

Attachment B

**Engagement Report – City North Public Domain
Plan (2022 Update)**

Engagement report - City north public domain plan (2022 update)



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Overview

Background

The City North Public Domain Plan outlines ideas for the part of central Sydney north of King Street and east of George Street.

The draft City North Public Domain Plan (2022) is an update to our 2015 plan and is in line with the strategic direction of Sustainable Sydney 2030-2050 Continuing the Vision.

Since we developed the 2015 plan, the planning and development context of City North has changed, with the Central Sydney Planning Strategy creating the northern tower cluster, and significant State Government infrastructure and transport projects planned for the precinct, including two new metro stations. These changes will significantly increase the number of people who travel to and from the city, placing greater demands on public spaces.

Our draft plan identifies new opportunities to improve the public domain and pedestrian access, particularly in the Hunter Street precinct bounded by George Street, Bridge Street, Macquarie Street and Martin Place.

The City sought community feedback on the draft plan during November and December 2022. This report outlines the community engagement activities that took place and summarises the key findings from the consultation.

Engagement summary

The City formally sought community feedback on the draft plan in November and December 2022.

Community consultation included the following activities:

- > Public exhibition of the proposal between 14 November – 19 December 2022;
- > Community notification distributed to 4,148 property owners, residents, and businesses;
- > E-mailout to 315 registered stakeholders;
- > A briefing to business leaders and industry groups hosted by Lord Mayor Clover Moore;
- > Eleven individual briefings with affected stakeholders;
- > An online community briefing on 29 November 2022;
- > A drop-in consultation session at Customs House on 1 December 2022;
- > Online survey and interactive map;
- > 140 decals placed throughout the precinct promoting the consultation;
- > Advertising on community screens throughout the precinct;
- > Sydney Your Say e-news sent to over 7,000 subscribers;
- > Sydney Your Say web page; and
- > Media announcement

Purpose of engagement

- To seek early input from stakeholders on the revised draft plan
- To understand stakeholder sentiment towards the draft plan, issues and priorities
- To capture feedback to help inform the development of a final plan
- To capture all relevant contact with stakeholders

Outcomes of engagement

Feedback was sought through various engagement activities including a Lord Mayor briefing to business leaders and industry groups, a series of stakeholder meetings, an online community briefing, a community drop-in session, and online survey and interactive map.

The draft plan was available on the Sydney Your Say webpage which was viewed 1,380 times and the document downloaded 670 times.

Overall, **157 submissions** were received from the channels listed in the activity table below. In addition, this engagement also captured the views of **87 people** who attended the Lord Mayor business briefing, stakeholder briefings and online community briefing.

Engagement activity table

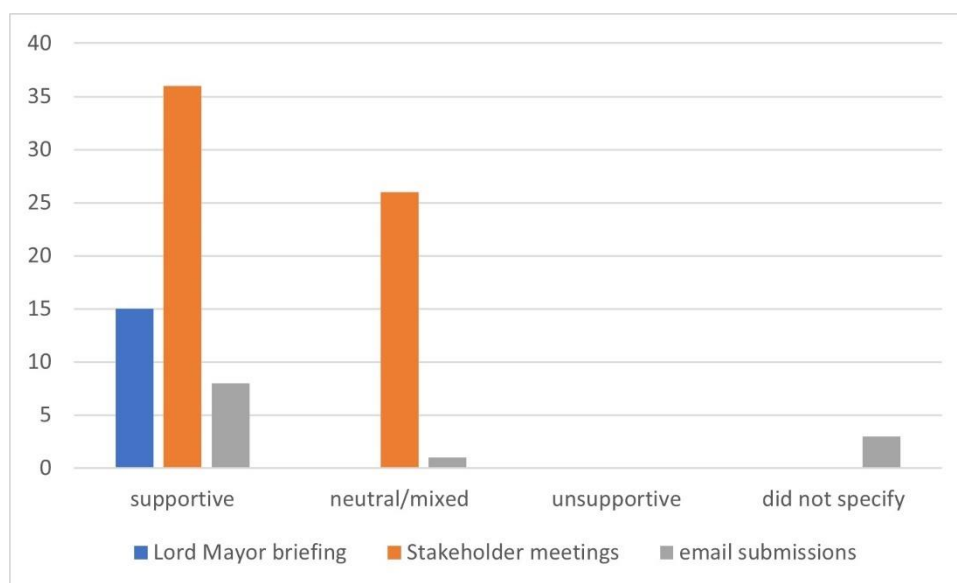
| Quantity | Description of activity |
|----------|--|
| 15 | Key stakeholders attended Lord Mayor business briefing |
| 64 | Attended 11 stakeholder briefings |
| 8 | Attended online community briefing |
| 56 | Comments received at drop-in consultation session |
| 77 | Comments pinned to the interactive map |
| 5 | Online surveys completed |
| 19 | Email submissions |

Key findings

Business sentiment

Feedback from key stakeholders and businesses was sought from a Lord Mayor briefing, individual stakeholder meetings and submissions received during the consultation. The below graph is a snapshot of stakeholder and business sentiment towards the draft plan.

Snapshot of business sentiment



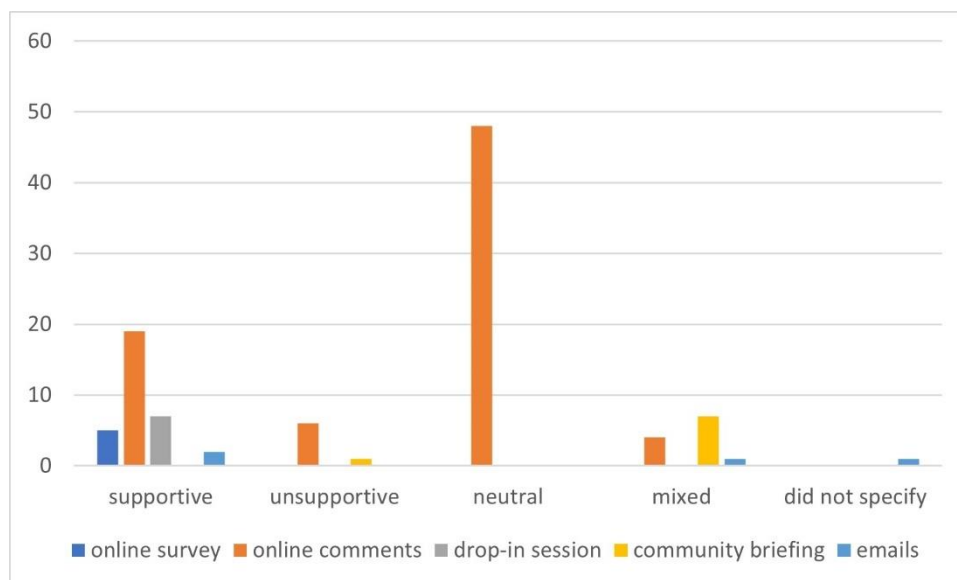
Results:

