

INNER WEST

Engagement outcomes report Morton Park 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 Morton Park 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 November/December 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. There were a total of 65 Contributors through the LATM Survey and an additional 20 through the Social Map. An additional 4 responses were received via email.

The main outcomes of the first stage of consultation are that the problem identified by the greatest number of respondents as an issue is high traffic volumes, followed by pedestrian safety issues and the third most raised issue was heavy vehicles using local roads.

Regarding particular streets, New Canterbury Road, Frazer Street, Wardell Road and Livingstone Road had the highest level of concern for too much traffic, Frazer Street and New Canterbury Road for pedestrian safety issues and Frazer Street for heavy vehicles.

Another issue raised related to a lack of cyclists' facilities in the area to connect to the Greenway including access across Frazer Street.

Background

The Morton Park 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 November/December 2022 with invitation letters mailed out to stakeholders and residents within the study area to determine existing issues and ideas in the study area. There was a total of 65 Contributors through the LATM Survey and an additional 20 through the Social Map. An additional 4 responded via email.

The main outcomes of the first stage of consultation is that the problem identified by the greatest number of respondents (81% through the Your Say survey) as an issue is **high traffic volumes** at all times. It was raised as an issue in **New Canterbury Road, Frazer Street, Wardell Road and Livingstone Road** which are all State Roads and Regional Roads which are expected to carry through traffic.

It was suggested to reduce the speed limit to 50km/h in Frazer Street and introduce a safer pedestrian crossing on Frazer Street near Bishop Street as the pedestrian island is currently extremely dangerous for bikes and families when there is heavy traffic and vehicles travelling at the 60km/h limit.

The second most identified concern (66% through the Your Say survey) relates to **pedestrian safety issues** which was considered an issue at all times of the week in particular, Frazer Street between Bishop Street and Frazer Street due to the narrow width of the pedestrian refuge island, in Vernon Street at Wardell Road due to the high entry angle allowing left turns to negotiate intersection at high speed.

The excessive width of the Morton Avenue/Gould Ave intersection and the lack of kerbs or islands to assist pedestrians to cross raised concern as did speeding of vehicles turning left off New Canterbury Road into side streets raised as a pedestrian safety issue. Unsafe U-turn manoeuvres was raised in Frazer Street at Bishop Street.

The third most raised issue (57% through the Your Say survey) was **heavy vehicles using local roads** identified as an issue in Frazer Street even though it has a 3 tonne truck limit Midnight to 6:00am between New Canterbury Road and Livingstone Street.

Inappropriate driver behaviour was raised regarding vehicles taking short cut via Gould Street and Morton Street unsafely in a high pedestrian area including schoolchildren to avoid the New Canterbury Road/Frazer Street traffic signals. It was also raised as an issue in Jarvie Avenue with vehicles travelling at unacceptable speeds noting the narrow road width available between vehicles and sight line restrictions. It was raised that vehicles are doing u turns in Wardell Road at Gould Avenue. Speeding and rat turning in Allans Avenue where small children are growing up was also mentioned as was vehicles making left turn from Wardell Road into Vernon Street in an unsafe manner due to road geometry in conflict with parking manoeuvres and children crossing the road.

It was requested that No Right Turn signs supplement the existing Left Only signs in Ducros Street at New Canterbury Road as the existing signs are being ignored.

Other comments included:

It was mentioned that the new cycleway along Livingstone Road is appreciated, but it ends abruptly at Marrickville Park, resulting in unsafe conditions when continuing by bike along Livingstone Road to New Canterbury Rd. It was raised that it resulted in a great deterrent to using the cycleway at all.

It was noted that there is often a car parked too close to the bend at the south end of Jarvie Avenue. This means that cars entering the street from Frazer Street are driving on the wrong side of the road around a blind corner, with cars travelling too fast down the street with the potential for an accident to occur.

A request for angled parking in Morgan Street and Morton Street was raised to increase parking supply.

Regarding **excessive speeding**, it was suggested that many drivers exceed the speed limit in Frazer Street between Wardell Road and Livingstone Road. Morton Avenue and Wardell Road were also raised as a speeding concerns.

Inappropriate parking behaviour was raised regarding vehicles parked too close to the intersection at Morgan Street/Ducros Street and Morgan Street/Bishop Street.

Cyclists' concerns were raised at the entrance to Miller Lane at Frazer Street with the resident advising of the difficulty in negotiating cycling access into Miller Lane due to the narrow road width available for cyclists at the road closure. It was requested that the proposed cyclists works between Parramatta Road and Marrickville Park be implemented included a widened pedestrian refuge to cross Frazer Street in front of Marrickville Park. Safety issues were raised regarding the cyclist access through the road closure in Morgan Street at Napier Street due to a lack of warning between eastbound cyclists in Morgan Street and vehicles making a right turn from Napier Street into Morgan Street.

