



INNER WEST COUNCIL

Warren Road Traffic Study Engagement Outcomes Report

Summary

- Council engaged the community in June 2019 inviting the community to comment on three traffic options for Warren Road, Marrickville.
 - Option A: One way westbound traffic in Warren Road
 - Option B: Part time parking restrictions on south side of Warren Road, angle parking in Grove Street
 - Option C: Provide passing bays in Warren Road between Illawarra Road and Excelsior Parade
- The engagement commenced on 5 June 2019 and closed on 1 July 2019 with a total of 391 responses. The combined results showed 284 responses (72.8%) for Option A, 49 responses (12.6%) for Option B, and 52 responses for Option C (13.3%). 5 responses did not indicate any preference.
- An online petition was received against the one way proposal and a number of other items concerning Renwick Street.

Background

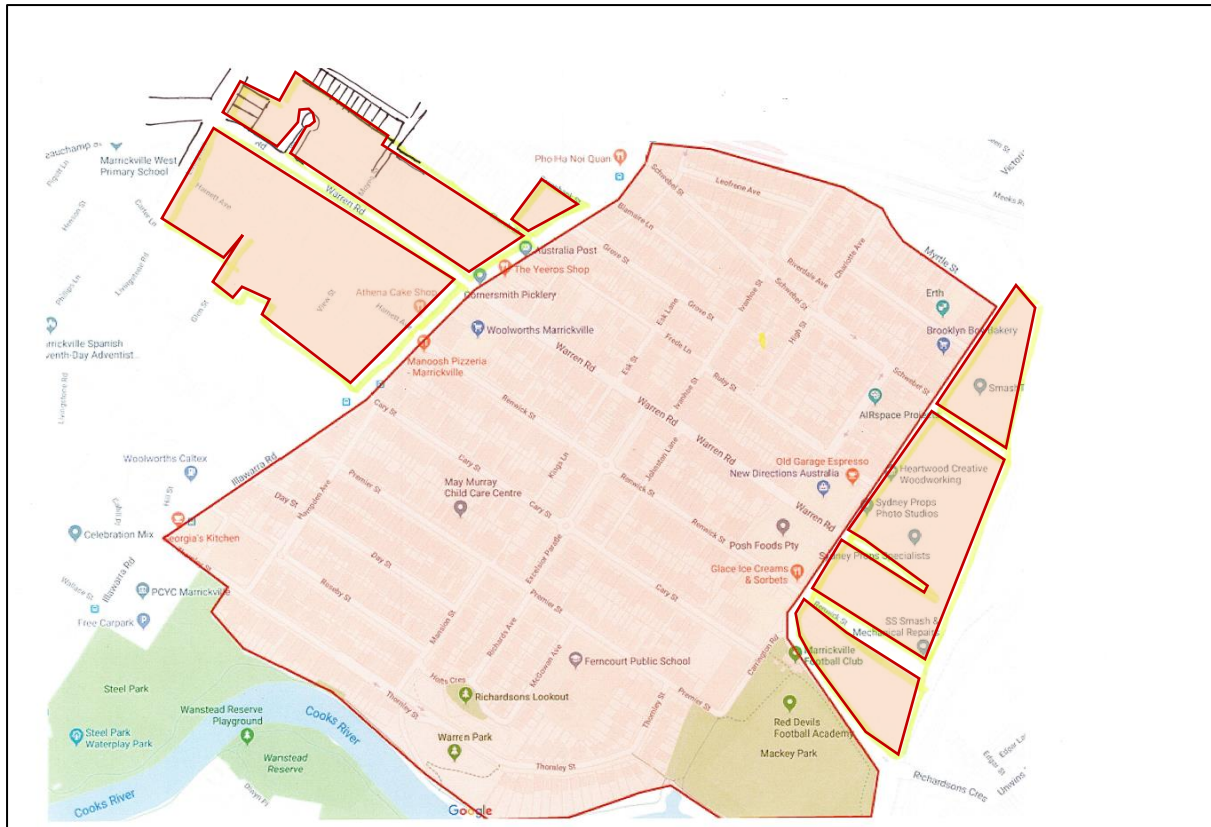
- The Warren Road study was initiated from Warren Road resident concerns in early 2019, including a petition from residents requesting a one way westbound traffic. Further representations were made and Council at its meeting on 12 February 2019 resolved to undertake a study that investigates the conversion of a one way westbound traffic flow from Carrington Road to Illawarra Road.
- Council undertook a similar survey in 2011 which considered a one way traffic westbound flow in Warren Road and a one way eastbound in Schwebel Street. At the time due to concerns from surrounding residents and unfeasible Woolworths truck delivery routes, the one way proposal was not supported.
- The study area for the Warren Road traffic study was bounded by Illawarra Road, Cooks River, T3 Bankstown and T8 South Suburban Rail Lines as illustrated below:



- During the study three options were created and Council undertook community engagement with the community's thoughts and preference on the three options.
 - Option A: One way westbound traffic in Warren Road
 - Option B: Part time parking restrictions on south side of Warren Road, angle parking in Grove Street
 - Option C: Provide passing bays in Warren Road between Illawarra Road and Excelsior Parade

Engagement Methods

In June, Council distributed 2,375 letters to residents and businesses informing them about the engagement project and inviting them to have their say on Council's engagement platform Your Say Inner West. The distribution map included properties outside the study area as shown below:



A total of 391 responses were received comprising of 346 online responses and 44 responses received through other means (post, emails and phone calls) and a petition.

The overall response rate was 16% compared to the number of letters distributed. The response rate from residents of Warren Road between Illawarra Road and Carrington Road was very high at approximately 40%.

