**Item No: LTC0623(1) Item 2**

**Subject: Petersham North Latm Study (Damun-Stanmore Ward/Newtown Electorate/Inner West PAC)**

**Prepared By:** Jason Scoufis - Coordinator Traffic Studies and Road Safety

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**SUMMARY**

Council has prepared a draft Local Area Traffic Management (LATM) study to address key community concerns about traffic, pedestrian and cycling facilities in the Petersham North LATM precinct area.

The recommendations aim to align with Council policies and strategies, with an emphasis on

improving pedestrian and cyclist movements, whilst retaining safe and acceptable traffic

volume and speeds in local streets.

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| **RECOMMENDATION**  **That:**   1. **The final draft Petersham North Local Area Traffic Management (LATM) Study be endorsed for community consultation; and** 2. **The report be placed on Public Exhibition, providing a minimum 28 days for community feedback and the results be reported back to the Traffic Committee.** |

**BACKGROUND**

As part of Council’s Local Area Traffic Management (LATM) Strategy Review Program Council has prepared the Petersham North LATM study.

The Petersham North LATM (area M3) precinct is bounded by West Street, Parramatta Road, Crystal Street and Terminus Street. The final draft report is provided in **Attachment 1** and traffic count data provided in **Attachment 2**.

The objective of the study is to reduce traffic volumes and speeds in local roads to increase liveability and improve safety and access for pedestrians. The Petersham North LATM was originally completed in 1988 and reviewed in 2005/2006.

In developing recommendations for the LATM Study, consideration was given to incorporate the following principals of Local Area Traffic Management:

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

Traffic tube counts, intersection counts, and origin destination data were collected, and crash history reviewed to assist the study. Further site observations were used to determine what type of facility was warranted in specific locations.

A summary of the recommendations is detailed below.

* Install 3 x speed humps in Andreas Street between Palace Street and Parramatta Road.
* Install a raised pedestrian (zebra) crossing in Palace Street north of Andreas Street.
* Install a raised pedestrian (zebra) crossing in Andreas Street west of Palace Street.
* Install a single lane roundabout at Croydon Street/Railway Street.
* Install a mobility parking space on the eastern side of West Street north of the existing at grade zebra crossing along the frontage of Petersham Park.
* Install a mobility parking space on the eastern side of Wentworth Street at the northern end along frontage of Petersham Park.
* Replace raised threshold in Brighton Street between Wentworth Street and The Avenue with a raised pedestrian (zebra) crossing.
* Install a speed hump in Brighton Street between Crystal Lane West and Crystal Street.
* Install raised pedestrian (zebra) crossing on eastern leg of intersection (Brighton Street) at Brighton Street/Railway Street intersection.
* Install raised pedestrian (zebra) crossings on southern leg of intersection (Railway Street) at Brighton Street/Railway Street intersection.
* Install raised pedestrian (zebra) crossings on eastern leg (Brighton Street) of Brighton Street/Palace Street intersection.
* Install raised pedestrian (zebra) crossings on western leg (Brighton Street) of Brighton Street/Palace Street intersection.
* Install raised pedestrian (zebra) crossings on southern leg (Palace Street) of Brighton Street/Palace Street intersection.
* Install a raised pedestrian (zebra) crossing in Terminus Street at Palace Street.
* Request TfNSW review safety and performance of the West Street/Terrace Street traffic signals.
* Request TfNSW implement 40 km/h speed limit on Local Roads and 50 km/h speed limit on Regional Roads within study area.
* Replace existing four space ‘No Parking 4pm-6pm Mon-Fri' with ‘No Parking 7:00am-9:30am, 4:00pm-6:00pm Mon-Fri' on eastern side of West Street between Parramatta Road and Station Street.
* Provide 1.5 metre gap in existing midblock road closure island in Station Street to allow access for cyclists.
* Install a 10 km/h Shared Zone in Fishers Reserve and Carrington Lane with footway parking on northern side of Fishers Reserve.
* Install kerb blisters in Station Street at Lotos Street.
* Install continuous footpath treatment to cross The Avenue at Brighton Street.

**FINANCIAL IMPLICATIONS**

The cost of proposed treatments as listed in the draft proposed treatments arising from the Petersham North LATM Study is estimated to cost approximately $1,154,450 (including GST). This cost takes into consideration 10% contingency. Once the LATM Study is adopted, detailed design and construction will be scheduled.

**PUBLIC CONSULTATION**

Council undertook a survey through Council’s Yoursay website with invitation letters mailed out to stakeholders and residents within the study area in May/June 2022. A total of 220 submissions were received through the online survey and a further 25 contributed through the online mapping tool.  An additional 3 responses were received via email.

The main outcomes of the first stage of consultation are that the problems identified by the greatest number of respondents are high traffic volumes, followed by pedestrian safety issues and the third most raised issue was rat running on local roads.

Regarding particular streets, Brighton Street, West Street and Palace Street have the highest level of concern for too much traffic, heavy vehicle use, rat running and exceeding the speed limit. Andreas Street also has a level of concern for rat running and exceeding speed limit.

The Engagement Outcomes Report of the first stage of consultation is attached in **Attachment 3**.

**ATTACHMENTS**

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| **1.** | Final Draft Petersham North LATM Study |
| **2.** | Traffic Counts |
| **3.** | Petersham North LATM Engagement Outcomes Report |