



Minimise the Macleay Street Makeover! **Maximise Maintenance!**

Council held a public meeting on 11 March 2020 at which it presented its revised plans for the proposed works in Macleay Street. You can see them here: <https://tinyurl.com/udd5f2g>

Due to re-zoning and a number of housing developments, population in the 2011 district has increased and any upgrades to Macleay Street need to reflect this fact which results in increased pedestrian and road traffic. It is also an historical area and its look and feel need to be preserved.

Sydney Council must stop or limit its uncalled for and unwanted Macleay Street makeover. This is an anxious and unprecedented time. We have more serious priorities. Jackhammers and obstacles for 18 months will not help.

Our response to Council's slightly "revised" plans:

- **No removal of indented bus stops. Current plans force buses to stop in the traffic lane** and block traffic. The 311 bus is vital for residents and shoppers, and every 15 minutes we have "talking" tourist buses. Traffic must flow: we have a greatly increased population in 2011 and deliberate obstruction is wicked.

- **No removal of slip lanes to narrow intersections at corners (e.g. Greenknowe & Macleay and Macleay & Challis).** Slip lanes are vital for buses, emergency and garbage services.

- **No deliberate traffic obstructions.** Widened footpaths are still planned: this will slow the traffic to a snail's pace. Widened footpaths will also encourage cyclists to ride there. Charlie Bowers was killed on a Macleay St footpath by a speeding cyclist.

- **No "smartpoles" with banners with commercial or Council adverts or announcements.** Banners will ruin the "look" of Macleay Street.

- **No London plane trees.** This species causes respiratory problems. Melbourne is replacing its plane trees with species resistant to drought. We should do the same.

- **No faux heritage-designs** of seats and additional generic street furniture. Respect the authentic Art Deco and Modernist architectural heritage of the street. Sections of Macleay St are wind tunnels. Seats at bus stops.

- **No more car share parking.** We already have over 80 car space spaces across Potts Point, leading to loss of resident car parking and deliveries for small business.
- **No to the many proposed bicycle racks.** They are a privatisation of public space.
- **No to 18 months of disruption** which will affect residents and small businesses. Council took 2 years to install granite pavers in Darlinghurst Road and elsewhere.
- **Limit the huge cost.** Use the money to fix the dangerously unmaintained footpaths elsewhere in Potts Point and on social housing in the 2011/2010 postcode areas.

Just for the record, we commend Council for some of its revised plans for Macleay Street:

- **Yes, to recycled concrete pavers.** These reflect less heat and are more environmentally friendly than black granite.
- **Yes, to keeping the right-hand turn from Macleay Street** into Greenknowe Avenue. (We call on Council to ensure that the intersection at Challis Avenue is also left as it is.)

Tell Sydney Council what YOU think about these revised plans for Macleay Street

You still have a brief opportunity for your voice to be heard. Council is accepting further comments until 27 March 2020.

Email your comments TODAY to dasubmissions@cityofsydney.nsw.gov.au

and **also email** your comments to **Sydney City Council's Councillors** (here are their email addresses: <https://tinyurl.com/rqpt261>)

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Issued by:

2011 Residents Association

<https://2011residentsassociation.wordpress.com/>

and

Friends of Fitzroy Gardens and Lawrence Hargrave Reserve

<https://www.savefitzroygardens.com/>