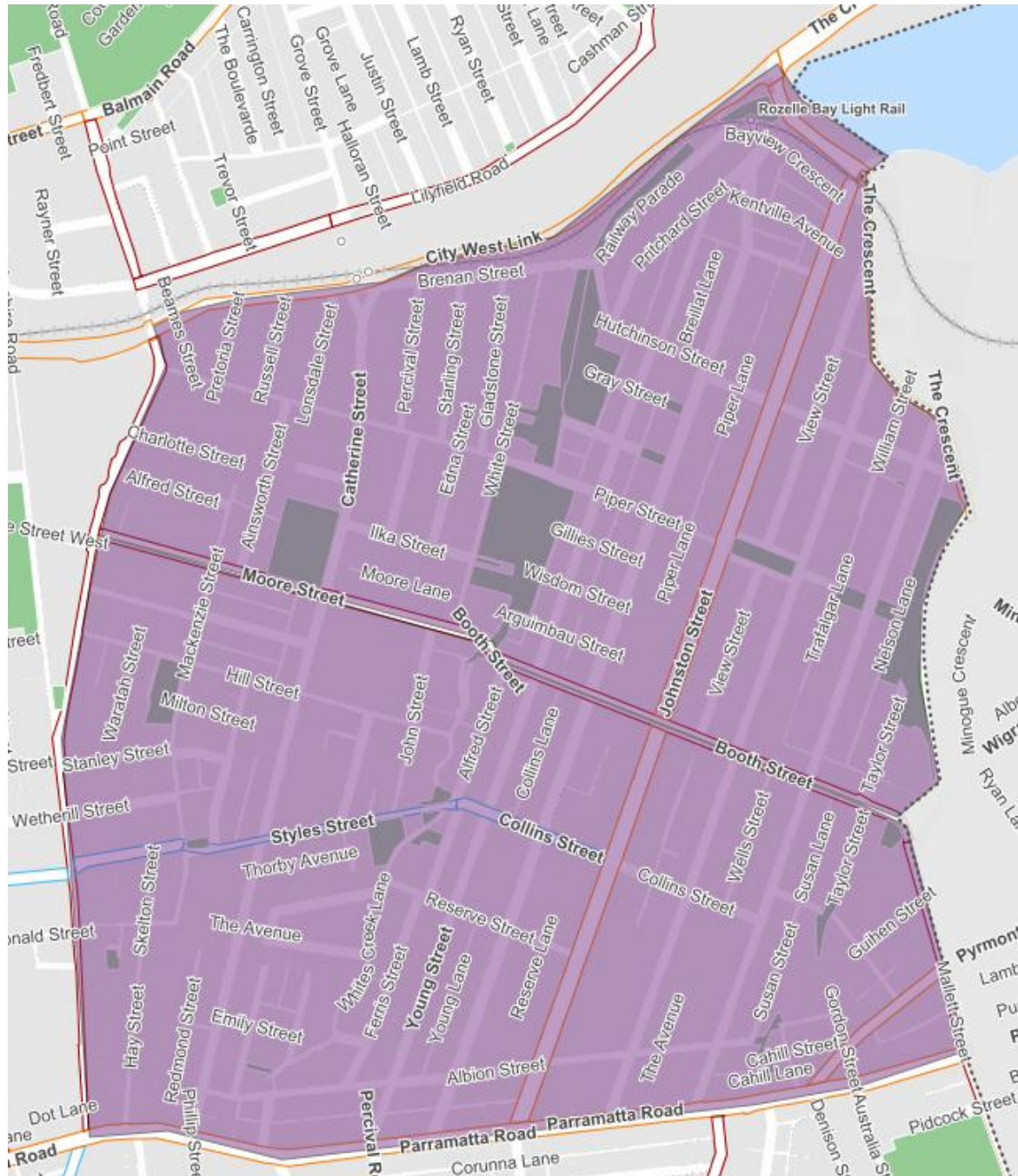




Annandale LATM

Engagement Outcomes Report

Stage 1 – Initial Insights 13.11.2023 – 17.12.2023





Contents

Summary	3
Project background	4
Promotion and engagement methods.....	5
Engagement Outcomes – Stage 2 Public Exhibition of Final Draft Report.....	27



Summary

This report summarises comments received during the first stage of community engagement comprising the initial insights regarding the Annandale LATM. A later stage of consultation will include feedback on Public Exhibition of the final draft report.

Council undertook an initial survey via Your Say Inner West (YSIW) through 13.11.2023 to 17.12.2023. Letters were distributed to stakeholders and residents within the study area inviting feedback to determine existing issues and suggestions to improve traffic and road safety within the area.

This report summarises community comments received during the first stage of engagement. The community was invited to provide feedback at yoursay.innerwest.nsw.gov.au, by phone and via email.

Responses were received from Your Say Inner West (YSIW), direct emails from individuals and emails from stakeholders. This report will summarise data from YSIW, emails from individuals and stakeholders separately.

During the engagement period 1,211 people visited the Your Say project page.

- 237 participants completed the online survey.
- 581 contributions were collected through participation tools.
- Key suggestions for amendments included pedestrian safety, driver behaviour and parking behaviour.



Project background

The Annandale LATM was initiated as part of Council's LATM Strategy Program. The study aims to:

- Reduce vehicle speeds
- Improve safety for all road users
- Minimise traffic levels and intruding traffic in a local street
- Minimise crash risk
- Improve local amenity by:
 - Reducing car use
 - Increasing use of public transport
 - Increase walking and cycling and,
 - Improve the streetscape.



Promotion and engagement methods

Most respondents live or work within the Annandale precinct:

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	1,772 people viewed the project page
Emails to key stakeholders	430 registered members on the Your Say Inner West platform
Letters to residents	11,380 letters were distributed to residents and owners

Engagement method	Stakeholders engaged
Online survey/social map/	237 contributors submitted 581 contributions
Direct contact from residents	73 emails from individuals
Direct contact from stakeholders	3 submissions were received from key stakeholders and community groups 1 petition was received

Issues Identified	Responses
Pedestrians	151
Driver Behaviour	103
Parking Behaviour	80
Cyclists	79
Rat running	69
High traffic volumes	56
Vehicles	30
Heavy vehicles	13



Summary of feedback

Outcomes of the first stage of consultation determined that the problem identified by the greatest number of respondents is **pedestrian safety issues**.

Pedestrian safety issues (151) were mostly raised in:

- The Crescent (State Road)
 - between Nelson Street and Johnston Street
 - intersection Trafalgar Street and The Crescent
- Johnston Street (State Road)
 - between Piper Street North and Piper Street South
 - intersection of Johnston Street and Albion Street
 - intersection Johnston Street and Booth Street
 - intersection Johnston Street and Reserve Street
- Annandale Street (Local Road)
 - at Rose Street confusion with existing raised threshold
 - intersection Annandale Street and Albion Street
 - intersection Annandale Street and Pritchard Street
- Whites Creek Lane (Local Road)
 - intersection Whites Creek Lane and Styles Street

The **second** most identified concern relates to **driver behaviour (103) mostly raised in:**

- The Crescent
 - near Trafalgar Street and View Street
 - intersection The Crescent and Johnston Street
- Wells Street (Local Road)
- Styles Street
- Young Street

The **third** most raised issue was **parking behaviour (80) mostly raised in:**

- Wells Street
- Trafalgar Street
 - angle parking north of Booth Street vehicles park at incorrect angle
 - illegal parking outside Annandale Public School during drop-off/pick-up times



Cyclists

In relation to cyclists Johnston Street (State Road), Styles Street (Regional Road) and Booth and Moore Streets (Local Roads) were all raised as dangerous cycling routes. It was suggested to reduce speed limits and install dedicated cycle lanes on these roads to improve safety. Safety improvements to the existing cycle path along Booth/Moore Street between White Street and Young Street were also recommended.

Rat running

Comments regarding rat running were noted in Styles Street, Wells Street and Whites Creek Lane. The narrow road width of each street was identified as the main safety concern relating to this issue. Traffic calming was suggested to prevent rat running at each of these locations.

High Traffic Volumes

High traffic volumes were raised along Johnston Street. Congestion during peak periods at the intersection of The Crescent result in extended queuing of vehicles along Johnston Street impacting vehicles attempting to access Johnston Street from the side streets such as Kentville Avenue, Weynton Street and Rose Street.

Submissions advising of high traffic volumes along Styles Street a Regional Road and Catherine and Wells Streets were also noted.

Vehicles

In relation to vehicles, numerous submissions were received suggesting the removal of the 'No Right Turn' ban on Johnston Street at The Crescent.

Concerns relating to vehicles causing congestion and parking issues were also raised in Wells Street and Catherine Street.

Heavy Vehicles

It was noted that heavy vehicles are performing illegal U-turns and reverse movements at the intersection of Trafalgar Street and Collins Street which is a Regional Road.

Heavy vehicles are also using View Street and Piper Street both Local Roads to avoid Johnston Street. Concerns were also raised that Whites Creek Lane is being used by heavy vehicles.

Moore Street and Catherine Street are being used for parking of heavy vehicles around the perimeter of War Memorial Park for extended periods.



Engagement method – Online survey

Pedestrian <i>151 responses</i>	
You said	Council response
Respondent suggested a raised pedestrian crossing be installed on The Crescent between Nelson Street and View Street.	The Crescent is a State Road under the care and control of TfNSW. Concerns will be forwarded to them for their consideration for a pedestrian (zebra) crossing.
Comments were received that the signalised pedestrian crossing cycle at the intersection of Johnston Street and The Crescent is too short for safe crossing.	Concerns regarding phase time will be forwarded to TfNSW who are responsible for the phase timings at traffic signals.
Installation of a raised pedestrian crossing on Piper Street at Whites Creek Lane near the entrance to the park was suggested to provide a safe crossing for cyclists and pedestrians.	Supported and included as a recommendation. The crossing will incorporate a cyclist crossing.
There is an existing pedestrian crossing on Annandale Street near Piper Street however, an additional crossing is suggested on Piper Street West.	Supported and included as a recommendation.
Installation of a pedestrian refuge or, closing Annandale Street at Parramatta Road was suggested to improve pedestrian safety.	Proposal includes kerb extensions in Annandale Street at Parramatta Road.
Closing Annandale Street at Albion Street was suggested to improve safety for both pedestrians and cyclists.	Road closure not supported. Kerb extensions will reduce speeds and reduce pedestrian exposure time.
Concerns for pedestrian safety were raised at the intersections of Annandale Street and <ul style="list-style-type: none"> • Reserve Street • Albion Street 	Reserve Street – proposal includes widening pedestrian islands in Annandale Street and kerb extensions. Install kerb extensions in Annandale Street/ Albion Street intersection.



The footpath at the intersection of Rose and Trafalgar Streets is inaccessible for people using wheelchairs or prams.	Kerb extensions and kerb ramps proposed.
The existing refuge island on Trafalgar Street at The Crescent is unsafe for pedestrians.	It is proposed to widen the existing median island gap and widen the gap at the kerb extension in Trafalgar Street.
Driver behaviour <i>103 responses</i>	
You said	Council response
Drivers speed down View Street towards The Crescent using View Street as a rat run and endangering pedestrians.	Intersection is very wide. Install kerb extensions at The Crescent to reduce pedestrian exposure time.
Numerous submissions were received regarding excessive speeding and unsafe driving behaviour on The Crescent, between Wigram Road and Johnston Street, southbound.	The Crescent is a state road under the care and control of TfNSW. Concerns forwarded to TfNSW.
The Crescent near Trafalgar Street has been noted as a dangerous intersection particularly in wet weather conditions. Multiple accidents occur at this location as drivers do not reduce speed.	It is proposed to widen the existing median island gap and widen the gap at the kerb extension in Trafalgar Street. Concerns forwarded to TfNSW in regard to The Crescent.
Comments were received advising of night-time anti-social driving behaviour on Moore Street and Booth Streets.	NSW Police matter. Forwarded to the for their consideration.
Respondents commented that it is extremely dangerous to turn right from Booth Street onto Johnston Street.	Green right turn arrows are provided for Johnston Street traffic turning into Booth Street but not for Booth Street turning into Johnston Street. Concerns forwarded to TfNSW regarding the provision of right turn arrows for Booth Street into Johnston Street.
It is suggested to relocate the existing crossing in Booth Street at Nelson Street as drivers fail to stop for pedestrians at the raised crossing as they are observing roundabout traffic.	Booth Street traffic calming proposed as part of HPAA study.



<p>Numerous comments were received regarding driver behaviour on Young Street. Excessive speed and failing to observe 'Stop' signs at the intersections of Young Street at:</p> <ul style="list-style-type: none"> • Booth Street • Albion Street • Reserve Street 	<p>Roundabouts are proposed at Young Street/Albion Street and Young Street /Reserve Street intersections. Booth Street is being considered as part of the High Pedestrian Activity Areas Study (HPAA).</p>
<p>Styles street is very dangerous. Drivers fail to observe the 40km/h speed limit on this narrow street.</p>	<p>Additional pedestrian facilities proposed which will reduce speeds.</p>
Parking behaviour <i>80 responses</i>	
You said	Council response
<p>Residents of Wells Street have trouble locating parking in the street as it is one of few streets in this area with unrestricted parking availability.</p>	<p>Shared Zone proposed in Wells Street. Resident parking scheme investigations outside of scope of LATM.</p>
<p>Respondents have submitted comments regarding illegal parking behaviour in Trafalgar Street outside Annandale Public School during school drop-off/pick-up times.</p>	<p>Forwarded to Councils enforcement team.</p>
<p>It is suggested to install road line markings guiding drivers to park at the dedicated 45-degree angle in:</p> <ul style="list-style-type: none"> • Trafalgar Street • North Avenue • Catherine Street between Albion Street and Centre Street 	<p>Proposal includes linemarking 45-degree angled Parking in Catherine Street and Trafalgar Street as parking at incorrect angle in those streets impacts the travel lane.</p>
Cyclists <i>79 responses</i>	
You said	Council response
<p>A north-south dedicated cycle route through Annandale is suggested to connect with key cycle routes at either end of the suburb.</p>	<p>Forwarded to Council's Strategic Transport Planning Team for consideration in their Cycling Action Plan review. Additionally, Whites Creek Lane proposed for use as Shared path provided north south link for</p>



	cyclists and proposal includes pedestrian/cyclists crossing at various locations to provide a continuous north south route.
The Moore Street cycle route is unsafe for cyclists. It is not 'protected' or 'separated' from vehicles and runs in the 'door zone' of parked cars directly adjacent to the traffic lane.	Forwarded to Council's Strategic Transport Planning Team for consideration in their Cycling Action Plan review.
Rat running <i>69 responses</i>	
You said	Council response
Wells Street is used as a rat run. It is suggested to convert Wells Street to one-way traffic northbound.	Proposal included conversion to a 10km/h Shared Zone and introduction of one-way northbound movement restriction.
Vehicles speed down Whites Creek Lane not realising it is a 'No Through Road' and must turn around or attempt to reverse out. Traffic calming and a reduced speed limit is suggested with 'No Through Road' signage.	Proposal includes converting Whites Creek Road to a 10 km/h Shared Zone.
Styles Street is a cycling route; however, many vehicles use it as a rat run. It is suggested converting Styles Street to one-way with a dedicated cycle path.	Not supported. Styles Street is a Regional Road which is expected to carry considerable traffic volumes and converting to one way would redistribute traffic onto local roads reducing amenity for local residents.
Respondent advised that drivers use Annandale Street to avoid Johnston Street at excessive speed.	Traffic counts indicate that Annadale Street has an 85%ile speed of 47 km/h which lies within the 50 km/h speed limit. Traffic volumes are approx. 1,400 veh/day which is considered satisfactory for a local road. It should be noted that the speed limit will be reduced to 40 km/h as per innerwest@40 study proposed speed limit. A number of treatments are also proposed which will reduce speeds along Annandale Street.



High traffic volumes

56 responses

You said	Council response
Numerous submissions were received regarding heavy traffic congestion on Johnston Street at The Crescent during peak periods. There is only one dedicated left turn lane from Johnston Street resulting in traffic delays.	These roads are State Roads under the care and control of TfNSW. The latest intersection configuration now provides two left turn lanes from Johnston Street.
The left turn from Balmain Road on to City West Link is significantly impacted by an extended pedestrian signal phase. Respondents have suggested installing a left turn lane with pedestrian crossing.	Existing configuration provides safest pedestrian facility as pedestrian crosses entire road in one movement hence no change is proposed.

Vehicles

30 responses

Respondents have raised concerns regarding a proposal to implement a 'Shared Zone' in Wells Street. It is suggested that some residents will use this as a 'safe' play area for children.	Proposal includes Shared Zone. This is not expected to result in children playing on the road however it will reduce speeds therefore providing safer conditions for pedestrians.
Issues raised in Wells Street: <ol style="list-style-type: none"> 1. The road is too narrow for two-way traffic 2. Parking issues Commuter use and long-term parking of trailers & camper vans. 	Proposal includes converting to a 10 km/h Shared Zone and convert to one way northbound.
White Street has become very congested. Between Moore Street and Brenan Street, cars are required to park half on the footpath as the road is too narrow for two-way traffic. A solution is required to improve traffic flow and pedestrian access.	Proposal includes converting White Street to a Shared Zone with footway parking between Piper Street and Brenan Street.



Heavy vehicles

13 responses

Residents on the northern end of Nelson Street are impacted by noise pollution due to the location of the bus stop on The Crescent (northbound) before Nelson Street. Buses often idle here. It is suggested to relocate the bus stop.	The Crescent is a State Road. Concerns forwarded to TfNSW for their consideration.
Respondent commented that heavy vehicles reverse and perform U-Turns at the intersection of Trafalgar and Collins Streets during school drop-off/pick-up times	This is a NSW Police matter hence it has been forwarded to them for their consideration.
Trucks and heavy vehicles from the adjacent industrial area use the perimeter of War Memorial Park (Moore and Catherine Streets) to park their vehicles for extended periods.	On street parking management lies outside of the scope of works of the LATM.



Summary of direct emails from individuals

In addition to Your Say Inner West, Council received 73 emails from individuals. The following points outline the general themes and comments of these emails.

Summary of direct emails received from individuals 73 responses	
Reduce speed limits throughout entire study area	Noted. Speed limits will be reduced as per innerwest@40 study recommendations.
Improve pedestrian safety throughout the entire study area	The proposals will achieve this by providing safer crossing points and reduced speeds.
Improve cyclist safety by constructing a continuous cycle path through the Annandale precinct	Forwarded to Council's Strategic Transport Planning Team for consideration in their Cycling Action Plan review. Furthermore, the proposal includes a continuous cycle path along Whites Creek.
Remove the 'No Right Turn' ban at the intersection of Johnston Street and The Crescent	Right Turn ban from Johnston Street into The Crescent has been removed.
E bikes & scooters were raised as a concern for all road and footpath users.	This is a NSW Police enforcement issue.
Several requests were received to pause the study to assess impact following the opening of the Rozelle Interchange	Rozelle Interchange has now been opened for a considerable length of time.
A submission was received containing 37 letters of support to implement a Shared Zone and Resident Parking Scheme in Wells Street. This was the result of a previous consultation undertaken in June 2023, regarding traffic and parking issues.	Noted and Shared Zone proposal included in plan.



Summary of Stakeholder emails

Inner West Bicycle Coalition

Summary of Stakeholder emails 1 response	
Suggest that a 30 kph speed limit throughout the entire study area.	Not supported. Council supports innerwest@40 study which has approved 40 km/h speeds on local roads.
Install additional cycle paths and 'Shared Zones' throughout the entire study area.	Noted and agreed. Proposal includes a number of locations where Shared Zones are recommended.
Convert Styles Street and the narrow section of Albion Street and Piper Street West to one-way traffic.	Not supported due to its impact on redistributing traffic. Styles Street is a regional road and an important link for east west traffic. Proposal includes improving pedestrian amenity along Styles Street.
Remove parking in some locations to allow for dedicated cycle lanes.	Forwarded to Council's Strategic Transport Planning Team for consideration in their Cycling Action Plan review.
Crossings for pedestrians and cyclists are required at high traffic intersections.	Plan provides crossing points for cyclists where appropriate.

