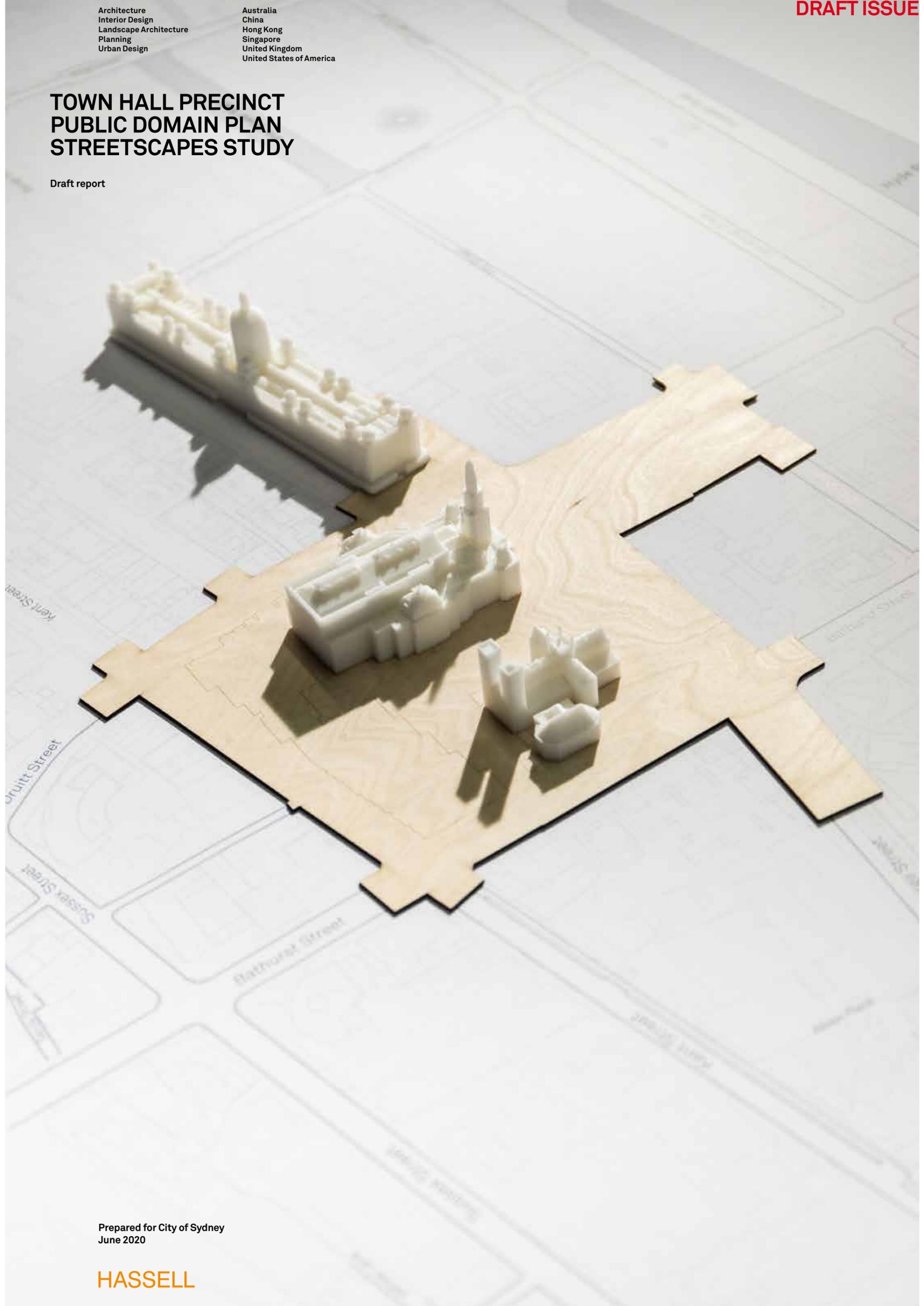


Architecture
Interior Design
Landscape Architecture
Planning
Urban Design

Australia
China
Hong Kong
Singapore
United Kingdom
United States of America

TOWN HALL PRECINCT PUBLIC DOMAIN PLAN STREETSCAPES STUDY

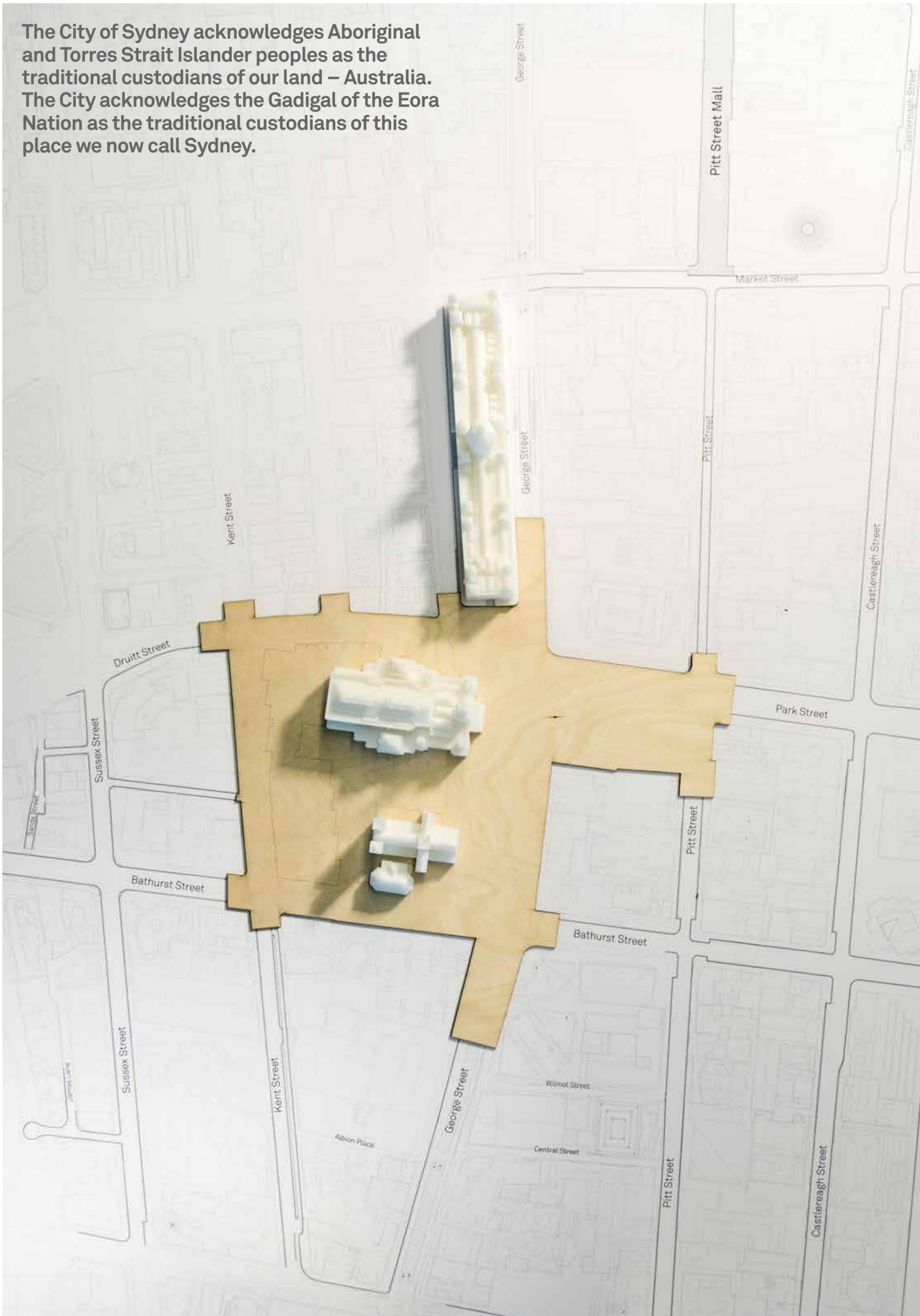
Draft report



Prepared for City of Sydney
June 2020

HASSELL

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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Over arching concept and vision

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Street studies

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- Castlereagh Page 91
- Elizabeth Page 107
- King Page 125
- Market Page 137
- Park Page 157
- Bathurst Page 167

Front cover image: Concept model - Town Hall Precinct

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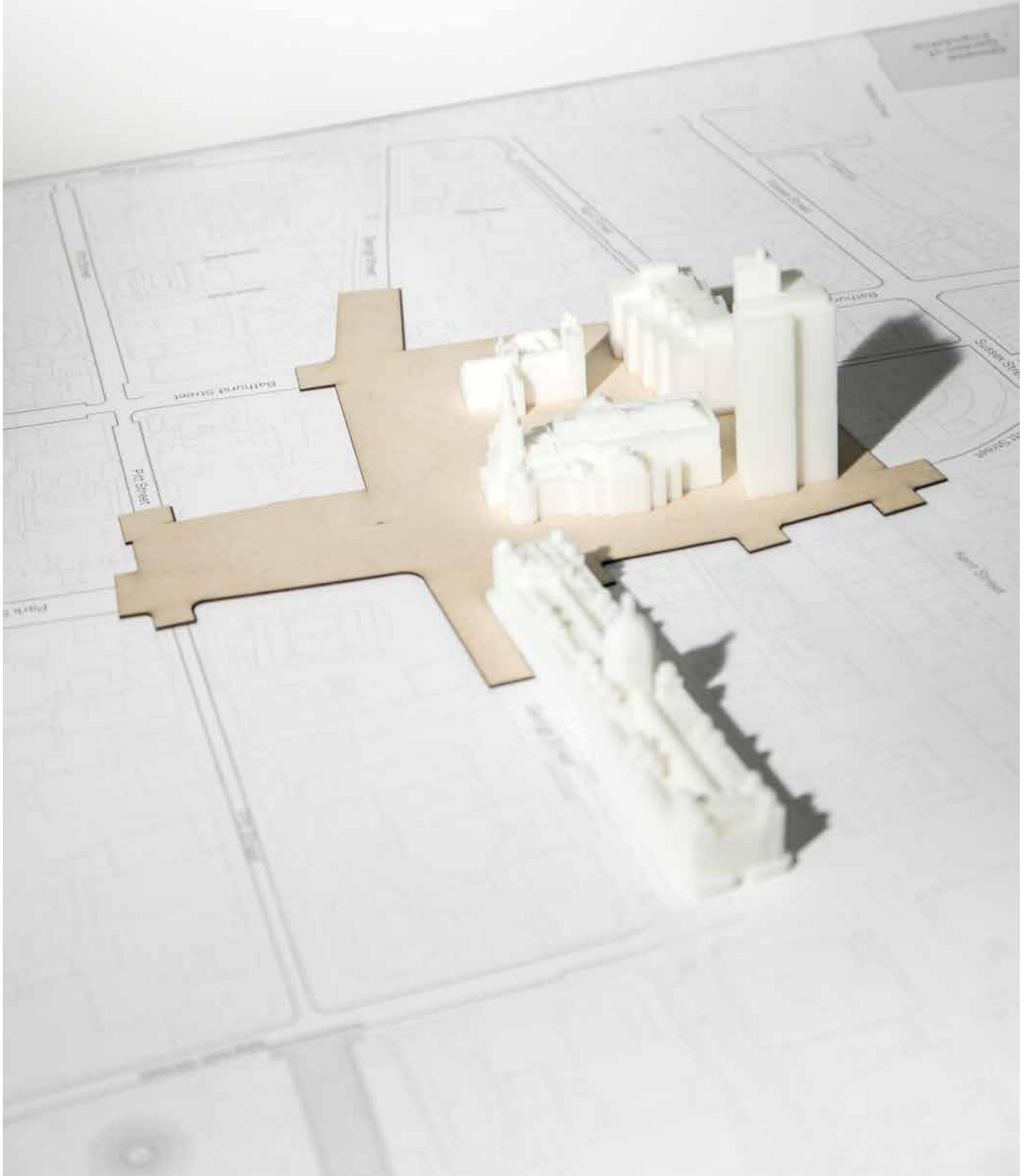
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| 01 | 4 June 2019 | Sharon Wright | Draft Issue - for review |
| 02 | 11 October 2019 | Sharon Wright | Final Draft - for review |
| 03 | 12 June 2020 | Sharon Wright | Final Draft - for review |





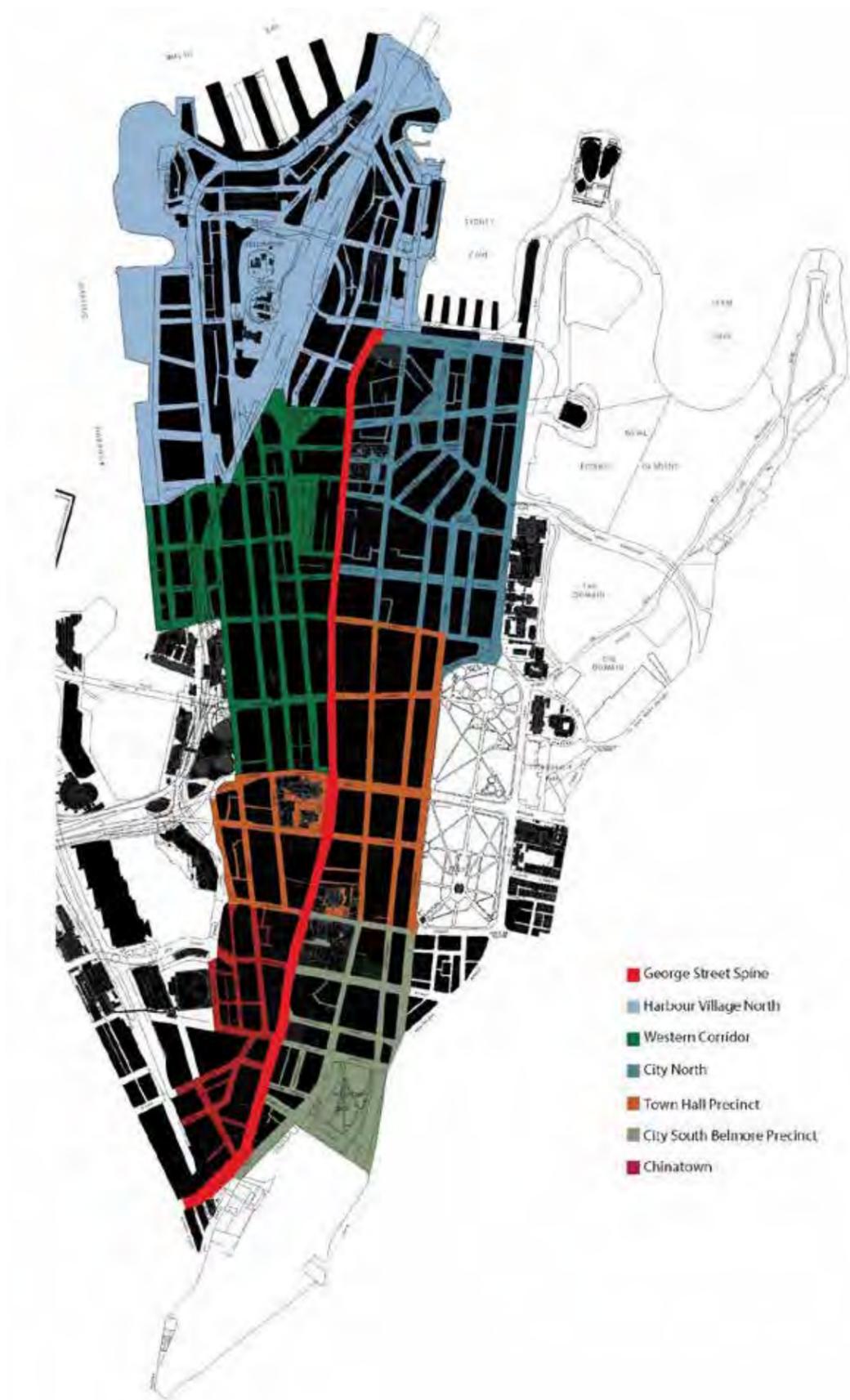


01 Project brief

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)

