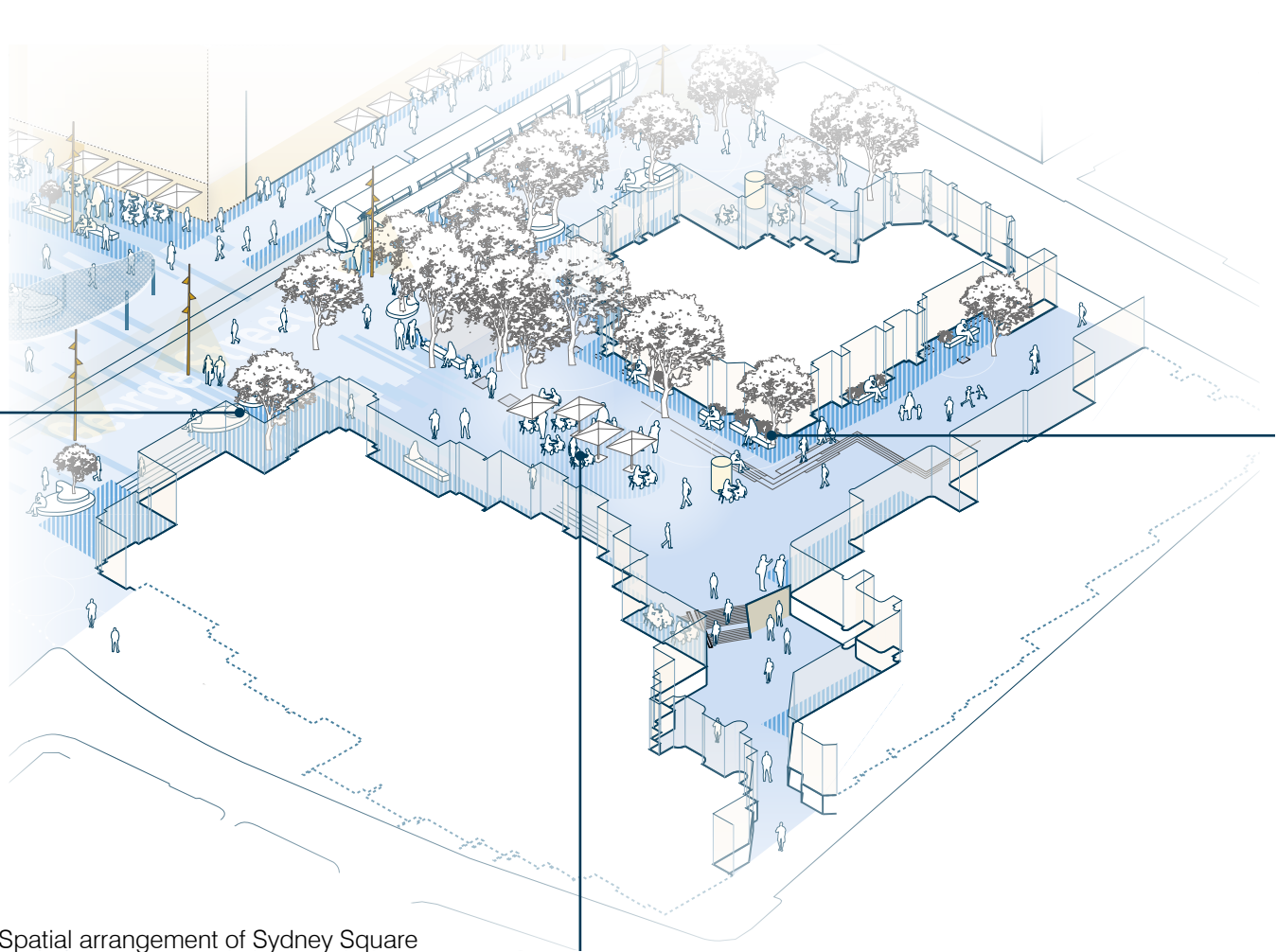
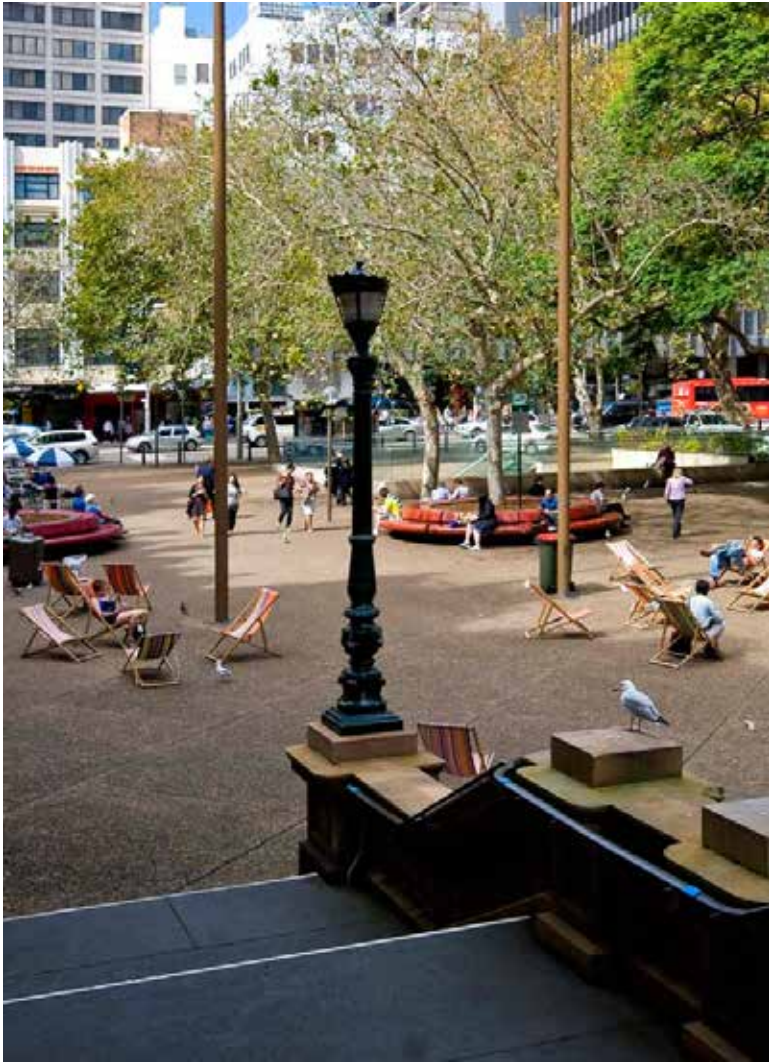
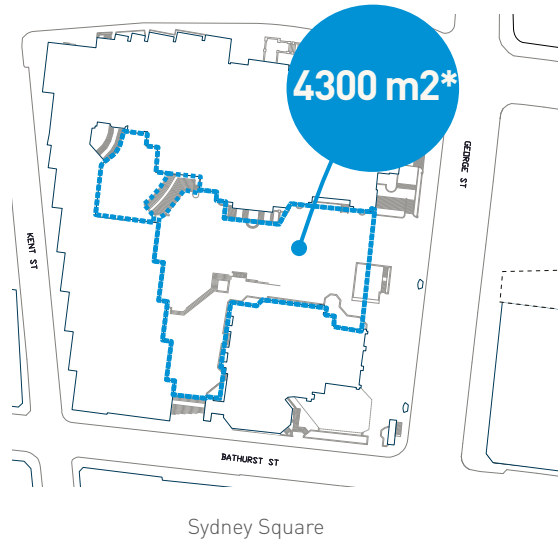


Sydney Square

Existing condition

- St Andrews Cathedral and Town Hall provide a significant back drop to the square
- A quiet respite for by-passers and locals
- Iconic trees add identity to the square and provide shade
- Ownership - the space is jointly owned by the City and St Andrews, with retail strata space beneath. It provides an important frontage to St Andrews Cathedral School
- Inactive frontages do not contribute to activity
- Inconsistent paving materials and maintenance issues results in lack of a consistent identity
- Poor connection to George Street hidden behind trees and access to underground
- Lack of activity, underused outside lunch time leading to a feeling of unsafety in the evening
- Poor access due to level changes from Bathurst and Kent Street



Spatial arrangement of Sydney Square
(Gehl Architects Town Hall Precinct Urban Design Study)

Opportunities

A resolution for the future of Sydney Square needs to be developed in partnership with the square's owners and key stakeholders to plan and deliver a high quality space addressing the needs of all users.

There are opportunities to consider how the ground level of Town Hall could better engage with the surrounding public space, whilst retaining the important civic and government functions. Public and active uses could spill out to bring new life and community presence to Sydney Square.

- Upgrade paving, furniture and lighting to a unified and high quality palette consistent with George Street
- Reconsider the opening to Town Hall Arcade and rationalise underground access to provide a consolidated ground plane for public life
- Provide additional fixed seating and flexible public seating in the centre of the space (year round)
- Explore opportunities for Town Hall to open out with active uses fronting Sydney Square
- Investigate improvements to access from Bathurst Street and Kent Street

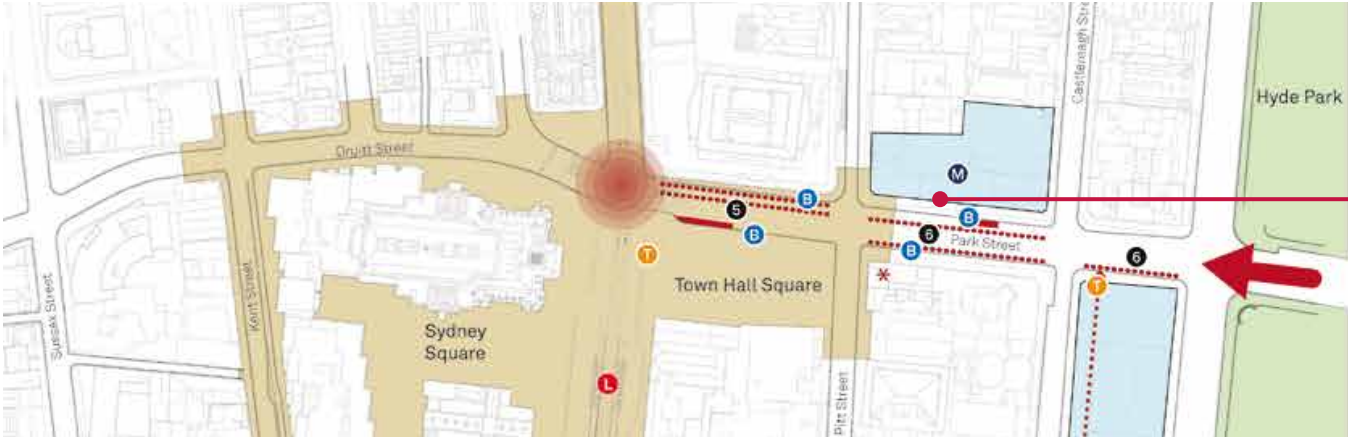
Park / Druiitt Street

Existing condition

- Major east-west pedestrian connection with some of the highest pedestrian volumes in central Sydney (approximately 30,000 people per day) and significant footpath overcrowding
- Wide road, dominated by buses and heavy traffic
- Cluttered footpath, few street trees

The new Pitt Street Metro station entry in Park Street will greatly increase the demand for footpath space, with an additional 20,000 plus patrons using the Park Street entry during the PM peak.

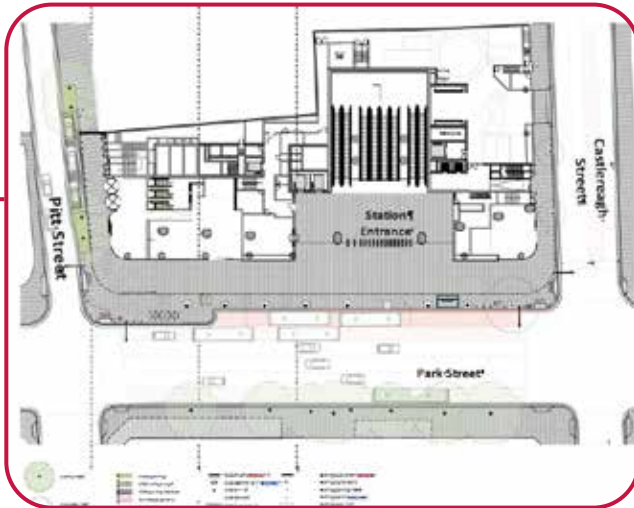
Park Street will perform an important interchange function for people moving between Metro and Town Hall Stations. Druiitt Street provides a key connection between this interchange precinct and Darling Harbour to the west.



Park / Druiitt Street - site analysis plan
(HASSELL Town Hall Precinct Streetscape Study)



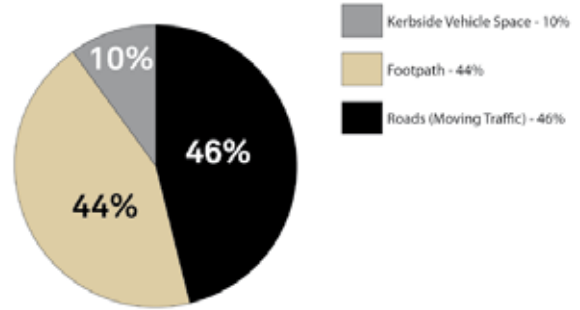
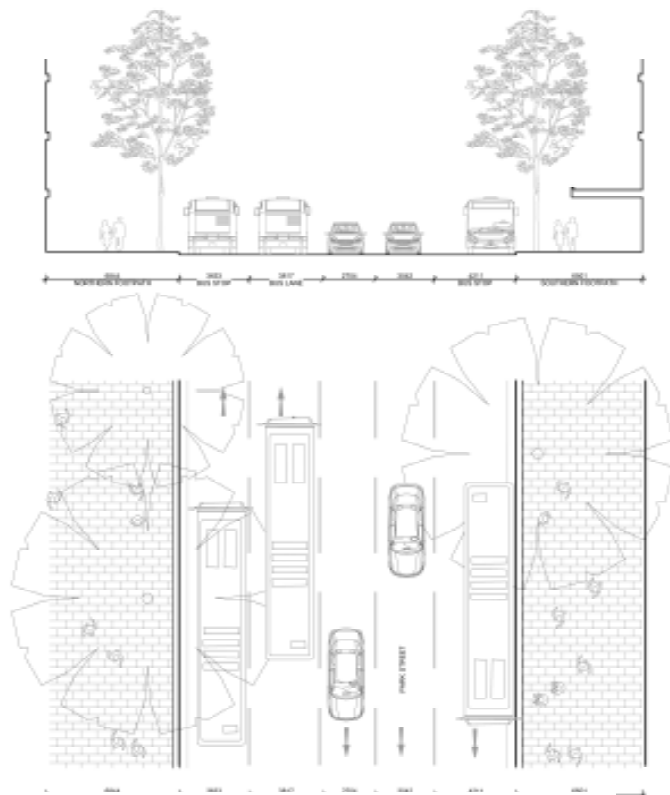
Town Hall Precinct Public Domain Plan



Park Street entrance ground level plan - Pitt Street Metro Station
(Metro Station Design and Precinct Plan)

Park Street existing views:
top Aerial view looking east from Castlereagh towards Hyde Park
centre Looking east from Pitt Street
bottom Looking west along the busy southern footpath outside the Criterion Hotel

Town Hall Precinct Public Domain Plan



Park Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)