- > **Business leaders, government agencies and key industry groups** who attended a stakeholder meeting hosted by Lord Mayor Clover Moore expressed their support for the proposal. Some offered suggestions on behalf of their members and networks. Attendees included Business NSW, Business Sydney, Australian Hotels Association, Tourism & Transport Forum, NSW Hire Car Association, Port Authority of NSW, Placemaking NSW, and Transport for NSW.
- > **Organisations and businesses** who attended individual stakeholder meetings were also more likely to be supportive of the draft plan than they were to oppose it.
 - o Eight organisations (comprised of 36 attendees in total) who attended meetings indicated they were generally supportive of the proposal.
 - o Three organisations (comprised of 28 attendees in total) who attended meetings expressed neutrality, or mixed impressions, of the proposal.
- > There were 12 **email submissions** from businesses/organisations. The majority of these were supportive of the draft plan (8 submissions or 67%), one submission (8%) expressed mixed comments, and three submissions (25%) did not specify.

Community sentiment

Community feedback was sought from an online briefing, a drop-in session at Customs House, and via an online survey and comments pinned to an interactive map. Feedback was also submitted via email during the consultation. The below graph is a snapshot of community sentiment towards the draft plan.

Snapshot of community sentiment



Results:

- > All five **online surveys** completed by the community were supportive of the draft plan.
- > Attendees at a **drop-in session** were generally supportive of the draft plan. Seven people selected they supported the draft plan, with no one selecting they were unsupportive or neutral to the draft plan.
- > The majority of **online comments** posted by the community to an interactive map were neutral about the draft plan, but they were more likely to support it than to oppose it.
- > Attendees at the **online community briefing** were mainly mixed or neutral about the draft plan, with the majority asking questions or providing comments or advice. One resident was unsupportive of the draft plan's proposed road closures, expressing concern the closures would cause increase traffic particularly for residents in The Rocks/Millers Point.
- > Seven **email submissions** were received from the community, including one submission on behalf of a residential building comprising of 160 units. Some email submissions by the community were regarding projects or issues outside the scope of this consultation. Two of the four submissions that provided feedback on the draft plan were supportive of it, while one submission expressed mixed and negative comments, and one submission did not specify.

Business feedback

Key themes

Twelve submissions were received from businesses / organisations during the consultation. The majority of these submissions were supportive of the draft plan, some expressed concerns or made suggestions. The key themes raised in these submissions are listed below.

More pedestrian space and footpath widening

The majority of submissions from businesses and organisations expressed support for creating more pedestrian space to improve safety and amenity, create opportunities for outdoor dining and activations and support the increase in demand on the public domain from people travelling from the future Martin Place and Hunter Street Metro Stations.

Transport for NSW note the overall objectives of the draft plan align with the government's Future Transport's vision – *“The proposed additional and improved public domain and pedestrian links will support the anticipated growth in workers, residents and visitors in the precinct through development and the delivery of Metro.”*

Business Sydney noted the draft plan *“promotes safe access for commuters and other visitors by improving pedestrian access around the proposed Hunter Street Metro station, creates a focal point for the area, expanding the public square in front of Customs House, increases summer shading, and updates the look and feel of Martin Place, contributes to the emerging character of City North by planting more trees and introducing a more consistent approach to signage, paving and street furniture.”*

Milligan Group expressed their strong support for the draft plan, in particular, the full or partial closure of Hunter Street between George Street and Pitt Street noting – *“The closure of this portion of Hunter Street will have the benefit of creating a celebrated arrival point for the Hunter Street Metro, and is necessary to manage the anticipated high pedestrian loads which will be converging on the city from both the new Metro Station and existing transport infrastructure at Wynyard Station and on George Street.”*

Milligan Group also support a new Tank Stream Square adjacent to the 15-25 Hunter Street and 105-17 Pitt Street as a positive gesture to Sydney's heritage and opportunity to celebrate Gadigal Country also stating – *“The placement of this square will allow for genuine pedestrian prioritisation, creating a focal point and offering opportunities to connect to the new laneway network to be delivered on the site.”*

More broadly, Milligan Group also support the improvements to other streets and intersections, including Spring Street, O'Connell Street, Bligh Street, Loftus Street and Gresham Street.

Charter Hall expressed support for more public space along the southern edge of Chifley Square and the proposed street calming along this section of Hunter Street which would improve pedestrian amenity and support the additional demand on the public domain in the future.

“Charter Hall supports the proposed expansion of Chifley Square and the widening of the footpath along the eastern section of Hunter Street in the Draft City North Public Domain Plan, and commends the City for the tremendous planning, design and delivery work that has been undertaken to prepare the Plan.”

AMP Capital also expressed support for the draft plan, specifically widening the footpath on the western side Young Street as it encourages pedestrian comfort and potential for improved “active edges” around the laneways. AMP Capital questioned if widening the eastern footpath of Young St

in lieu of the western side had been considered noting the number of food and beverage related shops on that side.

Lendlease's submission also expressed support – *“We are extremely supportive of the proposal for the City North area and the City North Plan Public Domain framework is an excellent city shaping document. It anticipates a future for the city north, which is more walkable, more liveable and safer.”*

Specifically, the transformation of O'Connell Street south into a pedestrian plaza and the closure of Spring Street West from Gresham to Pitt Street are supported by Lendlease – *“The proposed pedestrianisation will create an integrated and highly navigable pedestrian environment, allowing a pedestrianised George Street, the proposed Tank Stream Square, Australia Square, Spring Street, O'Connell Street and Farrer Place to be read as a continuous string of valuable urban spaces.”*

“All of these proposed upgrades are identified as 'priority projects' which appropriately recognises their importance to the successful renewal of the City North.”

Lendlease suggested further opportunities for footpath widening on O'Connell Street, as buses have been removed here – *“we see the opportunity to widen the western footpath, particularly as 1 O'Connell will bring large numbers of people to this part of the city and there is a desire line from Pitt Street and the Metro to the south, traveling up O'Connell Street, across Bent Street and then down either Loftus or Young Street to Circular Quay.”*

Dexus commented *“As an owner of several key assets throughout the Sydney CBD, Dexus supports the City's vision to improve the City streets and to create quality public domain spaces that promote green corridors and place activation.”* Dexus suggested further widening the footpath of Gresham Street from the western side towards the hotel and extending the footpath from Bent Street around Gresham Street and down to Spring Street.