Summary of Petitions

- A petition containing 343 signatures was received supporting the installation of pedestrian crossings as shown in the below diagram to improve safety for students at Annandale North Public-School that are required to cross nearby roads on their commute to and from school:

INNER WEST



You said	Council response
Petition is requesting a number of pedestrian crossings to provide improved safety for children attending Annadale North Public School.	Proposal includes additional pedestrian crossings in the area surrounding Annandale North Public School.

An additional 23 emails and requests were received regarding issues within the study area outside of the engagement process.

Another 26 submissions were raised previously by the community outside of the engagement process. Historical issues were raised by Council's traffic team and included for consideration:

You said	Council response
Having trouble exiting Piper Lane at Rose Street. There is no footpath along the lane and is very dangerous for students at Annandale North Public School.	Proposal includes converting Piper Lane between Rose Street and Piper Street to a 10 km/h Shared Zone.
Whites Creek Lane This issue is increasingly becoming a hazard. If Council determines cars	Proposal includes converting Whites Creek Lane into a Shared Zone including



can park in this spot despite the safety risk, then signage needs to be added either end of the curve in the road to inform moving vehicles that obscured parked cars lie ahead. Cars park virtually in the middle of the road and are invisible until you come around the bend. It is only a matter of time until there is a safety incident.	linemarking locations where parking is permitted.
Parents are consistently driving up the rear lane behind Annandale North Public School to drop-off/pick-up students at the rear gate without getting out of the car. This is a huge safety issue as there is no footpath for the students to walk on. Can the lane be made a 'No Stopping' zone with wardens checking that it is not being used as a drop-off/pick-up area at these times?	This section of Piper Lane is proposed to be converted to a 10 km/hr Shared Zone. Consideration being given to removing the No Parking zone to remove drop off/pick up from the laneway.
High speeds in peak periods along Mackenzie Street between Styles and Prospect Street. They are using it as a rat run. A number of young families with young children reside in the street as well as being an entry point for St Fiacres. Request to consider implementing speed humps, reducing speed limit and restricting heavy vehicles.	Speed limit is being reduced to a full time 40 km/h speed limit as part of innerwest@40 study recommendation. Westbound vehicles in Styles Street making a left turn into Mackenzie Street will have their speeds reduced by the proposed raised pedestrian crossing in Styles Street.
Resident observed preschool/primary school children leaving St Brendan's OHS running down the middle of Johnston Lane in conflict with cars entering the lane from Collins Street.	Continuous Footpath Treatment & kerb extensions proposed across Johnston Lane at Collins Street (both sides) to reduce speeds entering and exiting lane.
Request for No Stopping at 71 John Street Leichhardt. Response was to consider kerb extension in this location	No Stopping Zones proposed in John Street at both intersections with laneways.



<p>Annesley Street</p> <ul style="list-style-type: none"> • Rat running • Request for angle parking • Request to reduce road width • Plant more trees 	<p>Proposal includes 90-degree angled parking between Mackenzie Street and Catherine Street.</p>
<p>Request for 'No Standing/No Parking' signs in Whites Creek Lane</p>	<p>Proposal includes introducing a 10km/h Shared Zone in Whites Creek Lane with parking bays.</p>
<p>Parked vehicles receiving fines for parking on road/footpath near No. 33. Whites Creek Lane. Request for advisory signage or delineation of road and footpath.</p>	<p>Proposal includes introducing a 10km/h Shared Zone in Whites Creek Lane with parking bays.</p>
<p>Footpath obstruction by parked vehicles in White Street preventing wheelchair access.</p>	<p>Proposal includes introducing a 10km/h Shared Zone with footway parking in White Street.</p>
<p>Request for roundabout intersection Reserve and Young Streets. High pedestrian traffic to access Annandale Public School.</p>	<p>Proposal includes kerb extensions to improve pedestrian safety. Road geometric constraints do not allow for roundabout.</p>
<p>Heavy vehicles damage parked cars in John Street. Request for kerb extensions to prevent vehicles parking close to intersection corners.</p>	<p>Proposal includes No Stopping at intersection of laneways with John Street.</p>
<p>Request for speed humps in White Street.</p>	<p>Proposal includes introducing a 10km/h Shared Zone with footway parking in White Street which will include traffic calming measures.</p>
<p>Speed and pedestrian safety concerns Piper Street between Balmain Road and Catherine Street.</p>	<p>Speed limit is being reduced to 40 km/h speed limit as part of innerwest@40 study recommendation.</p>
<p>Request for traffic calming Trafalgar Street between Rose Street and The Crescent.</p> <p>Request for parking restrictions bottom section of Trafalgar Street near light rail.</p>	<p>Proposal includes upgrade of intersection including widening pedestrian islands.</p> <p>Resident parking scheme investigation is outside of scope of LATM.</p>



Footpath on Styles Street is too narrow for mobility users or prams.	Noted. Proposal includes additional pedestrian facilities to cross styles Street and also an audit of signs to remove/relocate stems away from footpath.
Request to close off Nelson Street at The Crescent and allow 45-degree angle parking front & rear to kerb Nelson Street	Supported. Road closure will provide safer parking conditions and allow additional green space.
<p>Increase in parking issues and traffic in John Street and Hill Street in recent months. Increasingly dangerous and extremely difficult to park here as a resident. Increase in general traffic on Hill Street between John and Emma streets and cars are being damaged by very large trucks that do not fit in such a narrow street.</p> <p>Truck movements via narrow section of Hill Street to service hardware Store at Hill Street/John Street intersection potential damage to vehicles parked in Hill Street.</p>	Proposal includes modified intersection configuration at John Street/Hill Street to reduce truck traffic in Hill Street and other local nearby roads.
<p>Safety concerns of the connections to the ramp at White's Creek/Brenan Street, and Railway Parade/Bayview Crescent.</p> <p>Request Transport for NSW review the path markings and signage, which should indicate to pedestrians and cyclists when they are on a shared path and when the path is split, which part is for each, especially at each end of the Land bridge from Rozelle Light Rail stop.</p>	<p>Raised Pedestrian/cyclist crossings proposed In Brenan Street and Railway Parade.</p> <p>Request forwarded to TfNSW to review signs and markings in shared paths ramps/bridge providing access to Rozelle Playground.</p>



<p>Email regarding Whites Creek Lane amenity:</p> <ul style="list-style-type: none"> • Making Whites Creek Lane a Shared Zone of 10km/ hour • Safety improvements including speed management, road resurfacing & signage 	<p>Proposal includes introducing a 10km/h Shared Zone in Whites Creek Lane with parking bays.</p>
<p>Converting Pritchard St and Breillat Street to one-way was suggested.</p>	<p>Not supported at the whole road lengths would need to be converted to one way as otherwise it would be too difficult/unsafe to turn around mid-block. Both these roads have sections that are wide and conversion to one way would result in high speeds. It would also result in significant additional travel routes for residents.</p>
<p>We will need to consider the impact of the 'No Right' turn from Johnston Street into the Crescent in your current LATM.</p>	<p>The 'No Right Turn' has since been removed hence you can now turn right from Johnston Street into The Crescent.</p>
<p>Historical issues raised</p>	
<p>Rose Street – STOP sign to be installed in Rose Street at the intersection with Annandale Street Vehicle do not slow down turning left onto Annandale from Rose and parked vehicles leaving at risk</p>	<p>Proposal includes installation of a raised pedestrian (zebra) crossing in Rose Street at Annandale Street.</p>
<p>Young Street Traffic Calming Measures (between Rose Street & Piper Street), reduced speed limit and install No Stopping signs at Reserve Street/Young Street</p>	<p>Roundabout proposed at Young Street/Reserve Street and speed limit reduced to 40 km/h as per innerwest@40 study.</p>
<p>Request for traffic calming in Annesley Street in the form of a median island</p>	<p>90-degree parking proposed which will reduce speeds.</p>
<p>Trafalgar Street – Traffic Calming Measures (between Rose Street & Piper Street)</p>	<p>Proposal includes widening median islands on all 4 approaches which will reduce speeds.</p>



Collins Street -request for traffic calming on Collins Street at the exit of Collins Street and Young Street roundabout	Speed cushions already provided on all 4 approaches to intersection. No further action proposed.
Traffic calming requested in Trafalgar Street between Parramatta Road and Albion Street	Speed limit is being reduced from 50 km/h to 40 km/h as per recommendation from innerwest@40 study.
The Crescent -request to review pedestrian crossing facility	The Crescent is a state road. Concerns forwarded to TfNSW for their consideration.
Request to convert Wells Street to one-way	Supported. One Way northbound (Collins Street to Booth Street) included in Shared Zone proposal for Wells Street.
Request to improve intersection - Annandale Street and Booth Street	Improvements proposed as per HPAA Study findings.
Request for angle parking in Annesley Street (southern side) between Mackenzie and Catherine Streets to provide additional parking, reduce speeds and rat running	Angle parking proposal included in plan.
Request to improve visibility of pedestrian crossing intersection Styles and Johns Streets	Existing signposting considered adequate.
Albion Lane - Rat run using the lane way, pedestrian safety. multiple near misses.	Continuous Footpath Treatments proposed in Albion Lane at its intersections which will reduce speeds, improve pedestrian safety and make it less attractive to use as through route.
Whites Creek Lane - Pedestrian and cyclist safety accessing the laneway connecting between Alfred Street and Whites Creek Lane. Placement of 'No Through Road' sign needs to be review and suggest being at the entry of the laneway.	Proposal included converting Whites Creek Lane to Shared Zone. Signposting including No Through Road signs included in plan.
Collins Street - at Trafalgar Street, requests to investigate additional pedestrian crossing (eastern leg) to	Given there is already a raised pedestrian crossing on both the western



access northeast corner of the intersection.	and southern legs the pedestrian facilities are considered adequate.
Request for speed humps in Albion Lane to reduce rat running	Noted and agreed. Continuous Footpath Treatments proposed.
Prospect Street – Request to improve pedestrian safety at Prospect Street & Balmain Road intersection	Noted. Continuous Footpath Treatment Proposed.
Traffic congestion in Kentville Ave due to WestConnex between The Crescent and Johnstone Street	Intersection configuration has been updated since community engagement with additional capacity in Johnston Street.
Traffic and parking issues in Hill Street due to mixed resident/commercial use	Proposal includes proposed solution of John Street/Hill Street intersection to reduce truck movement on narrow local road network.
Request for improved pedestrian crossing intersection The Crescent and View Street	Proposal includes intersection narrowing to improve pedestrian safety and reduce vehicular speeds.
Young Street – Request to lower speed limit due to rat running.	Proposal includes roundabout at Young Street/Reserve Street intersection which will reduce speeds.
Reserve Street/Young Street – Request for speed-humps in Young Street. Cars are parking close to the intersection.	Proposal includes roundabout at this intersection.
Hill Street/John Street safety issue at intersection with cars being damaged	Proposal includes proposed solution of John Street/Hill Street intersection to reduce truck movement on narrow local road network.
Request for traffic calming Taylor Street	Treatments in Booth Street and adjacent intersecting roads being considered as part of High Pedestrian Activity Area Study (HPAA).
Wells Street – Request for Shared Zone in Wells Street, Annandale	Noted and agreed. Shared Zone proposal included in plan.



Further community engagement was undertaken outside of the engagement process.

At its meeting on 3 September 2024, Council resolved to consult with local community about Hinsby Park, Annandale. As a result, from 4 October to 11 November 2024, the community was invited to provide feedback on improvements to Hinsby Park.

During this engagement period 441 people visited the Your Say project page.

The community was asked to add a pin to the park's map and provide suggestions on improvements and report on traffic issues. Thirty-four contributors added 80 pins to the map. Sixty-two pins related to park improvements and 18 pins related to traffic issues.

Twenty-six provided feedback via email, and 80 people attended a drop-in information session. The following traffic comments have been included for consideration:

HINER WEST

You said	Comments	Council response
Traffic (19)	<p>Eleven residents mentioned the surrounding streets were dangerous to cross, citing poor visibility due to parked cars and high travel speeds. Many suggested a raised pedestrian crossing and traffic calming measures. Some mentioned the streets are used to avoid the traffic lights on Johnston Street and suggestions included making them one way and conducting a traffic safety audit at peak times (after school). Three residents mentioned expanding the school drop off zone.</p>	<p>The draft LATM report includes a number of recommendations to improve pedestrian safety and amenity around Hinsby Park. These include installing raised pedestrian crossings in Piper Street North at Johnston Street, Piper Street South at View Street and Trafalgar Street at Piper Street South. Kerb extensions are also proposed in Piper Street North at View Street as part of the recommendations. Council has also requested TfNSW install a one car space 'No Stopping 7am-10am, 3pm-6pm Mon-Fri' in Johnston Street north of Piper Street South along the Hinsby Park frontage to improve sight lines in peak times for vehicles exiting Piper Street South sighting southbound vehicles in Johnston Street.</p> <p>It is not proposed to implement a one-way pair in Piper Street North and South, as it will lead to an increase in speeds in both streets as there will be no opposing traffic flow. It will also significantly restrict access for vehicles heading northbound in Johnston Street who would not be able to turn right if Piper Street North was converted to one way eastbound and Piper Street South one way westbound as per a conventional road traffic flow</p>

INNER WEST

		<p>due to the concrete median island in Johnston Street. This would redistribute northbound traffic from Johnston Street to View Street and Trafalgar Street. Under the alternative arrangement, where Piper Street South was one way eastbound and Piper Street North one way westbound, it would not be able to head northbound into Johnston Street from either of these roads as right turns would not be permitted, thereby redistributing this traffic onto View Street and Trafalgar Street to access The Crescent.</p>
Parking (5)	<p>Several residents mentioned a lack of parking in the area which they attribute to locals parking trailers and boats long term. Other suggestions included creating line markings for parallel parking on View Street and removing some parking spots along the park to improve visibility for safe pedestrian crossing.</p>	<p>The issue relating to boat and trailer parking lies outside of the scope of the LATM and will be investigated by Council's Traffic Team.</p>



Next steps

Your insights along with a review of traffic volumes, vehicle speeds, heavy vehicles and crash statistics will be used to develop a draft Local Area Traffic Management plan for the Annandale precinct.

There will be another opportunity to provide feedback during the public exhibition of the Local Area Traffic Management plan.



Engagement Outcomes – Stage 2 Public Exhibition of Final Draft Report 17.06.25 – 27.07.25

The final draft report was placed on public exhibition in June 2025.

A total of 45 questions were asked with 84 residents responding via YSIW.

A further 68 emails were received.

The majority of respondents (71%) live in the study area and overall support each of the treatments. The percentages detailed below relate to the responses received via YSIW.

Promotion method	Stakeholders engaged
Project page on Your Say Inner West	1,405 people viewed the project page 211 downloads of the draft document
Letters to residents	9353 letterbox dropped & 2128 mailed to non-resident/owners

Engagement method	Stakeholders engaged
Online survey/social map/	84 surveys completed
Direct contact from residents	68 emails from individuals
Direct contact from stakeholders	1 submission from an organisation received



Online survey responses via YSIW

The responses relating to the specific proposals are detailed below.

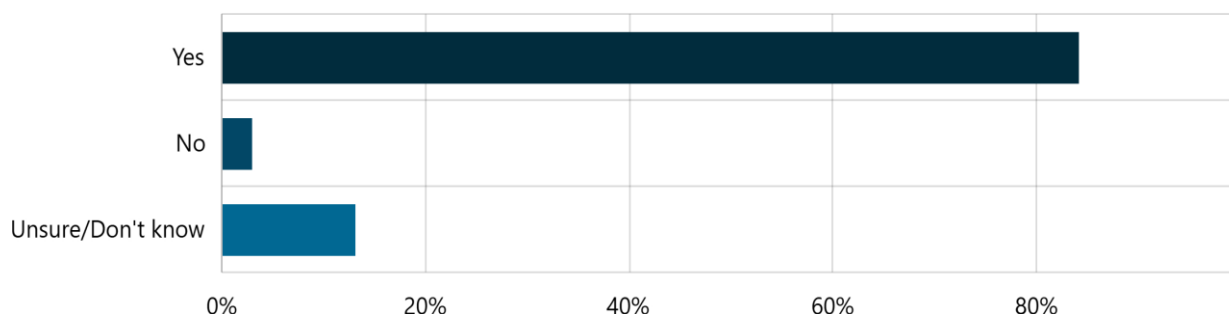
Proposal 1 Wells Street Convert Wells Street between Booth Street and Collins Street to a 10 km/h Shared Zone with formalised footpath parking in the northern section (western side)									
<table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>62%</td> </tr> <tr> <td>No</td> <td>7%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>31%</td> </tr> </tbody> </table>		Response	Percentage	Yes	62%	No	7%	Unsure/Don't know	31%
Response	Percentage								
Yes	62%								
No	7%								
Unsure/Don't know	31%								
Results – 62% said Yes, 7% said No and 31% said Unsure/Don't know									
You said	Comments								
Rather than formalising footpath parking, keep footpaths clear for pedestrians.	Not supported due to its significant impact on parking capacity in an area with high parking demand								
Support proposal, however, question why parking is excluded from outside No. 62 & 64 Wells Street. The vehicle crossovers are too narrow to be used as driveways.	Noted. To be reviewed at detailed design stage to determine whether parking can be provided at this location.								
Numerous requests for implementation of '2P Resident Parking Scheme'.	Provision of a Resident Parking Scheme (RPS) in Wells Street lies outside of the study scope.								
Five speed cushions are excessive, one device either end of the street is sufficient.	The speed cushions are required to provide a self-enforcing speed limit for a 10 km/h Shared Zone.								
Oppose the one-way proposal. It will increase traffic flow. The current two-way arrangement deters drivers using Wells Street to access Booth or Collins Streets.	The one-way northbound proposal has been supported by the community in previous correspondence.								
Do not support any proposed changes in Wells Street in particular, loss of parking.	The proposal is required to formalise footway parking. All measures will be taken at detailed design stage to minimise loss of parking.								



Proposal 2

Whites Creek Lane

Install a 10 km/h Shared Zone along the full length of Whites Creek Lane between Macquarie Street and Moore Street and in Macquarie Street between Albion Street and Whites Creek Lane



Results – 84% said Yes, 3% said No and 13% said Unsure/Don't know

You Said

Comments

Suggest including additional traffic calming such as chicanes or modal filters. Speed limit signage is not always observed by drivers.

Modal filters not appropriate at this location due to the need for vehicular access to garages located on the laneway.

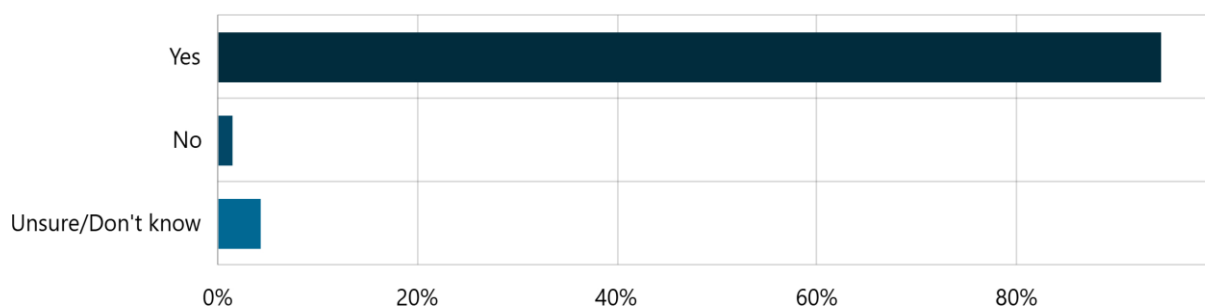
Recommend adding a kerb ramp to connect Whites Creek Lane with Hill Street serving as a link in the local active transport network.

