

## **FINAL REPORT**

### **GLEBE AND FOREST LODGE**

### **TRAFFIC STUDY**

Ref. 26130rp

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Prepared By

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## 1.0 INTRODUCTION

### 1.1 Background

Transport and Urban Planning has been commissioned by City of Sydney to carry out a traffic study of the Glebe, Forest Lodge and Camperdown (north of Parramatta Road) villages.

In 2000 a LATM study covering the Glebe area was completed. Subsequent to this, the RTA undertook an EIS process for the Cross City Tunnel. The Cross City Tunnel has since opened and the City considers that it is necessary to determine any additional traffic impacts on the Glebe and Forest Lodge areas as a result of this road development.

As part of the study, any future RTA plans for the (arterial) State road network that might affect the local road network in the study area are to be considered.

### 1.2 Study Area and Study Objectives

The study area is shown on **Figure 1** and includes the villages of Glebe, Forest Lodge and Camperdown (north of Parramatta Road) and is generally bounded by The Crescent, Johnstons Creek, Booth Street, Parramatta Road, Wattle Street, Blackwattle Bay and Rozelle Bay.

The study's primary focus is local roads within the study area and traffic, pedestrian and cyclist issues on these roads.

The objectives of the traffic study are set out in the Council resolution of 11 April 2005, which states:

*“That the City of Sydney:*

1. *Undertake a comprehensive study of existing and potential traffic flows in Glebe and Forest Lodge, such a study to examine the potential and cumulative impacts of:*
  - *recent developments;*
  - *the opening of the Cross City Tunnel;*
  - *other motorway and tunnel proposals; and*
  - *any other potential or existing traffic generators or impacts on traffic.*
2. *Use this study to prepare a Local Area Traffic Management Plan with the aim of reducing through traffic and the impact of traffic on urban amenity.”*

*The requirements of the Council resolution will be achieved through:*

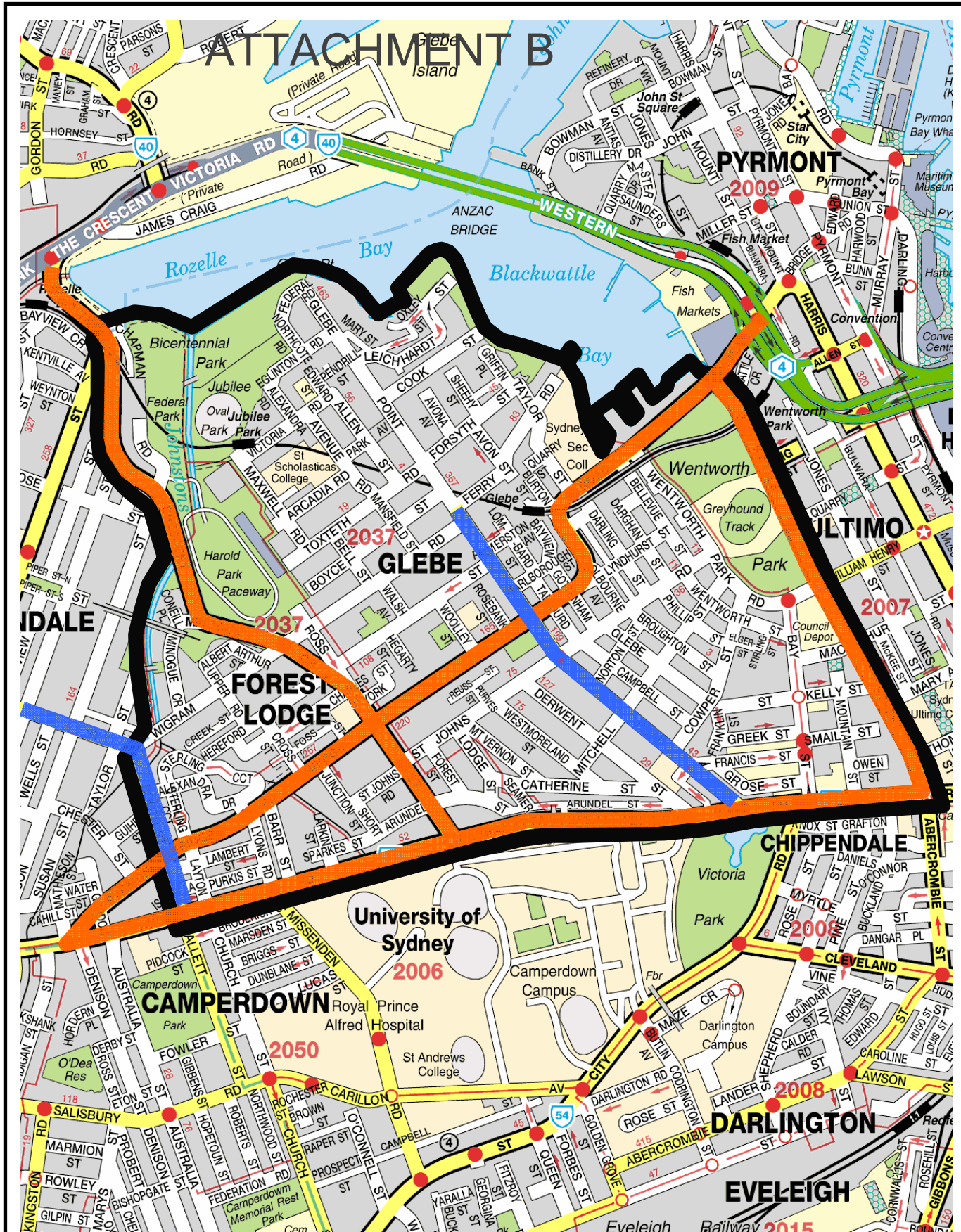
- *Examining the effectiveness of the previously determined LATM scheme for Glebe and Forest Lodge;*
- *Identifying the impacts of the Cross City Tunnel on the area;*

- *Identifying viable and effective treatments and solutions to:*
  - *maintain and improve public transport accessibility, access and efficiency;*
  - *maintain and enhance safety, connectivity, accessibility and permeability for cyclists and pedestrians;*
  - *to prevent use of local roads by “through” traffic and re-direct “through” traffic to State and Regional roads; and*
  - *to maintain local area liveability while maintaining traffic access for residents to local activity generators through traffic management means.*

This report details the findings of the local traffic study. The remaining sections of the report address the following:


- Section 2 outlines issues raised by residents as part of the public consultation.
- Section 3 examines the existing traffic conditions in the study area.
- Section 4 analyses current and future proposals in the study area.
- Section 5 outlines the major findings of the study.
- Section 6 describes the draft scheme of the proposed improvement works, the community comments on the draft scheme and consideration of the issues raised by the community.
- Section 7 presents the recommended scheme, together with the costings and priorities, as well as other matters that require follow up.

# ATTACHMENT B



-  STUDY AREA
-  STATE ROADS
-  REGIONAL ROADS

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 NOT TO SCALE

**FIGURE 1**  
**GLEBE / FOREST LODGE**  
**TRAFFIC STUDY AREA**  
**STUDY AREA**  
 JOB NO. 26130

## 2.0 PUBLIC CONSULTATION

### 2.1 Overview

Public consultation undertaken as part of the study included:

- A public meeting and community workshop held on 7 December 2007 to identify issues of concern to residents and business in the study area.
- Consideration of issues raised in the written submissions.
- Consultation with identified stakeholders including Roads and Traffic Authority, State Transit Authority, Leichhardt Council, Harold Park Paceway, Wentworth Park, Glebe Chamber of Commerce and Glebe Society.
- Second community workshop where findings of the study and the proposed improvement works were identified and community feedback sought.

### 2.2 Issues Raised in Public Consultation Process

**Appendix 1** provides a full list of all the issues raised in the first community workshop and in written submissions from residents, business or stakeholders.

Many of the issues identified by residents, business and other stakeholders were on State Roads (i.e. Bridge Road, Ross Street / Minogue Crescent) or at traffic signal controlled intersections which are the responsibility of the RTA. These matters are largely outside the scope of the study. Other issues including enforcement of existing restrictions and frequency of public transport services are also outside the scope of the study.

Those locations / streets (local) where relevant issues were raised included:

- Glebe Point Road
- St Johns Road
- Darghan Street
- Wigram Road
- Upper Road / Hereford Road / Cross Street
- Wentworth Park Road
- Forest Street and Lodge Street
- Seamer Street, Catherine Street, Mt Vernon Street, Derwent Street, Westmoreland Street
- Marlborough Street
- Ferry Road / Avon Street
- Forsyth Street / Taylor Street
- Leichhardt Street
- Alfred Road / Wigram Lane

Issues included intersection and or pedestrian safety, through traffic using some streets, speeding and or accidents, inappropriate parking at some locations (i.e. safety issue) narrow streets and need for one way restrictions as well as the opposing view of retaining two way traffic, cycle and pedestrian safety and support for 40km/h speed limit in the area.

Some of the streets / locations where issues were raised have already been treated with LATM measures, or have right and left turn restrictions (bans) implemented to treat a (previous) problem / issue in the area.



## 3.0 EXISTING CONDITIONS

### 3.1 Existing Road Network

The existing road network in the study area includes State, Regional and Local Roads.

State Roads include Parramatta Road (Great Western Highway), Bridge Road, Ross Street / Minogue Crescent and Wattle Street. These roads perform an arterial road or a sub arterial road function and are controlled by the RTA.

Regional Roads are controlled by the City and the RTA and include Glebe Point Road, between Parramatta Road and Wigram Road and Booth Street. These roads perform a sub arterial and or major collector road role.

Major local roads include Glebe Point Road north of Wigram Road, St Johns Road, Wentworth Park Road, Bay Street and Wigram Road. These roads perform a major collector road role, and in some cases a sub arterial road, and as such they do carry some traffic from areas external to the immediate study area. These roads are controlled by the City.

The remaining roads in the study are classified as local roads and controlled by the City. **Figure 1** shows the State and Regional roads in the study area.

### 3.2 Existing Traffic Management

#### 3.2.1 Existing Traffic Controls

**Figure 2** shows the existing traffic management in the study area.

Traffic signals are provided at the following intersections:

- Parramatta Road / Wattle Street / Abercrombie Street;
- Parramatta Road / Mountain Street;
- Parramatta Road / Bay Street / City Road;
- Parramatta Road / Glebe Point Road;
- Parramatta Road / Ross Street;
- Parramatta Road / Lyons Road;
- Parramatta Road / Church Street / Layton Street;
- Parramatta Road / Booth Street / Mallet Street;
- Bridge Road / Wattle Street;
- Bridge Road / Taylor Street;
- Bridge Road / Glebe Point Road;
- Bridge Road / Ross Street;
- Bridge Road / Lyons Road / Alexandra Drive;
- Bridge Road / Booth Street;
- Ross Street / St Johns Road;
- Minogue Crescent / Wigram Road;
- The Crescent / Chapman Road;
- Glebe Point Road / St Johns Road;

- Bay Street / William Henry Street / Wentworth Park Road;
- Bay Street / Smail Street;
- Bay Street / Francis Street;
- Wattle Street / William Henry Street;
- Wattle Street / Quarry Street; and
- Wattle Street / Kelly Street.

All of the above traffic signals provide pedestrian crossing facilities at these intersections on two (2) or more of the approaches.

In addition, pedestrian traffic signals are located at:

- Wattle Street, north of Fig Street; and
- Bridge Road.

There are right and left turn restrictions (full time / part time) at various intersections and one way traffic movements implemented on streets throughout the study area.

LATM measures have been implemented in a number of locations, including Forsyth Street, Ferry Road, Hereford Road and Arundel Street. These combined with full time and part time right and left turn restrictions, and one way traffic movements are designed to discourage unnecessary traffic from using a number of the local streets.

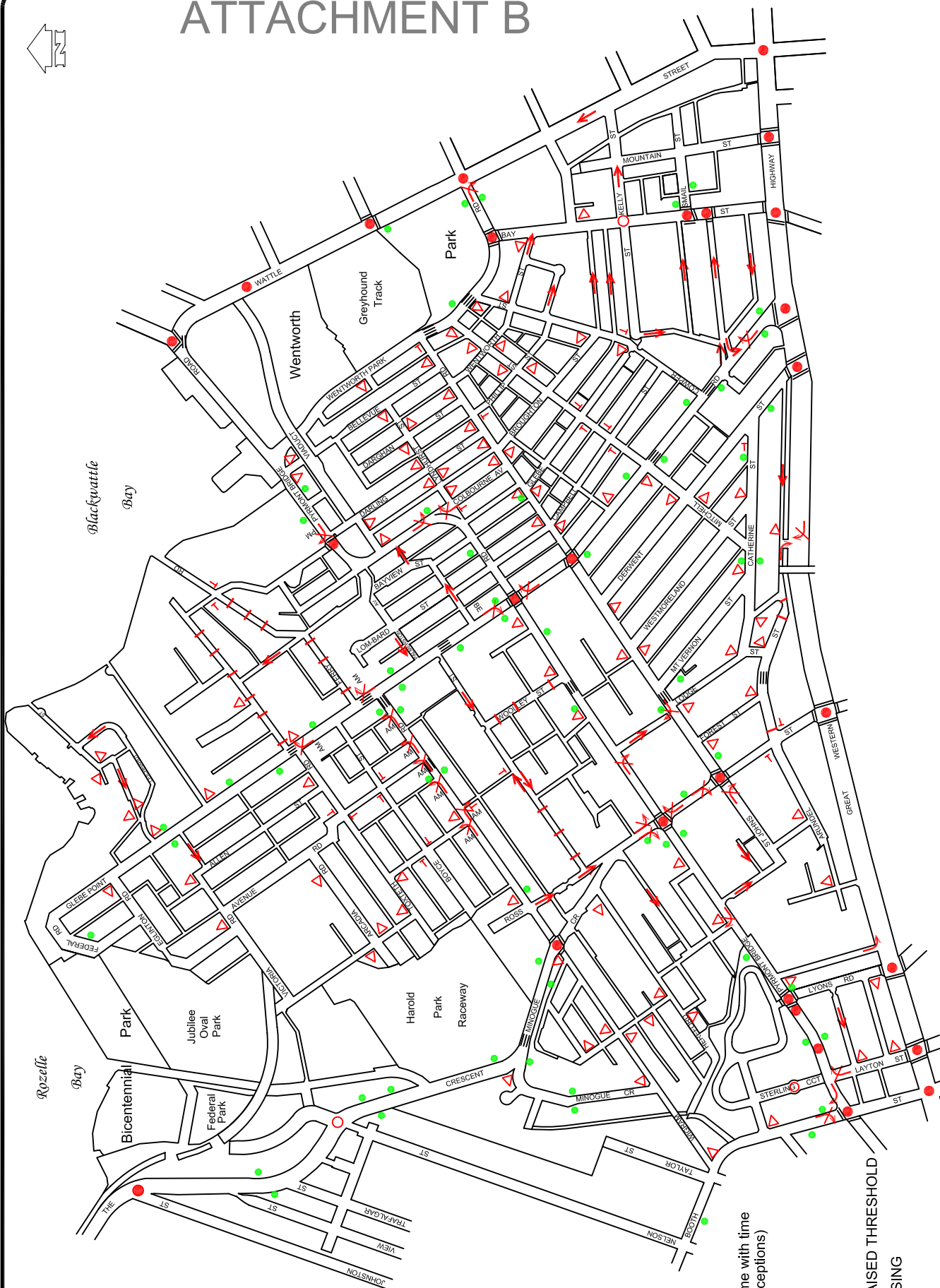
### 3.1.2 Pedestrian Facilities

As noted above, pedestrian crossing facilities are provided at the traffic signal controlled intersections. In addition, marked foot crossings are provided at locations where a warrant has been established. This includes:

- In Glebe Point Road at:
  - Cowper Street;
  - Mitchell Street;
  - Hereford Street;
  - Wigram Road; and
  - Toxeth Street
- In Wigram Road at:
  - Mansfield Street; and
  - Glebe Point Road
- In St Johns Road at Mt Vernon Street
- In Wentworth Park Road at:
  - St Johns Road; and
  - Cowper Street
- In Bridge Road at Woolley Street
- In Minogue Crescent, 150 metres north of Wigram Road.

Pedestrian refuges are also provided at several locations throughout the study area.

# ATTACHMENT B



## LEGEND

- BUS ZONES
- T** STOP
- ▽ GIVE WAY
- TRAFFIC SIGNALS
- ROUNDABOUT
- ↔ NO RIGHT TURN (Some with time restrictions and bus exceptions)
- ↔ NO LEFT TURN
- ↩ ALL TRAFFIC
- ← ONE WAY
- | SPEED HUMP OR RAISED THRESHOLD
- |||| PEDESTRIAN CROSSING

REV.	DATE	DETAILS OF REVISIONS

CAD FILE:	
JOB NO.:	
DESIGNED:	
DRAWN:	
DATE:	

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**GLEBE / FOREST LODGE  
TRAFFIC STUDY AREA  
TRAFFIC MANAGEMENT**

JOB NO. 26130	REV.
<b>FIGURE 2</b>	
NOT TO SCALE	

### 3.3 Bus Routes

Sydney Buses operates the bus services in the study area, including:

- 370 bus route between Leichhardt and Coogee, which operates along Booth Street, Minogue Crescent, Wigram Road and Glebe Point Road.
- 470 bus route between Lilyfield / Leichhardt Market Place and Circular Quay, which operates along Booth Street, Pyrmont Bridge Road, Ross Street, St Johns Road, Mt Vernon Street, Catherine Street and Derwent Street.
- 431 bus route between Glebe and The Rocks, which operates along Northcote Street, Eglinton Road and Glebe Point Road.
- 432, 433 and 434 bus routes between Balmain / Birchgrove and The Rocks, which operates along The Crescent, Minogue Crescent, Wigram Road and Glebe Point Road (**NB.** 434 route uses northern section of Glebe Point Road and Northcote Street / Eglinton Road); and
- 449 bus route between Glebe and Star City (Pyrmont), which operates along Bridge Road, Glebe Point Road, St Johns Road, Wentworth Park Road, Bay Street, Small Street and Mountain Street.

**Figure 3** shows the bus routes that operate in the study area.

In addition to the above bus services, there are several bus routes that operate along Parramatta Road. These include the 412, 413, 435, 436, 437, 438 (L38) and 440 (L40) routes.

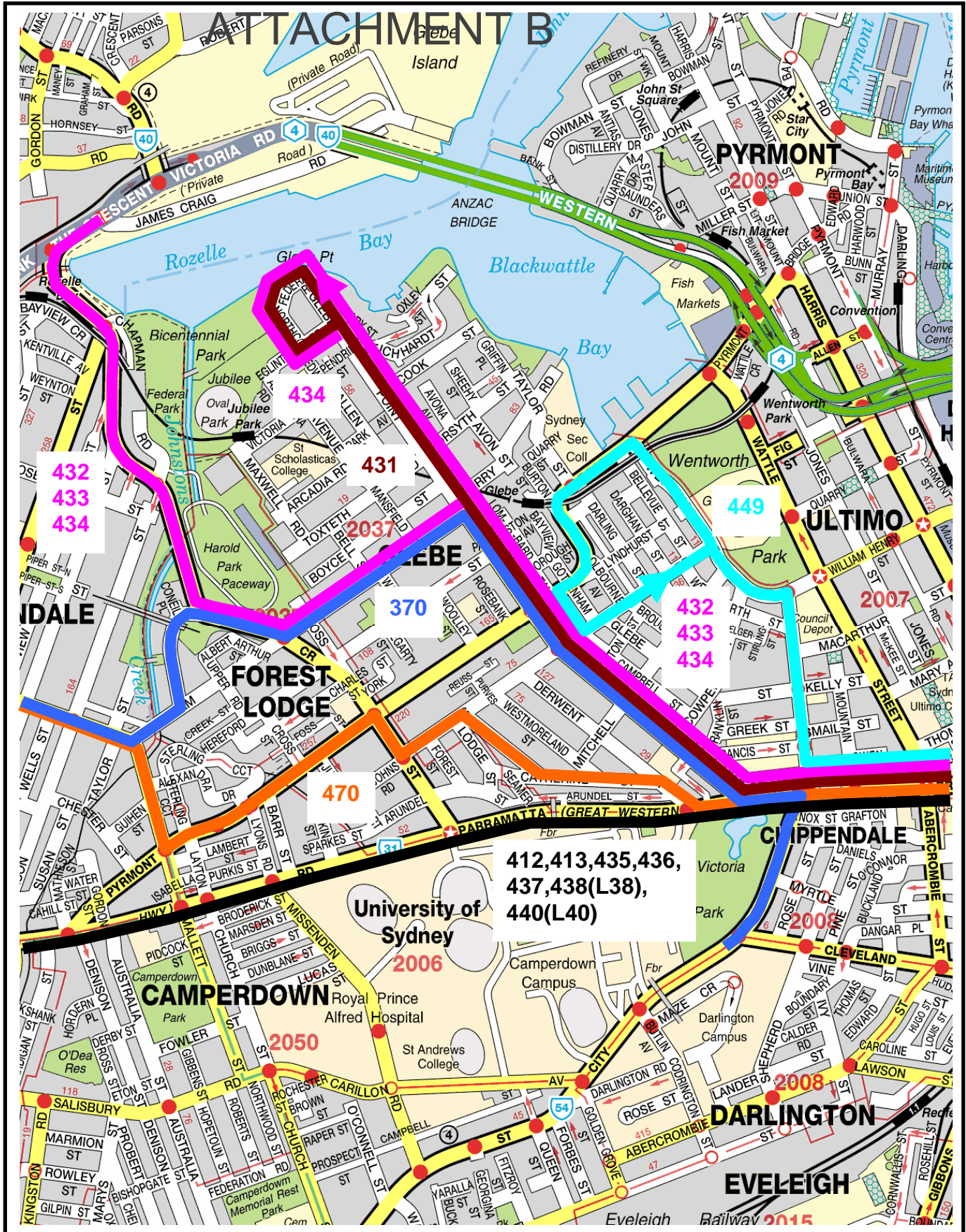
### 3.4 Bicycle Facilities

City of Sydney Cycling Strategy nominates three (3) bicycle routes which serve the study area. Details of the routes are shown on **Figure 4** and include:

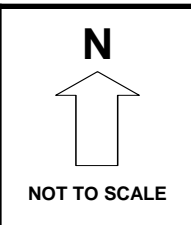
- Route 16 – Camperdown to Waterloo, which traverses the pedestrian overbridge (over) Parramatta Road at Sydney University, Arundel Street and Short Street and linking to other routes via St Johns Road and Junction Street;
- Route 17 – Leichhardt to City, which traverses Orphan School Creek, Pyrmont Bridge Road, Junction Street, St Johns Road, Glebe Street, Kelly Street, Wattle Street and Mary Anne Street;
- Route 18 – Glebe Point Road, which traverses Glebe Point Road (from Glebe Point) to St Johns Road to link to other routes. Route 18 also traverses Bridge Road (between Glebe Point Road and Wentworth Park Road), Wentworth Park Road and Bay Street.



# ATTACHMENT B



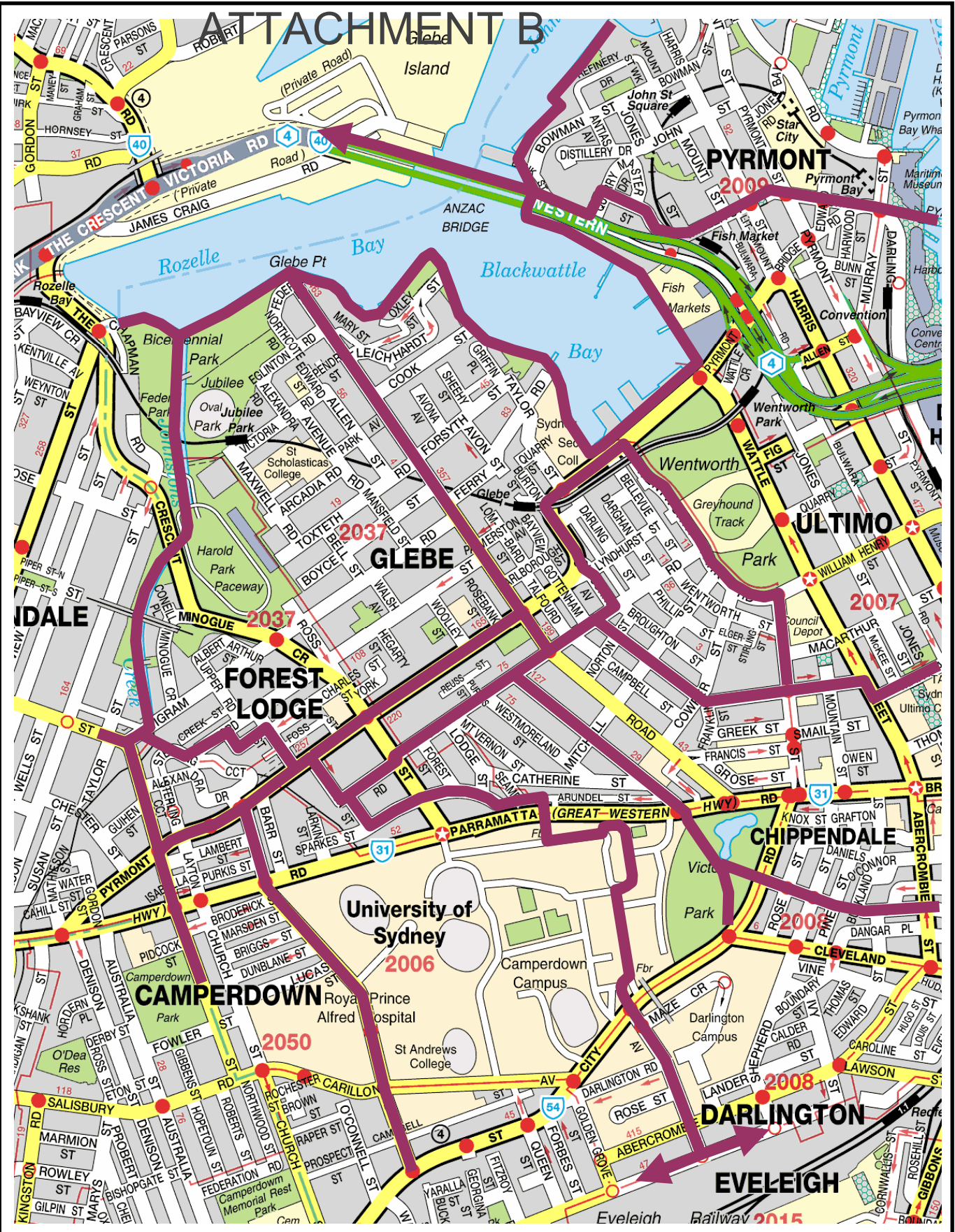
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**FIGURE 3**  
**GLEBE / FOREST LODGE**  
**TRAFFIC STUDY AREA**  
**BUS ROUTES**  
 JOB NO. 26130

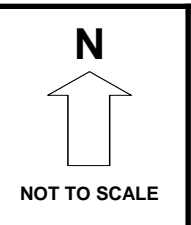


# ATTACHMENT B



**BICYCLE ROUTES**

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**FIGURE 4**  
 GLEBE / FOREST LODGE  
 TRAFFIC STUDY AREA  
**BICYCLE ROUTES**  
 JOB NO. 26130

## 3.5 Traffic Conditions

### 3.5.1 Road Hierarchy Considerations

The Roads and Traffic Authority's Road Design Guide provides information on road hierarchy considerations including desirable traffic volume thresholds for the various road classifications. For the Sydney Conurbation (Metropolitan Area), the Road Design Guide recommends the following volume thresholds.

