

ATTACHMENT B

CONSULTATION SUMMARY

Summary

This report summarises the issues raised by stakeholders during community consultation for the proposed works in Wilmot Street and central Street, CBD Sydney as part of the Laneways Revitalisation Strategy.

The engagement objectives for the concept design development of these laneways were:

- Provide early information to adjoining business owner, building owners and residents regarding plans for the area, to allow stakeholders the opportunity to provide their thoughts on the proposed scope of works and traffic changes.
- Provide opportunity for stakeholders and community to input into the design process during the development and exhibition of the concept plan.
- Conduct a process that takes account of stakeholder views and communicates how feedback influenced design.
- Promote the improved laneways as cultural, lively, vibrant, pedestrian friendly public spaces.

Stage 1: identifying usage and access requirements

The engagement strategy identified the key project stakeholders as building owners and major tenants on Central and Wilmot Streets. The key stakeholders were contacted via phone or email to arrange one on one meetings prior to the concept design being developed to ascertain current usage and access requirements of owners and tenants of the laneways. One on one meetings were held with eight of the major building owners or building/tenant representatives during 3 - 14 June 2013, generally at their premises. The majority of the stakeholders were supportive of the project and concept design.

Stage 2: consultation on the concept design and proposed traffic changes

Once the concept design was completed, the design proposal was actively taken to the surrounding community for comment. Community consultation was held between 26 June to 19 July 2013.

All registered property owners were notified of the concept design proposal through the post. Notification letters with the attached concept design were sent to a total of 3,100 property owners, as well as business and residential tenants (2,300 were letter box dropped through walker distribution and 808 were sent via mail) or emailed within a 175m radius of Wilmot and Central Streets. Phone and email contact was attempted in all cases where details were available. The notification letter explained the design elements of the proposal and encouraged stakeholders to make submission on the design. Council also met with owners and/or tenants of properties on request.

Public notices were placed in the Sydney Morning Herald and Central Sydney Magazine on 26 June 2013 the community about the project and the opportunity to comment on the concept design. A central Sydney laneways page was also established on sydneyoursay.com to allow the wider public information relating to these and other city laneways programs. Display panels of the concept design were available during the consultation period at the One Stop Shop for public viewing and comment. In addition, the notification letter and concept design were available at the City's Neighbourhood Centres.

In total, 11 written responses were received via email or post. There is overall support in the area for the laneways to be revitalised.

The table below listed the City's responses to the issues raised during one on one consultation with key stakeholders and from the community consultation:

WILMOT STREET AND CENTRAL STREET			
ISSUES	DETAILS	NUMBER OF TIMES MENTIONED	RESPONSE/DESIGN OUTCOME ACTION
1	General	12	Noted
	Supports the overall proposal.		Noted
	Ask if there is any opportunity for some form of improved canopy cover at certain parts of the laneways	1	Noted
	Concerned about the about having more licensed premises in this area	1	The upgrade works in Wilmot and Central Streets supports existing business and promotes opportunities for future outdoor activities. The project does not specifically propose more licensed premises in the area. The City will be responsible for assessing and issuing of outdoor dining permits however the Liquor licences is assessed and issued by the Office of Liquor Gaming and Racing.
2	Scope of works		
	Supports the food cart and is interested in licensing them	1	Noted.
	Supports the road closure in Wilmot Street	1	Noted.
	Supports the traffic flow reversal in Central Street	1	Noted.
	Supports the removal of the Police parking in Central Street	1	Noted.
	Concern about the number of people smoking in both laneways. Requested the installation of rubbish bins.		Noted. Installation of rubbish bins will be investigated during the design documentation stage.
	Ausgrid has plans to install and upgrade the pit and duct system located in Wilmott St. Such work will require extensive excavation activity	1	The City will be liaising with the services authority prior to construction to coordinate the City's construction works in the laneway and services upgrading projects.
	Disagree with the use of stone paving in both laneway because it too dark and reflective and suggested the use of asphalt	1	The design proposes new high quality paving in accordance with the City of Sydney Design Code and the use of smaller units in a more detailed layout in response to the pedestrian scale in the lanes.

