

GLEBE POINT ROAD UPGRADE PROJECT Community Feedback Report December 2006



Id Planning Pty Ltd
ABN 95 092 969 643
Suite 4, 90 Longueville Rd Lane Cove 2066
PO Box 1406 Lane Cove NSW 1595
Phone: 02 9420 5041 | Fax: 02 9420 504

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EXECUTIVE SUMMARY

METHOD FOR STAGE THREE FEEDBACK FORUM

The Feedback Forum was the third stage of consultation. It provided an opportunity for Council to present its detailed design responses to the first and second stage of feedback and to seek comment on the detailed design. Stage three took place at the Glebe Town Hall on Monday 6 November 2006, from 6 pm to 8.30 pm. Approximately 65 community members attended the workshop, with the majority of participants living in Glebe.

The forum was opened by Councillor Robyn Kemmis and led by Maren Parry, who outlined the design process and feedback received to date and presented the detailed design for discussion in Stage three.

Each participant was given a feedback sheet and a copy of each of the panels showing the detailed design presentation. Participants were able to take the copy of the panels with them, providing a record of the meeting's presentations.

The participants were invited to provide feedback on three open ended questions:

- What do you like about the design presentation?
- What issues or concerns would you like the City of Sydney to address?
- What overall comments would you like to make?

SUMMARY OF THE OUTCOMES FROM STAGE ONE AND STAGE TWO FEEDBACK FORUMS

As Stage one and two feedback provided the basis of the detailed design development for Stage three consultation, a summary of the outcomes of the first and second stage is provided.

The feedback received was that Glebe Point Road does contain a number of special places where opportunities exist to extend design possibilities beyond a typical streetscape design.

Most participants supported the upgrade of Glebe Point Road in a manner that would retain its character while improving functionality.

Support of the Special Places of Parramatta Road corner, Glebe Public School frontage, Glebe Public Library frontage was clear, with a variety of comments supporting options for improved pedestrian circulation, more greenery, screening of traffic and noise and upgrading existing heritage features.

RESPONSES TO THE OPEN ENDED QUESTIONS FOR STAGE THREE FEEDBACK FORUM

Of the 34 submissions received, 10 provided responses to the open ended questions.

Q 1 *what do you like about the design presentation?*

- Respondents were generally appreciative for the community presentation
- Respondents liked the continuity the plan provided, with a more uniform and less cluttered streetscape

Q 2 *What issues or concerns would you like the City Of Sydney to address?*

- Respondents raised concerns about vandalism and crime at the southern end of Glebe Point Road and in side streets
- Respondents raised questions about the identity of Glebe

Q 3 *What overall comments would you like to make?*

- Need to address elderly access to Glebe Point Road.
- Glebe made up of a diversity of people. Council need to listen to all not just some interest groups

KEY THEMES

The majority of feedback identified key comments for a range of themes, rather than in response to the three open ended questions.

Footpaths

- Positive feedback was received for widening of footpath
- Concern about the type, colour and texture of the footpath pavers
- Concern that cobblestones would make walking difficult for the mobility impaired.

Street Furniture

- Support for restoration of Glebe Point Road fountain

Traffic and Parking

- Support for speed limit reduction to create pedestrian friendly areas
- Support for the parking measures contained in the plan

Buildings Streetscape

- Support for the undergrounding of power lines
- Support for the retention of heritage values in buildings

Social Heritage

- Need to make Glebe an interesting place to visit

Public Buildings and Public Art

- Support for community/ commercial use of public buildings
- Comments regarding the choice and importance of artworks.

Sustainable Design

- Suggestions for sustainable and ecological design

A full explanation of feedback received is provided in the main report.

STAGE THREE CONSULTATION

This section details comments received from the Feedback forms.

Q 1 *What do you like about the design presentation?*

Nine of the ten respondents provided comments about the design presentation.

Respondents generally appreciated the community presentation, stating that the presentation was professional, informative and inclusive.

One respondent said it was good to see that the upgrade plan developed by taking suggestions from previous meetings, particularly the Special Places workshop.

Respondents liked the continuity that the upgrade plan would provide, with a more uniform and less cluttered streetscape, widened footpaths and increased pedestrian safety with a lower speed limit.

