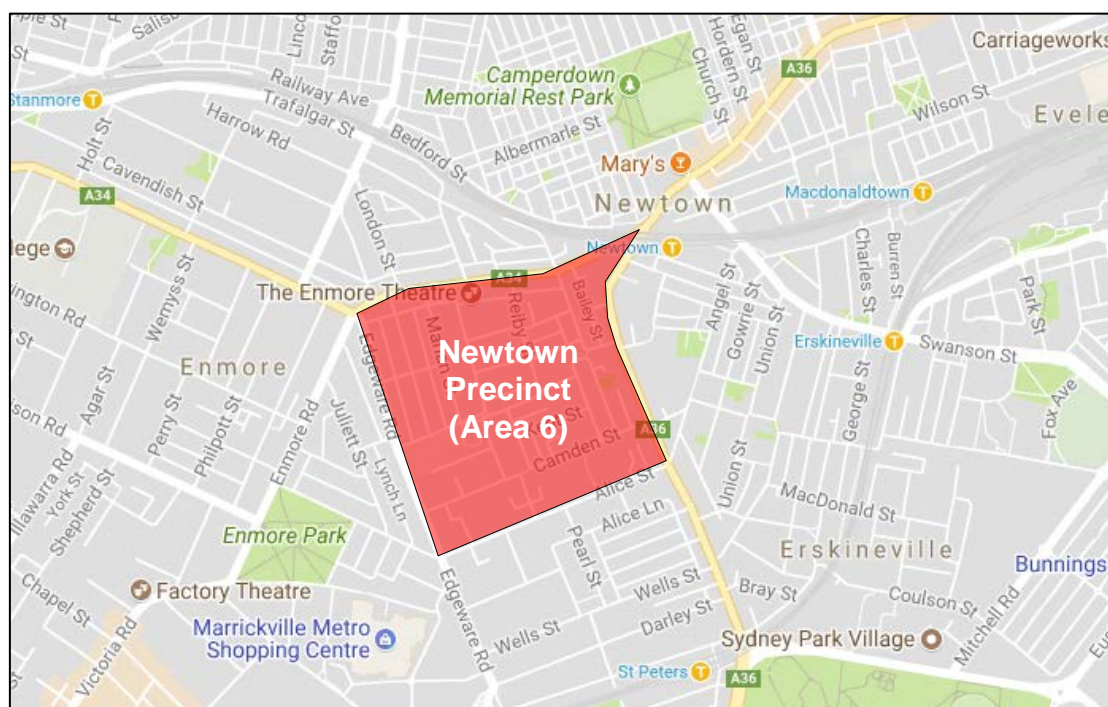


Figure 1: Study Area

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<br>Public transport is reliable, accessible, connected and enjoyable  | 1. Advocate for improved public transport services to, through and around Inner West<br>2. Advocate for, and provide, transport infrastructure that aligns to population growth  |
| 2.6<br>People are walking, cycling and moving around Inner West with ease | 1. Deliver integrated networks and infrastructure for transport and active travel<br>2. Pursue innovation in planning and providing new transport options<br>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
- Public 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

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

- 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 crashes.
- 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.

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**

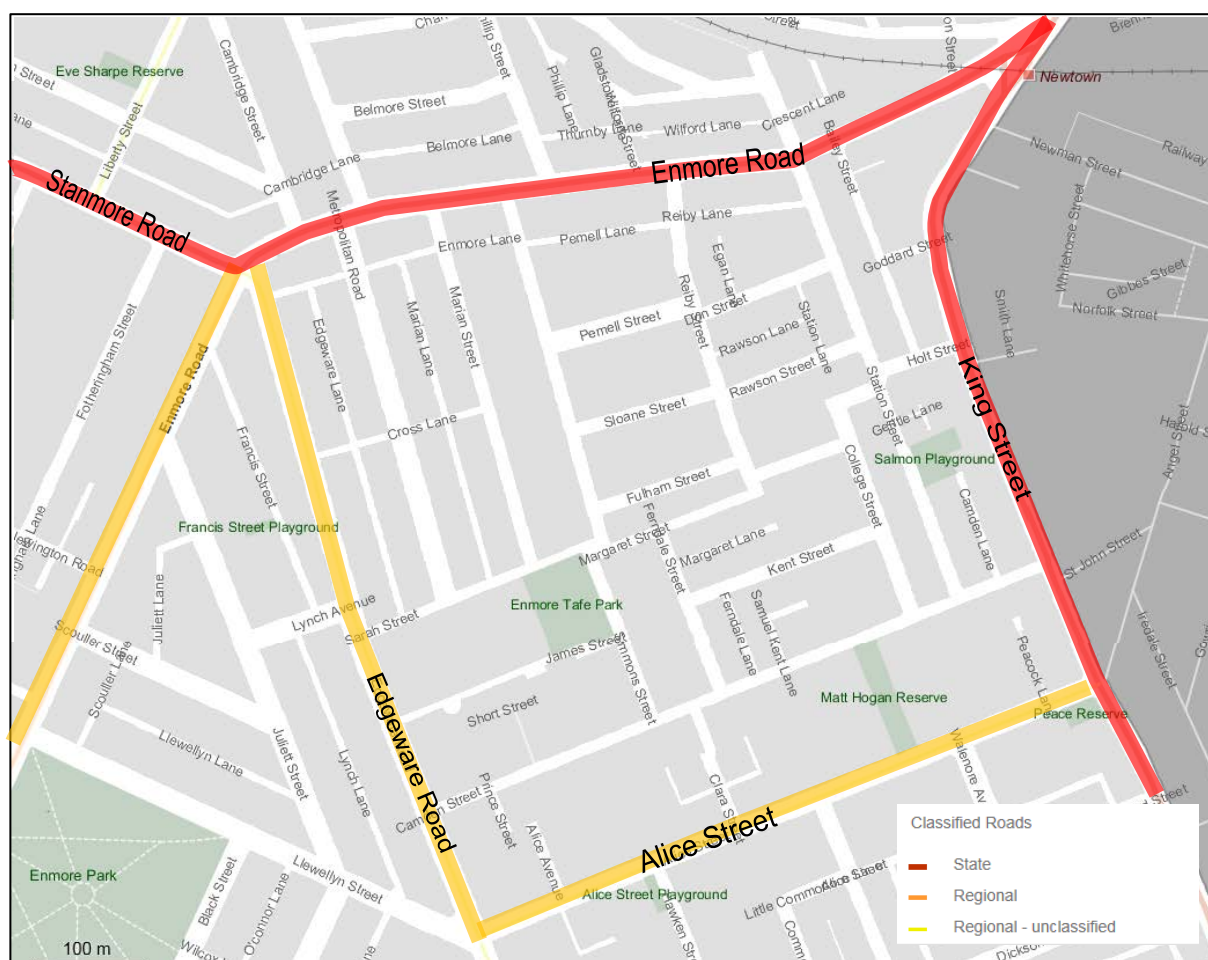
| <b>Newtown Electorate Census and Journey to Work Datasets</b>                        |                      |             |
|--|----------------------|-------------|
| <b>Source: 2016 Census and 2016 Journey to Work, Australian Bureau of Statistics</b> |                      |             |
|  | Newtown<br>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 Edgware 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 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.

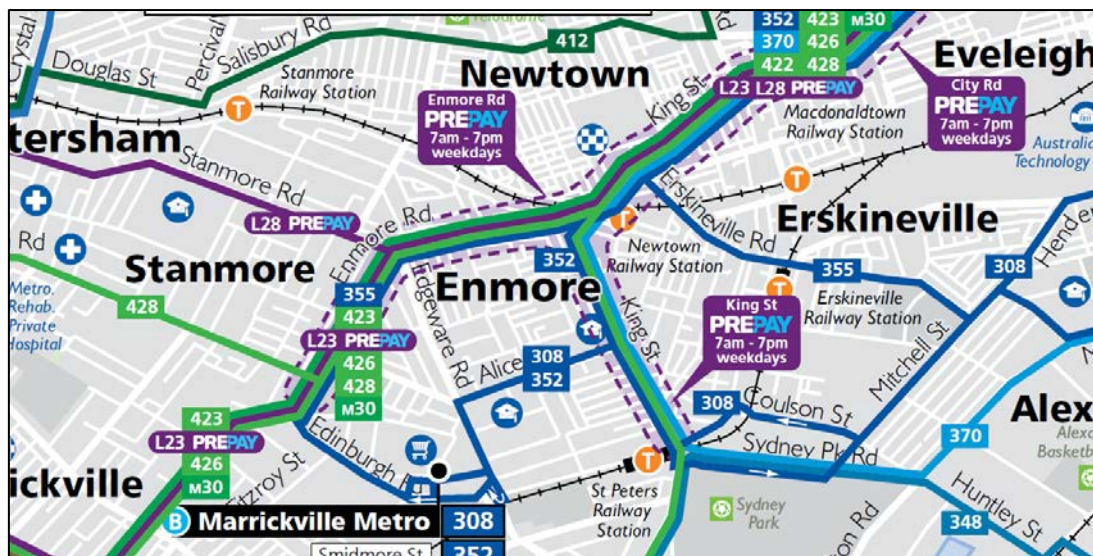


Figure 3: Public Rail Network connecting Newtown

### 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.

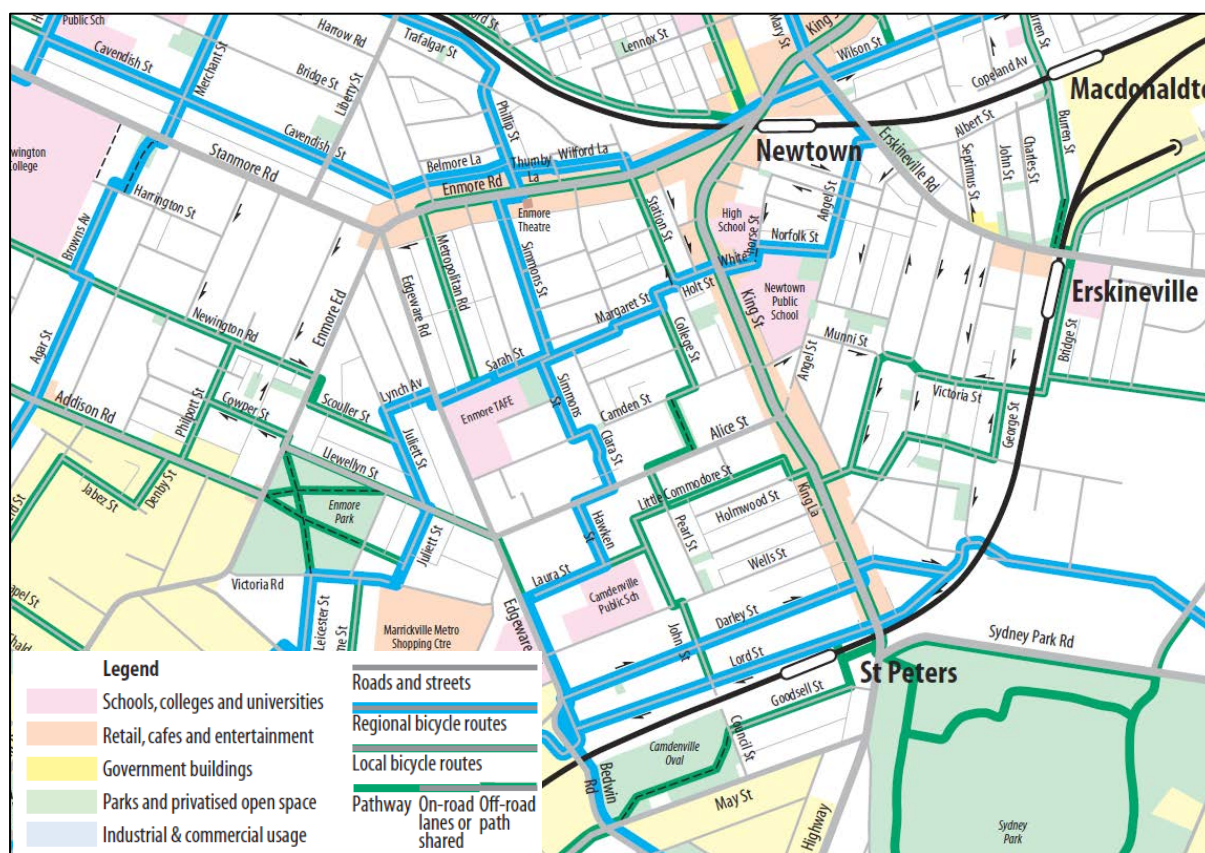


Figure 5: Bicycle routes identified by the Marrickville Bicycle Strategy 2007

### 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.

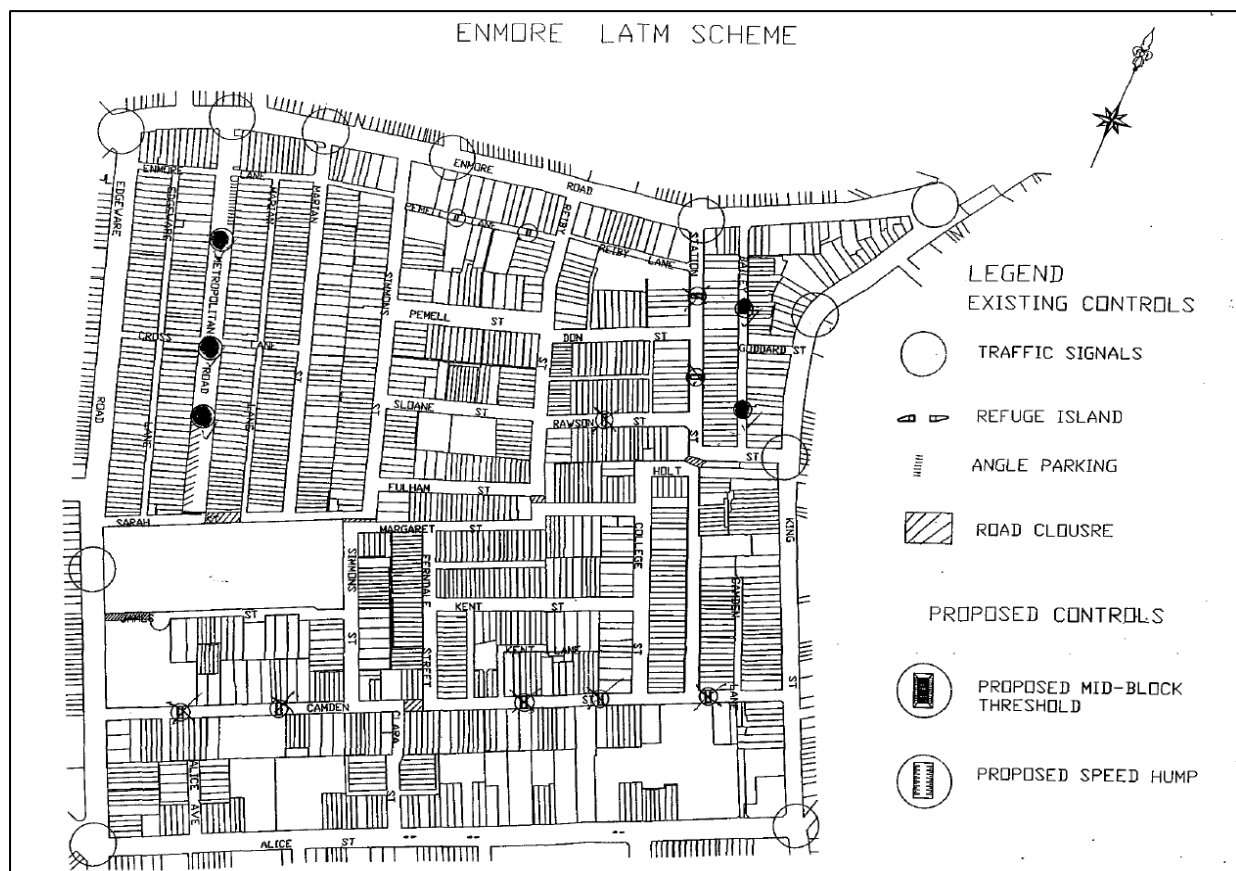
The PAMP study identified approximately \$870,000 worth of improvements along the footpath, ramps, and accessibility. Council has since undertaken some of the works and subject to funding availability a number of these are progressively completed each year.

### 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 1P or 2P residential parking scheme restrictions 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 towards the south. The Newtown Enmore Parking Review 2017 proposed 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.

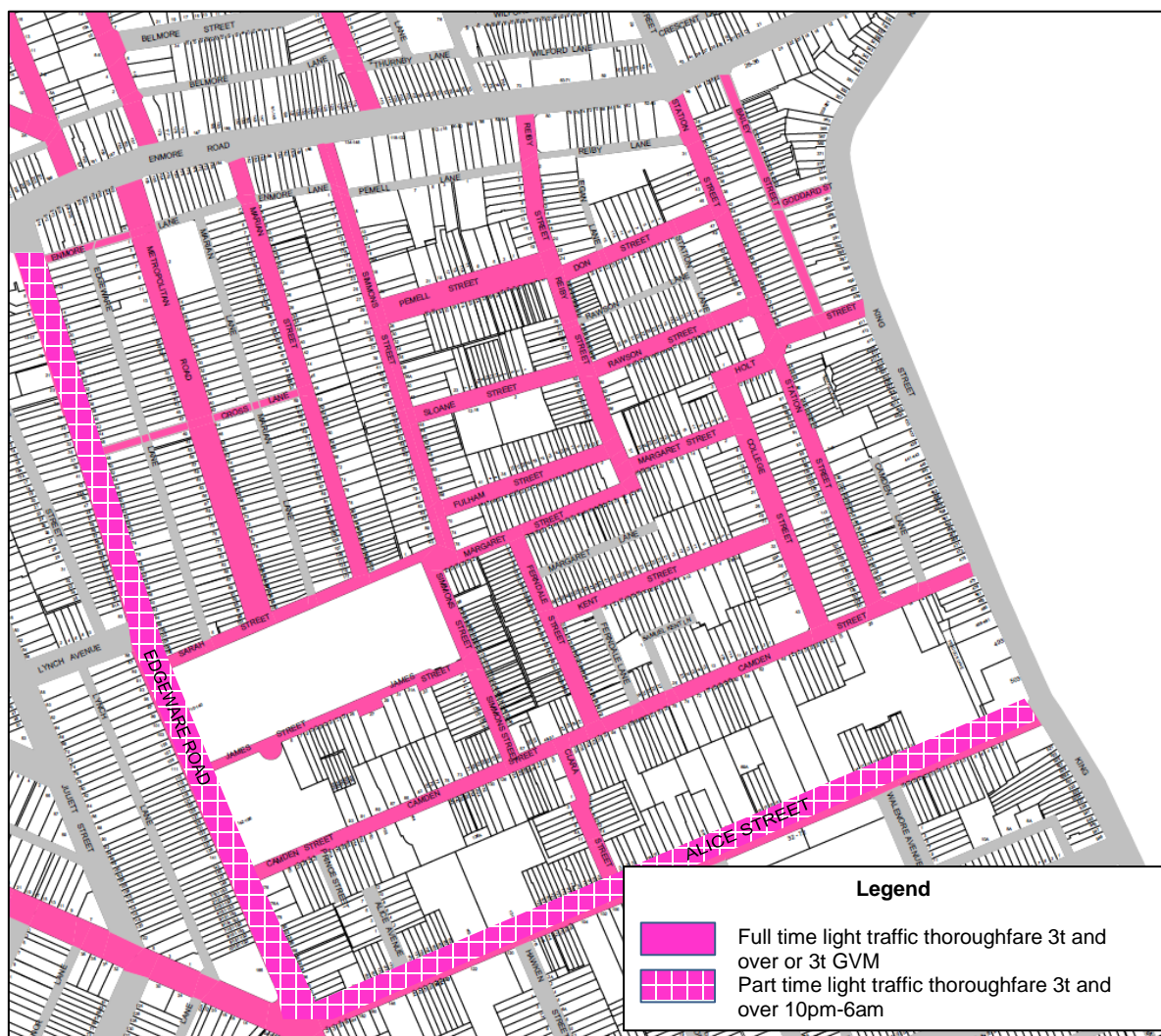
On-street parking signs are in place to better manage parking for the community. Over the past number of years several parking restrictions have been installed for access or safety reasons. Whilst

not all streets have a statutory 10m parking restriction signs at intersections, drivers need to comply with the Road Rules even at locations without No Stopping or No Parking signage.

### 3.5.4 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 laneways 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<br>300 maximum  | 2,000 Residential area<br>4,000 Other  |
| Collector               | Street     | 50                   | 300 desirable<br>500 maximum  | 5,000 Residential area<br>10,000 Other |
| Regional (Sub-arterial) | Main Road  | 60-80                | 1,500-2,500                   | 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 covers 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

Traffic counters were installed 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 was collected.

Figure 8: Traffic count locations within the study area



### 4.2.2 Traffic volumes

All local streets within the study area were 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 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 85<sup>th</sup> 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, a raised pedestrian crossing, a number of refuge islands and kerb blisters, these treatments 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 a traffic volume in the order of 21,000 vehicles per day. The road has a speed limit of 60km/h and existing features include edge lines, kerb blisters, traffic signals and a refuge island. On-street parking is permitted along most sections of the road and the road operates with one travelling lane in each direction. The 85<sup>th</sup> percentile speeds were below the speed limit and comparable to other regional roads with a 60km/h speed limit. On approach and departure to the 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 stages 1-3 works. This is discussed in further detail in appendix I.

| Street          | Between                                     | Road Classification | Year Count Taken | Volume (AADT) | 85 <sup>th</sup> 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                      |



| Street            | Between                  | Road Classification | Year Count Taken | Volume (AADT) | 85 <sup>th</sup> 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



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:

- Edgware Road right turning traffic into Cross Lane and Metropolitan Road to bypass the No Right Turn restriction at Edgware 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.

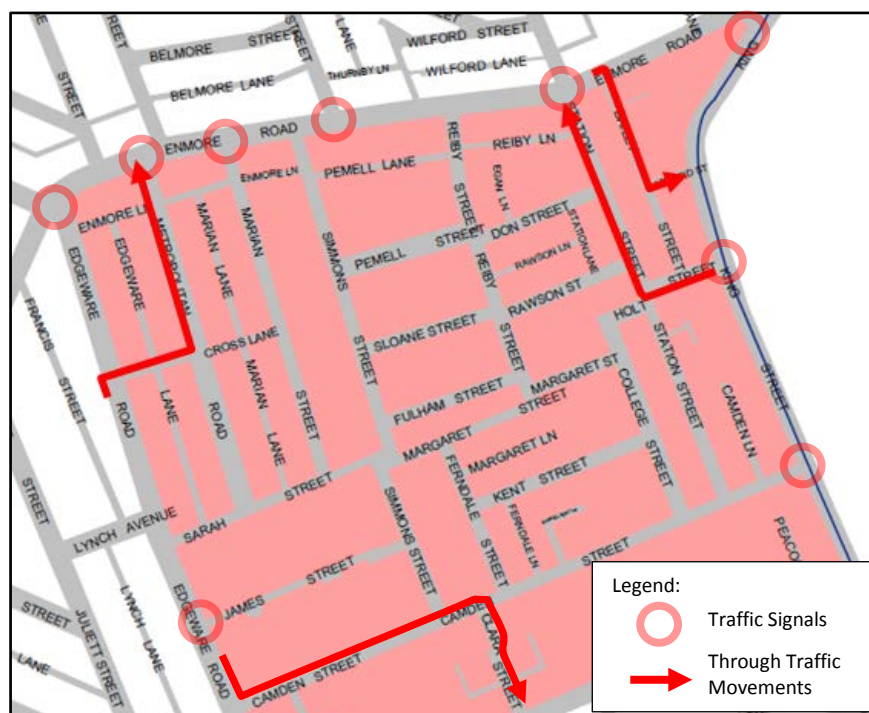


Figure 10: Prominent Through Traffic in the Newtown Study Area

### 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 (TPPA) 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 crash data ranging from 1 July 2012 to 30 June 2017.

From October 2014 the NSW Police has ceased reporting tow away crashes 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 crashes 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 crashes 5 were located in local roads, and 56 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 crashes decreased after 2014 when the NSW Police have stopped reporting tow away accidents. This is also reflected in the consistent number of injury crashes from 2014 to 2016.



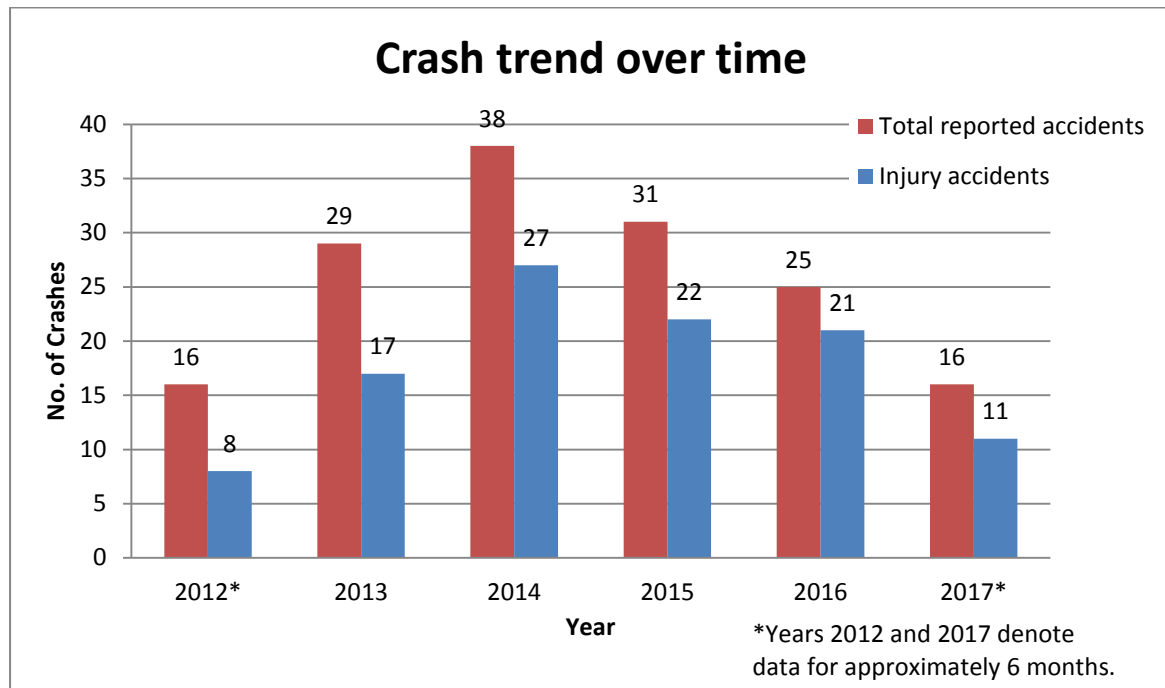


Figure 11: Crash trend over time in the Newtown study area

The traffic crash database provided by the RMS uses Road User Movement (RUM) codes which are 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 Crashes | Total Injury Crashes |
| 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

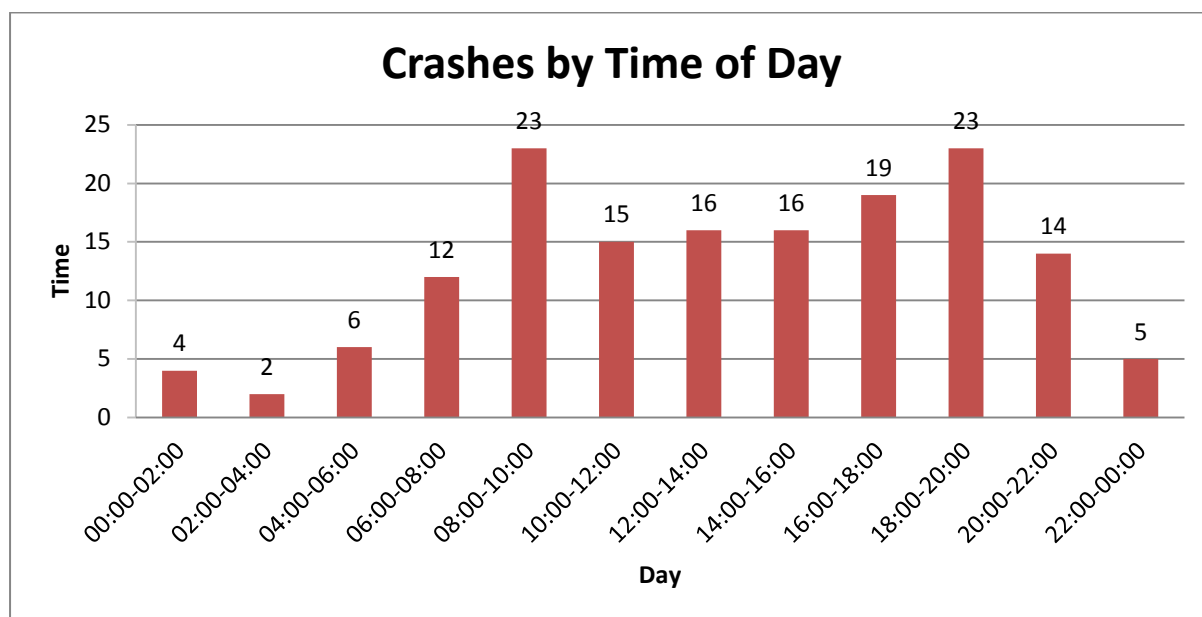


Figure 12: Crashes in study area by time of day

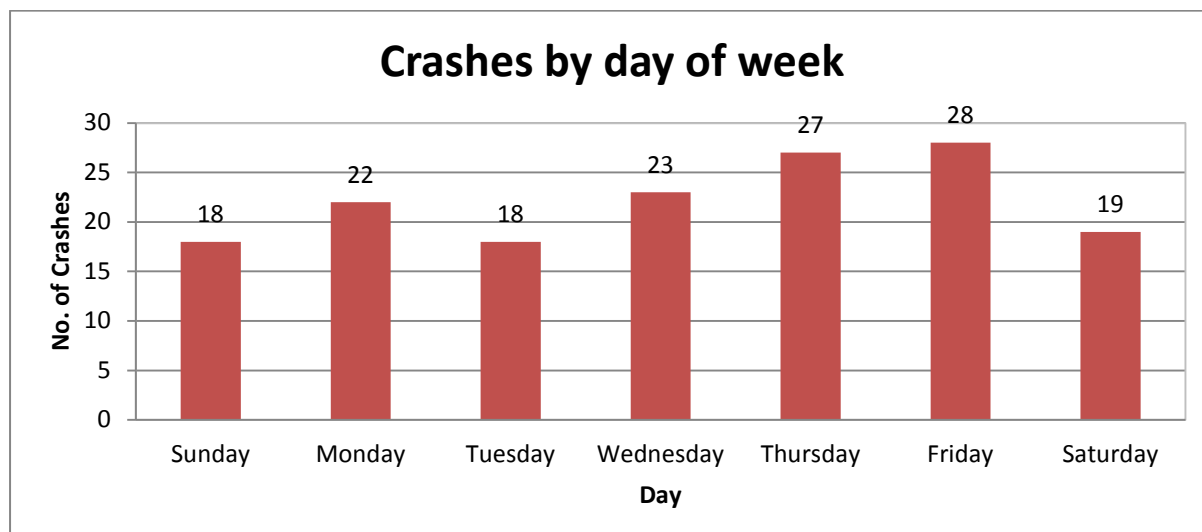


Figure 13: Crashes in study area by day of week

Figure 14 illustrates that with only 5 crashes occurring on local roads, most (96.7%) of the crashes are located within the arterial roads and regional roads. Further examination of the traffic crash data indicate that the top three crash types in RUM category codes are:

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

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



### 5.3 Motorbikes and cyclists crashes

Crashes involving motorbikes represent 16.8% of all crashes 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). Of the 26 crashes 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 crashes involving motorbikes (22 of 26) were reported with an injury.

