

2 September 2019

At the conclusion of the Corporate, Finance, Properties
and Tenders Committee



Environment Committee

Sydney 2030. Green. Global. Connected

Agenda

- 1. Disclosures of Interest**
- 2. Project Scope - MacDonald Street Widening and Trunk Drainage Project, Erskineville**

Guidelines for Speakers at Council Committees



As part of our democratic process, the City invites members of the community to speak directly to Councillors during Committee meetings about items on the agenda.

To enable the Committee to hear a wide range of views and concerns within the limited time available, we encourage people interested in speaking at Committee to:

1. Register to speak by calling Council's Secretariat on 9265 9310 before 12.00 noon on the day of the meeting.
2. Check the recommendation in the Committee report before speaking, as it may address your concerns so that you just need to indicate your support for the recommendation.
3. Note that there is a three minute time limit for each speaker (with a warning bell at two minutes) and prepare your presentation to cover your major points within that time
4. Avoid repeating what previous speakers have said and focus on issues and information that the Committee may not already know.
5. If there is a large number of people interested in the same item as you, try to nominate three representatives to speak on your behalf and to indicate how many people they are representing.
6. Before speaking, turn on the microphone by pressing the button next to it and speak clearly so that everyone in the Council Chamber can hear.
7. Be prepared to quickly return to the microphone and respond briefly to any questions from Councillors, after all speakers on an item have made their presentations.

Committee meetings can continue until very late, particularly when there is a long agenda and a large number of speakers. This impacts on speakers who have to wait until very late, as well as Council staff and Councillors who are required to remain focused and alert until very late. At the start of each Committee meeting, the Committee Chair may reorder agenda items so that those items with speakers can be dealt with first.

Committee reports are on line at www.cityofsydney.nsw.gov.au, with printed copies available at Sydney Town Hall immediately prior to the meeting. Council staff are also available prior to the meeting to assist.

Item 1.

Disclosures of Interest

Pursuant to the provisions of the Code of Meeting Practice – May 2019 and the Code of Conduct – May 2019, Councillors are required to disclose pecuniary interests in any matter on the agenda for this meeting.

Councillors are also required to disclose any non-pecuniary interests in any matter on the agenda for this meeting.

This will include receipt of reportable political donations over the previous four years.

In both cases, the nature of the interest must be disclosed.

Written disclosures of interest received by the Chief Executive Officer in relation to items for consideration at this meeting will be laid on the table.

Item 2.

Project Scope - MacDonald Street Widening and Trunk Drainage Project

File No: X011393.003

Summary

This report outlines the proposed scope for the public domain upgrade and road widening of both MacDonald and Goddard Streets, including a stormwater trunk drain and associated works. As part of the Ashmore Precinct Improvement Program, both MacDonald and Goddard Streets, Erskineville, have been identified for upgrade. In 2016, a concept design was prepared and approved by Council for the Ashmore Precinct which includes the MacDonald and Goddard Streets public domain works.

The proposal's key features includes the design and construction of a new public domain, utility services infrastructure and a new stormwater trunk drain running from Bridge Street interface along and under the northern footway of MacDonald Street to Hadfields Street extents. The proposal seeks to mitigate, in part, the current street flooding situation and in the future shall be connected to the greater Ashmore precinct trunk drain infrastructure.

The proposal also includes a bi-directional cyclepath, pedestrian footways, shared areas, continuous footway treatments, raised pedestrian crossings, street trees, rain garden swales, garden beds, on-street vehicular parking, street and pedestrian lighting and design provision for the future development of both MacDonald and Goddard Street extensions and connections. As part of the proposal, all aboveground power wires shall be placed underground, with a full infrastructure design for all service lines and utilities.

A consultation and community engagement process has been undertaken for this proposal. This has included approximately 1500 letter drops to properties in Erskineville along with exhibit of Review of Environmental Factors on the City's website.

The community engagement period ran from 3 June to 1 July 2019 as part of the City's comprehensive program of engagement for the Ashmore urban renewal program. Feedback from this consultation with residents, adjacent developers and authorities has been considered and where practical, informed the design development.

City of Sydney staff attended a community information session hosted by the Friends of Erskineville, where information about the project was shared and questions were answered. The feedback from the community at these sessions is consistent with the feedback received from written submissions.