The response rate has been high compared to other traffic consultations that were undertaken in the past.

On 26 July 2019 an email was sent to all survey participants informing them that the matter will be considered by the Local Traffic Committee at its meeting on 5 August 2019 and that any persons wishing to address the Local Traffic Committee regarding the matter can register to speak at the meeting.

Promotion

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

Engagement outcomes

Who did we hear from?

The project page received 767 visits and 391 responses, and 44 other responses from individuals.

What did they say?

Online via yoursay.innerwest.nsw.gov.au

The online survey asked the following questions:

- Which option do you support? (A, B, C, or neither/don't know)
- Please tell us why you answered that way
- Are you making a submission on behalf of an organisation?
- Name
- Address
- Email

Responses separated into areas are provided below:

Total responses received	391
Warren Road* responses	134
Renwick Street responses	45 including petition with 106 names
Excelsior Parade responses	15
Grove Street responses	6
Schwebel Street responses	3

*between Carrington Road and Illawarra Road, Marrickville

Results are summarised in the table below:

Warren Road Traffic Study Community engagement results – June 2019						
	Total surveys received	%	Total Warren Road*	%	Total outside Warren Road*	%
Option A: Westbound one-way in Warren Road*	284	72.8%	124	92.5%	160	62.5%
Option B: Parking restriction on south side of Warren Road, angle parking in Grove Street	49	12.6%	2	1.5%	47	18.4%
Option C: Provide passing bays	52	13.3%	7	5.2%	45	17.6%
Undecided/no comment	5	1.3%	1	0.7%	4	1.6%
Total	390		134		256	

*between Carrington Road and Illawarra Road, Marrickville

Comments received from organisations/groups/stakeholders

General comments received from Woolworths Marrickville did not raise any objections to the one way proposal and needed to review their truck delivery routes once this restriction is implemented. Woolworths in recent years have introduced shorter length 14.9m articulated truck with two rear axles to service their stores at locations where truck access was previously an issue. A site trial revealed that the shorter articulated trucks are able to turn left and right from Warren Road loading dock into Illawarra Road.

Other responses from individuals

Most online submissions received from the community included some comment regarding their preferences.

Examples of comments from Warren Road residents include the following:

- Warren Rd is far too narrow to take two way traffic and Woolworths trucks, cars don't stop, nor do they give way to oncoming traffic. Fights often break out between drivers as no one wants to move over. My car has been damaged on several occasions with no details of the offending driver for insurance, so my policy goes up. Please make this street a one way street.
- I am a resident of this street. I am a retiree and have lived in this street for 45 years. The past few years have seen so many accidents, many cars scratched, many Woolworths trucks stuck and lots of fights and swearing when the cars can not go past each other. My own daughter had her car written off when she was coming to park in my driveway and had her 3 little children with her. It has become very dangerous. The other 2 options are not suitable because if I can't park my car in front of my house, then I would have to walk with my grandkids from Grove street when I pick them up from school with their heavy school bags. Safest way is to make it a one way street.
- Too tight for two way. Hard to park. Dangerous for my children. Please make one way
- Minimal disruption. It's definitely manageable at the moment and passing bays will absolutely solve the frustration. Option A and B will only create even more problems and frustration. I think option C is a no brainer.

Examples of comments made from residents in adjacent streets include:

- Option A would simply shift the issue to surrounding streets, especially Renwick Street. Renwick Street has previously petitioned to calm the traffic on the street, this option would make their unresolved issue worse. Plus the impact on Renwick Street is understated, especially financial cost to modify their houses to reduce traffic noises.
- OPTION A would see a lot of extra traffic down Renwick St, and as a resident of Renwick St, increased traffic would impact on the amenity & safety of the residents of this street. Without eastbound transit down Warren Rd from Illawarra Rd (without sharing the eastbound traffic through to Carrington Rd) it is obvious that the impact would be of an unacceptable level in Renwick St.

- I travel down Warren Rd often to my sons sports & feel this (option A) would be the best option as the traffic both ways is unbearable. If it were eastbound it would be abused by Woolworths trucks.
- Option B appears to be the option which addresses the issues identified in relation to Warren Road with the least impact on residents in surrounding streets. Option A should be rejected, essentially for the same reasons the Council rejected Option A when it looked at this matter in 2011.
- Option B provides relief over the worst part of the day, but avoids traffic worsening on other streets. Grove St is very wide and will cope with extra parking. One way would create a lot of extra problems. That said, Warren Rd residents won't necessarily park in Grove St but may instead park in my street, Excelsior Pde.

Petitions

The Warren Road petition which instigated the study was received in February 2019. The petition requested for a one way westbound traffic flow for Warren Road between Carrington Road and Illawarra Road.

An online petition was received against Option A with 106 names at the close of the engagement period. The petition contained a request for the following:

1. Conduct a traffic study and propose appropriate traffic calming measures for Renwick Street
2. Approve the Inner West Council recommendation (Warren Road Traffic Study 2019) to have the Renwick Street marked with edge lines on both sides between Illawarra Road and Carrington Road, reducing the carriageway to a 6.0m width for two-way traffic
3. Extend the community feedback timeframe for Warren Road Traffic Study (Ref15/3320) as the proposal was distributed prior to a long weekend. Also a considerable number of residents do not speak English.
4. Not to shift traffic issues from one street to surrounding streets

As this petition request was outside of the 3 options presented, it could not be included in the final tally of the traffic options. The petition however was described within the report and the issues raised were considered and discussed in the final version of the Warren Road Traffic Study report. It was noted that the petition was received with names that could not be verified as residents within the study area.