



2011 RESIDENTS ASSOCIATION INC.

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Committee

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12th October 2007

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Dear Terry,

RE: Submission - City East Local Area Traffic Management (LATM)

On behalf of the 2011 Residents Association Inc. (2011RA) I would like to submit this submission on the LATM.

Firstly, we note that your letter includes the following statements:

LATM schemes aim to manage traffic on local roads and provide better safety and amenity to local residents while maintaining reasonable access for local traffic. Measures that can be considered for inclusion in the LATM plan for the area include:

- *Road narrowings, speed humps, one way streets, street closures, roundabouts and shared zones;*
- *Pedestrian crossings, kerb ramp and other safety measures for pedestrians;*
- and*
- *Cycle lanes.*

We welcome the opportunity that the LATM provides to improve amenity and safety for local residents and pedestrians and think that it also provides an

opportunity to improve road safety. Given the multiple stakeholders of the road network, it is necessary to consider the needs and views of all interested parties, not just one group of stakeholders.

We firstly have a comment on the above list. We do not understand why, in the first dotpoint in the above list, road narrowings are mentioned but road widenings are not. Similarly, we do not understand why street closures are mentioned but street openings are not. In properly considering a local area traffic management plan, one must be prepared to consider many possibilities including road widenings and street openings. We do not understand why these were not mentioned.

We have some general comments. The local community in inner-east Sydney, including 2011RA, is opposed to a general policy of road closures, as evidenced by the community campaign to reopen roads closed as part of the development of the Cross-City Tunnel. It is a mistake to assume that road closures are the correct response to whatever issue is being examined. For example, one facet of a response to crime and safety issues may be to reopen closed roads in a desire to activate the space, as has recently occurred in the Church St pedestrian mall in Parramatta. We understand that the City of Sydney has attempted to activate spaces (including Springfield Plaza in Potts Pt) in efforts to address crime and safety issues.

The LATM must carefully consider all the implications of all of its proposed changes to the road network and the City of Sydney must monitor the effects of the changes in order to ascertain their impacts. It is necessary to be cognisant that changes to the traffic network may have unintended and/or undesirable consequences.

Given these comments on broad issues, we have a number of comments on specific issues:

1. 2011RA supports the submissions made separately by residents of McElhone Street, Woolloomooloo calling for traffic thresholds and improved pedestrian amenity in Brougham Lane; traffic calming in upper McElhone Street; and an extension of the traffic island in William Street at McElhone Street.
2. We support responses from residents of Roslyn Gardens who oppose the introduction of angle parking in Roslyn Gardens. It appears to 2011RA that the introduction of angle parking in Roslyn Gardens may well compromise traffic safety in Roslyn Gardens.
3. We propose that the intersection of Hughes St and Macleay St, Potts Pt, be examined as many vehicles travelling south along Macleay St turn west into Hughes St across a double line. This presents a safety issue due to the high pedestrian traffic across Hughes St and also as vehicles stop to turn west a few metres after the signalled intersection of Macleay St and Greenknowe Ave. Many drivers ignore the double white line and it should

either be changed to allow crossings, or a physical barrier erected to stop drivers turning west into Hughes St.

4. We propose that the study consider the introduction of measures (such as pedestrian crossings) to improve pedestrian safety along Macleay St, Darlinghurst Rd (in Potts Pt and Darlinghurst), Victoria St (in Darlinghurst), and William St, as these are major pedestrian thoroughfares.

If you have any queries regarding this please do not hesitate to contact me.

Regards

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