

8.12. Burton Street Temporary Road Closure and Plaza Community Feedback

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ENDORSED BY: Duncan Mitchell, Director Engineering and Property Services

ATTACHMENTS:

1. Traffic Study – prepared by People Trans on the closure of Burton Street
2. Human Movement Data study – prepared by Urbis.
3. Consultation Results – 27 September to 31 March 2022

PURPOSE:

The purpose of this report is to outline the results of the community consultation, traffic and pedestrian studies that have been undertaken from 27 September 2021 to 31 March 2022 on the Burton Street, trial plaza and road closure.

This report is now seeking Council endorsement to proceed with detailed design and construction of the permanent public plaza and closure of Burton Street, between Broughton Street and Humphrey Place and the transformation of Bligh Street to a permanent “Shared Zone” in Kirribilli.

EXECUTIVE SUMMARY:

Council at its meeting on 22 February 2021 endorsed the pilot closure of Burton Street between Broughton Street and Humphrey Place for an initial period of 6 months. The trial closure was fully funded under the Department of Primary Industry and Environment (DPIE) “*Streets as Shared Spaces*” grants program. Council also endorsed the trialling of a shared zone in Bligh Street at the same meeting. Both Projects were identified as priority projects in the Kirribilli Village Centre Public Domain Master Plan adopted by Council in February 2021.

During the community consultation for the Kirribilli Village Centre Public Domain Master Plan undertaken in 2021, the pilot closure of Burton Street for the purposes of creating a pedestrian plaza received a high level of support with 84.13% of respondents saying “yes” to the pilot closure. This was a specific question asked as part of the consultation undertaken at the time.

The temporary transformation of Bligh Street into a Shared Zone also received a high level of support during the Master Plan consultation period (70.6% of respondents said yes). This was also a specific question asked during the consultation period. The outcomes of the community consultation on the Kirribilli Village Centre – Public Domain Master Plan were reported to Council in February 2021 and Council adopted the Master Plan at the same meeting.

The Burton Street trial plaza and road closure commenced on 27 September 2021. Community consultation on the Trial closure was undertaken from 27 September 2021 to 31 March 2022 i.e., feedback was open during the construction period.

This report outlines that Council received a total of 233 submissions, comprising 220 online submissions, 12 written submissions and from 1 Precinct Committee (summarised in Attachments). The majority (88%) of submissions support the proposal, 6% did not express support/opposition, or were neutral to the proposal, while 6% oppose the permanent plaza and road closure. 220 respondents are from North Sydney LGA (95%), 161 of these (69%) were from residents of Kirribilli and Milsons Point.

Council received approval to close Burton Street from the North Sydney Traffic Committee under delegation (TDA 21/93) as well as implement a “Shared Zone” in Bligh Street on 8 July 2021.

Prior to the closure of Burton Street, a Traffic Study was undertaken to model the traffic and parking impacts on the local road network in the Kirribilli Village Centre. In summary this report found that there was very little loss of service levels as a result of the closure, particularly at the intersection of Crescent Place and Broughton Street during the AM and PM peak periods. The Traffic Study prepared for the closure of Burton Street is attached to this report.

Additionally, Council commissioned a Human Movement Data Study by Urbis Consultants. The purpose of this study was to measure and analyse visitation to and from the “Public Plaza” during the trial period.

The data sample analysed shows increased visitation to Burton Street and Kirribilli during the activation period. Visitation to Burton Street in the activation period was 58% higher than the historical period. The full Human Movement Data Study is attached to this report.

The community feedback, traffic and human analytics studies will now be used to inform the design for the permanent road closure and transform this section of Burton Street, between Broughton Street and Humphrey Place into a new Public Plaza.

FINANCIAL IMPLICATIONS:

The trial closure of Burton Street and Pilot Closure of Bligh Street, Kirribilli were both fully funded under the grant that Council received through the “Streets as Shared Spaces” Program through the Department of Primary Industries and Environment (DPIE) in July 2020.

Note: A number of the streetscape elements installed as part of the “*trial closure*” in Burton Street will be retained in the design for the permanent closure to mitigate costs. These items include the following:

- The decorative lighting of a number of street trees in the Plaza
- The inground landscaping around the eating areas in the Plaza
- The bins that were installed in and around the Plaza

All of these streetscape elements received positive feedback during the consultation period.

Funding for the permanent closure of Burton Street and transformation of Bligh Street into a “Shared Zone” is available in the 2021-22 Capital Works Budget through the Kirribilli & McMahons Point Village Centre Master Plan budget as well as the Traffic Facilities Budget.

RECOMMENDATION:

- 1. THAT** Council notes the community feedback received during the trial pedestrian plaza and road closure in Burton Street, Kirribilli.
- 2. THAT** Council notes the results of the Traffic Study as well as the Human Movement Data Study that was undertaken during the trial pedestrian plaza and road closure in Burton Street Kirribilli.
- 3. THAT** Council proceeds with the permanent closure of Burton Street, between Humphrey Place and Broughton Street and the permanent transformation of Bligh Street into a Shared Zone, Kirribilli.
- 4. THAT** the final designs for both the permanent closure of Burton Street and the transformation of Bligh Street be brought back to Council for endorsement before proceeding to detail design, tender and construction.
- 5. THAT** the current Burton Street Road closure and the Bligh Street Shared Zone remain in place until Council makes a decision to proceed with the permanent closure and shared zone designs.

LINK TO COMMUNITY STRATEGIC PLAN

The relationship with the Community Strategic Plan is as follows:

1. Our Living Environment

1.4 Public open space and recreation facilities and services meet community needs.

2. Our Built Infrastructure

2.1 Infrastructure and assets meet community needs.

2.2 Vibrant centres, public domain, villages and streetscapes

2.3 Sustainable transport is encouraged

3. Our Future Planning

3.1 Prosperous and vibrant economy

BACKGROUND

Kirribilli Village Centres Public Domain Master Plan

The public domain of the Kirribilli Village Centre area is in need of upgrading. This area in its current form was designed and built in the mid 1990's and is now looking progressively outdated and tired. In the Kirribilli Village Centre, there are multiple layers of streetscape elements which have been combined together over the decades creating an Ad-hoc streetscape character that is visually inconsistent and difficult for Council to maintain. The colour scheme, paving materials and streetscape furniture do not resonate with current contemporary approaches of Urban Design and "Place Making". In addition, some of the various palettes of materials originally used have performed poorly over those years.

To plan for the upgrade of the Kirribilli Village Centre, Council engaged the professional consultancy services of Turf Design Studio to prepare Masterplan for the proposed (next generation) Public Domain upgrade of this iconic harbourside Village.

Council, at its meeting on 23 July 2020, endorsed the public exhibition of the "Draft" Masterplan for the Public Domain upgrade of Kirribilli Village Centre for 60 days. Community consultation was undertaken between September and November 2020.

As part of the consultation outcomes on the Master Plan, the following six (6) key areas have been identified as priority projects to be implemented as part of this Masterplan:

1. Milsons Point Station arrival (Upper and Lower Ennis Road)
2. Burton Street Underpass
3. Burton Street "Green Heart" (Closure of Burton Street between Humphrey Place and Broughton Street)
4. Broughton High Street
5. Bligh Street Community Heart (Shared Zone)
6. Fitzroy Street upgrade

Partial funding for these projects was included in the Special Rate Variation (SRV) and Capital Works for the financial year 2021/2022. The implementation of this Masterplan is a long-term program that will be implemented as funding becomes available.

The Masterplan will be used to inform forward planning for Council's Streetscape Upgrades in the Kirribilli Village Centre and future Capital Works budgets as well as assist Council with applying for grant funding to implement the identified priority projects.

The projects identified in the Kirribilli Village Centre Public Domain Masterplan are also complemented the Kirribilli and Milsons Point 40km/h HPAA program which was completed in December 2021.

Consultation on the Master Plan – September to November 2020.

Consultation on the Kirribilli Village Centre – Public Domain Master Plan ran from 1 September to 1 November 2020.

Council received a total of 79 submissions, comprising 14 written submissions and 65 online submission forms. The majority of submissions received by Council supported the proposal to upgrade the Kirribilli Village Centre in accordance with the Master Plan. (86.08% overall support for the proposal).

The survey which formed the basis of the Community Consultation asked specific questions about the projects identified in the Master Plan. The relevant questions asked in relation to the projects that are the subject of this report were Qs 1, 3 and 5. The results of which are as follows:

Question 1 - (MANDATORY) Do you support the objectives of the draft Masterplan?

Respondents were asked to indicate a preference for this question being Support, neither support nor oppose, Oppose, or don't know. A summary of the results to this survey question is below.

1. **Support – 87.7%**
2. Neither support nor oppose – 3.1%
3. Oppose – 6.1%
4. Don't know – 3.1%

Question 3 - (OPTIONAL) Do you support the temporary pedestrianisation of Burton Street – between Broughton Street and Humphrey Place

Respondents were asked to indicate a preference for this question being Yes, No, don't know or provide further details. A summary of the results to this survey question is below.

1. **Yes – 84.13%**
2. No – 7.93%
3. Don't know – 0%
4. Provide detail – 7.93%

Question 5 - (OPTIONAL) *Do you support the temporary Shared Zone implementation at Bligh Street*

Respondents were asked to indicate a preference for this question being Yes – No or provide further details. A summary of the results to this survey question is below.

1. **Yes – 70.6%**
2. No – 11.8%
3. Don't know – 4.4%
4. Provide detail – 13.2%

These results were reported to Council at its meeting held 22 February 2021. Based on the outcomes of this consultation specifically around the closure of Burton Street and the transformation of Bligh Street as a Shared Zone Council resolved the following:

1. *THAT Council notes the submissions received.*
2. *THAT the Masterplan for the Public Domain upgrade of Kirribilli Village Centre including the amendments made as a result of the feedback received during the community consultation period be adopted.*
3. *THAT Council proceeds with detailed design and construction of the Burton Street – green heart project (i.e., the plaza between Burton St and Crescent Lane), to be in place for a period of 6 months, which is funded through the NSW Department of Planning, Industry and Environment “Streets and Shared Spaces Grant”*
4. *THAT the works planned for the Burton St tunnel underpass be deferred until roadworks and line marking (that will provide offset parking spaces) is completed.*
5. *THAT Council proceeds with detailed design and construction of Bligh Street- Pilot Shared Zone, to be in place for a period of 6 months, which is funded through the NSW Department of Planning, Industry and Environment “Streets and Shared Spaces Grant”*
6. *THAT should Council resolve to proceed with the pilot projects, that approval from the North Sydney Traffic Committee be sought under delegation to the Manager Traffic and Transport Operations for the road closures and shared zone implementation, under the TfNSW Special Covid-19 traffic regulation delegation to Councils - Section 115 of the Roads Act 1993 for temporary pedestrian and bicycle works.*
7. *THAT Council endorses the grant application submitted to NSW Department of Planning, Industry and Environment, on 29 January 2021, for “Your High Street” Grant program, nominating the Broughton Street - "High Street" - Permanent Upgrade Works - Project. Formal Council endorsement is a requirement of the “Your High Street” Grant program guidelines – refer to attachment 4.*

“Streets as Shared Spaces” (DPIE) – Grant Funding Deed

Council applied for and received \$1million in Grant funding through this program in July 2020.

Councils' application under this program identified \$500,000 for the temporary (pilot) closure of Burton Street, and transformation of Bligh Street into a “Shared Zone”. Another \$500,000 was allocated to the pilot pedestrianisation of Miller Street between the Pacific Highway and

Berry Street. The outcome of the Grant applications and what projects Council had received funding for was reported to Council on 24 August 2020 and endorsed by Council at that meeting.

It was identified in detail in the report that went to Council that the “Category 2”: Pilot Projects Medium-term, that Improve or Activate Streets as Shared Public Spaces that Council had received \$1,000,000 for were as follows:

1. Pilot pedestrianisation of Miller Street – between Pacific Highway and Berry Street – North Sydney

2. Pilot pedestrianisation of Burton Street – between Broughton Street and Humphrey Place – Kirribilli

3. Pilot pedestrianisation for Burton Street underpass between Alfred Street South and Broughton – Kirribilli

4. Pilot shared zone implementation at Bligh Street – Kirribilli.

North Sydney Council had 12 months to do these projects and report back to the NSW State Governments “Streets as Shared Spaces Program” which is administered through the NSW Department of Planning, Industry and Environment (DPIE).

A Councillor Briefing was also held on 15 June 2020 in relation to the Kirribilli Village Centre – Public Domain Master Plan and the key projects that formed part of the Master Plan. Two key projects identified at the briefing included the closure of Burton Street (“Green Heart” project) and also the transformation of Bligh Street into a Shared Zone.

CONSULTATION REQUIREMENTS

Community engagement has been undertaken in accordance with the Council’s Community Engagement Protocol.

DETAIL

In response to the Council resolution of 22 February 2021, this report outlines the results of the community consultation and traffic impact assessment undertaken during the trial of the Burton Street public/pedestrian plaza and road closure.

The trial provided the community with the opportunity to see how the road closure would work in practice before considering a permanent closure and transformation into a public plaza.

1. Burton Street Trial Plaza and Road Closure - Project Overview

The North Sydney Local Government area has less open space per person than any other council in the Northern Sydney (NSROC) region. The Burton Street public plaza trial required a road closure through the centre of Kirribilli to enable an opportunity to increase public space that the community can use in this highly built up and densely populated part of the Sydney Metropolitan Area.

Since its opening in September 2021, the trial plaza has been used by the community at different times of the day and the Human Movement Data study that Council has undertaken shows an increase in visitation of 58% to the space compared to when it was an open road.



Figure 1. Artists Impressions of the Burton Street Closure – Taken from the Master Plan for the Kirribilli Village Centre Public Domain Upgrade- adopted by Council in February 2021.



Figure 2. Plan of the Burton Street Closure – Taken from the Master Plan for the Kirribilli Village Centre Public Domain Upgrade- adopted by Council in February 2021.



Figure 3. Photo of the Temporary “Trial” Closure of Burton Street – September 2021



Figure 4. Photo of the Temporary “Trial” Closure of Young Street – September 2021



Figure 5. Photo of the Temporary “Trial” Closure of Burton Street – September 2021



Figure 6. Photo of the Temporary “Trial” Closure of Burton Street – September 2021



Figure 7. Photo of the Temporary “Trial” “Shared Zone” Bligh Street – September 2021



Figure 8. Photo of the Temporary “Trial” “Shared Zone” Bligh Street – September 2021

2. Engagement Overview

A project specific Engagement Strategy was prepared to guide promotion/notification of the trial plaza and road closure in Burton Street, Kirribilli and to seek stakeholder feedback during the trial period.

The following summary provides an overview of the consultation methods that were used to generate widespread awareness of the proposal and the level of participation/reach:

- web page - over 950 page views during the exhibition period, including:
 - 36 downloads of the Community Engagement Strategy
 - 18 downloads of notification letter
- Notice of Road Closure and Commencement of Construction works - to approximately 3,300 residences/businesses in Kirribilli
- onsite signage with QR code promoting webpage - installed in key throughfares within the plaza encouraging users to provide feedback
- Council's eNewsletters including monthly Council eNews, weekly Precincts E-news.
- memorandum to Milson Precinct Committee.
- Three Precinct Committees promoted the project (opportunity to have a say) via their invite flyers, distributed to a collective total of 1,750¹ residents.
- posts on Council's social media accounts - in summary two posts reached over 19K people. The posts promoted the Burton Street Trial Plaza and Miller Street pop-up:
 - Facebook post 4, 13 October 2021 (VIDEO) - 7,888 people reached, 1135 post clicks, 40 likes, 14 comments and 7 shares: 4,200 video views
 - Facebook post 5, 25 March 2022 (PAID BOOST) - 11,752 people reached, 3015 post clicks, 44 likes/angry, 16 comments and 2 shares.

The above statistics demonstrate a high level of stakeholder awareness of the engagement opportunity for this project.

3. Feedback/Submissions

Feedback was invited via two methods:

- a. Online Feedback Form - Trial Plaza
- b. Submissions - including emails/letters/Precinct Committees

All submissions received were collated, analysed and are summarised below. Attachment 3 to this report provides a detailed overview of the feedback received by source.

In summary:

- Council received a total of 233 submissions, including:

¹ Total does not include Milson Precinct as Council do not print their flyers

- 220 online feedback forms
- 12 written submissions
- 1 Precinct Committee (via minutes).

The following table provides a high-level analysis of the feedback by level of support for a permanent plaza/road closure:

Table 1. Feedback Summary

Source	Total	Support	Oppose	Neither/ Nor
Online Feedback Form	220	195	13	12
Written submissions (emails/letters)	12	8	2	2
Precinct submissions (1 Precinct Committee)	1	1	0	0

69% of respondents came from Kirribilli and Milsons Point (n=161), followed by Milsons Point 15% (n=62) and 95% (n=220) came from North Sydney LGA.

Suburb	Percentage	No. Submissions
Kirribilli	54%	126
Milsons Point	15%	35
North Sydney	9%	22
Neutral Bay	7%	16
Lavender Bay	3%	7
McMahons Point	3%	7
Cremorne	1%	3
Waverton	1%	2
Wollstonecraft	1%	2
N/A*	2%	5
Outside LGA	3%	7

*N/A were written submissions where suburb was not detailed

3.1 Online Feedback Form - Trial Plaza

The online feedback form/survey included a series of questions. The 220 collated results are detailed in Attachment 3. In summary:

- the top three things I like most about the trial plaza were
 - Social connectivity/sense of community & place/community & village feel (n=114)
 - Seating/alfresco/outdoor dining/open, public and green space/COVID safe (n=40)
 - Street is completely closed/no traffic/less traffic/less fumes/less risk to pedestrians (n=38)
- 88.6% (n=195) support a permanent plaza, while 5.9% (n=13) do not support, and 5.5% (n=12) are neither/nor

Table 2, provides a high-level summary of the most and least liked features/aspects of the trial plaza, listed in order of priority/highest response per theme:

Table 2. Features most liked/least liked

Most liked features	Least liked features
<ul style="list-style-type: none"> • Social connectivity/sense of community & place/community & village feel (n=114) • Seating/alfresco/outdoor dining/open, public and green space/COVID safe (n=40) • Street is completely closed/no traffic/less traffic/less fumes/less risk to pedestrians (n=38) • Design/aesthetics/ambience/atmosphere/feel safe/good location (n=34) • Fairy lights/lights (n=28) • Pedestrian friendly/safety - supports (n=28) • Food/drink/coffee located nearby/supports local businesses (n=27) • Place to rest/relax/take break/sit/hang out/people watch/have coffee (n=24) • Good edition to area/festive feel/nice vibe (n=14) • Colours - like (n=12) • Family activities/family friendly (n=9) • Plants/Planters/Greenery (n=7) • Nothing (n=6) • School children safety (n=6) • Shaded areas (n=5) • Opportunity to have a say (n=3) • Accessibility (n=2) • Does not support/Ugly (n=2) • Overall concept (n=2) • Bligh Street not included in engagement (why?) (n=1) • Bligh Street not included in engagement (why?) (n=1) • Colours/street paint/add pavers - do not like (n=1) • Dining/seating to be improved when permanent (n=1) • N/A (n=1) 	<ul style="list-style-type: none"> • Colours/street paint/add pavers - do not like (n=64) • Nothing (n=51) • Like/love as is/supports plaza (n=22) • Aesthetics/design - do not like (n=17) • Suggest alternate colour scheme/theme - heritage/historical/ traditional/ neutral/ first nations/more fitting for Kirribilli (n=12) • Concrete bollards/seats need painting (n=8) • More shade/umbrellas/shelter for wet weather (n=8) • Traffic concerns/impacts on nearby street(s)/reconfigure crossings & surrounding streets (n=8) • Seating - more comfortable (n=6) • Bins/space for cafe rubbish (n=6) • N/A (n=5) • More seating (n=5) • More tables (n=4) • Blue pots (n=4) • Planters & lamps (n=3) • Needs to be bigger (n=3) • Cyclist concerns/access (n=3) • Lights - do not support (n=3) • Further reduce traffic (n=2) • Seating area not level with pavement (n=2) • Diversity in nearby businesses (n=2) • Poor accessibility (n=1) • Need native plants (n=1) • Colour of Bligh Street (n=1) • Bike parking (n=1) • Water fountain (n=1) • Improve drainage (n=1) • Colours - like (n=1) • Students loitering/blocking entrances (n=1) • Do not support (n=1) • Impact to cross Broughton Street (n=1) • Dining/seating to be improved when permanent (n=1) • Maintenance request/maintain (n=1) • Waste of money (n=1) • Open space needed elsewhere in LGA (n=1) • Fairy lights/lights (n=1)

Table 3, provides a high-level summary of the features that people would like to see included in a permanent plaza. 201 people responded to this open-ended question. Many people chose more than one item that they liked or disliked. Some commented that they liked that plaza as is but still suggested some items to add/retain:

Table 3. If the plaza is to become permanent, what would you like to see included in the plaza?

Item	No. of responses
Like/love as it currently is	28
Plants/flowers/native plants	22
Alternate colour scheme/theme/Design - heritage/historical/traditional/neutral/first nations/more fitting for Kirribilli	22
More seating/more/chairs/keep chairs	18
Art/interactive historical information/music/entertainment	17
Seating - more comfortable	16
More shade/weather protection/shelter	16
More tables	16
Bins/recycling bins/dog bins/space for café's rubbish	14
Dining/seating to be improved when permanent/alternate furniture	14
Fairy lights/lights	13
Colours/street paint/add pavers - do not like	7
Seating area not level with pavement/level road area	7
Water fountain/dog bowls	6
Kids play area/activity panel/play equipment/activity decals e.g., hopscotch	6
Keep simple/don't over crowd/space to walk through	5
Pop-up food/drink/food trucks/on weekends/additional food/bars	5
Seating/alfresco/outdoor dining/dining options	4
Concrete seats/need painting/plants in middle/align better	4
Bike parking	3
Aesthetics/design - do not like	3
Ongoing maintenance/cleaning required	3
Does not support plaza/nothing	2
Colours - like	2
N/A	2
Supports plaza	2
Barriers to stop children entering the road/concern for barrier near school	2
Traffic concerns	1
Outdoor power	1
Make bigger	1
Sanitation space/hand sanitiser	1
Community library	1
No play equipment	1
Opportunity to provide feedback on final design	1
Accessibility/more accessible	1

Table 4, provides a high-level summary of the general comments that people about the road closure. 128 people responded to this open-ended question. Many people choose more than one item. Some commented that they liked that plaza/road closure as is but still suggested some items to add/retain:

Table 4. Do you have any comments about the road closure?

Comment category	No. of people
Supports plaza	35
Minimal inconvenience/Alternate routes available	29
Pedestrian friendly - supports	16
N/A	16
Traffic concerns/need traffic study	14
Design/aesthetics - like	6
Does not support	5
Street is completely closed/no traffic/less traffic/less fumes/less risk to pedestrians	5
Good edition to area/festive feel/nice vibe	4
School drop off/pick up impacts	3
Colours - do not like	2
Consultation on final design	2
Aesthetics/design - do not like	2
Bligh Street should be included/closed	2
Seating/alfresco/outdoor dining/open, public and green space/COVID safe	2
Include Bligh Street	2
Affect on local business	1
Make permanent from start	1
Dining/seating to be improved when permanent	1
Bollards for temporary opening of street	1
Colour Bligh Street	1

3.3 Submissions

Thirteen (13) x written submissions were received including 12 individuals and 1 Precinct Committee submission. The submissions are collated in Attachment 3 of this report. In summary:

- 9 support the road closure and/or plaza (including Precinct Committee)
- 2 opposed the road closure and/or plaza; and
- 2 provided neutral (neither/nor) feedback.

4. Human Movement Data Analysis

Council engaged the services of Urbis Consultants to undertake a Human Movement Data study so that Council could understand changes in visitation rates, visitor profile, temporal

analysis, dwell time and cross-usage resulting of the implementation of the trial closure of Burton Street (road closure and public plaza).

The purpose of the study was to measure visitation to/from the plaza. Three comparison periods were assessed – a historical period (1 year prior to activation), the six months pre-construction, and the activation period (27 September 2021 to March 2022).

The data sample analysed shows increased visitation to Burton Street and Kirribilli during the activation period. Visitation to Burton Street in the activation period was **58%** higher than the historical period.

In summary, other trends that emerged in the analysis included the following:

- In Burton Street, higher level of visitation from local residents were observed in the afternoon, relative to the historical period. Greater level of visitation was also observed on weekends.
- While the majority of visitation is from broader Sydney residents, the share of visitation from local residents and local workers to Burton Street has increased during the activation period.
- During the activation period, the average dwell time for visitors to Burton Street increased by 41% relative to the historical period.
- The share of other Kirribilli precinct visitors who also visited Burton Street increased from the historical to the activation period.

Methodology

The Human Movement Data has been sourced from the third-party provider UM. UM's mobile location data is aggregated from a variety of high-quality sources, including data from proprietary apps and locational data derived from mobile advertising. Across Australia the dataset has approximately 5-6 million active unique devices per month.

All data is de-identified and neither Urbis nor North Sydney Council can access personal information relating to the users. Data has been analysed over three time periods:

- 24th August 2020 to 20th February 2021 (Historical Period)
- 1st March 2021 to 31st August 2021 (Pre-construction Period)
- 27 September 2021 to 16th March 2022 (Activation Period).

The resident and worker location of each mobile phone is derived from the device's common evening and common daytime location, respectively.

The Common Evening Location (CEL) for a device is estimated by determining where a device most frequently appears during the "non-work" hours (evening through morning and weekends). The overnight hours are defined as after 6pm and before 8am.

The Common Daytime Location (CDL) for a device is estimated by determining where a device most frequently appears during the “work hours (daytime on weekdays. The hours are defined as after 8am and before 6pm from Monday through Friday.

The following diagrams and graphs are extracts from the Urbis Report. A full copy of the Human Movement Data Analysis study is attached to this report.

PRECINCT MAP



Figure 9. Human Movement – Study Area – Extract from Urbis Report – Burton Street Kirribilli

Data Sample

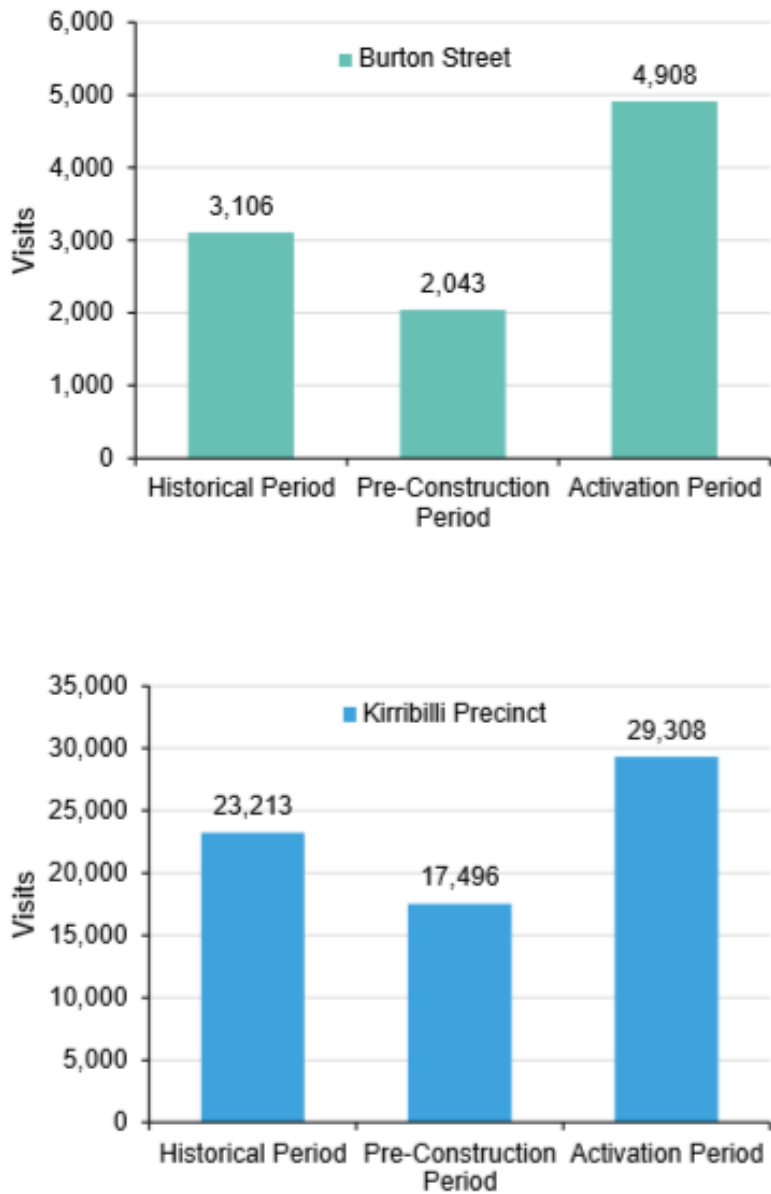


Figure 10. Graph 1: Total Number of Visits - Extract from Urbis Report

The data sample analysed shows increased visitation to Burton Street and Kirribilli during the activation period. Visitation to Burton Street in the activation period was 58% higher than the historical period.

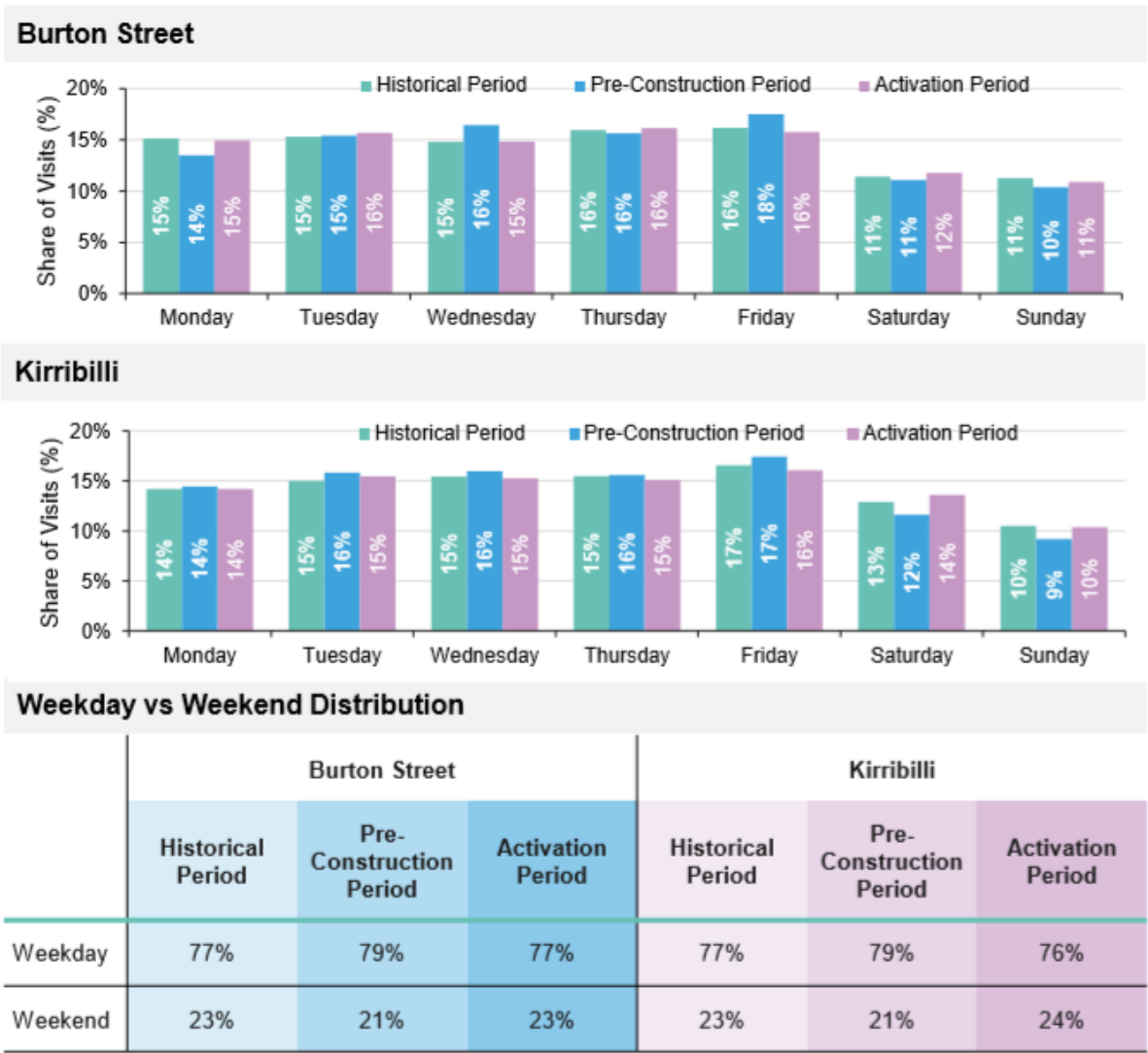


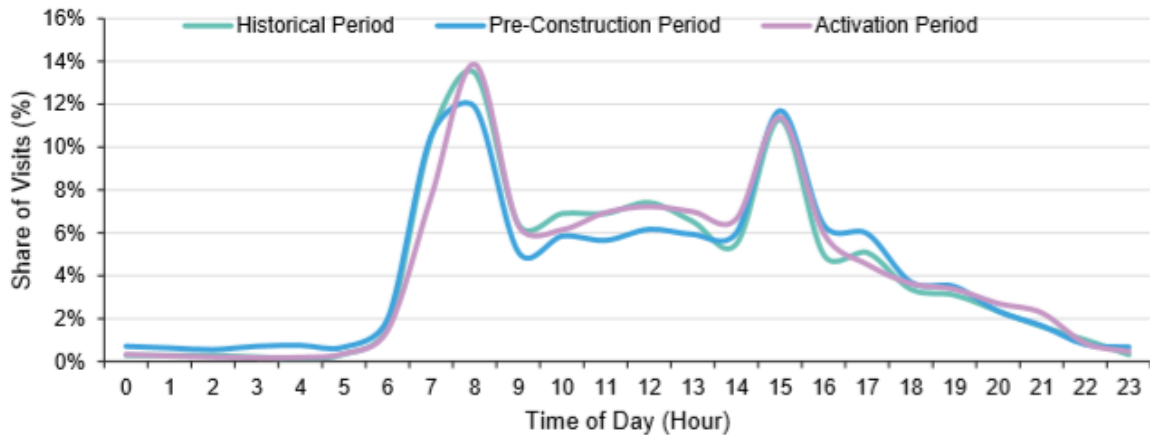
Figure 11. Graph 2: Total Number of Visits per day - Extract from Urbis Report

Overall, there were more activities on weekdays than weekends in both Burton Street and Kirribilli. Friday has the highest share of activities across the week.