One respondent stated that funding should be made available for the upgrade of the southern end of Glebe Point Road.

Q 2 *What issues or concerns would you like the City Of Sydney to address?*

Nine of the ten respondents identified a broad range of issues and concerns.

Single responses included:

- Good to have cobblestone type of paver with the look but not the unevenness as it would be much safer for pedestrians. Slowing the traffic could be done in other ways, as the visual difference in road surface may by itself work to slow the traffic. (see also Section XX Footpaths).
- What the identity is and what attracted people to Glebe. In particular, why do people come Glebe compared other inner areas of Sydney which offer cafes and bookshops?
- Perhaps Glebe was being made to look too much like a museum piece.
- The proposed traffic lights outside Glebe Primary School are not a practical or appropriate initiative. They will exacerbate traffic delays and cars will choose to divert down side streets. Traffic lights should only be considered if activated at critical times like children going to and leaving the school and possibly the Sunday markets.
- Every effort be made by Council to negotiate with the lessee the removal of the license agreement for outdoor seating for the restaurant in Jubilee fountain square The entrance to Glebe Point Road should be one of the major statements for the upgrade.
- Instances of broken glass on the road and footpaths at the southern end of Glebe Point Road and in side streets, theft and vandalism is still frequent. Perhaps stronger lighting and cameras would help.

- Congregation of youths making comments to passers-by is undesirable. More should be done towards safety.
- The trees at the moment are a bit mixed and are odd sizes. The Tuckeroos have done well and look the best shape and size.

Q3 *What other comments would you like to make?*

Nine of the ten respondents identified a broad range of issues and concerns in response to this question.

Youth

- Incorporate active recreation areas into the upgrade plan and identify other actions aimed at integrating local youths with the community
- Seek the input of those who work for youth groups and the agencies that deal with problems arising from antisocial behaviour by local youths. Joint attention to the issue by Council and the Department of Housing may yield productive outcomes

Seniors

- Many old and frail people at this end of Glebe but few of these are seen frequenting Glebe Point Road. A Council sponsored facility that addressed the needs of this group, perhaps in one of the vacant shops, might help increase the amenity of Glebe Point Road

Diversity of Locals

- The interesting streetscape in this end of Glebe is mainly due to its people. There is a diverse mix of ethnic groups, aged, youth and children as well as visitors to the area

Consultation

- Providing a way to integrate the nearby residents so that they feel that Glebe Point Road is providing a service to them is an important part of addressing some of the more intractable issues facing this end of Glebe. It is very unlike the quiet and respectable streets of Glebe Point yet most of the comment on this plan has come from that end of Glebe or from people who speak for business interests. It is their right to lobby and they contribute by doing so, but they cannot be said to speak "for Glebe"
- The majority in Glebe affected by the plan, including Department of Housing tenants and the middle income groups between the Dept of Housing estate and the Toxteth Estate, are largely underrepresented despite the efforts of Council and some councillors. The only democratically elected group which can be said to represent the area are the councillors themselves

- It is incumbent upon councillors to make a determined effort to act in the interests of all residents even those who do not have the time or the wherewithal to make their voice heard
- Failure to do so, particularly in relation to those with potential to disrupt, will severely undermine the effort that is being put into the upgrade by Council and community groups

Scope of Upgrade

- The upgrade should go further along the Road - at least to Ferry Road on the first stage
- If the dollars stretch to burying cables and doing the footpath for the entire road, at least the rest (lighting, furniture, trees, etc.), could be done at later stages without too much disruption
- Money should be spent on more pressing priorities such as more trees

Trees

- A few well placed Crêpe Myrtle amongst the chosen standard tree would add a lovely dash of colour

Public Buildings

- Was it possible to make the Glebe Public School a public resource?

Street Character

- Congratulations to Council for its commitment to restoring the street's bones and sinews, but don't inadvertently give it a personality make-over as well
- Don't want Glebe Point Road to wind up looking like any other high street in the LGA
- Make sure that the street remains something to "cry for", and does not become something to "cry about"
- Unique aspect is its proximity to the University, CBD, harbour - its character needs to be exploited not stripped

Sustainable Design

- Does the design incorporate environmental issues such as lighting solar power where feasible?