Recommendation

It is resolved that Council:

- (A) approve the scope of work for the MacDonald Street Widening and Trunk Drain Project, as described in the subject report and shown in the concept plan design Attachment B to the subject report, for progression to design development and preparation of construction documentation; and
- (B) note the estimated project forecast phasing as outlined in Confidential Attachment F to the subject report.

Attachments

- Attachment A.** Location Plan
- Attachment B.** Proposed Concept Plan
- Attachment C.** Proposed Street Perspective
- Attachment D.** Community Consultation Letter
- Attachment E.** Community Responses Table
- Attachment F.** Financial Implications (Confidential)

Background

1. The City has an approved concept design for the Ashmore Precinct public domain that is in support of the redevelopment of the area and provides appropriate level of upgrade and amenity for local residents.
2. MacDonald and Goddard Streets, Erskineville were identified for an upgrade in line with the Ashmore Precinct public domain concept design.
3. The MacDonald Street upgrade and widening will facilitate the design and construction of a trunk drain which is required to mitigate, in part, local area flooding. The trunk drain is proposed to run eastwards from the Bridge Street interface along and under the northern footway of MacDonald Street extents. This trunk drain typically consists of two parallel 2.7m wide x 0.9m high culverts and associated infrastructure. The trunk drain will in the future tie into the greater Ashmore Precinct trunk drain system.
4. The MacDonald and Goddard Street works include:
 - (a) remediation of contaminated ground, and upgrade of traditional utilities including potable water, stormwater (Including trunk drain), sewer, electricity, gas and telecommunications; and
 - (b) civil and public domain works including roads, cycleways, footpaths, kerbs, water sensitive urban design features, trees, landscaping, lighting, traffic control devices (e.g. shared zones, pedestrian crossings and thresholds), street furniture and signage.
5. The design proposal consists of two residential street typologies. Firstly, Goddard Street will extend from MacDonald Street interface to Coulson Street and is proposed to be a future one-way vehicular arrangement. Secondly, MacDonald Street will extend from Bridge Street and connect through and into Hadfields Street as a two-way vehicular arrangement.
6. In total three raised pedestrian crossing facilities are proposed to the eastern, mid-way and western ends of MacDonald Street project extents to facilitate a responsive and safe pedestrian circulation. Further, a continuous footpath treatment is stipulated to the entire southern footway of MacDonald Street.
7. The MacDonald Street northern footway area includes a bi-directional cycleway its full length along with a pedestrian footway.
8. The proposed street layouts are to reinforce the desire for a traffic-calmed, low-speed environment, which promotes a green amenity, generous walkable footpaths and high quality bi-directional cyclepath provision and opportunities for an extensive street tree and understorey planting regime.
9. There is a total of 47 new street trees proposed, to which the species are in accordance with the City's approved street tree masterplan. The City will be removing 36 trees for the works but will plant 47 new trees, therefore an additional 11 trees will be planted. These new plantings shall be of advanced stock size at the time of planting, to provide a high level amenity and landscape character.
10. Species that evoke the wetlands and low lying lands, which once covered this site, have been incorporated through the understorey planting and rain gardens.

11. The proposed concept plan Attachment B was informed by the following key objectives for the street network:
 - (a) provide accessible links within and to neighbouring areas for all transport modes;
 - (b) maximise pedestrian priority, accessibility and connectivity;
 - (c) integrate links to public transport;
 - (d) provide a separated cycleway network and linking to wider masterplan routes;
 - (e) ensure a coherent network of streets of different scale, character and function;
 - (f) establish a strong and cohesive green landscape character; and
 - (g) integrate water sensitive urban design for improved ecology, stormwater quality.
12. The proposed concept plan, Attachment B is underpinned by key precinct-wide strategies described below:

Key Implication

Strategic Alignment - Sustainable Sydney 2030 Vision

13. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
 - (a) Direction 1 - A Globally Competitive and Innovative City - the upgraded streets form the vital public domain framework to ensure the development and growth in the Ashmore Precinct and to complement the high quality community facilities, parks and public spaces..
 - (b) Direction 2 provides a road map for the City to become A Leading Environmental Performer - the street design integrates a series of rain gardens throughout to reduce stormwater pollutant loads within the local catchment. The project streets will be illuminated by energy efficient LED light fittings.
 - (c) Direction 4 - A City for Walking and Cycling - the new streets have been designed as safe, green and vibrant spaces that will invite the community to walk and cycle to the new parks, community facilities, shopping and transport. The high quality cycle network links to the developing regional cycle network.