The COVID-19 pandemic lockdown in late June 2021 has resulted in higher visitations on weekdays during the pre-construction period. As Kirribilli is a residential area, those working from home will have more chances of visiting the precinct on weekdays.

The trial plaza at Burton Street has brought more activities on the weekends as people from the broader region visit the area to explore the shared domain.

Burton Street



Kirribilli

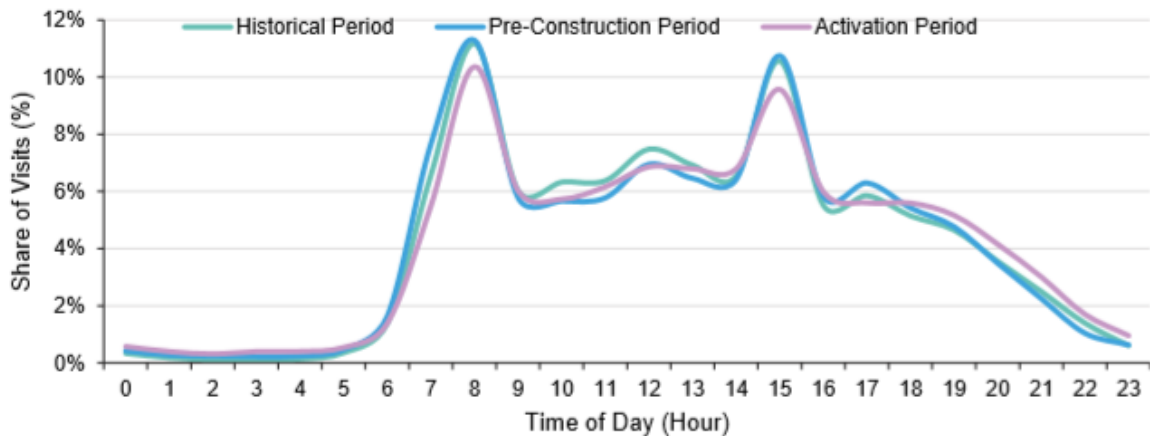


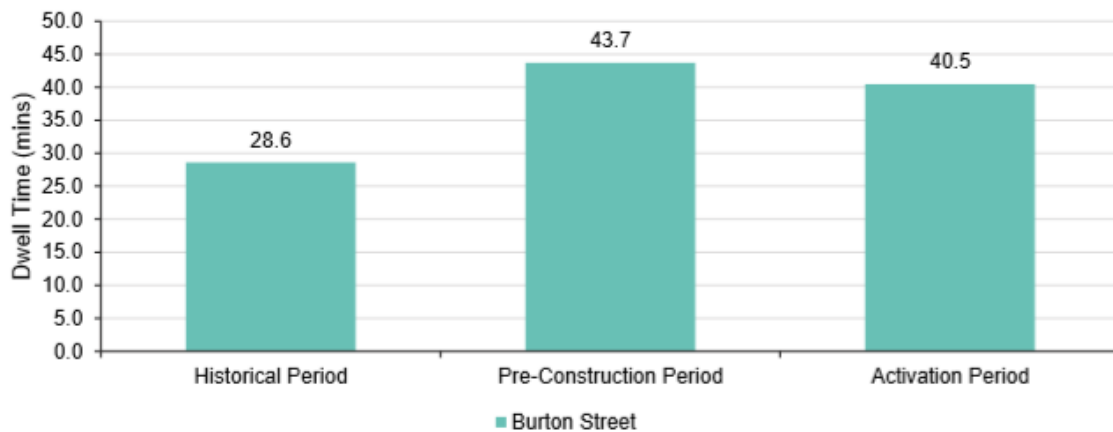
Figure 12. Graph 3: Time of day - Extract from Urbis Report

With the introduction of the Burton Street trial plaza, there has been a slight change in visitors' patterns. Visitors were spending more time later in the morning and earlier in the afternoon at Burton Street. And, they were observed to have greater activity level in the evening across the broader Kirribilli precinct.

This potentially implies that visitors were spending time at Burton Street Plaza in the afternoon and visiting the surrounding precincts after.

While the activation at Burton Street has not greatly impacted the activity level across the day for all visitors, there are notable changes to different customer segments and other details mentioned in the later sections.

Average Dwell Time in Burton Street



Average Dwell Time in Kirribilli

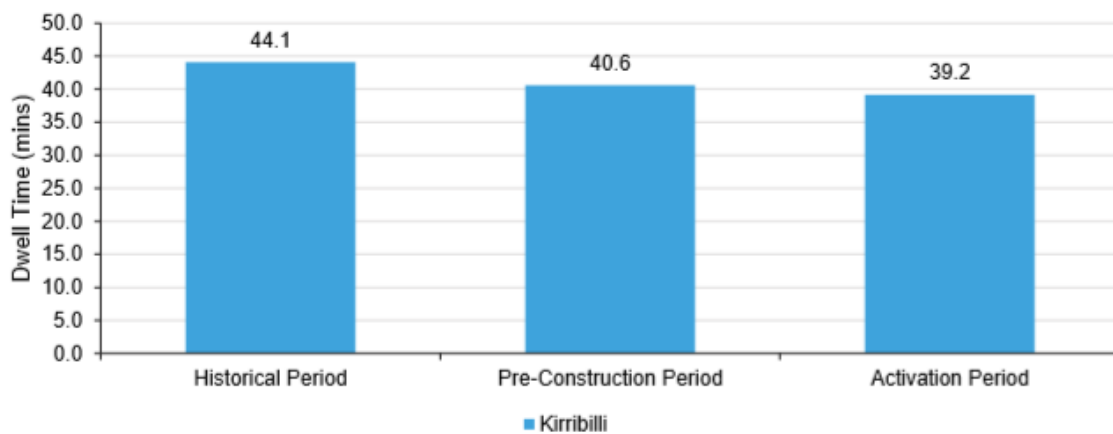
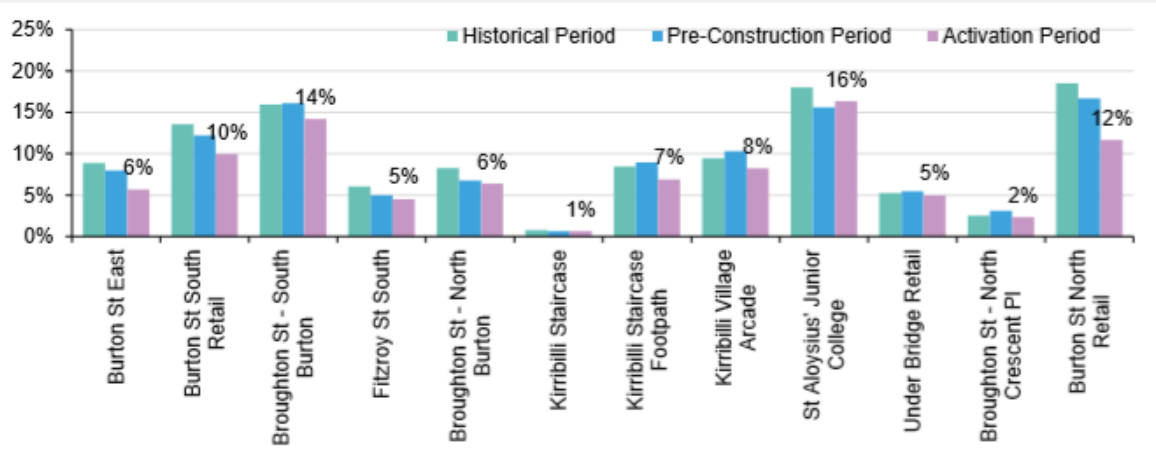


Figure 13. Graph 4: Dwell Time - Extract from Urbis Report

Dwell time analysis outlines the amount of time visitors to Burton Street and Kirribilli spend on average across different time periods. This will help us understand whether activation on Burton Street has resulted in visitors staying longer or shorter.

The trial plaza at Burton Street has significantly increased the average dwell time visitors spend at Burton Street by 41%. However, the overall average dwell time to Kirribilli has decreased by 11%.

Share of Burton Street Visitors who also went to other precincts on the same day



Share of Other Precinct Visitors who also went to Burton Street on the same day

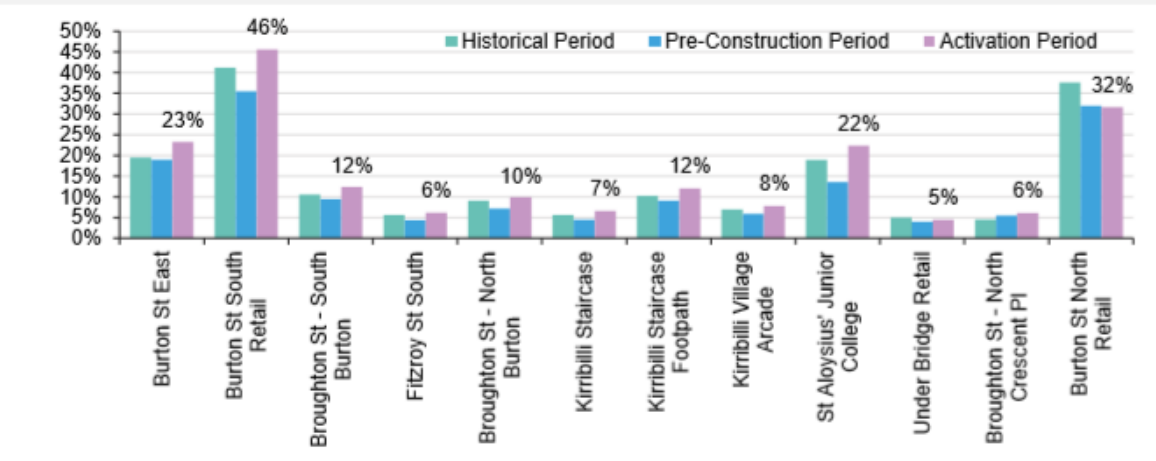


Figure 14. Graph 5: Visitation Spread to other Areas - Extract from Urbis Report

Cross usage analysis illustrates the interaction between Burton Street and other precincts within Kirribilli.

The top chart illustrates the proportion of Burton Street visitors who also visited other precincts on the same day. For example, 16% of visitors to Burton Street also went to St Aloysius' Junior College on the same day.

The proportion of interaction from Burton Street visitors to other precincts has decreased across all parts of Kirribilli during the activation period. The bottom chart looks at the cross-usage analysis from a different lens to understand how the trial plaza impacts the interaction of those visiting the other precincts.

For example, 46% of visitors to Burton Street South also visited the Burton Street trial plaza. In contrast to the top chart, the bottom chart shows that the share of other precinct visitors who also visited Burton Street on the same day increased during the activation period.

Kirribilli Visitation by Visitor Categories

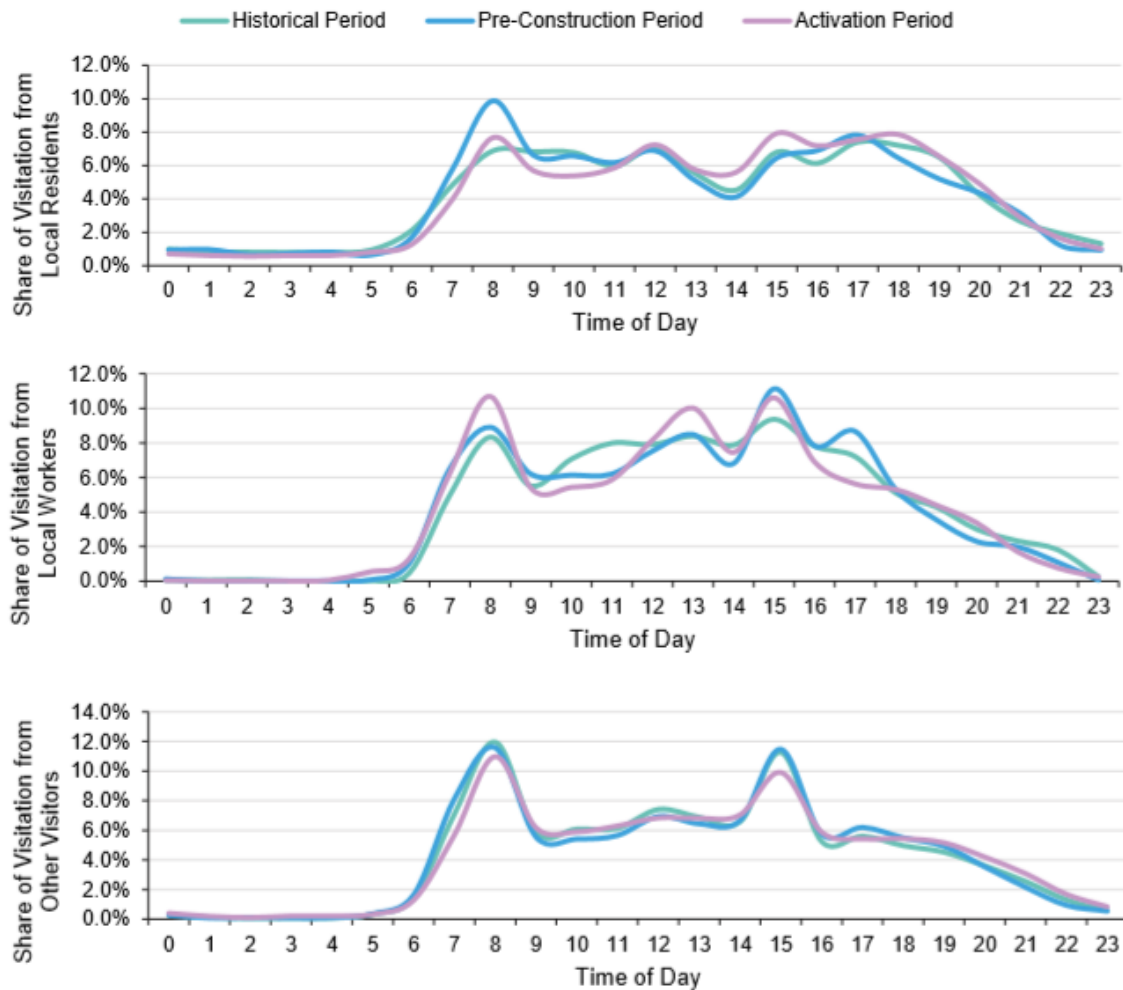


Figure 15. Graph 6: Visitation Type – Resident - Worker – Visitor- Extract from Urbis Report

There was a significant increase in visitation levels in the morning peak at 8am and lunch time peak at 1pm and 3pm. This may imply that the activation at Burton Street has attracted local workers to visit the Kirribilli precincts on the way to work and during lunch time.

The visitation profile for other visitors remains constant with morning and afternoon peaks across different time periods.

A full copy of the Human Movement Data Analysis study is attached to this report.

HISTORICAL PERIOD

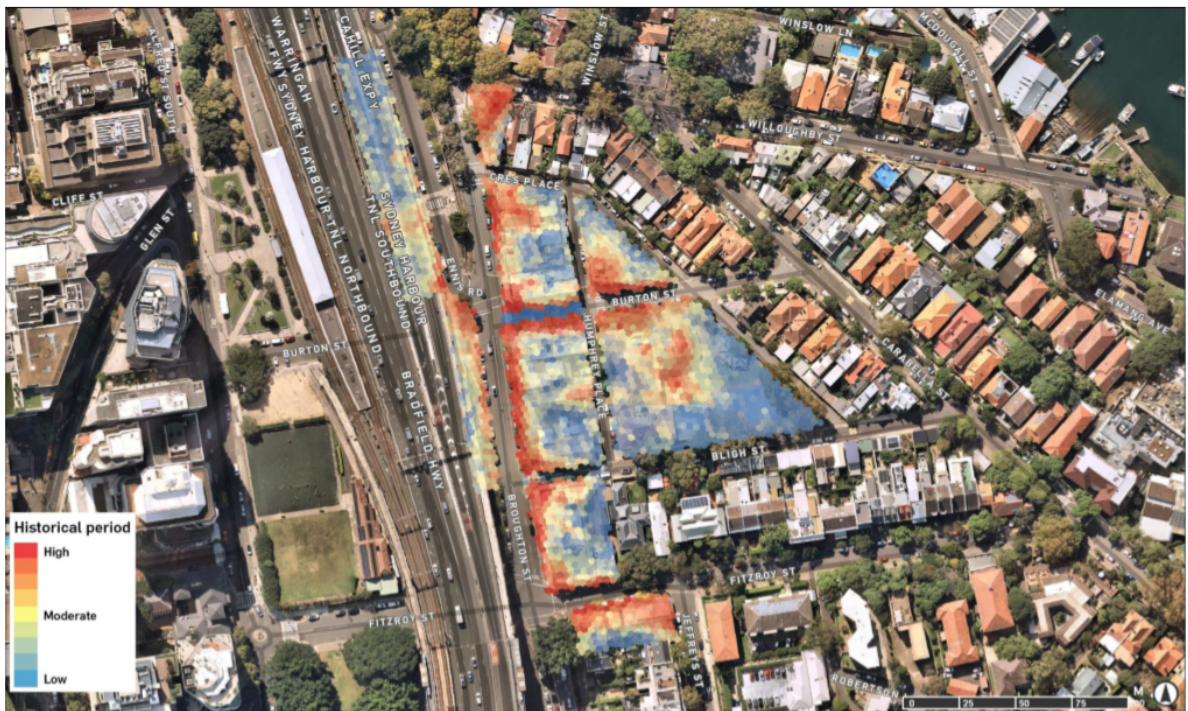


Figure 16. Visitor / Pedestrian Heat Map Analysis – Burton Street – “Historical Period” Before – Trial Road Closure - Extract from Urbis Report

ACTIVATION PERIOD

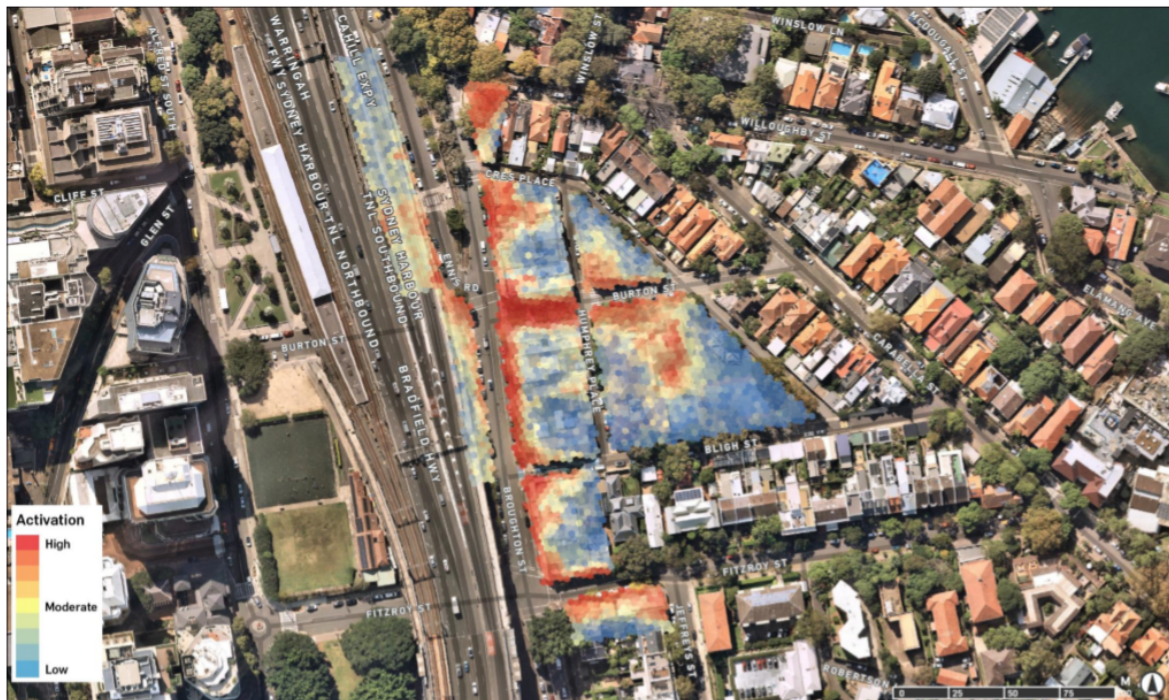


Figure 17. Visitor / Pedestrian Heat Map Analysis – Burton Street – “Activation Period” during – Trial Road Closure - Extract from Urbis Report

5. Traffic Study

Council received approval to close Burton Street from the North Sydney Traffic Committee under delegation (TDA 21/93) as well as implement a “Shared Zone” in Bligh Street on 8 July 2021. The Road closure and shared Zone approval was granted under the TfNSW Special COVID-19 Traffic regulation delegation to Councils – section 115 of the Roads Act 19993 for “Temporary pedestrian and bicycle works.

Prior to the road closure, a Traffic Study was undertaken by independent Traffic Consultants “People Trans” engaged by Council, to model the traffic and parking impacts of the closure on the local road network.

In summary this report found that there was very little loss of service levels as a result of the closure, particularly at the intersection of Crescent Place and Broughton Street during the AM and PM peak periods.

Conclusions of the Traffic Study

Based on the analysis contained within the Traffic Study report the following conclusions are made:

- The Burton Street temporary closure would result in a maximum of 37 vehicles turning right and 47 vehicles turning left into Crescent Place at the Broughton Street / Crescent Place intersection during the AM peak hour.
- The additional traffic diverted by the proposed temporary road closure is not expected to compromise the safety or function of the surrounding road network.
- No public or school buses travel directly on Burton Street and as such the temporary closure of this street will have no adverse impacts on bus operations.
- Burton Street is a local road and is unlikely to be used as a through route for emergency vehicles or given its short length require fire truck access in instances of fires to the retail/restaurant properties which front Burton Street.
- NSW Fire Brigade, NSW Police and the Ambulance Services of NSW should be consulted to identify any special access requirements to inform the design, particularly as it relates to provision of bollards/barriers at either end of Burton Street.
- A dominant cycle movement was identified during the AM peak hour (7:30 am-8:30 am), with 51 cyclists (76% of total cyclists) observed turning right from Broughton Street into Ennis Road/The Burton Street underpass.
- Cycle movements on Burton Street itself were negligible with a total of 17 cyclists observed during the survey period (7:00 am-4:00am)
- Cyclist and pedestrian safety would improve significantly with the removal of vehicular traffic from Burton Street.
- Access impacts to properties near the site would be limited to a potential minor increase in travel time.
- Vehicles would be required to travel via Crescent Place which is an approximate 160m increase in travel distance to access properties to the east of Broughton Street.
- The affected area is entirely within the North Sydney Council LGA and as such the proposed road closure will not affect adjoining Councils.
- Based on the analysis above, the potential impacts of the Burton Street Road closure are minimal.

A full copy of the Traffic Study prepared by “People Trans” for the closure of Burton Street is attached to this report.

6. Amendments to Permanent Plaza Design as a result of Stakeholder Feedback, Traffic Impact Assessment and the Human Movement Study

In response to the community feedback received and the studies that have been undertaken concurrently on this project, the permanent design will be brought back to Council for endorsement prior to commencing to the next stage of the project which is tender and construction.

Council is to note the following:

1. The temporary closure of Burton Street and the pilot “Shared Zone” of Bligh Street was 100% funded by DPIE (Department of Primary Industries and Environment) under the “Streets as Shared Spaces” funding program
2. There is budget in this current year’s capital works program (2021-22) to commence detailed design and construction of the permanent closure of Burton Street. There is also funding in this year’s Capital Works Budget for the transformation of Bligh Street into a Shared Zone in the Traffic Facilities Budget.
3. The trial plaza was always designed to be temporary and that is reflected in the chosen palette of materials and finishes.
4. A new final design with permanent finishes and fixtures will be prepared if Council chooses to proceed with the permanent closure of Burton Street and the permanent transformation of Bligh Street into a “Shared Zone “.

Burton Street “Temporary Plaza Design”

Other than the colours, the most popular things people wanted added/changed to any future final plaza design are as follows:

- More bins (a bin at the school end was specifically mentioned a number of times)
- A Water fountain or feature would enhance the ambiance of the space
- More comfortable seating/seating with back
- More tables
- More bike parking for bike riders who come and utilise the cafes that surround the space.
- More shade/wet weather protection
- Native plants or planters with herbs
- Seating area level with pavement (this will happen with permanent plaza anyway??)
- More Art/interactive history about the Village could be incorporated about the space.
- Fairy lights are well liked.

7. Permanent Road Closure Implementation Program

1. Report to April 26, 2022 Council Meeting
2. If Council resolves to proceed with the project
3. Detail design documentation May to June for the permanent closure of Burton Street and also the transformation of Bligh Street into a permanent Shared Zone.
4. Briefing and Report to Council on the Final Designs – June – July 2022.
5. If Council decides to proceed with the final designs - Tender for construction end of September 2022
6. Tender Report to Council October 2022 Meeting
7. Commence Construction November 2022
8. Construction completed mid-March 2023

8. Summary and Recommendations

This project provides a unique opportunity to create new public open space in the middle of one of North Sydney's most densely populated Village Centres. The consultation that Council has undertaken demonstrates that the majority of respondents support the project proposal, and it is therefore recommended that Council endorses the permanent closure of Burton Street and the construction of a permanent pedestrian plaza. The final design for the permanent pedestrian plaza in Burton Street will be brought back to Council for endorsement before proceeding with the next steps which will be detail design, tender and construction.

As noted in the financial implications of this report a number of the streetscape elements installed as part of the *"trial closure"* of Burton Street will be retained in the design for the permanent closure to mitigate costs. These items are as follows:

- The decorative lighting of a number of street trees in the Plaza
- The inground landscaping around the eating areas in the Plaza
- The bins that were installed in and around the Plaza

All of these streetscape elements received positive feedback during the consultation period.

This report also recommends that Bligh Street should be transformed permanently into a "Shared Zone". The proposal to transform Bligh Street into a Shared Zone permanently will be brought Council via the North Sydney Council Traffic Committee.

Additionally, as noted in this report the Traffic and Human Movement Data studies that Council has also undertaken concurrently with the trial road closure also indicate that any impacts on the local traffic network will be minimal and that the road closure and creation of a new Public Plaza does attract more people to the area.

TRAFFIC DELEGATION REQUEST – TDA 21/93

To: Mr D Osborne, Transport fNSW
David.Osborne@transport.nsw.gov.au

Sgt R Edwards, NSW Police
nspactraf@police.nsw.gov.au

Ms F Wilson, MP
northshore@parliament.nsw.gov.au

Date: 8 July 2021

Pages: 1 + TMP

Sender: Michaela Kemp, Manager Traffic & Transport Operations
engineering@northsydney.nsw.gov.au

Telephone: 02 9936 8243



ABN 32353260317

200 Miller Street
 North Sydney NSW 2060
 DX 10587 North Sydney
 Telephone : 9936 8100
 Facsimile: 9936 8177
 Email: council@northsydney.nsw.gov.au
All correspondence to:
 General Manager
 North Sydney Council
 PO Box 12, North Sydney NSW 2059

Request: Burton Street, Kirribilli – Streets as Shared Spaces - Pilot Closure.

At the Council meeting on 22 February 2021, Council endorsed the pilot closure of Burton Street between Broughton Street and Humphrey Place for an initial period of 6 months which is funded under the DPIE Streets as Shared Spaces Program. Council resolved *that approval from the North Sydney Traffic Committee be sought under delegation to the Manager Traffic and Transport Operations for the road closures and shared zone implementation, under the TfNSW Special Covid-19 traffic regulation delegation to Councils - Section 115 of the Roads Act 1993 for temporary pedestrian and bicycle works.* Works are anticipated to commence in August 2021.

Request From: Council (ECM 8460158)

Traffic Engineer’s Recommendation:

THAT the closure of Burton Street between Broughton Street and Humphrey Place is approved for an initial period of 6 months in accordance with the attached Traffic Management Plan for the purposes of the Streets as Shared Spaces pilot pedestrian plaza.

Subject to no objection being received, I intend to approve this recommendation under Delegated Authority. It would be appreciated if you could respond within 10 business days.

Michaela Kemp
Manager Traffic & Transport Operations

- | | |
|--|---|
| <input type="checkbox"/> Object | <input type="checkbox"/> Transport for NSW |
| <input type="checkbox"/> Do Not Object | <input type="checkbox"/> Police Local Area (North Shore Area Command) |
| | <input type="checkbox"/> Local Member |

Authorised Officer: (Signature) (Print Name)
 (Position) (Date)

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people**trans**




Burton Street Temporary
Road Closure (Trial Project)
Traffic Management Plan

people**trans**

Burton Street Temporary Road Closure (Trial Project) Traffic Management Plan

Document Quality Information

Client	Turf Design
Job Number	21S0058
Issue	A
Date	30/04/2021
Details	Final
Prepared By	Richard Banzon Daniel Lam
Reviewed By	Sherlock You
Approved By	Alan Stewart
Signature	

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North Sydney Council Bicycle Counts 2016

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People, Passion, Perseverance

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People, Passion, Perseverance

1. Introduction

As part of the Kirribilli Activation project, Burton Street between Broughton Street and Humphrey Place in Kirribilli is proposed to be temporarily closed to private vehicles whilst still maintaining pedestrian and cyclist access.

The temporary closure of Burton Street requires a Traffic Management Plan (TMP) to be prepared and submitted to North Sydney Council for approval under TfNSW's special Covid 19 Traffic Regulation to Councils – Section 115 of the Roads Act 1993 for temporary pedestrian and bicycle works.

PeopleTrans was commissioned by Turf Design Studio Pty Ltd to prepare a TMP for the proposed temporary closure of Burton Street, the objectives of which are to:

- ◆ Investigate and consider the impacts to the local road network in terms of road capacity, intersection operation, parking, public transport and access for pedestrians, cyclists and emergency vehicles.
- ◆ Identify any mitigation measures required to address any performance or access deficiencies and to satisfy any potential community and/or stakeholder concerns.

The study area is located in the suburb of Kirribilli, in the North Sydney Council Local Government Area. Key roads assessed in the TMP include Broughton Street, Burton Street, Crescent Place and Humphrey Place.

Broughton Street is a collector road that runs north-south along the eastern side of the Cahill Expressway and the T1 North Shore & Western Railway Line, providing connectivity between Kirribilli, Milsons Point and the Lower North Shore.

The location of the subject site (Burton Street) and its neighbourhood is shown in Figure 1-1.

Figure 1-1: Subject Site



2. Description or Detailed Plan of the Proposed Temporary Road Closure

The proposal comprises the temporary closure of Burton Street between Broughton Street and Humphrey Place with the use of bollards with an extension of the seating area and a two-way cycleway or shared path with through access for pedestrians maintained as shown indicatively in Figure 2-1 and Figure 2-2.

Figure 2-1: Immediately Surrounding Road Network

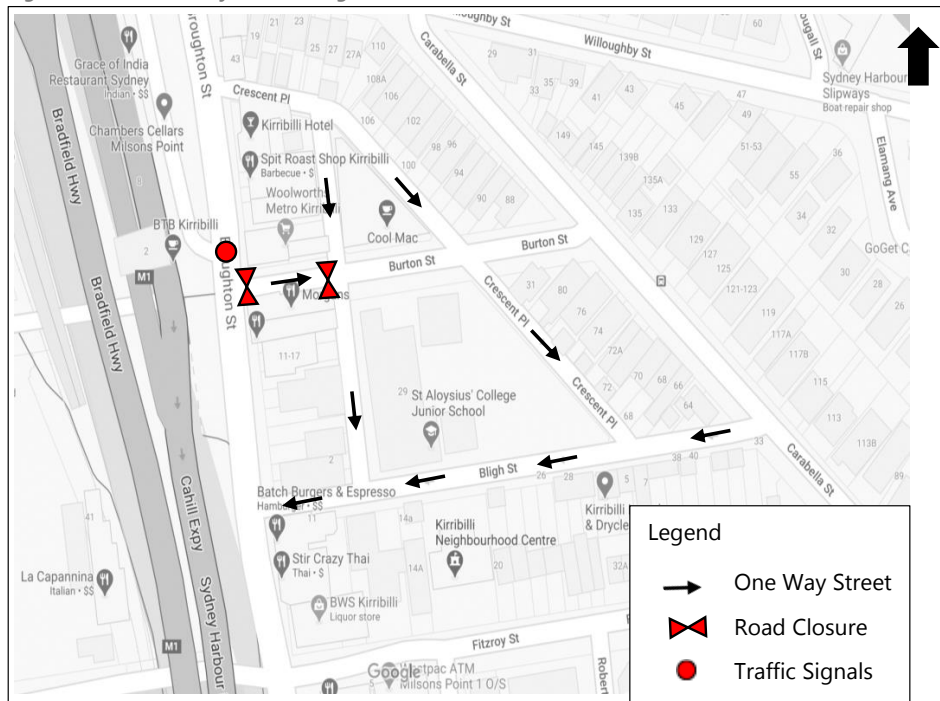
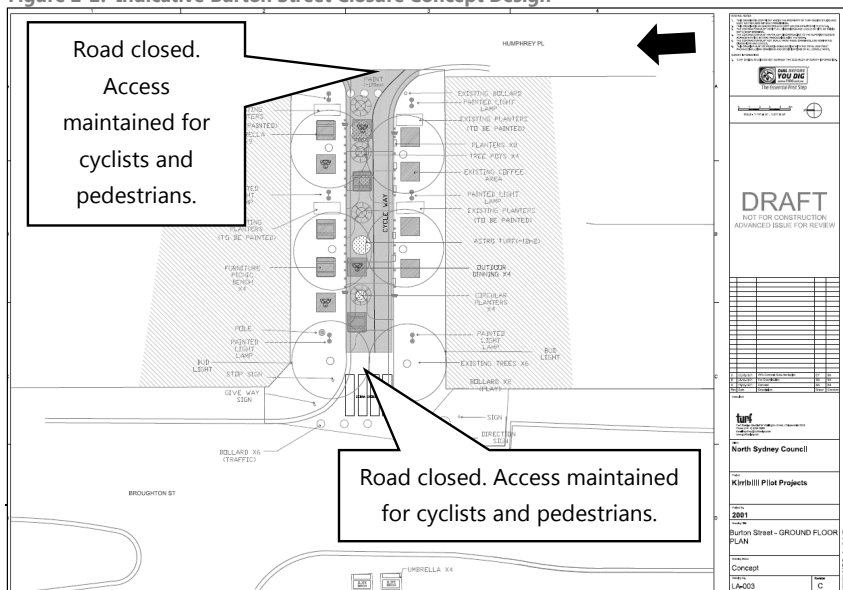


Figure 2-2: Indicative Burton Street Closure Concept Design



3. Identification and Assessment of the Traffic Impacts of the Proposed Road Closure

Burton Street, between Broughton Street and Humphrey Place, is currently a one-way road operating in the eastbound direction. Closure of this section of Burton Street to vehicular traffic would require vehicles turning into Burton Street to use an alternative route to access areas east of Broughton Street. Based on the current road network layout, the most direct alternative route for vehicles travelling from the south and north on Broughton Street would be via Crescent Place, located approximately 60 metres north of Burton Street.

