

Night-time access

The gates to the Royal Botanic Gardens close at dusk, which in the summer months is 8pm, and varies in other months of the year between 5pm and 7pm. At certain times of the cruise season, access to foreshore at the Overseas Passenger Terminal is also limited at night. A section of the foreshore walk to the front of the [Australian Maritime Museum](#) is also closed at night, blocking access from the Pyrmont foreshore.

Public domain lighting

The harbour foreshore walk is a key element in the City's Creative Lighting Masterplan. Lighting applications can reinforce important aspects of the city's relationship to the Harbour edge as well as promote the foreshore walk. The current 'string of pearls' that sits along most of the foreshore could be reinterpreted and updated to be more sustainable, incorporate smart controls and have creative applications that can be deployed during the major events. A new foreshore light has the potential to be one of the identifying elements of ~~the Cultural Ribbon and Foreshore Walk~~ *Sydney Harbour's nature and culture walk*. The Creative Lighting Masterplan recognises that whilst the City owns a small fraction of the lights that are on the foreshore, to create consistency in the public domain co-ordination is needed with other landowners.

Opportunities

1. Work with Property NSW and the [Australian Maritime Museum](#) to understand the issues around opening the gates that currently prevent access to the front of the museum at night.
2. Work with Sydney Ports and Property NSW to ensure that the back of the OPT is well lit and inviting at night.
3. Work with RBGDT to understand the issues associated with late night access to the Gardens, and determine if access could be achieved for special public events or on a seasonal or more permanent basis.
4. Review night time conditions for accessible sections of the route with a focus on the City's public domain.

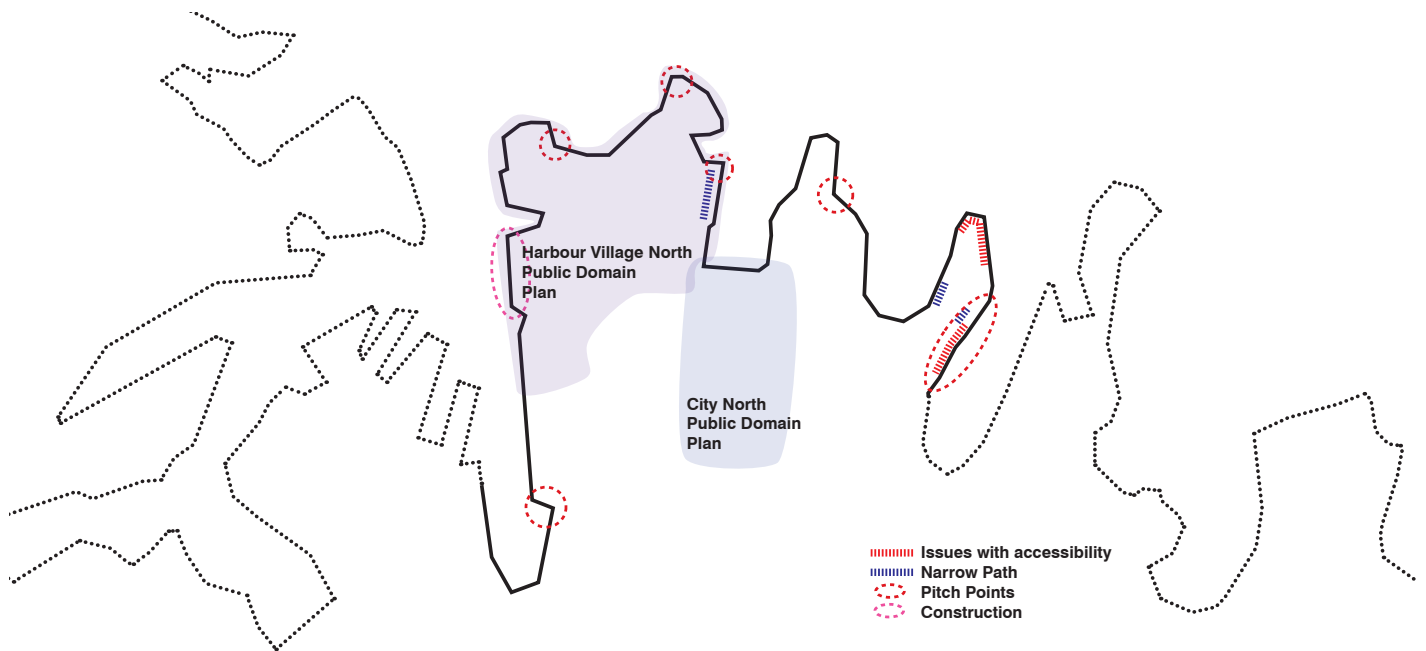
Priority Project: Lighting study

A number of the institutions along the [Cultural Ribbon harbourside](#) experience their peak of activity at night. Institutions such as the MCA and AGNSW now open late one evening a week, an initiative that other institutions may also follow in the future.

The lighting study would survey existing pedestrian lighting along the route. A creative lighting component should also be considered.

A fair proportion of the foreshore route between the Opera House and the Harbour Bridge is already marked out with the luminaire designed by Peter Hall for the Opera House Forecourt. The study should consider such existing assets.

Consideration should also be given to the contribution lighting to improve safety, particularly in areas around Woolloomooloo.



Pedestrian amenity and accessibility

Significant sections of the foreshore route are closed to the public at specific times of the day as well as particular times of the year. During the months of December, January and February—the high season for cruising vessels entering the harbour—the foreshore concourse to the Overseas Passenger Terminal is largely off-limits, and only accessible for about fifty percent of the days in October, November and March. During these busy periods, Circular Quay West and the access road behind the terminal are restricted [Source: Sydney Ports, Cruise Schedule, 2015]

Elsewhere, special events, both private and semi-public, can encroach on sections of the walk at particular times. This is the case in the Domain, when the area near the Fleet Steps is often used for large private events, and bump in and bump out compromises pedestrian access and amenity.

Relatively small sections of the route are difficult for the mobility impaired to access. Footpath widths are more permanently constricted at locations in Walsh Bay and behind the OPT. In the main, accessibility is good for the mobility impaired. The most significant accessibility issues are found around the topography of Mrs Macquarie's point.

Whilst the focus of this work is on the development of the walk along the foreshore, the implementation of the Harbour Village North and City North Public Domain Plans will deliver wider precinct specific improvements including upgrades to streets such as Hickson Road along Barangaroo, Walsh Bay and Dawes Point and Alfred Street and Customs House Square.