WILMOT STREET AND CENTRAL STREET			
ISSUES	DETAILS	NUMBER OF TIMES MENTIONED	RESPONSE/DESIGN OUTCOME ACTION
	Concerns raised about levelling the road with the footpath will obscure the division between the road and footpath causing confusion and conflict between vehicles and pedestrians	1	As part of the proposal to transform Wilmot and Central Street into shared zone, any delineation such as kerb and gutter is required to be removed to enhance the sense of equality between pedestrians and vehicles and to ensure that the Shared Zone is a road related. The proposed 10km/h Shared Zone will improve safety for these pedestrian by allowing them to walk on the roadway and motorist using the lane will be limited to 10km/h and must give way to any pedestrian.
	Concerns about the about removal of the gutter will lead to localize flooding entering the buildings	1	The proposed works in Wilmot and Central Streets include upgrading of the stormwater system based on a detailed overland flow path analysis to ensure adjacent properties to the laneways will not be impacted by floods caused by the changes on the existing road levels.
	Concerned that Wilmot Street and Central Street will still be used as a public toilet and that will be an increase of event and no toilets have been included in the proposal	2	The City acknowledges that there is a lack of public toilets in the CBD. The Draft Public Toilet Strategy 2013 outlines the City's role in the provision, management and promotion of public toilets.
	Suggested that the current proposed for the Sydney Water Building hasn't been considered as part of the Wilmot and Central Street project	2	The DA has been taken into consideration. A total of 413 car spaces are proposed as part of this development, however, as a result of site access restrictions it is anticipated that vehicular access will be restricted to cars only. Access to and from the old Sydney Water building will be restricted to Wilmot Street.
	Appears that the proposal is based in to promote the eating and entertainment zone however the area already provides a large number of eating venues	1	The design creates flexible spaces for multi-purpose use and activities supporting existing business and providing opportunities for future outdoor uses.
	Concerned that Wilmot Street is a wind tunnel and would not be suitable for outdoor activation.	1	Noted.
	Concerned about the new road levels and the exiting garage tilt door opening which can sometimes slightly hanging down when opened and could constitute a hazard to people walking by if they do not look up.	1	Noted. This will be further investigated during the documentation stage.

WILMOT STREET AND CENTRAL STREET			
ISSUES	DETAILS	NUMBER OF TIMES MENTIONED	RESPONSE/DESIGN OUTCOME ACTION
3 Proposed Traffic Changes	Implementation of the Light Rail in George Street will aggravate the congestion problems in Pitt Street	1	Noted. The Light Rail team and TfNSW will be investigating the impacts in Pitt Street as part of their project.
	Concerned that the proposed blister will create further traffic problems in Pitt Street	1	The blisters in Pitt Street will be deleted from this project due to the indeterminate traffic changes that is anticipated Pitt Street as part of the light rail implementation.
	Do not support the proposed reverse of traffic or two ways traffic flow inside Century Tower car parking. The stakeholder states that this proposal is not viable and dangerous and will increase the risks for collision and congestion. Century Tower was designed to have a one way 'clockwise' traffic flow and the change on the flow would make certain levels unusable. Vehicles entering from Wilmot Street will not be able to descend on the internal car parking ramp and that the existing garage gates will need to be reconfigured. And, if vehicle have to access their car parking from Wilmot Street they will conflict with vehicles entering the Sydney Water Building	4	Following on the comments received from the consultation, the current Century Tower access arrangements will be maintained irrespective of the Central Street travel direction.
	Concerned that the only exit from their building will be onto the already congested Pitt Street and that access to Pitt Street will be made more difficult due to the increase of vehicles entering Pitt Street	2	With the proposed implementation of light rail in George Street by the State Government, vehicular access to George Street will be limited. It is anticipated that any increased vehicle turning movements into Pitt Street from Wilmot Street as a result of the two way conversion will have minimal effect on the overall operation of Pitt Street due to the nature of the left hand turn movements and the existing operation of Pitt Street.
	Closing vehicular access in Wilmot Street will increase traffic problems in an already congested area and entering Pitt street	2	Traffic in George Street will be limited after the implementation of the light rail. The traffic proposal takes in consideration the current use of these laneways by the adjacent stakeholders and future works in George Street as part of the Light rail project. It is anticipated that any increased vehicle turning movements into Pitt Street from Wilmot Street as a result of the two way conversion will have minimal effect on the overall operation of Pitt Street due to the nature of the left hand turn movements and the existing operation of Pitt Street.
	States that the DA for the Sydney Water building has provision for a large number of parking spots that will further congest Wilmot Street	1	Noted. The traffic management plan lodged as part of the Sydney Water Building DA was reviewed as part of this project and considered in the traffic proposal for Wilmot and Central Streets.