Pedal Cyclists are likewise overrepresented as 14.2% of crashes 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 crashes, 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)

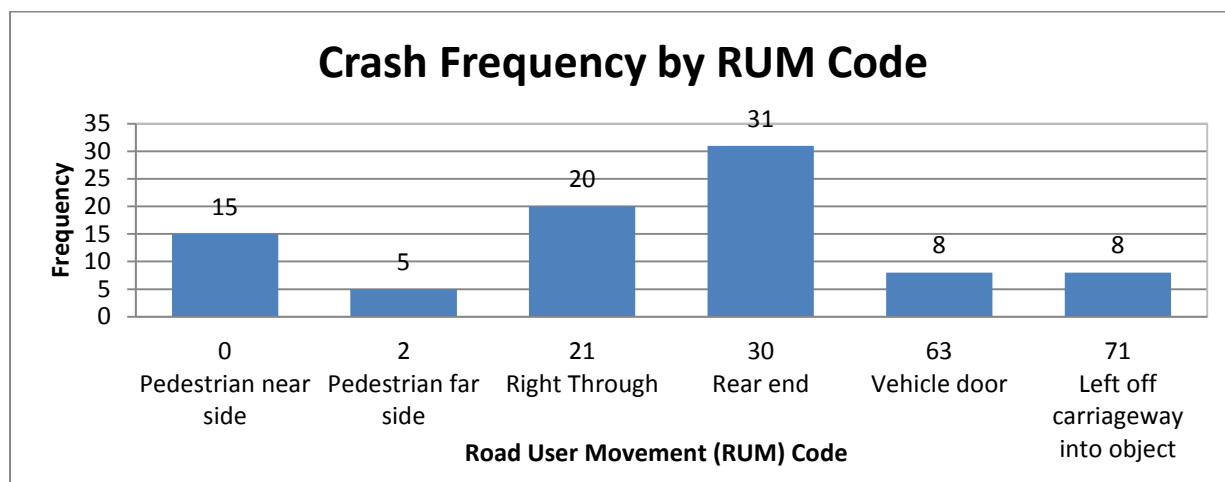


Figure 16: Crashes involving a pedal cyclist

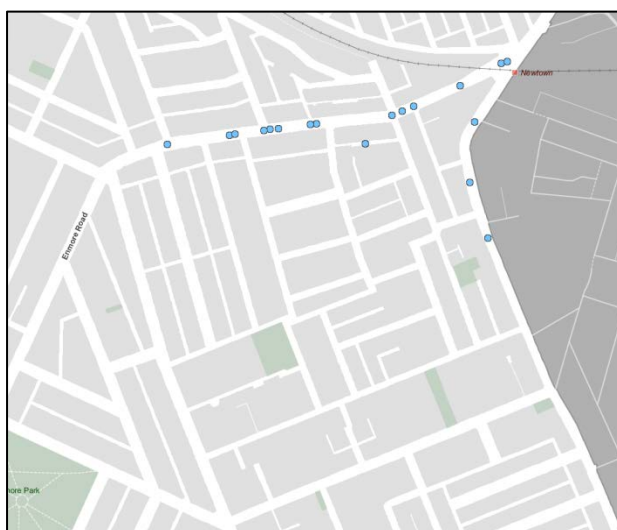


Figure 17: Crashes involving a Pedestrian



Figure 18: Crashes with speeding a factor

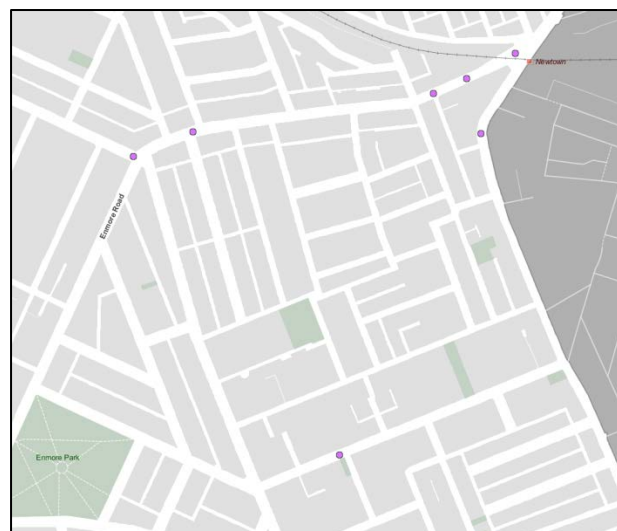


Figure 19: Crashes involving a motorbike

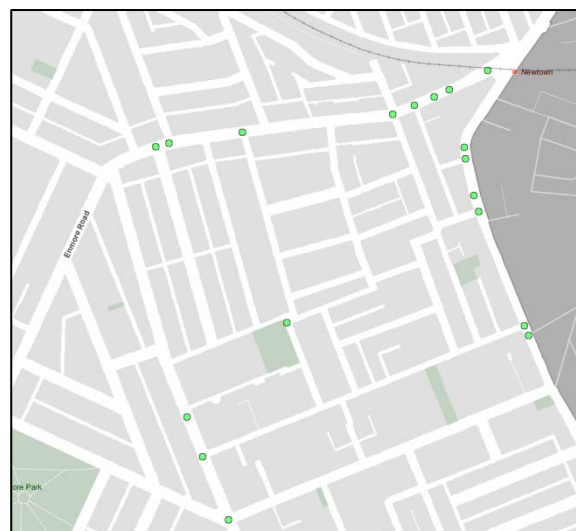
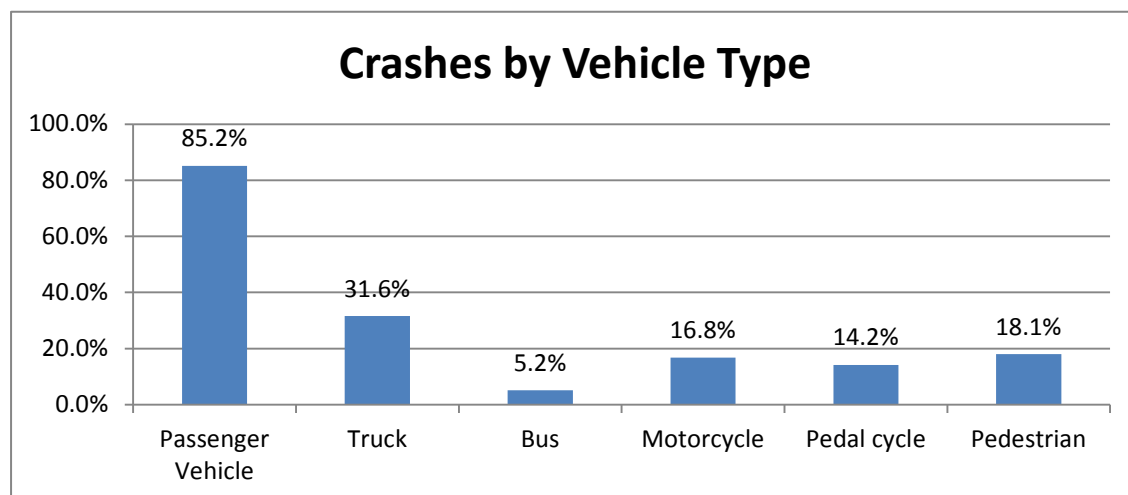




Figure 20: Crash by vehicle type



## 5.4 Pedestrian safety

Crash locations shown in Figure 14 indicate that pedestrian crashes have been on state and regional roads. Out of 28 reported injury crashes, 15 comprised of RUM code 0: near side and five (5) crashes reported with RUM code 2: far side. Considering that 16 crashes have occurred over 800m length of Enmore Road between Edgeware Road and King Street, this averages to approximately two crashes every 100m along Enmore Road. A comparison with other town centres such as Marrickville Road show similar rates of crashes. Recognising that 100% of reported pedestrian crashes resulted in some form of injury, both the RMS and Council is mindful of the importance of pedestrian safety, including the elderly, mobility impaired and young children. Council's road safety officers regularly undertake local preventive strategies and road safety awareness campaigns in the 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 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 to improve pedestrian safety in Alice Street, examining the provision of kerb extensions at the three existing pedestrian refuge islands in Alice Street. Kerb extensions reduce the pedestrian walking 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 to and from the side streets, as well as creating a squeeze point for on-road cyclists in Alice Street. Although Alice Street had a favourable pedestrian crash history, kerb extensions were not considered feasible at this time and this could possibly be reviewed in the future.

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

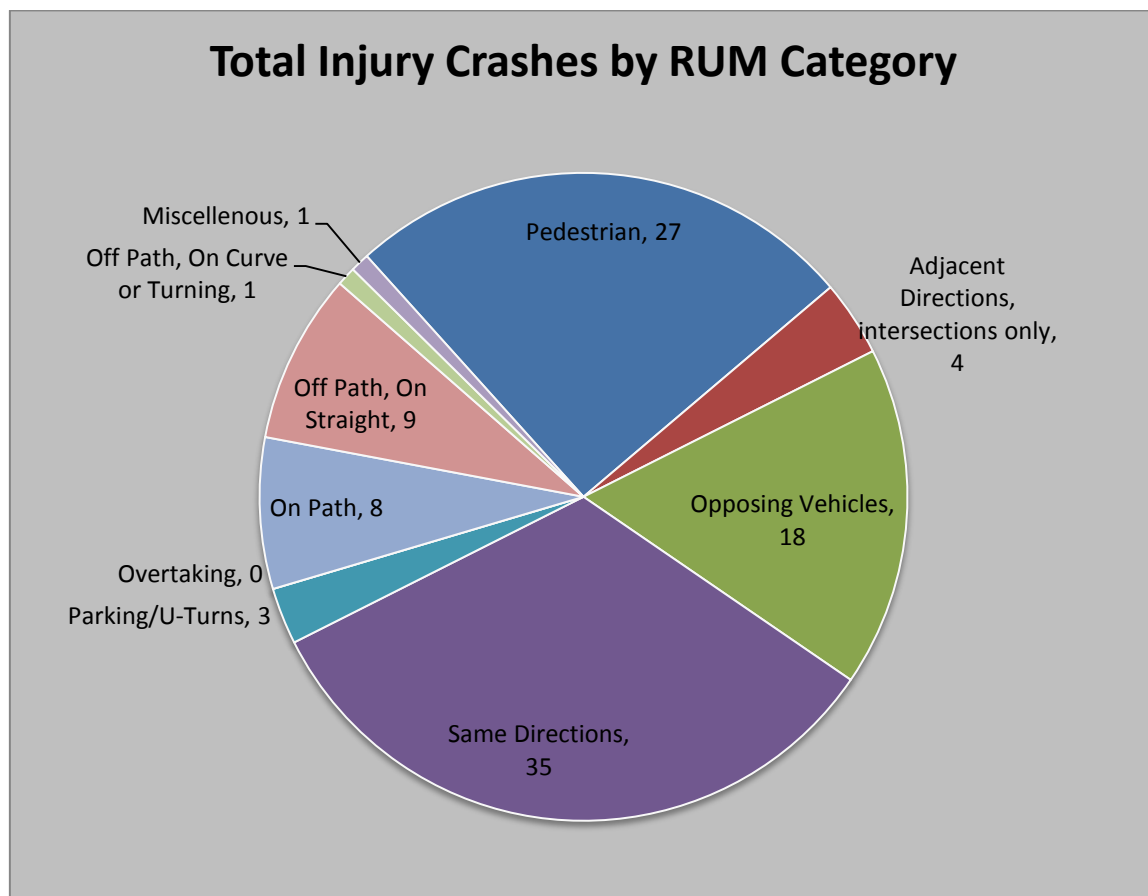


Figure 22: Look Before You Step Out patches in King Street, Newtown and Enmore Road, Enmore

## 6. Future conditions

Future traffic conditions were considered as part of the study with the main contributors comprising 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 shows 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 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 is located outside the study area east of King Street and within close distance to Newtown Railway 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 enrolled 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 a 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.

- **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.



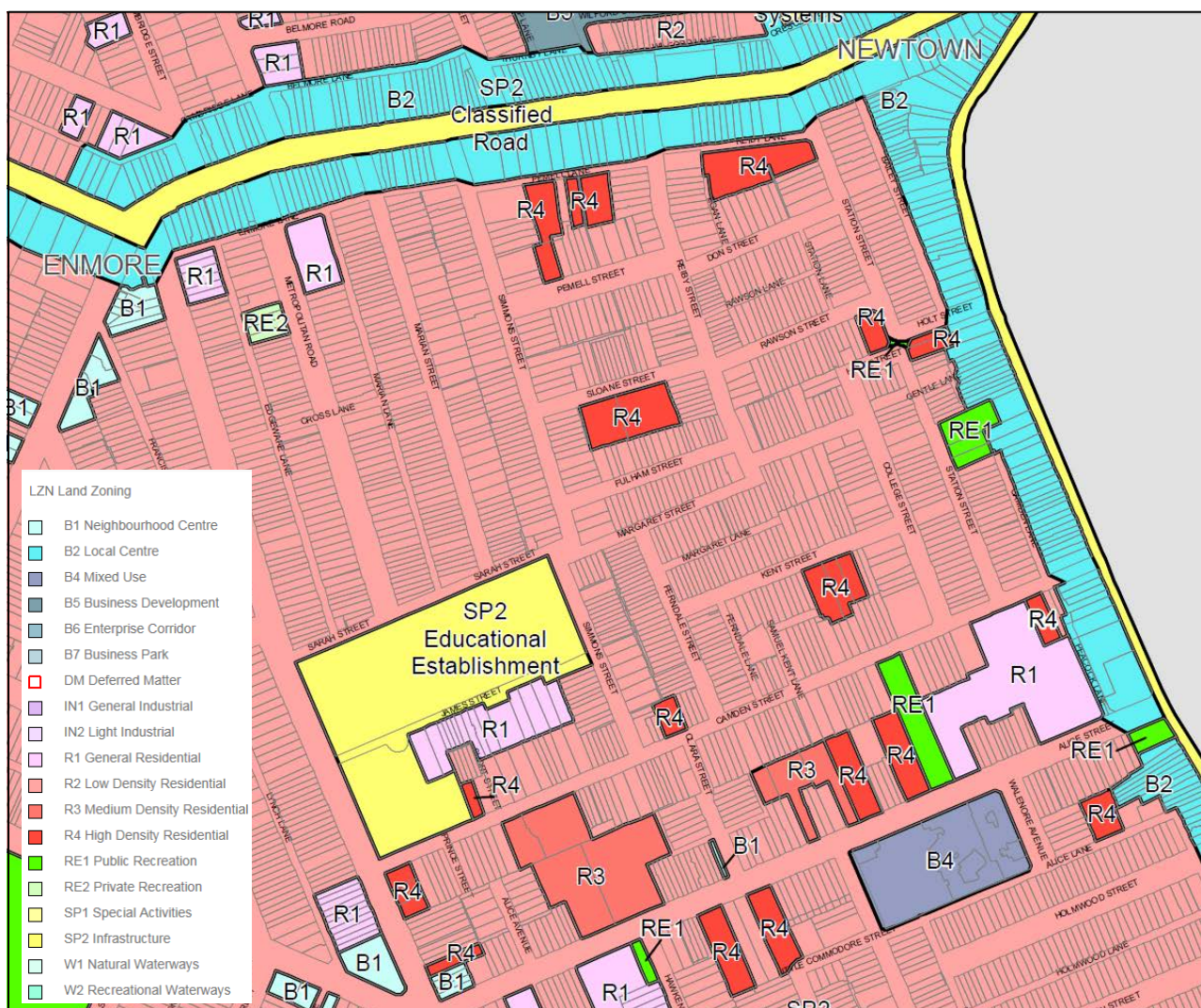


Figure 23: Land use zoning in the study area under the Marrickville Local Environment Plan 2011

#### 6.1.2 Planning proposal - Marrickville Local Environment Plan 2011 amendment No. 4

In 2018 the Inner West Council 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 proposed within the Newtown LATM study area include:

- 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.

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 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.

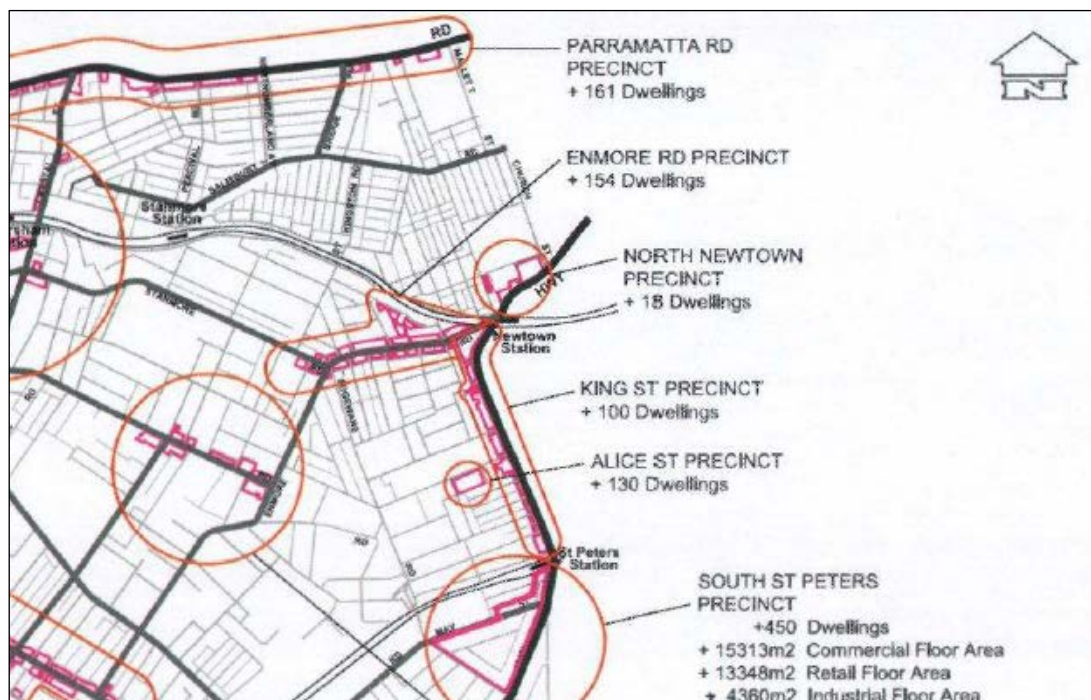


Figure 24: Estimated dwellings in 2031 from S94 Traffic and Transport Study by Transport and Urban Planning 2011



### 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 the 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 provisions 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 voluntary planning agreement between the developer and Council was executed in June 2018.

The Traffic Impact Assessment report proposes to change the existing weekday 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 and 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 conditions in the road network in the inner west will be adversely affected due to the

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 flow 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' 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.

A 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). 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.



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 traffic and safety 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 from 22 March 2019 to 3 May 2019. Following the exhibition a review was undertaken and the final report consideration by Local Traffic Committee and Council.

### 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**

| Street            | Road Classification | Issues raised by community |       |                |                |                |       |                        |                            | Total |
|-------------------|---------------------|----------------------------|-------|----------------|----------------|----------------|-------|------------------------|----------------------------|-------|
|                   |                     | parking                    | speed | heavy vehicles | traffic volume | bicycle safety | other | dangerous intersection | pedestrian crossing/safety |       |
| Alice Avenue      | Access Way          |                            | 1     |                |                |                |       | 1                      | 2                          | 4     |
| Camden Lane       | Access Way          | 5                          | 1     |                |                |                |       |                        |                            | 6     |
| Cross Lane        | Access Way          |                            |       |                | 1              |                | 1     |                        |                            | 2     |
| Edgware 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               |                            | 1     |                |                |                |       |                        |                            | 0     |
| Station Street    | Local               | 2                          | 1     |                |                |                |       |                        |                            | 3     |
| Alice Street      | Regional            | 1                          |       |                |                | 1              | 1     | 3                      | 2                          | 8     |

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

## 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: Traffic Issues identified during the initial community consultation by street**

| Issue                   | Location          | Count | Issue                        | Location               | Count |
|-------------------------|-------------------|-------|------------------------------|------------------------|-------|
| <b>Too much traffic</b> |                   |       | <b>Exceeding speed limit</b> |                        |       |
|                         | King Street       | 26    |                              | Alice Street           | 14    |
|                         | Alice Street      | 24    |                              | King Street            | 13    |
|                         | Edgeware Road     | 15    |                              | Edgeware Road          | 11    |
|                         | Enmore Road       | 16    |                              | Enmore Road            | 9     |
| <b>Heavy vehicles</b>   |                   |       |                              | Station Street         | 8     |
|                         | Alice Street      | 11    |                              | Camden Street          | 5     |
|                         | Edgeware Road     | 14    |                              | Simmons Street         | 5     |
|                         | King Street       | 23    |                              | Marian Street          | 4     |
|                         | Camden Street     | 5     |                              | Reiby Street           | 3     |
| <b>Rat running</b>      |                   |       |                              | Clara Street           | 3     |
|                         | Station Street    | 16    | <b>Sight obstruction</b>     |                        |       |
|                         | Camden Street     | 12    |                              | Clara Street           | 11    |
|                         | Metropolitan Road | 11    |                              | Camden Street          | 10    |
|                         | Cross Lane        | 10    |                              | Simmons Street         | 7     |
|                         | Clara Street      | 6     |                              | College Street         | 5     |
|                         | Alice Street      | 5     |                              | Reiby Street           | 4     |
|                         | Holt Street       | 7     |                              | Ferndale Street        | 2     |
|                         | Simmons Street    | 5     | <b>Other</b>                 |                        |       |
|                         | Fulham Street     | 4     |                              | Enmore theatre related | 9     |
|                         | Bailey Street     | 3     |                              | Pedestrian related     | 9     |
| <b>Parked cars</b>      |                   |       |                              | Road too narrow        | 7     |
|                         | Simmons Street    | 2     |                              | Truck related          | 5     |
|                         | Alice Street      | 3     |                              | TAFE related           | 4     |
|                         |                   |       |                              | Cyclist related        | 4     |

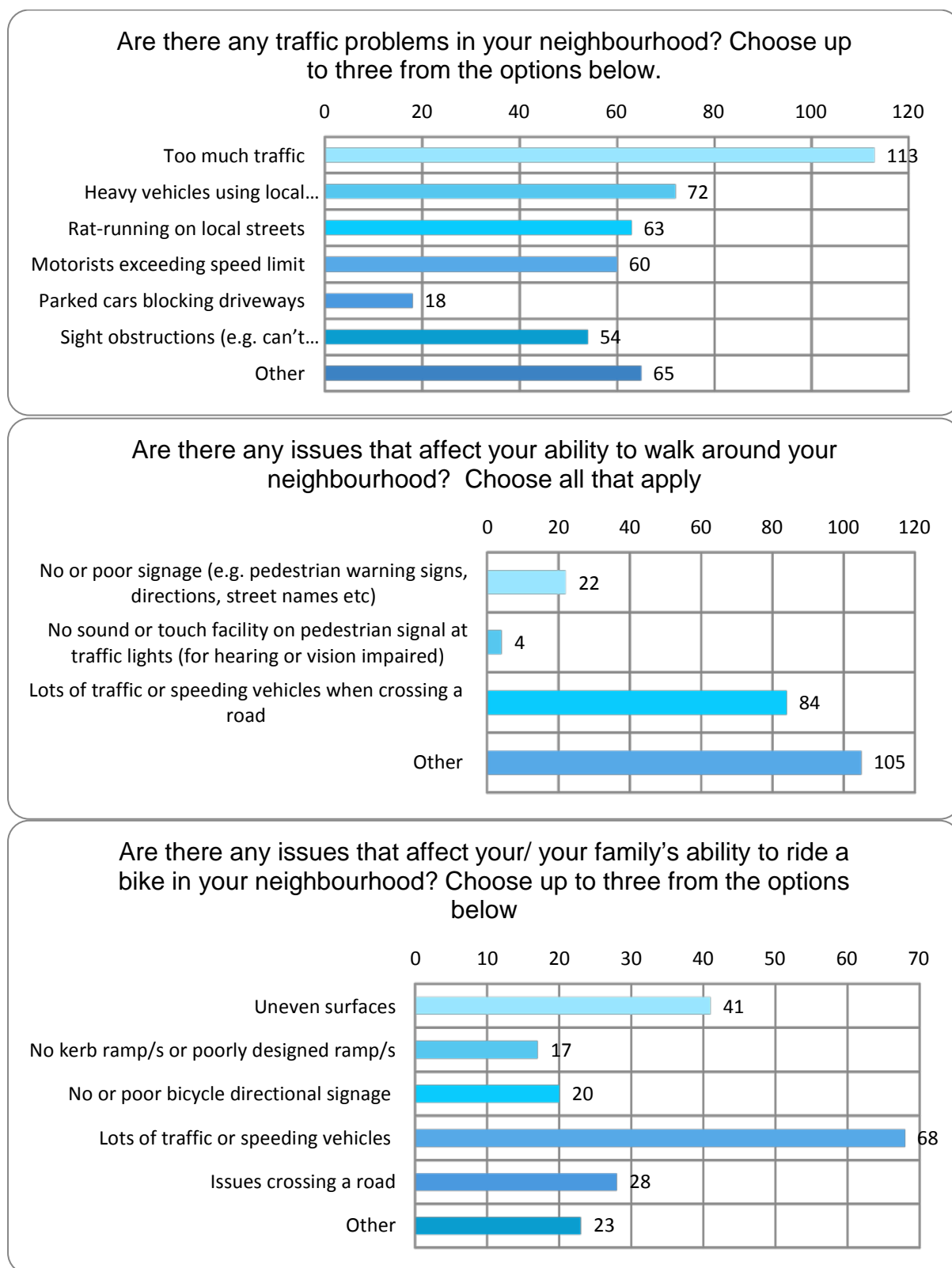


Figure 27: Initial Survey Question Results



## 7.3 Public exhibition

The draft Newtown LATM report was considered by the Inner West Local Traffic Committee in November 2018 and adopted by Council on 26 February 2019. 1,709 letters were printed and distributed to view the draft report including proposed treatments and concept plans through Council's website. The draft report was put in public exhibition from 22 March 2019 to 3 May 2019. Hard copies of the report were made available in in Petersham Customer Service Centre and Marrickville Library. *Your Say Inner West* provided opportunities for the public to view the report, concept plans and make a comment on the draft report.

At its close, Council's *Your Say* website had 618 total visits and with 71 contributors, and resulting in 72 online submissions. As shown in Figure 28, the responses indicated general support for the draft plan. A feedback summary from the submissions is provided in appendix H.

An additional six (6) submissions were received from the community with two (2) submissions indicating a non-support for the draft LATM plan. These have been included in the feedback summary.

