


# TOWN HALL PRECINCT PUBLIC DOMAIN PLAN STREETSCAPES STUDY

Draft report



The City of Sydney acknowledges Aboriginal and Torres Strait Islander peoples as the traditional custodians of our land – Australia. The City acknowledges the Gadigal of the Eora Nation as the traditional custodians of this place we now call Sydney.



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Front cover image: Concept model - Town Hall Precinct

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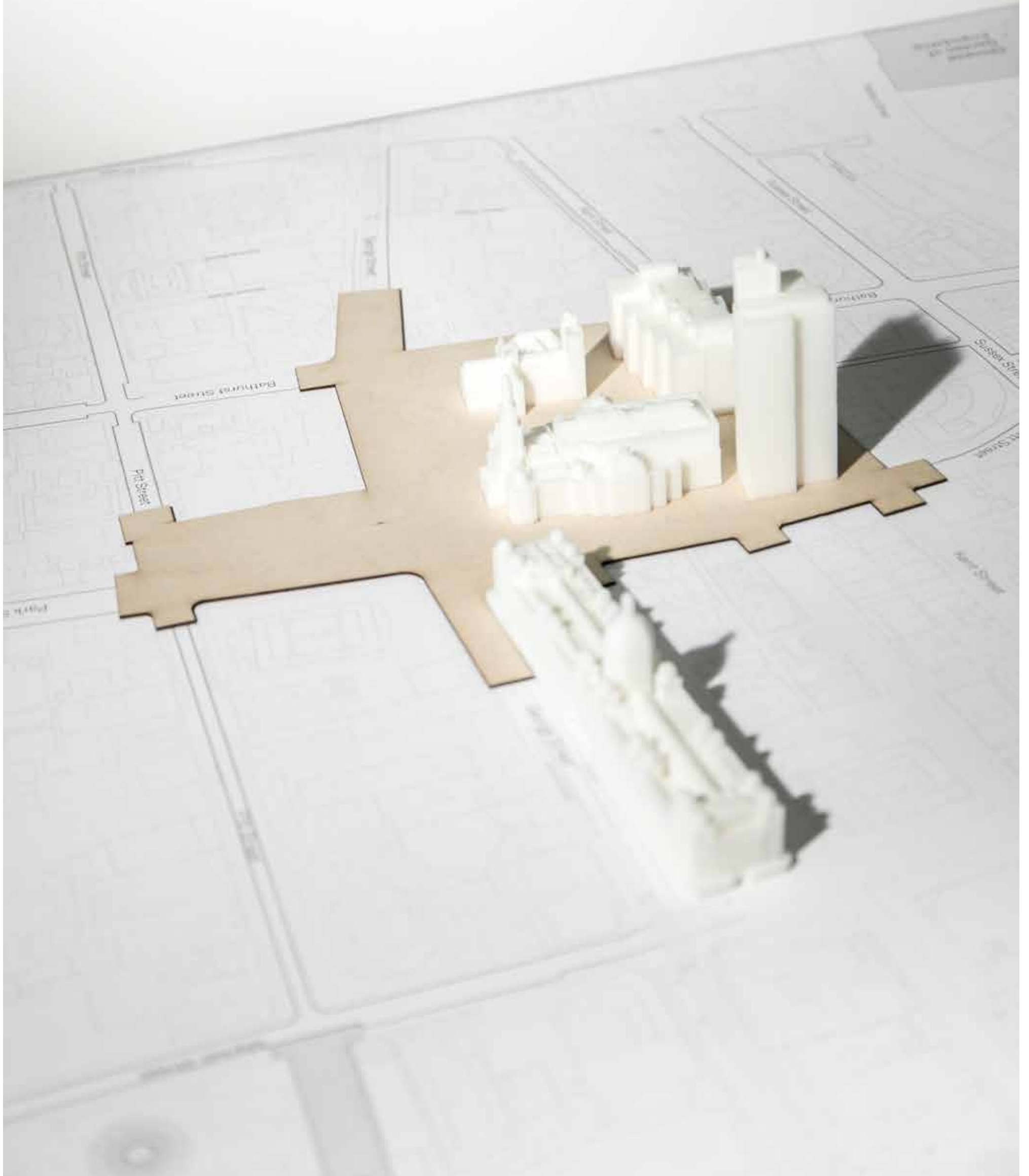
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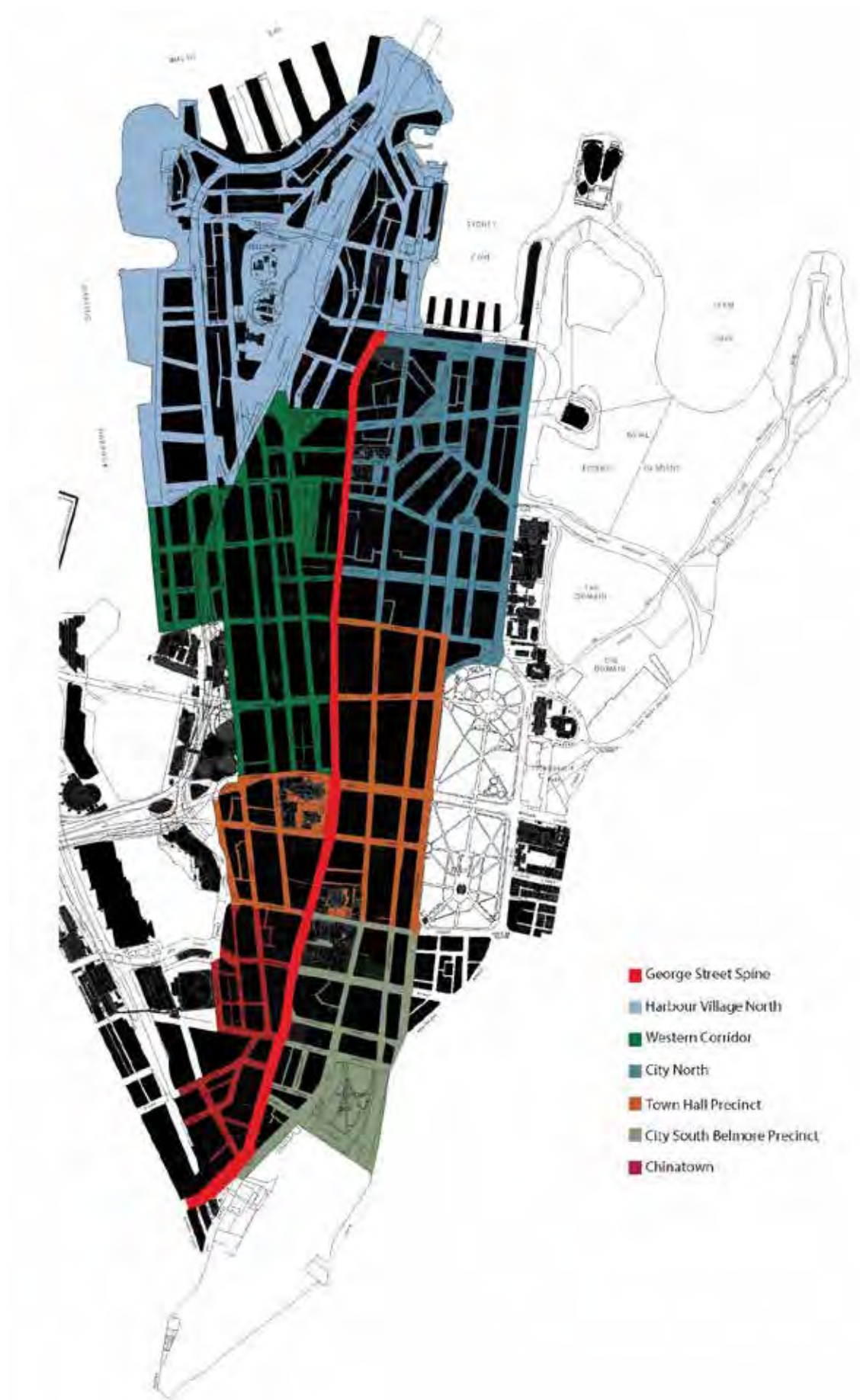


## 01 Project brief

The Town Hall Precinct PDP project will allow the City to:

- \_ Establish a long term vision for the public domain in the Town Hall precinct;
- \_ Investigate opportunities for increased public domain and improved pedestrian amenity;
- \_ Develop the future character of north-south streets providing alternate functions and roles to George Street;
- \_ Develop the character of east-west streets providing improved circulation and access to transport; and
- \_ Provide public domain design direction to the many private development and public infrastructure projects occurring in the area.

Source: Project brief (July 2018)



Town Hall precinct boundary  
Source: Project Brief (July 2018)



Streets of Town Hall Precinct





## 01 Project brief

## PROJECT AIMS AND OBJECTIVES

### Project aims and objectives

- Establish a long term vision for the public domain of the precinct. Identify and develop of project opportunities for public domain, pedestrian, and cycle improvements for streets and laneways in the defined study area after the completion of light rail. These will provide direction to inform third party delivery works that may arise in the area and guide the City's short and long term planning and capital works programming for the precinct;
- Review the existing Town Hall Square studies and develop streetscape responses to this future context;
- Assess and respond to public domain implications and opportunities of projected additional residential and commercial development arising from Central Sydney Planning Strategy;
- Increase tree canopy cover and identify opportunities to improve greening of the City;
- Identify any locations within the study area where vehicle- pedestrian interface gives rise to potential safety issues;
- Consider opportunities to provide bike parking in the public;
- Test the public domain opportunities arising from the Central Sydney Strategy's proposed future rationalised bus route;
- Test the public domain opportunities arising from the proposed Castlereagh Street cycle way; and
- Explore the future character of Pitt Street in coordination with the concurrently running streetscape study for Central and Belmore Park precinct.

Source: Project brief

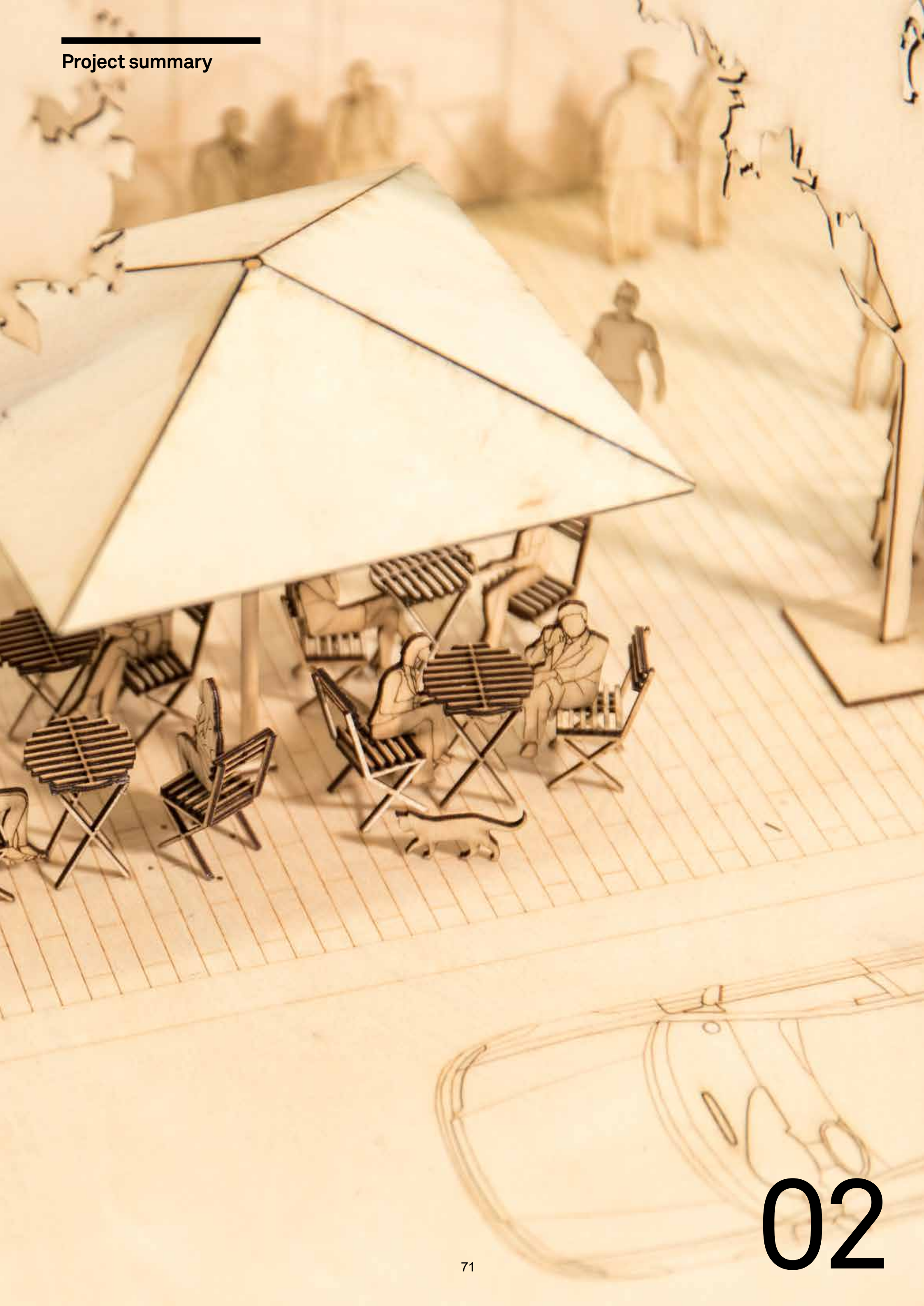


Town Hall precinct boundary  
Source: Project Brief (July 2018)











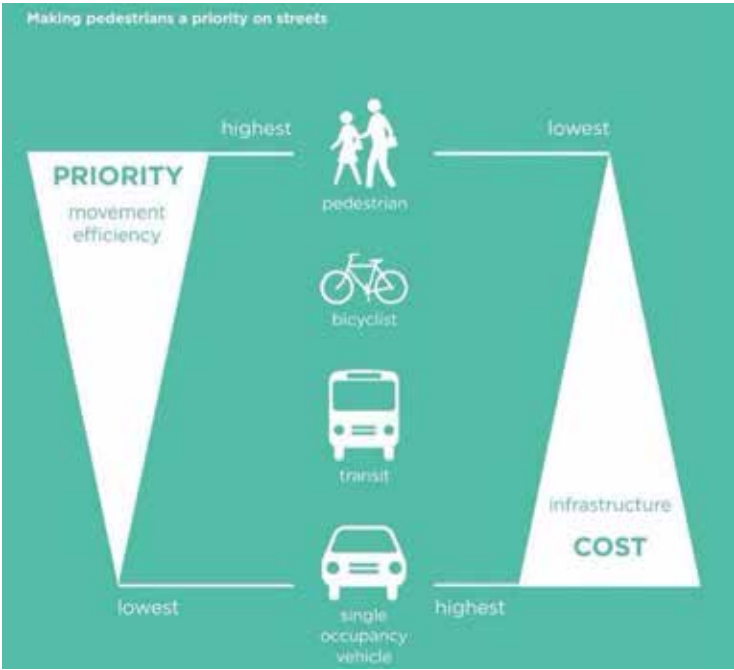
Within the next fifteen years central Sydney will see the creation of an additional 130000 jobs and an influx of development. Coupled with the opening of the light rail and the introduction of a new metro line, huge pressure will be placed on the city’s already overcrowded footpaths. With no new public space on the horizon until the creation of Town Hall Square, this part of the city is unlikely to see any new public open space in the immediate future. This places even more importance and pressure on the city’s streets in facilitating public life.

The concept for Town Hall Public Domain Plan Streetscape Study has been to shift the balance of our streets. Reprioritising pedestrians as the highest priority and returning space that has been allocated to vehicles back to people and the public domain. It is about creating comfortable streets that better facilitate movement and public life. Providing wider footpaths with more space to move and sit. Create more pleasant environments, with increased tree planting and beautiful spaces in which to dwell.

The project seeks to significantly reduce the number of vehicles in the precinct - whether moving, parked or loading. The street proposals are designed to discourage their use as through traffic corridors and improve pedestrian safety through the use of scramble crossings and narrowed intersections. Traffic calming through a reduction in lane widths and a lower speed limit will create a more pleasant pedestrian environment, reducing traffic noise, opening new areas to the possibility of outdoor dining and encouraging people to spend more time on the street.

