

INNER WEST

Engagement outcomes report Petersham North LATM



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Summary

This Engagement Outcomes Report outlines the feedback received during the first stage of community engagement comprising the initial insights regarding the Petersham North LATM . A later stage of consultation will include feedback on public exhibition of the final draft report.

Council undertook an initial survey through Council's Yoursay website in May/June 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. A total of 220 responses were received through the online survey and a further 25 through the mapping tool.

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.

Background

The Petersham North LATM was initiated as part of Council's LATM Strategy Program. The study aims to;

- Reduce vehicle speeds
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk
- Improve local amenity by:
 - o Reducing car use, increasing use of public transport, increasing walking, and cycling and improving the streetscape.

Promotion

The opportunity to participate was promoted via:

- Council's social media
- Your Say Inner West E-news and homepage
- Letters to residents and businesses
- Council website
- email

Engagement methods

The community could provide feedback online via Your Say Inner West or request a paper copy of the questionnaire. Paper responses could be submitted via email or post. Yoursay provided the community with the opportunity to provide responses via the survey form or social map.

Engagement outcomes

Council undertook an initial survey through Council's Yoursay website in May/June 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. 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.

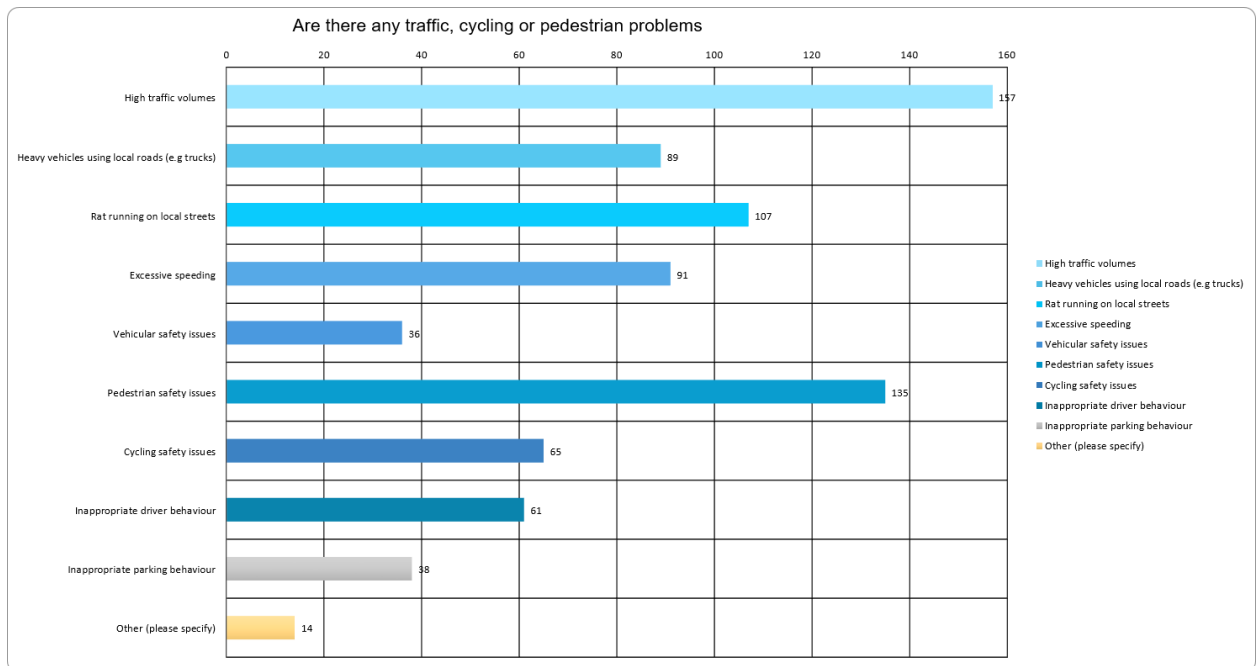


Figure 1 Overall Rating of Traffic, Cycling or Pedestrian Problems

The main outcomes of the first stage of consultation as detailed in **Figure 1** are that the problem identified by the greatest number of respondents as an issue is **high traffic volumes** during the AM and PM weekday peak periods. This issue is raised in **Brighton Street, Palace Street** and **West Street** with concern raised that Brighton Street is being used a short cut to avoid Parramatta Road and similarly some vehicles use Brighton Street-Palace Street- Andreas as a short cut. Several submissions raised the issue with excessive queueing at Railway Street/Terrace Street signals associated with a lack of green time for West Street southbound traffic.

The second most identified concern relates to **pedestrian safety issues** in particular, Brighton Street along the frontage of Petersham Park and at the roundabout controlled Brighton Street/Palace Street and Brighton Street/Railway Street intersections and in and around Palace Street at Andreas Street for Fort Street High School students and café patrons.