A summary of the weekday AM (7:30am to 8:30am) and PM (2:45pm to 3:45pm) peak hour volumes at the Broughton Street / Burton Street and Broughton Street / Crescent Place intersections are shown in Figure 3-1 and Figure 3-2.

Figure 3-1: Existing AM and PM peak hour volumes

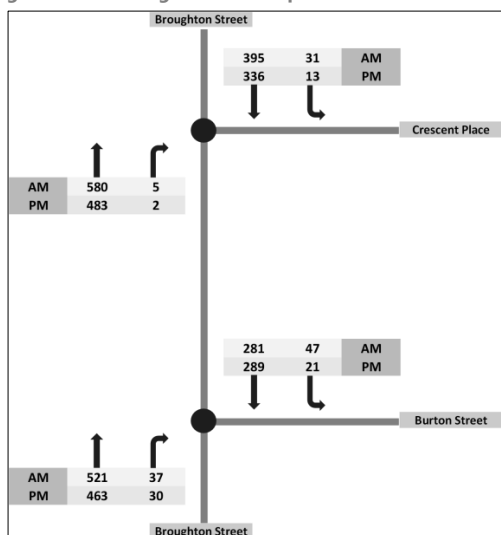


Figure 3-2: Redirected AM and PM peak hour volumes

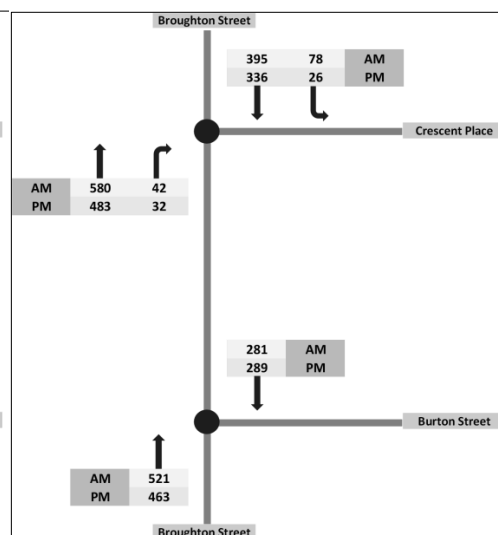


Figure 3-2 indicates that the temporary closure of Burton Street between Broughton Street and Humphrey Place would result in a maximum additional 37 vehicles turning right and 47 vehicles turning left into Crescent Place at the Broughton Street / Crescent Place intersection during the AM peak hour with less additional vehicles turning into Crescent Place during the PM peak hour.

The operation of the Broughton Street / Crescent Place intersection, due to the increased vehicle movements, has been assessed using Sidra Intersection, a computer based modelling package which calculates intersection performance.

The commonly used measure of intersection performance, as defined by RMS, is vehicle delay. Sidra Intersection determines the average delay that vehicles encounter and provides a measure of the level of service.

Table 3-1 shows the criteria that Sidra Intersection adopts in assessing the level of service.

Table 3-1: RMS Sidra Intersection Level of Service Criteria

Level of Service (LOS)	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Sign
A	0 to 14.5	Good operation	Good operation
B	14.5 to 28.5	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	28.5 to 42.5	Satisfactory	Satisfactory, but accident study required
D	42.5 to 56.5	Near capacity	Near capacity, accident study required
E	56.5 to 70.5	At capacity, at signals incidents will cause excessive delays	At capacity, requires other control mode
F	Greater than 70.5	Extra capacity required	Extreme delay, major treatment required

The adopted modelling parameters and processes highlighted in Roads and Maritime Traffic Modelling Guidelines 2013 are listed in Table 3-2, along with any calibration processes undertaken by matching traffic behaviour and vehicle queuing observations from the survey footage.

Table 3-2: Adopted Modelling Parameters and Processes in Sidra Models

Reference	Dialogue	Adopted Modelling Parameters and Processes
14.1.1	Getting Started	<ul style="list-style-type: none"> The latest version of SIDRA Intersection 9 (version 9.0.3.9771) was used. Level of Service (LoS) method was set to RTA NSW (Roads and Maritime).
14.2.1	Input	<ul style="list-style-type: none"> Maximum unit time for volumes of 60 minutes and maximum peak flow period of 30 minutes were adopted.
14.2.2	Geometry	<ul style="list-style-type: none"> SIDRA intersection and network models were developed based on the geometry identified in aerial imagery from Nearmap (http://maps.au.nearmap.com) and Google Maps (https://www.google.com/maps) Parking present on site and within the influence zone of the intersections were coded accordingly. The Broughton Street / Crescent Place intersection was modelled as a network with a dummy signalised pedestrian crossing at the Broughton Street / Ennis Road intersection to reflect the observed bunching and downstream southbound queues that extended from the Broughton Street / Ennis Road intersection.
14.2.2	Saturation Flow	<ul style="list-style-type: none"> Saturation flow measurements were not undertaken for this project. Default SIDRA values were used.
14.2.3	Volumes	<ul style="list-style-type: none"> Intersection volumes of light vehicles (LV) and heavy vehicles (HV) were entered separately. SIDRA default peak flow factor of 95 per cent was applied.
14.2.4	Movement Data	<ul style="list-style-type: none"> Approach and exit speed were updated as per the posted speed limit signs observed in Google Maps (https://www.google.com/maps) The arrival type for the north leg through movement at the dummy signalised pedestrian crossing at the Broughton Street / Ennis Road intersection was coded as very poor (arrival type 1) during the PM peak hour to reflect the observed queues. SIDRA default arrival types were applied to all other movements.
14.2.5	Priorities	<ul style="list-style-type: none"> Priority was given to the full staged pedestrian crossings in both intersections.
14.2.6	Gap Acceptance	<ul style="list-style-type: none"> SIDRA default gap acceptance parameters for signalised and non-signalised intersections were applied.
14.2.7	Pedestrian	<ul style="list-style-type: none"> Pedestrian crossing speed of 1.2 m/sec was adopted for all sites.
14.2.8	Phasing and Timing	<ul style="list-style-type: none"> Phase times and cycle times for the dummy signalised pedestrian crossing at the Broughton Street / Ennis Road intersection was determined by reviewing survey video footage As SCATS (Sydney Coordinated Adaptive Traffic System) is an adaptive system, the phase times and cycle times vary over each peak hour in response to traffic conditions. For SIDRA modelling, average cycle times and phase times were taken from survey footage observations generally within the middle 30 minute interval for each peak hour For the dummy signalised pedestrian crossing at the Broughton Street / Ennis Road intersection, minimum green times were applied to for the following phases to match survey footage observations: <ul style="list-style-type: none"> AM: A 29 seconds, B 19 seconds PM: A 33 seconds, B 20 seconds
14.2.9	Roads and Maritime Standard Traffic Signal Phasing Diagrams	<ul style="list-style-type: none"> Signal phasing sequences were confirmed by reviewing survey footage.
14.2.10	Model Setting	<ul style="list-style-type: none"> No adjustments to the model settings were made.

Table 3-3 presents a summary of the existing operation of the Broughton Street / Crescent Place intersection, with full results presented in **Appendix A** of this report.

Table 3-3: Existing Operating Conditions

Intersection	Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Broughton Street / Crescent Place	AM	South	0.326	7.2	0.2	A
		North	0.381	5.2	0.9	A
		Intersection	0.381	7.2	0.9	A
	PM	South	0.271	6.0	0.1	A
		North	0.205	5.0	7.3	A
		Intersection	0.271	6.0	7.3	A

Table 3-3 indicates that the existing intersection operates well with an overall level of service A.

It was also noted through site inspections and a review of the video footage, that there is minor queuing on the north leg of the intersection during both the AM and PM peak periods as a result of queues that extend from the Broughton Street / Ennis Road intersection.

Table 3-4 presents a summary of the future operation of the Broughton Street / Crescent Place intersection, with full results also presented in **Appendix A** of this report.

Table 3-4: Future Operating Conditions

Intersection	Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Broughton Street / Crescent Place	AM	South	0.371	8.0	2.3	A
		North	0.429	5.3	2.2	A
		Intersection	0.429	8.0	2.3	A
	PM	South	0.301	6.3	1.2	A
		North	0.223	5.1	7.3	A
		Intersection	0.301	6.3	7.3	A

Table 3-4 indicates that with the additional traffic turning into Crescent Place as a result of the temporary closure of Burton Street the intersection continues to operate satisfactorily during the weekday AM and PM peak hours with an overall level of service A.

4. Traffic Management Measures Required to Support the Temporary Road Closure.

4.1 Traffic Impacts

The temporary closure of Burton Street between Broughton Street and Humphrey Place is anticipated to have minimal traffic impacts on the intersection of Broughton Street / Crescent Place which will adequately accommodate the redistributed traffic that currently turns into Burton Street.

Although the impacts are minimal it is still recommended that a "KEEP CLEAR" marking be provided at the Broughton Street / Crescent Place intersection as shown in Figure 4-1 to ensure that there are suitable gaps for northbound right turning vehicles when southbound queues from the Broughton Street / Ennis Road intersection extend past Crescent Place.

Implementation of a "KEEP CLEAR" marking will also maintain traffic flow in the northbound direction, given that there is existing parking on the western side of Broughton Street which currently limits traffic to a single lane.

Figure 4-1: Proposed "KEEP CLEAR" marking at the Broughton Street /Crescent Place intersection



There are currently no on-street parking spaces on Burton Street between Broughton Street and Humphrey Place. Therefore, no parking impacts are anticipated as a result of the temporary road closure.



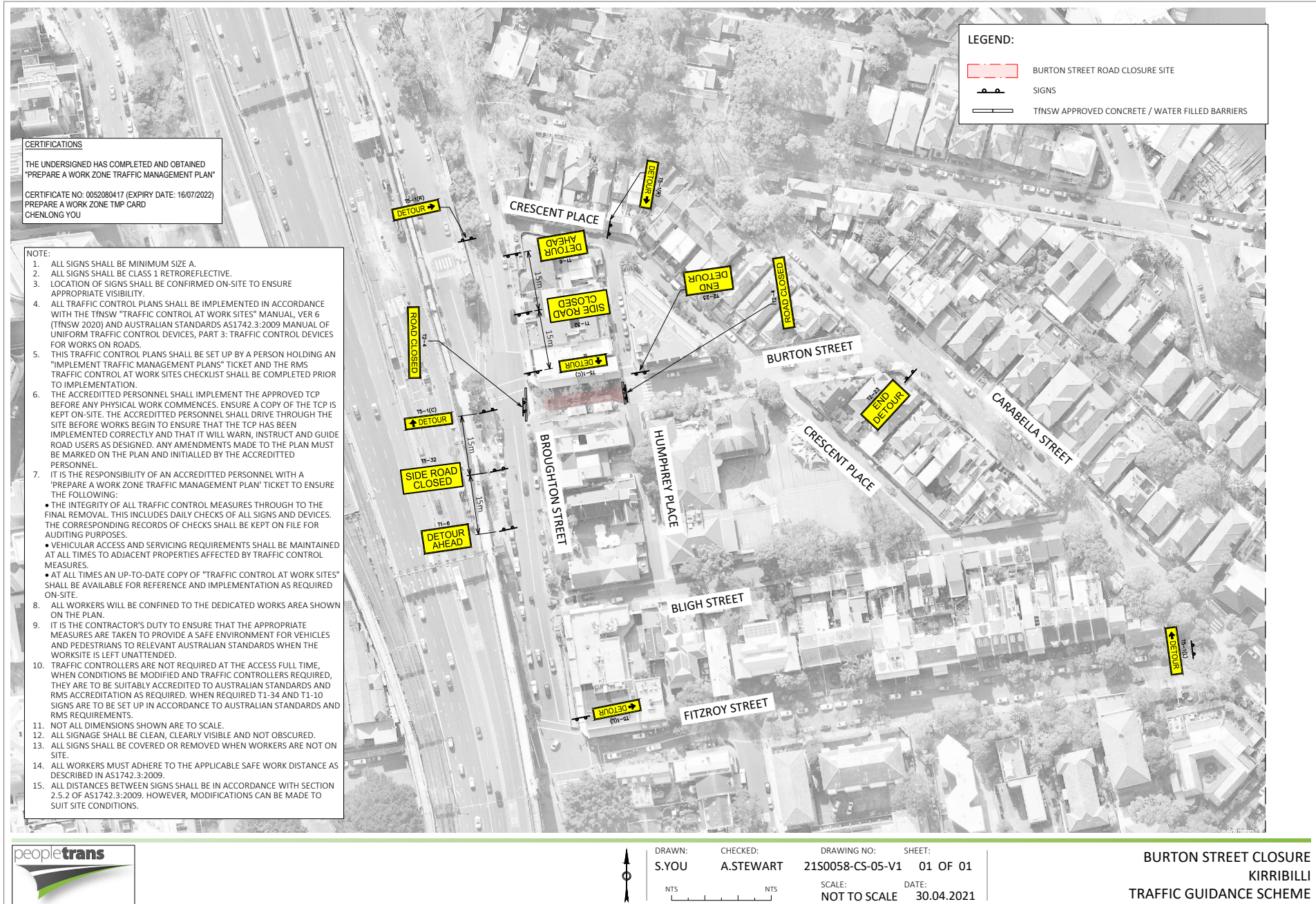
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4.2 Temporary Traffic Management

In order to ensure that drivers using the current street network in the vicinity of Burton Street (i.e. Broughton Street, Humphrey Place etc.) are clearly and safely informed that they will no longer be able to access Burton Street between Broughton Street and Humphrey Place PeopleTrans it will be necessary to implement a traffic guidance scheme (TGS) as indicated in Figure 4-2.

This TGS have been prepared in accordance with "TfNSW Traffic Control at Worksite Manual, Version 6, September 2020 & AS1742.3-2009 Traffic Control for Work on Roads" but it should be noted that positions of signs relative to street infrastructure will need to be checked and verified on site.

FIGURE 4-2: BURTON STREET TEMPORARY ROAD CLOSURE TRAFFIC GUIDANCE SCHEME



5. Assessment of Impacts to Public Transport Services

The closure of Burton Street would not have any adverse impacts to heavy rail and ferry services accessible near the site at Milsons Point Station and Milsons Point Wharf, respectively.

Buses do not use Burton Street but there are 9 bus routes along Broughton Street as follows:

- ◆ 150X: Manly to Milsons Point (Express Service)
- ◆ 154X: Dee Why to Milsons Point (Express Service)
- ◆ 209: East Lindfield to Milsons Point via North Sydney
- ◆ 228: Clifton Gardens to Milsons Point
- ◆ 229: Beauty Point to Milsons Point via Balmoral Heights
- ◆ 230: Mosman Wharf to Milsons Point via North Sydney
- ◆ 269: McMahons Point to Milsons Point via North Sydney & Kirribilli
- ◆ 286: Denistone East to Milsons Point via St Leonards & North Sydney
- ◆ 287: Ryde to Milsons Point via St Leonards & North Sydney

The majority of these bus routes travel to and/or from Milsons Point via the Broughton Street / Fitzroy Street intersection, located to the south of Burton Street with the exception of the 269, which travels via Willoughby Street, Carabella Street and Kirribilli Avenue.

Importantly an additional 22 school bus routes operate near the site, with 16 school bus routes that travel to and/or from Milsons Point via the Broughton Street / Fitzroy Street intersection, and 6 school bus routes that travel along Broughton Street passing Burton Street.

Given that no bus routes go through Burton Street, the impacts on these routes due to the closure of Burton Street would be limited to any potential queues at the Broughton Street / Crescent Place intersection.

As shown in Table 3-4, queues at Broughton Street / Crescent Place would extend 7 metres north and 2 metres south of the intersection. These queues do not extend past Willoughby Street or Fitzroy Street and as such there would be no adverse impact to the bus routes that operate within close proximity to Burton Street.

6. Details of Provision made for Emergency Services & Heavy Vehicles

6.1 Emergency Services & Heavy Vehicles

6.1.1 Emergency Services

Burton Street is classified as a local road and given the existing road network layout would be an unlikely emergency vehicle through route for ambulances or the fire brigade.

With the closure of Burton Street emergency services can use Crescent Place, Willoughby Street or Fitzroy Street to access areas east of Broughton Street as an adequate alternative to using Burton Street itself.

In instances of fire at any of the current retail/restaurant properties it likely that fire trucks could service these properties from either the Broughton Street or Humphrey Place ends of Burton Street given its approximate 35m length.

NSW Fire Brigade, NSW Police and the Ambulance Service of NSW should however be consulted to identify any special access requirements which could further inform the Burton Street closure design.

6.1.2 Garbage Collection & Loading

Garbage collection and loading also needs to be considered in the context of the Burton Street closure.

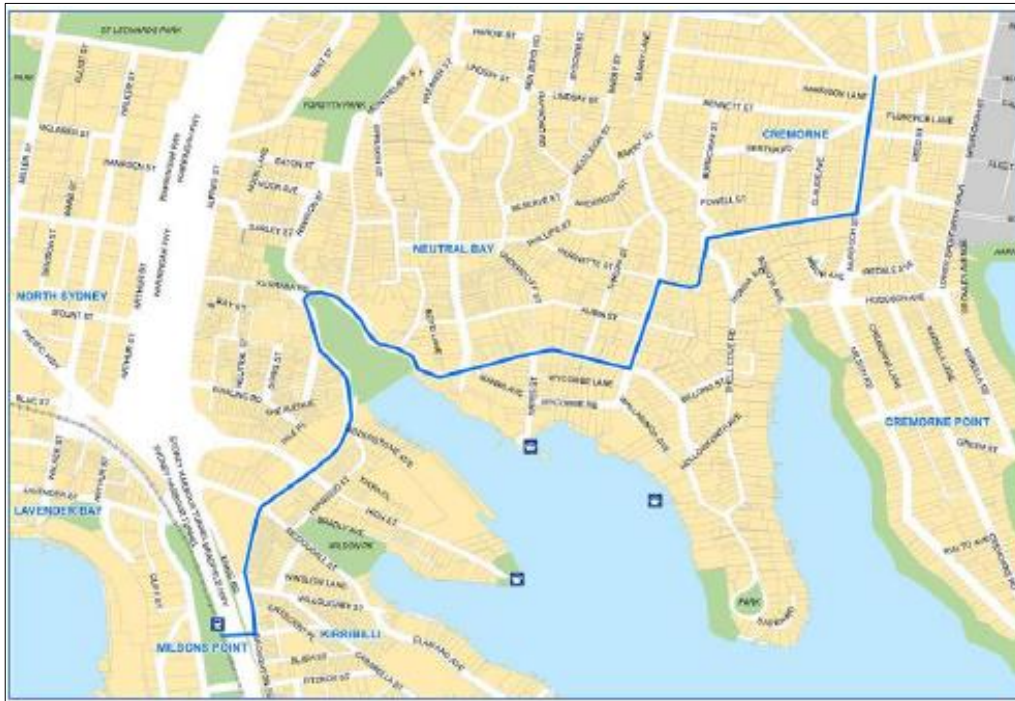
Burton Street currently has no stopping restrictions along its entire length given its width and one way operation. As such there would be no impact to garbage collection or loading requirements as a result of the closure of Burton Street.

7. Details of Provision made for Cyclists and Pedestrians.

7.1 Cyclists

The cycle network, in close proximity to Burton Street, has been sourced from the North Sydney Integrated Cycling Strategy, June 2014 which references a medium priority cycle route (Route 3) which travels from Sydney Harbour to Neutral Bay via the Burton Street underpass as indicated in Figure 7-1 and detailed further in **Appendix B**.

Figure 7-1: North Sydney Integrated Cycling Strategy Route 3 – Sydney Harbour to Neutral Bay



Source: North Sydney Integrated Cycling Strategy, June 2014.

As shown in Figure 7-1, Broughton Street links Kirribilli to Milsons Point via the Burton Street underpass with the Burton Street/Broughton Street intersection acting as a key crossing point for cyclists turning right from Broughton Street into Ennis Road/Burton Street underpass. The existing Burton Street westbound contra-flow cycle lane provides a direct link into this route.

PeopleTrans undertook classified traffic counts on Thursday 25th March 2021 at the intersection of Burton Street/Broughton Street to gain an understanding of the level of cycle use at this intersection during the AM and PM peak hours and on Burton Street itself across the day.

Figure 7-2 shows cyclists waiting to cross Broughton Street at the signalised pedestrian crossing.

Figure 7-2 Cyclist Crossing Broughton Street Photo



The existing AM peak hour cycle movements at this intersection are shown in Figure 7-3.

Figure 7-3: Existing AM peak hour cycle volumes

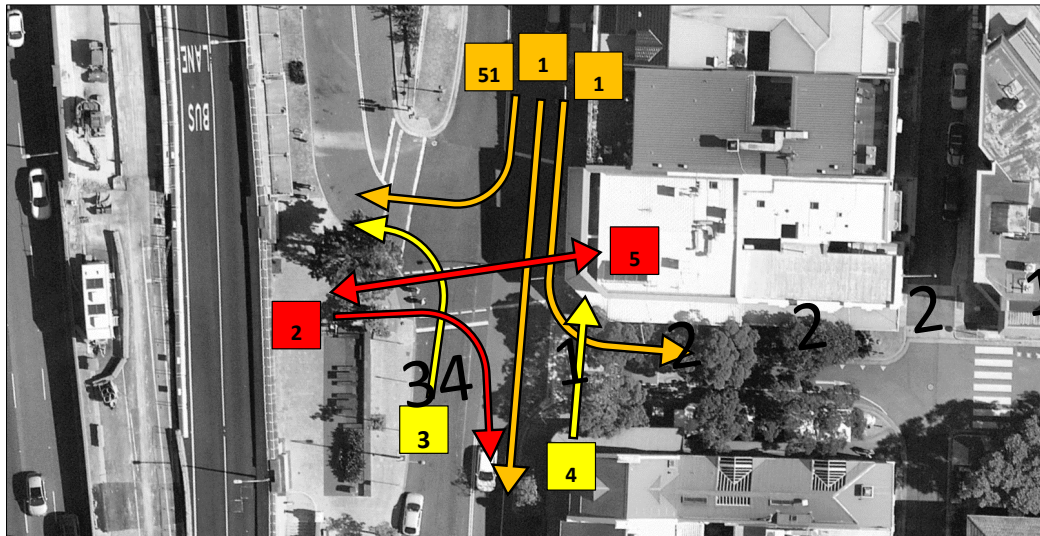


Figure 7-3 indicates that there is one major cycle movement during the AM peak hour (7:30 am-8:30 am), with 51 cyclists (76% of total cyclists) movements from the north approach of Broughton Street turning right into Ennis Road. It is noted that 4 of these cyclists were observed to use the pedestrian footpath on the eastern side of Broughton Street and the signalled pedestrian crossing at the north approach of Broughton Street / Ennis Road. All other movements across Burton Street, Ennis Road and Broughton Street were observed with up to 15 cyclists during the AM peak hour. On the surveyed day, only 1 cyclist was observed during the PM peak hour (2:45pm – 3:45pm), likely due to the heavy rain that occurred in the afternoon.

The Burton Street cycle volumes during the survey period are indicated in Figure 7-4.

Figure 7-4: Burton Street cyclist movements during survey period

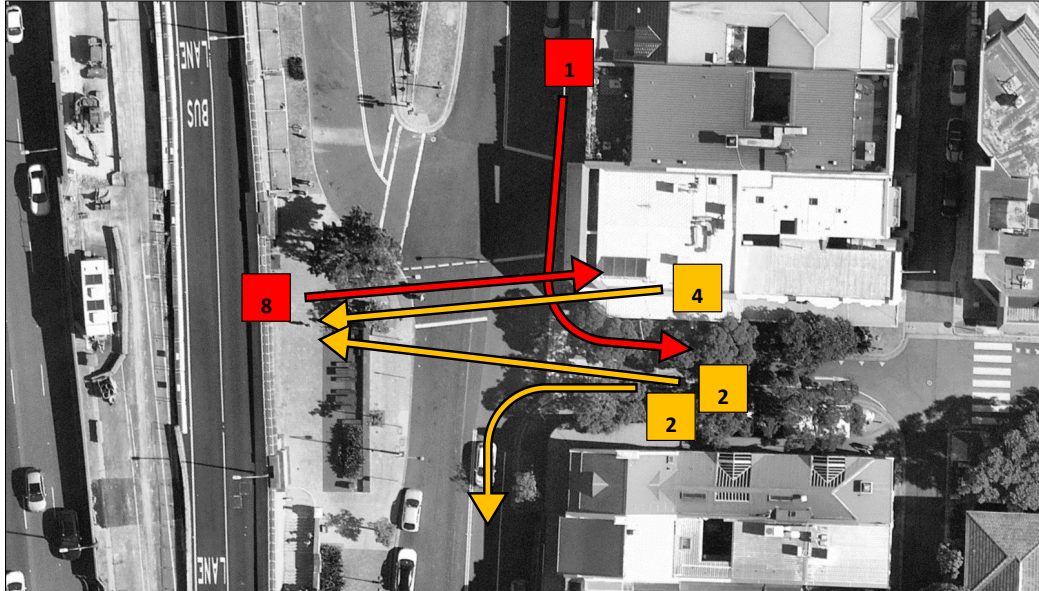


Figure 7-4 indicates that the cycle movements along Burton Street are low with a total of 17 cyclists identified during the survey period (7:00am-4:00pm). The key movements are in the east-west direction between Burton Street and the existing underpass.

Further AM and PM peak period bicycle counts (Tuesday 2nd February 2016) were also provided to PeopleTrans by North Sydney Council which confirmed the high bicycle movement from Broughton Street to the Burton Street underpass during the AM & PM peak periods as indicated in **Appendix C**.

7.2 Pedestrians

The existing peak hour pedestrian volumes near the study area are shown in Figure 7-5.

Figure 7-5: Existing AM and PM peak hour pedestrian volumes

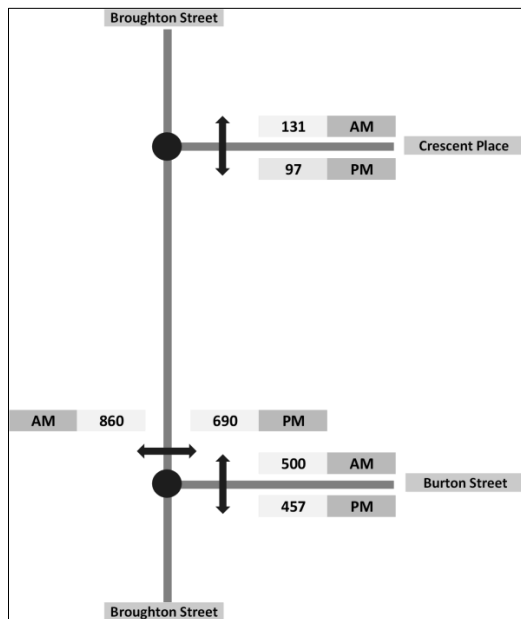


Figure 7-5 indicates that the signalised pedestrian crossing on Broughton Street and the Burton Street zebra crossing at the Broughton Street / Burton Street intersection are well utilised by pedestrians, with observed peak hour volumes of approximately 860 pedestrians on the signalised crossing and 500 pedestrians on the zebra crossing.

A review of the survey footage indicated that this can be largely attributed to commuters travelling to and from Milson Point Station and school students likely travelling to and from St Aloysius' College Junior School, St Aloysius' College and Loreto Kirribilli as indicated in Figure 7.6.

Figure 7-6: Broughton Street Pedestrian Crossing Photo



Given the existing cyclist and pedestrian activity along Burton Street and Broughton Street, cyclist and pedestrian safety would improve significantly due to the removal of vehicular traffic on Burton Street. The improved safety would also likely generate additional pedestrian and cyclist activity in the area and activate the businesses that front Burton Street.

8. Assessment of Effect on Existing and Future Developments with Transport Implications near the Proposed Temporary Road Closure

Existing access to all properties near the site would still be maintained with the closure of Burton Street.

Access impacts to properties near the site would be limited to a potential minor increase in travel times. This is due to a potential increase in travel distance of up to approximately 160 metres for vehicles required to travel via Crescent Place and Humphrey Place to access properties on the eastern side of Broughton Street.

This importantly includes access to St Aloysius College.

9. Assessment of Effect of Proposed Temporary Road Closure on Traffic Movements in Adjoining Council Areas

The affected area is entirely within North Sydney Council LGA and as such the proposed road closure is not anticipated to affect the adjoining Councils.

10. Public Consultation Process

Public consultation with affected residents, business owners and educational establishments has been undertaken by North Sydney Council through its community engagement strategy including advertising of the project on their "Have Your Say" website <https://yoursay.northsydney.nsw.gov.au/kirribilli-public-domain> allowing feedback from various stakeholders.

Further notifications will be distributed to the immediate community prior to implementation of the temporary road closure.

11. Conclusions & Recommendations

Based on the analysis contained within this report the following conclusions are made:

- ◆ The Burton Street temporary closure would result in a maximum of 37 vehicles turning right and 47 vehicles turning left into Crescent Place at the Broughton Street / Crescent Place intersection during the AM peak hour.
- ◆ The additional traffic diverted by the proposed temporary road closure is not expected to compromise the safety or function of the surrounding road network.
- ◆ No public or school buses travel directly on Burton Street and as such the temporary closure of this street will have no adverse impacts on bus operations.
- ◆ Burton Street is a local road and is unlikely to be used as a through route for emergency vehicles or given its short length require fire truck access in instances of fires to the retail/restaurant properties which front Burton Street.
- ◆ NSW Fire Brigade, NSW Police and the Ambulance Services of NSW should be consulted to identify any special access requirements to inform the design, particularly as it relates to provision of bollards/barriers at either end of Burton Street.
- ◆ A dominant cycle movement was identified during the AM peak hour (7:30 am-8:30 am), with 51 cyclists (76% of total cyclists) observed turning right from Broughton Street into Ennis Road/The Burton Street underpass.
- ◆ Cycle movements on Burton Street itself were negligible with a total of 17 cyclists observed during the survey period (7:00 am-4:00am)
- ◆ Cyclist and pedestrian safety would improve significantly with the removal of vehicular traffic from Burton Street.
- ◆ Access impacts to properties near the site would be limited to a potential minor increase in travel time. Vehicles would be required to travel via Crescent Place which is an approximate 160m increase in travel distance to access properties to the east of Broughton Street.
- ◆ The affected area is entirely within the North Sydney Council LGA and as such the proposed road closure will not affect adjoining Councils.

Based on the analysis above, the potential impacts of the Burton Street road closure are minimal.

Recommendations

- ◆ It is recommended that "KEEP CLEAR" markings are installed at the Broughton Street / Crescent Place intersection to ensure a suitable gap is available for northbound right turning vehicles when southbound queues from the Broughton Street / Ennis Road intersection extend past Crescent Place.
- ◆ It is recommended that a traffic guidance scheme be implemented as per Figure 4-2 in support of the temporary road closure to ensure driver awareness and safety.