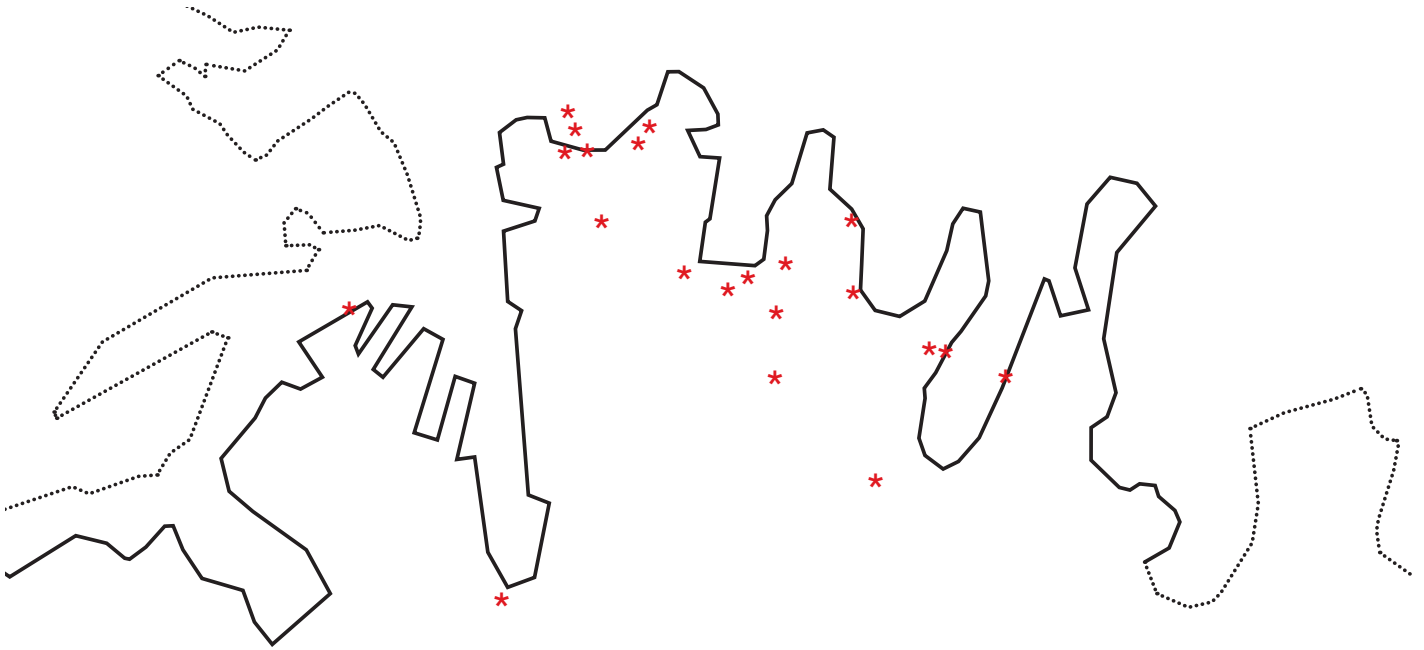
Opportunities

1. Work with Property NSW and Sydney Ports to ensure the public domain behind the Overseas Passenger terminal accommodates both walkers and cyclists as they are necessarily diverted from the foreshore route on ship days.
2. Leverage the City's control of Andrew Boy Charlton Pool to advocate for upgrades to the public domain beside the pool in the Domain
3. Work with RBGDT to consider options for accessibility around Mrs Macquarie's Point, the pathways along western edge of Woolloomooloo and connections to and from Woolloomooloo.
4. Advocate for better guidelines to ensure that private functions staged at the Fleet Steps do not encroach on the ability of walkers to safely enjoy the foreshore walking path.
5. Implement and deliver on street upgrades aligned with the Harbour Village North and City North Public Domain Plans

Priority Project: Walking / access audit

An audit that surveys footpath condition, accessibility, transitions and crossing locations, day and night-time walker safety and the existing locations of seating, shade and bubblers along the route. The goal of such an audit would be to recommend a range of public domain improvements that could be implemented by the relevant authorities.

The study should also review accessibility and inclusion in the formation of the walk. Consideration should be given to accessible tourism, the requirements of families, seniors and those with disabilities.



Public art and monuments

There are a significant number of Public Art and Monuments already in existence along the route. The Sydney Culture Walks App has a number of walks that feature some of the works along the foreshore but currently not one that focused on the foreshore. In the development of the walk there is an opportunity to highlight Public Art.

Opportunities

1. Incorporate information on existing Public Art and Monuments in the development of the walk
2. Informed by the implementation of Eora Journey, scope opportunities for project alignment to enrich the experience of the walk
3. Scope opportunities to tell the story of Sydney's maritime history
4. Consider events / festivals focused on public art

Interpretation and storytelling

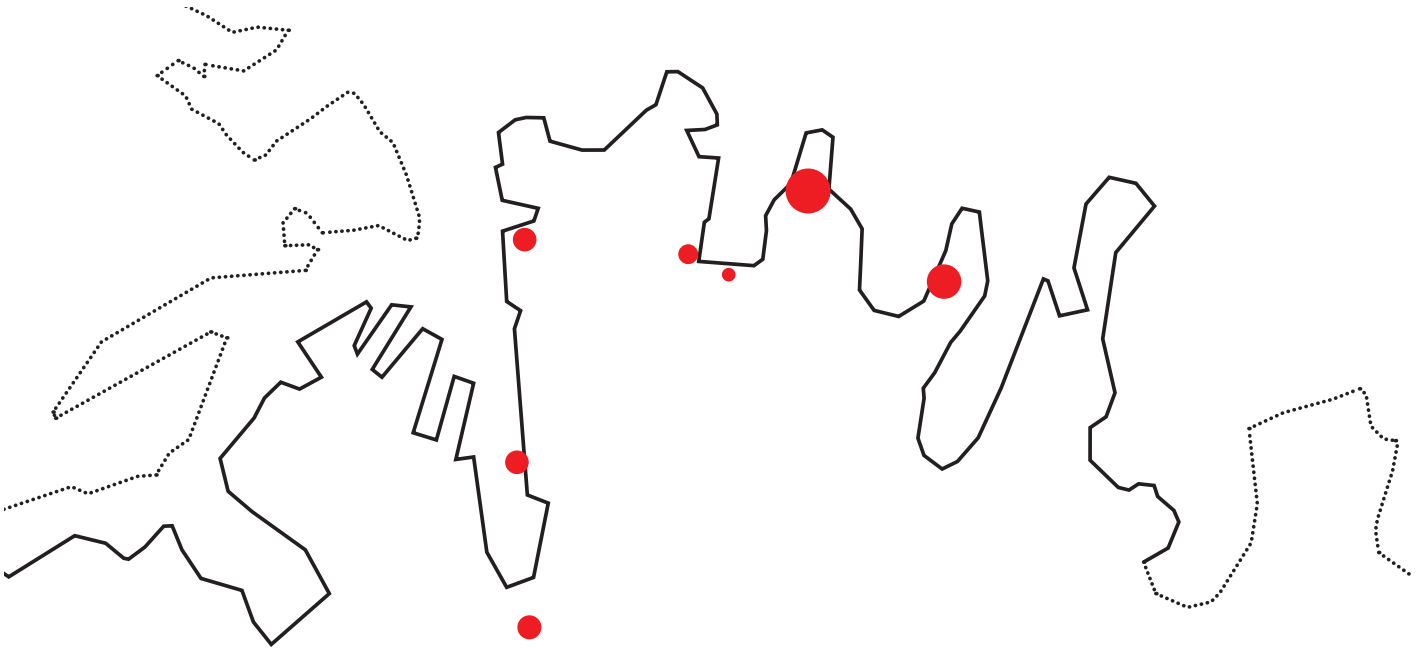
It is a given that majority of visitors to Sydney would visit the harbour and its attractions. Whilst the harbour with its landmarks of the Opera House and Harbour Bridge is known world over as symbols of the city, the story of the harbour itself, its evolution which tells the story of the city of Sydney is not so evident in the public domain. From the First Nation Peoples' carved images of the animals, the arrival of the First Fleet, its rich maritime history, in particular its history as a working harbour through to the its current development, there is an opportunity to tell the story of its harbour and the city, enriching the experience foreshore for its visitors and residents.

Priority Project: Sydney Harbour's nature culture walk interpretative infrastructure

An opportunity to explore and interpret the cultural / landscape heritage and history of specific places along the route

An opportunity to tell the story of the maritime history including its history as a working harbour

Infrastructure to present/ support Eora Journey Art Works - This aspect of the project should be closely tied to the work that the City is doing on the implementation of the Eora Journey. This could take its form as a series of installations along the walk or a number of interpretation on significant sites.



