

Attachment B

Engagement Summary

WILLIAM STREET CONSULTATION SUMMARY

13 March 2023 to 11 April 2023

Unique page views: 116

450 letters were sent to local residents and businesses.

Included in March of Sydney Your Say eNews: 7,152 subscribers

17 submissions were received. 10 survey response and 6 email submissions

1 stakeholder meeting was held.

Summary	
Supports proposal. Noting (1) does not support providing additional parking	10
Supports proposal with amendments. (ROD)	3
Does not support proposal	4
Supports specifically mentions pedestrian crossing works	5

Submission Comment	Response
Three submission comments requested angled parking to be extended full length of William Street to provide additional parking and traffic calming by adjusting central alignment of the road	Updated design has incorporated extended angle parking.
Three submission comments did not support changes due to potential to increase congestion particularly with deliveries and loading, specifically related to median strips.	Proposed changes will reduce speeds and improve safety. The updated design has reduced the extent of medians proposed and introduced other traffic calming devices.
Three submission comments did not support medians due to potential impact on sightlines and pedestrian/vehicle safety.	The use of landscaped median strips is a standard traffic calming device installed across the LGA. Trees and any groundcovers will be planted and then maintained to ensure sight lines are maintained.
One submission comment noted that main pedestrian movements are from Queen and Victoria Street across Collins not at William.	The proposed pedestrian crossing on Collins Street, north of William Street responds to recent developments in the precinct including the childcare on William Street and the connection to the existing Beaconsfield Park.
One submission comment raised concern related to existing maintenance and additional maintenance requirements for the proposes scope.	Maintenance is undertaken across the city to agreed Service Levels. Any additional works will be maintained to these agreed service levels. To lodge a maintenance request, refer to the City's web-page https://www.cityofsydney.nsw.gov.au/report-issue
One submission comment requested the provision of a dedicated motorbike parking spaces.	No proposed dedicated motorbike parking has been included in the updated design.
One submission comment was concerned there would be a reduction in parking. An additional submission highlighted that there is very high demand for parking in the area, and that sometimes spaces occupied for extended periods.	No proposed parking loss as part of proposal. There is a proposed increase in parking as part of updated design.
One submission comment did not support additional parking. Recommends the City find solutions to make it more attractive to not own a private car.	Noted as a comment.
Five submission comments raised concerns of pedestrian safety on Collins Street. One submission noted this follows changes since M8 construction.	The proposed pedestrian crossing on Collins Street and the proposed kerb-extensions as part of the installation of continuous footpath crossings across William Street will improve pedestrian access and safety in this location.
Three submission comments raised concerns related to pedestrian safety and parking related to childcare centre	Footpath widenings are proposed as part of the updated design to reduce crossing distances in this location.

Five submission comments raised general concerns related to speed and traffic on Local Streets including William, Victoria, and Beaconsfield Street.	The proposed works will introduce a series of traffic calming devices to reduce speed and improve pedestrian safety on these streets. Victoria Street and Beaconsfield Street are currently outside of the scope of these works.
One submission comments requested speed bumps on William Street – South of Collins to Beaconsfield Street	The proposed works will a series of traffic calming devices to reduce speed and improve pedestrian safety on these streets. Speed bumps are not currently proposed as part of these works.
Two submission comments did not support additional tree planting due to additional leaf litter.	Noted as a comment.
One submission comment did not support additional tree planting due to additional bird and bat droppings, specifically the species selected.	Noted as a comment.
Two submission comments noted that there are sufficient trees already present.	Noted as a comment.
Two submission comments raised concern additional trees will further reduce lighting and perception of safety. Notes that existing light levels at night are low due to existing canopy trees.	Noted as a comment.
Two submission comments requested that safety and well-being of residents are prioritised.	Noted as a comment.
One submission did not support medians as they are ugly	Noted as a comment.

QUEEN STREET CONSULTATION SUMMARY

8 March 2023 to 5 April 2023

Unique page views: 188

460 letters were sent to local residents and businesses.

Included in March of Sydney Your Say eNews: 7,152 subscribers.