General Streetscape

- Extend underground cabling
- Have a town square concept
- Absence of urgency in turning into more active use the area of land that the Broadway Shopping Centre was to hand over to enlarge Minogue Reserve.

OTHER COMMENTS

Of the 34 submissions received, 24 letters and emails provided a range of general comments provided in free form style rather than under the question headings in the feedback form. This section outlines those comments provided. For ease of understanding of the full range of comments, where appropriate comments from the feedback forms (already outlined above) have also been included in this section.

FOOTPATHS

Three respondents supported the widening of footpaths, with one respondent stating it was an “excellent idea that benefited everyone”.

One respondent stated that with the mixed footpath / parking use there is no need for extra pedestrian width.

Three responses were received about the replacement of footpath pavers.

- Two respondents were happy that the existing paving was to be replaced
- One respondent disagreed with replacement of the footpath because current best practice is to use of permeable paving, as this reduces stormwater contamination

Four respondents questioned the type and colour of paver materials.

- One respondent suggested use of a darker material because stains would not show up as much
- One respondent was concerned about the poor colour differentiation of the granite kerb and road surface at night and suggested that Sydney Sandstone is used as Sydney is sandstone country
- One respondent stated that it was good to have cobblestone type of difference in some areas but if it could have the look but not the unevenness it would be much safer for pedestrians
- One respondent was concerned about damaging footpaths after laying for maintenance work and would like to see conduits placed under the footpaths

One respondent raised the suitability of the split level nature of the footpath outside 115-119 Glebe Point Road. The respondent stated that the subdivision of the footpath resulting in two levels of footpath and a handrail and requested that the footpath was returned to one level.

STREET FURNITURE

Seating

Several responses were received concerning the proposed seating.

- One respondent supported current seating rather than proposed seating.
- One respondent supported seating type A
- One respondent supported seating type C

Street Furniture

One respondent stated it is unfortunate that city seems to be locked into a long term contract for furniture as so much of the new design is not suitable for this climate such as the bus shelters are not functional or is unattractive such as the garbage bin design.

One respondent referred to the urban design of Fremantle which promoted refurbishment of any old bus stops with modern street art, directional signage and the use of space saving environmentally friendly garbage bins that did not use bin liners. Two respondents supported the Fremantle example.

Glebe Point Road Fountain

One respondent said that the fountain is a part of Glebe's heritage and should be restored back to its glory days to show that Glebe is a place that cares about history. The restoration should include the light above and restoration of the fountain's plaque. The use solar panels and recycled water should be considered.

Traffic and Parking

Traffic and Pedestrian Interface

Three respondents supported the proposed 40km/h speed limit.

One respondent stated that a 40km/h speed limit would improve safety and would help to reduce vehicle noise.

One respondent supported the attempt to slow down traffic and make space more pedestrian friendly. This view was shared by the respondent who referred to the Fremantle example where pedestrian use is promoted through the use of shared pedestrian / traffic zones where the pedestrians have priority. Reinforcement of these zones would be achieved with a contrasting road surfaces to indicate the shared zone while a centre strip would with contrasting pavers and protected by bollards would indicate a pedestrian priority zone.

Single respondent suggestions included

- Making Glebe Point Road one way
- Angled parking on Glebe Point Road to further slow traffic
- No through traffic on side streets.

PEDESTRIAN CROSSINGS AND TRAFFIC LIGHTS

Single respondent comments included

- Relocation of the pedestrian crossing would provide improved pedestrian visibility
- Pedestrian crossing having a change of material to provide a visual announcement of the crossing.
- Proposed traffic lights for the crossing outside the Glebe Primary School are not a practical or appropriate initiative as they will exacerbate the problem of traffic delays and cars will choose to divert down side streets. Traffic lights should only be considered if activated at critical times

Cycle Lanes

Single respondent comments included:

- Council educating or reminding drivers that they are required to share the road if there are no cycle lanes.
- Council's responsibilities for cycle lanes.