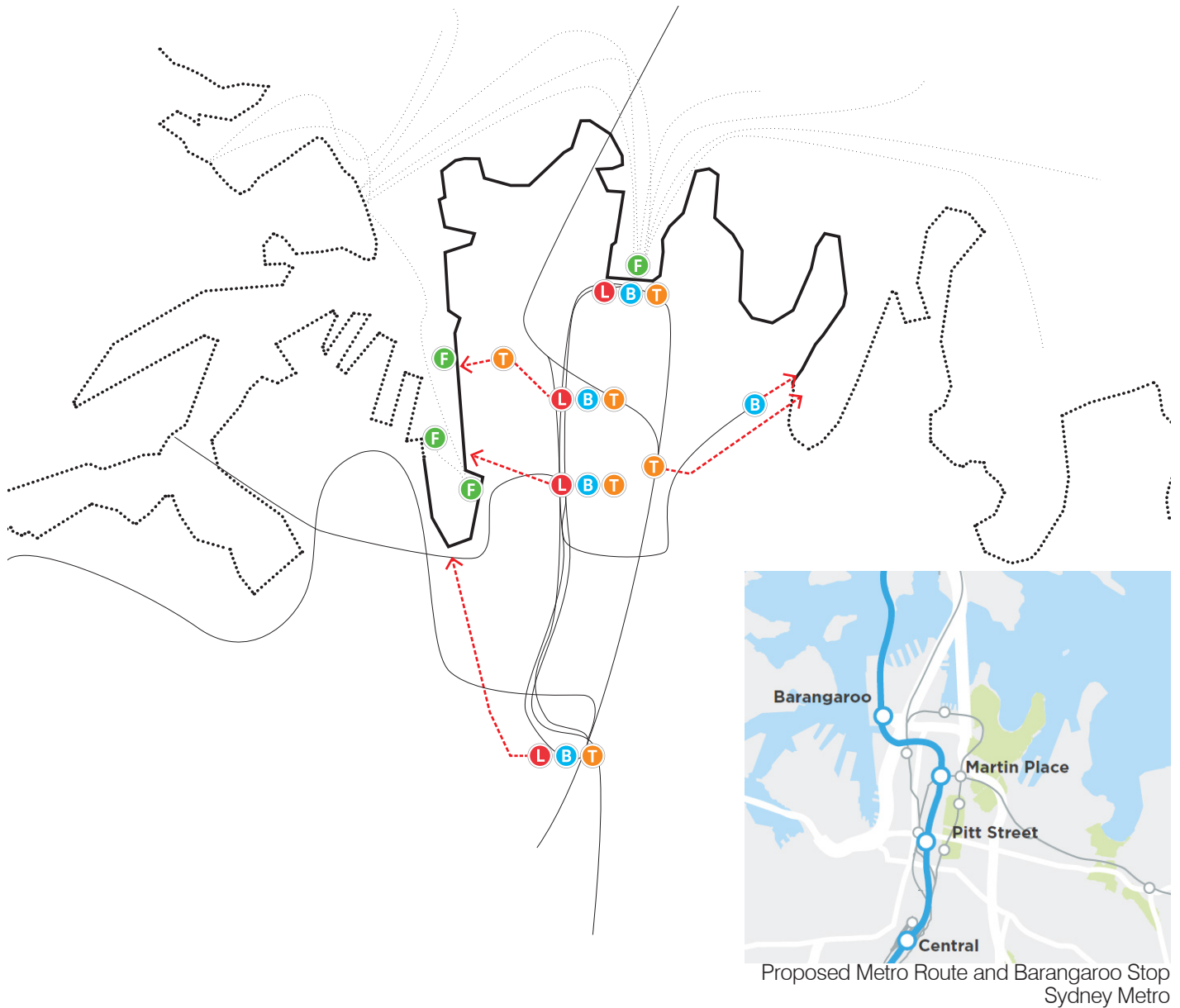
Open air performance spaces

Throughout the year, the foreshore hosts a range of outdoor performances with the harbour forming a spectacular backdrop. In realisation of Utzon's original idea for the exterior of the Opera House, upgrades to the concourse now mean the Monumental Steps can be regularly used as a major outdoor event space with a capacity of 6,000 people. The Pier 2/3 and Wharf 4/5 project at Walsh Bay proposes a major new permanent outdoor performance space and square with a floating stage connecting the two wharves, and the existing area at the Fleet Steps continues to host spectacular outdoor performances for up to 5,000 people.

At a contrasting scale, the buskers that operate along Circular Quay significantly contribute to the atmosphere of the place during the day and at night and draws crowds that can be quite significant. Live music and performance adds to the vibrancy of place and more could be done to add to the experience of the route, showcasing creativity in the city.

Opportunities

1. Identify potential locations for smaller, temporary locations for live performance
2. Consider how the public domain can better accommodate festivals and events including the provision of three phase power and internet / digital media access.
3. Consider the use of Dawes Point (currently classified by Property NSW as suitable for small events) for public art and other public events.
4. Consider a coordinated "foreshore festival" of events of different sizes, streamline approvals process

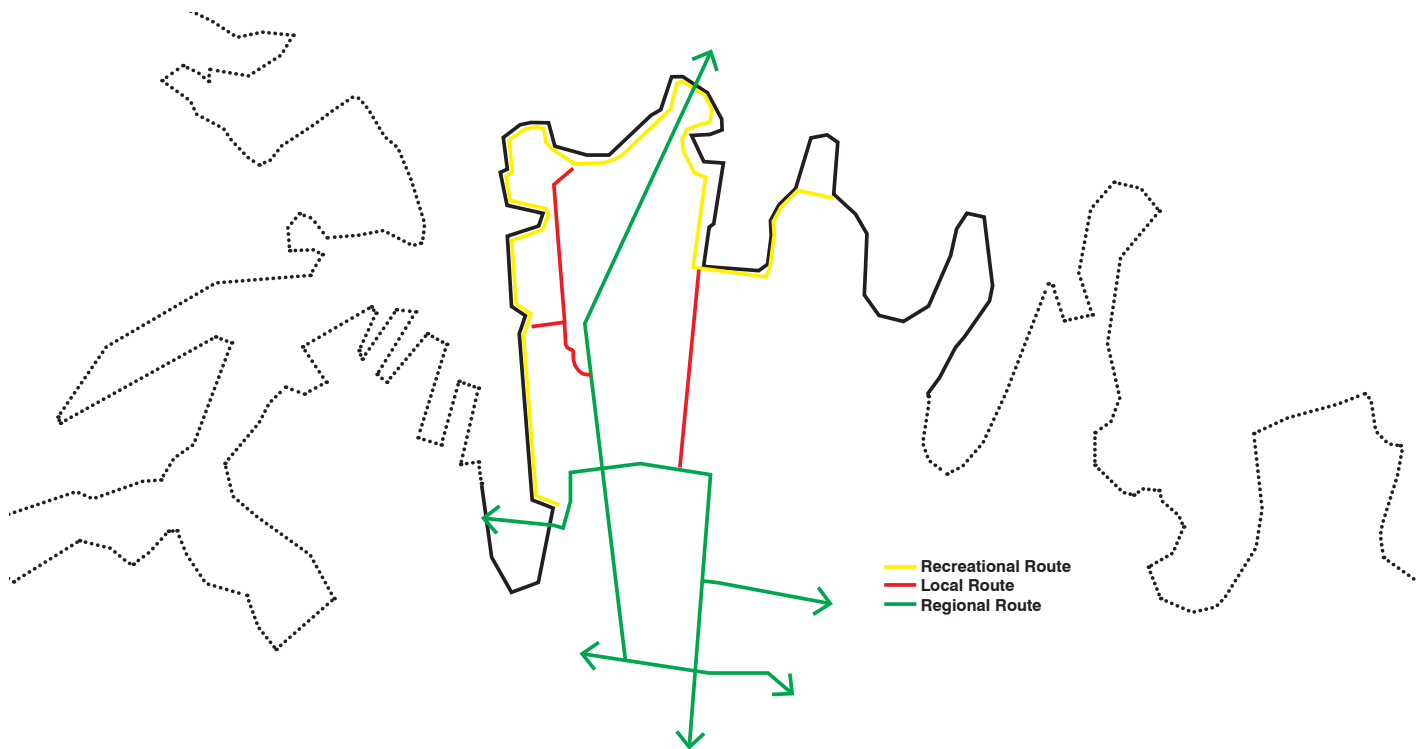


Public transport

Currently available public transportation to and within the city is strongly organised around the heavy rail loop referred to as the "City Circle." Pedestrian and cycle connections from the City Circle to the foreshore are variable in terms of directness and legibility. As the diagram indicates, there are several multi-modal interchanges that service the foreshore route, the most significant being Circular Quay. Connections to the Barangaroo foreshore from Wynyard will be made easier and more direct via the new Wynyard Walk tunnel. Less obvious are those walking (and cycling) connections to the west from Central and Town Hall stations. Pedestrian and cycling connections to the foreshore from the eastern side of the City Circle are weakest, being from singular mode stops.

Opportunities

1. Advocate for better pedestrian and cycle connections from transport nodes including light rail and proposed Metro
2. Support the AGNSW in [working with Transport for NSW](#) in establishing a new ferry wharf in Woolloomooloo ([potentially in a location that will connect with the harbourside walk](#))
3. Ensure that communications and marketing associated with the foreshore walk emphasise public transport as the best way to access the foreshore and its attractions
4. Continue to work with Transport for NSW to improve wayfinding from transport nodes to destinations including the foreshore



Cycling to and along the foreshore

The popularity of cycling as a recreational and tourist activity is increasing. At a distance of about 9 kilometres, cycling is an ideal way to undertake the entirety of the Cultural Ribbon foreshore route. The use of bicycles to connect cultural institutions is well tested in other cities through free cycling hire schemes. Currently however, a safe recreational route only exists in fragments. To the east, the Bourke Street cycleway gives excellent access to the foreshore at Woolloomooloo, but from that point, connections to the foreshore walking route is limited.

A number of organised bicycle tours and independent bicycle hire locations can be found in The Rocks. Bicycle hire is also currently available in Walsh Bay and Pyrmont. Bicycle tours that currently run around the harbour request that riders dismount to walk through the Botanic Gardens.

The Barangaroo waterfront promenade incorporates both shared and separated cycle ways, providing a safe and enjoyable recreational cycling connection between Kings Street Wharf and Walsh Bay.

