



INNER WEST COUNCIL

Engagement outcomes report

Newtown Local Area Traffic Management (LATM) Public Exhibition

Summary

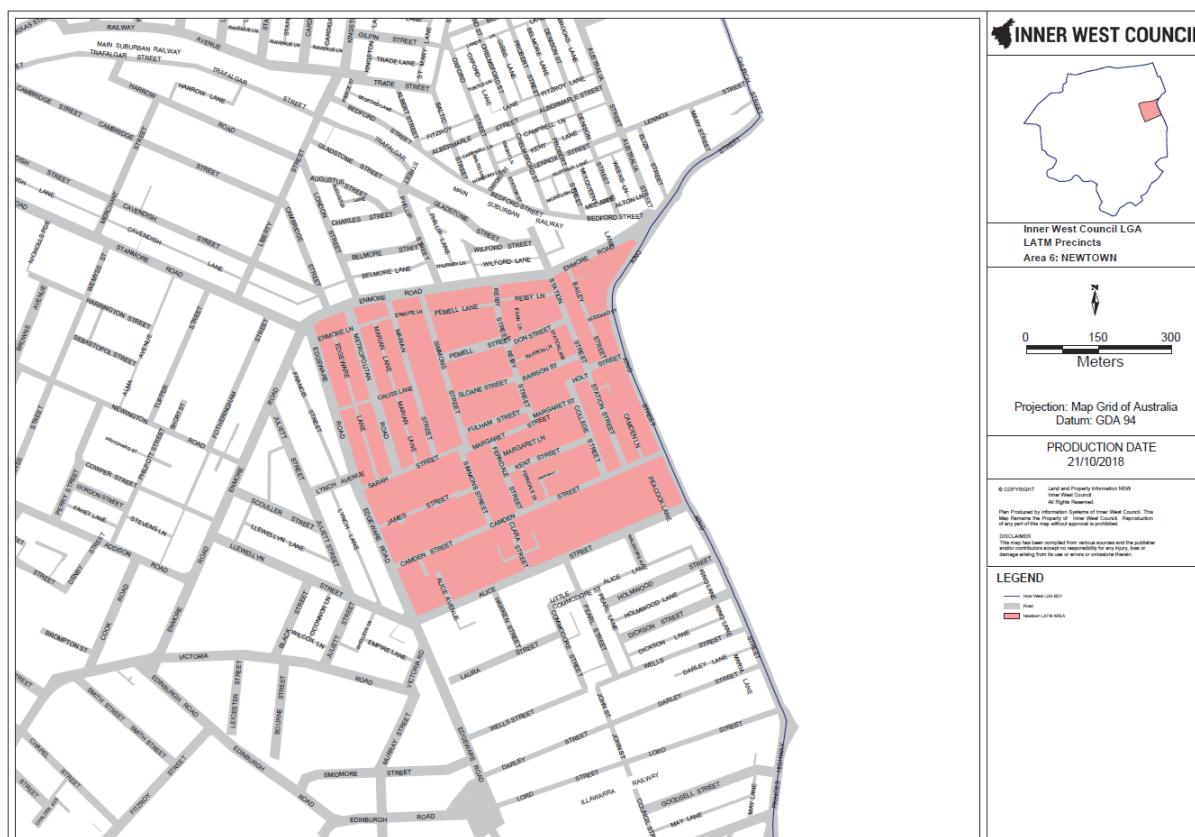
- Council engaged the community between March to May 2019 inviting them to comment of the draft traffic management options proposed for the Newtown LATM precinct. via Council's Your Say Inner West hub with access to the draft report, maps and concept plans of proposed treatments.
 - The public exhibition commenced on 15 March 2019 and closed on 3 May 2019
 - Letters were posted to 1,709 residents and businesses in the study area inviting to view and comment of the draft proposals.
- The engagement period closed with 72 responses received and summarised in the graphs within this report. The results indicate that there is general support for the proposed traffic management, with some changes considered during the review of the responses.
- Some of the responses were adopted in the final version of the LATM report. The final version was endorsed by the Local Traffic Committee in 2 September and will be considered for adoption in the September Council meeting.

Background

The Newtown Local Area Traffic Management (LATM) study was initiated as part of Inner West Council's ongoing review of LATM precincts. The LATM study achieves the CSP strategies and outcomes 2.6 *People are walking, cycling and moving around Inner West with ease*. The study achieves these by reviewing existing traffic measures in place, including road safety, transport and traffic management.

The objective of the study is to investigate and review the performance of the existing scheme and recommended proposed works. The Newtown LATM was originally completed in 1986 and first reviewed in 2005.