The proposed changes to the public domain surrounding the Sandstone Precinct are strongly supported by Pontiac Group – *“Enhancing the visual setting and human scale to these special heritage buildings and creating a focus on the pedestrian experience is something that will ensure Central Sydney remains a world class city.”*

The proposed Loftus Street shareway is generally supported by Pontiac Group, noting the need to retain access to the Education Building for loading and servicing. Pontiac propose an alternative solution for Loftus Street involving a part-shareway on the southern half of Loftus Street, with the northern half able to be completely pedestrianised. This would support access to the Education building loading dock as well as provide an ability for hotel guests to be dropped off and picked up in a safe and convenient location that is directly adjoining key access points to both buildings.

Pedestrian safety

Submissions noted the new pedestrian spaces would improve walkability and pedestrian safety. AMP Capital strongly support paving Customs House Lane to make the area safer for pedestrians by encouraging pedestrian priority, increase walkability and slow vehicles in this area – *“As previously flagged, we hold concerns about the volume of traffic in the Lane and would strongly support further reduction and slowing of vehicle traffic in the Lane.”*

Additional pedestrian crossings on Young Street that connect the Lanes across to Quay Quarter Tower was also suggested to help improve pedestrian safety as well as a crossable median strip at the northern end of Phillip Street for pedestrian safety.

Lendlease noted an opportunity to further calm Bent Street, or to look at moving the proposed pedestrian crossing at Bent Street to Loftus Street, to align with O'Connell Street to Farrer Place – *“We also see the opportunity at O'Connell Street, along with the widening of the footpath to the west, to have an additional street blister which will provide pedestrian safety as people cross bent street to Farrer Place. This is a clear desire line and is particularly dangerous given the way cars move from the ridge at Macquarie Street down into the City North.”*

Traffic congestion and cross-city vehicle circulation

The impact of the proposed street closures on traffic in the city north was raised as a concern in some submissions.

Business Sydney noted the west–east vehicular link between the emerging western CBD of Barangaroo and Macquarie Street, the Royal Botanic Gardens and The Domain may be at risk under the plan.

The organisation also noted allowances for vehicular circulation may not be adequate, especially for emergency vehicles, taxis, rideshares, courier and other delivery vehicles that need fast and direct access to precinct. Street closures and the introduction of one-way streets may shift existing traffic bottlenecks to other areas.

Consideration is needed to ensure that further pedestrianisation of George Street (Hunter Street to Circular Quay) doesn't block west–east traffic flows through City North, and there should be more detail about the Bridge Street and Grosvenor Street crossings over George Street – *“We strongly support maintaining them as important cross-city links between the western CBD, City North and Macquarie Street.”*

Business Sydney expressed support for footpath widening on Gresham and Bent streets and the additional pedestrian crossing on Gresham Street at Loftus Street – as long as vehicular access is wide enough for large delivery, service and emergency vehicles.

Business Sydney also support the closure of Hunter Street to through-traffic between Pitt and George streets to make it safer for the greater number of pedestrians around the new Metro station. The organisation also broadly supports closing O'Connell Street (at Hunter Street) and increasing shaded green space.

However, Business Sydney expressed concern that widening Hunter Street footpaths between Pitt and Castlereagh streets, making it one-way for vehicular traffic, may make it difficult for vehicles to navigate the city's north, especially taxis and rideshares, couriers, delivery trucks and emergency vehicles.

The organisation also expressed concern about making Hunter Street between Castlereagh and Elizabeth Street one-way westerly traffic.

Royal Botanic Gardens and Domain commented that changes to the traffic flow would see the movement of traffic potentially spill over to areas adjacent Hospital Road, leading to further congestion accessing the Domain, stating – *“it is paramount that clear access and egress is provide for all vehicle types, which amongst others include, those servicing the area, those engaged in the set up and dismantling of the events precinct and stages during the summer, and emergency service vehicles to aid our visitors and community.”*

Transport for NSW notes the proposed changes would have significant impacts to transport network and further investigation and consultation with government and stakeholders on the impacts is required.

Access for emergency services

The impact on emergency service vehicle access was raised as a concern in some submissions. It was noted street closures and the introduction of one-way streets could make it harder for emergency vehicles to access parts of the city in an emergency.

Submission on behalf of the A by Adina Hotel noted emergency vehicles currently park in front of the hotel entrance at 2 Hunter Street in the event of an emergency. Also, access to the fire panel and hydrants for the fire brigade are located at the hotel entrance on Hunter Street, all of which need to maintain similar or same access needs.

Taxis, drop off-zones and access for elderly and less mobile

Business Sydney highlighted the need for people with disabilities, older people and those with prams – who cannot easily access public transport or move around the city be adequately supported.

The provision of drop-off zones was raised in some submissions. AMP Capital requested a drop off area at Loftus St/Reiby Place intersection that permits traffic travelling through to Pitt Street to pass unobstructed should be considered as it is a popular “drop off” zone for the elderly and disabled, accessing the Circular Quay area, especially during events.

AMP Capital noted the lack of convenient spaces to pick up, drop off at the southern end of Loftus Street and illegal stopping in other areas and suggested a taxi zone on Young Street north.

Transport for NSW noted the proposed shared zone for Reiby Place needs further investigation to account for driveway and taxi access, coaches and Point to Point vehicles (including limousines) that service the precinct

Submissions on behalf of hotels in the precinct also commented on the need for drop off zones outside hotel entries to assist hotel guests with limited mobility access the building.

The A by Adina hotel sought clarification whether guests could still be dropped off by vehicles at the hotel’s entry on Hunter Street - *“This is obviously of great concern to TFE, noting that guests have luggage to manage and may be elderly or disabled. Similarly, it is important that taxis, hire cars and ride share vehicles are able collect guests from the hotel”*.

Loading, servicing and deliveries

The impact on loading, servicing and deliveries was raised in numerous submissions from businesses/organisations. Changes to traffic patterns in the area could cause congestion especially from frequent and large service vehicles, therefore how these vehicles approach and depart the area should be considered to minimise disruption.

Submissions raised the need to retain loading and servicing for businesses. Locations mentioned include retaining loading zones and 5 minute parking on Loftus Street at the northern end of Young Street and on both sides of Phillip Street to the north of the Bridge Street intersection – as these areas serve as busy drop off and pick up zones for rideshare, food pickup/deliveries, and the operation of public events including the new Growers Markets on Loftus Street.

A by Adina Hotel is serviced via Curtin Place, which is a no through road without provision for vehicle turning, and vehicles often need to reverse out of it. Placing additional load on Curtin Place would be undesirable and unsafe.

The hotel does not support the removal of existing on-street loading and taxi zones between George Street and Pitt Street which are important to the day-to-day operations of the hotel and provides accessible drop-off and pick-up of hotel guests.