Opportunities

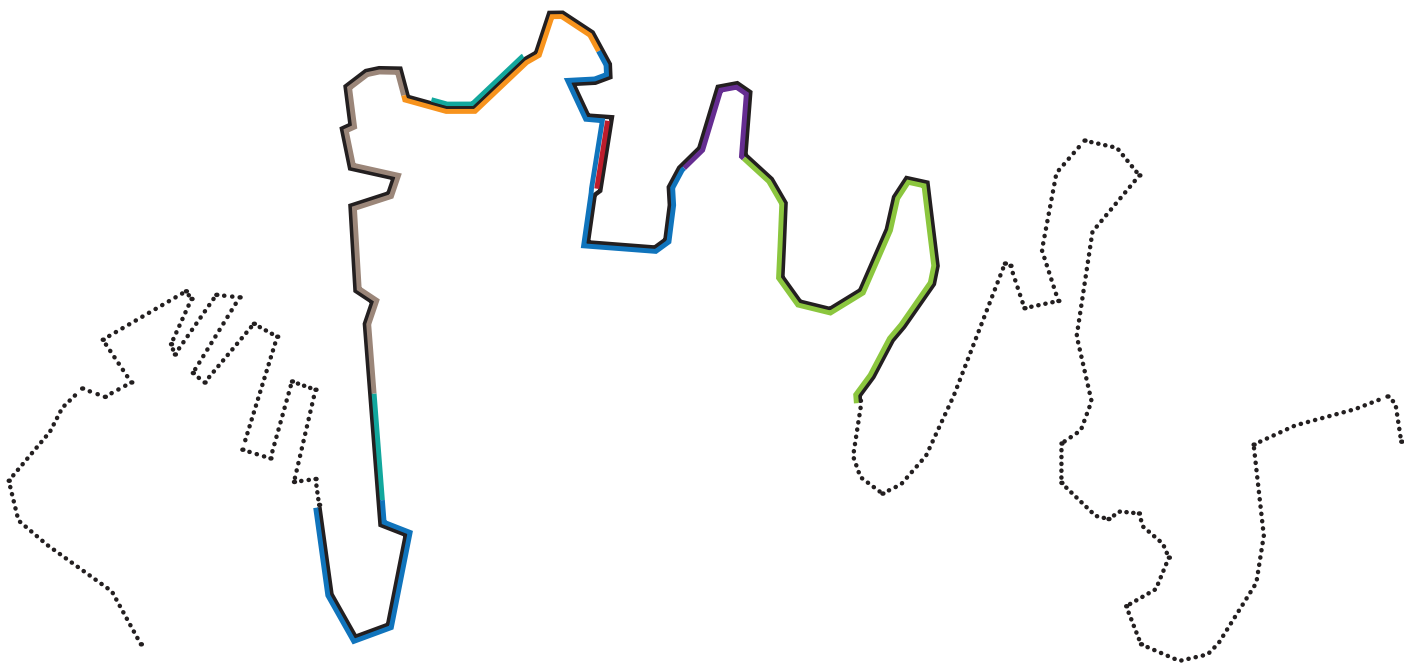
1. Consulting with BDA, Property NSW, TfNSW and other agencies scope opportunities to improve cycling amenity along the foreshore route
2. Advocate and provide support for cycling events, including working with the RBGDT and parts of State Properties to test longer term options for cycling to and through sections of the foreshore that are currently off limits.
3. The feasibility of a free, corporate sponsored or low cost cycle hire scheme for cycling the foreshore could be investigated.
4. The preparation of mapping and information to support a self-directed foreshore cultural cycling tour could also be considered.

Priority Project: Cycling amenity improvements

Scope opportunities to improve cycling amenity along the route as well as tools to improve understanding of the route.

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Working with stakeholders

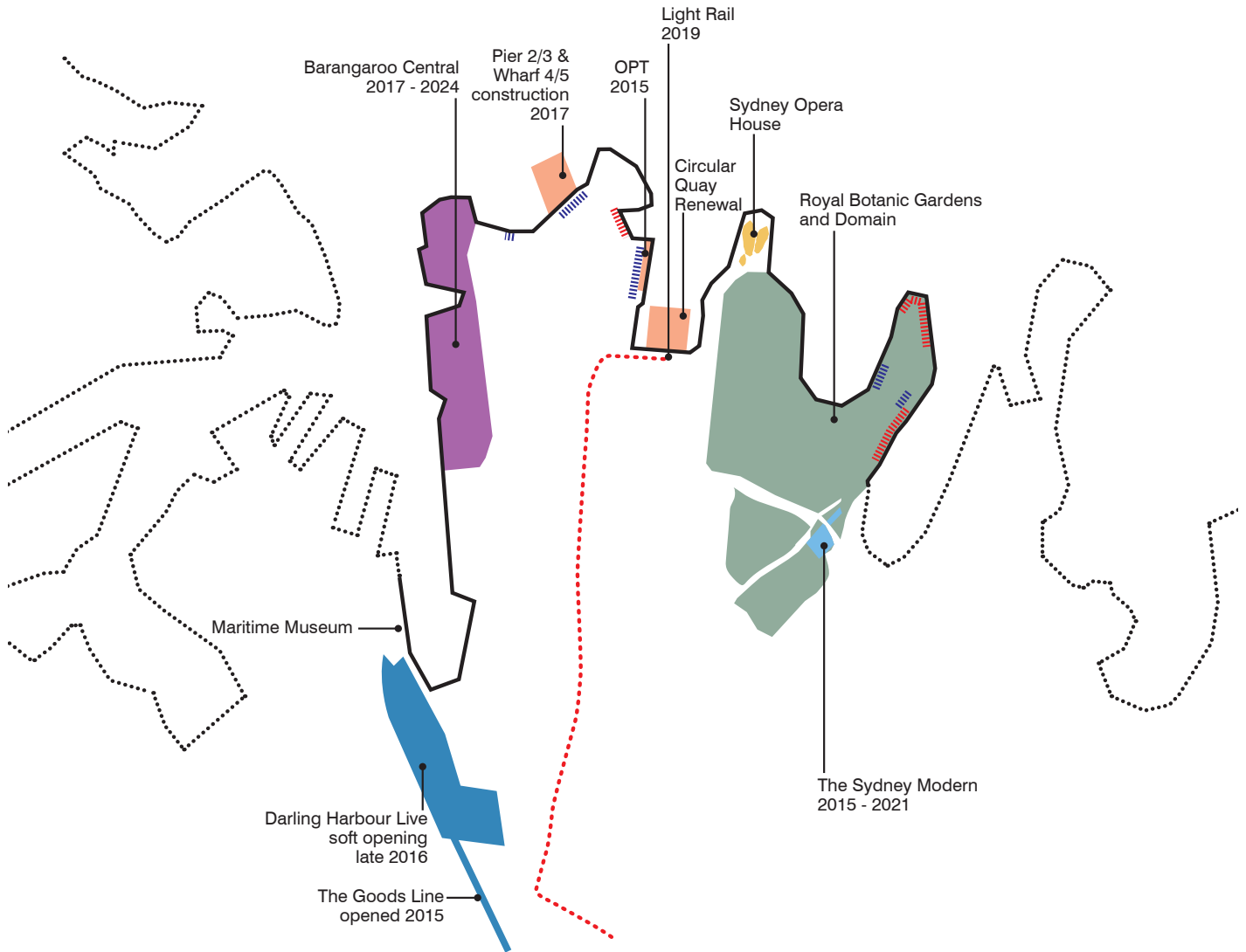


Ownership Jurisdictions

The harbour foreshore and adjoining streets between Woolloomooloo and Darling Harbour are controlled by a mix of authorities. The City of Sydney is currently the approval authority for a relatively small section of the route, being Hickson Road at Walsh Bay. Reflecting this mix of ownership, signage along the foreshore route is variable in its messaging and impact, with each authority tending to focus on internal directions within their area of influence. Street furniture and lighting also vary according to ownership. This mix of ownership presents a distinct challenge in realising the potential of the harbourside **Cultural Ribbon project** walk as a connective entity and a destination in its own right. Moving beyond demarcated interest to achieve the sense of a common cause will be key.

The City is engaged in the planning processes for many of the public and private developments currently transforming the foreshore. The City's role is the realisation of the foreshore walk as a distinct and identifiable entity will in large part be one of overview, advocacy and facilitation. The means to achieve this is the focus of this report.

- Sydney's Botanic Gardens & Centennial Parklands
- Opera House Trust
- Property NSW
- Sydney Ports
- City of Sydney
- Roads and Maritime Services
- Barangaroo Delivery Authority



Development

The quantum of development and re-development currently taking place along the southern foreshores of Sydney Harbour is unprecedented, and provides the strategic context for *the Cultural Ribbon Sydney Harbour's nature and culture walk*.