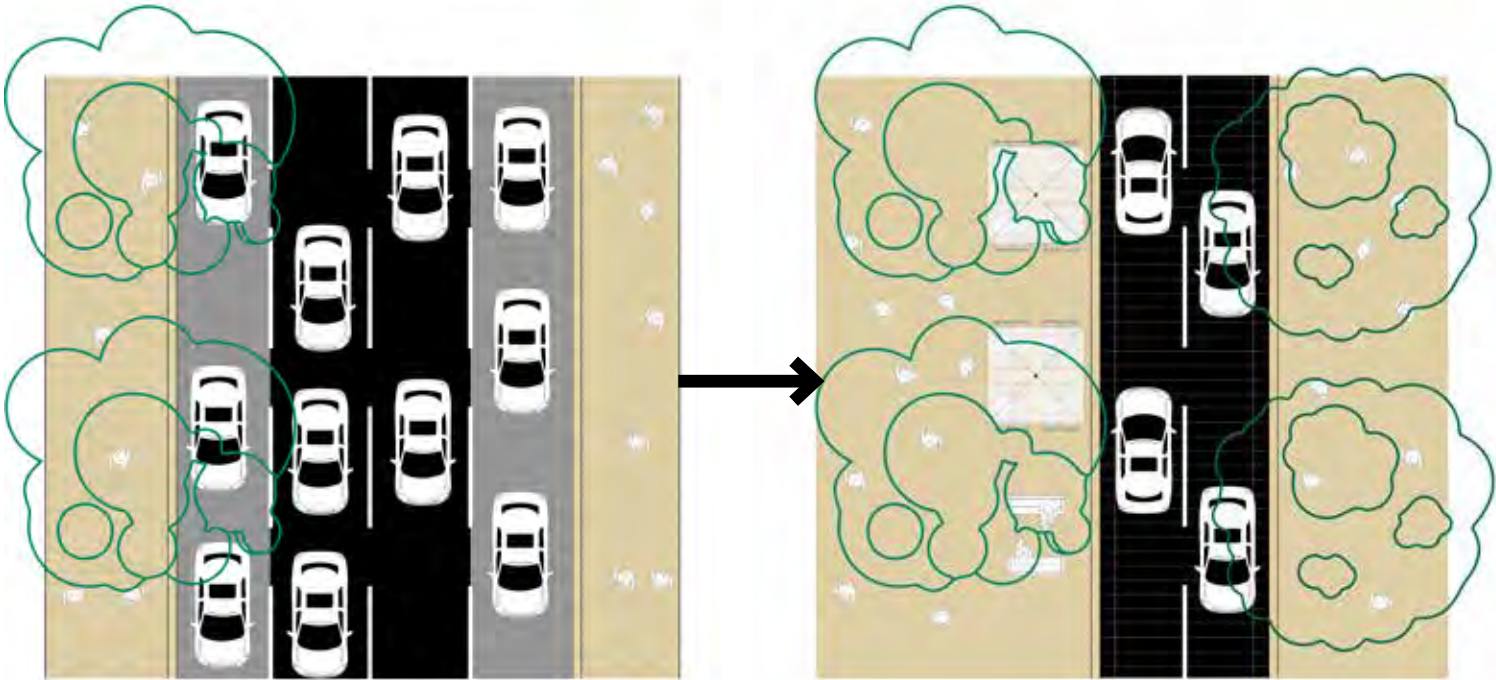
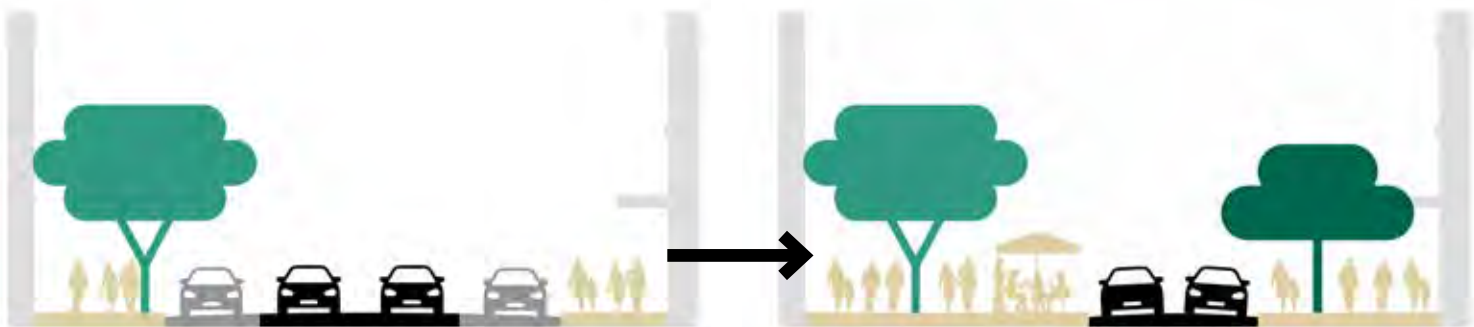
By reclaiming traffic lanes the project makes significantly more space for street tree planting, increasing canopy cover will improve the amenity, microclimate conditions and help the city move towards a greener future.

Re-balance the priority of the streets



Existing streetscape condition

Transformed streetscape condition



Kerb-side vehicle space    Carriageway    Kerb-side vehicle space    Narrow footpath    Generous footpath - space for public life    Narrow carriageway, potential two-way traffic flow    Generous footpath - space for public life





Existing street condition



Proposed street condition

Transforming the streets of Town Hall - along Pitt Street - from Market Street (Pitt Street Mall)



**Re-balance the priority of the streets**  
Our over arching concept for the project is to re-balance the priority of the streets in the Town Hall precinct.

The project seeks to significantly reduce the number of vehicles in the precinct - whether moving, parked or loading. By reclaiming traffic lanes the project aims to make significantly more space for pedestrians.

This over arching concept has underpinned and guided our decision making - whether finding opportunities, investigating whole of street strategies or developing small details, the street concepts create more space for people and more opportunities for them to enjoy public life on the street.

The project proposes a series of simple streetscape changes - wider footpaths, narrower carriageways, more street tree planting and comfortable furniture. It will be the cumulative effect of these simple changes that creates the dramatic transformation of the precinct, from a place dominated by traffic to a comfortable place for people.

The following over arching statements have guided the projects vision and development:

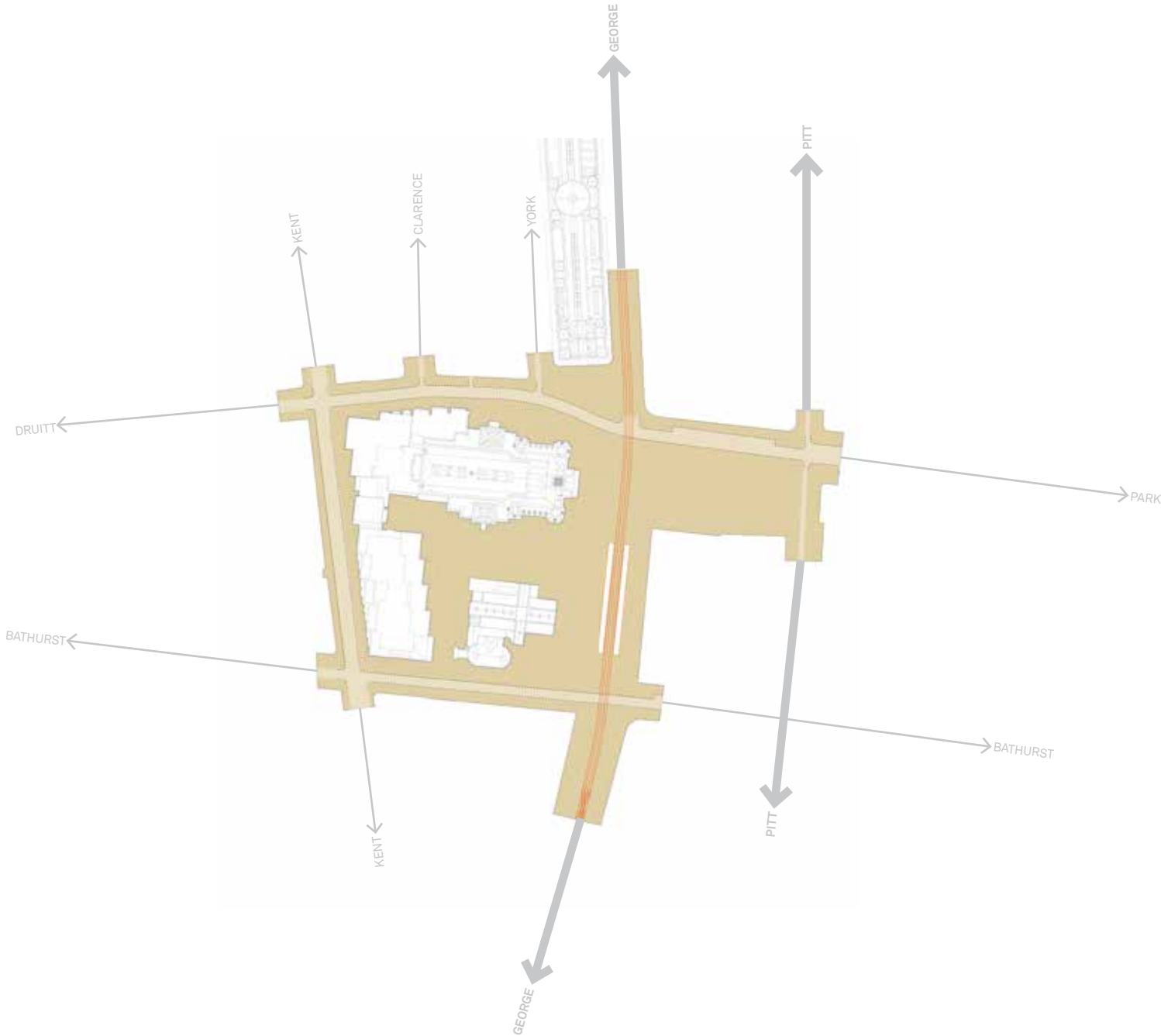
1. **Town Hall Square will be the heart of the precinct**  
Sydney's living room - Town Hall Square - will be the heart of the precinct, with the surrounding streets of Town Hall playing an important role in delivering this aspiration. Ultimately the two (street and square) will work in unison, one not being more important than the other, the surrounding streets will feed the square, they will connect it to the city beyond, they will expand its reach and in some cases the streets - Druiitt+Park, Kent and Bathurst - will form its edges.

Despite the square being a long-term City vision, its presence influences and underpins all project outcomes in the short, medium or long term.

2. **Transforming streets into spaces**  
The masterplan establishes an ambitious vision to rebalance the priority of the streets within the precinct. This vision switches the primary function and character of the street from a mobility corridor to a street as a city space for stopping and dwelling, for meeting, sitting, talking or people watching.

3. **Creating better connections**  
The important shift in streetscape priority throughout the precinct - from mobility corridor to pedestrian space will improve the experience for all those moving across, through and within the precinct. These changes will create a safer, more accessible and a welcoming environment.

Town Hall Square  
The heart of the precinct



Creating more space for people,  
with more trees, comfortable seating and  
pleasant spots to dwell.  
Creating space for:



**Movement - walking, crossing**  
**Improving:**  
\_Footpath widths and capacity to deal with increased demands  
\_Footpath quality and condition  
\_Connections - crossing, waiting (time and space)



**Public life**  
**Creating space for:**  
\_Smaller scale moments - places to pause, wait, or linger  
\_To 'look-up', to observe  
\_Outdoor dining  
\_Activation - both temporary and permanent





Existing street condition



Proposed street condition

Transforming the streets of Town Hall - looking south,  
from the steps of Pitt Street Uniting Church (midday)



The streets of Town Hall  
End-state Masterplan - Street-by-Street

The project establishes an ambitious vision to rebalance the priority of the streets within the precinct. This vision switches the primary function and character of the street from a mobility corridor to streets that are city spaces for stopping and dwelling. Spaces for meeting, sitting, talking or people watching.

This aspiration has been achieved through the reconfiguration of the existing streetscapes - sometimes dramatically, sometimes with a light-touch. Collectively these proposed scenarios transform the streets of the precinct into generous, welcoming and multifunctional pieces of the city’s public realm.

The north-south streets

**Pitt**  
**A stroll along Pitt Street**  
The existing street is dramatically transformed, reducing the street to a single lane of moving traffic. 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.

**Castlereagh**  
**Connecting Castlereagh, marking moments**  
The existing street is reconfigured to create wider footpaths and integrate a series of new street spaces aligned with existing through-site links and connections, these spaces feature seating, tree planting and bespoke paving. The reconfigured street also accommodates kerbside vehicle spaces to facilitate loading, short-stay parking and setdown, as well as incorporating the city’s north-south cycleway.

**Elizabeth**  
**Celebrating where the City meets the Park**  
The existing street is reconfigured 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.

The east-west streets

**King**  
**Making space for window shopping and stopping**  
The existing street is reconfigured 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.

**Market**  
**Making space to move along Market**  
The existing street is reconfigured to re-balance 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.

**Park**  
**Connecting the Park and the Square**  
The existing street is reconfigured to invite a connection between Hyde Park and the proposed Town Hall Square. A central green median will create a green connecting gesture.

**Bathurst**  
**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.



THE STREETS OF TOWN HALL  
END-STATE MASTERPLAN

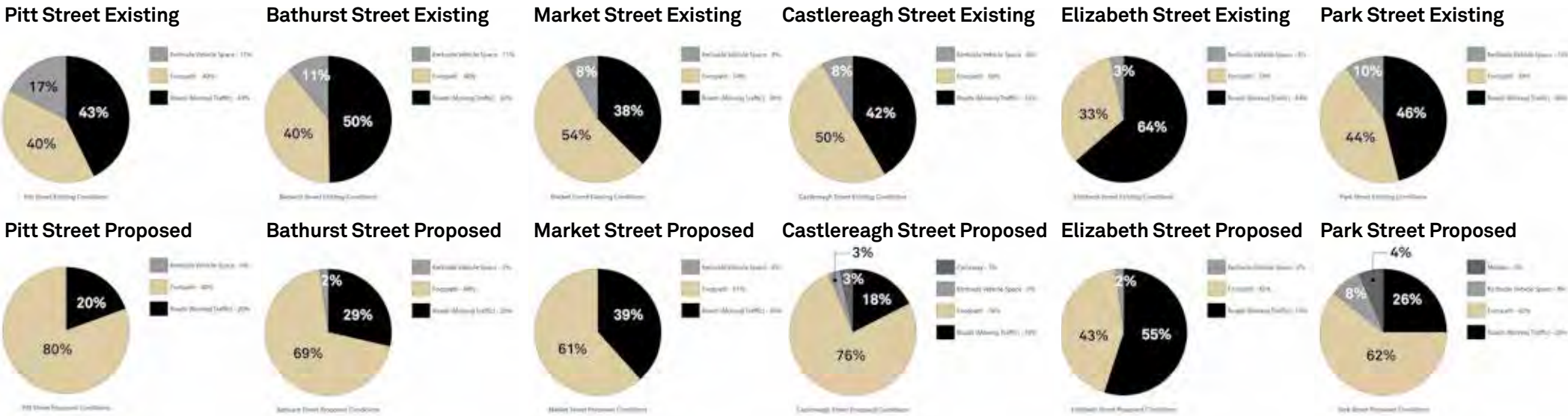




Existing vs proposed street conditions

As part of the re-balancing the priority of the streets, vital space that was once dedicated to vehicles is returned to pedestrians. In order to quantify these public domain gains, existing and proposed street conditions were measured across four categories:

- \_Footpath area
- \_Road area (moving traffic)
- \_Kerbside vehicle Spaces
- \_Number of street trees



Total additional footpath - 16,481m<sup>2</sup>

Note - These totals are based on the WIP of the detailed street studies, not all street studies have been completed.

Exisiting Street Conditions

	Road - Moving			Parking /		Footpath m <sup>2</sup>		Total m <sup>2</sup>	
	Road Total m <sup>2</sup>	Traffic m <sup>2</sup>		Loading m <sup>2</sup>					
Pitt Street	8212	5836	43%	2376	17%	5408	40%	13620	
Market Street	2628	2152	38%	476	8%	3088	54%	5716	
Bathurst	6598	5439	50%	1159	11%	4321	40%	10919	
King Street	3553	3171	50%	382	6%	2839	44%	6392	
Elizabeth Street	15788	14996	64%	792	3%	7783	33%	23571	
Castlereagh Street	8433	7040	42%	1393	8%	8530	50%	16963	
Park Street	4008	3301	46%	707	10%	3143	44%	7151	
Total Areas		41935		7285		35112			

Proposed Street Conditions

	Road - Moving			Parking /		Footpath m <sup>2</sup>		Cycleway		Median m <sup>2</sup>	
	Road Total m <sup>2</sup>	Traffic m <sup>2</sup>		Loading m <sup>2</sup>							
Pitt Street	2414	2354	20%	60	0%	9609	80%	0	0%	0	0%
Market Street	2512	2480	39%	32	0%	3913	61%	0	0%	0	0%
Bathurst Street	3432	3199	29%	233	2%	7646	69%	0	0%	0	0%
King Street	2045	2045	33%	0	0%	3931	63%	303	5%	0	0%
Elizabeth Street	13489	12985	55%	504	2%	10096	43%	0	0%	0	0%
Castlereagh Street	3198	2716	18%	482	3%	11709	76%	475	3%	0	0%
Park Street	2571	1945	26%	626	8%	4689	62%	0	0%	330	4%
Total Areas		27724		1937		51593					

02 Project summary

Total additional street tree planting - 353

Total % increase in tree canopy - 141%

Note - These totals are based on the WIP of the detailed street studies, not all street studies have been completed.

Street Tree Conditions

	Existing Trees	Proposed Trees	Total Trees	Percentage Increase
Pitt Street	23	106	129	361%
Market Street	6	17	23	183%
Bathurst Street	51	74	125	45%
King Street	11	25	36	127%
Elizabeth Street	63	0	63	0%
Castlereagh Street	30	100	130	233%
Park Street	29	39	68	34%
Druitt Street	10			
Liverpool Street	20			
Kent Street	47			
Sussex Street	28			
Day / Harbour Street	34			
Total Trees	150	361		141%