01 Project brief

Streets of Town Hall Precinct



Elizabeth Street



Castlereagh Street



Pitt Street



George Street



Kent Street



Sussex Street



King Street



Market Street



Park Street



Druitt Street



Bathurst Street



Liverpool Street

01 Project brief

PROJECT AIMS AND OBJECTIVES

Project aims and objectives

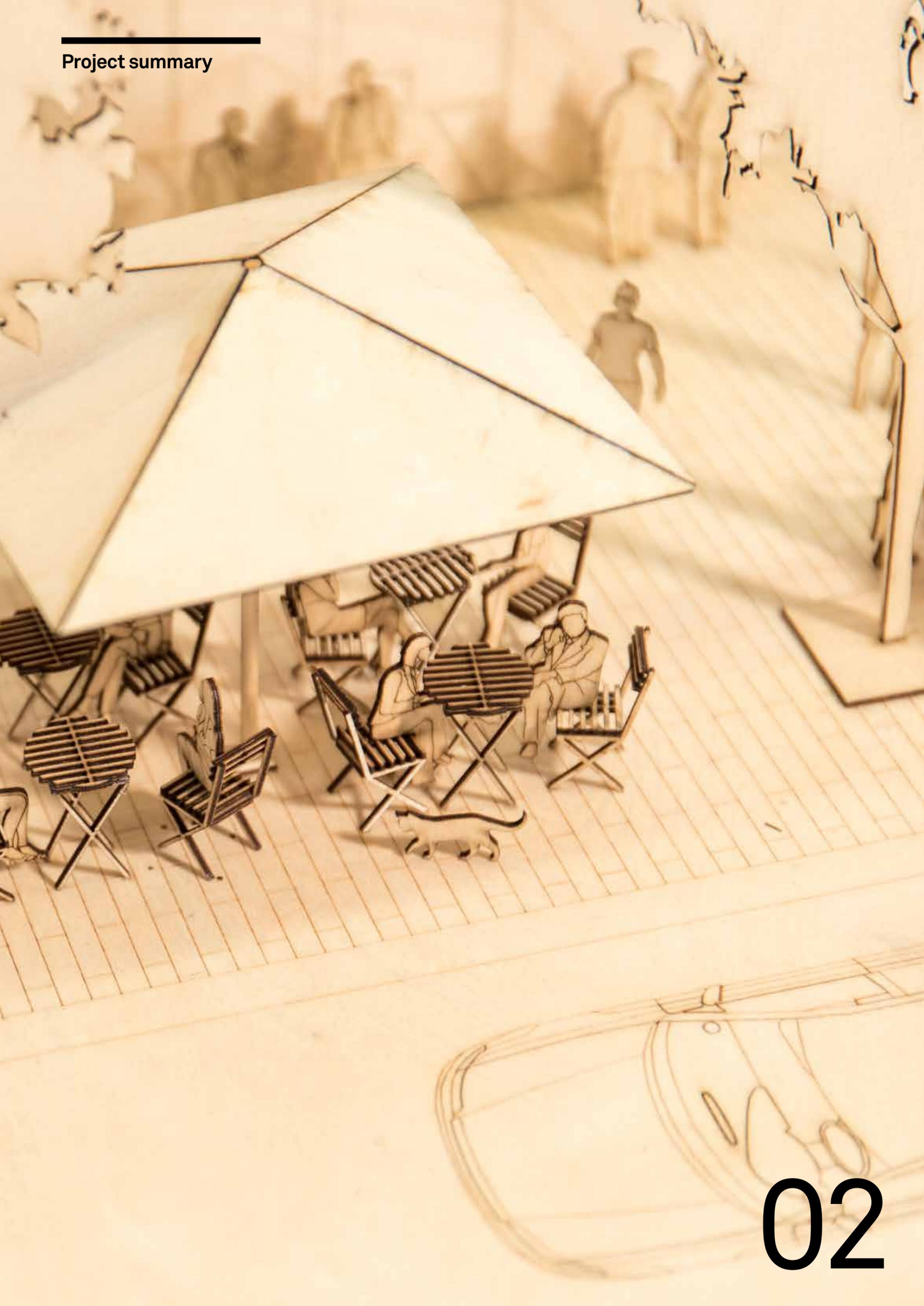
- _ Establish a long term vision for the public domain of the precinct. Identify and develop of project opportunities for public domain, pedestrian, and cycle improvements for streets and laneways in the defined study area after the completion of light rail. These will provide direction to inform third 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)





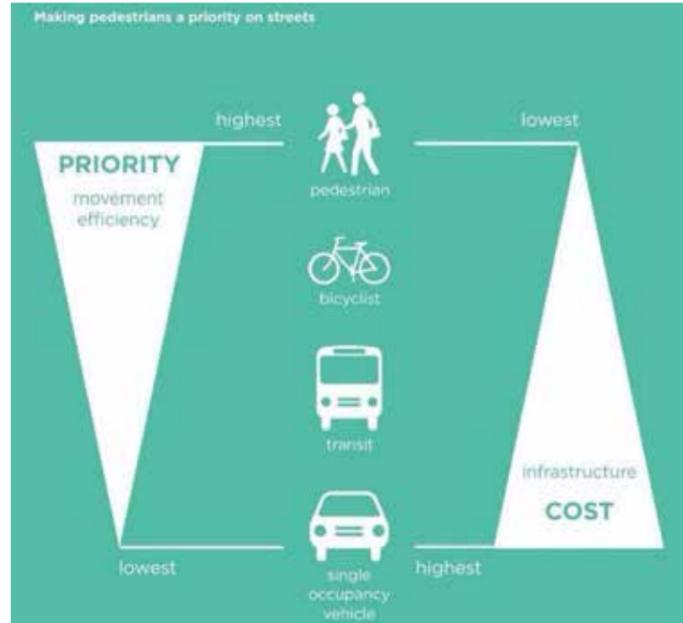
Within the next fifteen years central Sydney will see the creation of an additional 130000 jobs and an influx of development. Coupled with the opening of the light rail and the introduction of a new metro line, huge pressure will be placed on the city's already overcrowded footpaths. With no new public 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.

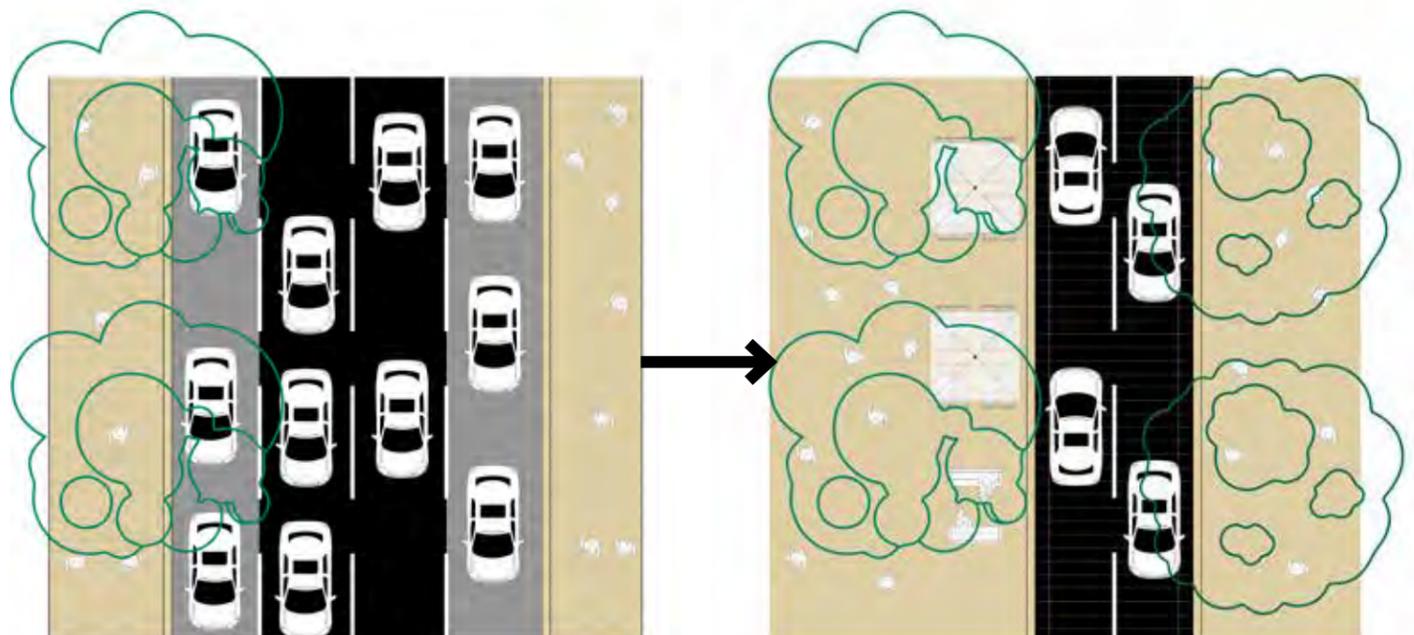
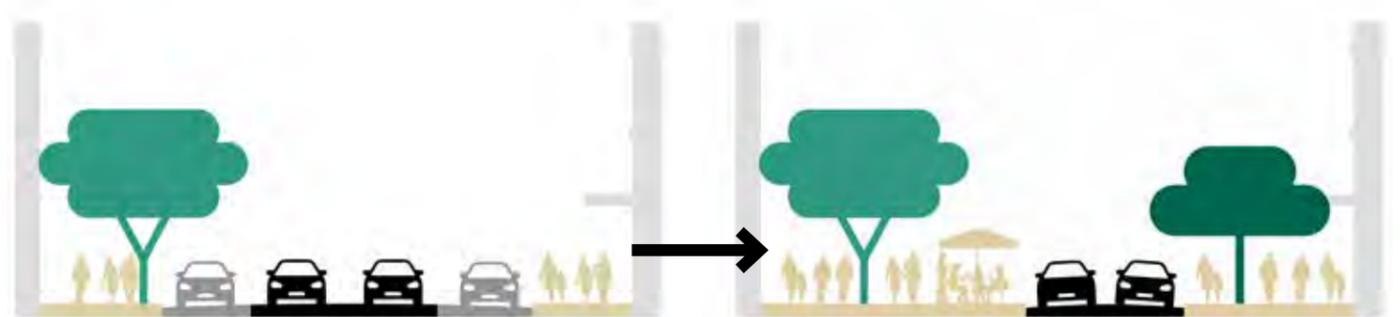
By reclaiming traffic lanes the project makes significantly more space for street tree planting, increasing canopy cover will improve the amenity, microclimate conditions and help the city move towards a greener future.

Re-balance the priority of the streets



Existing streetscape condition

Transformed streetscape condition



Kerb-side vehicle space

Carriageway

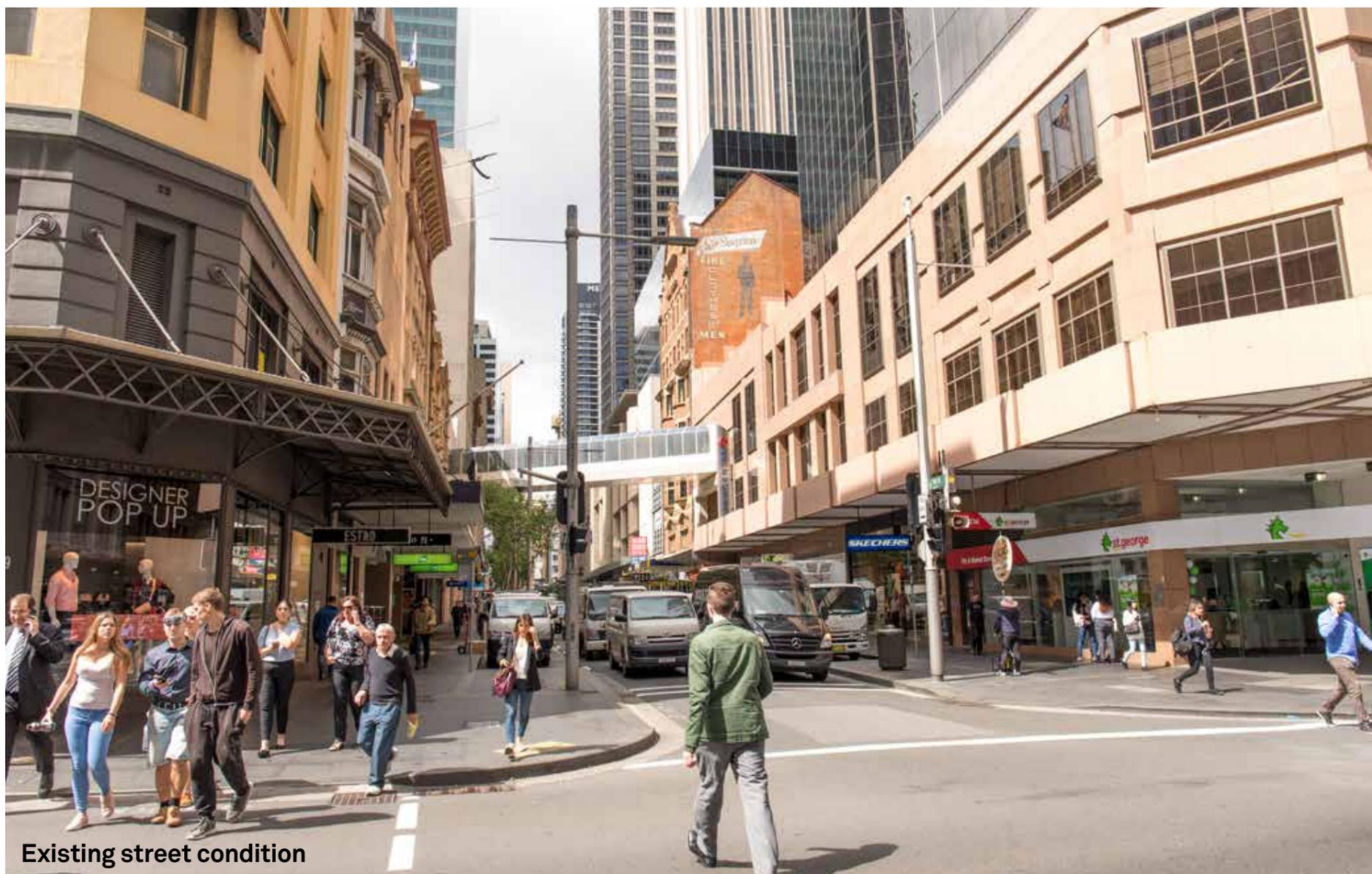
Kerb-side vehicle space

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.

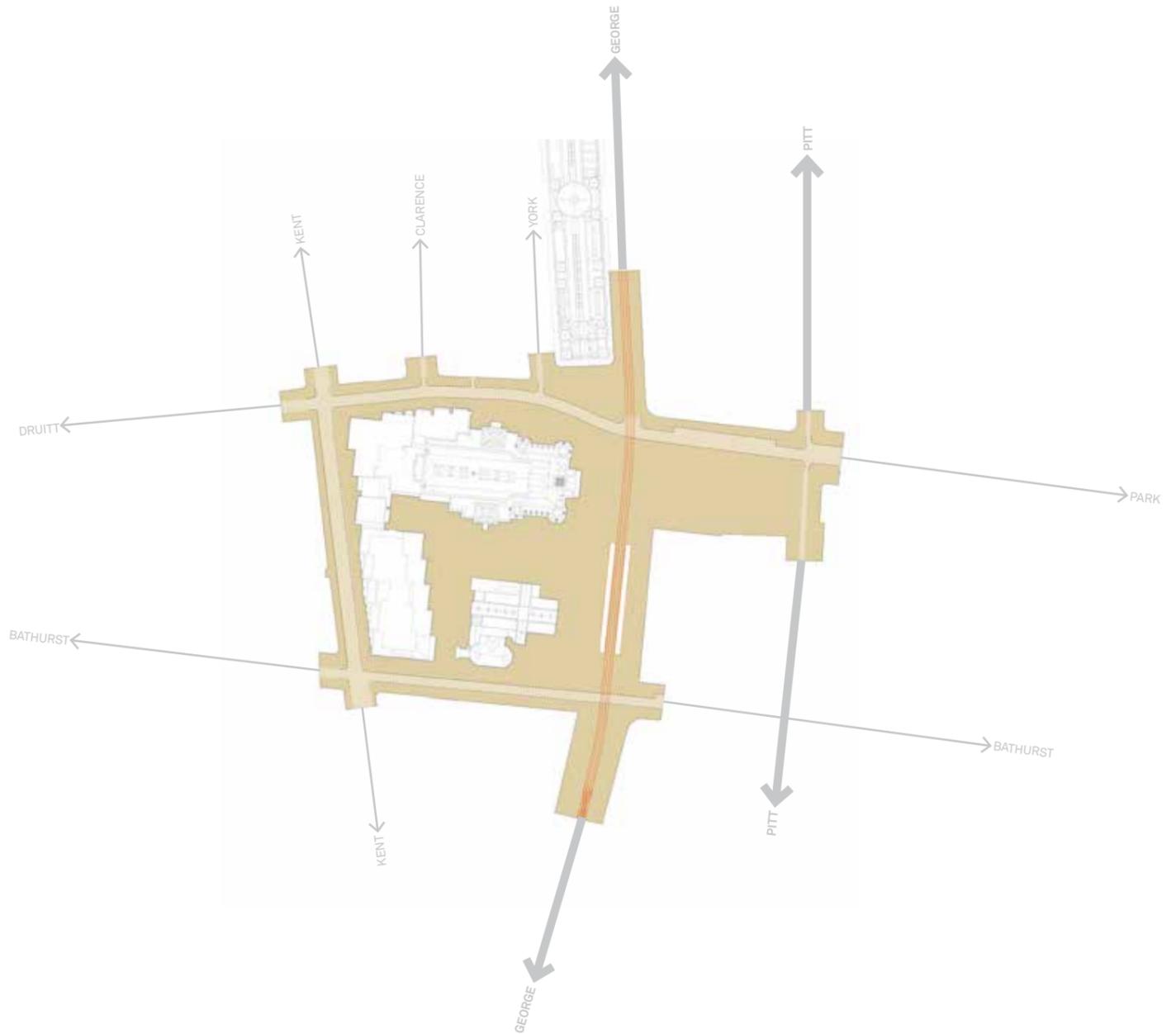
2. Transforming streets into spaces

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 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.

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 - 16,481m²

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

Existing Street Conditions

| | Road Total m ² | Road - Moving Traffic m ² | Parking / Loading m ² | Footpath m ² | Total m ² |
|--------------------|---------------------------|--------------------------------------|----------------------------------|-------------------------|----------------------|
| 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 Total m ² | Road - Moving Traffic m ² | Parking / Loading m ² | Footpath m ² | Cycleway m ² | Median m ² |
|--------------------|---------------------------|--------------------------------------|----------------------------------|-------------------------|-------------------------|-----------------------|
| 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%

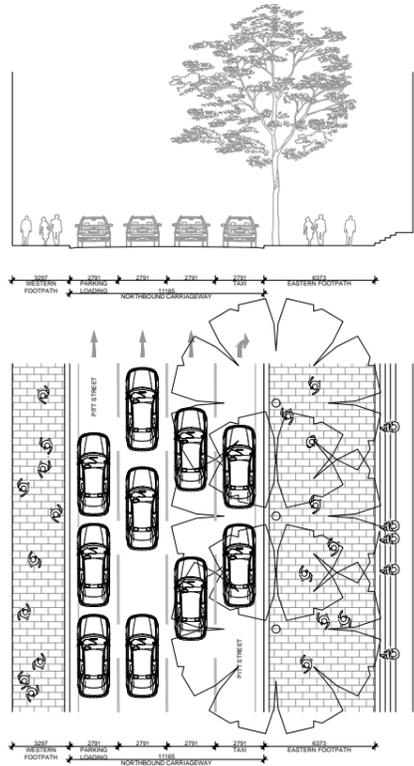
Note - These totals are based on the WIP of the detailed street studies, not all street studies have been completed.