WILMOT STREET AND CENTRAL STREET		
ISSUES	DETAILS	RESPONSE/DESIGN OUTCOME ACTION
		NUMBER OF TIMES MENTIONED
	Opposes to the changes to the current 'No Parking' zone in front of the Century Tower in Pitt Street to 'Parking (time restricted – short term)'	1
	Concerned that the two ways and traffic closure of in Wilmot street will increase the number of large vehicles reversing in the laneway and onto Pitt Street	1
	Concerned that two ways in Wilmot Street will difficult their removal of rubbish. The garbage compactus truck currently drive against the legal traffic flow to enter the building and exits in George Street	1
	Concerns that the two way traffic and closure of the western end of the laneway will limit large trucks using the private loading dock	1
	Concerns that Wilmot Street is too narrow for a two way traffic	1
	Concerned that reversal of flow and the existing loading area when in use will block large vehicles entering from George Street especially ambulance, prison vehicles and removalist trucks	1
	Change on the traffic flow will difficult access to their building especially for larger vehicles due to the sharp corner	1
	Concerned about how the traffic speed will be controlled as it is currently an easy street to walk down with slow traffic.	1
	Concerned that the reversal in Central Street will mean that in addition to once per visit (exit) we will also have people racing down the street to turn into Pitt Street to then turn back	1
		Noted. This will be further investigated during the documentation stage and in liaison with TfNSW
		Wilmot Street provides local access for vehicles servicing/loading buildings. The existing access to car parking and loading area is limited to large vehicles up to 8.8metres. The turning paths prepared during the concept design show vehicles accessing the existing private loading area will be able to reserve within the loading area and exit Wilmot Street on the legal direction of traffic.
		The introduction of a two ways will main the current accesses while allowing rubbish trucks to drive legal direction of traffic.
		Turn path analysis undertaken during the design concept stage demonstrates that that the existing limit of vehicles up to 8.8 metres accessing the private loading area will be maintained.
		The removal of the kerbs and gutters will increase the road related area from 4.8 metres to 7.6 meters allowing for a two way traffic.
		The proposed Central Street modifications will have minimal effect to vehicles up to 8.8metres accessing Central Street.
		Swept paths undertaken as part of this project confirms that the existing building access arrangements will be maintained.
		As part of the Shared Zone, the design proposes to raise the road level, implementation of a distinctive pavement treatment and statutory shared zone signs at tin accordance with the RMS's 2012 Policy for 10km/h Shared Zones. Pedestrian amenity with both laneways will be significantly improved with the proposed changes.
		Noted. The City will installed traffic signage indicating the new traffic arrangements including traffic flow and will notify the surrounding residents prior to the project's completion.

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ISSUES	DETAILS	NUMBER OF TIMES MENTIONED	RESPONSE/DESIGN OUTCOME ACTION
	<p>Concerned about the new road levels and the exiting garage tilt door opening which can sometimes slightly hanging down when opened and could constitute a hazard to people walking by if they do not look up.</p> <p>Concerned about the right hand turn into Central St from George St as it's a narrow street</p>	1	Noted. This will be further investigated during the documentation stage.
4	<p>Parking</p> <p>Concerned that if the Police Parking is removed where will the police parking and that the Police might park at the spot illegally anyway</p>	1	<p>Turning paths prepared by the traffic engineer during the design concept demonstrated that large vehicles can turn from George Street into Central Street.</p> <p>During the consultation with the Police and Central Local Court they confirm that the Police currently they do not use the Police Parking. However the sobering up centre is now being trailed and operating at Central Local Court from Friday 8pm until Sunday 8am and a pick up zone with short term parking will may be required in close proximity of the Court with the intend that when people are released they will be picked up by family or next of kin. This will be further investigated during the documentation stage.</p>
	Opposes to the changes to the current 'No Parking' zone in front of the Century Tower in Pitt Street to 'Parking (time restricted – short term)	1	Noted. This will be further investigated during the documentation stage.