It was requested to install a convex safety mirror in Livingstone Road at Miller Street to allow improved sightlines and to reduce Livingstone Road to a 50 km/h speed limit. Modifications to the Livingstone Road/New Canterbury Road/Gordon Street by converting the left through lane to a left only lane in Livingstone Road.

Issue	Response
High traffic volumes in New Canterbury Road, Frazer Street, Wardell Road and Livingstone Road.	All these roads are State Roads and Regional Roads which are expected to carry through traffic.
Suggested to reduce the speed limit to 50km/h in Frazer Street.	Recommendation includes reducing speed limit in Frazer Street from 60 km/h to 50 km/h.
Pedestrian and cyclist safety issue in Frazer Street between Bishop Street and Frazer Street due to the narrow width of pedestrian refuge island.	Refuge is proposed to be upgraded to cyclists/pedestrian refuge with wider and longer refuge island as part of Parramatta Road to Marrickville Park Cycle Route as per approved 2018 concept plan.
Pedestrian safety issue in Vernon Street at Wardell Road due to high entry angle allowing left turns to negotiate intersection at high speed.	Recommendation includes modifying the intersection angle thereby reducing vehicle speeds and reducing the width required for a pedestrian to cross the road.
The excessive width of Morton Avenue/Gould Ave intersection and the lack of kerbs or islands to assist pedestrians to cross raised concern.	Recommendation includes modifying the intersection by providing kerb extensions angle thereby reducing vehicle speeds and reducing the width required for a pedestrian to cross the road.
Speeding of vehicles turning left off New Canterbury Road into side streets raised as a pedestrian safety issue.	Recommendation includes continuous footpath treatments at New Canterbury Road intersections with Maria Street, Ducros Street and Allans Avenue which will reduce speeds entering these streets.
Vehicles are doing u turns in Wardell Road at Gould Avenue.	Recommendation includes kerb extensions at this intersection which will prevent U-turns.

Speeding and rat turning in Allans Avenue where small children are growing up.	Recommendation includes converting the northern section of Allans Avenue to a 10 km/h Shared Zone.
Request for No Right Turn signs to supplement the existing Left Only signs in Ducros Street at New Canterbury Road as the existing signs are being ignored.	Included in recommendations.
The new cycleway along Livingstone Road is appreciated, but it ends abruptly at Marrickville Park, so continuing by bike along Livingstone Rd to New Canterbury Rd is unsafe - a great deterrent to using the cycleway at all.	Refuge is proposed to be upgraded to cyclists/pedestrian refuge with wider and longer refuge island as part of Parramatta Road to Marrickville Park Cycle Route as per approved 2018 concept plan.
There is often a car parked too close to the bend at the south end of Jarvie Avenue. This means that cars entering the street from Frazer Street are driving on the wrong side of the road around a blind corner. With cars travelling too fast down the street it is an accident waiting to happen.	Recommendation includes converting the southern section of Jarvie Avenue to a 10 km/h Shared Zone.
A request for angled parking in Morgan Street and Morton Street was raised to increase parking supply.	Parking outside of scope of this study. To be referred to traffic engineers for consideration.
Frazer Street between Wardell Road and Livingstone Road, Morton Avenue and Wardell Road raised as speeding concerns.	Recommendation includes reducing speed limit on Morton Avenue and Frazer Street. Wardell Road has an existing 50 km/h speed limit which is considered appropriate. Livingstone Road is a State Road under the care and control of TfNSW.

Inappropriate parking behaviour was raised regarding vehicles parked too close to the intersection at Morgan Street/Ducros Street and Morgan Street/Bishop Street.	Recommendation includes kerb extensions at these locations which will prevent parking too close to the intersection.
Safety issues were raised regarding the cyclist access through the road closure in Morgan Street at Napier Street due to a lack of warning between eastbound cyclists in Morgan Street and vehicles making a right turn from Napier Street into Morgan Street.	Recommendation includes kerb extensions and green cycle lane through this intersection.
Modifications to the Livingstone Road/New Canterbury Road/Gordon Street by converting the left through lane to a left only lane in Livingstone Road.	Traffic signal operations under care and control of TfNSW. The proposal however is not supported as it reduces capacity at the intersection.
It was requested to install a convex safety mirror in Livingstone Road at Miller Street to allow improved sightlines and to reduce Livingstone Road to a 50 km/h speed limit.	Proposal not supported as convex safety mirrors are only a suitable solution on intersection between laneways with very low speeds and traffic volumes.
A resident advised that land acquisition required to improve road safety.	Land acquisition not necessary. A number of proposals reduce the available road width to provide safer conditions for all road users by reducing speeds.