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# Alexandria Local Area Transport Management Study

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ANALYSIS OF COMMUNITY SUBMISSIONS

21 August 2018

Report prepared by Global Research Ltd

For



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# Introduction

## OVERVIEW

This report presents analysis of the submissions received on the City of Sydney's Alexandria Local Area Transport Management (LATM) Study. This study focused on protecting local streets of Alexandria, St. Peters, and Erskineville following the completion of WestConnex.

The analysis in this report provides a breakdown and analysis of the support for each of the City's proposed treatments, as well as a complete and objective presentation of the ideas, points, and opinions expressed by the community.

## BACKGROUND

The City of Sydney commissioned an independent study, LATM Study, to model the most effective traffic management solutions to protect local streets in Alexandria, St Peters and Erskineville from increased traffic from the St Peters Interchange, which will be part of WestConnex. The LATM Study area (Figure 1) is located within the inner Sydney suburbs of Alexandria, Erskineville, and St. Peters and bound by the following roads:

- Henderson Road to the north;
- Mitchell Road to the west;
- Sydney Park Road, Euston Road and McEvoy Street to the south; and
- Botany Road to the east.

The City reviewed the study and developed the Alexandria Local Area Transport Management (LATM) Plan that was comprised of a suite of treatments, including road closures, implementation of traffic lights, and pedestrian-focussed infrastructure; these proposed treatments are presented in Table 1. City of Sydney stated:

*The City proposes an integrated traffic plan that applies a precinct-wide approach to ensure the problem is tackled collectively rather than street-by-street.*

To acquire feedback from the local community, City of Sydney conducted a public engagement process via an online survey and accepting emailed responses; 731 public submissions were received, made up of 678 online survey responses and 53 emailed responses. The analysis of these submissions is presented in this report, which will be used to assist the development of a final suite of treatment measures for the Alexandria LATM Plan.

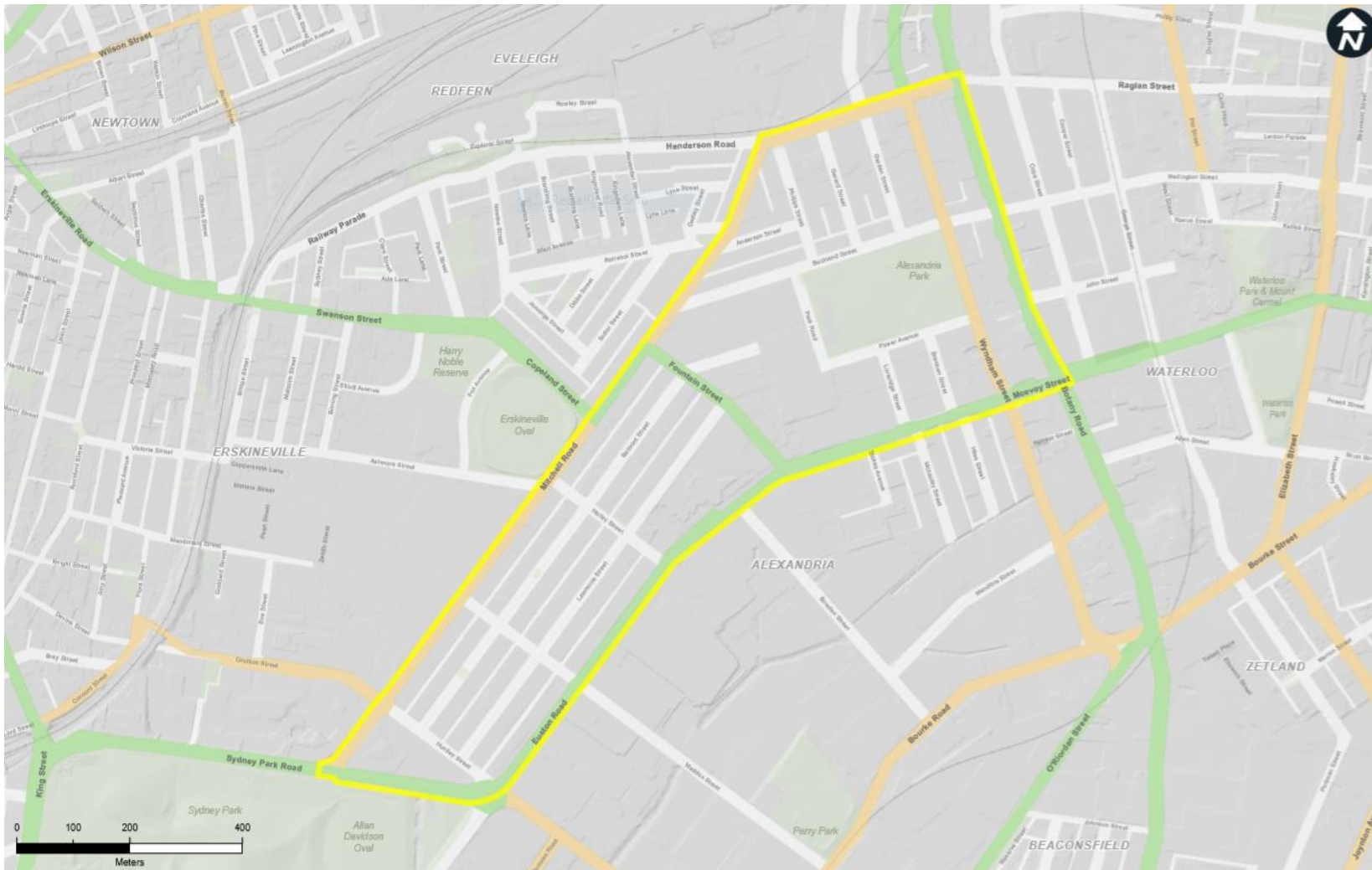


Figure 1: Map of the Alexandria LATM study area

Map supplied by City of Sydney and available online for submitter's viewing.

**Table 1: Table of proposed treatments**

Proposed Treatment	Location
Proposed full road closures	Maddox Street at Euston Road
	Lawrence Street between Maddox and Harley Streets
	Harley Street at McEvoy Street
	Harley Street at Mitchell Road
	Loveridge Street at McEvoy Street
	Brennan Street at McEvoy Street
	Anderson Street at Mitchell Road
Continuous footpath treatments	Belmont Street at Fountain Street
	Loveridge Street at Power Avenue
	Brennan Street at Power Avenue
	Power Avenue at Wyndham Street
	Renwick Street at Mitchell Road
	Buckland Lane at Mitchell Road
Single lane slow points	Belmont Street between Fountain and Harley Street
	Lawrence Street between Fountain and Harley Streets
New traffic signals	Mitchell Road and Maddox Street
	Fountain Street and Lawrence Street
Add missing signalised pedestrian crossing	Mitchell Road and Fountain Street
	Mitchell Road and Copeland Street
Other Suggestions	
<b>Footnote:</b>	
	This table of treatments was generated by City of Sydney

# DATA COLLECTION AND ANALYSIS

City of Sydney ran the LATM Study survey on their website and received 678 submissions. This survey asked the following questions:

- Which street in Alexandria or Erskineville do you live in? (optional)
- How concerned are you that WestConnex traffic will impact your local neighbourhood? (closed option selectable question)
- Do you agree with the City's plan to protect Alexandria from future WestConnex traffic? (closed option selectable question)
- Do you have any suggestions or comments on the plan? (open-ended written question)

Streets of submitter's residence were characterised as inside or outside of the study area (figure1) by City of Sydney.

The rest of the analysis was divided into two parts – analysis of two closed option selection questions and synthesised analysis of all the written comments provided by submitters.

To analyse the two closed option selection questions – *concerns about Westconnex* and *agreement with the City's plan to protect Alexandria* – the number of submitters who selected each response option were collated and presented as charts.

To analyse the open-ended written answers, all comments were read and organised into themes and topics based on the points made in each comment; this process was assisted by NVivo qualitative analysis software. Nearly every submission contained many comments, covering multiple topics – resulting in most comments informing more than one part of the analysis. Once all comments were organised into topics, analysts read the comments within each topic and wrote precise summaries, detailing the most commonly made point, to the least common.

Comments referring to specific proposed treatments (shown in Table 1) were analysed separately from other suggested treatments and general comments or concerns. The number of submissions expressing support or opposition for each of the proposed treatments and submitter's location of residence were displayed in tables. The reasons why submitters supported or opposed each treatment were organised into common themes and summarised.

## REPORT STRUCTURE

This report is presented in three main sections: *Analysis of selection responses – impacts and concerns*, *Support for proposed treatments*, and *General comments and General concerns*. Summary of findings have been completed for each section and presented in blue boxes.

**The first section**, *Analysis of selection responses – impacts and concerns*, presents responses to the two closed-option selectable survey questions, which asked:

- *How concerned are you that WestConnex traffic will impact your local neighbourhood?*
- *Do you agree with the City's plan to protect Alexandria from future WestConnex traffic?*

Charts present submitters' levels of concern regarding the impact of WestConnex traffic in their neighbourhood and levels of agreement towards the City of Sydney's plan.

**The second section**, *Support for proposed treatments*, outlines support or opposition for each proposed treatment from the Table of Treatments (Table 1). It presents analysis of the written comments made by submitters in response to the question:

- o *Do you have any suggestions or comments on the plan?*

The number of submitters supporting or opposing each specific treatment were broken down by the submitter's location. Information is tabled and summarised.

**The third section**, *General Comments and Concerns*, presents analysis of the written comments made by submitters in response to the question:

- o *Do you have any suggestions or comments on the plan?*

Responses were organised into themes and topics, with specific treatments for specific locations not described in the Table of Treatments discussed first, (*General Comments*) and general themes discussed under *General Concerns*.

The *Key Findings* section, which follows this introduction, presents and discusses the most commonly made points on themes and topics across all submissions. Summaries of key points made in each section are presented in blue boxes throughout the body of the report.

## PRESENTATION OF WRITTEN COMMENTS

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Except where otherwise noted, themes and topics are discussed in the body of the report from most to least frequently discussed.

It is important to note that each submission (an online survey submission or an emailed submission) contained multiple comments; therefore, the number of comments analysed in this report is larger than the number of submissions.

Note that the City of Sydney Alexandria Local Area Transport Management Study area (bound by Euston Road/McEvoy Street, Sydney Park Road, Mitchell Road, Henderson Road, and Botany Road), is referred to in this report as "the study area". The LATM Plan is referred to as 'the LATM Plan', 'the Plan', or 'the City's Plan' throughout the report.

# Summary of submissions

Within the online survey, submitters were asked for their location of residence. Below is a table presenting how many submissions were made from each street and whether this street is inside (Table 2) or outside of the study area (Table 3). Streets were categorised as inside or outside of the study area based on the LATM Study Map (Figure 1). Those who did not enter their location when completing the online survey or submitted an emailed response (53 submissions) have been categorised as “no location provided”; the breakdown is shown in Table 4. Overall, there were 379 submissions from within the study area, 208 from outside of the study area, and, 144 that did not provide a location.