Street Tree Conditions

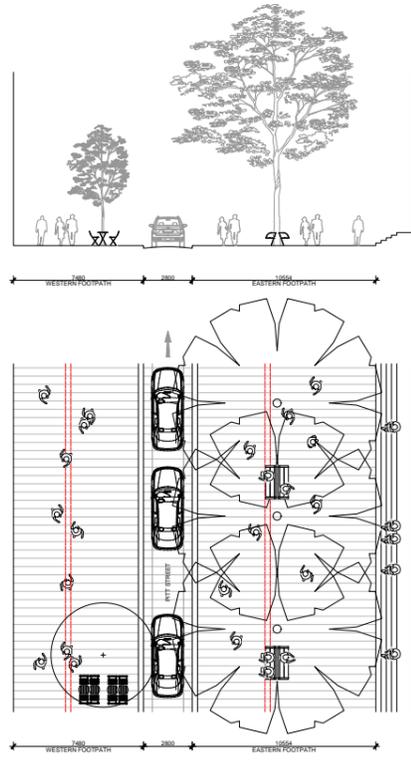
| | Existing Trees | Proposed Trees | Total Trees | Percentage Increase |
|----------------------|----------------|----------------|-------------|---------------------|
| Pitt Street | 23 | 106 | 129 | 361% |
| Market Street | 6 | 17 | 23 | 183% |
| Bathurst Street | 51 | 74 | 125 | 45% |
| King Street | 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% |



Pitt Street

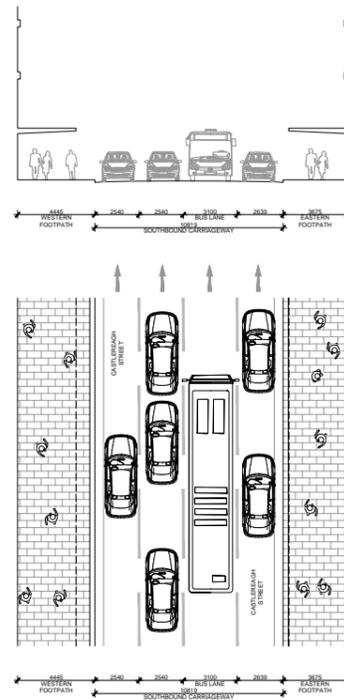


Typical Existing Street Condition

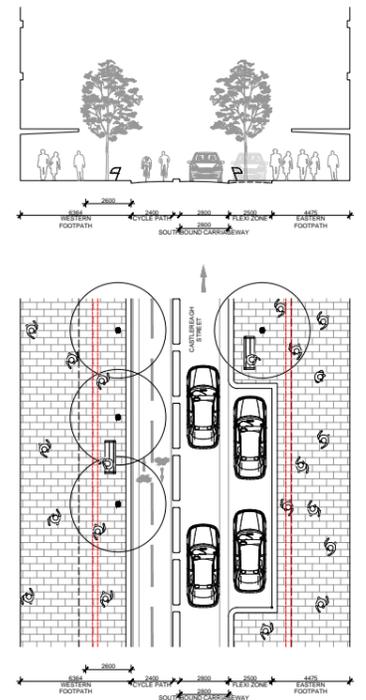


Typical Proposed Street Condition

Castlereagh Street

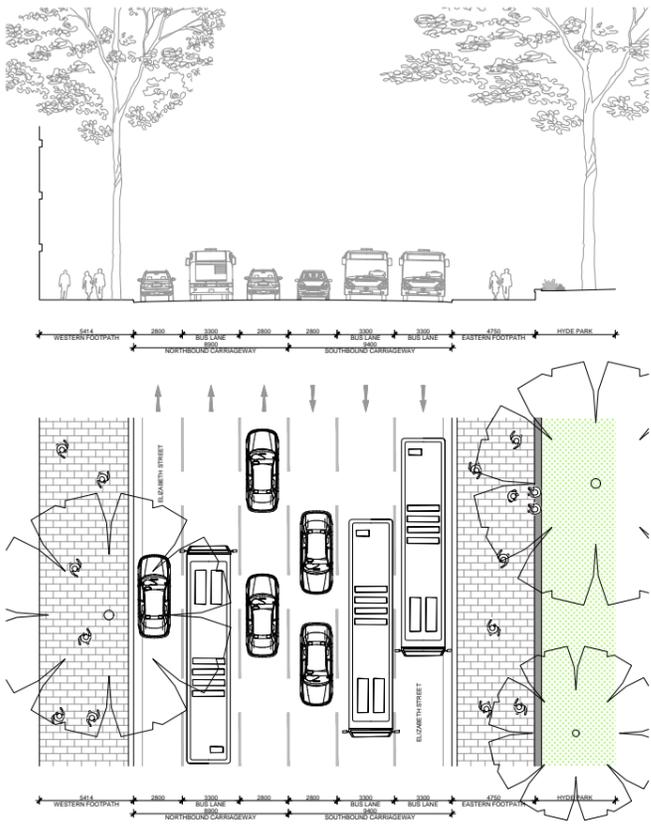


Typical Existing Street Condition

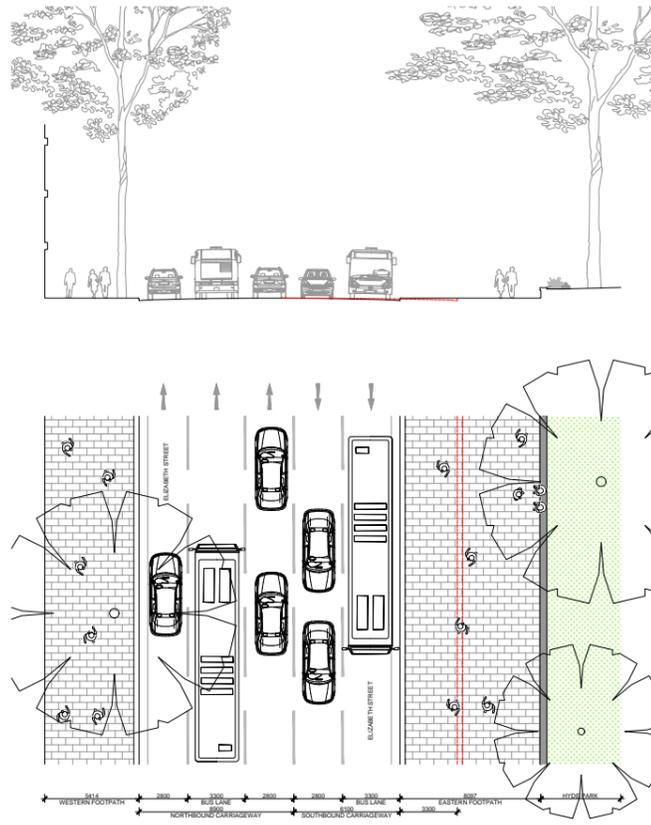


Typical Proposed Street Condition

Elizabeth Street



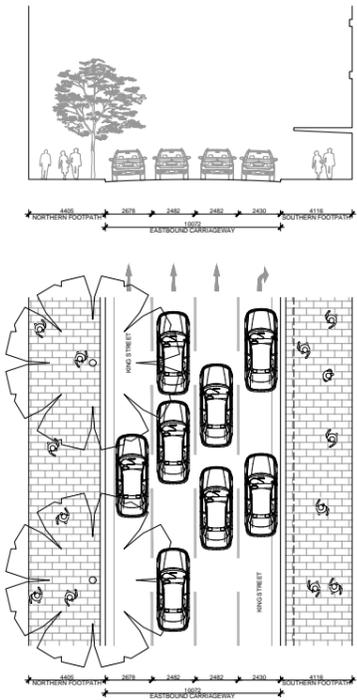
Typical Existing Street Condition



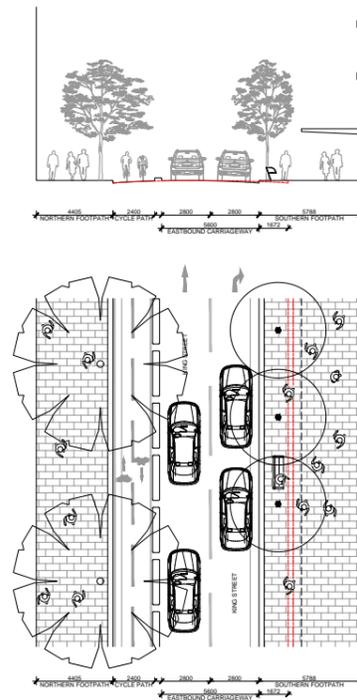
Typical Proposed Street Condition

02 Project summary

King Street

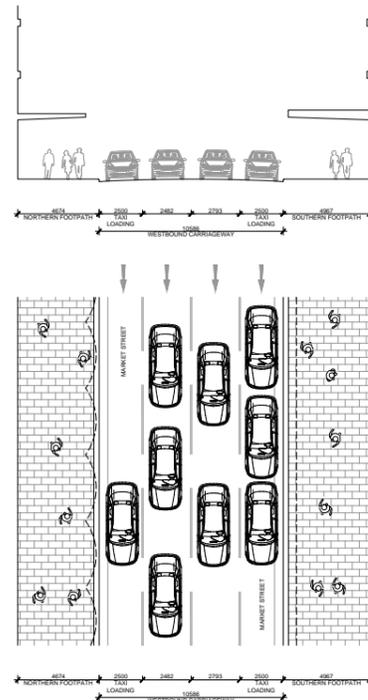


Typical Existing Street Condition

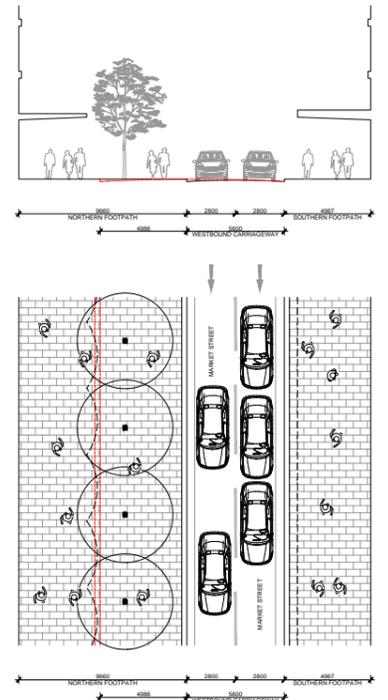


Typical Proposed Street Condition

Market Street

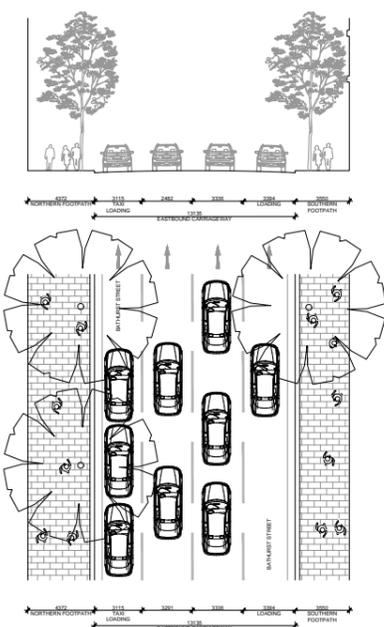


Typical Existing Street Condition

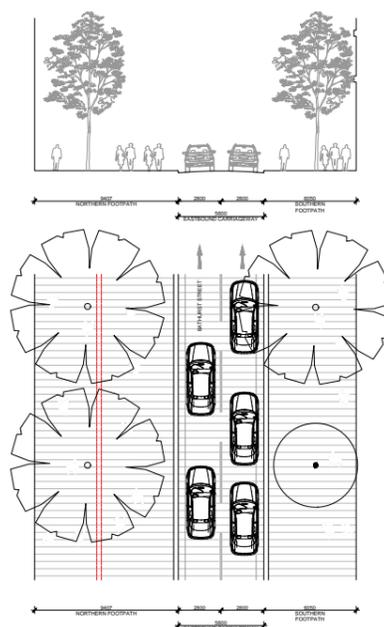


Typical Proposed Street Condition

Bathurst Street

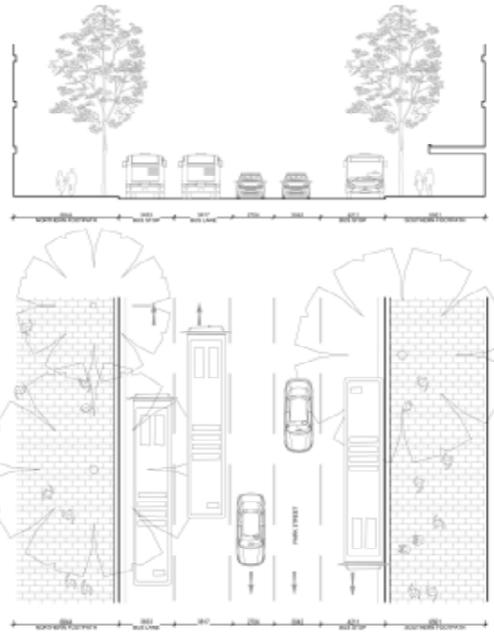


Typical Existing Street Condition

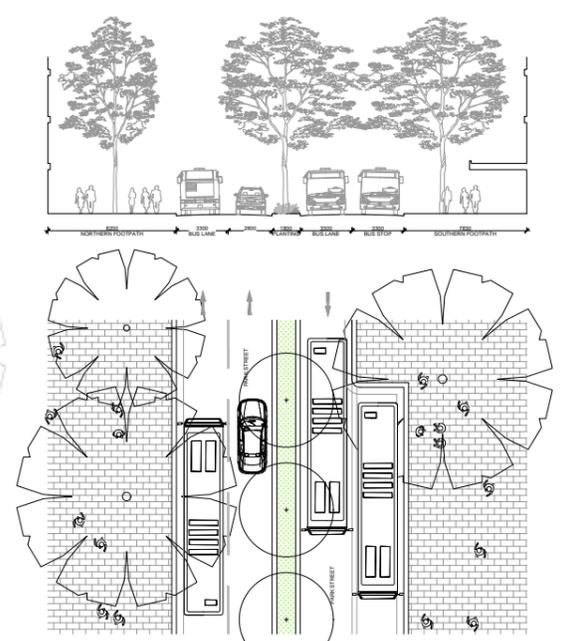


Typical Proposed Street Condition

Park Street



Typical Existing Street Condition



Typical Proposed Street Condition

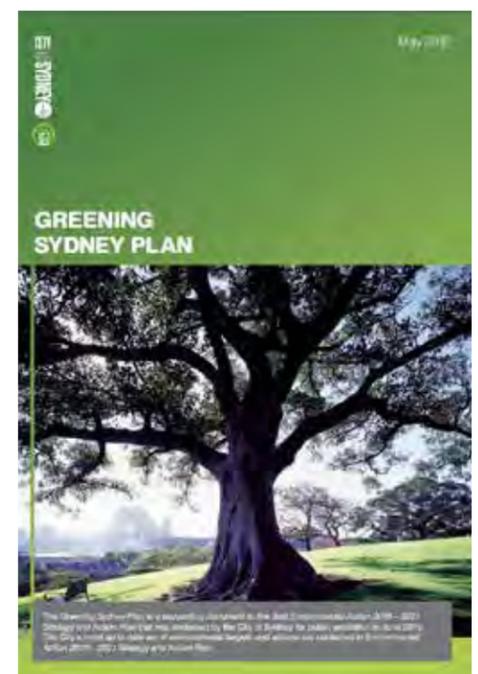
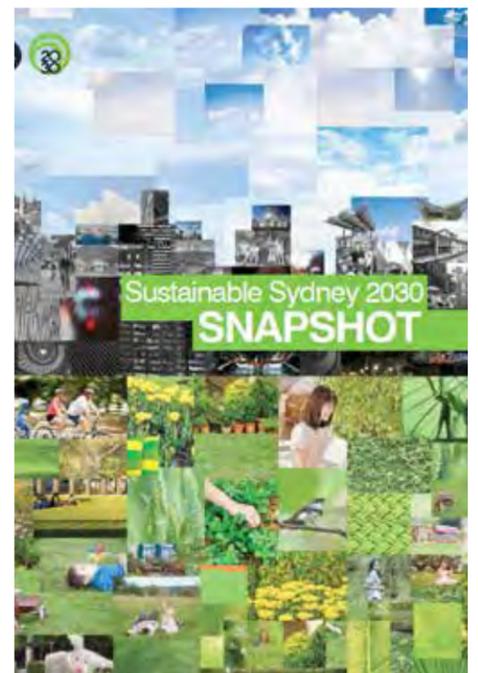