Parking

One respondent did not support the loss of parking spaces or parking metres- need to help businesses particularly with the closeness of Broadway Shopping Centre.

Three respondents supported the parking measures in the planned upgrade as most residents are adequately served by the pedestrian plan and that encouraging more parking will reduce pedestrian safety and diminish the streetscape quality. One respondent noted that in Fremantle, parking is not allowed in the strip.

One respondent stated that the pressure for more parking is coming mainly from businesses who do not serve the local residents who can not afford to be part of a "café society"

Bus Stops

Two respondents requested that Council consider relocation and retention of bus stops.

One respondent requested relocation of the bus stop adjacent to No 121 Glebe Point Road to outside No 119 Glebe Point Road. In this area the footpath is on two levels and the respondent stated that relocation of the bus stop would assist with pedestrian flows in this area.

One respondent stated that the presented analysis of bus stop location was superficial and that a proper analysis was required.

HERITAGE

Buildings and Streetscape

While six respondents supported the undergrounding of power lines, one respondent questioned the need for undergrounding of power lines. The respondent felt that weathered timber poles and power cables are an important part of Glebe's character and that the money could be spent elsewhere, for example on permeable paving.

Three respondents cited the Fremantle example which highlighted the retention of heritage facades and verandas as favourable for the streetscape.

Single response comments included:

- Consider building extensions and their relationship to the heritage characteristics of the building.
- Capture the feeling of the old building rather than trying to make the extensions look too different.
- Heritage colour schemes matter and that they make a huge difference and improvement on ad hoc colour choice for buildings.
- Removal of the Glebe Point Road tram tracks should not occur as they are a precious link with the past.

SOCIAL HERITAGE

One respondent noted that a number of speakers at the public meeting mentioned that the plan was not addressing the character of Glebe. The respondent stated that:

- Glebe has character
- Need to make it a very interesting place to visit.
- A free tram or bus was needed to assist revitalisation of Glebe.
- Glebe Point has died since the Broadway Shopping Centre has opened.

PUBLIC BUILDINGS

Single respondent comments included:

- Idea of the gallery in Benledi is excellent and immediately appealed to people.
- Support for the use of Bellevue as a coffee shop with photos of old Glebe around walls and have someone living above as a caretaker/coffee shop owner. People would walk there as it is a very attractive place to go.

Responses for the radio shack in Foley Park varied including

- Removal to allow implementation of the proposed interpretation of the site with a voice sculpture.
- Move shack to the perimeter of the park to create more open space.

Single responses included

- Making the incinerator in Forsyth Street an archive of Glebe History.
- Retaining the baby health centre building in Foley Park and converting part of the kitchen for an outdoor café.

PUBLIC ART

One respondent did not support the use of public money for art as

- It was a waste of money and would struggle to be sympathetic with the heritage surrounds
- Should not obscure the beautiful heritage building that curves around Glebe Point Road and Broadway.
- Recommend planting a beautiful mature tree that complements the existing buildings. Any savings could be used to upgrade more of Glebe Point Road.

Two respondents questioned the choice and importance of artworks with one respondent questioning the lighting of a tree as artwork as the park stands by itself as a beautiful entity.

Another respondent stated it seems strange that Council is putting so much effort into the public art part of the proposal, while at the same time planning to remove these interesting sculptures.

SUSTAINABLE DESIGN

One respondent raised the issue of an invasive tree (*celtis sinensis*) now causing major problems in Glebe. The respondent stated the Glebe Point Road upgrade is the perfect opportunity to confront the issue.

One respondent stated that they would like the avenue of trees to be as much as possible one species. The trial planting of Tuckeroo – native to Sydney – seems to be successful with good examples between Norton St and Mitchell St.

Two respondents raised the priority of ecological factors in on going city initiatives such as the Glebe Point Road. The respondents questioned the extent of ecological design to be used in the upgrade including solar power, recycled water and additional trees.

APPENDIX A

FEEDBACK SHEET

Feedback Form Glebe Point Road Detailed Design Presentation Monday 6 November 2006 – Glebe Town Hall

- What do you like about the design presentation?

- What issues or concerns would you like the City of Sydney to address?

- What other comments would you like to make?