**Table 2: Breakdown of submissions from streets within study area.**

Street name	Number of submissions
Lawrence Street	108
Mitchell Road	66
Belmont Street	62
Anderson Street	20
Fountain Street	20
McEvoy Street	19
Buckland Street	14
Wyndham Street	12
Euston Lane	9
Henderson Road	9
Phillips Street	7
Brennan Street	5
Power avenue	5
Sydney Park Road	5
Loveridge street	4
Maddox Street	3
Park Street	3
Botany Road	2
Garden Street	2
Gerard Street	2
Harley Street	1
Henderson Street	1
<b>TOTAL</b>	<b>379</b>



**Table 3: Breakdown of submissions from streets outside study area**

Street name	Number of submissions
MacDonald Street	29
Coulson street	21
Eve Street	14
Rochford Street	9
Erskineville Road	8
Pearl Street	8
Prospect Street	7
Alexandria Street	6
Charles street	6
Suttor Street	6
Burren Street	5
Devine Street	5
Renwick Street	5
Union Street	5
George Street	4
Jennings Street	4
Alexander Street	3
Binning Street	3
Brandling Street	3
Bray Street	3
Bridge Street	3
Ada Lane	2
Clara Street	2
Copeland Street	2
Gibbes Street	2
Gowrie Street	2
John Street	2
Malcolm Street	2
Metters Street	2
Nassau Lane	2
Newton Street	2
Pleasant avenue	2
Swanson Street	2
Amy Street	1
Angel Street	1
ASDAS	1
Ashmore Street	1
Barren	1
Dadley Street	1
Ellinot Ave	1
Enmore Road	1
Ethel Street	1
Flora Street	1

Georgina Street	1
Goddard Street	1
Iredale Street	1
Kingsclear Road	1
Knight Street	1
Lachland Street	1
Mandible Street	1
McCauley Street	1
Morrissey Road	1
O’Riordan street	1
Pine Street	1
Princes Highway	1
Raglan Street	1
Railway Parade	1
Rowley Street	1
Sydney	1
Victoria	1
<b>TOTAL</b>	<b>208</b>

**Table 4: Submissions where no location was provided**

Source of submission	Number of submissions
Online survey	91
Emailed submission	53
<b>TOTAL</b>	<b>144</b>

It should be noted that one of the emailed submissions contained two petitions that were signed by residents within the area enclosed by Mitchell Road, Copeland Street/Swanson Street, and Railway Parade/Henderson Road. The first petition offered suggestions for traffic management within the study area and their residential area; this was signed by 210 people. The second petition regarded parking options, and parking restrictions and regulations; this petition was signed by 227 people. These petitions have been summarised in the *General Concerns* section.

# Summary of findings

## OVERALL

379 submitters reside on a street within the study area, while 208 reside outside of the study area. 114 submitters did not provide their location.

**Almost all submitters were concerned about the impact of WestConnex traffic on their neighbourhood**, with 662 submitters (98%) who responded to the online survey selecting that they were very or somewhat concerned. Submitters expressed frustration at already perceptible increases in traffic volume, and concern about both the effects of more traffic, and how more traffic will be accommodated by the existing network. Because of these concerns, **513 online submitters (76%) agreed with the City's Plan of proposed treatments**.

398 comments regarded specific treatments proposed within this Plan; 215 were supportive in nature. Many of those who supported these treatments suggested amendments or adjustments that they felt might work better or be better placed.

Overall, submitters sought protection of Alexandria from WestConnex traffic. Reduction in traffic volume and improved flow in and around Alexandria were primarily sought by submitters, specifically the discouragement of non-resident and/or commercial vehicles rat-running through neighbourhood streets to avoid congested main roads. Underlying this, submitters prioritised neighbourhood amenity and accessibility for residents, and safety for all road users and residents.

## KEY FINDINGS

The most significant findings across the report were:

- 513 online survey submitters **agreed with the City's Plan**.
- 662 online survey submitters were **concerned about WestConnex traffic** affecting their area.
- **Road closures** were the most commonly discussed proposed treatment, receiving 325 comments. Submitters who commented on the proposed road closures were evenly split in their support or opposition for these treatments (support: 163 comments and oppose: 162)
  - Submitters who supported road closures thought that these would reduce traffic volumes on inner neighbourhood streets, improving amenity and safety.
  - Submitters who opposed road closures were concerned about the impact this would have on traffic volumes on other streets and residents' accessibility.
- **Traffic signals, continuous footpaths, and single lane slow points** were supported to some degree by majority of submitters who made comments about each of them.
- There was clear concern from submitters about predicted **increases in traffic volume** and the impacts this will have on neighbourhoods and the roading network.
- **Vehicle speed** was of concern to submitters, particularly in residential streets and lanes.
- **Safety** of residents and active transport users in the study was a concern for submitters who made general comments or commented on proposed treatments.

# Analysis of selection responses: impacts and concerns

City of Sydney asked submitters how concerned they were about the impact of WestConnex on their neighbourhood, and their level of agreement with the City's plan to protect Alexandria from WestConnex traffic. For each question, 678 submitters selected an answer.

## IMPACT OF WESTCONNEX TRAFFIC

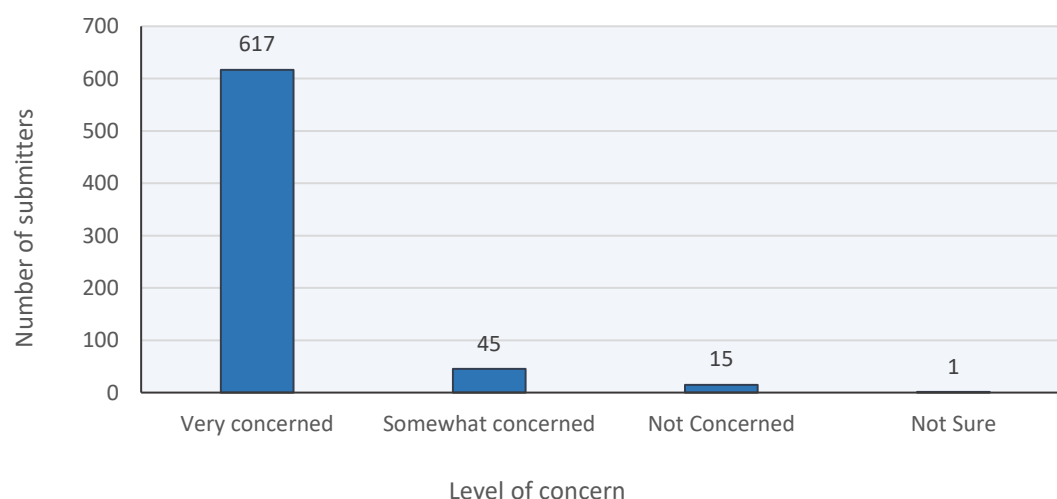
Submitters were asked:

**Question 1:** *How concerned are you that WestConnex traffic will impact your local neighbourhood?*

## RESULTS

The numbers of submitters who were: *very concerned*, *somewhat concerned*, *not concerned*, or *not sure* how concerned they were that WestConnex traffic would impact their local neighbourhood are displayed in the chart below.

**Figure 2: Concern about the impact of WestConnex traffic**



Level of concern that WestConnex traffic would impact their neighbourhood:

- 662 (98%) submitters were concerned with the impact of WestConnex traffic.
  - 617 (91%) submitters were very concerned
  - 45 (7%) submitters were somewhat concerned
- 15 (2%) submitters were not concerned.
- 1 (0%) submitter was not sure.

# SUPPORT FOR THE PLAN

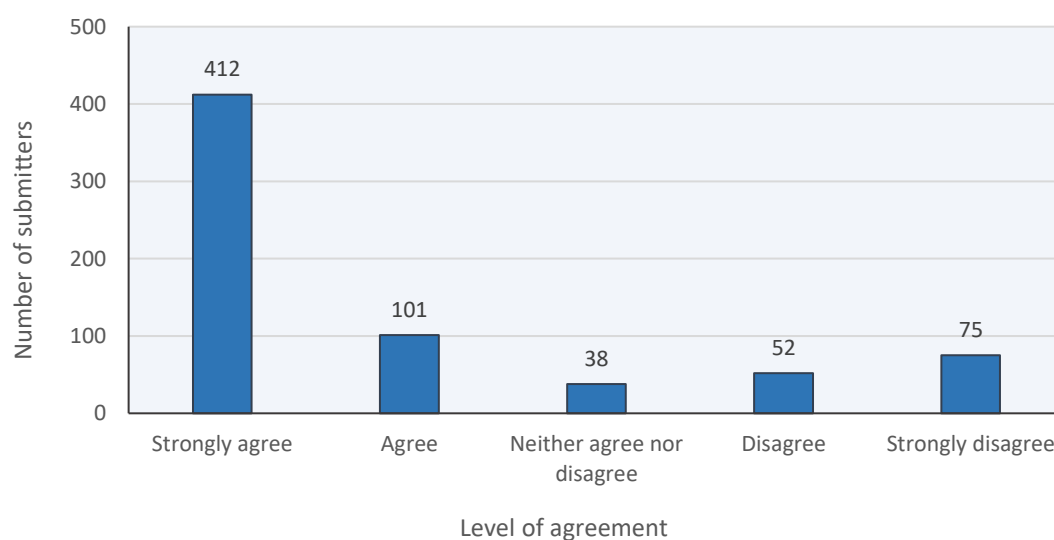
Submitters were asked:

**Question 2:** Do you agree with the city's plan to protect Alexandria from future WestConnex traffic?

## RESULTS

The numbers of submitters who: *strongly agreed, agreed, neither agreed nor disagreed, disagreed, or strongly disagreed* with the city's plan to protect Alexandria from future WestConnex traffic is presented in the chart below.

Figure 3: Level of agreement with the Plan



Level of agreement with the city's plan to protect Alexandria from future WestConnex traffic:

- 513 (76%) submitters strongly agreed or agreed with the plan.
  - 412 (61%) submitters strongly agreed
  - 101 (15%) submitters agreed
- 127 (19%) submitters strongly disagreed or disagreed with the plan.
  - 75 (11%) submitters strongly disagreed
  - 52 (8%) submitters disagreed

38 (6%) submitters neither agreed nor disagreed with the plan.

# Support for proposed treatments

## ROAD CLOSURES

To reduce the impacts of WestConnex traffic on neighbourhood streets of Alexandria, seven road closures were proposed. These were: Maddox Street at Euston Road; Lawrence Street between Maddox and Harley Streets; Harley Street at McEvoy Street; Harley Street at Mitchell Road; Loveridge Street at McEvoy Street; Brennan Street at McEvoy Street; and, Anderson Street at Mitchell Road.

### Summary of findings

Overall:

325 comments were made regarding specific proposed road closure treatments, with an even split in those supporting and opposing these closures. The closure of Maddox Street at Euston Road was the most highly commented on closure, followed by both Harley Street closures.

258 of the comments regarding street closures were from submitters who resided within the study area.

Overall, submitter's primary reasons for opposing the proposed street closure treatments were concern for the impact on congestion and traffic levels on other nearby streets and concern that residents would have reduced accessibility to and from their neighbourhood and home.

Submitter's main reasons for supporting proposed road closures were to reduce congestion and traffic levels on the closed street and others nearby, improve safety for residents and other road users, and to improve residential amenity.

Specific findings:

- General comment on all proposed road closures: **support:** 60 and **oppose:** 34.
- Maddox Street closure at Euston Road: **support:** 32 and **oppose:** 37.
- Lawrence Street closure between Maddox and Harley Streets: **support:** 17 and **oppose:** 18.
- Harley Street closure at McEvoy Street: **support:** 16 and **oppose:** 30.
- Harley Street closure at Mitchell Road: **support:** 8 and **oppose:** 28.
- Loveridge Street closure at McEvoy Street: **support:** 5 and **oppose:** 4.
- Brennan Street closure at McEvoy Street: **support:** 7 and **oppose:** 4.
- Anderson Street at Mitchell Road: **support:** 18 and **oppose:** 7.

## SUPPORT OR OPPOSITION OF ALL CLOSURES

Summary of the submissions supporting or opposing all the proposed road closures. The number of submitters supporting or opposing closures have been broken down by the submitter's location (Table 5). Note that some submitters stated that they supported all closures but also commented about one or more specific closures; these submissions have been included in the specific treatment.