Noted. To be considered at detailed design stage.

Proposal 3

Styles Street at Whites Creek Lane

Install a pedestrian/cyclist crossing in Styles Street west of Alfred Street



Results – 94% said Yes, 1% said No and 5% said Unsure/Don't know

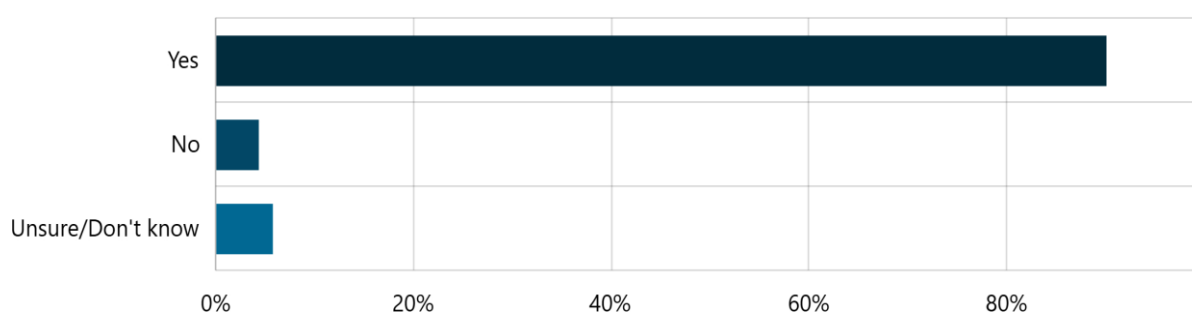


You said	Comments
Suggest reduction of speed limit to lower the existing 40km/h on Styles Street.	Styles Street is already signposted 40 km/h. No further reduction proposed as 40 km/h aligns with innerwest@40 study.
Adding this pedestrian crossing is vital. This is a very dangerous crossing point.	Noted.
Concerns for pedestrians at the Collins/Young Streets roundabout where the speed limit increases from 40km/h to 50km/h when leaving Styles Street.	It is proposed to reduce Styles Street to 40 km/h as part of innerwest@40 study.

Proposal 4

Piper Street at Whites Creek

Install a pedestrian/cyclist crossing in Piper Street at Whites Creek west of Whites Creek Lane



Results – 90% said Yes, 4% said No and 6% said Unsure/Don't know

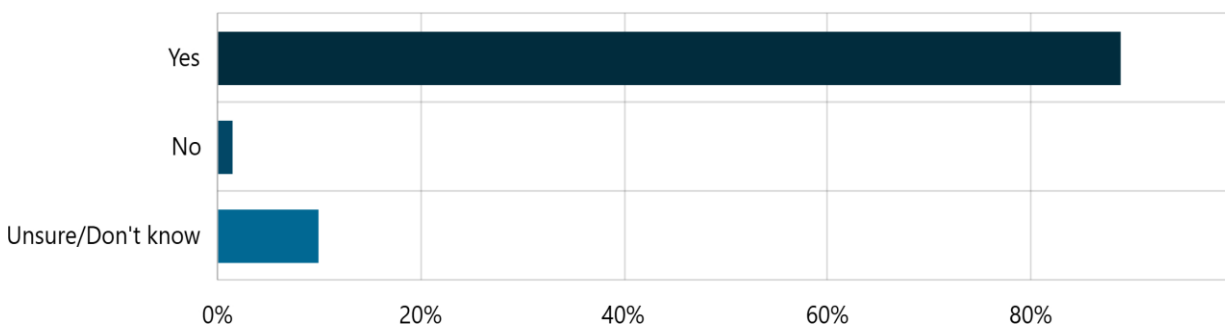
You said	Comments
This plan impacts residents where not every property has off-street parking. Suggest consideration of RPS implementation.	Assessment of RPS in Piper Street lies outside of the scope of the LATM.
The bike ramps are a waste of concrete and formwork. Cyclists will not use them. Suggest making them planter beds instead. The proposed crossing should aim to narrow the traffic lanes on both sides by building the kerbs out further toward the middle on the Whites Creek Lane side.	Noted. To be considered at detailed design stage.



Proposal 5

Brenan Street at Whites Creek

Install a pedestrian/cyclist crossing in Brenan Street at Whites Creek (between White Street and Railway Parade)



Results – 89% said Yes, 1% said No and 10% said Unsure/Don't know

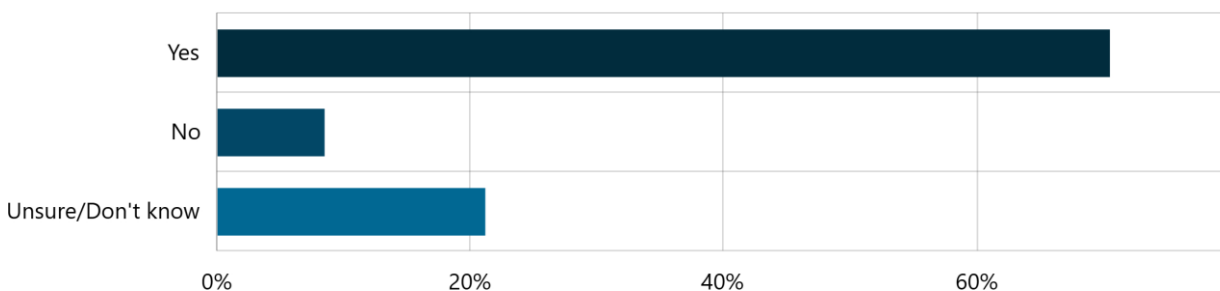
You said	Comments
Desperately needed. The barriers on the ramp should also be changed to protect cyclists riding down. Currently they block the way and are hazardous.	Noted. To be considered at detailed design stage.
The proposed plans will negatively impact parking in an area of high demand. Consider implementation of RPS as weekday parking is mainly utilised by commuters.	RPS lies outside of the scope of the study.
This will complete the cycleway through Annandale & will be a useful addition.	Noted.
Unsure if the crossing is necessary as it is not a busy road.	Whilst acknowledging the road is not busy, it is required as it is an essential link as part of the Whites Creek Corridor.



Proposal 6

Styles Street between Alfred Street & Mackenzie Street

Re-mark and infill the existing sections of median island to create visual perception of a road narrowing



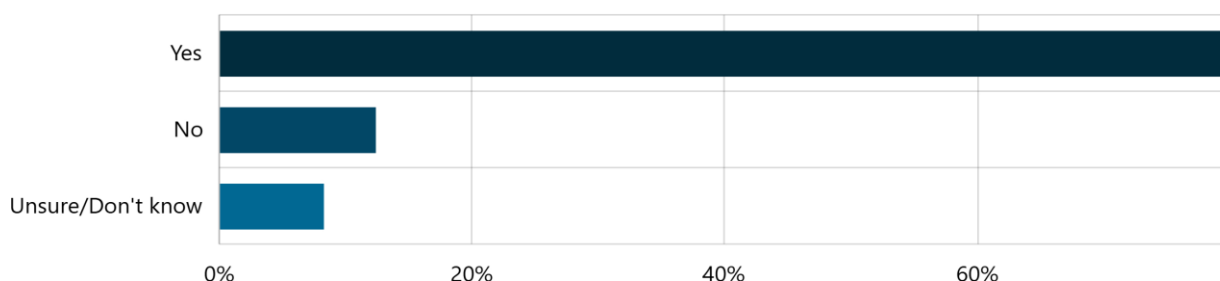
Results – 70% said Yes, 9% said No and 21% said Unsure/Don't know

You said	Comments
Please reduce the speed limit further. This will discourage rat running along Styles Street to access Booth Street or Parramatta Road.	Speed limit is already 40 km/h. No further reduction proposed.
The existing 40km/h speed limit is not adequately sign posted in size, clarity or frequency, nor is it enforced.	Signposting and line marking to be reviewed.
Concerns that this will push cars closer to the footpath impacting the safety of pedestrians in particular children riding scooters and bikes to school.	It is proposed to colour infill the painted median island, not widen it hence this should not impact the path of travel.
Please add 'BIKES TO USE FULL LANE' signage. Cyclists are currently forced toward the kerb for vehicles to pass. This is a safety hazard.	'Cyclists May Use Full Lane' signs to be included.

Proposal 7

Parramatta Road at Annandale Street

Install kerb blisters in Annandale Street at Parramatta Road



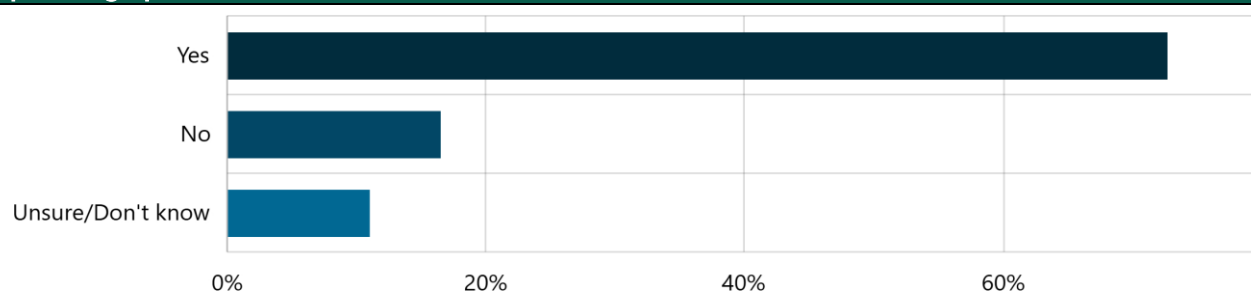
Results – 80% said Yes, 12% said No and 8% said Unsure/Don't know

You said	Comments
Concerns for loss of on-street parking.	It is not expected that there will be any loss of parking as the kerb extensions are within the existing 'No Stopping' area.
This will divert drivers to Young or Johnston Streets. Both are signalised intersections which already experience significant queuing.	The proposal does not restrict any turning movements, however, will reduce the speeds when making these turns. It is not expected to have any significant impact on traffic volumes.
This will slow down speed of vehicles turning from Parramatta Road into Annandale Street and improve the streetscape.	Noted.

Proposal 8

Reserve Street at Annandale Street

Widen existing median islands in Annandale Street to 2 metres. Install kerb extensions on all 4 corners of the intersection. It is anticipated that there will be a net loss of 4 parking spaces



Results – 73% said Yes, 16% said No and 11% said Unsure/Don't know

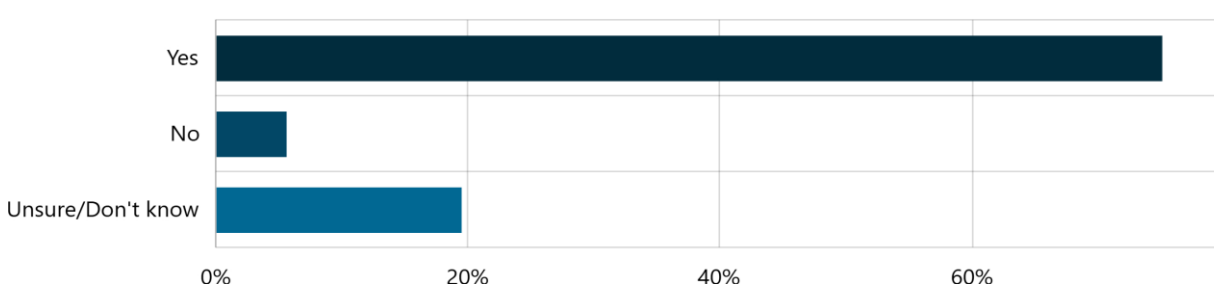


You said	Comments
Numerous concerns raised regarding the loss of on-street parking which will impact the local cafe and nearby school.	Noted. Will aim to minimise loss of parking at detailed design stage.
A pedestrian crossing would be a safer option. Many children cross at this intersection walking to and from Annandale Public School.	The proposal aims to improve pedestrian movements across all 4 legs of the intersection as opposed to providing a pedestrian crossing across a leg of the intersection and is considered an appropriate solution.

Proposal 9

Annandale Street and Piper Street intersection

Install a raised pedestrian (zebra) crossing in Piper Street (western leg). There is an anticipated loss of 6 on street parking spaces



Results – 75% said Yes, 6% said No and 19% said Unsure/Don't know

You said	Comments
Support the crossing particularly near the school however, it is close to the existing pedestrian crossing on Annandale Street.	They both serve a different function as the existing crossing provides an east-west connection whilst the proposed crossing provides a north-south connection.
This is a big improvement at this busy and difficult intersection where many primary school children cross unaccompanied.	Noted.
Concerns for the loss of parking spaces. A pedestrian crossing is not justified as traffic volumes are low.	Whilst noting that the traffic volumes are not high in Piper Street, given the close proximity of Annadale Public School to the crossing it is considered appropriate.
Should be a raised intersection with narrowed carriageways on both	Whilst the proposal does not raise the entire intersection it does reduce the width of the intersection on the eastern



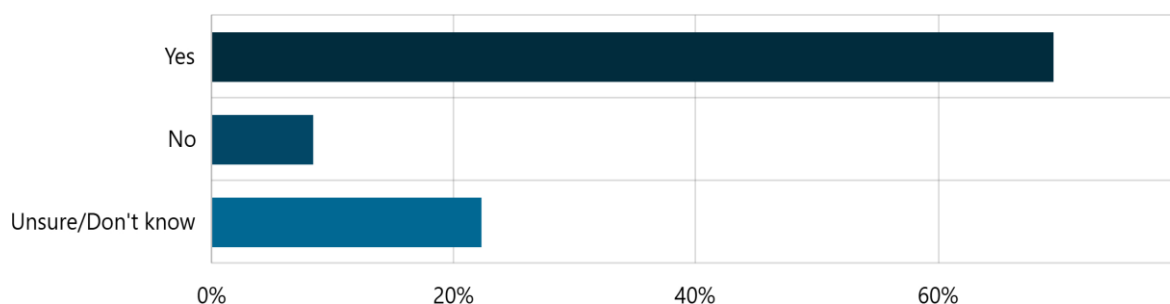
Annandale and Piper Streets. Bring the kerb extensions further into the street.

western and southern legs and provide a wider pedestrian refuge island on the southern leg.

Proposal 10

Annandale Street and Albion Street intersection

Install kerb blisters with landscaping on all 4 corners of the intersection

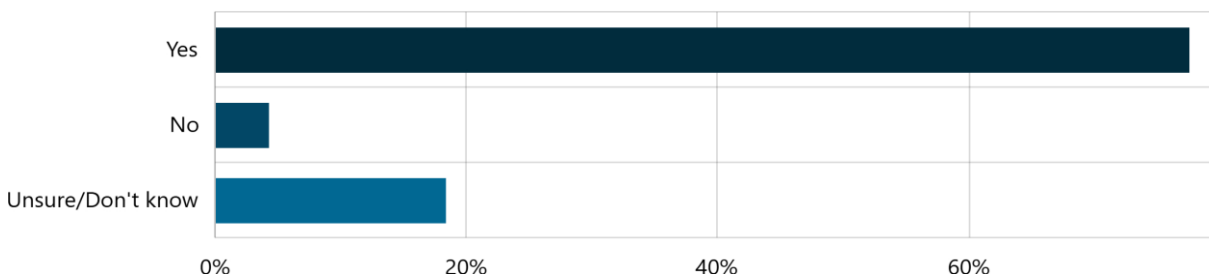


Results – 70% said Yes, 8% said No and 22% said Unsure/Don't know

You said	Comments
Numerous concerns raised regarding the loss parking spaces.	Noted. Minimising loss of parking will be considered at detailed design stage, however the loss of some parking to improve pedestrian amenity is required and considered appropriate.
The kerb blisters on Annandale Street should be wider and align with the angle parking. This will assist in reducing the crossing distance for pedestrians.	Noted. To be considered at detailed design stage.
Excellent safety improvement. There should be a pedestrian crossing also.	It has not been considered as a priority treatment in the LATM area however a pedestrian crossing could be considered as additional measure at a later date.



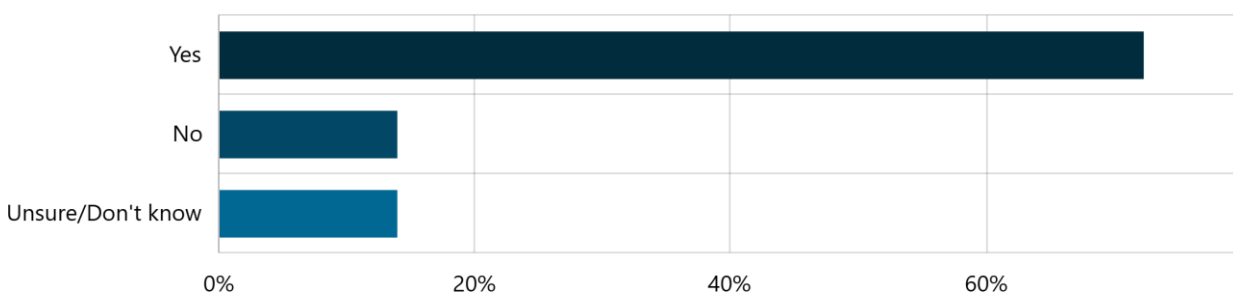
Proposal 11 Hutchison Street at Pritchard Street Realign the kerb



Results – 78% said Yes, 4% said No and 18% said Unsure/Don't know

You said	Comments
Suggest speed humps here with cutouts for cyclists.	Noted. Potential for speed cushions could be considered as additional measure post implementation of the recommendation should the need arise.
This is a dangerous intersection. Recommend installation of a pedestrian crossing and a short 'No Parking' zone.	Pedestrian crossing could be considered as additional measure at a later date if required.

Proposal 12 Collins Street and Annandale Street intersection Widen the existing median islands to 2 metres in Annandale Street



Results – 72% said Yes, 14% said No and 14% said Unsure/Don't know

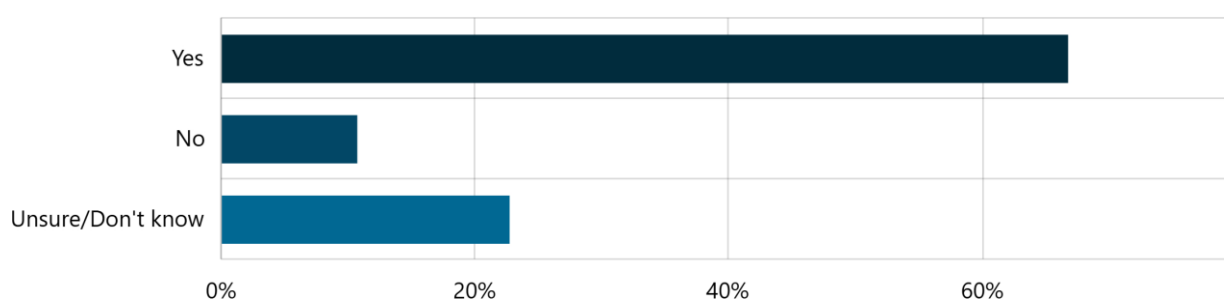
You said	Comments
Numerous suggestions for a pedestrian crossing with the addition of speed humps to provide safe crossing for pedestrians on Collins Street.	Further assessment required to determine the merits of installing a raised pedestrian crossing in Collins Street at Annandale Street. Investigation included as additional recommendation.