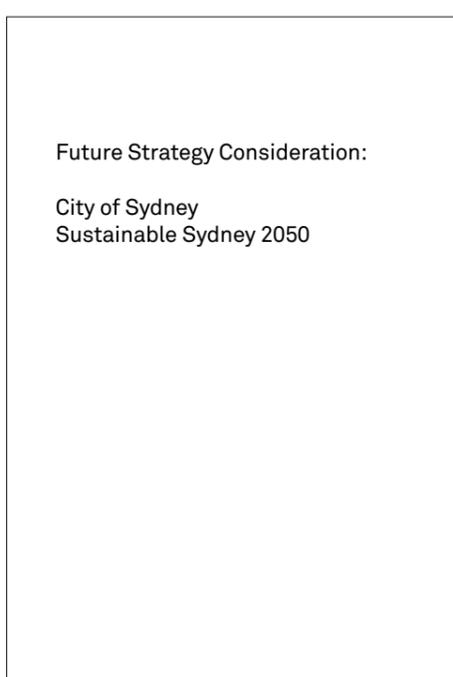
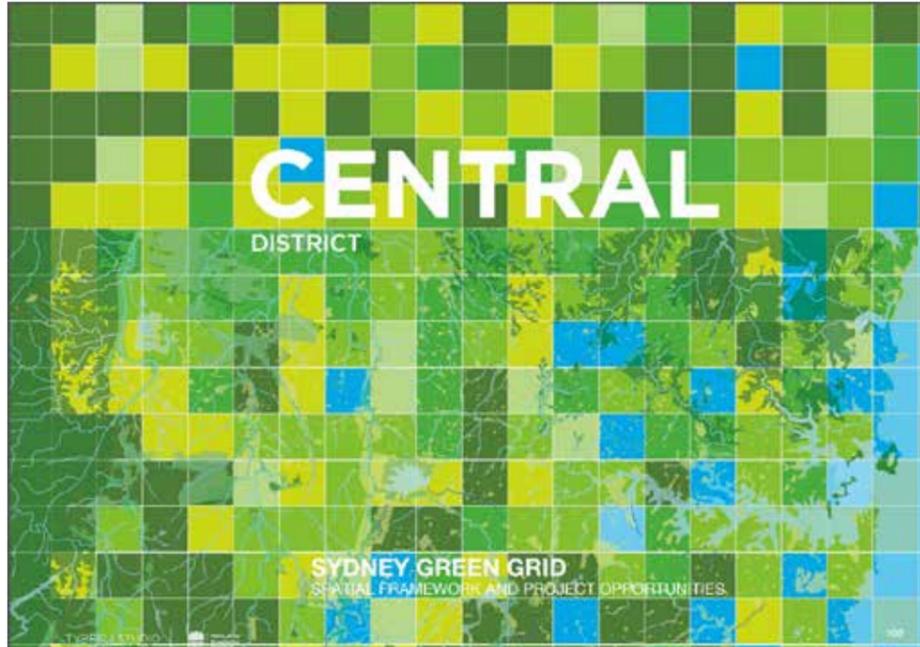
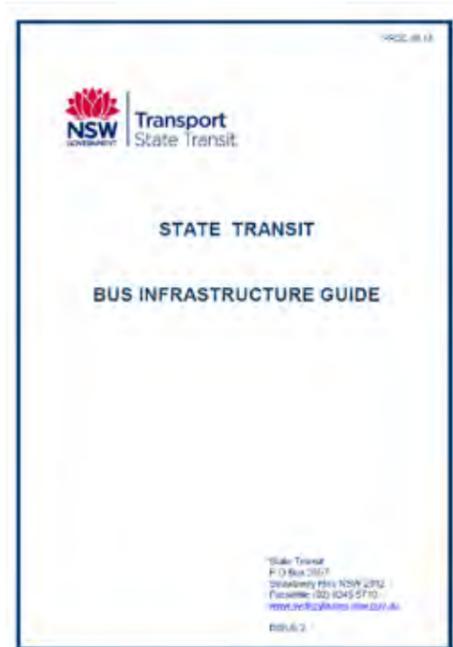
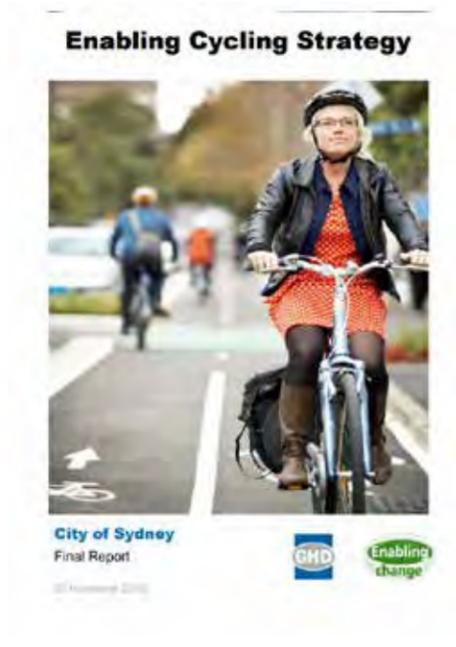
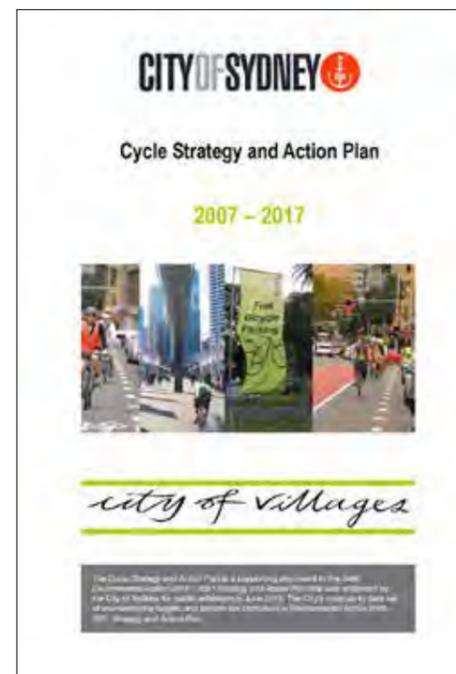
Strategic Context

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



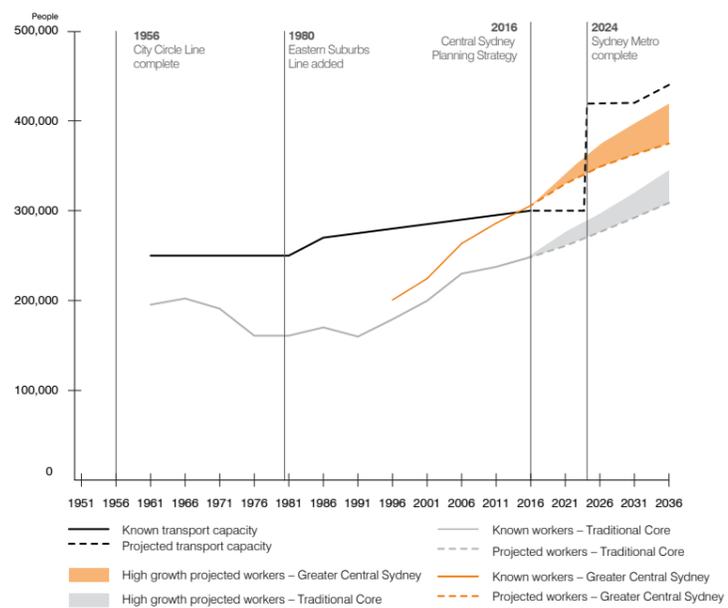
Transport

- _ 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)

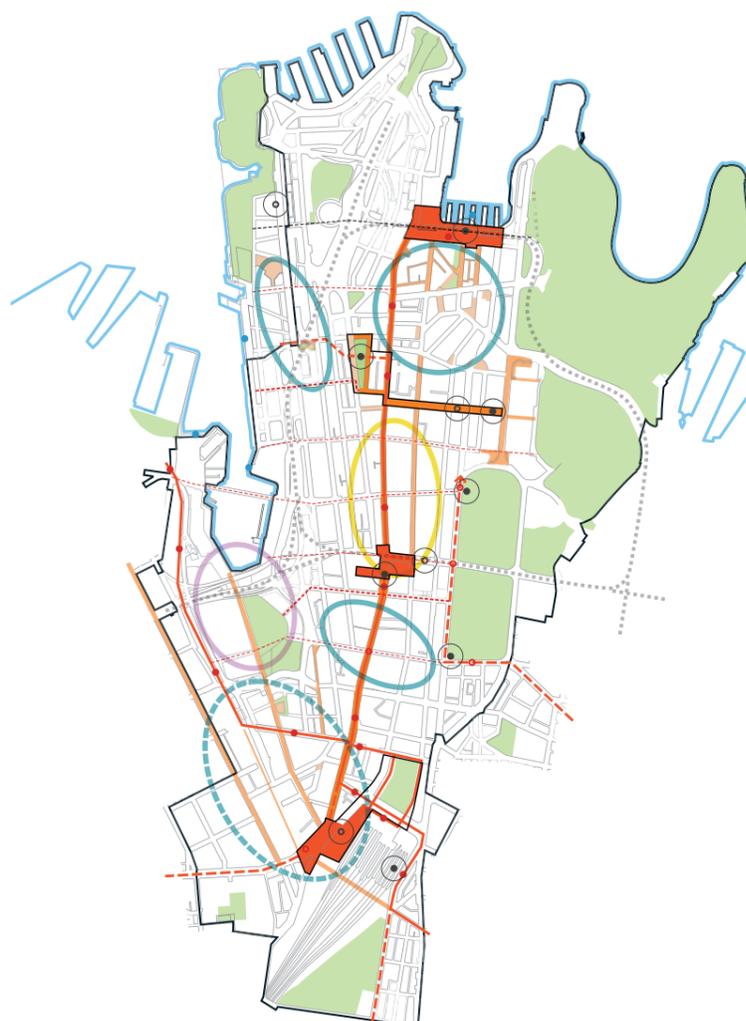


Implications

- _ 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)



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

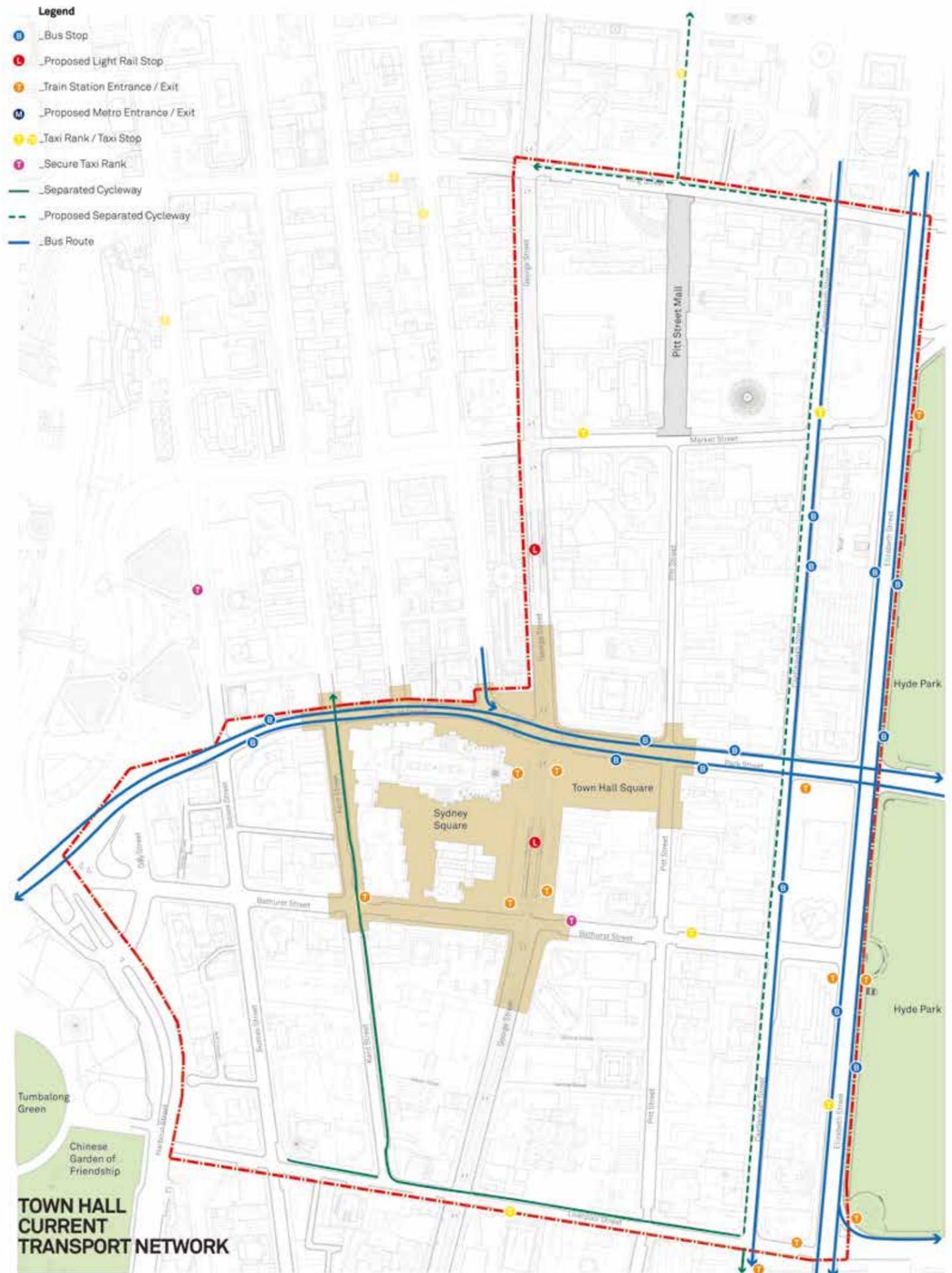
- Addition of Metro and Light Rail
- E-W streets - important connectors to public transport

Legend

- Bus Stop
- Proposed Light Rail Stop
- Train Station Entrance / Exit
- Proposed Metro Entrance / Exit
- Taxi Rank / Taxi Stop
- Secure Taxi Rank
- Separated Cycleway
- Proposed Separated Cycleway
- Bus Route

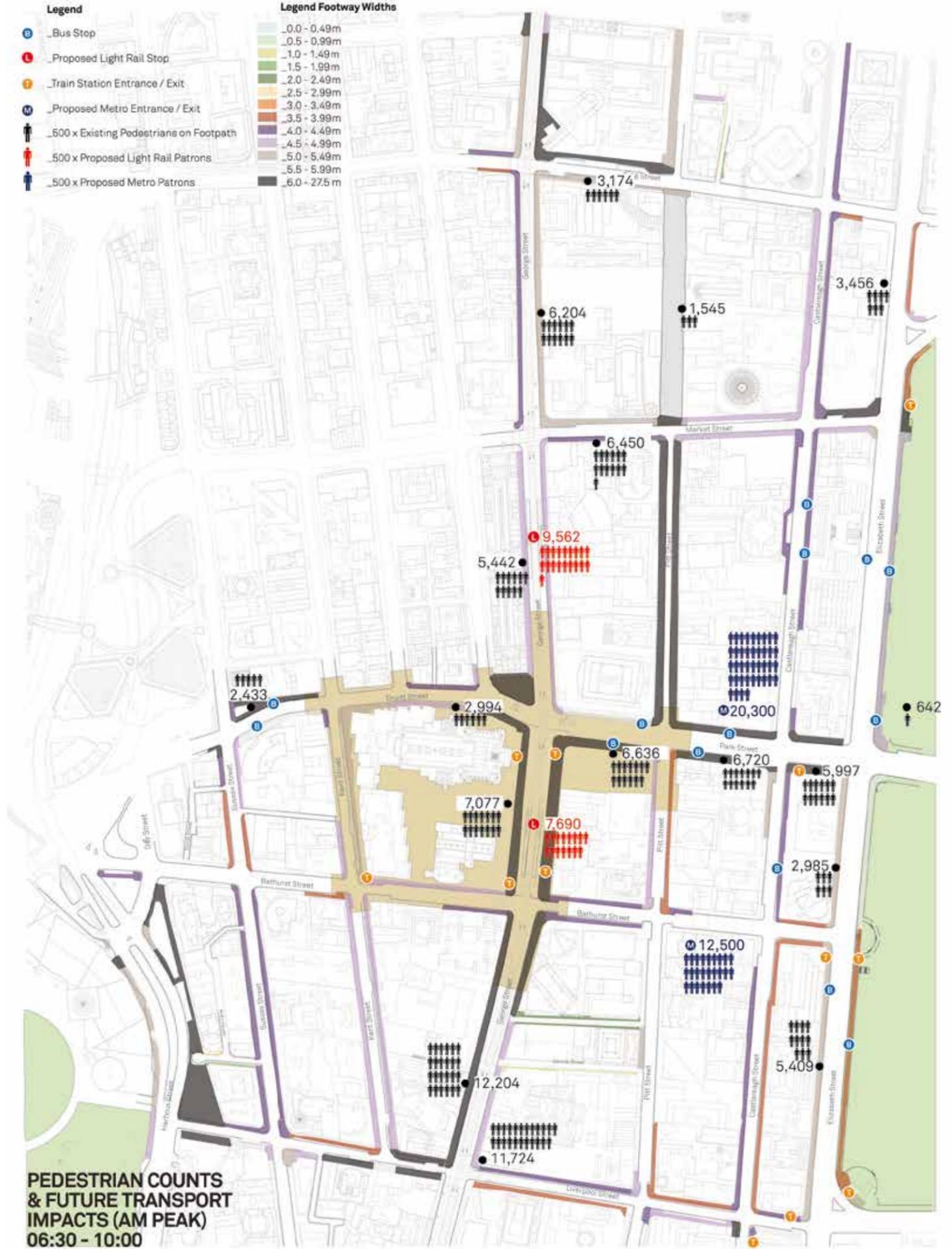
Bus Routes

- 300, 333, 333N, Elizabeth Street Stops
- 343, 339, X39, 373, 374, 377, 392, 394, 396, 397, 399, X94, X96, X97, X92, X73, L94
- 412, 413, 423, 426, Cardenreagh Street Stops
- 426, 431, 436, 419, 476, L23, L28, L38, L39, M50, M20, 461
- 324, 325, 311, L24, Park Street Stops
- 389, 500, 505, 506, 507, 510, 515, 516, 520, M52, X06, X06, X15, X16, X18, 502, 504, 508, L37, X04, M30, M40, M50, N90, N91, N50, N71, N70, N30, N11, N40, N10, N50, N61, N50, N20
- 500, 505, 506, 507, Drury Street Stops
- 510, 515, 516, 520, M53, X00, X06, X15, X18, 502, 504, 508, L37, X04, M30, M40, M50, L37