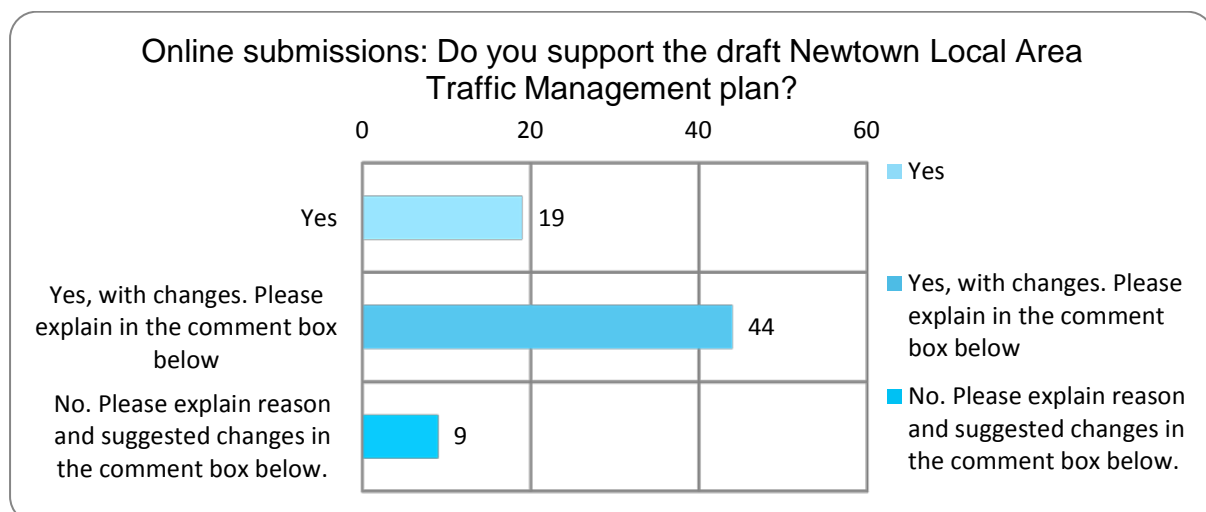


Figure 28: Public exhibition online submission results

## 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 has been developed to align with the values and principles identified in the draft Integrated Transport Strategy (ITS) as well as Council's Community Strategic Plans (CSP), such as:

- Prioritising and integrating active and public transport, supporting mode shift from single vehicles travel to active and sustainable transport

- Focusing on safety for vulnerable road users such as pedestrians and cyclists
- Improving access, infrastructure and management of the road network that can advocate and support a growing and changing population

## 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 zones (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 College Street
- Formalisation of 40km/h Local Traffic Area
- Safety improvements in King Street & Enmore Road
- Landscaped islands in Pemell Street
- 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)

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 commercial areas this will meet the public domain 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. As Reiby, Simmons and Marian Streets are located near the Enmore Theatre, these streets generally experience a higher traffic volume 5-7pm prior to events evenings at the theatre. Reiby Street and Simmons Street generally experiencing peak hour traffic volumes less than 45 veh/hr during a typical

day where there are no events at the Enmore Theatre. It is proposed to include King Street and Enmore Road continuous footpath treatments in stage 1 of the LATM scheme. Bailey Street has also been included within stage 1 of the scheme for a shared zone.

|  | <b>Goddard Street</b> | <b>Camden Street</b> | <b>Reiby Street</b>  | <b>Simmons Street</b> | <b>Marian Street</b> |
|--|-----------------------|----------------------|----------------------|-----------------------|----------------------|
| Main street                                      | King Street           | King Street          | Enmore Road          | Enmore Road           | Enmore Road          |
| Average annual daily traffic (AADT)              | <400<br>(estimated)   | 434.7                | 683                  | 806                   | 364                  |
| Peak hour traffic volumes<br>(3 periods, veh/hr) | <45<br>(estimated)    | 31.9<br>28.9<br>27.0 | 66.7<br>62.1<br>60.7 | 63.0<br>62.0<br>61.9  | 28.4<br>27.9<br>26.0 |
| Direction of traffic                             | One way               | Two way              | Two way              | Two way               | Two way              |

**Table 9: Preliminary continuous footpath treatment assessment**

As part of stage 2, shared zones are proposed in 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 1 shared zone. Shared zone treatments also feature textured surface treatment, removal of existing kerbs, speed cushions, parking spaces retained by marked bays, regulatory signs, including a reduced 10km/h speed limit which will require the approval of RMS.

|  | <b>Bailey Street</b>             | <b>Reiby Street</b>       | <b>Simmons Street</b>     | <b>Marian Street</b>      | <b>Holt Street</b>           |
|--|----------------------------------|---------------------------|---------------------------|---------------------------|------------------------------|
| 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                            |
| 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 traffic volume requirements for a shared zone. Stage 1 improvements include kerb extensions and bollards with an option for speed cushions at two locations in Holt Street. If stage 1 improvements are effective in reducing traffic volume below 1,000 vehicles per day, a shared zone in Holt Street could be implemented as part of the stage 2 of the scheme, subject to RMS approval. Concept plans for the two stages are illustrated in Appendix G. 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.

### 8.2.2 Local road entry treatments

The aforementioned continuous footpath and shared zone treatments provide a suitable entry treatment for vehicles entering local roads from the arterial road network. As Station Street and Metropolitan Road are signalised at Enmore Road, local road entry treatments are proposed with road texture treatment and signage, separating the residential section from the Enmore Road shopping areas. This local road entry treatment should discourage non-residential traffic, including trucks during afternoons and evenings when there are events in the Enmore Theatre. The 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 29: Metropolitan Road entry treatment at Enmore Lane**

### 8.2.3 Additional kerb blister treatments

Metropolitan Road is a local road with angled parking on one side and parallel parking on the other side, and has 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. 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.

In Pemell Road, edge lines proposed in the draft report were changed to landscaped median concrete islands, appropriate trees. The treatment will not impede vehicular access to driveways, and is expected to narrow the carriageway resulting in appropriate driver speed.

Concept plans for Metropolitan Road, Cross Lane and Pemell Street 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 are 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 per day 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, consideration was given for a 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 College Street**

College Street were identified as roads having a wider carriageway of 10.2m respectively. 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. It is proposed that E1 edge line treatment be installed on both sides for the length of College Street.



### 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 85<sup>th</sup> percentile speeds of all residential streets in the Newtown study area were found to be under 43km/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            | 85 <sup>th</sup> Percentile Speed (km/h) | Proposed treatment  |
|-------------------|--|---|
| Pemell Street     | 42.1                                     | Landscaped median islands   |
| 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' is listed as stage 1 of the LATM 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 crashes were reported where a vehicle turning right from Enmore Road into Bailey Street 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 extends 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 crashes were right through crashes involving a motorbike. The time of the crashes 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 crash 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 and in a commercial shopping precinct they are desirable locations with high pedestrian movements. 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 wider 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 crashes 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 random locations between Bailey Street and King Street. The footpath on the south side of Enmore Road is particularly narrow at approximately 2.0m and pedestrian access through this area is 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, as well as limiting access to existing shops and properties.

### **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 is 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 Proposal amendments following public exhibition

As outlined in Section 7.3, there was general support from the community, with a range of submissions concerning specific treatments and locations. The list of additions and amendments to the draft treatments during the public exhibition is provided in Table 12.

| Amendments to draft proposals following public exhibition |                                     |   |   |  |
|---|-------------------------------------|---|---|--|
| Street  | At/Between                          | Treatment in draft report   | Changes   | Notes  |
| Reiby Street, Simmons Street, Marion Street               | Between Enmore Road and Pemell Lane | 10km/h Shared zone, continuous footpath treatment, speed cushions, textured surface treatment | Separation into 2 stages:<br>Stage 1: Continuous footpath treatment at Enmore Road and King Street.<br>Stage 2: 10km/h shared zone, speed cushions, textured surface treatment, and removal of kerbs. | Due to high initial cost of treatments, these have been separated into two stages.   |
| Pemell Lane and Reiby Lane                                | Reiby Street and Simmons Street     |   | Addition of 10km/h shared zone, speed cushions at 2 locations in Pemell Lane and two locations in Reiby Lane.   | Suggestions were received to extend the shared zone to the extent of Pemell Lane containing residential premises. Speed cushions are required in shared zones to maintain low vehicle speeds. For consistency shared zone is to be installed as part of stage 2, in conjunction with shared zone in Reiby Street and Simmons Street. |
| Metropolitan Road   | Cross Lane                          | Kerb blister islands with motorbike parking   | Landscaped kerb blister islands   | Motor bike parking has been removed due to concerns.   |
| Metropolitan Road   | Enmore Lane                         |   | Addition of two kerb ramps and grate, changes at existing mobility impaired space.  | To improve access to mobility impaired space and address safety issue.   |

| Street             | At/Between                      | Treatment in draft report  | Changes  | Notes   |
|--------------------|---------------------------------|--|--|---|
| Pemell Road        | Reiby Street and Simmons Street | Edge line treatment  | Landscaped median island   | Changes to implement landscaped islands were suggested from local residents, however as this proposal has a higher cost, this site resulted in a low priority. Concept plan added to Appendix G.                    |
| Holt Street        | King Street and Station Street  | Stage 1 kerb extensions<br>Stage 2 shared zone, speed cushions, textured surface treatment, marked parking bays, removal of kerbs. | Inclusion of speed cushions in stage 1 kerb extensions as an option to discourage rat running and truck load limit in Holt Street.<br>Stage 2 to remain. | Concerns were received from the community regarding the illegal movements against the one way restriction and the load limit. Concept plans amended to improve pedestrian access across Holt Street at King street. |
| Holt Street Street | Station Street & Rawson Street  |  | Addition of bicycle bypass lane and No Entry bicycles excepted.  | Proposal added to support cycling and formalise bicycle route in Holt Street. Concept plan added to Appendix N.   |

**Table 12: Amendments to draft proposals following public exhibition**

## 8.4 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 the restrictions are clear to the general public and that there are no associated compliance issues.

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

## 8.5 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.

## 8.6 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. The following improvements are recommended:

- 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 updated 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.

## 8.7 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 they 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 13: Strategic Cost Estimation and Priority**

| Newtown LATM Review 2019<br>Strategic Cost Estimation |         |                                 |                               |   |          |                |
|---|---------|---------------------------------|-------------------------------|---|----------|----------------|
| Stage 1   |         |                                 |                               |   |          |                |
| 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 repeater signs, 40 patch and end 40 area signage. (subject to Roads and Maritime Services review and approval)              | 1        | \$9,800        |
| 1   | B       | Bailey Street                   | Enmore Road                   | 10km/h raised shared zone with regulatory signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of one (1) speed cushion. | 2        | \$28,100       |
| 2   | A       | Goddard Street                  | King Street                   | Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).   | 3        | \$24,500       |
| 3   | A       | Reiby Street                    | Enmore Road                   | Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).   | 4        | \$31,700       |
| 4   | A       | Simmons Street                  | Enmore Road                   | Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).   | 5        | \$16,000       |
| 5   | A       | Marian Street                   | Enmore Road                   | Stage 1: Continuous footpath treatment (raised footpath at main street, planter boxes and/or street furniture).   | 6        | \$23,200       |
| 6   | E       | Holt Street                     | King Street to Station Street | Stage 1: kerb extensions at King Street, reduced No Stopping distance on south side, bollards, kerb ramps, repositioned traffic signage.                                      | 7        | \$13,800       |
| 8   | A       | Camden Street                   | King Street                   | Continuous footpath treatment (raised treatment on side street, installation of bollards, planter boxes, street furniture)  | 8        | \$25,900       |
| 9   | C       | Metropolitan Road               | Enmore Lane                   | Installation of kerb blister island<br>Installation of at grade pavement or similar linemarking<br>Installation of truck prohibited symbolic and local traffic signage        | 9        | \$19,800       |
| 10  | C       | Station Street                  | Reiby Lane                    | Installation of at grade pavement or similar linemarking<br>Installation of truck prohibited symbolic and local traffic signage   | 10       | \$3,000        |
| 11  | E       | Metropolitan Road               | Cross Lane                    | Installation of kerb blister islands with landscaping   | 11       | \$42,700       |
| 12  | E       | Cross Lane                      | Edgeware Road                 | Installation of kerb blister island and entry signage   | 12       | \$8,000        |

| Items          | Map ref    | Street            | Section                                      | Proposed Treatment  | Priority | Estimated Cost   |
|----------------|------------|-------------------|--|---|----------|------------------|
| 13             |            | Metropolitan Road | Enmore Lane                                  | Installation of kerb ramps, steel grate, remove part of existing concrete island at existing mobility impaired space  | 13       | \$4,000          |
| 14             | E          | Camden Street     | College Street                               | 2x landscaped kerb blister islands, give way signs and lines  | 14       | \$16,800         |
| 15             | E          | Camden Street     | Station Street                               | 2x landscaped kerb blister islands, give way signs and lines  | 15       | \$16,800         |
| 16             | Appendix N | Simmons Street    | entire length                                | Bicycle logo mixed traffic arrangement<br>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<br>Bicycle warning symbolic signs on side streets  | 17       | \$2,400          |
| 18             | Appendix N | College Street    | Between Margaret Street and Holt Street      | Bicycle logo mixed traffic arrangement<br>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<br>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<br>Bicycle warning symbolic signs on side streets  | 20       | \$3,200          |
| 21             | Appendix N | Station Street    | At Holt Street                               | Bicycle bypass path through existing kerb island  | 21       | \$4,000          |
| 22             | Appendix N | Metropolitan Road | Between Enmore Road and southern end of road | Bicycle logo mixed traffic arrangement<br>Bicycle warning symbolic signs on side streets  | 22       | \$1,800          |
|                |            |                   |  | <b>Total Stage 1</b>  |          | <b>\$300,100</b> |
| <b>Stage 2</b> |            |                   |  |   |          |                  |
| Items          | Map ref    | Street            | Section                                      | Proposed Treatment  | Priority | Estimated Cost   |
| 3              | B          | Reiby Street      | Enmore Road to Pemell Lane                   | Stage 2: 10km/h raised shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of speed cushions at two locations. | 23       | \$52,200         |
| 4              | B          | Simmons Street    | Enmore Road to Pemell Lane                   | Stage 2: 10km/h raised shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of speed cushions at two locations. | 24       | \$51,200         |

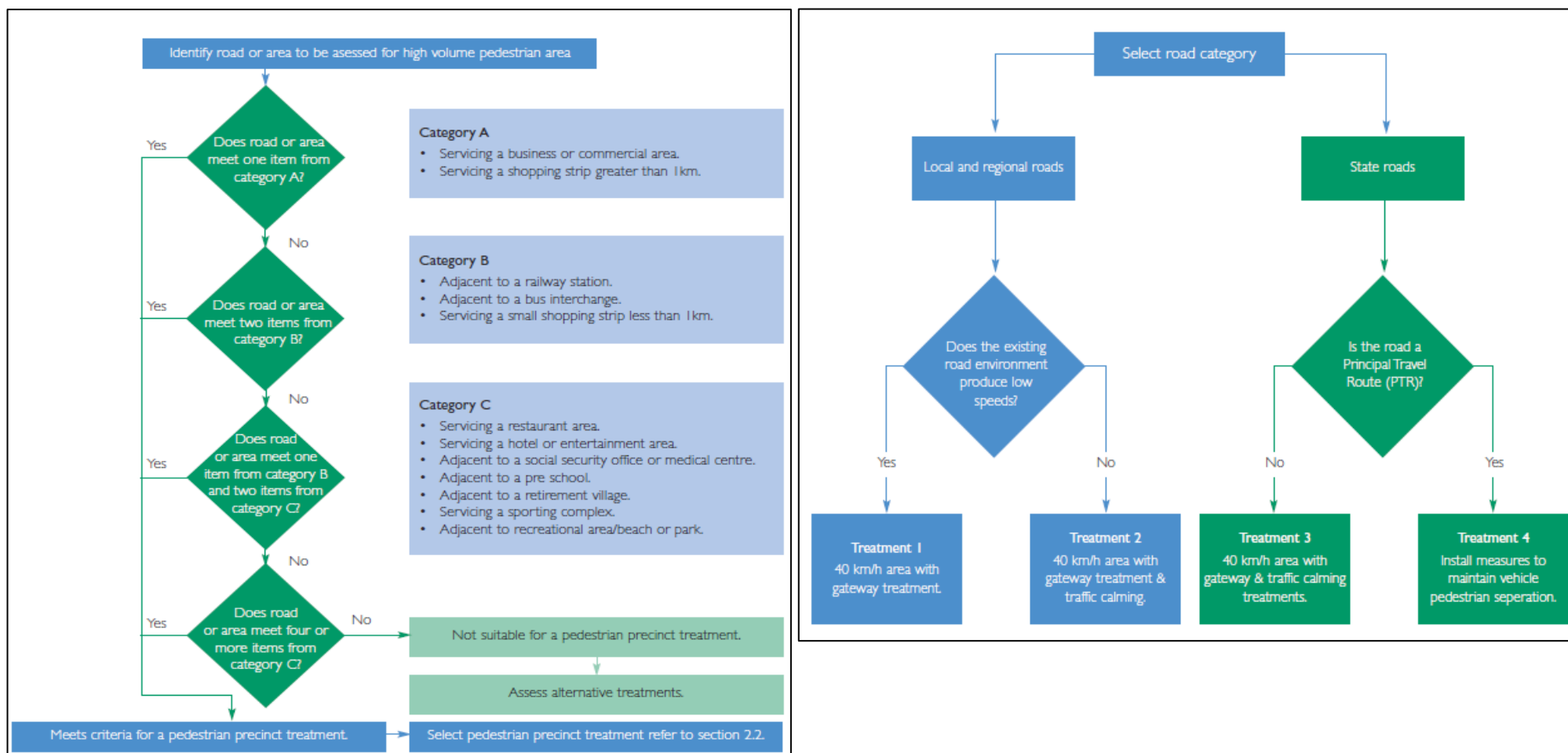
| Items | Map ref | Street        | Section   | Proposed Treatment  | Priority | Estimated Cost   |
|-------|---------|---------------|---|---|----------|------------------|
| 5     | B       | Marian Street | Enmore Road<br>Enmore Lane                        | Stage 2: 10km/h raised shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of speed cushions at two locations. | 25       | \$46,400         |
| 6     | B       | Holt Street   | King Street                                       | Stage 2: 10km/h raised shared zone with signage, marked parking bays, planter boxes and/or street furniture, textured road pavement. Installation of speed cushions at two locations. | 26       | \$131,800        |
| 23    | B       | Pemell Lane   | Simmons Street<br>to Reiby Street                 | 10km/h shared zone with regulatory signage, textured road pavement and two (2) speed cushions.  | 27       | \$60,100         |
| 24    | B       | Reiby Lane    | From Reiby Street<br>to rear of 72<br>Enmore Road | 10km/h shared zone with regulatory signage, textured road pavement and two (2) speed cushions.  | 28       | \$18,800         |
| 25    | D       | Pemell Street | Simmons Street<br>to Reiby Street                 | Landscaped central islands with native trees.   | 29       | \$39,900         |
|       |         |               |   | <b>Total Stage 2</b>  |          | <b>\$400,400</b> |



## 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                          |

## 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

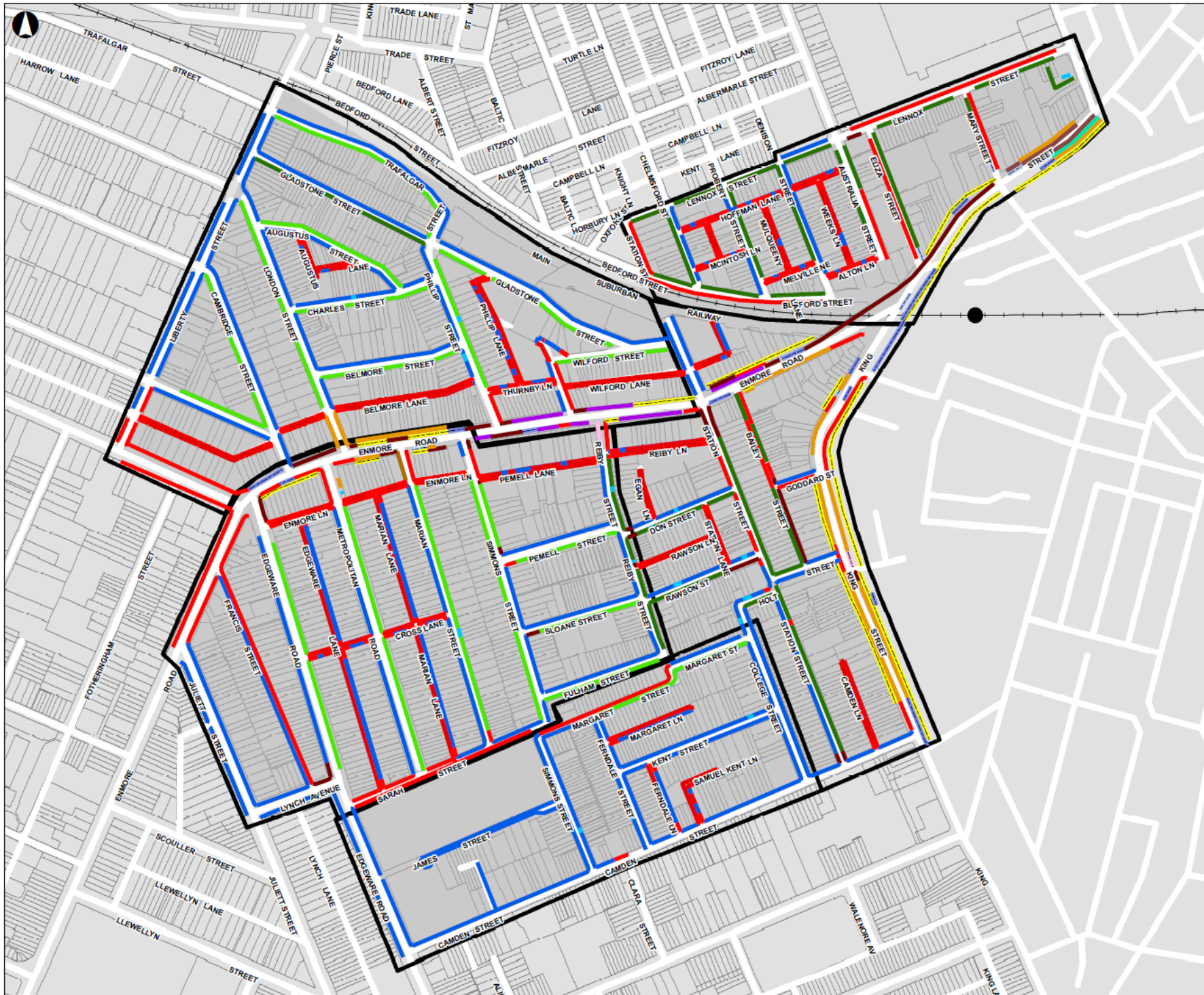
| Newtown LATM 2018 Audit of Existing Devices |   |                           |
|---|---|---------------------------|
| Audit date 4 July 2018                      |   |                           |
| Street location                             | Description   | Coordinates               |
| Alice Avenue                                | 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 E side on existing blister island replace existing CAMs with D4-1-2 unidirectional hazard marker. | 151.1710382,-33.8994801,0 |
| Edgeware Road                               | Remark edge lines on E side at Camden Street intersection. Remark faded TB line across Camden Street.   | 151.1729211,-33.9039793,0 |
| Edgeware Road                               |   | 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 2x Truck 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   | 151.1736477,-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*





## 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.

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



# 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

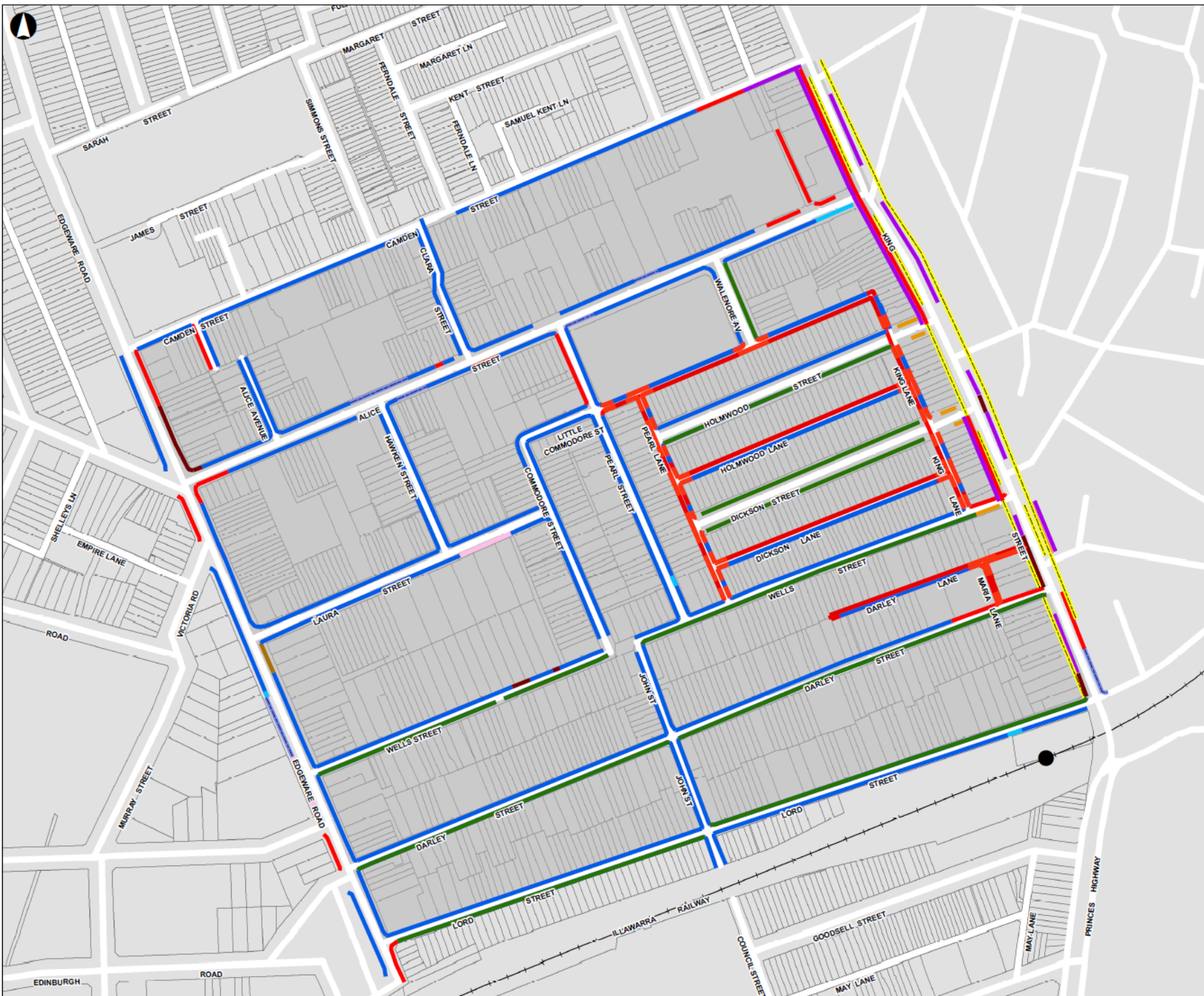
Drawing Status  
For Issue

Drawing No

Figure 96

Issue  
F2





## 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.

|    |            |     |     |     |
|----|------------|-----|-----|-----|
| F2 | 2014-01-17 | JRT | EKG | AMH |
|----|------------|-----|-----|-----|

|       |      |    |      |      |
|-------|------|----|------|------|
| Issue | Date | By | Chkd | Appd |
|-------|------|----|------|------|



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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

