

ATTACHMENT B

**SUMMARY OF COMMUNITY FEEDBACK
AND RESPONSES SCHEDULE**

ATTACHMENT B

No.	Issues raised by community	Requests/suggestions by community	CoS response and revised concept design
1	<p>Support</p> <p>Support the Crown Street upgrade project for the following reasons:</p> <ul style="list-style-type: none"> • the works look well considered and will be of great benefit to the liveability of the neighbourhood; • the relocation of the bus stops is a sensible move to free up street space; • the upgrade to the Wiltshire through link is strongly supported and greatly needed to improve access; • Support the change to parking restrictions as will allow for more customer turn over; • The design is very well considered and will improve safety, ease of use and aesthetics; • The widening of the footpaths is long overdue and will be of great benefit to local businesses; • Increased planting on the street will increase the areas aesthetics and make it more inviting; • The upgrade will encourage more people to come to the area and patronise local businesses; 		
2	<p>Bus stops</p> <p>Bus stop relocation</p>	<p>Concerned that the lack of bus pullover bays will cause significant traffic delays during the am and pm peak</p>	<p>The City Of Sydney and the State Transit Authority (STA) and Roads and Maritime Services (RMS) have all commented on this proposal and consider the proposal to have an insignificant impact on traffic flow</p>
2.1			

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		<p>The new bus stop proposed outside 525 Crown Street will negatively impact on businesses it is in front of by lowering pedestrian/customer visibility of the stores and encouraging people to walk by and not enter</p>	<p>The existing city bound bus stops are 117m apart within a precinct 290 meters long. The proposed location of the city bound bus stop aims to provide a mid point pick up located 77 meters north and 40 meters south of the two existing bus stops. The proposed bus stops will be on a platform which extends 2.5 m from the proposed new kerb and will therefore allow 4 m clear footpath behind the bus shelter therefore allowing pedestrians to enter premises freely. Visibility of the business from the road should have little to no impact as the shelter will be placed on the platform rather than the footpath and be 4 meters from the property line.</p>
		<p>The current bus stop locations work successfully at the moment and do not hamper any business activity and should be left where they are</p>	<p>Our studies indicate that the while one of the north bound bus stops is well used the second bus stop at 511 to 513 Crown Street does not have significant patronage. In addition STA has indicated a desire to run articulated buses on this route and the bus zones would need to be increased if retained in their current location and would require greater pull in and pull out distances from the kerb. This would have a significant impact on parking.</p>
		<p>The distance between bus stops is increased too far and will be difficult for the elderly and disabled</p>	<p>The proposed location of the new bus stop is 77m north and 40 meters south of the existing two bus stops. The location was determined with consideration of maximising on street parking and the restrictions around the new raised pedestrian crossing.</p>

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2.2	In road stops	By making buses stop in road as opposed to having dedicated stops in the parking lane traffic flow will be significantly interrupted	By having the bus stops in lane safety will be improved as the buses will not have to pull back out into the line of traffic. This will also reduce the dwell time of buses at each bus stop. The consolidation of the 2 north bound bus stops into one would also reduce bus movement interruption to traffic flow.
3	Design Changes		
3.1	Baptist Street	As part of the Boronia Street improvements, consideration be made to the high volume of pedestrian activity along Boronia Lane in linking into the Surry Hills Shopping Village as well as linking cyclists from Moore Park along Charles Street, Boronia Lane and onto Baptist Street. A pedestrian crossing or other treatment (appreciating the relationship to the existing Telopea crossing and Cleveland Street) would be well serviced.	Good point for consideration as part of a Local Pedestrian Cycling and Transport Calming Committee (LPCTCC).
3.2	Wilshire through link	Currently you get to the end of the through link pedestrians are deposited onto a road. Footpaths or a shared zone should be implemented to increase pedestrian safety	Wilshire Lane has recently changed status to become a Shared Zone. A road surface treatment indicating a special zone has been implemented by the City Of Sydney. To complete the transition of Wilshire Street to a shared zone RMS will install signage and road pavement markings to inform all road users of the change in status.