**Table 5.1: Summary of submissions supporting or opposing *all proposed road closures* from submitters residing *inside* the study area**

Street name (inside area)	Support all closures	Oppose all closures	TOTAL
Lawrence Street	18	5	23
Fountain Street	11	1	12
Belmont Street	5	6	11
Mitchell Road	4	4	8
Henderson Road	2	0	2
Euston Lane	1	0	1
Maddox Street	1	0	1
Phillips Street	1	0	1
Power avenue	1	0	1
Alexandria Street	1	0	1
Anderson Street	0	1	1
Brennan Street	0	1	1
McEvoy Street	0	5	5
<b>TOTAL</b>	<b>45</b>	<b>23</b>	<b>68</b>

**Table 5.2: Summary of submissions supporting or opposing *all proposed road closures* from submitters residing *outside* of the study area**

Street name (outside area)	Support all closures	Oppose all closures	TOTAL
Ada Lane	1	0	1
Bray Street	1	0	1
Copeland Street	1	0	1
Coulson street	1	0	1
Devine Street	1	0	1
Newton Street	1	0	1
Suttor Street	1	0	1
Union Street	1	0	1
Ashmore Street	0	1	1
Eve Street	0	1	1
Victoria	0	1	1
<b>TOTAL</b>	<b>8</b>	<b>3</b>	<b>11</b>

**Table 5.3: Summary of submissions supporting or opposing *all proposed road closures* from submitters who did not provide a location**

Location	Support all closures	Oppose all closures	TOTAL
No location provided	7	8	15

## Summary

In total, 94 comments were made; 60 supportive and 34 opposing. 68 of these submitters resided within the study area.

60 submitters **supported** all proposed road closures; their reasons were:

- 30 submitters who supported all proposed road closures thought that this would reduce the volume of traffic and congestion of streets in Alexandria, particularly to protect the neighbourhood from WestConnex traffic. Submitters thought the road closures would effectively prevent vehicles using the neighbourhood streets as through roads to avoid congested main roads.
- 11 submitters thought that all proposed road closures would improve or protect amenity of the neighbourhood. High traffic volumes on residential streets were thought to lower amenity and neighbourhood vibrancy. A few stated that closing all proposed roads would reduce noise and emission pollution on residential streets.
- Similarly, 9 submitters who supported all road closures thought that this would improve safety of residents and all active transport users due to fewer vehicles on the smaller suburban streets.
- 17 submitters made simple comments supporting all road closures; no reasoning for holding this view was provided.
- 3 submitters who supported all road closures acknowledged that these closures may reduce accessibility for residents but noted that this was a “small price to pay”.
- Other comments included:
  - “Ensure closures are permeable to active transport users”
  - “Agree with all changes, but request allowing a left-hand turn out of Harley Street onto McEvoy Street”
  - “Support all closures except the Maddox Street closure”.

34 submitters **opposed** all proposed road closures; their reasons were:

- 20 submitters who opposed all proposed road closures expressed concern that the closures would reduce accessibility to and from properties or the area; explanations regarding the added time and distance that residents would have to travel were made.
- 18 submitters thought that the proposed closures would push traffic onto other roads and intersections, therefore simply moving congestion and road safety issues elsewhere. These submitters were concerned that blocking access into or out of one road would force residents onto currently busy main roads, particularly Fountain Street and Mitchell Road. Submitters were also concerned that all proposed road closures would further encourage vehicles to use laneways as through roads to avoid the closures and congestion on other roads.
- 5 submitters expressed concern for the safety of road users and residents if all proposed closures were completed; access for emergency vehicles was a concern for a couple.
- Other comments included:



- The following comments against road closures generally were made by two submitters each: more vehicles would be pushed onto busy intersections; closures would reduce emergency vehicle access; closures would reduce amenity of the area, and, simple statements opposing all proposed road closures.
- One submitter stated that they opposed all closures but would support only allowing a left-hand turn from McEvoy Street into Harley Street and closing Maddox Street at Lawrence Street or Euston Lane.

**Other comments** generally discussing proposed road closures, without expressing support or opposition, included:

- o Concern for traffic being pushed onto other roads or streets following the installation of one, multiple, or all proposed road closure treatments; particularly the laneways.
- o Acknowledgement that closures will reduce accessibility and increase trip time for some residents, without stating opposition to the closures.
- o Some thought that implementing all road closures would negatively impact residents; therefore, they expressed support for some, but not all road closures (without specifying which closures).

## MADDOX STREET AT EUSTON ROAD

Summary of the submissions supporting or opposing the proposed closure of Maddox Street at Euston Road. The number of submitters supporting or opposing this closure have been broken down by the submitter's location (Table 6).

**Table 6.1: Summary of submissions supporting or opposing the proposed road closure of Maddox Street at Euston Road from submitters residing *inside* the study area**

Street name (inside area)	Support closure of Maddox Street at Euston Road	Oppose closure of Maddox Street at Euston Road	TOTAL
Belmont Street	12	5	17
Lawrence Street	8	6	14
Fountain Street	7	0	7
Mitchell Road	2	14	16
Maddox Street	2	0	2
McEvoy Street	0	1	1
<b>TOTAL</b>	<b>31</b>	<b>26</b>	<b>57</b>

**Table 6.2: Summary of submissions supporting or opposing the proposed road closure of Maddox Street at Euston Road from submitters residing *outside* the study area**

Street name (outside area)	Support closure of Maddox Street at Euston Road	Oppose closure of Maddox Street at Euston Road	TOTAL
Prospect Street	0	2	2
Copeland Street	0	1	1
Coulson street	0	1	1
Erskineville Road	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>5</b>	<b>5</b>

**Table 6.3: Summary of submissions supporting or opposing the proposed road closure of Maddox Street at Euston Road from submitters who did not provide a location**

Location	Support closure of Maddox Street at Euston Road	Oppose closure of Maddox Street at Euston Road	TOTAL
No Location provided	1	6	7

## Summary

In total, 69 comments were made; 32 supportive and 37 opposing. 57 of these submitters resided within the study area.

37 submitters **opposed** the proposed road closure of Maddox Street at Euston Road; their reasons were:

- 24 submitters were concerned that this closure could negatively impact the volume of traffic and/or congestion on other nearby roads.
- 15 submitters thought that this closure may negatively affect resident's accessibility to and from the area, while a couple expressed concerns about residential amenity.
- 6 submitters thought that this closure may negatively impact the neighbourhood; they sought even distribution of traffic in neighbourhoods, and had concerns about retaining neighbourhood feel, and accessibility to shops and schools.
- 4 submitters expressed concerns about safety for residents following the closure of Maddox Street; e.g., emergency vehicle access and increased risk of vehicles using laneways (where children play) as through roads.

32 submitters **supported** the proposed road closure of Maddox Street at Euston Road; their reasons were:

- 18 submitters thought this closure would reduce traffic and congestion within the study area.
- 9 submitters sought this closure to improve safety of residents and active transport users.
- The closure of Maddox Street was thought to improve or protect residential amenity by 8 submitters, with 3 stating that this closure would reduce pollution, both noise and emissions.
- General supportive comments were made by 10 submitters without offering reasoning.
- A partial closure of Maddox Street (allowing access to and from Maddox Street via a left turn) was suggested by 11 submitters who felt this would be a more resident-friendly approach.

**Other comments** from 13 submitters, who have not been included within Table 6 were:

- Concern for residential accessibility if the Maddox Street closure, and both closures on Harley Street are implemented; as a solution:
  - 9 submitters to request a partial closure of Maddox Street at Euston Road;
  - A couple of submitters suggested making Maddox Street a one-way street;
  - One submitter suggested an island on Euston Road to block traffic turning into Maddox Street;
  - And, one submitter suggested banning all turning traffic and only allowing traffic to drive straight across Euston Road to Maddox Street.

## LAWRENCE STREET (BETWEEN MADDOX AND HARLEY STREETS)

Summary of the submissions supporting or opposing the proposed closure of Lawrence Street between Maddox and Harley Streets. The number of submitters supporting or opposing this closure have been broken down by the submitter's location (Table 7).

**Table 7.1: Summary of submissions supporting or opposing the proposed road closure of Lawrence Street (between Maddox and Harley Streets) from submitters residing *inside* the study area**

Street Name (inside area)	Support closure of Lawrence street (between Maddox and Harley Streets)	Oppose closure of Lawrence street (between Maddox and Harley Streets)	TOTAL
Lawrence Street	10	4	14
Belmont Street	2	2	4
Fountain Street	1	0	1
Harley Street	1	0	1
Mitchell Road	1	8	9
<b>TOTAL</b>	<b>15</b>	<b>14</b>	<b>29</b>

**Table 7.2: Summary of submissions supporting or opposing the proposed road closure of Lawrence Street (between Maddox and Harley Streets) from submitters residing *outside* the study area**

Street Name (outside area)	Support closure of Lawrence street (between Maddox and Harley Streets)	Oppose closure of Lawrence street (between Maddox and Harley Streets)	TOTAL
Coulson street	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>1</b>

**Table 7.3: Summary of submissions supporting or opposing the proposed road closure of Lawrence Street (between Maddox and Harley Streets) from submitters who did not provide a location.**

Location	Support closure of Lawrence street (between Maddox and Harley Streets)	Oppose closure of Lawrence street (between Maddox and Harley Streets)	TOTAL
No location provided	2	3	5

## Summary

In total, 35 comments were made; 17 supportive and 18 opposing. 29 of these submitters resided within the study area.

18 submitters **opposed** the proposed road closure on Lawrence Street (between Maddox and Harley Streets); their reasons were:

- 16 submitters were concerned about the impact the closure would have on traffic volumes and congestion on other streets in the area. Many expressed concerns that vehicles would be encouraged to use the lanes and main roads if Lawrence Street were blocked, negatively impacting amenity and safety for those living on and using these streets.
- 4 submitters thought the closure of Lawrence Street may reduce resident access to and from the area.
- 4 submitters opposing this closure expressed concern for neighbourhood amenity; they discussed access or traffic to shops, cafes, and local schools following this closure.
- One submitter did not see how the proposed Lawrence Street closure would benefit “anyone”, while another added that there were “too many street closures”.

17 submitters **supported** the proposed road closure on Lawrence Street (between Maddox and Harley Streets); their reasons were:

- 11 submitters who supported this treatment thought this would reduce congestion and traffic on Lawrence Street or nearby streets; particularly, reducing WestConnex traffic and rat-runners from using neighbourhood streets to avoid busy main roads. A sense of urgency for the implementation of this treatment was expressed by some.
- 4 submitters supporting the Lawrence street closure thought that this would improve safety for residents, particularly children, by lowering traffic volumes.
- Another 4 submitters noted that this closure would improve residential amenity and reduce traffic noise.
- Other comments included:
  - One submitter resentfully supported the Lawrence Street closure if it was essential, while another would only support this closure if it did not remove any parking spaces.
  - One submitter suggested a partial closure of Lawrence Street at Maddox Street to limit northbound through traffic.

## HARLEY STREET AT MCEVOY STREET

Summary of the submissions supporting or opposing the proposed closure of Harley Street at McEvoy Street. The number of submitters supporting or opposing this closure have been broken down by the submitter's location (Table 8). In total, 46 comments were made; 16 supportive and 30 opposing.

**Table 8.1: Summary of submissions supporting or opposing the proposed road closure of Harley Street at McEvoy Street from submitters residing *inside* the study area**

Street name (inside area)	Support closure of Harley Street at McEvoy Street	Oppose closure of Harley Street at McEvoy Street	TOTAL
Belmont Street	6	2	8
Lawrence Street	4	8	12
Mitchell Road	2	10	12
Fountain Street	1	1	2
Harley Street	1	0	1
Maddox Street	1	0	1
McEvoy Street	0	3	3
<b>TOTAL</b>	<b>15</b>	<b>24</b>	<b>39</b>

**Table 8.2: Summary of submissions supporting or opposing the proposed road closure of Harley Street at McEvoy Street from submitters residing *outside* the study area**

Street name (outside area)	Support closure of Harley Street at McEvoy Street	Oppose closure of Harley Street at McEvoy Street	TOTAL
Erskineville Road	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>1</b>

**Table 8.3: Summary of submissions supporting or opposing the proposed road closure of Harley Street at McEvoy Street from submitters who did not provide a location.**

Location	Support closure of Harley Street at McEvoy Street	Oppose closure of Harley Street at McEvoy Street	TOTAL
No location provided	1	5	6

### Summary

In total, 46 comments were made; 16 supportive and 30 opposing. 39 of these submitters resided within the study area.

30 submitters **opposed** the proposed road closure of Harley Street on McEvoy Street; their reasons were:

- o 21 submitters were concerned this closure would negatively impact accessibility and amenity.
  - Access to and from resident's properties and from their street to McEvoy Street was a major concern for 18 submitters. Due to this concern, many other submitters sought a partial closure of Harley Street (see below).