- Arterial Road - no volume limit
- Sub Arterial Road - 20,000 vpd in residential and other areas
- Collector Road - 5,000 vpd in residential areas and 10,000 vpd in other areas
- Local Roads - 2,000 vpd in residential areas and 4,000 vpd in other areas

These traffic volume levels (thresholds) are not absolute limits, however provide guidance on the desirable traffic levels for the various road categories as defined in a road hierarchy.

### 3.5.2 Sources for Traffic Volumes

Traffic volumes on the road network have been compiled from a number of sources including from the City and from counts undertaken as part of this study. Traffic volume data collected as part of this study included traffic volume classification and speed counts at 19 mid block locations on local roads, as well as intersection traffic volume counts including pedestrian and cyclist counts at various locations in the study area. The traffic counts were collected between 5 February and 20 February 2007.

### 3.5.3 Daily Traffic Volumes

The City's traffic volumes were collected in 2005 and 2006 on a number of roads including Bridge Road, Glebe Point Road and Bay Street. Table 3.1 shows the two way traffic volumes for a weekday (5 day average) and per day (7 day average) that were collected on these roads.

Table 3.2 shows weekday (5 day average) and daily (7 day average) traffic volumes on the road network as collected as part of this study during February 2007.

Typical two way daily (7 day average) traffic volumes on the principal road network are as follows:

- Bridge Road - 20,633 vpd
- Glebe Point Road - 4,551 – 12,344 vpd
- Bay Street - 6,248 vpd
- Wigram Road - 4,984 – 5,504 vpd
- St Johns Road - 5,747 – 5,775 vpd
- Wentworth Park Road - 9,166 – 12,654 vpd

These traffic volumes are generally consistent with the road hierarchy role played by the above roads in the area. The volumes reflect some use of these roads by through traffic (i.e. external to the area), as well as by traffic generated in the study area.

Those local roads, which were surveyed, generally carried daily (7 day average) traffic volumes less than 2,000 vpd. Table 3.2 refers.

Taylor Street, which provides access to a school / College, carries 2,187 vpd.

Derwent Street, between Catherine Street and Parramatta Road carries 2134 vpd.

Local roads that carry between 1,000-2,000 vpd include:

- Marlborough Street – 1,336 vpd
- Catherine Street, west of Derwent Streets – 1,391 vpd
- Cowper Street, south of Wentworth Street – 1,326 vpd.

Local roads that carry less than 1,000 vpd include:

- Upper Road – 522 vpd;
- Cross Street – 812 vpd;
- Forest Street – 443 vpd;
- Lodge Street – 562 vpd;
- Mt Vernon Street – 884 vpd;
- Westmoreland Street – 522 vpd; and
- Mitchell Street, south of Wentworth Street – 882 vpd.

### Heavy Vehicles

Table 3.2 shows the proportion of heavy vehicles using the road network as recorded in the automatic counts undertaken in February 2007. Heavy vehicles are defined as Austroad Class 3 and above and include small and large trucks and buses. As would be expected, higher number of heavy vehicles used the principal road network and the bus routes. These roads included Wentworth Park Road, St Johns Road, Wigram Road, Catherine Street, Derwent Street and Mt Vernon Road.

**TABLE 3.1**

#### WEEKDAY AND DAILY 2005/2006 TWO WAY TRAFFIC VOLUMES

Location	Weekday (5 Day Average)	Daily (7 Day Average)
Bridge Road, west of Wattle Street	21,960	20,633
Glebe Point Road, between Parramatta Road and Mitchell Street	12,723	12,344
Glebe Point Road, between Mitchell Street and Bridge Road	10,966	10,250
Glebe Point Road, between Bridge Road and Wigram Road	11,516	11,113
Glebe Point Road, between Wigram Road and Federal Street	4,551	-
Bay Street, north of Macarthur Street	6,357	6,248

Source: City of Sydney Traffic Counts



TABLE 3.2

**WEEKDAY (AVERAGE 5 DAY) & DAILY (AVERAGE 7 DAY)  
TRAFFIC VOLUMES**

Location	Weekday (5 Day Average)			Daily (7 Day Average)			% of Heavy Vehicles <sup>1</sup>	
	North or East	South or West	Total (Two Way)	North or East	South or West	Total (Two Way)	North or East	South or West
Wigram Rd, east of Booth St (near Johnsons Creek)	2863	2444	5307	2647	2337	4984	6%	5%
Wigram Rd, between Upper Rd & Arthur St	2954	2516	5470	2366	2714	5080	4%	7%
Wigram Rd, between Mansfield St & Glebe Pt Rd	2965	2625	5590	2930	2573	5504	9%	9%
Upper Rd, between Wigram Rd & Creek St	235	278	513	241	281	522	3%	3%
Cross St, between Charles St & Foss St	273	647	921	248	564	812	2%	5%
Marlborough St, between Glebe Pt Rd & Talfour St <sup>2</sup>	1439	12	1451	1323	12	1336	2%	-
Taylor St, between Ferry Rd & Quarry St	1156	991	2148	1215	972	2187	2%	2%
St Johns Rd, east of Forest St	2371	3687	6058	2217	3529	5747	7%	6%
St Johns Rd, between Wentworth St & Darghan St	2261	3933	6194	2117	3658	5775	4%	6%
Forest St, between St Johns Rd & Arundel St	248	228	477	232	211	443	3%	2%
Lodge St, between St Johns Rd & Catherine St	377	228	605	350	212	562	2%	2%
Mt Vernon St, between St Johns Rd & Catherine St	479	542	1021	416	468	884	20%	19%
Westmoreland St, between St Johns Rd & Mitchell St	288	211	500	301	221	522	3%	2%
Catherine St, between Westmoreland St & Derwent St	1122	556	1678	902	489	1391	10%	17%
Derwent St, south of Catherine St	877	1257	2134	900	1238	2138	9%	7%
Wentworth Park Rd, between Bay St & Cowper St	7100	6119	13219	6795	5859	12654	3%	3%
Wentworth Park Rd, between Pymont Bridge Rd & Cardigan St	3809	5744	9554	3781	5385	9166	3%	3%
Cowper St, between Wentworth St & Phillip St	434	1021	1456	414	911	1326	3%	2%
Mitchell St, between Wentworth St & Phillip St	424	476	900	431	450	882	3%	4%

Source: Volume & Classification Counts, February 2007

<sup>1</sup> % of heavy vehicles based on daily traffic volumes

<sup>2</sup> One way east

### 3.5.4 Peak Hour Traffic Volumes

Table 3.3 summarises mid block traffic volumes during the average weekday AM (8.00am-9.00am) and PM (5.00pm-6.00pm) peak hours as recorded in the February 2007 automatic counts.

**Figures 5 and 6** show the AM (8.00am-9.00am) and PM (5.00pm-6.00pm) peak hour intersection traffic volumes as recorded Wednesday 14 February and or Tuesday 20 February, 2007. These volume counts include total vehicles (i.e. light and heavy vehicles), heavy vehicles and cyclists.

Two way AM and PM peak hour volumes using the principal road network are as follows:

- Wentworth Park Road - 730 vph – 1,235 vph
- St Johns Road - 463 vph – 664 vph
- Wigram Road - 329 vph – 656 vph
- Glebe Point Road, north of Hereford Street - 772 vph – 828 vph
- Glebe Point Road, north of Wigram Road - 454 vph – 526 vph

Local street carry lower two way peak hour traffic volumes as follows:

- Marlborough Street - 83 vph – 229 vph
- Upper Road between Wigram Road and Cross street - 47 vph – 53 vph
- Cross Street between Charles Street and Foss Street - 69 vph – 102 vph
- Taylor Street - 116 vph – 206 vph
- Mt Vernon Street - 63 vph – 99 vph
- Catherine Street, west of Derwent Street - 129 vph – 169 vph
- Derwent Street, south of Catherine Street - 180 vph – 204 vph
- Cowper Street, south of Wentworth Street - 131 vph – 133 vph; and
- Mitchell Street, south of Wentworth Street - 78 vph – 92 vph

TABLE 3.3

## AVERAGE WEEKDAY AM &amp; PM TRAFFIC VOLUMES

Location	8-9 AM Peak Hour			5-6 PM Peak Hour		
	North or East	South or West	Total	North or East	South or West	Total
Wigram Rd, east of Booth St (near Johnsons Creek)	442	190	632	200	223	422
Wigram Rd, between Upper Rd & Arthur St	453	203	656	198	234	432
Wigram Rd, between Mansfield St & Glebe Pt Rd	211	118	329	180	252	432
Upper Rd, between Wigram Rd & Creek St	20	33	53	27	20	47
Cross St, between Charles St & Foss St	23	79	102	26	43	69
Marlborough St, between Glebe Pt Rd & Talfour St <sup>1</sup>	229	-	229	83	-	83
Taylor St, between Ferry Rd & Quarry St	58	148	206	71	45	116
St Johns Rd, east of Forest St	260	211	471	160	366	526
St Johns Rd, between Wentworth St & Darghan St	226	237	463	154	510	664
Forest St, between St Johns Rd & Arundel St	20	18	38	19	17	36
Lodge St, between St Johns Rd & Catherine St	26	19	45	42	17	59
Mt Vernon St, between St Johns Rd & Catherine St	63	36	99	25	38	63
Westmoreland St, between St Johns Rd & Mitchell St	18	15	33	26	17	43
Catherine St, between Westmoreland St & Derwent St	118	41	169	82	47	129
Derwent St, south of Catherine St	60	144	204	89	91	180
Wentworth Park Rd, between Bay St & Cowper St	310	644	953	866	369	1235
Wentworth Park Rd, between Pymont Bridge Rd & Cardigan St	161	692	853	367	363	730
Cowper St, between Wentworth St & Phillip St	40	91	131	29	104	133
Mitchell St, between Wentworth St & Phillip St	46	32	78	34	58	92

Source: Volume & Classification Counts, February 2007

<sup>1</sup> One way east

### 3.5.5 Cyclists using the Road Network During Peak Hours

Figures 5 and 6 show cyclist volumes using the road network in the AM and PM peak hours. The highest number of cyclists using the road network were concentrated on Bridge Road with lower numbers using sections of other arterial roads, as well as sections of the principal local road network. Cyclist volumes (two way) during the AM peak (8.00am-9.00am) and PM peak (5.00pm-6.00pm) using the road network are as follows:

- Bridge Road – 30-71 cyclists per hour in the peak hours;
- Booth Street – 7-21 cyclists per hour;
- Ross Street – 15-18 cyclists per hour;
- St Johns Road – 7-21 cyclists per hour; and
- Glebe Point Road – 12-19 cyclists per hour.

### 3.5.6 Cyclist Volumes During Saturday Midday Period

Traffic counts undertaken during the Saturday midday period at the major intersections along Glebe Point Road indicated that the cyclist volumes using the road network are quite low at this time. Cycling trips on Saturdays appear to be representative of local trips within the study area.

Figure 7 shows the traffic volumes including cyclist volumes during the Saturday midday period (12 noon – 1.00pm).

### 3.5.7 Vehicle Speeds on Local Road Network

Table 3.4 shows 50<sup>th</sup> and 85<sup>th</sup> percentile vehicle speeds on the local road network as recorded in the automatic counts.

The 85<sup>th</sup> percentile vehicle speeds are 50km/h or less on the majority of the local roads.

The section of Wigram Road between Booth Street and Minogue Crescent recorded higher 85<sup>th</sup> percentile speeds between 58-59km/h (average 57km/h). This is the narrow section of Wigram Road with an 8.5 metre wide carriageway with parking permitted on both sides of Wigram Road in sections. In these circumstances, the speed is considered to be excessive.

TABLE 3.4

## VEHICLE SPEEDS ON LOCAL ROAD NETWORK

Location	Weekly 50 <sup>th</sup> Percentile Vehicle Speed (km/h)			Weekly 85 <sup>th</sup> Percentile Vehicle Speed (km/h)		
	North or East	South or West	Total	North or East	South or West	Total
Wigram Rd, east of Booth St (near Johnsons Creek)	48	45	46	58	54	57
Wigram Rd, between Upper Rd & Arthur St	45	48	46	53	59	57
Wigram Rd, between Mansfield St & Glebe Pt Rd	33	35	34	39	40	40
Upper Rd, between Wigram Rd & Creek St	20	17	18	27	25	26
Cross St, between Charles St & Foss St	28	19	23	38	36	36
Marlborough St, between Glebe Pt Rd & Talfour St	34	-	34	43	-	43
Taylor St, between Ferry Rd & Quarry St	37	36	37	46	44	45
St Johns Rd, east of Forest St	40	42	41	49	51	50
St Johns Rd, between Wentworth St & Darghan St	42	43	42	49	50	50
Forest St, between St Johns Rd & Arundel St	27	28	28	37	38	38
Lodge St, between St Johns Rd & Catherine St	29	24	28	38	36	37
Mt Vernon St, between St Johns Rd & Catherine St	39	39	39	50	50	50
Westmoreland St, between St Johns Rd & Mitchell St	43	39	41	50	50	50
Catherine St, between Westmoreland St & Derwent St	39	39	39	48	49	48
Derwent St, south of Catherine St	38	37	37	47	48	48
Wentworth Park Rd, between Bay St & Cowper St	42	43	42	49	49	49
Wentworth Park Rd, between Pymont Bridge Rd & Cardigan St	43	43	43	49	49	49
Cowper St, between Wentworth St & Phillip St	39	42	41	50	50	50
Mitchell St, between Wentworth St & Phillip St	37	40	38	47	50	48

Source: Volume & Classification Counts, February 2007



# ATTACHMENT B



## LEGEND

- 261 - TOTAL VOLUME (CARS AND HEAVY VEHICLES)
- (10) - HEAVY VEHICLES INCLUDES BUSES
- [2] - CYCLIST VOLUME

<p>CAD FILE: _____</p> <p>JOB NO. _____</p> <p>DESIGNED: _____</p> <p>DRAWN: _____</p> <p>DATE: _____</p>	<p>REV. _____</p> <p>DATE _____</p> <p>DETAILS OF REVISIONS _____</p>
<p><b>TRANSPORT AND URBAN PLANNING</b>  <b>TRAFFIC, TRANSPORT &amp; PROJECT</b>  <b>MANAGEMENT CONSULTANTS</b>          5/90 Toronto Parade, Sutherland NSW 2232          Phone 02 9545 1411 Fax 02 9545 1556  <a href="http://www.transurbanplanning.com.au">www.transurbanplanning.com.au</a>  <a href="mailto:tupa@tpg.com.au">tupa@tpg.com.au</a></p>	
<p><b>GLEBE / FOREST LODGE</b>  <b>TRAFFIC STUDY AREA</b>  <b>PM PEAK HOUR WEEKDAY</b>  <b>TRAFFIC VOLUMES</b></p>	
<p>JOB NO. 26130  <b>FIGURE 6</b>          NOT TO SCALE</p>	





## 3.6 Pedestrian Conditions

### 3.6.1 AM and PM Peak Hours

**Figure 8** shows pedestrian and cyclist crossing volumes at various intersections and other locations during the AM (8.00am-9.00am) and PM (5.00pm-6.00pm) peak hours.

The highest volumes of pedestrians occur at those locations where pedestrian crossing facilities are provided either at traffic signals or on Marked Foot Crossings (MFC's). In Glebe Point Road, the MFC at Toxeth Road and at Wigram Road had significant pedestrian and cyclist crossing volumes. Other locations with significant pedestrian volumes included at Bay Street and Kelly Street.

The MFC in Bridge Road at Woolly Street is well utilised by pedestrians and cyclists. Pedestrian crossing movements across Ross Street at Arundel Street ( including across Arundel Street) were also relatively significant, given that there are no formal crossing facilities provided at this location.

Pedestrian and cyclist crossing movements at these and other locations during the AM and PM peak hours are summarised below:

- Glebe Point Road at Leichhardt Street (pedestrian refuge) – 16-33 pedestrians and cyclists;
- Glebe Point Road at Toxeth Road (MFC) – 110-236 pedestrians;
- Glebe Point Road at Wigram Road (MFC) – 226-316 pedestrians and cyclists;
- Wigram Road at Glebe Point Road (MFC) – 212-248 pedestrians;
- Wigram Road at Hereford Road (MFC) – 34-66 pedestrians;
- Bridge Road at Woolley Street (MFC) – 58-77 pedestrians and cyclists;
- St Johns Road at Mt Vernon Street (MFC) – 57-58 pedestrians and cyclists;
- Wentworth Park Road at Cowper Street (MFC) – 20-75 pedestrians and cyclists;
- Wigram Road at Mansfield Street (MFC) – 17-38 pedestrians;
- Ross Street at Arundel Street (no facility) – total of 34-83 pedestrians crossing on both sides of intersection;
- Arundel Street (north side) at Ross Street (no facilities) – 111-139 pedestrians and cyclists;
- Bay Street at Kelly Street (both sides) – 169-291 pedestrians and cyclists; and
- Kelly Street at Bay Street (both sides) – 298-314 pedestrians and cyclists.

### 3.6.2 Saturday Midday

**Figure 9** shows pedestrian and cyclist crossing volumes along Glebe Point Road during the Saturday midday period (12 noon – 1pm).

There are large numbers of pedestrians in Glebe Point Road, particularly on the eastern footpath and also crossing Glebe Point Road between Parramatta Road and Bridge Road. The highest volumes occur in the section between Mitchell Street and Parramatta Road.

There are very few cyclists using the pedestrian facilities during this period.

# ATTACHMENT B



## LEGEND

261 - PEDESTRIAN VOLUME

[2] - CYCLIST CROSSING VOLUME

REV.	DATE

JOB NO. 26130  
**FIGURE 8**  
 NOT TO SCALE

**TRANSPORT AND URBAN PLANNING**  
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JOB NO.:	
DESIGNED:	
DRAWN:	
DATE:	

REV.	DATE



## LEGEND

261 - PEDESTRIAN VOLUME

[2] - CYCLIST CROSSING VOLUME

REV.	
JOB NO. 26130	
<b>FIGURE 9</b>	
NOT TO SCALE	

**GLEBE / FOREST LODGE TRAFFIC STUDY AREA**  
**SATURDAY MIDDAY PEDESTRIAN AND CYCLISTS CROSSING VOLUMES**

**TRANSPORT AND URBAN PLANNING TRAFFIC, TRANSPORT & PROJECT MANAGEMENT CONSULTANTS**  
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CAD FILE:	
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DESIGNED:	
DRAWN:	
DATE:	

REV.		DATE

Crossing volumes in Glebe Point Road are as follows:

- At / near the pedestrian refuge at Leichhardt Street – 47 pedestrians;
- At the MFC at Toxeth Street – 72 pedestrians;
- At the MFC at Wigram Road – 164 pedestrians;
- At the MFC at Hereford Road – 56 pedestrians;
- At the MFC at Mitchell Street – 183 pedestrians;
- At the MFC at Cowper Street – 1068 pedestrians; and
- At the pedestrian refuge at Francis Street – 252 pedestrians.

Pedestrian crossing volumes across those streets that intersect Glebe Point Road are as follows:

- Forsyth Street – 174 pedestrians;
- Toxeth Street – 50 pedestrians;
- Wigram Road (MFC) – 98 pedestrians;
- Ferry Street – 350 pedestrians;
- East side of St Johns Road (signalised crossing) – 318 pedestrians;
- East side of Mitchell Street – 529 pedestrians;
- West side of Mitchell Street – 218 pedestrians;
- Cowper Street – 1053 pedestrians; and
- Francis Street (MFC) – 656 pedestrians.

### **3.7 Accident Rates**

The City provided 5 year (2001-2005) accident details for the study area.

Table 3.5 provides a summary of the total accidents that occurred in the study area by street. The majority of accidents occurred on the RTA roads (Bridge Road, Great Western Highway, Minogue Crescent and Ross Street).

For the City's local road network, Glebe Point Road, St Johns Road and Wentworth Park Road had the highest number of accidents. This is not unusual, based on the traffic volumes and the number of and type of intersections located on these roads.

TABLE 3.5

**SUMMARY OF 5 YEAR ACCIDENT DATA (2001-2005)  
FOR GLEBE / FOREST LODGE STUDY AREA INCLUDING STATE ROADS**

Street	Total Accidents	Pedestrian Accidents	Cyclist Accidents	No. Killed	No. Injured
Alfred Street	1	-	-	-	1
Arundel Street	4	-	1	-	3
Bay Street	14	3	-	-	5
Bayview Street	1	-	-	-	-
Bellevue Street	2	-	-	-	-
Booth Street	4	-	1	-	1
Bridge Road (State Road)	121	12	5	2	74
Broughton Street	2	-	-	-	1
Burton Street	1	-	-	-	-
Campbell Lane / Street	3	-	-	-	2
Charles Street	1	-	1	-	1
Cowper Street / Lane	5	-	-	-	2
Cross Street	1	-	-	-	-
Darghan Street	1	-	-	-	1
Darling Street	2	-	1	-	1
Derwent Street / Lane	4	-	-	-	2
Ferry Road	3	-	-	-	1
Francis Street	1	-	-	-	1
Franklyn Street	1	-	-	-	-
Glebe Street	3	1	-	-	2
Glebe Point Road	63	17	13	-	44
Gottenham Street	1	-	-	-	-
Great Western Hwy (State Road)	75	11	2	2	44
Junction Street	1	-	-	-	1
Leichhardt Street	1	-	1	-	1
Marlborough Street	2	-	-	-	1
Minogue Crescent (State Road)	21	3	-	-	10
Mitchell Street	2	-	-	-	-
Mt Vernon Street	2	-	-	-	-
Ross Street (State Road)	21	4	3	-	13
St Johns Road	33	6	1	0	16
Stirling Street	1	-	-	-	-
Taylor Street	2	1	-	-	1
Toxeth Road	1	1	-	-	1
Wattle Street	3	1	-	-	2
Wentworth Park Road	20	-	1	1	12
Westmoreland Street	1	-	-	-	-
Wigram Road	11	4	-	-	6
York Street	1	-	-	-	-

Table 3.6 shows those locations where 5 or more recorded accidents occurred for the 5 year period (2001-2005). Reference to Table 3.6 shows that most of these intersections are located on RTA roads. Of the 20 intersections identified, some 5 intersections are located on local roads.

The City has plans for improvement works at some of these locations including:

- Glebe Point Road / Mitchell Road (intersection narrowing);
- Glebe Point Road / Cowper Street (channelisation); and
- Wentworth Park Road / St Johns Road (future channelisation including speed control).

Those intersections that warrant further investigation include:

- Bridge Road / Woolley Street (rear end accidents possibly associated with the marked foot crossing).
- Bridge Road / Wentworth Park Road (intersection issues);
- Glebe Point Road / Wigram Road / Ferry Road (pedestrian issues)

**TABLE 3.6**

**GLEBE FOREST LODGE TRAFFIC STUDY  
INTERSECTIONS WITH 5 OR MORE ACCIDENTS FOR 5 YEAR PERIOD 2001-  
2005**

Location	No. of Accidents	Comments
Bridge Road / Ross Street	10	State Road (Existing Traffic Signals)
Bridge Road / Glebe Point Road	21	State Road (Existing Traffic Signals)
Bridge Road / Railway Street	8	State Road
Bridge Road / Wentworth Park Road	13	State Road
Bridge Road / Woolley Street	9	State Road (Existing MFC)
Bridge Road / Gottenham Street	8	State Road
Bridge Road / Talfour Street	5	State Road
Glebe Point Road / St Johns Road	11	Local Roads (Existing Traffic Signals)
Glebe Point Road / Mitchell Street	12	Local Roads (Future Channelisation)
Glebe Point Road / Cowper Street	5	Local Roads (Future Traffic Signals)
Glebe Point Road / Great Western Hwy	21	State Road
Glebe Point Road / Wigram Road / Ferry Road	6	Local Roads
Great Western Highway / Ross Street	11	State Road (Existing Traffic Signals)
Great Western Hwy / Princes Hwy / Bay Street	7	State Road (Existing Traffic Signals)
Great Western Hwy / Derwent Street	7	State Road (Existing Traffic Signals)
Minogue Crescent / Wigram Road	8	State Road (Existing Traffic Signals)
Ross Street / Arundel Street	7	State Road
St Johns Road / Wentworth Park Road	6	Local Roads (Future Channelisation)
St Johns Road / Ross Street	8	State Road (Existing Traffic Signals)

*NB: intersection includes up to 10m from intersection*

Pedestrian accidents over the 5 year period for the study area totalled 64 accidents with 31 of these occurring on State (RTA) roads.

Pedestrian accidents that occurred on the State (RTA) road system included:

- 5 pedestrian accidents in Bridge Road within 50 metres east and west of Glebe Point Road (but none at the MFC at Woolley Street);
- 4 pedestrian accidents in Ross Street within 50 metres north and south of Pymont Bridge Road;
- 3 pedestrian accidents in Minogue Crescent, north of Wigram Road (**NB.** RTA are proposing to remove the MFC north of Wigram Road and install pedestrian facilities at the existing traffic signals at Wigram Road); and
- 10 pedestrian accidents in Parramatta Road between Bay Street and west of Derwent Street.

On the local road network, Glebe Point Road experienced 17 pedestrian accidents, the majority of which occurred between the Great Western Highway and Bridge Road (i.e. the section to be upgraded). This included 2 pedestrian accidents at St Johns Road, 3 pedestrian accidents at Mitchell Street, 2 pedestrian accidents at Cowper Street and 1 pedestrian accident at Francis Street.