The Art Gallery of NSW, the Opera House and Arts NSW at Pier 2/3 and Wharf 4/5 are currently all pursuing ambitious capital works programs for the alteration and expansion of their building assets. The Royal Botanic Gardens and Domain Trust have also begun the process of planning and consultation to develop a masterplan for the future development of its cultural and heritage landscape assets, with upgrades to the waterfront promenade that connects Mrs Macquarie's Chair to the Opera House a crucial component. Within the Barangaroo project, incorporated into the headland park at Barangaroo Point is the Cutaway, the newest cultural space along the walk. The reconfigured Overseas Passenger Terminal in 2015, and a range of private sector developments and the introduction of light rail will have a significant impact on public space at Circular Quay. The redevelopment of Darling Harbour and the

recently completed Goods Line will also significantly alter the conditions of the route.

All of these projects seek to capitalise on the proximity and connection of their sites to the harbour edge. To varying degrees, these projects involve changes to the public domain and the buildings edging the harbour walk. As identified in the analysis that follows, there are opportunities for the City of Sydney to influence the outcomes of these planning and building projects in order to achieve the goals of the Cultural Ribbon. Through leadership and advocacy, the City can bring the cultural institutions that punctuate the foreshore route together to achieve the common goal of better connectivity between attractions and to create a greater "presence" for the foreshore route in the public imagination. The role of the City will be to ensure that the foreshore walk will become greater than the sum of these parts.



Darling Harbour Live

The Darling Harbour Live project involves the redevelopment of approximately 20 hectares along the western edge of Cockle Bay through to Hay Street. The existing convention, exhibition and theatre facilities located in this area are being replaced with larger venues and supplemented with new hotel, residential and commercial buildings.

A significant new north-south connection called “The Boulevard” is proposed as part of the public space improvements associated with these large construction projects. At 20 metres in width, The Boulevard will connect Hay Street with Cockle Bay with a shared pedestrian and cycle-path running adjacent to the Chinese Friendship Gardens, Tumbalong Green and the Darling Quarter children’s playground, terminating in a new pontoon on alignment.

The recently completed Goods Line is another important component of the Darling Harbour Live project. Located on the alignment of the former goods line that connected the wharves of Darling Harbour with Central Station, the Goods Line is an activated pedestrian and cycle connection and a physical symbol of the cross-fertilisation between the educational, media and scientific and arts organisations that address it—a “public platform for interaction, co-curation of events and exhibitions.” [Choi Rofia]. Future works may see the Goods Line extended southwards to connect with Central and Eveleigh.

These two north-south connectors will provide new access points for pedestrians and cyclists to the harbour foreshore from Central and Chinatown. The waterfront promenade that encompasses Cockle Bay is variable in width, from a pinch point of 6 metres at the Aquarium, and up to 54 metres adjacent the new convention centre.

In concert with these major building developments, the Sydney Harbour Foreshore Authority (Property NSW) has developed design guidelines for the western harbour precinct and a new public domain manual that recognises the importance of the waterfront promenade to the life of Darling Harbour.

The importance of 24 hour/ 7 day a week access, removal of obstructions to increase pedestrian capacity and accessibility, and opportunities to engage with water more directly are principles that concur with the **Cultural-Ribbon-goals- objectives of this strategy**. Incremental upgrades to paving, lighting and signage will take place along the foreshore as part of the Darling Harbour Live and other projects.

What the City of Sydney can do

1. Convene discussions with Property NSW and INSW on the coordinated activation and promotion of the harbour foreshore walking route, with attention to the role of Darling Harbour in the overall experience of the **Cultural-Ribbon-route-Sydney Harbour’s nature and culture walk**.
2. Provide input to Property NSW on the development of the Darling Harbour public domain manual to ensure that there is as much consistency as possible along the foreshore in terms of a palette of materials and public domain amenity.

The Cultural Ribbon Strategy



Barangaroo

The relocation of stevedoring operations from East Darling Harbour and the decision to dedicate a generous margin of the redevelopment of this site to a harbour promenade is effectively the missing piece in fulfilling the long-held aspirations to de-privatise the harbour foreshore and return the harbour foreshore to public access.

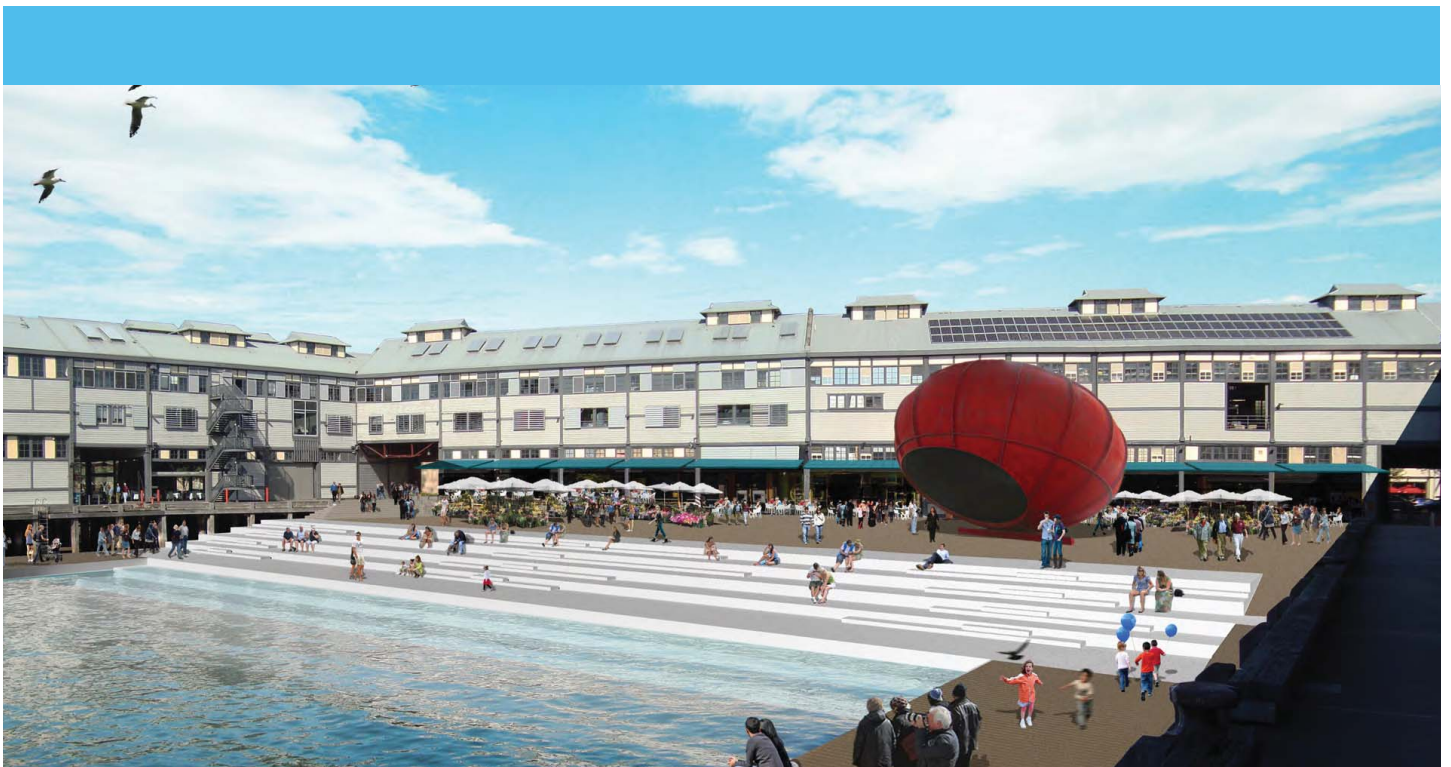
Clear and direct connections to the waterfront from Wynyard Station and major thoroughfares such as Kent Street are being provided through the southern section of the development, restitching this western edge of the city back into the CBD. Similarly, Walsh Bay and Millers Point will be reintegrated with the western foreshore through a number of new pedestrian and cycling connections.

Although Barangaroo is being delivered in stages according to an evolving masterplan, it is anticipated that a continuous public foreshore path running the length of the development will act as a strong unifying element.

The Headland Park, now open has a strong landscape identity achieved through tree planting, paving and furniture placement along its full length. A reformed water edge constructed sandstone blocks in the Northern Cove and Barangaroo Point park give direct access to the water and experience of the water. The new cultural infrastructure, “The Cutaway” in the form of the underground flexible space at Barangaroo Point reinforces the notion of a “ribbon of culture” around the foreshore.

What the City of Sydney can do

1. Through the planning process advocate for continuity and generous space for pedestrians and cyclists along the foreshore route in terms of amenity, materials and signage.
2. Through ongoing consultation with BDA, advocate for cultural uses and creative activation along the foreshore walk.
3. Through the planning process and in collaboration with BDA, advocate for clear, direct and inviting connections to the foreshore from Hickson Road . In order to give the foreshore experience “depth”, encourage activation along both sides of Hickson Road, while finding complimentary uses for City-owned assets such as the disused toilet block at the High Steps.