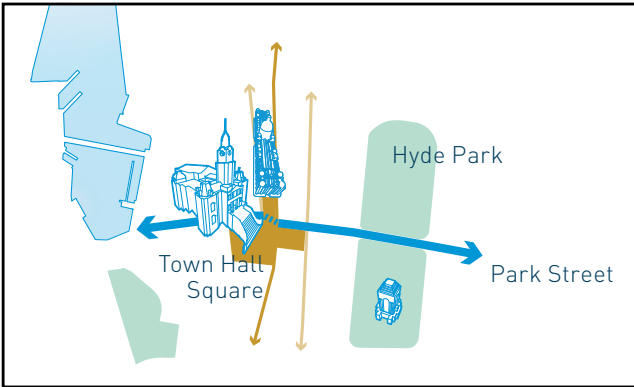
Park / Drui t Street

Principles

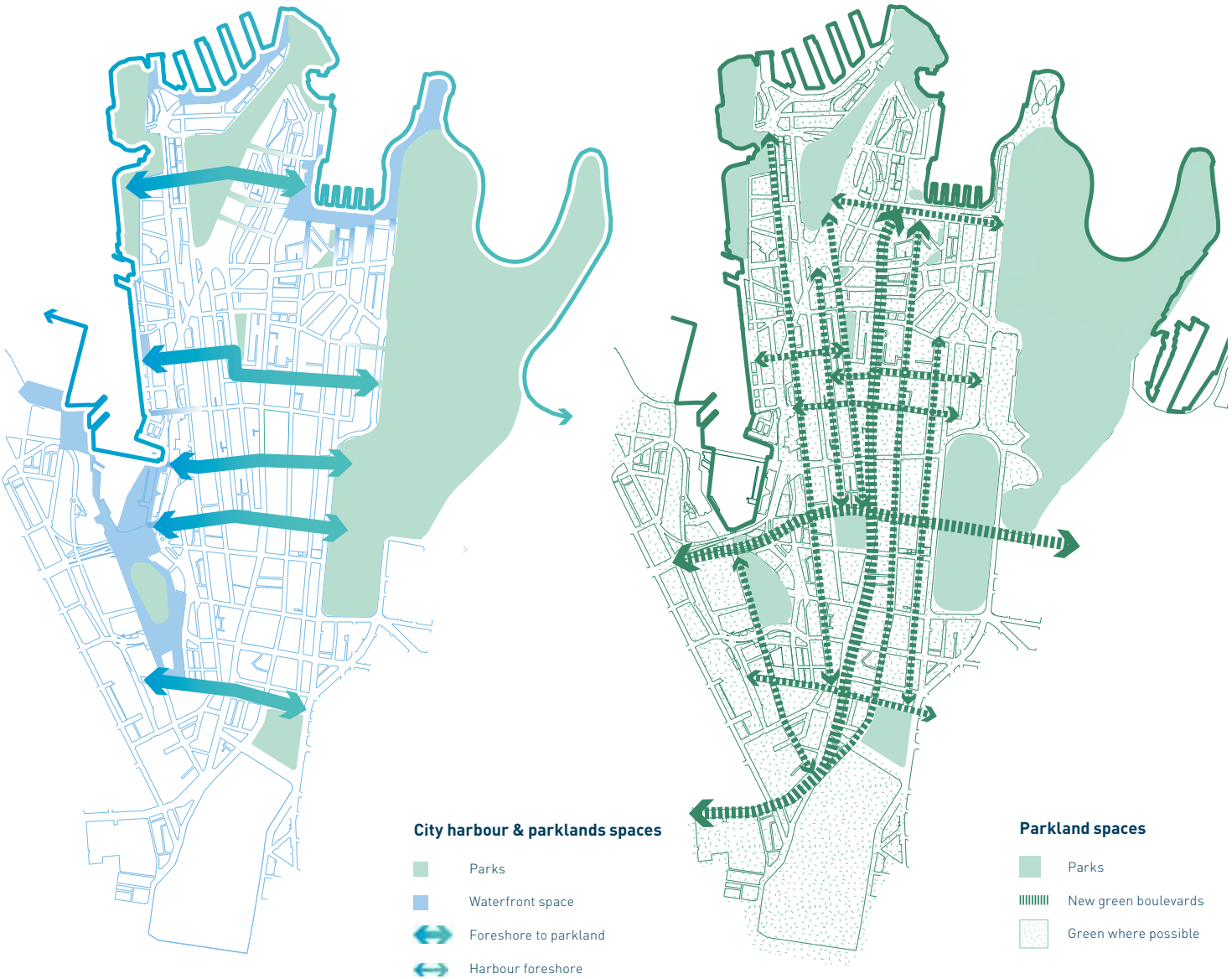
Public Spaces Public Life 2020 identifies Park / Drui t Street as a future green boulevard, connecting Darling Harbour to Hyde Park parkland.

The green boulevard will provide:

- Public transport and cycling corridor
- High quality walking area
- Places for resting in shade with views and low level landscaping



Park / Drui t Street as a green boulevard
(Public Spaces Public Life Study 2020)



Park Street as a green boulevard
(Public Spaces Public Life Study 2020)

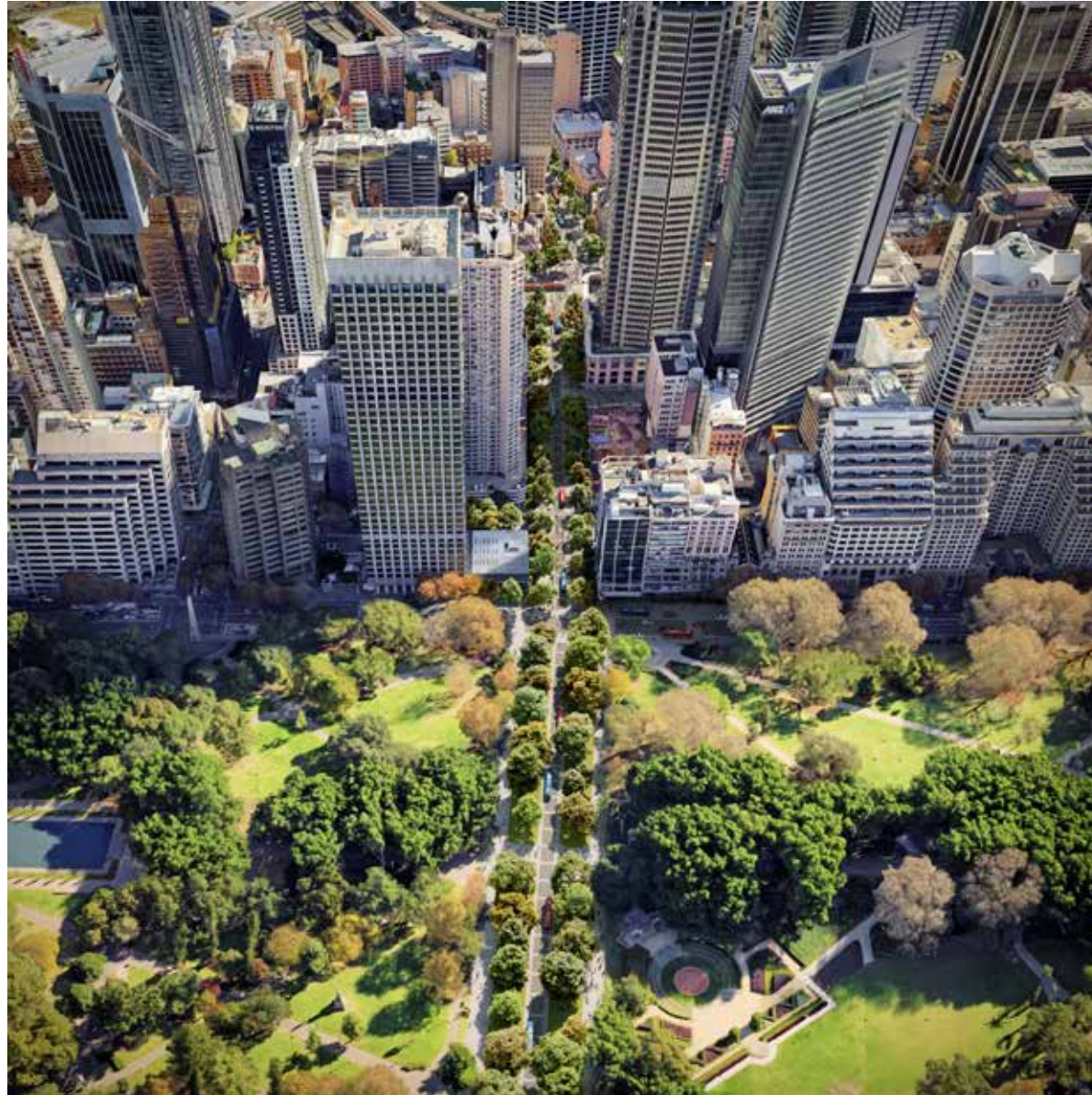
Park / Druitt Street

Vision

The completion of the new Metro Station in Pitt Street will change the future role of Park Street and can allow it to become one of the city's green avenues. By encouraging traffic to use the Cross City Tunnel, the surface could transform into a traffic-calmed avenue with more space for people by limiting access on surface roads to local traffic, service vehicles, public transport and active transport.

Reducing traffic on Park Street will free up road space for people and more trees, completing the northern edge to the future Town Hall Square.

Vision for Park Street
Concept by Bates Smart and Matthew Pullinger



Park / DrUITT Street

Opportunities

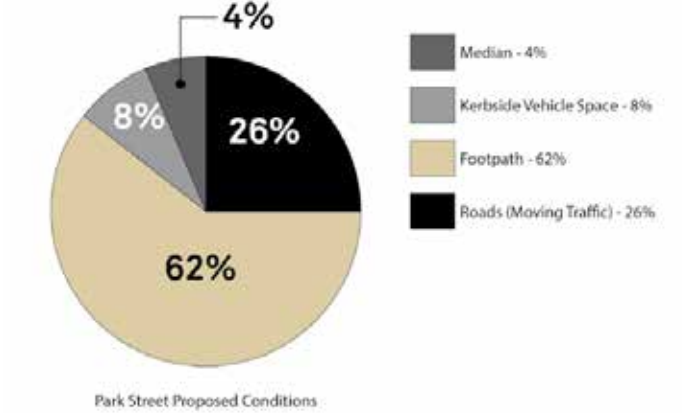
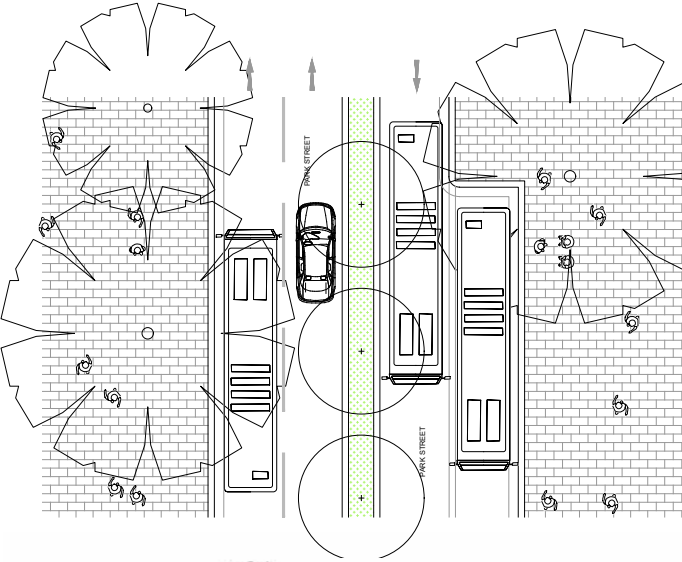
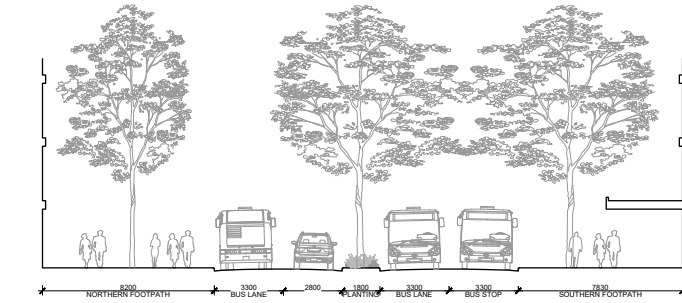
1. Re-balance the priority of the street
- Consolidation of lane widths (consistency)
 - Footpath widening (where possible)
 - Maximise greening and pedestrianisation by reducing through traffic and redirecting to the Cross City Tunnel; exploring bus operations and rationalising service vehicle usage
2. Connect the park and the square
- Introduction of central planted median
 - Infill street tree planting to create a connected tree canopy

The existing street could be reconfigured to invite a connection between Hyde Park and the proposed Town Hall Square and on to Darling Harbour, subject to consultation and liaison with Transport for NSW. A central green median showcases this connection and establishes Park Street as a grand, green east-west boulevard from Hyde Park into the heart of Sydney.



Park / DrUITT Street proposed opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)

right Model views - Park Street proposed
top Looking east - Metro Station towards Elizabeth Street
bottom Looking east - Pitt Street towards Elizabeth Street
(HASSELL Town Hall Precinct Streetscape Study)



Park Street proposed space distribution
(HASSELL Town Hall Precinct Streetscape Study)

Pitt Street

Existing condition

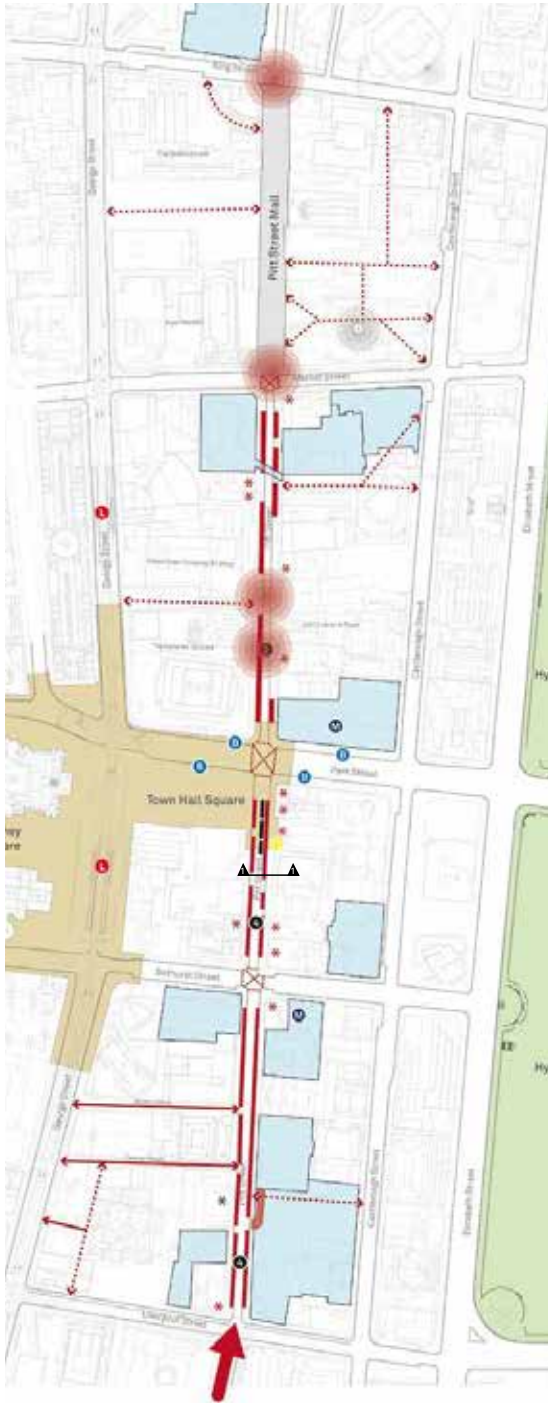
Pitt Street and George Street play a complementary role in the City's structure, connecting the 3 city squares. The more intimate scale of Pitt Street, together with finer grain buidlings and small scale retail/food and beverage offerings provides a slower and more intimate pedestrian experience.