Appendix A

Sidra Intersection Results

MOVEMENT SUMMARY

Site: 101 [Crescent Pl / Broughton St Ex AM (Site Folder: Network: N101 [Existing AM (Network Folder: General])]

21S0058 - Burton Street Closure TMP
 Crescent Pl / Broughton St
 Existing AM
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]				
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Broughton St														
2	T1	611	3.8	611	3.8	0.326	0.8	LOS A	0.0	0.2	0.02	0.22	0.02	40.1
3	R2	5	0.0	5	0.0	0.326	7.2	LOS A	0.0	0.2	0.02	0.22	0.02	38.7
Approach		616	3.8	616	3.8	0.326	0.9	NA	0.0	0.2	0.02	0.22	0.02	40.1
North: Broughton St														
7	L2	33	0.0	33	0.0	0.381	5.2	LOS A	0.1	0.9	0.05	0.04	0.05	40.2
8	T1	416	1.8	416	1.8	0.381	0.1	LOS A	0.1	0.9	0.05	0.04	0.05	39.7
Approach		448	1.6	448	1.6	0.381	0.4	NA	0.1	0.9	0.05	0.04	0.05	39.7
All Vehicles		1064	2.9	1064	2.9	0.381	0.7	NA	0.1	0.9	0.03	0.14	0.03	39.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).
 Vehicle movement LOS values are based on average delay per movement.
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 Delay Model: SIDRA Standard (Geometric Delay is included).
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 102 [Ennis Rd / Broughton St Ex AM (Site Folder: General)]

Network: N101 [Existing AM (Network Folder: General)]

21S0058 - Burton Street Closure TMP
Ennis Street / Broughton St
Existing AM

Site Category: (None)

Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Broughton St														
2	T1	616	3.8	616	3.8	* 0.669	12.9	LOS A	8.6	61.8	0.82	0.73	0.82	21.0
Approach		616	3.8	616	3.8	0.669	12.9	LOS A	8.6	61.8	0.82	0.73	0.82	21.0
North: Broughton St														
8	T1	416	1.8	416	1.8	0.446	11.1	LOS A	5.0	35.3	0.70	0.61	0.70	26.2
Approach		416	1.8	416	1.8	0.446	11.1	LOS A	5.0	35.3	0.70	0.61	0.70	26.2
All Vehicles		1032	3.0	1032	3.0	0.669	12.2	LOS A	8.6	61.8	0.77	0.68	0.77	23.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow ped/h	Aver. Delay sec	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time sec	Travel Dist. m	Aver. Speed m/sec
					[Ped ped]	[Dist m]					
South: Broughton St											
P1	Full	905	25.3	LOS C	1.4	1.4	0.94	0.94	185.7	208.6	1.12
All Pedestrians		905	25.3	LOS C	1.4	1.4	0.94	0.94	185.7	208.6	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Crescent PI / Broughton St Ex PM (Site Folder: General)]

Network: N101 [Existing PM (Network Folder: General)]

21S0058 - Burton Street Closure TMP
Crescent PI / Broughton St
Existing PM
Site Category: (None)
Give-Way (Two-Way)

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total HV]		[Total HV]					[Veh.]	[Dist]				
		veh/h	%	veh/h	%									
South: Broughton St														
2	T1	508	4.8	508	4.8	0.271	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	49.9
3	R2	2	0.0	2	0.0	0.271	6.0	LOS A	0.0	0.1	0.01	0.00	0.01	41.0
Approach		511	4.7	511	4.7	0.271	0.0	NA	0.0	0.1	0.01	0.00	0.01	49.9
North: Broughton St														
7	L2	14	0.0	14	0.0	0.205	5.0	LOS A	1.0	7.3	0.02	0.02	0.02	46.7
8	T1	354	11.6	354	11.6	0.205	0.0	LOS A	1.0	7.3	0.02	0.02	0.02	49.3
Approach		367	11.2	367	11.2	0.205	0.2	NA	1.0	7.3	0.02	0.02	0.02	49.1
All Vehicles		878	7.4	878	7.4	0.271	0.1	NA	1.0	7.3	0.01	0.01	0.01	49.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 102 [Ennis Rd / Broughton St Ex PM (Site Folder: General)]

Network: N101 [Existing PM (Network Folder: General)]

21S0058 - Burton Street Closure TMP
Ennis Street / Broughton St
Existing PM

Site Category: (None)

Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 65 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. Dist]	[Veh. Dist]				
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Broughton St														
2	T1	511	4.7	511	4.7	* 0.532	11.7	LOS A	6.7	49.1	0.72	0.64	0.72	22.2
Approach		511	4.7	511	4.7	0.532	11.7	LOS A	6.7	49.1	0.72	0.64	0.72	22.2
North: Broughton St														
8	T1	354	11.6	354	11.6	0.384	17.9	LOS B	5.2	40.0	0.95	0.82	0.95	20.3
Approach		354	11.6	354	11.6	0.384	17.9	LOS B	5.2	40.0	0.95	0.82	0.95	20.3
All Vehicles		864	7.6	864	7.6	0.532	14.2	LOS A	6.7	49.1	0.81	0.71	0.81	21.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
					[Ped]	[Dist]					
		ped/h	sec		ped	m			sec	m	m/sec
South: Broughton St											
P1	Full	726	27.6	LOS C	1.3	1.3	0.94	0.94	188.1	208.6	1.11
All Pedestrians		726	27.6	LOS C	1.3	1.3	0.94	0.94	188.1	208.6	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

Site: 101 [Crescent PI / Broughton St Post Dev AM
(Site Folder: General)]

Network: N101 [Post Dev AM (Network
Folder: General)]

21S0058 - Burton Street Closure TMP
Crescent PI / Broughton St
Post Dev AM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]				
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Broughton St														
2	T1	611	3.8	611	3.8	0.371	0.6	LOS A	0.3	2.3	0.14	0.04	0.17	47.4
3	R2	44	0.0	44	0.0	0.371	8.0	LOS A	0.3	2.3	0.14	0.04	0.17	37.9
Approach		655	3.5	655	3.5	0.371	1.1	NA	0.3	2.3	0.14	0.04	0.17	47.0
North: Broughton St														
7	L2	82	1.3	82	1.3	0.429	5.3	LOS A	0.3	2.2	0.11	0.09	0.11	45.2
8	T1	416	1.8	416	1.8	0.429	0.2	LOS A	0.3	2.2	0.11	0.09	0.11	46.9
Approach		498	1.7	498	1.7	0.429	1.0	NA	0.3	2.2	0.11	0.09	0.11	46.5
All Vehicles		1153	2.7	1153	2.7	0.429	1.1	NA	0.3	2.3	0.13	0.06	0.15	46.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: 102 [Ennis Rd / Broughton St Post Dev AM
(Site Folder: General)]

 Network: N101 [Post Dev AM (Network Folder:
General)]

21S0058 - Burton Street Closure TMP
Ennis Street / Broughton St
Post Dev AM

Site Category: (None)

Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total HV]		[Total HV]					[Veh.]	[Dist]				
		veh/h	%	veh/h	%									
South: Broughton St														
2	T1	655	3.5	655	3.5	* 0.711	13.7	LOS A	9.5	68.7	0.85	0.77	0.86	20.3
Approach		655	3.5	655	3.5	0.711	13.7	LOS A	9.5	68.7	0.85	0.77	0.86	20.3
North: Broughton St														
8	T1	416	1.8	416	1.8	0.446	11.1	LOS A	5.0	35.3	0.70	0.61	0.70	26.2
Approach		416	1.8	416	1.8	0.446	11.1	LOS A	5.0	35.3	0.70	0.61	0.70	26.2
All Vehicles		1071	2.9	1071	2.9	0.711	12.7	LOS A	9.5	68.7	0.79	0.71	0.80	22.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
					[Ped]	[Dist]					
		ped/h	sec		ped	m			sec	m	m/sec
South: Broughton St											
P1	Full	905	25.3	LOS C	1.4	1.4	0.94	0.94	185.7	208.6	1.12
All Pedestrians		905	25.3	LOS C	1.4	1.4	0.94	0.94	185.7	208.6	1.12

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY

 Site: 101 [Crescent PI / Broughton St Post Dev PM
(Site Folder: General)]

 Network: N101 [Post Dev PM (Network
Folder: General)]

21S0058 - Burton Street Closure TMP
Crescent PI / Broughton St
Post Dev PM
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]				
		veh/h	%	veh/h	%				veh	m				
South: Broughton St														
2	T1	508	4.8	508	4.8	0.301	0.3	LOS A	0.2	1.2	0.09	0.04	0.10	48.4
3	R2	34	0.0	34	0.0	0.301	6.3	LOS A	0.2	1.2	0.09	0.04	0.10	39.1
Approach		542	4.5	542	4.5	0.301	0.7	NA	0.2	1.2	0.09	0.04	0.10	48.0
North: Broughton St														
7	L2	36	2.9	36	2.9	0.223	5.1	LOS A	1.0	7.3	0.05	0.05	0.05	46.0
8	T1	354	11.6	354	11.6	0.223	0.1	LOS A	1.0	7.3	0.05	0.05	0.05	48.2
Approach		389	10.8	389	10.8	0.223	0.5	NA	1.0	7.3	0.05	0.05	0.05	48.0
All Vehicles		932	7.1	932	7.1	0.301	0.6	NA	1.0	7.3	0.08	0.04	0.08	48.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



People, Passion, Perseverance

MOVEMENT SUMMARY

Site: 102 [Ennis Rd / Broughton St Post Dev PM (Site Folder: General)]

Network: N101 [Post Dev PM (Network Folder: General)]

21S0058 - Burton Street Closure TMP
Ennis Street / Broughton St
Existing PM

Site Category: (None)

Pedestrian Crossing (Signalised) - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 65 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]				
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Broughton St														
2	T1	542	4.5	542	4.5	* 0.563	12.0	LOS A	7.3	53.2	0.74	0.65	0.74	21.9
Approach		542	4.5	542	4.5	0.563	12.0	LOS A	7.3	53.2	0.74	0.65	0.74	21.9
North: Broughton St														
8	T1	354	11.6	354	11.6	0.384	17.9	LOS B	5.2	40.0	0.95	0.82	0.95	20.3
Approach		354	11.6	354	11.6	0.384	17.9	LOS B	5.2	40.0	0.95	0.82	0.95	20.3
All Vehicles		896	7.3	896	7.3	0.563	14.3	LOS A	7.3	53.2	0.82	0.72	0.82	21.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian Movement Performance

Mov ID	Crossing	Dem. Flow	Aver. Delay	Level of Service	AVERAGE BACK OF QUEUE		Prop. Que	Effective Stop Rate	Travel Time	Travel Dist.	Aver. Speed
					[Ped	Dist]					
		ped/h	sec		ped	m			sec	m	m/sec
South: Broughton St											
P1	Full	726	27.6	LOS C	1.3	1.3	0.94	0.94	188.1	208.6	1.11
All Pedestrians		726	27.6	LOS C	1.3	1.3	0.94	0.94	188.1	208.6	1.11

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

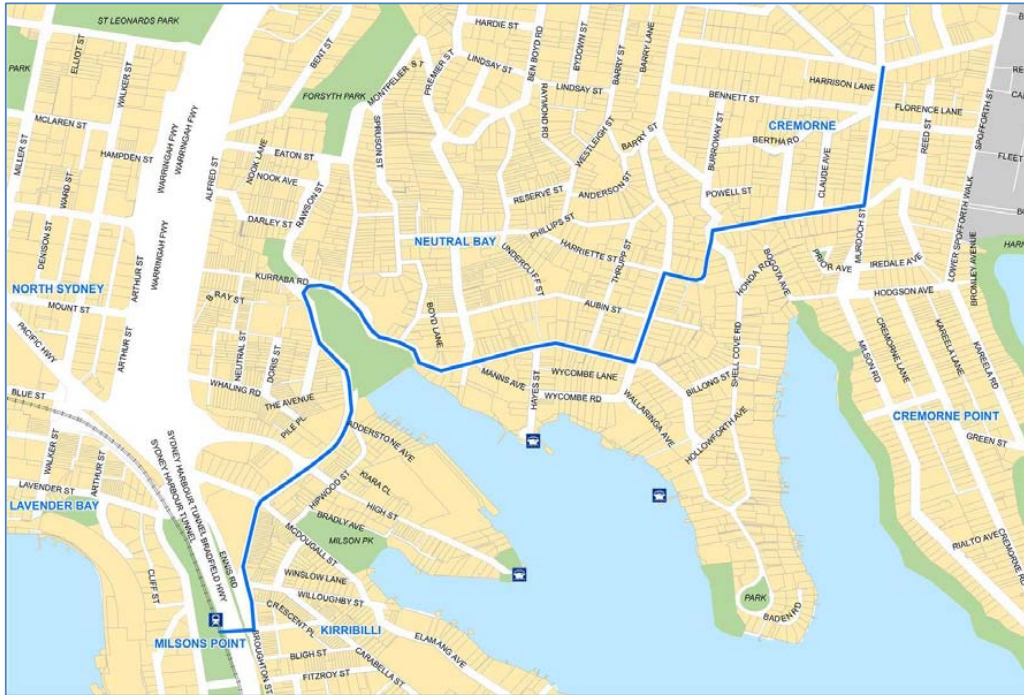
Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

Appendix B

North Sydney Integrated Cycling Strategy, June 2014 Extracts
(Route 3 – Sydney Harbour to Neutral Bay)

Route 3: Sydney Harbour Bridge to Neutral Bay (Medium Priority)



An on-road mixed traffic cycle route is proposed for this route with infrastructure upgraded at key points to improve safety and function

The Sydney Harbour Bridge to Neutral Bay route provides a connection from Cremorne, Neutral Bay, Mosman and the Northern Beaches to the Sydney Harbour Bridge, without travelling through North Sydney CBD. The route travels via Broughton Street, Clark Road (Figure 6.6), Kurraba Road (Figure 6.7), Wycombe Road, Harriette Street, Bannerman Street and Murdoch Street.

Available data indicates that the 3km long route is currently well patronised despite there being little formal bicycle infrastructure in place. Counts have indicated that a busy day on this route will see more than 500 cycle trips. It has a complex and varied road environment along its length, with variable road widths, significant changes in elevation and on-street parking at many locations. For these reasons the route is challenging for many cyclists.

Infrastructure Plan

Figure 6.6: Clark Road (looking north)



Figure 6.7: Kurraba Road (looking west)



The current high use of this route demands improvements to function and safety. Longer term, the construction of other priority routes identified in this Strategy is intended to encourage use of safer and lower traffic routes.

The improvements identified are relevant to the topography and road environment of each section, however these are subject to detailed investigations, most pertinent of which is a feature and level survey to accurately determine the available road widths, traffic facilities and street furniture. Early discussion with key stakeholders such as RMS, Police and the State Transit Authority (STA) are also important to developing the route.

A number of on-road infrastructure treatments are proposed to improve safety and amenity for all road users, including:

- A head start storage box for southbound cyclists at the Broughton Street/ Ennis Road intersection to assist right turn movements to Burton Street and the Sydney Harbour Bridge cycleway.
- Mixed traffic linemarking along Broughton Street and Clark Road (south of High Street)
- Hybrid bicycle lane for uphill sections and mixed traffic treatments for downhill sections (north of High Street).
- Linemarking to improve delineation at key intersections: Clark Road intersections with High Street and Kurraba Road, as well as Kurraba Road intersections with Ben Boyd Road and Wycombe Road.
- Replacement of sections of the concrete median with line marking to maximise the available road width.
- Providing a bicycle lane on the western (uphill) approach of Kurraba Road to the intersection with Ben Boyd Road.
- Wayfinding signage for both directions of travel along the length of the route (this signage would be reviewed following the completion of routes 3 and 5, so that cyclists are encouraged to use safer and lower traffic routes).

Appendix C

North Sydney Council Bicycle Counts 2016



AM & PM Peak Period Bicycle Volumes (2nd February 2020)

Figure 1 – Broughton Street/Ennis Road Intersection (6am-10am)

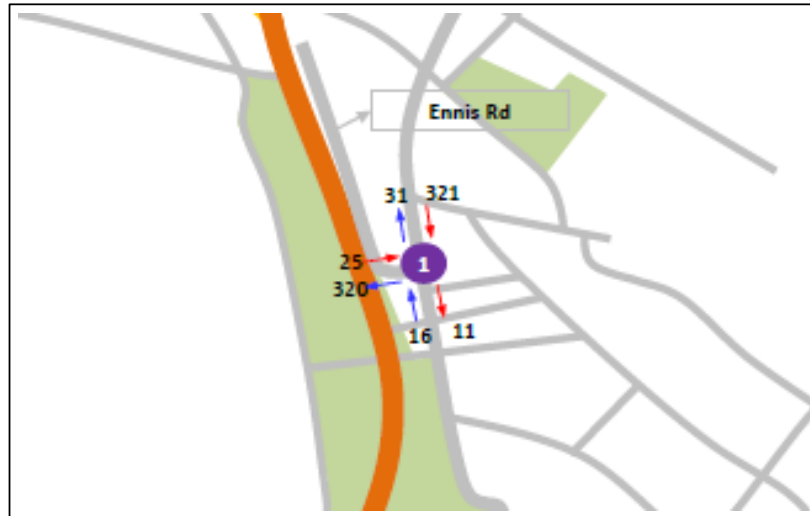
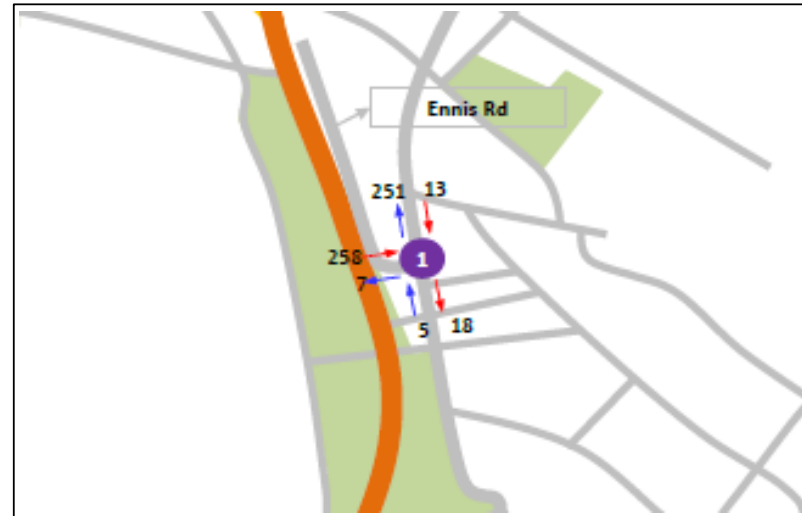
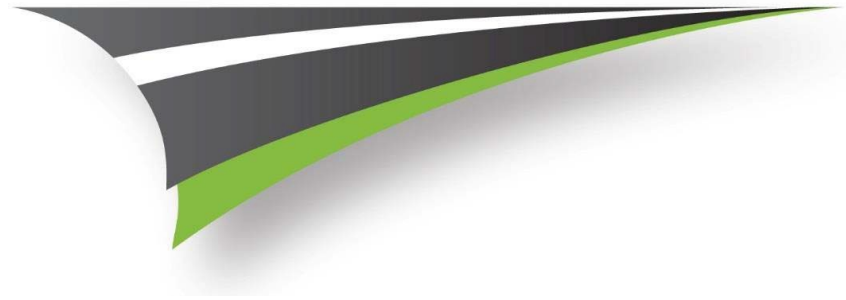


Figure 2 – Broughton Street/Ennis Road Intersection (3pm-7pm)



people**trans**



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BURTON STREET PLAZA

Human Movement Data Study

Prepared for North Sydney Council
April 2022

COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The data and information that informs and supports our opinions, estimates, surveys, forecasts, projections, conclusion, judgments, assumptions and recommendations contained in this report (Report Content) are predominantly generated over long periods, and is reflective of the circumstances applying in the past. Significant economic, health and other local and world events can, however, take a period of time for the market to absorb and to be reflected in such data and information. In many instances a change in market thinking and actual market conditions as at the date of this report may not be reflected in the data and information used to support the Report Content.

The recent international outbreak of the Novel Coronavirus (COVID-19), which the World Health Organisation declared a global health emergency in January 2020 and pandemic on 11 March 2020, is causing a material impact on the Australian and world economies and increased uncertainty in both local and global market conditions.

The effects (both directly and indirectly) of the COVID-19 Outbreak on the Australian real estate market and business operations is currently unknown and it is difficult to predict the quantum of the impact it will have more broadly on the Australian economy and how long that impact will last. As at March 2020, the COVID-19 Outbreak is materially impacting global travel, trade and near-term economic growth expectations. Some business sectors, such as the retail, hotel and tourism sectors, are already reporting material impacts on trading performance now and potentially into the future. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The Report Content and the data and information that informs and supports it is current as at the date of this report and (unless otherwise specifically stated in the Report) necessarily assumes that, as at the date of this report, the COVID-19 Outbreak has not materially impacted the Australian economy, the asset(s) and any associated business operations to which the report relates and the Report Content. However, it is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong could be (or has been) materially impacted by the COVID-19 Outbreak within a short space of time and that it will have a lasting impact. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

To the maximum extent permitted by law, Urbis (its officers, employees and agents) expressly disclaim all liability and responsibility, whether direct or indirect, to any person (including the Instructing Party) in respect of any loss suffered or incurred as a result of the COVID-19 Outbreak materially impacting the Report Content, but only to the extent that such impact is not reflected in the data and information used to support the Report Content.

This report is dated **April 2022** and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of **North Sydney Council** (Instructing Party) for the purpose of a **Human Movement Data Study** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

Urbis staff responsible for this report were:

Director	Princess Ventura
Associate Director	Fraser Brown
Consultant	Thet Swan
Project code	P0034428
Report number	1

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PURPOSE AND EXECUTIVE SUMMARY

PURPOSE

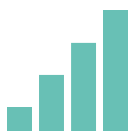
The purpose of this report is to measure and analyse visitation to and from Burton Street in Kirribilli. Burton Street has undergone a transformation whereby it was converted into a temporary pedestrian plaza between Broughton Street and Humphrey Place, Kirribilli. The temporary pedestrian plaza and road closure of this section of Burton Street was undertaken on the 27th of September 2021 and is currently still in place. The temporary closure was approved by the North Sydney Traffic Committee on 8th July 2021.

Urbis has been commissioned by North Sydney Council to undertake an analysis of Human Movement Data to understand changes in visitation rates, visitor profile, temporal analysis, dwell time and cross usage as a result of the implementation of the temporary pedestrianisation of Burton Street (road closure and temporary public plaza).

EXECUTIVE SUMMARY



Three comparison periods were assessed – a historical period (1 year prior to activation), the six months pre-construction, and the activation period.



The data sample analysed shows increased visitation to Burton Street and Kirribilli during the activation period. Visitation to Burton Street in the activation period was 58% higher than the historical period, as shown on Page 7.



In Burton Street, higher level of visitation from local residents were observed in the afternoon, relative to the historical period. Greater level of visitation were also observed on weekends.



While the majority of visitation is from broader Sydney residents, the share of visitation from local residents and local workers to Burton Street has increased during the activation period.



During the activation period, the average dwell time for visitors to Burton Street increased by 41% relative to the historical period.



The share of other Kirribilli precinct visitors who also visited Burton Street increased from the historical to the activation period.

BURTON STREET TRIAL PLAZA

Overview

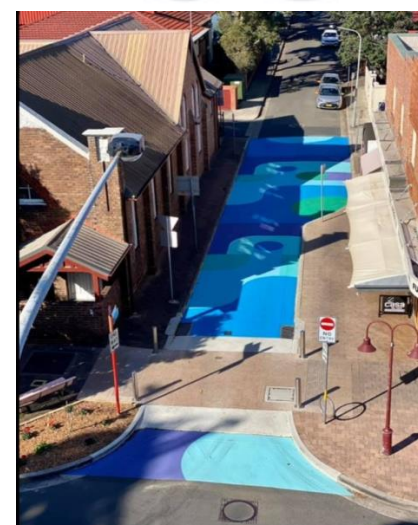
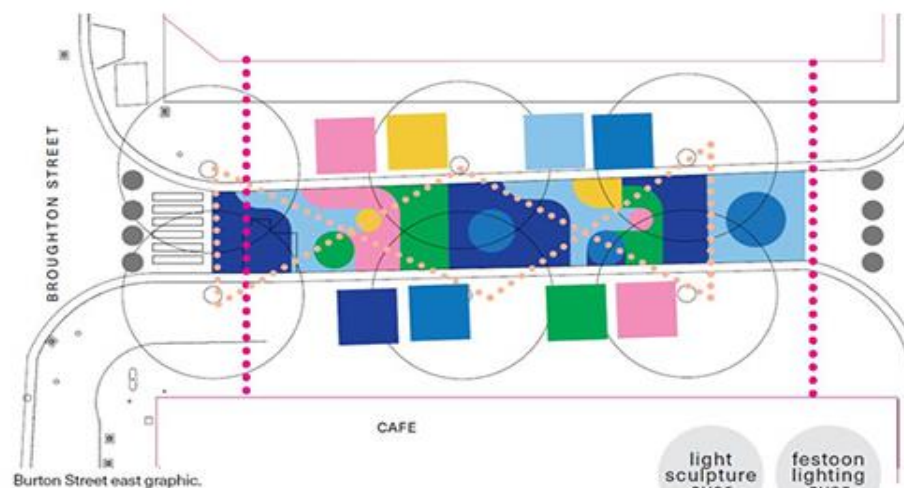
North Sydney Council has adopted a new Public Domain Master Plan for Kirribilli Village Centre. One of the key projects identified in the Master Plan was the closure of Burton Street – between Broughton Street and Humphrey Place to create a “Green Heart” in the middle of Kirribilli.

North Sydney Council received a grant from the Department of Planning Industry and Environment (DPIE) to do a trial closure of this section of Burton Street as part of the “Streets As Shared Spaces” program in August 2020.

The trial plaza was implemented for six months starting from 27 September 2021. It aims to be a central hub within the Kirribilli Village to provide a place for people to congregate with friends or just enjoy a quiet moment in the sun.

The space is designed to be a contemporary and creative area that can be used during the day and in the evening by residents and visitors of all ages. The additional open space is expected to attract both residents and visitors to the Kirribilli village.

Burton Street Plaza



METHODOLOGY & SAMPLE

Introduction to Human Movement Data

The Human Movement Data has been sourced from the third party provider UM. UM's mobile location data is aggregated from a variety of high quality sources, including data from proprietary apps and locational data derived from mobile advertising. Across Australia the dataset has approximately 5-6 million active unique devices per month. Consequently, the dataset is seen as accurate and actionable for the purposes of this report.

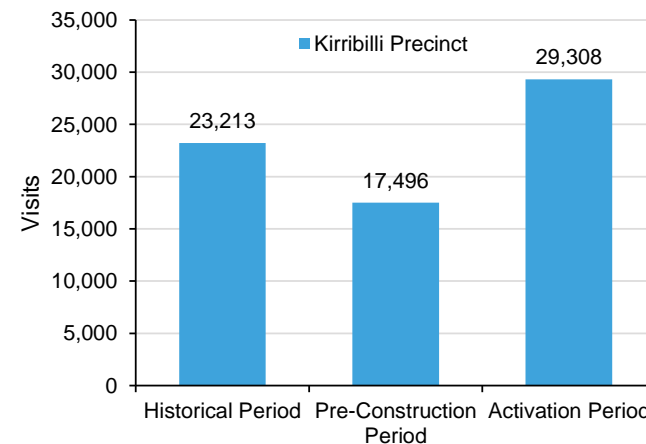
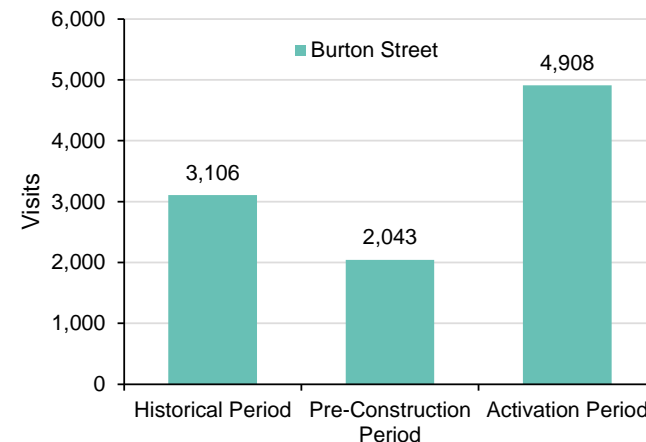
It is important to note that the apps are predominantly English speaking apps, and will have varying levels of penetration across different user groups. Some user groups, for example Chinese born residents, could potentially have lower penetration rates. It is also important to note there are limitations with specific countries when assessing international visitors, for example, penetration across China is limited due to strict privacy laws.

All data is de-identified and neither Urbis nor North Sydney Council can access personal information relating to the users.

Regarding the mobile phone ping data, key areas of note:

- Data has been analysed over three time periods:
 - 24th August 2020 to 20th February 2021 (Historical Period)
 - 1st March 2021 to 31st August 2021 (Pre-construction Period)
 - 6th October 2021 to 16th March 2022 (Activation Period).
- The resident and worker location of each mobile phone is derived from the device's common evening and common daytime location, respectively.
- The Common Evening Location (CEL) for a device is estimated by determining where a device most frequently appears during the "non-work" hours (evening through morning and weekends). The overnight hours are defined as after 6pm and before 8am.
- The Common Daytime Location (CDL) for a device is estimated by determining where a device most frequently appears during the "work hours (daytime on weekdays. The hours are defined as after 8am and before 6pm from Monday through Friday.
- The data sample is highlighted in the charts opposite, which outline the number of visits to the precincts.

Data Sample



PRECINCT MAP



01

TEMPORAL ANALYSIS

TIME OF DAY

Key Findings

The time of day analysis indicates how active visitors to Burton Street and Kirribilli are across different hours of the day.

Regardless of the time periods, visitors are most active around 8am and 4pm in both Burton Street and Kirribilli.

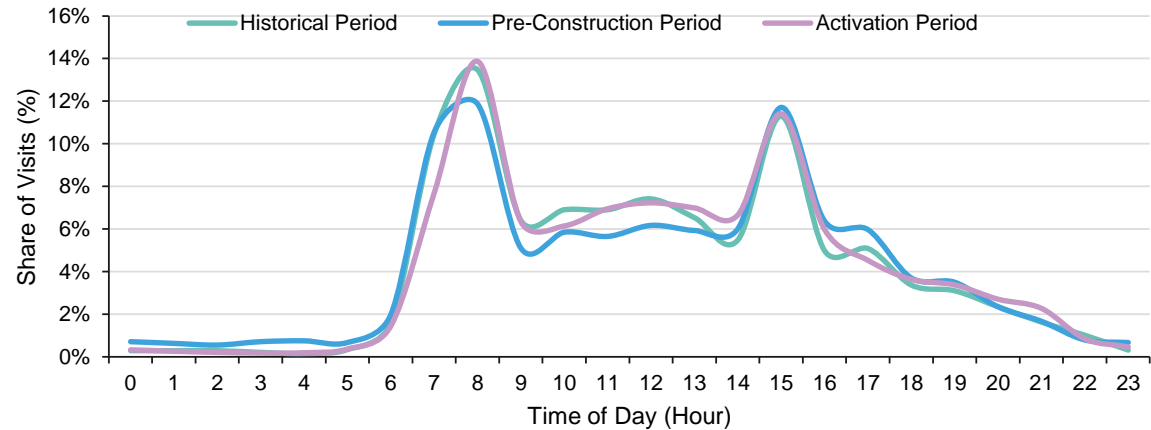
With the introduction of the Burton Street trial plaza, there has been a slight change in visitors patterns. Visitors were spending more time later in the morning and earlier in the afternoon at Burton Street. And, they were observed to have greater activity level in the evening across the broader Kirribilli precinct.

This potentially implies that visitors were spending time at Burton Street Plaza in the afternoon and visiting the surrounding precincts after.

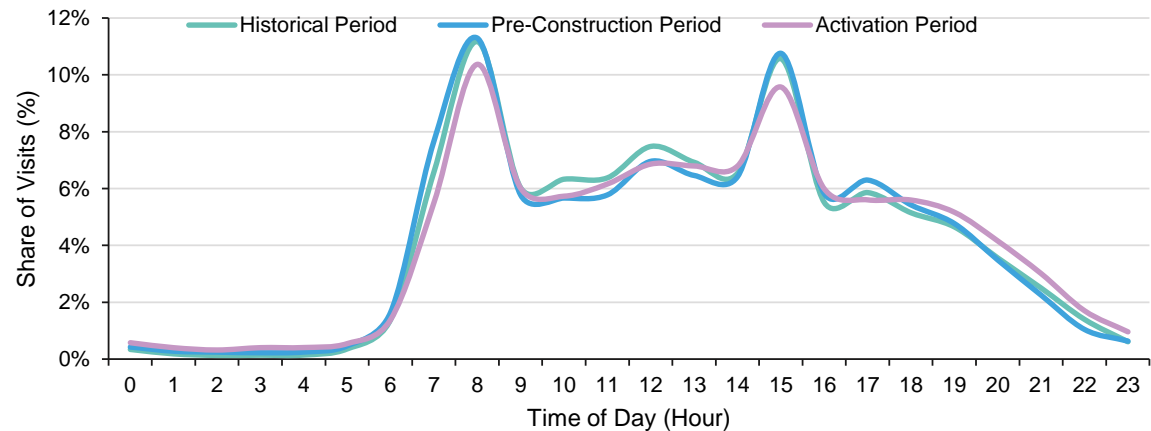
While the activation at Burton Street has not greatly impacted the activity level across the day for all visitors, there are notable changes to different customer segments and other details mentioned in the later sections.

Activation has little impact on the overall visitor behaviour to Burton Street and Kirribilli.

Burton Street



Kirribilli



Source: Near; Urbis

DAY OF WEEK

Key Findings

Similar to time of day analysis, day of week analysis provides an understanding on how the activity level differs across the week.

Overall, there were more activities on weekdays than weekends in both Burton Street and Kirribilli. Friday has the highest share of activities across the week.

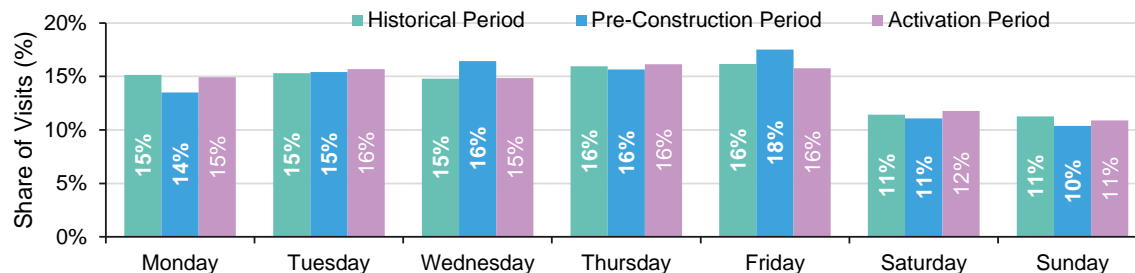
The COVID-19 pandemic lockdown in late June 2021 has resulted in higher visitations on weekdays during the pre-construction period. As Kirribilli is a residential area, those working from home will have more chances of visiting the precinct on weekdays.