Walsh Bay

In June, 2014 Arts NSW lodged a Concept State Significant Development Application for works to Pier 2/3, Wharf 4/5 and a new waterfront “public square” connecting them.

The currently undeveloped Pier 2/3 will be refurbished to house new facilities and performance spaces for the Australian Chamber Orchestra, Bell Shakespeare Company and the Australian Theatre for Young People, with an all-purpose space retained to stage the Sydney Writers Festival, Biennale of Sydney and other temporary arts events. Refurbishment of Wharf 4/5 and associated shore sheds will provide upgraded premises for the Sydney Theatre Company, the Sydney Dance Company, Bangarra Dance Theatre, Sydney Philharmonia, Gondwana Choirs and the Song Company. Construction is scheduled to commence mid-2017.

It is anticipated that pedestrian, cyclist and vehicle visitation numbers (“people trips”) on a typical weekday will increase by 170% on a typical weekday and by 85% on a typical Saturday. [TMAP, 14 January, 2015. 18]. These figures do not include people passing through Walsh Bay to visit the Rocks and Barangaroo. As a place to engage both with the harbour and creativity in the public domain, the development will strengthen the notion of a ribbon of culture along Sydney’s harbour foreshore.

What the City of Sydney can do

1. As the custodian of Hickson Road and other surrounding streets, the City of Sydney will play a key role in realising many of the upgrades required to service this development. These upgrades will include wayfinding signage to integrate with major public transport nodes, improved cycling infrastructure, pick-up and drop-off spaces and taxi bays. In consultation with INSW, Arts NSW, RMS and TfNSW, the City should take the lead in forming a brief for the upgrade of Hickson Road.
2. Advocate for an activated public domain and better engagement with Hickson Road
3. Advocate for opportunities for outdoor events and performances
4. Advocate for continue public access to along the water

The Cultural Ribbon Strategy



Paul Patterson/City of Sydney

Circular Quay Renewal - Transport NSW and State Properties

In September 2015 the NSW Government announced a multi-million dollar renewal of Circular Quay, including a major upgrade of the ferry wharves.

This announcement recognised the importance of the renewal of the Circular Quay precinct as well as an upgrade of the transport assets, particularly given the aesthetic, social, cultural and economic significance of the precinct to the people of Sydney and millions of visitors.

Transport for NSW (TfNSW) has been assigned as the lead agency for the Circular Quay renewal and in consultation with other agencies, is providing advice to the Government on the best way to proceed. TfNSW will be undertaking some technical studies such as transport customer demand analysis and pedestrian movements in the precinct.

In the same announcement, it was noted that Sydney Harbour Foreshore Authority's functions will be consolidated with Government Property NSW. This has taken effect since the 1 July 2016. Property NSW owns most of the land along the foreshore in Circular Quay which extends from the Sydney Opera House around to the Sydney Harbour Bridge. Property NSW also manages the public domain on the wharves for NSW Roads and Maritime Services.

What the City of Sydney can do

1. Continue the City's involvement in the stakeholder working groups to consider the interface between evolving public domain plans for Campbells Cove, Circular Quay West and Circular Quay East, and Hickson Road.
2. Working with Property NSW and Sydney Ports, encourage the development of public domain plan and activation strategy for Circular Quay West providing an active, accessible and safe continuation of the foreshore walk behind the OPT when access directly along the waterfront is precluded.
3. Consider the "de-cluttering" of important northerly vistas to the water including along George, Pitt, Phillip and Macquarie Streets as well as Alfred Street, opening the city back up to the water and aiding wayfinding to the foreshore.
4. Consult with TfNSW, Property NSW on a foreshore cycling strategy. Strategies for connecting cyclists to the Cahill Expressway as a continuation of the recreational foreshore route could be investigated.
5. Work with Property NSW on developing busking policies and consider strategies for curated, city-wide public performance events.



Jamie Williams/City of Sydney

Opera House vehicle access plan and masterplan

The largest single capital works project undertaken at the Sydney Opera House since 1973 is now at completion. The Vehicle Access and Pedestrian Safety (VAPS) project has removed heavy vehicle movements from the southern forecourt with the construction of a new access road and loading dock below, with connections to both the Opera Theatre and Concert Hall. A massive feat of subterranean engineering that is largely invisible at forecourt level, the VAPS project has resulted in significant improvements for pedestrians and visitors, with the roadway raised to create a level surface and new paving installed. Infrastructure installed to support the staging of outdoor events in the southern forecourt mean a revitalized public space for performance has been created capitalizing on the natural theatre created between the Monumental Steps and the Tarpian Way.

Funding of \$13.7 million has also been secured for the preparation of a capital works masterplan in 2014-2015. The plan will identify the options and priorities for the operations and infrastructure renewal of the House over the next decade.

What the City of Sydney can do

1. Work with the Sydney Opera House Trust to improve access and legibility for pedestrians around the foreshore.
2. Work with the Sydney Opera House Trust to develop to nature culture walk



Paul Patterson/City of Sydney

Royal Botanic Gardens and Domain draft masterplan concepts

Edged to the north by the harbour, and the south, east and west by major cultural institutions, the Royal Botanic Gardens and Domain are a major episode in of the experience of walking the foreshore.

In early 2014, the Royal Botanic Gardens and Domain Trust (RBGDT) released the draft masterplan document “Securing the Future.” The concepts and project ideas contained in the masterplan focus on reasserting the Gardens as a scientific entity, while restructuring the network of landscaped open space.

Of direct relevance to the harbourside walk is the clarification of the existing network of routes through the Gardens. It proposes to develop a clearer hierarchy of pathways, expressed through footpath widths, paving materials and a signage system integrated with public transport nodes. Within this network, the harbour-side walk from the Queen Elizabeth II Gates to Yurong Gates is identified as a major, high-quality route slated for widening, high quality paving, seating terraces and the application of Water Sensitive Urban Design to respond to the predicted flood impacts of climate change. The importance of the harbour would be further reinforced by the installation of a tidal sea pool and establishment of a “water axis” linking the foreshore to the centre of the Gardens in a expression of sustainable water principles. In a tangible demonstration of the extent of reclamation in Farm Cove, it is proposed to connect the foreshore route via this water axis with a secondary level path tracing the original line of the foreshore.

A number of entry points to the Gardens and Domain have been identified for reinforcement, with the proposed visitor centre at the Queen Elizabeth II Gates and a new Garden Plaza at the Art Gallery of NSW being

two potential punctuation points. Garden Plaza is viewed as a ‘cultural hub’ and starting point for connections to the other institutions encircling the RBGD. The nature of the cultural institutions that encircle the Gardens and Domain would be reflected in place-specific planting, with possible themes including plants and literature near the State Library, plants and art around the Art Gallery of NSW.

Mrs Macquarie’s Point is a major destination in its own right, attracting 1.2 million visitors annually. The masterplan proposes the establishment of the Sydney Harbour Landscape and Tidal Walk around this point. Strengthening the landscape experience of this headland through new landscape plantings endemic to the area would be combined with the construction of platforms and walkways to allow visitors to engage with the interface between the water and sandstone outcrops. Planting and recognition of Indigenous culture through plantings and links to the City of Sydney’s Eora Journey are proposed in order to give this area a strong Indigenous overlay. The RBGDT see Mrs Macquarie’s Point as an ideal staging location for a series of structured walks through the Gardens and Domain.

Controlled and limited access to the Gardens after-hours is flagged for select days.

What the City of Sydney can do

1. Work with the RBGDT to improve access and legibility for pedestrians around the foreshore.
2. Work with the RBGDT to develop to nature culture walk
3. Scope opportunities for joint events to test ideas for continuous activation along the foreshore such a ‘open days’ to venues.



[The Sydney Modern Project - Artist Impression](#)

[Source: The Art Gallery NSW](#)

Art Gallery of NSW - The Sydney Modern

Plans to double the size of the Art Gallery of NSW and increase visitor numbers from 1.2 million to 2.0 million per year were announced in October, 2013. Funding of \$10.8 million for Stage 1 of the expansion plans has been secured, and the brief for an invited international architectural competition was announced in October, 2014. Five architectural practices were identified for short-listing, and the preferred scheme by Kazuyo Sejima and Ryue Nishizawa, SANAA was announced in mid-2015.

Specifically, the gallery plans to extend to the north, occupying two adjacent sites in the Domain, with potential for further expansion to the site of an existing Ausgrid substation fronting Lincoln Crescent. In addition to a significant increase in exhibition space, the project aims to reconnect the gallery to the harbour and Woolloomooloo, with a new ferry wharf under investigation. A new entry will be created between the existing building and northern extension, and in doing so, the epicentre of the building will be pushed northwards to engage more fully with the Domain and Botanic Gardens.