Today, Pitt Street is characterised by:

- Mixed and active uses, fine grain shopfronts, cafes and restaurants
- Extensive kerbside vehicular stopping bays (parking and loading)
- Some existing opportunities for dining and dwelling have been utilised, however predominantly footpaths are narrow (typically 3.3-3.7m)
- Busy pedestrian environment, slow moving traffic and lots of informal crossing
- Smaller frontages, therefore more driveways and vehicular crossings
- Streetscape cluttered by bollards and signage
- Identity - Pitt Street's character changes significantly along its length, beyond the precinct boundaries



Pitt Street - site analysis plan
(HASSELL Town Hall Precinct Streetscape Study)

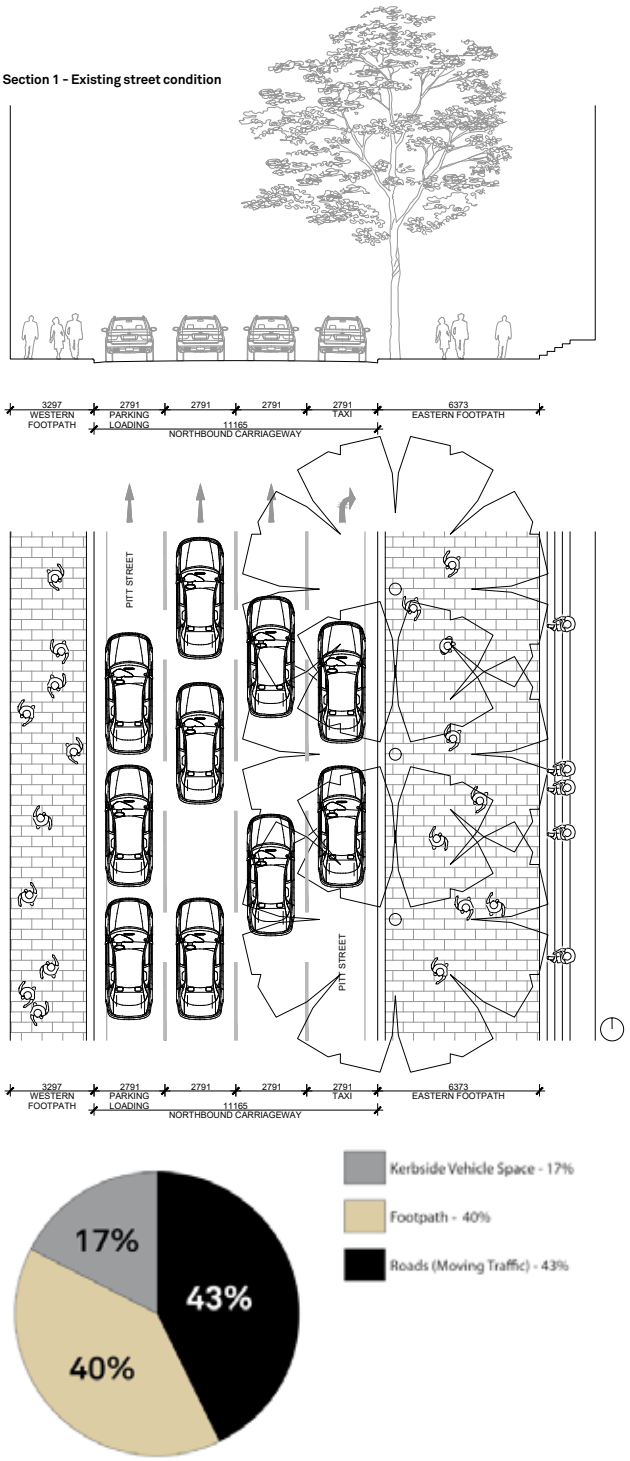


Pitt Street existing photos
top existing outdoor dining
bottom view south between Market and Park Streets



Pitt Street view north between Market and Park Streets
(HASSELL Town Hall Precinct Streetscapes Study)

Pitt Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)



Pitt Street

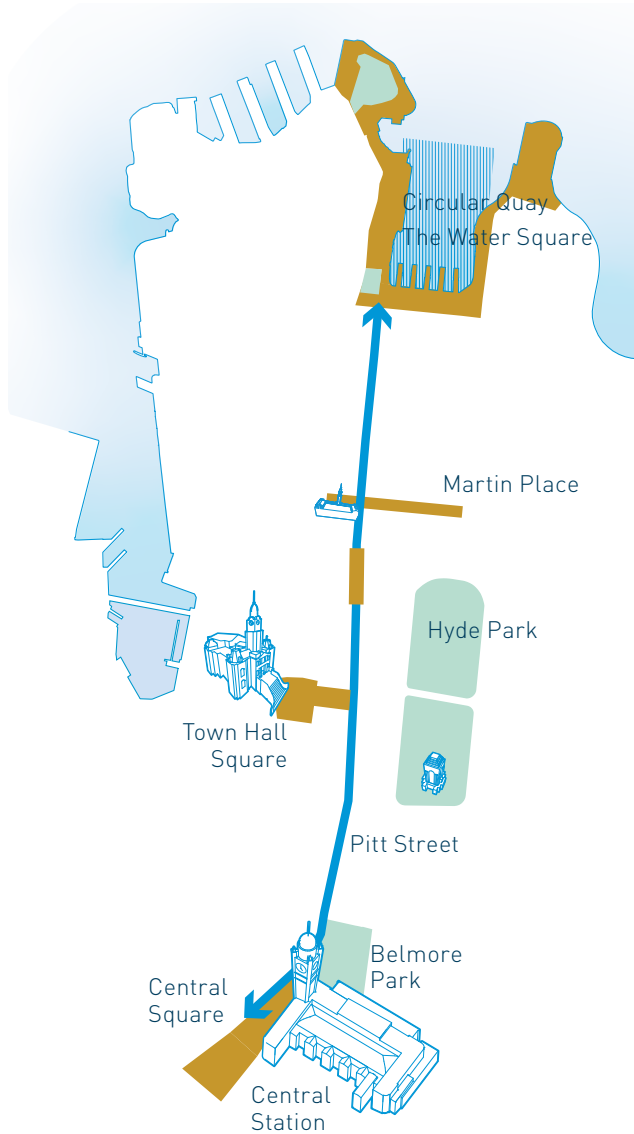
Principles

Public Spaces Public Life 2020 highlights the important role of Pitt Street connecting three city squares, and recommends consolidating on its existing character as an alternate experience to George Street.

Pitt Street is characterised as a future green thoroughfare for respite. Principles for improvement include:

- Celebrate the Tank Stream and how it connects Circular Quay with Town Hall Square, particularly the significance of this for First Nations people
- Introduce biodiversity along Pitt Street through a variety of species
- Allow pedestrian activity from George Street to spill into Pitt Street through offering good opportunities for resting, outdoor cafés, promenading, places for play

Pitt Street as a green thoroughfare for respite, to complement George Street
(*Public Spaces Public Life Study 2020*)



Town Hall Precinct Pt



Town Hall Precinct Public Domain Plan

Vision

Looking towards 2050, our streets and spaces to work harder to cater to the needs of our growing population to move and live in the city. The City Space Improvement Program uses Pitt Street as an example of the application of this program. By reimagining roads and redistributing their space, visionary change can be achieved to meet the needs of the growing number of people visiting and working in the city, while balancing complex access and servicing for residents, workers, visitors and businesses.

Pitt Street

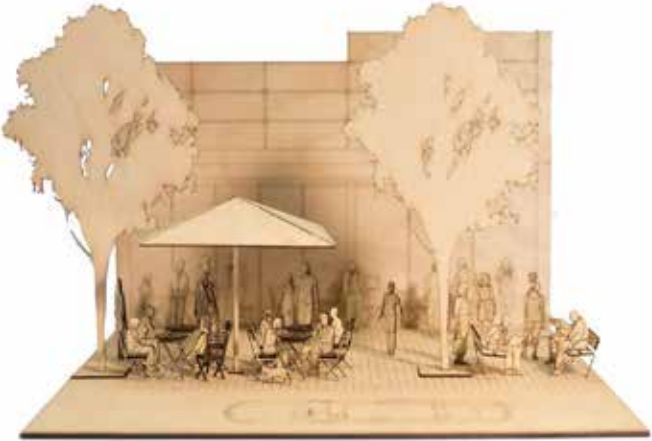
Opportunities

The proposed scheme dramatically reconfigures the existing street, reducing the street to a single lane of moving traffic with bays for service access where needed. The space gained from this has been used to create a series of smaller scale moments, street scenes, vignettes - places to stop, sit and dine. Subject to consultation and liaison with Transport for NSW, opportunities can be explored to:

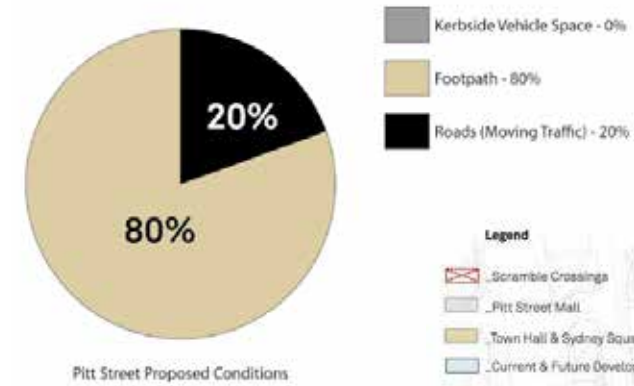
- 1. Re-balance the priority of the street
 - A single lane of moving traffic
 - Removal of parking
 - Removal of loading (where possible)
- 2. Encourage an active street with unique block-by-block character
 - New street furniture - seats, bike racks - varying arrangements block-by-block
 - New tree planting
 - Kerb-side space for outdoor dining areas
 - Investigate building lighting to enhance the after dark experience

3. Crisscross

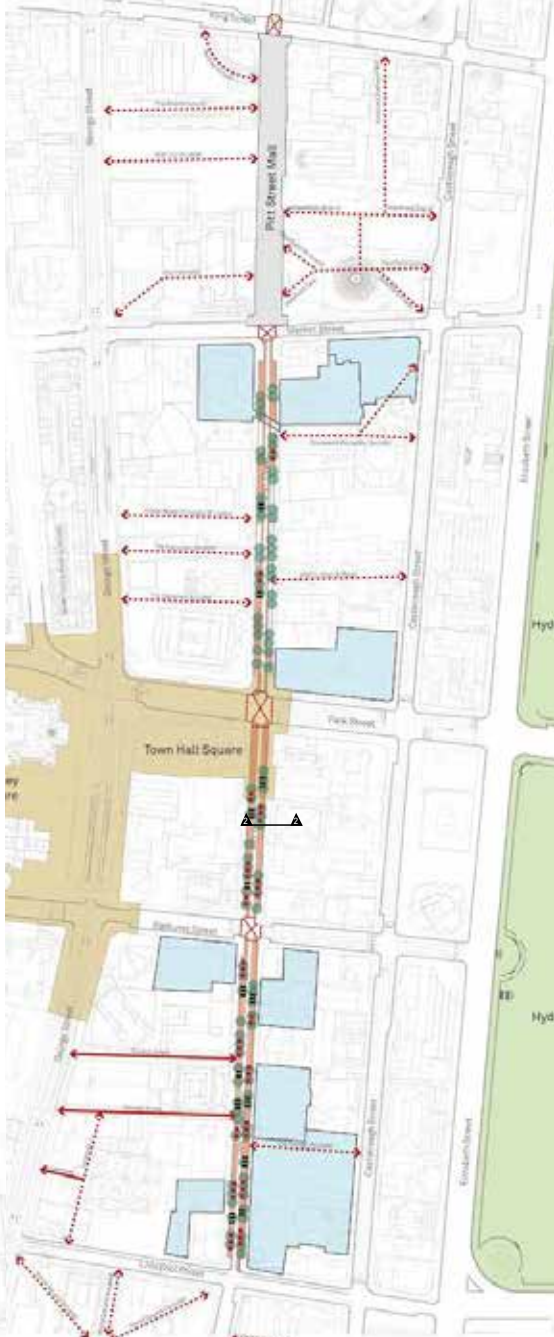
Addition of scramble crossings - Park, Bathurst, Liverpool



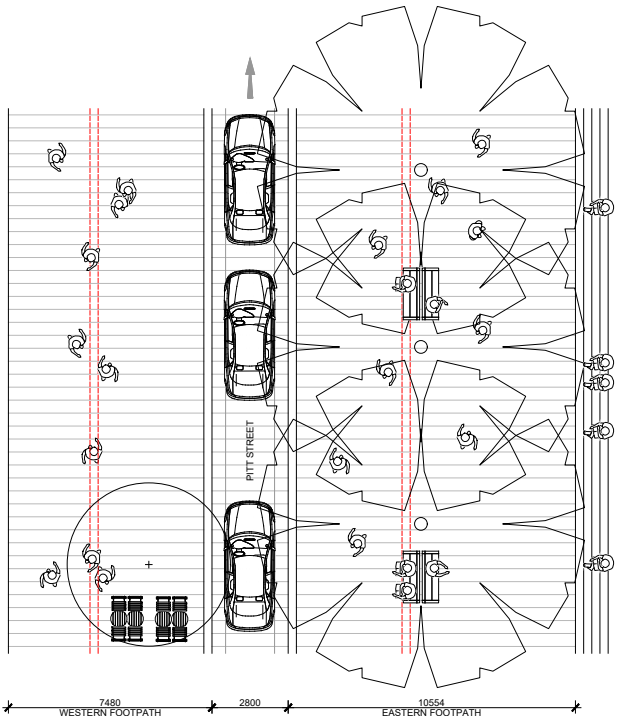
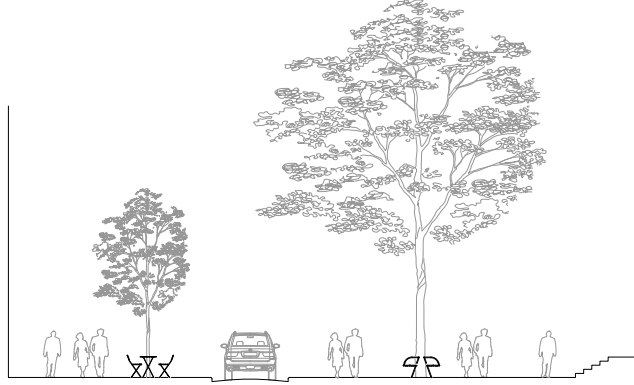
Pitt Street - street scene concept model (HASSELL Town Hall Precinct Streetscape Study)



- Legend
- Scramble Crossings
 - Pitt Street Mall
 - Town Hall & Sydney Square
 - Current & Future Development Sites
 - Increased Footpath Area
 - Potential Alfresco Dining Area
 - Proposed Seating Area
 - Street Tree Planting



Pitt Street proposed opportunities plan (HASSELL Town Hall Precinct Streetscape Study)



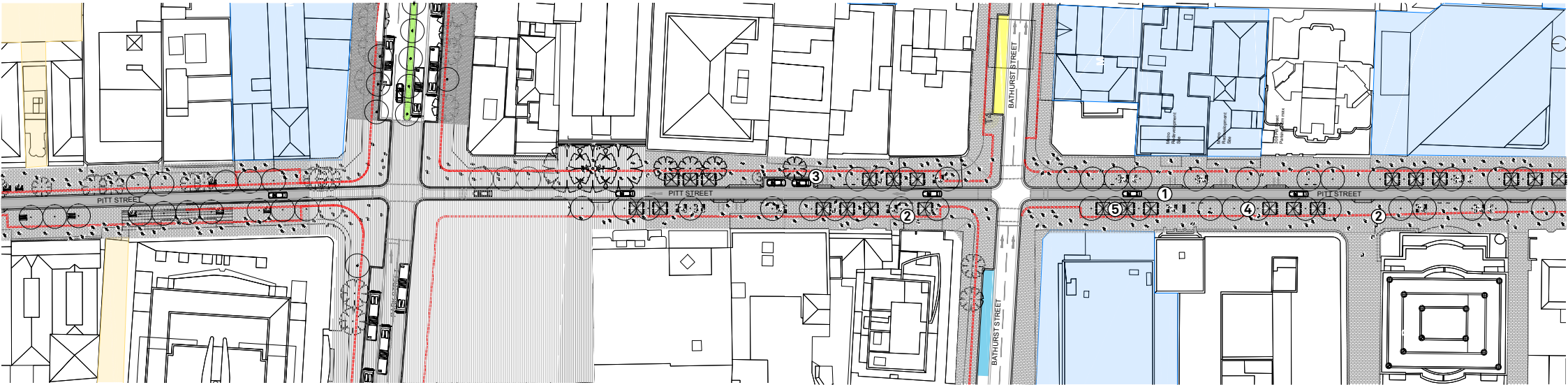
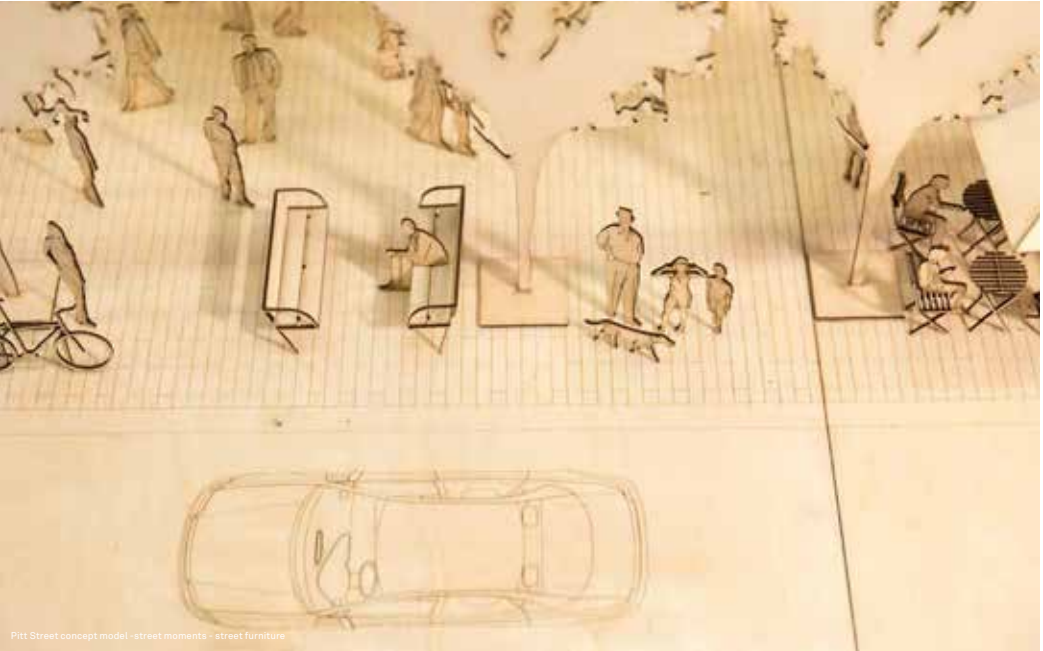
Pitt Street proposed space distribution

Precendent images:
New Slovenska Street, Ljubljana, Slovenia
(HASSELL Town Hall Precinct Streetscape Study)



Pitt Street

Proposed street transformation
Pitt Street view south from
Market Street
(HASSELL Town Hall Precinct
Streetscape Study)



Pitt Street - proposed opportunities plan & streetscape studies
(HASSELL Town Hall Precinct Streetscape Study)

Public domain plan (end state) -
Pitt Street (North of Park to South of
Bathurst)

Not to scale (for scaled drawings refer
concept plans)

Legend

- 1. A single lane of moving traffic (northbound)
- 2. Additional footpath space
- 3. Dedicated loading spaces (indented kerb arrangement)
- 4. Additional street tree planting - to create a continuous canopy
- 5. Flexible kerb-edge zone for outdoor dining, additional seating and other public furniture

Bathurst Street

Existing condition

Bathurst Street forms the southern edge of the Town Hall precinct, connecting Sydney Square to Hyde Park. It provides axial views to Hyde Park Obelisk. East west views along Bathurst Street terminate in pronounced green bursts of large trees around St Andrews Cathedral and at Hyde Park.