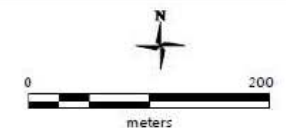
Issue

F2





## Proposed Parking Restrictions. Newtown-Enmore Precinct. Area 1



Scale 1:4,000  
Projection: Map Grid of Australia  
Datum: GDA 94

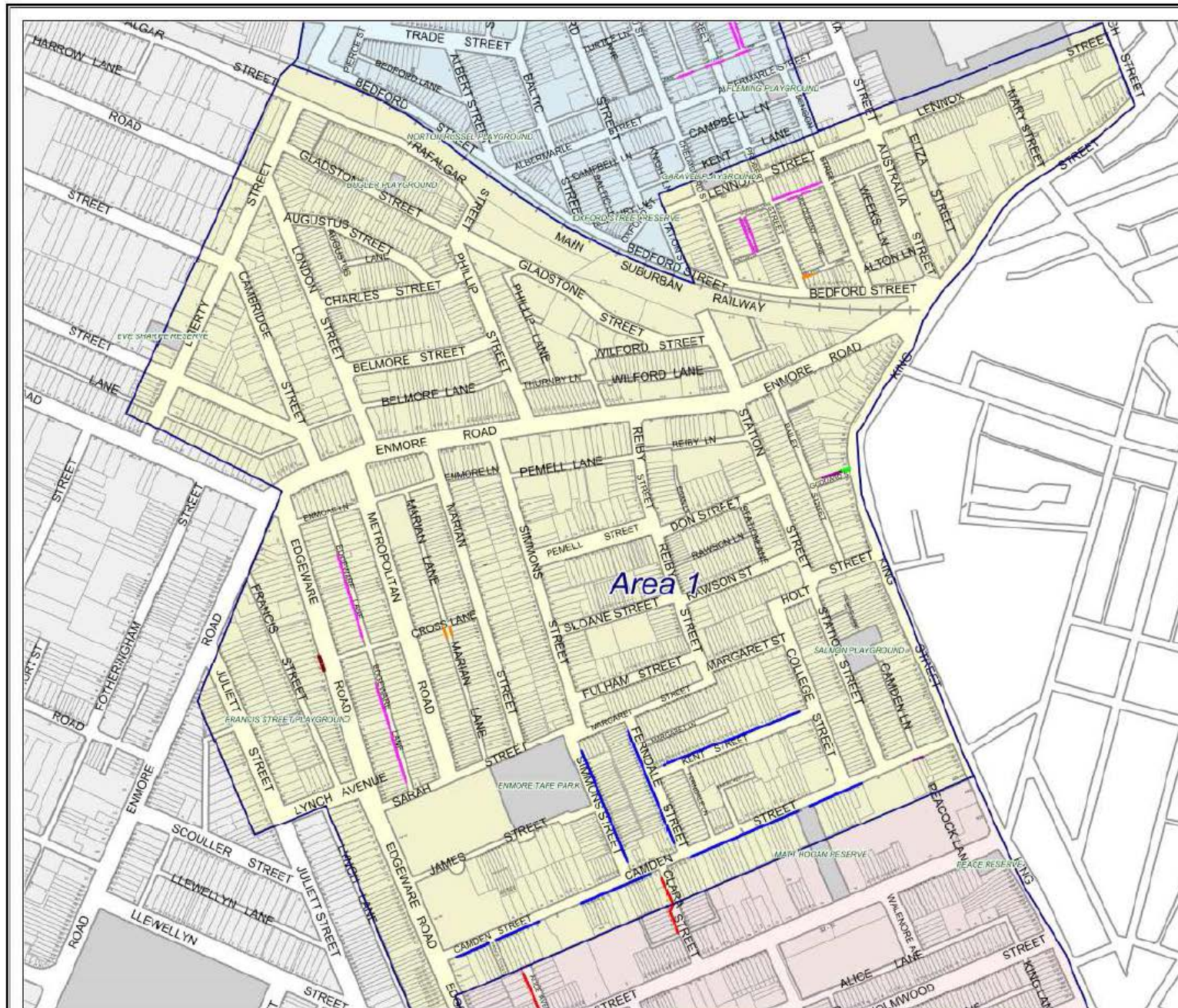
Production Date  
12/05/2017

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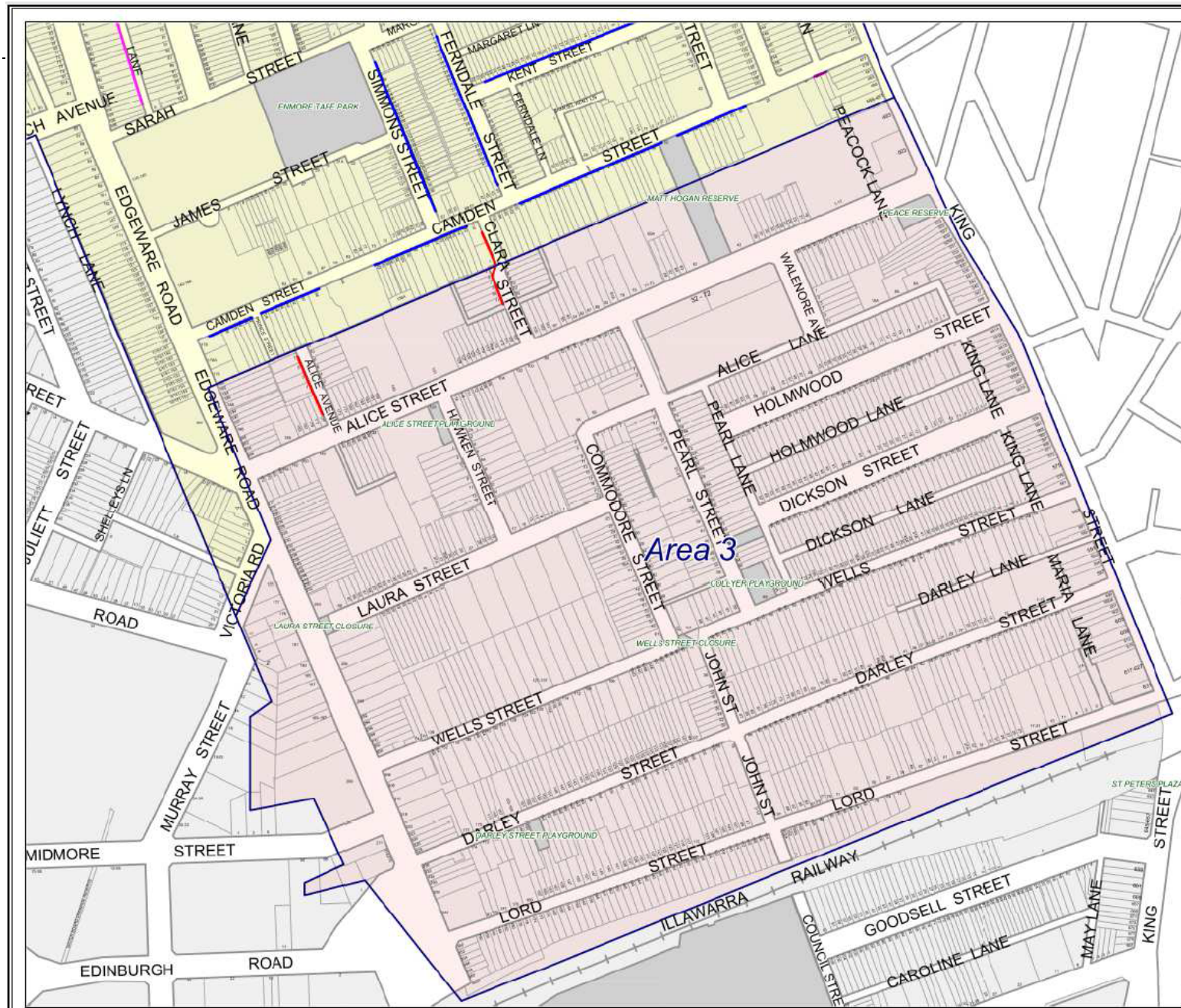
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damage arising from its use or errors or omissions therein.

- Legend**
- Proposed No Parking
  - Proposed Statutory 10m No Stopping
  - Proposed Statutory 10m No Stopping 3:30pm-5:30pm 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 Motorcycle Parking

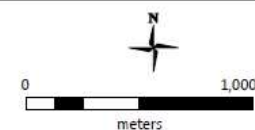
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Base Data 19/12/2008 © Land and Property Information (LPI).  
Addendum data 01/11/2015 © Inner West Council.







## Proposed Parking Restrictions. Newtown-Enmore Precinct. Area 3



Projection: Map Grid of Australia  
Datum: GDA 94

Production Date  
12/05/2017

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### Legend

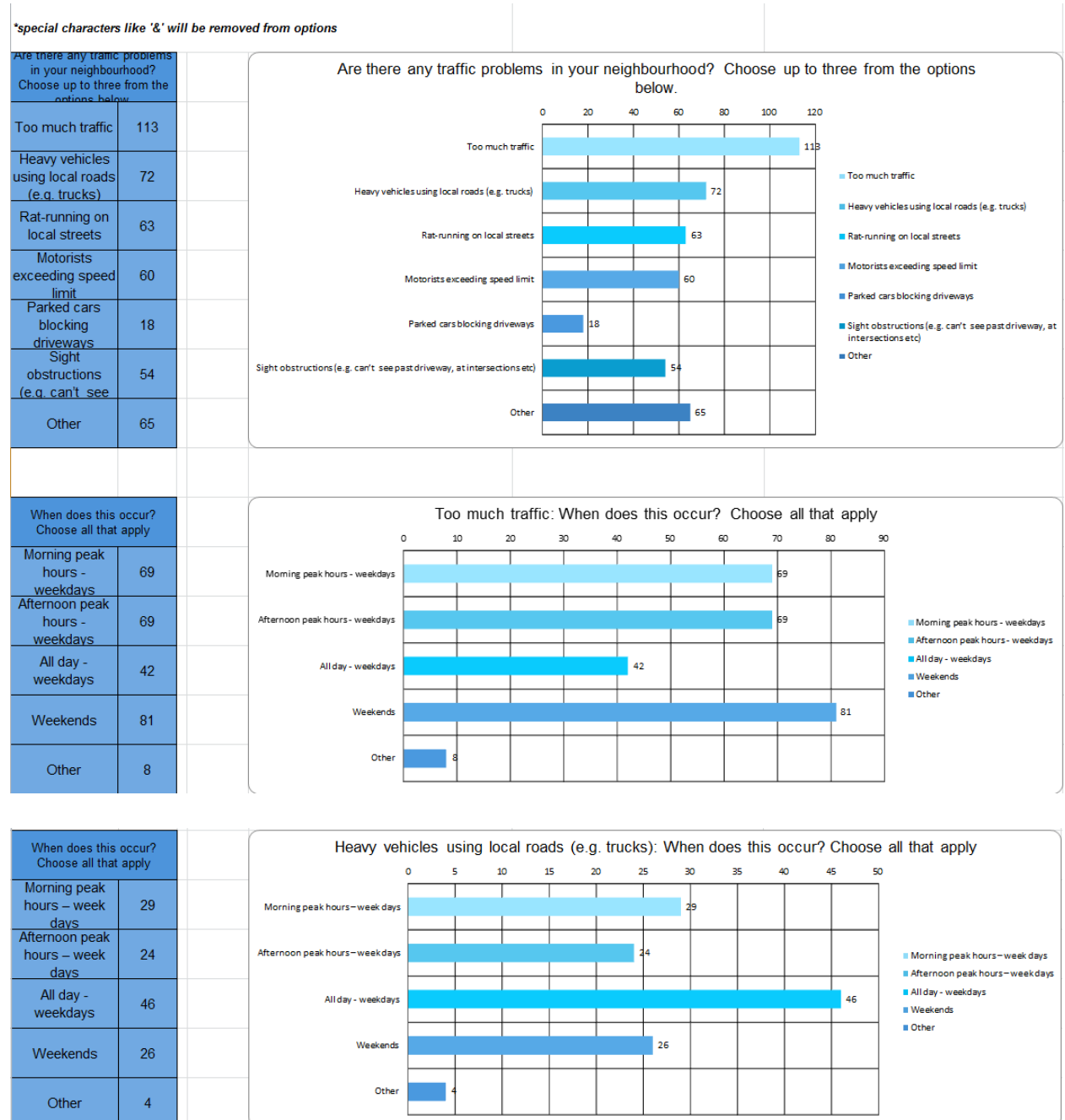
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- Proposed 1P  
Permit Holders Excepted  
6pm-10pm Mon-Sun  
Area M3
- Proposed 2P  
Permit Holders Excepted  
8am-10pm Mon-Sun  
Area M14

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Base Data 18/12/2008 © Land and Property Information (LPI).  
Appendix data 01/11/2015 © Inner West Council.

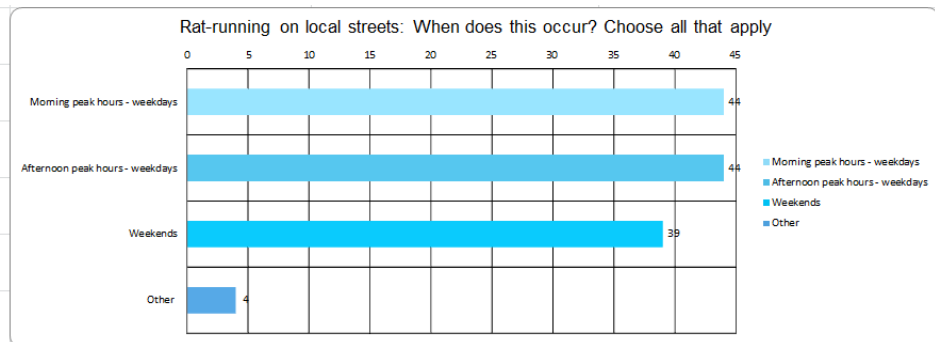
## Appendix D

### Initial Community Consultation Result Summary

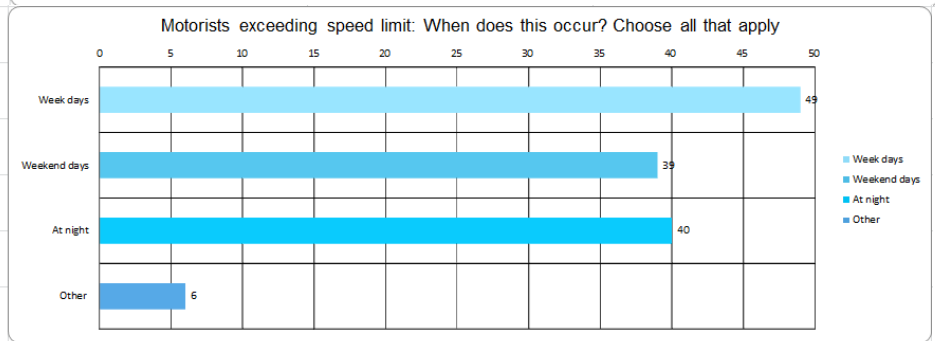
Undertaken May 2018



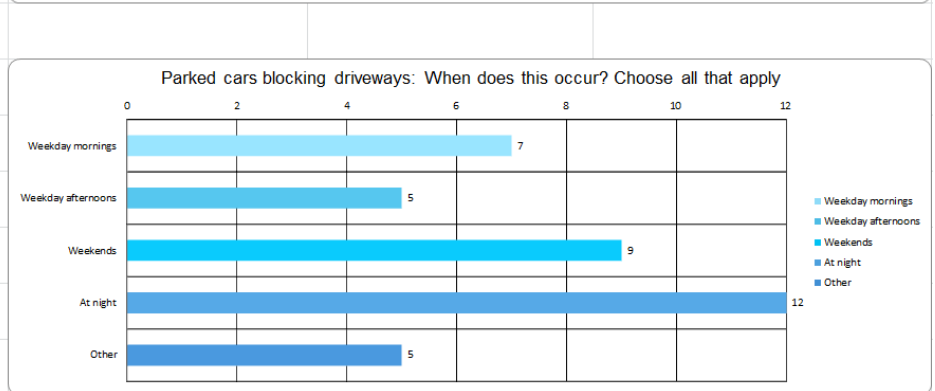
| When does this occur?<br>Choose all that apply |    |
|--|----|
| Morning peak hours - weekdays                  | 44 |
| Afternoon peak hours - weekdays                | 44 |
| Weekends                                       | 39 |
| Other  | 4  |



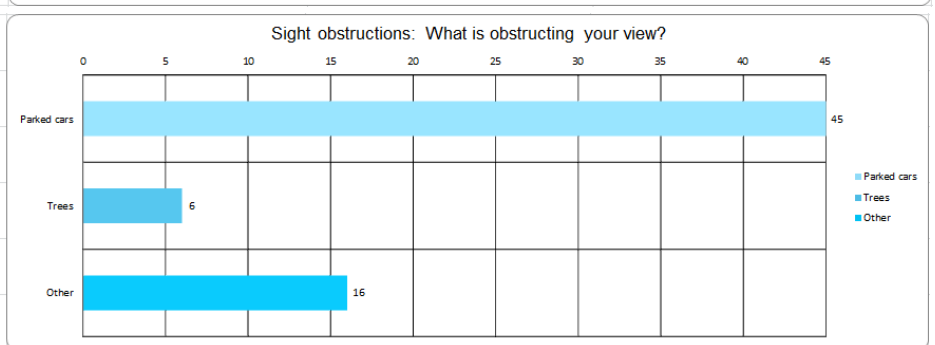
| When does this occur?<br>Choose all that apply |    |
|--|----|
| Week days                                      | 49 |
| Weekend days                                   | 39 |
| At night                                       | 40 |
| Other  | 6  |



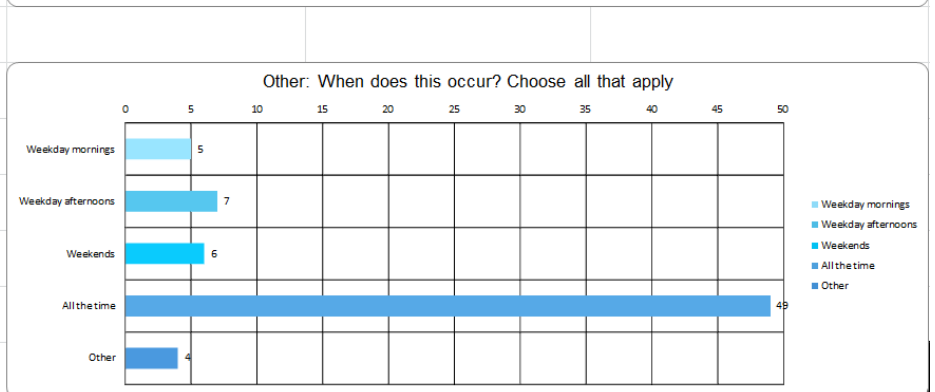
| When does this occur?<br>Choose all that apply |    |
|--|----|
| Weekday mornings                               | 7  |
| Weekday afternoons                             | 5  |
| Weekends                                       | 9  |
| At night                                       | 12 |
| Other  |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



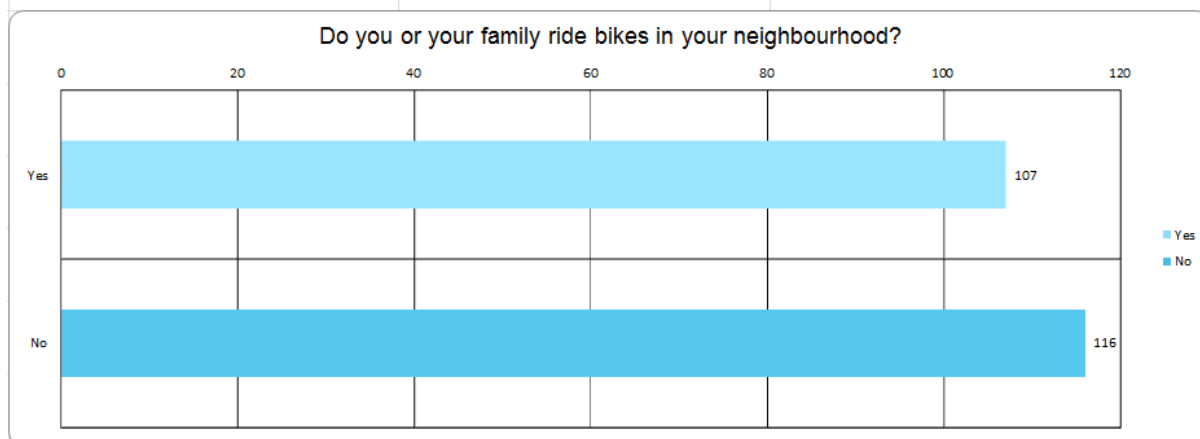
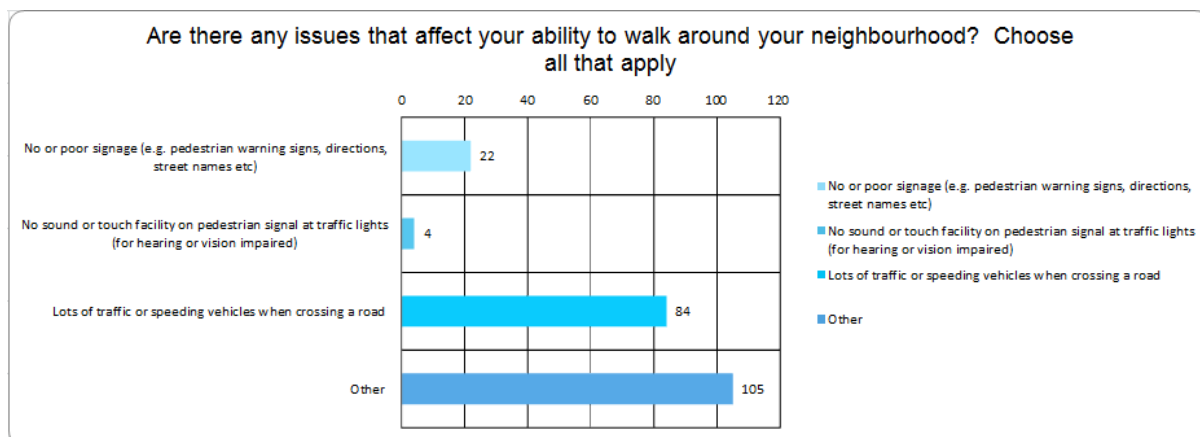
| What is obstructing your view? |    |
|--------------------------------|----|
| Parked cars                    | 45 |
| Trees                          | 6  |
| Other                          | 16 |



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

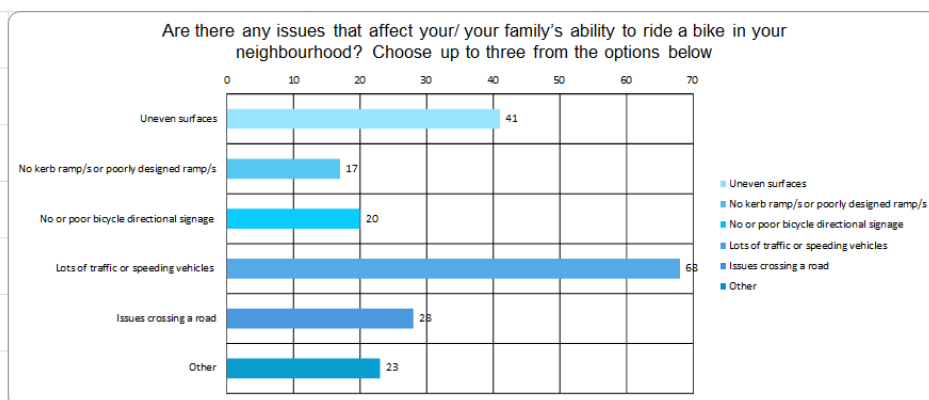






**Are there any issues that affect your/ your family's ability to ride a bike in your neighbourhood? Choose up to three**

|  |    |
|--|----|
| Uneven surfaces                          | 41 |
| No kerb ramp/s or poorly designed ramp/s | 17 |
| No or poor bicycle directional signage   | 20 |
| Lots of traffic or speeding vehicles     | 68 |
| Issues crossing a road                   | 28 |
| Other                                    | 23 |

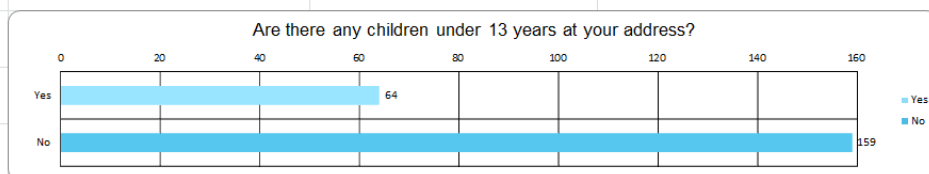
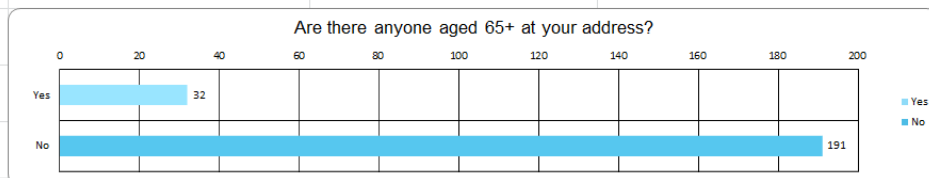


**Are there anyone aged 65+ at your address?**

|     |     |
|-----|-----|
| 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    | Too much traffic  | 113 |
|                       | Alice Street           | 23    |   |     |
|                       | Edgeware Road          | 15    |   |     |
|                       | Enmore Road            | 15    |   |     |
| Heavy Vehicles        | Alice Street           | 11    | Heavy vehicles using local roads (e.g. trucks)                          | 72  |
|                       | Edgeware Road          | 14    |   |     |
|                       | King Street            | 22    |   |     |
|                       | Camden Street          | 5     |   |     |
| Rat running           | Station Street         | 13    | Rat-running on local streets  | 63  |
|                       | 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    | Motorists exceeding speed limit   | 60  |
|                       | 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     | Parked cars blocking driveways  | 18  |
|                       | Alice Street           | 3     |   |     |
| Sight obstruction     | Clara Street           | 11    | Sight obstructions (e.g. can't see past driveway, at intersections etc) | 54  |
|                       | Camden Street          | 10    |   |     |
|                       | Simmons Street         | 7     |   |     |
|                       | College Street         | 5     |   |     |
|                       | Reiby Street           | 4     |   |     |
|                       | Ferndale Street        | 2     |   |     |
| Other                 | Enmore theatre related | 9     | Other   | 65  |
|                       | pedestrian related     | 9     |   |     |
|                       | road too narrow        | 7     |   |     |
|                       | truck related          | 5     |   |     |
|                       | TAFE related           | 4     |   |     |
|                       | cyclist related        | 4     |   |     |

| Issue  | Location          | Count | Issue                                       | Location               | Count |
|--|-------------------|-------|---|------------------------|-------|
| Too much traffic                             |                   |       | Exceeding speed limit                       |                        |       |
|  | King Street       | 26    |   | Alice Street           | 14    |
|  | Alice Street      | 24    |   | King Street            | 13    |
|  | Edgeware Road     | 15    |   | Edgeware Road          | 11    |
|  | Enmore Road       | 16    |   | Enmore Road            | 9     |
| Heavy vehicles                               |                   |       |   | Station Street         | 8     |
|  | Alice Street      | 11    |   | Camden Street          | 5     |
|  | Edgeware Road     | 14    |   | Simmons Street         | 5     |
|  | King Street       | 23    |   | Marian Street          | 4     |
|  | Camden Street     | 5     |   | Reiby Street           | 3     |
| Rat running                                  |                   |       |   | Clara Street           | 3     |
|  | Station Street    | 16    | Sight obstruction                           |                        |       |
|  | Camden Street     | 12    |   | Clara Street           | 11    |
|  | Metropolitan Road | 11    |   | Camden Street          | 10    |
|  | Cross Lane        | 10    |   | Simmons Street         | 7     |
|  | Clara Street      | 6     |   | College Street         | 5     |
|  | Alice Street      | 5     |   | Reiby Street           | 4     |
|  | Holt Street       | 7     |   | Ferndale Street        | 2     |
|  | Simmons Street    | 5     | Other                                       |                        |       |
|  | Fulham Street     | 4     |   | Enmore theatre related | 9     |
|  | Bailey Street     | 3     |   | Pedestrian related     | 9     |
| Parked cars                                  |                   |       |   | Road too narrow        | 7     |
|  | Simmons Street    | 2     |   | Truck related          | 5     |
|  | Alice Street      | 3     |   | TAFE related           | 4     |
|  |                   |       |   | Cyclist related        | 4     |
| Pedestrians                                  |                   |       | Cycling                                     |                        |       |
| What would need to change for more walking?  |                   |       | What would need to change for more Cycling? |                        |       |
| Better public lighting at night              |                   | 26    | Dedicated bike lanes                        |                        | 38    |
| Safer crossing facilities                    |                   | 20    | Nothing, opposed to cycling and dangerous   |                        | 18    |
| Reduce speed limit                           |                   | 17    | Reduce speed limit                          |                        | 12    |
| Nothing                                      |                   | 15    | Less traffic                                |                        | 11    |
| Wider footpaths                              |                   | 13    | Even surfaces                               |                        | 8     |
| 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     |   |                        |       |