Regarding Hunter Street ‘Option 1’, there is a concern that only having a shared/timed access for servicing and loading to the Sydney Metro West site would require the hotel to use Curtin Place as an alternative area for guest drop-off/pick-up and for loading, which may not be practical. The closure of Hamilton Street would significantly limit the practical use of Curtin Place, which is not conducive to frequent use by multiple users. Closing Hamilton Street would likely result in several service vehicle access and circulation issues for a range of businesses.

Regarding Hunter Street ‘Option 2’, the draft plan does not indicate whether loading and taxi zones will be provided along Hunter Street between George Street and Pitt Street and does not show a turnaround area for vehicles at the end of Hunter Street. Further detail on the section of Hunter Street which would be open to vehicle activity is requested. Further details on how large service vehicles would turnaround at the end of Hunter Street is also requested. The submission on behalf of the A by Adina Hotel notes using Hamilton Street could improve vehicle circulation paths of travel without affecting the public domain.

Transport for NSW submission notes metro driveway access arrangements are subject to agreement with Sydney Metro.

More trees and green space

More trees and green space is generally supported in the submissions received. AMP Capital support adding trees in the area for pedestrian shade and comfort but question whether the tree species on the eastern side of Loftus Street would provide sufficient shade.

Improving all gardens and greenspaces is supported, however AMP Capital noted the popularity of the Jessie Street Gardens lawn at lunchtimes for picnicking and gathering on sunny days – *“We would encourage City of Sydney to retain or grow the seated area of this space as part of the upgrades and not functionally reduce the popular sittable lawn area.”*

Sun Access Planes

The Royal Botanic Gardens & Domain Trust raised concern about the potential impact of additional developments in the precinct, especially the impact loss of sunlight would have on the health and appearance of gardens, recommending developments conform with the Domain Sun Access Planes to protect Trust land.

Reflectivity

The Royal Botanic Gardens & Trust expressed concern about the negative impact of rising heat and reflective glare from building facades on the garden’s living collection, scientific research and open green space. They recommended implementation of sustainable building materials and the improvement of building guidelines to reduce thermal glare, reflectivity and impacts to the surrounding amenities and Trust land.

Outdoor dining and activation

Submissions generally support the creation of new outdoor dining areas to encourage activation and public life. It was suggested the City consider the Sydney climate and need for shade structures and weather protection to make outdoor dining attractive and comfortable.

AMP Capital support new outdoor dining areas along the eastern side of Loftus St to help retailers activate and enhance the CBD dining experience. Other areas suggested for activation include non-dining activation of the southern side of Customs House Lane (noting through vehicular traffic needs to be significantly reduced for safety), and a larger outdoor dining zone across the Scout Place forecourt of 33 Alfred Street to the western side. AMP Capital also suggested adding the activation of Goldsborough Lane (as part of the Quay Quarter development) to the draft plan.

AMP Capital welcomed the removal of the bus layover zone from the southern end of Young Street as it would improve access to Young Street offices and allow street activation to flourish.

Construction coordination (consultation and collaboration)

The importance of ongoing consultation and collaboration especially regarding coordination of construction activities in the precinct was highlighted in numerous submissions.

Sydney Metro’s submission noted the delivery of the Hunter Street Station would require further consultation and collaboration with all parties to facilitate safe and efficient construction access and egress to minimise delays and minimising community impact – *“Further detailed design and collaboration with Sydney Metro is required to facilitate access to the Sydney Metro driveways at each site (via Hunter Street and O’Connell Street) for vehicles and loading and servicing.”*

Transport for NSW suggest the revised plan include indicative staging or timelines that consider the timing of surrounding developments – *“Staging of delivery of the plan to take into account construction, servicing and access will be key”*. Some proposals could also be tested through temporary partial closures taking into account adjoining land use and opportunities for activation.

Many large developers in the precinct also stated the need for continued consultation and collaboration to align the delivery of public domain upgrades and developments such as Dexus’ development at 56 Pitt Street and the Gresham Street upgrade, and Charter Hall’s construction at Chifley Square and Hunter Street expansion.

“The proposed redevelopment of Chifley South is planned to commence in 2024, providing an opportunity for Charter Hall and the City to align the construction and delivery of the public domain works and Chifley South simultaneously. This will provide benefits and synergies for the City, the public and neighbouring landowners.”

Hunter Street Metro West construction and over-station development

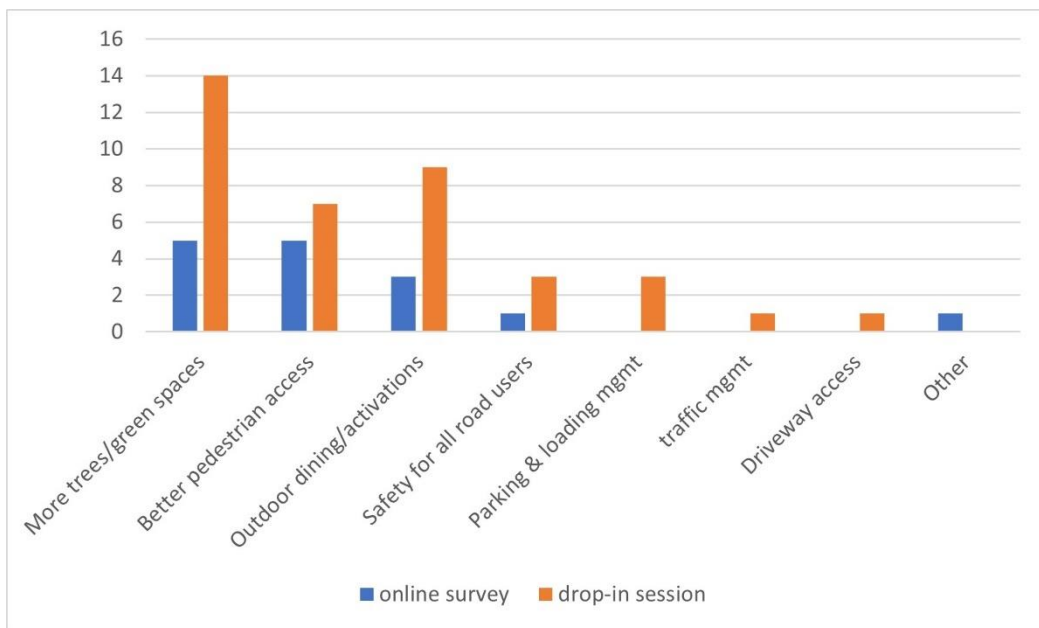
The A by Adina hotel (TFE), located next to the Hunter Street Metro West Station and over-station development site requested more detail on how it might be affected (e.g. noise, access etc) and ongoing engagement throughout the delivery of the metro station and over-station development to help mitigate impacts to the hotel and ensure appropriate access is maintained.