50 submissions were received. 34 survey response and 16 email submissions

Summary	
Supports proposal.	10
- Traffic calming (2)	
- Greening (2)	
- Both (5)	
- Generally (1)	
Supports proposal with amendments or in part.	13
Does not support proposal.	26
Neutral	2

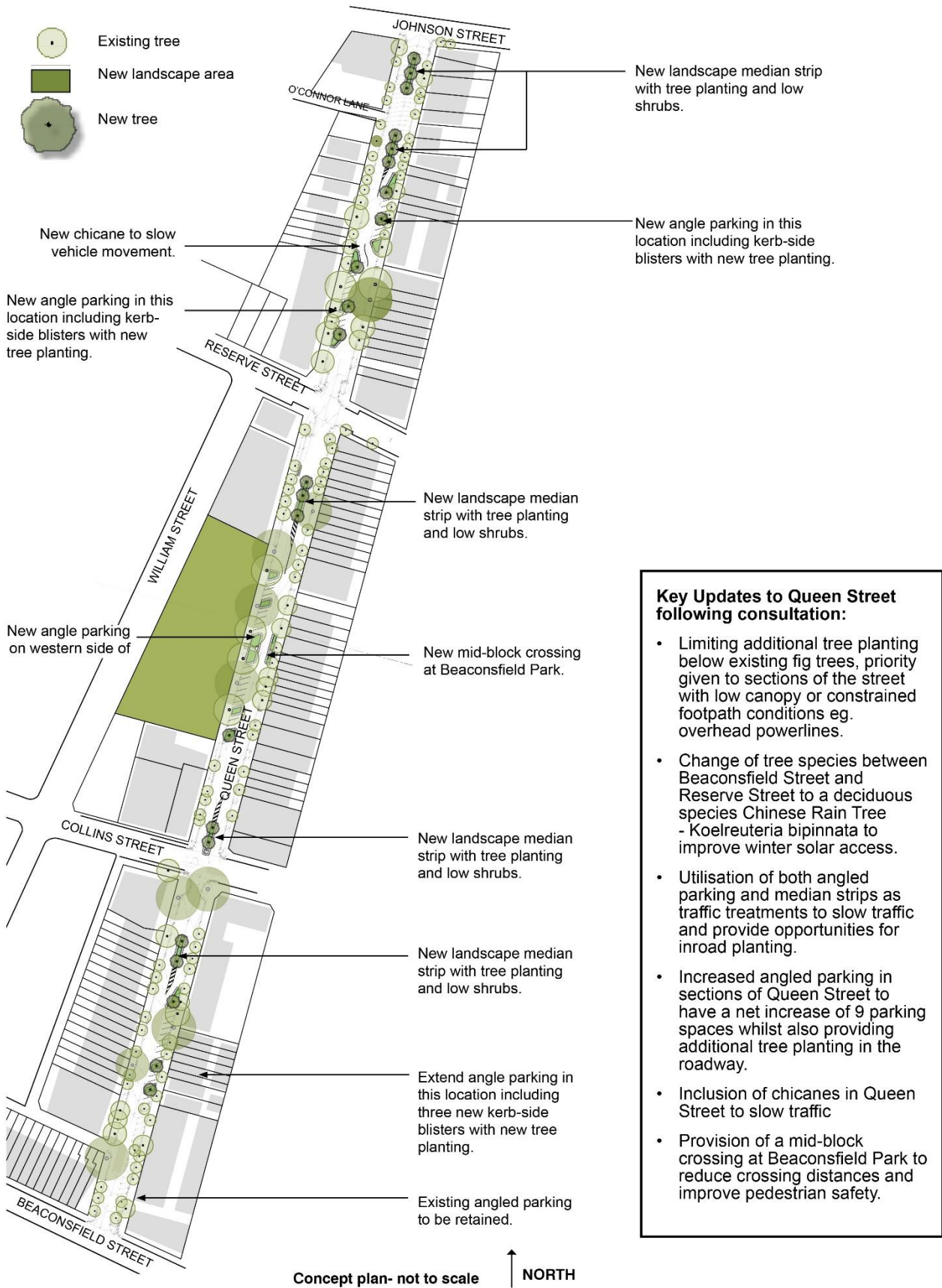
Submission Comment	Response
Twenty-seven submissions did not support the proposal as they considered there was sufficient trees already present and providing shade particularly between Collins and Reserve Street.	The proposal for additional tree planting on Queen Street supports the City's long-term approach to the provision of canopy. The majority of canopy is currently being provide by a small number of large Ficus Hilli trees which are generally not suitable footpath trees. The updated design has reviewed proposed tree locations to focus on locations where there is low areas of existing canopy.
Six submission comments were concerned about additional leaf drop and impact to drainage.	Noted as a comment.
Four submission comments were concerned that the species selection will add to existing problems of bats and possums.	Noted as a comment.
Two submissions recommended the focus should be on footpath planting rather than inroad planting.	The City has an ongoing program of proactive tree planting in the footpath across the LGA. The scope of this project focuses on inroad planting.
Eight submissions were concerned that additional trees will limit solar access to adjacent properties.	As part of the Street Tree Master Plan review the proposed tree species were amended to reflect these comments with the following species nominated: Between Beaconsfield Street and Reserve Street <i>Koelreuteria bipinnata</i> – Chinese Rain Tree Between Reserve Street and Johnson Street <i>Waterhousea floribunda</i> – Weeping Lilly Pilly
One submission challenged the benefit of a tree planting vs the associated concrete CO2 emissions.	The City has a tree planting program and canopy targets due to the many benefits of trees in an urban environment in addition to carbon sequestration, however it is noted as a comment and the delivery team is working towards minimising where suitable the volume of concrete required for the installation of trees in the road way.
One submission recommends removing overhead powerlines.	The City supports a program of both undergrounding services and bundling cables to improve tree canopy outcomes. This is not proposed as part of this project scope.
Two submission comments were concerned about existing and future root damage of trees to footpaths and private property.	The new trees proposed are within the roadway to allow for large tree planting away from footpaths and buildings. The City has an ongoing program of monitoring and maintenance of existing trees to manage these risks.