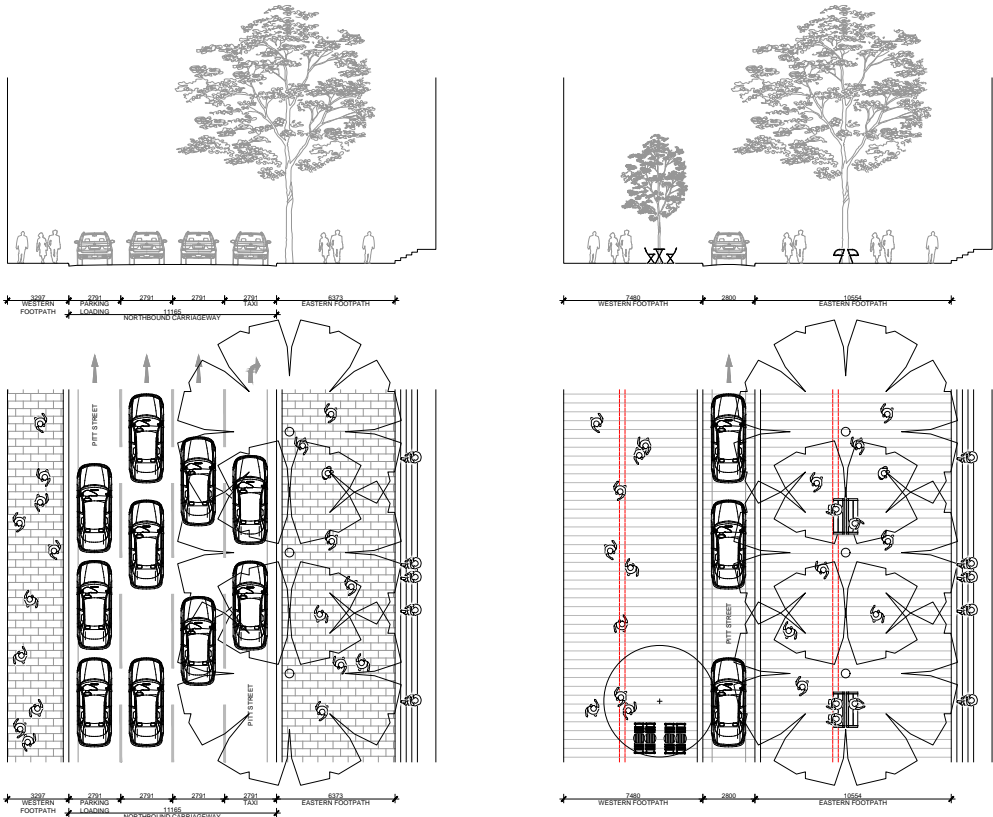




02 Project summary

EXISTING VS PROPOSED STREET CONDITIONS

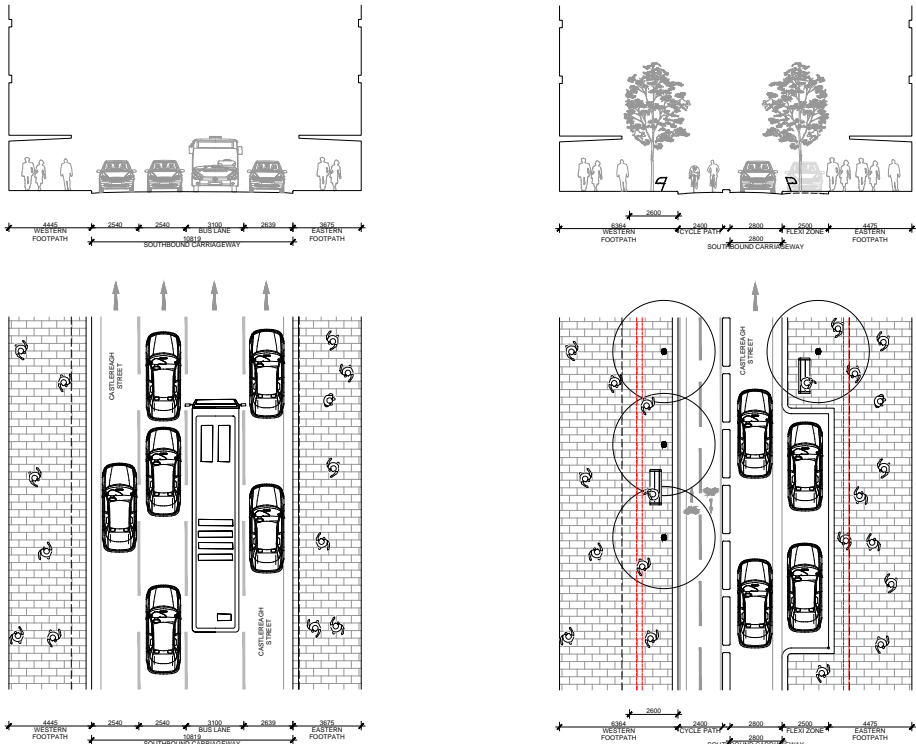
Pitt Street



Typical Existing Street Condition

Typical Proposed Street Condition

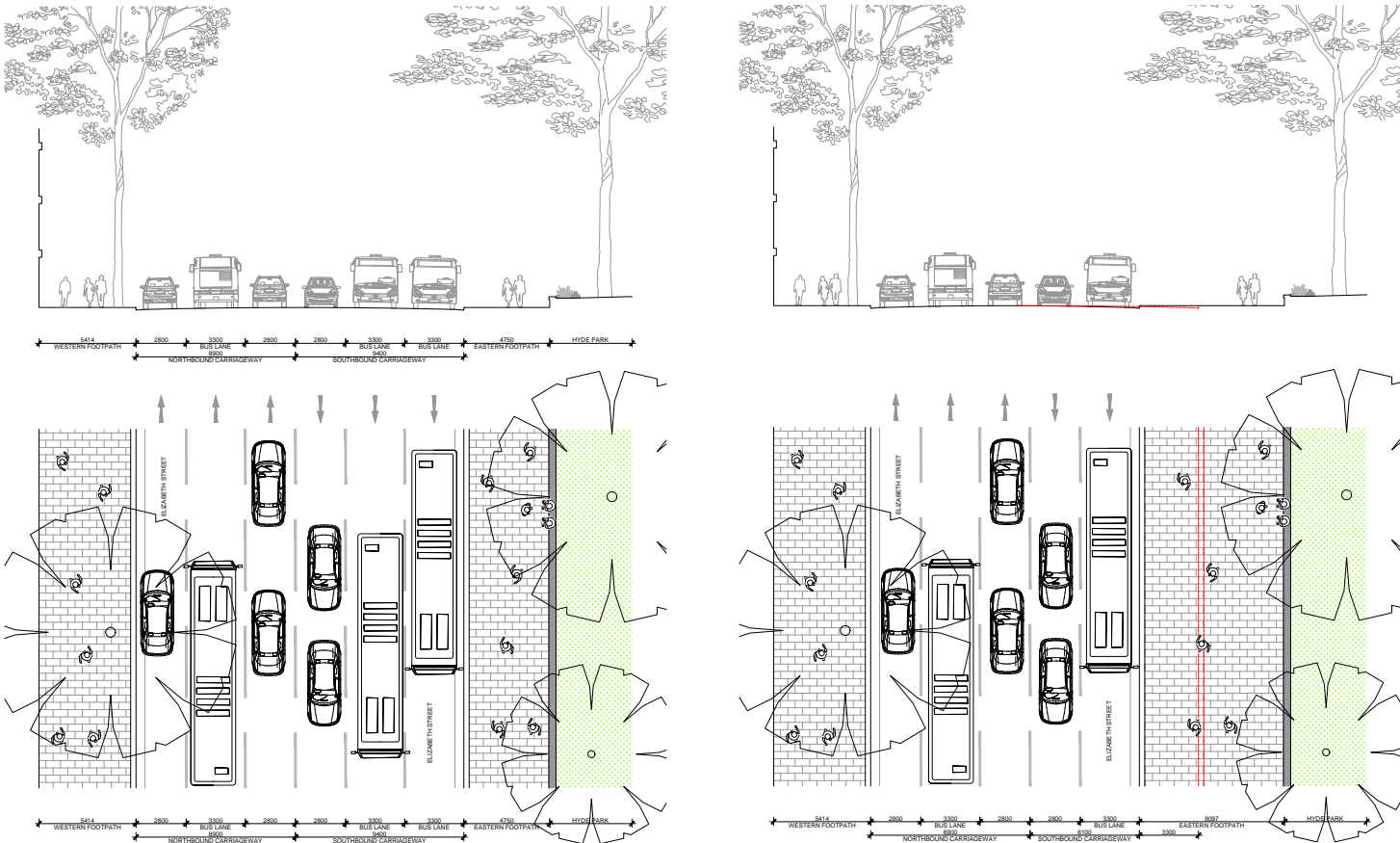
Castlereagh Street



Typical Existing Street Condition

Typical Proposed Street Condition

Elizabeth Street



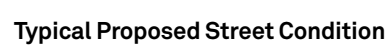
Typical Existing Street Condition

Typical Proposed Street Condition

## Market Street



**Park Street**









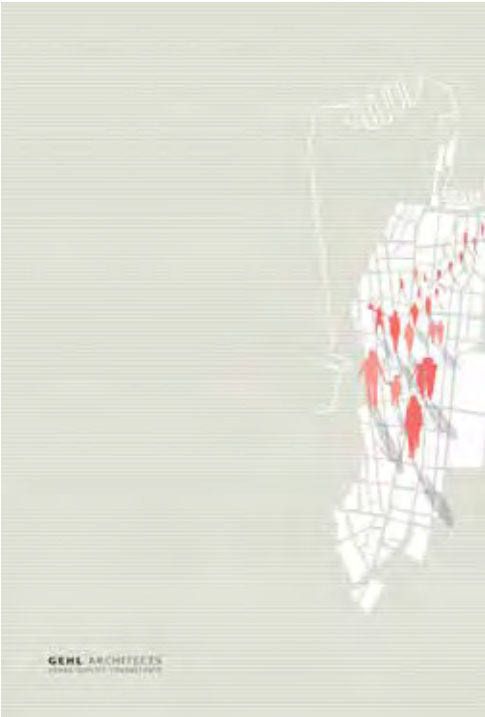




Strategic Context

The following strategies and documents have been reviewed and have helped inform the design proposals for Town Hall Public Domain Streetscape Study

- \_City Centre Public Domain Structure Review, November 2017
- \_George Street Concept Plan, September 2013
- \_Public Spaces / Public Life Sydney, 2007
- \_Sustainable Sydney 2030 Community Strategic Plan, 2014
- \_Sustainable Sydney 2030 Snapshot





## 03 Project context





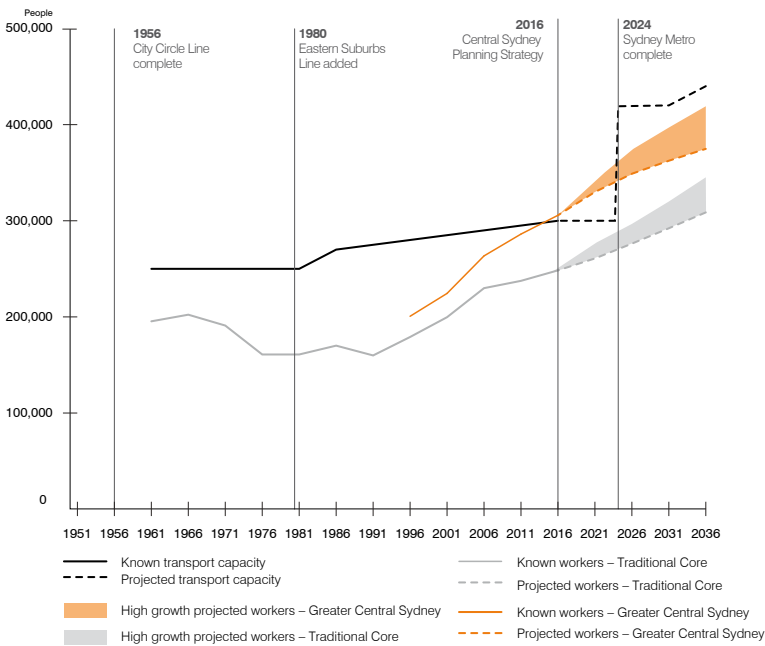
Transport

- \_ CBD Light Rail 2019
- \_ Bus Plan (for review post-2019)
- \_ Sydney Metro 2024
- \_ RMS CBD Capacity Study
- \_ Central Station and Circular Quay redevelopment and intensification
- \_ Potential over station development
- \_ Creation of new public space
- \_ Increased transport capacity



Implications Transport Changes

- \_ Existing transport at capacity
- \_ District Plan Targets to provide for 90,000-133,000 new jobs by 2036
- \_ New transport to bring workers to Central Sydney
- \_ Enabled by new transport projects (Metro) which will provide the additional capacity to access CBD





03 Project context

Increased Development Potential

- Central Sydney Planning Strategy**
- \_ Strategy to provide space for additional jobs
  - \_ Draft Strategy is with the Department of Planning
  - \_ Identifies areas with scope for development intensification

Source: City of Sydney City Centre Public Domain Structure Review (November 2017)



Implications

- \_ Future development sites (towers) clustered around City North, West, Midtown and South/Central
- \_ More people using streets open spaces and transport
- \_ Attention towards the south and west
- \_ Rising significance of the Third Square

The draft Central Sydney Planning Strategy outlines future development opportunities and associated public domain benefits for the city, allowing growth to occur whilst protecting key public spaces. The strategy identifies significant development opportunities with the Town Hall Precinct, and notes the existing public open space deficit.

Source: City of Sydney City Centre Public Domain Structure Review (November 2017)



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


**INCREASED DEMAND ON CITY STREETS**



Areas of change (intensification)

- \_Current DAs and development sites
- \_Concentration - Pitt and Castlereagh

**Legend**

-  \_Bus Stop
-  \_Proposed Light Rail Stop
-  \_Train Station Entrance / Exit
-  \_Proposed Metro Entrance / Exit
-  \_Current & Future Development Sites
-  \_Public Plaza
-  \_Green Open Space

**Current & Future Development Sites**

- 01 \_Myer - Awning & Signage
- 02 \_Pre-Da Commercial Tower
- 03 \_55 Market Street - Podium/ Commercial Tower
- 04 \_Proposed Metro Entrance / Exit
- 05 \_David Jones - Residential
- 06 \_133 Liverpool Street - Podium & Tower
- 07 \_Metro Redevelopment Site
- 08 \_Elizabeth Street - Tower
- 09 \_60 Bathurst Street - Residential Tower
- 10 \_116 Bathurst Street - Residential Tower
- 11 \_311-317 Sussex Street - Hotel
- 12 \_Metro Development Site
- 13 \_201 Elizabeth Street - Hotel, Tower Residential
- 14 \_310-322 Pitt Street
- 15 \_114 Liverpool Street - Residential Tower
- 16 \_338 Pitt Street - Residential Tower
- 17 \_262-266 Castlereagh Street - Hotel
- 18 \_6-12 Harbour Street - Hotel
- 19 \_Greenland Centre - 235 m Residential Tower
- 20 \_Tiffany & Co - Retail Cnr King & Pitt





## 03 Project context

### Project challenges

#### A place of interchange

- Addition of Metro and Light Rail
- E-W streets - important connectors to public transport

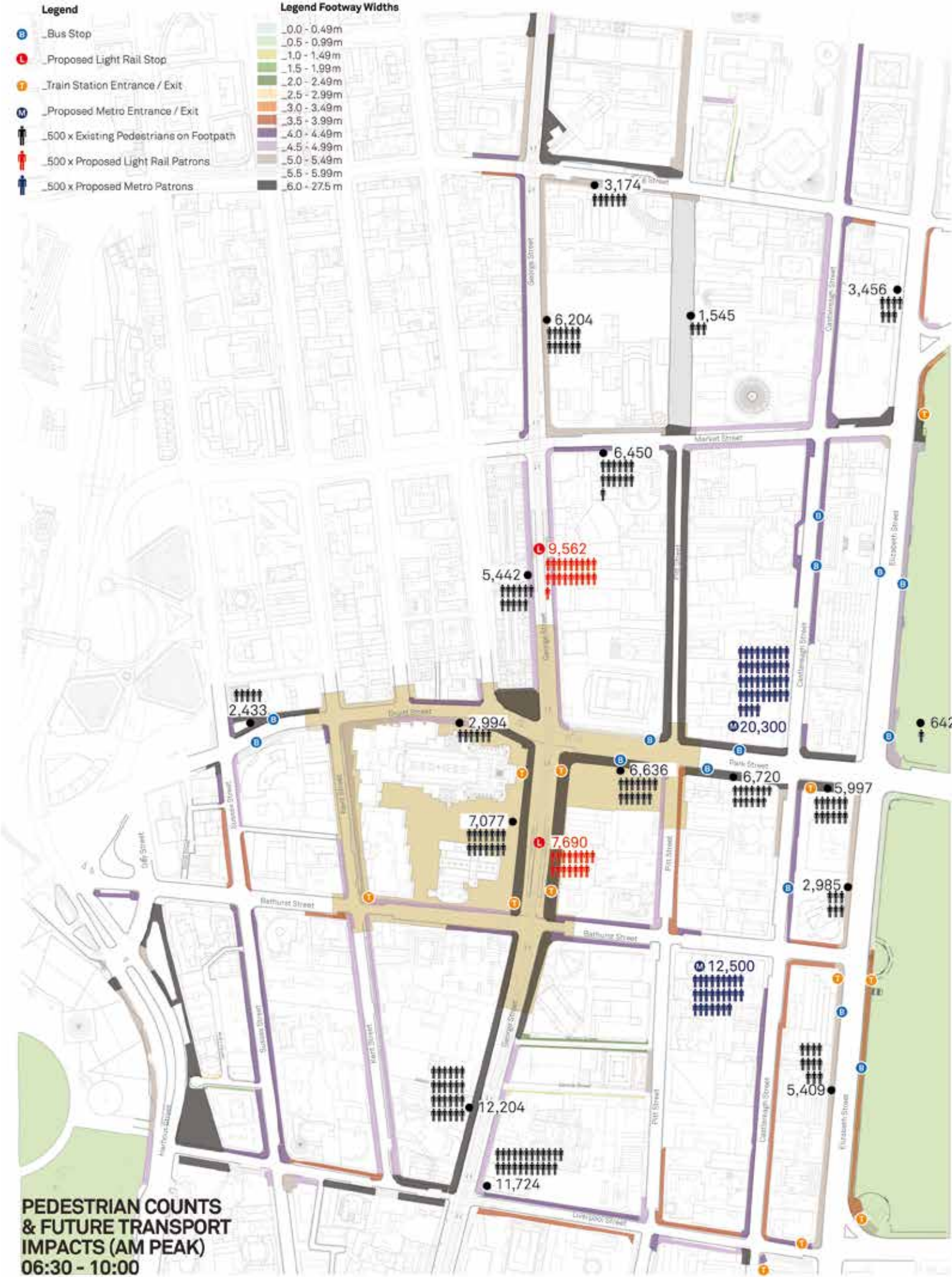




Narrow footpaths, increasing numbers of pedestrians

\_Generally footway widths are very narrow and with many streets suffering from severe overcrowding, particularly at bus stops and signalised intersections

\_Pitt Street between Market and Park Street generally only has a footpath width of 3.5-4.5 metres. The remaining space nominated as footpath is continually occupied by vehicles loading and parking between the kerb and a row of bollards



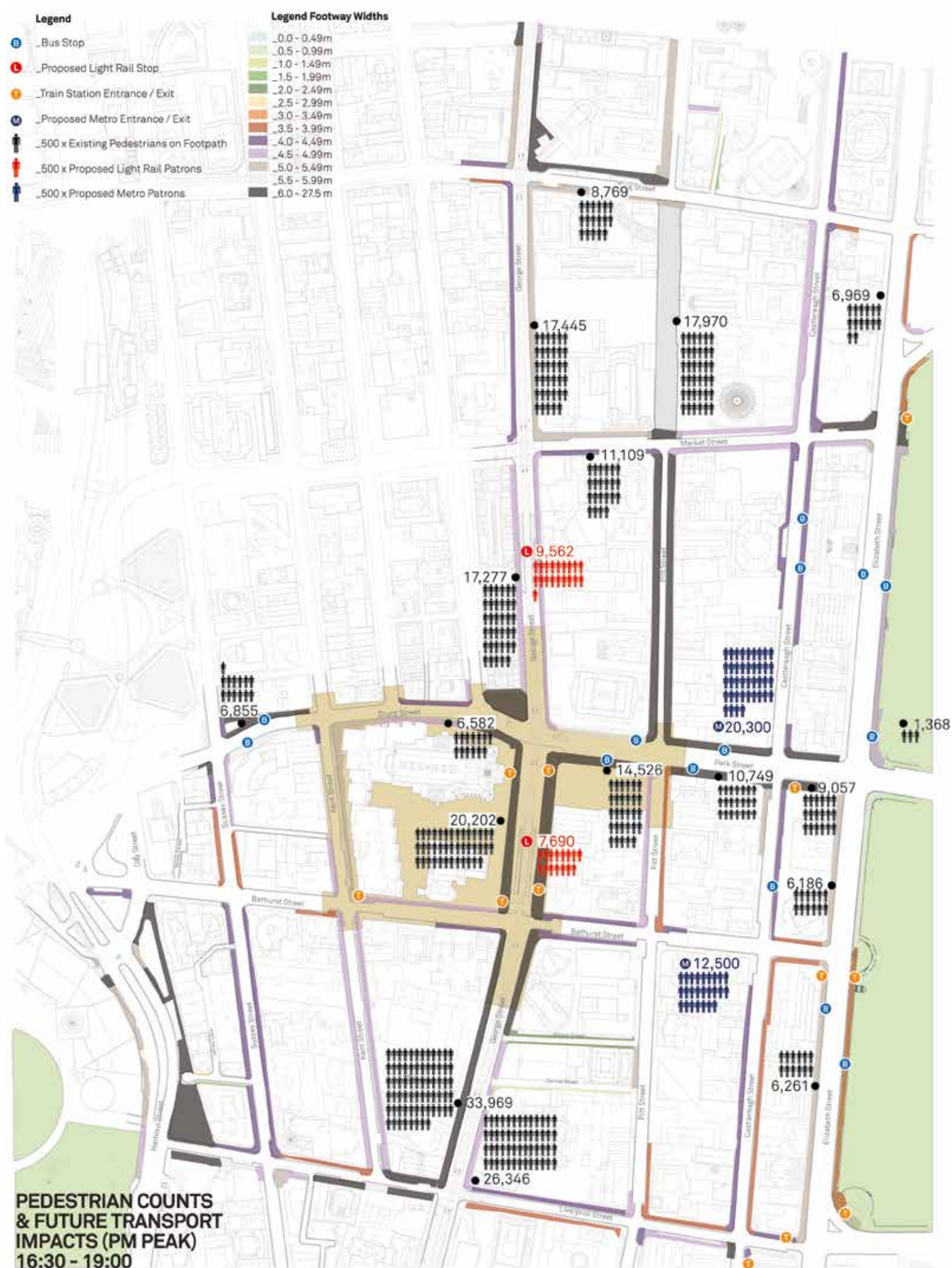


### 03 Project context

#### Project challenges

#### A place of interchange

PM Peak sees and even greater number of pedestrians on the street with severe footpath overcrowding.