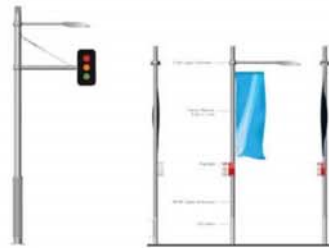
glebe point road streetscape upgrade



Existing view of Glebe Point Road



View of Upgrade of Glebe Point Road



SMARTPOLES

- Improved lighting through new Smartpoles which will enhance safety
- Large Smartpoles at intersections with traffic lights
- Smaller Smartpoles along Glebe Point Road
- Provide bicycle rings on almost every other Smartpole

PARKING

Investigations for additional parking were undertaken at Mitchell Street, the northern end of Glebe Point Road and Bridge Street. However, none of these streets provided any additional parking.

Derwent Street could provide an additional 9 parking bays if parallel parking was changed to 30° parking on one side of the street, subject to further discussions with the community.



Glebe Point Road in 1890

FUTURE WORKS

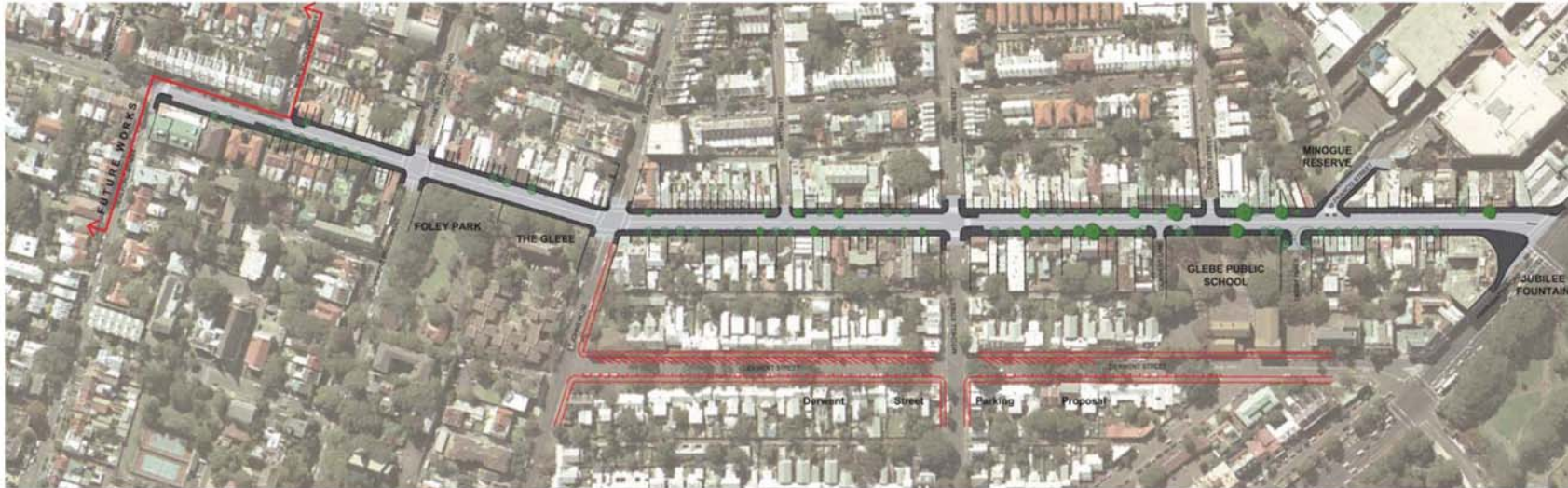
- Stage 2 & 3 works to the north of Marlborough St may be undertaken in the future as budgets for the works become available. However the design for Glebe Point Road will be developed now to ensure a 40m zone and consistent appearance along the entire road
- Minogue Reserve is suggested to be upgraded in the future as a separate project
- A cobbled road in front of Glebe Library and the provision of a public square is suggested as a future project
- Provision for a dedicated south bound cycle lane in Glebe Point Road between Federal Avenue and Forsyth Street
- Provision for footpath bikers in Stage 2 and 3 works