The trial plaza at Burton Street has brought more activities on the weekends as people from the broader region visit the area to explore the Kirribilli Village and key attractions located in this part of the lower North Shore, which include the Harbour Foreshore, Bradfield Park, Luna Park, Ensemble Theatre and many of the boutique businesses located in Kirribilli and Milsons Point.

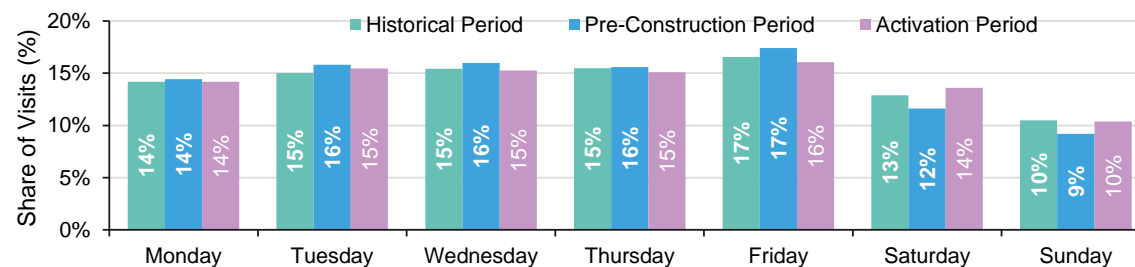
It should be noted that one key attraction – the North Sydney Olympic Pool has been closed for redevelopment since March 2021.

The Burton Street trial plaza has attracted more activities on the weekends.

Burton Street



Kirribilli



Weekday vs Weekend Distribution

	Burton Street			Kirribilli		
	Historical Period	Pre-Construction Period	Activation Period	Historical Period	Pre-Construction Period	Activation Period
Weekday	77%	79%	77%	77%	79%	76%
Weekend	23%	21%	23%	23%	21%	24%

Source: Near; Urbis

14/04/2022

02

VISITOR PROFILE

CUSTOMER SEGMENTATION

Key Findings

We defined three distinct visitor markets for Kirribilli to do a more detailed analysis of the impact of activation at Burton Street.

- **Local Residents** are defined as those visitors who have a CEL within Kirribilli and Milson Point.
- **Local Workers** are defined as those visitors who have a CDL within Kirribilli and Milson Point.
- **Other Visitors** include those who do not fall within the Local Resident or Local Worker catchments, and include visitors from the remainder of Metropolitan Sydney, interstate and overseas.

Visitation levels to Burton Street from local residents and local workers have increased from 18% in historical period to 19% in activation period.

The activation at Burton Street has attracted visitors from beyond the surrounding LGAs as we observed an increased share in Other Sydney market, relative to historical period.

Activation on Burton Street attracts greater visitation level from the local market and the broader Sydney market.

Visitor Segmentation

	Burton Street			Kirribilli		
	Historical Period	Pre-constructi on Period	Activation Period	Historical Period	Pre-constructi on Period	Activation Period
Local Residents	11.7%	14.0%	12.3%	10.2%	9.9%	9.8%
Local Workers	6.1%	6.4%	6.6%	5.3%	4.5%	4.0%
Surrounding LGA Resident	20%	17.8%	17.6%	19.1%	20.6%	17%
<i>Other North Sydney LGA Resident</i>	15.1%	13.2%	12.3%	13.6%	15.0%	11.9%
<i>Mosman LGA Resident</i>	4.9%	4.5%	5.3%	5.5%	5.6%	5.1%
Other Sydney Visitor	57.1%	56.3%	57.7%	59.9%	59.5%	62.6%
Intrastate Visitor	1.2%	1.4%	2.1%	1.3%	1.5%	2.5%
Interstate Visitor	2.5%	3.1%	3.4%	2.0%	2.8%	3.7%
International Visitor	1.4%	1.1%	0.4%	2.1%	1.2%	0.5%
Total	100%	100%	100%	100%	100%	100%

Source: Near; Urbis

BURTON STREET VISITOR ANALYSIS

Key Findings

The visitor analysis helps understand the impact of activation on Burton Street on each market segment.

As a result of the trial plaza at Burton Street, a significant change was observed in local residents' visitation patterns. Their activity level has shifted from evenly spread out during the day time to more activities in the afternoon.

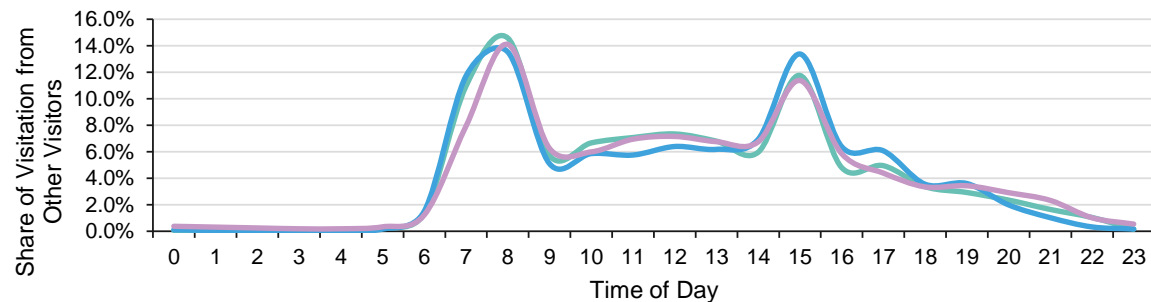
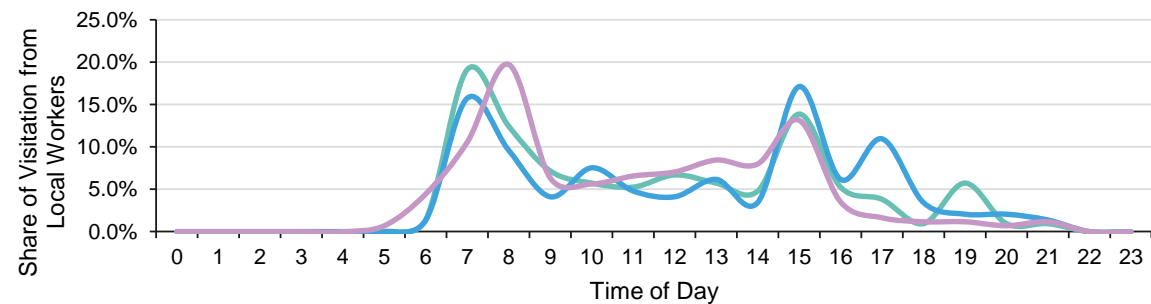
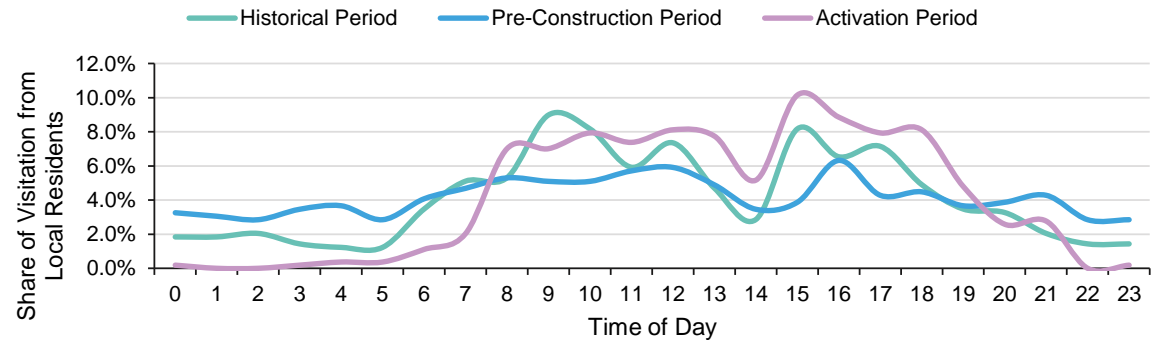
For local workers, the morning peak has shifted from 7am to 8am and there is a slightly higher activity level between 12pm and 3pm in the afternoon.

Meanwhile, the visitation profile for other visitors remained consistent with a slightly higher share in the evening. Due to other visitors accounting for majority of the visitation to Burton Street, the time of day analysis in Page 10 shows minimal impact during activation period.

Activation on Burton Street promotes Local Residents' activities in the afternoon.

Both Local Workers and Other Visitors activity are similar to historic and pre-construction periods with morning and afternoon peaks.

Burton Street Visitation by Visitor Categories



Source: Near, Urbis

14/04/2022

KIRRIBILLI VISITOR ANALYSIS

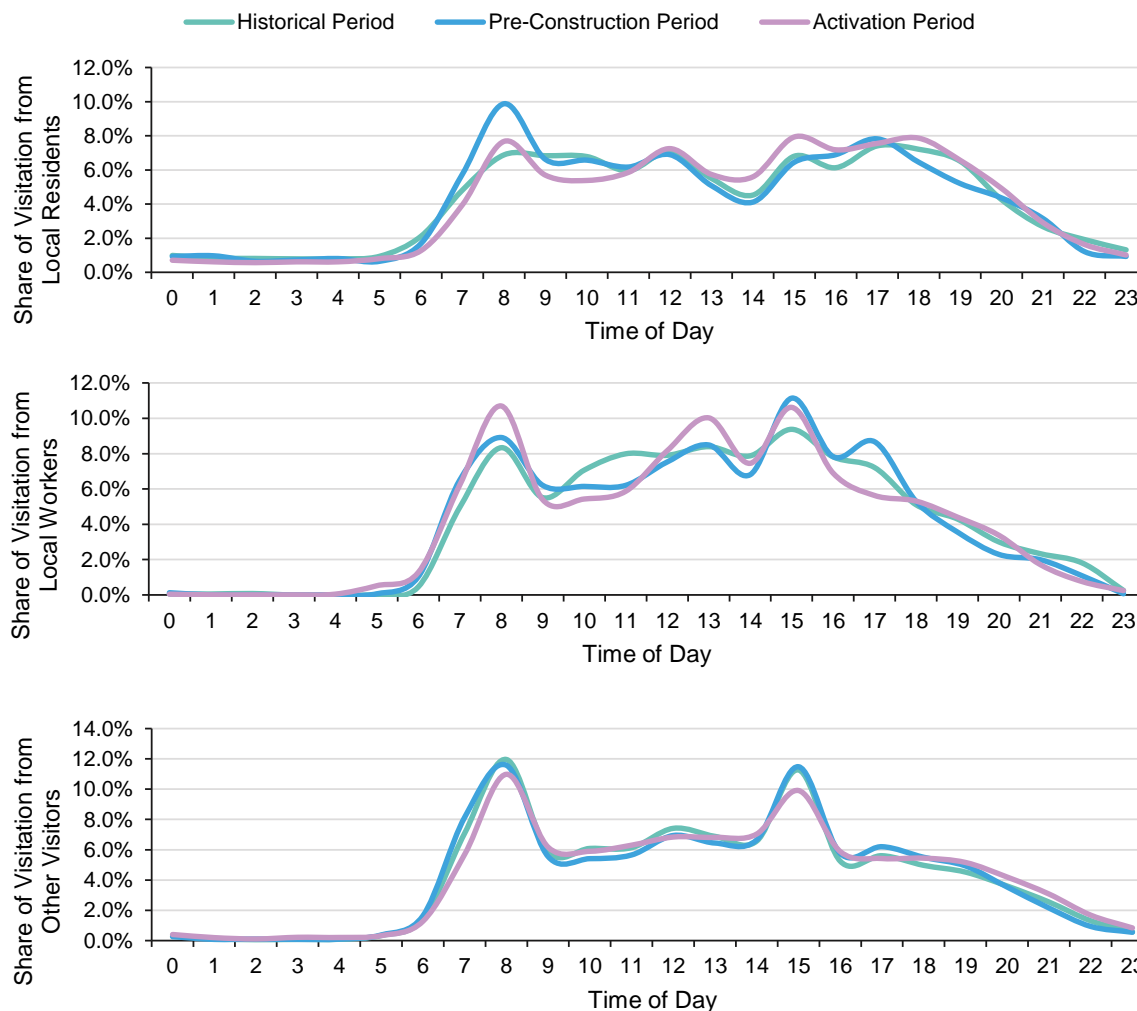
Key Findings

Similar to Burton Street Visitor Analysis, local residents were more active in the afternoon during the activation period.

The impact of the trial plaza is more notable in the local workers. There were significant increase in visitation level in the morning peak at 8am and lunch time peak at 1pm and 3pm. This may imply that the activation at Burton Street has attracted local workers to visit the Kirribilli precincts on the way to work and during lunch time.

Visitation profile for other visitors remains constant with morning and afternoon peaks across different time periods.

Kirribilli Visitation by Visitor Categories



Source: Near; Urbis

Local Workers are more active in the morning and during lunch time, relative to the historical period.

Local Residents and Other Visitors visitation profiles to Kirribilli are consistent with that of Burton Street.

HOME LOCATION BY DISTANCE

Key Findings

Home location by distance analysis provides the change in resident draw between the three time periods. About 50% of visitations to both Burton Street and Kirribilli came from within 6km radius. Consistent with the findings in Page 13, both Burton Street and Kirribilli draw from the broader visitor market. There is an increase in visit distribution from residents from beyond the 10km radius.

During the activation period, Kirribilli attracted a greater share from residents beyond 10km radius compared to previous periods.

Home Location of Burton Street Visitors

	Historical Period	Pre-Construction Period	Activation Period	Change between Historical and Activation Period
0-2km	20.6%	22.3%	20.3%	-0.2%
2-4km	15.4%	14.9%	13.7%	-1.7%
4-6km	13.0%	13.0%	14.1%	+1.1%
6-8km	14.8%	12.7%	12.6%	-2.2%
8-10km	8.0%	6.5%	7.9%	-0.1%
10-15km	9.9%	10.2%	10.6%	+0.8%
15-20km	6.8%	6.6%	6.4%	-0.4%
20-30km	3.9%	6.5%	5.0%	+1.1%
30-40km	1.2%	0.9%	1.7%	+0.5%
40-50km	1.4%	1.1%	1.4%	+0.0%
50km+	5.1%	5.3%	6.2%	+1.1%

Home Location of Kirribilli Visitors

	Historical Period	Pre-Construction Period	Activation Period	Change between Historical and Activation Period
0-2km	19.5%	18.8%	18.0%	-1.5%
2-4km	14.3%	16.6%	13.5%	-0.9%
4-6km	13.9%	13.3%	13.9%	-0.0%
6-8km	13.7%	11.7%	11.4%	-2.3%
8-10km	7.6%	6.6%	7.3%	-0.3%
10-15km	10.1%	11.1%	11.4%	+1.3%
15-20km	7.3%	7.5%	7.7%	+0.4%
20-30km	4.8%	5.9%	6.3%	+1.5%
30-40km	1.7%	1.6%	2.1%	+0.5%
40-50km	1.5%	1.6%	1.6%	+0.1%
50km+	5.6%	5.4%	6.8%	+1.2%

WORK LOCATION BY DISTANCE

Key Findings

Work location by distance provides the change in worker draw across the three time periods. Similar to home location analysis, about half of Burton Street visitors worked within 6km radius.

There is an increase in visitation from visitors working within 2km radius. The higher share of visits during pre-construction period can be explained by local residents working from home while the increase during activation period may be a result of Burton Street pedestrianisation.

Visit distribution from workers from beyond the 10km radius has increased during activation period, relative to previous periods.

During the activation period, Kirribilli attracted a greater share from workers beyond 10km radius compared to previous periods.

Work Location of Burton Street Visitors

	Historical Period	Pre-Construction Period	Activation Period	Change between Historical and Activation Period
0-2km	23.8%	26.3%	26.2%	+2.4%
2-4km	19.2%	17.3%	14.6%	-4.6%
4-6km	13.2%	12.6%	13.1%	-0.1%
6-8km	10.1%	9.7%	11.6%	+1.5%
8-10km	7.1%	6.4%	6.2%	-0.9%
10-15km	9.8%	10.8%	9.3%	-0.5%
15-20km	6.5%	6.3%	5.0%	-1.5%
20-30km	3.8%	4.5%	4.6%	+0.8%
30-40km	1.0%	1.0%	1.7%	+0.7%
40-50km	1.2%	1.0%	1.3%	+0.1%
50km+	4.3%	4.0%	6.4%	+2.1%

Work Location of Kirribilli Visitors

	Historical Period	Pre-Construction Period	Activation Period	Change between Historical and Activation Period
0-2km	23.2%	22.2%	21.2%	-2.0%
2-4km	16.4%	18.1%	14.8%	-1.7%
4-6km	12.8%	13.8%	12.2%	-0.6%
6-8km	10.4%	9.1%	9.7%	-0.7%
8-10km	6.4%	5.6%	5.9%	-0.5%
10-15km	10.4%	10.8%	10.6%	+0.2%
15-20km	7.0%	6.3%	7.1%	+0.1%
20-30km	5.4%	5.6%	6.8%	+1.4%
30-40km	2.0%	1.9%	2.8%	+0.7%
40-50km	1.6%	1.4%	1.8%	+0.2%
50km+	4.5%	5.2%	7.3%	+2.8%

HOME LOCATION BY SUBURB

Key Findings

Home location by suburbs shows that both Burton Street and Kirribilli draw a notable share of visitation from its surrounding suburb, Mosman. The top 20 suburbs indicate that visitation primarily comes from suburbs located on the east side of Cahill Expressway.

The impact of activation at Burton Street on suburbs is consistent with the customer segment analysis. The increase in visitation share from Kirribilli residents drives the increase in local residents. A slight decrease in visitation share can be observed in surrounding suburbs like Mosman, Milsons Point and Cammeray.

The trial plaza at Burton Street attracted more visitation from Kirribilli residents, relative to the historical period.

Top 20 Home Suburbs

	Burton Street				Kirribilli		
	Historical Period	Pre-construction Period	Activation Period		Historical Period	Pre-construction Period	Activation Period
Kirribilli	7.2%	10.5%	8.9%	Kirribilli	6.2%	6.6%	6.6%
Mosman	5.4%	5.5%	5.3%	Mosman	6.1%	6.4%	5.2%
Milsons Point	4.3%	3.4%	3.1%	Milsons Point	3.9%	3.2%	3.0%
Cammeray	3.5%	2.2%	2.8%	Neutral Bay	2.9%	2.4%	2.1%
Northbridge	2.2%	2.5%	2.4%	Cremorne	1.8%	3.1%	2.0%
Neutral Bay	2.3%	2.2%	1.9%	Northbridge	1.7%	1.9%	1.7%
Cremorne	1.4%	2.6%	1.8%	Kurraba Point	1.4%	1.7%	1.6%
Seaforth	2.0%	1.8%	1.5%	Cammeray	1.9%	2.1%	1.6%
Chatswood	1.4%	1.7%	1.5%	Willoughby	1.4%	1.2%	1.5%
Willoughby	0.9%	0.6%	1.5%	North Sydney	1.9%	1.8%	1.3%
Kurraba Point	1.4%	1.1%	1.4%	Wahroonga	1.1%	1.2%	1.3%
Belrose	0.3%	1.0%	1.3%	Chatswood	1.2%	1.1%	1.2%
Lindfield	1.2%	1.2%	1.3%	Lane Cove North	0.7%	0.8%	1.1%
North Sydney	2.0%	1.5%	1.2%	Seaforth	1.4%	1.0%	1.1%
Pymble	1.4%	1.2%	1.2%	Hunters Hill	1.3%	1.3%	1.1%
Lane Cove North	1.1%	0.4%	1.1%	Pymble	1.2%	1.1%	1.0%
Hunters Hill	1.2%	0.8%	1.1%	Sydney	0.6%	0.4%	0.9%
Cremorne Point	1.0%	0.9%	1.1%	Lane Cove	1.3%	1.3%	0.9%
Wollstonecraft	2.0%	1.2%	1.0%	Wollstonecraft	1.4%	1.5%	0.9%
Wahroonga	0.9%	1.2%	0.9%	Artarmon	0.8%	0.6%	0.8%
Roseville	0.5%	0.7%	0.9%	Willoughby East	0.9%	0.8%	0.8%

Source: Near; Urbis

14/04/2022

03

DWELL TIME AND CROSS USAGE

DWELL TIME ANALYSIS

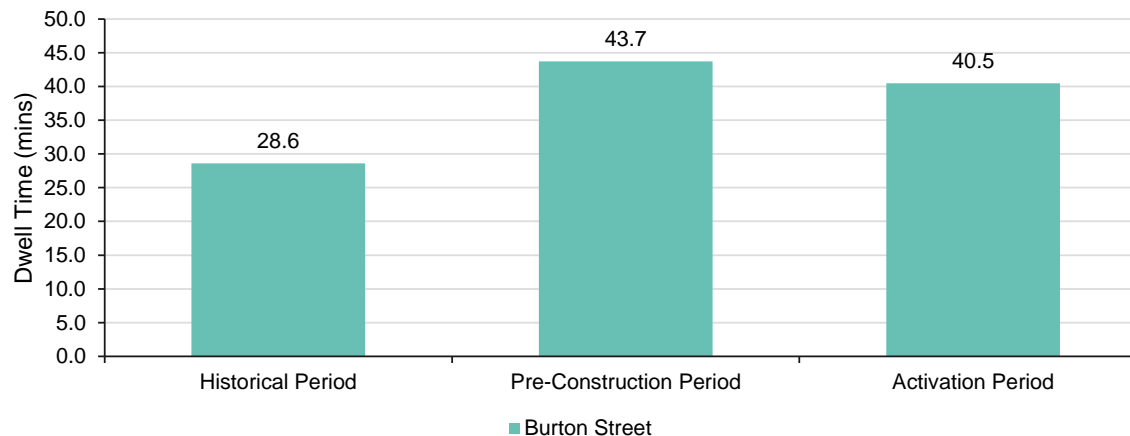
Key Findings

Dwell time analysis outlines the amount of time visitors to Burton Street and Kirribilli spend on average across different time periods. This will help us understand whether activation on Burton Street has resulted in visitors staying longer or shorter.

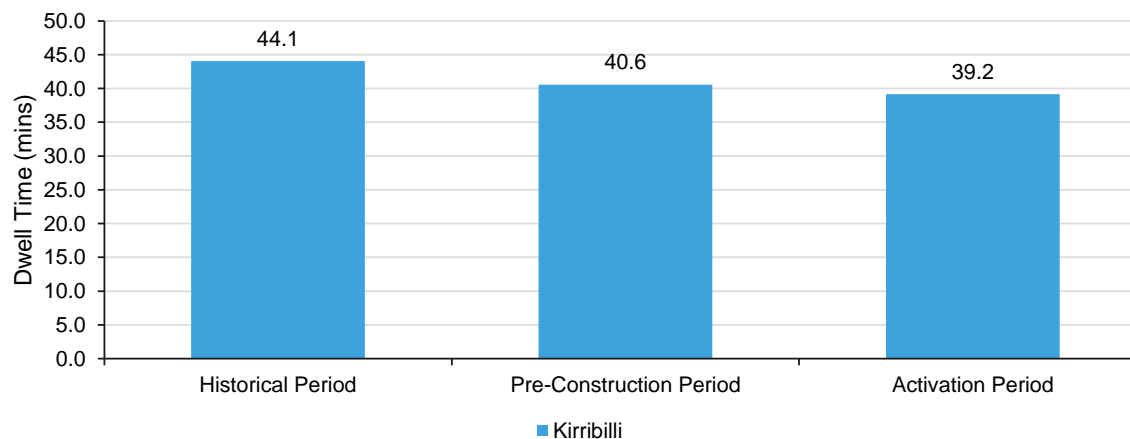
The trial plaza at Burton Street has significantly increased the average dwell time visitors spend at Burton Street by 41%. However, the overall average dwell time to Kirribilli has decreased by 11%.

Visitors are spending more time at Burton Street during activation period, relative to historical period.

Average Dwell Time in Burton Street



Average Dwell Time in Kirribilli



Source: Near; Urbis

CROSS USAGE ANALYSIS

Key Findings

Cross usage analysis illustrates the interaction between Burton Street and other precincts within Kirribilli.

The top chart illustrates the proportion of Burton Street visitors who also visited other precincts on the same day. For example, 16% of visitors to Burton Street also went to St Aloysius' Junior College on the same day.

The proportion of interaction from Burton Street visitors to other precincts has decreased across all parts of Kirribilli during the activation period.

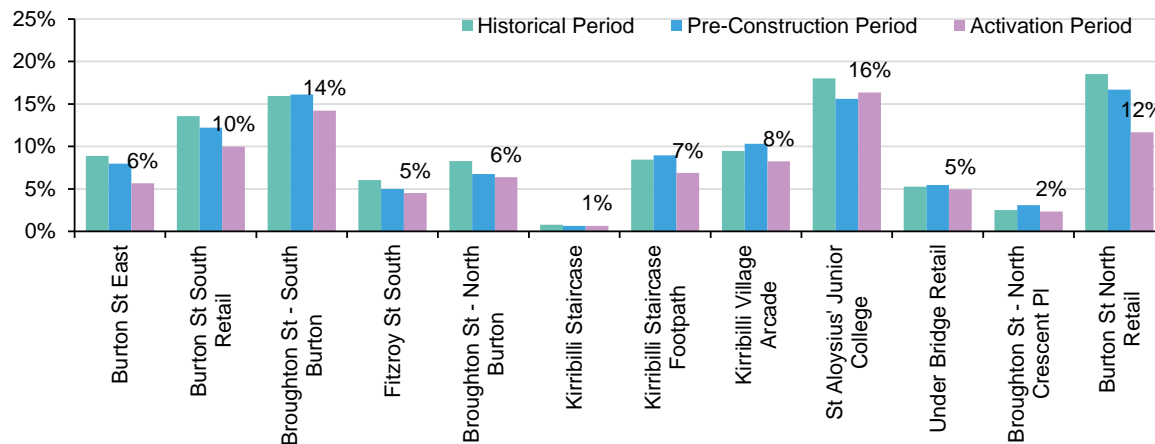
The bottom chart looks at the cross usage analysis from a different lens to understand how the trial plaza impacts the interaction of those visiting the other precincts. For example, 46% of visitors to Burton Street South Retail also visited the Burton Street trial plaza.

In contrast to the top chart, the bottom chart shows that the share of other precinct visitors who also visited Burton Street on the same day increased during the activation period.

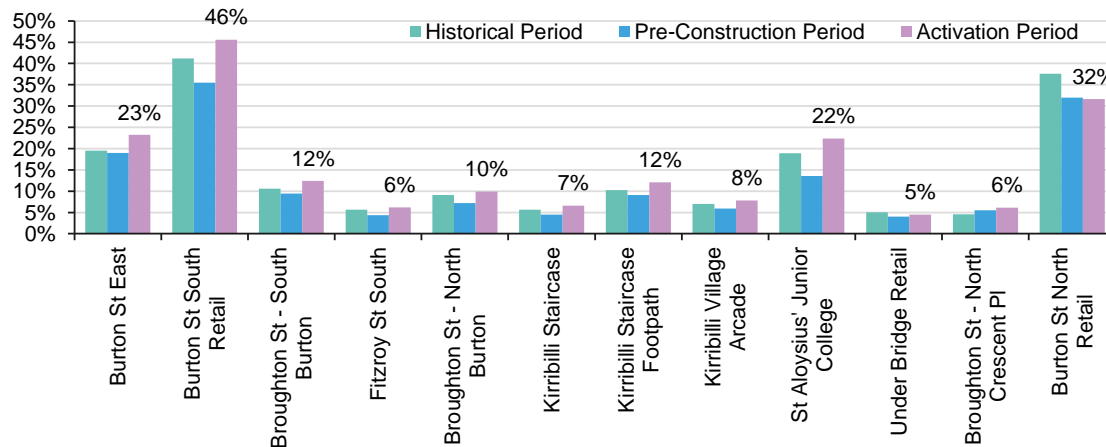
Interaction from Burton Street visitors with other precincts has decreased during activation period.

On the other hand, other precinct visitors interaction with Burton Street has increased.

Share of Burton Street Visitors who also went to other precincts on the same day



Share of Other Precinct Visitors who also went to Burton Street on the same day



04

HEAT MAPPING

HISTORICAL PERIOD



PRE-CONSTRUCTION PERIOD



ACTIVATION PERIOD





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Attachment 3

Burton Street Trial Plaza - Feedback Summary (prepared April 2022)

Feedback on the proposal was open from 8 September 2021 to 31 March 2022, feedback was sought via various formats:

- online feedback form (hosted via Your Say North Sydney) - refer to APPENDIX A (n= 220)
- written submissions (email/letter) - refer to APPENDIX B (n=12)
- Precinct Committees (submission and/or minutes extract) - refer to Appendix C (n=1)

Feedback Analysis

Respondent Locations

The following table and graph detail the submissions by respondent suburb/location. It includes 220 online submissions and 12 written submissions (220 total, does not include Precinct Committees).

Suburb	No. Submissions
Kirribilli	126
Milsons Point	35
North Sydney	22
Neutral Bay	16
Lavender Bay	7
McMahons Point	7
Cremorne	3
Waverton	2
Wollstonecraft	2
Balgowlah	1
Balgowlah Heights	1
Concord	1
Glenorie	1
Kensington	1
Leichhardt	1
Mosman	1
N/A*	5
Total	232

*those that did not specify a suburb were written submissions

Table 1: Submitter locations

A total of 95% of respondents came from the North Sydney LGA (does not include Precinct Committees); 69% of these were from Kirribilli and Milsons Point.

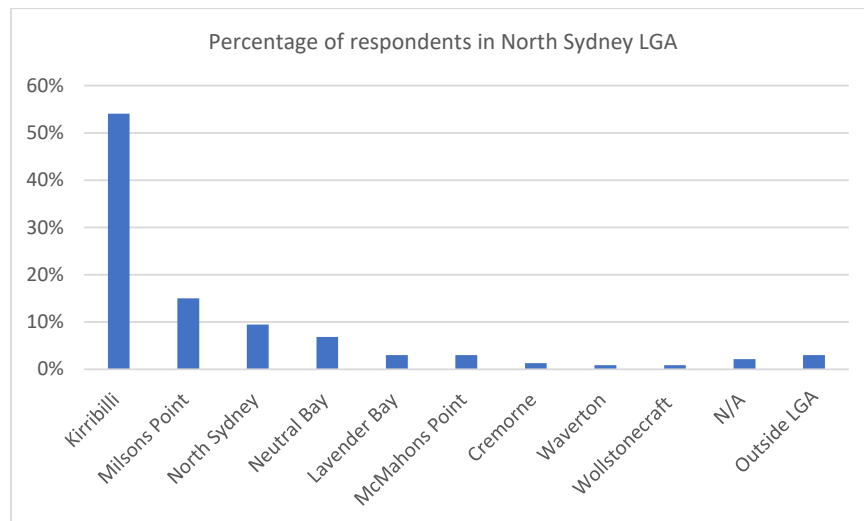


Figure 1: Percentage of respondents in North Sydney LGA

Level of support for Burton Street Plaza

The level of support for a permanent plaza was directly responded to via the survey (n=218). 15 submissions (written and those not responding to the question) were categorised based on the sentiment of their submission (i.e. and interpretation rather than an overt answer).

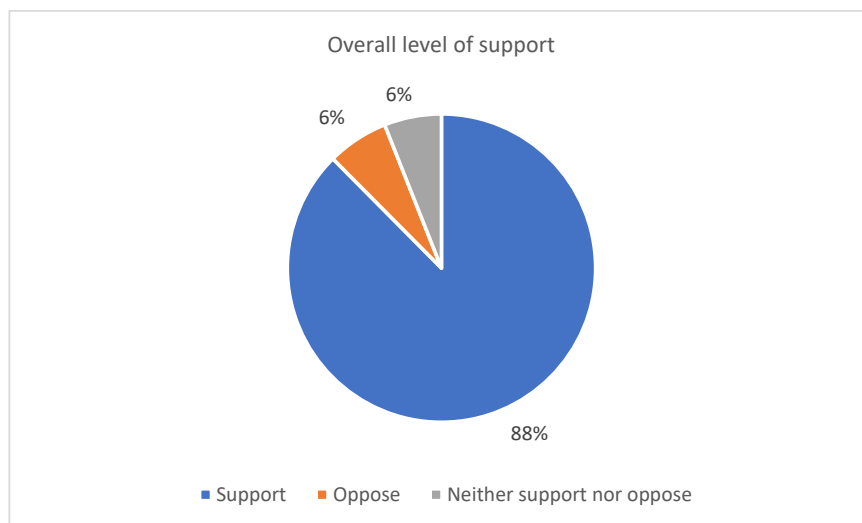


Figure 2: Support for project by percentage

APPENDIX A. Online Submission (Online Submission Form)

The table overlaid collates the submissions that were received via the online feedback form, which are proactively released in accordance with Council’s Access to Information Policy.

The feedback form asked the following questions which have been abbreviated in full summary table overlaid:

- What do you like the most about Burton Street Trial Plaza?
- What do you like the least about Burton Street Trial Plaza?
- What activities do you enjoy while visiting Burton Street Trial Plaza?
- Do you support the permanent closure of between Burton Street, between Broughton Street and Humphrey Place to create a permanent plaza?
- If the plaza is to become permanent, what would you like to see included in the plaza?