Organisational Impact

14. These two upgraded streets will become quality and robust asset for the City of Sydney and, as such, will require ongoing maintenance and management. One of the proposal's key features includes the design and construction of a new stormwater trunk drain and associated infrastructure which shall require maintenance.

Risks

15. The key risks to be managed include:
- (a) coordination with other City projects and adjacent developers to minimise potential interface issues and maximise cooperative opportunities;
 - (b) coordination with utility companies and authorities, including achieving their timely approvals;
 - (c) contamination is highly likely on the site and will be managed in accordance with the requirements of Environmental Protection Authority (NSW) and approved through site Remedial Action Plans; and
 - (d) coordination of vehicular traffic will be required during the construction stage works.

Social / Cultural / Community

16. The upgraded streets will provide a safe, accessible and high amenity environment for all residents, workers and visitors.
17. MacDonald Street provides improved safety for pedestrians, cyclists and vehicular movements with three pedestrian and cycle crossings introduced at key points.

Environmental

18. Planting - Street tree and understorey planting has been maximised throughout the two streets with generous footway provision to facilitate for green approach and infrastructure.
19. Materials - materials adopted for this project are in line with standard City of Sydney approved products, which are selected from responsible manufacturers and sourced within Australia.

Budget Implications

20. There are sufficient funds allocated for proceeding with the recommended scope. Current forecast costs and financial implications are outlined in Confidential Attachment F.

Relevant Legislation

21. All work phases pertaining to this project will be undertaken in accordance with all applicable legislation, including but not limited to the following:
 - (a) Work, Health and Safety Act 2011
 - (b) Contaminated Land Management Act 1997
 - (c) Protection of the Environment Operations Act 1997
22. Tenders for this project will be conducted in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005 and the City's Contracts Policy.
23. Attachment F contains confidential commercial information and details of Council's contingencies which, if disclosed, would confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
24. Discussion of the matter in an open meeting would, on balance, be contrary to the public interest because it would compromise Council's ability to negotiate fairly and commercially to achieve the best outcome for its ratepayers.

Critical Dates / Time Frames

- | | |
|------------------|-----------------------------|
| 25. Tender | February 2020 to April 2020 |
| 26. Construction | July 2020 to August 2021 |

Options

27. Not proceeding with this project would potentially delay the completion of the Ashmore trunk drain works. Further, it would delay in providing a street upgrade of high landscape character and visual amenity for the residents and greater community.

Public Consultation

28. The City ran a community engagement process to inform the community about this proposal and to provide feedback on the proposal. The community engagement period ran from 3 June 2019 to 1 July 2019.
29. People who participated in this process indicated support for the project, however many raised concerns about loss of parking, existing trees and the eventual opening of MacDonald Street through to Mitchell Street. Feedback from this consultation with residents, adjacent developers and authorities has been considered and where practical, informed the design development. The particulars of which are stated in Attachment E and the City of Sydney responses and will be further reflected in the next stage design documentation.

30. The communications and engagement activities included:
 - (a) letterbox drops;
 - (b) targeted emails to strata managers and community groups; and
 - (c) attending a community information session hosted by Friends of Erskineville
31. Ongoing consultation with the community will continue during the construction phase of the project.