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		<p>When considering submissions for this piece make sure that access is maintained to a width that will allow double prams</p> <p>Crust Pizza currently through link bins in the area and may hamper access if public art is installed. If the bins could be removed that would be preferable.</p> <p>A comprehensive survey of all signage and street furniture and the removal of all redundant items.</p> <p>Maximise potential for outdoor dining by locating infrastructure (light poles, traffic signage) towards the property boundary lines</p>	<p>Access will be maintained along Wilshire through site link</p> <p>Council will investigate the location of the bins and appropriate storage options</p>
3.3	Street furniture/signage	<p>Spend less on finishes to allow the extension of the scope of the proposal from Cleveland all the way to Oxford Street.</p> <p>Concern over uneven and excessive fall on footpath making outdoor tables unstable</p> <p>Permit businesses to apply for outdoor seating not only on the footpath but in parking spaces</p>	<p>Agreed. This will be conducted through the detail design of this project.</p> <p>Agreed. This will be conducted through the detail design of this project.</p> <p>The City of Sydney follows an adopted Design Code and for this location the requirements are for high quality finish. The City Of Sydney will investigate improving the footpaths further along Crown Street.</p> <p>The upgrade will endeavour to alleviate adverse cross falls and enhance facilities for outdoor dining.</p> <p>This upgrade will provide substantial increase of footpath width with new footpaths up to 4.2m wide. This will increase outdoor dining opportunities. Outdoor dining within parking bays is undesirable due to safety and general parking shortage.</p>
3.4	Footpath treatments		
3.5	Outdoor dining/seating		

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		<p>That the footpath outside 559-563 Crown Street be extended to remove parking and create more area for outdoor seating.</p>	<p>In response to ongoing dispute over the conflicting interests of the green grocer and adjacent restaurant, the City proposed to locate a kerb extension in front of 561 Crown Street which will contain a planter bed. This will provide a physical separation between the restaurant frontage and the adjacent loading zone used by the grocer. With the new wider footpath outdoor dining will be substantially improved.</p>
3.6	Removal of gutters	<p>More pedestrian seating installed along Crown Street</p> <p>All heritage stone gutters in the project scope should be maintained and not replaced with non-heritage stone</p>	<p>Noted. This will be conducted through the detail design of this project.</p> <p>The kerbs along Crown Street are made up of Trachyte, sandstone and concrete. All heritage kerbs have their locations recorded and will be lifted and reused within the precinct. Any concrete and sandstone kerbs will be replaced with Bluestone kerbs in accordance with the City Of Sydney Streets Design Code.</p>
3.7	Pram ramps	<p>Would like the pitch of the pram ramps, particularly at the Baptist/Crown and Crown/Cleveland intersection reduced as they are currently very steep</p>	<p>This will be addressed as part of the project. All new pram ramps will be designed to comply with the Access and Disability Code.</p>
3.8	Planting	<p>Would like planting around pedestrian crossings</p>	<p>Noted. This is part of the proposal. Planting will need to be low level in order not to obscure pedestrians including children from vehicles.</p>
3.9	Area of works	<p>Works should extend the length on Crown Street and up to Foveaux Street</p>	<p>The Crown Street works are focused on the southern end of Crown Street with an intention to revamp other significant precincts along Crown Street at a later stage.</p>

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4	Parking		
4.1	Parking general	Current two hour restrictions are not long enough for some businesses, particularly local hairdressers that often have appointments that exceed that amount of time	The Council has endorsed a standard parking policy which they are progressively implementing across the Authority. The policy provides a maximum of 2h day time parking limit which is aimed at balancing the needs of business patrons with the requirement for parking turnover.
4.2	Parking losses	Businesses along the street depend upon on-street parking for their livelihoods. Any measures that reduce rather than expand street parking, will have a negative impact on small businesses in the area.	The aim of this project is to improve pedestrian amenity and to allow for the increase in foot traffic. Parking loss has been kept to a minimum and most of the loss is due to the setback requirements for new pedestrian facilities which are a much needed safety improvement.
4.3	Parking changes	That vehicular parking be limited in time and be of a sufficient extent to properly service the shops and other venues. i.e It should mostly consist of loading zones limited to 15- 30 minutes parking duration with longer time parking not exceeding 1 hour from 8am – 6pm and as otherwise appropriate	The Council has endorsed a standard parking policy which they are progressively implementing across the Authority. The policy provides a maximum of 2h day time parking limit which is aimed at balancing the needs of business patrons with the requirement for parking turnover. Some high turnover spaces of 15min limit are provided to meet demand.
		The parking facilities and restrictions should be somewhat similar to some of those which apply to central city streets	Noted and the City will proceed with the implementation of a consistent parking policy.
		That parking in front of 563 Crown Street be changed to and strictly limited to loading zone conditions of 15 – 30 minutes to rectify the current parking problems	This issue has been addressed in point 3.5