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

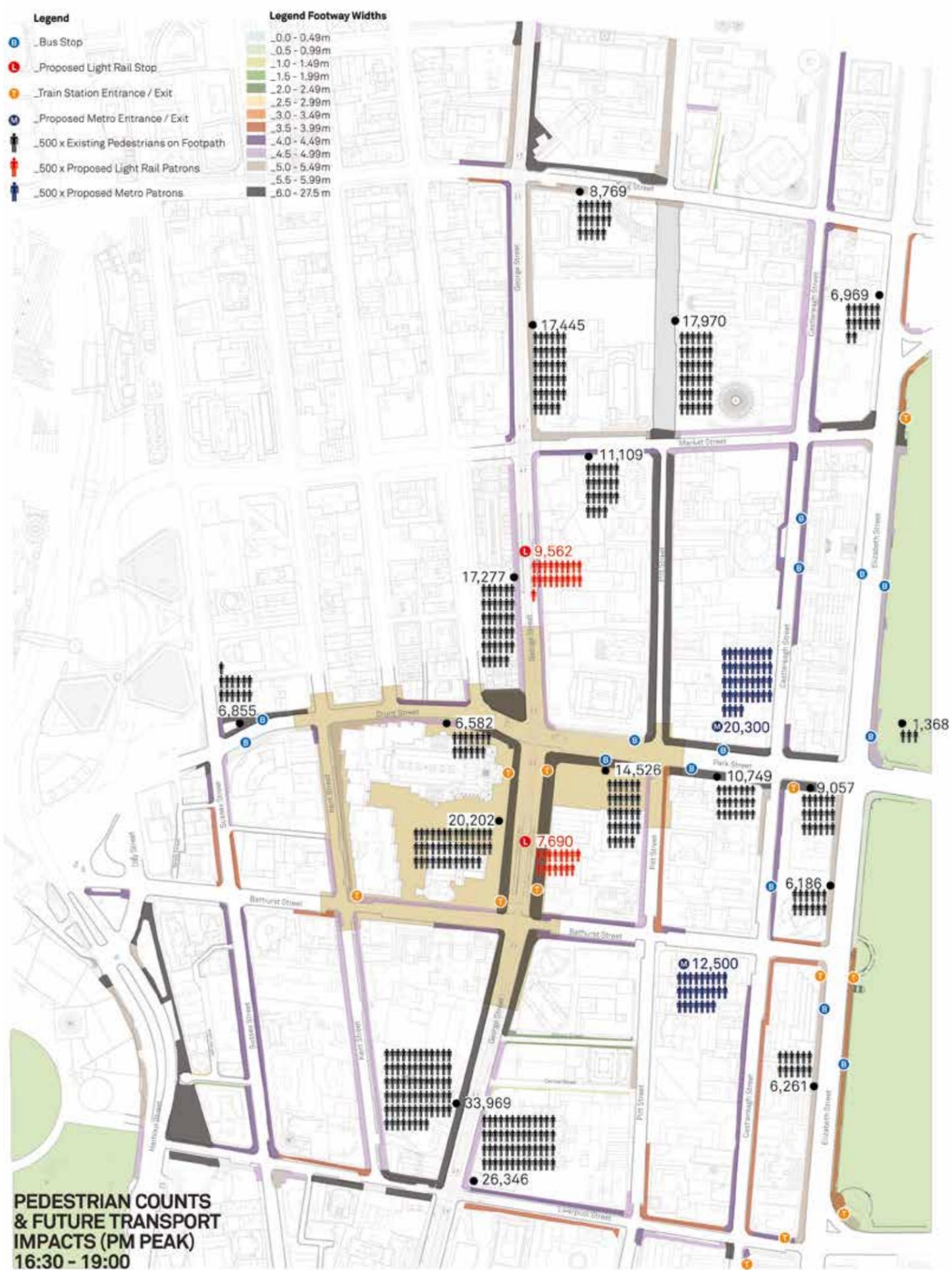


03 Project context

Project challenges

A place of interchange

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



1 MAIN STREET, 3 CITY SQUARES



THE WATER SQUARE,
CIRCULAR QUAY

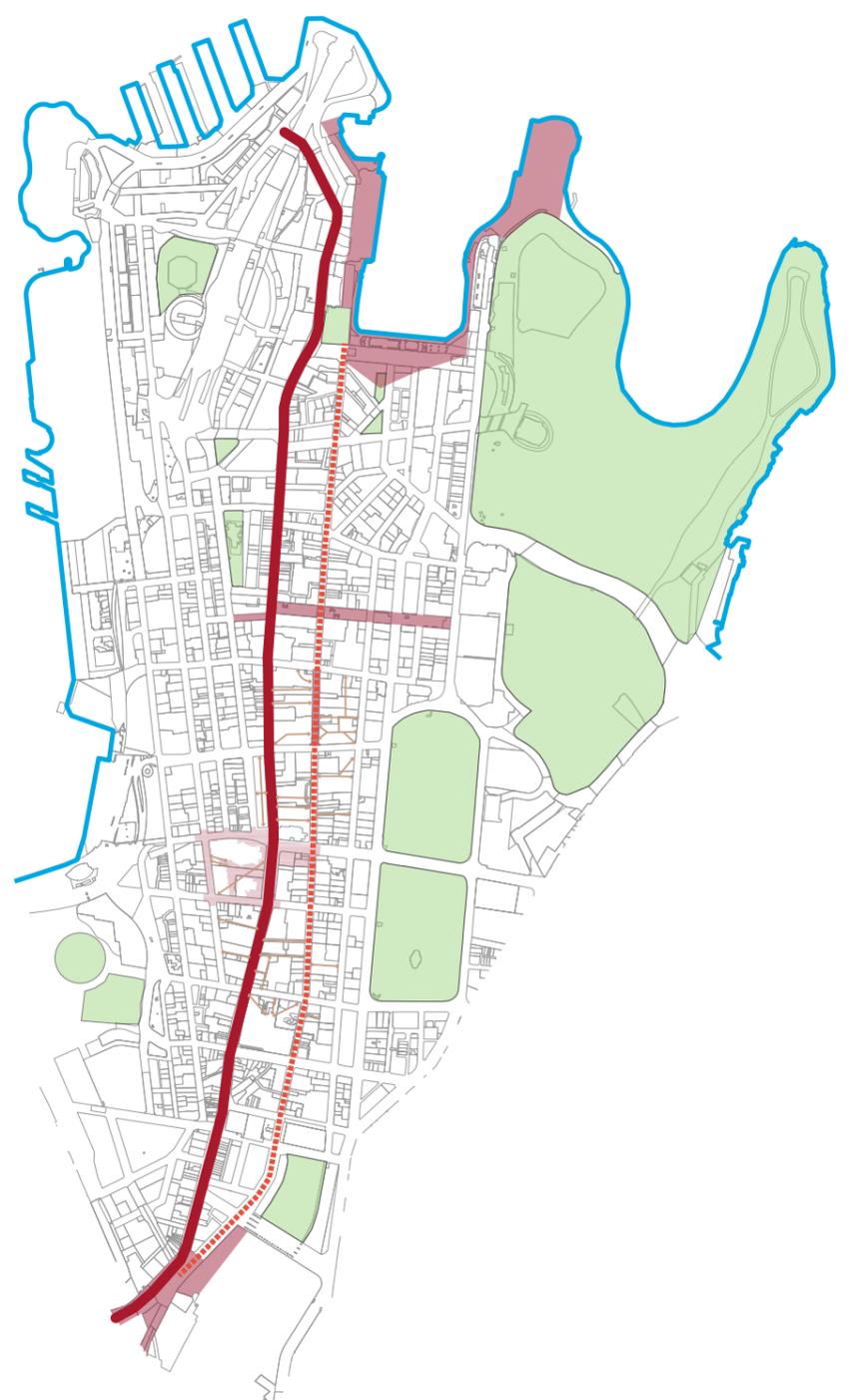
MARTIN PLACE

TOWN HALL SQUARE

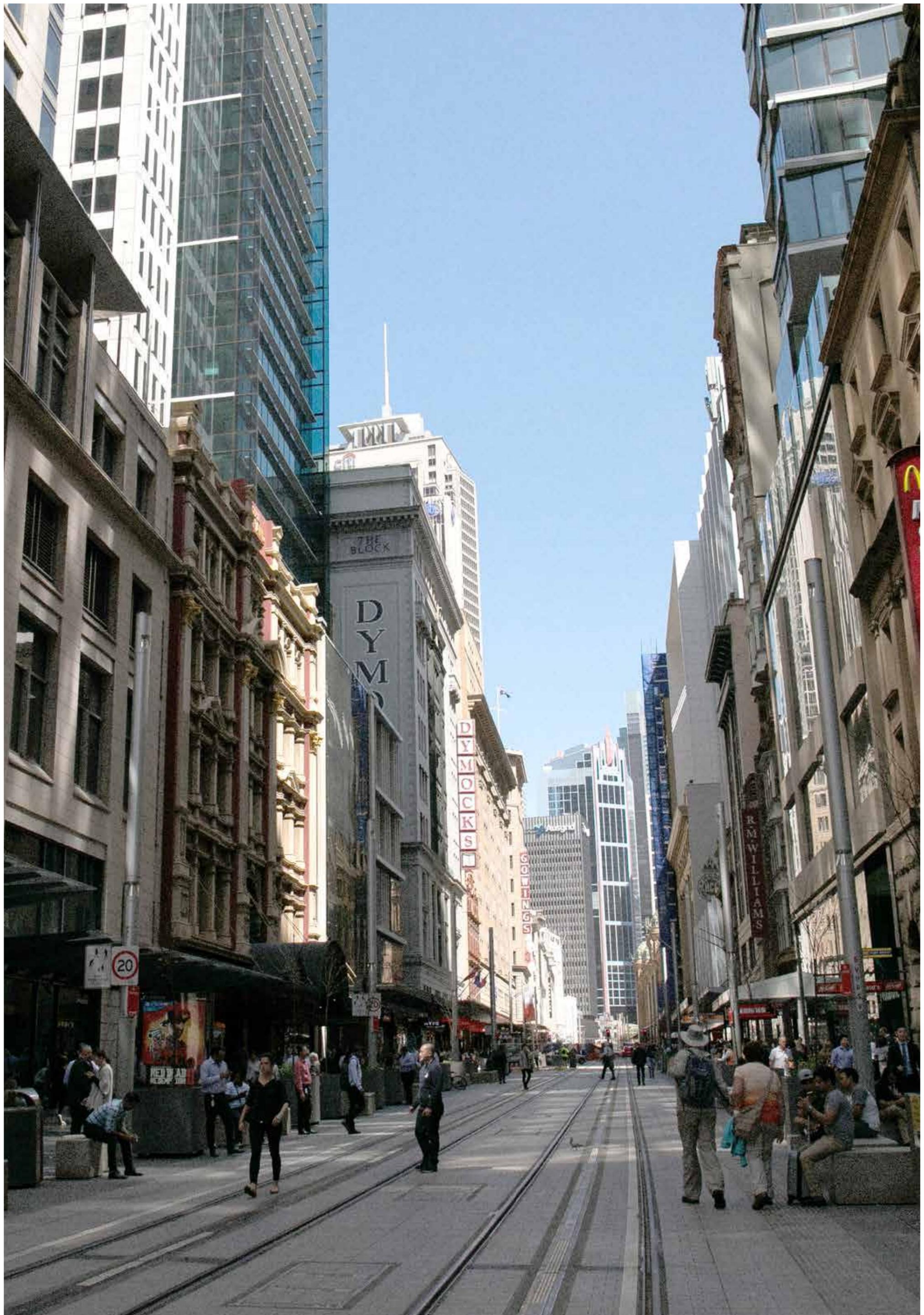
CENTRAL

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)

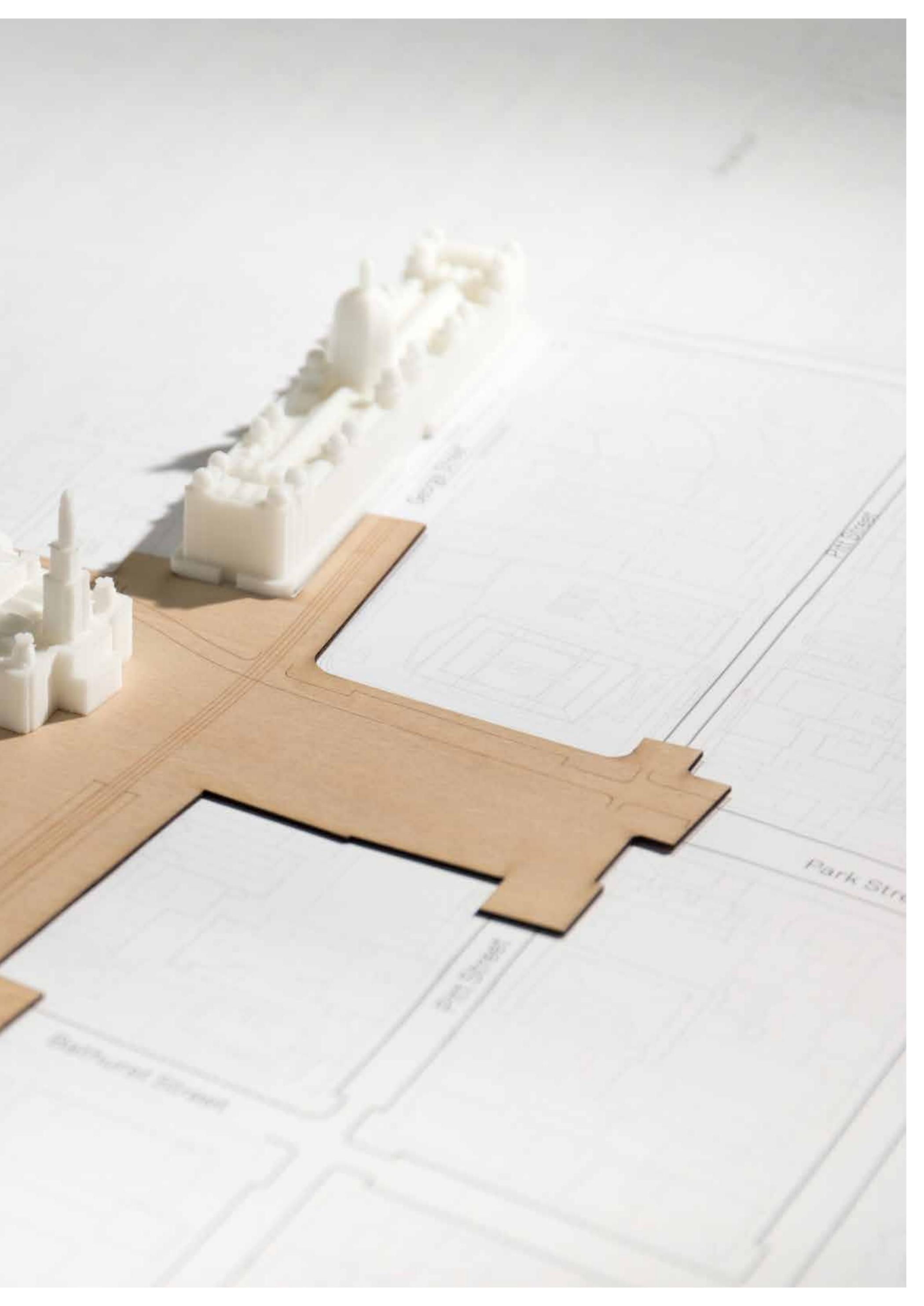
PITT & GEORGE



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.