Community feedback

Survey responses

The community were asked a number of questions through an online survey and at the community drop-in session. The below table is a snapshot of popular responses to the questions.

What is most important to you in the Hunter St precinct?



More trees and green spaces along with better pedestrian access were the top two responses from those who completed online surveys, with all respondents (100%) selecting both options.

Outdoor dining and activations was the second most popular response to this question with 50% of respondents selecting it. This was followed by 'safety for all road users' and 'other' – 'safe, protected bike lanes and minimising motor vehicle volumes', which were selected by 25% of respondents.

More trees and green spaces was also the most popular response by those who attended the drop-in session (14 people), followed by outdoor dining and activations (9 people), and better pedestrian access (7 people).

Are there any streets or spaces in particular the City should prioritise improving?

The community were also asked to respond to the question "Are there any streets or spaces in particular the City of Sydney should prioritise improving? Responses to this question included Hunter Street and Bridge Street, with one respondent commenting "AS many as possible." Another commented on improving dining spaces "I think dining could be improved and the noted heritage areas respected."

Why do you support or do not support the draft plan?

The community were supportive of creating more space for people and focussing on greenery and more open space over parking, congestion and traffic management. Others commented that better pedestrian access encourages more physical connections between people, improves physical and mental health, and reduces pollution. More native trees and plants were also requested, particularly in Wynyard Park and other parks in the area.

One person commented that “open space is wonderful but don’t fill it with stuff”. Other comments included supporting outdoor dining and small businesses in the area, making space available for busking and street performances such as a Sydney busking festival or street theatre festival, or regular markets in front of Customs House.

Reasons why people supported the draft plan included:

“The themes embodied within the plan - aimed at increasing pedestrian priority, greening the city’s streets and making the public domain more inviting, accessible and inclusive for all city users - are commended.”

I offer my full support to the plan and encourage the City to adopt it. Once in place, I support the plan’s implementation as soon as possible and in coordination with the many transformative projects currently in planning across the northern CBD.”

“The city is more enjoyable, quieter and safe when there are more footpaths, trees and seating, and fewer cars.”

“Prioritising space for people rather than motor vehicles is the most important work Council can do and genuine climate action. It will also make our city more attractive, successful and enjoyable to be in.”

“get the bloody cars out of the city PLEASE. Wouldn’t it be incredible if most of Sydney CBD was turned into a pedestrian only zone!!! Dream on.”

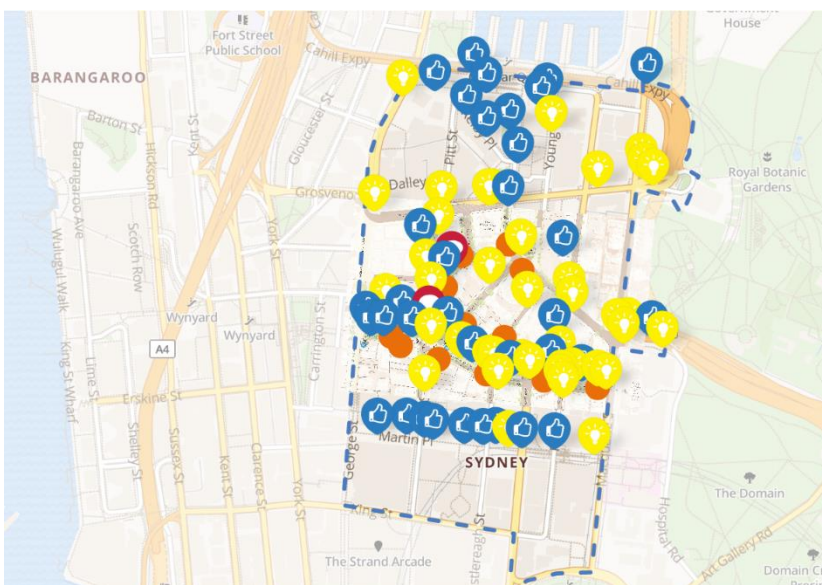
“Most people I know (& myself) using the city on a regular basis do so without a car. Making a city more pedestrian friendly is therefore in our best interest.”

Concerns raised included no bikes, scooters, skateboards on footpaths in CBD. One commented that pavements in the city are too dark and should be lighter as Sydney is a sandstone city.

Online comments

The community were asked to pin their comments to an online interactive map. Seventy-seven comments were added during the consultation. The majority were neutral (62% comments) followed by 25% comments that were supportive of the draft plan. A smaller number of comments (8%) were unsupportive and 6% comments were mixed. Below is a snapshot of the most popular comments (attracting 10 or more ‘up votes’). A full list of comments is provided in the Appendices.

Interactive map responses



Snapshot of most liked comments

| Likes | Online comment |
|-------|--|
| 18 | Strongly support the efforts to get cars out of the cbd. Only a few are needed to make the area loud and unpleasant and dangerous. This will help the walkability and liveability of an important part of the city. |
| 18 | Install a separated two-way bicycle lane along Bridge St from Macquarie St to George St. Bridge St currently has 5 lanes for vehicles, which makes Bridge St loud and unattractive. Reducing motor vehicle traffic and providing sustainable transport infrastructure to complete the bicycle network is a better use of road space. |
| 15 | Opening this street (O'Connell St) to people and closing it to cars is a good idea. This makes it a quieter more enjoyable and attractive space. |
| 11 | Reallocate road space from vehicles to pedestrians in Bond St. If Bond St doesn't have through traffic anymore due to the pedestrianisation of George St, then Bond St should be designed for people not cars. The current northern footpath is about 80 cm wide with poles in the middle of it. |
| 11 | Remove this slip lane (off Macquarie St). It incentivises drivers to travel fast when turning left from Macquarie St. It is unsafe for people walking. The aim should be to make this area quieter, safer and more attractive, not maximise throughput of vehicles. Reallocate the space to grass, garden or footpath. |
| 10 | Would love it if this new pedestrian-focused zone, Martin Place, and Pitt St Mall were all connected by at least one non-car street. As in, take <u>all</u> cars off this section of Pitt St all the way down to the Mall. A great opportunity to blend these three pedestrian-focused areas together rather than having them as separate islands surrounded by car-roads! |

Community issues

A number of issues were raised in email submissions received from the community. They include:

Additional noise for surrounding residents

One submission from a residential building comprising 160 units notes the proposal would result in additional noise for residents as the main throughfare from and to Loftus Street is around the block that is largely occupied by Bridgeport.

The submission suggested the proposal be amended so that Loftus Street north of Bridge Street is a pedestrian dominated area; and Loftus Lane remains two-way for residents. Double glazing on the windows of Bridgeport was suggested as an alternative solution to help alleviate the noise from vehicles in the area.