Support upgrade of the median islands however kerb extensions should be added on both sides of Collins Street to prevent vehicles parking too close to the intersection.	Noted. To be considered in detailed design stage.
--	---

Proposal 13

Rose Street and Trafalgar Street intersection

Widen the existing pedestrian refuge islands on all 4 corners of the intersection to 2.0 metres



Results – 67% said Yes, 11% said No and 22% said Unsure/Don't know

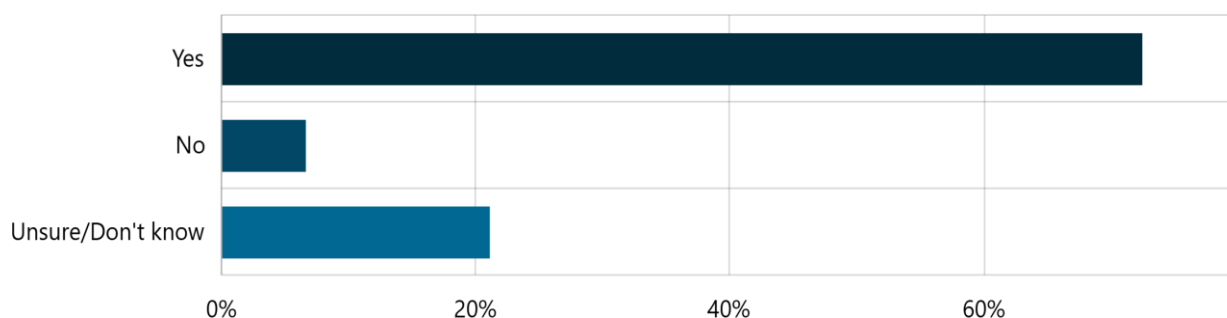
You said	Comments
The southwest corner of this intersection is very difficult to navigate with a pram due to the lack of kerb ramps.	To be considered as detailed design stage.
Suggest the installation of traffic calming near this intersection as vehicles speed in both directions impacting pedestrian/cyclist safety.	The widening of the pedestrian refuge islands will provide a traffic calming function and reduce speeds by narrowing the available carriageway width at the device. It will also allow for the 'STOP' sign to be relocated closer to the driver's line of sight when exiting View Street.



Proposal 14

View Street and The Crescent intersection

Realign the kerb extensions and square off the intersection.



Results – 72% said Yes, 7% said No and 21% said Unsure/Don't know

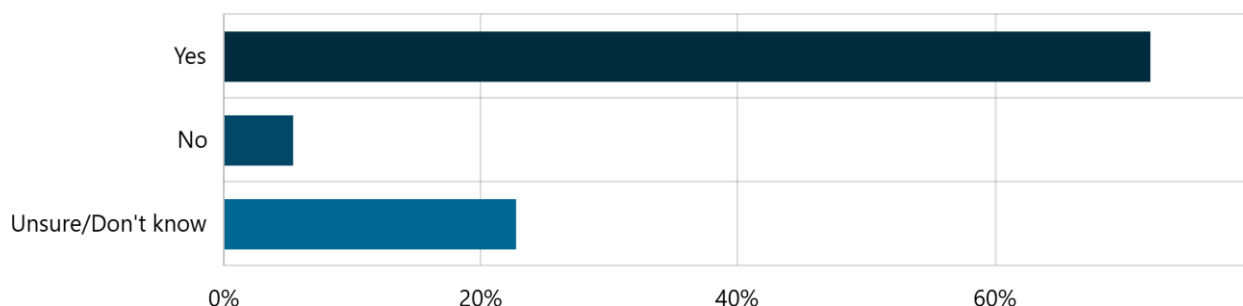
You said	Comments
This will improve pedestrian safety. However, the kerb extensions will increase danger at this intersection as drivers often perform U-turns here.	The road narrowing will restrict the ability to make U-turns at this location.
The current configuration does not encourage vehicles to stop when entering The Crescent from View Street. Drivers travelling on View Street toward The Crescent are focused on oncoming traffic approaching along The Crescent rather than pedestrians crossing at this intersection.	The proposal will allow for pedestrians to safely store on the footpath with clear sightlines from drivers to sighting pedestrians walking both ways on The Crescent.
Remove some of the excess signage at this intersection. It is confusing to observe & dangerous while driving.	Signage to be reviewed at detailed design stage.
Suggest IWC collaborate with TfNSW to provide a raised crossing for pedestrians to safely cross The Crescent. The existing refuge island is too small for pedestrians to harbour safely while waiting to cross the road as vehicles travel at high speed along The Crescent.	Noted. Request forwarded to TfNSW for their consideration and investigation.



Proposal 15

Trafalgar Street and The Crescent intersection

Adjust the existing median island and modify kerb extension in Trafalgar Street, to provide a wider gap for pedestrians



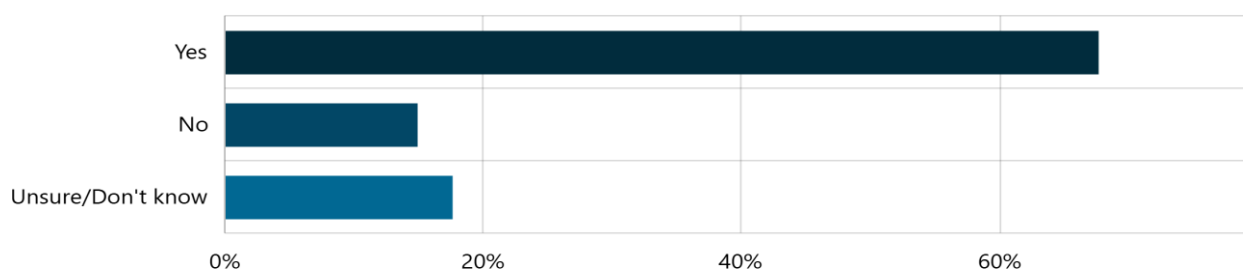
Results – 72% said Yes, 5% said No and 23% said Unsure/Don't know

You said	Comments
Recommend a raised crossing to improve pedestrian safety.	The proposed modifications are considered adequate to address pedestrian safety issues.

Proposal 16

Young Street and Albion Street

Install a roundabout at the Young Street and Albion Street intersection



Results – 68% said Yes, 15% said No and 17% said Unsure/Don't know

You said	Comments
While supportive of the roundabout, the loss of parking spaces will impact local businesses and residents as parking in this location is limited. In addition, concerns were raised that the construction of the kerb extensions will increase existing flooding and drainage	Drainage and flooding issues will be considered at detailed design stage. It is acknowledged that loss of parking is a negative impact of the proposal. The minimising of loss of parking will be considered in the detailed design.

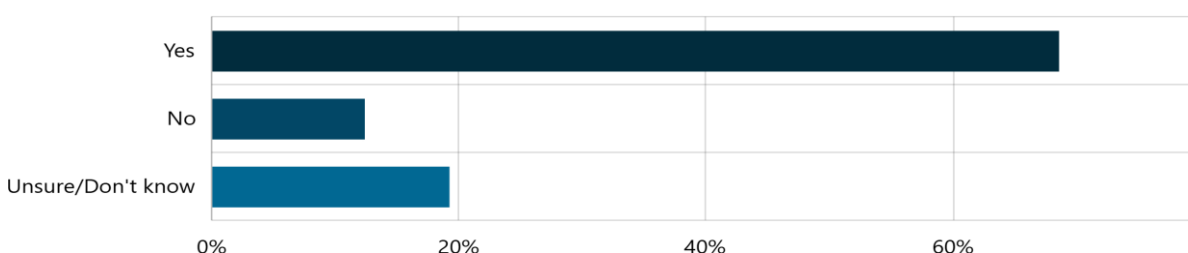


issues experienced by residents on the lower side of the street.	
Suggest a compromise to not widen the footpath on the western side of Albion Street. This would possibly save 4 parking spaces.	To be considered at detailed design stage.
Consider implementation of RPS to compensate for loss of parking.	RPS investigation lies outside of scope of study.
Suggest the addition of a raised crossing also to improve safety for pedestrians.	Further assessment required to determine the merits of installing a raised pedestrian crossing. Investigation included as additional recommendation.

Proposal 17

Young Street and Reserve Street intersection

Install a roundabout at the Young Street and Reserve Street intersection



Results – 69% said Yes, 12% said No and 19% said Unsure/Don't know

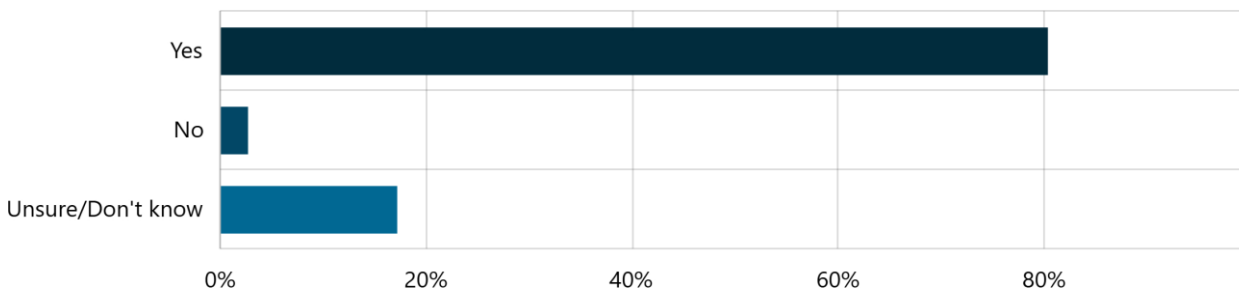
You said	Comments
Numerous concerns raised regarding loss of parking spaces. Please compromise by implementing RPS for residents.	RPS investigation lies outside of scope of study.
The proposed upgrade should be prioritised as Reserve Street is a thoroughfare for students walking to and from Annandale Public School. Raised pedestrian crossings are also suggested.	Pedestrian crossing not included as driveway prevents crossing on southern leg where most pedestrians cross the road.
Larger kerb extensions are required to resolve sightline issues at this intersection.	To be considered at detailed design stage.



Proposal 18

Johnson Lane at Collins Street

Construct continuous footpath to cross Johnston Lane



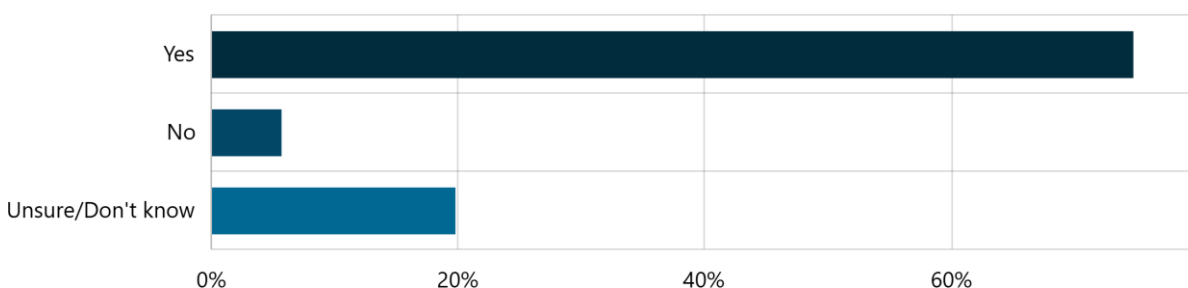
Results – 80% said Yes, 3% said No and 17% said Unsure/Don't know

You said	Comments
Concerns that school students may not stop before walking into this intersection with the proposed continuous footpath treatment. Recommend a 'Shared Zone' be implemented for the entire length of Johnston Lane.	Shared Zone could be considered as a later stage intervention.
A raised crossing would be a safer option for pedestrians including school students.	Doesn't meet warrant for pedestrian crossing.

Proposal 19

Styles Street east of Mackenzie Street

Install a raised pedestrian (zebra) crossing on the eastern leg (Styles Street) of the Leichhardt Street/Mackenzie Street/Styles Street



Results – 75% said Yes, 6% said No and 19% said Unsure/Don't know

You said	Comments
Support the crossing however, Styles Street is too busy for mixed use traffic lanes.	There is no road width to provide separation for cyclists.

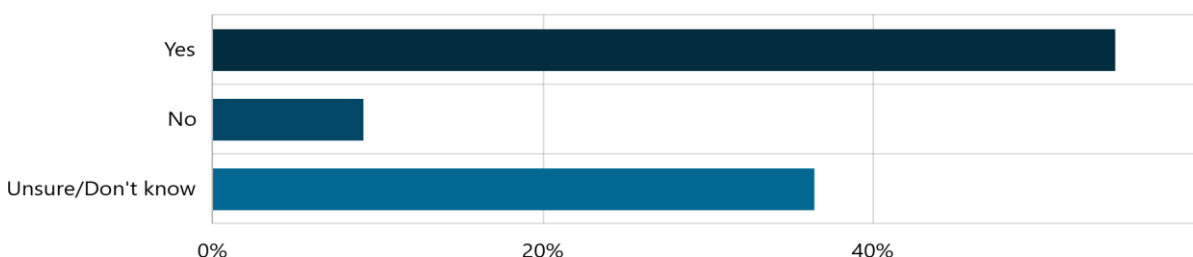


Concerns that the crossing may cause traffic congestion on the roundabout while vehicles are giving way to pedestrians.	This will reduce speeds and is considered satisfactory.
Support however, a solution is required to prevent drivers rat running on Styles Street.	Styles Street is a Regional Road assumed to carry high levels of traffic volumes.
Recommend that Mackenzie Street should have raised crossings/continuous footpath treatments on both side of Styles Street.	Would not meet the warrant for a pedestrian crossing.
A great improvement for pedestrian safety with schools and childcare centres nearby.	Noted.

Proposal 20

John Street and Hill Street

Install a 'No Right Turn vehicles over 6 metres' facing southbound vehicles in John Street at Hill Street. Hill Street traffic will still be permitted to enter John Street as there is no alternate route to travel. Larger vehicles will be able to make a 3-point turn in John Street by removing parking in John Street near Hill Street. This will allow larger vehicles to enter and exit John Street via Moore Street



Results – 55% said Yes, 9% said No and 36% said Unsure/Don't know

You said	Comments
Numerous concerns regarding the loss of parking spaces.	Noting the concerns the recommendation has been removed from the final report.
Support 'No Right Turn' heavy vehicle restrictions.	Noting the concerns regarding loss of parking it has been removed from the final report.
Recommend full road closure of John Street for vehicles over 6 metres. A pedestrian crossing on Hill Street with kerb	Full road closure not possible as eastbound vehicles in Hill Street would be restricted from making any turning



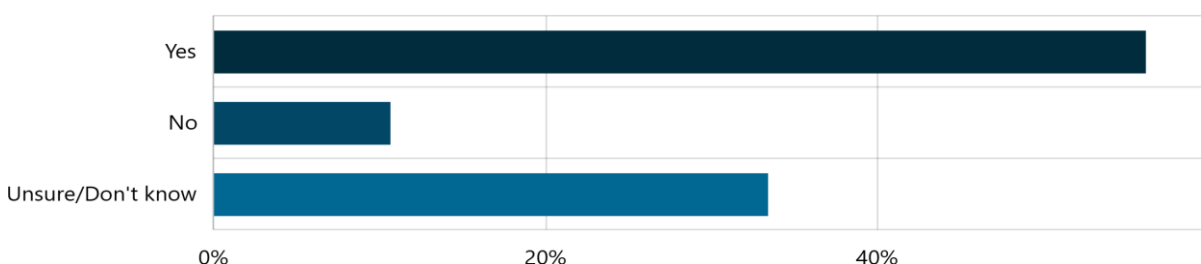
extensions would provide a safer pedestrian/cyclist environment.

manoeuvre at the John Street intersection if the road closure was implemented. Furthermore, it would not prevent the need to remove on street parking.

Proposal 21

John Street and unnamed laneway

Signpost a statutory 10m 'No Stopping' restrictions



Results – 56% said Yes, 11% said No and 33% said Unsure/Don't know

You said

Comments

Concerns raised for loss of parking spaces. Recommend implementation of RPS.

RPS in this area is not supported as it is not located in a residential area.

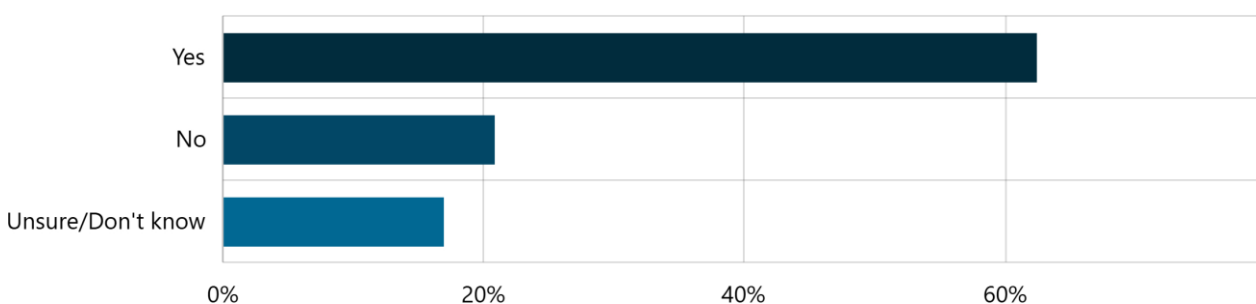
Suggest reducing the 10m 'No Stopping' to lessen the impact of parking loss.

Noted. No Stopping can be considered for reduction subject to risk assessment.

Proposal 22

Nelson Street at The Crescent

Install a road closure in Nelson Street at The Crescent whilst allowing two-way cyclist movements and removing the existing left turn from The Crescent into Nelson Street



Results – 62% said Yes, 21% said No and 17% said Unsure/Don't know

You said

Comments

This will encourage more traffic on Trafalgar Street.

Agreed however redistribution of traffic is quite low (9 vehicles/hour in AM peak and

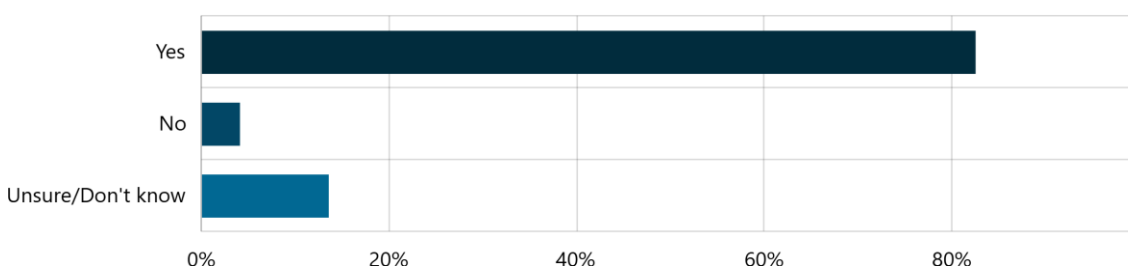


	23 vehicles/hour in PM peak redistributed to Trafalgar Street and Johnston Street).
A good solution to improve safety and stop the dangerous and illegal use of this intersection.	Noted.
Residents use this intersection to avoid the congestion on Johnston Street at The Crescent. The existing arrangement does not impact pedestrian/cyclist safety.	Recommendation will reduce conflict at this intersection.
Suggest IWC partner with TfNSW to provide a pedestrian crossing on The Crescent for safe access to Tramsheds and parklands.	TfNSW forwarded the request to consider a pedestrian crossing of The Crescent near this area.

Proposal 23

Piper Street South at View Street

Install a raised pedestrian (zebra) crossing in Piper Street South immediately west of View Street. Upgrade kerbs in View Street at Piper Street South to concrete islands



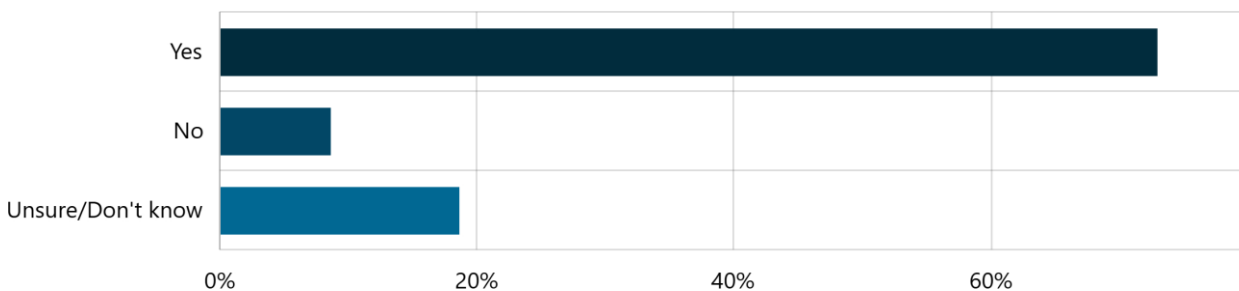
Results – 82% said Yes, 4% said No and 14% said Unsure/Don't know

You said	Comments
Concerns this proposal will not address the rat run issues on Piper Street.	This proposal aims to support pedestrian safety as opposed to reduce rat running.
Support for crossing however not the loss of parking required for kerb extensions.	Reduction in kerb extension can be considered at detailed design stage.
This is a logical spot for a crossing. Suggest another crossing on the opposite side of Hinsby Park.	Kerb extensions proposed at this location to improve pedestrian safety and amenity.