## 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).

| PEDESTRIAN<br>(ON FOOT OR IN TOY/PRAM)   | VEHICLES FROM<br>ADJACENT DIRECTIONS<br>(INTERSECTIONS ONLY) | VEHICLES FROM<br>OPPOSING DIRECTIONS | VEHICLES FROM<br>SAME DIRECTION                | OVERTAKING                          | ON PATH  | OFF PATH,<br>ON STRAIGHT                                   | OFF PATH, ON CURVE<br>OR TURNING  |  |
|--|--|--------------------------------------|--|-------------------------------------|--|--|---|--|
| NEAR SIDE<br>00                          | CROSS<br>TRAFFIC<br>10                                       | HEAD ON<br>(not overtaking)<br>20    | VEHICLES in same lane<br>REAR END<br>30        | HEAD ON<br>(incl. side swipe)<br>50 | PARKED<br>60                                     | OFF<br>CARRIAGEWAY<br>TO LEFT<br>70                        | OFF CARRIAGEWAY<br>TO LEFT ON<br>RIGHT BEND<br>80                       | FELL IN/FROM<br>VEHICLE<br>90                          |
| EMERGING<br>01                           | RIGHT FAR<br>11  | RIGHT THRU<br>21                     | LEFT REAR<br>31                                | OUT OF CONTROL<br>51                | DOUBLE PARKED<br>61                              | LEFT OFF CARRIAGEWAY<br>INTO OBJECT/<br>PARKED VEH.<br>71  | OFF CARRIAGEWAY,<br>LEFT ON R.H. BEND<br>INTO OBJECT/<br>PKD VEH<br>81  | LOAD OR MISSILE<br>STRUCK VEHICLE<br>91                |
| FAR SIDE<br>02                           | LEFT FAR<br>12   | LEFT THRU<br>22                      | RIGHT REAR<br>32                               | PULLING OUT<br>52                   | ACCIDENT OR<br>BROKEN DOWN<br>62                 | OFF<br>CARRIAGEWAY<br>TO RIGHT<br>72                       | OFF CARRIAGEWAY<br>TO RIGHT ON<br>RIGHT BEND<br>82                      | STRUCK TRAIN /<br>AEROPLANE<br>92                      |
| PLAYING, WORKING<br>ON CARRIAGEWAY<br>03 | RIGHT NEAR<br>13   | RIGHT/LEFT<br>23                     | LANE SIDE SWIPE<br>33                          | OVERTAKE<br>TURNING<br>53           | VEHICLE<br>DOOR<br>63                            | RIGHT OFF CARRIAGEWAY<br>INTO OBJECT/<br>PARKED VEH.<br>73 | OFF CARRIAGEWAY,<br>RIGHT ON R.H. BEND<br>INTO OBJECT/<br>PKD VEH<br>83 | PARKED VEH<br>RUN AWAY INTO<br>OBJECT PKD VEH<br>93    |
| WALKING WITH<br>TRAFFIC<br>04            | TWO R TURNING<br>14  | RIGHT/RIGHT<br>24                    | LANE CHANGE<br>RIGHT<br>(not overtaking)<br>34 | CUTTING IN<br>54                    | PERMANENT<br>OBSTRUCTION ON<br>CARRIAGEWAY<br>64 | OUT OF<br>CONTROL ON<br>CARRIAGEWAY<br>74                  | OFF CARRIAGEWAY<br>TO RIGHT ON<br>LEFT BEND<br>84                       | PARKED VEH<br>RUN AWAY INTO<br>VEHICLE<br>94           |
| FACING TRAFFIC<br>05                     | RIGHT/LEFT FAR<br>15   | LEFT/LEFT<br>25                      | LANE CHANGE<br>LEFT<br>35                      | PULLING OUT<br>REAR END<br>55       | TEMPORARY<br>ROADWORKS<br>65                     | OFF END OF<br>ROAD / 'T'<br>INTERSECTION<br>75             | OFF CARRIAGEWAY<br>L.H. BEND INTO<br>OBJ/PKD VEH<br>85                  | STRUCK WHILE<br>BOARDING OR<br>ALIGHTING VEHICLE<br>95 |
| ON FOOTPATH/<br>MEDIAN<br>06             | LEFT NEAR<br>16  |                                      | RIGHT TURN<br>SIDE SWIPE<br>36                 |                                     | STRUCK<br>OBJECT ON<br>CARRIAGEWAY<br>66         |  | OFF CARRIAGEWAY<br>TO LEFT ON<br>LEFT BEND<br>86                        |  |
| DRIVEWAY<br>07                           | LEFT/RIGHT FAR<br>17   |                                      | LEFT TURN<br>SIDE SWIPE<br>37                  |                                     | ANIMAL<br>(not ridden)<br>67                     |  | OFF CARRIAGEWAY<br>TO LEFT ON<br>RIGHT BEND INTO<br>OBJ/PKD VEH<br>87   |  |
|  | TWO LEFT TURNING<br>18                                       |                                      | FROM FOOTPATH<br>48                            |                                     |  |  | OUT OF<br>CONTROL ON<br>CARRIAGEWAY<br>88                               | OTHER<br>98  |
| OTHER<br>PEDESTRIAN<br>09                | OTHER ADJACENT<br>19   | OTHER OPPOSING<br>29                 | OTHER SAME<br>DIRECTION<br>39                  | OTHER<br>OVERTAKING<br>59           | OTHER ON PATH<br>69                              | OTHER STRAIGHT<br>79                                       | OTHER CURVE<br>89   | UNKNOWN<br>99  |

## Appendix F

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



| AccidentID | Day of Week    | WYMMRMS | Acc. Date | Public              | School | Time of Day | TimeRange     | Street      | Dir     | Cross. str. | Suburb | RMS | Route       | Class        | CA | Region | Location   | Road     | Alt | Permanent | Hazards | Temp  | Street | Light  | Surf | Surface | C        | Weather  | Signals | Other      |
|------------|----------------|---------|-----------|---------------------|--------|-------------|---------------|-------------|---------|-------------|--------|-----|-------------|--------------|----|--------|------------|----------|-----|-----------|---------|-------|--------|--------|------|---------|----------|----------|---------|------------|
| 1041337    | 4 - Serious    | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1330        | 12:00 - 15:00 | Margaret St | 0       | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041338    | 4 - Minor      | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1525        | 14:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041339    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041340    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041341    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041342    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041343    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041344    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041345    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041346    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041347    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041348    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041349    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041350    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041351    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041352    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041353    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041354    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041355    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041356    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041357    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041358    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041359    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041360    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041361    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041362    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041363    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041364    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041365    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041366    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041367    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041368    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041369    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041370    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041371    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041372    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041373    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041374    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041375    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041376    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041377    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041378    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041379    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041380    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041381    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041382    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041383    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk   | Off    | Sealed | Wet  | Wet     | Overcast | Daylight | On      | No traffic |
| 1041384    | 6 - Non-casual | 10      | 20140827  | 2014-08-27T00:00:00 |        | 1200        | 12:00 - 15:00 | Enmore Rd   | 20 East | On the spc  | Enmore | 167 | Other class | Unclassified | 1  | 1      | 1-Junction | Straight |     |           |         | Unk</ |        |        |      |         |          |          |         |            |



| CRAID   | CRANO      | CRAEVENT | Degree     | AccidentDetail | Day of Week | WY       | YMMMD | Acc Date | Public     | School   | Ho Time | Time of Day   | Street      | Direction | Cross Street | RMS           | Road    | Class | Geo          | Location | Road | Surf | Surface     | C        | Weather | Natural | U   | Signals  | Other    | Traffic |             |            |
|---------|------------|----------|------------|----------------|-------------|----------|-------|----------|------------|----------|---------|---------------|-------------|-----------|--------------|---------------|---------|-------|--------------|----------|------|------|-------------|----------|---------|---------|-----|----------|----------|---------|-------------|------------|
| 1001596 | 1311001596 | 1        | Tuesday    | 20130827       | 2013-08-27  | 20:00:00 | 1     | 20130827 | 2013-08-27 | 20:00:00 | 21:18   | 20:00 - 21:18 | Princes Hwy | 0         | On the sp    | Goddard St    | Newtown | 1     | State High   | 1        | 1    | 1    | Junction    | Straight | On      | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 831948  | 131560989  | 1        | Friday     | 20130922       | 2013-09-22  | 07:00:00 | 1     | 20130922 | 2013-09-22 | 07:00:00 | 05:55   | 04:00 - 05:55 | Princes Hwy | 2         | West         | Princes Rd    | Newtown | 1     | State High   | 1        | 2    | 1    | Junction    | Curved   | On      | Sealed  | Dry | Fine     | Dawn     | Nil     | Other traf  | No traffic |
| 83232   | 131560723  | 7        | Friday     | 20130922       | 2013-09-22  | 07:00:00 | 1     | 20130922 | 2013-09-22 | 07:00:00 | 06:45   | 06:00 - 07:45 | Edgeware Rd | 10        | South        | Sarah St      | Newtown | 0     | Unclassified | 1        | 2    | 1    | Junction    | Straight | Off     | Sealed  | Dry | Fine     | Dawn     | Nil     | Other traf  | No traffic |
| 1008042 | 1411008042 | 1        | Thursday   | 20140109       | 2014-01-09  | 07:00:00 | 1     | 20140109 | 2014-01-09 | 07:00:00 | 01:51   | 08:00 - 09:51 | Edgeware Rd | 0         | On the sp    | Stammore Rd   | Emore   | 167   | Other class  | 1        | 1    | 1    | X-intersect | Curved   | Unknown | Sealed  | Dry | Unknown  | Darkness | On      | No traffic  | No traffic |
| 838276  | 132567329  | 3        | Monday     | 20130507       | 2013-05-07  | 07:00:00 | 1     | 20130507 | 2013-05-07 | 07:00:00 | 17:00   | 16:00 - 17:00 | Edmore Rd   | 0         | On the sp    | Stammore Rd   | Emore   | 167   | Other class  | 1        | 1    | 1    | X-intersect | Curved   | On      | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 838670  | 132569276  | 3        | Monday     | 20130425       | 2013-04-25  | 04:00:00 | 1     | 20130425 | 2013-04-25 | 04:00:00 | 22:00   | 22:00 - 00:00 | Edmore Rd   | 0         | On the sp    | Stammore Rd   | Newtown | 167   | Other class  | 1        | 1    | 1    | X-intersect | Straight | On      | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 1050075 | 141050075  | 5        | Saturday   | 20141115       | 2014-11-15  | 07:00:00 | 1     | 20141115 | 2014-11-15 | 07:00:00 | 08:55   | 08:00 - 09:55 | Princes Hwy | 100       | North        | Alice St      | Newtown | 1     | State High   | 1        | 1    | 2    | Way and     | Straight | Unknown | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 1050011 | 141050011  | 4        | Minor/oth  | 20141205       | 2014-12-05  | 07:00:00 | 1     | 20141205 | 2014-12-05 | 07:00:00 | 15:50   | 14:00 - 15:50 | Edgeware Rd | 0         | On the sp    | Camden St     | Emore   | 7017  | Unclassified | 1        | 1    | 1    | Junction    | Straight | Off     | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1125248 | 1711125248 | 3        | Wednesday  | 20170129       | 2017-01-29  | 07:00:00 | 1     | 20170129 | 2017-01-29 | 07:00:00 | 12:00   | 12:00 - 13:00 | Edmore Rd   | 0         | On the sp    | Metropolis Rd | Newtown | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | Off     | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 1134730 | 1721134730 | 3        | Wednesday  | 20170412       | 2017-04-12  | 07:00:00 | 1     | 20170412 | 2017-04-12 | 07:00:00 | 15:50   | 14:00 - 15:50 | Edmore Rd   | 0         | On the sp    | Metropolis Rd | Emore   | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | Off     | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 1134750 | 1721134750 | 3        | Friday     | 20170505       | 2017-05-05  | 07:00:00 | 1     | 20170505 | 2017-05-05 | 07:00:00 | 13:00   | 12:00 - 13:00 | Princes Hwy | 0         | On the sp    | Number 38     | Newtown | 1     | State High   | 1        | 1    | 2    | Way and     | Straight | Unknown | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1139251 | 1721139251 | 5        | Uncategor  | 20170531       | 2017-05-31  | 07:00:00 | 1     | 20170531 | 2017-05-31 | 07:00:00 | 18:00   | 18:00 - 19:00 | Princes Hwy | 0         | On the sp    | Number 41     | Newtown | 1     | State High   | 1        | 1    | 2    | Way and     | Straight | On      | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1139914 | 1721139914 | 3        | Friday     | 20170407       | 2017-04-07  | 07:00:00 | 1     | 20170407 | 2017-04-07 | 07:00:00 | 20:00   | 20:00 - 21:00 | Princes Hwy | 30        | North        | Hot St        | Newtown | 1     | State High   | 1        | 1    | 2    | Way and     | Straight | On      | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1140445 | 1721140445 | 5        | Uncategor  | 20170522       | 2017-05-22  | 07:00:00 | 1     | 20170522 | 2017-05-22 | 07:00:00 | 15:15   | 14:00 - 15:15 | Alice St    | 360       | East         | Edgeware Rd   | Newtown | 7018  | Unclassified | 1        | 1    | 2    | Way and     | Straight | Nil     | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1142701 | 1721142701 | 3        | Wednesday  | 20170618       | 2017-06-18  | 07:00:00 | 1     | 20170618 | 2017-06-18 | 07:00:00 | 08:50   | 08:00 - 09:50 | Princes Rd  | 25        | West         | Marian St     | Emore   | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | Nil     | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1142803 | 1721142803 | 3        | Saturday   | 20170627       | 2017-06-27  | 07:00:00 | 1     | 20170627 | 2017-06-27 | 07:00:00 | 13:29   | 12:00 - 13:29 | Edmore Rd   | 0         | On the sp    | Willford St   | Newtown | 167   | Other class  | 1        | 1    | 1    | Junction    | Straight | Off     | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1145491 | 1721145491 | 5        | Uncategor  | 20170607       | 2017-06-07  | 07:00:00 | 1     | 20170607 | 2017-06-07 | 07:00:00 | 12:25   | 12:00 - 13:25 | Edmore Rd   | 0         | On the sp    | Phillip St    | Newtown | 167   | Other class  | 1        | 1    | 1    | Junction    | Straight | Off     | Sealed  | Wet | Raining  | Daylight | On      | Ped cross   | No traffic |
| 1126532 | 1721126532 | 6        | Non-casu   | 20170220       | 2017-02-20  | 07:00:00 | 1     | 20170220 | 2017-02-20 | 07:00:00 | 01:45   | 01:00 - 02:45 | Edmore Rd   | 20        | North        | Camden St     | Emore   | 7017  | Unclassified | 1        | 1    | 2    | Way and     | Straight | Unknown | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1133570 | 1721133570 | 5        | Uncategor  | 20170416       | 2017-04-16  | 07:00:00 | 1     | 20170416 | 2017-04-16 | 07:00:00 | 01:45   | 01:00 - 02:45 | Edmore Rd   | 0         | On the sp    | Number 21     | Newtown | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | On      | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1136301 | 1721136301 | 3        | Wednesday  | 20170222       | 2017-02-22  | 07:00:00 | 1     | 20170222 | 2017-02-22 | 07:00:00 | 21:40   | 20:00 - 21:40 | Edmore Rd   | 0         | On the sp    | Alice St      | Newtown | 7017  | Unclassified | 1        | 1    | 1    | X-intersect | Straight | On      | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 1136881 | 1721136881 | 6        | Non-casu   | 20170406       | 2017-04-06  | 07:00:00 | 1     | 20170406 | 2017-04-06 | 07:00:00 | 06:10   | 06:00 - 07:10 | Edmore Rd   | 0         | On the sp    | Lynd Ave      | Emore   | 7017  | Unclassified | 1        | 1    | 1    | Junction    | Straight | Unknown | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1141484 | 1721141484 | 3        | Thursday   | 20170518       | 2017-05-18  | 07:00:00 | 1     | 20170518 | 2017-05-18 | 07:00:00 | 13:00   | 12:00 - 13:00 | Edgeware Rd | 0         | On the sp    | Camden St     | Emore   | 7017  | Unclassified | 1        | 1    | 1    | Junction    | Straight | Unknown | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1150232 | 1721150232 | 3        | Friday     | 20170407       | 2017-04-07  | 07:00:00 | 1     | 20170407 | 2017-04-07 | 07:00:00 | 08:50   | 08:00 - 09:50 | Edmore Rd   | 0         | On the sp    | Princes Hwy   | Newtown | 167   | Other class  | 1        | 1    | 1    | Junction    | Straight | Off     | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1144754 | 1731144754 | 3        | Tuesday    | 20170718       | 2017-07-18  | 07:00:00 | 1     | 20170718 | 2017-07-18 | 07:00:00 | 14:30   | 14:00 - 15:30 | Edmore Rd   | 10        | East         | Bailey St     | Newtown | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | Off     | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 814115  | 124528372  | 3        | Monday     | 20121024       | 2012-10-24  | 07:00:00 | 1     | 20121024 | 2012-10-24 | 07:00:00 | 08:30   | 08:00 - 09:30 | Princes Hwy | 50        | South        | Newman St     | Newtown | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | Off     | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 823002  | 124543445  | 3        | Monday     | 20121108       | 2012-11-08  | 07:00:00 | 1     | 20121108 | 2012-11-08 | 07:00:00 | 10:00   | 10:00 - 11:00 | Edmore Rd   | 50        | West         | Station St    | Emore   | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | Off     | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 837038  | 132568652  | 5        | Saturday   | 20130511       | 2013-05-11  | 07:00:00 | 1     | 20130511 | 2013-05-11 | 07:00:00 | 10:10   | 10:00 - 11:10 | Edmore Rd   | 0         | On the sp    | Number 74     | Emore   | 0     | Unclassified | 1        | 1    | 2    | Way and     | Straight | Off     | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 838387  | 132572158  | 3        | Wednesday  | 20130417       | 2013-04-17  | 07:00:00 | 1     | 20130417 | 2013-04-17 | 07:00:00 | 10:45   | 10:00 - 11:45 | Edmore Rd   | 0         | On the sp    | Edgeware Rd   | Emore   | 167   | Other class  | 1        | 1    | 1    | X-intersect | Curved   | Off     | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 842250  | 132578724  | 3        | Monday     | 20130617       | 2013-06-17  | 07:00:00 | 1     | 20130617 | 2013-06-17 | 07:00:00 | 09:51   | 08:00 - 09:51 | Princes Hwy | 50        | North        | Goddard St    | Emore   | 167   | Other class  | 1        | 1    | 1    | Divided rd  | Curved   | Off     | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 852287  | 133603802  | 2        | Serious in | 20130715       | 2013-07-15  | 07:00:00 | 1     | 20130715 | 2013-07-15 | 07:00:00 | 02:00   | 06:00 - 07:00 | Edmore Rd   | 0         | On the sp    | Alice St      | Emore   | 0     | Unclassified | 1        | 1    | 1    | X-intersect | Straight | Off     | Sealed  | Wet | Raining  | Darkness | Nil     | Other traf  | No traffic |
| 1000954 | 1341000954 | 6        | Non-casu   | 20131204       | 2013-12-04  | 07:00:00 | 1     | 20131204 | 2013-12-04 | 07:00:00 | 11:00   | 10:00 - 11:00 | Edmore Rd   | 110       | North        | Camden St     | Emore   | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | On      | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1057341 | 1511057341 | 4        | Minor/oth  | 20150129       | 2015-01-29  | 07:00:00 | 1     | 20150129 | 2015-01-29 | 07:00:00 | 08:45   | 08:00 - 09:45 | Edmore Rd   | 50        | North        | Camden St     | Emore   | 7017  | Unclassified | 1        | 1    | 2    | Way and     | Straight | Unknown | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1063563 | 1511063563 | 3        | Monday     | 20150324       | 2015-03-24  | 07:00:00 | 1     | 20150324 | 2015-03-24 | 07:00:00 | 18:30   | 18:00 - 19:30 | Edmore Rd   | 0         | On the sp    | Alice St      | Emore   | 7017  | Unclassified | 1        | 1    | 1    | Junction    | Straight | Unknown | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1064398 | 1511064398 | 4        | Minor/oth  | 20150321       | 2015-03-21  | 07:00:00 | 1     | 20150321 | 2015-03-21 | 07:00:00 | 18:20   | 18:00 - 19:20 | Edmore Rd   | 100       | West         | Station St    | Newtown | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | Unknown | Sealed  | Dry | Fine     | Darkness | Nil     | Other traf  | No traffic |
| 1066274 | 1521066274 | 2        | Serious in | 20150420       | 2015-04-20  | 07:00:00 | 1     | 20150420 | 2015-04-20 | 07:00:00 | 10:20   | 10:00 - 11:20 | Edmore Rd   | 0         | On the sp    | Number 18     | Newtown | 167   | Other class  | 1        | 1    | 2    | Way and     | Straight | Off     | Sealed  | Wet | Raining  | Daylight | Nil     | Other traf  | No traffic |
| 1067431 | 1521067431 | 6        | Non-casu   | 20150503       | 2015-05-03  | 07:00:00 | 1     | 20150503 | 2015-05-03 | 07:00:00 | 16:00   | 16:00 - 17:00 | Alice St    | 0         | On the sp    | Clara St      | Newtown | 167   | Other class  | 1        | 1    | 1    | Junction    | Straight | Unknown | Sealed  | Wet | Overcast | Daylight | Nil     | Other traf  | No traffic |
| 1057805 | 1411057805 | 3        | Monday     | 20141218       | 2014-12-18  | 07:00:00 | 1     | 20141218 | 2014-12-18 | 07:00:00 | 16:22   | 16:00 - 17:22 | Princes Hwy | 0         | On the sp    | St John St    | Newtown | 1     | State High   | 1        | 1    | 1    | Junction    | Straight | Off     | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 1060941 | 1411060941 | 3        | Monday     | 20141220       | 2014-12-20  | 07:00:00 | 1     | 20141220 | 2014-12-20 | 07:00:00 | 20:50   | 20:00 - 21:50 | Princes Hwy | 0         | On the sp    | Alice St      | Newtown | 1     | State High   | 1        | 1    | 1    | X-intersect | Straight | On      | Sealed  | Dry | Fine     | Darkness | On      | No traffic  | No traffic |
| 837658  | 132583959  | 3        | Monday     | 20130619       | 2013-06-19  | 07:00:00 | 1     | 20130619 | 2013-06-19 | 07:00:00 | 19:39   | 18:00 - 19:39 | Edmore Rd   | 0         | On the sp    | Opport St     | Newtown | 167   | Other class  | 1        | 1    | 2    | Way and     | Curved   | On      | Sealed  | Wet | Raining  | Darkness | Nil     | Other traf  | No traffic |
| 843801  | 132584069  | 2        | Serious in | 20130620       | 2013-06-20  | 07:00:00 | 1     | 20130620 | 2013-06-20 | 07:00:00 | 00:01   | 00:00 - 01:00 | Edmore Rd   | 0         | On the sp    | Cambridge St  | Emore   | 167   | Other class  | 1        | 1    | 1    | Junction    | Curved   | On      | Sealed  | Wet | Raining  | Darkness | On      | No right to | No traffic |
| 841150  | 132576686  | 4        | Non-casu   | 20130620       | 2013-06-20  | 07:00:00 | 1     | 20130620 | 2013-06-20 | 07:00:00 | 14:45   | 14:00 - 15:45 | Edmore Rd   | 35        | North        | Camden St     | Newtown | 0     | Unclassified | 1        | 1    | 2    | Way and     | Straight | Nil     | Sealed  | Dry |          |          |         |             |            |




[illegible]

| Speed | Lim | School  | RUM        | Ch | RUM | Desc              | RUM         | Grp           | Code                  | DCA        | DCA        | Supp | First | Impa | Crash | Car | Crash | Light | Crash | Head | Crash | Rtg | Crash | Art | Crash | Bus | Crash | Mod | Crash | Big | Crash | Ped | Traffic | Un | Numbers | Numbers | Num | Ped | Num | Ped | Num | Big | Num | Mod | Num | Mod | Speeding | Fatigue |     |    |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-------|-----|---------|------------|----|-----|-------------------|-------------|---------------|-----------------------|------------|------------|------|-------|------|-------|-----|-------|-------|-------|------|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|-------|-----|---------|----|---------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----------|---------|-----|----|----|----|----|----|----|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 50    | No  | 1001596 | 1331001596 | No | 44  | Parking vel       | Parking/U   | 303           | Manov - Parking       | park       | Vehicle-ob | Yes  | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | 2  | 0       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | No  | No |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 50    | No  | 831948  | 131506089  | No | 707 | Off r/t           | Off path    | Vehicle-ob    | Yes                   | No         | No         | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | 0  | 0       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | Yes | No |    |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 60    | No  | 832232  | 131506723  | No | 303 | Rear end          | Vehicles fr | 303           | Same - Rear end       | Yes        | No         | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | 3  | 0       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | 0   | No | No |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 50    | No  | 1008042 | 1411008042 | No | 303 | Lane sides        | Vehicles fr | 303           | Same - Lane side swip | Other angl | Yes        | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | 0  | 0       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | 0   | No | No |    |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 60    | Yes | 836276  | 132507329  | No | 103 | Cross traff       | Vehicles fr | 103           | Adj - Cross traffic   | Right angl | Yes        | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | No | 2       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | 0   | 0  | No | No |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 50    | No  | 836670  | 132509276  | No | 303 | Rear end          | Vehicles fr | 303           | Same - Rear end       | Rear end   | Yes        | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | No | 2       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | 0   | 0  | 0  | 0  | No | No |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 50    | No  | 1055075 | 1441055075 | No | 303 | Other sam         | Vehicles fr | 303           | Same - other          | Other angl | Yes        | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | No | 2       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | 0   | 0  | 0  | 0  | No | No |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 60    | Yes | 1056011 | 1441056011 | No | 705 | On road-sw        | Off path    | 705           | Out of control on cwa | Rollover   | No         | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | 2  | 0       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | 0   | 1  | No | No |    |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 50    | No  | 1126243 | 1711129243 | No | 400 | Manov - Parking/U | 400         | Manov - other | Other angl            | Yes        | No         | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | 2  | 0       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | 0   | 0  | 0  | No | No |    |    |    |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 50    | No  | 1134730 | 1721134730 | No | 203 | Right thro        | Vehicles fr | 203           | Opp - Right thro      | Other angl | Yes        | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | No | 2       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | 0   | 0  | 0  | 0  | 0  | 0  | No | No |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 50    | No  | 1134750 | 1721134750 | No | 400 | Manov - other     | Other angl  | Yes           | No                    | No         | No         | No   | No    | No   | No    | No  | No    | No    | No    | No   | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No    | No  | No      | No | 2       | 0       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0        | 0       | 0   | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



## Appendix G

### Proposed LATM Concept Designs



# INNER WEST COUNCIL

Newtown Local Area Traffic Management Study 2019

Draft Proposed Treatments

August 2019

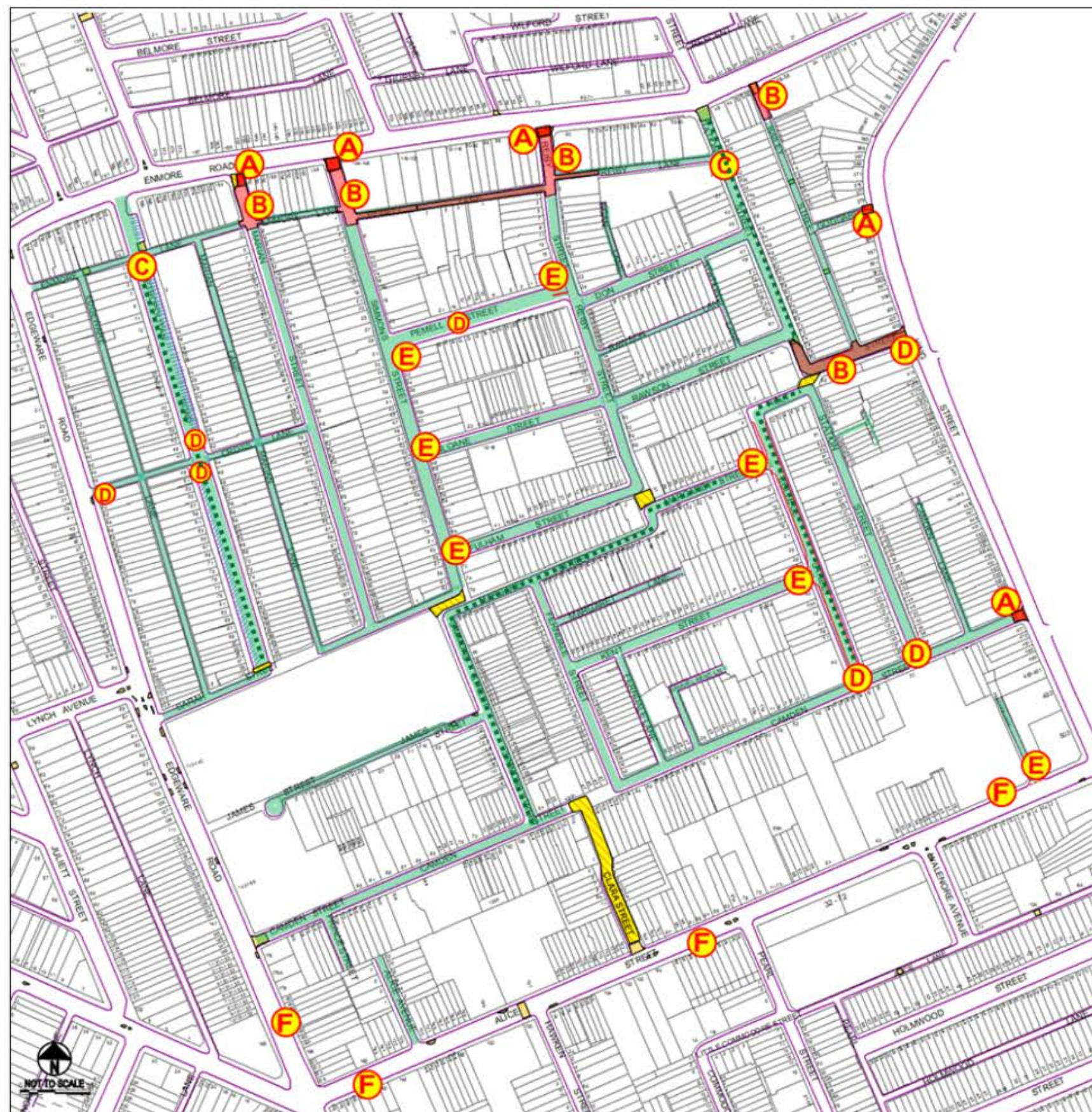
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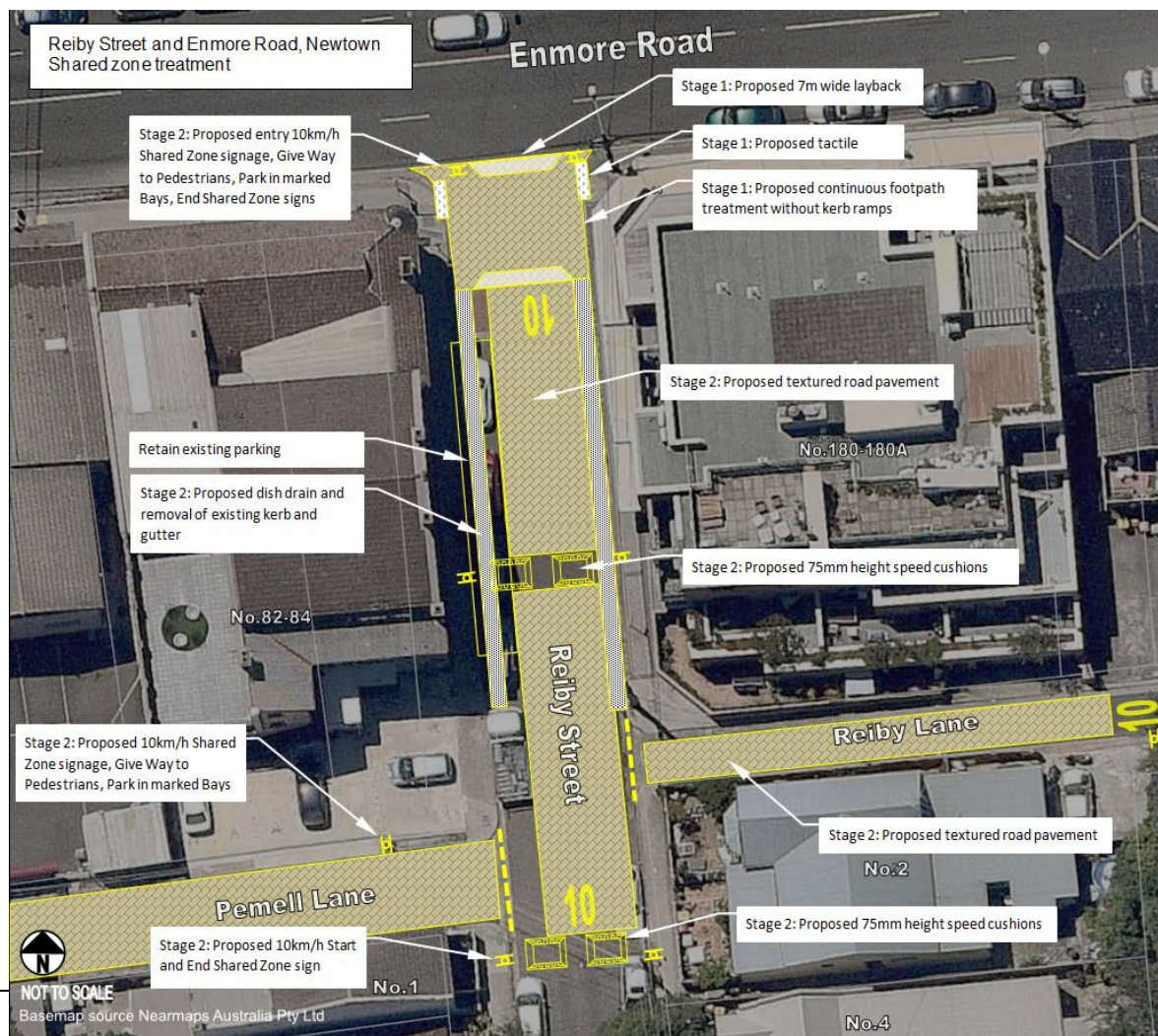
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**Legend:**