A very wide street, Bathurst varies from 4 to 5 lanes of moving traffic.

Issues

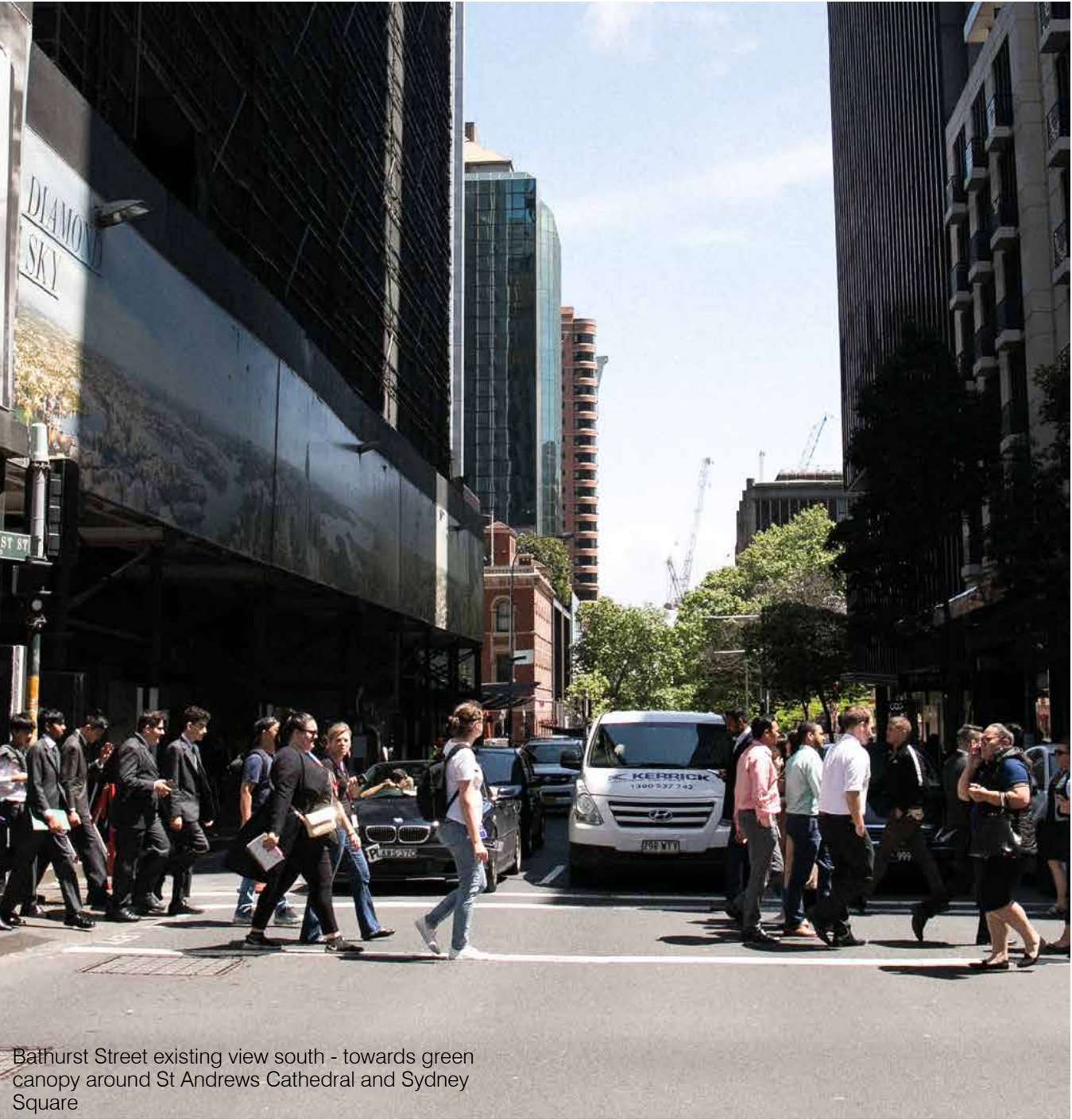
- very wide carriageway with 4 lanes of moving traffic
- Poor legibility to Sydney Square edge
- Cluttered footpaths and streetscape
- Taxis, parking and loading dominate the kerb edge
- Opportunity to connect the canopies of Hyde Park and St Andrews with additional street tree planting



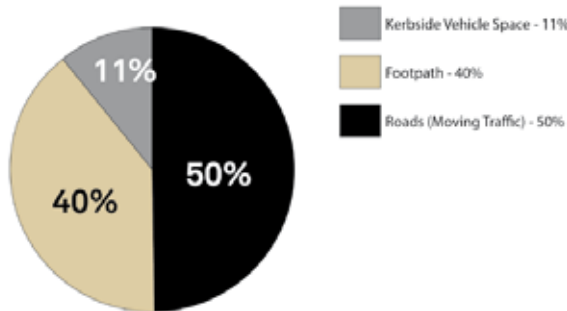
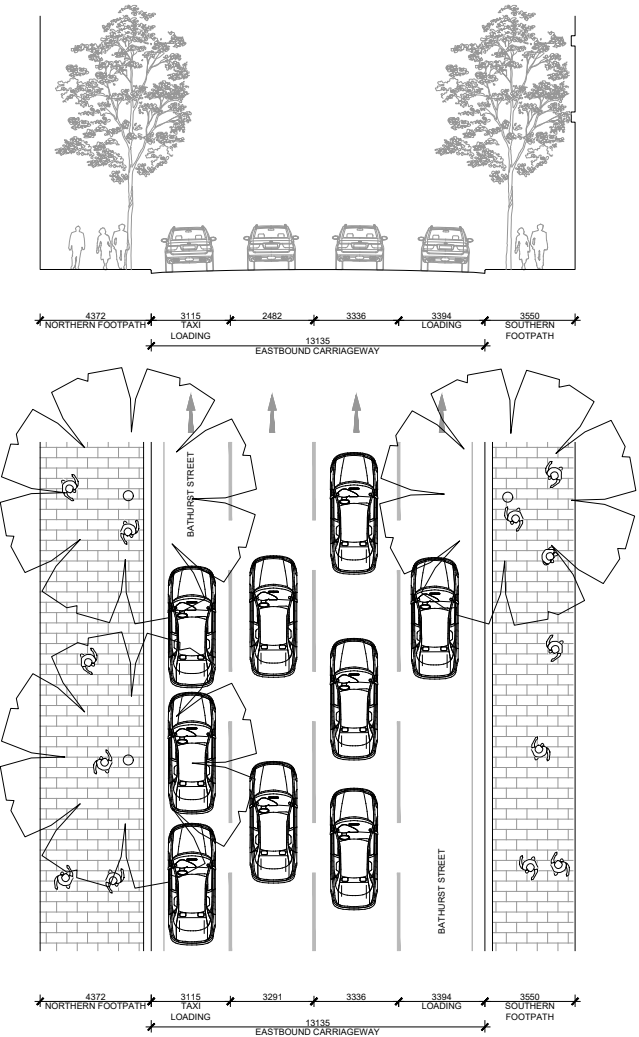
Bathurst Street site analysis
(HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street existing view north - towards green canopy and Obelisk in Hyde Park
(HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street existing view south - towards green canopy around St Andrews Cathedral and Sydney Square



Bathurst Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)

Bathurst Street

Opportunities

Creating the southern edge of the Square

The existing street is re-imagined to create the southern edge to the square. This has been achieved by widening footpath space and removing street clutter. The introduction of additional tree planting will attempt to create a continuous tree canopy and the feeling of a “super-green” street.

Opportunities for re-balancing the space available in Bathurst Street need to be developed in consultation and liaison with Transport for NSW.

Key things to improve:

1. Re-balance the priority of the street

- Two lanes of moving traffic
- Consolidation of lane widths (consistency)
- Relocation of taxi rank
- Consolidation of loading
- Removal of on-street parking

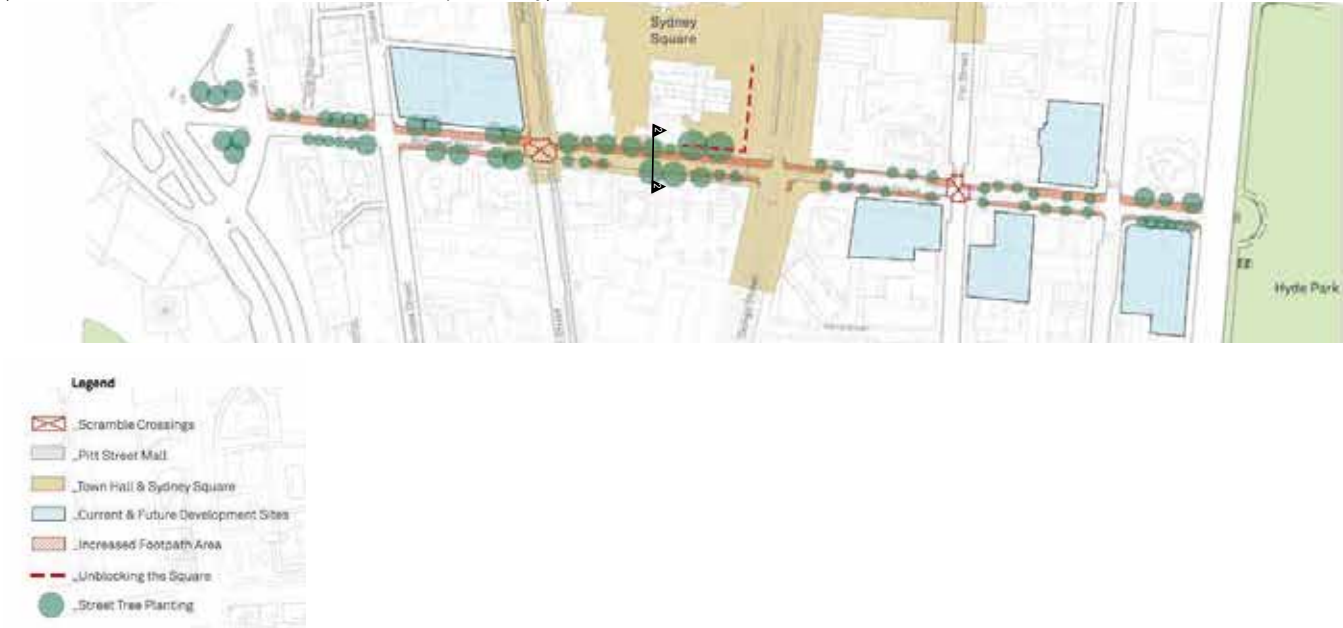
2. Open the edge of the square

- De-clutter streetscape (Cathedral edge, in particular)
- Extend the square across Bathurst

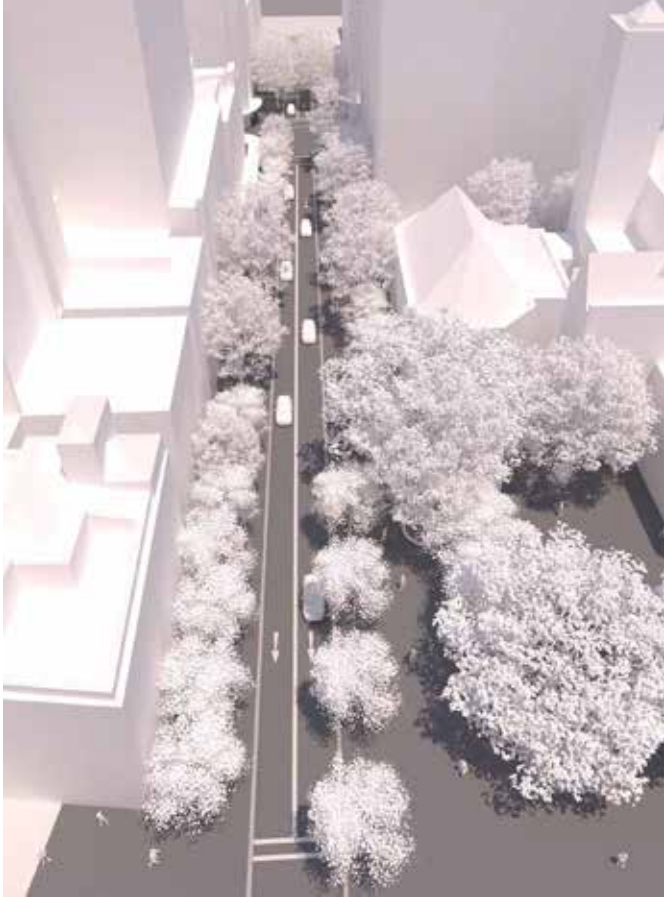
3. Super green

- Creating a green edge to the square
- “Fill in the gaps” - additional street trees
- Encourage upper level planting in buildings - balconies and terrace that address the street, to contribute to the streets green feeling.