One submission comment was concerned related to night-time safety due to already dense canopy and low lighting, particularly along park edge.	Noted as a comment
Eight submission comments related to existing maintenance levels related to existing trees in medians, footpaths, and street cleaning.	Maintenance is undertaken across the city to agreed Service Levels. Any additional works will be maintained to these agreed service levels. To lodge a maintenance request, refer to the City's web-page https://www.cityofsydney.nsw.gov.au/report-issue
Eleven submissions recommended an alternate design with angled parking, chicanes to reduce width and slow traffic.	Refer to the updated design which has responded directly to these comments.
Thirteen submissions did not support changes due to potential to increase congestion particularly with deliveries and loading, specifically related to median strips.	Proposed changes will reduce speeds and improve safety. The updated design has reduced the extent of medians proposed and introduced other traffic calming devices.
Two submissions did not support median strip as a traffic calming device.	Median strips are part of a suite of traffic treatments used within the LGA on local roads to provide greening and traffic calming.
One submission comment requested the median strips be reduced in width.	Minimum size of medians is 2m to accommodate suitable soil volumes for tree planting. Medians are only proposed on streets with sufficient space to accommodate compliant parking and travel lane.
One submission was concerned that active transport users, pedestrians, mobility devices will be limited in their ability to cross the street and be in conflict at locations where u turns are possible and at driveways.	Improved crossing distances have been provided at key locations. The reduction of median strips also ensures that informal movement across the street will be maintained.
Six submissions noted there was generally insufficient parking.	Through the provision of angled parking an additional 10 spaces have been located along the street, this has been balanced against the need to provide suitable locations for inroad planting.
Two submissions did not support the proposal between Reserve Street and Collins Street due to Canopy, but supported north of Collins Street.	Refer to updated design. The updated design focuses on additional canopy in areas of low canopy as well as the provision of some future inroad planting adjacent the large existing canopy trees.
Two submissions recommended improving crossing in front of the park rather than a proposed median.	Refer to updated design. Improved crossing points have been provided at the park.
Four submissions were concerned about speeding due to the width of the street and the use of the street as a rat-run. Three submissions requested additional traffic calming devices near the park.	The proposed works will introduce a series of traffic calming devices to reduce speed and improve pedestrian safety on these streets. The interventions will also serve as a direct deterrent to the use of the street as a rat-run by slowing the speed on the street through the traffic treatments.
Three submissions made the comment there was no issue with traffic on Queen Street.	Noted as a comment.
Three submissions were concerned that the proposal will impact parking. One submission was concerned it will block driveways.	There will be some changes to parking, however there will be an overall gain of parking spaces across the precinct. All driveways will maintain there current access arrangements.
One submission likes the width of the street as it is.	Noted as a comment.
One submission requested additional information regarding timing of the works and temporary parking impacts.	Residents will be kept up to date through the approvals process and through standard construction notification processes. There will be some impact to parking through the construction program.
One submission was concerned the proposal will enable cutting down of large trees.	No proposed trees to be removed as part of this proposal, however by proactively planting trees on this street it will allow Council to appropriately