In the northern section, there were 5 pedestrian accidents in Glebe Point Road at near Wigram Road, which warrants further investigation.

The other locations where 2 or more pedestrian accidents occurred on local roads include:

- Bay Street between Parramatta Road and south of Grose Street (3 pedestrian accidents);
- St Johns Road / Mt Vernon Road (3 pedestrian accidents); and
- Wigram Road between Bell Lane and Mansfield Street (2 pedestrian accidents).

The remainder of the pedestrian accidents on the local road network occurred at isolated locations, which by itself does not indicate a need for upgraded pedestrian facilities at these locations.

There were a total of 30 accidents involving cyclists in the study area over the 5 year period, of which 11 occurred on State (RTA) roads, including 5 on Bridge Road and 3 on Ross Street, two (2) of which occurred at Arundel Street.

On the local road network, Glebe Point Road had the highest number of cyclist accidents with 13 reported collisions spread along its length. There were another 6 cyclist accidents at isolated locations on the local road network.

In Glebe Point Road, 6 of the cyclist accidents involved cyclists hitting car doors with the remainder an assortment of cross traffic, turning and rear end type accidents, all involving a bike and another vehicle.

Those isolated cyclist accidents on the local road network also involved an assortment of accidents involving cyclists and other vehicles.

## 4.0 CURRENT AND FUTURE PROPOSALS

### 4.1 Previous Glebe LATM Study

Geoplan and others undertook the Leichhardt Local Area Traffic Management Study for Leichhardt Council in October 2002. The study included the Glebe area and the major recommendations for Glebe are listed below.

#### Bridge Road

- Downgrade road status to sub arterial following the completion of the City West Link;
- Consider midblock traffic signals to manage pedestrian crossing points; and
- Provide more clearly defined lane marking through the curve near Lyndhurst Street.

**Comment:** *Median installed through curve near Lyndhurst Street. NB. The City will retain the road closure at Lynhurst Street but improve the appearance of the public domain.*

*Other recommendations not implemented by RTA.*

#### Wentworth Park Road

- Provide raised platforms at the two (2) existing marked foot crossings (in Wentworth Road).

**Comment:** *The City is proposing to install raised platforms at these crossings and these are included in the proposed improvement works.*

#### Glebe Point Road

- Provide 50km/h speed limit and reclassify as a collector route along its full length;
- Provide 2 metre kerb blisters at all intersections and 2 metre wide parking lanes, 1.5 metre wide textured centre median, bike logos in the 3.6 metre wide travel lanes and marked bus stop boxes.

**Comment:** *Current speed limit is 50km/h and the City is applying for 40km/h limit. Proposed street upgrade between Parramatta Road and Hereford Road proposes kerb blisters and wider footpaths.*

#### St Johns Road

- East of St Johns Road (road is 10.8-11.5 metres wide), provide:
  - 50km/h speed limit;
  - Kerb extensions at all cross streets and bicycle / parking lanes of 2.8 metres wide;
  - Marked bus stop boxes;
  - 2 Stop signs at Glebe Street and Phillip Street.

**Comment:** *Current speed limit is 50km/h. St Johns Road will be subject to recommended improvement works as part of this study.*



- Between Glebe Point Road and Ross Street, provide:
  - Kerb extensions 2 metres wide at all cross intersections and bicycle / parking lanes 3.4 metres wide;
  - 3 raised bus cushions;
  - Raised platform at the existing marked foot crossing near Mt Vernon Street;
  - Marked bus stop boxes.

**Comment:** *Bicycle / parking lane implemented in paint. Other improvement works will be recommended in this study.*

### **Wigram Road**

- East of Minogue Crescent (road width 10.5 metres), provide:
  - A 40km/h speed limit;
  - Parking lane line markings, 4 pedestrian refuges with narrow kerb blisters evenly spaced along the street and 2 raised platforms at the existing marked foot crossings at Glebe Point Road and Mansfield Street.
- Investigate removal of No Left bans into Bell and Mansfield Streets as part of the Safe Routes to School Study for Santa Scholastica.
- West of Minogue Crescent (road width is 8.5 metres), provide
  - Four raised platforms evenly spaced between Minogue Crescent and Booth Street.

**Comment:** *None of the above recommendations have been implemented. Improvement works for Wigram Road will be recommended as part of this study.*

### **Other Local Streets**

- Taylor Street, provide:
  - Two (2) raised platforms near Quarry Steps and Ferry Road.
- Derwent Street, provide:
  - One (1) raised platform at the existing crossing to the school near Catherine Street, together with alternating angle parking and two (2) raised lane angled slow points at 100-120 metre spacing. (**NB.** existing crossing is a pedestrian refuge only).
- Wentworth Street, Catherine Street, Arundel Street (east of Ross Street) and Mitchell Street (west of Glebe Point Road), provide:
  - Alternating angle parking and two (2) raised angled slow points at 100-120 metres spacing.

**Comment:** *None of the above recommendations have been implemented. Parking changes are a matter for the parking study. Taylor Street and Derwent Street at Catherine Street have been investigated as part of this study.*

### Other Measures

- Implement a road closure on Colbourne Street at Bridge Road, together with a left turn ban into Lyndhurst Street.

*Comment: This has been implemented.*

- Provide one way (north east) in Mitchell Street, north east of Glebe Point Road to compliment parallel and angle parking.

*Comment: Not implemented. One way traffic controls are not considered necessary. Parking changes, if approved at a future time, may require one way traffic movement.*

- Provide one way (south west) in Cowper Street with parallel parking.

*Comment: Not implemented. One way traffic movement not required.*

### All Local Residential Streets

- Implement a 40km/h speed limit on all local residential streets.

*Comment: 40km/h limit on all local residential streets not implemented. The implementation of a 40km/h limit on all local roads will be a recommendation of this study.*

## 4.2 Glebe Point Road Streetscape Upgrade Project

The City has a detail design proposal to upgrade Glebe Point Road between Parramatta Road and Hereford Street. The detail design contains the following traffic management features:

### General

- Regrade Glebe Point Road between Parramatta Road and Norton Street to improve drainage and footpath conditions.

### Northbound Glebe Point Road

- Bus stop near Jubilee Fountain is to be relocated (northwards) to reduce congestion at the intersection of Parramatta Road when buses stop.
- Bus stop at St Johns Road to be slightly shifted south to comply with STA / RTA requirements.
- Increase footpath width between St Johns Road and Hereford Street to improve pedestrian safety and amenity and to improve disability compliance.

### **Southbound Glebe Point Road**

- Francis Street intersection – widen eastern footpath to improve pedestrian safety and to stop vehicles from damaging the awning at Badde Monors Café.
- Cowper Street intersection –footpath widening including kerb blisters to improve pedestrian safety.
- Mitchell Street – include blisters to reduce pedestrian crossing distance and provide traffic calming for 40km/h speed zone approval.
- Remove split level footpath at Mitchell Street bus stop.

### **Glebe Point Road Intersection with Parramatta Road**

- Provide cobblestone road pavement treatment.

## **4.3 Other City Proposals**

The City has several other proposals for the Glebe area including:

- Relocation of the Marked Foot Crossing (MFC) in Wentworth Park Road at St Johns Road to the northern side of the intersection together with a raised platform on the crossing. This will improve intersection conditions as well as reduce vehicle speeds at the crossing;
- Provision of a raised platform at the MFC in Wentworth Park Road at Cowper Street to reduce vehicle speeds at the crossing; and
- A treatment for the left turn slip lane from Parramatta Road into Wattle Street to reduce vehicle speeds and improve pedestrian safety for pedestrians crossing the slip lane.
- Shared zone treatment in Sheehy Street and Strathmore Lane.

## **4.4 Future Land Use**

The Glebe and Forest Lodge Urban Design Study (October 2006) has been completed with recommendations to guide future land use planning in the Glebe and Forest Lodge area. The recommendations are still under consideration by the City and if accepted will provide input into a larger consolidated DCP and LEP for the City of Sydney area, known as the “City Plan”.

The City’s planning officers have advised that the study recommendations generally aim to keep the urban fabric of the area, and the intensity of development for the overall Glebe and Forest Lodge area, the same as the existing planning controls, although site specific controls may vary.

## 4.5 Roads and Traffic Authority

Discussions with RTA officers from Sydney Operations Directorate indicated that the RTA were not considering any major changes to the traffic management on the State road system in the Glebe / Forest Lodge study area.

One proposal that was flagged was the removal of the existing marked foot crossing in Minogue Crescent adjacent to Harold Park in conjunction with the provision of a signalised pedestrian crossing facility across Minogue Crescent at the existing traffic signals at Wigram Road. The removal of the MFC is understood to be based on an adverse pedestrian accident history at / near the MFC. Transport and Urban Planning's investigation shows that there has been 3 pedestrian accidents at or near the crossing in the last 5 years.

At a strategic level, decisions on larger road projects / proposals such as the M4 East would be made by the NSW State Government, following the environmental impact assessment process which includes public consultation.

## 4.6 Sydney Buses

Discussions with Sydney Buses indicated that additional bus services commenced in 2007 from Leichhardt to the City.

Sydney Buses also advised that they will provide additional services on the Glebe routes in 2008, if passenger loading checks indicates that the additional services are warranted. The passenger loading checks will be undertaken in early 2008.

## 4.7 Leichhardt Council

Discussions with Leichhardt Council indicate that Leichhardt Council has no proposals that would alter traffic patterns or traffic volumes using the road network in the Forest Lodge / Glebe area. Leichhardt Council is currently implementing elements of its Bike Plan which includes a bike route along Booth Street.

## 5.0 MAJOR FINDINGS OF STUDY

### 5.1 Impact of Cross City Tunnel

The Cross City Tunnel opened on 28 August 2005. The City undertook before and after traffic counts on Bridge Road as well as after counts on St Johns Road, Wentworth Park Road and Bay Street. A summary of these traffic counts is provided in Table 5.1.

A review of the traffic counts indicates that there was no appreciable change in the traffic volumes using Bridge Road due to the Cross City Tunnel.

Similarly, the traffic volumes using St Johns Road, Wentworth Park Road and Bay Street were relatively static from November 2005 to March 2006 with no significant increase in traffic volumes during this period.

A previous review on the 'Before and After' Cross City Tunnel traffic conditions in the Glebe area undertaken by the City's officers also concluded that there was no increase in traffic volumes using the road network in Glebe due to the Cross City Tunnel.

**TABLE 5.1**

#### BEFORE AND AFTER TRAFFIC COUNTS FOR CROSS CITY TUNNEL

Count Date (week)	Bridge Road	St Johns Road	Wentworth Park Road	Bay Street
6 August 2005	20,461	-	-	-
7 November 2005	20,975	6,072	13,519	6,109
5/12 December 2005	20,990	6,195	13,986	6,308
6 March 2006	20,633	6,143	12,573	6,248

### 5.2 Traffic Conditions on the Local Road Network

#### 5.2.1 Traffic Volumes

The City (regional and local) roads that carried the highest daily (2 way 7 day average) traffic volumes included:

- Glebe Point Road - 4,551 – 12,344 vpd
- Bay Street - 6,248 vpd
- Wigram Road - 4,984 – 5,504 vpd
- St Johns Road - 5,747 – 5,775 vpd
- Wentworth Park Road - 9,166 – 12,654 vpd

These traffic volumes are generally consistent with the road hierarchy role played by the above roads in the area. The volumes reflect some use of these roads by through traffic (i.e. external to the area), as well as by traffic generated in the study area.

Most other local roads that were surveyed, daily (2 way – 7 day average) traffic volumes were less than 2000 vpd. Taylor Street which provides access to a school / college carried 2,187 vpd and Derwent Street between Parramatta Road carried 2,134 vpd. Derwent Street provides a signalised intersection with Parramatta Road.

Local roads that carry between 1,000 – 2,000 vpd include:

- Marlborough Street – 1,336 vpd;
- Catherine Street, west of Derwent Street – 1,391 vpd; and
- Cowper Street, south of Wentworth Street – 1,326 vpd.

Local roads that carry less than 1,000 vpd include:

- Upper Road – 522 vpd;
- Cross Street – 812 vpd;
- Forest Street – 443 vpd;
- Lodge Street – 562 vpd;
- Mt Vernon Street – 884 vpd;
- Westmoreland Street – 522 vpd; and
- Mitchell Street, south of Wentworth Street – 882 vpd.

### **Heavy Vehicles**

Those roads that carry the highest number of heavy vehicles (i.e. Austroad Class 3 and above) are the major collector roads on the road network including the bus routes. These roads included Wentworth Park Road, St John Road, Wigram Road, Catherine Street (east of Mt Vernon Road), Derwent Street, Mt Vernon Road and Glebe Point Road.

#### **5.2.2 Vehicle Speeds**

The 85<sup>th</sup> percentile vehicle speed on the majority of the local roads that were surveyed was 50km/h or less.

The section of Wigram Road between Booth Street and Minogue Crescent recorded 85<sup>th</sup> percentile speeds between 56-59km/h. These speeds are considered to be excessive for this narrow section of Wigram Road.

#### **5.2.3 Cyclist Volumes**

Cyclist volumes using the local road network and Bridge Road (State road) during the weekday AM and PM peak hour periods were as follows:

- Bridge Road – 30-71 cyclists per hour in the peak hours;
- Booth Street – 7-21 cyclists per hour;
- Ross Street – 15-18 cyclists per hour;
- St Johns Road – 7-21 cyclists per hour; and
- Glebe Point Road – 12-19 cyclists per hour.

### 5.3 Pedestrian Conditions

Highest number of pedestrian crossing movements occur in Glebe Point Road and Bay Street, as well as where other pedestrian crossing facilities are located. Pedestrian crossing movements are concentrated in:

- Commercial / entertainment areas;
- Around schools;
- Existing bus stops and light rail stations; and
- Locations where crossing facilities are provided.

Existing pedestrian facilities include signalised crossings, marked foot crossings and pedestrian refuges.

Locations where there are significant and or notable pedestrian and cyclist crossing movements and where there is a need to review pedestrian facilities include:

- Glebe Point Road at Leichhardt Street (pedestrian refuge) – 33-47 pedestrians and cyclists per hour (weekdays and Saturdays);
- Ross Streets at Arundel Street (no facility) – total of 34-83 pedestrians crossing on both sides of intersection;
- Arundel Street (north side) at Ross Street (no facilities) – 111-139 pedestrians and cyclists;
- Bay Street at Kelly Street (both sides) – 169-291 pedestrians and cyclists; and
- Kelly Street at Bay Street (both sides) – 298-314 pedestrians and cyclists.

### 5.4 Accidents on State and Local Roads

#### 5.4.1 Total Accidents

A total of 437 accidents occurred on the State and local road network in the study area, in the 5 year period between 2001-2005, with 55% of these accidents occurring on State Roads (Bridge Road, Ross Street / Minogue Crescent / Parramatta Road, Wattle Street).

Those local roads which had the highest number of accidents included:

- Glebe Point Road – 63 accidents;
- St Johns Road – 33 accidents; and
- Wentworth Park Road – 20 accidents.

#### 5.4.2 Intersection Accidents

There were 20 intersections which had 5 or more accidents in the 5 year period, with 15 of these on State roads. Intersections on local roads with 5 or more accidents included:

- Glebe Point Road / Mitchell Street with 12 accidents (future channelisation proposed);
- Glebe Point Road / St Johns Road with 11 accidents (existing traffic signals, which are under the control of the RTA);
- Glebe Point Road / Cowper Street with 5 accidents (future channelisation proposed);

- Glebe Point Road / Wigram Road / Ferry Road with 6 accidents; and
- St Johns Road / Wentworth Park Road with 6 accidents (improvements proposed).

### 5.4.3 Pedestrian Accidents

There were a total of 64 pedestrian accidents on the State and local road network during the 5 year period, including 31 on the State roads.

On the local road network, Glebe Point Road experienced 17 pedestrian accidents, the majority of which occurred between the Great Western Highway and Bridge Road (i.e. the section to be upgraded). This included 2 pedestrian accidents at St Johns Road, 3 pedestrian accidents at Mitchell Street, 2 pedestrian accidents at Cowper Street and 1 pedestrian accident at Francis Street.

The other locations where 2 or more pedestrian accidents occurred on local roads include:

- Glebe Point Road at / near Wigram Road (5 pedestrian accidents);
- St Johns Road / Mt Vernon Road (3 pedestrian accidents); and
- Wigram Road between Bell Lane and Mansfield Street (2 pedestrian accidents).

### 5.4.4 Cyclist Accidents

There were a total of 30 accidents involving cyclists in the study area over the 5 year period, of which 11 occurred on State (RTA) roads, including 5 on Bridge Road and 3 on Ross Street, two (2) of which occurred at Arundel Street.

On the local road network, Glebe Point Road had the highest number of cyclist accidents with 13 reported collisions spread along its length. There were another 6 cyclist accidents at isolated locations on the local road network.

In Glebe Point Road, 6 of the cyclist accidents involved cyclists hitting car doors with the remainder of an assortment of cross traffic, turning and rear end type accidents, all involving a bike and another vehicle.

Those isolated cyclist accidents on the local road network also involved an assortment of accidents involving cyclists and other vehicles.

## 5.5 Observance of Traffic Restrictions

The traffic counts and observations undertaken in the study area indicate that there is a noticeable and, in some situations, a significant non-observance of traffic restrictions in the area, and in particular turning restrictions at intersections and one way traffic controls.

Part time turning restrictions are the most regularly ignored by some motorists. The AM peak hour left turn restriction from Wigram Road, at Mansfield Street, Bell Street, Bell Lane and Church Lane appear to be poorly observed, which in part may be due to trips to drop off students at Santa Scholastica School. There is also some non-observance of the AM peak No Right Turn restrictions into Ferry Road and Forsyth Street from Glebe Point Road.



The non-conformance of traffic restrictions was also raised by a number of participants at the first community meeting and workshop.

## 5.6 First Community Meeting

The first community meeting and workshop was held on 7 December 2006 to identify issues of concern to residents and businesses in the study area. The meeting was attended by 47 persons from 21 streets in the Glebe and Forest Lodge areas.

A total of 61 issues were raised at this meeting and in subsequent representations. Thirty three (33) of these related to matters on State roads or at traffic signals (i.e. RTA matters), Sydney Buses, enforcement issues, maintenance issues and parking which are outside the scope of the study. These matters will be passed on to the relevant authority (i.e. RTA and Sydney Buses) or department within the City and or to the parking study.

Those issues identified on local roads included:

- Safety / accidents;
- Sight distance at intersections, particularly from vehicles parking too close to the corner;
- Traffic volumes and vehicle speeds in some streets;
- Support for the 40km/h speed limit in the area;
- Cyclist and pedestrian safety;
- Narrow roads and one way versus retaining two way traffic in these streets; and
- Parking too close to corners affecting sight lines and pedestrian movements / desire lines.

## 6.0 DRAFT SCHEME AND COMMUNITY COMMENTS

### 6.1 Draft Scheme

The Draft Scheme incorporates a range of improvements works and measures to address identified road safety problems, improve pedestrian and cyclist safety, lower vehicle speeds across the local road network and address, where practical, community concerns identified in the first workshop.

The Draft Scheme is shown on **Figures 10 and 11** and includes the following measures:

#### **40km/h speed limit for area**

Request the RTA to authorise the introduction of a 40km/h speed limit on all local and regional roads in Glebe and Forest Lodge (i.e. study area);

#### Reason

A 40km/h speed limit on all local and regional roads will improve road safety for all road users especially pedestrian and cyclists and provide a consistency between the approved limit of 40km/h for Glebe Point Road and the other local streets in the Forest Lodge and Glebe areas.

#### **1. Glebe Point Road / Wigram Road – provide raised platforms on MFC’s.**

Reason - The raised platforms are the preferred option to address the pedestrian accident problem at the intersection and improve pedestrian safety.

**NB.** An alternative option of providing traffic signal control at the intersection would also be a suitable option. Stop lines would need to be set back to allow for bus turning circles. Traffic signals would remove parking and may encourage additional traffic to use Wigram Road. Based on this, the raised platforms have been recommended in the first instance.

#### **2. Glebe Point Road / Toxteth Street – provide raised platform on MFC and kerb extensions.**

Reason – The raised platform will lower vehicle speeds at the crossing and improve pedestrian safety by improving sight lines and shortening walk distance.

#### **3. Glebe Point Road / Leichhardt Street – provide raised MFC in Glebe Point Road and kerb extensions.**

Reason – Reduced warrant met for MFC. The raised platform will lower vehicle speeds at the crossing and improve pedestrian safety by improving sight lines and shortening walk distance.

**4. Glebe Point Road between Hereford Road and Federal Road – provide kerb extensions at intersections.**

Reason – Kerb extensions at intersections will improve sight lines at intersection for drivers and pedestrians and assist in controlling vehicle speeds at the intersections.

**5. Wigram Road at Mansfield Street – provide raised platform on MFC.**

Reason – The raised platform is to address accident problem at / near the crossing and will improve overall safety by reducing vehicles speeds at the crossing.

**6. Wigram Road between Glebe Point Road and Minogue Crescent – provide kerb extensions at intersections.**

Reason – Kerb extensions at intersections will improve sight lines at intersection for drivers and pedestrians and will assist in controlling vehicle speeds at the intersection.

**7. Bridge Road / Wentworth Park Road – provide channelisation and road narrowing and investigate traffic signals.**

Reason – Channelisation will reduce vehicle speeds in Wentworth Avenue at the intersection and potentially reduce some rear end accidents, as well as make the intersection more pedestrian friendly. Future traffic signals would provide safe crossing opportunities for cyclists and pedestrians of Bridge Road and Wentworth Park Road.

**8. Provide shared zone treatment in Sheehy Street and Strathmore Lane.**

Reason – This is a City of Sydney initiative.

**9. Consider the removal, for a trial period of 6 months, the No Left Turn AM peak period restrictions in Wigram Road at Bell Street and Lane, Mansfield Street and Lane and Church Lane.**

Reason – Previous (GeoPlan) Glebe LATM Traffic Study recommended this measure. No Left Turn restrictions, particularly at Bell Street and Mansfield Street are poorly observed in AM peak period.

**10(a) Provide 2 raised platforms (speed humps) in Wigram Road between Upper Road and Arthur Street.**

Reason – This section of Wigram Road is narrow (8.5 metres wide) with parking on both sides. The raised platforms are to reduce vehicle speeds (identified problem) and community concerns with regard to speed and address minor accidents (i.e. side swipe and damage to parked cars).

**10(b) Provide ‘bus friendly’ raised threshold in Wigram Road at / near Booth Street.**

Reason – same as 10(a).

**11. Wentworth Park Road / St Johns Road – relocate MFC to northern side of intersection and provide raised platform.**

Reason – Relocation of the MFC will improve traffic conditions for the right turn out of St Johns Road. The raised platform on the MFC will improve pedestrian safety by reducing vehicle speeds at the crossing and will reduce overall speeds in Wentworth Park Road.

**12. Wentworth Park Road / Cowper Street – provide raised platform on MFC.**

Reason – The raised platform will lower vehicle speeds at the crossing and in Wentworth Park Road and improve pedestrian safety.

**13. Macarthur Street at Bay Street – provide MFC across Macarthur Street with kerb extensions.**

Reason – The MFC is required to improve the safety of school children who regularly cross at this location.

**14. Bay Street / Kelly Street (two options as follows):**

- (a) Provide traffic signals including pedestrian facilities across all legs of the intersection; and /or
- (b) Provide MFC across Bay Street and Kelly Street with appropriate safety measures.

Reason – There are large numbers of pedestrians that cross all legs of this intersection, with no facilities. The intersection is currently a roundabout. Option A – Proposed traffic signals would better control pedestrian and vehicle movements at the intersection. The traffic signals requires the approval of the RTA. Option B – Proposed MFC's across Bay Street and Kelly Street provides additional pedestrian facilities but retains the roundabout control.

**15. St Johns Road at Mt Vernon Street – provide a raised platform, kerb extensions for MFC and bicycle lane treatment.**

Reason – the raised platform and kerb extensions will improve pedestrian safety at the crossing which has an identified accident problem and will lower vehicle speeds in St Johns Road.

**16. St Johns Road between Ross Street and Glebe Point Road – provide bicycle lane treatment.**

Reason – St Johns Road is a bike route and proposed treatment is a City of Sydney initiative.

**17. St Johns Road between Glebe Point Road and Colbourne Avenue – provide bicycle lane treatment (details by City Projects).**

Reason – This section of St Johns Road is a bike route and proposed treatment is a City of Sydney initiative.

**18. Wattle Street at Broadway – provide kerb extensions on the left turn road into Wattle Street.**

Reason – Road narrowing will improve conditions for pedestrians at this location by reducing the speed of the left turn vehicles. The future provision of a MFC at this location would need to be negotiated with the RTA.

**19(a) Provide kerb extensions at Lodge Street / Catherine Street.**

Reason – This measure is to reduce vehicle speeds and discourage the attractiveness of a route to traffic.

**19(b) Provide ‘bus friendly’ speed hump in Catherine Street, west of Derwent Street.**

Reason - This measure is to reduce vehicle speeds and discourage the attractiveness of a route to traffic.

**20. Provide statutory No Stopping in Upper Road at Alfred Road / Creek Street.**

Reason – Prevent parking close to intersection and improve sight lines.

## **6.2 Community Comments on Draft Scheme**

The draft scheme was presented at the 2<sup>nd</sup> Community Meeting held on Tuesday 8 May 2007. There were some 47 people in attendance. Following the public display period of the draft scheme, there were some 45 submissions received including those submissions received at the meeting.

The submissions included various comments, including:

- General support of the draft scheme, but suggesting some changes to elements of the scheme and or other initiatives to be included in the scheme.
- Opposition to some of the proposed elements of the draft scheme.
- Requesting other matters to be reconsidered.
- Raising new issues on local roads, including matters outside the study’s brief (i.e. parking, access, etc.).
- Raising issues on State Road and traffic signals which are RTA matters.

For the draft scheme there were:

- 11 submissions which opposed the trial removal of the AM ‘No Left Turn’ restrictions in Wigram Road and this element has been deleted from the scheme.

- 4 submissions which queried, opposed and or suggested changes to the proposed raised platforms in Wigram Road between Booth Street and The Crescent. This element has been retained with changes, subject to full public consultation with the residents in Wigram Road.

All of the issues raised in these submissions have been detailed, investigated and commented upon in **Appendix 2**.