**1 MAIN STREET, 3 CITY SQUARES**



George Street is the spine of the CBD, with three main squares - Circular Quay, Town Hall Square and Railway Square.  
Source: Town Hall precinct - urban design study (Gehl Architects)

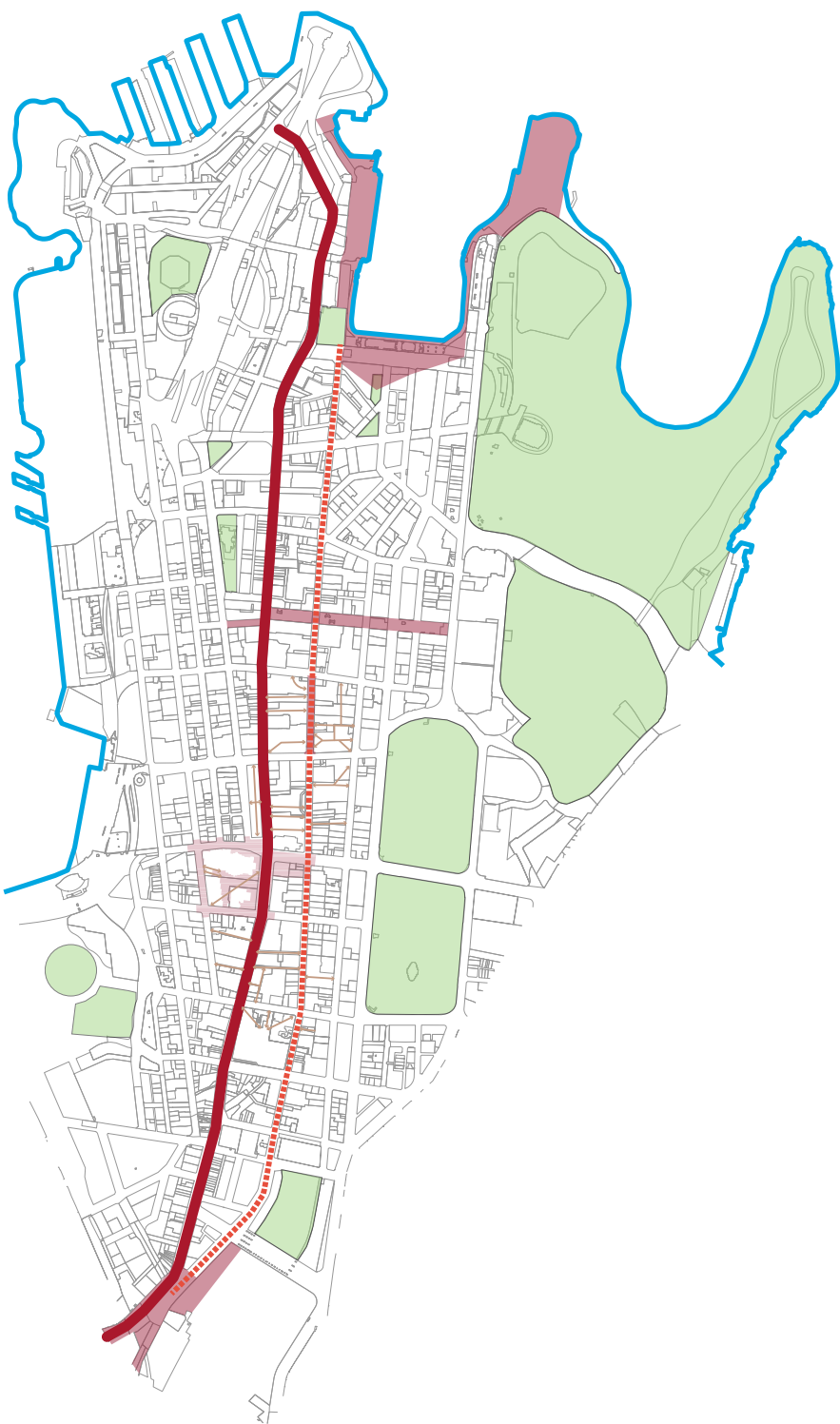
**PITT & GEORGE**

THE WATER SQUARE,  
CIRCULAR QUAY

MARTIN PLACE

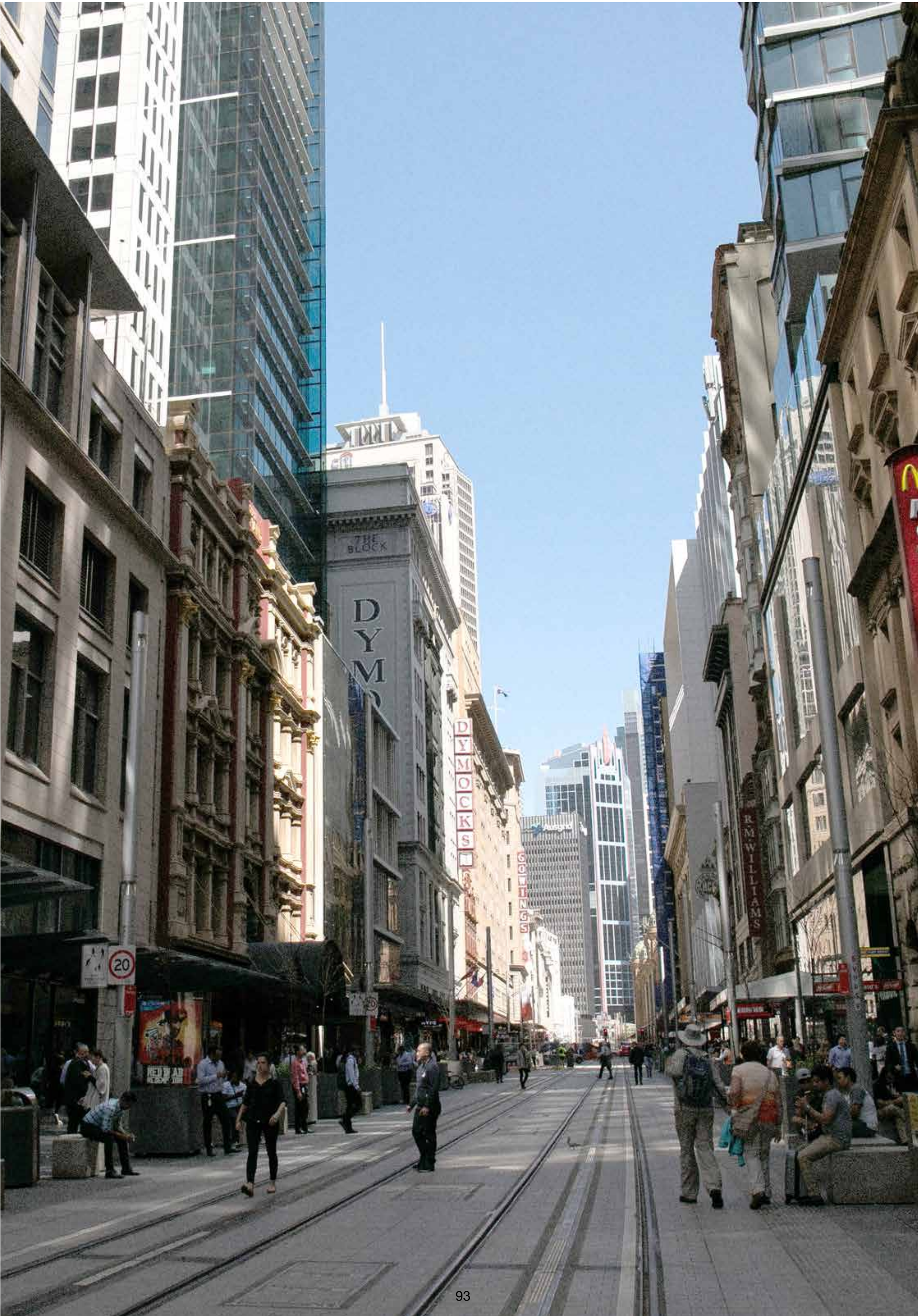
TOWN HALL SQUARE

CENTRAL



Pitt and George Streets operate as a pair, running the length of the CBD and touching all of the city squares from Central to the harbour.