- The 4 who were concerned about residential amenity stated that this closure would form a “gated community” or would jeopardise the quality of life for those living on main roads compared to those living on inner neighbourhood streets.
- o 7 submitters thought closing Harley Street at McEvoy Street may negatively impact accessibility to, and the feel of, key neighbourhood points, such as shops, cafes, or schools.
- o Concerns for the safety of residents and other road users as a result of the Harley Street closure pushing more traffic onto other intersections, streets, and lanes was expressed by 6 submitters; a couple were also concerned that emergency service vehicle access may be affected by this closure.

16 submitters **supported** the proposed road closure of Harley Street on McEvoy Street; their reasons were:

- o 9 submitters who supported the closure of Harley Street at McEvoy Street thought this would reduce traffic and congestion on Harley Street and nearby roads. Some generally thought that this closure would protect neighbourhood streets from WestConnex traffic.
- o 3 submitters thought that closing Harley Street at McEvoy Street would improve residential amenity, the community environment, and would reduce traffic noise.

**Other comments** from 34 submitters, who have not been included within Table 8 were:

- o Support of a partial closure of Harley Street at McEvoy Street. In most cases, a left-hand turn into and out of Harley Street from McEvoy Street was requested.
- o One submitter suggested that Harley and Maddox Streets could remain open but could be made into a one-way system.

## HARLEY STREET AT MITCHELL ROAD

Summary of the submissions supporting or opposing the proposed closure of Harley Street at Mitchell Road. The number of submitters supporting or opposing this closure have been broken down by the submitter’s location (Table 9).

**Table 9.1: Summary of submissions supporting or opposing the proposed road closure of Harley Street at Mitchell Road from submitters residing *inside* the study area.**

Street Name (inside area)	Support closure of Harley Street at Mitchell Road	Oppose closure of Harley Street at Mitchell Road	TOTAL
Mitchell Road	2	10	12
Belmont Street	1	3	4
Harley Street	1	0	1
Lawrence Street	1	8	9
Fountain Street	0	1	1
McEvoy Street	0	1	1
<b>TOTAL</b>	<b>5</b>	<b>23</b>	<b>28</b>

**Table 9.2: Summary of submissions supporting or opposing the proposed road closure of Harley Street at Mitchell Road from submitters residing *outside* the study area**

Street Name (outside area)	Support closure of Harley Street at Mitchell Road	Oppose closure of Harley Street at Mitchell Road	TOTAL
Copeland Street	0	1	1
Erskineville Road	0	1	1
Gibbes Street	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>3</b>	<b>3</b>

**Table 9.3: Summary of submissions supporting or opposing the proposed road closure of Harley Street at Mitchell Road from submitters who did not provide a location.**

Location	Support closure of Harley Street at Mitchell Road	Oppose closure of Harley Street at Mitchell Road	TOTAL
No location provided	3	2	5

## Summary

In total, 36 comments were made; 8 supportive and 28 opposing. 28 of these submitters resided within the study area.

28 submitters **opposed** the proposed road closure of Harley Street on Mitchell Road; their reasons were:

- 16 submitters thought that this would negatively impact traffic volumes and congestion on other streets within the area, particularly the main roads such as Mitchell Road and Fountain Street. Some noted that closing Harley street would push traffic onto other streets, which did not fairly distribute the volume of traffic on all residents of Alexandria.
- 14 submitters thought that closing Harley Street at Mitchell Road would negatively impact resident’s access to and from the area or from their homes.
- 8 submitters that this road closure could reduce safety for residents and road-users. While some comments were general, specific points made included:
  - A small number thought that closing Harley Street would force more vehicles to use the reportedly dangerous Fountain and Lawrence Streets intersection.
  - A couple of submitters were concerned that this closure would reduce emergency vehicle access to the inner streets.
- 7 submitters thought that closing Harley Street at Mitchell Road would negatively impact the neighbourhood environment and access to local shops, cafes, and the school.
- Similarly, 3 submitters expressed concern for reduced residential amenity following this closure, particularly increased noise and pollution from traffic, and a ‘gated community’ formed through the implementation of multiple closures.

8 submitters **supported** the proposed road closure of Harley Street on Mitchell Road; their reasons were:

- 5 submitters thought that this would reduce congestion and traffic volumes within the neighbourhood.

- A couple of submitters thought this closure would improve residential amenity; particularly, reduce pollution and noise from traffic.
- One submitter thought closing Harley Street at Mitchell Road would improve the safety of residents and other road-users as fewer cars would speed down Harley Street to avoid congested main roads.

**Other comments** from 8 submitters, who have not been included within Table 9 were:

- 8 stated that they would support the closure of Harley Street at Mitchell Road if only a partial closure was implemented. Some suggested that a left turn into and/or out of Harley Street should be permitted; this would improve accessibility for residents and reduce the number of vehicles being forced onto Fountain Street.
- One submitter requested that only one end of Harley Street be closed, rather than both Mitchell Road and McEvoy Street ends.

## LOVERIDGE STREET AT MCEVOY STREET

Summary of the submissions supporting or opposing the proposed closure of Loveridge Street at McEvoy Street. The number of submitters supporting or opposing this closure have been broken down by the submitter's location (Table 10).

**Table 10.1: Summary of submissions supporting or opposing the proposed road closure of Loveridge Street at McEvoy Street from submitters residing *inside* the study area**

Street name (inside area)	Support closure of Loveridge Street at McEvoy Street	Oppose closure of Loveridge Street at McEvoy Street	TOTAL
Brennan Street	1	1	2
Lawrence Street	1	0	1
Loveridge street	1	1	2
Maddox Street	1	0	1
Power avenue	1	0	1
McEvoy Street	0	1	1
<b>TOTAL</b>	<b>5</b>	<b>3</b>	<b>8</b>

**Table 10.2: Summary of submissions supporting or opposing the proposed road closure of Loveridge Street at McEvoy Street from submitters who did not provide a location.**

Location	Support closure of Loveridge Street at McEvoy Street	Oppose closure of Loveridge Street at McEvoy Street	TOTAL
No location provided	0	1	1

## Summary

In total, 9 comments were made; 5 supportive and 4 opposing. No comments were made on this treatment from submitters residing outside of the study area. Note that all submitters who commented on this closure, also commented on the closure of Brennan Street at McEvoy Street.



5 submitters **supported** the proposed road closure of Loveridge Street at McEvoy Street; their reasons were:

- 3 submitters thought that this closure would reduce the number of vehicles using Loveridge Street as a through road and generally reduce traffic volumes here and on surrounding streets.
- Improvements to village amenity was the reason one submitter gave in support of this closure.
- Suggestion for this closure to be moved up Loveridge Street to improve access to businesses.

4 submitters **opposed** the proposed road closure of Loveridge Street at McEvoy Street; their reasons were:

- A couple were concerned about reduced accessibility into and out of Loveridge and Brennan Street.
- Similarly, a couple of submitters noted that the school is predicted to expand in the future, leading to more vehicles requiring access to and from this area.
- One submitter stated that closing both Loveridge and Brennan Streets would push more vehicles into the Wyndham Street and Power Avenue intersection; this led this submitter to suggest a partial closure of Loveridge and/or Brennan Streets.

**Other comments** from a couple submitters, who have not been included within Table 10, were:

- Request for a partial closure, allowing a left turn from Loveridge Street onto McEvoy Street.

## BRENNAN STREET AT MCEVOY STREET

Summary of the submissions supporting or opposing the proposed closure of Brennan Street at McEvoy Street. The number of submitters supporting or opposing this closure have been broken down by the submitter's location (Table 11).

**Table 11.1: Summary of submissions supporting or opposing the proposed road closure of Brennan Street at McEvoy Street from submitters residing *inside* the study area.**

Street name (inside area)	Support closing Brennan Street at McEvoy Street	Oppose closing Brennan Street at McEvoy Street	TOTAL
Brennan Street	3	1	4
Lawrence Street	1	0	1
Loveridge street	1	1	2
Maddox Street	1	0	1
Power avenue	1	0	1
McEvoy Street	0	1	1
<b>TOTAL</b>	<b>7</b>	<b>3</b>	<b>10</b>

**Table 11.2: Summary of submissions supporting or opposing the proposed road closure of Brennan Street at McEvoy Street from submitters who did not provide a location.**

Location	Support closing Brennan Street at McEvoy Street	Oppose closing Brennan Street at McEvoy Street	TOTAL
No location provided	0	1	1

## Summary

In total, 11 comments were made; 7 supportive and 4 opposing. No comments were made on this treatment from submitters residing outside of the study area. 10 A high proportion of these submitters also commented on the closure of Loveridge Street at McEvoy Street; 5 submitters who supported the closure of Brennan Street also supported the closure of Loveridge, whereas all who opposed the closure of Brennan Street, opposed the Loveridge Street closure.

7 submitters **supported** the proposed road closure of Brennan Street at McEvoy Street; their reasons were:

- 5 submitters stated that this closure would reduce congestion and the volume of traffic on Brennan Street and other nearby streets. Some added that this closure would prevent vehicles using Brennan Street as a through road to Wyndham Street.
- One submitter thought that this closure would improve village amenity by reducing the volume of traffic on neighbourhood streets.

4 submitters **opposed** the proposed road closure of Brennan Street at McEvoy Street; their reasons were:

- All were concerned about the impact this closure would have on residents in the area.
- Accessibility for residents to and from their homes was a concern for a couple of submitters, while others noted that access to the school would be limited.
- One submitter thought this closure would force more vehicles to use the busy Power Avenue and Wyndham Street intersection.

**Other comments** from a couple submitters, who have not been included within Table 11, were:

- Request for a partial closure, allowing a left turn from Brennan Street onto McEvoy Street.

## ANDERSON STREET AT MITCHELL ROAD

Summary of the submissions supporting or opposing the proposed closure of Anderson Street at Mitchell Road. The number of submitters supporting or opposing this closure have been broken down by the submitter's location (Table 12). In total, 25 comments were made; 18 supportive and 7 opposing.

**Table 12.1: Summary of submissions supporting or opposing the proposed road closure of Anderson Street at Mitchell Road from submitters residing inside the study area.**

Street name (inside area)	Support closure of Anderson Street at Mitchell Road	Oppose closure of Anderson Street at Mitchell Road	TOTAL
Anderson Street	10	2	12
Phillips Street	3	0	3
Buckland Street	1	2	3
Mitchell Road	0	1	1
<b>TOTAL</b>	<b>14</b>	<b>5</b>	<b>19</b>

**Table 12.2: Summary of submissions supporting or opposing the proposed road closure of Anderson Street at Mitchell Road from submitters residing *outside* the study area.**

Street name (outside area)	Support closure of Anderson Street at Mitchell Road	Oppose closure of Anderson Street at Mitchell Road	TOTAL
Alexandria Street	0	1	1
Copeland Street	0	1	1
<b>TOTAL</b>	<b>0</b>	<b>2</b>	<b>2</b>

**Table 12.3: Summary of submissions supporting or opposing the proposed road closure of Anderson Street at Mitchell Road from submitters who did not provide a location.**

Location	Support closure of Anderson Street at Mitchell Road	Oppose closure of Anderson Street at Mitchell Road	TOTAL
Location not provided	4	0	4

## Summary

In total, 25 comments were made; 18 supportive and 7 opposing. 19 submitters resided within the study area.

18 submitters **supported** the proposed road closure of Anderson Street at Mitchell Road; their reasons were:

- 11 submitters made a general or simple statement of support.
- 6 stated that this closure would reduce the volume of traffic using Anderson Street and nearby streets as through roads to avoid busier main roads. Some of these submitters expressed concerns for safety of residents and road-users due to vehicles travelling at high speeds down Anderson Street they thought this closure would discourage this behaviour.
- A couple of submitters supported the closure of Anderson Street as it would improve residential amenity by reducing the volume of traffic.
- 4 submitters supported the closure of Anderson Street at Mitchell Road, but expressed concern that this may increase the number of vehicles using Buckland Lane as a through road; traffic calming measures were requested to prevent this, including closing Buckland Lane at Mitchell Road.