Proposal 24

Brenan Street between Catherine Street and Percival Street

To replace the two rubber speed humps in Brenan Street between Catherine Street and Percival Street with concrete speed humps



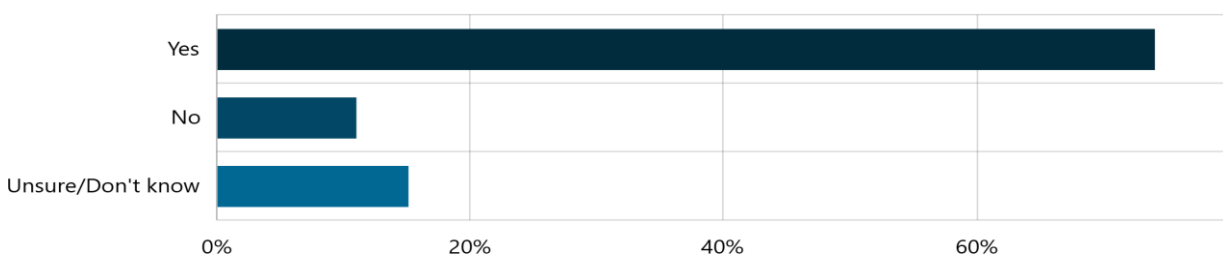
Results – 73% said Yes, 9% said No and 18% said Unsure/Don't know

You said	Comments
Recommend speed humps not be centralised on the road. Drivers avoid the existing devices by weaving around them either side into the parking lane.	Speed humps will extend full length of road into parking lane.
Please consider cyclist friendly speed humps in this location.	Standard speed humps proposed.
A slow point on the road is preferred traffic calming instead of speed humps.	Speed humps do not impact on parking whereas a slow point will reduce on street parking.
A pedestrian crossing is required on the western side of these speed humps.	Existing pedestrian refuge considered adequate.

Proposal 25

Trafalgar Street at Albion Street

Install a raised pedestrian (zebra) crossing in Trafalgar Street (southern leg) at Albion Street.



Results – 74% said Yes, 11% said No and 15% said Unsure/Don't know

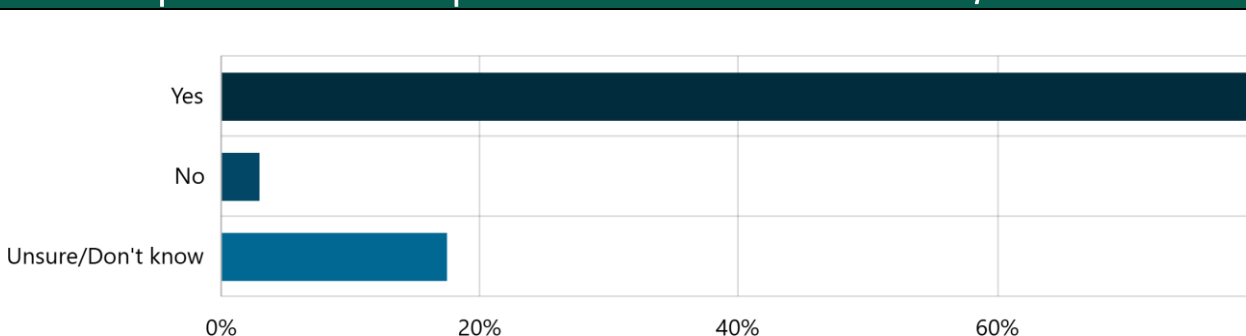


You said	Comments
Parking is important to businesses in the area; you should not be removing it.	Whilst acknowledging the importance of parking, the improvement to pedestrian safety and amenity are considered appropriate benefits in view of the parking loss.
Drivers proceed through the intersection failing to stop. Suggest the installation of a roundabout to reduce speed and improve safety.	Proposal will improve pedestrian safety and amenity whilst minimising loss of parking. A roundabout would significantly increase loss of parking.
Consider closure of Trafalgar Street at Parramatta Road and raising the Trafalgar/Albion Streets intersection with kerb extensions.	Closure not supported due to its impact on traffic access and circulation. Raising whole intersection considered excessive.

Proposal 26

Piper Lane

Convert Piper Lane between Piper Street and Rose Street to a 10km/h Shared Zone



Results – 80% said Yes, 3% said No and 17% said Unsure/Don't know

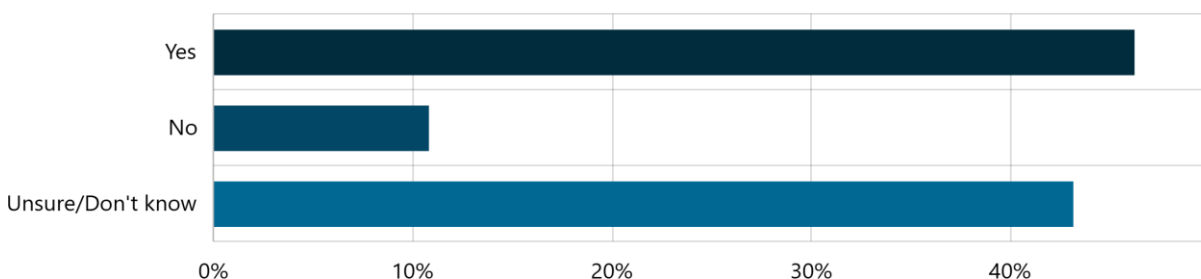
You said	Comments
Consider a road closure at one end of Piper Lane.	Road closure not supported as it would not be possible for a vehicle to turn around due to the narrow road width.
Highly support to improve pedestrian safety particularly for students attending Annandale North Public School.	Noted.
Continuous footpaths should be placed at both ends of Piper Lane with the addition of planted chicanes to slow traffic.	CFT is proposed at northern end. At southern end an existing speed hump is provided in close proximity.
A VMS speed reading sign would assist in reducing speed.	Due to the lack of footpath in the laneway it would be difficult to install a VMS.

Furthermore, a laneway is not considered appropriate for a Radar due to low traffic volume and low speeds.

Proposal 27

White Street

Install sections of indented parking in White Street between Moore Street and Brennan Street



Results – 46% said Yes, 11% said No and 43% said Unsure/Don't know

You said

Comments

Numerous concerns raised for the impacts on footpath use for pedestrians, prams and individuals with mobility aids.

Noted. Proposal has been removed from Final Report.

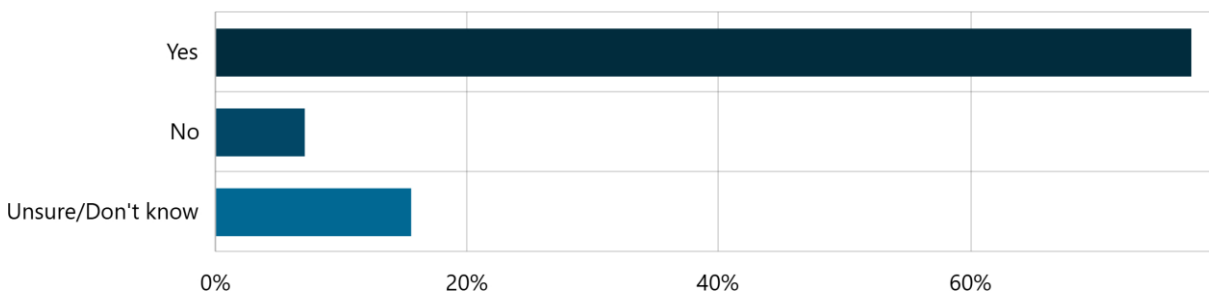
Any changes should support active transport movement and not just vehicle storage. Prioritise infrastructure that improves access, comfort and safety for all road users not just drivers.

Noted. Proposal has been removed from Final Report.

Proposal 28

Railway Parade west of Rozelle Light Rail Station

Upgrade the existing pedestrian refuge to a pedestrian (zebra) crossing



Results – 77% said Yes, 7% said No and 16% said Unsure/Don't know

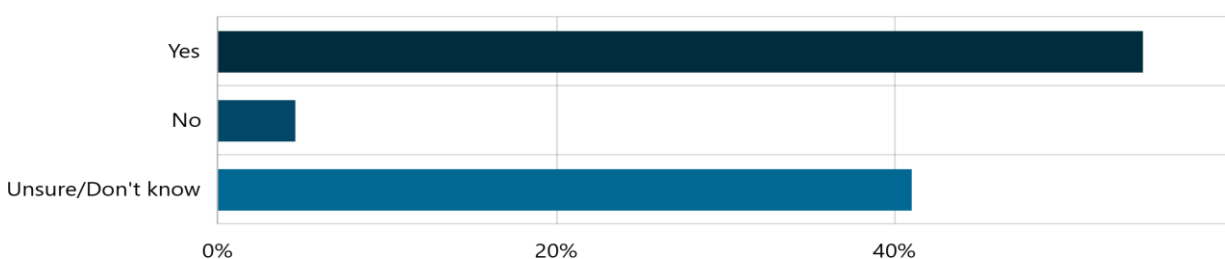


You said	Comments
Support, this is a major transit access path that requires pedestrian priority.	Further analysis has been undertaken, and the proposal has been removed due to geometric constraints.
The proposed crossing would not be purposeful unless a footpath is installed on the western side of Annandale Street.	Further analysis has been undertaken, and the proposal has been removed due to geometric constraints.
Can the crossing be more directly aligned to the Rozelle Bay Light Rail Station?	Further analysis has been undertaken, and the proposal has been removed due to geometric constraints.
Support the pedestrian crossing however there is no recognition for cycle movement. Suggest realignment of the crossing to allow safe cycle movement across Brennan Street and include a dedicated cycle section. The installation of a median island would be difficult for cyclists many of whom are children.	Further analysis has been undertaken, and the proposal has been removed due to geometric constraints.
Excellent idea though this is currently a blind corner where many pedestrians cross the road. Rozelle Bay Light Rail is surprisingly difficult to access for pedestrians.	Further analysis has been undertaken, and the proposal has been removed due to geometric constraints.

Proposal 29

Bungay Street

Signpost the northern side of Bungay Street 'No Parking'.



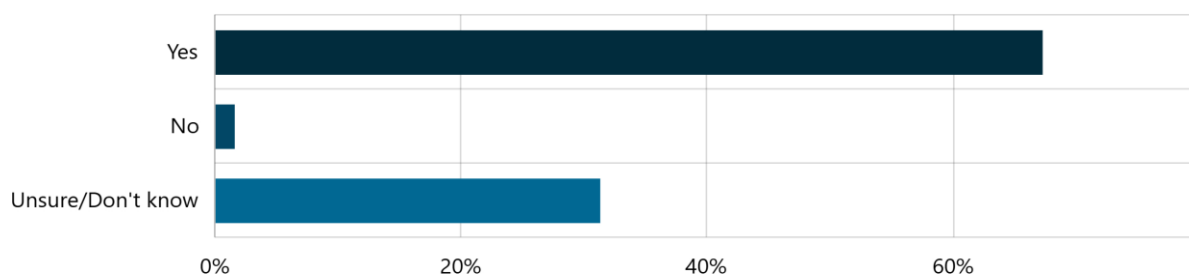
Results – 55% said Yes, 5% said No and 40% said Unsure/Don't know

You said	Comments
Great proposal! In addition, please signpost 'No Parking' on the eastern side	No changes to signposting proposed on the other side of road. Could be considered once the proposed

INNER WEST

of the street. Parked vehicles obstruct driveways.	signposting is installed should the need arise.
Suggest relocating half of the on-street parking to the northern side (closest to Emma Street) and create a chicane with planter beds.	Not supported. Would likely result in loss of parking and driveway obstruction.

Proposal 30 Hutchinson Lane Upgrade Hutchinson Lane to a 10km/h Shared Zone



Results – 67% said Yes, 2% said No and 31% said Unsure/Don't know

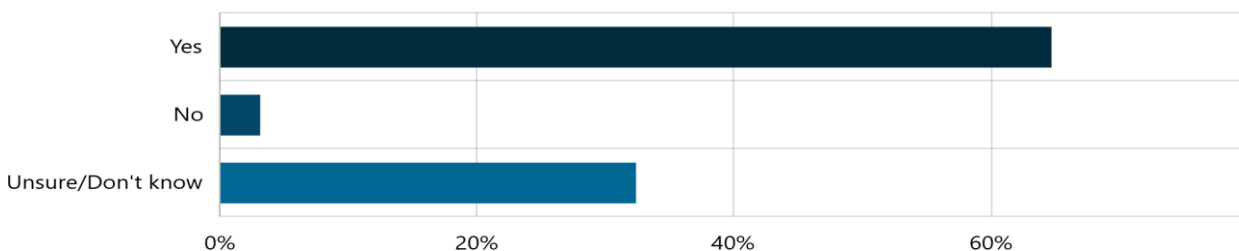
You said	Comments
Suggest a full road closure at one end of Hutchison Lane.	Not supported as road width does not allow vehicles to turn around.
Convert to one-way traffic only. The lane is too narrow for two-way traffic.	Conversion to Shared Zone will provide safe conditions for two-way traffic. Two way allows vehicular access to driveways which could be restricted if it was converted to one way.



Proposal 31

Prospect Street and Pine Square

Convert Prospect Street between Hay Street and Balmain Road to a 10km/h Shared Zone



Results – 65% said Yes, 3% said No and 32% said Unsure/Don't know

You said

Support. Many children visit this section of Prospect Street.

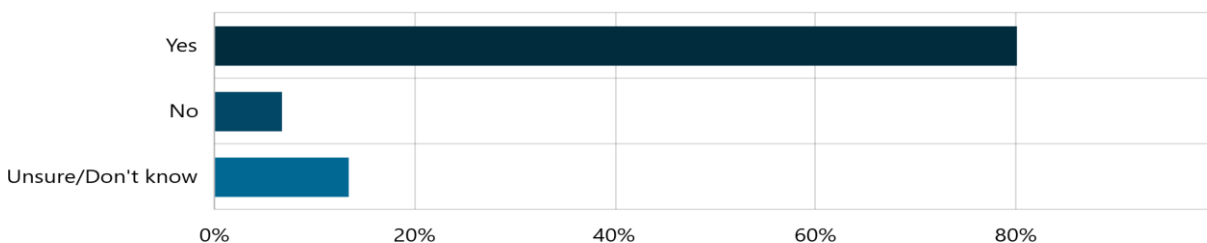
Comments

Noted.

Proposal 32

Albion Lane and Johnston Street

Install continuous footpath in Albion Lane at Johnston Street



Results – 80% said Yes, 7% said No and 13% said Unsure/Don't know

You said

Suggest implementation of a Shared Zone in Albion Lane along with speed humps.

Pedestrians will still need to cross with caution. Why not a raised crossing instead?

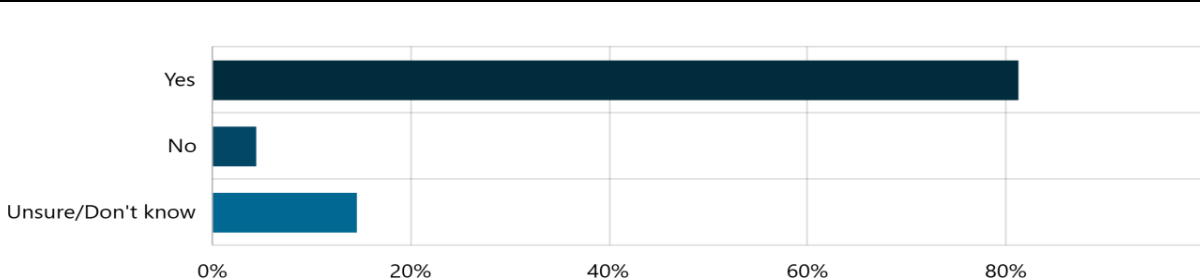
Continuous Footpath Treatment considered adequate. Could be considered for a Shared Zone in the future.

Does not meet Council's Pedestrian Crossing Warrant Policy.

Proposal 33

Albion Lane at Annandale Street

Install continuous footpath in Albion Lane at Annandale Street



Results – 81% said Yes, 4% said No and 15% said Unsure/Don't know

You said

Suggest implementation of a Shared Zone in Albion Lane with the addition of speed humps to reduce vehicle speed.

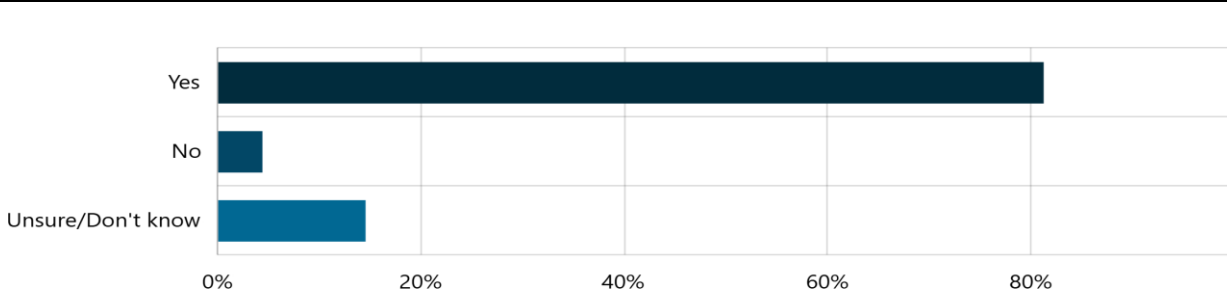
Comments

Continuous Footpath Treatment considered adequate. Shared Zones are generally provided in laneways when they form a critical pedestrian link however an alternate safer route is available in Albion Street which has a proper footpath, lighting and passive surveillance given the adjacent residential dwellings.

Proposal 34

Albion Lane at Young Street

Install continuous footpath in Albion Lane at Young Street



Results – 81% said Yes, 6% said No and 13% said Unsure/Don't know

You said

Suggest implementation of a Shared Zone in Albion Lane along with speed humps.

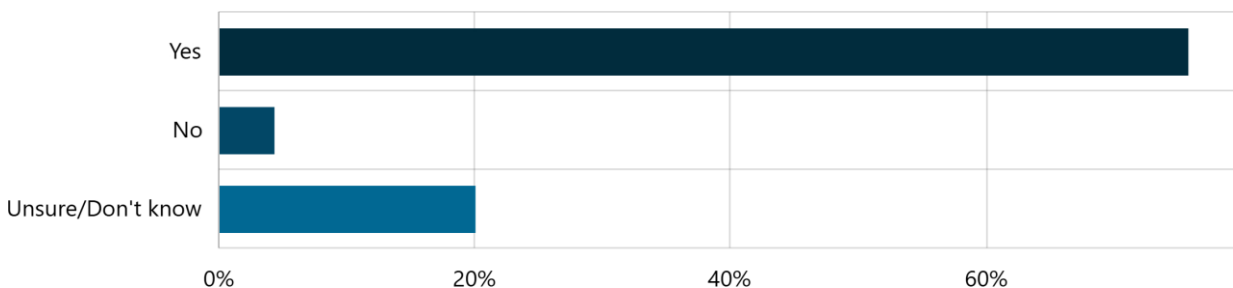
Comments

Continuous Footpath Treatment considered adequate.

Proposal 35

Albion Lane at Macquarie Street

Install continuous footpath in Albion Lane at Macquarie Street.