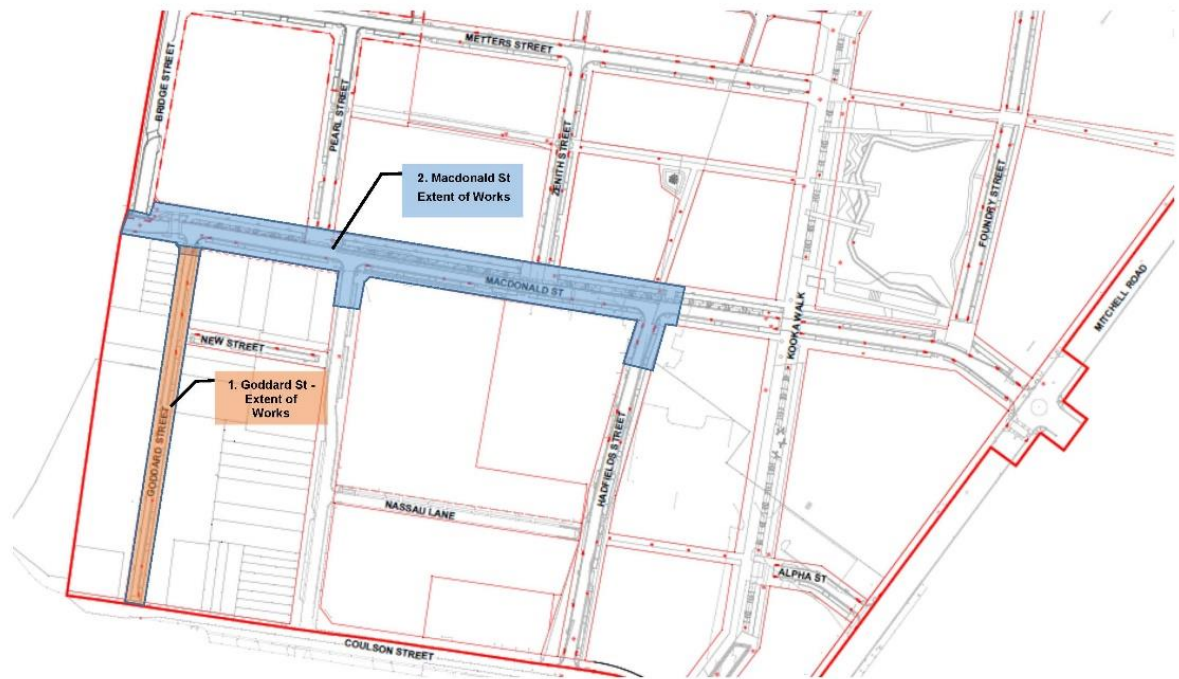
AMIT CHANAN

Director City Projects and Property

Dean Arnold, Design Manager

Attachment A

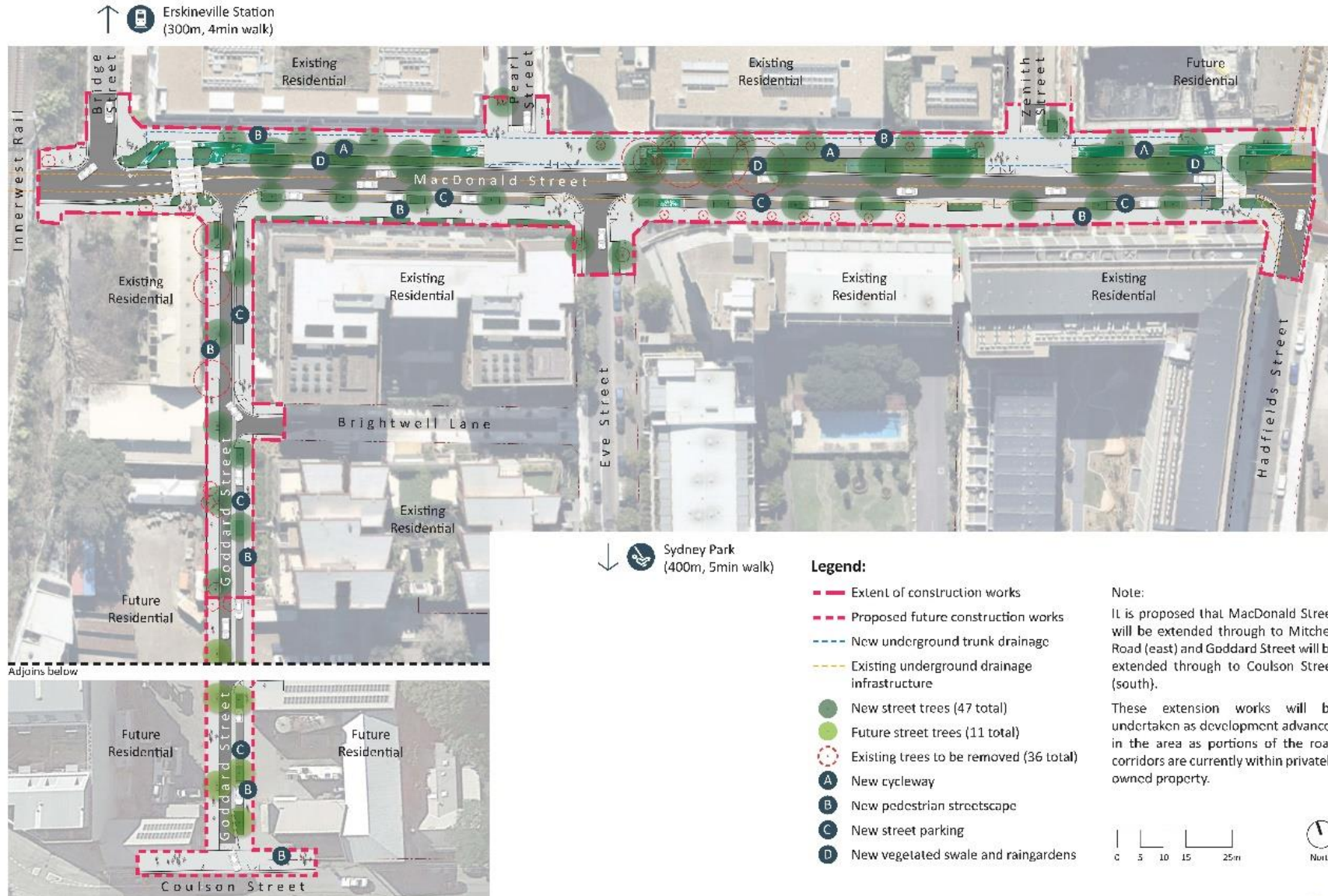
<h2>Location Plan</h2>



Site **Location** Plan - MacDonal and Goddard Streets, Erskineville

Attachment B

Proposed Concept Plan



MacDonal Street Trunk Drainage & Streetscape Works, Ashmore Precinct

Attachment C

Proposed Street Perspective



Attachment D

Community Consultation Letter

3 June 2019



MacDonald and Goddard streets – street widening and new drainage

The City is planning a project to upgrade MacDonald and Goddard Streets in Erskineville, including a new stormwater drain to reduce the risk of flooding in the area. City staff have prepared a review of environmental factors for the project, and are seeking your feedback on this review.

The review of environmental factors covers:

- engineering, environmental and planning factors
- tunnel and pit designs and operational requirements
- construction impacts and risk mitigation strategies
- impacts on flora and fauna
- legislative requirements and approvals.

Your feedback will help us improve the final design for upgrade.

About the proposed upgrade

The proposed street upgrade includes road widening and changes to on-street parking spaces. A new cycleway will separate people riding from motor vehicles and footpaths, and improve the bike link between the inner west and the eastern suburbs.

Two new pedestrian crossings and updated lighting will improve safety for people walking and cycling.

We will also landscape the street. We will need to remove 36 trees for the works but we will plant 47 new trees, so the street will have 11 more trees by the end of the project. The City will investigate alternative options before taking the decision to remove trees.

The increase in trees and the construction of the cycleway will require a reduction in on street parking. Currently there are 48 parking spaces on MacDonald and Goddard streets, when the project is complete there will be 24 spaces.

Work is expected to start in mid-2020 and be complete by mid-2021.

Ways you can provide feedback