7 submitters **opposed** the proposed road closure of Anderson Street at Mitchell Road; their reasons were:

- 4 submitters stated that this closure would increase congestion and/or the volume of traffic on nearby roads, particularly Buckland Lane.
- A couple of submitters added that vehicles already make illegal right-hand turns into Buckland Street from Mitchell Road and this would increase if Anderson Street was closed.
- 3 submitters who opposed the closure of Anderson Street thought this closure would negatively impact resident's amenity and accessibility.
- One submitter suggested a large pedestrian-style speed hump instead of a closure.

# NEW TRAFFIC SIGNALS

As a traffic calming measure within Alexandria, the installation of two new traffic lights were proposed. These were located at the following intersections: Maddox Street and Mitchell Road; and, Lawrence Street and Fountain Street.

## Summary of findings

### Overall:

24 comments regarded the proposed treatments to install traffic lights. 15 expressed support for at least one of these treatments. 17 of the comments discussing the proposed new traffic lights came from submitters who resided within the study area.

Overall, submitters who supported the proposed new traffic lights thought this would improve safety for road users, particularly turning vehicles.

Those who opposed either of these treatments felt that traffic lights prevented even traffic flow; some suggested or supported the use of roundabouts.

### Specific findings:

- o Mitchell Road and Maddox Street: **support**: 3 and **oppose**: 5.
- o Lawrence and Fountain Streets: **support**: 12 and **oppose**: 2.

## MITCHELL ROAD AND MADDOX STREET

Summary of the submissions supporting or opposing the proposed new traffic signals at Maddox Street and Mitchell Road. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 13).

**Table 13.1: Summary of submissions for the proposed new traffic lights at *Maddox Street and Mitchell Road* from submitters residing *inside* the study area.**

Street name (inside area)	Support proposed new traffic lights at Maddox Street and Mitchell Road	Oppose proposed new traffic lights at Maddox Street and Mitchell Road	TOTAL
Euston Lane	1	0	1
Lawrence Street	1	1	2
Belmont Street	0	1	1
Henderson Road	0	1	1
<b>TOTAL</b>	<b>2</b>	<b>3</b>	<b>5</b>

**Table 13.2: Summary of submissions for the proposed new traffic lights at *Maddox Street and Mitchell Road* from submitters residing *outside* the study area.**

Street name (outside area)	Support proposed new traffic lights at Maddox Street and Mitchell Road	Oppose proposed new traffic lights at Maddox Street and Mitchell Road	TOTAL
Gibbes Street	1	0	1
Erskineville Road	0	1	1
Suttor Street	0	1	1
<b>TOTAL</b>	<b>1</b>	<b>2</b>	<b>3</b>

**Table 13.3: Summary of submissions for the proposed new traffic lights at Maddox Street and Mitchell Road.**

Location	Support proposed new traffic lights at Maddox Street and Mitchell Road	Oppose proposed new traffic lights at Maddox Street and Mitchell Road	TOTAL
No location provided	0	1	1

### Summary

In total, 9 comments were made; 3 supportive and 6 opposing; 5 submitters resided within the study area.

6 submitters **opposed** new traffic lights at the intersection of Maddox Street and Mitchell Road; their reasons were:

- 4 submitters those were concerned that these traffic lights would reduce even traffic flow and result in higher congestion levels down Mitchell Road. One was concerns about the frequency of sets of traffic lights in a short section of Mitchell Road.
- A couple preferred roundabouts.

3 submitters **supported** new traffic lights at the intersection of Maddox Street and Mitchell Road; their reasons were:

- These comments were mostly simple in nature
- One submitter added that the current roundabout is “far too busy” and requires “better traffic management”.

**Suggestions** for the intersection of Maddox Street and Mitchell Road were not included in the table above and included:

- “Having a left turn permitted on red after stopping sign would help traffic turning out of Maddox street”
- Banning right-hand turns was viewed as a way to reduce smaller neighbourhood streets and lanes being used as rat-runs.

## FOUNTAIN STREET AND LAWRENCE STREET

Summary of the submissions supporting or opposing the proposed new traffic signals at Fountain Street and Lawrence Street. The number of submitters supporting or opposing this treatment have been broken down by the submitter’s location (Table 14).

**Table 14.1: Summary of submissions for the proposed new traffic lights at Lawrence Street and Fountain Street.**

Street name (inside area)	Support proposed new traffic lights at Lawrence Street and Fountain Street	Oppose proposed new traffic lights at Lawrence Street and Fountain Street	TOTAL
Lawrence Street	8	1	9
Maddox Street	1	0	1
Mitchell Road	1	0	1
Belmont Street	0	1	1
<b>TOTAL</b>	<b>10</b>	<b>2</b>	<b>12</b>

**Table 14.2: Summary of submissions for the proposed new traffic lights at Lawrence Street and Fountain Street.**

Location	Support proposed new traffic lights at Lawrence Street and Fountain Street	Oppose proposed new traffic lights at Lawrence Street and Fountain Street	TOTAL
No location provided	2	1	3

## Summary

In total, 15 comments were made; 12 supportive and 3 opposing. No comments were made on this treatment from submitters residing outside of the study area.

12 submitters **supported** new traffic lights at the intersection of Lawrence and Fountain Streets; their reasons were:

- 9 submitters thought that this would improve safety for road users. This intersection was considered dangerous by many submitters due to the high volume of traffic, parked cars combined with the slight bend in Fountain Street reducing visibility for vehicles turning out of Lawrence Street, and vehicles turning into and out of the supermarket car park.
- These traffic lights were also thought to improve safety for pedestrians crossing these roads.

3 submitters **opposed** new traffic lights at the intersection of Lawrence and Fountain Streets; their reasons were:

- These submitters thought that these traffic lights would reduce traffic flow down Fountain Street and result in traffic backing up down both roads, particularly if other treatments are also implemented.
- One submitter was concerned about access to their driveway if these traffic lights were installed.

**Other comments** regarding a treatment at this location included

- 5 submitters suggested that a roundabout may be more effective at the Lawrence and Fountain Streets intersection.
- 3 submitters were not included in Table 14 as they did not directly state whether they supported or opposed the proposed this treatment.
- A couple of other submitters generally sought traffic management measures to improve safety of all road users at the Lawrence and Fountain Streets intersection.

# SINGLE LANE SLOW POINTS

As a traffic calming measure within Alexandria, the installation of two single lane slow points was proposed. These slow points were: Belmont Street between Fountain and Harley Streets; and, Lawrence Street between Fountain and Harley Streets

## Summary of findings

### Overall:

19 comments regarded the proposed single lane slow points on Belmont and Lawrence Streets between Fountain and Harley Streets; all of these submitters resided within the study area.

13 submitters who commented on the proposed slow points expressed support for at least one of these treatments. Many of these submissions expressed either support or opposition for both single lane slow points.

Those who supported the proposed single lane slow points thought this intervention would reduce the speed of vehicles on the respective streets and discourage rat-runners.

Submitters who opposed the proposed single lane slow points thought vehicles would either be pushed onto main roads, causing increased traffic volumes and congestion, or onto small neighbourhood laneways, reducing safety of residents.

### Specific findings:

- Belmont Street: **support**: 7 and **oppose**: 4.
- Lawrence Street: **support**: 6 and **oppose**: 2.



## BELMONT STREET (BETWEEN FOUNTAIN AND HARLEY STREETS)

Summary of the submissions supporting or opposing the proposed single lane slow point in Belmont Street between Fountain and Harley Streets. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 15). In total, 11 comments were made; 7 supportive and 4 opposing. No comments were made on this treatment from submitters residing outside of the study area.

**Table 5: Summary of submissions for the proposed single lane slow point on Belmont Street (between Fountain and Harley Streets) from submitters residing *inside* the study area.**

Street name (inside area)	Support proposed slow point on Belmont Street	Oppose proposed slow point on Belmont Street	TOTAL
Lawrence Street	5	0	5
Belmont Street	1	1	2
Mitchell Road	1	3	4
<b>TOTAL</b>	<b>7</b>	<b>4</b>	<b>11</b>

## LAWRENCE STREET (BETWEEN FOUNTAIN AND HARLEY STREETS)

Summary of the submissions supporting or opposing the proposed single lane slow point in Lawrence Street between Fountain and Harley Streets. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 16). In total, 8 comments were made; 6 supportive and 2 opposing. No comments were made on this treatment from submitters residing outside of the study area.

**Table 6: Summary of submissions for the proposed single lane slow point on Lawrence Street (between Fountain and Harley Streets) from submitters residing *inside* the study area.**

Street name (inside area)	Support proposed slow point on Lawrence Street	Oppose proposed slow point on Lawrence Street	TOTAL
Lawrence Street	5	1	6
Mitchell Road	1	1	2
<b>TOTAL</b>	<b>6</b>	<b>2</b>	<b>8</b>

# CONTINUOUS FOOTPATHS

Seven continuous footpath treatments were proposed as a traffic calming measure, and to prioritise pedestrians within Alexandria. These were: Brennan Street at Fountain Street; Loveridge Street at Power Avenue; Brennan Street at Power Avenue; Power Avenue at Wyndham Street; Renwick Street at Mitchell Road; Buckland Lane at Mitchell Road; and, Brown Street at Mitchell Road

## Summary of findings

### Overall:

18 comments regarded the proposed continuous footpath treatments, with the vast majority expressing support for at least one treatment. 9 of the submitters commenting on the proposed continuous footpath treatments resided within the study area; others did not provide a location and one lived outside the area.

Of those who supported the proposed continuous footpath treatments, many thought that this would prioritise and improve safety of pedestrians, as well as reduce vehicle speed. Many submitters expressed support for more than one continuous footpath treatment, particularly those within close proximity to each other.

The couple of submitters who opposed a continuous footpath treatment did not think this traffic calming measure would be effective.

### Specific findings:

- o Belmont Street at Fountain Street: **support: 5** and **oppose: 0**.
- o 13 submitters commented on the other continuous footpath treatments: **support: 11** and **oppose: 2**.

## BELMONT STREET AT FOUNTAIN STREET

Summary of the submissions supporting or opposing the proposed continuous footpath treatment of Belmont Street at Fountain Street. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 17). In total, 5 comments were made; 5 supportive and 0 opposing. All comments were made from submitters who resided within the study area or did not provide a location.

**Table 17.1: Summary of submissions for the proposed continuous footpath at *Belmont Street and Fountain Street* from submitters residing *inside* the study area.**

Street name (inside area)	Support continuous footpath at Belmont Street and Fountain Street	Oppose continuous footpath at Belmont Street and Fountain Street	TOTAL
Belmont Street	2	0	2
Lawrence Street	1	0	1
<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>3</b>

**Table 17.2: Summary of submissions for the proposed continuous footpath at *Belmont Street and Fountain Street* from submitters who did not provide a location.**

Location	Support continuous footpath at Belmont Street and Fountain Street	Oppose continuous footpath at Belmont Street and Fountain Street	TOTAL
No location provided	2	0	2

## LOVERIDGE STREET AT POWER AVENUE

Summary of the submissions supporting or opposing the proposed continuous footpath treatment of Loveridge Street at Power Avenue. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 18). In total, 3 comments were made; 3 supportive and 0 opposing. All comments were made from submitters who resided within the study area or did not provide a location.

**Table 18.1: Summary of submissions for the proposed continuous footpath at *Loveridge Street and Power Avenue* from submitters residing *inside* the study area.**

Street name (inside area)	Support continuous footpath at Loveridge Street and Power Avenue	Oppose continuous footpath at Loveridge Street and Power Avenue	TOTAL
Power Avenue	1	0	1
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>

**Table 18.2: Summary of submissions for the proposed continuous footpath at *Loveridge Street and Power Avenue* from submitters who did not provide a location.**

Location	Support continuous footpath at Loveridge Street and Power Avenue	Oppose continuous footpath at Loveridge Street and Power Avenue	TOTAL
No location provided	2	0	2

## BRENNAN STREET AT POWER AVENUE

Summary of the submissions supporting or opposing the proposed continuous footpath treatment of Brennan Street at Power Avenue. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 19). In total, 3 comments were made; 3 supportive and 0 opposing. All comments were made from submitters who resided within the study area or did not provide a location.