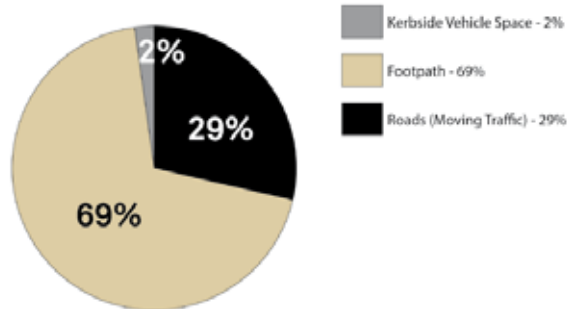
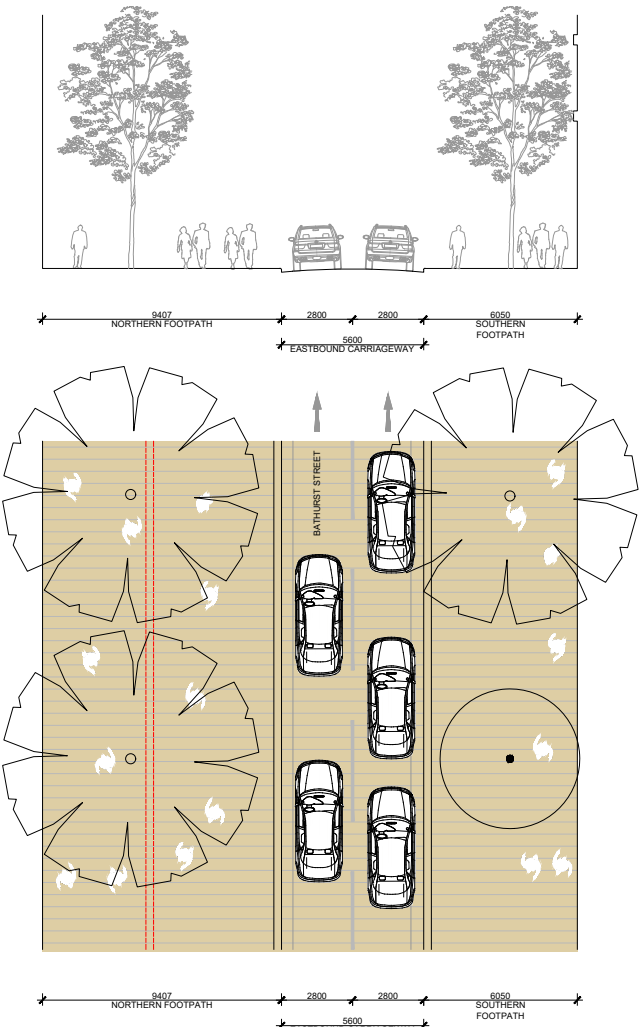
Bathurst Street proposed opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street existing and proposed - at Sydney Square
(HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street proposed - aerial view looking south from George Street
(HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street proposed space distribution
(HASSELL Town Hall Precinct Streetscape Study)

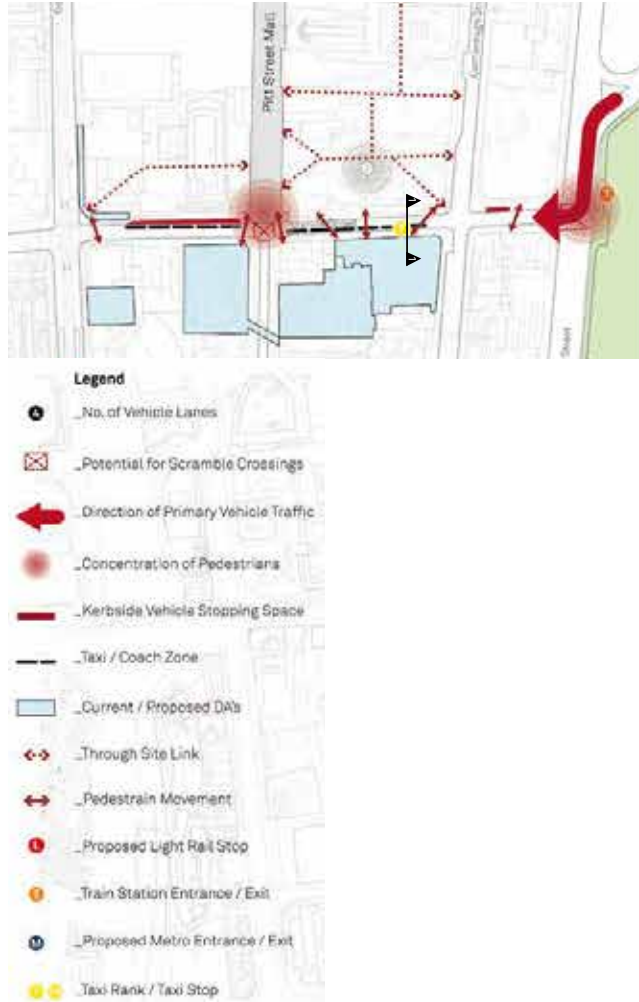
Market Street

Existing condition

Market Street is one of the area’s busiest retail streets, with pedestrian movement in all directions and at a brisk pace. Window displays provide attractions with people stopping to observe, combined with fast paced commuters accessing St. James Station. The narrow footpaths can be crowded. Framed by street edge buildings and awnings, Market Street provides a long view east past St. James Station to the Cathedral.

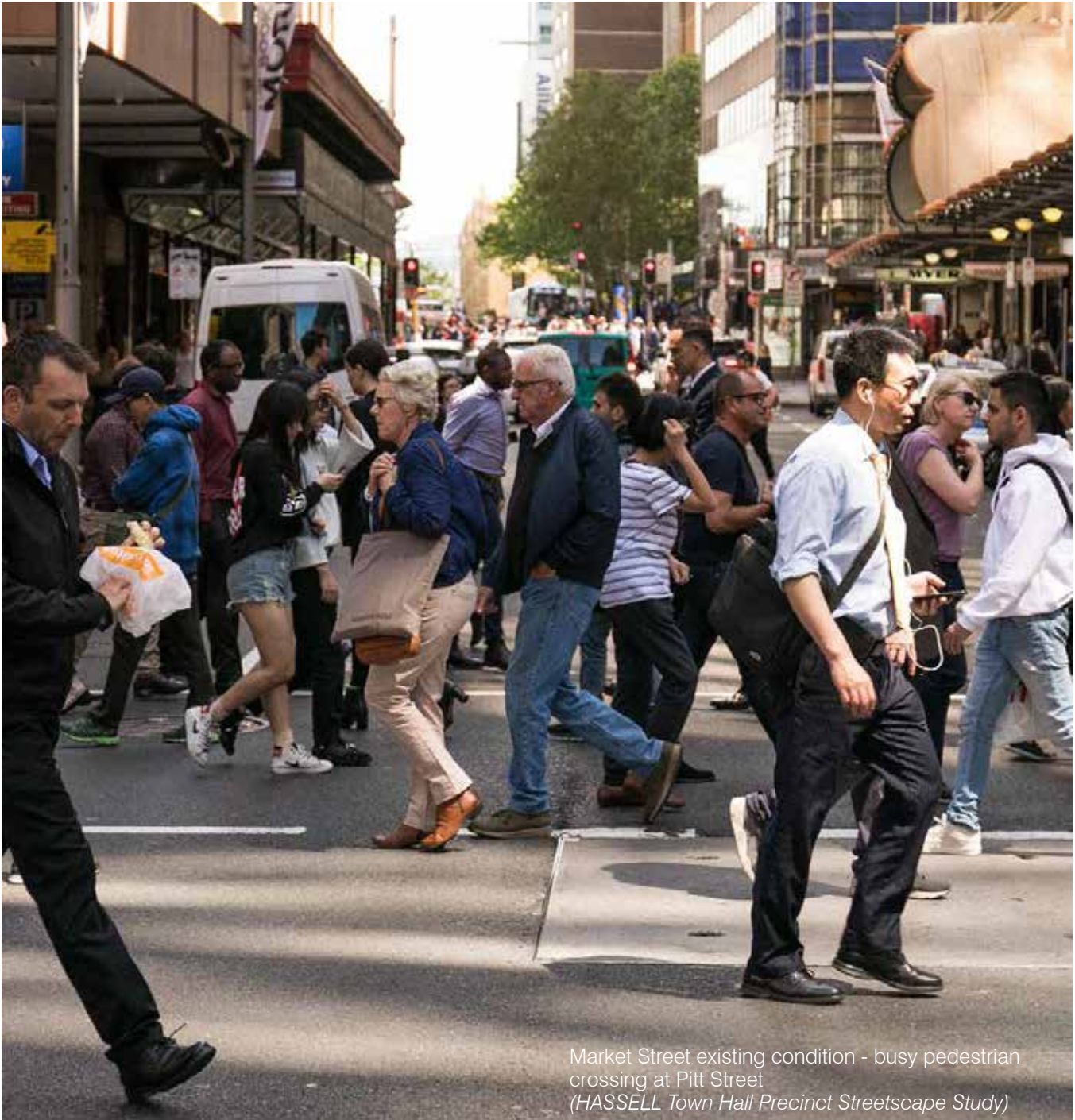
Issues

- Narrow footpaths
- Footpath clutter (a multitude of signs, post boxes, electrical boxes, street furniture, kiosks)
- Congested traffic and busy parking lanes
- Very busy pedestrian crossings - inadequate area for pedestrians waiting to cross

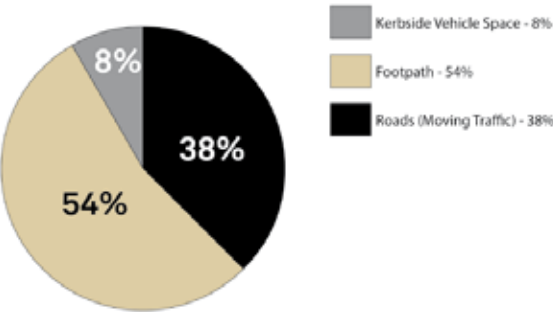
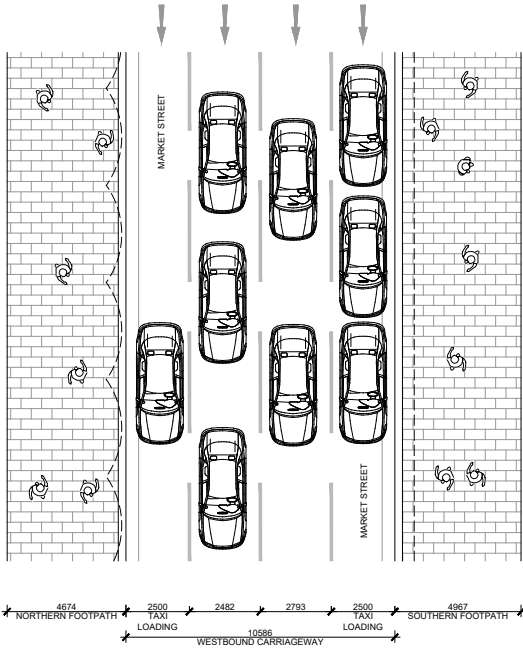
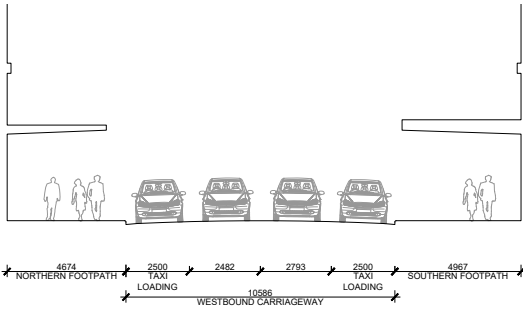


Market Street site analysis
(HASSELL Town Hall Precinct Streetscape Study)

Market Street existing condition - narrow cluttered footpaths
(HASSELL Town Hall Precinct Streetscape Study)



Market Street existing condition - busy pedestrian crossing at Pitt Street
(HASSELL Town Hall Precinct Streetscape Study)



Market Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)

Market Street

Opportunities

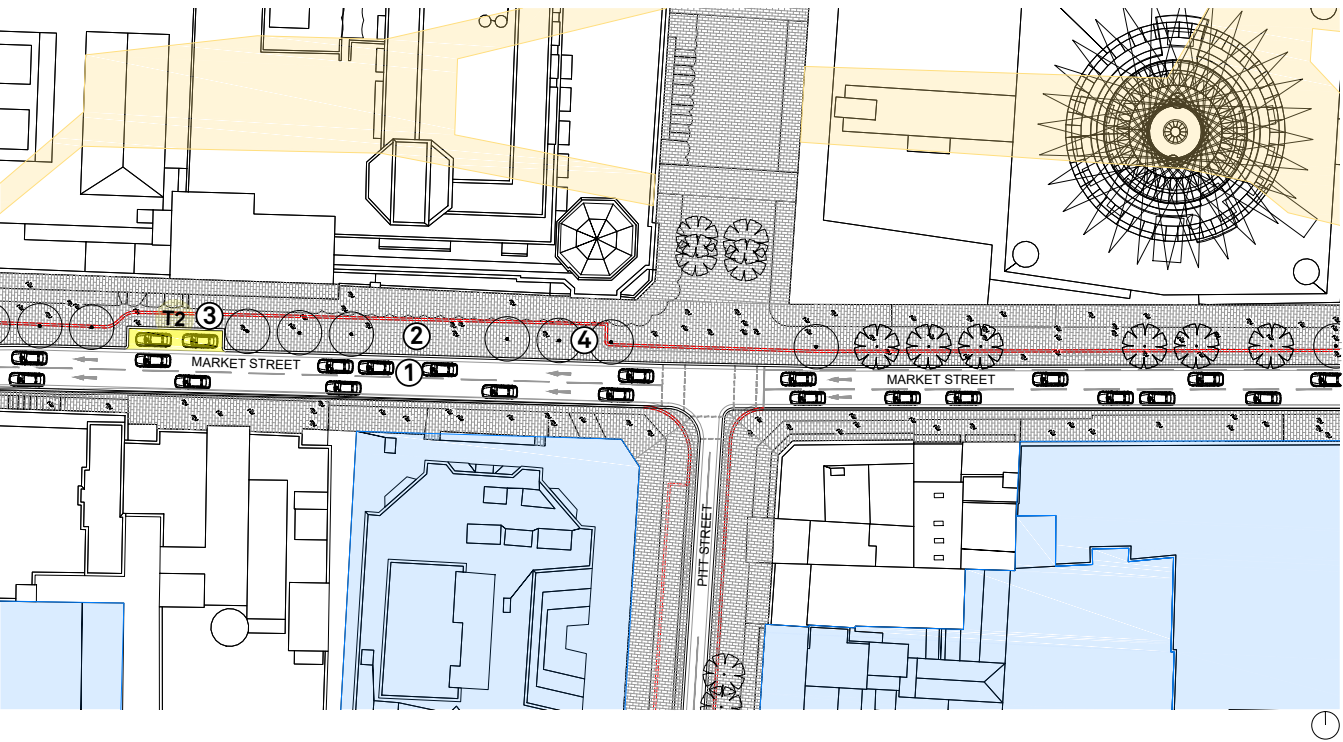
Making space to move along Market

The existing street is reconfigured to rebalance the priority of the street - from traffic-choked to generous pedestrian artery. The number of lanes of moving vehicles has been reduced and kerbside vehicle spaces have been reduced and consolidated. This additional space has been transferred to the pedestrian through an expanded footpath on the streets northern side. Additional footpath space has been created by removing street clutter and consolidating the number and location of public realm elements.

Opportunities for re-balancing the space available in Market Street need to be developed in consultation and liaison with Transport for NSW.



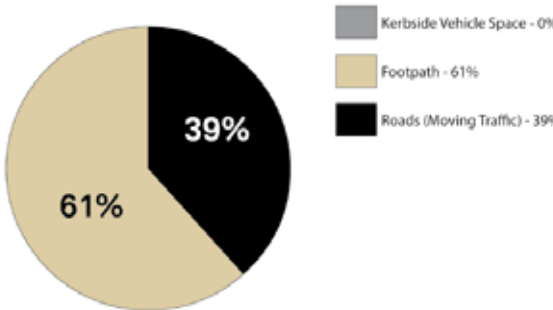
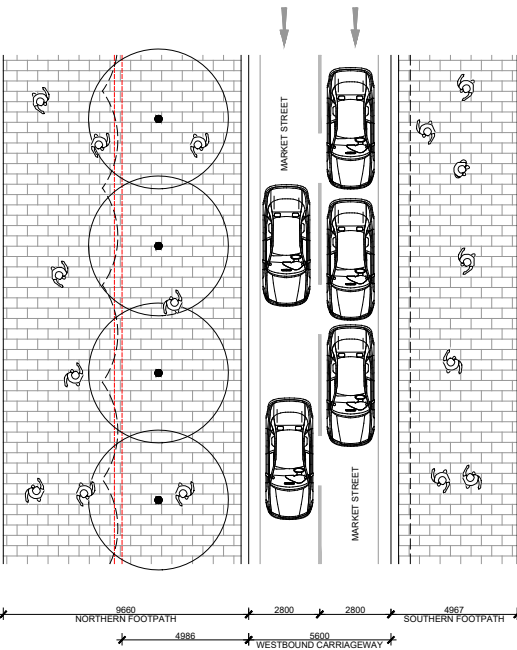
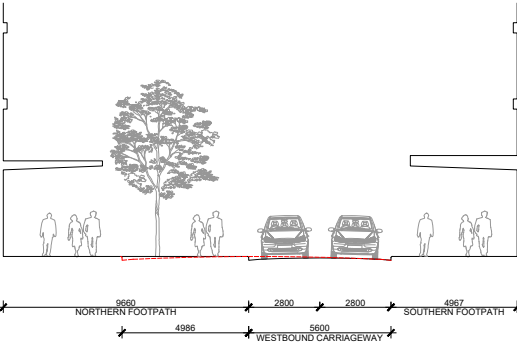
Market Street proposed opportunities plan and model views
(HASSELL Town Hall Precinct Streetscape Study)



Public domain plan (end state) - Market Street

- Legend**
- 1. Two lanes of moving traffic (westbound)
 - 2. Additional footpath space (northern street edge)
 - 3. Two kerbside vehicle spaces (indented kerb arrangement) - intended for taxi's only
 - 4. Additional street tree planting - to create a continuous canopy (northern street edge)

Market Street proposed opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



Market Street proposed space distribution
(HASSELL Town Hall Precinct Streetscape Study)

Castlereagh Street

Existing condition

Block-by-block the character changes - King to Market, Park, Park to Bathurst, Bathurst to Liverpool.