Active street frontages

One submission noted there was 2km of driveways / loading docks in the city centre that is limiting active street frontages pedestrian, retails and food and drink amenities. The submitter suggested the City consult with stakeholders to ensure various building entries are less excessive and priority is given for spaces for active edges.

The submission requested consideration be given to eliminate the driveway at Tank Stream Square south and reduce the size of the Metro West entry atrium – *“Please ensure Metro West's*

entry atrium is less excessive but take priority to create spaces for active edge. Without active shop frontage, high quality pedestrianised streets like this will be useless and lifeless”.

Solar access

One submission noted O'Connor street, Spring Street and much of Hunter Street have very low solar and skyview access and asked why shade trees are proposed at these locations.

Other community issues

A number of issues were raised by the community that are unrelated to this consultation and out of scope of the draft City North Public Domain Plan (2022 update). These included future plans for the Cahill Expressway and Circular Quay train station, Hunter Street metro site redevelopment, preserving Trachyte and heritage gutters in situ in Martin Place, and the quantity and location of QMS advertising panels. These comments will be referred on to the relevant teams as required.

Next steps

Upcoming community engagement

Feedback received during the consultation period has been compiled and discussed in this engagement report.

This feedback will help inform the City's final draft plan and will be reported to Council when they consider the final draft plan in Q1 of 2023.

Should the plan be endorsed by Council, any future projects that are part of the plan would be subject to separate consultation process with key stakeholders and the local community.

Appendices

Table of online comments

Refer to the table below for the full list of comments that were pinned to the social pinpoint interactive map on Sydney Your Say webpage. Comments are listed in order of popularity.

| Comment | Up Votes | Down Votes | Latitude | Longitude | Sentiment |
|--|----------|------------|----------|-----------|-----------|
| Install a separated two way bicycle lane along Bridge St from Macquarie St to George St. Bridge St currently has 5 lanes for vehicles, which makes Bridge St loud and unattractive. Reducing motor vehicle traffic and providing sustainable transport infrastructure to complete the bicycle network is a better use of road space. | 18 | 0 | -33.8634 | 151.2121 | NEUTRAL |
| Strongly support the efforts to get cars out of the cbd. Only a few are needed to make the area loud and unpleasant and dangerous. This will help the walkability and liveability of an important part of the city. | 18 | 0 | -33.8659 | 151.2075 | POSITIVE |
| Opening this street to people and closing it to cars is a good idea. This makes it a quieter more enjoyable and attractive space. | 15 | 0 | -33.8658 | 151.2091 | POSITIVE |
| Reallocate road space from vehicles to pedestrians in Bond St. If Bond St doesn't have through traffic anymore due to the pedestrianisation of George St, then Bond St should be designed for people not cars. The current northern footpath is about 80 cm wide with poles in the middle of it. | 11 | 0 | -33.8649 | 151.2086 | NEUTRAL |
| Remove this slip lane. It incentivises drivers to travel fast when turning left from Macquarie St. It is unsafe for people walking. The aim should be to make this area quieter, safer and more attractive, not maximise throughput of vehicles. Reallocate the space to grass, garden or footpath. | 11 | 0 | -33.8631 | 151.213 | NEGATIVE |
| Would love it if this new pedestrian-focused zone, Martin Place, and Pitt St Mall were all connected by at least one non-car street. As in, take _all_ cars off this section of Pitt St all the way down to the Mall. A great opportunity to blend these three pedestrian-focused areas together rather than having them as separate islands surrounded by car-roads! | 10 | 0 | -33.8669 | 151.2086 | POSITIVE |
| Is Pitt St going to be widened to two traffic lanes as indicated? Please keep it at one lane to make the area more pleasant | 9 | 0 | -33.8657 | 151.2086 | NEUTRAL |
| Strongly support this, we need as few cars in the CBD as possible! | 8 | 0 | -33.8659 | 151.2083 | POSITIVE |
| There is no need for the two turn lanes at this intersection onto Macquarie St. With Hunter Street one way away from this intersection a block down, traffic will be minimal so more space should be given to pedestrians | 8 | 0 | -33.8668 | 151.2121 | NEUTRAL |
| Make the single lane on Hunter St as narrow as possible and plant trees close to the roadway to encourage drivers to go slow | 8 | 0 | -33.8663 | 151.2093 | NEUTRAL |
| Remove lots of on-street car parking. Unfortunately, people will drive into the city if they can park on the street easily. It is essential to reduce on street parking to make walking safer and our streets quieter and more enjoyable. Of course, keep some commercial off-street parking, and some on-street loading zones and disability parking. Make this change everywhere in CBD north. It has been done elsewhere: https://www.theguardian.com/cities/2016/sep/27/cities-eliminating-car-parks-parking | 7 | 0 | -33.8654 | 151.2107 | MIXED |
| Please also narrow this street and/or put in a raised zebra crossing so that it is safer to cross | 7 | 0 | -33.867 | 151.2114 | NEUTRAL |
| Leveraging to connection to the water the access to icons (Opera House etc) as well as terminal to light rail and top of George street with Markets and external eateries would be great activation of the large open space that isn't very cohesive at the moment. Perhaps a bit more shade would be good. | 7 | 0 | -33.8619 | 151.2111 | MIXED |
| Remove the slip lane. This current arrangement encourages people driving to turn the corner at high speeds. This is unsafe for people on foot and delays their journeys. Replace the slip lane with a sharper left hand turn at the main intersection. See https://www.strongtowns.org/journal/2019/11/5/slip-lanes-would-never-exist-if-we-prioritized-safety-over-speed | 7 | 0 | -33.8659 | 151.2127 | NEUTRAL |
| O'Connell Street has no need for more than one lane in each direction. Narrow it and widen the footpaths instead of keeping the wide road | 6 | 0 | -33.865 | 151.2099 | NEUTRAL |
| Remove the slip lane on the SE corner. This current arrangement encourages people driving to turn the corner at high speeds when going onto Macquarie St. This is unsafe for people on foot and delays their journeys. We don't want drivers going at high speeds on Macquarie St. Replace the slip lane with a sharper left | 6 | 0 | -33.8633 | 151.2132 | NEUTRAL |