**Table 19.1: Summary of submissions for the proposed continuous footpath at *Brennan Street and Power Avenue* from submitters residing *inside* the study area.**

Street name (inside area)	Support continuous footpath at Brennan Street and Power Avenue	Oppose continuous footpath at Brennan Street and Power Avenue	TOTAL
Power Avenue	1	0	1
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>

**Table 19.2: Summary of submissions for the proposed continuous footpath at *Brennan Street and Power Avenue* from submitters who did not provide a location.**

Location	Support continuous footpath at Brennan Street and Power Avenue	Oppose continuous footpath at Brennan Street and Power Avenue	TOTAL
Location not provided	2	0	2

## POWER AVENUE AT WYNDHAM STREET

Summary of the submissions supporting or opposing the proposed continuous footpath treatment of Power Avenue at Wyndham Street. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 20). In total, 2 comments were made; 1 supportive and 1 opposing. No comments were made on this treatment from submitters residing outside of the study area.

**Table 7: Summary of submissions for the proposed continuous footpath of *Power Avenue at Wyndham Street* from submitters residing *inside* the study area.**

Street name (inside area)	Support continuous footpath at Power Avenue and Wyndham Street	Oppose continuous footpath at Power Avenue and Wyndham Street	TOTAL
Power Avenue	1	0	1
Wyndham Street	0	1	1
<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>2</b>

## RENWICK STREET AT MITCHELL ROAD

No submissions were made regarding the proposed continuous footpath treatment of Renwick Street at Mitchell Road.

## BUCKLAND LANE AT MITCHELL ROAD

Summary of the submissions supporting or opposing the proposed continuous footpath treatment of Buckland Lane at Mitchell Road. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 21). In total, 4 comments were made; 3 supportive and 1 opposing. All comments were made from submitters who resided within the study area or did not provide a location.

**Table 21.1: Summary of submissions for the proposed continuous footpath at *Buckland Lane and Mitchell Road* from submitters residing *inside* the study area.**

Street name (inside area)	Support continuous footpath at Buckland Lane and Mitchell Road	Oppose continuous footpath at Buckland Lane and Mitchell Road	TOTAL
Phillips Street	2	0	2
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>2</b>

**Table 21.2: Summary of submissions for the proposed continuous footpath at *Buckland Lane and Mitchell Road* from submitters who did not provide a location.**

Location	Support continuous footpath at Buckland Lane and Mitchell Road	Oppose continuous footpath at Buckland Lane and Mitchell Road	TOTAL
No location provided	1	1	2

## BROWN STREET AT MITCHELL ROAD

Summary of the submissions supporting or opposing the proposed continuous footpath treatment of Brown Street at Mitchell Road. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 22). In total, 1 supportive comment was made by a submitter who resided outside of the study area.

**Table 22: Summary of submissions for the proposed continuous footpath at *Brown Street and Mitchell Road* from submitters residing *outside* the study area.**

Street name (outside area)	Support continuous footpath at Brown Street and Mitchell Road	Oppose continuous footpath at Brown Street and Mitchell Road	TOTAL
Suttor Street	1	0	1
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>

# MISSING SIGNALISED PEDESTRIAN CROSSINGS

To improve pedestrian accessibility and safety within Alexandria, the installation of two missing signalised pedestrian crossings were proposed. These were: Mitchell Road and Fountain Street; and, Mitchell Road and Copeland Street

## Summary of findings

Overall:

12 comments regarded the proposed installation of missing signalised pedestrian crossings. Most of the submitters who either supported or opposed the installation of one pedestrian crossing, held the same view for the other crossing. 7 submitters who commented on the pedestrian crossing treatments resided within the study area.

Those who supported installing pedestrian crossings did so because it would improve pedestrian safety and neighbourhood amenity.

Submitters opposed these pedestrian crossings as they thought that they were not necessary or would negatively impact the flow of traffic.

Specific findings:

- Mitchell Road at Fountain Street: **support**: 4 and **oppose**: 2.
- Mitchell Road at Copeland Street: **support**: 4 and **oppose**: 2.

## MITCHELL ROAD AT FOUNTAIN STREET

Summary of the submissions supporting or opposing the proposed installation of missing signalised pedestrian crossing at Mitchell Road and Fountain Street. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 23). In total, 6 comments were made; 4 supportive and 2 opposing. Majority of these comments were from submitters who resided inside the study area (4 inside and 2 outside).

**Table 23.1: Summary of submissions for the proposed addition of a missing pedestrian crossing at *Mitchell Road and Fountain Street* from submitters residing *inside* the study area.**

Street name (inside area)	Support addition of missing crossing at Mitchell Road and Fountain Street	Oppose addition of missing crossing at Mitchell Road and Fountain Street	TOTAL
Belmont Street	1	1	2
Lawrence Street	1	0	1
Mitchell Road	1	0	1
<b>TOTAL</b>	<b>3</b>	<b>1</b>	<b>4</b>

**Table 23.2: Summary of submissions for the proposed addition of a missing pedestrian crossing at *Mitchell Road and Fountain Street* from submitters residing *outside* the study area.**

Street name (outside area)	Support addition of missing crossing at Mitchell Road and Fountain Street	Oppose addition of missing crossing at Mitchell Road and Fountain Street	TOTAL
Suttor Street	1	0	1
Bray Street	0	1	1
<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>2</b>



## MITCHELL ROAD AT COPELAND STREET

Summary of the submissions supporting or opposing the proposed installation of a signalised pedestrian crossing at Mitchell Road and Copeland Street. The number of submitters supporting or opposing this treatment have been broken down by the submitter's location (Table 24). In total, 6 comments were made; 4 supportive and 2 opposing. Majority of these comments were from submitters who resided inside the study area (3 inside, 2 outside, and 1 did not provide a location).

**Table 24.1: Summary of submissions for the proposed addition of a missing pedestrian crossing at *Mitchell Road and Copeland Street* from submitters residing *inside* the study area.**

Street name (inside area)	Support addition of missing crossing at Mitchell Road and Copeland Street	Oppose addition of missing crossing at Mitchell Road and Copeland Street	TOTAL
Belmont Street	1	1	2
Mitchell Road	1	0	1
<b>TOTAL</b>	<b>2</b>	<b>1</b>	<b>3</b>

**Table 24.2: Summary of submissions for the proposed addition of a missing pedestrian crossing at *Mitchell Road and Copeland Street* from submitters residing *outside* the study area.**

Street name (outside area)	Support addition of missing crossing at Mitchell Road and Copeland Street	Oppose addition of missing crossing at Mitchell Road and Copeland Street	TOTAL
Suttor Street	1	0	1
Bray Street	0	1	1
<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>2</b>

**Table 24.3: Summary of submissions for the proposed addition of a missing pedestrian crossing at *Mitchell Road and Copeland Street* from submitters who did not provide a location.**

Location	Support addition of missing crossing at Mitchell Road and Copeland Street	Oppose addition of missing crossing at Mitchell Road and Copeland Street	TOTAL
No location provided	1	0	1

# General Comments and Concerns

## GENERAL COMMENTS

In addition to commenting on the proposed treatments (those outlined in the Table of Treatments (Table 1), all of which are discussed above), submitters commented on other treatments or proposed treatments of their own. Treatments discussed in this section are specific to a location and outline a physical layout change or intervention. The following section, *General Concerns*, covers submitter's comments that are general in nature, and that do not pertain to physical treatments.

### Summary of findings

Overall:

Over 400 comments were made regarding methods mitigate impacts of the WestConnex development that had not been outlined in the Table of Treatments.

Layout changes and traffic calming measures were suggested, including the removal of parking and introduction of clearways, closing other streets in the area, the addition of one-way roads, making some streets for locals only, and implementing active transport infrastructure.

Specific findings

- 47 submitters expressed disapproval of clearways and the removal of parking.
- Suggestions regarding road closures included: a closure of Lawrence Street at Fountain Street; using removable or non-permanent barriers; and, closures made permeable for active transport users.
- Some intersection changes were suggested at: Buckland Street and Mitchell Road, streets intersecting Belmont Street and Lane, and Power Avenue and Wyndham Street.
- Of the 70 comments regarding active transport, majority were in support of the implementation and improvement of pedestrian and cycling infrastructure and generally supported active transport in the area.
- Speed management suggestions were primarily reducing speed limits and speed bumps in the study area to lower traffic speed and discourage rat-runners.
- Of the proposed LATM Options, Option 5 was the most discussed, and most favoured by submitters. Options 1, 3, and 5 all received significant opposition, mostly by one distinct group, those residing in the Spectrum Apartments.

# LAYOUT CHANGE

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## Parking and clearways

Note that general concerns regarding parking and clearways have been discussed below in the following section.

- Opposition to the removal of parking and introduction of clearways was expressed by 47 submitters. Specific streets mentioned were:
  - Euston Road, McEvoy Street, Mitchell Road, Fountain Street, and Lawrence Street.
  - Having less available parking, and roads becoming more dangerous for pedestrians were common concerns.
- Support for the removal of parking or implementation of clearways in the study area was expressed by 14 submitters. Streets mentioned were:
  - Mitchell Road, Euston Road, McEvoy Street, Lawrence Street, and Fountain Street.

## Suggested Street Closures

87 submitters suggested street closures that were not outlined in the table of treatments, or which involved changes to planned street closures. There were:

- Closing Lawrence Street at Fountain Street was suggested by 12 submitters, to:
  - Reduce traffic volumes travelling through this intersection.
  - Improve the amenity for residents living on Lawrence Street.
  - Some suggested that this closure could be implemented instead of the Harley Street closure at McEvoy Street.
- Access for active transport users through the proposed road closures was suggested by 10 submitters, to
  - Allow active transport users to use the closed roads rather than busy main roads.
- Non-permanent closures or removable barriers instead of permanent street closures were suggested by 4 submitters.
  - Suggested that barrier could only be installed during peak hours.
  - Would allow emergency vehicle access.
- Other closure suggestions from 17 submitters: peak period traffic light changes, particularly turning signals to improve traffic flow at certain busy intersections.

## Traffic signals and signage

### Turning right onto Sydney Park Road

- Opposition to right hand turn ban onto Sydney Park Road was expressed by 23 submitters. Concerns included:
  - Reduced ability of residents to head in a westerly direction on Sydney Park Road,
  - May encourage vehicles onto other residential streets, particularly Coulson Street,
  - Increase traffic and congestion on other roads.
- Supported for a 'no right turn' from Mitchell Road to Sydney Park Road was given by a couple of submitters; one added that this would "limit traffic onto Princes highway".

## Traffic signals Sydney Park Road, Euston Road, and Huntley Street

- Support for the installation of traffic signals at Sydney Park Road/Euston Street/Huntley Street was expressed by a couple of submitters.

## Suggested Intersection changes

57 submitters suggested intersection changes not noted in the table of treatments. These were:

- Buckland Street and Mitchell Road intersection was discussed by 27 submitters.
  - Enforcement of the existing 'no right-turn' rule from Mitchell Road into Buckland Street was sought by 19 submitters to prevent illegally turning vehicles. Suggestions included: no right turn arrows; or, physical barriers.
  - Removal of the 'no right-turn rule' at this intersection (to improve traffic flow) was suggested by 6 submitters.
- Intersecting streets with Belmont Street and Belmont Lane were discussed by 7 submitters. Comments included:
  - Concern for these streets becoming through-roads
  - Suggestion for traffic calming measures, such as: a roundabout; one-way streets; or, the installation of traffic lights at intersections.
- Power Avenue and Wyndham Street intersection was mentioned a couple of times.
  - Reduction in congestion was sought.
  - Suggested solutions to this included: a roundabout; or, 'keep clear' road makings.
- Other suggestions included:
  - Garden islands on roads to calm traffic
  - Raised median strips
  - More greenery in the area.