Table 2: Online Submission (Online Submission Form)

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
1	Paris 22 Fitzroy St KIRRIBILLI	Nothing	Please don't make this permanent. You are creating inconvenience for the local residences! There will be so much congestion when school starts.		Do not make it permanent, you're going to have a lot of angry residents	Oppose	Think about how much inconvenience you are creating for local residents
2	Elaine Wziontek 81/I Kiara Cl NORTH SYDNEY	Opportunity for a cheerful pedestrian space to create a village atmosphere bring community together	Some colours are a bit bright more subtle pavers would fit more	Time with others, Had coffee/meal	Plants, matching seating on both sides, fairy lights	Support	Great idea will enhance the neighbourhood
3	Janice Sengupta 22 Peel St KIRRIBILLI		The absolutely hideous colour scheme that cheapens the neighbourhood, making it look gaudy - it would be embarrassing.	Strolling	Natural aesthetic colours on the pavement, plants, attractive seating for consuming snacks or talking with friends.	Support	
4	Robin Low 41 Willoughby St KIRRIBILLI	Creating the plaza and making Kirribilli more pedestrian-friendly.	The colour scheme used and the excessive lighting. It is awful. There should be a coherent plan for Kirribilli with design principles which are applied throughout the area.	Time with others, Time alone, Had coffee/meal	Beautifully designed seating and garden space.	Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
			Lighting should be tasteful and beautiful. The overall impression of the plaza is gaudy.				
5	Penelope hill 11-27 Carabella St KIRRIBILLI	Nothing... It is awful... garish... enough to give an epileptic a fit/seizure. Nothing to recommend it. A nightmare... Covid trap... no spacing, etc. Vile for traffic ... blocking access from just before traffic lights to the east side of M Milsons Pt/Kirribilli...	Everything ab out it is vile. See above. Not user friendly... bad for disabled/ wheelchairs, etc. a dog's breakfast of bad taste... nightmarish...		Nothing. Take it all away... It is a Covid trap... as well. Whoever designed this nightmare should not be allowed out!? A total abuse of Council process - how Council must hate its ratepayers... No traffic advantages... adds to traffic turmoil... like all those stupid traffic speedhumps which add to drivers' dangers/risks... Not helping drivers at all - not keen on all those stupid garden beds. losing us all valuable parking spaces... Truly appalling...	Oppose	Council's daft plan has added to traffic turmoil... not eased it. I have used these streets since 1982... Most handy/not dangerous... Now Council has wrecked this excellent facility - for what - a Covid trap centre... chaos. Nothing is gained by this plan... Too much is lost. Certainly nothing gained for drivers... COVID for pedestrians... How can Council be so blind!?!?!?
6	Bianca Marcellino 4/37A Fitzroy St KIRRIBILLI	Increased seats for cafes and catching up with friends	N/A	Time with others, Leisure time with children, Had coffee/meal	Shade cloths or umbrellas	Support	Safer for children without vehicles
7	Jennifer Watson 23 Walker St LAVENDER BAY	That the street has been closed and there is a restaurant and coffee shop	The awful colours and the lights up the trees (so last century)	Had coffee/meal	Less lights. A calmer design	Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		there (unlike Miller pop up).					
8	Mike Condon 54 High St NORTH SYDNEY	It's a trial... so ratepayers get to have a say in how our rates are being spent.	The garish paint colours on the road surfaces and fixtures; trying a bit too hard to be 'jolly' maybe? Plenty of other ways to introduce a lively atmosphere and colour.	Had coffee/meal	It's a pretty small area... let's keep it simple, subtle and uncluttered. Functional seating makes sense for a range of meet/greet/resting moments. Council 'Eat-street' concepts from the 70's aren't needed any more as good food-places create their own.	Neither support nor oppose	Would be good if school-pickup traffic can be reduced...all those oversized 4-wheel drives from adjoins suburbs clogging the narrow local streets.
9	Tanya Adamski 6/ 50 Carabella St KIRRIBILLI	I like the closed off street and the village feel, and the pot plants are really nice	The colours! The bright blue and purple do not suit Kirribilli, they look like kindergarten colours. I think the deep maroon in the other lamp posts look best. Natural colours would suit better. And the spots on the bottom of the lamp posts don't look good, perhaps just a more mature look would be nicer. There doesn't need to be as many swirls on the	Had coffee/meal	The sun umbrellas, in nice natural colours	Support	I think it's fine to close this road

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
			pavement either, thanks.				
10	Catherine Pettitt 24/103 Kirribilli Ave KIRRIBILLI	I like the concept and the fairy lights.	I very much dislike the bright, primary school-like colours and pain on the road. I understand this is not the final version. I would like to strongly suggest that the final design incorporates tasteful pavers; and uses a colour palette that is suitable for the beautiful heritage area that the plaza is located in. White, light grey and navy would look nice. The new outdoor area in North Sydney looks good, a design like that (minus a piano and giant pots) would look really nice. I love the round white and wood seats there, the striped white and black/blue umbrellas. That same look would work in	Time alone, Had coffee/meal	Seating, planters/gardens, umbrellas and fairy lights. The most important thing is that the design is tasteful and suitable for our beautiful heritage area.	Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
			both new plazas in Kirribilli.				
11	Valerie Clayton 15 Holdsworth St NEUTRAL BAY	A public place to rest and buy a coffee	There could be more comfortable seating	Time alone, Had coffee/meal	More comfortable seating	Support	The more public non traffic areas the better
12	Valerie Clayton 15 Holdsworth St NEUTRAL BAY	A pleasant place to rest and/or buy a coffee	There could be more comfortable seating	Time alone, Had coffee/meal	More comfortable seating, more shady trees	Support	The more non-traffic areas in Neutral Bay the better.
13	Colin Jacobson 37 McDougall St KIRRIBILLI	It introduces a festive feel to the area, and provides a relaxed and happy place to meet up, or just to sit and people watch.	The colour of the road is a bit over the top.	Time with others, Time alone, Had coffee/meal	I think that it is good as it is.	Support	
14	Name and address withheld	Somewhere to sit, room to breath and enjoy the local area with all the yummy food offerings	Nothing negative - love it to be permanent	Time with others, Time alone, Had coffee/meal	Love it as is	Support	
15	Michael Plit 67 Carabella St KIRRIBILLI	It's an excellent way to bring the local community together. It reclaims the street for people rather than cars and creates a neighbourhood rather than a hive	Most importantly I think all government planting should be natives. I think the dark blue on the planters and light poles doesn't match, there are Pastel colours on the road and it would be good to use pastels in the other things.	Time with others, Time alone, Had coffee/meal	I like it the way it is	Support	At first, I thought it was inconvenient but I got over it. So will other people who don't like it and over time new people will move into the area for whom this is just the way it is. The benefits far outweigh the inconvenience

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
			The other street where the cars drive gets a lot of tire marks, maybe that's not the right place for the paint.				
16	Timothy Ronald 2/30 Elamang Ave KIRRIBILLI	The fact that we have a closed off community area – Tick, makes sense in that area.	The blue planters! Tacky and horrible. Look like they belong in a primary school playground. Absolutely no style or taste to them. We can do better than this for goodness' sake people!	Time with others	Changed colour scheme!	Support	No.
17	Maureen Van Metter 30 Glen St MILSONS POINT	A wonderful place for locals and visitors to sit and relax. Love the colours, plants and lights.	I like it all.	Time with others, Time alone, Had coffee/meal	Can't think of anything else.	Support	
18	Lauren 80 Alfred St South MILSONS POINT	Great layout. Bright and different colours. Makes excellent use of existing shade and brings in more Night lighting	The round concrete seat/bollards could be colourful as well	Time with others, Had coffee/meal	Bike parking Bins	Support	Go for it!
19	Katya Kravtsova 20 Carabella St KIRRIBILLI	It's amazing that there are no cars here anymore and it's such a lovely are	We need more benches here	Time with others, Time alone, Had coffee/meal	Shade from the sun	Support	I don't care because I don't have a car. Those people who have a car can take Ada smaller roads

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		to have a tiny bit of rest!					
20	Dahlia Davidoff Unit 72 67 Carabella St KIRRIBILLI	I really like the plaza thank you so much! I'm a local and I love how it brings the community together. You see people sitting down and chatting, enjoying a coffee, ice cream or pizza. It's beautiful.	Tiny comment on the colour scheme, I like pastel colours or bright, but both together clashes. But overall, I really like it!	Time with others, Had coffee/meal	It would be nice to have a fountain or some art but it's very nice as is.	Support	No, it's fine. There are other roads to use
21	Luke 19 Hipwood St KIRRIBILLI	Timber seating and lighting	The painted street	Had coffee/meal		Oppose	It's rare to see a situation where a street being closed to traffic hasn't adversely affected businesses and access to them
22	Eliza Charlett 34 Cattai Ridge Rd GLENORIE	Seats and concrete "tables" for people to gather and pause. Trees and potted plants crucial to the aesthetics. Without them this would not work. Colours and patterns on the road lovely artistic touch.	No bins in the plaza for people to put their rubbish easily. Would be good to add. No water fountain for people or their pets. Be a valuable addition. Also bike rack would be useful to park bikes safely.	Time with others, Time alone, Had coffee/meal. Reading, quiet time, bird watching, community inclusion	Water fountain for people and pets, bins including for recycling, a small sign board for points of interest with QRs codes linking to history or other local initiatives. Bike stand so bikes are leant against wooden seats but can safely be positioned away from seats and concrete tables.	Support	May need to reconsider one-way streets in area being both way streets
23	Oliver Flavel 2/14 Carabella St KIRRIBILLI	Bright colours and the lights in the	That it's only temporary	Time with others, Time alone, Had coffee/meal	Pop up food and drink vendors on Friday and Saturday nights	Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		trees. It looks great at night!					
24	Malcolm Pike 67 Carabella St KIRRIBILLI	It creates a place for more community gathering, somewhere to sit and eat take away food	I would prefer that there were more tables to sit at	Had coffee/meal	More tables perhaps some music on the weekend.	Support	I think closing the other street that is currently painted would be a good addition
25	Rami 2 Prospect LEICHHARDT	I really liked the colours of materials and the shapes of big metal planters.	1-I think the concrete seaters are unnecessary because there are already enough timber benches. 2-I think the drainage is not working properly because of level of ground.	Time alone, Had coffee/meal	I'd like to see free water spot in there. I real don't want to see the concrete because it's does not suit to Kirribilli.	Support	
26	Jenny Goode 9 Bay View St LAVENDER BAY	That there is an attempt to get people out in a shared environment. Particularly when there is so little green space available in North Sydney	It lacks functionality and certainly the aesthetics could be improved. The colours are out of character with the historical significance of Kirribilli. Additionally, there isn't any provision for shade. Umbrellas would make a more inviting and welcoming feel.	Time with others, Had coffee/meal	A more appropriate colour palate and umbrellas. It needs to be more functional and more attractive	Neither support nor oppose	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
27	Fernando Esteban 33 Doris St NORTH SYDNEY	More open space to enjoy the village atmosphere		Time with others, Had coffee/meal	Some greenery in the area	Support	
28	Henry Russell 33 West St NORTH SYDNEY	The space to stop and chat, whether sitting or standing. I like the shade.	Still too many noisy cars nearby. Please lower the speed limits, and incentivise people to walk, cycle, use public transport, instead of driving around Kirribilli. It's not a suburb people need to drive through to get anywhere, and it has many services and shops nearby. Driving shouldn't be necessary for half of current journeys.	Time with others, Had coffee/meal	Lots of seating.	Support	Great idea. People in cars don't have to have access along the shortest line between every two points. Village centres are places for stopping and shopping, so we should design them for people doing that.
29	Christl Villinger 51-55 Upper Pitt St KIRIRIBILLI	The idea to close the part for cars!	How it is done! It looks like an extension for the Kindergarten and has nothing to do with a village type of life with an old Suburb like Kirribilli!	Had coffee/meal	Tastefulness	Support	To have a partly street closure for relaxation I have nothing against it. But to say for residents and visitor is an over statement. For me as a resident of Kirribilli it looks like a cheap extension for the junior school behind it. I do not think we need more space for the schools in Kirribilli. I wonder who thought this version is

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
							appropriate for an old suburb like Kirribilli.
30	Emine Sermet 182/48-50 Alfred St MILSONS POINT	A very good idea to make it traffic free and only for pedestrians.	The colour scheme is horrendous... The blue lamp posts and plant containers a sight for sore eyes.	Time with others, Time alone, Had coffee/meal	Better seating and a bit away from the cafe and restaurant. Of course, change of colour scheme to something more fitting to the area.	Support	
31	Gordon Elliott 13 Peel St KIRIBILLI	Potential for community space/use	It was the best access point for cyclists between SHB cycle way and Kirribilli suburb. Now forced to use one way street the wrong way, or busy and hilly intersections	Had coffee/meal	Cycle access both directions on Bligh St	Oppose	
32	Kyle 106 High St NORTH SYDNEY	Great selection of places to eat/drink and nice community feel.	Nothing really	Time with others, Time alone, Had coffee/meal		Neither support nor oppose	
33	Suzi Barling 63A Upper Pitt St KIRIBILLI	Great idea, nice to have somewhere casual to sit with kids	Styling!! So bad, not in style with Kirribilli	Time with others, Time alone, Leisure time with children, Had coffee/meal	Area for kids to jump/play	Support	
34	Rob Blunt 102 Alfred St MILSONS POINT	No car traffic	How it is difficult to safely and efficiently cross Broughton Street.	Time with others, Had coffee/meal	A raised zebra crossing at Broughton St to enable people to safely and efficiently connect from the Milsons Point and the station to the plaza.	Support	Great initiative.

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
35	Harry Blair 5/8 Waruda St KIRRIBILLI	the space is really well utilised	there could be more room to eat rather than just seats	Time with others, Time alone, Had coffee/meal	Art from local artists! Jack is an incredible local artist and I would love to see various pieces from different people in the area!	Support	
36	Catherine Pemberton 2/107 High St NORTH SYDNEY	It's nice that the street is closed to traffic with lovely night lights, seating and greenery. It makes the area more welcoming and gives much better amenity as well as softening the hard surfaces. It's an excellent idea.	The colours picked are truly awful. Painting the road is ghastly and the blue street furniture truly hideous and not at all in keeping with the area. Please change it out. It's just dreadful.	Time with others, Time alone, Leisure time with children, Had coffee/meal	Make it a proper garden seating area. More plants and maybe create some small garden beds, pave the road (remove the hideous paint on the road) and create guttering to block the road off properly. Change out the blue street furniture. It is truly, truly, awful, cheap and nasty. Get nice street furniture that fits the area. Wood, stone, steel, black painted furniture. That's my main objection - the dreadful, dreadful, tasteless colour scheme.	Support	I think it's a great idea. Make a little restaurant and cafe precinct down there.
37	Mark Lazberger 23 Lavender Cres LAVENDER BAY	The added sense of community it creates	Nothing	Time with others, Had coffee/meal	It's fine the way it is	Support	No
38	Maureen Ayre 403/1 Premier St NEUTRAL BAY	I like the colourful and we'll present flooring and the trees are great for shade	Could have another garbage bin at the eastern end	Time with others, Had coffee/meal	Some tables	Support	It's a great idea. Need more around cafes and restaurants. A Pedestrian crossing or traffic island at Willoughby St and

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
							Broughton St as there are more cars using that intersection
39	Karin 29 Waruda St KIRRIBILLI	It is a joyful little oasis in the middle of deep construction - we like the fairy lights at night and the colours at day. It's nice to have a pedestrian area, similar to a European laneway	The blue planters are quite bright. The plaza could be larger or replicated in more places	Time with others, Time alone, Leisure time with children, Had coffee/meal	Nothing really as it's nice and simple, we don't want too cluttered	Support	More please!!!!
40	Ravindra Marwaha 1 Northcliff St MILSONS POINT	It is a place for community to meet in a quiet environment.	Nothing	Time with others, Had coffee/meal, Scooting	I think it is very well designed. Keep it as it is.	Support	
41	Gail Hamilton 55 McDougall St KIRRIBILLI	It enhances the 'community feel' and gives somewhere to meet and sit without having to be seated in a cafe	Lack of shade umbrellas in the central road part; lack of more comfortable seating in the central road part	Time with others, Time alone, Had coffee/meal Used as a meeting point	Shade and comfortable seating;	Support	
42	Colin Jacobson 37 McDougall St KIRRIBILLI	It creates a welcome area in the heart of Kirribilli where people can relax without worrying about the traffic. It is a useful meeting area, and generally is a sensible and	There is nothing negative about the plaza.	Time with others, Time alone, Had coffee/meal	Perhaps add some umbrellas to enhance relaxed and inviting tone of the plaza.	Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		appreciated addition to the village. It adds an air of tranquillity and is an asset to Kirribilli.					
43	Daniel Murphy 67B Broughton St KIRRIBILLI	It creates a positive sense of place and a central focal point to Kirribilli village.	Use of the colour blue.	Time with others, Time alone, Leisure time with children, Had coffee/meal	Additional bistro style seating (similar to Martin Place). Plenty of greenery and additional tree canopy.	Support	100% support the road closure
44	Richard Green 14 Waratah St BALGOWLAH	Nice community environment	Nothing	Time with others, Time alone, Had coffee/meal	Not too much - keep it simple	Support	The sky has not fallen in seemingly with local traffic since the closure
45	Catherine Verschuer 10 Carabella St KIRRIBILLI	A good community meeting place and seating area	The colours, decor and fittings. This could look so much better and be more in keeping with the area and local heritage. At the moment it looks cheap and frankly, tacky.	Had coffee/meal	More neutral tones where all the surrounds and the plants (a great inclusion) are not competing with clashing colours. A road surface that doesn't look temporary and tacky. More robust, better quality street furnishing. Please consult a good designer and consider the overall look and feel that will suit this area going forward. New businesses, LouLou, Bloomingales and others are well designed, visually appealing and attractive to locals and visitors. Take their lead.	Support	I would have liked to have seen more consultation before the street was painted and the multi coloured decor moved in. I couldn't believe it when I first saw it. It is not in keeping with the area and I know many others who felt the same.

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
46	N/A Lavender St LAVENDER BAY	It has created a beautiful outdoor space where people can sit to drink a coffee in the open.	I wish there was more seating. Currently space is very limited.	Time with others, Had coffee/meal	More comfortable and higher capacity seating space.	Support	I drive past almost every day and have not noticed an increase on traffic on adjoining streets. Not sure if this will change as covid restrictions diminish.
47	Maureen Van Metter 30 Glen St MILSONS POINT	It reminds me of a little oasis in the middle of a busy pedestrian area. It is a nice place to sit and relax, sip a coffee or enjoy a beautiful gelato on a hot summer's night. It offers a nice little view for the cafes positioned alongside it.	Nothing.	Time with others, Time alone, Had coffee/meal	It is a rather small area, so think it is great just the way it is.	Support	
48	Jeff Fry 101/12 Glen St MILSONS POINT	It is a delightful improvement for locals and improves the amenity day and night.	That it is a trial - should be permanent	Time with others, Had coffee/meal	Concrete bollards could have a plant in the centre rather than flat concrete top.	Support	Traffic does not seem to be much impacted - and it is definitely positive for pedestrians.
49	Gavin 52 Jeffreys St KIRRIBILLI	Better pedestrian access and makes more pleasant eating/meeting place in the area.	Garish and ugly Street 'decoration'. Lacks sophistication and heritage that area deserves.	Time with others, Had coffee/meal	More vegetation. Better decorative elements. Fill in street properly.	Support	
50	Ashleigh 22/1 McDougall St KIRRIBILLI	I love the seats, the fairy lights and the	Nothing! I love everything about it	Time with others, Time alone, Had coffee/meal, Waiting	Seats, fairy lights (makes for a wonderful atmosphere) and colour	Support	No

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		fact that I can fit my pram in.		for my husband to get groceries Sit with dog and rock baby in pram			
51	Shaun Eislers 22/ 1 McDougall St KIRRIBILLI	Increased amount of useable public space	It may end	Time with others, Time alone, Leisure time with children, Had coffee/meal	Food truck access	Support	
52	Jennifer Jackson Whaling Rd NORTH SYDNEY	More general seating not dedicated to one food supplier	Looks a bit gaudy	Time with others, Had coffee/meal	More comfortable seating with back support. Better cleaning of furniture and street - also on plaza opposite under the bridge. Sometimes pretty disgusting with bird and animal droppings and general rubbish to sit and eat	Support	
53	Dr Alain Middleton 6 Cliff St MILSONS POINT	Tranquillity i.e. a quiet oasis in a crowded disorganised are	trucks unloading supplies to shops, in particular W Metro	Time with others, Had coffee/meal		Support	Look into providing better delivery options
54	David Rabie 9/22 Cliff St MILSONS POINT	An outdoor environment where you can meet a friend for a coffee or sandwich in a very relaxed environment. Covid safe as opposed to sitting in a restaurant. A touch	Nothing	Time with others, Time alone, Had coffee/meal, Relaxing reading the news and soaking up the filtered light. Has an amazing feel of community togetherness.	Nothing	Support	Reduces traffic down Burton and makes outdoor eating and socialising more comfortable

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		of Europe's piazzas. Love it!					
55	Estelle Blair 91 Broughton St KIRRIBILLI	The fact that it is a plaza and the road is closed to traffic.	The whole aesthetic, it's completely distasteful and putrid. The colour scheme is offensive, the designs look like penises, and it is never cleaned.	I walk through it, run into people. I have never gone there to spend time in there.	This idea was floated to the former Mayor but she shut it down - I would like to see this plaza designed to help start a positive conversation regarding our First Nations history. I would like to see Aboriginal artists, designers and planners employed to create a social space for progression, rather than the former mayors design of Luna Park's clown vomit.	Support	
56	Nicole Parker 60 Carabella St KIRRIBILLI	Enjoy having the public space with no through traffic	Better seating options	Time with others, Had coffee/meal	More seating	Support	
57	Martin 29 Carabella St KIRRIBILLI	Brings our local community together	Blue pots	Time with others, Time alone, Leisure time with children, Had coffee/meal	More outdoor dining	Support	The closure has made Burton St a more pleasant place to be
58	Jon Walsh 4 Ben Boyd Rd NEUTRAL BAY	less risk of being run over by cars. Trial plaza itself ugly and not of functional use.	As above, ugly, not of functional use		Put usable large tables there, for use by patrons of cafes or BYO. Include outdoor power-points for laptop and phone charging.	Support	Council wastes money with these temp plaza (i.e. Young St). just build a perm one from outset.

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59	Christopher Badger 67 Carabella St KIRRIBILLI	Good meeting place	Colours and lack of seating	Time with others, Had coffee/meal	Tables and chairs which could be managed by the restaurant/bakery.	Support	
60	Gina 102 Kirribilli Ave KIRRIBILLI	The objective	It looks tacky and it is not closely related to the area, purple light to match the jacarandas would be better it looks like it could be anywhere and disgusting	Leisure time with children	Make it specific to the area and classy not the putrid car crash circus it looks like now	Neither support nor oppose	I actually stopped going to the restaurant when they did this because it is so ugly to look at
61	Alexander Malinowski 94-96 Alfred St MILSONS POINT	Give Kirribilli and new and community feel	The colour scheme	Time with others	Better colour scheme	Support	
62	Kate Cro 9 Kiara Cl NORTH SYDNEY	It's a nice to rest and relax, drink coffee and play with the kids,	It's great at the moment	Time with others, Time alone, Leisure time with children, Had coffee/meal	Chairs and tables, more lights	Support	
63	Anderson Key 35 Fitzroy St KIRRIBILLI	Nothing it doesn't look nice	The art is not pretty	Had coffee/meal	I would consider moving if permanent. Please return this to a street.	Oppose	
64	Stacey Le Tessier 14 Carabella St KIRRIBILLI	The fairy lights and the places to sit - it's great to wander past one of the shops and grab something and sit outside when the weather is nice	Nothing	Time with others, Time alone, Had coffee/meal	Maybe one more rubbish bin but that's it	Support	The road isn't needed, there are two other roads people can use to get to Carabella St
65	Ruth Oliver 60 Carabella St KIRRIBILLI	It provides a community gathering place	Nothing	Time with others, Leisure time with	Pop up dining venues	Support	It's great, there are numerous alternatives to getting to the other roads

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				children, Had coffee/meal			
66	Name and address withheld MCMAHONS POINT	That is a trial	Awful colours. Traffic blockage. If all other streets remain open to traffic, Burton Street trial could be extended, work a view to making it look better	Time alone	More sophisticated aesthetic	Neither support nor oppose	If this road is closed all other roads need to remain open at all times
67	Maureen Barrow Unit 4/1 Clark Rd NORTH SYDNEY	The extra space for meeting friends and family over coffee or a meal. Great space for little ones to play safely while parents catch up. The night lights create a magical and fun place	It's not under cover for wet weather.	Time with others, Time alone, Leisure time with children, Had coffee/meal	The road surface to have 3D art painted on it.	Support	
68	Elaine Wziontek 81/ 1 Kiara Cl NORTH SYDNEY	The fairy lights, the chance to relax in outdoor space, the way it encourages pedestrian activity	The blue pots prefer they were terracotta but I understand the colours are temporary	Time with others, Time alone, Had coffee/meal	Paving in keeping with the feel of the village of Kirribilli	Support	
69	Anna M 33 Peel St KIRRIBILLI	It improves the urban design of the area by providing increased shaded amenity for locals and tourists alike. The other areas	The seating area should be level with the pavement.	Time with others, Had coffee/meal	More seats	Support	There are many other roads available for people to use. This road closure allows the suburb to feel less car dominated

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		available for seating in the immediate vicinity are either in full sun or taken up by the Kirribilli markets or are paid for use as a cafe.					
70	Anna Joannides 1905/ 2 Dind St MILSONS POINT	It's more of a community feel and safe for the children to have a little play while parents have coffee and chat to neighbours.	I know it's temporary, but it could be more upscale.	Time with others, Leisure time with children, Had coffee/meal	Nicer seating	Support	I don't think the road closure has been much of an inconvenience if any.
71	Isabel Erskine 2 Dind St MILSONS POINT	Fairy lights and sense of community that it brings	Nothing	Time with others, Time alone, Had coffee/meal	More tables and chairs, some ability for music to be played. Evening salsa dance classes there could be really fun! And a food truck!	Support	It's been wonderful and I hope it continues
72	Grace 49 Carabella St KIRIBILLI	Community feel		Time with others, Time alone, Had coffee/meal	Tables	Support	
73	Patricia Calvisi 5/69 Kirribilli Ave KIRIBILLI	A sense of community for people to gather and enjoy their surroundings whilst supporting local businesses	Love everything about it	Time with others, Time alone, Leisure time with children, Had coffee/meal	It seems just perfect as it is	Support	It doesn't impact negatively in any way

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74	Minji Hall 67 Carabella St KIRRIBILLI	It's really added to the village vibe that Kirribilli already has. The fairy lights have been so welcoming, it's small but it's created a wonderful little area that's warmed up the whole area. I think it will feel especially warm and welcoming in winter with the longer and colder nights too.	The paint colour is a bit bright.	Time with others, Time alone, Leisure time with children, Had coffee/meal	Heaters? Live music or just music through speakers - jazz something low key.	Support	No
75	Kate Rapsey 5/4 McDougall St KIRRIBILLI	More public space, improved ambience when eating at nearby cafes, buzzy village feel	The garish colours painted on the road	Time with others, Had coffee/meal	A look more in keeping with the village	Support	
76	Matthew Jones 6/ 1 Waruda St KIRRIBILLI	Adds vibrancy to the community; an area alongside a heavy traffic thoroughfare in Broughton Street that allows people to socially mix in safety near the cafes; my two year old daughter certainly enjoys running and jumping around that	Nothing; it has much improved the area both from a community use space, safety and also aesthetically.	Time with others, Time alone, Leisure time with children, Had coffee/meal	Perhaps not more than is there already; retention of the benches, the colour, the lighting. Maybe a bin and perhaps a small activity panel for young children.	Support	To me it is noticeable that it is has not been onerous to use alternate routes to access the streets behind the plaza; it is also safer for pedestrians, given that cars turning down that street in the past often take chances to get across the traffic depending on the traffic lights, irrespective of the zebra crossing that was

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		are whilst we grab coffee or breakfast in support of the local restaurants					there and who might be on it.
77	Maureen Ayre 403/1 Premier St NEUTRAL BAY	It's a safe and pleasant space to sit and have coffee and chat to friends	Nothing. Maybe a garbage bin at the School end would be good	Time with others, Time alone, Had coffee/meal	A garbage bin at the school end and maybe a few tables	Support	A pedestrian crossing at Willoughby Rd at the top of Broughton Street, as drivers do not know they have to give way to pedestrians when they are turning into a street. No entry signs need to be put at the Crescent Pl end with Burton St as I saw a driver turning right into that street going the wrong way and they would not have seen the One Way Sign. Burton St should remain a Plaza permanently. It attracts locals and visitors to the area and gives the community somewhere pleasant to sit and have a coffee and a chat. More of these are needed, even if it's just weekends to attract people to the area and local restaurants and cafes.
78	Jocelyn Webb 30 Glen St MILSONS POINT	Community centric, open space.	Lack of a transparent roof in case of rain	Time with others, Time alone, Had coffee/meal	A transparent roof	Support	No
79	Tom Robson	The fairy lights	Nothing	Had coffee/meal		Support	

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	3 Hipwood St KIRIBILLI						
80	Sandeep 61 Lavender St LAVENDER BAY	Social area	Nothing. It's great	Time with others, Had coffee/meal	More shaded public table area	Support	
81	Caralyne H 10 Cliff St MILSONS POINT	Seating and lightings	Rubbish from cafe sits in the middle of this area	Time with others, Time alone, Had coffee/meal	More casual seating Rubbish area for cafe away from seating	Support	Like the exclusion of cars
82	Kirsten Kerrisk 60 Milray Ave WOLLSTONECRAFT	It's a great place to hang out		Time with others, Time alone, Leisure time with children, Had coffee/meal		Support	We need more open urban spaces like this
83	Luke O'Kelly 48 Upper Pitt St KIRIBILLI	It provides a real community feel within the village of Kirribilli. Other than right by the station or underpass on Millson's Point there really is nowhere to sit. With many people continually working from home the small Plaza is often a well received respite from a day otherwise spent indoors.	Only that it should be bigger	Time with others, Time alone, Had coffee/meal	Additional seating and adequate trash options	Support	
84	Hetty Brittan 24 Carabella St KIRIBILLI			Time with others, Time alone, Had coffee/meal		Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
85	Vanessa Butler 62 Carabella St KIRRIBILLI	The space is for pedestrians. Fairy lights in the trees, seats, but also easy to walk through	Too many colours	Time with others, Time alone, Had coffee/meal	I think the style with seats at the side and 'tables' in the middle is good. Easy to walk through as well as easy to sit at.	Support	We should also close the small park of Bligh St where the restaurant, cafe and Chocolate shop is. Another great place to make pedestrian friendly.
86	Michelle Olak 103 Kirribilli Ave KIRRIBILLI	Character/ambience	N/A	Time with others, Time alone, Had coffee/meal		Support	
87	Michelle Young 37 1 Kiara Cl NORTH SYDNEY	Village feel	Nothing	Time with others, Had coffee/meal		Support	
88	Stephen Cahill 72 Carabella St KIRRIBILLI	It greatly increases the pedestrian amenity for Kirribilli, and reduces pedestrian risk by separating out car traffic. It has been an excellent step along the path of improving Kirribilli commercial centre as a walking precinct.	Nothing.	Time with others, Time alone, Had coffee/meal	More vegetation to soften the impact of be the hard surfaces. If closure becomes permanent, consider removing part of the road surface and installing garden.	Support	Traffic seems to have adapted very well to alternate routes.
89	Joshua 67 Carabella St KIRRIBILLI	Has created a beautiful public space, use during day and night.	The chairs/tables in the space are not ergonomic and do not allow for many people to be seated. Would prefer to add some classic picnic tables.	Time with others, Time alone	Better picnic tables	Support	It is a great idea

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90	Liliana Connolly 63/ 1 Kiara Cl NORTH SYDNEY	Safe and friendly. Great to enjoy a coffee without traffic. Nice environment, love the trees, pot plants, seating. Safe for us, we are aged people and also safe for children.	That at the moment it is only temporarily. It will be sad to see it go	Time with others, Time alone, Leisure time with children, Had a coffee/meal, enjoying the outdoors, sun and fresh air	seasonal flowers, and good maintenance	Support	Kirribilli is a beautiful area/village. Less traffic is important specially in the smaller and narrow roads. As an older Australian I feel safer with less traffic during my early walks in this area.
91	Name and address withheld	Its fairy lights are wonderful.	The bollards are very modern and unattractive.		Perhaps some less bulky furniture.	Support	Na
92	Rick 16 Whaling Road NORTH SYDNEY	The sense of safety for my child and community when people are all mixing there	There could be more comfortable seating	Time with others, Leisure time with children, Had coffee/meal	More comfortable seating. Perhaps a space for live music or kids play like the one up in Neutral Bay on Young Street	Support	If you can close it for 6 months? You can probably leave it closed
93	Jennifer Seymour 26 Neutral St NORTH SYDNEY	Community feel, safe spot for Al fresco dining	Nothing	Time with others, Time alone, Leisure time with children, Had coffee/meal	More cafes surrounding	Support	
94	Sonya Braden 62 Blues Point Rd MCMAHONS POINT	The atmosphere is relaxing, a lovely spot to see a friend.	The dreadful blue paint on the ground!	Time with others, Time alone, Had coffee/meal	Neutral colours!!!!	Support	This is an example of appropriate closure for outdoor seating. The exact Opposite of Miller St's ridiculous footpath widening!
95	Daniel Murphy 67 Broughton St KIRRIBILLI	It creates a central focal point to the shopping and eating precinct. It removes	The choice of colour palette used was in poor taste and unnecessarily garish	Time with others, Time alone, Leisure time with children, Had coffee/meal	More mature trees and plants. More seating. More stylish, design fixtures and furniture.	Support	Please ensure the road closure remains permanent. As a longish term resident of Broughton St, the more that