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| hand turn at the main intersection. See https://www.strongtowns.org/journal/2019/11/5/slip-lanes-would-never-exist-if-we-prioritized-safety-over-speed | | | | | |
| Most foot traffic. Tossing Bent St comes from Farrer Place not Loftus St. Put a pedestrian crossing along this desire line. If it means 2 crossings within 100m, so be it. Pedestrian crossings should meet the needs of people and should never be a case of "legal obligations are met, not our fault if people don't use them". | 6 | 0 | -33.8645 | 151.2105 | NEUTRAL |
| Scramble crossing here, so people don't have to wait for three lights to cross diagonally. | 5 | 0 | -33.8659 | 151.2125 | NEUTRAL |
| Remove this slip lane. | 5 | 0 | -33.866 | 151.2126 | NEUTRAL |
| Scramble crossing here, so people don't have to wait for two lights to cross diagonally. | 5 | 0 | -33.8653 | 151.2115 | NEUTRAL |
| Continuous footpath here. | 5 | 0 | -33.8661 | 151.2087 | NEUTRAL |
| This is a popular plaza and the cafe is always busy. Spaces like this are a great amenity in a city. | 5 | 0 | -33.8665 | 151.2111 | POSITIVE |
| Reallocate space where Bridge St meets the Cahill Expressway. Cahill Expressway will soon be redesigned to have one lane each way. Therefore far fewer lanes are needed for driving. Convert the current acre of noise-filled asphalt into a beautiful, quieter, shady, inviting gateway to the Botanic Gardens and the Conservatorium. It is currently very unappealing (see photo). The NSW plans for Cahill Expressway are at https://www.nsw.gov.au/media-releases/circular-quay-set-for-major-revitalisation | 5 | 0 | -33.8632 | 151.213 | NEUTRAL |
| Install the missing crossing of this intersection on the western side. The map currently only shows crossings on 3 of the 4 sides. | 5 | 0 | -33.8665 | 151.2099 | NEGATIVE |
| As others said, construct a bridge street cycleway. This should be built through to Barangaroo as there is currently no safe and efficient way to access the foreshore and the new bike parking about to be opened. | 4 | 0 | -33.8638 | 151.2075 | NEGATIVE |
| Scramble crossing here, so people don't have to wait for two lights to cross diagonally. | 4 | 0 | -33.8637 | 151.2089 | NEUTRAL |
| I fully support the proposed changes. I support opening city streets back up to people by filtering out motor vehicle traffic. I would like to see more streets opened back up to people. To improve walking experience and safety, continuous footpaths or wombat crossings are needed at all side streets. | 4 | 0 | -33.8617 | 151.2088 | POSITIVE |
| Please add pedestrian crossing to cross from Deutsche Bank Place side of Hunter St to Chifley square. There are quite a lot of pedestrians crossing this street throughtout the day. The pedestrian crossing can be implemented immediately today, rather than part of 2030-50 vision. Thank you. | 4 | 0 | -33.8667 | 151.2116 | NEUTRAL |
| Tankstream Way is one of the better small lanes in the City North. It has bicycle parking at the north end, one narrow lane for vehicles and is transformed by having a cafe (Marlowe's Way) with just 3 tables and few potplants. The bollards are great, as people feel safe behind them. More lanes like this please. | 4 | 0 | -33.8644 | 151.2085 | POSITIVE |
| I like the grand northern entrance to the NSW State Library. But I don't like the enormously wide, noisy, smelly freeway in front of it. | 3 | 0 | -33.8659 | 151.2132 | MIXED |
| The pedestrianisation of Alfred St is great. Workers, shoppers and tourists alike can saunter along, talk to each other without noisy traffic. Pedestrians and light rail interact well. People walking can stop where they like, enjoying a snack, or just resting. We need to keep converting more streets to people first places. | 3 | 0 | -33.8614 | 151.2096 | POSITIVE |
| Put seating and plants in Curtin Pl and the lanes coming off the south of it. It is a quiet refuge in the city where people like to sit (see photo), even though currently it is uglier than a prison (and prisons have better seating than milk crates). Make it an inviting place with priority for those walking and sitting, once the adjacent construction is finished. Copy Melbourne: https://participate.melbourne.vic.gov.au/greenlaneways | 3 | 0 | -33.8655 | 151.2078 | NEUTRAL |
| Activation of Martin Place is a great idea. Finding opportunities to utilise the space over weekends with markets, eateries would be good. Perhaps further along the entire martin place rather that just centered down at George Street. Pushing this up to the eastern side, and along Macquarie street would be pleasant with limited traffic on Macquarie St. | 3 | 0 | -33.8677 | 151.2094 | POSITIVE |
| Provide exclusive motorcycle on-street parking in this area, so people don't park their motorcycles on the footpath. It is not ideal to have people trying to walk past a person who is parking a large heavy motorcycle on the footpath. They often can't hear or see you with their full face helmet on. | 3 | 1 | -33.8637 | 151.2099 | NEGATIVE |
| Strongly support these changes to pedestrianise the area between Circular Quay and Martin Place. This will make our city better for workers, residents, and tourists. Let's get it done! | 2 | 0 | -33.8646 | 151.2114 | POSITIVE |
| The grand entrance to the NSW State Library faces 7 lanes of asphalt and a wide central median. Almost no-one can, or does admire this sandstone edifice, due to the loud, smelly expressway in front of it. If the northern end of the CBD is being redesigned for people, not cars, we should reclaim some of this space as footpath or greenery. This 25 metre wide highway should have fewer lanes. Sydney CBD | 2 | 0 | -33.8661 | 151.2134 | POSITIVE |