As a result of the public submissions, the following elements have been added to the recommended scheme:

- Advisory signs in Forsyth Street and Taylor Street to address an accident problem reported by a resident. The investigation of the existing signposting revealed inconsistencies.
- The investigation of pedestrian improvements including wider footpaths in Arundel Street at the pedestrian overbridge and in Catherine Street between Lodge Street and Mt Vernon Street and Seamer Street. This issue was raised in a number of submissions.
- The investigation of pedestrian improvements at the intersection of Derwent Street and Catherine Street adjacent the public school. This issue was also raised in some submissions and the investigation undertaken in this study was inconclusive. Additional pedestrian counts should be undertaken at the location, as well as an investigation of pedestrian desire lines to determine if additional facilities / changes are warranted.
- The provision of a Shared Zone in Wigram Lane between Ross Street and Walsh Avenue. The extension of the Shared Zone, east of Walsh Avenue to be investigated by the City. This recommendation is a result of an investigation by the City following representations by residents. It was also raised in some submissions when commenting on the draft scheme.

In addition to this, there are a number of locations which have been nominated for future monitoring by The City and or additional investigation. These included locations where:

- The data is inconclusive and there is insufficient justification to recommend a traffic management facility based on the investigation undertaken as part of the study; and/or
- The matter is a new issue which was raised in the second round of consultation (i.e. comments on the draft scheme) and was not investigated as part of the study.



## PROPOSED IMPROVEMENT WORKS

### GENERAL

Request the RTA to authorise the introduction of a 40km/h speed limit on all local and regional roads in Glebe and Forest Lodge (ie. Study Area).

1. Glebe Point Road / Wigram Road
  - Provide raised platforms on MFC's.
2. Glebe Point Road / Toxteth Road
  - Provide raised platform on MFC and kerb extensions.
3. Glebe Point Road / Leichhardt Street
  - Provide raised MFC in Glebe Point Road and kerb extensions.
4. Glebe Point Road between Hereford Road and Federal Road
  - Provide kerb extensions at intersections.
5. Wigram Road at Mansfield Street
  - Provide raised platform on MFC.
6. Wigram Road between Glebe Point Road and Minogue Crescent
  - Provide kerb extensions at intersections.
7. Bridge Road / Wentworth Park Road
  - Provide channelisation and road narrowing and investigate traffic signals.
8. Provide shared zone treatment in Sheehy Street and Strathmore Lane.
9. Consider the removal, for a trial period of 6 months, the No Left Turn AM peak period restrictions in Wigram Road at Bell Street and Lane, Mansfield Street and Lane and Church Lane.
10. a) Provide 2 raised platforms (speed humps) in Wigram Road between Upper Road and Arthur Street.  
 b) Provide 'bus friendly' raised threshold in Wigram Road at / near Booth Street.

REV.	
JOB NO. 26130	
<b>FIGURE 10</b>	
NOT TO SCALE	

**DRAFT SCHEME**  
 GLEBE / FOREST LODGE  
 TRAFFIC STUDY AREA  
**PROPOSED IMPROVEMENT WORKS**

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# ATTACHMENT B



## PROPOSED IMPROVEMENT WORKS

### GENERAL

Request the RTA to authorise the introduction of a 40km/h speed limit on all local and regional roads in Glebe and Forest Lodge (ie. Study Area).

11. Wentworth Park Road / St Johns Road
  - Relocate MFC to northern side of intersection and provide raised platform.
12. Wentworth Park Road / Cowper Street
  - Provide raised platform on MFC.
13. Macarthur Street at Bay Street
  - Provide MFC across Macarthur Street with kerb extensions.
14. Bay Street / Kelly Street
 

Two options as follows:

  - (i) Provide traffic signals including pedestrian facilities across all legs of the intersection; and / or
  - (ii) Provide MFC across Bay Street and Kelly Street with appropriate safety measures.
15. St Johns Road at Mt Vernon Street
  - Provide raised platform, kerb extensions for MFC and bicycle lane treatment.
16. St Johns Road between Ross Street and Glebe Point Road
  - Provide bicycle lane treatment.
17. St Johns Road between Glebe Point Road and Colbourne Avenue
  - Provide bicycle lane treatment (details by City Projects).
18. Wattle Street at Broadway
  - Provide kerb extensions on the left turn road into Wattle Street.
19. a) Provide kerb extensions at Lodge Street / Catherine Street.  
 b) Provide 'bus friendly' speed hump in Catherine Street, west of Denwent Street.
20. Provide statutory No Stopping in Upper Road at Alfred Road / Creek Street.

JOB NO. 26130	REV.
<b>FIGURE 11</b>	
NOT TO SCALE	

**DRAFT SCHEME**  
 GLEBE / FOREST LODGE  
 TRAFFIC STUDY AREA  
**PROPOSED IMPROVEMENT WORKS**

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## 7.0 RECOMMENDED SCHEME

### 7.1 Recommended Scheme of Improvements and Priorities

The recommended scheme of improvements is shown on **Figures 12 and 13** with concept details for some elements of the scheme shown on **Figures 14A to L**.

Those measures that incorporate raised platforms on bus routes would need to be designed with a (low) profile to suit bus operations.

Table 7.1 shows the priorities for implementation based on a 2 level timeframe:

- Priority 1 - within 2 years
- Priority 2 - within 2-5 years

Priority 2 represents those projects that would require a longer timeframe to design and implement.

**TABLE 7.1**

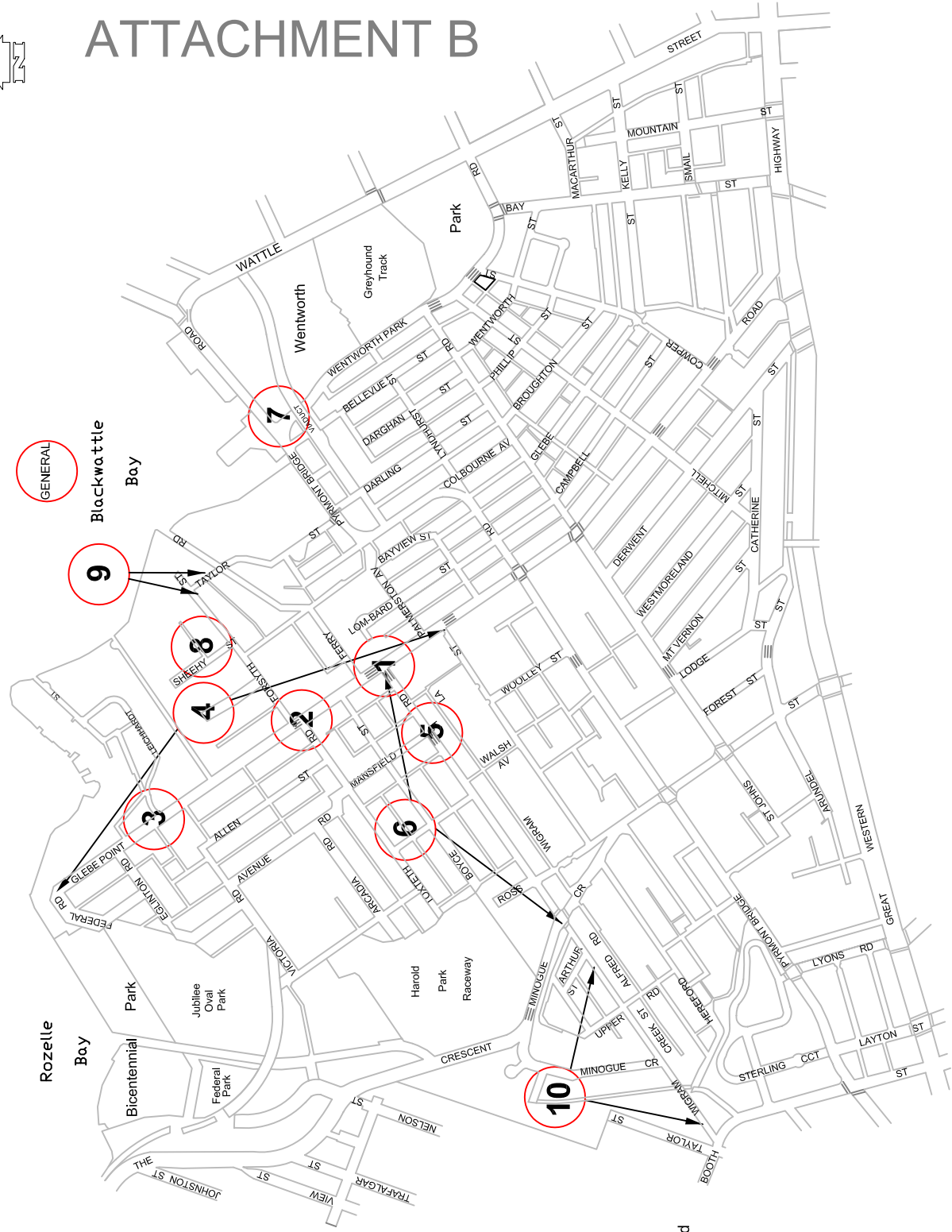
#### PRIORITIES FOR THE RECOMMENDED WORKS

	Proposed Works	Priority
General	General – Introduction of 40km/h speed limit for all local and regional roads	1
1	Glebe Point Road / Wigram Road – provide raised platforms on MFC's (does not include kerb extensions at Ferry Road)	1
2	Glebe Point Road / Toxteth Road – provide raised platform on MFC and kerb extensions	1
3	Glebe Point Road / Leichhardt Street – provide raised MFC in Glebe Point Road and kerb extensions	2
4	Glebe Point Road between Hereford Road and Federal Road – provide kerb extensions at intersections	2
5	Wigram Road at Mansfield Street – provide raised platform on MFC	1
6	Wigram Road between Glebe Point Road and Minogue Crescent – provide kerb extensions at intersections	2
7	Bridge Road / Wentworth Park Road – provide channelisation and road narrowing and investigate traffic signals	2
8	Provide shared zone treatment in Sheehy Street and Strathmore Lane	1
9	Install Turn (R) Sign with 15km/h advisory plate in Forsyth Street on ELP west of Taylor Street. Replace 25km/h advisory plate with 15km/h advisory plate on existing turn sign in Taylor Street south of Forsyth Street	1
10(a)	Following further monitoring and community consultation, provide 2 raised platforms – low profile (speed humps) in Wigram Road between Upper Road and Arthur Street	1
10(b)	Provide 'bus friendly' raised threshold in Wigram Road at/ near Booth Street	1

	<b>Proposed Works</b>	<b>Priority</b>
11	Wentworth Park Road / St Johns Road – relocate MFC to northern side of intersection and provide raised platform and kerb extensions.	1
12	Wentworth Park Road / Cowper Street – provide raised platform on MFC	1
13	Macarthur Street at Bay Street – provide MFC across Macarthur Street with kerb extensions	1
14	Bay Street / Kelly Street (i) provide either traffic signals including pedestrian facilities across all legs of the intersection; or (ii) provide MFC across Bay Street and Kelly Street with appropriate safety measures	either 2 or 1
15	St Johns Road at Mt Vernon Street – provide raised platform, kerb extensions for MFC and bicycle lane treatment (City Projects)	2
16	St Johns Road between Ross Street and Glebe Point Road – provide bicycle lane treatment (City Projects)	2
17	St Johns Road between Glebe Point Road and Colbourne Avenue – provide bicycle lane treatment (details by City Projects)	2
18	Wattle Street at Broadway – provide kerb extensions on the left turn road into Wattle Street	2
19	Provide kerb extensions at Lodge Street / Catherine Street	1
	Provide 'bus friendly' speed hump in Catherine Street, west of Derwent Street	1
20	Investigate pedestrian improvements including wider footpaths in Arundel Street at pedestrian overbridge and in Catherine Street (between Lodge Street and Mt Vernon Street) and Seamer Street (City Projects)	2
21	Investigate need for pedestrian improvements at Derwent Street and Catherine Street intersection (City Projects)	2
22	Provide statutory No Stopping in Upper Road at Alfred Road / Creek Street	1
23	Provide Shared Zone treatment in Wigram Lane between Ross Street and Walsh Avenue. Investigate the extension of the Shared Zone east of Walsh Avenue	1



# ATTACHMENT B



## PROPOSED IMPROVEMENT WORKS

### GENERAL

Request the RTA to authorise the introduction of a 40km/h speed limit on all local and regional roads in Glebe and Forest Lodge (ie. Study Area).

1. \* Glebe Point Road / Wigram Road
  - Provide raised platforms on MFC's.
2. \* Glebe Point Road / Toxteth Road
  - Provide raised platform on MFC and kerb extensions.
3. \* Glebe Point Road / Leichhardt Street
  - Provide raised MFC in Glebe Point Road and kerb extensions.
4. Glebe Point Road between Hereford Road and Federal Road
  - Provide kerb extensions at intersections.
5. \* Wigram Road at Mansfield Street
  - Provide raised platform on MFC.
6. Wigram Road between Glebe Point Road and Minogue Crescent
  - Provide kerb extensions at intersections.
7. Bridge Road / Wentworth Park Road
  - Provide channelisation and road narrowing and investigate traffic signals.
8. Provide shared zone treatment in Sheehy Street and Strathmore Lane.
9. Install Turn (R) Sign with 15km/h advisory plate in Forsyth Street on ELP west of Taylor Street. Replace 25km/h advisory plate with 15km/h advisory plate on existing turn sign in Taylor Street south of Forsyth Street.
10. \* a) Following further monitoring and community consultation provide 2 raised platforms - low profile (speed humps) in Wigram Road between Upper Road and Arthur Street.  
\* b) Provide 'bus friendly' raised threshold in Wigram Road at / near Booth Street.

\* Raised Platform to suit buses.

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**RECOMMENDED SCHEME  
GLEBE / FOREST LODGE  
TRAFFIC STUDY AREA**  
**PROPOSED IMPROVEMENT WORKS**

JOB NO. 26130	REV.
<b>FIGURE 12</b>	
NOT TO SCALE	



# ATTACHMENT B



## PROPOSED IMPROVEMENT WORKS

### GENERAL

Request the RTA to authorise the introduction of a 40km/h speed limit on all local and regional roads in Glebe and Forest Lodge (ie. Study Area).

11. Wentworth Park Road / St Johns Road
  - Relocate MFC to northern side of intersection and provide raised platform and kerb extensions.
12. Wentworth Park Road / Cowper Street
  - Provide raised platform on MFC.
13. MacArthur Street at Bay Street
  - Provide MFC across MacArthur Street with kerb extensions.
14. Bay Street / Kelly Street
 

Two options as follows:

  - (i) Provide traffic signals including pedestrian facilities across all legs of the intersection; and / or
  - (ii) Provide MFC across Bay Street and Kelly Street with appropriate safety measures.
15. \* St Johns Road at Mt Vernon Street
  - Provide raised platform, kerb extensions for MFC and bicycle lane treatment.
16. St Johns Road between Ross Street and Glebe Point Road
  - Provide bicycle lane treatment.
17. St Johns Road between Glebe Point Road and Colbourne Avenue
  - Provide bicycle lane treatment (details by City Projects).
18. Wattle Street at Broadway
  - Provide kerb extensions on the left turn road into Wattle Street.
19. a) Provide kerb extensions at Lodge Street / Catherine Street.
  - \* b) Provide 'bus friendly' speed hump in Catherine Street, west of Denwent Street.
20. Investigate pedestrian improvements including wider footpaths in Arundel Street at pedestrian overbridge and in Catherine Street (between Lodge Street and Mt Vernon Street) and Seamer Street. (City Projects)
21. Investigate need for pedestrian improvements at Denwent Street and Catherine Street intersection.
22. Provide statutory No Stopping in Upper Road at Alfred Road / Creek Street.
23. Provide Shared Zone in Wigram Road between Ross Street and Walsh Avenue. Investigate the extension of Shared Zone east of Walsh Avenue.

\* Raised Platform to suit buses.

REV	DETAILS OF REVISIONS	DATE

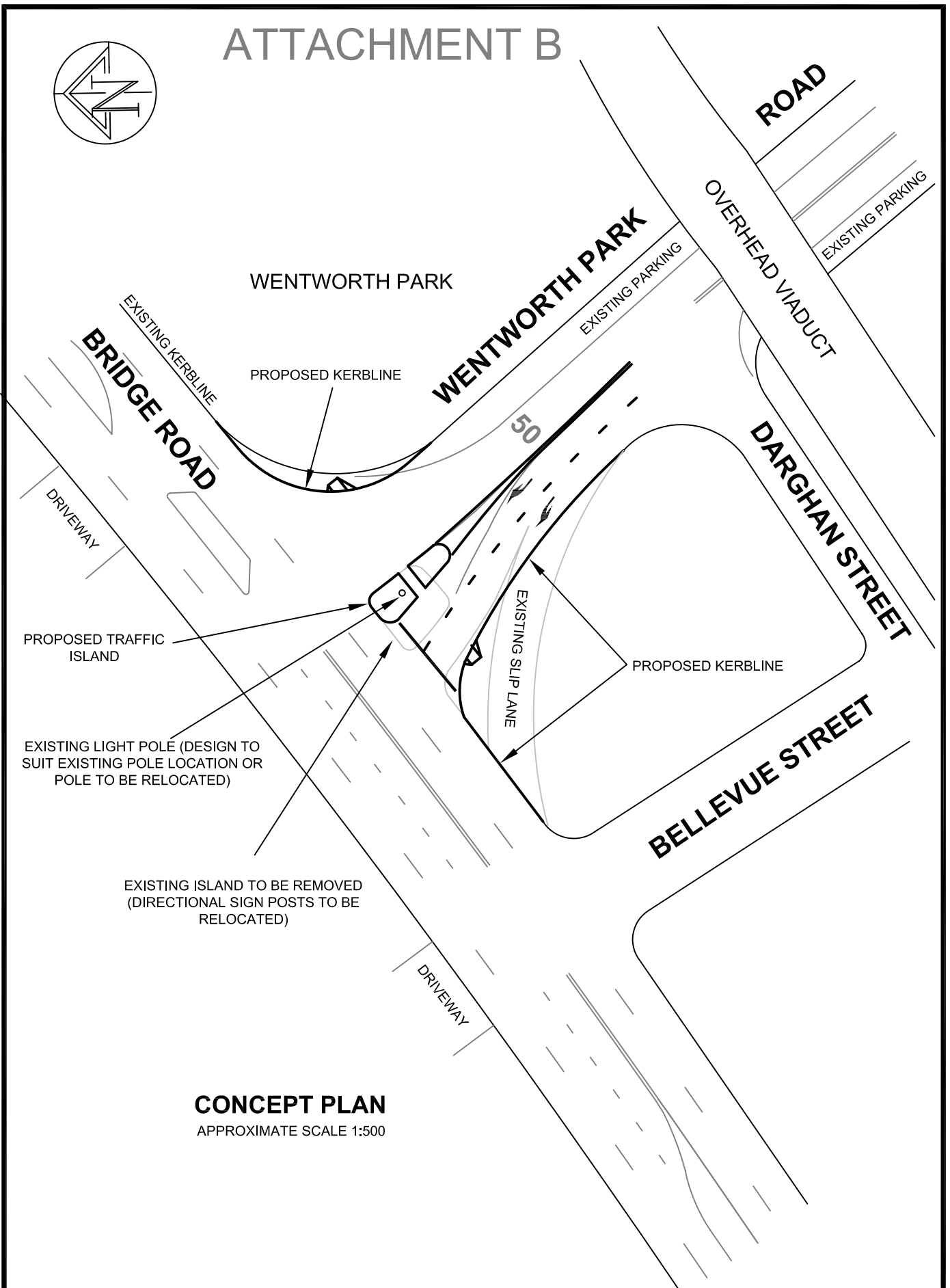
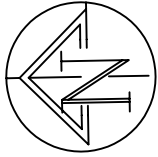
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**RECOMMENDED SCHEME**  
 GLEBE / FOREST LODGE  
 TRAFFIC STUDY AREA  
**PROPOSED IMPROVEMENT WORKS**

JOB NO. 26130	REV.
<b>FIGURE 13</b>	
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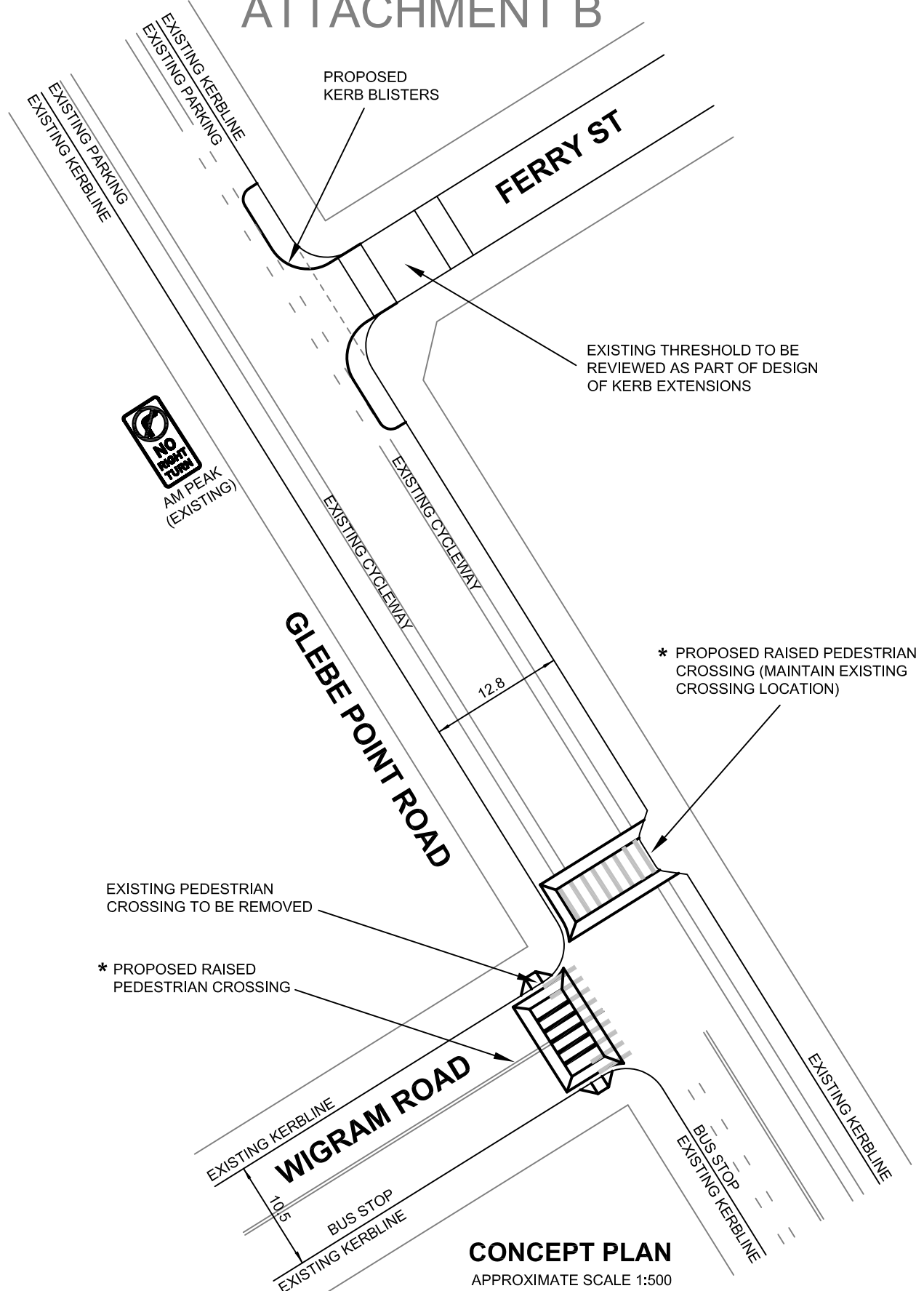
## FIGURE 14A

GLEBE / FOREST LODGE TRAFFIC STUDY AREA

## WENTWORTH PARK ROAD AND BRIDGE ROAD INTERSECTION

JOB NO.26130

# ATTACHMENT B



**CONCEPT PLAN**  
APPROXIMATE SCALE 1:500

\* RAISED PLATFORM TO SUIT BUS OPERATION

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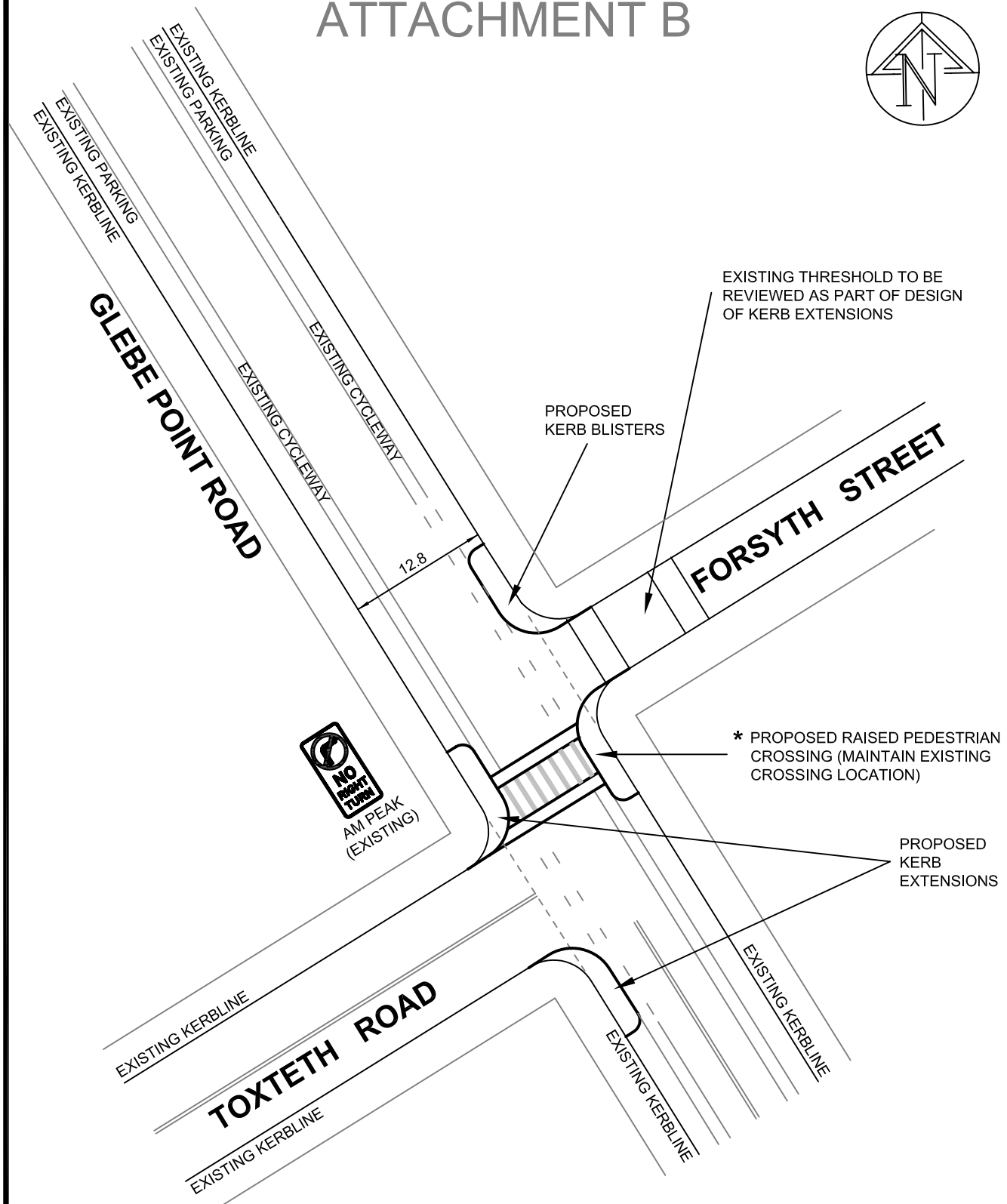
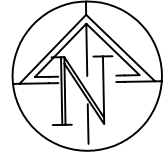
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**FIGURE 14B**