manage trees on the street as part of their ongoing tree management programs.

Additional Works request/Comments across the two consultations	
Request for a whole of precinct approach.	The updated design has taken into consideration general comments related to pedestrian access, safety, parking and greening within the scope areas. Works outside of William and Queen Street have not been considered at this stage.
Load limits are not enforced and that trucks are illegally using these streets.	The proposed traffic treatments will provide additional deterrent to vehicles over the load restrictions using the road.
Request for closure of Ralph Street or improved safety from Ralph Street and to limit through movements of trucks and car testing on local streets.	Not proposed as part of this scope. The proposed traffic treatments in both William and Queen Street will function as deterrents to the use of these streets as rat runs.
Request additional median on Reserve Street north	Not proposed as part of this scope, will be investigated as part of future projects.
Request for Victoria Street to be included in scope: <ul style="list-style-type: none"> - Traffic calming - Additional greening on footpaths - Improve crossings at Collins Street 	The scope of these works is limited to William and Queen Street only. A proposed pedestrian crossing is proposed on Collins Street, north of William Street.
Request for Beaconsfield Street to be included in scope	The scope of these works is limited to William and Queen Street only.
Request for CFT on all intersections and side streets. <ul style="list-style-type: none"> - Including road narrowing particularly on Collins Street and at intersections with Botany Road and O’Riordan Street 	CFT’s are proposed at William Street as part of this scope. No additional CFT’s are proposed.
Improvement to non-compliant crossing at Queen Street near Janet Beirne Reserve	The scope of these works are limited to William and Queen Street only.
Request for additional crossings: <ul style="list-style-type: none"> - Victoria and Collins - Queen and Collins - William and Collins 	The proposed pedestrian crossing on Collins Street, north of William Street responds to recent developments in the precinct including the childcare on William Street and the connection to the existing Beaconsfield Park. No additional crossings are proposed as part of this scope.
Request for roundabout at Queen and Reserve Street in place of four-way intersections.	The four-way stop sign intersection is the preferred traffic management response to this intersection.
Parking on footpath near Janet Beirne Reserve blocks footpath – existing roll over kerb allows this to occur	This non-compliance is currently being investigated.
Future through site links will increase pedestrian activity through the area	Noted as comment.
Right hand turn from Botany Road encourages movement along Beaconsfield Street. Consider removal of this right-hand turn.	Noted as a comment. Outside of scope of works on Queen and William Street.
Request to remove parking space on Beaconsfield Street on the south-western corner with Queen Street as it undersized and blocks sightlines	Installation of a yellow no-stopping line has occurred to follow up with this non-compliance.
Recommendation that council use vacant lots for parking hubs while waiting for developer turn over	Noted as a comment.
Request to fix drainage on O’Riordan Street	Outside of scope of these works.
Request for additional tree planting on King Street	Outside of scope of these works.
Focus efforts on Ashmore Connector	Outside of scope of these works.
Reduce posted speed limit to 30km/hr	The proposed traffic calming will contribute to a slower speed on the road.