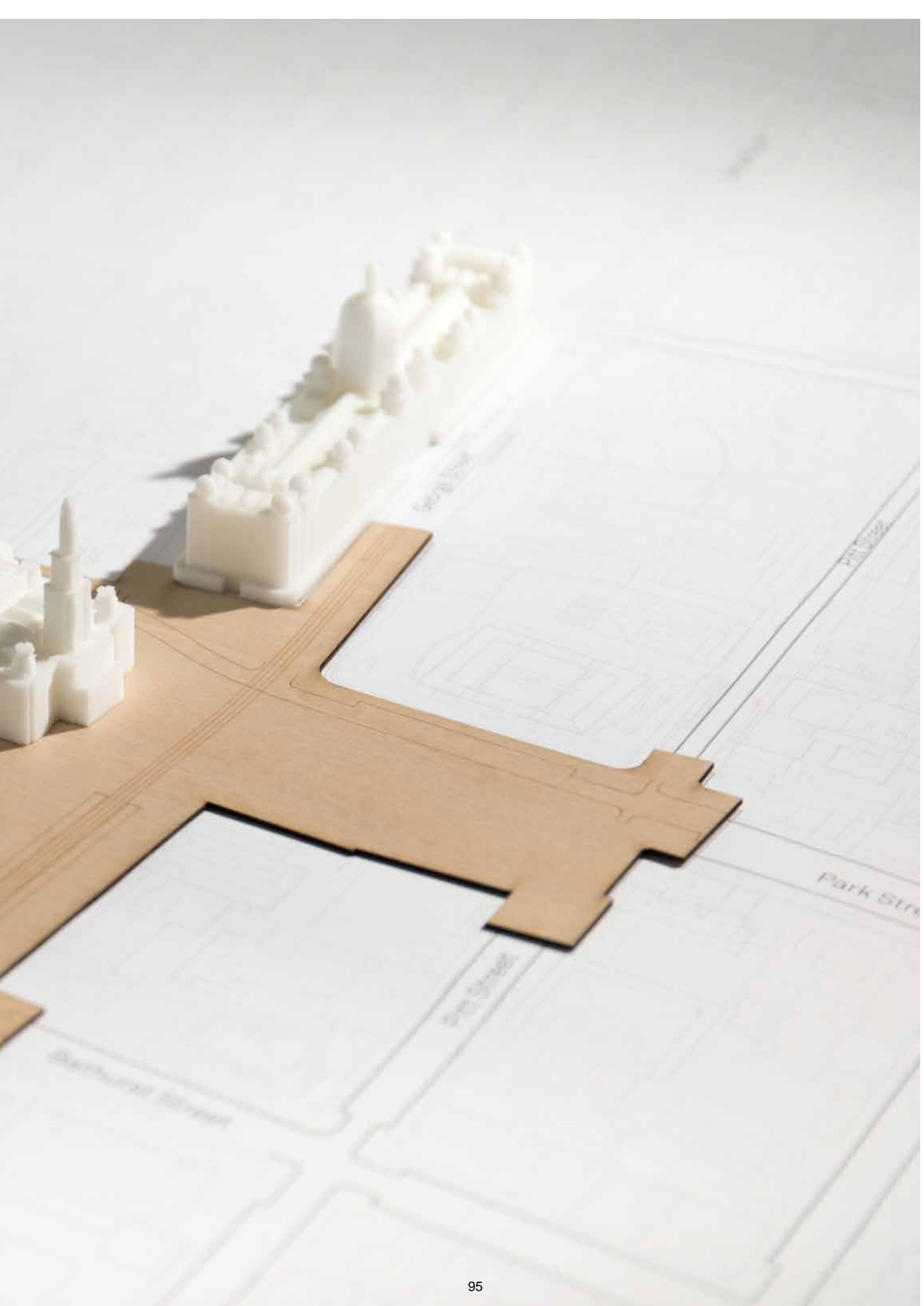














### 03 Project context

#### Strategic drivers

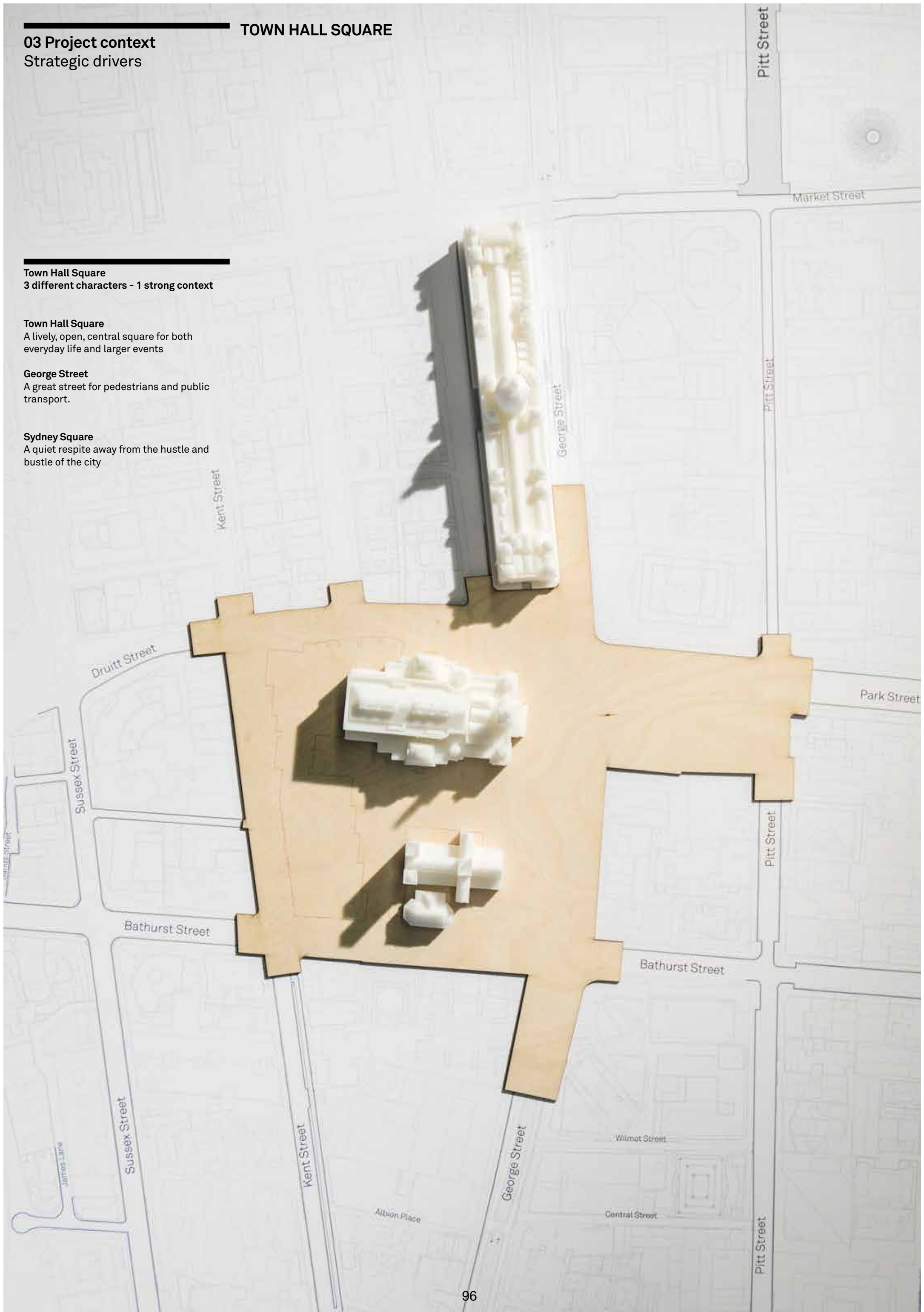
## TOWN HALL SQUARE

**Town Hall Square**  
3 different characters - 1 strong context

**Town Hall Square**  
A lively, open, central square for both everyday life and larger events

**George Street**  
A great street for pedestrians and public transport.

**Sydney Square**  
A quiet respite away from the hustle and bustle of the city





03 Project context

Strategic drivers

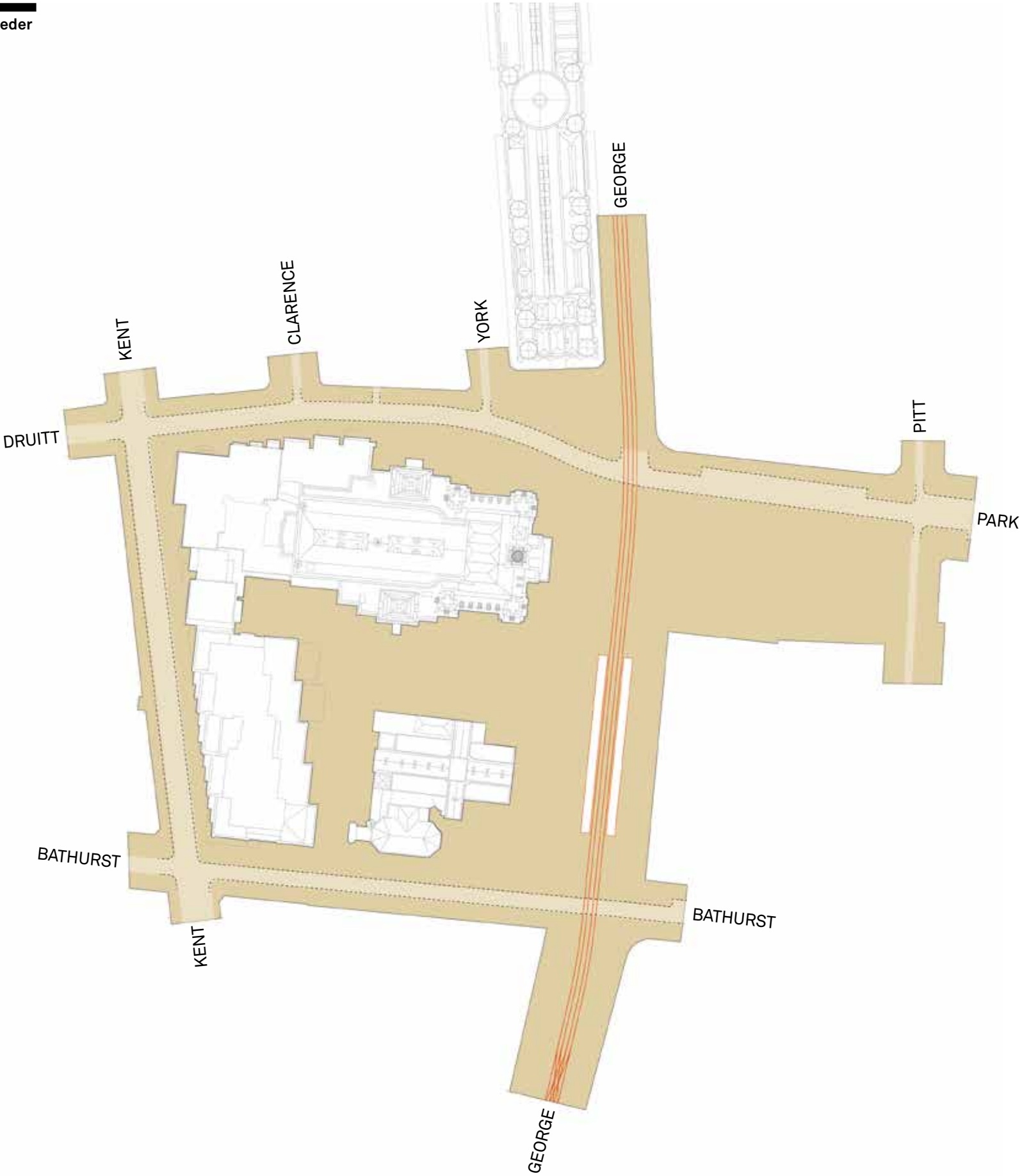
STREETS THAT IMPACT THE SQUARE

The streets that lead to the square - feeder streets  
(or the tabs in Gehl's drawing):

- \_Clarence
- \_York
- \_Pitt

Streets that track through the square

- \_George
- \_Kent
- \_Druitt | Park
- \_Bathurst











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The project seeks to significantly reduce the number of vehicles in the precinct - whether moving, parked or loading.

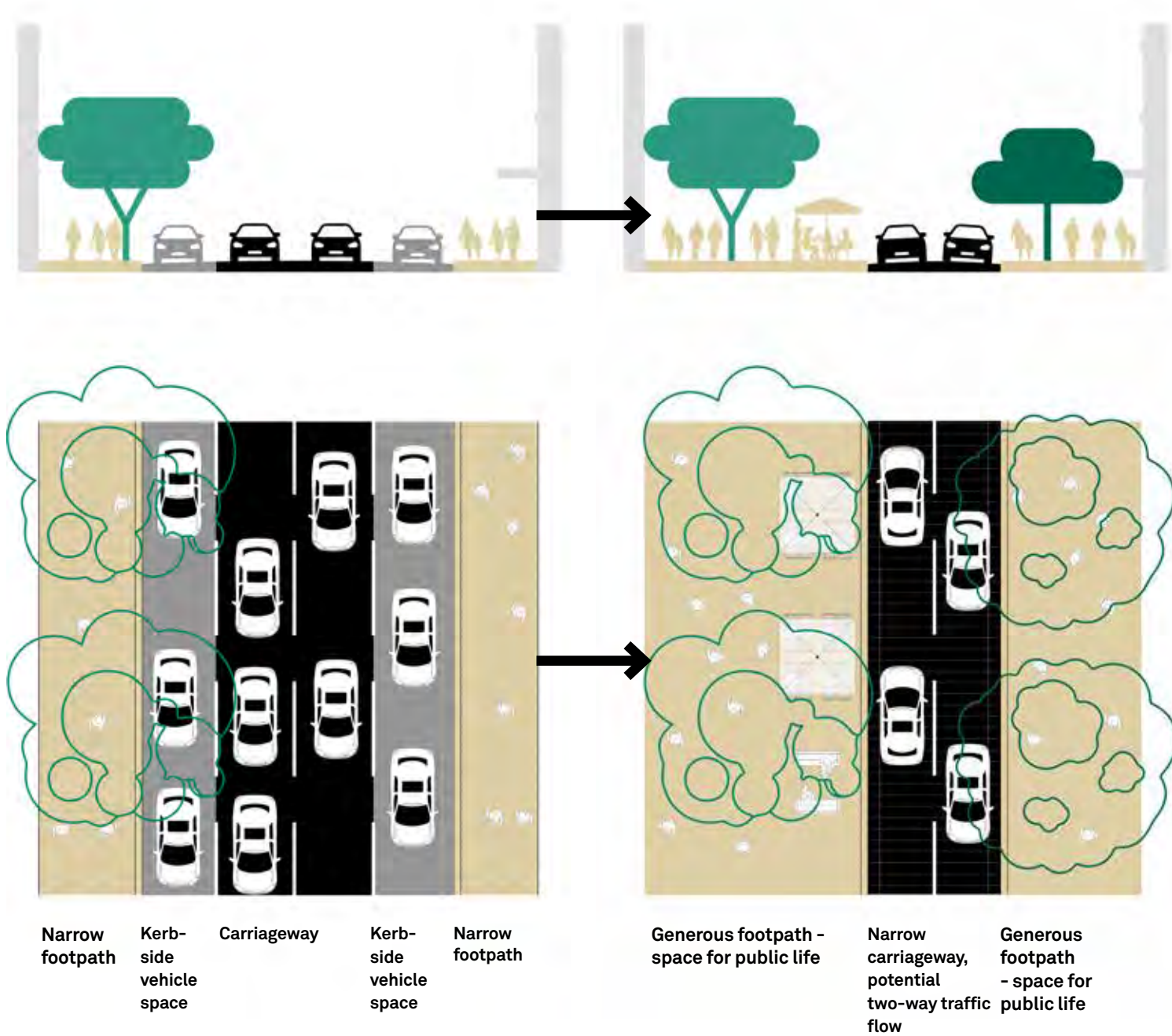
By reclaiming traffic lanes the project aims to make significantly more space for pedestrians.

This over arching concept has underpinned and guided our decision making - whether - finding opportunities, investigating whole of street strategies or developing small details.



Existing streetscape

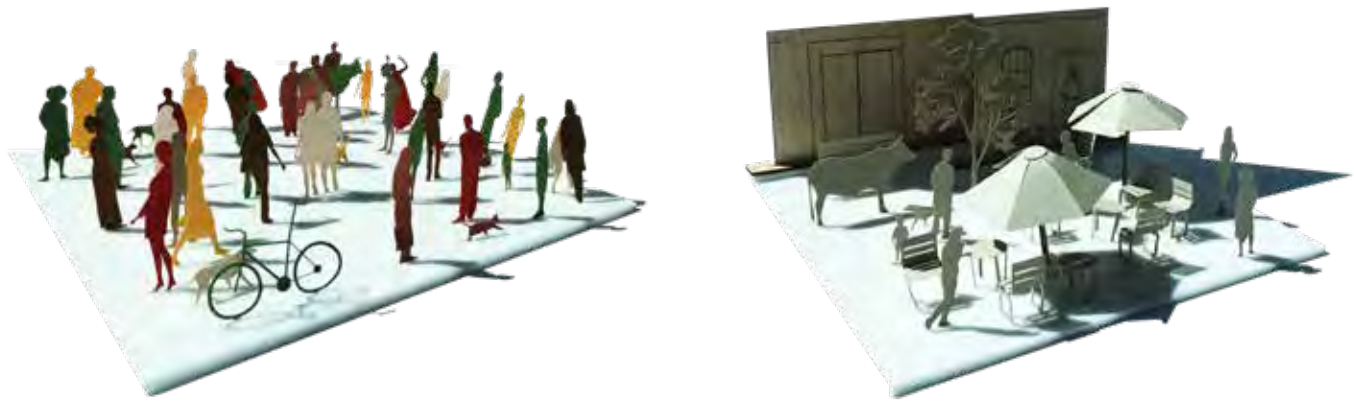
Transformation





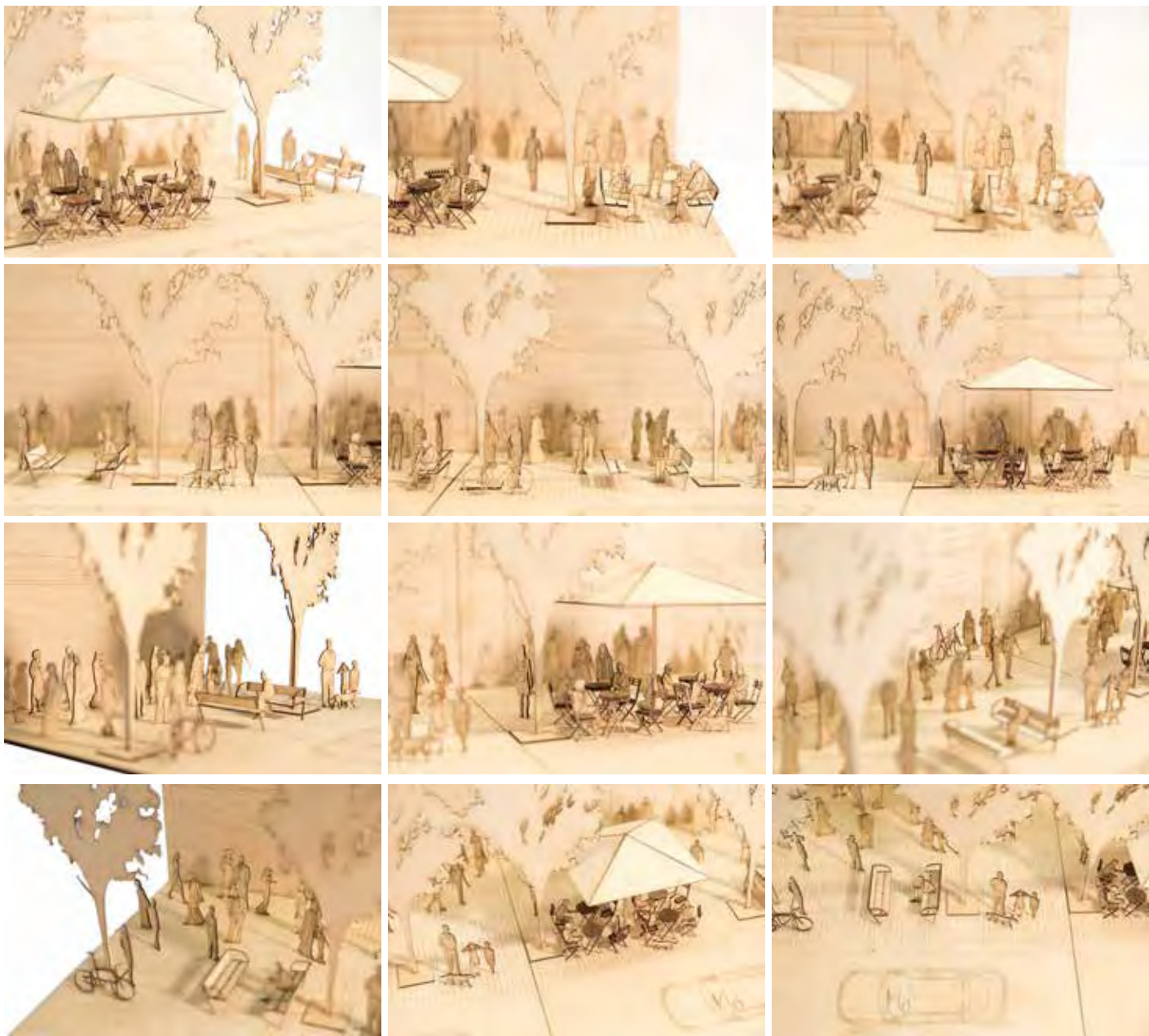
04 Over arching concept

Creating comfortable streets, with places to sit, more trees and pleasant spots in which to linger.  
Creating space for:



**Movement - walking, crossing**  
**Improving:**  
\_Footpath widths and capacity to deal with increased demands  
\_Footpath quality and condition  
\_Connections - crossing, waiting (time and space)

**Public life**  
**Creating space for:**  
\_Smaller scale moments - places to pause, wait, or linger  
\_To 'look-up', to observe  
\_Outdoor dining  
\_Activation - both temporary and permanent



Street scenes study models - Take a stroll along Pitt Street

A street scene in Sydney, Australia, showing a pedestrian walkway, a covered shopping area with a 'T' logo, and a white van with 'HOGANS PLUMBING' branding parked on the left.

Priority	Kerbside use	Service Objective
Highest	Taxis	To provide taxi ranks within 150m of any location in central Sydney. To provide pick up and drop off locations at or near key accommodation, tourism, commercial and residential facilities. To maximise safe pick up or set down opportunities, while minimising congestion impacts.
	Delivery and service vehicles	To provide Loading Zones within 100m of any location without on-site parking or loading.
	Mobility parking	To provide dedicated mobility parking spaces within 100m of a concentration of specialist medical or human services facilities. To provide dedicated mobility parking or ticket parking that can be used by mobility permit holders within 150m of any location in central Sydney.
	Authorised Vehicles Zones - essential services	Spaces to be provided as required to facilitate postal collection, policing, and parking of dedicated emergency services or incident response vehicles.
	Authorised Vehicle Zones – coach parking	To provide short term coach parking for group pick up and drop off near to major destinations or accommodation. To encourage turnover of on-street coach parking and use of off-street facilities for long-stay coach layover.
	Authorised Vehicle Zones – passenger vehicles	To provide parking for government agencies or consular parking only where alternative off-street parking is not available within reasonable distance, or where on-street parking is required for exceptional circumstances.
	General kerbside parking	To provide time limited ticket parking and parking wherever or whenever space is not required for higher priority uses. To provide ticket parking with resident permit-holder exemptions in locations appropriate for long-stay kerbside parking. To provide dedicated long-stay motorcycle parking for use by commuters.
Lowest		



04 Over arching concept

Good	“In small doses”	Not desirable
<div><div>_People on foot/universal access</div><div>_Cyclists</div><div>_Public transport</div><div>_Two-way traffic flow in streets</div></div>	<div><div>_Taxi and Uber</div><div>_Loading (site-specific)</div><div>_Movement of goods and services</div></div>	<div><div>_On-street parking</div><div>_High volumes of cross-city/through traffic, particularly the east-west through movement - King, Market, Park Druitt, Bathurst, Liverpool</div><div>_Private vehicle commuting</div><div>_Single occupancy vehicles</div><div>_Super-bays/ranks approach to taxi's</div></div>





### The streets

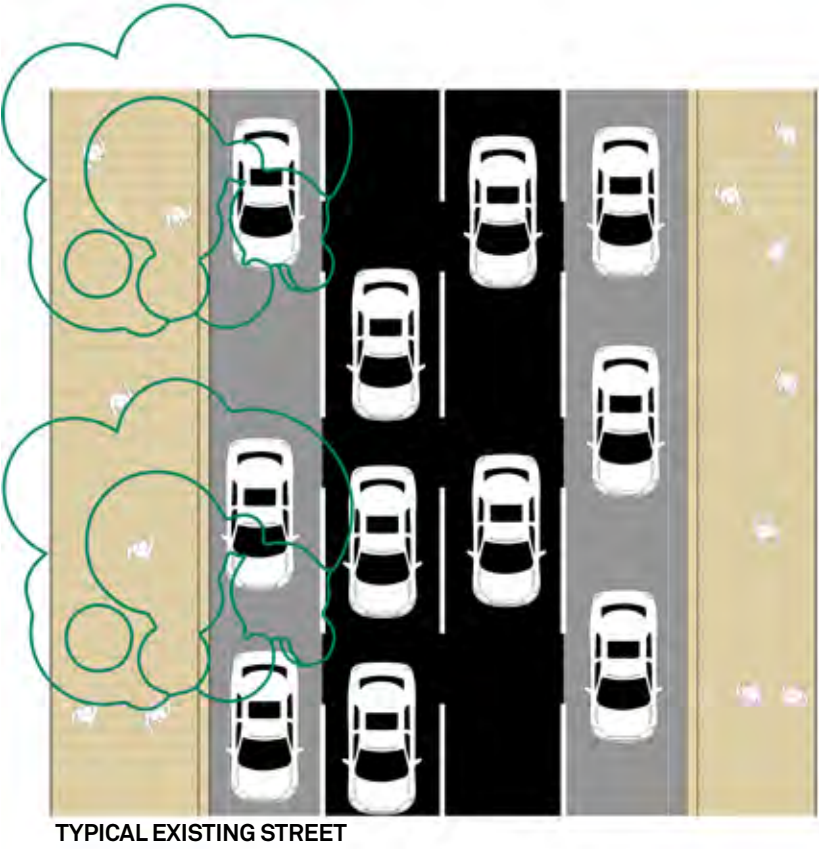
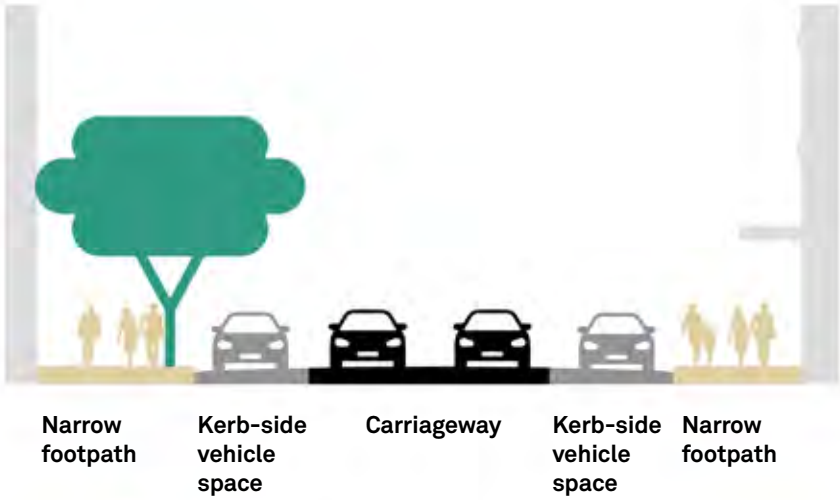
- \_Carriageway widths - consistency, working to the minimum rather than the maximum
- \_Removal of on-street parking
- \_Consolidation of on-street loading - where possible or explore alternative locations
- \_Existing number of kerbside vehicle spaces - 293 (WIP - total for streets where detail studies have been completed)
- \_Crossing (types and times)