GLEBE / FOREST LODGE TRAFFIC STUDY AREA  
**WIGRAM ROAD, FERRY STREET AND  
GLEBE POINT ROAD INTERSECTION**

JOB NO.26130

# ATTACHMENT B



## CONCEPT PLAN

APPROXIMATE SCALE 1:500

\* RAISED PLATFORM TO SUIT BUS OPERATION

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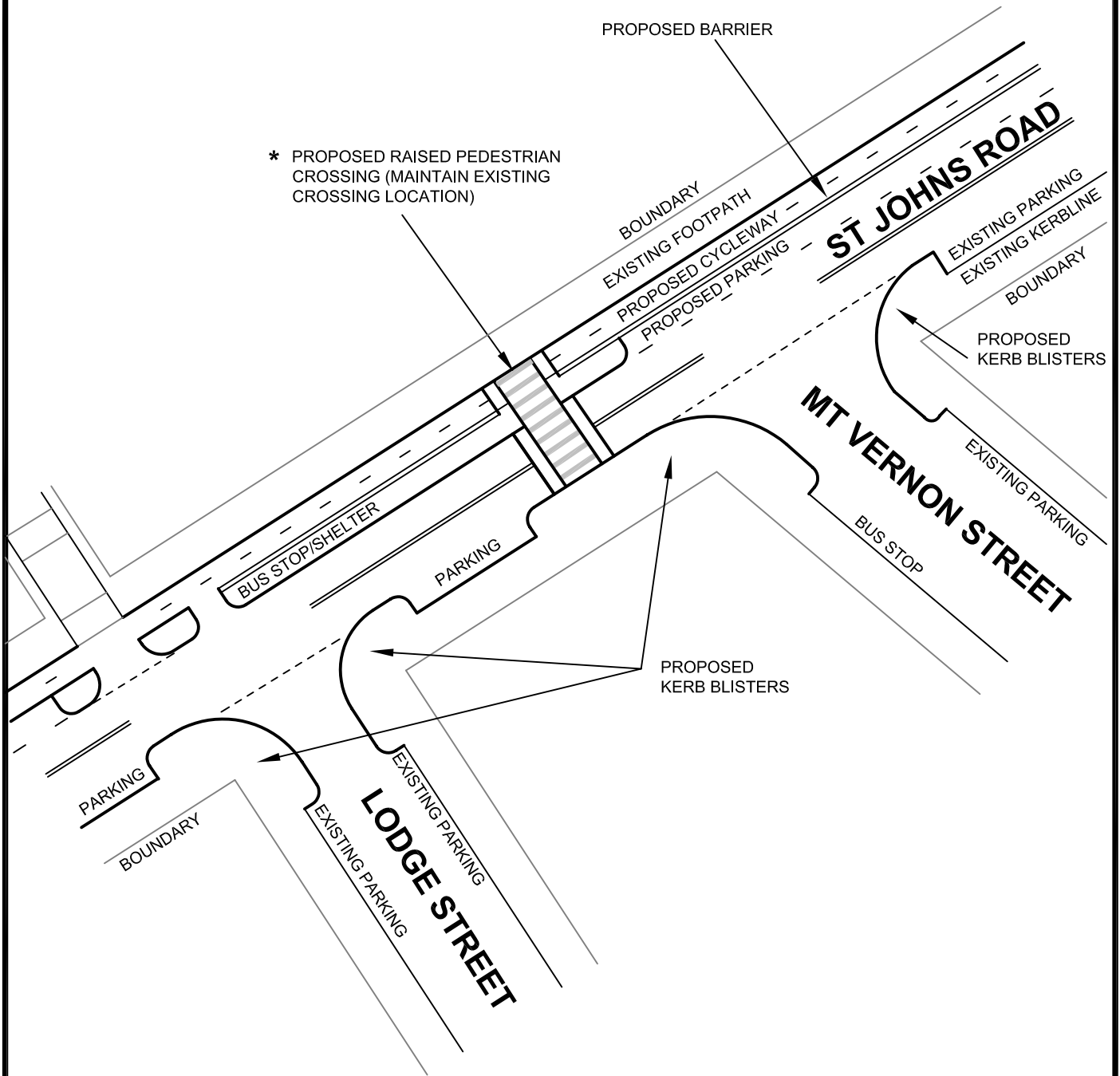
### FIGURE 14C

GLEBE / FOREST LODGE TRAFFIC STUDY AREA

## GLEBE POINT ROAD AND TOXTETH ROAD INTERSECTION

JOB NO.26130

# ATTACHMENT B



\* PROPOSED RAISED PEDESTRIAN CROSSING (MAINTAIN EXISTING CROSSING LOCATION)

## CONCEPT PLAN

APPROXIMATE SCALE 1:500

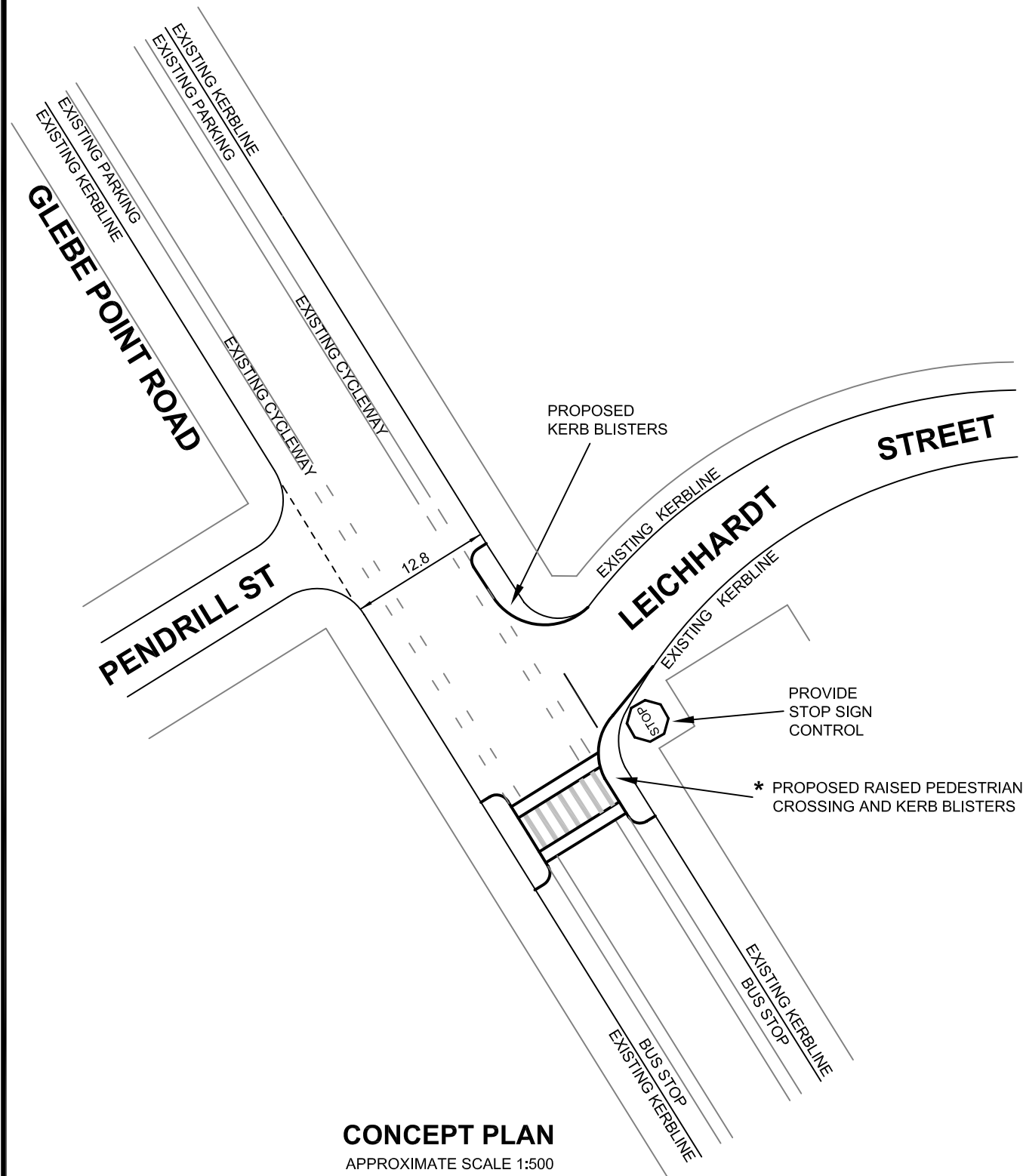
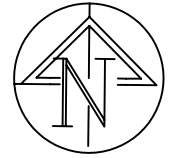
\* RAISED PLATFORM TO SUIT BUS OPERATION

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**FIGURE 14D**  
GLEBE / FOREST LODGE TRAFFIC STUDY AREA  
**ST JOHNS ROAD AND  
MT VERNON STREET INTERSECTION**  
JOB NO.26130



# ATTACHMENT B



## CONCEPT PLAN

APPROXIMATE SCALE 1:500

\* RAISED PLATFORM TO SUIT BUS OPERATION

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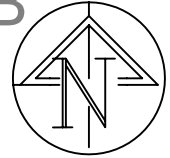
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### FIGURE 14E

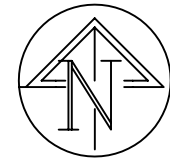
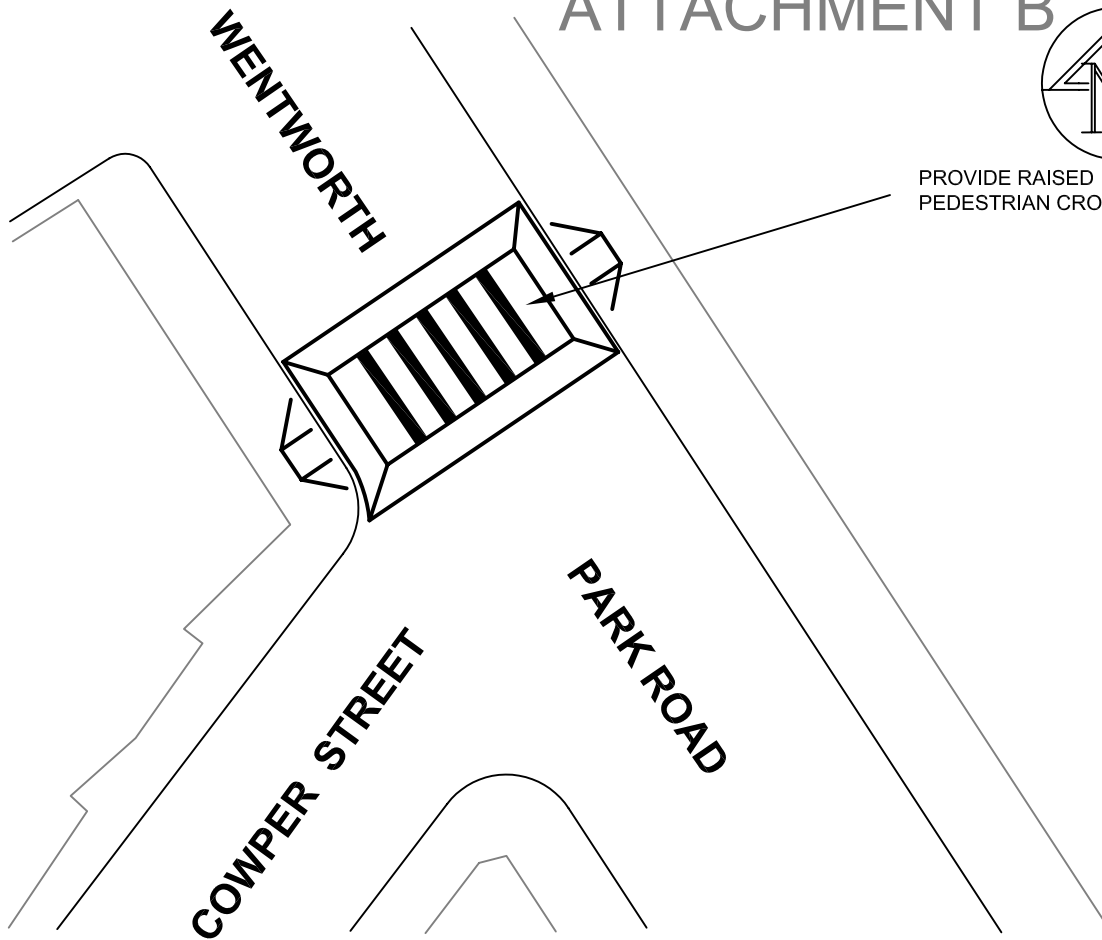
GLEBE / FOREST LODGE TRAFFIC STUDY AREA  
**LEICHHARDT STREET AND  
GLEBE POINT ROAD INTERSECTION**

JOB NO.26130

# ATTACHMENT B



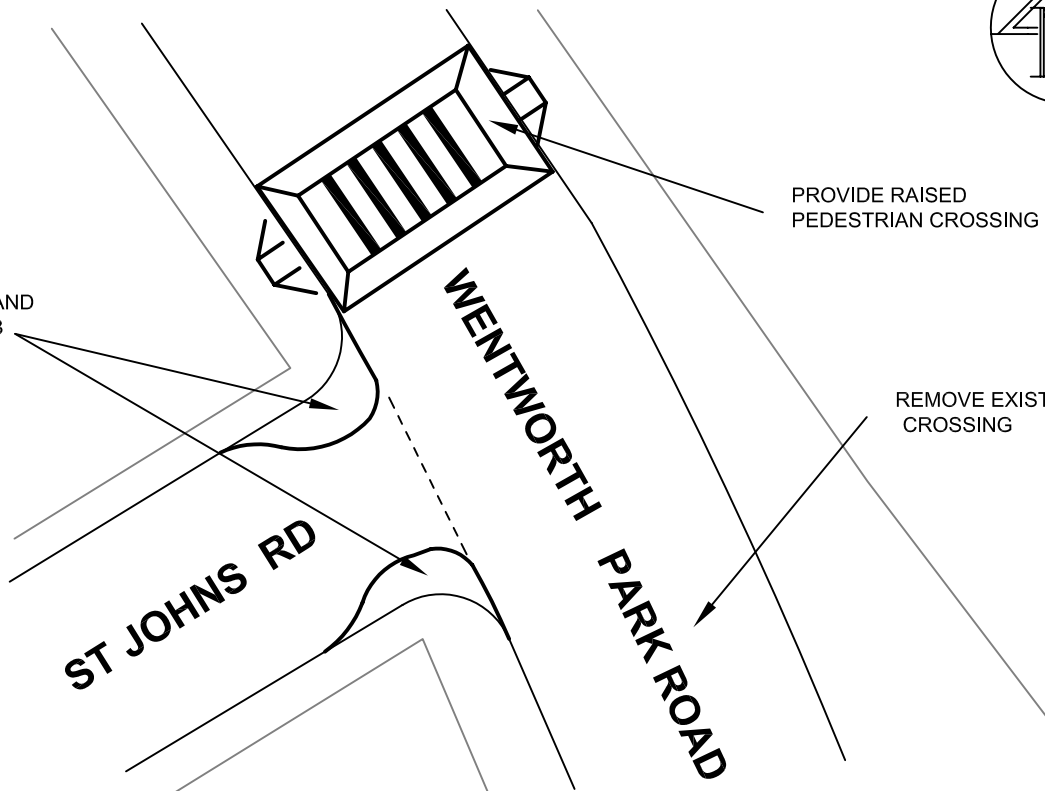
PROVIDE RAISED PEDESTRIAN CROSSING



PROVIDE RAISED PEDESTRIAN CROSSING

REMOVE EXISTING CROSSING

INVESTIGATE AND PROVIDE KERB EXTENSIONS



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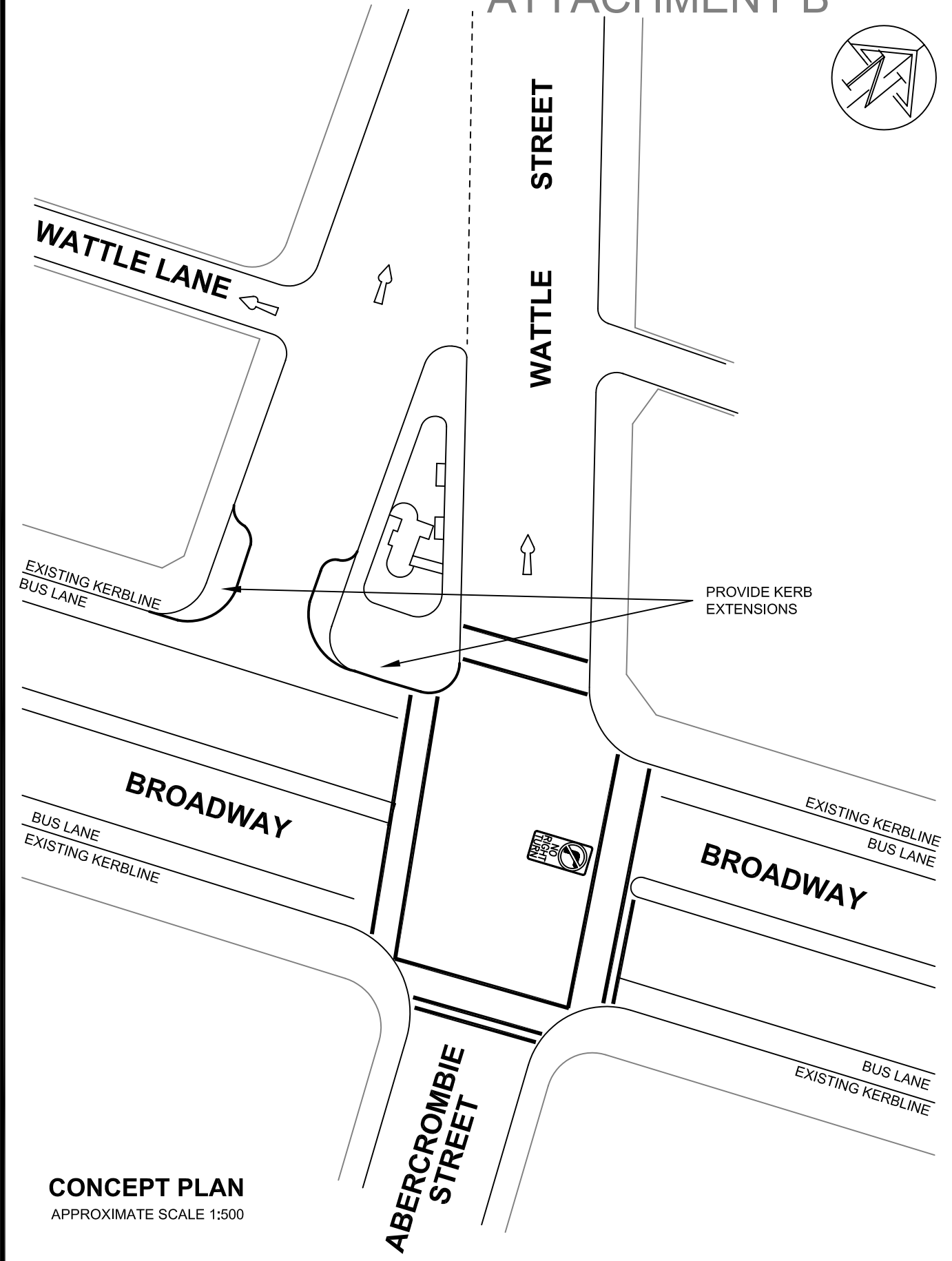
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## FIGURE 14F

GLEBE / FOREST LODGE TRAFFIC STUDY AREA  
**INTERSECTION WENTWORTH PARK RD  
WITH COWPER ST AND ST JOHNS RD**

JOB NO.26130

# ATTACHMENT B



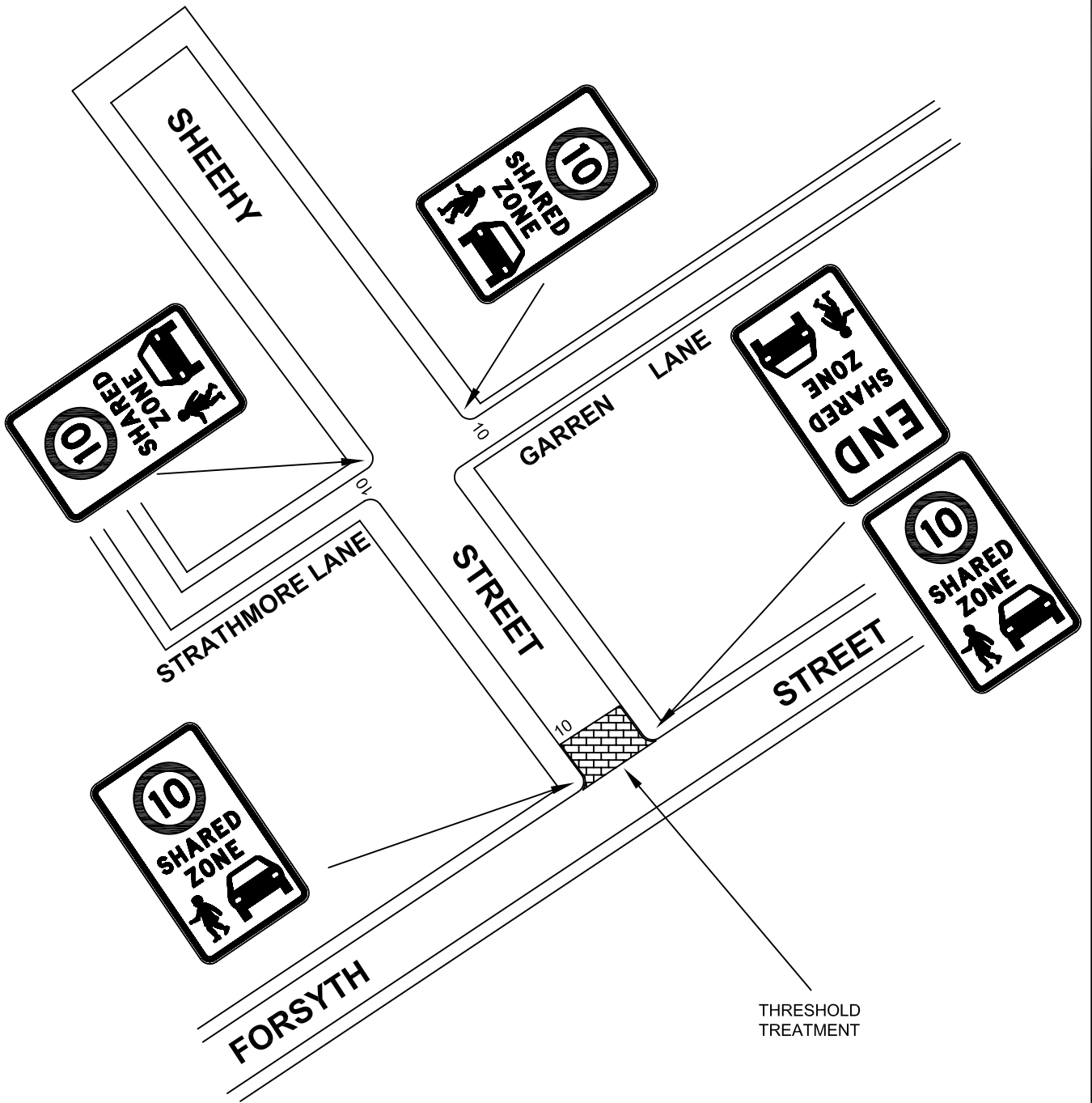
**CONCEPT PLAN**  
APPROXIMATE SCALE 1:500