- A Stage 1 Continuous footpath treatment
- B Stage 2 10km/h Shared zone (speed cushions, textured surface, marked parking bays and signage)
- 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
- ■ ■ Bicycle infrastructure



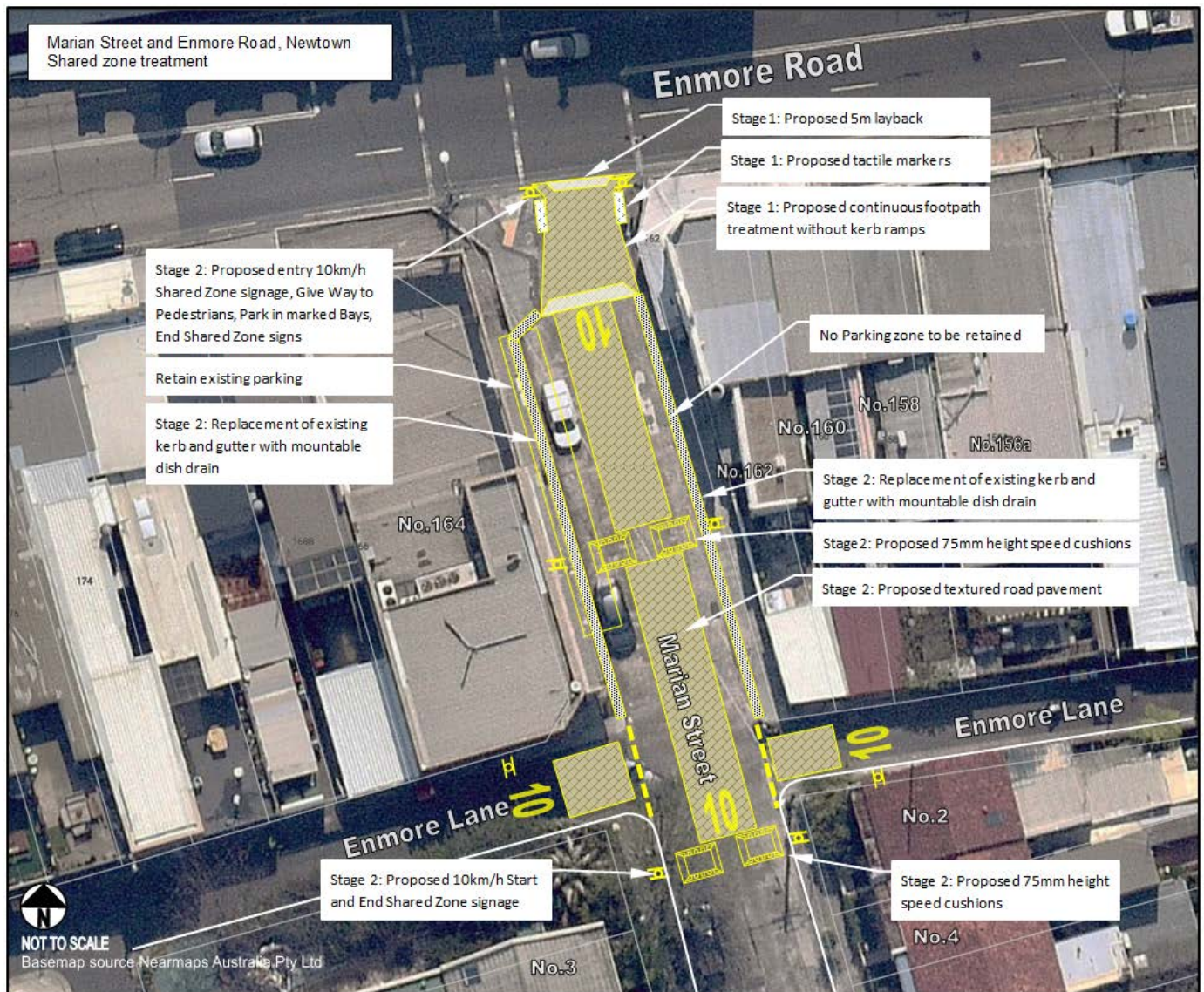








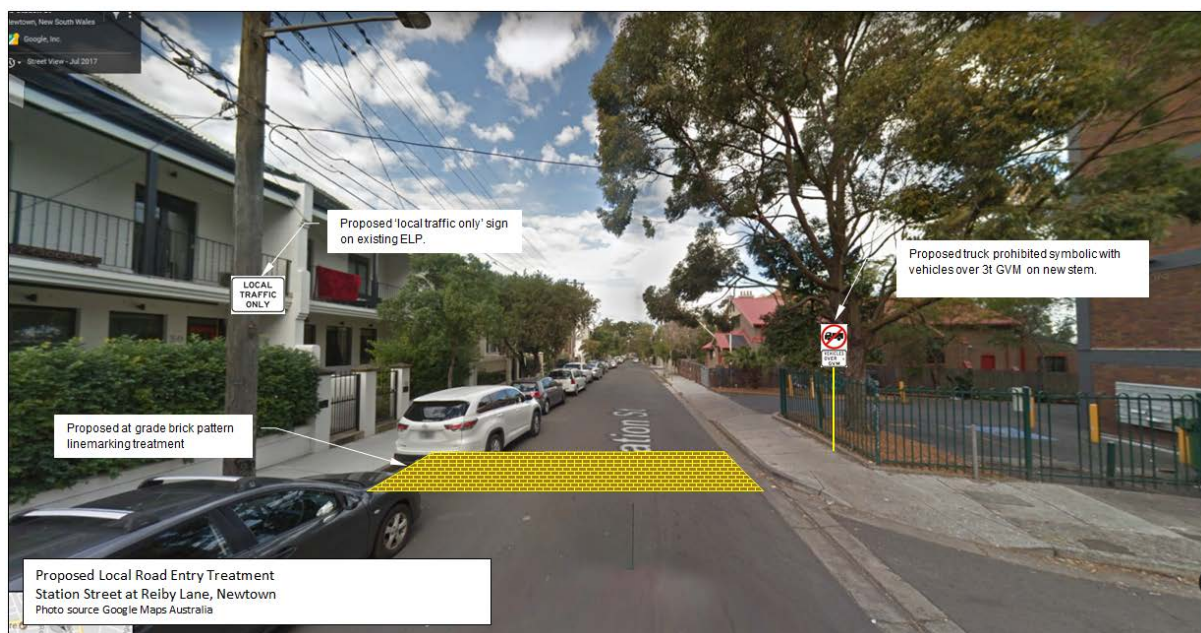




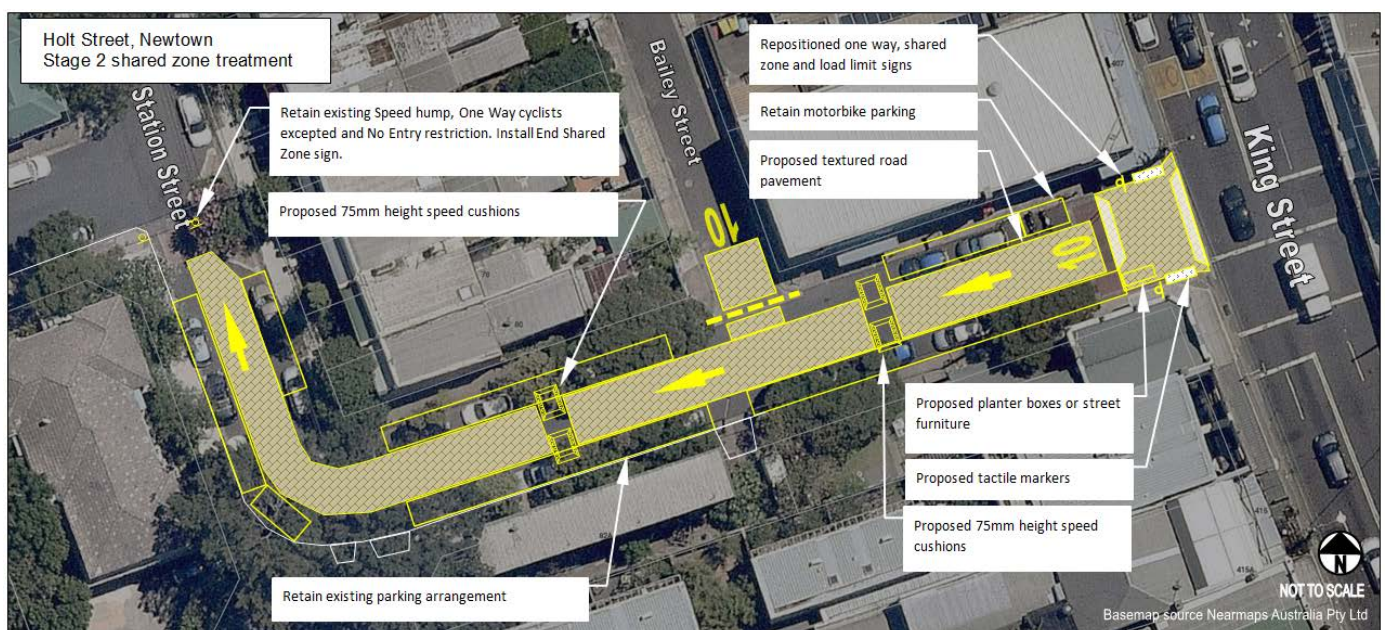




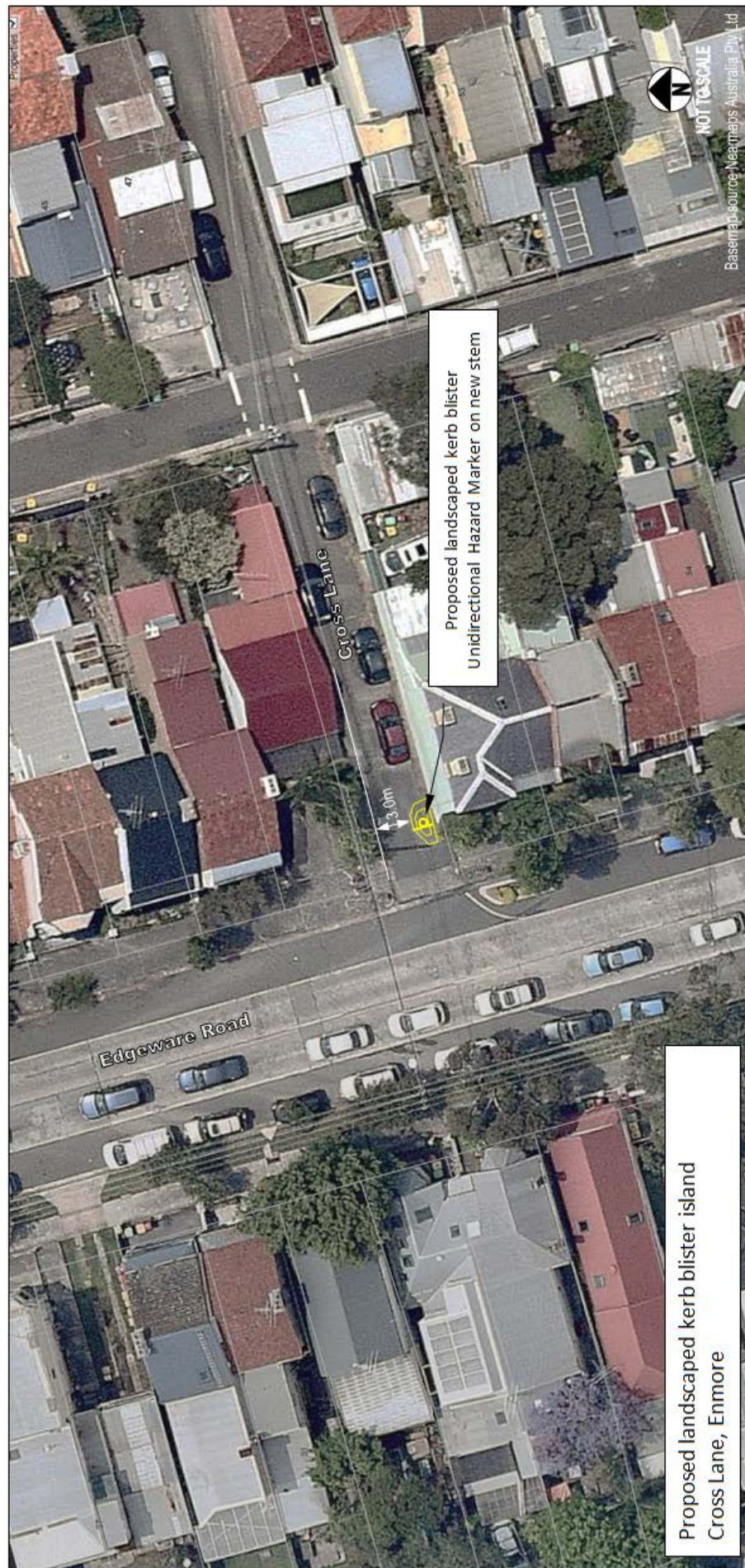




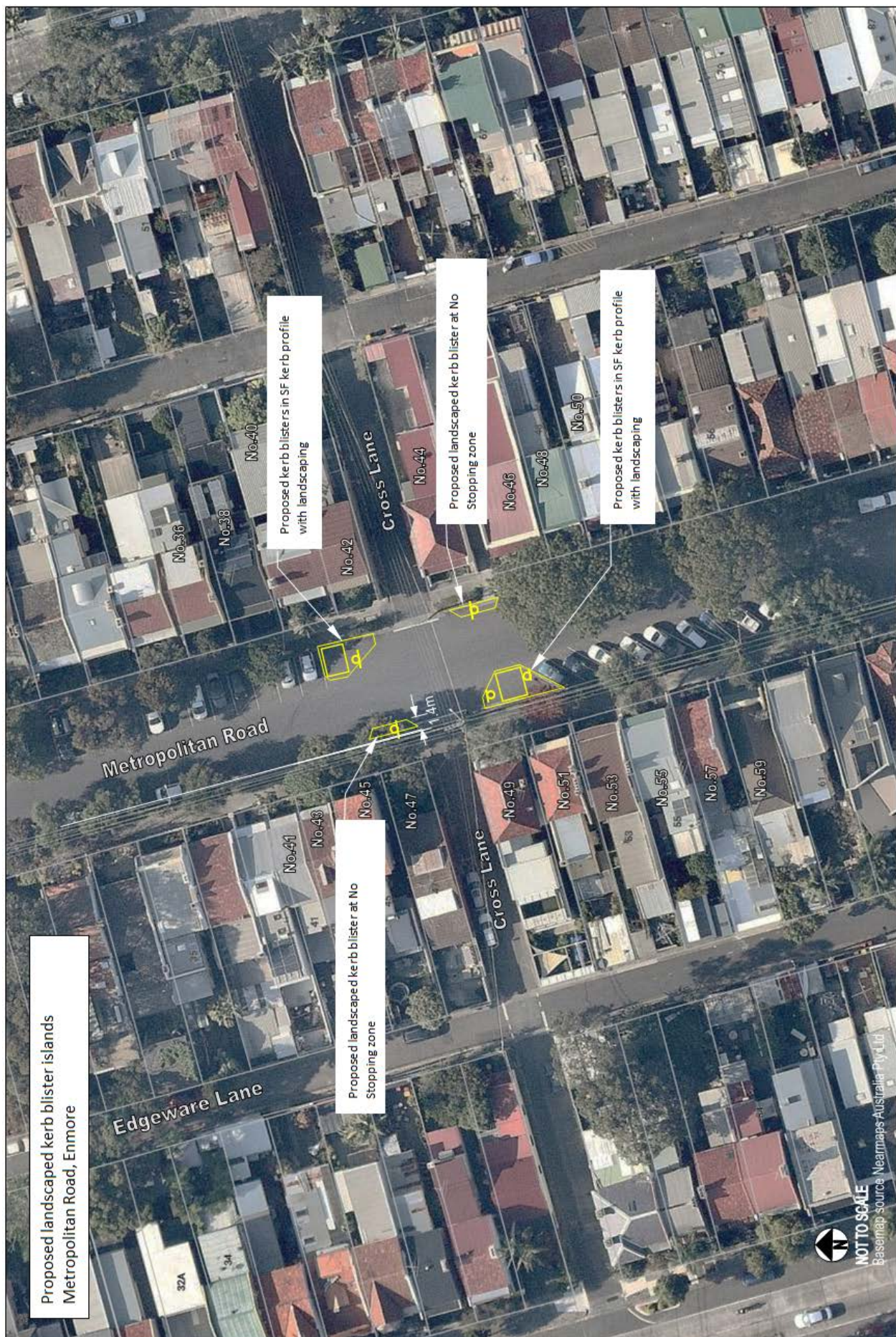












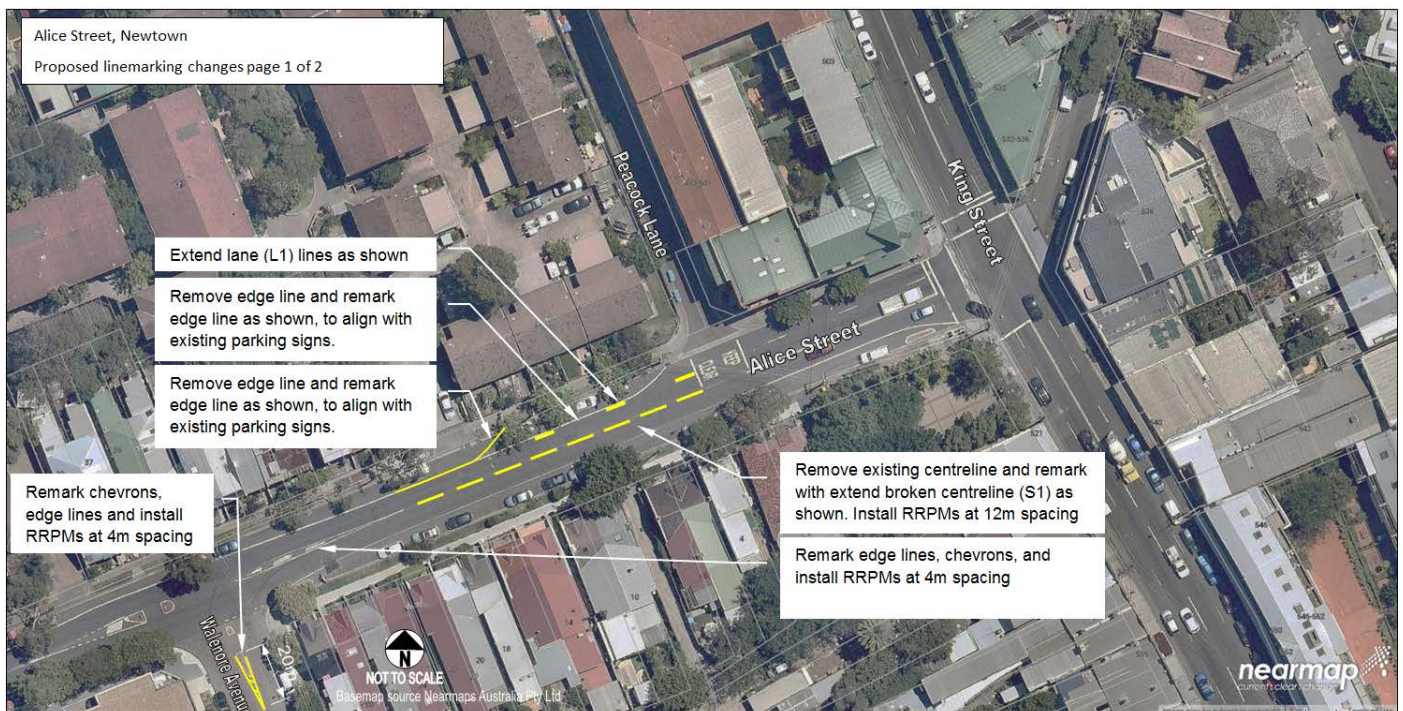


















## Appendix H

### Public Exhibition Feedback Summary

| Ref | Do you support the draft Newtown Local Area Traffic Management plan?      | Your comments   | Staff response  |
|-----|---|---|---|
| 1   | Yes, with changes. Please explain in the comment box below                | I like the draft plan and it appears to be a well thought out plan. My only concern is that it doesn't seem to consider the interfaces at the edges of the area, that is King Street and Enmore Road. Specifically turning into and out of these major roads especially with the extra traffic likely to occur with the opening of the WestConnex. This plan is an excellent opportunity to introduce some traffic control signs (no right turns and no left turns) either all the time or just during certain periods. It is already common to see people edging out dangerously and will poor sight lines into flowing traffic when leaving side streets. If traffic were encourages to use wider intersections and those with traffic lights this would be a safer outcome.  | Changes at King Street and Enmore Road would be subject to Roads and Maritime Services (RMS) consideration and approval. Regardless Council would like to hear suggestions from the community about specific changes along these roads.   |
| 2   | Yes, with changes. Please explain in the comment box below                | A No Right Turn from Tupper St into Stanmore Rd. In both Peak periods this is reasonable volume 'Rat Run' Stanmore Rd eastbound at Enmore Rd Traffic Signals. Left Turn Only for left lane. simply 2 lanes into one in Edgeware Rd with those in the left forcing their way in. Both of these are dangerous   | This location is outside of the study area. Lane merge would be a matter for the Roads and Maritime Services (RMS), a remark of the faded lane markings would provide an improvement.   |
| 3   | Yes   | The more pedestrian-friendly Enmore Road is, the better   |   |
| 4   | No. Please explain reason and suggested changes in the comment box below. | Parking along Edgeware rd near Cross lane and also opposite Murray st. Both intersections would be greatly improved with the right parking restrictions. Edgeware rd opposite Cross lane would have a corridor of at least 4 parking spaces for thru traffic heading west. Edgeware rd opposite Murray st parking restrictions for week end to access shopping centre. The residences would be put out but the benefits would far outweigh the inconvenience. This will be a greater problem when the new M5 opens with Campbell St pouring more traffic into the area.   | Council in 2017 considered a parking restriction on west side of Edgeware Road opposite Cross Lane to improve traffic flow with vehicles turning right into Cross Lane. Due to the low level of support from affected residents the proposal was not supported. The area will be monitored after the opening of the WestConnex M5 with a view to improve traffic flow and safety in Edgeware Road.    |
| 5   | No. Please explain reason and suggested changes in the comment box below. | I see the plan increasing congestion in what is already an extremely congested enclave with not enough parking.   | Comment noted.  |
| 6   | Yes   |   |   |
| 7   | Yes, with changes. Please explain in the comment box below                | There's nothing about dedicated bike lanes in the plan. In the responses from the community, page 72 of the document Draft_Report_Newtown_LATM_2018.pdf the top response to "what would need to change for more cycling" is "dedicated bike lanes". This isn't addressed at all in the plan. Also why does the data for the question "Do you or your family ride bikes in your neighbourhood" have a graph which doesn't start at zero on the x-axis? It is literally the only graph on 3 pages which does this.  | Cycling infrastructure such as dedicated bike lanes will be considered in the bike plan and the bike implementation program. Factors such as limited roadspace, high demand of on-street parking would limit where dedicated bike lanes can be installed. Council is supportive of active travel and will consider these issues in the upcoming Inner West bike plan.                                 |
| 8   | Yes, with changes. Please explain in the comment box below                | The shared zone treatments on Simmons St (and other side roads) at Enmore Rd looks good and is needed. The proposed give way treatments on Simmons Street at the side streets with Pemmell Street, Sloane Street, and Fulham Street needs something more such as a kerb build out / blister. Often cars travel quickly along Simmons Street and having more of a treatment to narrow the road a little at these side roads and also improve visibility (together with the proposed give way control), coming out of the side roads would be an additional improvement. The blanket 40km/hr zone is a good idea for the precinct. Pemmell Street is very wide and often used as a short cut. Has council considered options to narrow this Street with some sort of centrally located landscaping with kerbed garden areas. This has been done in MacDonald down in a few streets and works well together with looking very nice.  | The reduction of the speed limit to 40km/h will improve safety at local street intersections. Comments noted on the treatment suggestion in Pemmell Street.   |
| 9   | Yes, with changes. Please explain in the comment box below                | Anything that can be done to slow down traffic in this area will benefit cyclists, pedestrians and residents. Therefore I support the plan but wish it could go further. The intervention on Clara Street, Newtown, whereby pedestrians have priority over cars, has been a great success in my opinion. Traffic speeds are reduced and pedestrians are much safer. I would hope that this model could be extended to many more local streets in the area. For many years, other residents with children and I have worried about safety on King St in particular. With little separating pedestrians from traffic when cleanways are operating, particularly on south King St, it can often feel unsafe. If a fast moving car was to mount the kerb, or a child get too close to the road, we will wish that the speeds had been reduced already. 40 km/h is ample for King, Alice and Edgeware Streets and Enmore Road, and much more likely to protect all road users.   | Reduction of speed limit will improve safety in local streets. King Street has a speed limit of 50km/h and a reduction of the speed limit would be a decision by the Roads and Maritime Services(RMS).  |
| 10  | Yes   |   |   |
| 11  | Yes   | It looks awesome. An area with as much foot traffic as Newtown/Enmore needs traffic calming. Good work  |   |
| 12  | Yes, with changes. Please explain in the comment box below                | The kerb blisters on Camden street are going to cause a parking nightmare for residents. People do not park close enough to these traffic calming devices - therefore taking up 2 spaces. Add this to the space the device takes up & effectively we could lose up to around 10 spots. Please consider our reality before making these decisions. We rarely drive our car, but if we ever come home after around 6.30pm it is near impossible to find a parking space within 300m of home. Maybe an option would be more "residents only" spaces? Or better public transport & public parking spaces in Newtown & Enmore?   | Comments noted. Kerb blisters in Camden Street would not remove legal parking spaces and has been recommended to improve intersection safety.   |
| 13  | Yes, with changes. Please explain in the comment box below                | While this plans rightly offers much for pedestrian safety and priority, it neglects the creation of any new cycling infrastructure. Cyclists in this area are bled on 3 sides by King St, Enmore Road, and Edgeware Road, all of which are hostile environments for cycling. Currently there is very little in place to assist cyclists crossing these major roads, and nothing to assist them to cycle on them. Can the Council consider further measures to help cycling accessibility in and out of this area, across these roads?  | Refer to response on cycling submission No.7.   |
| 14  | Yes, with changes. Please explain in the comment box below                | Needs to be more extensive and include Alice Street. There appears to be no provision for restricting IWC waste recycling services from returning residents' empty bins on to footpaths and effectively restricting pedestrian access every week.   | This is an ongoing matter with Waste Services in narrow streets. Management of empty bins on footpaths need both cooperation of service staff and residents.  |
| 15  | Yes   | I think the traffic calming and alert pedestrians work at the corner of Enmore Road and Bailey Street is a very good idea. The majority of pedestrians walking west do not stop or look for cars turning left at this crossing. Driving east to turn right into Bailey Street is also hazardous (as outlined in the report) for pedestrians and car drivers alike. 2 lines of westbound traffic, cars turning left out of the petrol station and pedestrians moving east and west not paying attention. Has the council considered moving the no parking signs on the northern side back a bit or making it no parking from the corner of Station Street to opposite the petrol station so that cars continuing east along Enmore Road can get around cars waiting to turn into Bailey Street?  | There is a No Parking zone on the north side of Enmore Road. Council recommends a 'keep clear' to improve safety at this location, this would be a decision for the RMS.  |
| 16  | Yes   | It's a very good proposal and it is The plan would increase safety or the multitude of pedestrians that use King street and the residents of the side streets.  |   |
| 17  | Yes   | I strongly support it. This is appropriate for the neighbourhood - many pedestrians, dense buildings, and narrow roads. It would be strange for the RMS or others to stop this from happening.  |   |
| 18  | Yes   |   |   |
| 19  | Yes   |   |   |
| 20  | No. Please explain reason and suggested changes in the comment box below. | Instead of wasting millions on this please will you please fix the parking problems first can't you ppl count you have systematically taken parking spots away from this area eg nearly the whole of Ferndale Ln, now worse than it was 11yrs ago now you got ppl parked here from right up from Wilson st on to the other side of Newtown and ppl dumping their cars and going to the airport and gone for up to 3mths and ppl from surrounding streets dumping there 2nd,3rd cars here the 3 unit blocks in Kent st the unit block on college /Camden st's may I make a suggestion how to fix this problem make the southern side of Kent st parking permit zone as well say from 6.00pm till 8.00 pm so that way they can't dump there cars in this street because they just park there cars and leave them there week in week out all day and all night there is 3 houses 1 next door 1up from me, 1 directly opposite from where I'm residing that are empty so their is a real problem with parking in this street if every house has 1 permit in theory there should be no problem.  | Abandoned vehicles can be reported to Council's Parking Random Services.  |
| 21  | Yes, with changes. Please explain in the comment box below                | Hi, These comments relate to the traffic management plan in Newtown, particularly Bailey, Holt and Station Streets Thank you undertaking such a detailed review and also the opportunity to comment. I note the statistics compiled in your report support the community's observations regarding these three streets, in particular 1) King - Holt - Station Street rat running and high traffic volumes 2) excessive overweight truck movements on Station Street 3) dangerous illegal traffic flow against the one way sign, around a blind corner at Station - Holt Please give consideration to closing the end of Station street at Holt Street to traffic flow and diverting traffic from Bailey Street back to King Street via one way east Holt street. This would allow truck deliveries to the rear of restaurants in Bailey St straight back to King St, it would prevent the rat running from King St to Enmore Rd via Station St and prevent the dangerous dash the wrong way on a one way around a blind corner on Station St. There are no driveways in this section of Station or Holt and all residents would be able to access driveways as now. It may also be an opportunity to add some additional parking adjoining the closed section.  | Comments on Holt Street noted. A permanent road closures will address the rat running issue however this will limit residential access to a high number of streets in the north east sections of the study area during the peak hours. The area will be monitored following the treatments and referred to NSW Police if vehicles are in breach of the one way restriction.                           |
| 22  | Yes, with changes. Please explain in the comment box below                | Hallo, can council consider (weve been asking for 13 years) to first re-cement the pavements from King St end down Camden st. You did one side of camden st - eg Enmore Road end but not King St End. Please walk down both sides of camden st from king st to 100 Camden st and you will clearly see how bad it is in places. Most people have to walk in the road especially at night. My now 83yo mother has never been able to, its too undulating and in poor condition. thanks  | This has been referred to Council's maintenance services for consideration.   |
| 23  | Yes   | great placemaking, will maximise pedestrian environment and thus support local shops  |   |
| 24  | No. Please explain reason and suggested changes in the comment box below. | the council will not fix the drainage and flooding in liberty street because they allocated funds to the airy fairy things like 40km zones and blisters on the roads. where I live the took away parking and installed a round about since then there has been at least been a dozen motor cyclist knocked down and numerous accidents but the council doesn't see the impact because these accidents do not get reported to the police please get you priorities right fix the roads and footpaths first get rid of the trip hazards put the money where it can be better spent.   | Comments noted.   |
| 25  | Yes, with changes. Please explain in the comment box below                | Support bike logs/Support the 40km zone and give way signs/ plus painted road surface at give way points. I do not support the blister islands at Camden and Station, Camden and College. Blister islands in Camden Street will not enhance due to limited space. It is difficult when larger vehicles or multiple vehicles are in the area at the same time. The islands would reduce the capacity of the area as well as reduce parking available. They are also close in proximity together  | Comments noted.   |
| 26  | Yes   | The Bailey Street, Holt Street and Station Street proposals I fully endorse. I just wish it could happen sooner.  |   |
| 27  | Yes   |   |   |
| 28  | Yes, with changes. Please explain in the comment box below                | 1) I'd like to see the proposed 40 kmph limit within the area reduced further, to 30 kmph. 2) I like the traffic calming measures, but there's nothing here to improve the situation for residents, with parking permits, who still cannot find parking when there are events at the Enmore Theatre and at other busy times. There are a number of ways you could do this, but 3 obvious options: 1) Increase the ratio of permit to non-permit spaces in the 6-10pm slot where a permit gives exemption from restrictions. 2) Further restrict the restrictions so that people without a permit cannot park for as long. 3) Add a fee for non-permit parking in the evenings. 3) The plan does not address the issues with parking on Marian Lane. Marian Lane is narrow and has rear lane access points (gates and garages) for Metropolitan Road and Marian Street, for the full length of the lane. In the evenings and especially during events, people park in the lane, often blocking residents' driveways and gates, and sometimes blocking the narrow lane entirely. There seem to be no 'no parking' signs on the east side of Marian Lane and few (if any) on the west. The lane is not well suited for on-street parking and I don't think it's intended for that use, but the rules are unclear at best and I've never seen it policed, despite our rear access being routinely blocked in the evenings and sometimes during the day. I would like to see parking clearly prohibited in Marian Lane and for that to be policed. Note there are many cars parked in the lane, often blocking drives, most evenings. So any action to move cars away, which should be taken, must also be matched by tightening of restrictions on non-residents parking on the main streets (including Metropolitan Road and Marian Street), as the cars displaced from the lane are often themselves residents who can't find parking near the front of their home, which should be created for them. | Comments noted. Parking near Enmore Theatre is restricted to 1P during evenings, and are similarly heavily occupied during the day and night. Council undertook a parking study in Enmore and Newtown in 2015 and a subsequent review in 2017. Parking is difficult in this area however the current management provides a balance legitimate residents with and without permits, including visitors. |