You can view the plans and provide feedback at sydneyyoursay.com.au by **5pm Monday 1 July 2019**

You can also post your feedback to Craig Ryan, Strategic Engagement and Community Relations, City of Sydney, Town Hall House, Level 7, 456 Kent Street, Sydney NSW 2000.

For more information, please contact Nava Jeyachandran on 9265 9333 or at njeyachandran@cityofsydney.nsw.gov.au

Bruce Gillespie
Senior Delivery Manager

Attachment E

Community Response Table

All issues raised are detailed in the table below, organised by category.

Category	Issue	Total	City of Sydney Response
Support the project	Supports the project	36	Noted.
	Supports the project - cycling elements	15	Noted.
	Supports planting of more trees	4	Noted.
	Supports the project - new crossings	1	Noted.
	Supports the project - walking elements	1	Noted.
Total		57	Support the Project
Parking	Do not reduce parking	49	The parking has been reduced as a function of the public domain upgrade. We are incorporating other numerous landscape elements, such as, pedestrian footways and crossings, bi-directional cyclepath, street tree plantings, water quality and flooding mitigation elements which result in a reduction to street parking numbers.
	Introduce parking restrictions underneath the rail bridge	2	Noted, however, this area under the rail bridge is currently outside of the scope of works for this project. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Introduce 2P parking restrictions on MacDonald, Rochford and Union	1	The City's parking policy and requirements shall apply to MacDonald Street and form part of this project works. This feedback and for the other said streets shall be shared with the City's Infrastructure and Traffic Operations Team.
	Introduce unrestricted parking on weekends	1	The City's parking restrictions will not be relaxed as they act as deterrent for people overstaying and they encourage parking turnover.
	Parking changes will effect neighbouring streets - new restrictions may need to be introduced	1	The City's parking policy and requirements shall apply to MacDonald and Goddard Streets forming part of this project. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.