- Legend**
- No. of Vehicle Lanes
  - ⊗ Potential for Scramble Crossings
  - ➔ Direction of Primary Vehicle Traffic
  - Concentration of Pedestrians
  - Kerbside Vehicle Stopping Space
  - Driveways Obstructing Footpaths
  - Balustrades Obstructing Pedestrians
  - Taxi / Coach Zone
  - \* Buildings Potentially Without On-site Loading
  - Current / Proposed DAs
  - Bus Lane
  - Elevated Walkway
  - ↔ Through Site Link
  - Ⓟ Bus Stop
  - Ⓡ Proposed Light Rail Stop
  - Ⓢ Train Station Entrance / Exit
  - Ⓜ Proposed Metro Entrance / Exit
  - Ⓣ Taxi Rank / Taxi Stop
  - Ⓣ Secure Taxi Rank
  - Ⓜ Motorcycle Parking Space
  - Wall Obstructing Pedestrians
  - Planter bed Obstructing Pedestrians
  - Separated Cycleway
  - Proposed Separated Cycleway
  - Ⓢ Safety Issue
  - Elevated Walkway





04 Over arching concept





Development sites (current DAs)

- \_Potential for new types of ‘public space’ - within buildings
- \_Potential addition of through-site links
- \_New basements with onsite loading facilities will reduce the need for street-based loading

**Legend**

- \_Bus Stop
- \_Proposed Light Rail Stop
- \_Train Station Entrances / Exit
- \_Proposed Metro Entrance / Exit
- \_Current & Future Development Sites
- \_Public Plaza
- \_Green Open Space

**Current & Future Development Sites**

- 01 \_Myer - Awning & Signage
- 02 \_Pre-Da Commercial Tower
- 03 \_55 Market Street - Podium/ Commerical Tower
- 04 \_Proposed Metro Entrance / Exit
- 05 \_David Jones - Residential
- 06 \_133 Liverpool Street - Podium & Tower
- 07 \_Metro Redevelopment Site
- 08 \_Elizabeth Street - Tower
- 09 \_60 Bathurst Street - Residential Tower
- 10 \_116 Bathurst Street - Residential Tower
- 11 \_311-317 Sussex Street - Hotel
- 12 \_Metro Development Site
- 13 \_201 Elizabeth Street - Hotel, Tower Residential
- 14 \_310-322 Pitt Street
- 15 \_114 Liverpool Street - Residential Tower
- 16 \_338 Pitt Street - Residential Tower
- 17 \_262-266 Castlereagh Street- Hotel
- 18 \_6-12 Harbour Street - Hotel
- 19 \_Greenland Centre - 235 m Residential Tower
- 20 \_Tiffany & Co - Retail Cnr King & Pitt





Short term	Medium Term	Long Term
Continued expansion of George Street pedestrianisation south of Bathurst Street	Streetscape interventions - maximising public realm through ‘light-touch’ editing of the existing streetscape. For example	Removal of through traffic - especially E-W (cross city tunnel traffic)
Temporary, testing, trials. For example	- removal of parking/loading bays or consolidation of parking/loading bays	Re-introduction of two-way movement in streets
- Identifying existing spaces to be temporarily occupied by other uses	- scramble crossings	Buses transition to electronic vehicles
	-additional street tree planting	Phasing of traffic lights - prioritising pedestrians
	-de-cluttering of furniture and other public realm elements, re-thinking placement	
	-increasing footpath widths - where-ever possible	
	-rationalisation of carriageway widths	







The streets of Town Hall  
End-state Masterplan - Street-by-Street

The project establishes an ambitious vision to rebalance the priority of the streets within the precinct. This vision switches the primary function and character of the street from a mobility corridor to streets that are city spaces for stopping and dwelling. Spaces for meeting, sitting, talking or people watching.

This aspiration has been achieved through the reconfiguration of the existing streetscapes - sometimes dramatically, sometimes with a light-touch. Collectively these proposed scenarios transform the streets of the precinct into generous, welcoming and multifunctional pieces of the city’s public realm.

The north-south streets

**Pitt**  
**A stroll along Pitt Street**  
The existing street is dramatically transformed, reducing the street to a single lane of moving traffic. 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.

**Castlereagh**  
**Connecting Castlereagh, marking moments**  
The existing street is reconfigured to create wider footpaths and integrate a series of new street spaces aligned with existing through-site links and connections, these spaces feature seating, tree planting and bespoke paving. The reconfigured street also accommodates kerbside vehicle spaces to facilitate loading, short-stay parking and setdown, as well as incorporating the city’s north-south cycleway.

**Elizabeth**  
**Celebrating where the City meets the Park**  
The existing street is reconfigured 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.

The east-west streets

**King**  
**Making space for window shopping and stopping**  
The existing street is reconfigured 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.

**Market**  
**Making space to move along Market**  
The existing street is reconfigured to re-balance 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.

**Park**  
**Connecting the Park and the Square**  
The existing street is reconfigured to invite a connection between Hyde Park and the proposed Town Hall Square. A central green median will create a green connecting gesture.

**Bathurst**  
**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.



THE STREETS OF TOWN HALL  
END-STATE MASTERPLAN





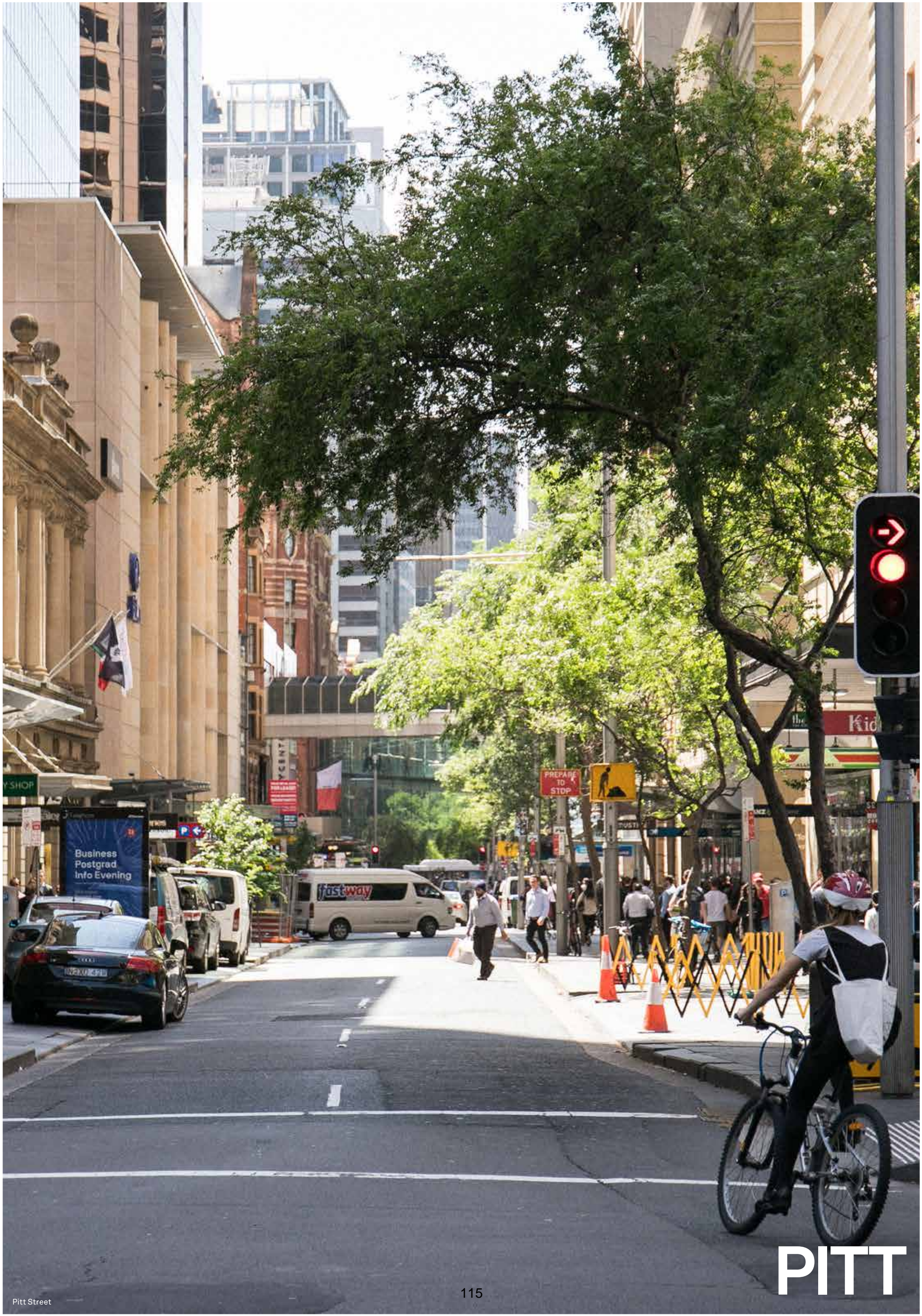










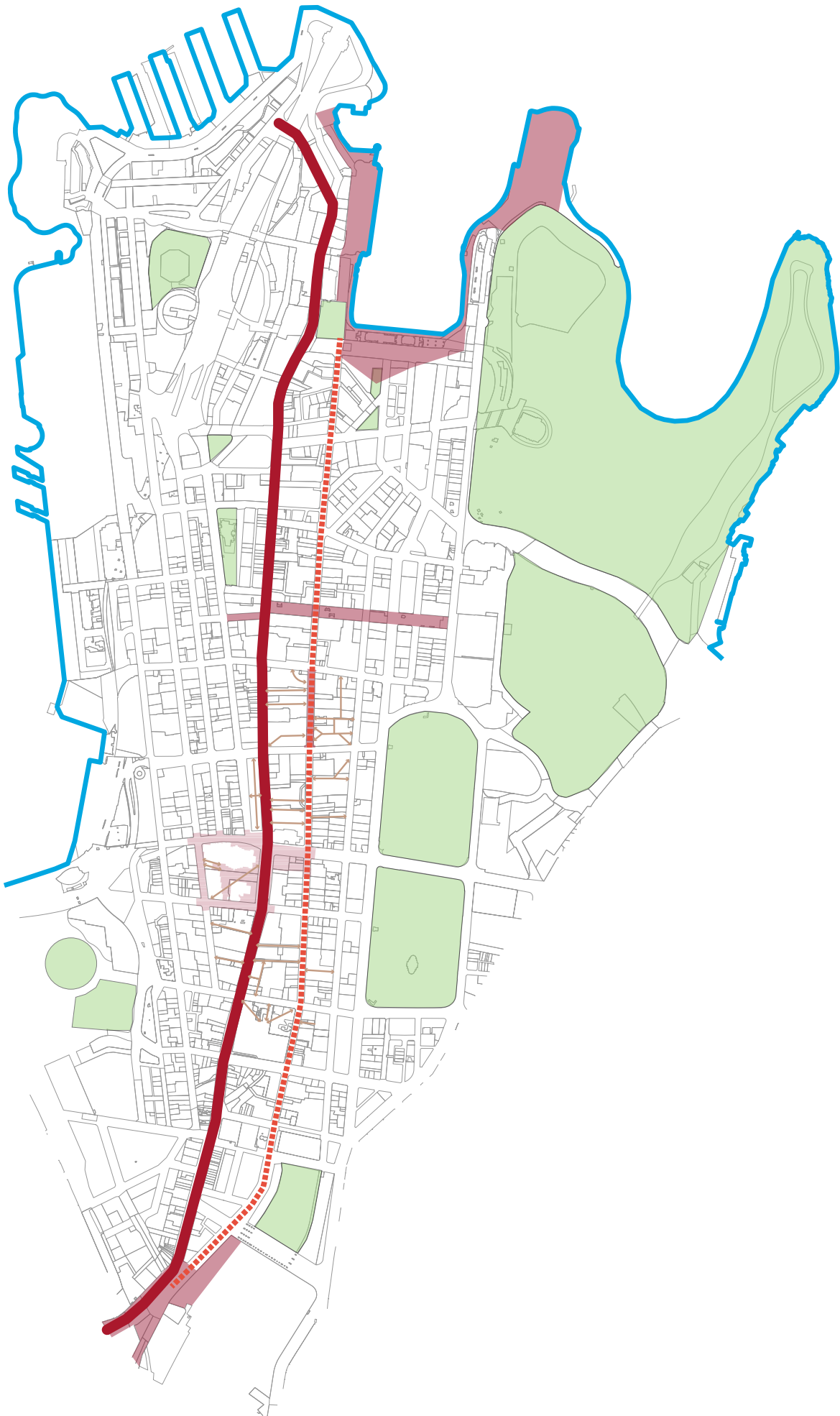




George - The grand, main street

Pitt - Fine grain retail, food and beverage

- \_Pitt Street is (and should be) a different journey through the city connecting the 3 city squares.
- \_This journey should be taken at a different pace - a stroll, perhaps.
- \_The two streets should compliment each other.







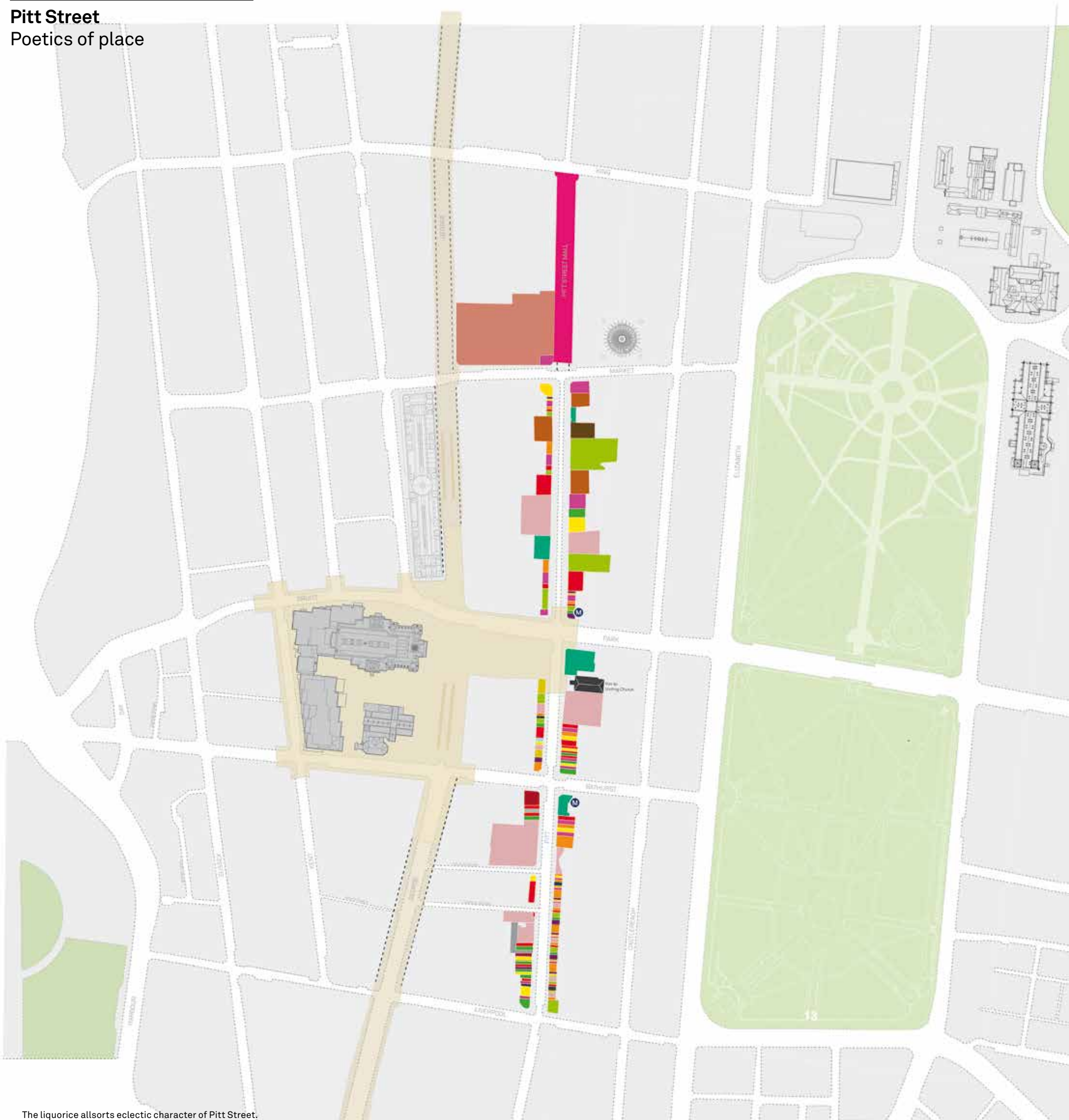
Retail along Pitt Street



George Street Looking South from King Street



Pitt Street  
Poetics of place



The liquorice allsorts eclectic character of Pitt Street.



Pub Corners



Outdoor Dining



Plant Trees Outside the Uniting Church



Arthouse Hotel





**Pitt Street**  
Poetics of place

**Block-by-block the character changes - The Mall, Market to Park, Park to Bathurst, Bathurst to Liverpool. Small details, often missed - mannequins observe the street from windows above the City Tattersalls, bold splashes of street art - glimpsed from afar, intricate sandstone detailing here and there, eclectic shopfronts stand side-by-side: sushi, cosmetics, Ugg. Pubs on corners.**

**What’s in a name?**

**Pitt Street**  
One of the earliest named streets, it was at first known as Pitt Row, and is usually assumed to commemorate William Pitt, British Prime Minister. Bertie argued that this was unlikely, preferring the explanation that the street terminated close to the tanks or pits excavated in the Tank Stream 1791-2. Pitt Street’s extension from Hunter to the Quay was not completed until 1853. Pitt St Sydney now terminates at Railway Sq. Pitt St Redfern commences at Cleveland St. and continues through to Waterloo. This appears to be a very early continuation of the original street.