What the City of Sydney can do

1. An exciting opportunity exists to link the gallery more directly and clearly to the most naturalistic sections of the foreshore walking route via Lincoln Crescent.
2. Advocate for a more direct physical connection to and from the foreshore land and waterscape experience to the gallery and its collections e.g. a tangible connection between the Indigenous collections of the gallery and the Eora Journey projects earmarked for the harbour.
3. Advocate for improved pedestrian connections and legibility around the site including connections to Woolloomooloo
4. Consider ways to draw visitors to the AGNSW and a staging point for the foreshore walk from major public transport hubs in the CBD.



The Bays Precinct

The Bays Precinct comprises 80 hectares of land adjacent Blackwattle Bay, Rozelle Bay, Johnsons Bay and White Bay, and includes the old Rozelle Railyards, White Bay Powerstation and Sydney Fish Market sites. Much of these areas are currently inaccessible to the public.

UrbanGrowth NSW is responsible for the redevelopment of the precinct. “Unlocking public access to the Harbour’s edge and waterways along the entire coastline” has been adopted as one of the twenty principles to guide the regeneration of the Bays Precinct. There is potential for more than 5 kilometres of foreshore walking and cycleways, connecting to existing foreshore walks in Glebe and to the east to the City Centre.

What the City of Sydney can do

1. The City’s response to UrbanGrowth’s “Call for Great Ideas” and the discussion paper “Transforming City Living” strongly supports the principle of continuous public access along the waterfront. The City has called this promenade to be established as early as possible, giving the community access to this valuable open space resource while the permanent public waterfront promenade is being planned. The City has suggested that the permanent promenade should take the form of a continuous 30 metre wide public space, a dimension commensurate with the 100 foot reserve established elsewhere around the harbour, such as the new foreshore promenade at Barangaroo, and as that originally set out by the Government in 1823. This promenade should open to pocket parts and other access points to the water. The waterfront promenade and the parks adjacent should be clearly legible as public space.
2. Continue to advocate for better pedestrian connections and the continuation of an uninterrupted generous foreshore connection.

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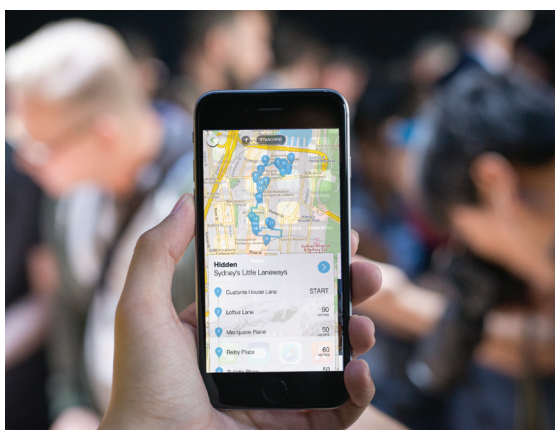
Key actions and priority projects

#	Key Actions and Priority Projects	Timing		
		Now	Next	Later
Hardware				
1.0	Improve wayfinding to and along the route			
1.1	Conduct a review of the wayfinding and signage to and from the foreshore, including from transport nodes	•		
1.2	Update wayfinding and signage to include information and signing to the foreshore including updated naming and potential interpretation		•	
1.3	Work with key agencies including Transport NSW and Property NSW to implement improved wayfinding and signage		•	
2.0	Improve pedestrian amenity and accessibility			
2.1	Conduct walking and access audit	•		
2.2	Work with Property NSW and key agencies to implement pedestrian and access improvements		•	
3.0	Improve the experience of nature on the foreshore			
3.1	Scope opportunities to improve access and engagement with the water and landscapes along the foreshore		•	
3.2	Work with key agencies to improve access and engagement with the water			•
4.0	Improve night-time environment and safety along the route			
4.1	Develop a creative lighting masterplan for the foreshore in line with the City's Sydney Lights Code including considerations to safety at night and support for the night-time economy		•	
4.3	Work with key agencies to implement lighting improvements			
5.0	Improve cycling amenity along the route			
5.1	Review current provision for bicycle parking along the route	•		
5.2	Review current cycling routes to the foreshore and scope opportunities for improved connections		•	
6.0	Develop interpretative infrastructure for the walk			
	Infrastructure to support story-telling in the public domain, linked to 7.2		•	

#	Key Actions and Priority Projects	Timing		
		Now	Next	Later
Software				
7.0	Develop Sydney Harbour's <i>nature and culture walk</i> (working title)			
7.1	In co-ordination with the development of the Eora Journey - Harbour Walk, host a workshop with curators / creative directors to develop a brief for story-telling along the route	•		
7.2	Engage artist / creative agencies to introduce story-telling in the public domain along the route and develop an innovative way to present that in the public domain	•		
7.3	Explore opportunities to partner with cultural organisation along the route to 'programme' the route including prototyping the walk through festivals		•	
8.0	Develop contemporary interpretative tool, digital media / smart technology to support and promote the walk			
8.1	Explore innovative tools that can be utilised to support the promote the walk	•		
8.1	Create base map of the walk to include information about adjoining cultural precincts and destinations		•	
8.2	Investigate opportunities to expand capacity of the City's 'Cultural Walks Apps' to support the walk		•	
8.3	Promote and market the new walk to locals and visitors			•
Partnerships				
9.0	Establish memorandum of understanding(s) with key agencies for a unified vision for the walk	•		
10	Investigate partnership opportunities to deliver public domain improvements			•
11	Investigate opportunities to better support business and cultural activation and along the route.		•	
City Centre Cultural Precinct Planning				
12	Investigate the development of cultural walk(s) that link other cultural institutions in the city			
12.1	Investigate opportunities to expand capacity of the City's 'Cultural Walks Apps' to include walk(s) that link cultural organisation that fall outside of the foreshore route		•	
12.2	Explore other tools that can be utilised to better promote and facilitate cultural walks in the city			•
13	Investigate opportunities to work with cultural organisations to improve connectivity and joint programming as part of City Centre cultural precinct planning			•

10

Case studies



Case Study: City of Sydney Laneways Revitalisation Strategy

The City of Sydney's Laneways Revitalisation program provides a model for the "layered" approach to urban activation proposed for [the Cultural Ribbon project Sydney Harbour's nature and culture walk](#). Accelerating following the Lord Mayor's introduction of a Member's Bill to reform the liquor licensing laws in NSW in 2008, the goal of reclaiming and activating Sydney's laneways was not achieved through a single initiative, but required a coordinated approach to policy change, capital works improvements, marketing, and public art, in addition to practical support for small business entrepreneurs.

Studies in 2006 and 2007 identified the potential for underutilised laneways to provide greater connectivity and improve the pedestrian experience of the City Centre. In 2008 the City commissioned "The Fine Grain: Revitalising Sydney's Lanes" to recommend concrete actions to realise this potential. Planning strategies to encourage an increase in the supply of small spaces at ground street level, changes to the LEP and DCP to encourage small tenancies and streamline the approval processes, with a particular focus on laneways, and a program of financial and practical support to attract new businesses to these locations were the eventual outcomes of this study. In parallel with actions focusing on creating and occupying laneway tenancies, a \$13.6 million program of capital works was instigated to improve the public domain in City Centre laneways, which included upgrades to lighting, paving and signage—making these laneways both better connections and better places to stop. The City worked closely with RMS for the establishment of shared zones, partial and times closures in a number of laneways.

Other initiatives undertaken by the City to reinforce the new importance of the city's laneways included temporary public art program and formalised walking tours and apps that highlighted the history of these spaces to encourage exploration and participation. A communications and marketing strategy, developed early in the development of the Laneways Revitalisation Program guided branding and communications. This program of projects was realised through a cross-divisional, Citywide approach, in partnerships other agencies such as RMS and the Office of Liquor and Gaming and with private sector support.

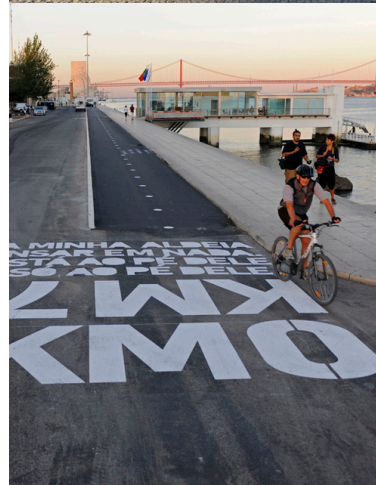
Lisbon Waterfront Cycleway

An extensive cycle network is currently being developed by the municipality of Lisbon. The waterfront cycle pathway along the city's Tagus River runs for 7.3 kilometres, through a number of different areas--from industrial sites to more honorific spaces and under the landmark 25 de Abril Bridge. These different environments were reflected in a range of different ground conditions and surface types.