TOWN HALL SQUARE

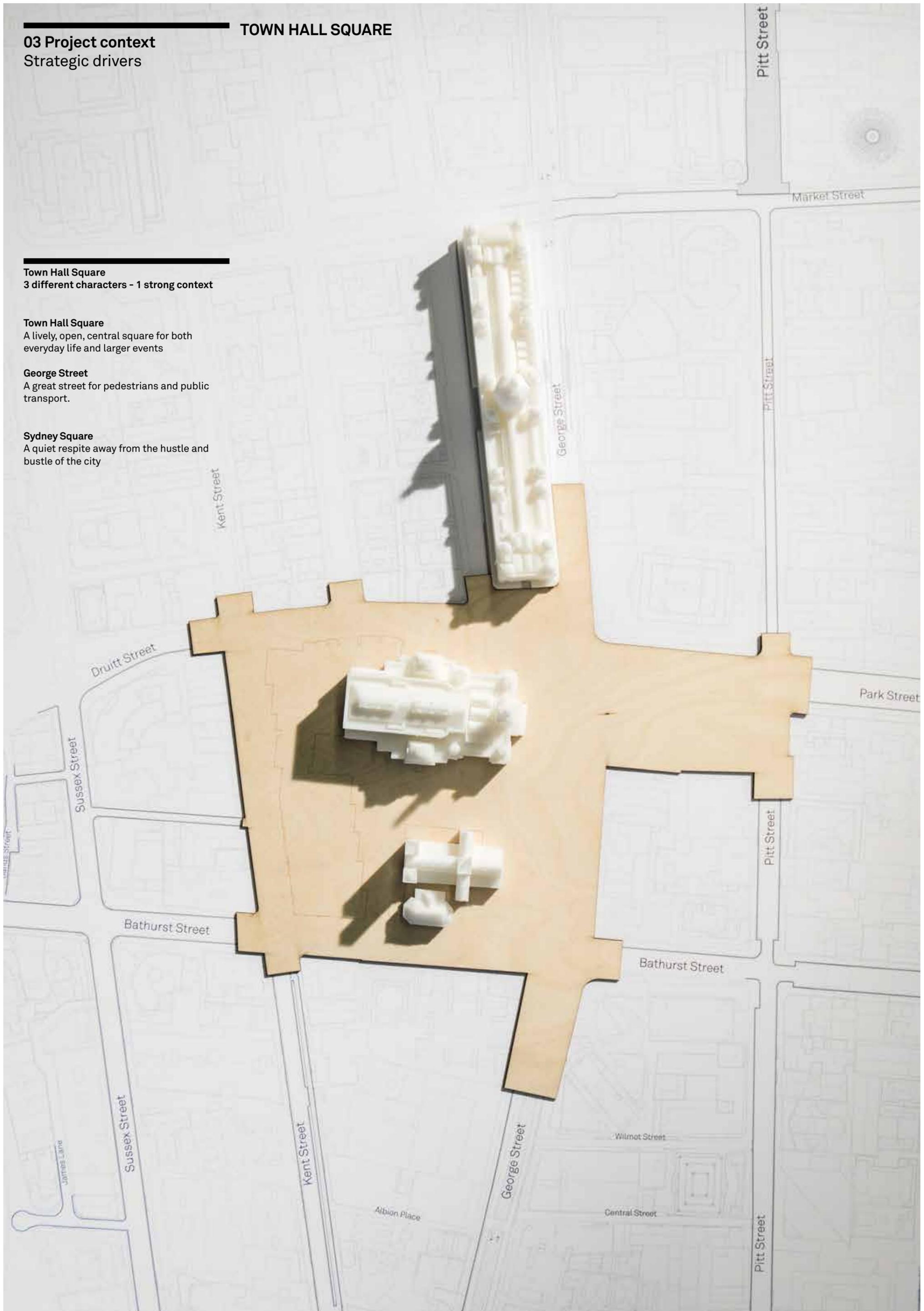
03 Project context Strategic drivers

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

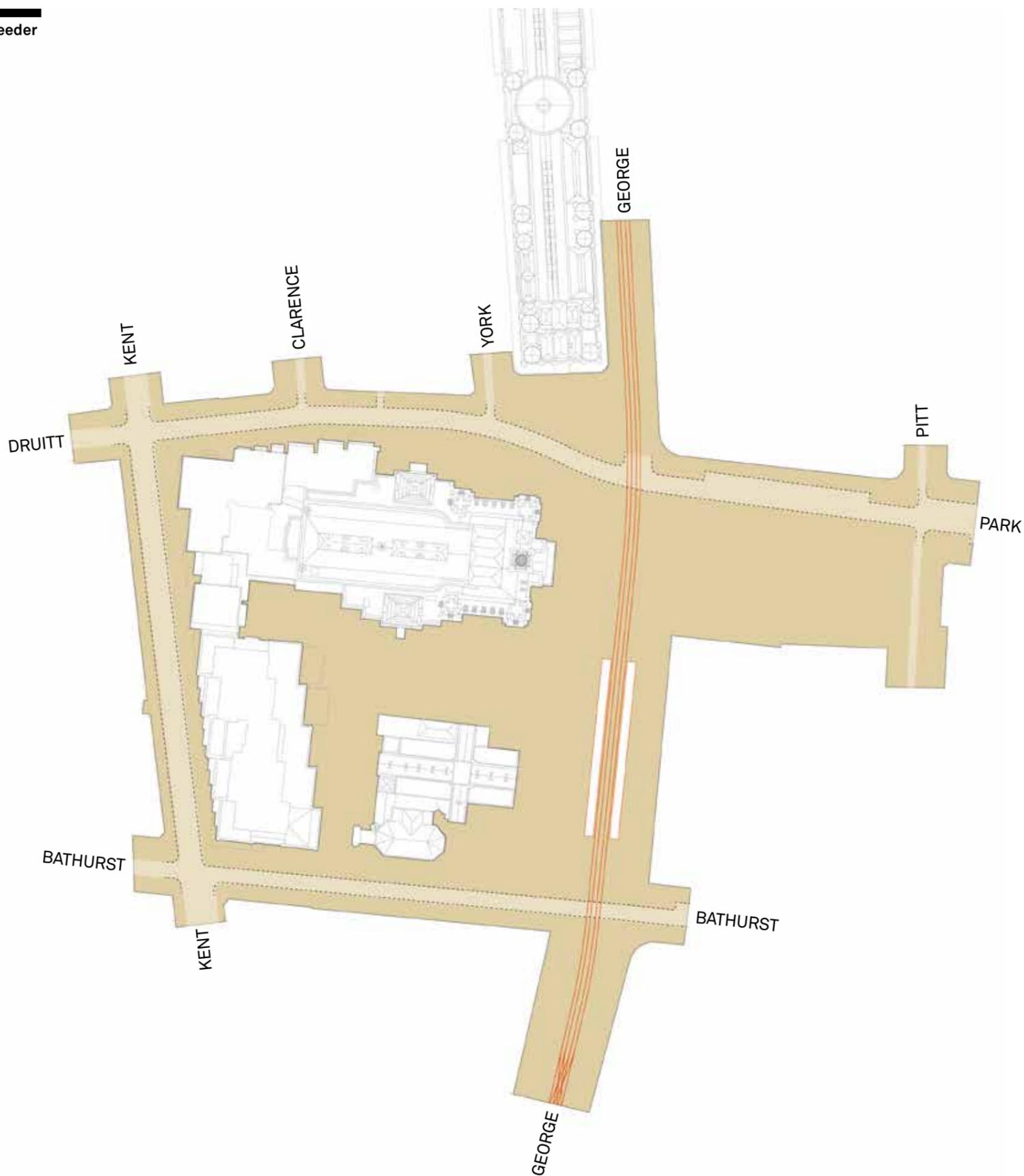
STREETS THAT IMPACT THE SQUARE

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





Over arching concept

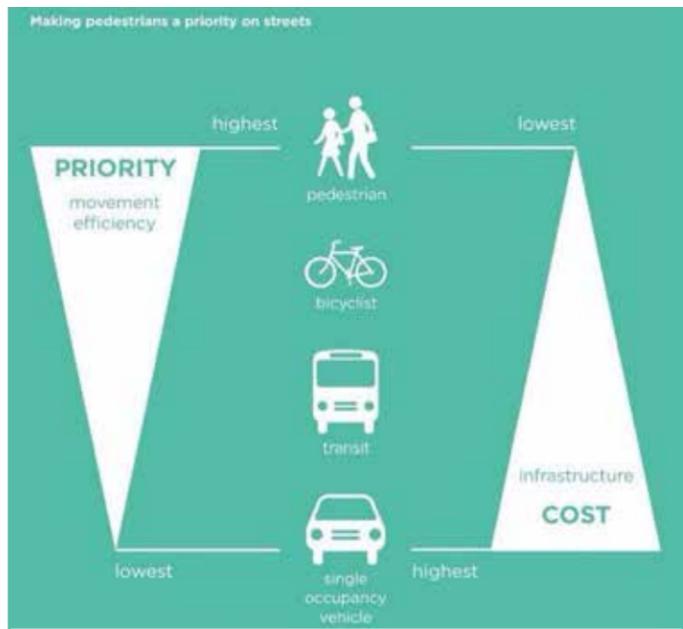


Our over arching concept for the project is to re-balance the priority of the streets in the Town Hall precinct.

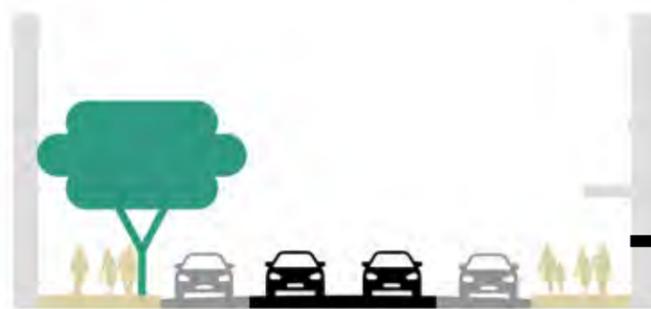
The project seeks to significantly reduce the number of vehicles in the precinct - whether moving, parked or loading.

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

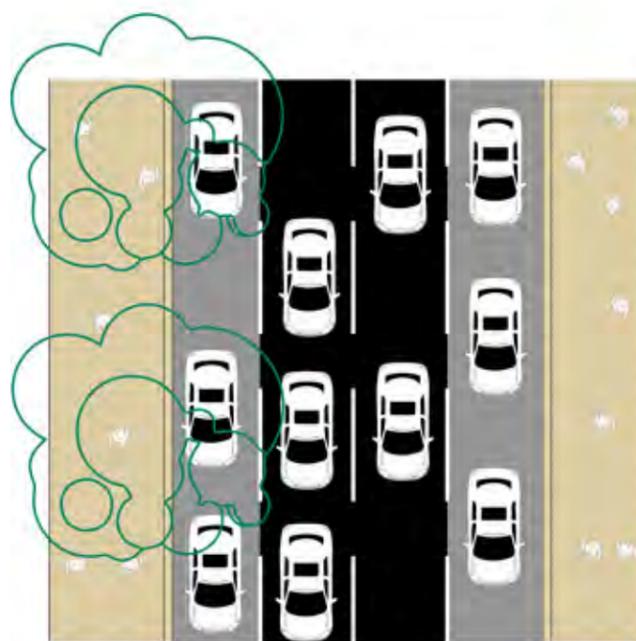
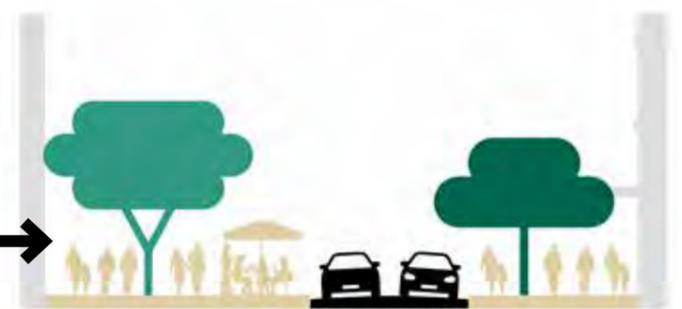
This over arching concept has underpinned and guided our decision making - whether - finding opportunities, investigating whole of street strategies or developing small details.



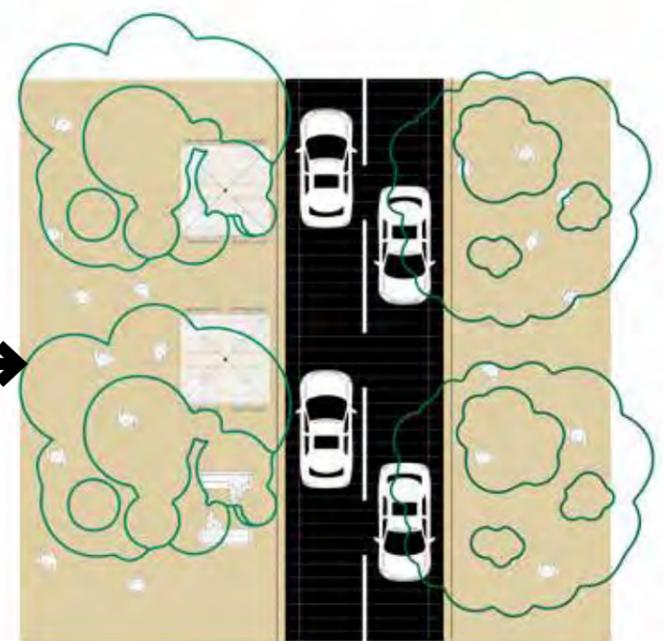
Existing streetscape



Transformation



Narrow footpath 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

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

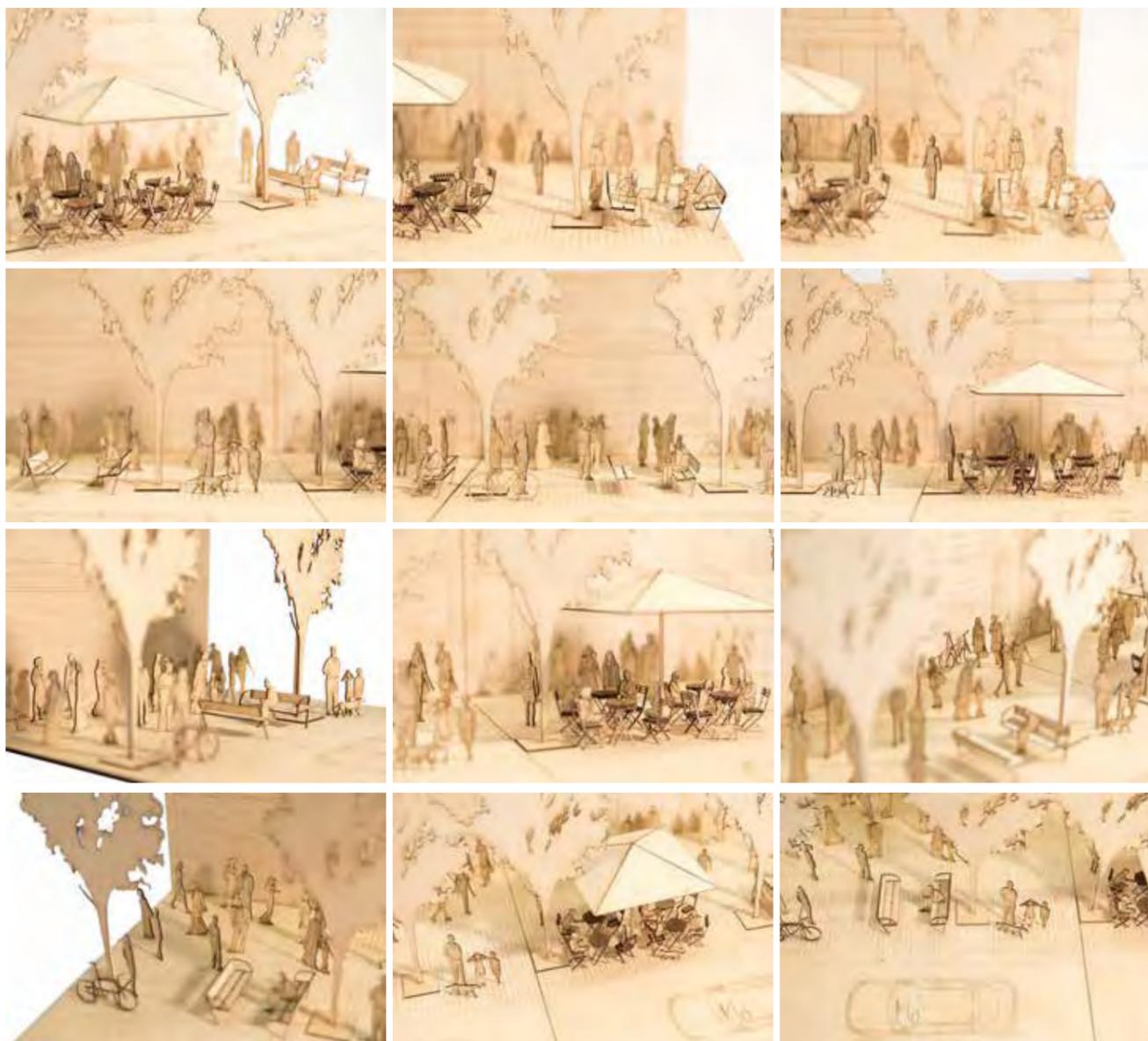
Improving:

- _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

Guided by -
Central Sydney On-Street Parking Policy



| Priority | Kerbside use | Service Objective |
|--|--|--|
|  <p>Highest</p> | Taxis | <p>To provide taxi ranks within 150m of any location in central Sydney.</p> <p>To provide pick up and drop off locations at or near key accommodation, tourism, commercial and residential facilities.</p> <p>To maximise safe pick up or set down opportunities, while minimising congestion impacts.</p> |
| | Delivery and service vehicles | To provide Loading Zones within 100m of any location without on-site parking or loading. |
| | Mobility parking | <p>To provide dedicated mobility parking spaces within 100m of a concentration of specialist medical or human services facilities.</p> <p>To provide dedicated mobility parking or ticket parking that can be used by mobility permit holders within 150m of any location in central Sydney.</p> |
| | 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 | <p>To provide short term coach parking for group pick up and drop off near to major destinations or accommodation.</p> <p>To encourage turnover of on-street coach parking and use of off-street facilities for long-stay coach layover.</p> |
| | 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 | <p>To provide time limited ticket parking and parking wherever or whenever space is not required for higher priority uses.</p> <p>To provide ticket parking with resident permit-holder exemptions in locations appropriate for long-stay kerbside parking.</p> <p>To provide dedicated long-stay motorcycle parking for use by commuters.</p> |
| Lowest | | |