**Pitt Street Mall**  
Pitt Street (between Market and King) renamed The Mall in 1981.

Source: History of Sydney Streets (City of Sydney)



Pitt Street

Existing street character



- 01 Cluttered groundplane. Bold splashes of street art, glimpsed from afar. Intricate sandstone detailing. Kerbside loading and bollards
- 02 Old and new stand side-by-side.
- 03 Sandstone tones and textures.
- 04 Bold graphics, street art - high above











- 01 Existing outdoor dining
- 02 Smaller scale street moments
- 03 Discreet entrances
- 04 Existing street vignettes
- 05 Public buildings





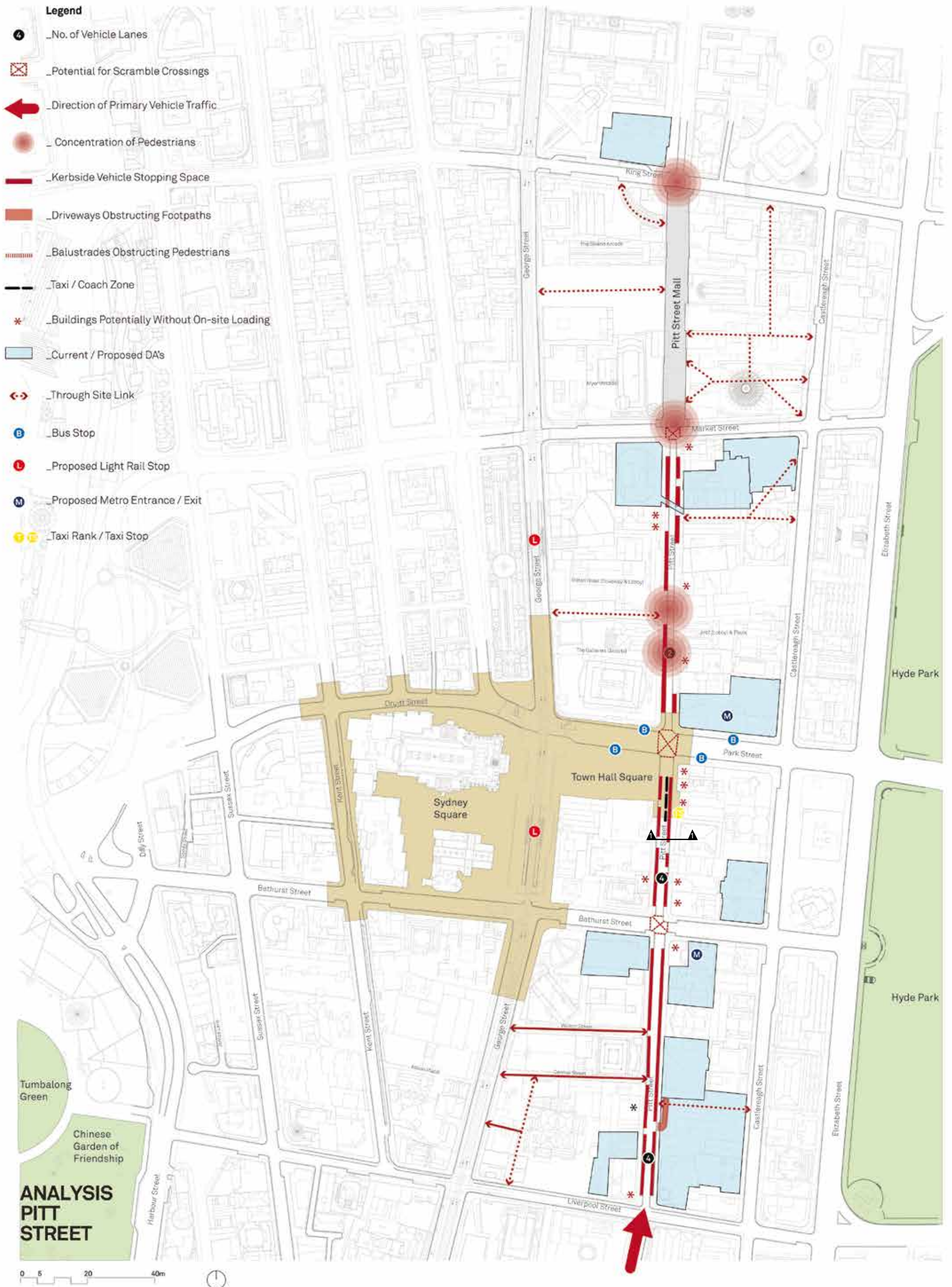


04



05







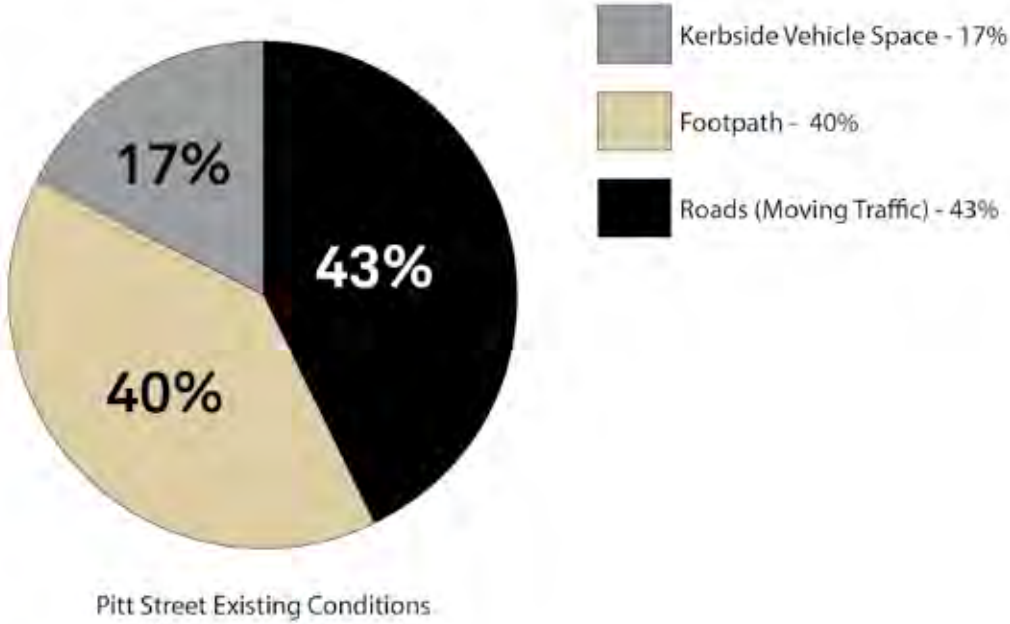
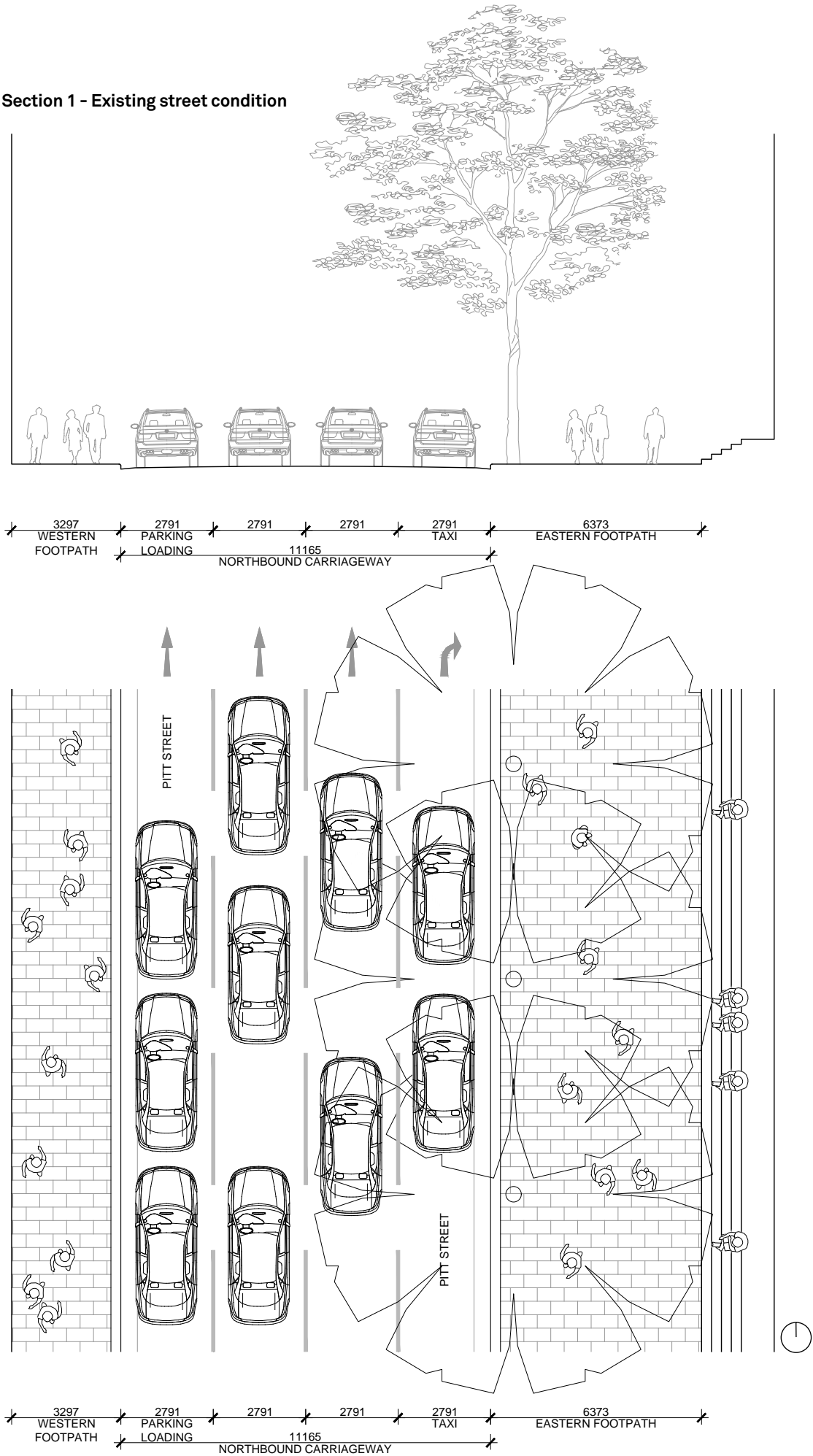
Pitt Street  
Existing street condition

Existing street condition

- \_4 lanes of traffic - northbound
- \_Kerbside vehicle spaces - 124
- \_Current footpath area - 5,408m<sup>2</sup>
- \_Typical footpath width
  - Western footpath - 3.3m
  - Eastern footpath - 3.7m
- \_Number of existing trees - 23

Observations

- \_Extra street space needed for dining, waiting, standing etc
- \_Some very specific centres of activity - in and out of galleries victoria and Pitt Street Mall
- \_Crossing movement of people - point to point - ability to cross diagonally
- \_Block to block changes in character - exaggerate that with public realm
- \_South of Park Street - special moments
  - Church and 5 plane trees
- \_Korea town - Bathurst to Liverpool
- \_Laneways - Wilmot Street, Central Street
  - some activation in lanes...a bit of 'back-of-house'





Pitt Street

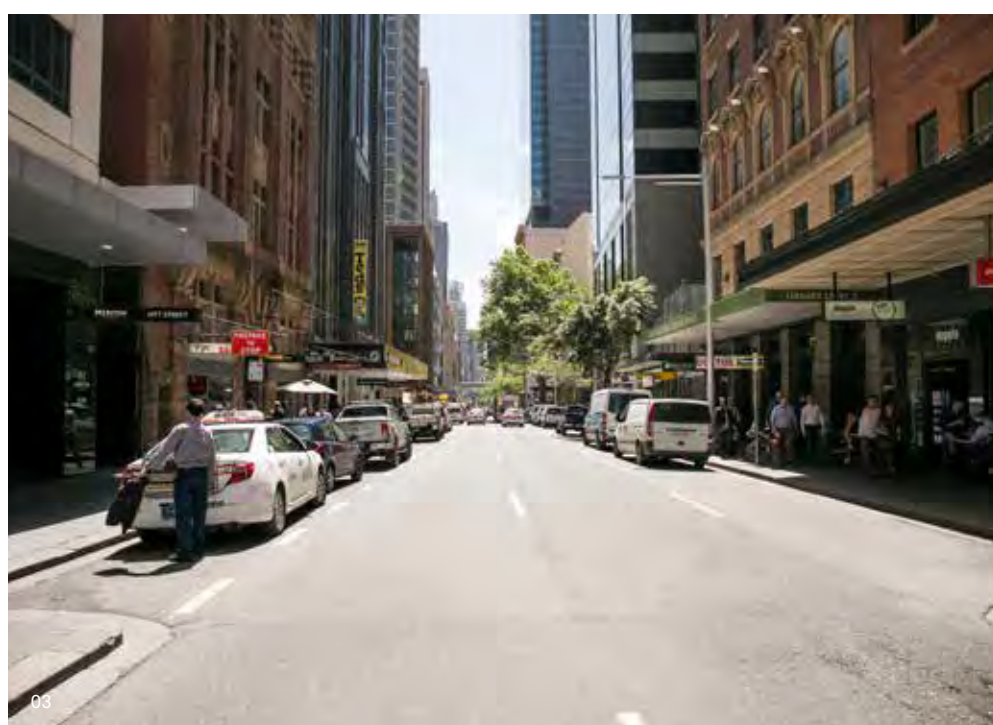
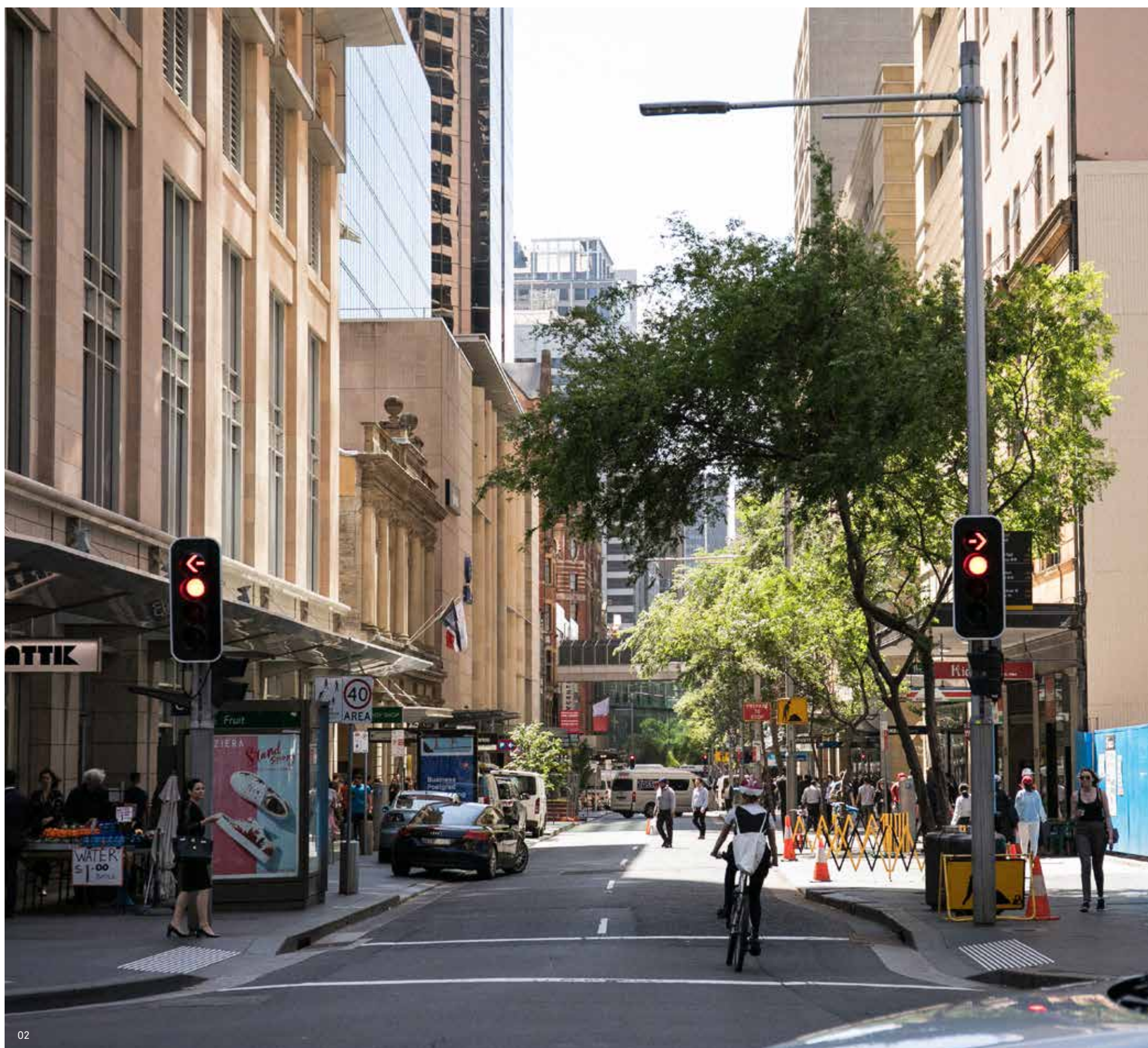
Existing street condition



01

- 01 Pitt Street - between Market and Park (looking south)
- 02 Pitt Street - between Market and Park (looking north)
- 03 Pitt Street - between Park and Bathurst (looking north)
- 04 Pitt Street - between Bathurst and Liverpool (looking north)











## Pitt Street

Concept (end state)

## TAKE A STROLL ALONG PITT STREET

The proposed scheme dramatically reconfigures the existing street, reducing the street to a single lane of moving traffic. 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.