As shown below, the study area is bounded by Enmore Road, King Street, Alice Street and Edgeware Road.



Engagement Methods

- The study commenced in June and July 2018 where 3,300 letters were posted to residents and businesses inviting to comment on safety traffic issues in the study area. An online questionnaire was set up on Council's *Your Say Inner West*, with a series of questions about traffic issues, walking, and cycling. Consultation ended with 243 surveys submitted to Council, and 485 visits to the study website.

Promotion

The project was promoted via usual suite of communications channels including on Inner West Council website.

Engagement outcomes

Who did we hear from?

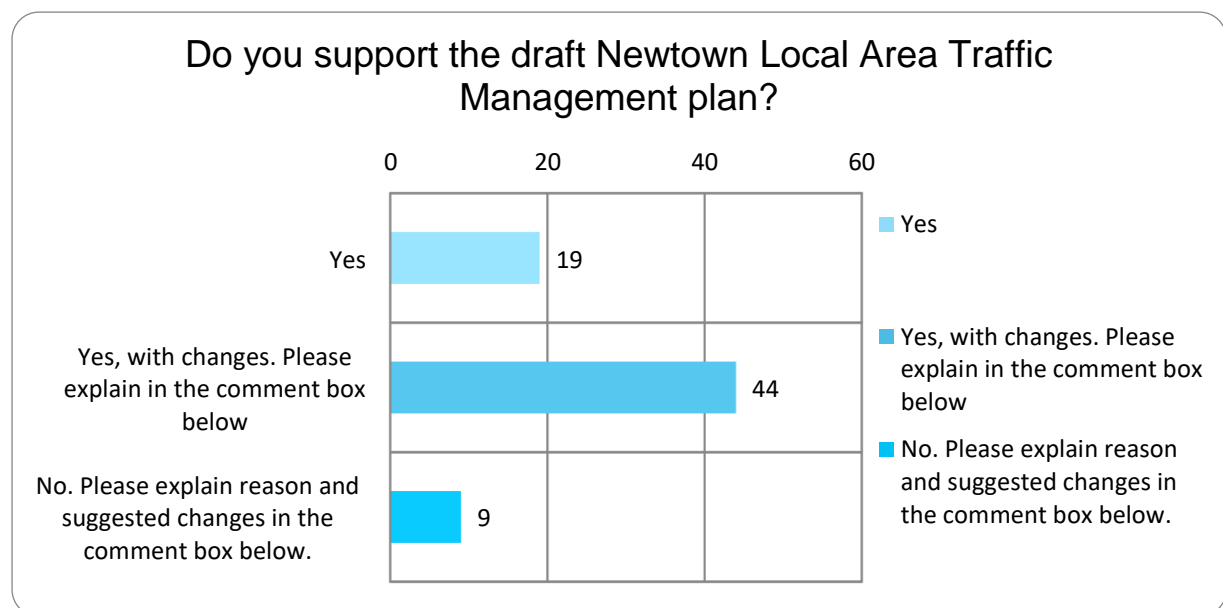
- Online via yoursay.innerwest.nsw.gov.au
The project page received 618 total visits and with 71 contributors resulting in 72 online responses.
- Other responses from individuals
An additional six (6) hard copy responses were received with two (2) responses indicating a non-support for the draft LATM plan. These have been included in the feedback summary

The online survey asked the following questions:

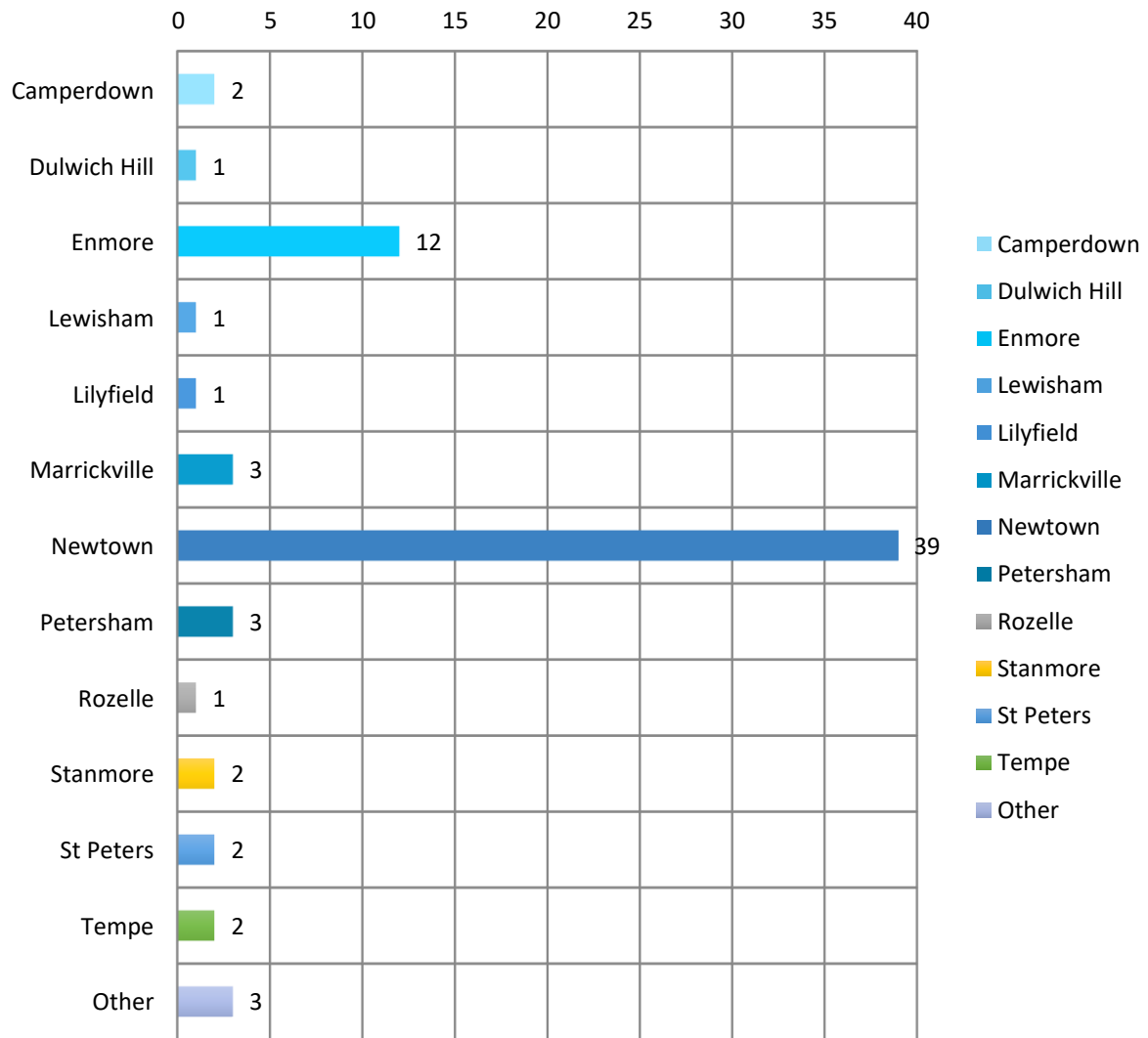
- Do you support the draft Newtown Local Area Traffic Management plan?
option do you support? (Yes, Yes, with changes, or No, please explain reason and suggested changes)
- Are you making a submission on behalf of an organisation?
- Name
- Address
- Email

What did they say?

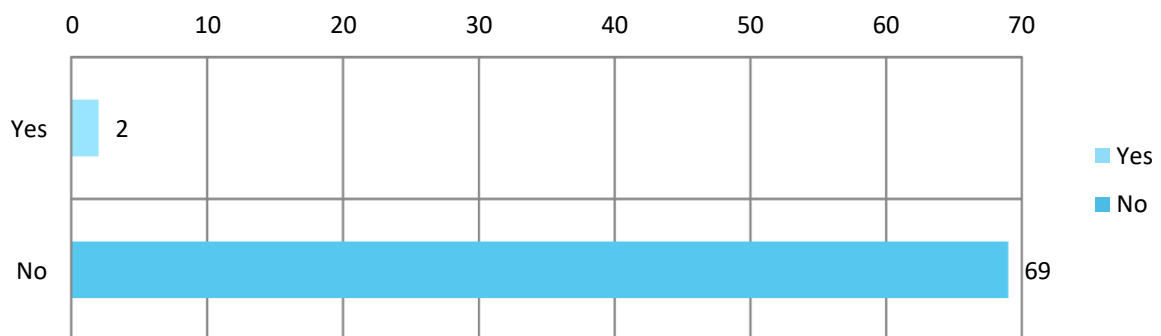
The public exhibition online summary results are summarised in the graphs below. The issues raised in the responses were considered and discussed with different staff within Council. Some of the suggestions and comments resulted in a number of amendments as tabled below.



Suburb



Are you making a submission on behalf of an organisation?



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: Stage 1: Continuous footpath treatment at Enmore Road and King Street. 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.
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 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. 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	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.