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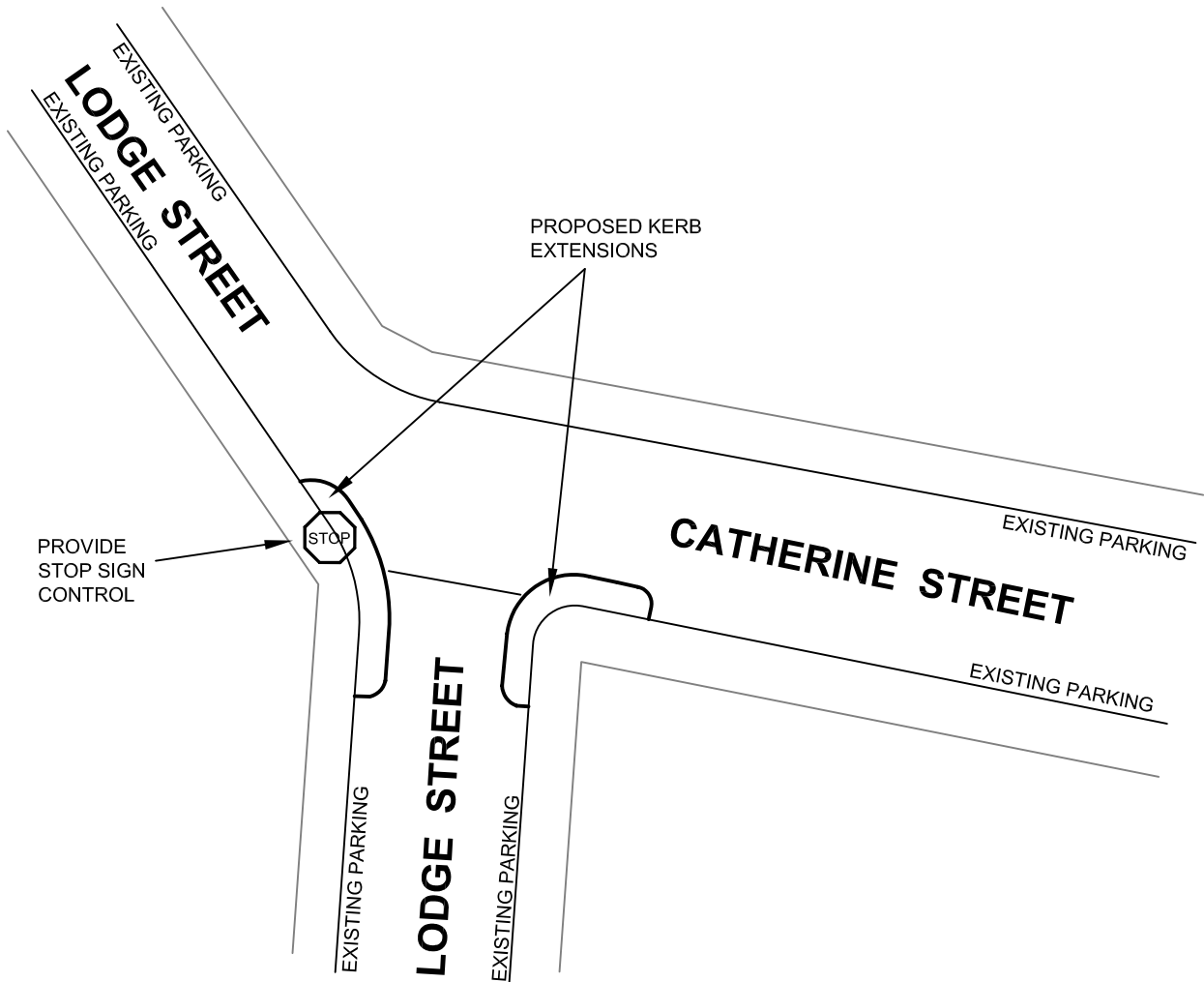
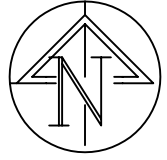
**FIGURE 14G**  
GLEBE / FOREST LODGE TRAFFIC STUDY AREA  
**WATTLE STREET, ABERCROMBIE STREET  
AND BROADWAY INTERSECTION**

JOB NO.26130

# ATTACHMENT B



# ATTACHMENT B



## CONCEPT PLAN

APPROXIMATE SCALE 1:500

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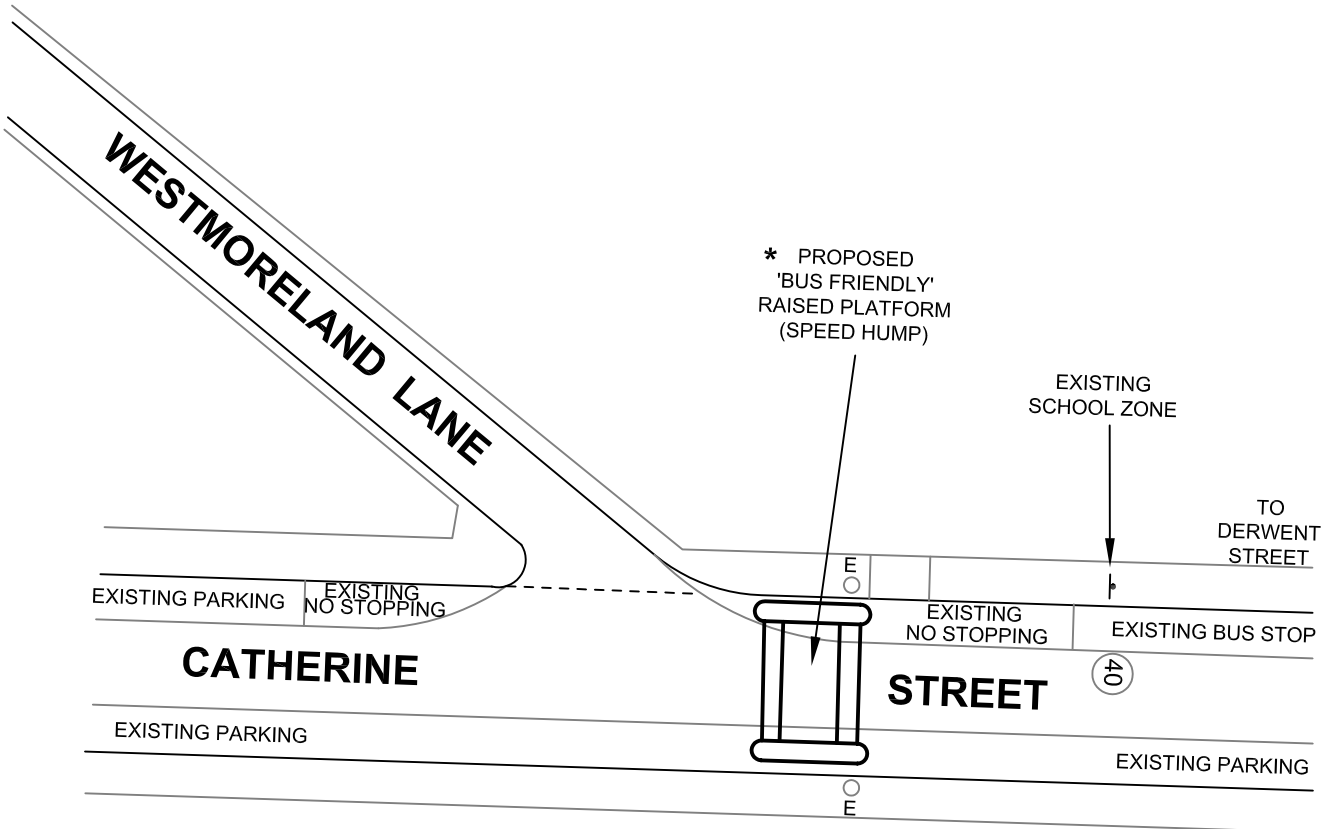
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### FIGURE 14I

GLEBE / FOREST LODGE TRAFFIC STUDY AREA  
**LODGE STREET AND CATHERINE STREET  
INTERSECTION**

JOB NO.26130

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## CONCEPT PLAN

APPROXIMATE SCALE 1:500

\* RAISED PLATFORM TO SUIT BUS OPERATION

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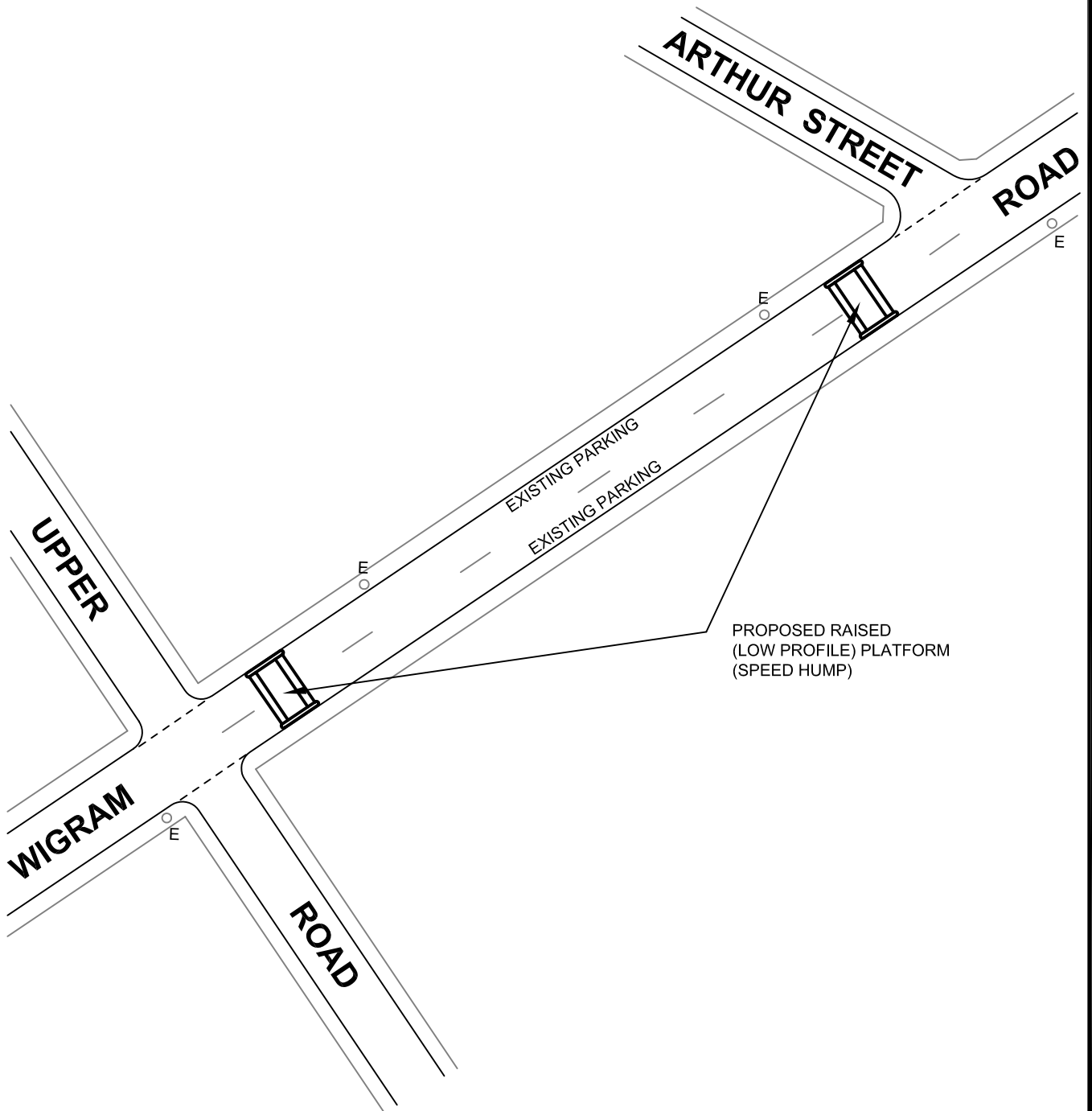
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### FIGURE 14J

GLEBE / FOREST LODGE TRAFFIC STUDY AREA  
**WESTMORELAND LANE AND  
CATHERINE STREET INTERSECTION**

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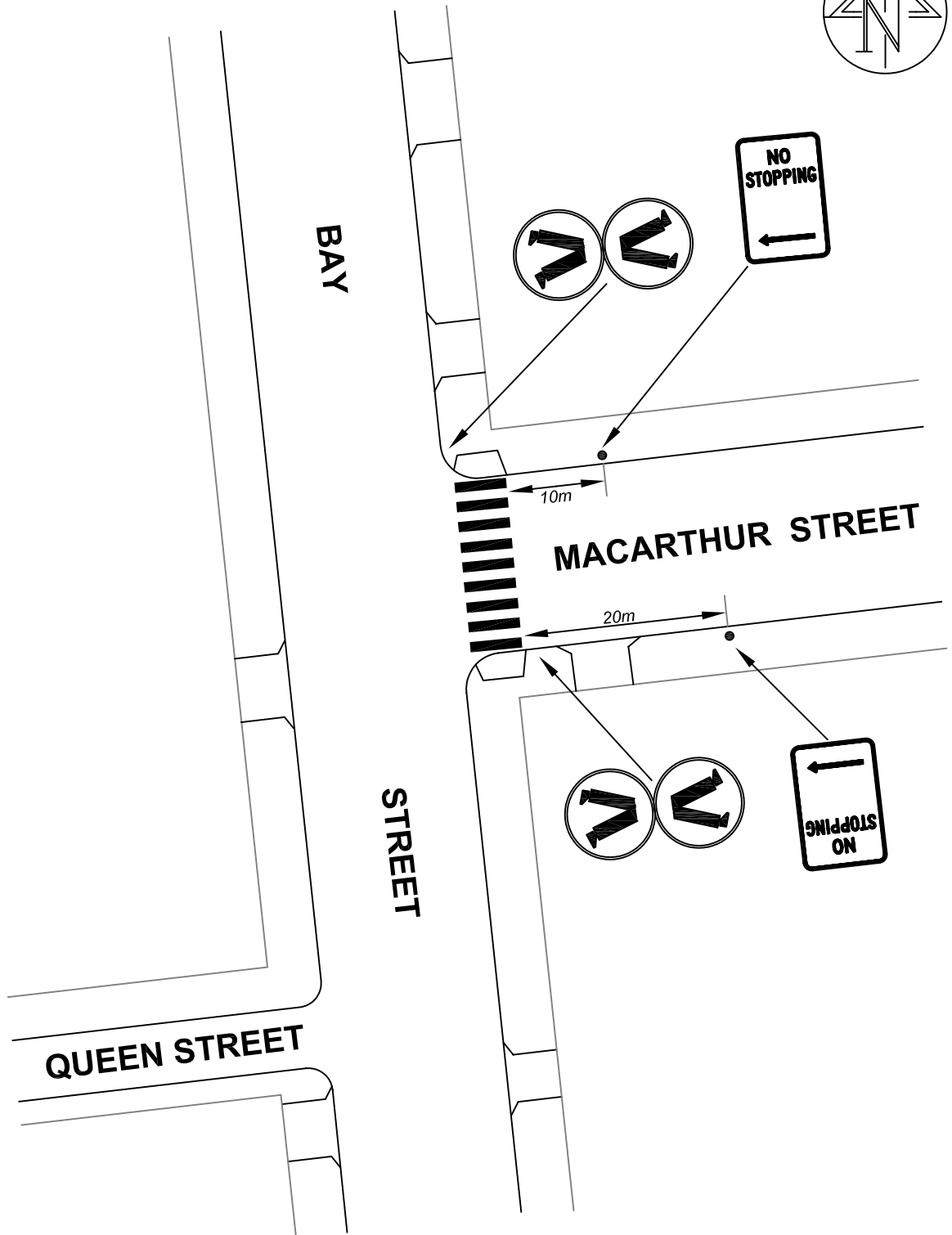
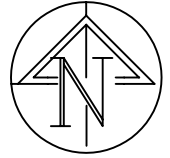
### FIGURE 14K

GLEBE / FOREST LODGE TRAFFIC STUDY AREA

**WIGRAM ROAD BETWEEN  
ARTHUR STREET AND UPPER ROAD**

JOB NO.26130

# ATTACHMENT B



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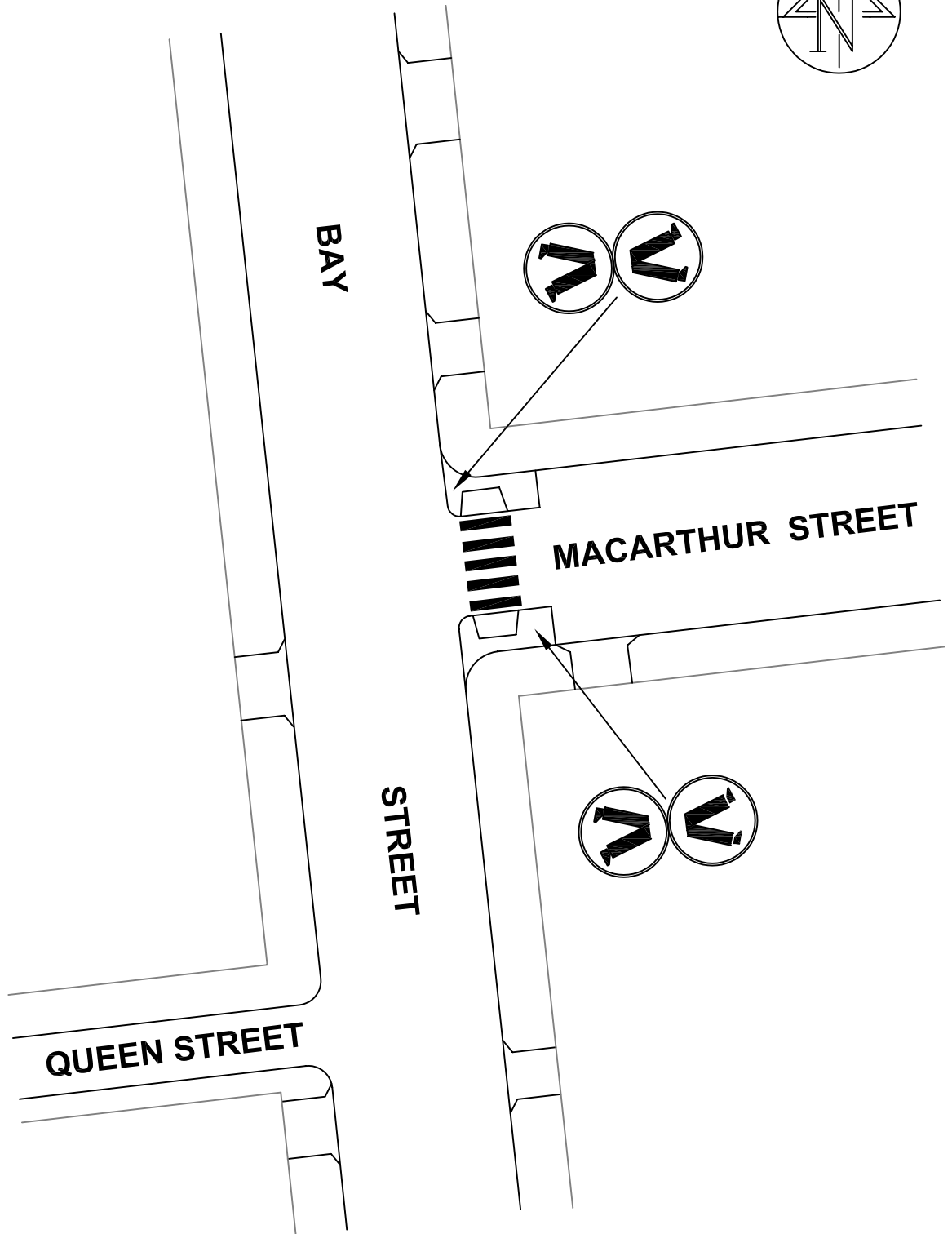
### FIGURE 14L (stage 1)

GLEBE / FOREST LODGE TRAFFIC STUDY AREA  
**PEDESTRIAN CROSSING IN MACARTHUR  
STREET, EAST OF BAY STREET, ULTIMO**

JOB NO.26130



# ATTACHMENT B



## CONCEPT PLAN

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### FIGURE 14L (stage 2)

GLEBE / FOREST LODGE TRAFFIC STUDY AREA

**PEDESTRIAN CROSSING IN MACARTHUR  
STREET, EAST OF BAY STREET, ULTIMO**

JOB NO.26130

## 7.2 Locations for Monitoring and or Further Investigation

Those locations that are recommended for future monitoring and or further investigation of traffic matters by the City are as follows:

### Future Monitoring

- (i) Leichhardt Street - Need for additional traffic control measures;
- (ii) Mary Street - Need for one way traffic;
- (iii) Marlborough Street - Need for traffic calming or changed traffic control to reduce attractiveness as short cut to Bridge Road from Glebe Point Road.

### Future Investigation

- (iv) Those traffic matters raised concerning additional and / or altered measures in Glebe Point Road in the Stage 1 Upgrade Area which include:
  - Francis Street / (suggested closure or made one way east);
  - Location of the bus stop in Glebe Point Road (east side) near Parramatta Road (too close to intersection);
  - Glebe Society's Submission (see Appendix 2 – Other Matters / Comments No.055).
- (v) The need for a traffic and pedestrian study of streets adjacent Broadway Shopping Centre (Bay Street, Francis Street etc.);
- (vi) Investigation of future shared zones in study area including:
  - Alfred Street between stone steps at Minogue Crescent and Upper Road;
  - Lombard Street, north of Palmerston Avenue.
- (vii) Investigation of a suggested rat run from Bridge Road to Hereford Street via Walsh Avenue, Wigram Lane, Wigram Road. (**NB.** Shared Zone treatment is recommended for Wigram Lane.)
- (viii) Monitoring of the traffic conditions in Wentworth Park Road following installation of traffic signals at Bridge Road.
- (ix) Traffic and parking conditions adjacent International Grammar School and / or need for The City's RSO's to visit the school.
- (x) Consider footpath widening in Sheehy Street for inclusion in appropriate LAAP (**NB.** this is separate and additional to proposed Shared Zone treatment).

## 7.3 Other City of Sydney Matters Raised in Community Consultation Outside the Scope of the Study

These matters included a range of issues including parking, maintenance and pedestrian way finding. These issues will be examined and addressed by the relevant units of the City. These issues are listed below.

### 7.3.1 Parking

Parking matters include:

- (i) Additional parking required in Glebe Point Road;
- (ii) Remove No Stopping in Glebe Point Road at Bridge Road for northbound direction;
- (iii) Remove No Parking in Glebe Point Road outside St Johns Church;
- (iv) Parking at Wentworth Park (i.e. it is a problem);
- (v) Wigram Road – parking problems at Harold Park (when in use) and near Harold Hotel on Friday nights;
- (vi) Complaints about loss of parking due to recent installation of No Stopping signs on Bayview Street between Marlborough Street and Allum Place;
- (vii) Missing sign in John Lane (off Clare Street) which blocks entrance to apartments;
- (viii) Parking too close to the corner at Hegarty Street / York Lane – difficulty for garbage truck;
- (ix) Paint lines across unnamed lane way off Mt Vernon Street, near Town Hall (to stop parking across it).

### 7.3.2 Maintenance

Maintenance matters include:

- (i) Bay Street near Westpac Bank – the City’s sign is a problem;
- (ii) Pedestrian crossing in Glebe Point Road at Hereford Road – only one sign at this location which is obscured by a tree;
- (iii) Marked foot crossings are poorly maintained;
- (iv) Footpath quality in general in Glebe / Forest Lodge area.

### 7.3.3 Pedestrian Way Finding

This includes:

- (i) Clearly defined pedestrian routes into the City and CBD from Glebe are required.

## 7.4 Matters Raised in Community Consultation that are the Responsibility of Another Agency

There were a number of matters raised that are the responsibility of other government agencies such as the Roads & Traffic Authority, Sydney Buses, the NSW Department of Transport and NSW Police Force. In addition, the traffic study identified several matters (technical matters) that should be forwarded to the RTA for investigation and follow up. These are listed below.

### 7.4.1 Roads & Traffic Authority (RTA)

#### Technical Matters

The traffic study identified a number of matters on State Roads that require investigation by the RTA. These include:

- (i) Pedestrian crossing volumes in Ross Street at Arundel Street;
- (ii) Pedestrian accidents in Bridge Road, 50 metres east and west of Glebe Point Road;
- (iii) Pedestrian accidents in Ross Street within 50 metres of Bridge Road;
- (iv) Pedestrian accidents in Parramatta Road between Bay Street and west of Derwent Street;
- (v) Pedestrian crossing volumes using the marked foot crossing and accidents (vehicles only) in Bridge Road at Wolley Street as well as the need to upgrade facilities at the marked foot crossing.

#### Community Issues

A number of issues were raised by the community that are the responsibility of the RTA. Those issues which have merit for consideration and support by the Authority are as follows:

- (i) Reduction of the 60km/h speed limit to 50km/h in Bridge Road and Ross Street / Minogue Crescent / The Crescent. The alignment and road width of Bridge Road and Ross Street / Minogue Crescent / The Crescent are better suited to the lower 50km/h limit. In addition, a lower speed limit may assist in reducing the number and severity of all the accidents that occurred on these roads including the isolated pedestrian and cyclist accidents. (See Table 3.5 for 5 year accident summary.)
- (ii) Reconsider the proposed removal of the MFC in Minogue Crescent adjacent Harold Park. It is recommended that consideration be given to replacing the MFC with pedestrian actuated traffic signals, in line with RTA's normal policy.
- (iii) Provide an additional pedestrian crossing on the northern side of Minogue Crescent at Wigram Road, as well as review the pedestrian times at intersection.

- (iv) Provide pedestrian crossings across all legs of the intersection at Bridge Road / Booth Street and consider measures to reduce red light running at the intersection.
- (v) Review the pedestrian times at the intersection of Bridge Road / Glebe Point Road and investigate the need for a red light camera and bus priority at the intersection.
- (vi) (a) Review the pedestrian times at the intersections of:
  - Parramatta Road / Glebe Point Road;
  - Bridge Road / Ross Street.
- (b) In addition, at the Bridge Road / Ross Street intersection, investigate red light running and enforcement of the 'No Right Turn Bus Excepted' restrictions.
- (vii) At the intersection of Bridge Road / Taylor Street:
  - Consider Left Turn on Red (out of Taylor Street);
  - Review traffic signal times

**NB.** The city is currently preparing a submission for consideration by its Traffic Committee for the removal of the PM 'No Right Turn' restriction into Taylor Street for a trial period

- (viii) Investigate the provision of additional safe pedestrian crossing facilities in Wattle Street between Broadway and Bridge Road.

Other issues raised by the community include:

- (ix) Bridge Road:
  - Traffic congestion near the Fish Markets;
  - Level of traffic volumes;
  - Lack of parking for residents in some sections of Bridge Road (NB: there are sections of 'No Stopping' provided for road / intersection capacity and/or due to the road width, which prevents any parking in some sections along Bridge Road).
  - Suggestions of providing a toll in Bridge Road and/or a road closure of Bridge Road (NB: both of these suggestions are likely to result in higher levels of traffic using the local road network in Glebe and Forest Lodge with significant negative impacts on the local road network.
  - The need for possible grade separation of Bridge Road and Glebe Point Road with Bridge Road in Tunnel (NB: this tunnel suggestion would require property acquisition along Bridge Road to maintain local access and would have significant negative impacts.)
- (x) Queuing in St Johns Road at Ross Street from the traffic signals and the possible affect on pedestrian amenity.

- (xi) Cycle path on Anzac Bridge. Concern that poles and other narrowing on the path affect the width and safety of the facility.