Existing street condition

- 4 lanes of traffic - southbound
- Kerbside vehicle spaces - 46
- Current footpath area - 8,530m2
- Typical footpath width:

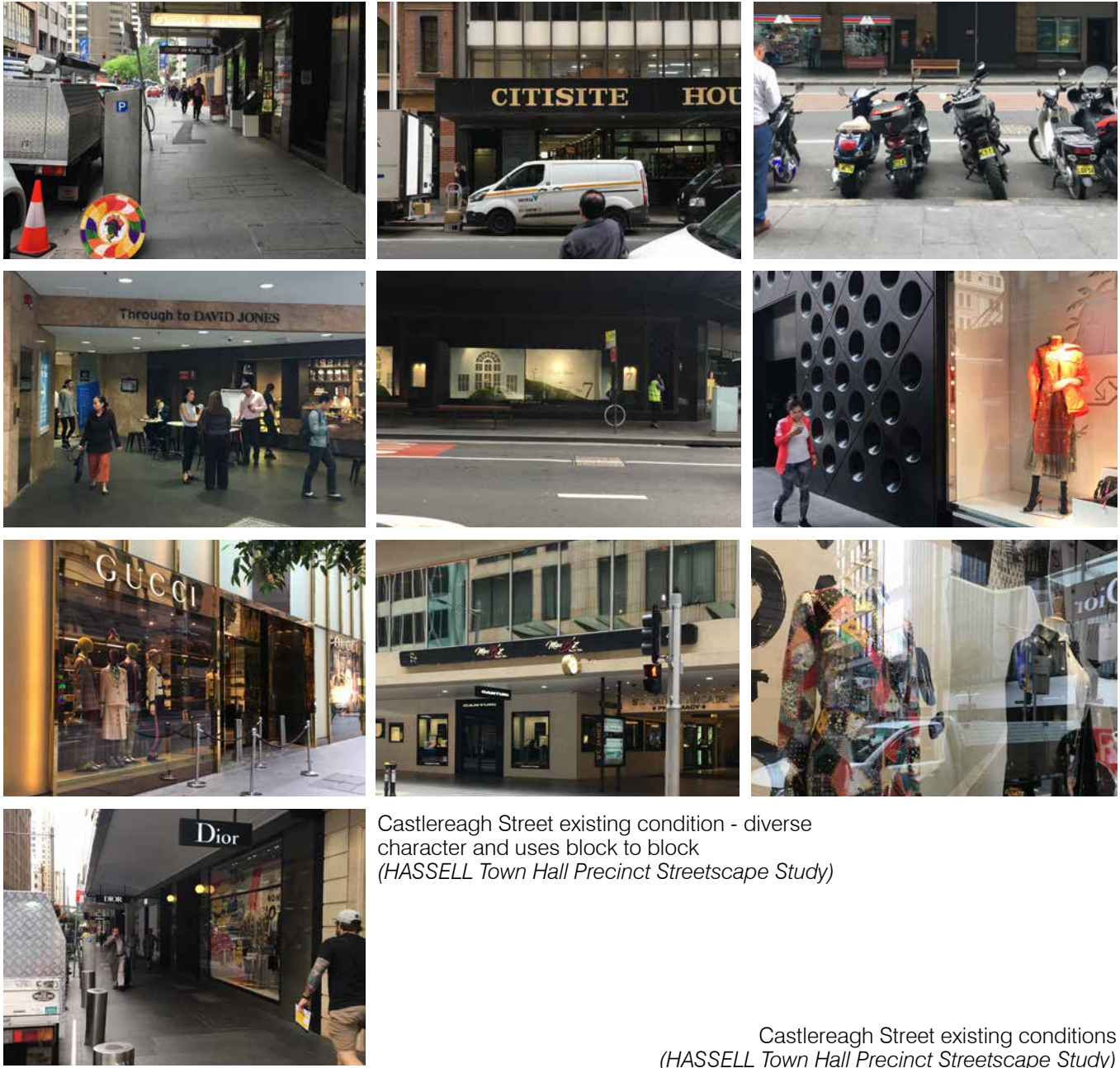
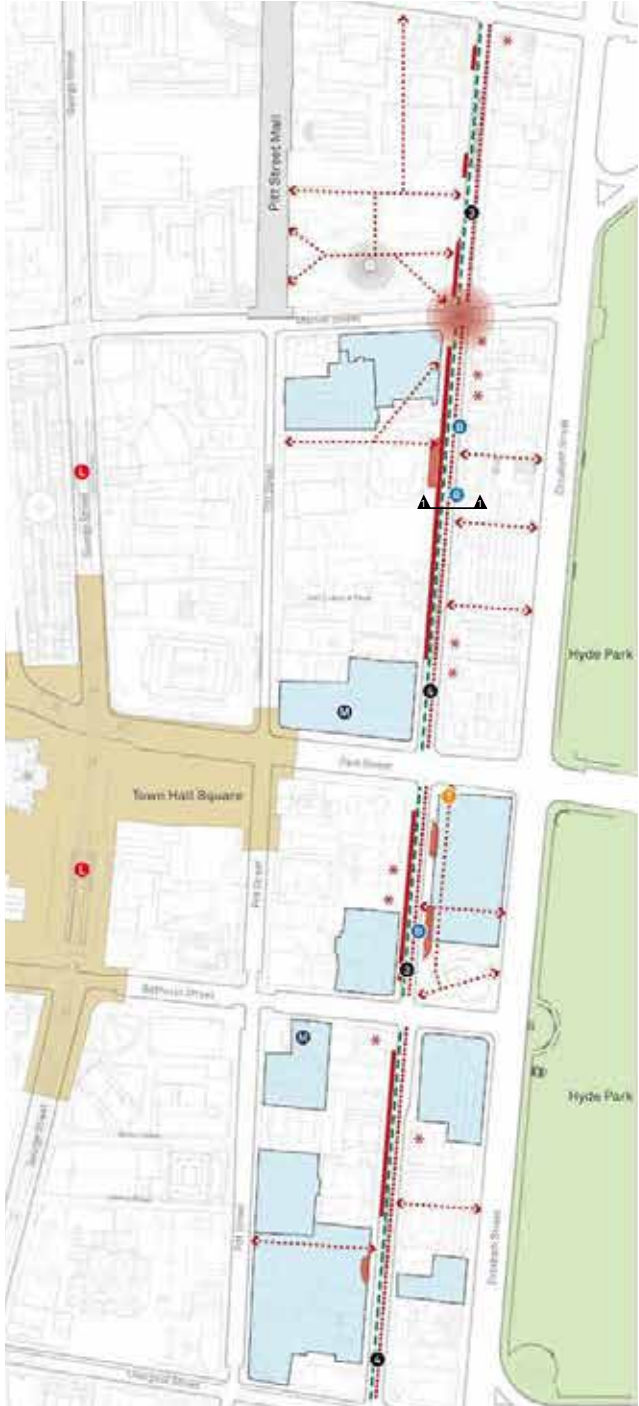
Western footpath - 4.4m

Eastern footpath - 3.7m

- Number of existing street trees - 30

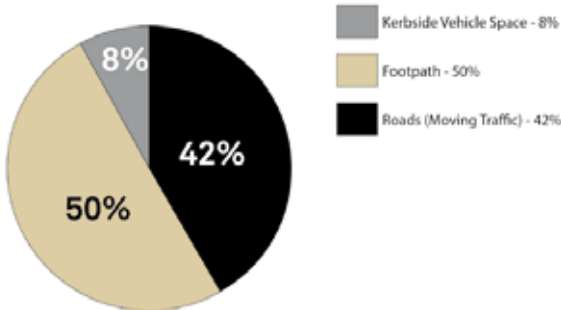
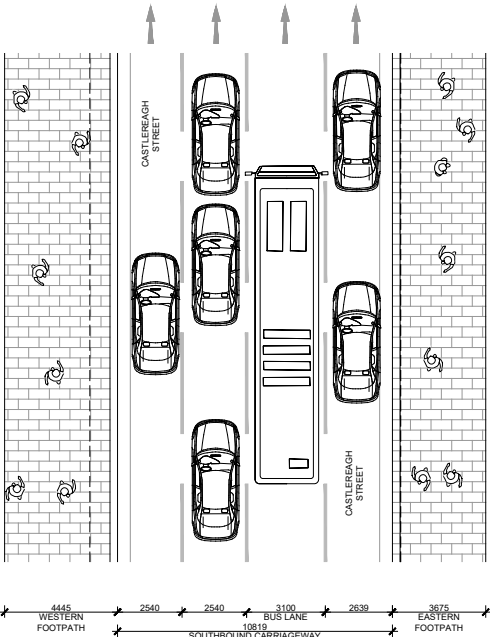
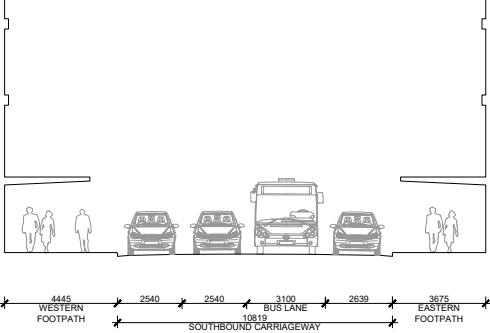
The need to extend the Castlereagh Street cycleway north through the precinct has been recognised by Transport for NSW and the City, and a design for a new bi-directional cycleway from Liverpool to King Streets is being developed.

Castlereagh Street site analysis
(HASSELL Town Hall Precinct Streetscape Study)



Castlereagh Street existing condition - diverse character and uses block to block
(HASSELL Town Hall Precinct Streetscape Study)

Castlereagh Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)



Castlereagh Street

Opportunities

Short term

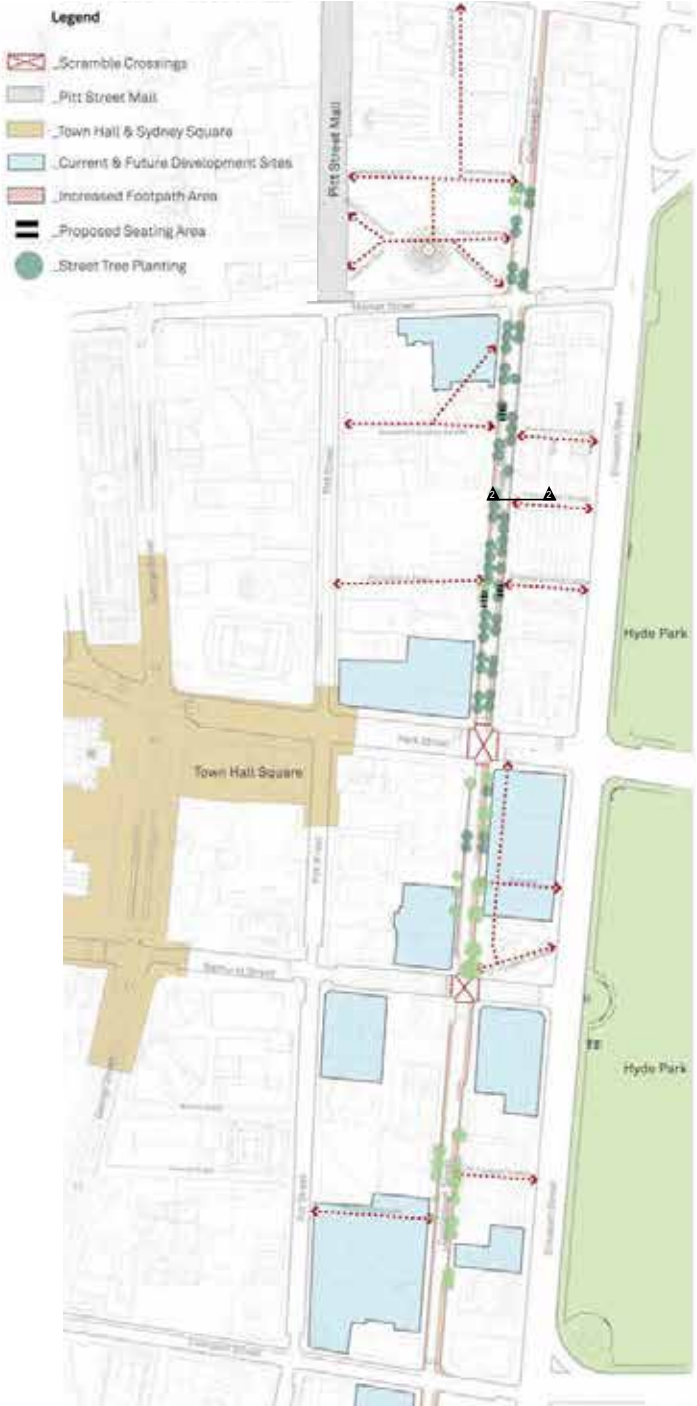
A new bi-directional cycleway will be constructed on Castlereagh Street, connecting the existing cycleway south of Liverpool Street to King Street. This design is currently underway and will result in a redistribution of space in Castlereagh Street.

The cycleway is shown indicatively here along the western side of the street reducing the carriageway to two lanes, however the final configuration is subject to the completion of the current consultation and detailed design process,

Long term

Further opportunities to improve pedestrian amenity and increase activity and quality along Castlereagh Street rely on re-routing of bus services. Once the dedicated bus lane is no longer required, footpaths can be widened on the eastern side of the street allowing the creation of new street spaces aligning with existing through-site links and connections. The reconfigured street also accommodates bays for kerbside vehicles to facilitate loading, short-stay parking and setdown. Long term opportunities for Castlereagh Street are subject to consultation and liaison with Transport for NSW.

- 1. Re-balance the priority of the street
 - A single lane of moving traffic
 - Removal of bus lane and reduction in parking and loading (where possible)
- 2. Reinforce E-W connections and highlight existing positive characteristics
 - Highlight through site links and mid-block connections - Elizabeth to Pitt
 - Creation of street spaces - seating and tree planting to highlight through site links (east-west connections)
 - New street furniture - seats, bike racks - varying arrangements block-by-block
 - New tree planting
 - Consider architectural lighting of heritage buildings
- 3. Criss-cross
 - Addition of scramble crossings - Market, Park, Bathurst, Liverpool

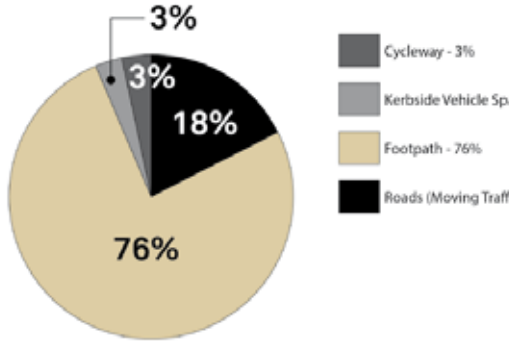
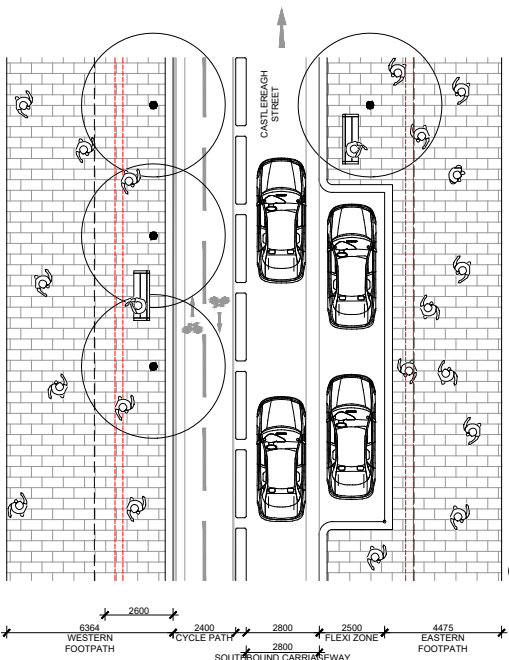
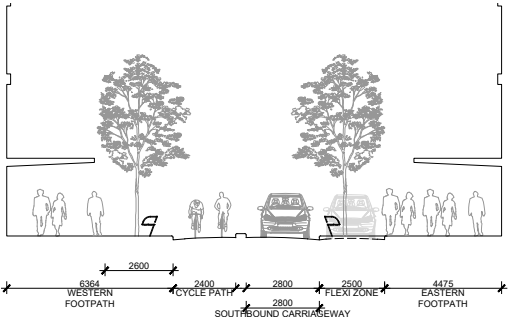