Category	Issue	Total	City of Sydney Response
	Parking restrictions need to be enforced	1	The City's parking policy and requirements shall apply to MacDonald and Goddard Streets for this project. This feedback regarding parking restrictions shall be shared with the City's Rangers Team.
Total		55	Don't reduce parking - 49 Introduce various parking restrictions - 6
Traffic and pedestrian access	Concern about future MacDonald connection to Mitchell Road - will cause rat running.	29	The proposed works are in accordance with the Council approved masterplan and concept design undertaken for the Ashmore Precinct. Speed restrictions and traffic calming measures shall be utilized along MacDonald Street to mitigate 'rat running'.
	The crossing should be installed at the corner of Eve and MacDonald streets	8	Investigation has been undertaken into introducing raised pedestrian crossings at both MacDonald and Eve Streets. After further consideration and discussions with our City's Infrastructure and Traffic Operations Team we will introduce two raised pedestrian crossings at MacDonald and Eve Streets for the benefit of the end users.
	Make MacDonald Street a no through road - allow pedestrians and cyclists 'through use' only.	4	The proposed works are in accordance with the Council approved masterplan and concept design undertaken for the Ashmore Precinct. Extensive traffic management studies have been undertaken regarding the feasibility and connections of MacDonald Street. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Install a crossing at Eve and Coulson Streets	3	This area is currently outside of the scope of works for this project. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Install speed mitigating devices like speedbumps	3	The introduction of three (3) number raised pedestrian crossings along MacDonald and one (1) to Eve Street for this project will assist to mitigate the speed of vehicles and provide safe pedestrian neighbourhood connections.
	Make Eve Street one way north and Goddard Street one way south	3	As part of the future works and with the final extension of Goddard Street through to Coulson Street, this Street shall be a one-way south configuration for vehicular traffic. With regards to Eve Street, this street is currently outside of the scope of works for this project. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Make MacDonald Street one way	3	MacDonald Street will remain two way in accordance with the Council approved masterplan and concept design undertaken for the Ashmore Precinct.
	Reduce speed in these streets to 40km/h	3	The proposed vehicular speeds are in accordance with the City's traffic requirements for this area. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.

Category	Issue	Total	City of Sydney Response
	Install an additional crossing	2	Investigation has been undertaken into introducing a raised crossing at both MacDonald and Eve Streets. The concern is that the introduction of raised crossings in this location would cause flooding issues which would not be acceptable. After further consideration and discussions with our City's Infrastructure and Traffic Operations Team we are going to introduce two (2) additional raised pedestrian crossings to both MacDonald and Eve Streets for the benefit of the end users.
	Continuous Footpath Treatments need to more clearly show pedestrian priority	1	Noted. The proposed footway treatment is for a brushed concrete finish and this treatment shall be specified to the Continuous Footpath Treatment at intersections to ensure pedestrian safety and continuation of the same material treatment. After further discussions with our City's Infrastructure and Traffic Operations Team we are going to introduce a raised pedestrian crossings to Eve Street for the benefit of the end users and to facilitate this Continuous Footpath Treatment.
	Crossing at Bridge Street will cause traffic issues west of the intersection	1	Noted, however, it is necessary to provide safe pedestrian access and movements in this location across MacDonald street for the end users.
	Design doesn't allow for larger vehicles to access or park on the street	1	The design facilitates for the on street parking of typical car sized vehicles. As such, this facilitates for as many car parking spaces as possible in the design. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Ensure ramps are wide enough for two	1	The pram ramps specified are in accordance with Councils accessibility requirements and standards. These requirements state a ramp width of 1200mm minimum and 1500mm typical.
	Ensure that No Standing areas are in place to keep the street accessible	1	Noted. The streets will be sign posted in accordance with the City's traffic and street signage requirements and standards.
	Eve Street footpath needs to be widened	1	Noted, however, this area is currently outside of the scope of works for this project. This feedback shall be shared with the City's Planning Team for any future public domain street upgrade.
	Footpaths under rail bridges are dangerous due to the lack of drainage	1	Noted, however, this area is currently outside of the scope of works for this project. This feedback shall be shared with the City's Planning Team for any future public domain street upgrade.