SAFETY

- Improve pedestrian safety through traffic calming (a consistent 40km zone - yet to be approved by RTA)
- Cyclists and vehicles will share the carriageway
- Provide a new signalled crossing at Cowper Street to provide safe pedestrian and smooth traffic movements
- Improve pedestrian amenity through blisters and widened footpaths
- Improve pedestrian safety by reducing width of roads and pedestrian crossing distances
- Provide new concrete unit pavers finishes to footpaths
- Provide cobbled areas in the road to define changed traffic conditions and provide a public realm treatment at the following locations:
 - Jubilee Fountain, Glebe Public School, St John's Road

SAFETY cont

- Reinstall CCTV camera at corner of Redfern & Derwent Street and provide infrastructure for possible future installations
- Improve safety and amenity by reducing speeds, providing ramps, including tactile indicators, sound and Braille provisions
- Rationalise and improve signage to reduce clutter and increase comprehension
- Relocate bus stops to assist with traffic management and amenity



- Legend**
- Retained Tree
 - Tree to be Removed
 - Proposed Tree
 - Proposed Paving

0 25 50m
Scale 1:1000@A0

1

Detailed Plans



glebe point road streetscape upgrade

2



FURNITURE

- Install approximately 10 additional street bins for waste management
- Retain existing "feature" Glebe Point Road seats, with some relocation to footpath areas with more space
- Install approximately 10 additional new seats at locations where there is more space and at bus stops
- Please state your preference for seat types as shown on the drawings:
 - Seat type A, Seat type B, Seat type C. City of Sydney will consider community preferences in the final selection of furniture

MATERIALS, FINISHES AND FURNITURE

- Install new bluestone kerbing
- Install new concrete pavers
- Retain existing street chairs and provide new seating
- Provide a new Bus Shelter at Glebe Point School
- Install new Smartpoles with integrated lighting, traffic lights, bicycle rings, banner attachments, CCTV provision

MATERIALS, FINISHES AND FURNITURE

- Provide new telephone booths
- Provide new waste management / refuse bins
- Integrate new manhole covers with footpath finishes
- Provide new concrete power supply cabinets in the footpaths (Energy Australia Pillar)

COMMERCIAL CONSIDERATIONS

- Continue discussions with retailers and commercial firms to improve the marketing of Glebe Point Road
- Appropriately stage works to reduce disruption to business during construction

SPECIFIC TRAFFIC MANAGEMENT AREAS

General

- Repgrade Glebe Point Road between Parramatta Road and Francis Street and other areas as required to improve drainage and footpath conditions

Northbound Glebe Point Road

- Bus stop near Jubilee Fountain is to be relocated (northwards) to reduce congestion at the intersection of Parramatta Road when buses stop
- Relocate bus stop at Mitchell Street to north side of intersection to reduce congestion
- Bus stop at St Johns Road to be relocated south to comply with STA RTA requirements
- Increase footpath width between St Johns Road and Hereford Street to improve pedestrian safety to allow for free planting and make the footpath disabled compliant - loose parking

Southbound Glebe Point Road

- Francis Street intersection - widen eastern footpath to improve pedestrian safety and to stop vehicles from damaging the awning at Bacide Monors Cafe
- Cosper Street intersection - install new traffic lights. Turning circles around new corner blisters are to be gentle to assist left and right hand turns and to improve traffic flows
- Mitchell Street - include blisters to reduce pedestrian crossing distance and provide traffic calming for 40km/hr speed zone approval
- Rectify footpath levels at Mitchell Street bus stop



Detailed Plans

glebe point road streetscape upgrade

3



HERITAGE AND CHARACTER

- Protect, restore and relocate foundation / memorial stones: Dave Sands, 1906 marker, Leichhardt Council marker 1906
- Underground overhead powerlines to reduce clutter and allow for tree growth and to improve the streetscape appearance
- Upgrade Foley Park as a separate but interconnected project
- Conserve WW1 Memorial on Glebe Point Road, integrate into Foley Park
- An colon is proposed to relocate the tiles to the Post Office Area in association with the artist, subject to further detail discussions and investigations

ARTWORKS

- Public artworks recommended to Council are:
Dr Nigel Healy - Wireless House - Public Listening Room
- Location - The Wireless House, Foley Park, Glebe
 - The concept of a Public Listening Room appears to be unusual (to date art research has not located a precedent). The approach is to embrace the unique function of the site and to repurpose the site to once again become a sonically active feature of the park.