04 Over arching concept

Good

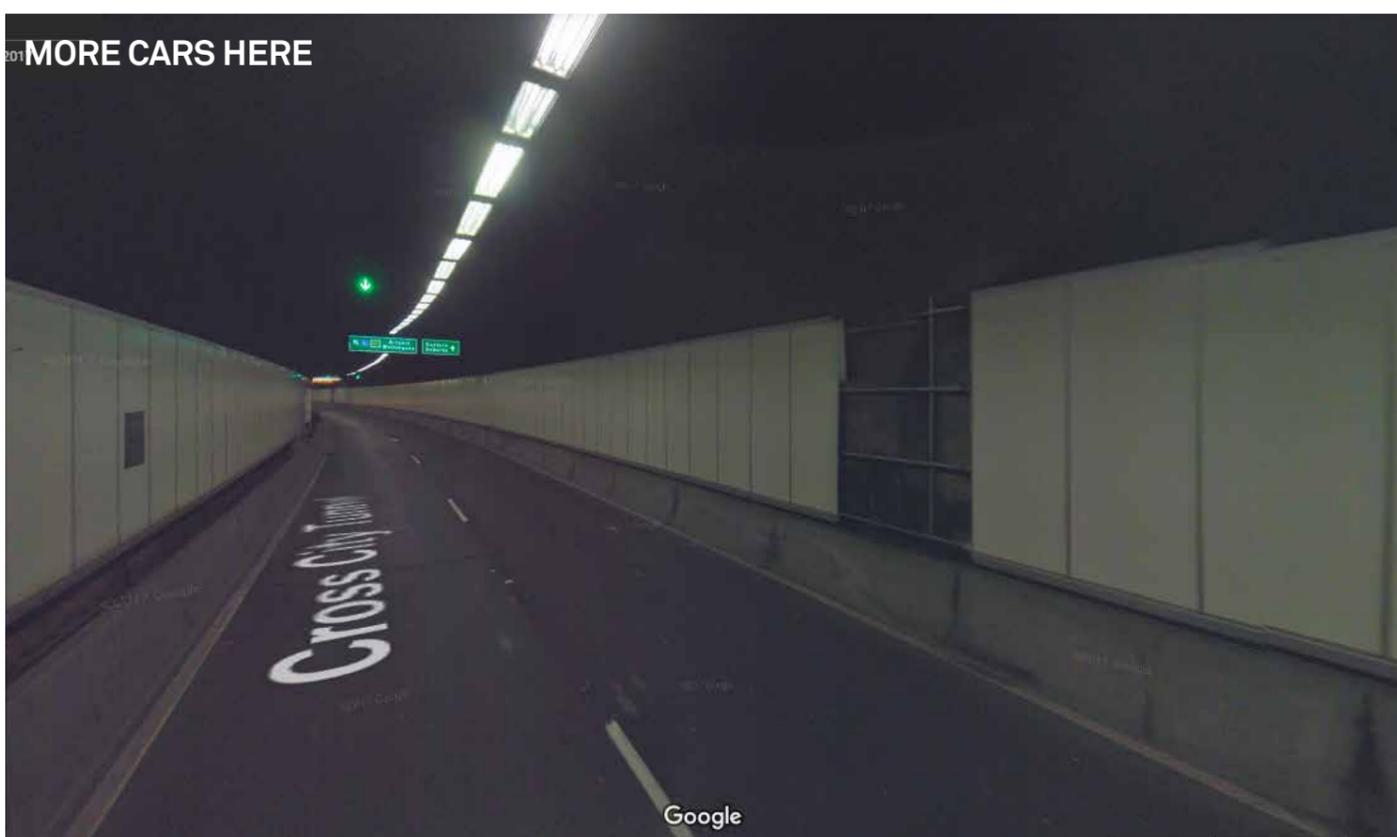
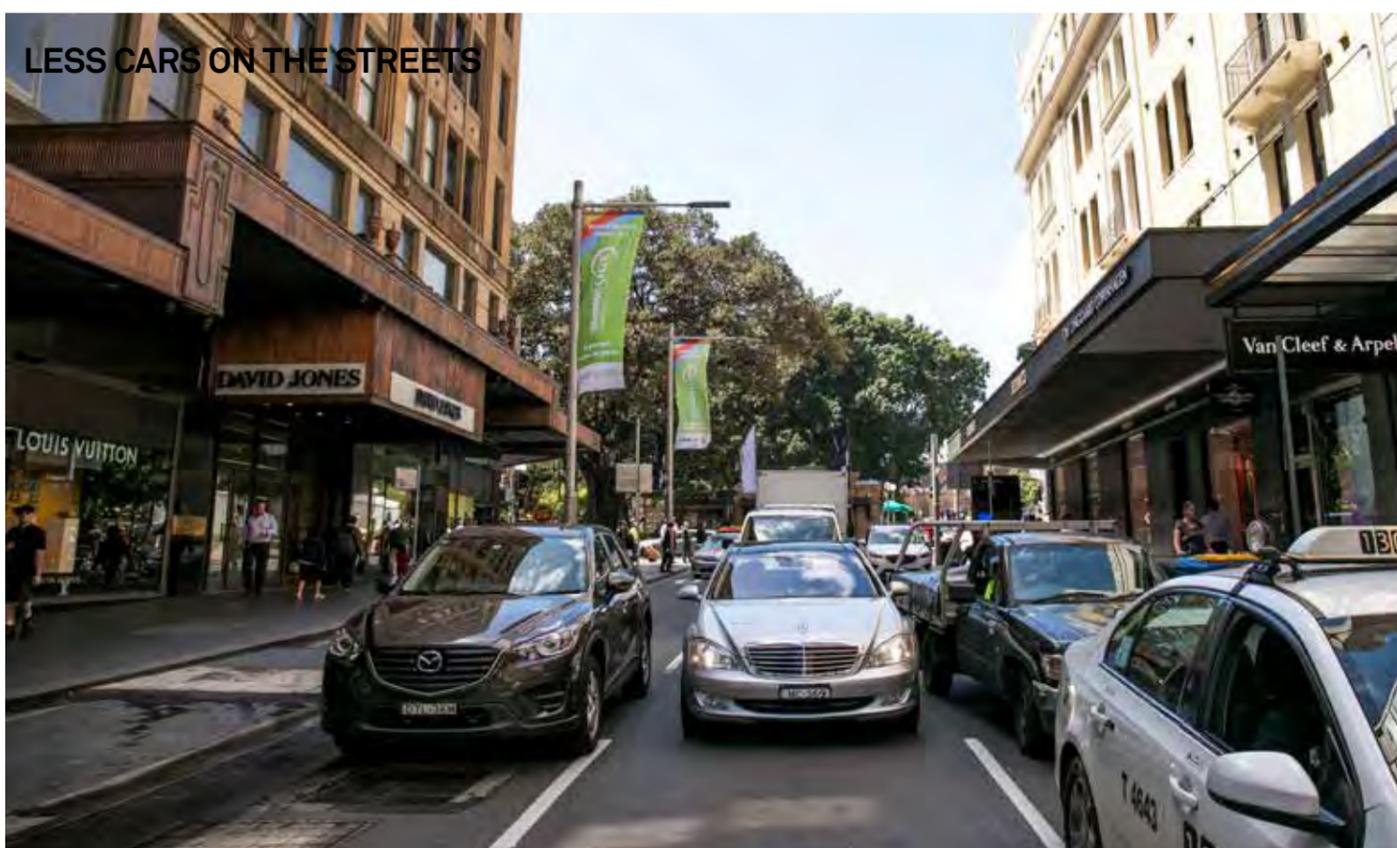
- _ People on foot/universal access
- _ Cyclists
- _ Public transport
- _ Two-way traffic flow in streets

"In small doses"

- _ Taxi and Uber
- _ Loading (site-specific)
- _ Movement of goods and services

Not desirable

- _ On-street parking
- _ High volumes of cross-city/through traffic, particularly the east-west through movement - King, Market, Park|Druitt, Bathurst, Liverpool
- _ Private vehicle commuting
- _ Single occupancy vehicles
- _ Super-bays/ranks approach to taxi's



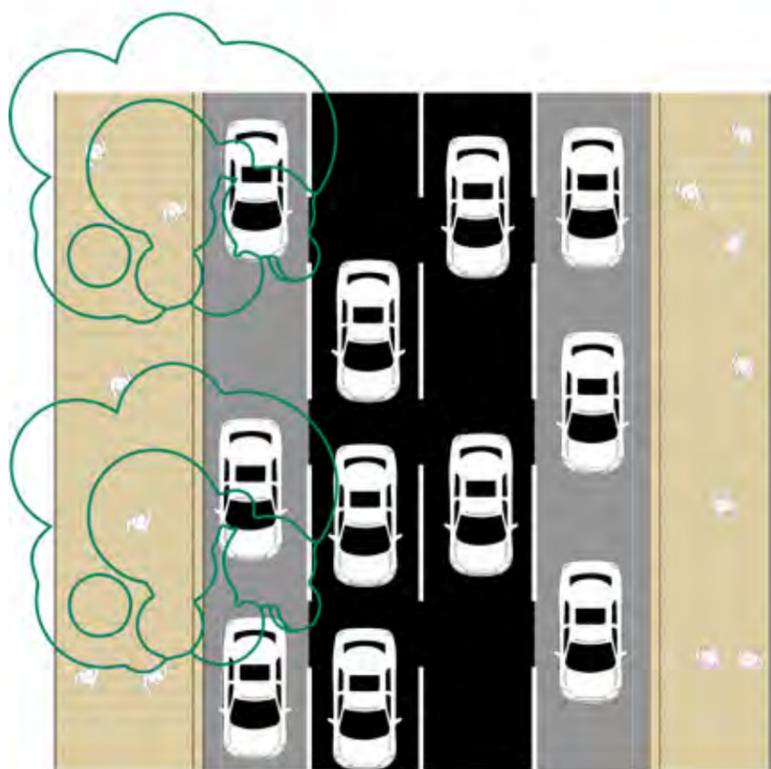
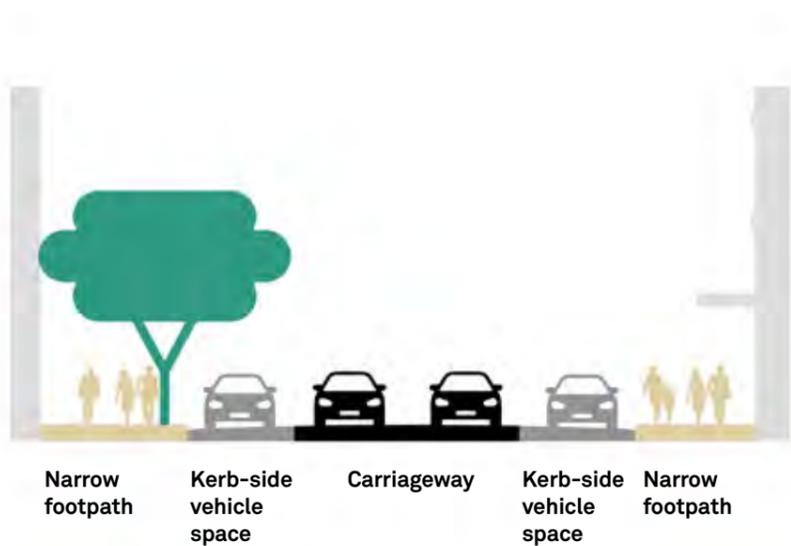
The streets

- _ 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 D&A
 - 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 Cyclway
 - Proposed Separated Cyclway
 - ⊗ Safety Issue
 - Elevated Walkway



04 Over arching concept



Dedicated right/left turn lanes



Very wide streets to cross



Kerb-side vehicle spaces



Street corners - kerb radii



Kerb-side vehicle spaces - construction vehicles loading or parking?

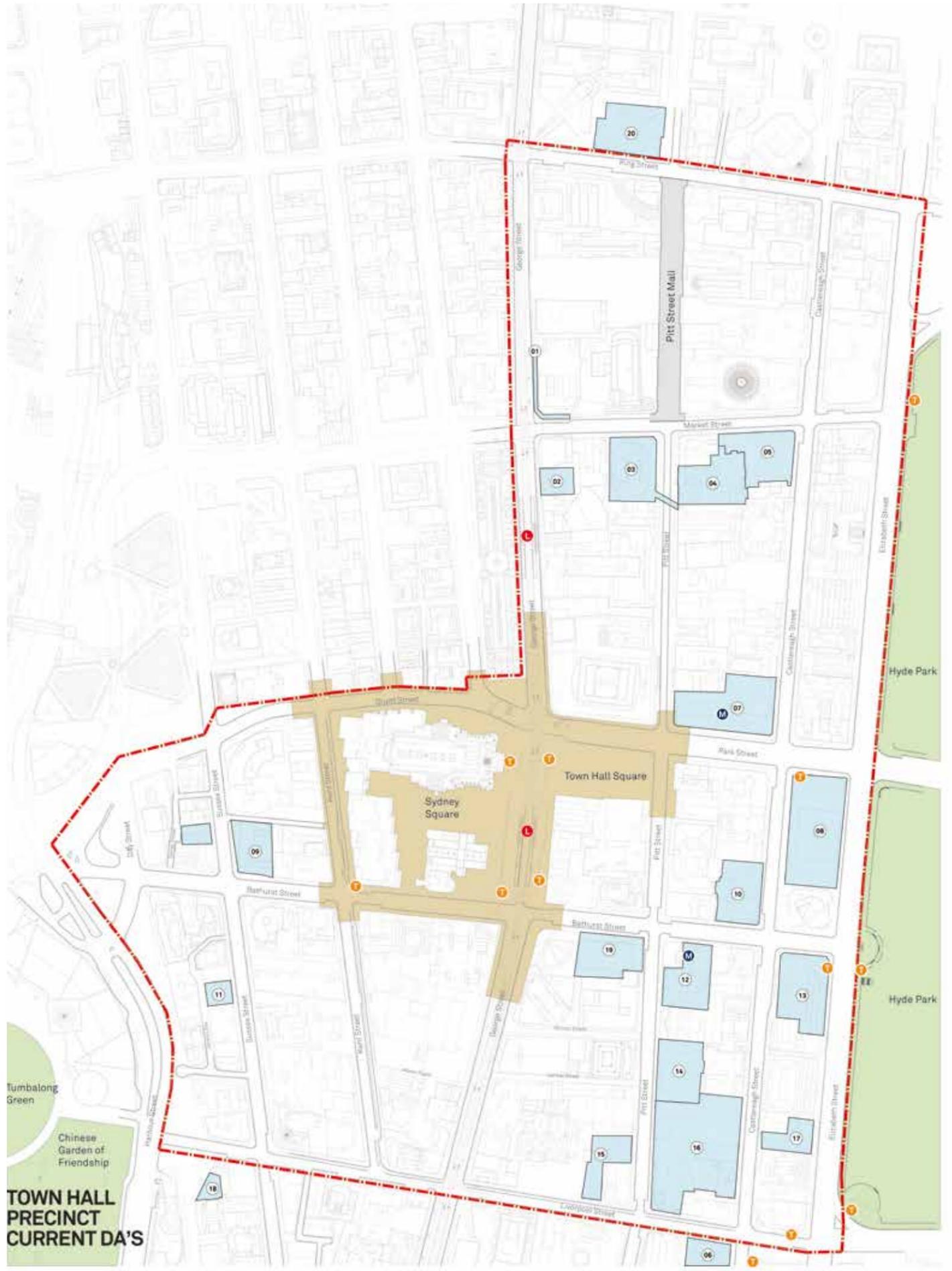


Sometimes more cars parked than moving

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/ 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



04 Over arching concept

STRUCTURE OF PROPOSITIONS

Short term

Continued expansion of George Street pedestrianisation south of Bathurst Street

Temporary, testing, trials. For example
- Identifying existing spaces to be temporarily occupied by other uses

Medium Term

Streetscape interventions - maximising public realm through 'light-touch' editing of the existing streetscape. For example

- removal of parking/loading bays or consolidation of parking/loading bays
- scramble crossings
- additional street tree planting
- de-cluttering of furniture and other public realm elements, re-thinking placement
- increasing footpath widths - wherever possible
- rationalisation of carriageway widths

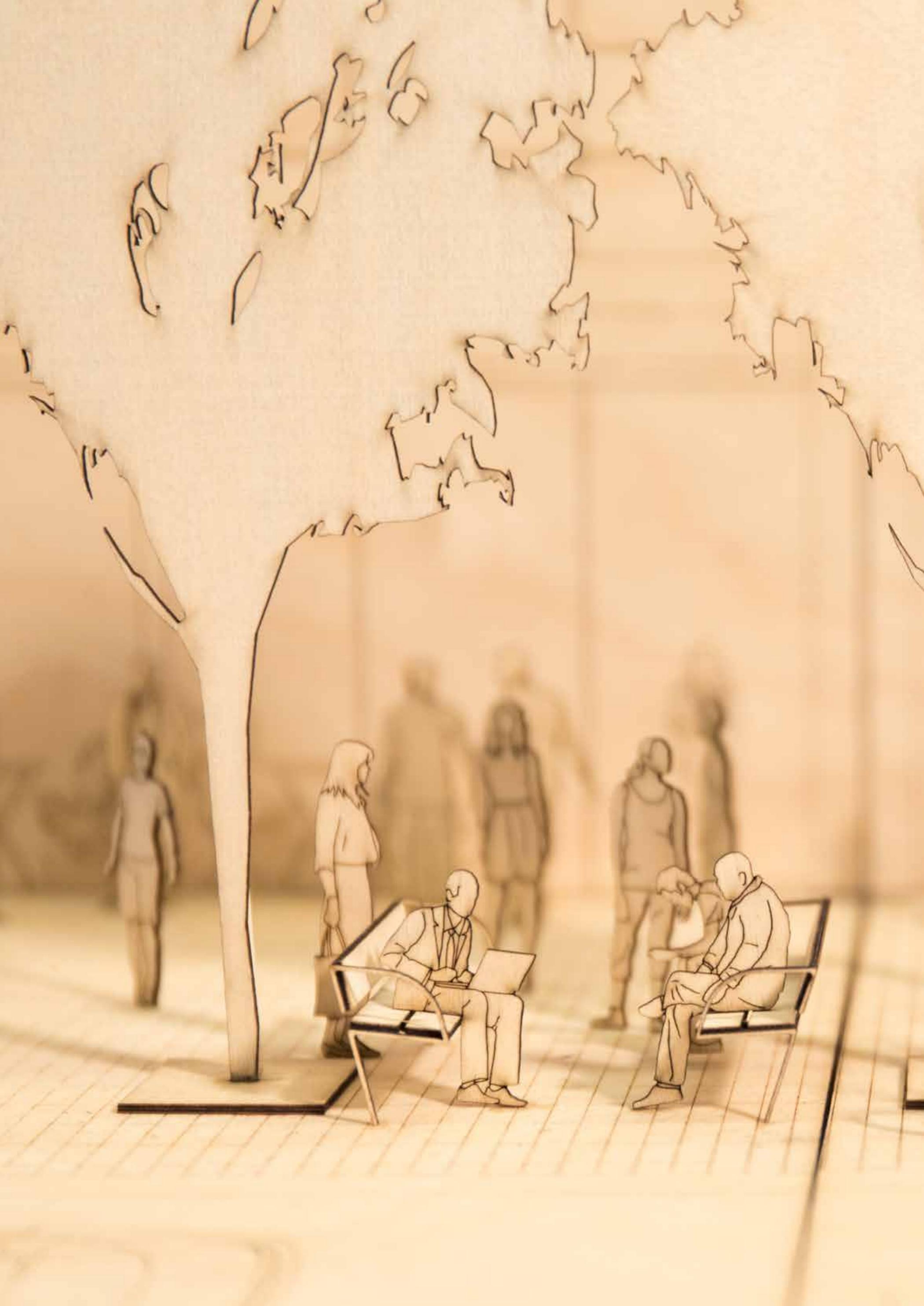
Long Term

Removal of through traffic - especially E-W (cross city tunnel traffic)

Re-introduction of two-way movement in streets

Buses transition to electronic vehicles

Phasing of traffic lights - prioritising pedestrians





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 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.