## One-way roads

17 submitters suggested that a one-way system could effectively manage the traffic flow throughout the study area. Suggestions included:

- Generally, lanes or smaller neighbourhood streets made into a one-way system
- Specific lanes or streets, including: Belmont, Buckland, and Lawrence Lanes, and Maddox Street; and, Botany Road and Wyndham Street.
- Adjacent streets one-way, going in opposite directions.
- Use a one-way system instead of closing roads.

## Local only traffic

Designating some streets in the study area as "local only" streets was suggested 8 times.

- Only residents would be permitted to reduce traffic volume.
- Beneficial down the laneways, including Buckland Lane.

## SPEED MANAGEMENT

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Note that this section discusses speed management treatments (*not* general concern for high speed – this is in the next section). In total, 73 submitters discussed speed management methods.

### Speed bumps

48 submitters stated a position on speed bumps as a speed management treatment.

- Support for speed bumps was provided by 33 submitters who commented on speed bumps.
  - Reduce speed.
  - Discourage through-traffic, particularly down laneways.
- Suggested streets that submitters sought speed bumps were:
  - Inside the study area: Gerard Street; Garden Street; Buckland Street; Buckland Lane; Fountain Street; Anderson Street; Lawrence Lane; Belmont Lane; Power Avenue; Euston Lane; and, Wyndham Street.
  - Outside the area: Coulson Street; Renwick Street; and, Eve Street.
- Opposition to speed bumps due to their inefficiency as a traffic calming measure was expressed by 16 submitters; comments about bumps included:
  - Too narrow, causing cars to veer around them
  - Encourage vehicles to brake and then accelerate before and after them, causing noise pollution and speeding at various places along the route.
  - Current bumps have not deterred through traffic.
  - Deter and reduce cyclists' safety who may not be able to see them clearly.
  - Some opposed speedbumps in laneways.

### Speed Limits

35 submitters commented on speed limits within the study area.

- Support for reducing speed limits within the study area was expressed by 33 submitters. Comments included:
  - Generally requested or supported reduced speed limits in the study area.
  - Reduced speed limits in the lanes was suggested by a moderate number; suggestions included: 15 kmph or 20 kmph.
- Opposition to reducing speed limits was stated by 3 submitters; they argued:
  - Reduction does not work as a traffic management strategy.
  - Reduction would be inconvenient as it increases the travel time for residents.
- Suggestions for speed limit changes included:
  - Reducing all streets in the study area to 40 kmph.
  - Enforcing speed limits during peak traffic times or during school hours.
  - Gerard, Garden, Buckland, Euston, and Fountain Streets were identified as streets in need of speed restrictions, as well as the laneways.

## ACTIVE TRANSPORT MODES

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### Active modes

70 submitters commented on active modes of transport; particularly, safety of users, and infrastructure. Comments included:

- Safety concerns for walkers and cyclists caused by both current traffic volumes and predicted future increase in traffic following the development of WestConnex were expressed by 29 submitters.
- General support for implementing and improving active transport infrastructure in the study area was expressed, particularly:
  - Continuous footpaths
  - Pedestrian crossings
  - Traffic lights that prioritise pedestrian use over vehicles.
- Promoting active transport, especially cycling, by improving safety and infrastructure was thought to reduce car dependency.
- Suggestions for improving cycling infrastructure in the study area included:
  - Improving cycle crossings, especially at Fountain Road and Belmont Street,
  - Introducing separated cycleways
  - Improving signage for cyclists.
  - Generally prioritising active modes of transport at traffic light intersections.

## PROPOSED LATM OPTIONS

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Section 8 of the LATM Study discussed five local area traffic management measures suggested for the study area. These five options proposed a suite of solutions to traffic issues in the study area. A 'Do Minimum' Option described minimal changes that the City of Sydney is already committed to; this included: the removal of parking on Euston Road and McEvoy Street in peak periods; widening part of Euston Road; intersection upgrades at some streets in the area; new traffic signals; right turn bans on some roads; and, peak period clearways. One of the Options from 1-5 are to be implemented in addition to the 'Do Minimum' Option. Overall, 30 submitters discussed or expressed their support or opposition for these Options.

### Do Minimum Option

4 submitters discussed the Do Minimum Option.

A 'Do Minimum' Option described minimal changes that the City of Sydney is already committed to; this included: the removal of parking on Euston Road and McEvoy Street in peak periods; widening part of Euston Road; intersection upgrades at some streets in the area; new traffic signals; right turn bans on some roads; and, peak period clearways.

- Support for the 'Do Minimum' Option was expressed by a few submitters; comments included:
  - The other Options would negatively affect the area.

- 'Do Minimum' Option has fewer proposed changes to the area.
- o Opposition for the 'Do Minimum' Option was expressed by one submitter, as it would not do enough to mitigate the negative effects of the WestConnex project in the area.

## Option 1

11 submitters discussed Option 1.

In addition to the 'Do Minimum' Option, Option 1 proposed closing Harley Street at both the Mitchell Road end and the Euston Road/McEvoy Street end. Also, it included the closure of Lawrence Street at its mid-point between Maddox Street and Harley Street.

- o Support for Option 1 was expressed by one submitter, as this would to deter rat-running, without making travel in the area too difficult for non-WestConnex traffic.
- o Opposition for Option 1 was expressed by 10 submitters; reasons included:
  - Reduced access for residents into and out of the area.
  - Reduced access for emergency vehicles.
  - Increased pollution from larger traffic volumes on main streets.

## Option 2

3 submitters discussed Option 2.

In addition to the 'Do Minimum' Option, Option 2 proposed the closure of the eastern end of Maddox Street, at Euston Road.

- o Support for Option 2 was expressed by one submitter; they liked that this would create a 'village' environment for the area and remove the potential of rat-running.
- o Opposition for Option 2 was expressed by a couple submitters; reasons included:
  - Closure of Maddox Street would prevent residents from travelling east in the area
  - Reduced accessibility for residents into and out of the area.

## Option 3

12 submitters discussed Option 3.

In addition to the 'Do Minimum' Option, Option 3 was a combination of Options 1 and 2. This included: closing Harley Street at the Mitchell Road end and the Euston Road/McEvoy Street end; the closure of Lawrence Street at the mid-point between Maddox Street and Harley Street; and, the closure of Maddox Street at Euston Road.

- o Support for Option 3 was expressed by one submitter. They supported the closure of Maddox Street as this would improve pedestrian and non-vehicular safety and accessibility.
- o Opposition for Option 3 was expressed by 11 submitters; reasons included:
  - Opposition to the Harley Street closure.
  - Thought that Option 3 would have overall negative impacts on traffic flow.

## Option 4

One submitter discussed Option 4.

In addition to the 'Do Minimum' Option, Option 4 proposed the closure of Brennan Street and Loveridge Street at the McEvoy Street end. It also proposed closure of Anderson Street at the Mitchell Road end. Bus access to Alexandria Park Community School would be diverted from its current route on Loveridge Street.

- Support for Option 4 was given by one submitter due to its potential to deter rat-running in the area.
- No submitters expressed opposition for Option 4 by name.

## Option 5

23 submitters discussed Option 5.

In addition to the 'Do Minimum' Option, Option 5 was a combination of Options 3 and 4. This included: the closure of Harley Street and Maddox Street, as in Option 3; the closure of Brennan Street and Loveridge Street as in Option 4; and the closure of Lawrence Street at its mid-point between Maddox Street and Harley Street.

- Support for Option 5 was expressed by 12 submitters for reasons including:
  - Support closure of Maddox and Harley Streets, or Anderson Street
  - Reduce traffic in residential areas substantially,
  - Prevent rat-running through the suburb,
  - Improve residential amenity
  - Improve safety in the area

One submitter who supported Option 5, but suggested measures should be taken to reduce the increase in traffic this could cause for the surrounding areas.

- Opposition for Option 5 was expressed by 11 submitters; reasons included:
  - Opposed closure of Harley Street.
  - Could increase congestion on main roads, causing safety issues and making it difficult for residents to access these main roads.
  - Impede emergency vehicle access to the area.

## Opinion of Spectrum Apartment residents

A group of 9 submitters who stated that they resided in the Spectrum Apartments at 147-161 McEvoy Street commented on the proposed Options. These comments had similar phrasing and all opposed Options 1, 3, and 5; their reasons included:

- Closure of Harley Street would have an adverse effect on their access to the building.
- Reduce traffic flow in the area and increase congestion on main roads.
- Reduced emergency vehicles access to and around the area.
- Create safety risks for residents.
- Increase pollution in the area.
- Negatively impact residents' access in and out of the area.
- The Lawrence Street closure was thought to reduce access other parts of the area and Sydney by one submitter.



# GENERAL CONCERNS

This section presents submitter's concerns and other comments that are general in nature, and that do not pertain to physical treatments.

## Summary of findings

### Overall:

Over 600 comments expressed concerns about current and future traffic volumes and issues, layout issues, the LATM Plan, Government or Council, or the consultation process.

### Specific findings:

- Submitters expressed concerns about congestion and traffic currently and in the future as a result of WestConnex. These submitters indicated this was for many reasons including: safety and emergency vehicle access; rat-running and how this issue will be amplified following the completion of WestConnex; the supermarket and local stores; and, trucks.
- 75 submitters were concerned about how WestConnex and the Plan would affect amenity and accessibility of residents within the study area. Some were concerned about the uneven effect the Plan may have on residents.
- Parking was a significant issue for 47 submitters, with many opposing the removal of parking spaces.
- 33 submitters sought more prioritisation of public transport.
- 75 submitters discussed the LATM Plan itself, the study or engagement process, the City of Sydney or New South Wales Government, WestConnex or the A2MP Plan. Many were negative or expressed concerns about the City of Sydney and their level of consultation.
- Other comments included: a petition from a group of concerned residents; and, a group of similar submissions from residents of the Spectrum apartments.

# CONGESTION AND TRAFFIC

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Congestion and traffic were the focus of a large proportion of submitters' comments. This section discusses those comments pertaining to general concerns about congestion and its effects.

## Safety

Safety was an issue raised frequently by submitters, in regard to many aspects of the study area and the proposed changes.

- Excessive speeds used by rat runners was a safety concern for 31 submitters, particularly those with children.
- Safety of children from traffic was a concern for many. Schools within the study area were cited as a reason to reduce vehicle speeds in those areas, with submitters stating that fast traffic was a threat to the safety of children.
- Pedestrian safety was a concern for 22 submitters. Comments included:
  - Larger and faster volumes of traffic were thought to increase the risk of injury to pedestrians and cyclists.
  - Parking was considered a safety buffer between pedestrians and road users.
  - Excessive traffic and excessive traffic speeds posed a risk for cyclists.
- Safe access to and movement about the study area was sought by submitters, particularly:
  - Measures deemed to improve safety in general,
  - And, against treatments they viewed as ineffective at improving safety.

## Emergency Vehicle Access

A couple of submitters commented on accessibility of emergency service vehicles; note that these comments did not refer to specific proposed treatments. These were:

- The LATM Plan was criticised as emergency vehicle access was not addressed.
- Concern for future ambulance access as Mitchell Road will be forced to carry a greater volume of traffic in the near future; this would also cause congestion on Henderson Road and other nearby small streets within the study area.

## Rat Runs

79 submitters discussed congestion and traffic in the study area with reference to the concept of rat-runs, which is when vehicles use smaller streets to bypass larger, more congested roads or routes. In addition to 'rat-runs', submitters use the phrases: short-cuts, short-cutters, through roads, rat-racers, and rat-runners. Comments were:

- General opposition to vehicles rat-running in the study area.
- Concern for road user and resident safety regarding rat running vehicles was expressed by 11 submitters.
- Suggested measures to deter rat-running were added by some, particularly road closures.
- Only a couple of submitters stated that they do not view rat-running as an issue.

## Trucks

39 submitters discussed trucks and commercial vehicles in their comments.