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| has new metro train lines opening - we don't have to cater for as many people driving. | | | | | |
| Make an easy way to access the new bike parking here. Perhaps a cycleway could connect to it from Pitt St and cycling could be allowed on that section of George Street. | 2 | 0 | -33.8618 | 151.2081 | NEUTRAL |
| Scramble crossing here, so people don't have to wait for two lights to cross diagonally. | 2 | 0 | -33.8666 | 151.2107 | NEUTRAL |
| Scramble crossing here, so people don't have to wait for two lights to cross diagonally. | 2 | 0 | -33.8665 | 151.21 | NEUTRAL |
| Continuous footpath or wombat crossing here. | 2 | 0 | -33.8668 | 151.2114 | NEUTRAL |
| Continuous footpath here. | 2 | 0 | -33.8668 | 151.2123 | NEUTRAL |
| Please put a STOP sign or "Give way to pedestrians" at the end of Customs Lane. This intersection is quite dangerous for pedestrians as the pavers indicate that it is a footpath, yet some cars don't slow down or the driver only look to their right for car traffic on Young st, forgetting pedestrians from their left completely. For pedestrians on Young st it's difficult to see cars as the buildings corners obscuring sights slightly. A lot of people walk fast or run for the ferry down Young St | 2 | 0 | -33.8624 | 151.2112 | NEGATIVE |
| We need bike parking along the bike paths. It is great having the bike paths, but when you get to your destination it is a scramble to find a pole. It would be great to have a set of bike parking hoops (or whatever you call them) once every block in the city. Better to do shopping in the city and better for those who work. Not all workplaces allow bikes in the building. | 1 | 0 | -33.8642 | 151.2089 | MIXED |
| Seek permission and commission public integrated First Nations artwork along the length of Martin Place, for example installations telling the Seven Sisters songline. | 1 | 0 | -33.8679 | 151.212 | NEUTRAL |
| More cultural events and evening events to activate the space after dark. | 1 | 0 | -33.8678 | 151.2098 | NEUTRAL |
| Pedestrian-priority and continuous paving across streets intersecting with Martin Place. | 1 | 0 | -33.8678 | 151.2106 | NEUTRAL |
| Better integration of station infrastructure and reduced impact on surface level. Access to underground retail via new station entries. By removing the western entrance more space is gained in front of the popular MLC stairs. | 1 | 0 | -33.8678 | 151.2112 | NEUTRAL |
| Make the crossing Phillip St at the intersection of Hunter St easier and safer, with either a continuous footpath or kerb build outs to narrow the crossing distance. Phillip St is not a major thoroughfare and should not be 4 lanes wide at this intersection. | 1 | 0 | -33.8668 | 151.2113 | NEUTRAL |
| I fully support the pedestrianisation of these streets. It would be wonderful to have not only trees planted but also general native shrubs and flowers which can really brighten up the city. | 1 | 0 | -33.8659 | 151.2112 | POSITIVE |
| Fully support the prioritisation of walkability over vehicle movement in the city centre, especially once metro stations are open. | 1 | 0 | -33.8648 | 151.2091 | POSITIVE |
| I like the pedestrianisation of spring street | 0 | 0 | -33.8649 | 151.209 | POSITIVE |
| I like the pedestrianisation of loftus street | 0 | 0 | -33.8637 | 151.2103 | POSITIVE |
| I like the extra footpath space | 0 | 0 | -33.8666 | 151.2103 | POSITIVE |
| I like the extra footpath space | 0 | 0 | -33.8663 | 151.2096 | POSITIVE |
| I like the pedestrianisation of hunter street | 0 | 0 | -33.8659 | 151.2077 | POSITIVE |
| Prioritise Country in the public domain design and recognise/ interpret the heritage tank stream watercourse alignment. | 0 | 0 | -33.8657 | 151.2081 | NEUTRAL |
| Close George Street to vehicular traffic between Hunter Street and Alfred Street. Local traffic access connections to be maintained as necessary, within a pedestrian priority environment. | 0 | 0 | -33.8658 | 151.2074 | NEUTRAL |
| new avenue of trees to link with tree planting proposals for Alfred Street. | 0 | 0 | -33.862 | 151.2109 | NEUTRAL |
| Creation of shared zone in Reiby Place. Flushed paved pedestrian priority zone. | 0 | 0 | -33.8625 | 151.2098 | NEUTRAL |
| Creation of shared zone in Loftus Street. Flushed paved pedestrian priority zone. | 0 | 0 | -33.863 | 151.2105 | NEUTRAL |
| Tree planting and outdoor dining consistent along Alfred Street. | 0 | 0 | -33.8618 | 151.2098 | NEUTRAL |
| Increased pedestrian priority and greening of Reiby Place through vertical greening and activation through public art / projections. | 0 | 0 | -33.8621 | 151.2094 | NEUTRAL |
| Jessie Street Gardens redesigned as a City Garden consisting of extended outdoor dining, seasonal planting and smaller areas for gathering and seating. | 0 | 0 | -33.8624 | 151.2103 | NEUTRAL |
| Make Paradise Investment Pty Ltd stop investing in WA - Mulga Rock Uranium Proposed Mining | 0 | 0 | -33.8663 | 151.2113 | NEUTRAL |

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| Truth and reconciliation memorial for the Australian Frontier Wars. | 0 | 0 | -33.8678 | 151.2103 | NEUTRAL |
| Removing the Pitt Street fountain and introducing new water features that integrate with the topography and break up the hard surfaces. | 0 | 0 | -33.8676 | 151.2086 | NEUTRAL |
| More benches, more variety of benches, including landscaped seating. | 0 | 0 | -33.8676 | 151.2076 | NEUTRAL |
| Ensure that lighting and banners don't create visual clutter during the day. Lighting that celebrates the grand facades of the heritage buildings. Artistic, poetic, dramatic lighting of trees, landscaping, water features. | 0 | 0 | -33.8676 | 151.2082 | NEUTRAL |
| Reduce number of kiosks, increase diversity and improve design of kiosks/ coffee/ snack outlets. distribute evenly through Martin Place. Perhaps an open air library/ book swap like the one shown in Austria. | 0 | 0 | -33.8677 | 151.2087 | NEUTRAL |
| Coherent avenue of trees for shading. Combined seating and landscaping or integrated landscaped elements. | 0 | 0 | -33.8677 | 151.21 | NEUTRAL |
| Remove the slip lane at the southern corner of the Bent St and Phillip St intersection. There are often 20 or more people waiting on the island, who want to cross the road. They have fast moving cars and trucks in front of them and large buses turning through the slip lane behind them. Redesign Phillip St at this intersection so buses can turn left into it. For instance, Phillip St doesn't need 3 lanes northbound, if people are now a priority over cars. Install bus only lanes to speed up buses. | 0 | 0 | -33.8655 | 151.2116 | NEUTRAL |
| The proposal for a wider footpath here is a great idea. It will allow more space to walk, more trees (and hence more shade), and be quieter with fewer cars. | 0 | 0 | -33.8667 | 151.2118 | POSITIVE |
| It would be great if on roads that weren't fully pedestrianised, there were dedicated bike lanes were put in so that cyclists can safely navigate the city without having to interact with cars or pedestrians as this can be unsafe. | 0 | 0 | -33.8653 | 151.2087 | NEGATIVE |
| Install bollards or something to stop people parking motorcycles on the footpath. Increase parking enforcement. There is an abundance of off-street parking in the CBD - no need to have motorcycles or cars cluttering up the streets. | 0 | 0 | -33.8637 | 151.2099 | NEUTRAL |
| Pedestrian crossing here. | 0 | 0 | -33.8666 | 151.2106 | NEUTRAL |
| Motorcycles are often parked here. This space on Macquarie St is sheltered by the Cahill Expressway overhead. Make all the space that is sheltered into exclusive parking for motorcycles on both sides of the road. This way fewer motorcycles will be parked on the nearby footpaths. | 0 | 0 | -33.8616 | 151.2131 | NEUTRAL |
| Sydney could learn from Perth and Singapore cbds on how to add functional and aesthetic Street furniture and add greenery to public space. In addition if possible installing statue and or fountain would beautify the place like a European piazza. | 0 | 0 | -33.8668 | 151.2101 | NEUTRAL |