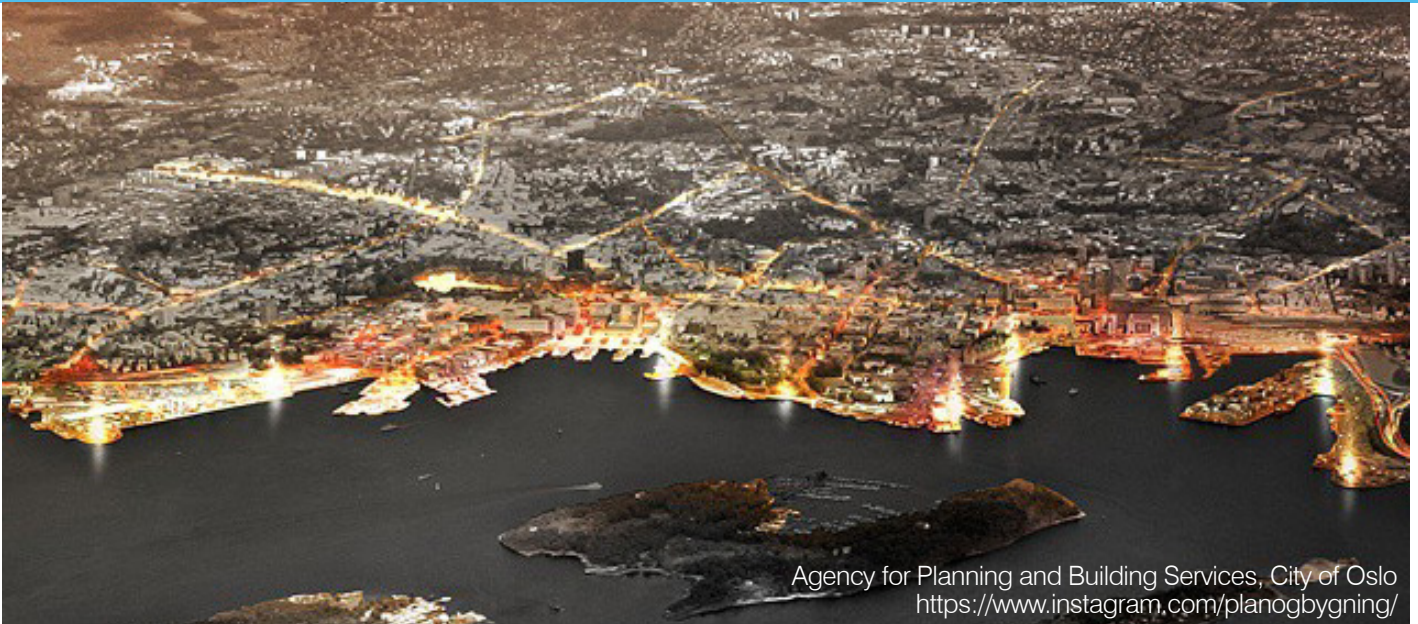
To reflect the special nature of its location, telling the story of the waterfront and improving the overall experience of this edge of the city, it was decided to develop a unique identity for this section of the Lisbon cycle network. A simple system using stencilled graphics was developed by a design team comprised of Global Arquitectura Paisagista and P-06 graphic designers. Excerpts from a poem about the river Tagus by Alberto Caeiro (a pseudonym for Fernando Pessoa, the twentieth century's foremost poet working in the Portuguese language) were rendered in super-graphic form along the route, but also on extensions and surfaces off the route--inviting cyclists to engage with their environment. Onomatopoeic interpretations of the sounds of the 25 de Abril Bridge were also included.

The introduction of site specific poetry into the making of this cycleway imparts a strong sense that this is a slow cycle route - one for connecting to the surroundings rather than speeding through. The means to achieving this is simple and relatively inexpensive. Although this project was intended to have a long life, in principle it could also be treated as a temporary intervention.

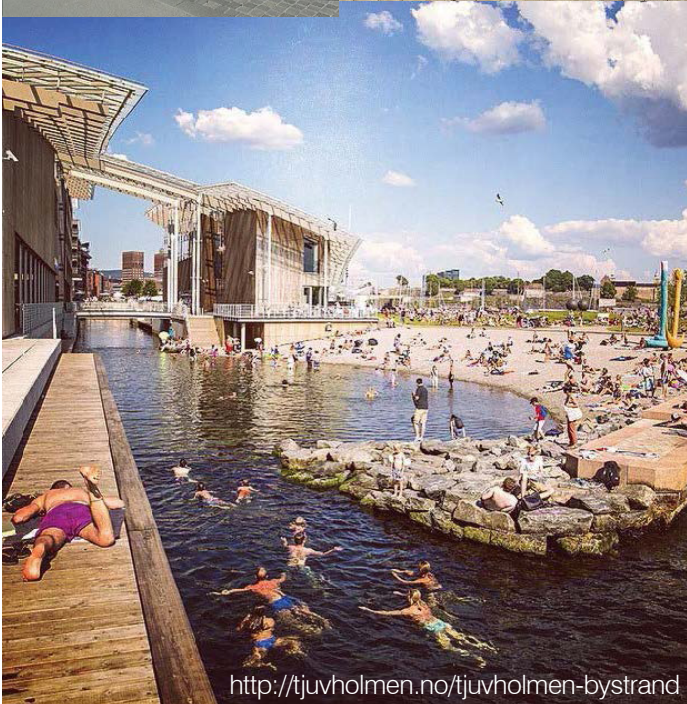
The project was completed in 2009.



Images by João Silveira Ramos, P-06, <http://www.p-06-atelier.pt/2009/lisbon-bikeway--environmental/>



Agency for Planning and Building Services, City of Oslo
<https://www.instagram.com/planogbygning/>



<http://tjuvholmen.no/tjuvholmen-bystrand>

Havnepromenaden - Oslo's Harbour Promenade

Havnepromenaden, a 9 km long Harbour Promenade, is the pivotal piece in the design of Oslo's new "Fjord City" that connects diverse areas along Oslo's waterfront, including Akerhusstranda, Frognerstranda, renewal areas such as Aker Brygge and Bjøvika, as well as Filipstad where Oslo's harbour operations are still in place.

A collaboration between the Agency for City Environment, the Agency for Real Estate and Urban Renewal, the Port of Oslo and the Agency for Planning and Building Services, Havnepromenaden is an important first step towards making the Oslo's waterfront more available and accessible to the public which had been blocked by port activities, traffic, railway and buildings, since the 1800s.

The project seeks to develop a number of parallel and complimentary promenades along the waterfront, each with unique qualities. The promenades are anchored in existing situations and function as extensions of the city's public spaces. The promenades cater for a variety of pedestrian and cyclist user groups. The aim is to promote social convergence and sense of community, providing residents with a sense of belonging, and urging visitors to Oslo to want to come back through a series of arenas for recreational and cultural activities.

Status: Delivered 2012 opened on June 14th 2015.

The Cultural Ribbon Strategy



Thames Cultural Cycling Tour

The banks of London's river Thames offer long stretches of traffic-free cycling. Most of London's Thames-side cycle route is on the Thames Path National Trail. The Thames Cultural Cycling Tour is a 27km route that takes in a lot of London's maritime history. It is a self-guided tour with a downloadable map and accompanying guide produced by London and Partners for Visit London.com. The tour begins at the South Bank and follows the Thames through Rotherhithe to the World Heritage Site of maritime Greenwich. The cycle route then heads north, under the Thames, to Canary Wharf before heading west through Limehouse and Wapping, over Tower Bridge and back to the South Bank.

The Thames Cultural Cycling Tour does not have a physical presence, it is a simple guide that explores parts of London that most tourists don't normally venture. The guide also includes stories of the places along the route. It is low tech and relatively low budget.

Thames Path

The Thames Path is one of the 19 designated national trails in the UK. It runs from the source of the Thames in the Cotswolds to the Thames Barrier at Greenwich. A National Trail footpath running for almost 300km along the banks of the river Thames. Starting at the Thames Flood Barrier at Woolwich in South East London it runs along the banks of the Thames to Kemble in Gloucestershire. As it follows the banks of the river, the path is flat, making for easy walking and with much of the river being a busy waterway, there is usually plenty of activity to watch.

Markers are discrete and supported by wayfinding signage along the route. An acorn is the symbol of the National Trails and can be found at regular intervals along the Trail. The Path also contains other markers which denotes sections that can be used by vehicles, horse riders, cyclists or pedestrians.



Thames Path in London

Phoebe Clapham

From Hampton Court to Crayford Ness:
50 miles of historic riverside walk