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4.4	Business parking	<p>Provision of disability compliant parking space which will allow for high rotation was requested by the medical centre</p> <p>Local businesses would like to be eligible to apply for Business Parking permits</p>	<p>The City will amend the plans to include a complying accessible car spot to service this precinct.</p> <p>The City Of Sydney does not currently endorse business parking permits (Glebe excepted due to an agreement with Leichhardt Council when the City Of Sydney took over this area of Leichhardt municipality). However the City is reviewing its parking policy and will consider the issues raised by local businesses.</p>
4.5	Taxi parking	Remove dedicated taxi spots and revert to standard parking	There are currently no proposed dedicated taxi spots along Crown Street between Devonshire and Cleveland Street
5	Traffic Changes		
5.1	Traffic counts	Ensure that a (ped, bike, car) count of AM/PM flows is undertaken for any intersections at which traffic signals are to be amended	Traffic counts for signalised intersections were agreed with RMS and included pedestrian and cyclists counts.
5.2	Traffic modelling	Would like traffic modelling to be made available to show the impact footpath widening will have on Crown Street traffic	The foot path widening will allow a greater flow of pedestrians along Crown Street. The widening will not impact on the traffic lane widths. The bicycle lane is being utilised in order to widen the footpaths so traffic flow should not be disrupted.

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5.3	Speed limits	<p>For a mixed traffic street in a high activity zone current best-practice is to set the maximum speed limit at or below 30km/h. Doing so will reduce fear and intimidation for pedestrians and bike riders and, in the event of a pedestrian or bike rider being struck by a motor vehicle, significantly increase their chances of escaping death or serious injury. It will also improve amenity and reduce vehicle noise pollution for residents and outdoors dining users.</p>	<p>The current speed limit for this section of Crown Street is 40km/h. We propose to retain that. The RMS control speed limits standards across NSW. The designated speed limit for an area of high pedestrian activity is 40km/h. The only available lower speed limit is 10km/h which is reserved for shared zones and is not applicable in this area.</p>
5.4	Removal of double centre line	<p>The double centre line will make it illegal for drivers to overtake slower moving vehicles such as bicycles and garbage trucks, increasing the likelihood of driver frustration and road rage. Removing it will help to calm and slow traffic, as it will force drivers travelling in opposite directions to negotiate with each other for space.</p>	<p>Weaving through traffic and in between traffic lanes running in opposite directions is considered unsafe. This section of Crown Street has high pedestrian activity, cyclists, buses and cars. The double centre lane is needed to prevent dangerous behaviour and confusion.</p>

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5.5	Provide diagonal 'scramble' crossings at Crown/Cleveland & Crown/Devonshire intersections	These will allow people crossing from opposite corners to do so in one stage rather than two, bringing the level of service for people on foot closer to the level of service for people inside vehicles.	The City has refrained from introducing changes to the Crown/ Devonshire intersection due to potential clashes with the planned Light Rail route. A scramble crossing at the Crown / Cleveland intersection was considered in the feasibility stage of this design but was advised against by the design team's traffic engineers. This type of crossing results in significant traffic delays which would have a substantial negative effect on Cleveland Street.
5.6	Removal of slip lane (Baptist/Cleveland)	Concerned with potential vehicle queuing due to the removal of the Baptist/Cleveland Street slip lane	Traffic modelling done for the Crown/ Cleveland intersection indicates only minor delays due to the removal of the slip lane.
5.7	Reduction of street width	Reduce the carriageway of Crown St to the absolute minimum to provide priority to people over cars. The reduced carriageway should also encourage drivers to slow down and to have greater awareness of others.	Noted. The City Of Sydney recognises all road users. One of the key design principles for this project is to prioritise pedestrian movement while providing traffic lanes sufficient for a slow speed environment.
		Crown Street is now the only practical North-South route in the local area for access to a large number of places. The Council should not continue to reduce the through-carrying capacity of routes throughout the area until the Council provides truly viable vehicular alternatives. Any changes to Crown Street should not reduce the traffic carrying capacity of this street nor reduce travel times along this street.	The road travel widths are not reduced under this proposal. The footpath gains are achieved through the removal of the bicycle shoulder lanes.