### **7.4.3 Sydney Buses**

Community issues raised for Sydney Buses include:

- (i) Increase off peak bus services in area;
- (ii) Reintroduce buses using Pyrmont Bridge Road;
- (iii) Faster bus trip to City required (i.e. 431 or 433) and to use Bridge Road.
- (iv) Buses are noisy and polluting at terminus at northern end of Glebe Point Road and in Mt Vernon Street;
- (v) Bus speeds (too fast) in Glebe Point Road at northern end and in Wigram Road (down the hill) east of Minogue Crescent.

### **7.4.4 NSW Department of Transport**

Community issues raised include:

- (i) Provide disabled / pram access to Glebe light rail station at end of Bayview Street (replace steps);
- (ii) Provide bike racks at all light rail stations.

### **7.4.5 Enforcement (NSW Police Force)**

Enforcement matters include:

- (ii) One way in Jaricon Avenue between Bridge Road and St Johns Road is ignored;
- (iii) No Right Turn, Buses Excepted from Bridge Road into Ross Street is ignored by cars;
- (iv) AM No Left Turn restriction in Wigram Road at Bell Street is ignored.

**APPENDIX 1**

**SUMMARY OF OUTCOMES FROM FIRST COMMUNITY WORKSHOP**

APPENDIX 1 – COMMUNITY COMMENTS FROM 1<sup>ST</sup> WORKSHOP & PUBLIC SUBMISSIONS

TABLE A1

**COMMUNITY CONSULTATION  
SUMMARY OF ISSUES OR PROBLEMS FROM WORKSHOP**

**Glebe Point Road**

Issue / Problem	Comments
<ul style="list-style-type: none"> <li>• Not fully covered by upgrade.</li> </ul>	Northern section will be upgraded in future.
<ul style="list-style-type: none"> <li>• Consider mall type device.</li> </ul>	Mall is not appropriate for Glebe Point Road, as it is a main collector road and a bus route.
<ul style="list-style-type: none"> <li>• At Ferry Road               <ul style="list-style-type: none"> <li>- reduced sight distance due to parking</li> <li>- intersection is confusing and unsafe.</li> </ul> </li> </ul>	See separate comments.
<ul style="list-style-type: none"> <li>• At Wigram Road               <ul style="list-style-type: none"> <li>- vehicle drive through crossing (2)</li> <li>- buses obscure sight lines.</li> </ul> </li> </ul>	See separate comments.
<ul style="list-style-type: none"> <li>• At Ferry Road / Wigram Road               <ul style="list-style-type: none"> <li>- location of MFC and taxis pulling up makes it difficult to pass;</li> <li>- bus access for left and right turns restricted.</li> </ul> </li> </ul>	See separate comments.
<ul style="list-style-type: none"> <li>• At Pymont Bridge Road               <ul style="list-style-type: none"> <li>- remove No Stopping for northbound</li> <li>- traffic too fast;</li> <li>- no time to cross. Red light camera should be on Bridge Road;</li> <li>- consider tunnel (Pymont Bridge Road) under Glebe Point Road.</li> </ul> </li> </ul>	<p>No Stopping is required for capacity and safety at the intersection. Pedestrian times and red light camera are a matter for the RTA. Speed limit on Pymont Bridge road is 60km/h.</p> <p>Tunnel option for Bridge Road is matter for RTA</p>
<ul style="list-style-type: none"> <li>• Lack of thresholds at local street access in Glebe Point Road.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>• Appropriateness of traffic signals at Glebe School.</li> </ul>	Traffic signals will not be provided at this location.
<ul style="list-style-type: none"> <li>• Parking in Glebe Point Road</li> </ul>	Quantum of parking is outside the scope of this study.
<ul style="list-style-type: none"> <li>• Extend 40km/h on Glebe Point Road due to speeding</li> </ul>	<p>Speed limit changes need to be approved by the RTA.</p> <p>City of Sydney is requesting 40km/h speed limit for Glebe Point Road as part of the upgrade works and it is understood that this has been approved by the RTA.</p>



**Glebe Point Road (Con't)**

<b>Issue / Problem</b>	<b>Comments</b>
<ul style="list-style-type: none"> <li>At Leichhardt Street           <ul style="list-style-type: none"> <li>- cars not stopping before entering Glebe Point Road (use Stop sign)</li> <li>- pedestrian refuge at No. 431 needs MFC</li> <li>- Leichhardt Street narrow at intersection.</li> </ul> </li> </ul>	<p>Stop sign may assist. Leichhardt Street is narrow, but wide enough for 2 vehicles where No Stopping provided.</p> <p>MFC to be considered on reduced warrant due to number of older persons who cross to the bus stops in this area.</p>
<ul style="list-style-type: none"> <li>At Francis Street:           <ul style="list-style-type: none"> <li>- traffic from Broadway (2)</li> <li>- ignores No Right Turn from Francis Street</li> <li>- left turn into Glebe Point Road (trucks) damages awning, causes queues.</li> <li>- close Francis Street.</li> <li>- make one way east.</li> </ul> </li> </ul>	<p>Francis Street to be treated in Glebe Point Road upgrade. It is not a residential street but provides access to Broadway development, so road closure and other changes not considered warranted. Disobeyance of restrictions is an enforcement issue for Police.</p>
<ul style="list-style-type: none"> <li>Northern end – buses noisy / fast and safety issue, layover area noisy and polluting.</li> </ul>	<p>Buses require a layover area for terminating routes. Other issues to be referred to Sydney Buses.</p>
<ul style="list-style-type: none"> <li>Bus speeding near Glebe Point Road.</li> </ul>	<p>Bus speeding to be referred to Sydney Buses.</p>
<ul style="list-style-type: none"> <li>At Parramatta Road bus stop is too close to intersection.</li> </ul>	<p>Noted. This is located in the Stage 1 Glebe Point Road upgrade area.</p>

**St Johns Road**

<b>Issue / Problem</b>	<b>Comment</b>
<ul style="list-style-type: none"> <li>3% increase (in traffic) is significant</li> </ul>	<p>Daily volumes are 5,747 to 5,775 vpd, which is consistent with other collector roads.</p>
<ul style="list-style-type: none"> <li>Pedestrian behaviour after pub shuts.</li> </ul>	<p>Not a matter for traffic study.</p>
<ul style="list-style-type: none"> <li>At Purves Street – nearby development will cause congestion.</li> </ul>	<p>Traffic impacts of proposal are assessed as part of City of Sydney's DA process.</p>
<ul style="list-style-type: none"> <li>At Jaricon Avenue – one way ignored between Bridge Road and St Johns Road.</li> </ul>	<p>This is an enforcement matter.</p>
<ul style="list-style-type: none"> <li>Parking too close to narrow cross streets – creates pedestrian conflict.</li> </ul>	<p>Noted. Kerb extension would reduce incidence of parking close to corners.</p>
<ul style="list-style-type: none"> <li>Queuing at St Johns Road / Ross Street – affects pedestrian amenity.</li> </ul>	<p>Noted. Traffic signal timings matter for RTA.</p>

**St Johns Road (Con't)**

Issue / Problem	Comment
<ul style="list-style-type: none"> <li>Into Darghan Street from St Johns Road is a rat run.</li> </ul>	Traffic counts show that there is 21-34 vph using Darghan Street during AM and PM weekday periods. This does not indicate that there is a rat run. Previous investigation by the City also reached the same conclusion.

**Wigram Road**

Issue / Problem	Comment
<ul style="list-style-type: none"> <li>Rat run via Wigram Road, Upper Road, Hereford Road to Bridge Road.</li> </ul>	Traffic conditions appear to be satisfactory in Upper Road. Upper Road carries 47-53 vph during AM and PM weekday periods. 85 <sup>th</sup> vehicle speeds are low at 25-27km/h.
<ul style="list-style-type: none"> <li>At Minogue Crescent – RTA to examine phasing and improve pedestrian safety and crossing times.</li> </ul>	Matter for the RTA. RTA have proposal to install pedestrian crossing facilities on northern side of intersection across Minogue Crescent.
<ul style="list-style-type: none"> <li>At Bell Street – dislike No Left Turn (school access).</li> </ul>	Restrictions are poorly observed. Previous (GeoPlan) Glebe Traffic Study recommended the consideration of the removal of the left turn restrictions.
<ul style="list-style-type: none"> <li>At Walsh Street – dislike No Right Turn</li> </ul>	Restriction was previously implemented to address traffic issue.
<ul style="list-style-type: none"> <li>MFC at Mansfield Street (safety of crossing)</li> </ul>	Raised platform proposed at crossing to reduce vehicle speeds.
<ul style="list-style-type: none"> <li>Between Arthur Street and Upper Street – high vehicle speeds, 2 raised thresholds suggested.</li> </ul>	Wigram Road is 8.5m wide between kerbs, with parking permitted on both sides of the road. Road is narrow and vehicles have to reduce speed when 2 vehicles pass. There is no recorded accident problem in this section of Wigram Road. 85 <sup>th</sup> percentile vehicle speeds are 53km/h and 59km/h. Measures to be considered.

**Wentworth Park Road**

Issue / Problem	Comment
<ul style="list-style-type: none"> <li>At Bridge Road – traffic is too fast from left turn – needs crossing.</li> </ul>	Channelisation and signalisation to be considered.
<ul style="list-style-type: none"> <li>At St Johns Road <ul style="list-style-type: none"> <li>- difficult to turn right from St Johns Road;</li> <li>- difficult to cross at intersection</li> </ul> </li> </ul>	The City has a proposal to relocate crossing and provide raised platform with new crossing which should improve conditions at intersection.

**Other Local Streets**

Issue / Problem	Comment
<ul style="list-style-type: none"> <li>• Forest Street and Lodge Street               <ul style="list-style-type: none"> <li>- one way supported due to narrowness;</li> <li>- too much traffic, speeds, cars side swiped;</li> <li>- when parked out, too narrow to pass, retain two way with passing lanes, etc. Limit access to Lodge street;</li> <li>- maintain two way in Forest Street</li> </ul> </li> </ul>	<p>Forest Street and Lodge Street are 8.0 metres wide between kerbs, with parking permitted on both sides of the road, which does not provide sufficient room for 2 vehicles to pass within each street. Two way hourly volumes are 36-38 vph in Forest Street and 45-49 vph in Lodge Street.</p>
<ul style="list-style-type: none"> <li>• Mt. Vernon Street – buses, noise and polluting.</li> </ul>	<p>Mt Vernon Street is a bus route and there is no proposal to alter the bus route.</p>
<ul style="list-style-type: none"> <li>• Rat run between Bridge Road and Parramatta Road via Junction Street, St Johns Road and Arundel Street.</li> </ul>	<p>Junction Street at Bridge Road restricted to left turn in only movements from Bridge Road. There are small numbers of vehicles disobeying restrictions, which is an enforcement matter.</p>
<ul style="list-style-type: none"> <li>• Seamer Street, Arundel Street and intersection with Catherine Street – too much traffic and vehicle speeds.</li> </ul>	<p>Derwent Street provides safe signalised access to Parramatta Road. Daily volumes are 2,138 vpd in Derwent Street; 1,391 vpd in Catherine Street; 884 vpd in Mt Vernon Street; and 522 vpd in Westmoreland Street. Volumes are not considered to be excessive. Vehicle speeds (Table 3.4) are not high, although measures to be considered.</p>
<ul style="list-style-type: none"> <li>• Rat run from Parramatta Road to Catherine Street (via Derwent Street).</li> </ul>	
<ul style="list-style-type: none"> <li>• Vehicle short cut from Glebe Point Road via Marlborough Street (to Bridge Road) is dangerous to pedestrians.</li> </ul>	<p>Marlborough Street is one way east and used as a short cut. Left turn restrictions for vehicles over 6 metres exists at Bridge Road. Daily Volumes are 1,336 vpd with weekday peak hour volumes between 83-229 vph. 85<sup>th</sup> percentile speed is 43km/h.</p>
<ul style="list-style-type: none"> <li>• Burton Street – U turns to get around traffic signals in Bridge Road.</li> </ul>	<p>U turns are legal at Burton Street.</p>
<ul style="list-style-type: none"> <li>• Ferry Road               <ul style="list-style-type: none"> <li>- used by heavy vehicles, rat run and taxis and garbage trucks (2)</li> <li>- at Avon Street, vehicles do U turn.</li> </ul> </li> </ul>	<p>Ferry Road has existing LATM measures to address vehicle speeds. Weekday peak hour volumes are 87-116 vph. AM peak No Right Turn restrictions into Ferry Road ignored by some vehicles, which is an enforcement matter.</p>
<ul style="list-style-type: none"> <li>• Forsyth Street – too many humps</li> </ul>	<p>LATM measures previously implemented to address traffic speeds.</p>
<ul style="list-style-type: none"> <li>• Forsyth Street / Taylor Street – speeding and accidents.</li> </ul>	<p>No recorded accident problem at this location. LATM measures implemented in Forsyth Street. 85<sup>th</sup> percentile speed in Taylor Street is 45km/h (between Ferry Road and Quarry Street).</p>

**Other Local Streets (Con't)**

<b>Issue / Problem</b>	<b>Comment</b>
<ul style="list-style-type: none"> <li>Junction Street – consider parking restrictions</li> </ul>	Junction Street is narrow (8.0 metres wide). However, traffic volumes are low. Weekday AM and PM peak hour volumes are 18-21vph. Junction Street is one way south at Bridge Road.
<ul style="list-style-type: none"> <li>Upper Road – parking half on / off footpath in narrow street.</li> </ul>	Noted. Refer to The City's Parking Officers.
<ul style="list-style-type: none"> <li>Alfred Street / Wigram Lane West – requires No Stopping at intersection.</li> </ul>	Statutory No Stopping restrictions would improve sight lines.
<ul style="list-style-type: none"> <li>Traffic at International Grammar School in Kelly Street.</li> </ul>	Conditions at Kelly Street / Bay Street to be investigated.
<ul style="list-style-type: none"> <li>Contra flow bike lane in Hereford Road (one way) between Glebe Point Road and Woolley Street.</li> </ul>	Hereford Road is not included as a bicycle route in City of Sydney cycle strategy (see <b>Figure 4</b> ).

**General**

<b>Issue / Problem</b>	<b>Comment</b>
<ul style="list-style-type: none"> <li>Marked Foot Crossings and other crossings are poorly maintained.</li> </ul>	Maintenance issue for the City
<ul style="list-style-type: none"> <li>Cycle and pedestrian safety.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>Speed limit – precinct wide of 40km/hr</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>Look at and consider trial in Leichhardt for parking half on / half off footpath.</li> </ul>	Noted. Parking on footpaths should be addressed in parking study.
<ul style="list-style-type: none"> <li>Obtain City's Cleansing Department view of LATM's.</li> </ul>	Noted.
<ul style="list-style-type: none"> <li>Footpath quality in general.</li> </ul>	Maintenance issue for the City.
<ul style="list-style-type: none"> <li>Enhance pedestrian access to CBD and need for more clearly defined pedestrian routes to CBD (2).</li> </ul>	The City is undertaking a separate study of pedestrians for whole LGA.
<ul style="list-style-type: none"> <li>Would like holiday vs non-holiday comparison in study.</li> </ul>	Outside the City's study brief.
<ul style="list-style-type: none"> <li>Parking at Wentworth Park.</li> </ul>	Parking is not a matter for this study. Wentworth Park Trust undertaking own study and the City will undertake separate parking study.
<ul style="list-style-type: none"> <li>Parking (lack of) needs to be considered in study. It affects traffic and study needs to involve Sydney Uni and Broadway Shopping Centre.</li> </ul>	As above.

**General (Con't)**

<b>Issue / Problem</b>	<b>Comment</b>
• Some people want to retain narrow two way streets to slow down traffic, eg. Hereford Street, Forest Street, Lodge Street.	Noted.
• Increase off peak bus services.	Matter for Sydney Buses.
• Council provided parking.	Parking to be addressed in separate parking study.
• Refrain from left turn and right turn bans.	Additional left and right turn restrictions will only be considered if appropriate.

## STATE ROADS

## SUMMARY OF ISSUES OR PROBLEMS FROM WORKSHOP

**Pymont Bridge Road**

<b>Issue / Problem</b>	<b>Comment</b>
• Bus priority on Bridge Road and Glebe Point Road.	Bus priority at TCS intersections is an RTA matter.
• Red light running at Ross Street and Taylor Street.	Enforcement issue.
• Enforcement of vehicle speeds (2).	Enforcement issue.
• No Right Turn Buses Excepted from Bridge Road into Ross Street ignored by vehicles.	Enforcement issue.
• MFC at Woolley Street: - accidents; and - crossing (linemarking faded)	Noted and to be investigated. Maintenance issue.
• PM No Right Turn at Taylor Street – ignored, requires enforcement or change (2).	The removal of the PM NRT restrictions for a trial period is being considered by the City following agreement in principle by RTA.
• At Taylor Street – traffic signal timing.	Traffic signal timings is matter for RTA.
• At Fish Markets / Wattle Street – traffic congestion (2).	Traffic congestion on State Roads is RTA matter.
• Lack of buses using Pymont Bridge Road.	Matter for Sydney Buses.
• Too much traffic.	Bridge Road is an RTA road.
• Residents cannot park on Pymont Bridge Road.	State Road. There are sections in Bridge Road where there is no parking due to the road width and or capacity reasons.
• Lack of thresholds at local street intersections.	Noted, although Bridge Road is a State Road.
• Bridge Road / Booth Street – no crossing on east side.	Matter for RTA.

**Parramatta Road**

<b>Issue / Problem</b>	<b>Comment</b>
• Parramatta Road / Glebe Point Road – not enough time to cross (pedestrian times).	Traffic signal times matter for RTA
• Parramatta Road / Wattle Street – no crossing at left turn into Wattle Street – difficult to cross.	This matter was previously investigated by the City and a proposal developed.

## GLEBE AND FOREST LODGE TRAFFIC STUDY

## WRITTEN SUBMISSIONS

Issue / Problem	Comment
1. Forest Street and Lodge Street. Make one way pair due to narrowness <ul style="list-style-type: none"> <li>- Speed control (hump in) Forest Street as street is used by school children</li> </ul>	See comments in Other Local Streets on Page 4.
2. Lodge Street <ul style="list-style-type: none"> <li>- Introduce speed control (humps)</li> <li>- Make one way</li> </ul>	See comments in Other Local Streets on Page 4.
3. Forest Street <ul style="list-style-type: none"> <li>- Keep two way traffic</li> </ul>	See comments in Other Local Streets on Page 4.
4. Wigram Road between Crescent and Booth Street <ul style="list-style-type: none"> <li>- Single lane (narrow) – with parking on both sides</li> <li>- Vehicle speeds</li> <li>- Blind turns at upper section when turning into Wigram Road</li> <li>- Fast through traffic</li> <li>- Requests a local traffic access plan or controls introduced.</li> </ul>	Wigram Road is 8.5 metres wide with parking on both sides of the road.  Road is narrow for two way traffic and parking and most vehicles have to reduce speed when 2 vehicles pass. There is no recorded accident problem at this location. 85 <sup>th</sup> percentile vehicle speeds are 53km/h and 59km/h. Further investigations to be undertaken.
5. Wigram Road <ul style="list-style-type: none"> <li>- Make Annandale end of Wigram Road one way due to narrowness</li> </ul>	One Way would make it difficult for local traffic to access this section of Wigram Road and would redirect some traffic to the local road section of Minogue Crescent. In addition one way traffic would increase vehicle speeds.
6. Glebe Point Road / Bridge Road <ul style="list-style-type: none"> <li>- Improvements at intersection requested. Children cross at intersection – quite frightening.</li> </ul>	Bridge Road is a State Road (i.e. RTA matter)
7. Wigram Lane <ul style="list-style-type: none"> <li>- Requested one way restrictions between Paddy's Reserve (Walsh Avenue) and Ross Street with other improvements including wider footpaths, chicanes / islands with trees and marked parking spaces.</li> </ul>	This matter is being investigated by the City separately.

## TABLE A2

## COMMUNITY CONSULTATION

## COMMUNITY WORKSHOP

**47 people attended**

People who attended lived in the following streets:

Street	Attendees
Bridge Road	6
Glebe Point Road	3
Arundel Street	2
Hereford Street	3
Leichhardt Street	2
Rosebank Street	1
Lodge Street	1
Cook Street	1
Glebe Street	1
Wigram Road	4
Upper Road	5
Oxley Street	2
Charles Street	1
Westmoreland Street	1
Junction Street	1
Forsyth Street	1
Forest Street	3
Darling Street	1
St Johns Road	2
Ferry Road	3
Wentworth Park Road	1
No address supplied	2
<b>Total</b>	<b>47</b>



**TABLE A3**  
**GLEBE FOREST LODGE**  
**COMMUNITY WORKSHOP**  
**OPINIONS ON TRAFFIC CONTROL DEVICES**

Device	Yes	No	Depends	Reasons	No Comment	Total Response
Give Way	28 (70%)	2 (5%)			10 (25%)	40
Stop	26 (65%)	4 (10%)			10 (25%)	40
TCS	22 (55%)	11 (27.5%)	1 (2.5%)	In appropriate locations	6 (15%)	40
Roundabout	24 (60%)	8 (20%)	1 (2.5%)	In appropriate locations	7 (17.5%)	40
Kerb Blisters	25 (62.5%)	5 (12.5%)			10 (25%)	40
No Right Turn	27 (67.5%)	7 (17.5%)	1 (2.5%)	Provided its policed	5 (12.5%)	40
No Left Turn	24 (60%)	9 (22.5%)	1 (2.5%)	Provided its policed	6 (15%)	40
Closure / Half Closure	25 (62.5%)	4 (10%)	2 (5%)	In appropriate locations	9 (22.5%)	40
One Way	31 (77.5%)	5 (12.5%)	1 (2.5%)	If able to stop rat running	3 (7.5%)	40
Raised Threshold	31 (77.5%)	7 (17.5%)			3 (7.5)	40
Speed Limits (support 40km/h zone)	32 (30) (80%)	1 (1) (2.5%)	1 (2.5%)	RTA Control	6 (15%)	40
Shared Zones	27 (67.5%)	3 (7.5%)			10 (25%)	40
Pedestrian Refuge	30 (75%)	4 (10%)			6 (15%)	40
Kerb Blisters	24 (60%)	5 (12.5%)			11 (27.5%)	40
Marked Foot Crossing	27 (67.5%)	3 (7.5%)			10 (25%)	40
Raised Marked Foot Crossing	31 (77.5%)	4 (10%)			5 (12.5%)	40
Pedestrian TCS	22 (55%)	7 (17.5%)			9 (22.5%)	40

**APPENDIX 2**

**PUBLIC SUBMISSIONS ON DRAFT IMPROVEMENT SCHEME**

Address	Comment on Scheme	Other Matters / Comments	TUP's Comments
Resident Wigram Road, Glebe	S1. The proposed speed humps in Wigram Road are positioned in front of residential houses where the houses are only 2m from the road. This is increased noise for the residents and does not reduce any traffic	01. Wigram Road to be a one way from Upper Road (cmr Wigram) to Minogue Crescent towards Booth Street 02. Pedestrian crossing on Wigram Road to cross to Upper Road.	S1. Low profile raised platforms recommended to reduce vehicle speeds in narrow section of Wigram Road where residents state there is vehicle speeding and has been damage to parked cars. 85 <sup>th</sup> vehicle speed is 57km/h. Recommendation includes monitoring of this location by the City and low profile raised platforms will be only implemented after full consultation with residents. 01. One way traffic in Wigram Road is not recommended as it would increase vehicle speeds, increase traffic volumes in parallel local streets (i.e. residential section of Minogue Cres) and increase travel distance for residents and others. 02. There is insufficient sight distance to provide a pedestrian crossing in Wigram Road at Upper Road (i.e. unsafe). In addition, the warrant for a MFC is not met (i.e. insufficient crossing movements).
Resident Lodge Street, Glebe		03. Consider lights at junction of St Johns Road and Wentworth Park Road – lengthy and poor vision areas. 04. Consider one way traffic in Lodge Street, no entry from St Johns Road. 05. Consider “friendly” speed humps on Bridge Road to slow down speeding vehicles making it noticeable to drivers using the link road, when they are travelling through a residential area and inconvenient to Glebe district 06. Consider making Bridge Road a “toll road” and chargeable for a link road to the City.	03. Proposed improvement works will improve traffic conditions at St Johns Road / Wentworth Park Road. This will be enhanced by kerb extension in St Johns Road, which will assist pedestrians. 04. One way traffic in Lodge Street is not favoured as it will increase vehicle speeds and attractiveness of route. The City may need to consider passing bays using short sections of No Stopping at a future time. 05 & 06. Bridge Road is a State Road and is the responsibility of the RTA. The comments will be referred to the RTA.

Address	Comment on Scheme	Other Matters / Comments	TUP's Comments
Resident Hereford St, Glebe	S2. The pedestrian safety around the B'Way Supermarket is not addressed	07. There is no overall pedestrian plan. 08. Stop allowing signs, etc. being put on footpath eg. the sign / telephone outside Westpac on Bay Street	S2. Pedestrians and other issues associated with the Broadway Shopping Centre would need to be addressed in a separate study. 07. The City is undertaking a separate study addressing pedestrian issues for whole City area. 08. The City's policy is to minimise signs where possible. The City is to follow up sign in Bay Street (maintenance).
Resident Hereford St, Glebe	S3. In terms of pedestrian crossings on The Crescent use Traffic Signals.	09. Pedestrian crossing at corner of Hereford Street and Glebe Point Road – Improve signage – there is currently only one sign (which is secured by a branch from a tree).	S3. This is a matter for the RTA as the crossing (MFC) in The Crescent is on a State Road. By way of background information, the RTA proposal for this crossing follows a review of all Marked Foot Crossings (MFC) on State Roads in terms of safety / need after the accident involving Sophie De Lesio. It is suggested the City make representations to the RTA to retain a crossing facility at this location. 09. Noted. This is a maintenance issue for the City.
Resident Forest St, Forest Lodge	S4. I like the plan as it is. Keeping the status quo of Forest and Lodge Streets as two way streets is very much appreciated.		
Resident Lodge Street, Glebe	S5. Good but does not go far enough	010. Pedestrian improvements (narrow road/wider footpaths) on Catherine Street (at Seamer) between parks and at University steps. 011. Catherine St/Derwent St – pedestrian improvements. 012. Too compliant to RTA. Study should develop a positive advocate especially on Bridge Road, Wigram Road and Wattle to calm traffic and improve pedestrian connection to cross routes.	010. Investigation of Pedestrian Improvements in these streets included in recommended scheme. 011. Investigation of Pedestrian Improvements at this location included in recommended scheme. 012. Study brief was for local (City of Sydney) roads only as the City has no control over State Roads. All issues raised on State Roads will be referred to the RTA.