Category	Issue	Total	City of Sydney Response
	Goddard and Coulson streets interface needs to be widened to allow for safe turning	1	Noted, however, Coulson Street extents are currently outside of the scope of works for this project. The future extension of Goddard Street to Coulson Street has been designed in accordance with the City's road design standards and requirements. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Install a suspended vehicle height bar on rail bridge to stop trucks getting stuck	1	Noted, however, this area is currently outside of the scope of works for this project. This bridge asset is not under the remit of the City of Sydney. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Install raised crossings	1	The current design includes a number of raised pedestrian crossings to the project. The introduction of three (3) number raised pedestrian crossings along MacDonald Street, one (1) to the northern end of Eve Street and western interface of Brightwell lane for this project will assist to mitigate the speed of vehicles and provide safe pedestrian neighbourhood connections. Further, a continuous footpath is proposed for the full extents of the southern footway of MacDonald Street.
	MacDonald and Eve interface needs to be widened to allow for safe turning	1	Noted, however, the widening of Eve Street is restricted due to the current buildings and allotment boundaries. The design turns stipulated are in accordance with the City's traffic and street requirements and standards. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	The project will address current access issues on MacDonald Street	1	Yes, the upgrade of MacDonald Street project extents will facilitate improved neighbourhood vehicular, cycle and pedestrian access.
	Wheelchair/pram access needed to cross MacDonald Street	1	Yes, the design of MacDonald Street project extents will facilitate equitable and universal access. Continuous footpaths, pram ramps and raised pedestrian crossings shall be introduced to MacDonald Street and project interface streets.
	Widen street to allow two cars to pass each other	1	The proposed road design for MacDonald Street shall facilitate the movement of a two way street in accordance with the City's traffic requirements.
	Move crossing away from Hadfields Street	1	This crossing has been provided to ensure safe pedestrian movements at this street intersection.
	Supports the opening of streets	1	Noted.

Category	Issue	Total	City of Sydney Response
	Close vehicle access at rail bridge	1	Noted, however, this area is currently outside of the scope of works for this project. It is proposed to maintain access in this location. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
Total		74	
Trees	Retain mature trees	21	Given the extensive public domain upgrade works proposed with the introduction of trunk drain infrastructure to mitigate street flooding, the retention of existing trees along MacDonald Street is not possible. If these and other mature trees are retained the trunk drain design cannot be built. We have proposed a significant number of additional trees for the project to provide a public domain of high landscape character and visual amenity. The use of structural soil medium will allow newly planted trees to reach mature size without damage to surrounding pavements.
	Plant more trees on Goddard Street	2	Goddard Street is a 10 metre wide street which restricts the opportunities for tree plantings. We have however, designed a street where street trees have been given priority to ensure a street of high landscape values.
	Consider another species of tree for the swales - Queensland Kauri could cause future maintenance issues	1	The species have been selected in accordance with the Approved Street Tree Masterplan for Sydney. Link below to this document - https://www.cityofsydney.nsw.gov.au/live/trees/urban-forest/tree-policies
	Ensure trees are planted in a way that they survive and thrive	1	Noted. The City has developed extensive standards and requirements for successful and viable street tree plantings which have been stipulated in the design for this project.
	Install a planted median	1	The street widths do not have sufficient space to incorporate a planted median.
	Install raingardens	1	It is proposed an extensive garden swale treatment shall extend along the entire northern footway area of MacDonald Street and provide a high level of amenity and water treatment.
	Plant more colourful trees	1	The selection of street trees is in accordance with the City's approved Street Tree Masterplan. Link below to this document - https://www.cityofsydney.nsw.gov.au/live/trees/urban-forest/tree-policies The selected trees species provide colour change through their foliage and flowers.