Left Castlereagh Street proposed opportunities plan (HASSELL Town Hall Precinct Streetscape Study)



Right Castlereagh Street proposed visualisation (HASSELL Town Hall Precinct Streetscape Study)

Far right Castlereagh Street proposed space distribution (HASSELL Town Hall Precinct Streetscape Study)



Elizabeth Street

Existing condition

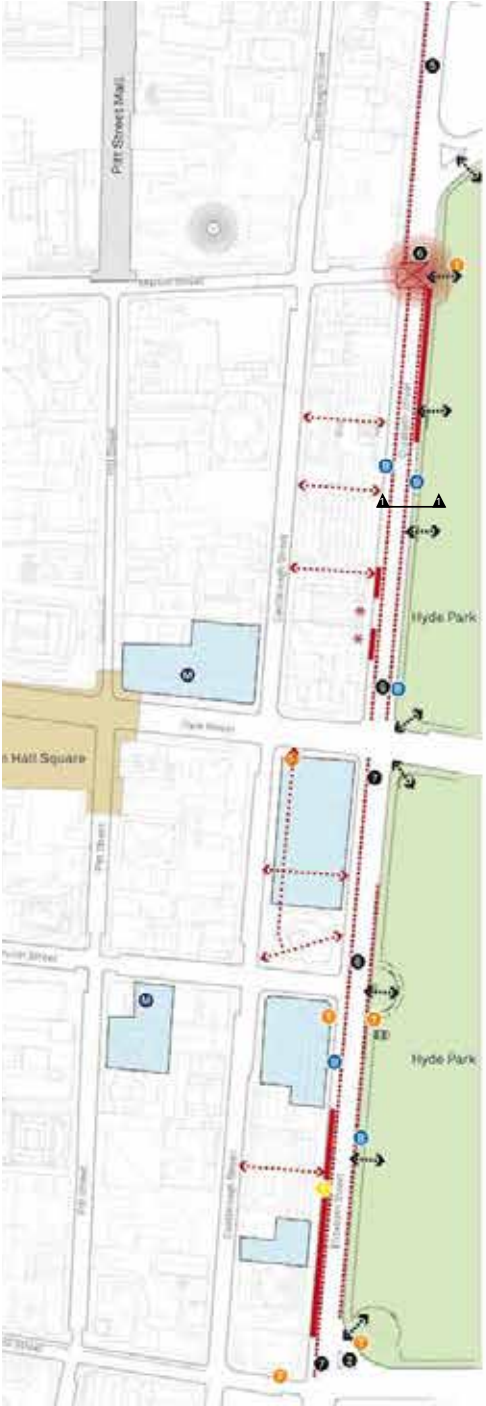
Elizabeth Street has a unique character as the boundary between the city and Hyde Park. The canopy of large plane trees create a distinctive green avenue. The carriageway is very wide and accommodates a large number of bus movements and bus stops. This creates a noisy street that is difficult to cross. The long street blocks also result in few crossing opportunities. Footpaths are narrow and out of proportion to the street width, with pedestrian congestion occurring regularly, particularly around bus stops and at crossings.

- Typically, 6 lanes of traffic
- Kerbside vehicle spaces - 42
- Current footpath area - 7,783m2
- Number of existing street trees - 63

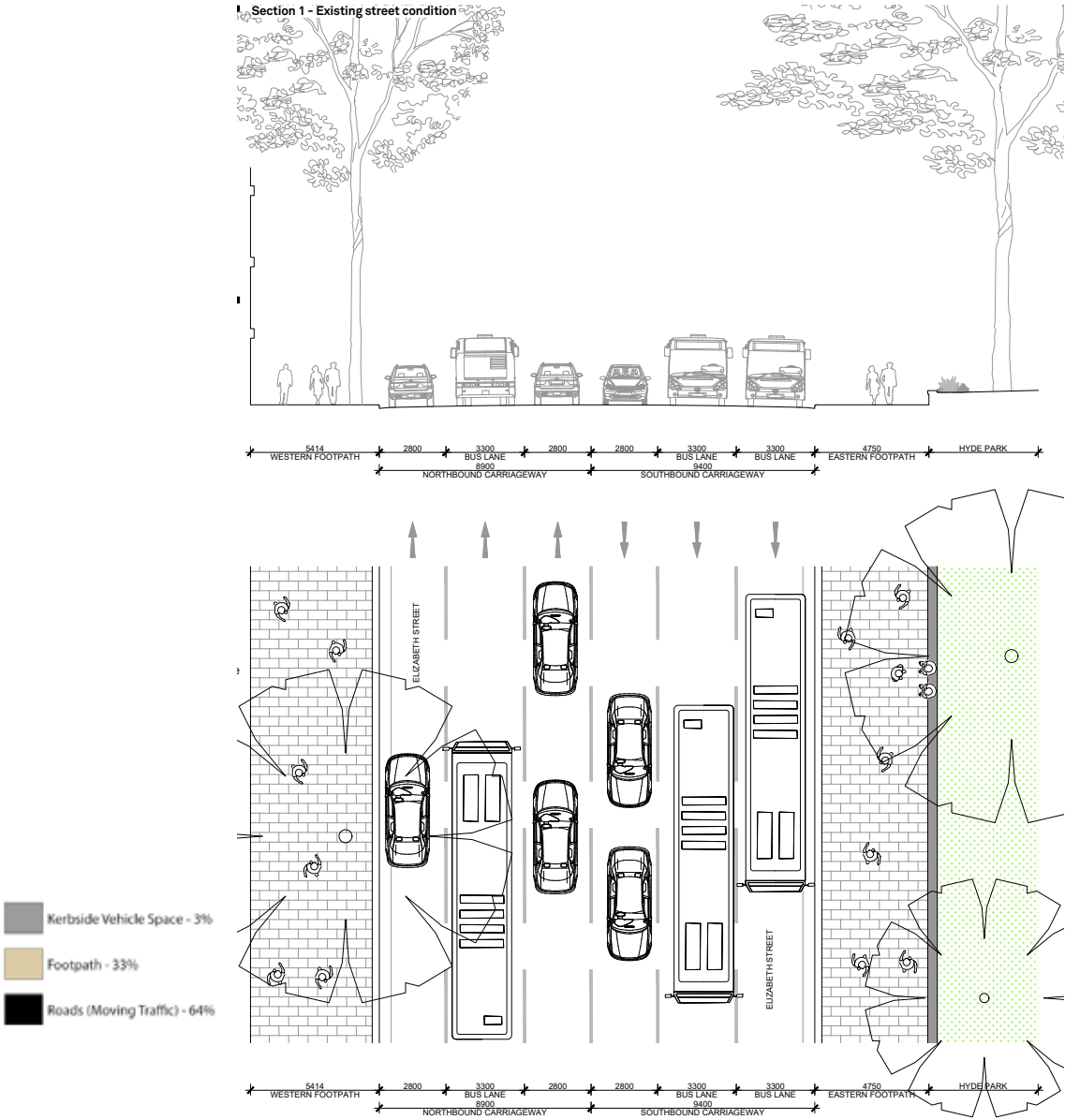
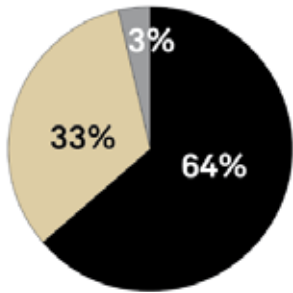
Typical footpath width:

- Western footpath - 5.4m
- Eastern footpath (Hyde Park) - 4.7m

Elizabeth Street site analysis
(HASSELL Town Hall Precinct Streetscape Study)



Elizabeth Street existing photos
top grand plane trees arch across the street; bus stops line the park edge
bottom narrow eastern footpath with space dominated by bus shelters - poor accessibility and circulation conditions



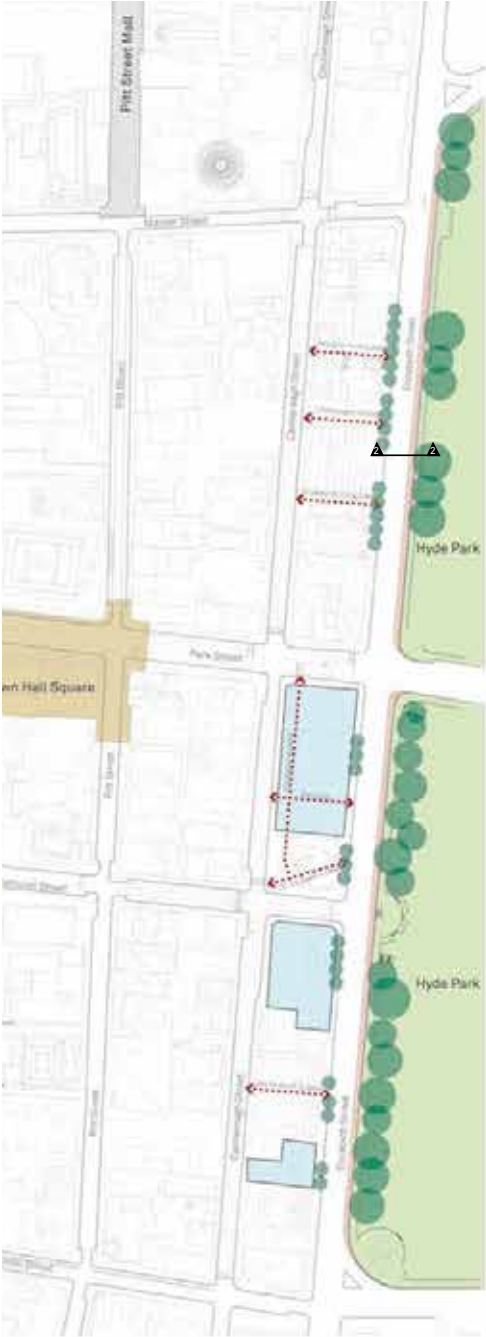
Elizabeth Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)

Elizabeth Street

Opportunities

- 1. Make crossing to the park easier, improve connections to the park.
 - Improved crossing - extra space at corners and crossing points, including - King Street, St James Road, Market, Bathurst, Liverpool
 - New mid block crossing - Bathurst and Market
- 2. Expand the footprint of the park.
 - Reclaim the parking lane - options have been considered for redistributing this space either as a central planted median, or to widen the eastern footpath. The preferred option (widening eastern footpath) is shown here. See Appendix A for alternate option.
 - Re-worked - St James Road/Elizabeth Street junction
 - Footpath widening near King Street

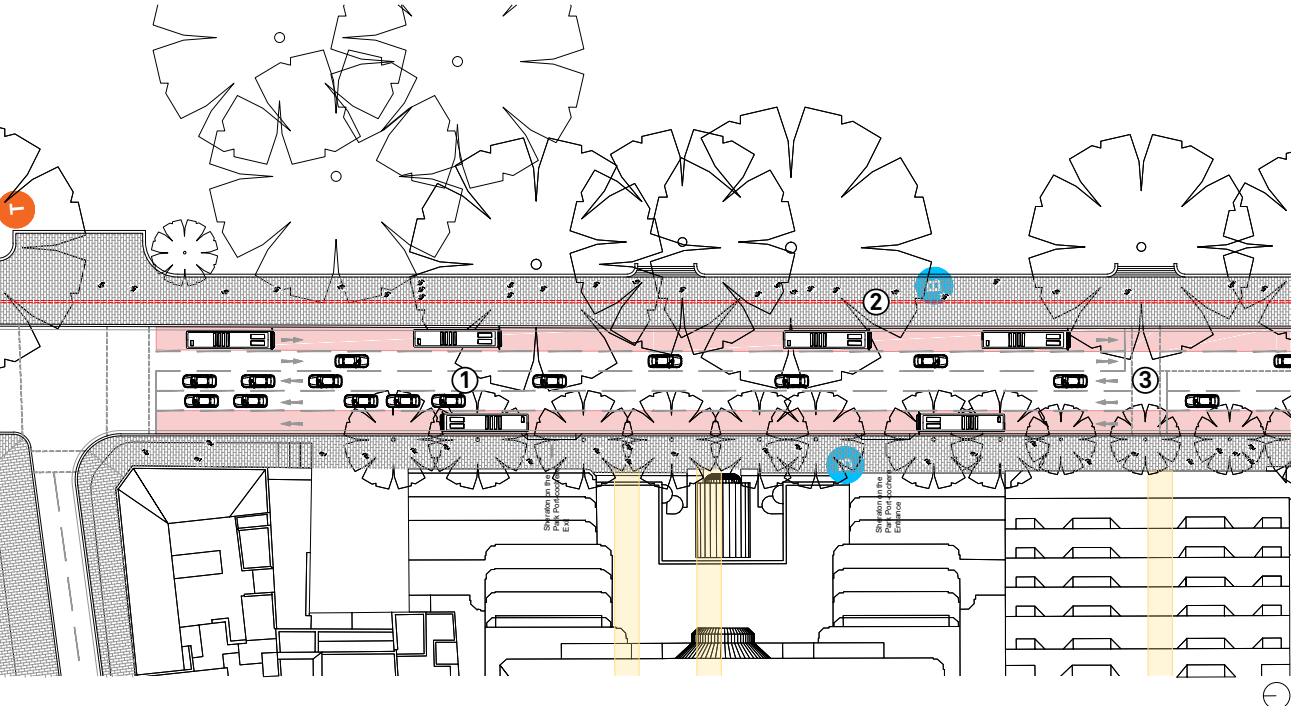
The proposed scheme reconfigures the existing street to create an expanded park edge for pedestrians. This change to the street removes kerbside vehicle spaces and creates a consistent, dedicated bus lane. A mid block crossing is proposed to increase the east-west connection between the park and the city. These opportunities need to be further developed in consultation and liaison with Transport for NSW.



Elizabeth Street proposed opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)

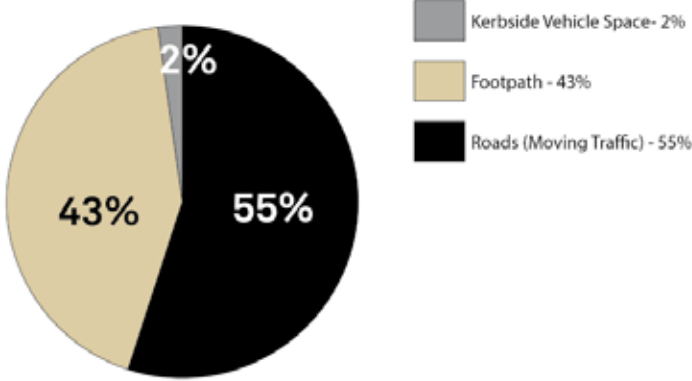
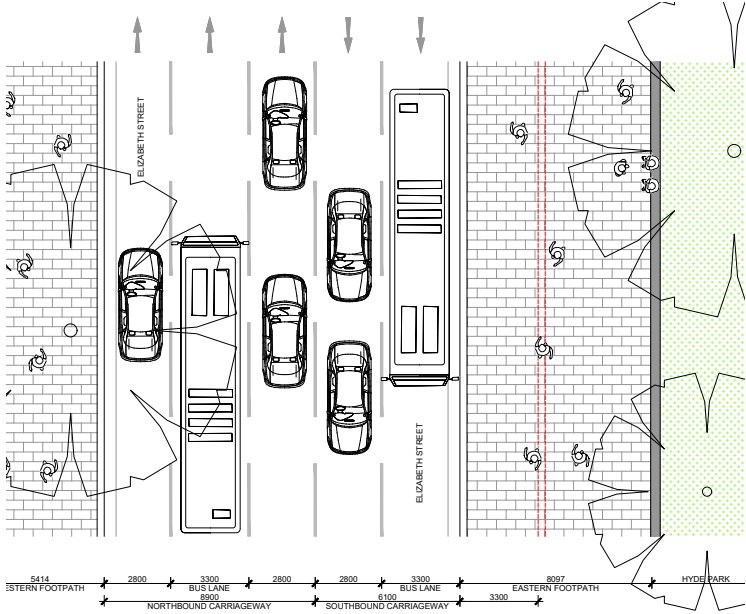
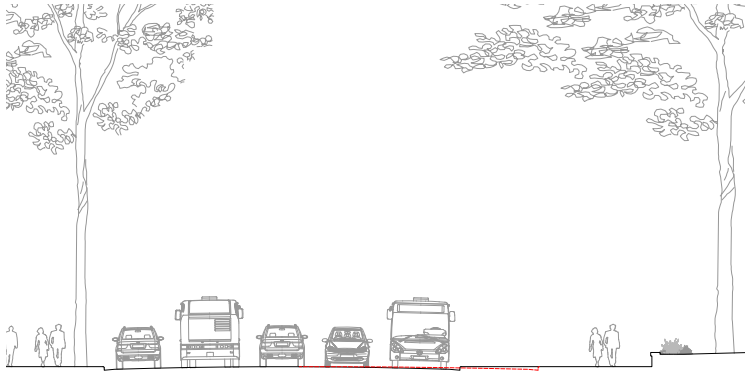


Elizabeth Street proposed opportunities model views
(HASSELL Town Hall Precinct Streetscape Study)



Public domain plan (end state) - Elizabeth Street
Preferred end state

Elizabeth Street opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



Elizabeth Street proposed opportunities space distribution
(HASSELL Town Hall Precinct Streetscape Study)

King Street

Existing condition

King Street is a busy pedestrian street in the city's retail core. Obstacles and narrow footpaths create a congested environment for pedestrians, with no opportunities to slow down or dwell. High volumes of moving traffic combined with turning lanes and taxi ranks create a vehicle-dominated environment.