Address	Comment on Scheme	Other Matters / Comments	TUP's Comments
Resident Leichhardt St, Glebe	S6. Query recommendations with respect to Forsyth and Ferry Roads (i.e. removal of Left Turn restrictions in Wigram Road).	<p>013. Need for traffic calming measures in Leichhardt Street, especially before the first curve at Leichhardt Street.</p> <p>014. Consider one way Mary Street, north to south (i.e. no exit to north end)</p> <p>015. Greater emphasis to be placed on pedestrian safety, amenity – encouragement.</p> <p>016. The City to take more vigorous approach to RTA.</p>	<p>S6. The suggested removal of the AM left turn restrictions in Wigram Road for a trial period has been deleted from the recommended scheme.</p> <p>013. Leichhardt Street carries low (local) traffic volumes and is a narrow street. Investigations do not confirm that there is a need for traffic calming. However, the City should keep this location under review.</p> <p>014. Mary Street is narrow with restricted sight distance at both ends of the street. Investigations do not confirm that one way would improve conditions in Mary Street. Suggest that the matter be kept under review.</p> <p>015. Proposed improvements works include measures to improve pedestrian safety in study area on local streets.</p> <p>016. Noted. This is a matter for the City.</p> <p>017. See comments for 013.</p> <p>018. See comments for 014.</p>
Resident Leichhardt St, Glebe		<p>017. There is a one way loop around Leichhardt Street, Oxley Street, Stewart Street, Glebe Point Road. This loop needs traffic calming measures to be introduced. It is becoming very dangerous around this loop.</p> <p>018. Mary Street / Glebe Point Road must be made one way off Leichhardt Street as there is a blind corner in the street</p>	
Resident Wigram Rd, Glebe	S7. My main concern is the speed with which buses and other vehicles drive down Wigram Road from Glebe Point Road down to the Crescent. Speed humps together with a reduction in speed is urgently required	<p>019. Parking – Wigram Road near Harold Park is extremely bad, especially on a Friday. This has worsened with the opening of the Harold Hotel which is causing parking problems each weekend (especially Friday) and now during the week also.</p>	<p>S7. Proposed 40km/h speed limit for all local streets and proposed kerb extensions at intersections in Wigram Road between Glebe Point Road and The Crescent should lower vehicle speeds including buses in Wigram Road.</p>

Address	Comment on Scheme	Other Matters / Comments	TUP's Comments
Resident Wigram Rd, Glebe (cont'd)			019. Parking matters are not included in the traffic study and will be referred to the Parking Study.
Resident Wigram Rd, Glebe	<p>S8. Excess speeding between Glebe Road and Minogue Crescent. Need something to slow speeding down steep hill. Buses especially exceed and ignore "35kmh" sign on crest of hill.</p> <p>S9. Something must be done to reduce traffic, speeding and to provide more safety for residents.</p>		S8 & S9. See comments for S7.
Resident Stewart St, Glebe	<p>S10. Improvement Works 2: Kerb extension north of Toxeth Road to restrict bus movements to stop.</p> <p>S11. Improvement Works 3: Remove parking spot in Glebe Point Road at Leichhardt Street north side due to sight difficulty egressing Leichhardt Street</p> <p>S12. Improvement Works 10 re Speed Humps. These annoy residents. Once speed limit reduced to 40km/hr – should reduce accidents, speed humps.</p>		<p>S10. Proposed improvement works in Glebe Point Road at Toxeth Road will be designed to accommodate buses.</p> <p>S11. Proposed improvement works in Glebe Point Road at Leichhardt Street will include kerb extensions, which will improve sight lines for traffic egressing Leichhardt Street. The need for additional No Stopping restrictions will be determined in the detailed design.</p> <p>S12. Noted. See comments for S1.</p>
Resident		<p>020. Cyclists – they are often very difficult to see – could they be encouraged to wear safety vests? I would like to see more cycling, but it is still dangerous</p> <p>021. Traffic calming measures should be enforced. The Leichhardt – Oxley – Stewart Street loop should be 40kmh maximum – people with children and dogs still around there.</p>	<p>020. Noted. The City is working with RTA to improve safety for all cyclists.</p> <p>021. See comments for 013. 40km/h proposed for all local streets including Leichhardt Street.</p>

**COMMUNITY MEETING NO. 2  
PUBLIC COMMENTS ON DRAFT SCHEME**

Address	Comment on Scheme	Other Matters / Comments	TUP's Comments
Resident Ross St, Glebe	S13. Try it and see	022. Do not make Wigram Lane one way. It will create problems in Wigram Lane and surrounding streets. 023. Slow traffic down by all means, but the roads are for cars after all.	022. The City is not proposing to make Wigram Lane one way.
Resident Rosebank St, Glebe	S14. 40km/h restriction seems good, but I am very concerned that this will make RTA roads (especially Bridge Road) even more of a ghetto than it currently is.	024. Be an advocate for reducing speed in Bridge Road, especially as it approaches Glebe Point Road from either side. Advocate for improved safety measures at pedestrian crossing at corner Bridge Road and Woolley Street (many motorists speed up here to try to beat pedestrians across the road) 025. Thank you for holding the meeting. There seems to be some level of frustration about what happens to views that are represented to Council. FYI - Find the letter drops the best way to stay informed	S14. Noted. However, Bridge Road is a State Road. 024. All matters raised on Bridge Road and other State Roads during the study will be referred to the RTA for their action.
Resident Darling St, Glebe		026. Slow traffic – stop rat running in PM peak hour in Darghan, Colbourne, Darling Streets	026. Traffic counts undertaken in this study show that there is 21-34 vph using Darghan Street during the AM and PM weekday periods. This does not indicate that there is a problem with rat running in this street and the adjoining streets. A previous investigation by The City reached the same conclusion.
Resident Catherine St, Glebe	S15. Traffic noise suffered by residents, especially by buses. What attention has been paid to reducing noise? Speed humps like the one proposed outside my house in Catherine Street will only increase noise as buses and cars accelerate away from them. S16. Please assure me in writing that making roads narrower at junctions will not make cyclists suffer more danger by being forced to merge into traffic.	ATTACHMENT B	S15. Current traffic study is not a noise study. A low profile raised platform is proposed in Catherine Street adjacent the 40km/h School Zone (NB: location could change after consultation and detail design) together with other measures to reduce the attractiveness of Catherine Street and other adjacent streets to non local traffic. Several residents raised this matter in the first community workshop and in subsequent representation

Address	Comment on Scheme	Other Matters / Comments	TUP's Comments
Resident Catherine St, Glebe (cont'd)			<p>to the City. The proposed measure will only be implemented after full community consultation.</p> <p>S16. All proposed improvement works will be designed with cyclists needs balanced against other road users. The proposed scheme contains dedicated cyclists measures to improve safety, as well as general measures such as the proposed 40km/h speed limit which will improve overall cyclist (and pedestrian) safety on the road network.</p>
Resident (email)		<p>027. Darling Street – the street is used as a short cut from Bridge Road to access St Johns and Glebe Point Road (traffic monitoring device installed to determine speed of vehicles). Suggest paved strips or similar installed to slow and or hinder the volume of traffic.</p>	<p>027. Traffic counts undertaken in Darling Street in March / April 2007 indicate daily traffic volumes range between 229-503 vpd. Maximum hourly volumes ranged between 44-61 vph. These volumes do not indicate that there is a significant number of vehicles using Darling Street as a bypass route between Bridge Road and St Johns Road. 85<sup>th</sup> vehicle speeds were 37km/h.</p>
Resident Wentworth Park Rd, Glebe (email)	<p>S17. I'm all for the proposed traffic lights at intersection of Bridge and Wentworth Park Roads.</p>		

ATTACHMENT B



Address	Comment on Scheme	Other Matters / Comments	TUP's Comments
Resident Forsyth St, Glebe (email)		028. States that there have been 2 accidents in Taylor Street near Ferry Road and Forsyth Lane in April 2007. Blackwattle Bay Park is used by a large number of residents who walk through and the corner in question is where a fair number of people enter and exit the park, so it is potentially an issue if a car were to come around the corner and not see a pedestrian.	028. There were no reported accidents at this location in the 5 year period from 2001-2005. The 2007 accidents referred to in the representations may also remain unreported. Taylor Street meets Forsyth Street at a 90° bend (with no intersection). Taylor Street is narrow (6.5 metres wide). The design speed through the bend is 15km/h. There is an advisory (turn) warning sign for the bend in Taylor Street but none in Forsyth Street. It is recommended that an advisory (turn warning) sign be placed in Forsyth Street with 15km/h advisory speed sign and the existing 25km/h advisory speed sign in Taylor Street be replaced with a 15km/h sign plate and the future conditions monitored by the City.

## ATTACHMENT B

Address	Comments on Scheme	Other Matters / Comments	TUP's Comments
Resident Toxteth Rd, Glebe (email)	S18. Opposes removal of No Left Turn signs from Wigram Road into Bell St and Mansfield St. Keep traffic to major roads and make the area pedestrian friendly (concern for students of St Scholastica School).		S18. This is no longer a recommendation.
Resident (email)	S19. Relocate pedestrian crossings away from immediate intersection of Wigram Rd and Glebe Point Rd and or consider traffic signals at intersection	<p>029. Taylor St and Bridge Rd – Turn Left at Anytime with Care</p> <p>030. Remove No Right Turn restrictions at same intersection between 4pm-7pm</p> <p>031. Provide disabled / pram access to the Glebe light rail station at the end of Bayview Street. Replace 15 steps with zig zag path</p>	<p>S19. Relocating the pedestrian crossings away from intersection at Wigram Road / Glebe Point Road is not recommended as this would not match the pedestrian desire lines. Traffic signals have been considered, however, the recommended raised platforms is the preferred improvement works.</p> <p>029. The RTA are responsible for the traffic controls at traffic signals and the comments will be referred to the RTA.</p> <p>0.30 The RTA has agreed, in principle, to the removal of PM No Right Turn restrictions for a trial period. The City is considering the matter and will submit a submission to its Traffic Committee in the near future.</p> <p>031. Pedestrian access to light rail stations is a matter for NSW Dept. of Transport. Request should be referred to DOT.</p>
Resident Ferry Road, Glebe (email)	S20. Concern regarding the removal of No Left Turn in peak hour signs on Wigram Road. This will increase traffic along Ferry Road. Enforce restrictions. Most traffic using left turn are bound for St Scholastica School.		S20. This is no longer a recommendation.

Address	Comments on Scheme	Other Matters / Comments	TUP's Comments
Resident Ferry Rd, Glebe	S21. Objects to the removal of No Left Turn restrictions off Wigram Road in morning peak.		S21. This is no longer a recommendation.
Glebe Chamber of Commerce	S22. Endorses all recommendations enthusiastically		
Business Bridge Rd, Glebe (email)		032. Recent installation of No Stopping signage on Bayview Street between Marlborough St and Allum Place. Lack of parking making it difficult for surrounding businesses	032. No Stopping signs recently installed by the City and is a matter for the City to respond to.
Business Bridge Rd, Glebe (email)		033. No Stopping signs on lower hill section of Marlborough St, Glebe – objection to new signs erected between 25-29 May 2007. Local businesses depend on these spaces	033. See comments for 032.
Resident Bellevue St, Glebe (email)	S23. Wentworth Park Rd and St Johns Rd intersection. - Supports 40km/h speed limit. - Supports moving MFC to northern side of St Johns Rd on raised platform but this does not address all issues	034. Legal and illegally parked cars obscure vision when making right turn from St Johns Road into Wentworth Park Rd. Pedestrian danger when crossing St Johns Rd to get to Wentworth Park Rd crossing. Concerned with regards to improvement to southern end of Wentworth Park and impact of increased foot, car and bike traffic. The City should upgrade St Johns Road, Wentworth Park Rd intersection as it is a major access point to the park.	S23 & 034. Additional works proposed at St Johns Road / Wentworth Park Road. See comments for 03.  <b>ATTACHMENT B</b>

**COMMUNITY MEETING NO. 2  
PUBLIC COMMENTS ON DRAFT SCHEME**

Address	Comments on Scheme	Other Matters / Comments	TUP's Comments
Resident (email)	S24. Encourages any measures made in favour of pedestrians, bicycles, buses or trams	035. Encourage ride sharing in the community. 036. Faster bus trip from Glebe to City, i.e. 431 or 433 to go down Bridge Rd to the City. 037. Make No Right Turn off Bridge Rd into Taylor St in afternoon peak time exempt to Glebe residents. 038. Address width and safety of bicycle paths, i.e. across Anzac Bridge there are poles and narrowing in the path.	035. Comments noted. 036. Bus matters are the responsibility of Sydney Buses. Suggestions to be referred to Sydney Buses. 037. See comment for 029 and 030. 038. The City will address cyclist issues on local roads. Anzac Bridge is a State Road and comments will be referred to the RTA.
Resident (email)	S25. Agrees to any changes to improve pedestrian safety in the area	039. Missing sign in John Lane (off Clare St, Glebe) results in car parking which blocks entrance gate to apartments. 040. Cars parking too close to corner at Hegarty St/York Lane causing difficulty for rubbish trucks.	039 & 040. The City to investigate missing sign and parking issue.
Resident Ferry Rd, Glebe (email)	S26. Don't remove morning peak No Left Turn signs in Wigram Rd S27. Don't remove morning peak No Right Turn into Ferry Road. Concerned about Ferry Rd being used as access road to City.	041. Consider bike ramp to footbridge on west side of University over Parramatta Rd. 042. Consider green lanes for cyclists including contra bicycle lanes in one way streets.	S26. This is no longer a recommendation. S27. There was / is no recommendation to remove AM NRT restriction into Ferry Road at Glebe Point Road. 041. Ramp is being considered as part of cycle strategy. 042. Noted.
Resident St Johns Rd, Glebe (email)	S28. St Johns Rd increased traffic and speed - suggests the introduction of speed humps or speed limits		S28. 40km/h speed limit proposed as well as other improvement works for St Johns Road.
Resident		043. Mitchell St / Glebe Point Rd – accidents – suggest roundabout	043. Glebe Point Road / Mitchell Street being upgraded as part of Glebe Point Road Stage 1 works. However, roundabout is not proposed.

**COMMUNITY MEETING NO. 2  
PUBLIC COMMENTS ON DRAFT SCHEME**

Address	Comments on Scheme	Other Matters / Comments	TUP's Comments
Resident Lodge St, Forest Lodge	S29. Supports kerb extensions in Wigram Rd at crossings. Suggest additional kerb extensions be in Wigram Rd considered.	044. Suggest the City approach Sydney Buses re bus speeding in Wigram Rd westbound.	S29. Kerb extensions proposed at all intersections in Wigram Rd between Minogue Cres and Glebe Point Rd 044. 40km/h speed limit proposed. Comments regarding buses noted. However, traffic study did not find any evidence of bus speeding in Wigram Road.
Resident Lodge St, Forest Lodge	S30. Need a speed hump in Lodge St to moderate traffic speeds	045. Paint white line across entrance of unnamed lane between Mt Vernon St (near Town Hall) and back of Lodge St to prevent parking.	S30. 85 <sup>th</sup> speed in Lodge Street is 37km/h, which indicates that vehicle speeds are satisfactory. Other measures proposed at Catherine / Lodge Streets. 045. This is a parking matter. Providing yellow line across lane is a matter for the City.
Resident Albert St, Forest Lodge		046. Suggest pedestrian crossing facilities be provided on all 4 legs of Minogue Cres / Wigram Rd intersection	046. This is a matter for the RTA. However, RTA have a proposal to provide additional pedestrian crossing across Wigram Road at this intersection.
Resident Lodge St, Glebe	S31. Concern at speed and volume of traffic in Lodge St/Catherine St and narrowness of Lodge St. Suggests: - Stop sign at corner of Catherine St / Lodge St - Traffic calming device in Lodge St. - One parking space be removed next to a driveway to allow cars to pass each other. - Shared pedestrian vehicle area to join the two triangular squares of greenery on the corner of Mt Vernon/Catherine/Seamer Streets	047. Safe and vehicle free cyclist path to City using Bicentennial Park (include bike racks) 048. Bike racks at light rail and tram stations.	S31. See comments for S30 re vehicle speeds in Lodge Street. The need for passing bays in Lodge Street to be monitored by the City. Future investigations of possible pedestrian improvements in this area is a recommendation of the study. 047. This is part of the City's Cyclist Strategy. 048. Bike racks at Light Rail Stations matter for NSW Dept. of Transport.

Address	Comments on Scheme	Other Matters / Comments	TUP's Comments
Resident Ferry Rd, Glebe	S33. Objects to the removal of the No Left Turn restriction in Wigram Rd due to possible impacts in Ferry Rd. Considers that residents of Ferry Rd already have enough issues to deal with		S33. This is no longer a recommendation.
Resident Boyce St, Glebe	S34. Objects to the removal of the No Left Turn restrictions in Wigram Rd.		S34. See comments for S33.
Resident Ferry Rd, Glebe	S35. Objects to the removal of the No Left Turn restrictions in Wigram Road		S35. See comments for S33.
Resident (phone message)	S36. Requests speed humps in Forest St and Lodge St		S36. There is no speeding problem in Lodge Street and Forest Street. 85 <sup>th</sup> % vehicle speeds are 37-38km/h so there is no identified need for speed humps. Other measures proposed in Lodge Street and Catherine Street.
Resident Toxteth Rd, Glebe	S37. Objects to the removal of the No Left Turn restrictions in Wigram Rd		S37. See comments for S33.
Resident Toxteth Rd, Glebe	S38. Objects to the removal of the No Left Turn restrictions in Wigram Rd		S38. See comments for S33.
Resident Hereford St, Forest Lodge		049. Suggests that Alfred Rd between stone steps at Minogue Cres and Upper Rd be a shared zone, as it is a no through road and is used by pedestrians.	049. The City to investigate this matter.
Resident Glebe Point Rd, Glebe	S39. Glebe Point Rd / Wigram Rd - Cut back corner to cater for bus turning - Change paving material at intersection and have 3 way crossing. S40. Bridge Rd / Wentworth Park Rd - Close Bridge Rd and channel traffic round the park.	050. Use coloured paving in preference to raised platforms. 051. Wait til 40km/h speed limit is introduced before installing raised platforms. 052. Install Left Turn on Red at Taylor St / Bridge Rd.	S39. Cutting back the corner for the left turn out of Wigram Road would require property acquisition of building (on north west corner). This cannot be justified. Roads Act does not allow a 3 way MFC as suggested. S40. Bridge Road is a State Road and closure of Bridge Road is a matter for the RTA.

Address	Comments on Scheme	Other Matters / Comments	TUP's Comments
Resident Glebe Point Rd, Glebe (cont'd)	<p>S41. Supports removal of No Left Turn restrictions in Wigram Rd.</p> <p>S42. Does not support speed humps in Wigram Rd between Minogue Cres and Booth St.</p> <p>S43. Suggest that No Parking be provided on north side of Wigram Rd between Arthur St and Booth St</p> <p>S44. Suggests a more friendly crossing be provided in Wigram Rd east of Booth St or grade separate (i.e. crossing under road).</p> <p>S45. Kelly St / Bay Street</p> <ul style="list-style-type: none"> <li>- Problem is pick up / drop off associated with International Grammar School.</li> <li>- Suggests lollipop person to control parents crossing Kelly St and TMP by school with staggered class times.</li> </ul>	<p>053. Traffic exiting Broadway at Francis St not addressed. Close street otherwise one way east from Glebe Point Rd to Bay St.</p> <p>054. Remove No Parking zone in Glebe Point Rd outside St Johns Church</p>	<p>S41. This matter is no longer a recommendation of the study.</p> <p>S42. Low profile raised platforms are recommended in Wigram Road between Arthur Street and Upper Road to reduce identified speed problem and address residents' concerns regarding speeding and minor accidents. Removal of the parking as suggested would increase vehicle speeds and therefore has not been recommended.</p> <p>S44. There are insufficient pedestrians crossing in Wigram Road at this location to justify a MFC (i.e. no warrant).</p> <p>S45. There are large numbers of pedestrians who cross all 4 arms of this intersection and hence pedestrian facilities by way of traffic signals and / or pedestrian crossings are recommended. Requesting the school to prepare a TMP is not a matter for the traffic study. The need for the school to prepare a TMP should be referred to the City's Road Safety Officers.</p> <p>050 &amp; 051. The use of coloured paving rather than raised platforms will not reduce vehicle speeds at MFC's. The raised platforms have been recommended to improve pedestrian safety at the pedestrian crossings (MFC's).</p> <p>052. LTOR at traffic signals is a matter for the RTA and will be referred to the RTA.</p> <p>053. Francis Street was addressed in the Glebe Point Road Stage 1 Upgrade study and was, therefore, not addressed in this study as per the City's brief and advice.</p>

Address	Comments on Scheme	Other Matters / Comments	TUP's Comments
Resident Glebe Point Rd, Glebe (cont'd)			054. Parking matters are not part of the traffic study and this matter should be considered in the parking study.
Glebe Society	<p>S46. Supports most elements of the scheme with some qualification.</p> <p>S47. Do not support the removal of the No Left Turn restrictions in Wigram Rd.</p> <p>S48. Suggest kerb extensions in Wigram Rd at start / finish of parking zones (section between Booth St and Minogue Cres) as an alternative to speed hump.</p> <p>S49. Suggest a raised crossing in Wigram Rd east of Booth St (provided warrant met) to replace bus friendly raised platform.</p> <p>S50. Suggest International Grammar School be encouraged to prepare a TMP for set down / pick up movements to support recommended options for Kelly St/ Bay St.</p> <p>S51. Catherine St / Lodge St recommend that this measure to be upgraded to include a shared zone between the pedestrian overbridge – Arundel St/ Seamer St / Catherine St. The shared zone in Catherine St between Lodge St and Mt Vernon St to cater for pedestrian movements in this area.</p>	<p>055. Suggest Glebe Point Rd Streetscape Upgrade Project. Stage 1 be revisited with following measures:</p> <ul style="list-style-type: none"> <li>- Provide raised platform at MFC in Glebe Point Rd at Hereford St.</li> <li>- Provided raised platform at MFC in Glebe Point Rd at Mitchell St and consider raised platform for crossing on western side across Mitchell St.</li> <li>- Shared zone in Mitchell St, between Glebe Point Rd and Campbell Lane.</li> <li>- Glebe Point Rd / Cowper St: support the decision of No traffic signals at this location.</li> <li>- recommend raised platform on MFC across Glebe Point Rd and recommended footpath widening works.</li> <li>- Francis St be one way east between Glebe Point Rd at Bay St</li> <li>- Recommend that raised platform be provided in Glebe Point Rd near Broadway at a Gateway Treatment.</li> </ul> <p>056. Do not support RTA's proposal to remove the MFC in Minogue Cres adjacent Harold Park unless there is an identified accident problem.</p> <p>057. Appears to be PM rat run from Bridge Rd to Hereford St and then via Walsh Ave/Wigram Lane to Wigram Rd/Minogue Cres. Consider making Ross St</p>	<p>S47. This is no longer a recommendation of the study.</p> <p>S48. Wigram Road is 8.5 metres wide in this section and there is insufficient room to provide the islands and maintain 2 way traffic as the islands would be too small. The low profile raised platforms are recommended. However, these will only be installed after full community consultation and monitoring by the City.</p> <p>S49. Warrant for Marked Foot Crossing is not met at this location.</p> <p>S50. The need for a TMP for the school is not a matter for the traffic study. The matter should be referred to the City's Road Safety Officers.</p> <p>S51. The need for an investigation of additional measures for pedestrians in this area has been adopted as a recommendation.</p> <p>055. The City's brief for this study did not include those sections of Glebe Point Road that were part of the Stage 1 Upgrade works. Suggestions should be considered by the City's Officers managing Stage 1 works.</p> <p>056. There is an identified accident problem at this MFC. Whilst this is a matter for the RTA, it is suggested that the City make representations to the RTA to retain a crossing facility at this location. See comments for S3.</p>



Address	Comments on Scheme	Other Matters / Comments	TUP's Comments
Glebe Society (cont'd)		<p>one way southbound from Wigram Rd. Suggests that further traffic investigations are required before decision is made.</p> <p>058. Develop further shared zones where possible including Lombard St, north of Palmerston Ave.</p> <p>059. Anecdotal evidence of bypass traffic between St Johns Rd and Bridge Rd via Colbourne Ave. Consider No Right Turn restriction and or timing restrictions on St Johns Rd/ Glebe Point Rd intersection. Suggest that further traffic investigations are required before any recommendations are made.</p> <p>060. Would like opportunity to meet with Council staff and study consultant to further refine Glebe Forest Lodge LATM Plan.</p>	<p>057. This matter was not investigated as part of the study and further investigations would be required by the City. However, a Shared Zone is recommended for Wigram Lane as part of the improvement works.</p> <p>058. Shared zones to be investigated by the City.</p> <p>059. There is no evidence of a significant bypass occurring in these streets. See comments for 026 and 027.</p> <p>060. This is a matter for the City</p>
Resident (Email)	<p>S52. Supports the raised platform in St Johns Rd at Mt Vernon St and the proposed improvement works at Wentworth Park Rd/ St Johns Rd.</p> <p>S53. Supports the traffic signals at Pymont Bridge Road / Wentworth Park Road. However, is concerned that there may be an increase in traffic using Wentworth Park Road and suggests some measures to discourage this should be implemented.</p> <p>S54. Suggests that parking in St Johns Rd at intersection be relocated further away from the intersection to improve sight lines especially at Campbell Ln.</p>	<p>061. Requests that the feasibility of changing the existing traffic arrangements in Bay Street at Broadway be examined, either to reverse the current entry movements into Bay Street to exit movements into Broadway or alternatively make the entry movements for local traffic only</p>	<p>S52. Comments noted.</p> <p>S53. Traffic conditions in Wentworth Park Road should be monitored by the City following installation of traffic signals.</p> <p>S54. Future improvement works in this section of St Johns Road are recommended as part of the scheme. The need for additional No Stopping restriction at Campbell Lane and other streets should be investigated as part of the detail design of these roads.</p> <p>061. There is no justification for changes to traffic arrangements in Bay Street. It is not feasible to restrict traffic to local traffic only.</p>