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		cars which is a huge positive and is a nice place to linger, meet people and has helped generate a pleasant community buzz within the village.	particularly the blue. Aside from that, no complaints.		Neutral choice of colour palette (no to the bright blue and primary colours).		the council can do to discourage car use in the area the better!
96	Sophie Grace Gerber 16 Holbrook Ave KIRRIBILLI	People sitting around and sense of community and space to relax. The fairy lights and colours and seats.	That it hasn't been made permanent yet and hasn't been fully integrated with the sidewalks.	Time with others, Time alone, Had coffee/meal	properly integrated with the previous sidewalks.	Support	It has not caused me any inconvenience and is much safer for all the people using this area.
97	Judy Getber 34 Union St MCMAHONS POINT	Community area. Restful place in the shopping area.	Temporary nature of plaza- painted rather than tiled.	Time with others, Time alone, Had coffee/meal	A better / permanent base- not the paint.	Support	Paving not paint.
98	Mark 5A Webb St MCMAHONS POINT	It had become a local meeting place that is peaceful and quiet	Only a temporary feature. Needs to be permanent	Time with others, Time alone, Leisure time with children	More shade	Support	Seems having it closed has little impact to local traffic
99	Martha Colca 14 Fitzroy St KIRRIBILLI	.	The concrete seats, the colour pallets, the rubbish around and rats.		No	Oppose	It has create more traffic during school hours.
100	Philippa Huxley Parkes St KIRRIBILLI	Increased outdoor space to gather and more of a community feel. The fairy lights.	The colours on the street and street lamps - very daycare centre.	Time with others	More practical seating arrangements - it's a very weird set up. Different colours.	Support	It surprisingly hasn't caused issues. We love that it creates more of a town centre feel for people to gather that is COVID safe.
101	Heidi Machin 45A Young St CREMORNE	Safer for students crossing to nearby schools.		Leisure time with children, Had coffee/meal	More plants and trees.	Support	

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102	Miranda 11 22 Bent St NEUTRAL BAY	Outside area to dine		Time with others	More casual seating, more dining options	Support	
103	Jennifer Schwarz 1 Waruda KIRRIBILLI	No cars. Community spirit.	The colours.	Time with others, Time alone, Had coffee/meal	More seats.	Support	It's great. Less pollution.
104	Millie Webber 212/57 Upper Pitt St KIRRIBILLI	I like the seating area as it nice to catch up with people. It feels more like a community. I find that the cafes are busier because of it.	That people want to get rid of it, they must be non-locals or have no zest for life... why are they making the decisions?	Time with others, Time alone, Had coffee/meal, photos with fairy lights	Tables in the middle of the plaza!!	Support	It makes it quieter for people who live on Carabella
105	Dennis Galbraith 31 Carabella St KIRRIBILLI	A place to meet and assert to community relationships	The fact that certain folk want to take away a community asset.	Time with others, Time alone, Leisure time with children, Had coffee/ meal	Don't waste ratepayers money on any change especially removing this valuable community asset	Support	Good idea
106	Louise Biti 15 Waruda St KIRRIBILLI	It sounded like a good concept, but I don't think it has worked.	The colours on the road are hideous. It has been a useless space as there is no seating. Need to add seating and some sun cover		Seating. Change colours	Neither support nor oppose	As it is now I would vote to reopen road. But of could add seating and make functional I would advocate keep plaza
107	Jenny Hopkins 29 Carabella St KIRRIBILLI	Community space and safety for pedestrians		Time with others, Time alone, Had coffee/meal	Some shade plants	Support	
108	Genevieve Robertson 401 27 Waruda St KIRRIBILLI	It's a great community space where people can come together, and supports business!	Nothing!	Time with others, Time alone, Had coffee/meal	More outside communal seating.	Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
109	Jan James 61 Lavender St MILSONS POINT	The ambiance, lack of traffic and the support of small business that it attracts	The colour scheme	Time with others, Time alone, Had coffee/meal	Live music and a wine bar or pub that's nicer than the Kirribilli Hotel	Support	It's a busy junction and less traffic is much safer for pedestrians
110	Alexandros 72 22 Waruda St KIRIRIBILLI	The ability to meet neighbours and passers-by and relaxing.	The colours. Reminded me of a bus stop.	Time with others, Time alone, Had coffee/meal		Support	
111	D 70 Alfred St MILSONS POINT	Looks nice	Nothing		Whatever is there right now	Support	
112	Judy Harwood 6/45 Carabella St KIRIRIBILLI	It adds to the village feel of Kirribilli. It's also a place to sit with the grandee and an ice cream. I like that it prioritises humans over cars.		Time with others, Time alone, Leisure time with children, Had coffee/meal		Support	
113	Shane 104 8 Glen St MILSONS POINT	Public space for community to gather	Nothing, it's great!	Time with others, Time alone, Had coffee/meal	More lighting and music at night	Support	Nil
114	Elizabeth Kraefft 4/2 Spruson St NEUTRAL BAY	A great place to chat, relax and enjoy the community	The colours in the road. Could look more attractive to have paved stones.	Time with others, Time alone, Had coffee/meal	Permanent fairy lights. Outdoor heating in winter.	Support	
115	Jo Kelly 19 Waruda St KIRIRIBILLI	It is a good place to stop and have a break.	The colours of the planters.	Time alone, Had coffee/meal	More seating. A rubbish bin.	Oppose	
116	Rachel Veitch 138 Walker St NORTH SYDNEY	More open community space on	That it's not bigger. We should do more of this	Time with others, Time alone, Had coffee/meal	Comfy seats and benches	Support	Who cares since there are other entry points

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		the doorsteps of cafes					
117	Russell de Vries 109 Ben Boyd Rd NEUTRAL BAY	Meeting place, bright and hub	None	Leisure time with children, Had coffee/meal	More seating	Support	
118	Grace 111 Carabella St KIRIBILLI	The community aspect and that everyone is welcome and it encourages more socialisation.	The colours on the ground	Time with others, Leisure time with children, Had coffee/meal	Permanent seating	Support	
119	Draagaana Gaj 57 Upper Pitt St KIRIBILLI	Love the safety and atmosphere for all to enjoy	perhaps the blue colour... would've preferred a green tone as closer to nature	Time with others, Time alone, Had coffee/meal	a few more plants (flowering) ... would be colourful... otherwise perfect just the way it is	Support	It definitely needs to stay closed
120	Joe 1 Kirribilli Ave KIRIBILLI	Safe place to stop for coffee whilst enjoying Kirribilli	N/A	Time with others, Had coffee/meal	I enjoy it as it is	Support	
121	Wayne 2 Robertson Ln KIRIBILLI	Aloe add to Community	Painted Street	Had coffee/meal	Remove painted Street	Support	
122	Jeanette 86 Kirribilli Ave KIRIBILLI	More pedestrian area, can sip on my coffee under the sun	Nothing. Not sure why the others are so against the current vibrant colours. Heritage colours as some have suggested can be so drab!	Time alone, Had coffee/meal	Extended area!	Support	
123	Helen 36 High St NORTH SYDNEY	Well used by locals, enhances the village atmosphere and vibe. Also safer for		Time with others, Time alone, Had coffee/meal	Paving, keep plants and lights, perhaps change colours more in keeping with the area	Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		pedestrians, was always a dangerous corner trying to cross there when cars were trying to dash through too. Great for local businesses, provides a central place on Burton at side of Kirribilli, much needed and welcomed.					
124	J 1 Robertson Ln KIRRIBILLI			Time with others, Time alone, Leisure time with children, Had coffee/meal		Support	
125	Anthony Angelo 32 Carabella St KIRRIBILLI	Makes Kirribilli feel less like a "car pass through traffic area" and more like a village. It also stops the school traffic from passing through that section	School students loitering and blocking the pathways and entrances to shops	Had coffee/meal	The boulders should be aligned better	Support	Make the section be able to be opened up as a road if required by having posts that go down if required as done in Sydney CBD
126	Clare Evans 2/174 High St NORTH SYDNEY	Nice spot for people watching. A "village feel"	Nothing I don't like.	Time with others, Had coffee/meal	As long as there's places to sit with a coffee and watch the world go by.	Support	
127	Julie Goldie 12 Glen St MILSONS POINT	It really has a village feel. The seating and the lights.	That it could go	Time alone, Leisure time with children, Had coffee/meal	Seating lights maybe some official music from time to time	Support	No

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
128	Ellen Wright Folan 2 Holdsworth St NEUTRAL BAY	Somewhere nice to relax and hang out.	Nothing. I love it all!	Time with others, Leisure time with children, Had coffee/meal	More seating.	Support	No
129	Jo Holcombe 4 30 Elamang Ave KIRRIBILLI	The way there are no cars and the twinkly lights!!	Nothing	Time with others, Leisure time with children, Had coffee/meal		Support	No
130	Carla 4 Mosman St MOSMAN	It's made the area more community focussed	The colours	Time with others, Time alone, Had coffee/meal	Drinking fountain Dog poop bag and bin	Support	The thoroughfare down button road was not a lot to start with, therefore making this a permanent arrangement does not significantly impact the residents in the area. Also, in close proximity are Bligh St and Crescent Place, making this easy access for individuals to drive down to access the main road, Broughton St
131	Sue Threlfo 703 8 Glen St MILSONS POINT	Seeing the local community using it.		Had coffee/meal		Support	
132	Alison Kingsley 65 Carabella St KIRRIBILLI	Like it all. A community space, that encourages people to sit, meet others, feel safe, and know others will do the same. Very important for people	Love it all!	Time with others, Leisure time with children, Had coffee/meal	Keep the lights pls. Wonderful lit up at night. Plants that are looked after. Life!	Support	Ignore the naysayers. Some very grumpy local residents who seem to only complain. Kirribilli is the perfect place to live for so many reasons, for people of all ages. Consider all ages when planning please.

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		who live alone, feel disconnected. My children love the colours, and the capacity to sit.					Less traffic is good in Kirribilli.
133	Vanessa Gonzalez 52 Fitzroy St KIRRIBILLI	Allows people a space to sit and connect with little tables and benches. It's surrounded by cafes which give people easy access to food and drinks. The fairy lights are amazing and beautiful and my favourite design touch. Please keep the Kirribilli Plaza, it makes a big difference to bring a community feel and allow areas for people to connect. It's quite an older area now and the older residents have a spot to sit and pat a dog chat to others or read a newspaper outside. Lots of cafes also benefit from the	I think the painted road wasn't in keeping with look and feel of the area, but have become used to it. Moving forward you would engage urban designer to create.	Time with others, Had coffee/meal	Lots of seating, like there is now, some places to put food. Not so many tables that they block area though. Please keep fairy lights and planting to soften area.	Support	Has not caused more traffic on other through streets like Fitzroy St

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		traffic. It has been well used by all. I live on Fitzroy St which is other major road and having this road blocked off has not changed traffic conditions. Consult on the look and feel of plaza in future but please keep the space.					
134	Kerstin Baas 52/50-52 Waruda St KIRRIBILLI	It's a great meeting place and adds to the appeal of Kirribilli. It provides a central hub for the community and visitors while reducing traffic.	The colour scheme does not fit the environment and the boulders look ghastly.	Time with others, Time alone, Had coffee/meal	A few more plants, more subtle colour scheme and removal of or different type of boulders.	Support	I don't believe it's impacted traffic and it's not an inconvenience to drivers.
135	Sarah Haddrick 8 McBurney Ln KIRRIBILLI	Gives it a community feel and makes it safer without cars racing around the corner into Burton St which is a very high pedestrian area	Would be better with pavers as the paint on the ground is starting to look dirty and worn	Time with others, Had coffee/meal	Still leave room to walk through it as it is very crowded on the footpaths which is lovely to see but need access to walk to and from the station	Support	
136	Elise Taylor 29 Carabella St KIRRIBILLI	It's a safe and social meeting place for locals to enjoy with extra green space	Nothing we love it	Time with others, Had coffee/meal	Nothing really - more plants would be nice	Support	Much safer space for pedestrians to permanently close off this area

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
137	John Haddrick 8 McBurney Ln KIRRIBILLI	More open for people				Support	
138	Kate Morison 16 59 Upper Pitt St KIRRIBILLI	It enhanced the open community and green aspect of Kirribilli. Allowing people to sit in that area who weren't in the cafes.	Nothing	Time with others, Time alone, Had coffee/meal	I think it's great as is.	Support	Please close Bligh St too!
139	Elissa Haddrick 8 McBurney Ln KIRRIBILLI	It's such a nice place to sit in the community to have a coffee and breakfast. It's a great COVID safe way to support local businesses	Nothing, I love it	Time with others, Time alone, Had coffee/meal	Rubbish Bin	Support	It's so easy to just take another street. As a local resident, there have been no changes to traffic in the area
140	Helen Ward 22 Walker St NORTH SYDNEY	A safe place for community to gather	Nothing	Time with others, Time alone, Leisure time with children, Had coffee/meal	Love it the way it is. Lights at night are awesome to sit under and have ice cream with the children. Leave it please. A wonderful initiative. A place for community to gather as a group or on their own in a safe place. This is just the sort of initiative we need to promote good mental health in a post COVID world, especially with so	Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
					many people feeling isolated.		
141	Graham Turville-Ince 6/33 Carabella St KIRRIBILLI	It's a great social addition to our beautiful village and should be a permanent feature	Coloured street gets dirty and is never cleaned	Time with others, Time alone, Had coffee/meal	Proper pavers in place of the coloured street	Support	Good idea - we need less cars in Kirribilli
142	Raji Godbole 17/110 Alfred St South MILSONS POINT	Making use of one of Sydney's best assets - the outdoors.		Time with others, Time alone, Had coffee/meal	Remove roadblocks, make the other plaza permanent too, add more plazas and lighting on trees in other suitable places.	Support	There seem to be many other outlets to Broughton St for the motorists
143	Veronica Wells 12 Glen St MILSONS POINT	I like the dedicated pedestrian space and area where we can meet friends	The colour scheme and Street furniture choices	Time with others, Had coffee/meal	Some tasteful Street furniture similar to what's been installed at the circular Quay outside the old Coca-Cola building	Support	
144	Meagan Smith 2/20 Peel St KIRRIBILLI	We love that more people are congregating and talking. The community is talking. It's wonderful that the kids from all schools are meeting, chatting, eating and seated in a safe place. I love that there are not cars coming down the narrow section between Morgan's	I would love the wood beams to be oiled, there has been a lot of chatter re this.	Time with others, Leisure time with children, Had coffee/meal	I like the picture in the survey with tables.	Support	plenty of other access points to burton street. If parents are annoyed re not being able to drop their children off, they can do it in the tunnel near the station and the kids cross at the lights.

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		and Woollies. It is far safer for everyone. I love the Burton St plaza and do not want to see it go. We are a household of four. Now parents are waiting in the plaza for their children and talking, easier for dog walkers to sit. The sidewalk around the restaurants are too narrow for crowds and the plaza is much more COVID friendly, we can all spread out.					
145	James Linton 1502/88 Alfred St MILSONS POINT	More community space.	Slight inconvenience with losing a road but worth the sacrifice.	Time with others, Had coffee/meal	More permanent tables and chairs. Maybe small play equipment	Support	These initiatives are both fantastic and should be continued for the rest of 2022 to get a better understanding of their impact post COVID.
146	Priscilla Ouvrier 11 Elamang Ave KIRIBILLI	It enhances the Kirribilli village feel and atmosphere by giving people a central spot to gather, meet, eat or drink coffee.	Minor inconvenience caused by not having a through road but I think I prefer it as a pedestrian only area despite this.	Time alone, Had coffee/meal	Live music - solo performers or small trios/quartets, buskers. Speakers corner. Food fair.	Support	Minor inconvenience to traffic only.

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147	Matthew Smith 2/20 Peel St KIRRIBILLI	I love the sense of community and safety it has brought to the neighbourhood	Nothing	Time with others, Leisure time with children, Had coffee/meal	A more regular clean	Support	I used the road everyday before it was closed. Now I simply take one of the three other streets.
148	Irene Bennett 19 Northcliff St MILSONS POINT	That it provides a community hub	The colours	Time with others, Had coffee/meal	More sophisticated design	Support	
149	Claudia Tyson 47 Carabella St KIRRIBILLI	The added community it brings. I have met so many people through this plaza. Being able to sit down and engage with people. It has been a joy.	Maybe the access being closed but the positive outweighs the negative.	Time with others, Time alone, Had coffee/meal	Potentially actual table options. And maybe a little more tasteful colour scheme.	Support	Making Bligh Street two way or the other direction
150	Victoria 98 Kirribilli Ave KIRRIBILLI	Provides an additional community space for people to use and given the mid-rise density of the suburb I think it is valuable to ensure there are adequate outdoor areas to enjoy.	I feel as the businesses on both sides of the street are both owned by the same individual, it can appear in inviting if you have goods from other stores to enjoy in that space	Time with others, Had coffee/meal	It would be great to see some of the planters to be used with herbs or native plants with some education around them	Support	
151	Kate Willesee 3/23 Holbrook Ave KIRRIBILLI	Community atmosphere it creates	Slight traffic mobility issues	Time with others, Had coffee/meal	More tables to make more eating areas	Support	No
152	Nicole Oldfield 59 Upper Pitt St KIRRIBILLI	The lights at night and the space created is great. It's	I struggle with the coloured paving and the concrete round	Time with others, Time alone, Had coffee/meal	What about a giant chess set	Support	Great idea. I would be very sad to see it go. I'm a senior and it's lovely to sit there

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		used constantly by everyone	tables? The fact that bike riders just ride through arrogantly				with a coffee. I've talked to many people I normally wouldn't
153	Carmen Langley 96 Carabella St KIRRIBILLI	It's a great place for locals to gather	Colour scheme. Cyclists riding through without dismounting Can look grubby from tree sap, etc so needs regular cleaning	Time with others, Had coffee/meal	More fixed seating (like picnic tables)	Support	
154	Chelsea 93 Kirribilli Avenue KIRRIBILLI	Nice place for the community to congregate - there's no need for that one-way street. The fairy lights are a nice touch.	Colours - looks like a kids playground. Can they perhaps be changed to a more muted tone?	Time alone, Had coffee/meal	Live music/space for community events	Support	
155	C Edwards 2 Dind St MILSONS POINT	The sense of community, it's a lovely happy environment to relax n chat	Nothing	Time with others, Time alone, Had coffee/meal, Talking, Walking	I'd like to see more plaza space in other areas of Kirribilli	Support	No... hate cars
156	Samir 30 Glen St MILSONS POINT	Refreshing colours and lights add to the character of the place, making it a great central meeting point and hangout area.	That it's supposedly a temporary fixture.	Time with others, Time alone, Leisure time with children, Had coffee/meal	Water bubbler/fountain Sanitization corner with hand sanitizer	Support	
157	Chak Lee 87 Broughton St KIRRIBILLI	Nothing. Colour is an eye saw.	The colour - it looks cheap and doesn't	Walk through	please don't make it permanent.	Oppose	traffic is horrendous in Kirribilli. make the whole Broughton St one way and

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
			blend with the surroundings				get rid of the so called speed humps especially just after the roundabout. No consideration or study was ever taken before installing it. It does nothing but cause grief to the residents, causing them ill health due to interrupted sleep every night
158	Karina Durham 101 Kirribilli Ave KIRRIBILLI	It has brought a brand new sense of community to Kirribilli, people genuinely love to gather and enjoy the outdoors	That it may only be temporary	Time with others	I'm quite happy with the set up as it is. It provides a place for people to meet, it looks so beautiful at night, and it is helping local businesses.	Support	
159	Anne 2 Parkes St KIRRIBILLI	A great public space to sit and meet locals, safe and traffic free, a place for local people and not for cars	It' doesn't have cover from the rain and therefore needs to be extended to include the area in Burton Street under the bridge.	Time with others, Time alone, Had coffee/meal	As above	Support	It makes the area calmer and safer for all
160	Ian Davies 42/67 Carabella St KIRRIBILLI	The fact that it's pedestrian only, a quiet place to mingle with friends and an alfresco dining/coffee area without traffic noise or pollution.	The colours painted on the road. But I'll live with if need be.	Time with others, Time alone, Had coffee/meal		Support	

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161	Louise Tang 19 Elamang Ave KIRRIBILLI	No traffic	The poor choice of colours	Time with others, Had coffee/meal	Tasteful colours and pavers.	Support	Patrons of the existing restaurants and cafes will enjoy the peaceful ambiance without the noise of cars and the unfortunately offensive close passing of garbage trucks. The new plazas in Burton and Bligh Streets were a wonderfully innovative idea. The concept was embraced by the majority of Kirribilli's residents, (even given the most unfortunate choice of colours!) It is incomprehensible that now more ratepayers' money is intended to be squandered with the removal of these (finally) peaceful and sociable little areas. Surely the new Council members could focus on the overall shabby appearance of Kirribilli. We are privileged to be part of this very special area of Sydney and we need to create welcoming friendly spaces where possible in our small suburb.

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162	Dominique Wolfe 29 Carabella St KIRRIBILLI	It offers a wonderful ambience for planned and serendipitous meet-ups with friends and neighbours. It's a place for young children to interact with others, and make new furry friends thanks to obliging owners. It's a charming spot to enjoy takeaway from the nearby cafes and ice-creamery. It's a place that not only brings a community together, but creates a community. Places like this are essential - they give us reasons to love where we live, and love the people we live among.	The colours are not to my liking. I think a more subtle palette that better complements the sandstone and heritage aspects of the adjoining bridge would be more appropriate. While the fairy lights are lovely, I think they could be a little more delicate in appearance to create a more refined and elegant look.	Time with others, Leisure time with children, Had coffee/meal	Strengthened barriers to help keep young children off the road. Elegantly painted games on the floor, like hopscotch, or colourful pathways to follow.	Support	We previously used to use this section of road to access our home, and we have not missed it at all. The alternate routes work just fine.
163	Sacha Fisher Burton St KIRRIBILLI	That it creates community	Cutting off flow of traffic and increasing it to other streets, it's also making people do unsafe turns etc in a school zone over	Time with others	safety net near the school crossing at this point it poses more of a danger than a help	Oppose	

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			crossings etc. It only really assists the cafe that it is out the front of but not other cafes in the area - advantage really for one particular business owner				
164	Tiff 50 Whaling Rd NORTH SYDNEY	The Burton Street Trial Plaza definitely brings much joy and relaxing. Personally, I do enjoy the painting on the street and lighting decorations.	It is a bit small	Time with others, Time alone, Leisure time with children, Had coffee/meal	A functional room	Neither support nor oppose	
165	Niamh Kealy 59 Upper Pitt St KIRRIBILLI	It provides a leafy alcove for people to gather	That it rains a street, needs to be built up so it's more of a gathering place that a coloured street	Had coffee/meal	Changing the ground to be raised level with the footpaths	Support	
166	Bec 1 Abbott St BALGOWLAH HEIGHTS	Safer for people, makes a more villagey feel.	Maybe the decor is not what I would choose	Time with others, Had coffee/meal		Support	
167	Gianna Pagni 41/29 Carabella St KIRRIBILLI	A lovely space for people to share, without traffic.	Nothing	Time with others, Leisure time with children, Had coffee/meal	No comment	Support	No comment
168	Mik Sadubin 1/20 Carabella St KIRRIBILLI	sense of a 'Town Square' being created as a result of the exclusion of cars	the paint and colour scheme denigrates the purpose and quality of the plaza	Time with others	Repaint kindergarten coloured features to look more classy and sophisticated as well as	Support	

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					'fill in' the road between the gutters with matching paving. Also add some park benches with backs in the plaza as all the current 'street furniture' is definitely in the uncomfortable category - especially the concrete cylinder pieces		
169	Cynthia Playfair 30 Carabella St KIRRIBILLI	An area without traffic for locals and visitors to enjoy is excellent.	The colours, the lampposts, the painted concrete, the planter boxes and the general "look" of the plaza. It is not in keeping with the area nor with the nearby historic and beautiful Sydney Harbour Bridge.	Time with others, Had coffee/meal	Careful planning and implementation, to ensure that the plaza is aesthetically pleasing and in keeping with Kirribilli and the surrounding heritage buildings.	Support	
170	RMG 100 Ben Boyd Rd NEUTRAL BAY	The fact that it's closed to traffic and made into a plaza.	The colouring and design/style is horrific! Not in keeping with the "English" style feel of the village	Time with others, Time alone, Had coffee/meal	Total change of colouring and street furniture. More traditional, classical warm colours. Perhaps with a European, or English feel to it. It would complement Kirribilli's older/heritage architecture.	Support	Would be great to have outdoor eateries/bars etc without traffic noise and breathing carbon monoxide fumes. A lovely, quiet, relaxing environment.

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171	Warwick 120 Blues Point Rd MCMAHONS POINT	Much needed Increased public space in Kirribilli.	I think the colours are a bit much.	Time with others, Time alone, Had coffee/meal	I would like to see more natural surfaces. It still feels like a road.	Support	Great
172	Esther 103 Kirribilli Ave KIRIRIBILLI	It gives a convenient and safe outdoor place for people to meet friends, sit and enjoy their takeaway coffee/breakfast from nearby grocer and cafes. This is also beneficial to local businesses because it gives an option for customers to sit outside where dine in is not available. And since it's a high pedestrian area given the cafes and grocery store, it's safer because no cars can drive through that road anymore since it became a plaza.	I didn't mind the colours, but I suppose it can be improved to suit the "Kirribilli vibe" as some residences have mentioned in local groups. However, the current colours that stand out, help draw attention making the plaza more noticeable and findable.	Time with others, Time alone, Had coffee/meal, meet with dogs/pets	Not sure if I've just not noticed but maybe bins and pet waste bags	Neither support nor oppose	If the road closure does not cause significant impact on traffic and accessibility to homes and other streets, then I believe it should just stay. It seems to me there is sufficient nearby streets and alternative routes that it is not the case that it causes traffic or inconvenience. If anything, it probably causes better flow because cars aren't turning into that street and blocking flow of traffic going straight. And pedestrians can easily cross without worrying about traffic.
173	Oliver Muirhead 32 Carabella St KIRIRIBILLI	It's a good space to meet	I fear it'll look tired and tacky quickly unless the council maintains it scrupulously. I don't	Time with others, Time alone, Had coffee/meal	Maintain it. The next time it needs a refresh tone down the primary school colours a bit and make it a bit more sophisticated.	Support	

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			like how the cafe and restaurant operator keeps their milk crates and things there.				
174	Melinda Smith 38 Alfred St South MILSONS POINT		Colour scheme could be better	Time with others, Time alone, Had coffee/meal	Plants and more seating. A possible retractable cover for sunshine on nice days and protection on wet days from rain.	Support	Great idea!!! The residents love it, and it creates more of a community feel in the area.
175	William Knowles 29 Carabella St KIRRIBILLI	The plaza creates a sense of community It's pleasant sitting in the café without cars going by. It makes Kirribilli safer for pedestrians especially children	That it didn't happen sooner	Time with others, Time alone, Leisure time with children, Had coffee/meal, Sit with dog	Seating Plants Dog bowl	Support	Has made the village safer
176	Shah 31A Fitzroy St KIRRIBILLI	Like the Design	It's next to Metro Woollies and you not supporting our Locals businesses	Time with others, Leisure time with children, Had coffee/meal		Neither support nor oppose	
177	Simogne Highfield 21 Balfour Rd KENSINGTON	Creates a much safer environment for the primary school children walking in this area with no cars.	Nothing I don't like about the plaza	Time with others, Time alone, Leisure time with children, Had coffee/meal Waiting area for school pick up	Comfortable seating and tables. Rubbish and recycling bins.	Support	The road closure is a definite improvement to the area and should be maintained.
178	R 80 Alfred St MILSONS POINT	No traffic!!! More space to enjoy the amazing bakery	Nothing. Keep it.	Time with others, Time alone, Had coffee/meal	More bins	Support	

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179	Martin Borg 30 Alfred St South MILSONS POINT		Inaccessibility to cars and the inconvenience of blocking off the street for minimum utility.			Oppose	
180	Elias 93 Pacific Hwy NORTH SYDNEY	It looks good and creates a nice space	I like that it creates more safe open space for pedestrians	Time with others, Time alone, Had coffee/meal	The playful colours are great!	Support	
181	Julie McLean 301/1 Kirribilli Ave KIRRIBILLI	It's a welcoming place to meet up with family or friends...colourful, I love the lights at night.	There is nothing that I don't like about it	Time with others, Time alone, Had coffee/meal	I'm content with the way it is now, maybe live music, just a solo guitar player - nothing big and loud.	Support	No
182	Clare 3 Archer St CONCORD	Improved safety for children going to school	Nothing	Time with others, Time alone, Had coffee/meal	Cover/shade and seating	Support	
183	Martin Choy 389a Alfred St North NEUTRAL BAY	It's used, especially relative to all the other trial plazas.	The stark furniture	Time with others, Had coffee/meal	Better colour choices and furniture	Support	
184	Grace Gately C95 Ennis Rd MILSONS POINT	I like the lamps Extra trees	Cement bollards Geometric designs on road	Time with others, Time alone, Had coffee/meal	Seats with back supports	Support	Safer
185	Mike Condon 54 High St NORTH SYDNEY	That it's temporary and a better outdoor dining/seating solution will be designed across the road.	Looks tacky, like a childcare play area.	I like the other side of the road, more open and spacious.	The fairy lights can stay.	Oppose	Can be a service area only maybe during certain hours like Pitt Street Mall?

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
186	Chris Holding 1 Ada Str CREMORNE	I don't like it.	Everything. The design, the colour, the premise. This was not properly consulted with the community before the trial. Plazas (road closures) are a substandard fix and do not engage with the lack of real public open green space in North Sydney. Kirribilli actually has some decent public open space - this is a real waste of money which could be spent better elsewhere in the LGA on a proper park.	Not spending time in the Plaza.	I don't want to see a permanent plaza in this location.	Oppose	Should be a road.
187	Denise Moore 5/24 Woolcott St WAVERTON	People friendly, reduced traffic, sociable space	Nothing	Time with others, Had coffee/meal	more trees	Support	
188	S Jamieson 9 Commodore Cres MCMAHONS POINT	Safe pedestrian-friendly access, increasing walkability and activity, transforming the road into a vibrant shared community space.		Time with others, Time alone, Had coffee/meal, Sitting and enjoying the space	Community garden, community library, bike lane, bike rack/parking, green space, benches	Support	This closure would create a community and pedestrian focused space and increase safety.

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
189	Gemma Main 108 Ben Boyd Rd NEUTRAL BAY	Adds extra seating at heart of Kirribilli	N/a	Had coffee/meal	Tables and chairs, recycling bins	Support	
190	Romane Boyden 12D/70 Alfred St South MILSONS POINT	That it is a pedestrian friendly area suitable for outdoor seating. I like that it makes the downstream Burton St more pedestrian - suitable too as cars are less likely to drive down from other access points.	The design is not very attractive. It seems it emphasises the use of recycled materials? However, this could be done in a much more stylish way, still with recycled materials. A cleaner design with less random colours and a more consistent theme/style. It should be simple and stylish to match other parts of Milsons Point/Kirribilli.	Time with others, Time alone, Had coffee/meal	No playground equipment. Instead, include more tables, seating/benches, perhaps more natural greenery.	Support	Good idea, but ugly execution
191	Deborah Richardson L2/34 Burton St KIRRIBILLI	Added amenity for pedestrians and dining public, reduced traffic in Burton Street, more green space,	That it is a trial	Time with others, Time alone, Leisure time with children, Had coffee/meal	Great as it is	Support	
192	Mr M Connery 11 Lower Wycombe Rd NEUTRAL BAY	It's a highly valued community meeting space	Better if it was all one colour	Time with others, Had coffee/meal	Uniform colour scheme Fairy lights	Support	Great idea to use roads as public open space Hasn't affected traffic
193	H Bauer	Makes dining in the area more pleasant	Colour could be better	Time with others, Time alone, Leisure time	High grade finishes Sophisticated finishes	Support	Has made Kirribilli Village a super place to visit on the

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
	18 Woollcott Ave WAVERTON	Feels safe without through traffic		with children, Had coffee/meal, Sitting in cafe with friends enjoying fairy lights			weekends Clever initiative by Council
194	Dr Peter Hunter 34 Jeffrey St KIRRIBILLI	Friendly and safe Community hub	No complaints	Time with others, Time alone, Had coffee/meal	High quality pavers More trees and flowers	Support	Excellent Council initiative
195	Des Hunter 34 Jeffrey St KIRRIBILLI	Safe A relaxing place to be on weekends Helps create community feel	No complaints	Time with others, Time alone, Had coffee/meal	High quality finishes Advanced trees Natural colour pots e.g. cement terracotta	Support	Great council initiative
196	Grace Yen 30 Glen St MILSONS POINT	Reduces traffic Creates nice atmosphere - like alfresco dining	Nothing	Seeing the fairy lights	Yes - I would like it to look as it looks now	Support	
197	Agnes 16 9 Rocklands Rd WOLLSTONECRAFT	It creates a welcoming feel to Kirribilli and encourages people to spend more time in the village shops/restaurants. The area becomes more lively and also attracts visitors.	Added traffic congestion	Time with others, Time alone, Had coffee/meal	Water fountain, permanent seating, more shops, space for mobile food trucks/temporary food stalls	Support	Need to improve flow of traffic around the area, particularly pedestrian access/crossing into the area. Please increase availability of retail space, whether temporary or permanent to increase the use of the plaza. Also explore live music opportunities.
198	Beatriz Lopez Portillo 7/1A Phillips St NEUTRAL BAY	It gives a space for families and friends to gather and is colourful.	I like everything!	Time with others, Had coffee/meal	Live music on weekends	Support	No

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
199	Bianca Marcellino 4/37A Fitzroy St KIRRIBILLI	Safer for children	N/A	Time with others, Leisure time with children, Had coffee/meal	Umbrellas or shade cloth	Support	N/A
200	Alexander Burt PH2 10 Cliff St MILSONS POINT	Reduces traffic congestion resulting from cars trying to turn into Burton St. It enhances the image of Kirribilli as a village.	Nothing I think council and its planners have done an excellent job by keeping it simple.	Time with others, Had coffee/meal	A few scattered tables	Support	I believe that if undertaken along the same lines as Broughton St. they enhance the appearance. most importantly give the rapidly expanding community more space to relax and enjoy their surroundings with friends and neighbours
201	Hilary Hatfield 66 Carabella St KIRRIBILLI	As locals we just love the open plaza as we all meet there and there is a wonderful sense of community.	The colour blue on the pots and lampposts is cheap looking	Time with others, Time alone, Leisure time with children, Had coffee/meal	different colours which are more in harmony with nature. More chairs and tables	Support	It has been a really wonderful gift to the community. Children, the elderly, dogs, cyclists etc feel much safer.
202	Stephen Ellis 44 Fitzroy St KIRRIBILLI	It has created a real village atmosphere around the centre of Kirribilli	It hasn't gone far enough! It needs to be finished with paving, tables and chairs.	Time with others, Time alone, Leisure time with children, Had coffee/meal	Paving, table, chairs and umbrellas	Support	It's created a safer environment
203	Murray Hamilton 55 McDougall St KIRRIBILLI	It looks good. It creates a nice pedestrian area. It stops traffic going down a small, congested street, so it's also safer.	Nil	Time with others, Leisure time with children, Had coffee/meal		Support	The Burton St closure has been excellent - no adverse traffic issues - and significantly enhanced public appeal and street utilisation. We strongly support it becoming permanent.