| Ref | Do you support the draft Newtown Local Area Traffic Management plan?      | Your comments   | Staff response   |
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| 29  | Yes, with changes. Please explain in the comment box below                | I applaud council for reducing the speed limit in my neighbourhood. I know it is hard to get changes through RMS. I think the speed limit should be 30km/h. If anyone that decides these speed limits spent anytime here and saw how people use the streets they would reduce it to 30km/h. Footpaths are too narrow for parents with prams so they use the road to move throughout neighbourhood. Most drivers are aware of this and drive accordingly but occasionally you get someone that speeds around. I live on the dog-leg of Margaret Street and I have witnessed a head on collision with 2 cars when one was driving too fast. I would hate to know what would happen if it was pedestrian coming around the corner.<br>I also suggest that council consider creating 45 degree angle parking on the west side of College Street.  | Comments noted. The road width of College Street is too narrow to provide 45 degree angle parking with space for two way passing and parking on the east side.   |
| 30  | Yes, with changes. Please explain in the comment box below                | As a resident of Simmons St I think it is critical that the traffic calming measures are extended the length of the street to Enmore TAFE dog park. Our street gets a lot of heavy through traffic carefully - most of which drives faster than the current speed limit. The road has been narrowed for a wider footpath and this makes it a single carriage way in a lot of parts. In addition neither our neighbours in wheelchairs or those w prams use the footpath and continue to go up the centre of the street. I have seen many near misses at all times of the day and night and I feel it is only a matter of time before there is a fatality. The matter is compounded by the fact that half the area is untimed parking which means there are cars circling looking for parking in narrow streets and pedestrians, wheelchairs and prams on the roads. I know most residents would support extending timed parking to the whole street along w greater traffic calming.  | Reduced speed limit of 40km/h if approved by the RMS will improve the situation. It is desirable to extend the treatment to all residential streets in the study area, however this can be examined in the next review of the Newtown LATM area in the future.   |
| 31  | Yes, with changes. Please explain in the comment box below                | Overall the plan looks good but I would like the following things also to be considered if possible:<br>1) I think the speed limit in the area should come down to 30kmph rather than the proposed 40kmph. This is because the streets are narrow and busy and residential.<br>2) I feel that parking for residents needs to be looked at. With this area of the inner west becoming increasingly busy with restaurants and shows etc, it is becoming harder for residents to secure parking spaces, especially at busy times for example in the evening on a gig night at the Enmore Theatre.<br>3) Marian Lane needs to be considered as well. It is a narrow lane with many garages and property access points which are frequently blocked by people parking there. Often this is actually residents parking who can't find a spot on the main streets but they end up blocking access. Marked spots in this lane would be beneficial and it would also perhaps be valuable that these are for permit holders only. Currently the parking rules on Marian Lane are unclear.<br>4) The roads and pavements in this area are currently of a very poor quality and resurfacing throughout should be considered.  | Refer to response on parking on submission No.28.  |
| 32  | Yes   | I support the slower speed limit.<br>My concern is with the positioning of the PS-2 bike lane symbol. These need to be positioned in the centre of each lane if possible rather than set in the 'car door zone'. This creates an expectation from drivers that cyclists have a right to take the lane for safety reasons (opening car doors) and it also lets new cyclists know that they're not expected to ride there. Many new cyclists I've spoken to believe they have to ride in this dangerous space.  | Bicycle logos will be positioned along the centre of the travelling carriageway and away from parked vehicles.   |
| 33  | Yes   | I don't live in this precinct, however these changes seem sensible. The purpose of this submission is to also encourage you to have a similar focus on the precinct bounded by New Canterbury Road, Livingstone Road, Aadison Road and Shaw Street Petersham. This suffers from similar problems of ran running traffic. This is made worse by the fact that Audley Street is one of the few opportunities to turn right onto New Canterbury Road, or right off NCR when coming from the west. The attached photo was taken at 8:30am this morning, showing the extent to which traffic banks up down Audley St and uses these local roads as cut throughs. Fast cut through traffic is a safety issue and also causes the community to retreat from the street. I would appreciate Council's attention to this.  | The Newington LATM study was undertaken in 2018 and 2019 which include the streets mentioned. Traffic calming exists for some of the streets, and traffic data suggested compliance with the guidelines for speed and volume in local roads.   |
| 34  | Yes, with changes. Please explain in the comment box below                | Support all the proposes, however it would be nicer if more streets were paved to create a village feel   | This will be considered during the detailed design stage of the project. Some areas will need to bear truck deliveries and be designed accordingly.  |
| 35  | Yes, with changes. Please explain in the comment box below                | A give way sign is planned for crrr peacock lane and alicie st where currently it is marked keep clear across alicie st. As a owner/resident of flats that use this laneway, the keep clear area is essential to be able to enter and exit the building. A give way alone is not sufficient as you need to nudge out to be able to see traffic coming from king into alicie. There have been accidents including one i was in. Please ensure the laneway marking changes and give way sign do not change the keep clear markings.   | The current keep clear markings will be retained. This was required as it currently indicate that Peacock Lane has the right of way.   |
| 36  | Yes, with changes. Please explain in the comment box below                | I don't agree with and would object to a provision for motorcycle parking in Metropolitan Rd Enmore on the proposed kerb blister islands at the junction of Cross Lane and Metropolitan Rd. While the blister islands are welcome to contain traffic flow and dissuade non residents, particularly where Cross Lane and Metropolitan Rd are used as a rat run between Edgeware Rd and Enmore Rd, it is appropriate to landscape the islands as a visual amenity for residents, not to attract motorcycle parking in the residential section of the street, which would encourage late night congregation, noise, litter and inconvenience to residents.<br>Council has advised me no residents have lobbied for or requested motorcycle parking halfway down the street, so the appropriate place for it should Council deem it necessary, is the top of Metropolitan Rd near enmore road where food delivery motorcycles currently park. Residential sections of the street should be kept quiet and restricted to residents where possible.   | Comments noted. Revised plans show removed motorbike parking and in place install street tree/landscaping in the blisters.   |
| 37  | Yes, with changes. Please explain in the comment box below                | The speed limit for Pemell Lane is too high. I should be reduced like proposed for Reiby and Simmons Streets. The lane is too narrow, the footpaths where they exist are too narrow, uneven, in need of repair and cluttered or blocked by vehicles. A 10km limit would make the lane safer for residents and present as only a minor inconvenience to drivers. Speed bumps may also assist. As it stands the lane is regularly used by people looking for a short cut that avoids Enmore Road.   | Entry treatments in Simmons Street and Reiby Street should decrease vehicle speeds in Pemell Lane. Shared zone concept plans have been revised to include Pemell Lane, sections of Reiby Lane and Enmore Lane.   |
| 38  | Yes, with changes. Please explain in the comment box below                | As a resident of Pemell Lane, Newtown, I welcome the proposed changes put forward in the Local Area Traffic Management Plan for the Enmore Road, King Street, Alice Street and Edgeware Road zone. As an area with a high level of pedestrian and bicycle use, these works should be prioritised.<br>I feel the changes do not go far enough and that the shared use zones on Simmons and Reiby Street be extended to include all of that section of Pemell Lane. Unlike most laneways in the area, this section of Pemell Lane is the sole street access for 19 townhouses on the south side of the street (not far off the number of houses found on the neighbouring Pemell Street). On the north side of Pemell Lane is the stage door for the Enmore Theatre, which attracts a lot of foot traffic, as well as pedestrian and car access to a number of residential units and business on Enmore Road. The pavement is virtually non-existent and on numerous occasions I have been nearly run over when leaving to walk to work by drivers using it as a rat-run to avoid the congestion on Enmore Road. Dropping the limit to 40 kph will do nothing to prevent this from happening.<br>The many residents of Pemell Lane would benefit if the lane could be given a similar treatment to Clara Street. Making it a 10 kph shared use will reflect the daily reality, while greatly improving the comfort and safety of pedestrians and cyclist using the street. The existing street parking could be retained, and careful use of kerb blisters could help enforce no-stop zones. If they were also planted, they could improve the streetscape and potentially act as filters for stormwater runoff.<br>Lastly, I have one suggested alteration to the plan. Please consider not installing some of the speed cushions, especially the full with ones such as on Marian, Simmons and Reiby St. I find them annoying as a cyclist (who we are trying to encourage), and increase noise and pollution as cars slow down and accelerate between them. Given the relatively narrow width of the road, the proposed textured surface (which could be raised to be continuous with the pavement) and shared used 10 kph zoning that should be enough to reduce car speeds, while make travel down the street a pleasurable experience for all road users. | Comments noted. Refer to response submission No.37.<br>Speed cushions have been revised in concept plan.   |
| 39  | Yes, with changes. Please explain in the comment box below                | I am very disappointed that there are no traffic management plans for Edgeware Rd itself, given the extensive traffic calming measures off Edgeware Road and given the extremely high volume of traffic (including construction traffic) and resulting risk to residents, noise and pollution. Please can you consider:<br>1. Reducing the speed limit which is very high for a residential road, and to make it more in line with a reduction in the streets off Edgeware Rd to 40km/h.<br>2. Placing speed bumps to ensure reduced speeds are maintained.<br>3. Repaving the concrete sections with tarmac to reduce noise.<br>4. Making a safer pedestrian and cycle crossing between Sarah St and Lynch Ave.<br>I commented on this during the original consultation period and was not the only person to do so, so to see a plan that makes no changes to Edgeware Rd at all is deeply disappointing.<br>There should also be more bike crossings on Enmore Rd, e.g. to make it possible to cross southwards from London Rd to Metropolitan Ave.  | Edgeware Road is a regional road and carries a high level of traffic and will be impacted by the WestConnex project and nearby interchange at St Peters. Council's Local Area Improvement Strategy outline a number of improvements along Edgeware Road as listed in Appendix I. The Inner West Bike Plan will review the existing cycling routes including crossing locations in this area. |
| 40  | Yes   | Great - slow down the traffic.  |  |
| 41  | Yes   | Continuous footpath treatments are definitely needed, so it is good to see these changes being introduced.  |  |
| 42  | Yes, with changes. Please explain in the comment box below                | Metropolitan Road proposed kerb blisters - don't support motorbike parking bays, I would like garden beds please. Motorbike parking encourages anti-social and noisy behaviour in the area and I don't want them.   | Comments noted.  |
| 43  | Yes   |   |  |
| 44  | Yes, with changes. Please explain in the comment box below                | Section 2.2.2 states that roundabouts improve safety. This is only for car and disadvantages pedestrians and cycle riders because motor vehicles are faster and heavier and 'muscle' their right of way against the vulnerable road users. I am pleased that no roundabouts are proposed in this study  | Comments noted.  |
| 45  | Yes, with changes. Please explain in the comment box below                | Instead of 40kph speed limits drop them to 30kph, much safer for pedestrians and cyclists.  | Comments noted. Council is supportive of lowering the current speed limit, and is aware of a successful trial in Victoria and is keen to establish further measures such as a reduced 30km/h speed limit in suitable areas. This would be a decision for the Roads and Maritime Services (RMS).  |
| 46  | Yes, with changes. Please explain in the comment box below                | The 40 km/h speed limit is a good idea. This should apply to all streets in Newtown, including King St. Fast moving vehicles can go on the big new WestConnex instead. 106 injury reported crashes is too many in this area - it is likely there are more, as not all crashes are reported. Inner West should not aim to match NSW crash averages, but achieve significantly lower rates of injury. A 30 km/h speed limit should be piloted as well. Councils with similar demographics and geography in Melbourne are leading the way:<br><a href="https://www.theage.com.au/national/victoria/30km-h-speed-zone-to-be-enforced-in-melbourne-s-inner-north-20180807-p4zw0s.html">https://www.theage.com.au/national/victoria/30km-h-speed-zone-to-be-enforced-in-melbourne-s-inner-north-20180807-p4zw0s.html</a><br>Also, all street closures should close the road to vehicles, but be designed to allow people walking and cycling easily pass through. A neighbourhood permeable to people walking and cycling but semi-permeable to cars will be safer, quieter, have less pollution, allow for more trees, and lead to more resident interactions. We want a more liveable community in the Inner West.  | Refer to response to submission No.45.   |
| 47  | Yes   | I support speed reductions, not only down to 40 but ever further down to 30 which is the European norm.   | Refer to response to submission No.45.   |
| 48  | No. Please explain reason and suggested changes in the comment box below. | I find the fact that the council are trying to make my lane (pemell lane) a 40kph lane. My house and gate comes out onto the road of this property and the times I have nearly been knocked down is ridiculous... The fact of the matter also being that we have no proper footpath to warrant the 40kph speed limit. This is putting the people and property owners at risk of injury or death! I would like you to reconsider this fact as I feel strongly that without the sufficient walkways and the increased speed someone will be seriously injured   | Refer to response submission No.37.  |
| 49  | Yes   |   |  |
| 50  | Yes, with changes. Please explain in the comment box below                | The plan looks great. It's so important to protect residents from through traffic and make the streets more child-friendly and neighbourly. I support all the proposals. Just two additional comments:<br>(1) The 40km/h speed limit should definitely also apply to King Street and Enmore Road - even though they are state roads, they have very high pedestrian activity and it is clear from the crash statistics in the report that these two streets will see the most benefit for pedestrian safety by slowing traffic. Buses will also benefit from smoother flowing traffic at 40.<br>(2) The changes to Holt Street, in particular allowing two-way for bikes, should be prioritised - it is a very important link (one of your regional bike routes) and without being allowed to ride two way, you force law-abiding riders onto the busy streets instead. Thanks!   | Refer to response submission No.9.<br>Stage 2 Holt Street concept design has been revised with a wider carriageway, enabling bicycles to ride exception to the one way restriction.  |
| 51  | Yes, with changes. Please explain in the comment box below                | Great suggestions and concept plans. A couple of ideas:<br>1/ If this hasn't already been investigated, and subject to road width, a similar treatment to that installed on Brown St Newtown with the green painted one way uphill bike lane could be considered for streets between Enmore Rd and Camden St with a steep gradient.<br>2/ Lobby for a speed reduction on King Street to 40km/h. There are a few reasons for this:<br>- Acknowledge that King Street has a very strong place function as well as a strong movement function. It is a vibrant street that should be acknowledged as such, with more equal weighting being given to place and movement.<br>- Improve safety for pedestrians.<br>- Make it safer for cyclists to choose King Street as an option, rather than only encouraging separation of modes. Pedestrians and cyclists should be free to use all streets. Encouraging mixed traffic on busier streets helps to build a culture of recognition that streets are for sharing.<br>- Improve safety for motorists given the amount of traffic and parking activity on King Street.  | The limited road width of Metropolitan Road, Marion Street and Simmons Street preclude the use of a dedicated bike lane without removal of on-street parking. Refer to response to submission No.9.  |



| Ref | Do you support the draft Newtown Local Area Traffic Management plan?      | Your comments  | Staff response  |
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| 52  | Yes, with changes. Please explain in the comment box below                | This draft looks so positive. Thank you! Good for residents (reducing through traffic) and making our streets nicer for communities and kids and pedestrians. I support the draft and would like to note that it would be amazing to reduce the speed along King St and Enmore Road. Both streets have a lot of pedestrians and the area would be improved with slower traffic. Make Holt Street, in particular allowing two-way for bikes, a top priority. There aren't many other quiet routes for those who choose to ride bikes to take (I commute from North Sydney to Erskineville/Newtown). Thanks for this opportunity.  | Refer to response submission No.50 regarding Holt Street.   |
| 53  | Yes, with changes. Please explain in the comment box below                | Proposed 10km/h shared zones on Simmons and Reiby St (between Enmore Rd and Pennell Lane) should be extended to Pennell Lane. There is high density living on Pennell Lane as well as frequent use by Enmore Theatre performers and support, but no safe pedestrian access. Cars traveling at 40km/h still pose a danger to pedestrians trying to access Pennell Lane.   | Refer to response submission No.37.   |
| 54  | Yes, with changes. Please explain in the comment box below                | I am generally in favour of the proposed changes. Kerb extensions on Camden St will prevent parking too close to the corners and help improve sightlines when turning into the narrow street. I am not sure that the proposed changes for Holt St between King St and Station St go far enough. There seem to be many drivers who don't recognise that Holt St is a one-way street running away from King St. I see many instances of cars turning left from Bailey St onto Holt St, and then onto King St, and also using Holt St to perform U-Turns on King St. I would like to see kerb extensions, bollards or other forms of barrier adjacent to Bailey St and King St to prevent left turns from Bailey St onto Holt St and from Holt St onto King St. In my experience (walking almost daily across this intersection over 30+ years) the unexpected two-way traffic is the biggest hazard for the intersection of Holt and King Sts. Barriers that would enforce the one-way traffic flow would make a big improvement to safety at this intersection.   | Stage 2 Holt Street concept design has been revised to discourage deliberate left turning from Bailey Street to Holt Street. Matter will be referred to the NSW Police for periodic enforcement of the one way restriction.   |
| 55  | Yes, with changes. Please explain in the comment box below                | I live on Station street. I'm more than happy with your changes except the parking limits. If you change Camden to 1 hour and get rid of some of the unlimited parking on camden for street garden/traffic slowing but leave station street with unlimited parking on one side you will simply move all the cars into our street. We already can't park Fri, Sat nights and Sat afternoon- which I have no problem with as I like living in a social busy neighbourhood. But I do have a very big problem with the amount of cars that park in our street for a week or more. We had people park, get out and ask me "is this where I can leave my car for as long as I like?". After questioning I know that the local hotels recommend our street for doing this. If there was 4 hour parking 8am-10pm this would mean people could park over night, stay for a long dinner etc but not use our street as free parking when staying else where. Don't even get me started on the travelers staying in there vans on Station street. There is 1 hour parking across the three side of King street in a City of Sydney and if there's 1 hour on Camden Station street will be impossible for locals.   | The current practice of installing residential parking scheme on one side provides a balanced approach to the different needs of the community. This is the case for most permit parking areas in Enmore and Newtown.   |
| 56  | No. Please explain reason and suggested changes in the comment box below. | A large amount of traffic turns into Sarah Lane and then speeds up Edgeware Lane on a regular basis. It is a danger to people and pets stepping out of their back gates and accessing their vehicles from their property. Bins have been rammed over, birds killed and close calls to residents and their vehicles - This causes a Health and Safety issue for the residents in this area and for those that walk their pets in this area. There is not room to walk off road. For safety, Speed limit need to be reduced to at Least 40k's per hour for all of the laneway and restrictions imposed on the amount of traffic using this as a cut through. It is very dangerous. Some years ago, the council elected to put speed humps in to address their duty of care in this matter, however this did not occur. I find it of great disappointment and concern that a reduction in speed for this laneway has not been considered in this assessment.  | Both Metropolitan Lane and Cross Lane experience a level of rat running during the peak hours particularly where Edgeware Road is queued back until Sarah Street or Cross Lane. A repositioned No Through Road sign at Sarah Street, treatments in Metropolitan road and reduced 40km/h speed limit could improve the situation. This area will be monitored after treatments in the nearby streets are implemented.  |
| 57  | Yes, with changes. Please explain in the comment box below                | Hi<br>I am a resident of Camden Street with my wife and 4 kids. Over the past few years we have witnessed an exponential growth of families and children in our community. Every day, families utilise the equipment and grass area in Matt Hogan reserve and I have witnessed many young children crossing Camden Street, sometimes unaccompanied by adults. I commend the draft traffic management plan, however I think we need speed humps and pedestrian crossing especially around Matt Hogan. Also I think Camden Street need some of these changes sooner rather than later. The 2-5 year time frame is too long for this area.  | During the 2003-2004 review Council considered the installation of several speed humps, including one in Camden Street outside Matt Hogan Reserve. At the time 73% of resident responses from the street objected to the proposal, and accordingly the speed humps were not installed. Measured traffic speeds in Camden Street revealed 80th percentile speed of 37.4km/h which is considered appropriate for a narrow local road and consistent with adjacent streets. As there is a reserve and playground, it is proposed to renew pedestrian warning signs on both approaches to the Matt Hogan Reserve. |
| 58  | Yes, with changes. Please explain in the comment box below                | The LATM proposals are well reasoned and wholeheartedly supported especially the objective of achieving a 40km/hr car environment and works to aid pedestrian safety. Requested changes include the following:<br>1. ADDITIONAL SHARED ZONES / CONTINUOUS FOOTPATH TREATMENTS<br>Shared zone treatments and/or continuous footpath treatments should be applied to Cross Lane from Edgeware Road to Marian Street given the amount of pedestrians that use this connection across otherwise very long street blocks, and the lack of footpaths and potential conflicts between cars and pedestrians (and a few near misses). Cross Lane would appear to meet the criteria for shared zones.<br>A similar treatment should also be applied to Metropolitan St intersection with Enmore Road as this is a key element of the rat run between Enmore and Edgeware Rd and is distinctly unsafe during peak hours.<br>These treatments would be consistent with all other vehicle 'entrances' to the Newtown precinct and thereby provide a consistent and unambiguous message to car drivers and pedestrians to the benefit of pedestrian safety.<br>2. TREATMENT OF PROPOSED NO STOPPING ZONES CROSS LN & MARIAN ST<br>The implementation of the proposed 10m no stopping zones in Marian Street at Cross Lane must be coordinated with complementary landscape blisters to help maintain pedestrian safety from constrained vehicle movements through the intersection.<br>Up to now, parking within the zone tolerated by Council at least caused drivers to slow and show caution to the benefit of pedestrians (including children) crossing, or walking within, the lane. At times when these areas are clear, visiting drivers noticeably show less caution and greater speed at the intersection.<br>Accordingly, implementing the 10m no stopping zones without complementary blister treatments and general integration with the LATM: - appears at odds with the LATM's general approach and objectives to achieve a 40km/h environment - could create an unsafe pedestrian environment not dissimilar to that existing at the intersection of Metropolitan and Cross lane for which mitigating works are now proposed; and - misses the opportunity to allow for appropriate motorcycle and bicycle parking within a portion of the no stopping areas, as proposed at Metropolitan S, as it would not appear to impede sight-lines significantly and will help residents.<br>3. AESTHETIC TREATMENTS<br>It is requested that greater consideration be given to the aesthetics of engineering works for the proposed shared zones especially having regard to the harshness of the Clara Street works.<br>It is recommended that the works be designed and undertaken under the supervision of landscape architects and have regard to the nature and fabric of their context within the neighbourhood. | Comments noted. The proposed shared zones locations were based on areas with high pedestrian activity and areas where pedestrian and vehicular conflict may occur. Shared zones could be extended in the next review of the Newtown Local Area Traffic Management Study.  |
| 59  | Yes, with changes. Please explain in the comment box below                | The planned improvements seem very worthwhile, but there's one modification which is missing: A speed bump or continuous-pavement texture on Camden Street opposite Matt Hogan reserve.<br>This spot is one of the most risky areas in the neighbourhood for children: It's directly opposite a playground that's also a thoroughfare for kids heading to Camdensville Public school and to Newtown High, and it's an unusually long straight stretch for this area which cars tend to speed along, with poor visibility from between parked cars, particularly for children.<br>Some sort of speed calming measure at this point would be perfectly positioned to slow the traffic along this route. While the continuous footpath at the King Street end would be welcome, I think given the topography of this spot traffic would still accelerate to hit maximum speed exactly at the point where children are most likely to be crossing with minimal visibility. Slower traffic would also likely make it easier for cars coming in and out of the block of apartments on the corner of Camden and College streets.<br>Even a small speed bump at this point would improve street safety; a proper crossing to align with the axis of the Matt Hogan reserve and down through the Industri apartments on Alice Street would really make a difference.  | Refer to response to submission No.57.  |
| 60  | Yes, with changes. Please explain in the comment box below                | Matt Hogan Reserve is a very well attended playground for kids of all ages. I am constantly concerned about the speed of cars racing down Camden St. Due to the many parked cars, many children are barely visible over the height of a bonnet and there is no provision for them to cross the road safely. I would support a raised speed bump or pedestrian crossing here, even though it would directly impact on my street parking, as we live opposite the park. The safety of the children needs to be prioritised.  | Refer to response to submission No.57.  |
| 61  | Yes, with changes. Please explain in the comment box below                | A pedestrian crossing and more effective traffic calming (such as speed bumps) are needed on Camden St near Matt Hogan Reserve. Council has likely underestimated the extent to which Camden St poses a risk to locals, especially children. Many children play in the Matt Hogan Reserve on afternoons and weekends, and the Camdensville catchment now extends well beyond Camden St, meaning this road is frequently crossed by children. As local residents we see drivers frequently speeding, due to the relatively long stretch of straight road and perceived visibility for drivers. However, visibility on the street is extremely poor for pedestrians due to parked cars. More effective traffic calming is needed on College St as it is very wide; speed bumps should be considered. Lower speeds should be enacted ASAP and 30kmph should be considered rather than 40kmph, for the entire area.  | Refer to response to submission No.57 and No.45. Linemarking works and bicycle logos are proposed in College Street.  |
| 62  | Yes, with changes. Please explain in the comment box below                | While I generally support the proposals I have the following comments:<br>-While I support the creation of a cycling thoroughfare down College and Camden Streets and into Matt Hogan reserve, I think you need some sort of measures to ensure the cyclists travel at a safe speed through the playground in the reserve. I have recently seen a number of incidents in which cyclists travelling at a reasonably high speed (including some on electric bikes) have almost collided with the small kids playing in the playground.<br>-While making the changes, I would create some sort of traffic calming measures on Camden St outside Matt Hogan reserve. Cars often travel quite quickly along that section and kids crossing to and from the park have little visibility because of all the parked cars.<br>-I don't support the creation of a continuous footpath across the entrance to Camden St. Unlike most (all?) of the other entrances from King St, that one has a lot more traffic going in both directions because it is the only eastern entry and exit point for a large number of blocks. On weekends there is often quite a lot of congestion due to cars queuing on King St to turn right into Camden St, and cars queuing to turn right from Camden St onto King St. The congestion often only clears because pedestrians are sensible and give way to cars when appropriate, which I think is much less likely to happen if there is a continuous footpath marking.<br>-The shared zones are good, but you need some sort of enforcement of the speed limits, at least when they are first established (or speed bumps etc). I regularly see cars travelling at about 50kmh along the existing shared zone in Clara St even when there are young kids using the shared zone. The chicane in that street reduces visibility, so it seems like it is just a matter of time before some kid is badly injured.  | Safety issue between cyclist and children within Matt Hogan Reserve has been referred to Council's Parks and Sportsfields Operations for consideration.<br>The traffic volume of Camden Street was 434 vehicles (AADT) which is considered within the guidelines for implementing a continuous footpath treatment at King Street.<br>Speed cushions will be installed at the proposed shared zones at regular spacing in order to self-enforce low speeds.  |
| 63  | Yes, with changes. Please explain in the comment box below                | I am glad to see these positive steps to improving road and traffic safety in the area. I would however request some measures to improve pedestrian safety on Camden Street near Matt Hogan Reserve. It is a popular playground and a frequent thoroughfare for with children going to and from school. A raised pedestrian crossing would increase the awareness of drivers of young children who frequently cross the road here.   | Refer to response to submission 62. The road environment in Camden Street currently would not meet the RMS warrants for a pedestrian crossing at this location.<br>Council has however reviewed pedestrian warning signs on each approach to the reserve in Camden Street.  |
| 64  | No. Please explain reason and suggested changes in the comment box below. | Pennell Lane has no pavement or other way to access houses located here. Increasing the speed limit will pose a great danger to pedestrians. Pennell Lane serves as street parking for residents and in effect there is only enough space for one car to drive at the time in one direction. Allowing cars to drive at 40 kmph speed would be a cause for serious concern for the welfare of children, elderly and animals. Pennell Lane is a predominantly a residential area. The Enmore Theatre is also very popular entertainment precinct where many young people often congregate before and after performances. A 40 kmph speed limit could lead to serious injuries or fatalities in the area.   | Pennell Lane, like many other similar access laneways in Sydney would have limited space and observation of traffic speeds would be less than the proposed 40km/h. Following a review of the treatments, the shared zone in Reiby Street and Simmons Street has been extended to include Pennell Lane and a part of Reiby Lane. This would also require the installation of speed cushions at regular spacing to create a self-enforcing speed area.  |
| 65  | Yes, with changes. Please explain in the comment box below                | Pennell Lane needs to be a 10kph limit, shared zone  | Refer to response to submission 65.   |
| 66  | Yes, with changes. Please explain in the comment box below                | On behalf of the body corporate for 7-9 Pennell Lane (Strata Plan: SP 45436, 6 x 2 bedroom townhouses) we welcome the proposed changes put forward in the Local Area Traffic Management Plan for the Enmore Road, King Street, Alice Street and Edgeware Road zone. However, we feel the changes do not go far enough and that the shared use zones on Simmons and Reiby Streets be extended to include the section of Pennell Lane running between the two streets.<br>Unlike most laneways in the area, this section of Pennell Lane has a lot of pedestrian traffic as it is the sole street access for 19 town houses and the stage door for the Enmore Theatre. There are over a dozen apartments that have pedestrian and car access that is on Pennell Lane or Enmore Road.<br>The pavement is virtually non-existent and there is a high level of car/van traffic on the lane. Our residents range from young children to retirees. Dropping the limit to 40 kph will do nothing to make Pennell Lane safe.<br>We feel that Pennell Lane would greatly benefit from being given a similar treatment to Clara Street. Making it a 10 kph shared use will reflect the daily reality, while greatly improving the comfort and safety of pedestrians and cyclist using the lane. The existing street parking could be retained, and careful use of kerb blisters could help enforce no-stop zones. If they were also planted, they could improve the streetscape.  | Refer to response to submission 65.   |