UPDATED QUEEN STREET DESIGN – COMMUNITY GRAPHIC



Queen Street, Beaconsfield Inroad Planting - Updated Plan



ORIGINAL QUEEN STREET DESIGN – COMMUNITY GRAPHIC



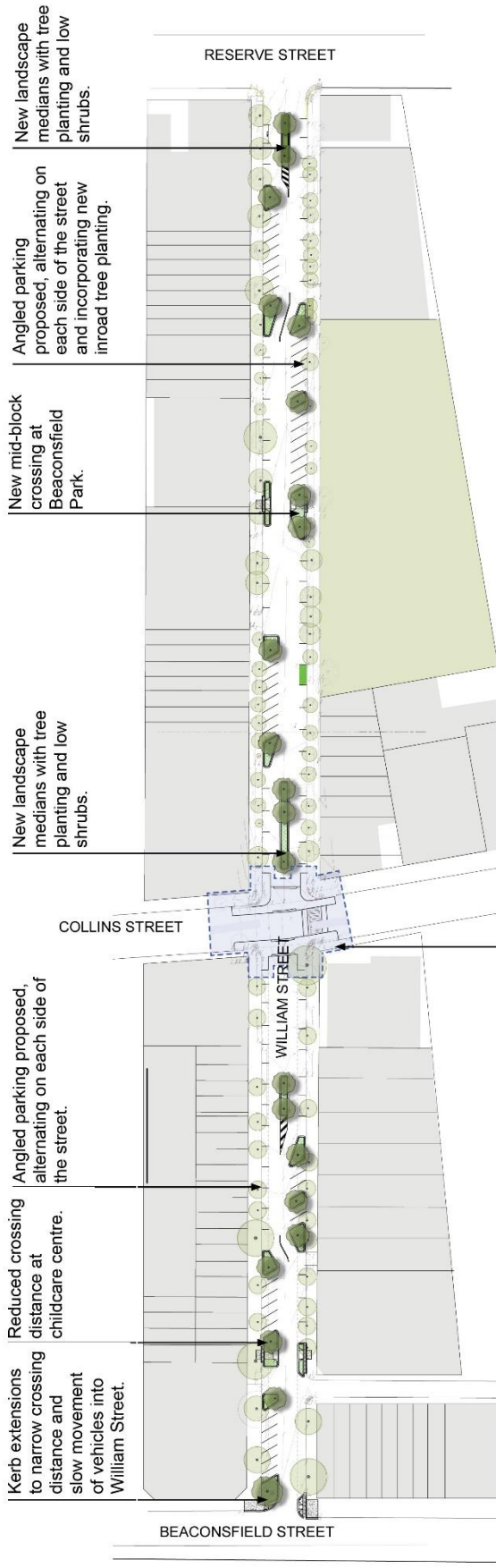
Example of landscape median strip with tree planting.



Example of a semi-mature Waterhousea floribunda to be planted in medians strip.

**Queen Street, Beaconsfield
Inroad Planting - Consultation Plan**





Kerb extensions to narrow crossing distance and slow movement of vehicles into William Street.

Reduced crossing distance at childcare centre.

Angled parking proposed, alternating on each side of the street.

New landscape medians with tree planting and low shrubs.

New mid-block crossing at Beaconsfield Park.

Angled parking proposed, alternating on each side of the street and incorporating new inroad tree planting.

New landscape medians with tree planting and low shrubs.

Future intersection upgrade including: Pedestrian crossing east of William Street on Collins Street and continuous footpath treatment across William Street north and south of Collins Street.

Concept plan- not to scale

- Existing tree
- Existing verge garden
- New landscape area
- New tree
- Future intersection upgrade

Key Updates to William Street following consultation:






- Utilisation of both angled parking and median strips as traffic treatments to slow traffic and provide opportunities for inroad planting.
- Increased angled parking in sections of Queen Street to have a net increase of 10 parking spaces whilst also providing additional tree planting in the roadway.
- Inclusion of chicanes in William Street in both blocks to slow traffic
- Provision of a mid-block crossing at Beaconsfield Park to reduce crossing distances and improve pedestrian safety.
- Kerb-extensions at the William and Beaconsfield intersection to reduce crossing distances and narrow roadway.



Concept plan- not to scale

NORTH



-  Existing tree
-  Existing verge garden
-  New landscape area
-  New tree
-  Future intersection upgrade



Example of a semi-mature Cheese Tree to be planted in landscape blisters and medians strip.



Example of landscape median strip with tree planting.