ARTWORKS

- Public artworks recommended to Council are:
Earth versus Sky by Allan Giddy at the northern termination of Glebe Point Road
- Location - Bicentennial Park Glebe - Two large Moreton Bay Figs
 - Concept - These two magnificent trees will be lit from near the path edge responding to the changing shades of the twilight evening skies. Powered by a wind generator to the lights will project the inverse light of the sunset colours



St Johns Rd Intersection

SPECIAL PLACE ST JOHNS ROAD INTERSECTION

- Protect existing art areas along the street – tiled areas at St Johns Road.
- Install cobble in the road carriageway



Legend

Commercial Use	Community Use	Proposed Tree	Existing Parking	Proposed Litter Bin	Proposed Seat	Energy Australia Box
Residential Use	Retained Tree	Tree to be Removed	Proposed Parking	Proposed Smart Poles	Proposed Paving	Phone Booth

Scale 1:400@A0

Detailed Plans

glebe point road streetscape upgrade

4



HERITAGE AND CHARACTER

- Strengthen the cultural, social and built heritage of the streetscape
- Protect the heritage items
- Provide a broad interpretation strategy for the road and area. This is currently being defined by heritage specialists

COMMERCIAL CONSIDERATIONS

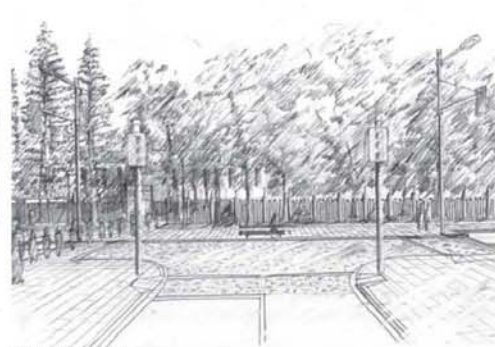
- Improve the overall public realm environment through the streetscape upgrade
- Reduce parking in some sections of the road to widen footpaths
- Parking rationalised to meet the current standards.
- Provide additional parking in Derwent Street subject to consultation with residents
- Suggest private improvements to under-awing lighting to owners.

ENVIRONMENT

- Improve the drainage system for the road and footpaths
- Improve the maintenance programs, including drainage and waste management
- Increase pollution treatment of road water before entering the harbour
- Remove unnecessary clutter – road signs etc.

TREES

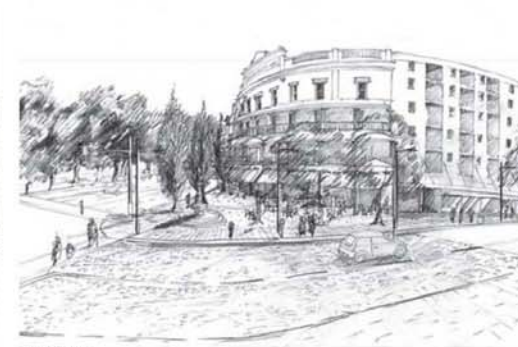
- Plant 45 new trees
- Retain 26 mature trees
- Remove 16 trees; damaged, in decline, poor roots, poor form, inconsistent species



Glebe Point School Fence

SPECIAL PLACE GLEBE PUBLIC SCHOOL FENCE

- Public artist Nuh Saad to assist City of Sydney with design of the Glebe Point School fence for approval by the School and Department of Education.



Jubilee Fountain

SPECIAL PLACE JUBILEE FOUNTAIN SQUARE

- Improve the public amenity of Jubilee Fountain square



Legend

Commercial Use	Community Use	Proposed Tree	Existing Parking	Proposed Litter Bin	Integrated Bus Shelter	Proposed Paving	Phone Booth
Residential Use	Retained Tree	Tree to be Removed	Proposed Parking	Proposed Smart Poles	Proposed Seat	Energy Australia Box	CCTV

Scale 1:400@A0

Detailed Plans