| Ref | Do you support the draft Newtown Local Area Traffic Management plan?      | Your comments   | Staff response   |
|-----|---|---|--|
| 67  | Yes, with changes. Please explain in the comment box below                | Generally a big win for the local safety of both pedestrians and cyclists, especially older people and children. Bravo, a significant improvement for residents!<br><br>My only suggestion, I think a bit more could be done with the pedestrian crossing in lower Alice St, as motorists still tend to not slow down approaching this.   | Linemarking improvements at the pedestrian crossing in Alice Street were identified during a recent review as part of Council's maintenance program. Additional 'look before you step out' stencils are proposed to be installed at this location.   |
| 68  | No. Please explain reason and suggested changes in the comment box below. | It is not very clear what positive effects will come about as a result of the proposed changes, but what the area does not need is reduced parking which will inevitably flow from the changes. Footpaths in many streets (especially Reiby, Simmonds, Don, Rawson, Maria and Camden) are already very narrow and additional planter boxes and other street furniture will only exacerbate the status quo. Street lighting should be improved especially in Reiby and Simmons Streets; speed cushions and give way signs where specified would be fine. More local parking should be provided to cater for the excessive traffic generated by the Enmore Theatre. Pemell Street has three large camphor laurel trees on the street itself. These trees should be removed as they are the wrong tree for this area and are generally considered a weed. Other reasons for removal include damage to plumbing, falling branches, damage to street and footpath fabric and the fact that they take up valuable parking spaces.   | Proposed treatments do not reduce legal on-street parking spaces and have been placed with consideration of high parking demand in the area. Comments regarding the removal of existing trees in Pemell Street has been referred to Council's tree officers for consideration.   |
| 69  | No. Please explain reason and suggested changes in the comment box below. | I am referencing the area around the Enmore Theatre area primarily.<br>1. Enmore Road is a very busy road and turning off Enmore Rd to go into Reiby or Simmons St to go home is already difficult, particularly when people are walking on the road instead of the foot path as they do now. If these streets become shared zones, there will be even more people on the road and navigating amongst the pedestrians will be dangerous.<br>In addition Reiby St is already very narrow. Two cars driving past each other is already difficult. If this is a shared zone with pedestrians, the risk of an accident to the car or pedestrian will increase.<br>2. There are always a lot of people lingering around the area after a show. This is fine up to a certain time limit- but I do object to people shouting late at night, leaving their rubbish around or urinating. I think a shared zone encourages people to hang around (especially with street furniture) and disrespect the residents' right to peace and quiet.<br>3. There is already parking problems around the Enmore Theatre. This proposal will decrease the no of parking spots (if there are planter boxes/bays etc). | The proposed shared zone do not reduce legal on-street parking spaces. As the shared zones will remove existing kerb and gutter, additional road width should be available for shared use between passing vehicles, cyclists and pedestrians. Additional treatments such as speed cushions will restrict vehicles to 10km/h and give priority to vulnerable road users. Public domain/urban design elements within the shared zone such as street furniture and planter boxes will be considered along with social issues arising from the Enmore Theatre. |
| 70  | Yes, with changes. Please explain in the comment box below                | Commodore st and wells st can't require a car slowdown  | Commodore Street is outside of the study area and this will be considered in the St Peters LATM review in the future.  |
| 71  | Yes, with changes. Please explain in the comment box below                | Please ensure pavement suits wheelchairs. The pavement on Clara street at moment is cobbled and is not suitable for wheelchairs   | This will be considered during the detailed design stage of the project.   |
| 72  | Yes, with changes. Please explain in the comment box below                | I support the 40km/hr zoning.<br><br>I do not support the shared zones proposed for Reiby and Simmons st. Reiby st is narrow enough and treatment of paving and street furniture will only cause more congestion in what is a difficult street to enter and exit. Simmons st is a bit wider, but equally difficult. People wander aimlessly from the Enmore Theatre anyway - a shared zone will only make them even less considerate of residents and those trying to enter/exit the area by car. And ultimately cause more congestion and be a safety issue.<br><br>Parking is always at a premium in the evening and the treatment with parking bays, street furniture will only lessen the number of parks for residents.  | Refer to response to submission 69.  |

## 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 –<br>Between Edinburgh<br>Road and Unwins<br>Bridge Road | NB                | SB          | NB                 | SB | NB     | SB  |
|  | Daily             | 17910 16800 | 22480 21530        |    | 26%    | 28% |
| Edgeware Road –<br>Between Enmore Road<br>and Lynch Avenue           | NB                | SB          | NB                 | SB | NB     | SB  |
|  | Daily             | 9830 10410  | 10640 11600        |    | 8%     | 11% |

Table 14: 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 –<br>Between Edinburgh<br>Road and Unwins<br>Bridge Road | NB                 | SB          | NB           | SB | NB     | SB   |
|  | Daily              | 24680 23780 | 21080 20730  |    | -15%   | -13% |
| Edgeware Road –<br>Between Enmore Road<br>and Lynch Avenue           | NB                 | SB          | NB           | SB | NB     | SB   |
|  | Daily              | 11290 12300 | 10050 10880  |    | -11%   | -12% |

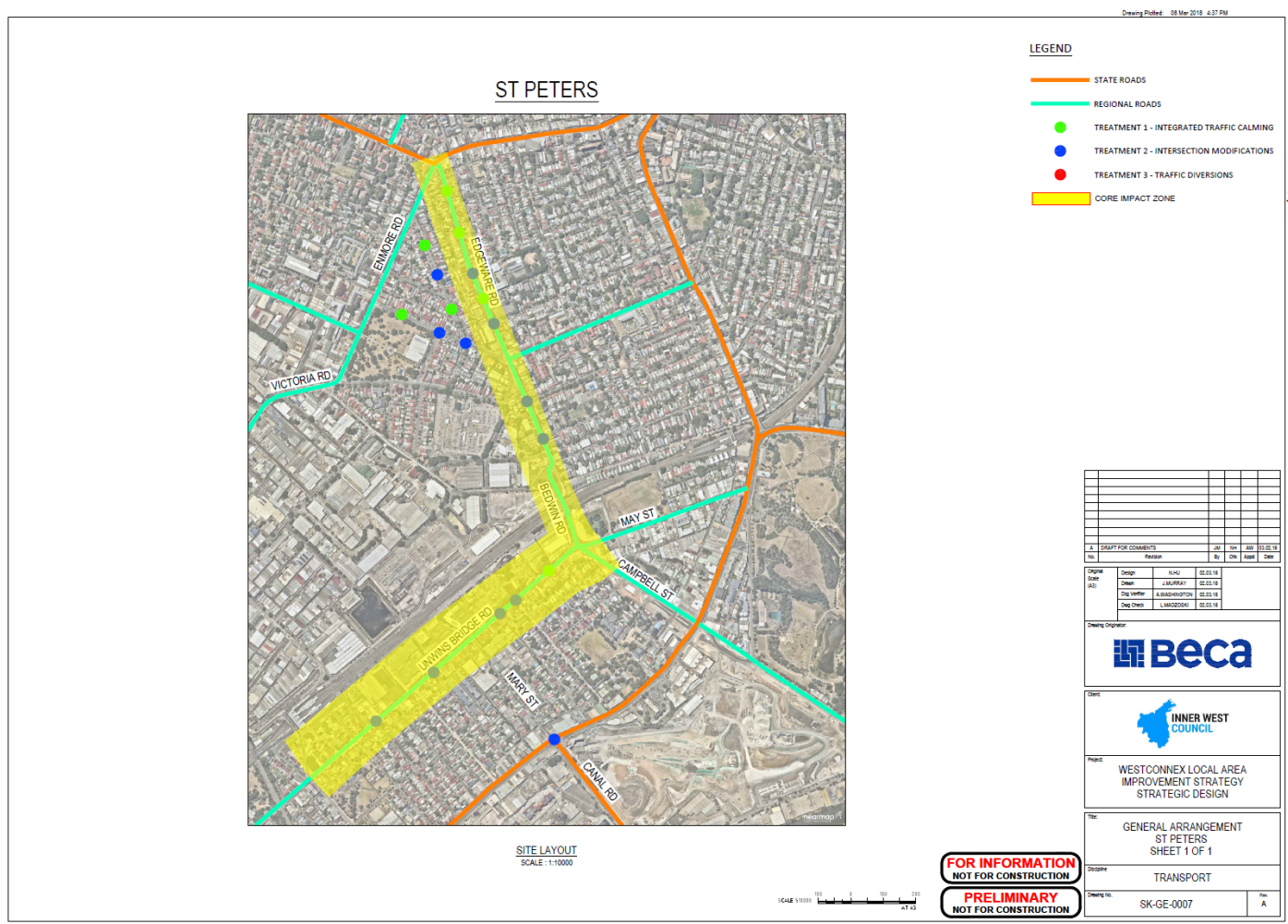
Table 15: Edgeware Road and Bedwin Road Stage 3 expected traffic volume changes (AWT)

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 30: 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.

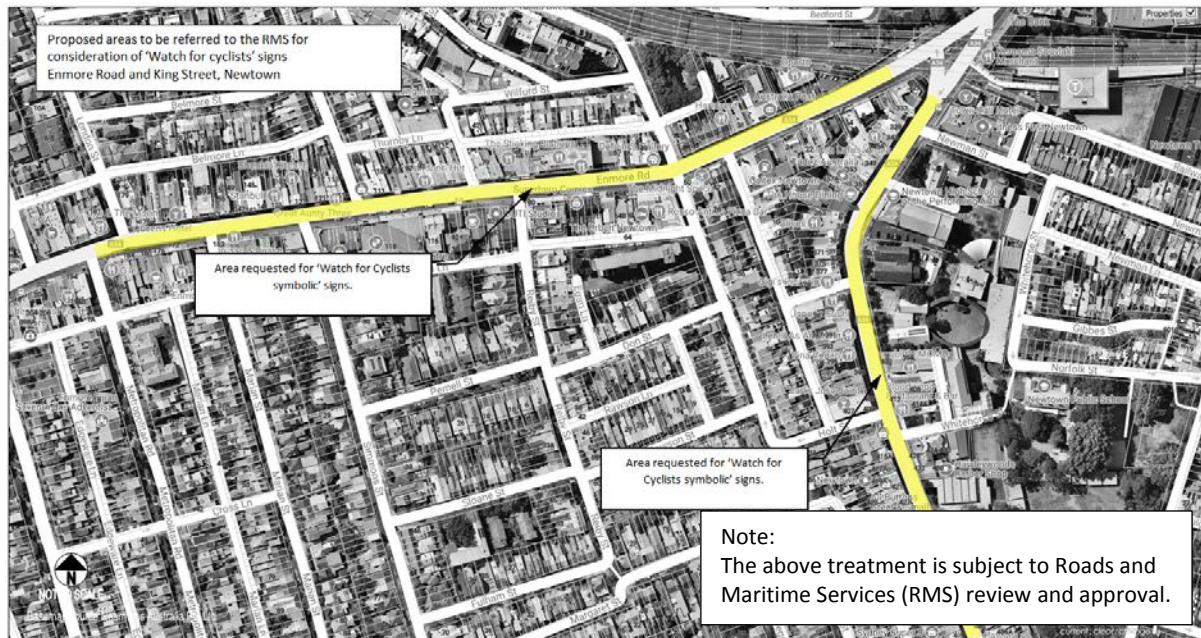


## Appendix J

*Matters to be referred to the RMS for consideration*









## Appendix K

### Marrickville Development Control Plan 2011 Amendment No.4



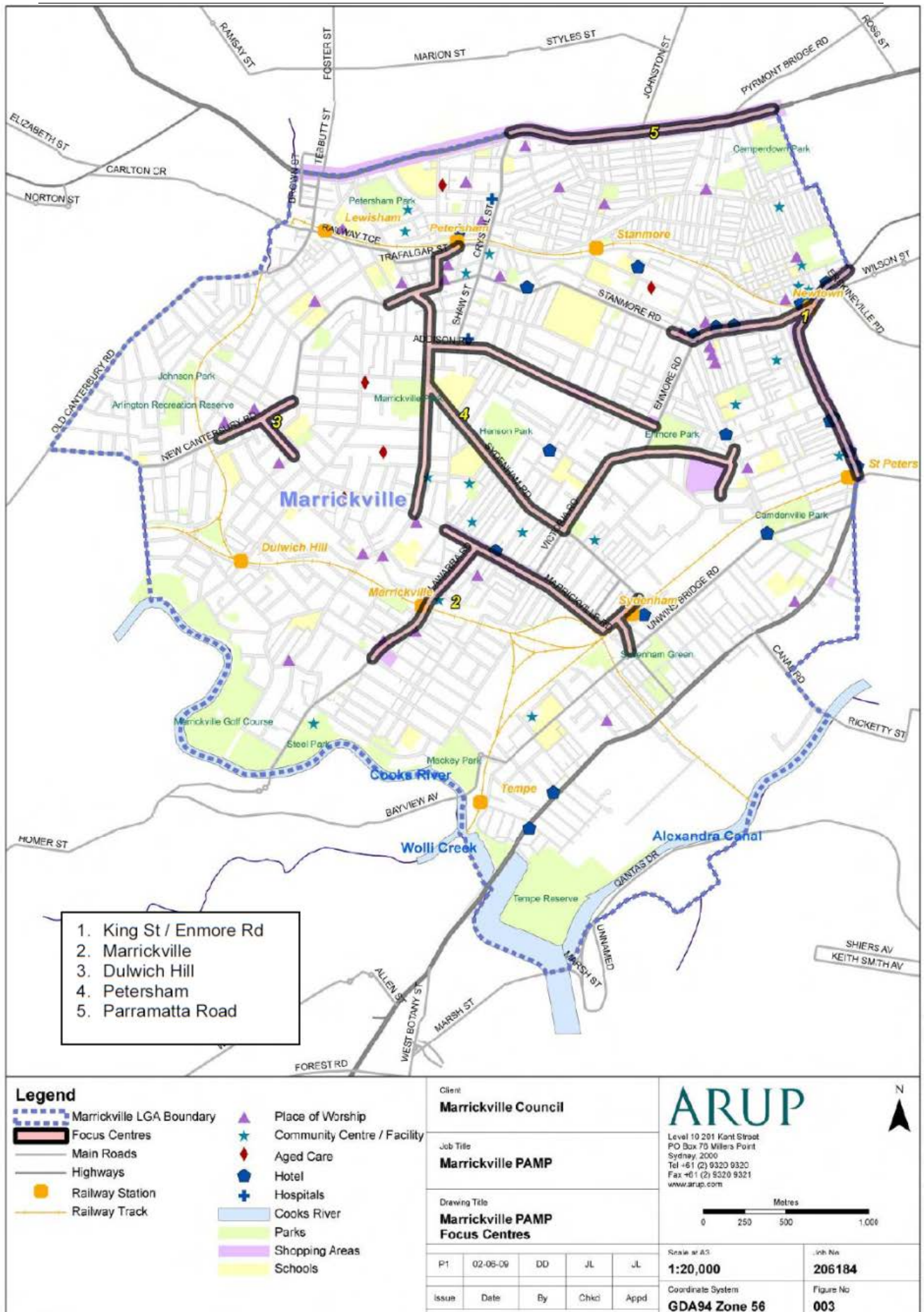
## Appendix L

*Locations of Missing Kerb Ramps & Marrickville PAMP focus areas*

(Source ARUP PAMP Report for Marrickville Council 2009)









## 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: <ul style="list-style-type: none"> <li>• Kerb and gutter</li> <li>• Linemarking</li> <li>• Existing property line</li> <li>• Footpath width</li> <li>• Existing Kerbside Parking</li> </ul> |     |              | 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 |  |

[illegible]

Holt Street, Newtown  
Existing Parking arrangement



## Appendix N

### Proposed Bicycle Facilities



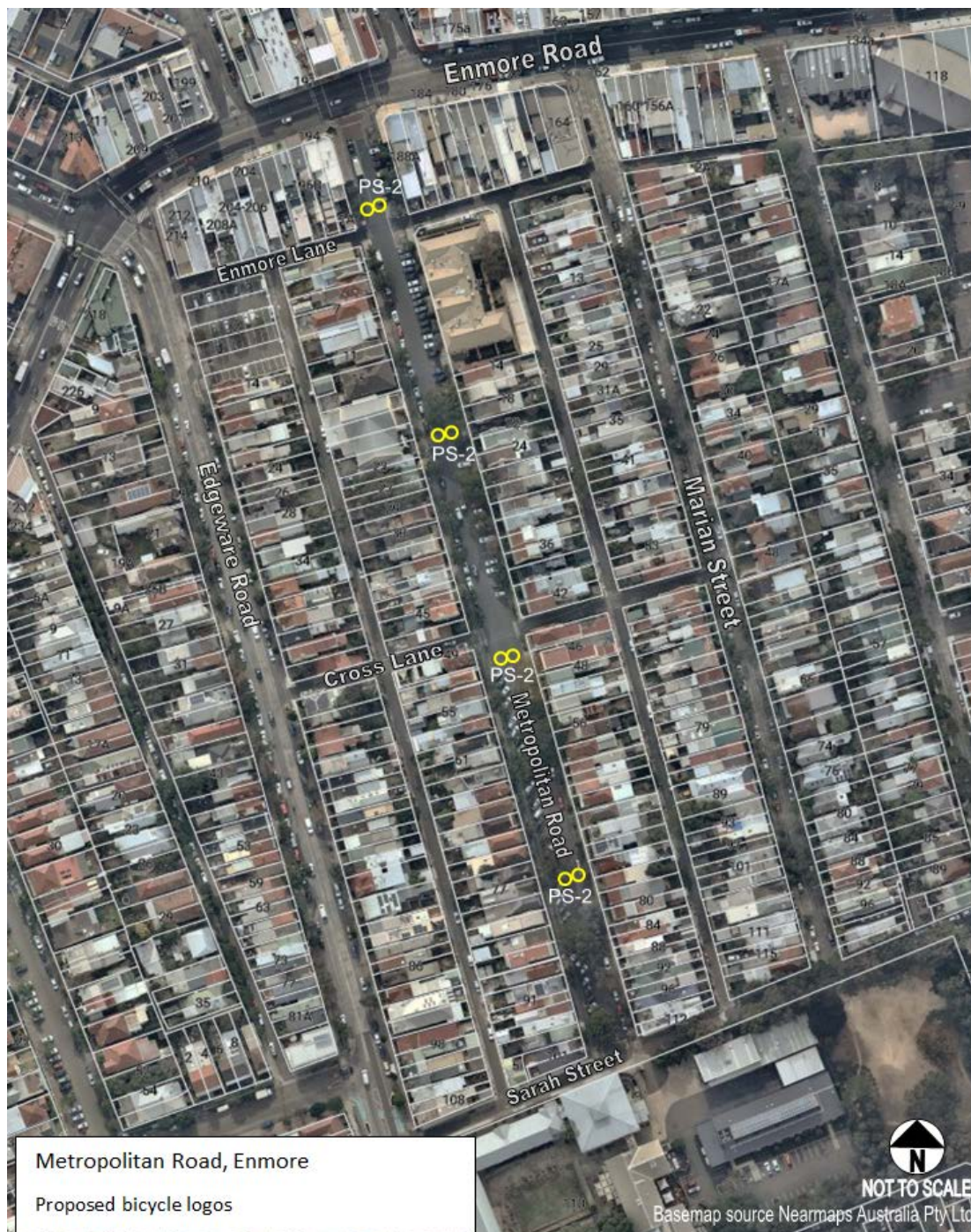














## Appendix O

### *Streets nominated for 40km/h Local Traffic Area*



## Appendix P

### Marrickville Public Domain Masterplan King Street & Enmore Road

# King Street and Enmore Road

#### Principles & Initiatives Diagram

##### Reveal Character and Reinforce Identity



1. Maximise public domain space by focusing 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 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
  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 main street to nearby green spaces
3. Improve pedestrian flows along main road by removing obstructions and by applying continuity of treatments
4. Provide an unobstructed path of travel
5. Group street furniture and infrastructure in a furniture zone away from corners
6. Investigate opportunities to widen verges
7. Investigate opportunities to improve crossings at side streets
8. Investigate opportunities to relocate and re-configure bus stops that create a bottle neck effect on narrow footpaths (Liaise with Sydney Bus)
9. Improve pedestrian and cyclist connectivity at Newtown station and across King St and Enmore Rd intersection
10. Enhance amenity for cyclists on and off road
11. Consider potential secondary cyclist route through laneway connections parallel to the active main street

##### Enhance Amently & Encourage Activation



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

#### Structure Plan



##### Create respite on side streets



##### Revitalise existing public spaces



##### 1. Newtown Square



##### 2. Telstra Plaza



##### 3. Peace Reserve

##### Declutter the active Spine





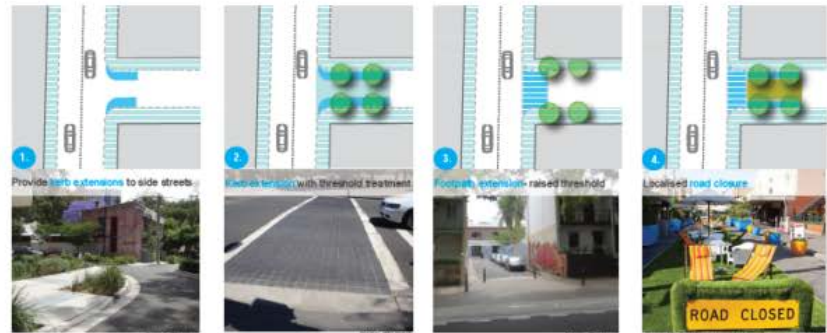
## Ideas / Proposals

### Create respite on side streets

#### Challenges



#### Side street interventions



#### Opportunities

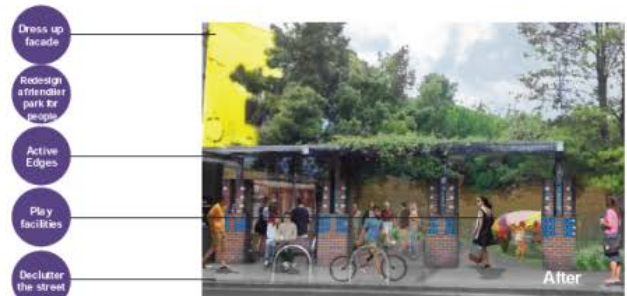


### Revitalise existing public spaces

#### 1. New Town Square



#### 3. Peace Reserve



#### Opportunities



### Declutter and Upgrade paving & Street Furniture

#### Visual clutter



#### Poor quality of paving & confusing paving patterns



#### Outdated & inconsistent range of street furniture



#### Narrow verges



#### Before

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

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