Category	Issue	Total	City of Sydney Response
	Plant paperbarks in Erskineville Street to manage flooding	1	The selection of street trees is in accordance with the City's approved Street Tree Masterplan. Link below to this document - https://www.cityofsydney.nsw.gov.au/live/trees/urban-forest/tree-policies Other flooding mitigation measures are proposed for the street upgrade such as the trunk drain.
	Reduce parking to plant more trees	1	Noted. The parking numbers have been reduced on the streets to facilitate for the public domain elements, including the increase of trees and garden areas throughout.
Total		30	
Utilities	Put existing powerlines underground	17	The proposed design facilitates for the relocation of above ground wires to an underground service along MacDonald Street.
Total		17	
Cycleway	Cycleway isn't needed	11	The introduction of the bi-directional cycleway along MacDonald Street is in line with the approved concept design for this street. The MacDonald Street cyclepath will form part of the greater City network. For more information on the broader network, please find link below to the City wide cycleway network - https://www.cityofsydney.nsw.gov.au/explore/getting-around/cycling/sydney-cycling-map
	Build a shared path instead of the separated cycleway	1	A shared path is not sufficient to manage people riding and walking on MacDonald Street and so a separated cycleway is required for this part of the network. The introduction of the bi-directional cycleway along MacDonald Street is in line with the approved concept design for this street. A small shared zone is proposed for the north western footway area of MacDonald Street and adjoining to Bridge Street southern extents.
	Combine drainage, footpath and cycleway to retain trees	1	The proposed stormwater trunk drain design will reduce flooding and is part of the overall stormwater management system for the area. The only location for the trunk drain culvert is directly under the trees along MacDonald Street due to the existing utilities in the road corridor.
	Existing conditions are bad and the proposed cycleway will not improve the issue	1	The introduction of the bi-directional cycleway along with other proposed street upgrade works will considerably improve the existing conditions.

Category	Issue	Total	City of Sydney Response
	Extend the cycleway west	1	Noted, however, this area to the west is currently outside of the scope of works for this project. This feedback shall be shared with the City's Cycle Team. Link below to the City wide cycleway network - https://www.cityofsydney.nsw.gov.au/explore/getting-around/cycling/sydney-cycling-map
	Install more cycleways in the area	1	Noted, however, other areas are currently outside of the scope of works for this project. The MacDonald Street cyclepath will form part of the greater City network. Link below to the City wide cycleway network - https://www.cityofsydney.nsw.gov.au/explore/getting-around/cycling/sydney-cycling-map
	Make the cycleway wider	1	The width of the bi-directional cycleway is in accordance with the City's requirements and standards. The widths need to be considered with regards to the other public domain elements that are required for the street design, such as, footways.
	Total	17	
Stormwater	Stormwater works aren't required on MacDonald Street	3	The proposed stormwater trunk drain design is to assist in mitigating flooding and is part of the overall stormwater management system for the area.
	Total	3	
Other	Driveway to Eve building causes significant safety risk	2	The driveway to the Eve Building is not within the extent of the project scope. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Ensure that all work is carried out at the same time to stop road being continually ripped up	2	It is proposed that all upgrade construction work will be undertaken at the same time. These are programmed for mid-2020 to mid-2021.
	Include rideshare pick up/drop off parking spots	2	This has been assessed by council's traffic team and confirmed that it is not proposed at this time. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Sydney Trains need to open Erskineville Station at the southern end	2	Noted, however, this is not within the control of Council and the responsibility of Sydney Trains..
	2A Pearl Street is being used for illegal parking and dumping rubbish	1	Noted. This area is not forming part of the current upgrade project works. This feedback shall be shared with the City's Rangers and Infrastructure and Traffic Operations Team.

Category	Issue	Total	City of Sydney Response
	Concern about capacity of trains at St Peters and Erskineville stations	1	Noted, however this is not within the control of Council and the responsibility of Sydney Trains.
	Consider location and alignment off street signs and lights	1	The signage and lighting has been considered and coordinated as part of the works and will be specified with the final design documents.
	Do not proceed until the rest of the developments are completed	1	The construction works are scheduled for the period mid-2020 to mid-2021.
	Ensure sound mitigation is implemented as part of this project	1	Noise mitigation has been discussed in the REF and appropriate measures will be undertaken during the construction of the works.
	Hold off on delivering the project until after the facilities are needed	1	The construction works are scheduled for the period mid-2020 to mid-2021.
	Install charging points for electric vehicles	1	This is not part of the current project works. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Request a precinct plan from council to address impacts on area from projects like Westconnex	1	Noted and impacts from Westconnex are not forming the detailed design of this project. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Request a precinct plan from NSW gov and council to address impacts on area from projects like Westconnex	1	Noted and impacts from Westconnex are not forming the detailed design of this project. This feedback shall be shared with the City's Infrastructure and Traffic Operations Team.
	Total	17	

Document is Restricted