The issue was considered a concern at all times of the week and associated with excessive through traffic. The issue of difficulty crossing Crystal Street for pedestrian was also raised.

The third most raised issue was **rat running on local roads** identified as an issue in Brighton Street, Palace Street and Andreas Street at all times of the week. A number of submissions suggested additional traffic calming measures in the form of speed humps whilst others suggested some forms of road closures/banned

traffic movements in Brighton Street. Fort Street –Railway Street was also raised as a rat run to avoid Crystal Street/Parramatta Road.

Regarding **excessive speeding**, Brighton Street, Palace Street and Andreas Street were raised as issues. Crystal Street was also raised for consideration to reduce the existing speed limit which is 60 km/h and similarly the existing 50 km/h speed limit on local roads within the study area was considered too high.

In relation to **heavy vehicles** using West Street and Crystal Street were raised as issues in many submissions. Suggestions were made to ban large trucks on West Street. The West Street/Railway Terrace intersection was raised as an issue in relation to large trucks making left turns needing to mount the footpath. There is an existing 'No Left Turn Sign Vehicles Under 9 metres Excepted' facing southbound traffic in West Street on approach to Railway Terrace and a 'No Right Turn for Trucks Over 12 metres' sign in Parramatta Road facing eastbound traffic at West Street. These signs prevent Heavy Rigid Vehicles and larger vehicles from making these turning manoeuvres. Several submissions raised heavy vehicles using Brighton Street as opposed to Parramatta Road as an issue.

Vehicular safety issues have been raised about vehicles making left turns from Palace Street into Andreas Street at excessive speed hitting parked cars in Andreas Street. Vehicles illegally parking in No Stopping zones in Palace Street at Andreas Street was raised impacting on sight lines and parked cars in the first legal parking spaces in Andreas Street at Palace Street being damaged due to narrow width adjacent to existing pedestrian refuge island.

It was suggested to install a roundabout at Croydon Street/Railway Street as vehicles do not stop at the intersection and sight lines are limited.

It was raised that vehicles park in Station Street too close to the Lotos Street intersection impacting on sight lines due to a lack of No Stopping signs.

Concern was also raised that even though there are roundabouts in Brighton Street which reduce speeds there is still concerns about speeding in Brighton Street and Palace Street creating safety issues for Fort Street High Students and café patrons.

The intersection of West Street/Railway Terrace was raised in relation to a lack of green time given to West Street resulting in vehicles running the red light.

Cycling safety issues raised at Brighton Street as considered an appropriate route for cyclists but the high traffic volume and speed impact its attractiveness and safety including at roundabouts. Speeds considered excessive and request for a

30 km/h or 40 km/h speed limit. Request for cycle lanes in Crystal Street by reducing traffic lanes. Request for cycle path on West Street. Railway Terrace/West Street raised as cyclist/pedestrian/vehicular conflict point.

Inappropriate Parking behaviour raised for Palace Street between Brighton Street and Parramatta Road with school parking impacting on residents' ability to find a space. Suggested that trailers/bots/caravans parking in Railway Street and Palace Street. Vehicles parking in front of No. 46 Palace Street impacting on sight lines out of Andreas Street.

Other information about traffic, pedestrian and cycling issues raised regarding suggestion to provide additional fencing at Brighton Street/Palace Street due to high pedestrian activity. A general comment about reducing speeds in the study area. It was also pointed out that there is no pedestrian crossing for the 900 students at Fort Street High to cross at Brighton Street/Palace Street roundabout. Lack of lane capacity raised at the West Street/Brighton Street intersection resulting in excessive delays. Fishers Reserve was raised as dangerous due to its two-way narrow road nature. Large trucks using Brighton Street as a rat run to avoid Crystal Street/Parramatta Road intersection was also mentioned.

Issue	Response
Brighton Street is being used a short cut to avoid Parramatta Road and similarly some vehicles use Brighton Street-Palace Street- Andreas as a short cut.	Several traffic calming measures are proposed in Brighton Street, Palace Street and Andreas Street which will reduce speeds making it less desirable as a rat run.
Excessive queueing at Railway Street/Terrace Street signals associated with a lack of green time for West Street southbound traffic.	Traffic signal operations under care and control of TfNSW. Concerns forwarded to TfNSW for their review and investigation.
Pedestrian safety issue in Brighton Street along the frontage of Petersham Park and at the roundabout controlled Brighton Street/Palace Street and Brighton Street/Railway Street intersections and Station Street and in and around Palace Street at Andreas Street for Fort Street High School students and café patrons.	Proposed raised pedestrian (zebra) crossings at the Brighton Street and Railway Street roundabouts and near Fort Street High frontages will provide safer conditions for pedestrians.