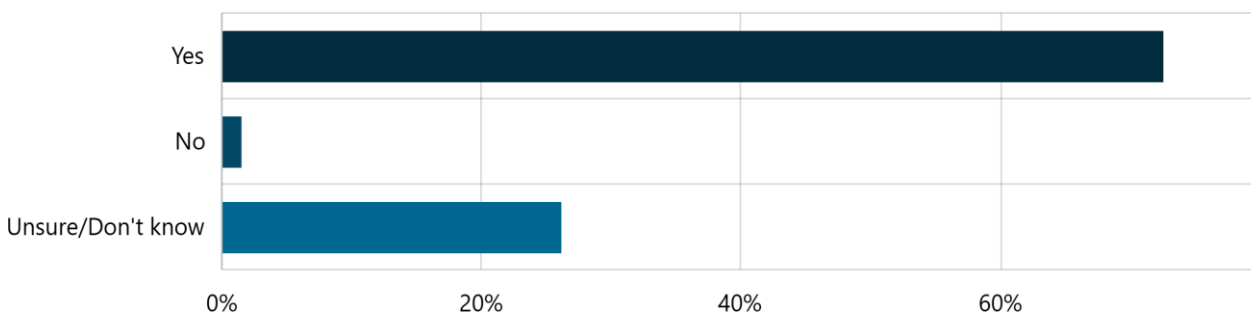
Results – 76% said Yes, 4% said No and 20% said Unsure/Don't know

You said	Comments
Suggest implementation of a Shared Zone in Albion Lane along with speed humps.	Continuous Footpath Treatment considered adequate.

Proposal 36

Trafalgar Street between Booth Street and Rose Street

Line mark individual areas for 45-degree angle parking



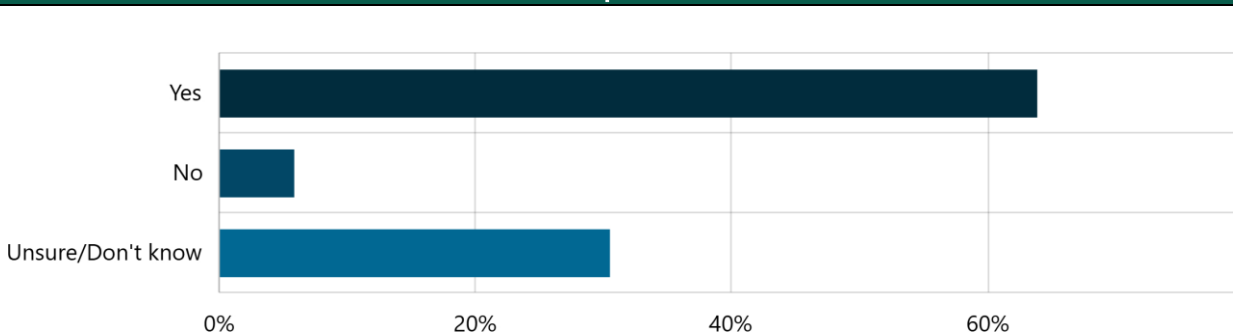
Results – 73% said Yes, 1% said No and 26% said Unsure/Don't know

You said	Comments
Consider installation of bike line markings as well to that bikes can be stored on-street too.	A separate study is being undertaken to assess potential locations for on street bicycle parking.
Recommend a reduced speed limit to 30km/h in this location.	Will be reduced from 50 km/h to 40 km/h as part of innerest@40 study.

Proposal 37

Rose Street at Piper Lane

Install kerb extensions in Rose Street at Piper Lane



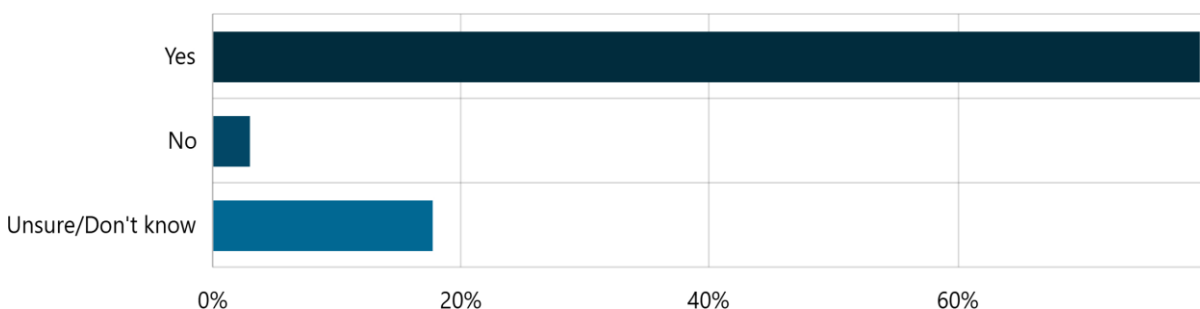
Results – 64% said Yes, 6% said No and 30% said Unsure/Don't know

You said	Comments
This is not considered necessary; rat running is more of an issue.	The recommendation will prevent vehicles parking too close to intersection and improve safety.
Suggest continuous footpaths across both sides of Piper Lane.	Continuous Footpath Treatment proposed at Rose Street intersection as part of proposed Shared Zone. Cannot install a Continuous Footpath Treatment on northern side due to adjacent vehicular crossing.
Drivers double park on the northwestern corner impacting sightlines. Recommend 'No Parking' signs 6 metres from the intersection corners.	Signposting will be reviewed at detailed design stage.

Proposal 38

John Street, Hill Street and Emma Street

Introduce a 3 tonne GVM load limit to the following sections of road. • John Street between Styles Street and Hill Street • Emma Street between Styles Street and Hill Street • Hill Street between Catherine Street and Whites Creek Lane Note that the restrictions still allows for vehicles that exceed the 3 tonne GVM load limit if the destination lies past the sign and there is no alternative route to reach that destination.



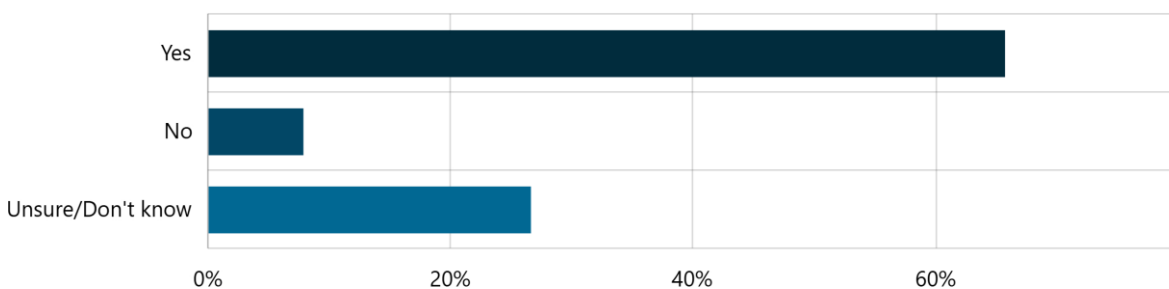
Results – 79% said Yes, 3% said No and 18% said Unsure/Don't know

You said	Comments
Support, there is no reason for heavy vehicles to travel through here.	Noted.
Recommend heavy vehicle restrictions on Styles Street also.	Styles Street is a Regional Road and is expected to carry some level of heavy vehicles.
Seems unnecessary & will add to an additional sign to the existing cluttered signage.	This is necessary to reduce heavy vehicles from local roads that have an alternate route to their destination.

Proposal 39

Emma Street at Styles Street

Install kerb extensions in Emma Street at Styles Street.



Results – 66% said Yes, 8% said No and 26% said Unsure/Don't know

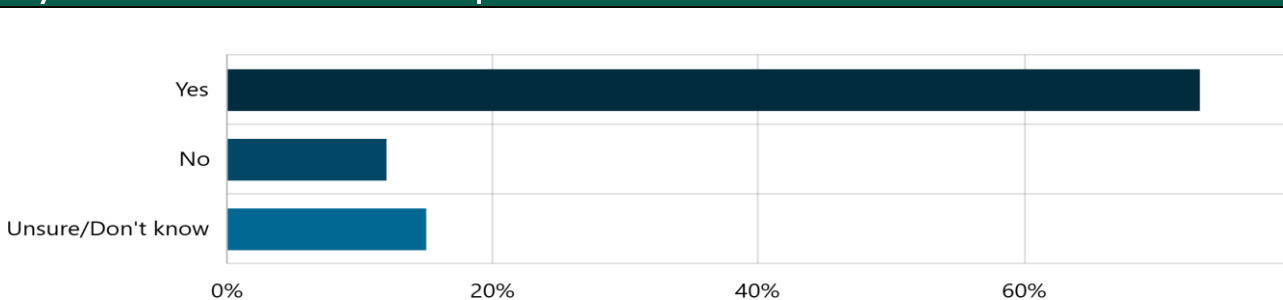


You said	Comments
Recommend wider kerb extensions to reduce pedestrian crossing distance. This should also include a raised pedestrian crossing.	Kerb extension dimensions to be considered at detailed design stage. Raised pedestrian crossing not considered to be warranted at this location due to low traffic volumes.
Support however, traffic volumes and vehicle speed on Styles Street need to be reduced.	The proposal will reduce speeds.
The kerb extension on the north side should be reduced in size to allow for another parking space.	To be considered at detailed design stage.
Concerns raised regarding loss of parking spaces on Emma Street as this will further impact residents in a street where parking is of high demand.	To be considered at detailed design stage.

Proposal 40

Alfred Street at Styles Street

Reconstruct median island which includes kerb ramp relocation in Alfred Street at Styles Street to meet current requirements



Results – 73% said Yes, 12% said No and 15% said Unsure/Don't know

You said	Comments
Concerns that this will not be sufficient to slow vehicles entering Alfred Street east bound from Styles Street.	To be considered at detailed design stage whether kerb realignment works could be included in design to further reduce speeds.
Support however, vehicles accelerate out of the roundabout between Collins & Young Streets. This a high pedestrian area given proximity to the Victoria Hotel.	Speed cushions have already been installed on approaches to Collins Street/Young Street roundabout to reduce speeds.



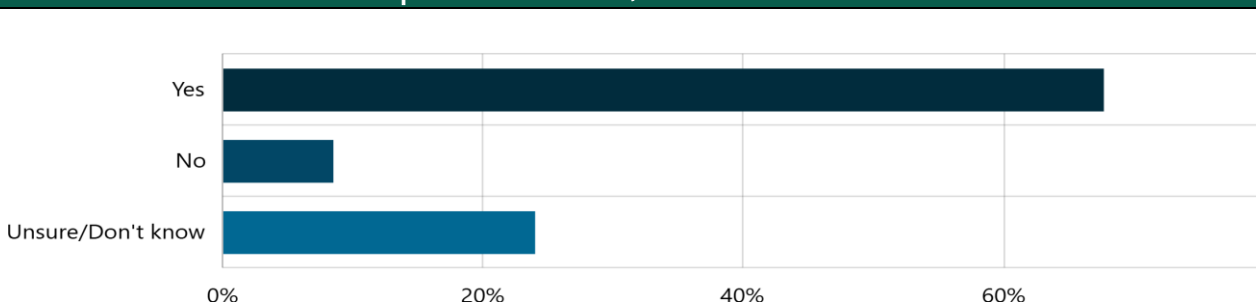
Recommend installation of a raised pedestrian crossing or continuous footpath treatment.	Would not meet warrant for a pedestrian crossing.								
Proposal 41 Bayview Crescent at Pritchard Street Install continuous footpath in Bayview Crescent east of Pritchard Street.									
<p>Results – 81% said Yes, 3% said No and 16% said Unsure/Don't know</p> <table border="1"> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>81%</td> </tr> <tr> <td>No</td> <td>3%</td> </tr> <tr> <td>Unsure/Don't know</td> <td>16%</td> </tr> </tbody> </table>		Response	Percentage	Yes	81%	No	3%	Unsure/Don't know	16%
Response	Percentage								
Yes	81%								
No	3%								
Unsure/Don't know	16%								
You said	Comments								
This is a blind corner so it will improve pedestrian access and safety.	Noted.								
A safer option to reach the Light Rail Station.	Noted.								
Numerous comments received suggesting this should be a raised pedestrian crossing instead of a continuous footpath treatment.	Very low traffic volume hence does not meet warrant.								
The continuous footpath is supported however, the path leading to the Light Rail Station is narrow and difficult for cyclists to negotiate, creating conflict with pedestrians. Suggest widening this area.	Footpath improvements to be considered at detailed design stage.								



Proposal 42

Piper Street North at View Street

Install kerb extensions at Piper Street North, west of its intersection with View Street



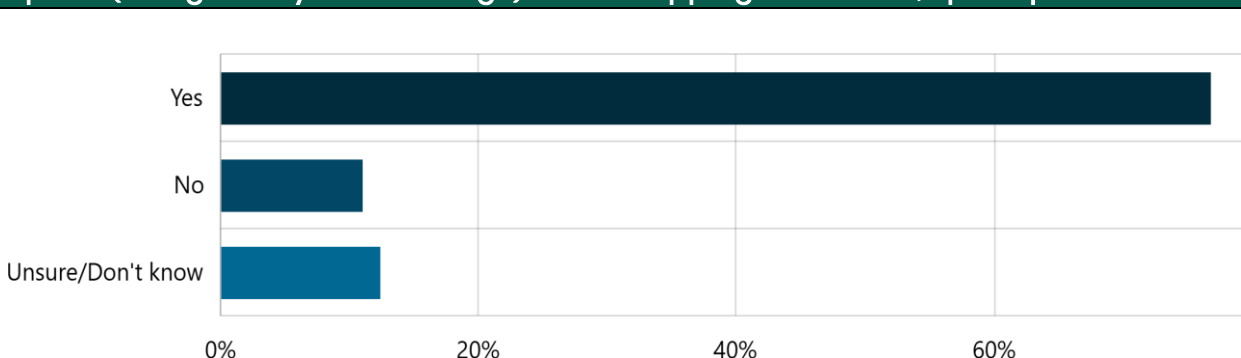
Results – 68% said Yes, 8% said No and 24% said Unsure/Don't know

You said	Comments
Concerns regarding loss of parking.	Will aim to minimise parking loss however some loss will occur.
Numerous comments received suggesting a raised pedestrian crossing would be safer due to the high utilisation of school children crossing at this point to and from Hinsby Park.	Low traffic volumes do not warrant a pedestrian crossing.

Proposal 43

Johnston Street between Piper Street North and Piper Street South

Request TfNSW (Johnston Street is a State Road) to convert the southernmost parking space (along Hinsby Park frontage) to 'No Stopping 7am-10am, 3pm-6pm Mon-Fri'



Results – 77% said Yes, 11% said No and 12% said Unsure/Don't know

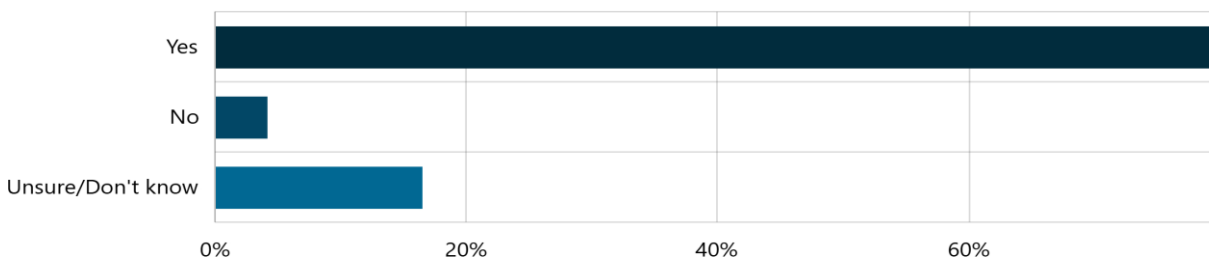
You said	Comments
Suggest a compromise to improve safety in this location without the loss of parking.	The proposal is required to adequately address issue.
Not sure why this space cannot be used for parking in non-peak periods.	It can be used for parking outside of weekday peak periods.



Proposal 44

Annandale Street at Rose Street

Upgrade the existing raised threshold in Annandale Street north of Rose Street to a raised pedestrian crossing



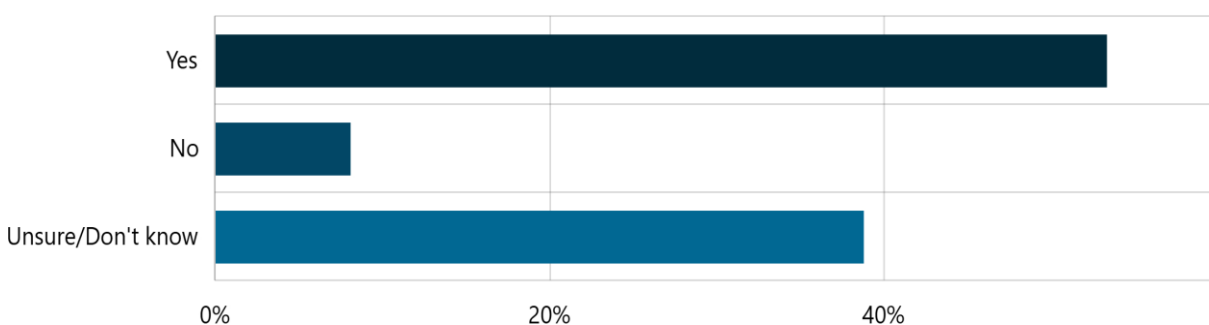
Results – 80% said Yes, 4% said No and 16% said Unsure/Don't know

You said	Comments
Proposal is generally well supported.	Noted.
Suggest parking control in the form of timed restrictions or RPS to retain parking at this intersection assisting both residents and café patrons.	Provision of timed parking lies outside of the scope of the LATM study.

Proposal 45

Annesley Street between Mackenzie Street and Catherine Street

To introduce 90-degree angle parking in Annesley Street between Mackenzie Street and Catherine Street



Results – 53% said Yes, 8% said No and 39% said Unsure/Don't know

You said	Comments
Concerns that additional parking will negatively impact the area. Plant more trees instead.	Landscaping/tree planting can be included in detailed design.



Suggest provision of bike garages also to accommodate bike on-street storage.	Bike parking is being considered in a separate project.
---	---

Additional YSIW comments	
A speed reduction to 30km/h would improve safety in the area.	innerwest@40 study has recommended 40 km/h speed limits in LGA.
Northbound traffic on Johnston Street queues to access the WestConnex overpass. This obstructs traffic entering and exiting Kentville Avenue. Suggest 'Do Not Queue Across Intersection' line markings to prevent vehicles queuing over the intersection.	Johnston Street is a State Road under the care and control of TfNSW. The request has been forwarded to them for their consideration.
Concerns for lack of traffic calming on View Street between Booth Street and Hinsby Park. View Street is near to a school, playground and the Booth Street industrial area.	There is considerable traffic calming and pedestrian safety improvements in and around Hinsby Park. The proposed upgrades at the Pipe Street South/View Street intersection will reduce speeds. The speed limit will be reduced to 40 km/h in View Street which should further reduce speeds.
Additional traffic calming suggested on Young Street between Albion and Reserve Streets.	Roundabouts are proposed in Young Street which will reduce speeds. Furthermore, the speed limit will be reduced to 40 km/h as part of innerwest@40 study.
Please consider dedicated cycle lanes in the area to improve cyclist safety and prevent bikes on footpaths.	LATM studies are focused on improving safety at critical locations in the LATM precinct as part of Council's Traffic Facilities program. Strategic decisions on cycle routes to be prioritised under the Cycleways program are undertaken as part of the Cycle Action Plan.
Suggest reduction of 10 metre 'No Stopping' at intersections to reduce impact on parking.	'No Stopping' can be reduced where appropriate subject to risk assessment.
All 47 proposals have been inspected and are generally supported; however, the installation of kerb-protected bike lanes	To be referred to the Cycle Action Plan review for consideration.