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
204	Phillip Browne 8/1 Harbourview Cres LAVENDER BAY	Its available to people who use the village.	Nothing, it's great.	Time with others, Time alone, Had coffee/meal	No change	Support	Positive to community. I like it. I think this road closure is really good. It's great for the Kirribilli village and should stay and be made permanent. Any complaints from people who use cars is unwarranted as the use of cars should be discouraged.
205	Carol Lee 72A Carabella St KIRRIBILLI	I like that it provides a safe space where people can gather away from the noise and risks of passing traffic.	The garish colour scheme of the painted ground and the ugly concrete circular things.	Time with others, Leisure time with children, Had coffee/meal, Space to walk and avoid queues to shops	It's not a big space, so nothing more is fine.	Support	Although my garage is accessed from Crescent Place and driving along Burton Street was quicker for me when I drove home. I think the benefits of the Burton street closure far outweigh the minor inconvenience.
206	J Lestrage 9/1 Lower Wycombe Rd NEUTRAL BAY	It's an excellent plaza and adds to the area	None it's good	Time with others, Had coffee/meal	Really like it the way it is Perhaps give it a name and explain a bit history etc	Support	Definitely keep the plaza Definitely,
207	Tony Durant 50 Fitzroy St KIRRIBILLI	It slows for informal community interaction with a real international 'village' feel.	Nothing	Time with others, Time alone, Leisure time with children, Had coffee/meal, Seeing others being a part of what Kirribilli has to offer		Support	
208	Fran Heron	The fostering of community and the	The colours (everywhere)	Time with others, Time alone, Leisure time	Better seating - tables and chairs (with backs on	Support	Improvement in safety for residents, visitors especially

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
	31 Burton St KIRRIBILLI	improvement in safety for pedestrians and particularly school children. Before the closure trucks, cars and bicycles used to travel down that part of Burton St going at quite a speed sometimes. Also traffic would sometimes idle outside the coffee shop and restaurant and the fumes and noise was deeply unpleasant for those trying to enjoy coffee or a meal. Particularly when the culprit was a garbage disposal truck!	particularly the colours and design on the former roadway. Not user friendly. No shelter in the middle. Those bench seats are very uncomfortable and not "attractive". Needs better seating and shade e.g. umbrellas in the middle. Former roadway needs to be raised to be level with the footpaths. And please, please, change those colours to something more restrained and elegant. It's not a play school. Added to which those fairy lights are horrible because they're completely overdone. Looks like a carnival. Yuck.	with children, Had coffee/meal	them!) and umbrellas for shade and protection. Roadway raised to be level with the footpaths. Repaint and recolour to add some sophistication and more of a European feel. Design it with people in mind!		on market days and schoolchildren. It's a great initiative. Please don't ruin it by re-opening the road!
209	David Grundy 69 Carabella St KIRRIBILLI	Great public space that has greatly increased since establishing. Very	The colour scheme that was introduced. It could have been more in keeping with	Time with others, Leisure time with children, Had coffee/meal	I would change the colouring of furniture, lamp posts and street painting to be more	Support	No

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
		family friendly as well. Also the through traffic was hazardous before it was closed off.	the heritage feeling of the Neighbourhood.		consistent with the heritage status of the neighbourhood. Creation of some covered seating as depicted in the illustration above would be worthwhile, perhaps in some more neutral colours		
210	Name and address withheld KIRRIBILLI	Why had Bligh St. 'Trial' as shared zone, not been included in this feedback process?	Impact upon travel into this section of Kirribilli from Broughton St. Now have to enter via Crescent Place, which causes a hold up of traffic down Broughton St to be able to access my home. Further Traffic Study needs to be done, to take these changes into consideration, looking at the parking adjacent, and work out solutions for the Kirribilli without losing any parking spaces within the suburb.	Had coffee/meal, Walk through	Level surface between footpath and plaza / current roadway; take away the fences, and timbers to allow free flow of people in any direction ... currently it is only along the length of the street - east west or across the middle. The painted coloured surfaces is appalling, and a paver should be used instead. The electric blue painted street lights and planters should be changed, with input from the wider community. None of this detail was discussed with the community, to have a say, prior to this most	Neither support nor oppose	As stated in the info given on NSC website, and above this online survey: further traffic studies are to be undertaken and need to be done, now that schools are back post covid, they should also be noting the number of bus and truck movements as well throughout Kirribilli to get a fuller picture of the traffic through the whole suburb. "Council will assess the use of the temporary plaza with a visitation study and the impact on traffic through a traffic study to determine whether the road should be closed permanently following the conclusion of the temporary period.

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
			Also the colour choices used in the trial for the road surfaces, light poles, planters etc. is not appropriate.		expensive installation of a 'six month trial' space. The planter boxes currently impede the free access from southern footpath of Burton St to plaza space, especially for anyone in a wheelchair, walking frame, prams etc. you have to enter from centre of Humphrey Place. Not really good enough of your designers - the spaces need to be safely accessible to all people of diverse abilities.		Stakeholder feedback will be sought during the six month period." Bligh Street being a 'shared zone' from Humphrey Place to Broughton St has not been included in this community feedback, and it should be! Bligh Street is a high use area, for traffic exiting Kirribilli from the two schools as well as residents living in this section. It should have the children walking on the footpaths and cars only on the road. AGAIN, the inappropriately coloured painted road surface was unnecessary and costly for a trial program. It has encouraged children to 'play' on the road, which is not appropriate for the traffic movements out of the suburb.
211	Maureen Van Metter	A perfect place to grab a cup of coffee or a gelato and relax	Can't think of anything at all.	Time with others, Time alone, Had coffee/meal	Exactly what is there currently.	Support	I cannot understand who would object to closing this lovely little oasis in Kirribilli.

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
	30 Glen St MILSONS POINT	with friends. There is so much traffic in our area now that it's nice to have a quiet place to sit.					
212	Kim 125 Carabella St KIRRIBILLI	Great community space and frees up the sidewalk.	The paint on the road - can we find something more subtle - the current design is already looking jaded. Can you ask Morgan's to clean up their area- it looks filthy.	Time with others, Had coffee/meal, Easy to walk through the space	Repaint the road	Support	
213	Lester Doecke U12 34-40 Union St MCMAHONS POINT	It is a fantastic initiative. It is becoming a great social gathering spot. Families, friends are using in as a meeting place. Bravo council, hopefully the success of this will encourage more of them!!	Could have some more casual sitting and tables.	Time with others, Time alone, Leisure time with children, Had coffee/meal	More casual sitting and tables.	Support	Fantastic initiative, well council. Where are you planning the next one!!
214	Peter Antaw 14/11 Elamang Ave KIRRIBILLI	It looks great and is a haven in the shopping area. Before cars spoil the cafe scene.	The bench seats are a little close to cafe diners. A bit more offset would be better for all.	Time with others, Time alone, Had coffee/meal, Nice space to walk through without crowding on the footpath outside the coffee shops	Just the change mentioned above to the benches.	Support	

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
215	Kathy Brodie 3 Margaret St NORTH SYDNEY	Road/vehicle space is now pedestrian space. Kirribilli is a highly urban community with limited green space or plaza space - well done to the council for working with the state govt to create a new space for people to meet and mill about. It is a bright and cheerful space and appeals to young and old. It reminds of the international artist - Jessica Stockholder and her installations in New York. I am thrilled that the council created something fun for everyone rather than using a 50 shades of white palette for the colours.	I think it is fabulous - I can't recall the last time the residents of Kirribilli received some new land to meet and great and hang out in.	Time with others, Had coffee/meal, Somewhere to sit whilst waiting for takeaway food	Perfect as it, the state govt has funded it - it would seem wasteful for the local govt to rebuild something that works well for the community.	Support	The road closure is great - couldn't be happier to see space returned to pedestrians rather than cars.
216	Laura Holding 1 Ada St CREMORNE	Nothing	Ugly and ill thought out	The plaza gives no enjoyment - bad location and unnecessary	I don't want it to become permanent. Bad idea poorly executed	Oppose	Put it back as before please

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
217	Anton 15/1-3 Elamang Ave KIRRIBILLI	Environment is great	Colour	Time with others	Level the floor up		No
218	Peter McCormack 1204/30 Glen St MILSONS POINT	Love the bright colours a, brightens up the area, lovely space for people to meet and relax.	Just ensure that it's kept clean/	Time with others	I love it just the way it is.	Support	Let's do it, the less traffic the better. I personally love the whole idea of the plaza, it's brightened up the area and just a great space for people to meet and greet. Let's make this a permanent Plaza for the enjoyment of the residents in this area.
219	Therese Delanty 10/49 Carabella St KIRRIBILLI	Additional plaza type seating for patrons of the Burton Street cafes, residents and visitors with northern sunshine, shade trees and group bench seat configuration. Access and use of the seating does not require any purchases from the surrounding shops.	The uncharacteristic colour scheme of blue, pink, purple etc. This does not relate to the traditional colours of North Sydney street furniture and signs and is not, as stated, any relation to traditional indigenous painted colours.	Time with others, time alone, Leisure time with children, Had coffee/meal	I am happy with the temporary design and furniture etc. but request strongly that traditional First Nation colour be used in the design of both paving surface and street furniture.	Support	No - the benefit of the Plaza outweighs the disadvantage of the road closure
220	Andre PO Box 246 MILSONS POINT	The night lighting.	The removal of the vital traffic artery for what is a needed road. Pushing traffic down Willoughby St for Carabella St flow	Walk through using street to get around people just standing there in the coffee lines	Bean bags, hammocks and Saturday night cinema.		Look at traffic flow restrictions first 100 metres on Willoughby as result.

No.	Name and address	Like most?	Like least?	Activities enjoyed?	If the plaza is to become permanent, what would you like to see included in the plaza?	Do you support permanent closure?	Do you have any comments about the road closure?
			<p>with significant impeded parking arrangements on Willoughby St creating a one way traffic flow on a two way street situation amplified by removal of vital flow from the temporarily plaza. Easy fix potentially by looking at the bilateral flow parking restrictions on northern side entering Willoughby St.</p>				

Table 3. Features most liked/least liked (Online submissions)

Most liked features	Least liked features
<ul style="list-style-type: none"> • Social connectivity/sense of community & place/community & village feel (n=114) • Seating/alfresco/outdoor dining/open, public and green space/COVID safe (n=40) • Street is completely closed/no traffic/less traffic/less fumes/less risk to pedestrians (n=38) • Design/aesthetics/ambience/atmosphere/feel safe/good location (n=34) • Fairy lights/lights (n=28) • Pedestrian friendly/safety - supports (n=28) • Food/drink/coffee located nearby/supports local businesses (n=27) • Place to rest/relax/take break/sit/hang out/people watch/have coffee (n=24) • Good edition to area/festive feel/nice vibe (n=14) • Colours - like (n=12) • Family activities/family friendly (n=9) • Plants/Planters/Greenery (n=7) • Nothing (n=6) • School children safety (n=6) • Shaded areas (n=5) • Opportunity to have a say (n=3) • Accessibility (n=2) • Does not support/Ugly (n=2) • Overall concept (n=2) • Bligh Street not included in engagement (why?) (n=1) • Bligh Street not included in engagement (why?) (n=1) • Colours/street paint/add pavers - do not like (n=1) • Dining/seating to be improved when permanent (n=1) • N/A (n=1) 	<ul style="list-style-type: none"> • Colours/street paint/add pavers - do not like (n=64) • Nothing (n=51) • Like/love as is/supports plaza (n=22) • Aesthetics/design - do not like (n=17) • Suggest alternate colour scheme/theme - heritage/historical/traditional/ neutral/ first nations/more fitting for Kirribilli (n=12) • Concrete bollards/seats need painting (n=8) • More shade/umbrellas/shelter for wet weather (n=8) • Traffic concerns/impacts on nearby street(s)/reconfigure crossings & surrounding streets (n=8) • Seating - more comfortable (n=6) • Bins/space for cafe rubbish (n=6) • N/A (n=5) • More seating (n=5) • More tables (n=4) • Blue pots (n=4) • Planters & lamps (n=3) • Needs to be bigger (n=3) • Cyclist concerns/access (n=3) • Lights - do not support (n=3) • Further reduce traffic (n=2) • Seating area not level with pavement (n=2) • Diversity in nearby businesses (n=2) • Poor accessibility (n=1) • Need native plants (n=1) • Colour of Bligh Street (n=1) • Bike parking (n=1) • Water fountain (n=1) • Improve drainage (n=1) • Colours - like (n=1) • Students loitering/blocking entrances (n=1) • Do not support (n=1)

Most liked features	Least liked features
	<ul style="list-style-type: none"> • Impact to cross Broughton Street (n=1) • Dining/seating to be improved when permanent (n=1) • Maintenance request/maintain (n=1) • Waste of money (n=1) • Open space needed elsewhere in LGA (n=1) • Fairy lights/lights (n=1)

Table 4: If the plaza is to become permanent, what would you like to see included in the plaza?

Item	No. of responses
Like/love as it currently is	28
Plants/flowers/native plants	22
Alternate colour scheme/theme/Design - heritage/historical/traditional/neutral/first nations/more fitting for Kirribilli	22
More seating/more/chairs/keep chairs	18
Art/interactive historical information/music/entertainment	17
Seating - more comfortable	16
More shade/weather protection/shelter	16
More tables	16
Bins/recycling bins/dog bins/space for café's rubbish	14
Dining/seating to be improved when permanent/alternate furniture	14
Fairy lights/lights	13
Colours/street paint/add pavers - do not like	7
Seating area not level with pavement/level road area	7
Water fountain/dog bowls	6
Kids play area/activity panel/play equipment/activity decals e.g. hopscotch	6
Keep simple/don't over crowd/space to walk through	5
Pop-up food/drink/food trucks/on weekends/additional food/bars	5
Seating/alfresco/outdoor dining/dining options	4
Concrete seats/need painting/plants in middle/align better	4
Bike parking	3
Aesthetics/design - do not like	3
Ongoing maintenance/cleaning required	3
Does not support plaza/nothing	2
Colours - like	2
N/A	2

Item	No. of responses
Supports plaza	2
Barriers to stop children entering the road/concern for barrier near school	2
Traffic concerns	1
Outdoor power	1
Make bigger	1
Sanitation space/hand sanitiser	1
Community library	1
No play equipment	1
Opportunity to provide feedback on final design	1
Accessibility/more accessible	1

APPENDIX B. Written Submissions (Email, Letter and Other)

The following table collates the submissions received via email or letter which are proactively released in accordance with Council's *Access to Information Policy*.

Legend:

Key	Detail
Furniture	Alternate furniture/more tables/chairs
Social/community	Social connectivity/sense of community & place/community & village feel
Aesthetics - do not like	Aesthetics/design - do not like
Colours - no not like	Colours/street paint/add pavers - do not like
Alternate scheme/theme	Suggest alternate colour scheme/theme - heritage/historical/traditional/neutral/first nations more fitting for Kirribilli
Waste of money	Waste of money
Minimal pedestrian benefit	Minimal benefit to improve pedestrian safety
Minimal inconvenience	Minimal inconvenience for motorists
Consultation	Lack of consultation for detailed design/want opportunity to have say on detailed design
Other - traffic	Other - traffic related comments/suggested improvements
Other - improvements	Other - improvements suggested in alternate location
Bins	Bins/recycle bins/dog bus
Water Fountain	Suggests water fountain

No.	Name and Address	Submission Verbatim	Category	Level of support
1	Susan Alexander-Case N/A	(Note: submission made during construction of plaza) I will wait till the works is complete until I give my final feedback but if the painting of the colours in Bligh St are any indication of what colours you are proposing and if the picture provided for the plaza in Burton St is any indication of what the outcome of the look and colours are going to be it is an absolute disgrace. The suggestion of painting the tunnel purple is horrendous just because we are surrounded by the most beautiful jacaranda trees does not mean by painting the tunnel purple will enhance this wonder of Kirribilli. If anything, it will take away from the beauty of the Jacaranda trees and make our suburb the laughingstock of Sydney. Please we are not a Newtown suburb this is Kirribilli where the Governor General and the Prime Minister live. When we bought we bought because of the village atmosphere if we wanted our suburb to look like Newtown we would have bought there. There is not one Restaurant owner or shop owner or Resident that I have spoken to that does not feel the same way as me. When you put up the proposal you gave classy looking street	Aesthetics - do not like Colours - no not like Alternate scheme/theme	Neither support nor oppose

No.	Name and Address	Submission Verbatim	Category	Level of support
		<p>scapes and now when you implement it, it resembles nothing but an absolute embarrassing disaster. What happened to the cobbled street look the classy planters the classy street lights and classy overall look?? We have many empty restaurants and shops in Kirribilli and with this garish circus look Kirribilli will never attract upmarket restaurants and shops like Paddington or Double Bay. Go and have a look at those villages and take a leaf out of their book. It was said that this last year housing prices went up 40% in Kirribilli because people bought in the suburb for its London Esq appeal. As a suburb it attracts French Families and many European families. We look onto one of the most beautiful Harbours in the world and the best you can give us screams Downmarket and slums. This is what you'd get in London where the council housing are. Please we are a classy suburb and lets keep it that way. Just because we have a diverse group of people that live here in Kirribilli does not mean you have to create spaces that look more like a circus that screams embarrassment. We are all Village proud and this will be an embarrassing disaster. I am an interior and exterior designer. And judging by how you have already planted up the beautiful garden beds you have constructed tells me that you have no idea what you are doing. When planting a space in a village one theme is cheaper and classy compared to something here something there. Have you heard the joke If a council or a committee made a dog can you imagine what it would look like? This is exactly what you are doing to our beautiful village rather than an upgrade this is a joke. Please send me final pictures of what these areas will look like because the initial images you provided are nothing like what you are doing.</p> <p>What you sold us on is now completely different and can you not tell which one is more classy than the other because if you can't then whoever is making these decisions and spending our hard earned Tax dollars should have to answer to us the Tax payers that live in the suburb.</p> <p>So please if someone can get back to me and tell me that what you are now doing is not what it will end up looking like. I am so horrified that you can do this to the residents of Kirribilli and if you are doing this to get a diverse group of people to visit Kirribilli, I can assure you these people will not be the kind of people us Kirribilli residents want to attract to our area.</p> <p>The one side of the Station on the Alfred Street side is so in keeping and classy with a beautiful area of greenery park like space with beautiful statues and a pleasure to walk through and then well you come out the other side and it is a disgrace and now you are just rubbing salt into the wound.</p> <p>If this is what the outcome of the Kirribilli Village is going to be I can assure you more than 50% of the Kirribilli residents will vote to change it all back into through roads because at least that way we don't have to put up with a horrendous garish look. Please get the people that worked on the Alfred Street side to bring their class through the tunnel onto our side.</p> <p>I will with no hesitation and pleasure give you all my time and design for free if you wish to implement a classy outcome.</p>		

No.	Name and Address	Submission Verbatim	Category	Level of support
		<p>Here are some images of what it could look like upmarket and classy and it would certainly become the most visited suburb in Sydney if it looked like this we would have restaurants full and we would attract classy shops and it could be one of the most successful and desirable suburbs in Sydney being under the harbour bridge and looking onto one of the most beautiful harbours in the world. Cobbled streets - beautiful lighting and a theme that is in keeping and carried out throughout the village. If you go along these lines you will attract good restaurants and beautiful shops. Look at how to achieve colour in a theme without having to bring every colour in the book and look how mono planting can look so classy. Instead, you are trying to incorporate everything into one look and hence it will just look downmarket in no time at all. I can assure you if all the garden beds are planted the same - even star jasmine or box hedge one or the other quick to grow easy to upkeep and if every garden bed is the same it starts to bring a unity and theme. By having them all planted differently it looks dreadful. So again, if every planter box is planted the same and painted the same colour classiest colour in a village is black (pots don't have to be the same sizes but they have to be grouped together properly) you will then start to see a theme of unity not mishmash - mishmash is the first no-no in decorating. Streetscape elements are those functional and aesthetic items in pedestrian spaces that provide amenity and utility to pedestrians and other street users and if the street scapes is Disjoined it can ruin a feel of a village however if it is within the keeping of the suburb and class of the suburb it can enhance and bring a feeling of unity from the time you enter the village and its surrounding streets to the time you leave.</p> <p>What Kirribilli is starting to look like now is a mishmash of this and that and there is no unity or class about what you have painted on Bligh Street.</p> <p>Find your inspiration from the below images. In any of these images do you see painted garish streets No they have bought in the class and unity in the cobbled streets the beautiful streetlamps hanging baskets all planted the same all garden beds planted the same and appealing cobbled streets to walk down and admire the restaurants and shops. No garish spaces that are going to look like a slum in no time. I am happy to give a vision you will never regret, and I can promise you every upmarket restaurant will want to be in Kirribilli and every upmarket unique shop will want to rent space in Kirribilli. Something this village is lacking but if done right it can be the envy of Sydney.</p> <p>[View submission images]</p>		
2	Jon Lesquereux N/A	<ol style="list-style-type: none"> 1. I have no strong view about pedestrianisation other than to observe that the impact to pedestrians is minimal given the length of the street. 2. Existing traffic calming initiatives were doing their job 3. The colour scheme applied to the road is an abomination. Why on earth would Council approve a scheme that looks like a 1980's children's playground? It really concerns me that Council appoints consultants that think this is a good idea and worse still, accepts their advice. 	<p>Minimal pedestrian benefit</p> <p>Colours - no not like</p> <p>Alternate scheme/theme</p>	Oppose

No.	Name and Address	Submission Verbatim	Category	Level of support
		<p>4. In your plans you write about concepts like respecting heritage values and the importance of creating a sense of place while preserving the unique environments within North Sydney. The colour scheme used on Burton Street is the antithesis of this. I'm sure if a private developer proposed something like this there is no way Council would allow it to happen.</p> <p>5. The scheme seems like another failing in Council's preservation and modernisation of Kirribilli. Whilst some good work has been done, for which Council should be commended, other planning decisions - (like allowing a roller shutter gate on a prime retail frontage at BWS) suggest that Council either doesn't care or is not adequately qualified in this space.</p> <p>6. Finally the project again smacks of a desire to spend money for the sake of it. Surely there are higher priorities?</p>	Waste of money	
3	Jan Lochtenberg N/A	<p>Honestly, I think the plaza is a great idea and it shouldn't be trialled. Just close off the area completely: it doesn't add any convenience to have those side streets car accessible other than getting home 20 seconds faster. Kirribilli also needs more public hangout spaces, as well as more bars/pubs and less Thai food restaurants.</p> <p>However. The colouring is awful, could have done something Aboriginal perhaps or at least with less loud colours. P.S.</p> <p>1) please widen Broughton Street entry so two cars can drive through easily without congestion. 2) fix the Carabella entry sleeping policemen so kids stop cutting the lane on the other side of the road 3) thanks so much for extending the parking capacity from 5 to 6 on the corner of Carabella and Burton 4) please paint parking lines so people know how to park 5) have you considered 60 degree parking along Willoughby and closing off one side? 6) please power wash the footpaths, It's not expensive. \$5/sqm for commercial footpath service. I've slipped on these when wet with my baby and pram. I'm capable of doing my own section outside but neighbours don't like when I leave theirs looking dirty while mine is clean and slip proof.</p>	Minimal inconvenience Other - traffic	Support
4	Denise Darlington 6/6 Stannards Pl KIRIBILLI	<p>I have been a resident of Kirribilli for 38 years. I think it is a wonderful idea to have a plaza in Burton St, as I am also a regular at both cafe's adjoining this. However, I, as many locals also agree, that the choice of colours for the road made it look like a children's playground. We are very proud of our superb Jacaranda trees which blossom throughout October and November in Kirribilli and we are well known for many people flocking to see and photograph them. I believe that the colours of the road should represent our Jacaranda theme. Maybe shades of purple, blues and green. I also propose the plaza is called Jacaranda Plaza!! It is so fitting for what we in Kirribilli are well known for!</p>	Colours - no not like Alternate scheme/theme	Support

No.	Name and Address	Submission Verbatim	Category	Level of support
5	Robin Low 41 Willoughby St KIRIBILLI	I am writing to support the Burton Street CI being made permanent. However, you have not asked anything about the current design and Council should release its design principles for this site for public comment. The current temporary colour scheme is inconsistent with the Kirribilli streetscape, the Council's heritage requirements and the Council's landscaping. So please release the proposed design for the permanent closure for comment before you go ahead. The absence of a coherent design for Kirribilli is really telling when such an incongruous design can be imposed in an area which has so much history and which Council seeks to preserve through its planning requirements for residents. Please note both my support for the closure and my lack of support for the current design. To just record support for the closure is disingenuous.	Colours - no not like Alternate scheme/theme Consultation	Support
6	Nadia Lee 62 Upper Pitt St KIRIBILLI	I am in love with the community space erected between Woollies and the flight centre! It gives such a homey, cosy feeling to our little town and it's just so precious. Thanks Council!	Community feel	Support
7	Quentin Drury LAVENDER BAY	As a long-standing resident of Kirribilli (18 years) and Lavender Bay (8 years to date) I just want to make my views respectfully known. I know these and similar ones are shared by many of my friends who also have lived in this area for a long time. I am not against a new paint job, new fencing/railings, new gardens/planters, new seating, street art, making areas more child friendly and even pedestrianising. But, on these two streets I think you have got the colour scheme on the streetlights, planters and road surfaces totally wrong and some of the street furniture still to come is not looking right and does not tone in with these two areas. Both streets are losing their charm and class and subtleties. What it looks like now is a children's playground, which is not what it has ever been. The colour scheme is more fit for down in the Luna Park "family fun" area or even around the new swimming pool. Nothing against families, children, tourists, even a sense of fun, but these two streets are not a play area, nor should they be and nor be a copy of "Young Street" either. I sincerely hope you can either tone down the colour scheme to something more appropriate to our area, even heritage colours and not to use these current colours anywhere else in Kirribilli. We don't want it to look like a daycare centre or kindergarten as it seems to heading that way. I think you will be hearing from a lot of very unhappy residents who live, work and socialise in this area. I also think the new pop-up street area in Miller Street is also not in the right spot either and looks very cheap and tacky for such a major thoroughfare and is already getting dirty. It's okay in The Rocks but to me and others looks very out of place. Personally, I would like the NS Council to concentrate on getting the Olympic Drive area fixed up as it's looking very neglected. Areas for improvement I (and I am sure many others) would like to see: * More attractive lighting from Lavender Bay/Luna Park through to Jeffrey Street	Colours - no not like Alternate scheme/theme Other - improvements	Neither support nor oppose

No.	Name and Address	Submission Verbatim	Category	Level of support
		<p>*Continual balustrades from Milsons Point Wharf all the way to Jeffrey Street wharf (removing the sandstone wall) including with the removal of the sandstones light shelters (with the back the front seating) with something more open and attractive.</p> <p>* Additional seating all the way around, new lawn, and for all the brick pavers to be removed and to have a bitumised walkway, like opposite at the Park Hyatt, so people can walk, run, cycle, scooters, use prams more easily and with a loop alongside the waters edge and edge of the drive. Also maybe a provision for an area for a portable cafe on wheels, additional toilets, an area for BBQ and even a couple more parking spaces if possible. It would be nice to have an area as nice as that in front and around the MCA so festivals, open air cinema, markets etc can be held in an attractive space.</p>		
8	David & Deirdre Leach KIRRIBILLI	The closure of Burton Street to all traffic including bicycles and creation of a pedestrian plaza is a step in the right direction and is welcomed by the community. The landscaping and lighting has been done well. The seating leaves a bit to be desired. The large "railway sleepers" are a novel idea but if they are intended as casual seats they suffer from having no back support which makes them unattractive as place to sip coffee, especially for the older generation. The large circular concrete "bollards" are a mystery. I can understand them being placed at either end to inhibit traffic but otherwise they seem to be useless - they are surely not intended as seats. Traditional tables and chairs would be preferable. An alternative might be to place a tabletop on each bollard with a mixture of chars and stools provided. This should be done in conjunction with Morgans and The Bakery either side of the precinct. More rubbish bins should be provided and maybe a water station.	Bins Suggests water fountain Furniture	Supports
9	Lyn Hazzard N/A	No, this a safe area for school children to use after school. To buy their afternoon tea and relax. I go there with my grandchildren.	N/A	Supports
10	Anne Hamilton MILSONS POINT	I live in Milsons Point and I would like to register my vote against both the Burton and Miller Street changes into coffee pop up venues. The Burton Street coffee pop up is visually gauche and gaudy and in no way consistent with its immediate surrounds. The bright blue would be more appropriate to a beach side coffee environment. This extra space is certainly not a space I would choose to meet my friends for a coffee and I would prefer if it were reverted back to a through -road for traffic. Both pop up venues are unsightly and lack environmental consistency and lack sophistication in design. If the council is looking to improve our neighbourhood and improve its liveability, I would think managing the aggressive car and motor bike revving under the tunnel on a Friday and Saturday night would be more appreciated. We are regularly woken to aggressive noisy senseless revving of engines every week after 11 pm every Friday and Saturday nights. The already established coffee venues are adequate without streets being closed to traffic and painted a gaudy bright blue. (Note: comments regarding Miller Street Pop-up removed and included in alternate submission summary)	Aesthetics - do not like Colours - do not like Other - traffic	Oppose

No.	Name and Address	Submission Verbatim	Category	Level of support
11	Vilma Bowers N/A	<p>As a local resident and frequent shopper in this area I would like to provide my comments on the Burton Street, temporary road closure.</p> <ul style="list-style-type: none"> I agree with the closure of Burton Street, however the current design is unsuitable for the area. The street furniture is not very functional given there are no proper tables or seats to sit on. The cold cement blocks are uninviting and do not encourage a long stay. Kirribilli is one of the oldest of the Sydney suburbs and has a more heritage feel because of the surrounding buildings. The bright colours are incompatible for the aesthetics of the village. In the revised plan, I think more heritage colours and design would be more appropriate with storyboards detailing the history of the area. The outdoor eating areas in the Rocks is a good example. The painted road surface both here and on Bligh Street is obviously most unsatisfactory. A week after the surface was painted in Bligh Street it was already stained and dirty with tyre marks from the garbage trucks. The surface in Burton Street is ingrained with dirt and looks untidy. This appears to be a waste of public money. A solution to this I think would be non-slip heavy duty pavers. The fairy lights do look lovely in the evening. <p>It is hoped that the Residents will have the opportunity on viewing and commenting on the revised plan.</p>	<p>Colours - no not like</p> <p>Alternate scheme/theme</p> <p>Consultation</p>	Supports
12	Sarah Reed 27 Willoughby St KIRRIBILLI	<p>I have enjoyed the experiment of the Burton Street closure and I believe it has made a lovely community space for us to walk or gather - free of the traffic that used to frequent the top of that street. If a decision is made to make the pedestrian area permanent, I hope that there will be further public consultation on the fit out of the space. At present, I object to the garish 'McDonald-land' colours painted on the road and the ugly cement blocks and railroad ties.</p> <p>Consider this instead... [View submission images]</p> <p>For a suburb like Kirribilli, that has the Governor General and Kirribilli House, we'd prefer elegance over 'schoolyard' accessories.</p>	<p>Colours - no not like</p> <p>Alternate scheme/theme</p>	Supports

Appendix C. Precinct Submissions

The following table collates the submissions/minutes extracts of Precinct Committees:

No.	Precinct Committee	Submission Details	Category
1	Milson Precinct Committee	Extract March 2022 minutes: The Precinct commends the Council for this initiative and supports making this closure permanent, with appropriate paving at a common level to avoid trip hazards, and appropriate street furnishings. The Precinct would appreciate seeing the final design that emphasizes a sense of place.	Support Opportunity to see final design
		Extract March February 2022 minutes: Motion - Milson Precinct requests that a full traffic study be carried out, including, bus, truck, car and pedestrian movements, for the impacts of changes to Burton and Bligh Sts, especially with cars making Right Hand Turn into Crescent Pl and Willoughby St from Broughton St, holding up traffic, with adjacent parked cars, especially now that schools have returned	Traffic Study required
		Extract March November 2021 minutes: <i>Noted that pedestrians are not walking along Bligh St, but using the pedestrian footpath adjacent to the church, where the area has been impinged by the planter boxes and the three sign poles.</i> Motion: Milson Precinct requests that Council improve the pedestrian access around the planters in Bligh and Burton Sts. The blue planters against the church wall on Bligh St should be arranged to maximise the space between the planters and street sign poles on the footpath. It may also encourage access to Burton St plaza from Aloysius school side, if the south eastern planters are moved slightly.	Reconfiguration of planters suggested
		Extract March November 2021 minutes: Concerns were raised about the colours used, the aesthetics, the traffic changes, as well as safety of children playing on the Bligh St roadway and the costs spent for a six-month trial. Motion: Milson Precinct is very satisfied with initial design of the Plaza and Bligh St. There may be traffic issues relating to the road closure when schools return which will need to be assessed later. We request that Council provide traffic monitoring.	Traffic Study required
		Extract October Combined Precinct Committee 2021 minutes: Regarding the Events Strategy Review - Milson Precinct noted that as section of Burton St, Kirribilli has been pedestrianised and noted that the <i>Kirribilli Village Centre Masterplan</i> includes relocating the Burton St tunnel parking to Ennis Rd and make the tunnel an interactive space. Milson Precinct supports this and has been suggesting and asking how the space can be utilised 7 days a week. They have been requesting that Council's Events Team can activate and have received the response that this will not be looked when the parking has been relocated however Milson Precinct feel the trials should happen at the same time to see whether it works or not.	Kirribilli Masterplan comments