Difficulty crossing Crystal Street.	Proposed to reduce speed limit from 60 km/h to 50 km/h in Crystal Street will provide safer pedestrian conditions.
A number of submissions suggested additional traffic calming measures in the form of speed humps whilst others suggested some forms of road closures/banned traffic movements in Brighton Street.	The recommendations include several speed control devices in the form of raised pedestrian crossings to further reduce speeds and reduce the attractiveness of Brighton Street as a through route. No movements are proposed to be banned as it will create further traffic issues elsewhere and there is limited access points to the study area in particular to/from West Street.
Fort Street –Railway Street raised as a rat run to avoid Crystal Street/Parramatta Road.	No additional treatments proposed at this location. No crashes recorded in Fort Street.
Excessive speeding in Brighton Street, Palace Street, Andreas Street and Crystal Street were raised as issues.	Several traffic calming treatments proposed in these streets.
Heavy vehicles using West Street and Crystal Street were raised as issues in many submissions.	These roads are regional roads hence are expected to carry heavy vehicles.
Suggestions were made to ban large trucks on West Street.	West Street is Regional Road hence is designed to move freight. There is an existing 'No Right Turn Sign for Trucks over 12 metres' facing eastbound motorists making a right turn into West Street and a 'No Left Turn vehicles under 9 metres excepted' in West Street facing southbound motorists making a left turn into Railway Terrace. These signs restrict movements that have geometric constraints. They can be enforced by NSW Police.

Several submissions raised heavy vehicles using Brighton Street as opposed to Parramatta Road as an issue.	Brighton Street has a 3-tonne load limit and signs designated this restriction at both West Street and Crystal Street are provided. The traffic data indicates that there are minimal through truck movements using Brighton Street. A truck is allowed to use the road if the destination lies beyond the sign, and it is the only route.
The West Street/Railway Terrace intersection was raised as an issue in relation to large trucks making left turns needing to mount the footpath.	Forwarded to TfNSW for their investigation.
Vehicles making left turns from Palace Street into Andreas Street at excessive speed hitting parked cars in Andreas Street.	Traffic calming/pedestrian improvements proposed at this location.
Request for roundabout at Croydon Street/Railway Street as vehicles do not stop at intersection and sight lines are impacted.	Roundabout proposed at Croydon Street/Railway Street intersection.
Vehicles park in Station Street too close to the Lotos Street intersection impacting on sight lines due to a lack of No Stopping signs.	Kerb blister proposed in Station Street at Lotos Street.
Speeding in Brighton Street and Palace Street creating safety issues for Fort Street High Students and café patrons.	Traffic calming and pedestrian improvements proposed in Brighton Street and Palace Street.
The intersection of West Street/Railway terrace was raised in relation to a lack of green time given to West Street resulting in vehicles running the red light.	Forwarded to TfNSW for their investigation.
Cycling safety issues raised at Brighton Street as considered an appropriate route for cyclists but the high traffic volume and speed impact its attractiveness and safety including at roundabouts.	Brighton Street between Station Street and Railway Street forms part of Council's Prioritised Cycling Access Routes. Several recommendations are proposed to reduce vehicular speeds

	in Brighton Street that will improve cycling safety.
Speeds considered excessive for cyclists' safety and request for a 30 km/h or 40 km/h speed limit. Request for cycle path on West Street.	Recommendation to reduce speed to 40 km/h on local road network in the study area. Shared path proposed on western side of West Street as part of Parramatta Road to Marrickville Park Cycle Route subject to State Government grant funding.
Request for cycle lanes in Crystal Street by reducing traffic lanes.	Insufficient road width to provide cycle lanes and adequate road capacity
Inappropriate parking behaviour raised for Palace Street between Brighton Street and Parramatta Road with school parking impacting on residents' ability to find a space.	Noted. Outside of the brief for this study.
Suggested that trailers/boats/caravans parking in Railway Street and Palace Street.	Observations do not support this being an issue.
Vehicles parking in front of 46 Palace Street impacting on sight lines out of Andreas Street.	Recommendations include modifications to Palace Street/Andreas Street intersection which will reduce speeds in this area.
Provide additional fencing at Brighton Street/Palace Street due to high pedestrian activity.	Pedestrian improvements proposed at this intersection. Requirements for fencing to be considered at detail design stage.
It was pointed out that there is no pedestrian crossing for the 900 students at Fort Street High to cross at Brighton Street/Palace Street roundabout.	Pedestrian (zebra) crossings proposed on eastern, western, and southern legs of Brighton Street/Palace Street roundabout.
Existing 50 km/h speed limit considered excessive	Recommendations includes reducing speed limit to 40km/h on local roads.
Lack of lane capacity raised at the West Street/Brighton Street intersection resulting in excessive delays.	No further road capacity proposed as it will induce more traffic to use Brighton Street. Geometric constraints do not allow for further lane capacity.

Fishers Reserve is dangerous due to its two-way narrow road nature.	Recommendation to convert to 10km/h Shared Zone
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