INNER WEST

has been overlooked on Booth and Johnston Streets. These streets are key connectors, but many cyclists don't feel safe riding them.	
IWC and TfNSW should address safety issues at the signalised crossing on Johnston Street outside Annandale Public School. Cars and e-bikes fail to stop for children when they are crossing.	Concerns forwarded to TfNSW for consideration.
Numerous comments of support in general. Lots of the proposals are excellent. Well done Inner West Council.	Noted.
Suggest 'GIVE WAY' signs at the intersection of Mayes Street/Ferris Street/Reserve Street. There is confusion surrounding who is to give way at this intersection. Also, 'No Through Road' signs at Mayes Street are faded and require replacement.	Given that the intersection is offset it is considered appropriate to install give way lines and signs to remove any ambiguity. It has been included as an additional recommendation of study. Will review 'No Through Road' signs.
Intersection of Chester Street and Nelson Street is dangerous for pedestrians. Suggest a raised pedestrian crossing or pedestrian refuge to improve safety.	Chester Street does not have sufficient traffic volumes to warrant a pedestrian crossing.
Traffic calming is required on Annandale Street between Booth and Piper Streets. Vehicles travel at speed. Also, line marking is required to define angle parking spaces. Vehicles are parked at the incorrect angle and occupying multiple spaces.	Speed limit is to be reduced as part of innerwest@40 study.



Summary of Emails

In addition to Your Say Inner West, Council received 68 emails and 8 phone calls from individuals. The following points outline the general themes and comments of these emails and calls.

- Speed limit reduction to 30km/h suggested for the entire study area.
- Concerns relating to the loss of parking resulting from the John Street/Hill Street & Emma Street partial road closure and turn-around bay.
- As parking is in high demand through the entire study area, the main concerns received were loss of parking for most proposed treatments.
- Numerous requests for a pedestrian crossing on The Crescent to access the Tramsheds and parklands.
- Suggestions for cycle paths and dedicated cycle lanes for cyclists to ride safely through the Annandale area and connect with cycle paths in neighbouring suburbs.
- Concerns that the continuous footpath treatment on Bayview Crescent will cause confusion for pedestrians. Also, the location of the new raised pedestrian crossing replacing the existing pedestrian refuge, does not follow the pedestrian desire line.
- All 'No Stopping' zones should be reduced from 10 metres to 5 metres to provide increase parking opportunities in the area.
- Request a review of the draft proposal to include a raised pedestrian crossing across Young Street adjacent to the proposed roundabout at Young and Reserve Streets

You said via email
Ainsworth Street – Request for 45-degree angle parking on one side.
Albion and Nelson Street intersection – Request upgrade of 'GIVE WAY' signs to 'STOP' signs.
Albion Street at Whites Creek Lane – Request to remove two marked parking bays on the corner as they impact visibility of pedestrians.
Alfred Street at Whites Creek Lane – Why does the kerb ramp need relocating at the loss of 2 car spaces. Parking is in high demand. Visitors to the local pub on the opposite corner and workers from all the businesses along Whites Creek Lane impact resident parking.
Annandale Street at Albion Street intersection – This is an open spacious intersection where visibility is challenged. (particularly at night with limited lighting and dense tree



cover from trees in Annandale Street). Given the size of this intersection, a roundabout would be a more suitable treatment than kerb extensions.
<p>Annandale Street pedestrian crossing at Rose Street.</p> <ul style="list-style-type: none"> Rear-to-kerb parking on Annandale Street does not obscure sightlines to the proposed crossing as vehicles do not protrude beyond the footpath. A 'No Stopping' zone affecting such parking is not required as it would if cars parked parallel to the kerb and obscure sightlines. <p>Concerns that the existing community garden may be removed to allow for construction of the proposed pedestrian crossing.</p>
<p>Annandale Street and Piper Street – Concerns for loss of 6 parking spaces. There has been a large increase in car ownership/parked cars since the pandemic and residents are impacted particularly between 6pm and 7am. What are the plans to offset these losses? Can resident parking permits be introduced?</p>
<p>Balmain Road at Styles Street intersection – Request additional pedestrian crossing.</p>
<p>Bayview Crescent – Several comments received advising non-support for the proposed continuous footpath treatment.</p>
<p>Booth Street & Johnston Street – Dangerous e-bike riders on footpaths.</p>
<p>Booth Street and Taylor Street – Request speed humps either side of pedestrian crossing.</p>
<p>Brennan Street speed humps – the current arrangement places a speed hump on the approach and departure sides of the 'safe' zone. Any speed hump should only be encountered on approach of the relevant zone.</p>
<p>Brenan Street between Catherine and Percival Streets – Disappointed that the two speed bumps are not being removed and are to be replaced with concrete speed bumps. What purpose do these serve? It is not a busy or high-speed road being on a corner close to a T-junction, mostly used by residents. If pedestrian safety is a concern install a pedestrian crossing or install a 20 km/h sign.</p>
<p>John Street – Numerous objections to loss of parking for proposed truck turning area.</p>
<p>Johnston Lane – Suggest continuous footpath or Shared Zone as pedestrians must compete with cars. Some drivers exceed the 40km/h limit which isn't well signposted. It would be good to have this signposted as local traffic only with the speed limit and mixed use clearly marked.</p>
<p>Johnston Street between Rose and Piper Streets – Suggest:</p> <ol style="list-style-type: none"> Merge into a single lane in both directions from Rose Street heading south towards Piper Street North & South (east side of Johnston) and from Piper Street (west side of Johnston, corner of Annandale North Public School) heading north to Rose Street; and



2. Consider a permanent 40km/h speed limit in this section between Rose Street and Piper Street or more consistent monitoring and policing of the current 50km/h speed limit outside school hours.

Nelson Street – Support the road closure however there are concerns surrounding the existing parking angles as it can be difficult attempting to park with traffic entering Nelson Street in this section due to the road gradient.

Nelson Street – Concerns for vehicle speeds travelling through the roundabout on The Crescent near Nelson Street.

Parramatta Road at Pyrmont Bridge Road (PBR) intersection – Dangerous for pedestrians with the bus lane is on the western and eastern side of the Pyrmont Bridge Rd intersection. Vehicles turning left from Parramatta Rd into PBR avoid riding in the bus lane (for fear of fine or other although there is a dotted line) and turn dangerously failing to observe the red turning arrow.

Piper Lane (between Piper Street and Rose Street) – Support the proposed conversion to a Shared Zone to improve pedestrian safety, particularly for the school children walking to Annandale North Public School.

Piper Street (between Balmain Road and Johnston Street) – Request for traffic calming.

Piper Street at Whites Creek – Supportive of a pedestrian crossing in this location but not the significant reduction of 5 parking spaces from Piper Street given the massive footprint dedicated to the crossing. The proposed crossing has extremely large shoulder patches and bicycle on-ramps. The significant loss of parking for residents and park visitors is not offset by the utility of the new crossing:

1. Existing pedestrian activity is low that is does not meet the council's own 'warrant' criteria
2. There have been no accidents in the area in the last 5 years
3. Cycle traffic in the area is minimal
4. Cyclists can easily access the bike path via the crossing without need a dedicated on-ramp
5. The cycle corridor on either side of the crossing is very poor quality anyway and should be improved before considering such disruptive investment on the road. On the north side, the path has many cracks/bumps, and on the south side, it requires cycling through an actively used basketball court (there is no dedicated bike path here).
6. Prevent boats and trailers from parking in four spaces east of the proposed crossing? These unattended vehicles have been there for years. Caravans and mobile homes also park in the area.

Given the crossing's existing low utility, I would propose that the bicycle on-ramps be removed, and shoulders reduced, such that the impacted parking spots can be

INNER WEST

reduced (ideally) from 5 to 1. If this is not possible, I would suggest postponing this proposal until pedestrian and cycling traffic increases.
Piper Street North – Concerns raised regarding parking of heavy vehicles obstructing access to resident properties and Hinsby Park.
Prospect Street – Support Shared Zone
<p>Railway Parade, Pritchard Street, Breillat Street, and the west side of Annandale Street (north of Hutchinson Street) – Additional safety concerns raised:</p> <p>Children who attend the school and live in the area do not have a safe place to cross the road after crossing the intersection at Annandale Street and Rose Street.</p> <p>After crossing the Revolver Cafe intersection (where there are 2 existing pedestrian islands which will be upgraded as part of the draft plan), children who live in the streets above must cross one of two dangerous streets:</p> <ul style="list-style-type: none"> • Hutchinson Street, which is very steep leading to poor visibility for vehicles and pedestrians and cars that tend to drive very fast especially heading down the hill • or further north on Annandale Street, which is very wide and is treated as a thoroughfare for vehicles avoiding traffic on Johnson Street, making it very difficult to cross safely, especially for children. <p>Suggest an additional safe crossing for people to walk safely from the Revolver Cafe intersection to the area bounded by Railway Parade, Hutchinson Street, and the west side of Annandale Street. For example, an additional median island on Hutchinson Street or Annandale Street north of Hutchinson Street.</p>
Styles Street – Painted line markings in centre of road and a pedestrian crossing will not reduce traffic volumes on Styles Street. Drivers need to be encouraged to use Parramatta Road.
Trafalgar Street at Albion Street – Proposed raised pedestrian crossing – concerns for loss of parking.
Trafalgar Street – Driver's rat run at high speed to avoid Johnston Street traffic congestion.
Trafalgar Street at Piper Street South – Suggest relocating the proposed pedestrian crossing to Piper Street North.
Trafalgar Lane – Disappointed that there are no plans for traffic calming.
View Street – Concerns for vehicle speed – suggest traffic calming
View Street – Currently unrestricted parking – Suggest implementation of RPS.
<p>Wells Street</p> <ul style="list-style-type: none"> • Support the proposal to turn into a one-way street (10km/h shared zone heading north) with suitable traffic calming devices installed with the ability to reduce noise levels as vehicles pass over them.



<ul style="list-style-type: none"> Suggest extending the 'No Stopping' both sides at the northern end of Wells Street to allow vehicles to queue in separate lanes to relieve congestion. <p>Object to speed cushions proposed. A one-way Shared Zone will suffice.</p>
<p>White Street at Moore Street – Suggest upgrade of existing 'GIVE WAY' to 'STOP' sign to improve safety.</p>
<p>White Street between Moore and Brennan Streets – proposed indented parking – Also suggest</p> <ul style="list-style-type: none"> remove parking on the eastern side of White Street (other than in the proposed indented parking bays). erect signs on the eastern side of White Street prohibiting parking on the footpath and, making the section of White Street between Ilka Street and Piper Street a Shared Zone.
<p>Whites Creek Lane – Suggest lighting along the lane & in the rose garden with a bubbler/dog drinking point near the community garden centre to improve safe pedestrian access at the under pass under Moore Street/Booth Street bridge.</p>
<p>Young Street and Booth Street intersection – Concerns that there are no proposed plans to improve safety at this dangerous intersection.</p>
<p>Young Street at Albion Street – proposed roundabout</p> <ul style="list-style-type: none"> Object to proposed roundabout due to loss of parking. Concerns for pedestrian safety. Suggest raised crossings instead of pedestrian refuge.
<p>Young Street at Albion Street – Support proposed roundabout</p>
<p>Young Street at Reserve Street – Support proposed roundabout, object to loss of parking. Suggest RPS.</p>

Submission comments (Inner West Bicycle Coalition)

Proposal 1 Wells Street Convert Wells Street between Booth Street and Collins Street to a 10 km/h Shared Zone with formalised footpath parking in the northern section (western side)	
You said	Comments
This proposal acknowledges that Wells Street is being used as a parking lot by residents and completely blocking the footpath. Wells Street is not a natural cycling route along desire lines.	Noted.



Proposal 2

Whites Creek Lane

Install a 10 km/h Shared Zone along the full length of Whites Creek Lane between Macquarie Street and Moore Street and in Macquarie Street between Albion Street and Whites Creek Lane

You Said	Comments
This project acknowledges that the White's Creek corridor is an important active transport link. Unless speeds are specifically monitored, motorists will not adhere to the 10km/h speed limit. Mark the surface in a way that indicates the zone is shared and provide constant signs to remind drivers to acknowledge pedestrians and cyclists.	It is expected that the detailed design will include coloured surface treatment and traffic calming measures to physically reduce speeds.

Proposal 3

Styles Street at Whites Creek Lane

Install a pedestrian/cyclist crossing in Styles Street west of Alfred Street

You said	Comments
This is an important active transport route. Must have lanterns for pedestrians and cyclists.	Lanterns are located at traffic signals. There are no signals proposed at this intersection. There is however a cyclist/pedestrian crossing proposed.

Proposal 4

Piper Street at Whites Creek

Install a pedestrian/cyclist crossing in Piper Street at Whites Creek west of Whites Creek Lane

You said	Comments
This is an important active transport route. There are already road markings and speed humps on Piper Street. Must have lanterns for pedestrians and cyclists.	Lanterns are located at traffic signals. There are no signals proposed at this intersection. There is however a cyclist/pedestrian crossing proposed.

Proposal 5

Brenan Street at Whites Creek

Install a pedestrian/cyclist crossing in Brennan Street at Whites Creek (between White Street and Railway Parade)

You said	Comments
This crossing is necessary as part of the Rozelle Parklands bridge. There is already	Lanterns are located at traffic signals. There are no signals proposed at this



<p>a kerb extension. The bollards/barriers are an impediment for cyclists and scooters. Must have lanterns for pedestrians and cyclists and should be State funded as part of the Rozelle Parklands project.</p>	<p>intersection. There is however a cyclist/pedestrian crossing proposed. Bollards/barriers can be reviewed at detailed design stage.</p>
<p>Proposal 6 Styles Street between Alfred Street & Mackenzie Street Re-mark and infill the existing sections of median island to create visual perception of a road narrowing</p>	
<p>You said</p>	<p>Comments</p>
<p>This is a rat run, narrow road which is marked as a cycle route but is extremely dangerous for cyclists. Make this a quiet route at 30km/h or make it one-way.</p>	<p>Styles Street is a Regional Road hence there is no proposal to convert to one way as this would redistribute traffic to other local roads.</p>
<p>Proposal 7 Parramatta Road at Annandale Street Install kerb blisters in Annandale Street at Parramatta Road</p>	
<p>You said</p>	<p>Comments</p>
<p>We are not sure what the aim of these blisters would be.</p>	<p>Reduce pedestrian exposure time and reduce speeds of turning vehicles.</p>
<p>Proposal 8 Reserve Street at Annandale Street Widen existing median islands in Annandale Street to 2 metres. Install kerb extensions on all 4 corners of the intersection. It is anticipated that there will be a net loss of 4 parking spaces</p>	
<p>You said</p>	<p>Comments</p>
<p>Dangerous intersections. All the intersections along Reserve Street are dangerous for people walking and cycling. Install proper traffic calming with modal filters to stop through traffic on Annandale Street.</p>	<p>Proposal strikes a balance between needs of local resident access and pedestrian amenity and safety. To be referred to the Cycling Action Plan review for consideration.</p>
<p>Proposal 9 Annandale Street and Piper Street intersection Install a raised pedestrian (zebra) crossing in Piper Street (western leg). There is an anticipated loss of 6 on street parking spaces</p>	
<p>You said</p>	<p>Comments</p>
<p>If there are two raised crossings the intersection should be raised for traffic</p>	<p>The proposed raising of the pedestrian crossing and associated kerb extensions</p>



<p>calming. Many students of Annandale North Public-School use this area. Must have lanterns for pedestrians and cyclists.</p>	<p>is considered appropriate and will reduce speeds without the need to raise the entire intersection. Lanterns are located at traffic signals. There are no signals proposed at this intersection.</p>
<p>Proposal 10 Annandale Street and Albion Street intersection Install kerb blisters with landscaping on all 4 corners of the intersection</p>	
<p>You said</p>	<p>Comments</p>
<p>This is a dangerous area. Traffic should be directed onto Johnston Street and either Annandale or Young Street turned into an active-transport priority route.</p>	<p>LATM studies are focused on improving safety at critical locations in the LATM precinct as part of Council's Traffic Facilities program. Strategic decisions on cycle routes to be prioritised under the Cycleways program are undertaken as part of the Cycling Action Plan. To be referred to the Cycling Action Plan review for consideration.</p>
<p>Proposal 11 Hutchinson Street at Pritchard Street Realign the kerb</p>	
<p>You said</p>	<p>Comments</p>
<p>This is a popular area for children playing, walking to school and visiting Cohen Park. Cars speed down Hutchinson Street and are confused by the sweeping curve and the corner with Pritchard Street. A pedestrian crossing is warranted at this corner to prevent a fatal crash. Since the end of Rozelle Parklands works, this is less of a rat-run but still should be recognised as the calm residential area that it is.</p>	<p>Recommendation will reduce speeds in this area. Additional kerb ramps can be considered at detailed design stage however pedestrian crossing not warranted at this location. Furthermore, the speed limit will be reduced to 40 km/h as part of innerwest@40 study.</p>
<p>Proposal 12 Collins Street and Annandale Street intersection Widen the existing median islands to 2 metres in Annandale Street</p>	
<p>You said</p>	<p>Comments</p>
<p>This is a dangerous area. Traffic should be directed onto Johnston Street and either</p>	<p>Speed will be reduced to 40 km/h as part of innerwest@40 study. To be referred to</p>



Annandale or Young Street turned into an active-transport priority route.	the Cycling Action Plan review for consideration.
Proposal 13 Rose Street and Trafalgar Street intersection Widen the existing pedestrian refuge islands on all 4 corners of the intersection to 2.0 metres	
You said	Comments
No comment.	
Proposal 14 View Street and The Crescent intersection Realign the kerb extensions and square off the intersection.	
You said	Comments
Unclear goal. Why is vehicle safety prioritised over pedestrian safety? Why are cyclists not being considered? Remove parking on east side of The Crescent and install a cycle path between Johnston Street and Chapman Road roundabout. Parking is already limited on this side and is available on Chapman Road. Current cycle logo markings and old cycle lane signs are inadequate and dangerous on bends. Replace old refuge crossing at the skate park with a bike and pedestrian crossing. Widen footpath between Johnston Street and The Crescent on the new link road. Install bike lights on the Johnston Street/Link Road crossing. Install a useful bike shoulder under the railway bridge for southbound cyclists on The Crescent. This is a challenging area for cyclists.	This recommendation enhances pedestrian safety by reducing crossing distance. It will also reduce speeds of vehicles as they approach the intersection. The Crescent is a State Road and the eastern side of the eastern side of The Crescent lies with City of Sydney. TfNSW responsible for signals. Forwarded to TfNSW for their consideration.
Proposal 15 Trafalgar Street and The Crescent intersection Adjust the existing median island and modify kerb extension in Trafalgar Street, to provide a wider gap for pedestrians	
You said	Comments
Request TfNSW remove the short section of cycle lane and sign, since the bike lane	Forwarded to TfNSW for their consideration.



(on The Crescent) only runs a few metres and ends at the first parked cars after the intersection. In addition, request TfNSW to provide a bike path on The Crescent on the east side (City of Sydney side), as in the comment on Item 35.

Proposal 16

Young Street and Albion Street

Install a roundabout at the Young Street and Albion Street intersection

You said	Comments
Do not support. Cyclists on Albion Street, particularly heading east, which is slightly uphill, would be exposed to traffic on Young Street. Consider speed humps on Young Street to slow drivers in both directions and raised bike crossings. Please install a four-way stop. We need traffic to go slower, not faster.	The proposal will reduce speeds in Young Street as currently they have priority and do not need to negotiate any traffic calming devices.

Proposal 17

Young Street and Reserve Street intersection

Install a roundabout at the Young Street and Albion Street intersection

You said	Comments
Young Street is a north/south cycle route. Would be better to give priority to Young Street and lower speed limits to 30km/h. Line mark cycle lanes on Young Street due volume of traffic. Please install a four-way stop. We need traffic to go slower, not faster.	Young Street will be reduced to 40km/h as part of the innerwest@40 study. Cycle lanes not supported due to significant loss of parking.