- Concern about heavy vehicles use of neighbourhood roads, parking spaces, and their impact on other road-users and residents was expressed by many of these submitters.
- Safety concerns for pedestrians and road users due to heavy vehicles on smaller roads were raised, along with complaints about noise and pollution from exhausts from trucks
- Frustration at the number of truck drivers breaking existing traffic rules was expressed.
- Suggested solutions included: weight-limiting roads; limiting heavy vehicle usage of certain streets; or, barring trucks from streets.

## General congestion

38 submitters spoke generally of congestion. Note that as much of the content of this report deals with congestion, it is only the comments pertaining to congestion in general that this section discusses. Comments included:

- Concerns about increased traffic on, or traffic being funnelled onto, certain roads (e.g., Fountain Street, Lawrence Street).
- Predictions that traffic will “grind to a halt” during peak hours.
- General pleas to reduce traffic volumes in the study area.
- Some stated they had already noticed increases in traffic volumes and expressed fears about the ability of the roads to cope with further increases from WestConnex.

## Supermarket

31 submitters noted the supermarket in their comments; their points were:

- Traffic flow and the overall road network is negatively impacted by the supermarket.
- Entry/exit point(s) to/from the supermarket are cited as causing congestion on the surrounding roads; this was anticipated to worsen once the WestConnex is completed.
- The LATM Plan was not anticipated to reduce traffic congestion around the supermarket.
- One suggested that the “entrance/ exit to Woolies be from McEvoy St”, so that locals can walk.

## AMENITY AND ACCESSIBILITY

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### Amenity

Amenity was a concern for 47 submitters. Comments included:

- General support for the LATM Plan due to its efforts to improve or maintain community amenity was expressed by 19 submitters; some sought protection from excessive traffic and its impacts.
- Pollution, both noise and emissions, for residents and the environment was a concern for 14 submitters.

- 9 submitters felt that the impacts of the LATM Plan on residents would be disproportionately distributed, leading to 'outer streets' having reduced amenity, and 'inner streets' having increased amenity.
- Property prices were anticipated by a couple of submitters to fall once traffic volumes increased in the area.
- Improving community amenity was deemed a task worthy of council time and effort.

## Accessibility

28 submitters raised the issue of accessibility in relation to the study area; concerns included:

- Ability of residents to enter, exit, and move about their communities, particularly resident's homes, and to schools and shops.
- Non-resident accessibility (e.g., people visiting residents) was a concern for a couple of submitters.

## PARKING AND CLEARWAYS

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Comments discussed here are about parking issues that do not involve significant layout or infrastructural changes to roads; specific changes have been discussed in the previous section.

Parking was a concern for 47 submitters; comments included:

- General concern for the lack of available parking in the study area.
- The LATM Plan would put further pressure on parking in the study area.
- Maintenance or prioritisation of parking for residents was sought; a few suggested resident parking permits, while others broadly expressed the importance of keeping on-street parking.
- The proliferation of apartments in the area were considered a cause of the lack of parking.

Clearways were discussed by 30 submitters; comments included:

- Opposition of clearways was expressed by 22 submitters; concern regarding the reduction in available parking spaces, especially for residents and people using local amenities, was noted.
- Support for clearways was given by 8 submitters who thought that this would improve traffic flow and reduce congestion, as roads would have two lanes in each direction.
- Suggestions for clearways to be implemented during specific time periods were provided (e.g., peak traffic hours, or during the daytime hours).

## PUBLIC TRANSPORT

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33 submitters discussed public transport. Points made were:

- Support or requests for more emphasis to be put on public transport was expressed by 24 submitters.
- Improved public transportation was thought to improve its uptake to and from the area, thus reducing traffic volumes and congestion overall; particularly, following the completion of WestConnex.

- Proportionally fewer comments on public transport were made compared to other topics.

## COMMENTS ON THE PLAN

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### LATM study and plan

#### LATM Plan Area

- The LATM Plan area was requested to be widened by 16 submitters, as other areas were predicted to also be impacted by WestConnex traffic; particularly, 10 of these submitters sought inclusion of at least some streets of Erskineville.
- The proposed treatments within the LATM study area were thought to push more traffic into Erskineville; therefore, submitters felt that this area should be included in the LATM study.

#### General Comments

Overarching comments regarding the LATM Plan or Study were made by 15 submitters. Comments and points made included:

- General negative sentiment for the Plan was given by 11 submitters; a range of specific reasons were given, including:
  - Plan has neglected the impacts of CBA offices and the “10k employees” moving into Alexandria.
  - Plan is a “good start” but underestimates the impacts of WestConnex traffic on the neighbourhood and more needs to be added to the Plan.
  - Plan will obstruct residents more than doing nothing.
  - Plan protects a “small pocket of Sydney residents”, while providing obstacles to other “Sydneyiders”.
  - Plan ignores southern inner-city resident’s quality of life and accessibility.
  - Plan has not taken traffic and congestion issues caused by vehicles accessing Woolworths into account.
  - Plan does not take the development and construction of new apartments into account.
  - Plan goes against the global movement to prioritise active and public transportation modes.
- General positive sentiment for the Plan was given by 4 submitters; reasons included:
  - LATM Study has highlighted future pressure points in the study area.
  - Study is “comprehensive and concerning at the same time”.
  - Support for Council taking a proactive approach within the Plan.
  - Support for the Study, as other initial studies “failed to acknowledge the impact of WestConnex” and other increases in developments and commuter numbers.

#### About the process

Comments about the process were offered by 10 submitters, including:

- 3 submitters stated that various layout aspects had been omitted from maps or plans within the LATM Study or Plan, including:

- Traffic lights on Lawrence and Fountain Street that were shown in the Plan, but not on City of Sydney's powerpoint presentation.
- Existing closure on Phillips Street was not shown on the LATM Plan map and the submitter sought assurance that this road would remain closed.
- The Plan shows "pre-historic streets not the new future streets".

Other comments on about the LATM Study or Plan process included:

- o A couple of submitters commended the proactive nature of the Plan and was pleased about the opportunity for public engagement;
- o Statement that the Study concerning and stated that all residents should be concerned;
- o Suggestion for analysts to review congestion and usage of streets at different times of the day, rather than "doing a desktop review";
- o Requests for the construction work be completed by the due date and to be completed at a "reasonable hour".

## Council or Government Action

28 submitters commented on the City of Sydney or the New South Wales Government or their actions.

### City of Sydney

22 submitters commented on the City of Sydney and its actions; these were:

- o 7 comments were positive in nature, such as:
  - Appreciation that City of Sydney is "fighting" for the residents and taking the impacts of WestConnex "so seriously".
  - Commend City of Sydney for its "professionalism and rigor" regarding the LATM Study and Plan.
- o 5 comments were negative in nature, such as:
  - Lack of faith in City of Sydney's ability to conduct a study.
  - The City seemed "completely unaware" of the school zone on Buckland Street.
  - City of Sydney should focus on overcrowding caused by "endless developer approvals" and consider accessibility of "less well off sydneyiders who live further west".
  - The City had only focused on the study area and not done enough to protect all residents in the WestConnex-affected area.
  - Dissatisfaction with City of Sydney prioritising development of the inner-west, particularly of WestConnex, over residents.
- o A suggestion for City of Sydney to wait until WestConnex is completed before making any decisions was provided by 7 submitters.
- o 3 submitters suggested that City of Sydney should collaborate with Roads and Maritime Services (RMS) or the New South Wales Government when undertaking transport plans.

### New South Wales Government

8 submitters made negative comments about the New South Wales Government past actions or involvement with WestConnex; comments included:

- o Feeling that the outcomes of studies or engagements were predetermined

- Previous studies conducted to investigate the impacts of WestConnex and their involvement with the affected communities were insufficient.
- Concern regarding impacts this motorway would have on residents
- A couple of these submitters stated that they supported City of Sydney's action to protect the study area from increased WestConnex traffic.

## A2MP Project

The Roads and Maritime Services (RMS) of the New South Wales Government proposed a project in June 2017, called 'Alexandria to Moore Park Connectivity Upgrade' (A2MP Project). This project investigated intersections in the suburbs of Alexandria, Waterloo, and Moore Park and aimed to reduce travel times, improve connectivity, and support urban renewal. Following an initial investigation and consultation period, the A2MP Plan was presented.

Parts of the A2MP plan affect the LATM study area, which led to 18 submitters commenting on the A2MP project.

- All submitters spoke negatively about the implementation of the A2MP project.
- The proposed pedestrian island on McEvoy Street was expressed by many of these submitters, as it was predicted to restrict access to many of their properties.
- Contradiction between the A2MP Plan and the LATM Plan was pointed out by some of these submitters, with one stating that a collective review of plans in the area should be undertaken.

## WestConnex

20 submitters stated an opinion on the WestConnex project.

- 18 submitters were against WestConnex, referring to it as: ill-conceived, pre-determined, a disaster, a concern, poorly planned, and a curse. Some objected to WestConnex as it was anticipated to increase traffic in the study area.
- Support for WestConnex was given by a couple of submitters as it would provide better access to and from Alexandria.

## General Comments

113 submitters provided generally feedback about the LATM Plan in their comments. These were:

- General simple statements supporting the Plan, or the process of consultation were provided by 85 submitters.
- General negative feedback about the LATM Plan was given by 28 submitters, usually simple statements disapproving of the Plan or the process of consultation.

## OTHER

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### Petition from residents within the Mitchell Rd, Copeland/Swanson Streets and Railway Parade/Henderson Road boundary

A report was submitted by a group of concerned residents of the area enclosed by Mitchell Road, Copeland Street/Swanson Street, and Railway Parade/Henderson Road. This report:

- Stated that it received over 400 petitioning signatures over a two-week period
- Consisted of three separate documents outlining proposed changes to the LATM Plan.
  - The first discussed the background details of the project
  - The second two documents were the petitions distributed by the group.
- Majority of the comments in the petitions regarded details outside of the study area, so have not been discussed in the report thus far.

The document discussing the background details of the project included:

- Increase in traffic from WestConnex and proposed layout treatments within the study area could impact the roads and residents of their area, referred to by petitioners 'the Golden Triangle'. These impacts included:
  - Reduction in available parking.
  - Increase in residents in the area.
  - General congestion issues.
- Support for the following amendments, as well as the proposed changes stated in the two petitions (discussed below):
  - Residents only parking and new parking restrictions.
  - Discouragement and prevention of rat-runs.
  - Intersection improvements, including stop signs.
  - Introduction of speed bumps in some areas.
  - Improved security for parked cars in streets.

The first petition regarded:

- Support for Option 5 of the LATM Plan, but suggested that a number of changes be made to the area, including:
  - Closure of Henderson Road at the Park Street end, with access allowed only for pedestrians, cyclists, and emergency service vehicles.
  - Closure of Alexander Street at the north end of Henderson Lane.
  - Closure of Brown Street at Mitchell Road.
- This petition received 210 signatures from residents of the area.

The second petition offered changes to parking infrastructure within the area; points made included:

- Outline of the current parking problems in the area, stating that the two-hour parking restrictions did not sufficiently alleviate parking issues for residents.



- Predicted increase in traffic resulting from the completion of WestConnex would put further stress on parking in the area.
- The petition proposed five changes to parking in the area:
  - Parking meters to be installed with no restriction for residents with parking permits.
  - No stopping signs should be changed to no parking signs to allow residents to park for a short amount of time
  - Change zoning in the area from Area 36 to Area 40
  - Add a 'No Through Road' sign on both corners of the Kingsclear Road and Henderson Road intersection.
  - 'No Parking' signs should be added to Branding Lane.
- This petition received 227 signatures from residents of the area.

## Spectrum apartments - proforma submissions

Spectrum is a block of apartment housing at 147-161 McEvoy Street. 16 submitters noted Spectrum in their submissions, most of whom claimed to reside within the complex.

Submitters from Spectrum commented that:

- Closing Harley Street at McEvoy Street would make access to the Spectrum complex by car more challenging.
- The introduction of a pedestrian island on McEvoy Street (as per the A2MP Plan) could block access to the property.
- Opposed Options 1, 3 and 5 of the LATM Plan as discussed above in the '*Proposed LATM Options*' section; majority of these comments suggested an alternative to Options 1, 3 and 5.