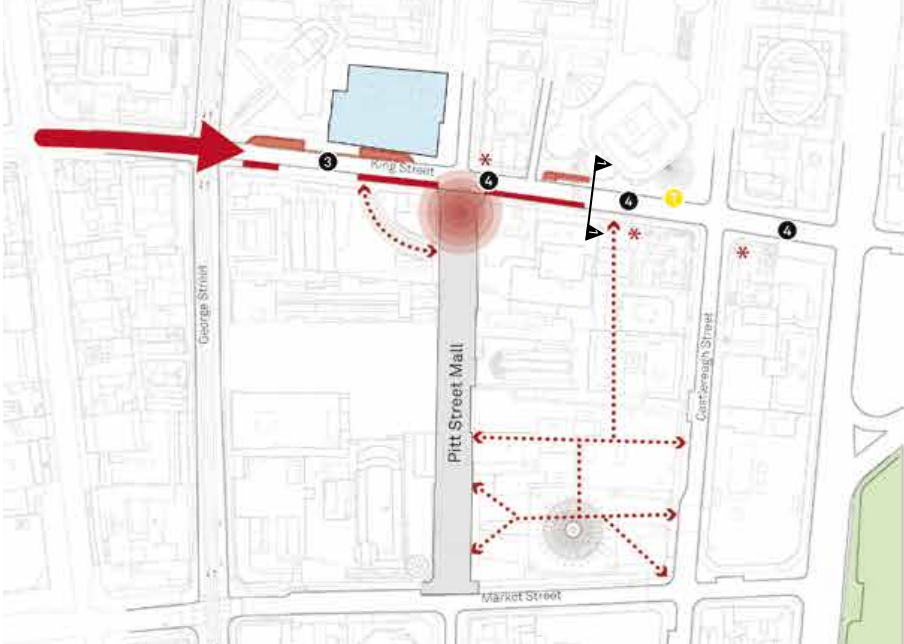
Existing street condition

- 4 lanes of traffic - eastbound
- Kerbside vehicle spaces - 20
- Current footpath area - 2,839m2
- Number of existing street trees - 11

Typical footpath width:

- Northern footpath - 4.0m
- Southern footpath - 4.0m

There is currently a gap in the City's regional cycleway network, with the King Street cycleway ending at Clarence Street and not connecting to the new Pitt Street cycleway or the proposed Castlereagh Street cycleway.

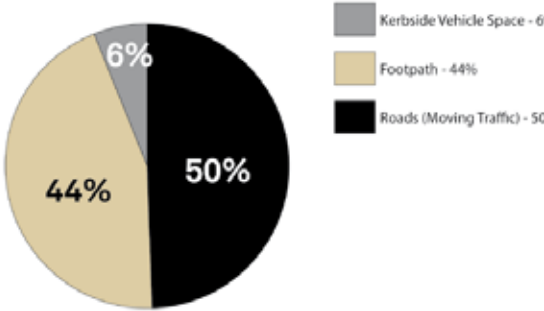
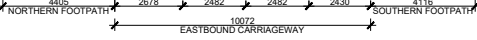
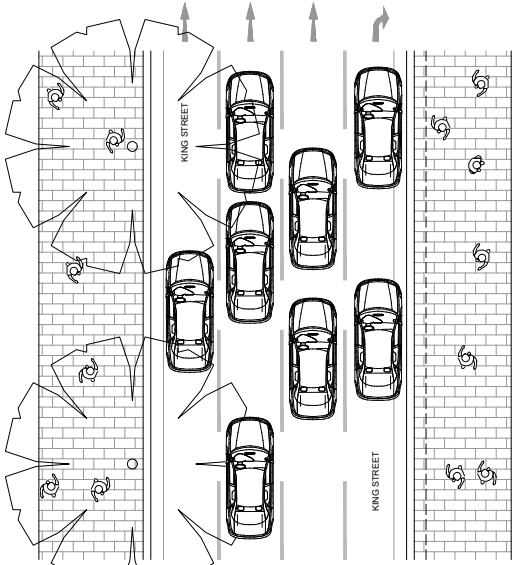
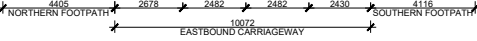


King Street site analysis
(HASSELL Town Hall Precinct Streetscape Study)

King Street existing photos
left pedestrian barriers - King Street north
right busy pedestrian crossing - King Street looking west at Castlereagh Street
(HASSELL Town Hall Precinct Streetscape Study)



Town Hall Precinct Public Domain Plan



King Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)

King Street

Opportunities

Opportunities can be explored to reconfigure the existing street to create an expanded footpath on the streets southern side. This expansion not only creates additional footpath space for pedestrian movement but also allows for the integration of additional public realm features, such as tree planting and seating to create street moments for stopping and respite.

There is also a need to connect the regional cycle network on King Street, by providing a cycleway between Castlereagh Street and Clarence Street connecting to the Pitt Street cycleway.

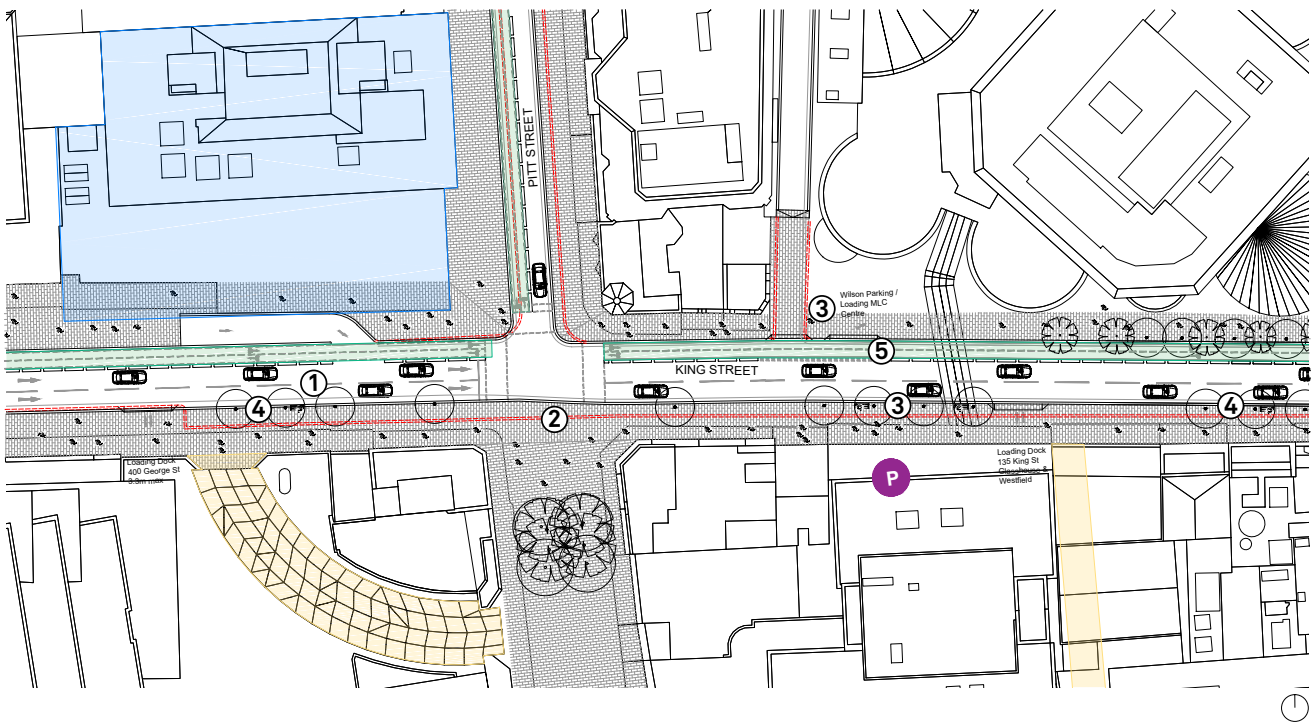
These opportunities will be further developed in consultation and liaison with Transport for NSW.

Opportunities include:

1. Re-balance the priority of the street
 - Less vehicles - two lanes of moving traffic
 - Bi-directional cycleway on northern side
 - Remove - right turn lane into Castlereagh
 - Remove - the former taxi rank (Telstra)
2. New places to pause
 - New street moments created up and down the street - clusters of seats/seating elements - stop, pause
 - Tree planting - in groups and clusters
 - Creating space at the street corners to look-up
3. Better footpaths
 - Wider footpaths - favouring southern edge
 - Footpath priority at lanes and driveways eg Lees Court
4. King meets Queen
 - Re-establish the connection to Queens Square



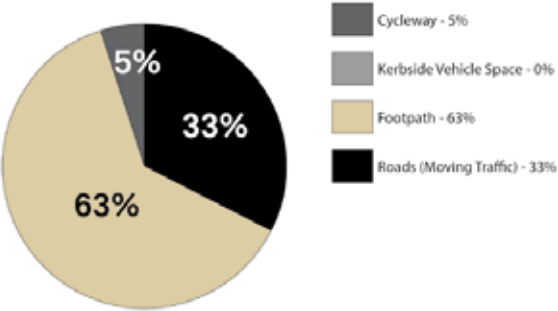
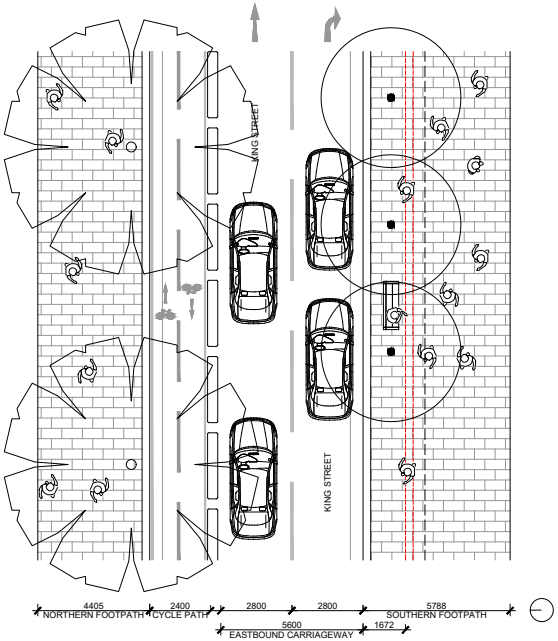
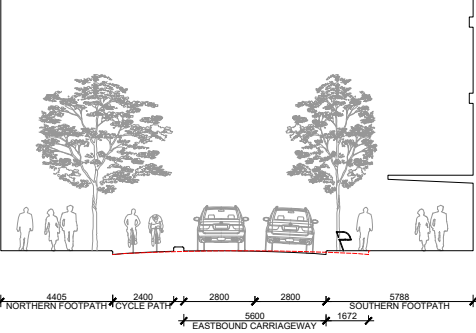
King Street proposed opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



Public domain plan (end state) - King Street

- Legend**
1. Two lanes of moving traffic (eastbound)
 2. Additional footpath space to southern footpath
 3. Creation of street spaces - seating and tree planting
 4. Additional street tree planting
 5. Cycle lane - linking to Castlereagh Street/Pitt Street

King Street opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



King Street proposed opportunities space distribution
(HASSELL Town Hall Precinct Streetscape Study)

Tactical, temporary & short term opportunities

Opportunities have been identified for a range of interventions to achieve immediate public space gains - relieving the pressure before long term transformations are finalised.

Tactical and temporary interventions

These include:

- Pop up cycleways
- Timed street closures to provide extra pedestrian space at peak periods eg lunchtime closures
- Immediate testing of scenarios/short-term trials to remove kerbside parking (weekend, a month or six month trial periods)
- Parking to Parklet - parklet model testing and trials
- Education and event programs

Pitt Street south of Market Street, and Market Street between George Street and Castlereagh Street has been identified as a strategic opportunity to implement tactical and temporary interventions such as these.

Examples of tactical and temporary interventions

1 Tactical intervention to reclaim intersection space in New York

2 Parklets - 40th and Walnut streets in West Philadelphia

3 Temporary closures of Streets at Times Square New York

4 Temporary utilisation of additional space created by a pop up cycleway, City of Sydney

(HASSELL Town Hall Precinct Streetscape Study)



⁵⁷
Part Five
Project priorities

city of villages



Project Priorities

The major improvements for streets in the Town Hall Precinct are dependent on an agreed strategy with Transport for NSW for the management of vehicles - buses, through traffic, parking and loading. Public space projects are dependent on a shared vision and partnership with other land owners and stakeholders.

Subject to feedback from the community and key stakeholders, key improvements will be prioritised with considerations to:

1. The degree to which the project achieves the City’s strategic directions, including:
- the proportion of pedestrian-oriented space (footpaths, plaza space, squares, shared spaces, etc to include space for additional greening) gained by the project;

• whether the project provides for cycle connectivity;

• whether the project facilitates or supports activation / festivals and programmed events

2. The strategic potential of the project, in terms of offering ‘quick wins’ for the public domain or unlocking the potential for other changes.

3. The ease of the project, considering construction complexities, timing associated with the proposed changes.
4. Whether Council has the authority to develop the project, or if Council would need to seek agreement from other owners or governing agencies for the project to be realised.
5. The potential cost of implementing the proposed changes.

Projects with key strategic alignment delivering on the City’s vision are suggested for priority development. These are identified as:

- **Park / Drui**tt Street

• **Pitt** Street

Other project priorities will be revised following Council and stakeholder consultation.



The Streets of Town Hall - End State Masterplan

(HASSELL Town Hall Precinct Streetscape Study)

*Consultation / approvals from TfNSW
^ additional usable public space

	Projects	Potential additional footpath / public space	Potential greening	Potential cycle connectivity	Transport interchange role	Potential activation	Dependencies
Public space projects	Town Hall Square	• • • • •	• • • • •		• • • • •	• • • • •	^ Property acquisition
	Sydney Square	• • •	• • •		• • • • •	• • • • •	City of Sydney part owner - joint project with St Andrews
Street upgrade projects	Park / Drui	tt Street	• • • • •	• • • • •	• • • • •	• • • • •	*Bus network, traffic network changes
	Pitt Street	• • • • •	• • • • •		• • • • •	• • • • •	*
	Bathurst Street	• • • • •	• • • • •		• • • • •	• • • • •	*
	Market Street	• • •	• • • • •		• • • • •	• •	*
	Castlereagh Street	• • • • •	• • • • •	• • • • •	• • •	• • •	*Bus network, traffic network changes
	King Street	• • • • •	• • •	• • • • •	• • •	• •	*
	Elizabeth Street	• • •	• • • • •		• • • • •	• •	*Bus network, traffic network changes
City palette upgrade	Liverpool Street	Subject to the City’s granite paving / smartpole / new public domain furniture roll-out					
	Kent Street						
	Sussex Street						
	Day Street						
	Harbour Street						

Public domain gains

As part of the re-balancing the priority of the streets, vital space that has been dedicated to vehicles can be returned to pedestrians. In order to quantify these public domain gains, existing and potential opportunities for streets have been measured across four categories:

- Footpath area
- Road area (moving traffic)
- Kerbside vehicle Spaces
- Number of street trees

Total additional footpath - 16,481sqm
Total additional street tree planting - 353
Total % increase in tree canopy - 141%

It is important to note these measurements are based on high level opportunities schematics and are subject to design development and feasibility as projects progress.