Proposal 18

Johnson Lane at Collins Street

Construct continuous footpath to cross Johnston Lane

You said	Comments
This is a busy lane for its width and many school children from two primary schools walk this area. The bike lane on Collins Street to the west is not continued but could be. Collins Street is adequately wide, and this would provide a route to the	To be referred to the Cycling Action Plan review for consideration.



congested intersection of Bridge Road and Parramatta Road at McDonalds. This is a missed opportunity.	
Proposal 19 Styles Street east of Mackenzie Street Install a raised pedestrian (zebra) crossing on the eastern leg (Styles Street) of the Leichhardt Street/Mackenzie Street/Styles Street	
You said	Comments
<p>Mackenzie Street is a useful north/south route. Consider a bicycle crossing next to the zebra. Also, consider allowing contra flow for cyclists on the one-way section of Mackenzie, and on Hay Street. This is currently a tricky, small roundabout. The crossing may mean that the roundabout is eliminated. If so, the design may be compromised. If the crossing is on the eastern leg, people cycling north up Mackenzie would have to cross to use it. This is not practical. Must have lanterns for pedestrians and cyclists.</p>	<p>Bicycle crossing not possible due to narrow footpath on the northern side of Styles Street east of Mackenzie Street not being suitable to provide a Shared path.</p>
Proposal 20 John Street and Hill Street Install a 'No Right Turn vehicles over 6 metres' facing southbound vehicles in John Street at Hill Street. Hill Street traffic will still be permitted to enter John Street as there is no alternate route to travel. Larger vehicles will be able to make a 3-point turn in John Street by removing parking in John Street near Hill Street. This will allow larger vehicles to enter and exit John Street via Moore Street	
You said	Comments
<p>This is a truck issue on the edge of a light industrial area. This has no impact on active transport. Trucks will now have to do multi-point turns in Hill Street.</p>	<p>Noted.</p>



Proposal 21

John Street and unnamed laneway

Signpost a statutory 10m 'No Stopping' restrictions

You said	Comments
Seemingly this item is to ease congestion at the busy hardware store and auction house among other businesses. Signpost bike access to Whites Creek Lane. Improve access at Whites Creek Lane with a kerb ramp.	Noted. Cyclist access from laneway to Whites Creek Lane to be considered as part of Whites Creek Lane project.

Proposal 22

Nelson Street at The Crescent

Install a road closure in Nelson Street at The Crescent whilst allowing two-way cyclist movements and removing the existing left turn from The Crescent into Nelson Street

You said	Comments
This is a busy and dangerous area. Cyclists face multiple confusing options when entering The Crescent. This needs a defined cycle crossing. Support the closure but other aspects need addressing. Nelson Street is a cycle route to the Glebe Parklands and foreshore, utilising the refuge crossing on The Crescent. Consider asking TfNSW for a raised crossing. Liaise with City of Sydney to designate the footpath (widen if necessary) on The Crescent from the crossing to Dalgal Way a shared path. Consider measures on Nelson Street to slow motor vehicles. Remove misleading bicycle logos indicating a non-existent cycle lane before and after the roundabout.	Noted. Concerns regarding The Crescent forwarded to TfNSW for their consideration.



Proposal 23

Piper Street South at View Street

Install a raised pedestrian (zebra) crossing in Piper Street South immediately west of View Street. Upgrade kerbs in View Street at Piper Street South to concrete islands

You said	Comments
Fully supported, along with nearby crossing of Trafalgar Street. A crossing into the park from View Street North is also needed. Must have lanterns for pedestrians and cyclists. Ensure that the cycle route on Piper Street from Johnston Street to Trafalgar Lane is safe and visible. Hinsby Park should have crossings on all four sides. Two entry points on View Street are dangerous for pedestrians. Only one crossing is proposed.	Bike lanterns are only installed as part of traffic signals. In addition to this proposal, Hinsby Park has kerb extensions proposed in Piper Street North, a raised pedestrian crossing in Piper Street South at Johnston Street and a raised pedestrian crossing in Trafalgar Street to improve access to the park from all sides.

Proposal 24

Brenan Street between Catherine Street and Percival Street

To replace the two rubber speed humps in Brenan Street between Catherine Street and Percival Street with concrete speed humps

You said	Comments
Speed humps are awkward for cyclists. Suggest replacing with a raised paved area to facilitate cyclists crossing to the footpath next to City West Link and to the traffic light crossing. Bike route to Light Rail, Rozelle Bay. FURTHER SUGGEST 30km/h speed limit, or bike path offroad on north side. Remove speed humps.	Conversion to a raised threshold to provide access to the light rail would require conversion to a pedestrian crossing which is unlikely to meet a warrant.

Proposal 25

Trafalgar Street at Albion Street

Install a raised pedestrian (zebra) crossing in Trafalgar Street (southern leg) at Albion Street.

You said	Comments
This is an important crossing for students at Annandale Public School and St Brendan's. Many parents currently drive their students to school because the walking and cycling routes are poor.	It is not feasible to provide pedestrian crossings at all locations.



<p>However, a crossing at Albion and Johnston Streets is also needed. In addition, a two-way crossing at Nelson and Albion Streets. Give priority to cyclists on Albion Street bike route. Must have lanterns for pedestrians and cyclists.</p>	
<p>Proposal 26 Piper Lane Convert Piper Lane between Piper Street and Rose Street to a 10km/h Shared Zone</p>	
You said	Comments
<p>This is an acknowledgement of the presence of school children in Piper Lane. Extend 10km/h speed limit to Nelson Street via Booth Lane. Piper Lane is currently a poor cycle route to Booth Lane and Nelson Street etc. At one end it involves complex intersections with poor sightlines at Weynton Street. At the other end Piper Street ends in an awkward intersection at Johnston Street.</p>	<p>The section of Piper Lane which has been selected to be converted to a Shared Zone is adjacent to the school where pedestrian movements are higher. It is not possible to convert all laneways to Shared Zones.</p>
<p>Proposal 27 White Street Install sections of indented parking in White Street between Moore Street and Brennan Street</p>	
You said	Comments
<p>Indented parking will increase speed on this access street to parks and paths. Suggest no indented parking and a 30km/h speed limit.</p>	<p>Noted. The proposal has been removed from the final plan.</p>
<p>Proposal 28 Railway Parade west of Rozelle Light Rail Station Upgrade the existing pedestrian refuge to a pedestrian (zebra) crossing</p>	
You said	Comments
<p>The crossing at Railway Parade is seldom used. It is more important to provide pedestrian access from Pritchard Street to the Light Rail station. Currently the footpath on Pritchard Street ends. There are also footpaths missing on the south</p>	<p>A continuous footpath treatment is proposed to cross Bayview Crescent at Pritchard Street. Request for cyclist traffic signals at The Crescent/City West Link forwarded to TfNSW for investigation. The</p>



<p>side of Railway Parade opposite the Light Rail Station. Crossing Pritchard Street at Annandale Street is dangerous and difficult. Include a cycle crossing so cyclists from the at grade crossing on The Crescent at City West Link can cross to the southeast side of Railway Parade if heading southwest. Consider realigning the crossing to line up with the path from The Crescent under the rail bridge.</p>	<p>proposal has been removed from the final plan.</p>
<p>Proposal 29 Bungay Street Signpost the northern side of Bungay Street 'No Parking'.</p>	
<p>You said</p>	<p>Comments</p>
<p>This acknowledges that Bungay Street is too narrow for parking on both sides. It is not an active transport through route.</p>	<p>Noted.</p>
<p>Proposal 30 Hutchinson Lane Upgrade Hutchinson Lane to a 10km/h Shared Zone</p>	
<p>You said</p>	<p>Comments</p>
<p>Useful alternative cycle route to Whites Creek path. Sign post and upgrade through to Piper Street and continue to Arguimbau Street via Smith and Gillies Streets. Replace dish gutters where necessary. Support 10km/h throughout or 30km/h on Piper Street.</p>	<p>Only the section of Hutchinson Lane adjacent to Cohen Park is proposed to be converted to a Shared Zone as this is the section where pedestrian movements are elevated.</p>
<p>Proposal 31 Prospect Street and Pine Square Convert Prospect Street between Hay Street and Balmain Road to a 10km/h Shared Zone</p>	
<p>You said</p>	<p>Comments</p>
<p>This is a stub street. Allow contraflow cycling on Prospect, MacKenzie, and Hay Streets, to improve access for cycling and avoid busier streets or roads. Regarding the continuous footpath treatment, it is not clear what the advantage is of this</p>	<p>Noted. Council will undertake assessment of installing Cyclists Excepted signs in one-way sections of Prospect Street, Mackenzie Street and Hay Street.</p>



<p>work. There are already kerb cuts and one-way vehicle traffic restricted by an island. Allow contraflow cycling in 10km/h Shared Zone on Prospect Street.</p>	
<p>Proposal 32 Albion Lane and Johnston Street Install continuous footpath in Albion Lane at Johnston Street</p>	
<p>You said</p>	
<p>If this item is to provide continuous footpaths across Albion Street, then it is misguided. If it is to provide continuous footpaths across Johnston, Annandale, Young and Macquarie Streets, then it can enhance the viability of Albion Street as a route for people walking and cycling. Support continuous footpaths as it will improve safety for young cyclists on footpaths. Consider a shared path on Johnston Street between Albion Street and Parramatta Road.</p>	<p>Cannot install CFT to cross Johnston Street, Annandale Street, Young Street and Macquarie Street due to higher traffic volumes and speeds. The proposal is for CFTs to cross Albion Lane which has low speeds and volumes and is an appropriate location for CFTs. Council's existing Cycling Strategy recognises Albion Street as an important route, and it will be included in the current refinement of Council's Cycling Action Plan.</p>
<p>Proposal 33 Albion Lane at Annandale Street Install continuous footpath in Albion Lane at Annandale Street</p>	
<p>You said</p>	<p>Comments</p>
<p>If this item is to provide continuous footpaths across Albion Street, then it is misguided. If it is to provide continuous footpaths across Johnston Annandale, Young and Macquarie Streets, then it can enhance the viability of Albion Street as a route for people walking and cycling. Support continuous footpaths as it will improve safety for young cyclists on footpaths. Consider a shared path on Johnston Street between Albion Street and Parramatta Road.</p>	<p>Cannot install CFT to cross Johnston Street, Annandale Street, Young Street and Macquarie Street due to higher traffic volumes and speeds. The proposal is for CFTs to cross Albion Lane which has low speeds and volumes and is an appropriate location for CFTs. Council's existing Cycling Strategy recognises Albion Street as an important route, and it will be included to be reviewed in the current refinement of Council's Cycling Action Plan.</p>



Proposal 34

Albion Lane at Young Street

Install continuous footpath in Albion Lane at Young Street

You said	Comments
If this item is to provide continuous footpaths across Albion Street, then it is misguided. If it is to provide continuous footpaths across Johnston Annandale, Young and Macquarie Streets, then it can enhance the viability of Albion Street as a route for people walking and cycling. Support continuous footpaths as it will improve safety for young cyclists on footpaths. Consider a shared path on Johnston Street between Albion Street and Parramatta Road.	Cannot install CFT to cross Johnston Street, Annandale Street, Young Street and Macquarie Street due to higher traffic volumes and speeds. The proposal is for CFTs to cross Albion Lane which has low speeds and volumes and is an appropriate location for CFTs. Council's existing Cycling Strategy recognises Albion Street as an important route, and it will be included to be reviewed in the current refinement of Council's Cycling Action Plan.

Proposal 35

Albion Lane at Macquarie Street

Install continuous footpath in Albion Lane at Macquarie Street.

You said	Comments
If this item is to provide continuous footpaths across Albion Street, then it is misguided. If it is to provide continuous footpaths across Johnston Annandale, Young and Macquarie Streets, then it can enhance the viability of Albion Street as a route for people walking and cycling. Support continuous footpaths as it will improve safety for young cyclists on footpaths. Consider a shared path on Johnston Street between Albion Street and Parramatta Road.	Cannot install CFT to cross Johnston Street, Annandale Street, Young Street and Macquarie Street due to higher traffic volumes and speeds. The proposal is for CFTs to cross Albion Lane which has low speeds and volumes and is an appropriate location for CFTs. Council's existing Cycling Strategy recognises Albion Street as an important route, and it will be included to be reviewed in the current refinement of Council's Cycling Action Plan.

Proposal 36

Trafalgar Street between Booth Street and Rose Street

Line mark individual areas for 45-degree angle parking

You said	Comments
More parking, like added lanes to a highway will be filled, but will not satisfy	Noted.



the infinite demand for cars. Agree on low priority.	
Proposal 37 Rose Street at Piper Lane Install kerb extensions in Rose Street at Piper Lane	
You said	Comments
Rose Street is a busy through road. Pedestrians and schoolchildren need better protection in this area. Kerb cuts don't cut it.	Kerb extensions provide improved sight lines. A raised pedestrian crossing is proposed to cross Rose Street east of Annandale Street.
Proposal 38 John Street, Hill Street and Emma Street Introduce a 3 tonne GVM load limit to the following sections of road. • John Street between Styles Street and Hill Street • Emma Street between Styles Street and Hill Street • Hill Street between Catherine Street and Whites Creek Lane Note that the restrictions still allow for vehicles that exceed the 3 tonne GVM load limit if the destination lies past the sign and there is no alternative route to reach that destination.	
You said	Comments
Agree on three tonne limits, although it won't prevent large trucks using John Street to enter Bathe at no. 25 and exit via Whites Creek Lane, posing danger to pedestrians and cyclists. Some cyclists use Hill Street to avoid Moore Street or to access Whites Creek Lane. A better connection is needed between the end of Hill Street and Whites Creek Lane (short but off path and a ramp).	Noted. Cyclists access from Hill Street to Whites Creek Lane can be investigated as part of the Whites Creek Lane Shared Zone upgrade.
Proposal 39 Emma Street at Styles Street Install kerb extensions in Emma Street at Styles Street.	
You said	Comments
This is a rat run, narrow road which is marked as a bike route but is extremely dangerous for cyclists. These extensions are presumed to aid pedestrians; however, a crossing would be better. Install 'Watch for Cyclists' sign at Styles Street.	Location would not meet a warrant for a pedestrian crossing.



Proposal 40

Alfred Street at Styles Street

Reconstruct median island which includes kerb ramp relocation in Alfred Street at Styles Street to meet current requirements

You said	Comments
This is a busy intersection for people walking and cycling coming from Styles Street and Whites Creek Lane. There is a marked bicycle lane on Collins Street which is adjacent, but the lane is difficult to navigate to. This is a lost opportunity to improve a desired Active Transport route. Install a proper cycle lane and improve pedestrian access across this intersection.	LATM studies are focused on improving safety at critical locations in the LATM precinct as part of Council's Traffic Facilities program. Strategic decisions on cycle routes to be prioritised under the Cycleways program are undertaken as part of the Cycling Action Plan.

Proposal 41

Bayview Crescent at Pritchard Street

Install continuous footpath in Bayview Crescent east of Pritchard Street.

You said	Comments
This is a dangerous area, but not as dangerous as the congested rail crossing or the crossing of Pritchard at Annandale Street where the footpath ends abruptly. Remove plantings at Light Rail entrance to create more space and better access to/from Bayview Crescent for pedestrians and cyclists. Urge Light Rail to improve bumpy crossing of the rail line. Remove excessive bollards. Provide a pedestrian crossing of Annandale at Bayview Crescent or Pritchard at Annandale Street.	Proposed CFT provides improved pedestrian access to the Light Rail Station.

Proposal 42

Piper Street North at View Street

Install kerb extensions at Piper Street North, west of its intersection with View Street

You said	Comments
This is the entrance to a park that is extremely popular with young parents and their children cycling or scooting. All entrances to this park should be served by	Kerb extensions are considered adequate at this location.



pedestrian crossings. Provide crossings on all sides of Hinsby Park. Provide a crossing or at minimum a refuge for crossing on Johnston Street at View Street. Pedestrians do not walk down to the crossing at the school.

Proposal 43

Johnston Street between Piper Street North and Piper Street South

Request TfNSW (Johnston Street is a State Road) to convert the southernmost parking space (along Hinsby Park frontage) to 'No Stopping 7am-10am, 3pm-6pm Mon-Fri'

You said

An important crossing for students at Annandale North Public School and parents using Hinsby Park. While implementing, it should be improved by signposting the bike route from Piper Street West, across Johnston Street at the lights and onto Piper Street North to Trafalgar Lane. Must have lanterns for pedestrians and cyclists. The proposed 'No Stopping' presumably is to allow for school drop-off. Suggest providing active transport options instead and considering a bike lane on east side of Johnston Street instead.

Comments

Bicycle lane on east side of Johnston Street forwarded to TfNSW for their consideration.

Proposal 44

Annandale Street at Rose Street

Upgrade the existing raised threshold in Annandale Street north of Rose Street to a raised pedestrian crossing

You said

A raised crossing already exists at Annandale and Rose Streets. Is this a new crossing? Consider thresholding at Johnston Street and creating a 30km/h precinct for North Annandale. Must have lanterns for pedestrians and cyclists.

Comments

The proposal is to be upgraded to the raised threshold to a designated pedestrian (zebra) crossing.



Proposal 45

Annesley Street between Mackenzie Street and Catherine Street

To introduce 90-degree angle parking in Annesley Street between Mackenzie Street and Catherine Street

You said	Comments
<p>More parking, like added lanes to a highway will be filled, but will not satisfy the infinite demand for cars. Increasing parking should be a very low priority. This quiet street is ideal for cycling between Catherine Street and Balmain Road. Could be a shared low speed zone with gardens and trees.</p>	<p>Speed to be reduced to 40 km/h as part of innerwest@40 study. Proposal will reduce speeds by narrowing the traffic lane width.</p>
Requested additions	
<p>Styles Street</p> <ul style="list-style-type: none"> • Undertake audit of signs to reduce signs and stems impacting on footpaths. • Like many streets in the Inner West, Styles Street is overburdened with signs, many of which are superfluous, ignored, in the way or all three. East/West bike route. • Suggest 30km/h speed limit. Consider making Styles Street one way or use another modal filter to reduce traffic volume. 	<p>Styles Street is a regional road and is vital to traffic movement hence a modal filter is not supported.</p>
<p>Collins and Johnston Streets</p> <ul style="list-style-type: none"> • Exempt cyclists from the 'No Left Turn' restrictions on Collins Street. Cut a gap in the seagull median to allow passage. 	<p>Allowing cyclists to travel straight in Collins Street at Johnston Street traffic signals has been forwarded to TfNSW for their consideration.</p>
<p>Albion and Johnston Streets</p> <ul style="list-style-type: none"> • A proper bicycle crossing is needed. 	<p>Crossing Johnston Street at Albion Street has been forwarded to TfNSW for their consideration.</p>
<p>Booth Street and Wigram Road to Pyrmont Bridge Road</p> <ul style="list-style-type: none"> • Install a bike lane on the west side from Pyrmont Bridge Road to 	<p>To be referred to the Cycling Action Plan review for consideration. Request for Shared path near roundabout not supported due to narrow footpath and</p>

INNER WEST

<p>Johnston Creek Bridge. Allow cycling on footpath to avoid the Wigram Road roundabout. Install bike lane from Alexandra Drive to Pyrmont Bridge Road.</p>	<p>conflict with pedestrians at adjacent land uses.</p>
<p>Whites Creek path at Arguimbau Street</p> <ul style="list-style-type: none"> Remove markings and bollards that appear to give drivers priority over path users when accessing the car park under apartments that abut the path (rear of White Street property). 	<p>Noted. Will undertake further detailed investigation of this matter.</p>
<p>Parramatta Road</p> <ul style="list-style-type: none"> Shared path from Nelson Street to Pyrmont Bridge Road. 	<p>To be referred to the Cycling Action Plan review for consideration.</p>
<p>Moore Street at Balmain Road</p> <ul style="list-style-type: none"> Provide a facility for cyclists in Moore Street to go straight at the lights, to access the shared path through the school or, exempt cyclists from the 'Left Turn Only' restriction. 	<p>Forwarded to TfNSW for their consideration as it involves traffic signals modification.</p>