### Key things to improve

#### 1. Re-balance the priority of the street

- \_ A single lane of moving traffic
- \_ Removal of parking
- \_ Removal of loading (where possible)

#### 2. Reinforce the 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

#### 3. Crisscross

- \_ Addition of scramble crossings - Park, Bathurst, Liverpool



Concept model - street scenes





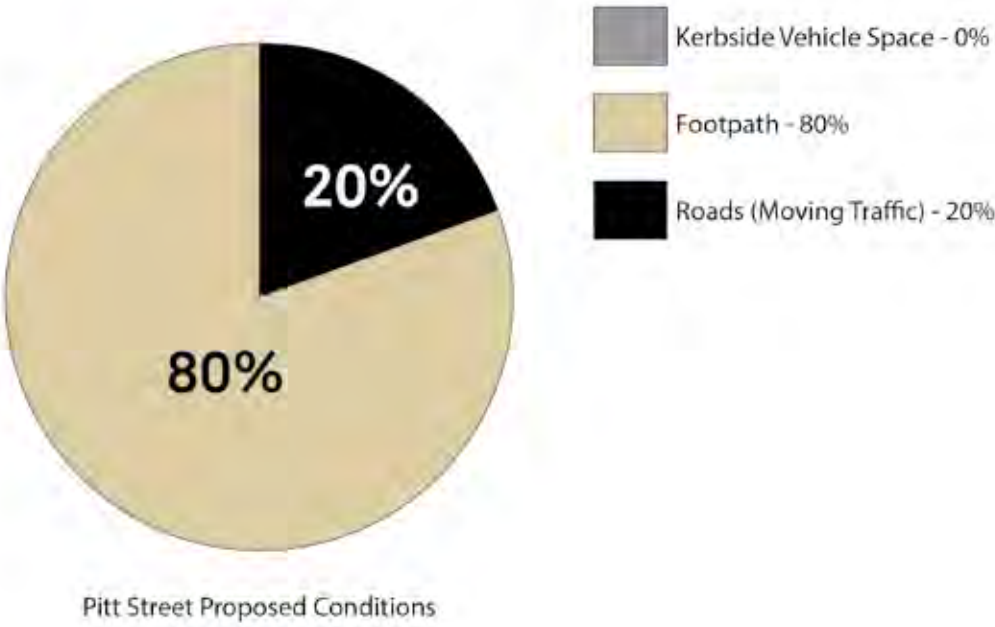
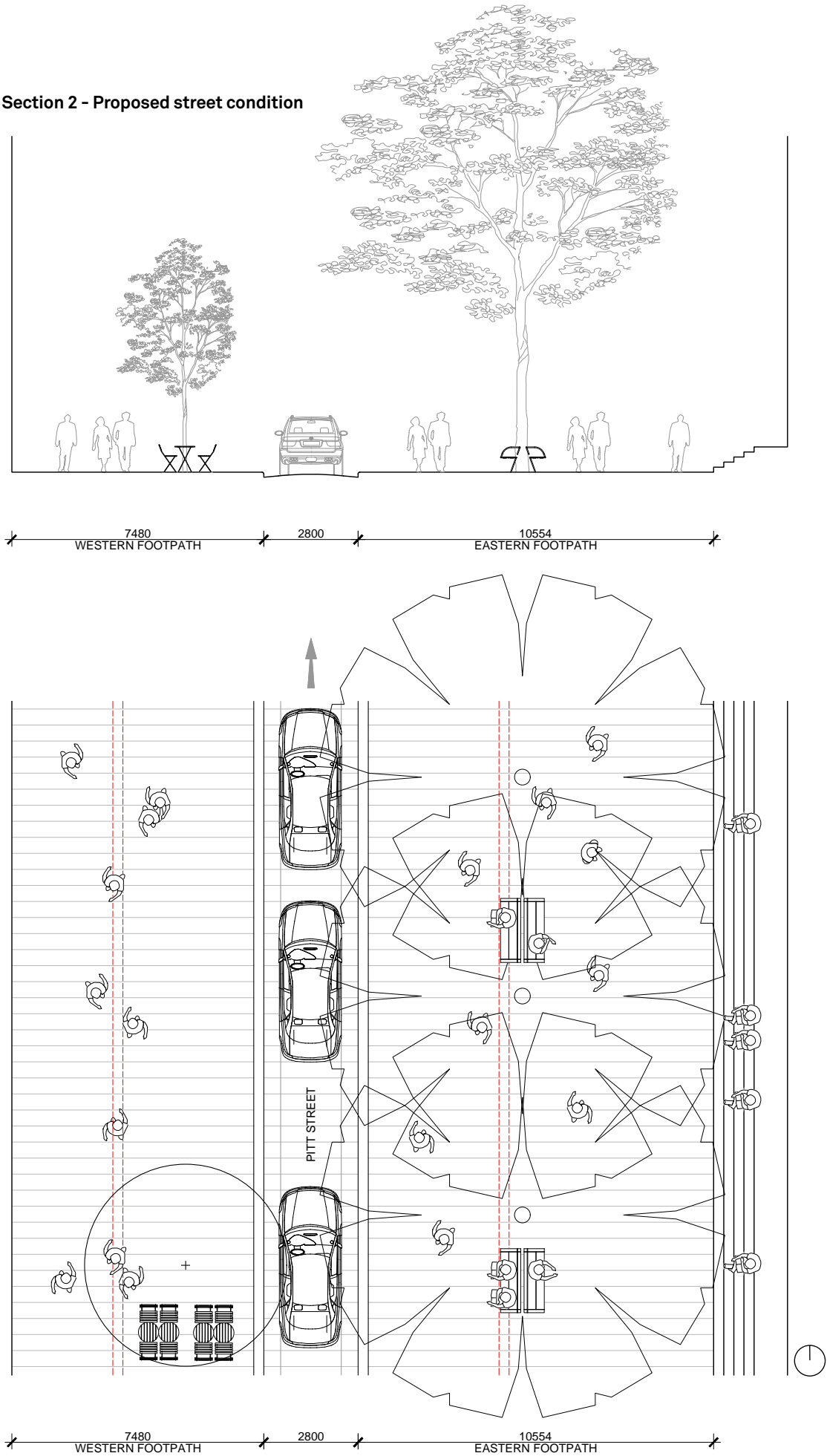


Pitt Street

Concept (end state)

TAKE A STROLL ALONG PITT STREET

- Proposed street condition
- \_Expanded footpath
  - \_Proposed footpath area - 9,609m<sup>2</sup> (creating an additional 4,201m<sup>2</sup>)
  - \_A single lane of traffic - north bound
  - \_Flexible kerb-edge zone for outdoor dining, additional seating and other public furniture
  - \_Additional street tree planting to create a continuous canopy
  - \_Number of proposed street trees - 106
  - \_Reduction of kerbside vehicle spaces to 4





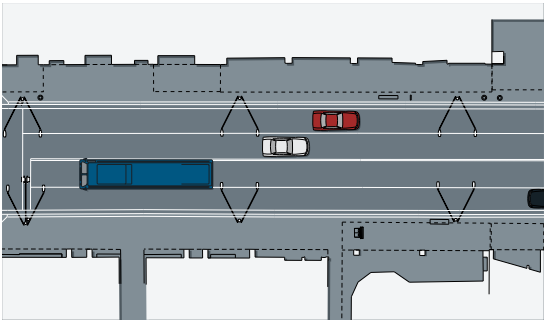
The Edges

Strategy

Connecting buildings to the street

The experience of George Street will be shaped by its edges and the activities they offer. Today the street has a number of ground floor uses that do not contribute to an active, people-focused public domain. With buses and traffic removed from George Street, façades that are currently closed to the street and inwardly-focused can be transformed into engaging and lively frontages. Widening footpaths and removing clutter and traffic will not only make George Street a more functional and pleasant place to walk, but will provide many more places to stop, rest, eat and drink. The City will identify opportunities for outdoor dining, trading and increased public seating. Outdoor dining furniture, along with lighting, trees and public domain seating will be located in a 'flexible zone' between the light rail and the building line, creating a defined area for activity whilst preserving clear pedestrian movement along the street.

To achieve the engaging public domain that George Street deserves, a public domain plan for the length of George Street will be prepared. The plan will study George Street block-by-block, considering existing and potential ground and first floor uses, façade quality and treatment, awnings, signage and fixed furniture and kiosks. Activation zones along the edges of George Street and in the laneways and squares immediately adjoining will be identified and a range of potential uses examined.



George Street today



George Street proposed



Figure T

Furniture

Strategy



Figure E

A new public domain suite

The Sydney Streets Code 2013 identifies the need for a co-ordinated suite of public domain furniture to unify the diverse public domain elements of the former City of Sydney, South Sydney and Leichhardt areas.

The City has engaged Tzannes Associates, with ABUD, to design and deliver a co-ordinated suite of public domain furniture that can work with the existing Smartpoles and JC Decaux elements. A consistent palette of public domain furniture will contribute to a high quality public domain and assist in long term asset management.

The final public domain furniture designs have been incorporated into the Sydney Streets Code 2013, giving certainty to developers at Barangaroo and Green Square and greatly improving the appearance of city streets.

Design

A more comfortable street

George Street today has little to offer pedestrians. There is nowhere to sit, no bubblers, few trees and no pleasant spots in which to linger. The reclamation of traffic lanes for people coupled with the rollout of our new furniture will create desirable places for people to stop.



Figure F

Outdoor dining

Today there are only 12 outdoor dining licences on George Street, with just over 200 seats in total. This equates to just nine seats every 100 metres. By world standards, we also have relatively few restaurants. Sydney has only 99 restaurants per 100,000 population. Tokyo has 1,144. New York has 295. The transformation of George Street offers great opportunity for increased dining, both indoor and out. The City is now studying how much dining is appropriate and where it should occur. We are working to update our policies to encourage this positive change.



Figure G

Event furniture

A pedestrian-friendly street also offers the potential for temporary furniture associated with events. The 2012 Crave Festival shows how successful this can be. The City will identify the best places for these events and determine the types of furniture and infrastructure that would be appropriate to make these types of events a success.



Figure H





New Slovenska Street, Ljubljana, Slovenia





Existing street condition



Proposed street condition

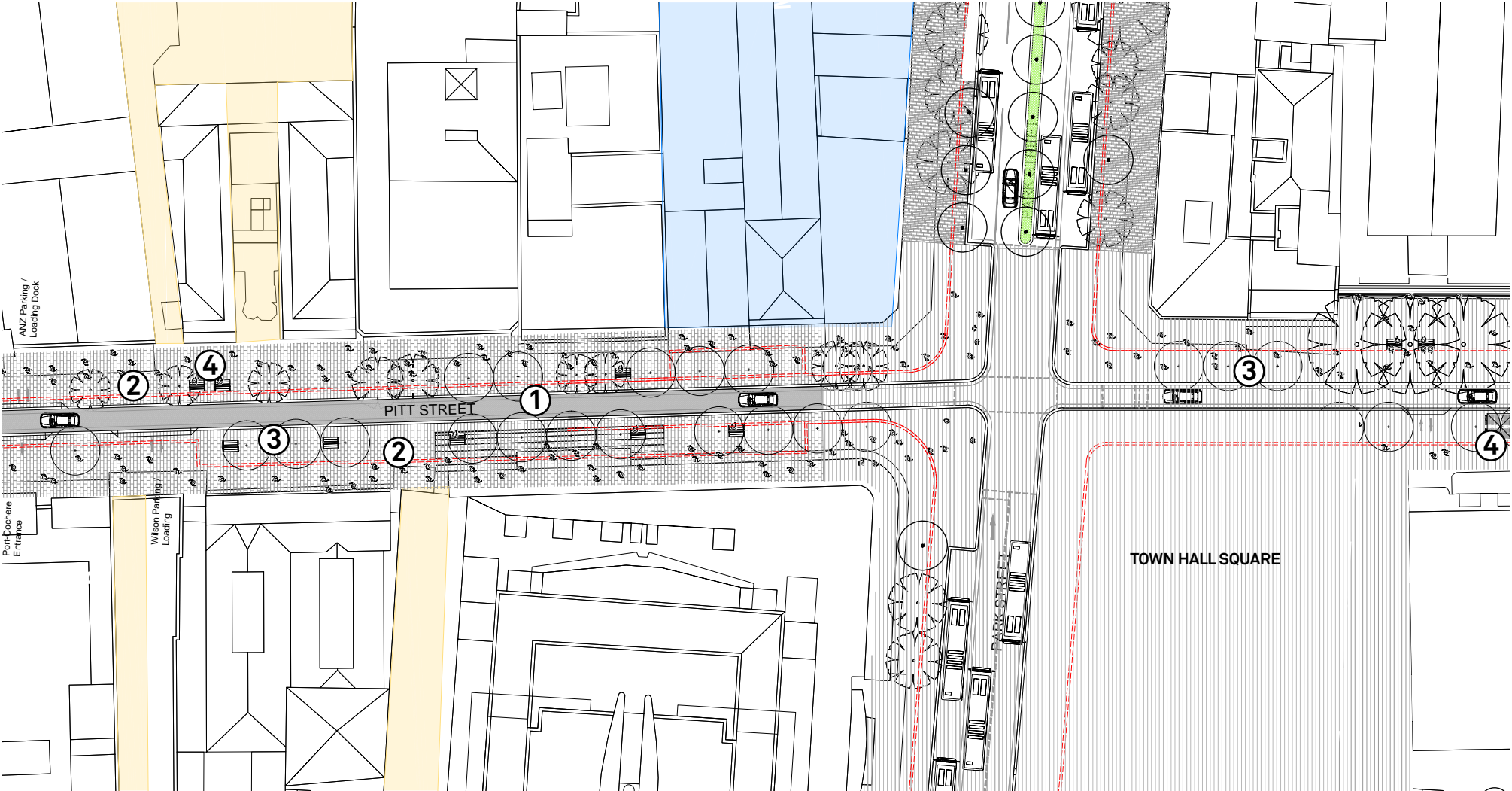
View A - Along Pitt Street - from Market Street (Pitt Street Mall)



Pitt Street

Concept (end state)

A STROLL ALONG PITT STREET



Public domain plan (end state) -  
Pitt Street (Near Park Street)

Not to scale (for scaled drawings refer  
concept plans)

- Legend**
- 6. A single lane of moving traffic (northbound)
  - 7. Additional footpath space
  - 8. Additional street tree planting - to create a continuous canopy
  - 9. Flexible kerb-edge zone for outdoor dining, additional seating and other public furniture















Existing street condition



Proposed street condition

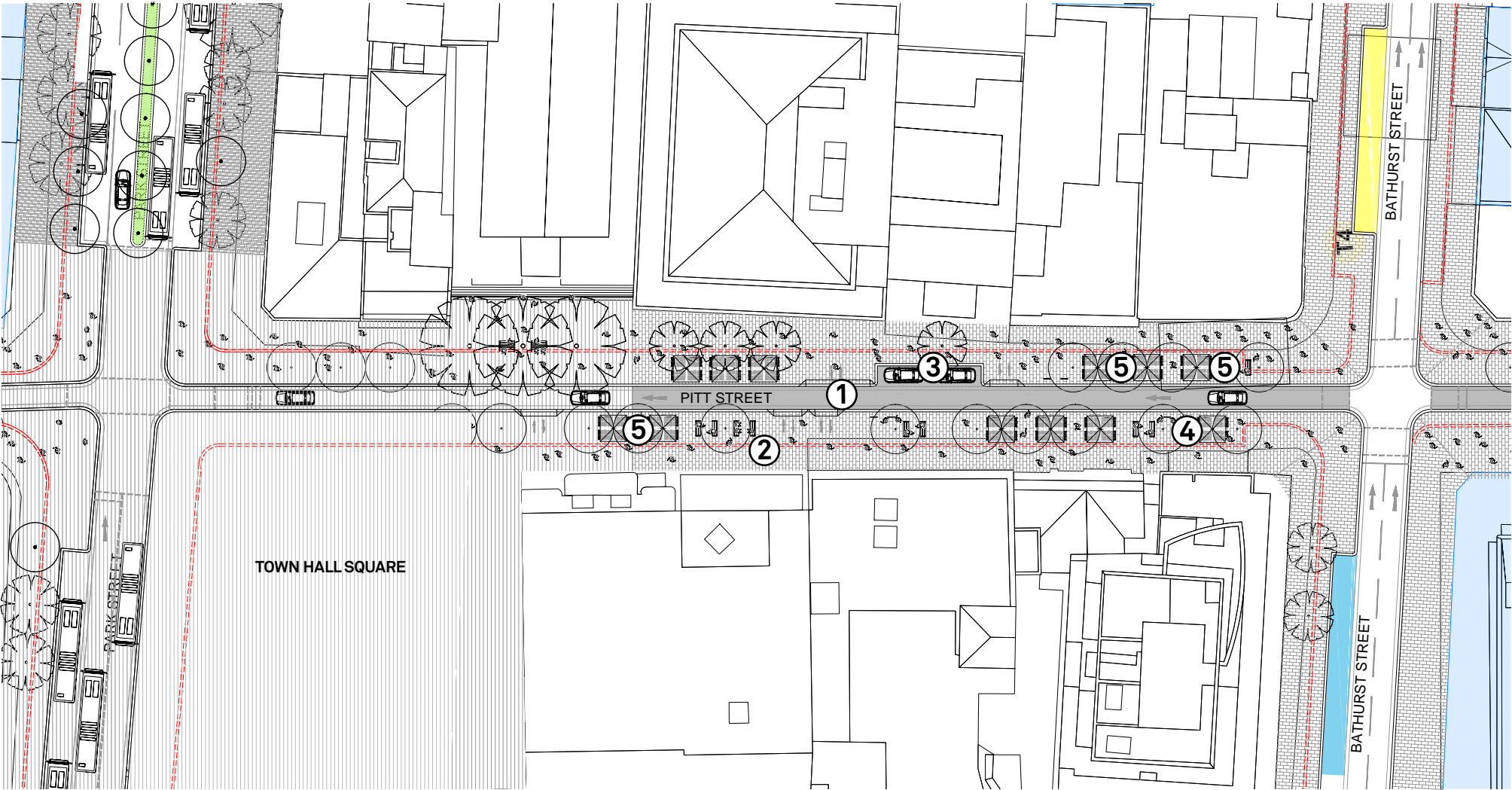
View C - Across Pitt - looking south, from the steps of Pitt Street Uniting Church (midday)



Pitt Street

Concept (end state)

A STROLL ALONG PITT STREET



Public domain plan (end state) -  
Pitt Street (Park to 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



Pitt Street  
Concept (end state)

## A STROLL ALONG PITT STREET



Take a stroll along Pitt Street  
Re-balancing the priority of the street - generous footpaths for movement along and across, and space for public life.  
(View across Pitt - looking south, from the steps of Pitt Street Uniting Church - midday).









- 01 View D - across Pitt Street - looking towards Town Hall Square from Pitt Street Uniting Church (midday)

02 View D - across Pitt Street - from Pitt Street Uniting Church (midday)
- 03 View E - along Pitt Street - looking north towards Park Street (western footpath)

04 View F - along Pitt Street - looking south towards Bathurst







View F - along Pitt Street - looking south towards Bathurst





Pitt Street concept model -street moments - outdoor dining