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5.8	Pedestrian crossing at Crown/Baptist/Cleveland Streets	Re-organize pedestrian crossing at Crown/Baptist/Cleveland intersection to allow pedestrian traffic from North West corner to South West corner without 2 light changes.	While this idea would be beneficial to pedestrian traffic it would result in substantial delays in vehicular traffic through Cleveland Street which is a heavily used State Road.
5.9	Miles Street	Concerned that access to Crown Street from Miles Street be maintained	Access to Miles Street from Crown Street will be maintained.
5.10	Advanced stop line (bicycle)	Would like advanced stop line included at Baptist and Crown Street intersections to allow cyclists to wait in front of cars	This would reduce the through capacity of the intersection, but could be considered.
5.11	Bicycle markings	Moving the bike symbol to the centre of the street (to indicate bikes share the main carriageway) is encouraged on such a narrow street. However, motorists and cyclists alike need to be made aware of cyclists' right to share the lane. Signage may help educate motorists and cyclists that cyclists are permitted in the main carriageway and that overtaking any vehicle (including bikes) on a double line is an offence. Council include signage that is clearer than just the basic bicycle symbol on the road to clearly indicate an awareness of bikes sharing the road. A shared bike zone sign should be installed at the very least	The bicycle symbol will be reinstated in the centre of the travel lanes to denote mixed traffic. The City Of Sydney is continuing to run education campaigns to share the road space.
			The City Of Sydney is continuing to promote and educate all road users of the need to share space and be courteous to fellow road users.

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6	Time frame Construction time	The work to improve the footpaths will enhance the area if undertaken in a timely and well planned manner. The City must ensure the works are completed as soon as possible so as not to disrupt local businesses	The construction work will be undertaken in staged sections and will be progressed as quickly as possible in order to ensure as minimal disruption to all users as possible.
7	Light rail	Concerns regarding the impact light rail will have on the area	Throughout the design of the proposed works consideration has been given to the Devonshire Street Light Rail proposal. Works have been minimised in the proximity of Devonshire Street to allow for future integration with the Light Rail alignment.
7.1	Concerns regarding the impact light rail will have on the area	<p>The City should not propose any further road works on Crown Street that is likely to be impacted by a tram line running along Devonshire Street.</p> <p>Concerned that the proposed expansion of the footpath at the corner of Devonshire and Crown Streets, would make it difficult for cars driving north along Crown Street to turn into Devonshire. Add a tram going across Devonshire Street in a few years and it seems clear that residents and businesses would lose access to Devonshire Street from Crown as a result of the proposed changes. As a result access to the streets east of Crown beneath Devonshire and Cleveland would be greatly hampered.</p>	<p>There is no change to the kerb alignment at the South-West corner of the Devonshire and Crown Street intersection. This proposal will not impact north bound cars turning left or right onto Devonshire Street.</p>

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8	Other		
8.1	Necessity of works	<p>The proposal should not go ahead as unnecessary intervention by the City through the impact of road works and lengthy construction will lead to loss of revenue and the closure of small businesses.</p> <p>Urge Council to rethink its “top down” approach to “improving” local business areas without involving and engaging local businesses at the concept stage. Would prefer to see local businesses empowered to take ownership and control of the look, feel and design of their precincts</p>	<p>Upgrade works to the City streets are necessary to keep up with the economic development of this precinct. The City will do its best to minimise disruption to businesses during the works but ultimately the improvements will provide a boost to local commerce.</p> <p>The City consulted with the local community in 2011 including a local business survey to establish the suite of works currently presented.</p>
8.2	Approach to works	<p>Urge Council to rethink its “top down” approach to “improving” local business areas without involving and engaging local businesses at the concept stage. Would prefer to see local businesses empowered to take ownership and control of the look, feel and design of their precincts</p> <p>With the increase in outdoor seating it will be necessary to increase the regularity of street cleaning</p>	<p>The City will review its allocation for servicing the upgraded assets.</p>
8.3	Street cleaning		