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**

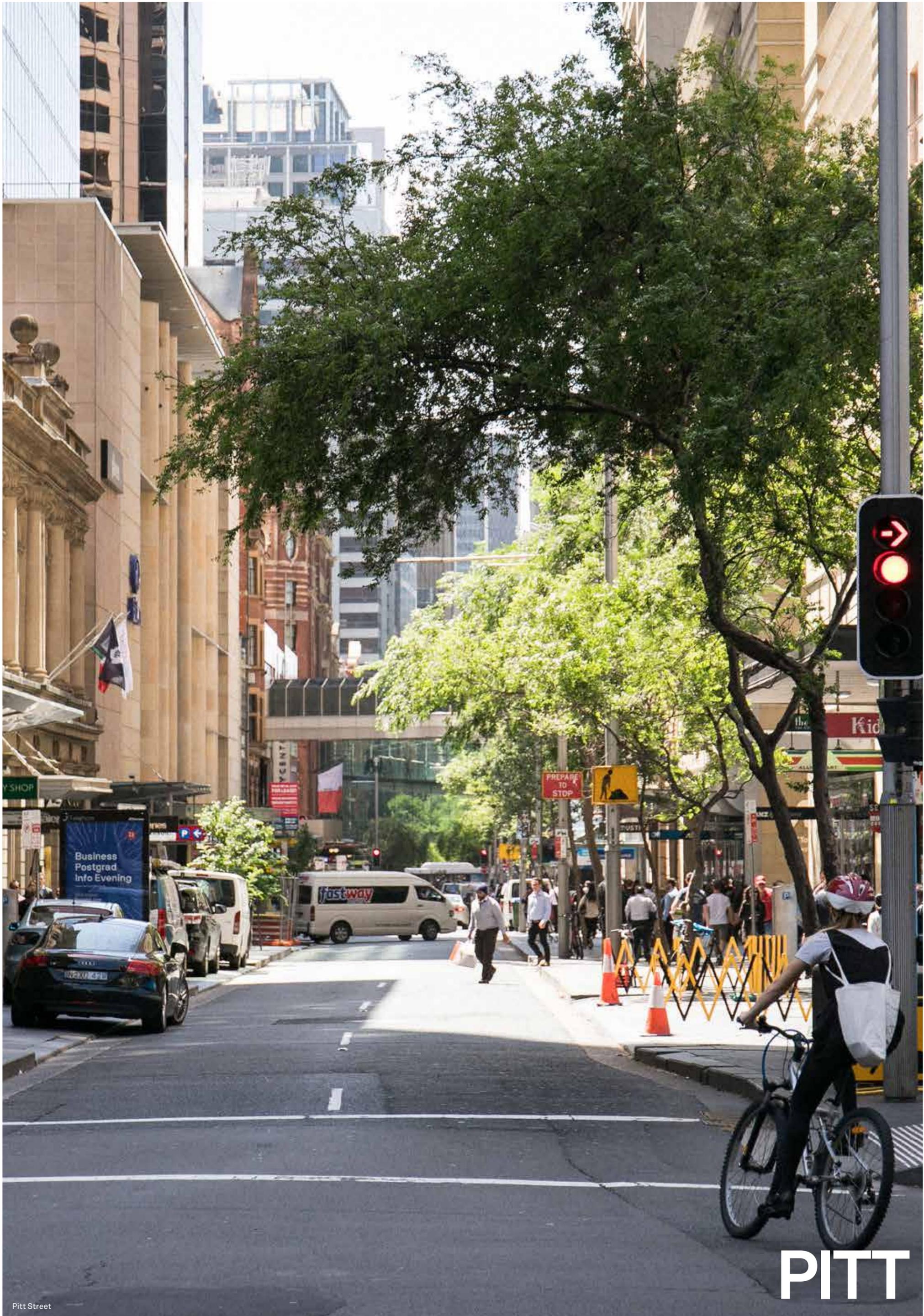
The existing street is re-imagined to create the southern edge to the square. This has been achieved by widening footpath space and removing street clutter. The introduction of additional tree planting will attempt to create a continuous tree canopy and the feeling of a "super-green" street.

THE STREETS OF TOWN HALL
END-STATE MASTERPLAN









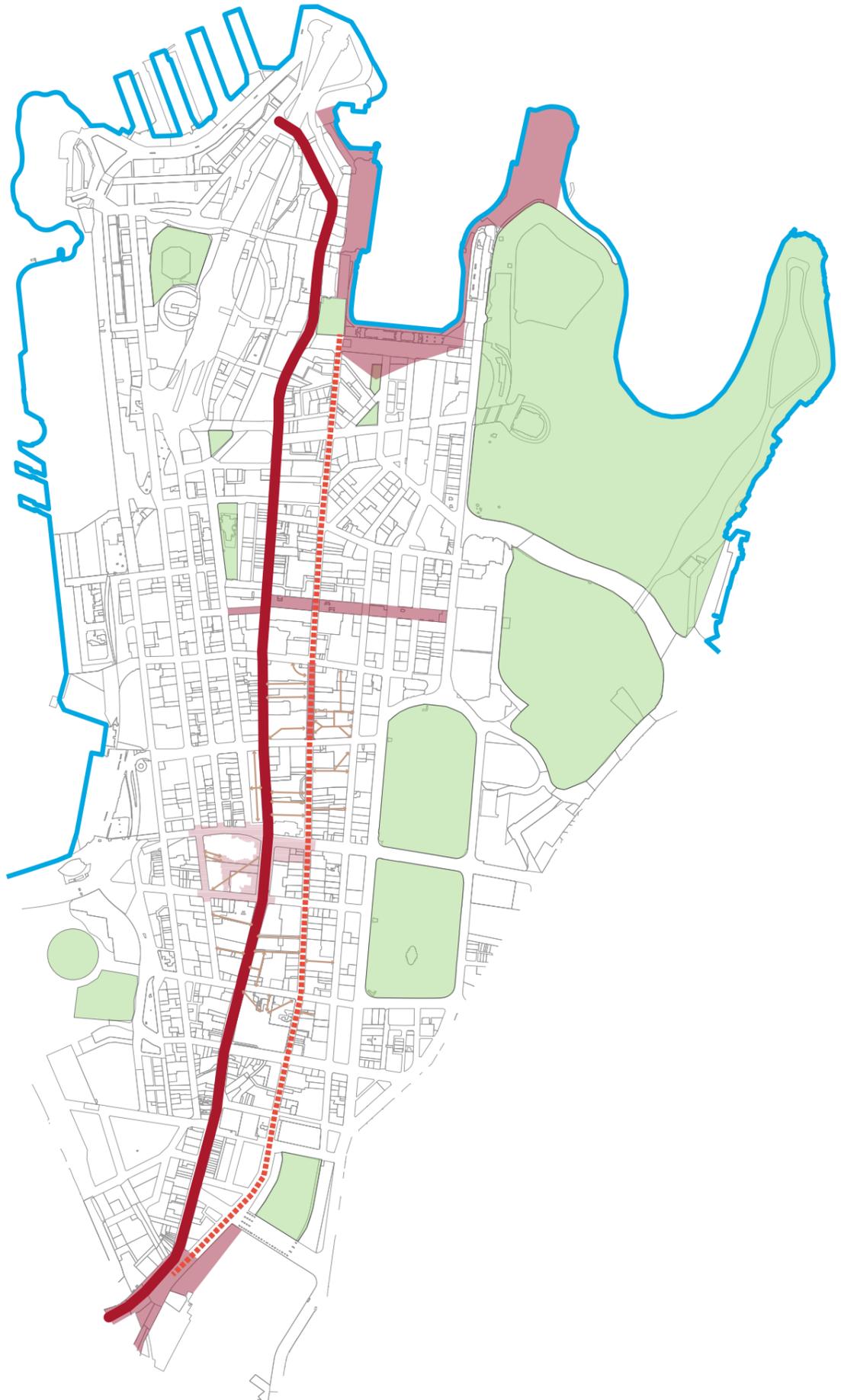
Pitt Street

PITT

George - The grand, main street

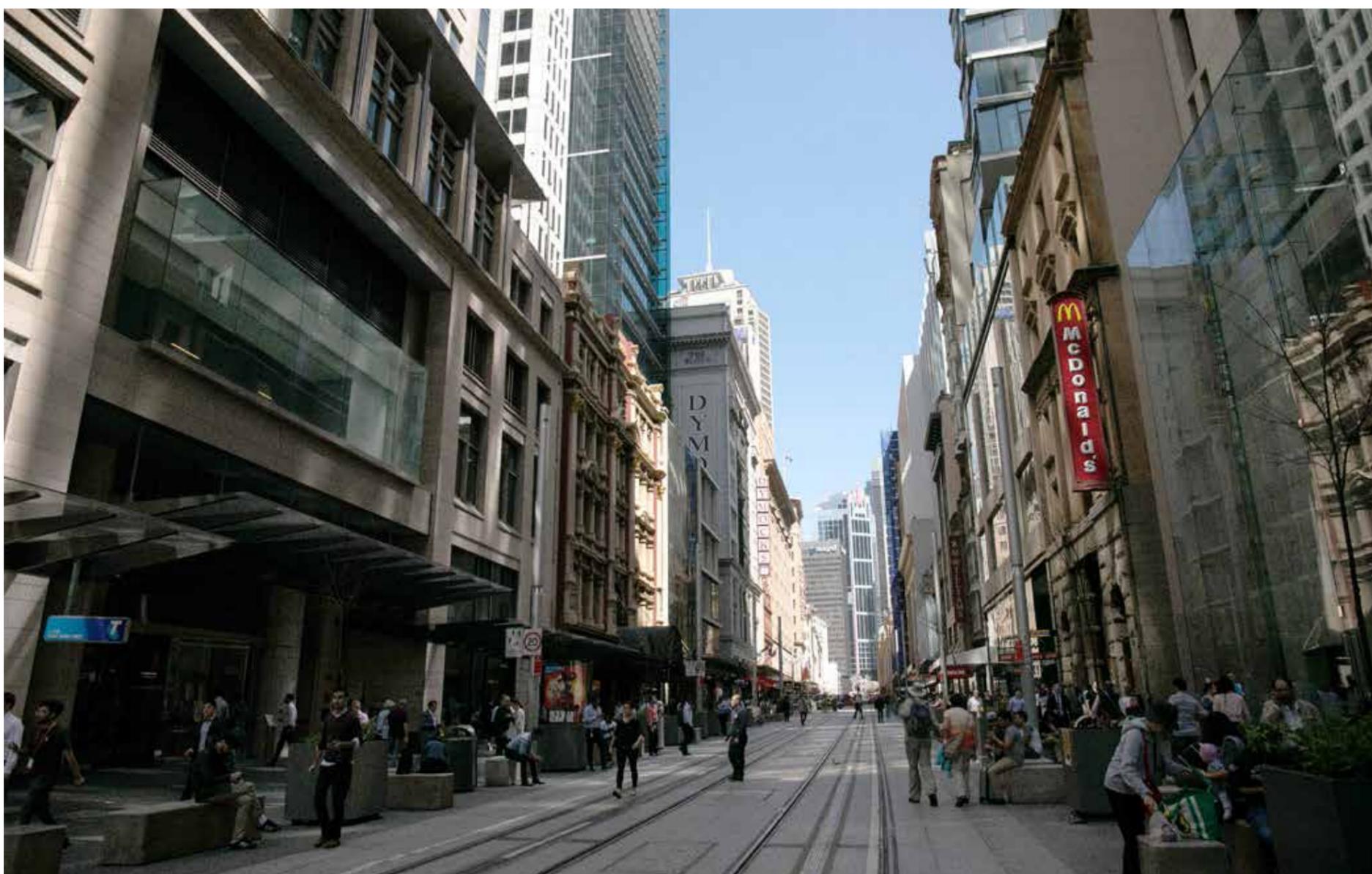
Pitt - Fine grain retail, food and beverage

- _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.



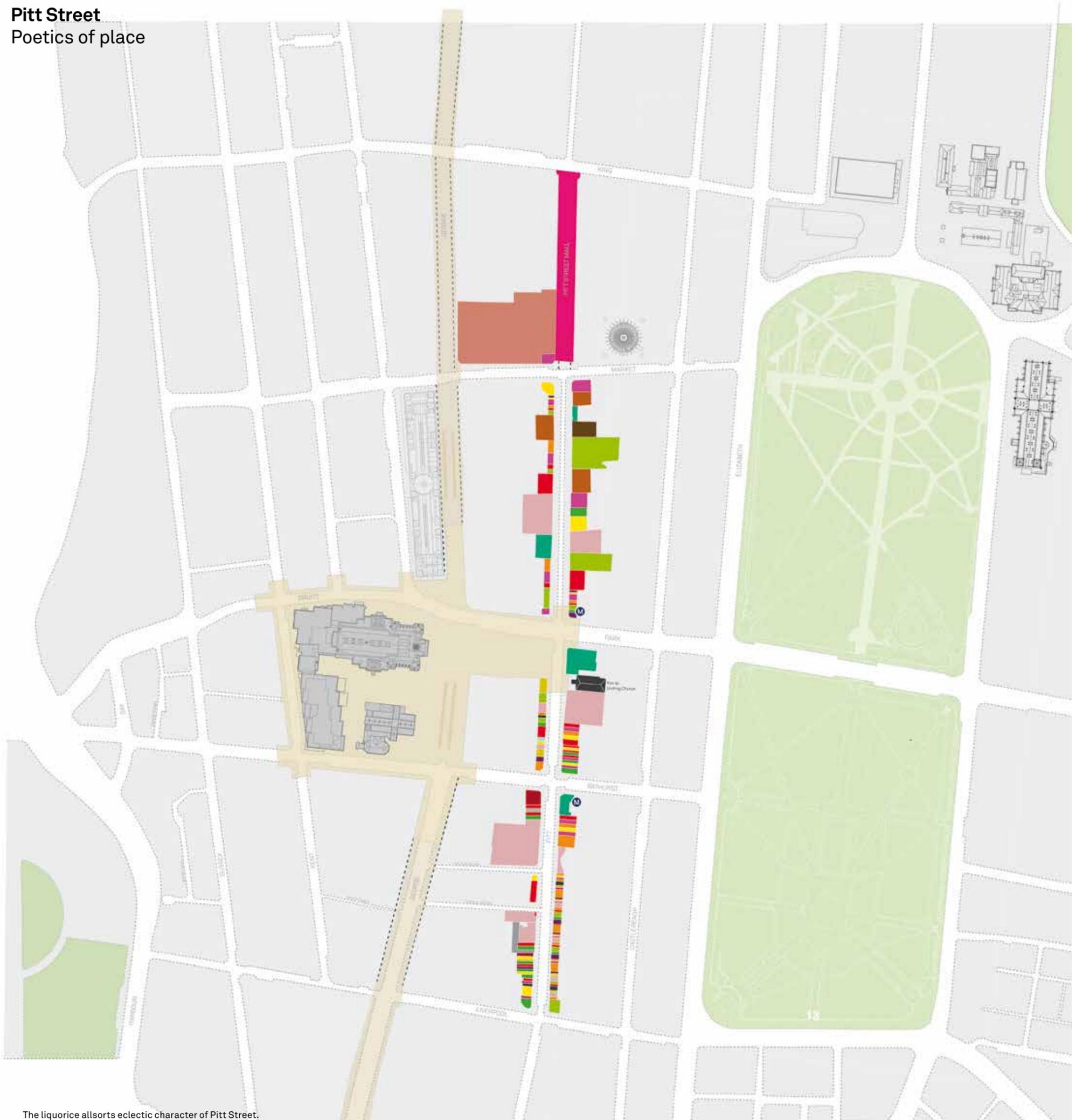


Retail along Pitt Street



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



Pitt Street
Existing street character

LOOK-UP



Pitt Street
Existing street character

**EXISTING STREET MOMENTS -
VIGNETTES, STREET SCENES**



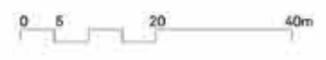
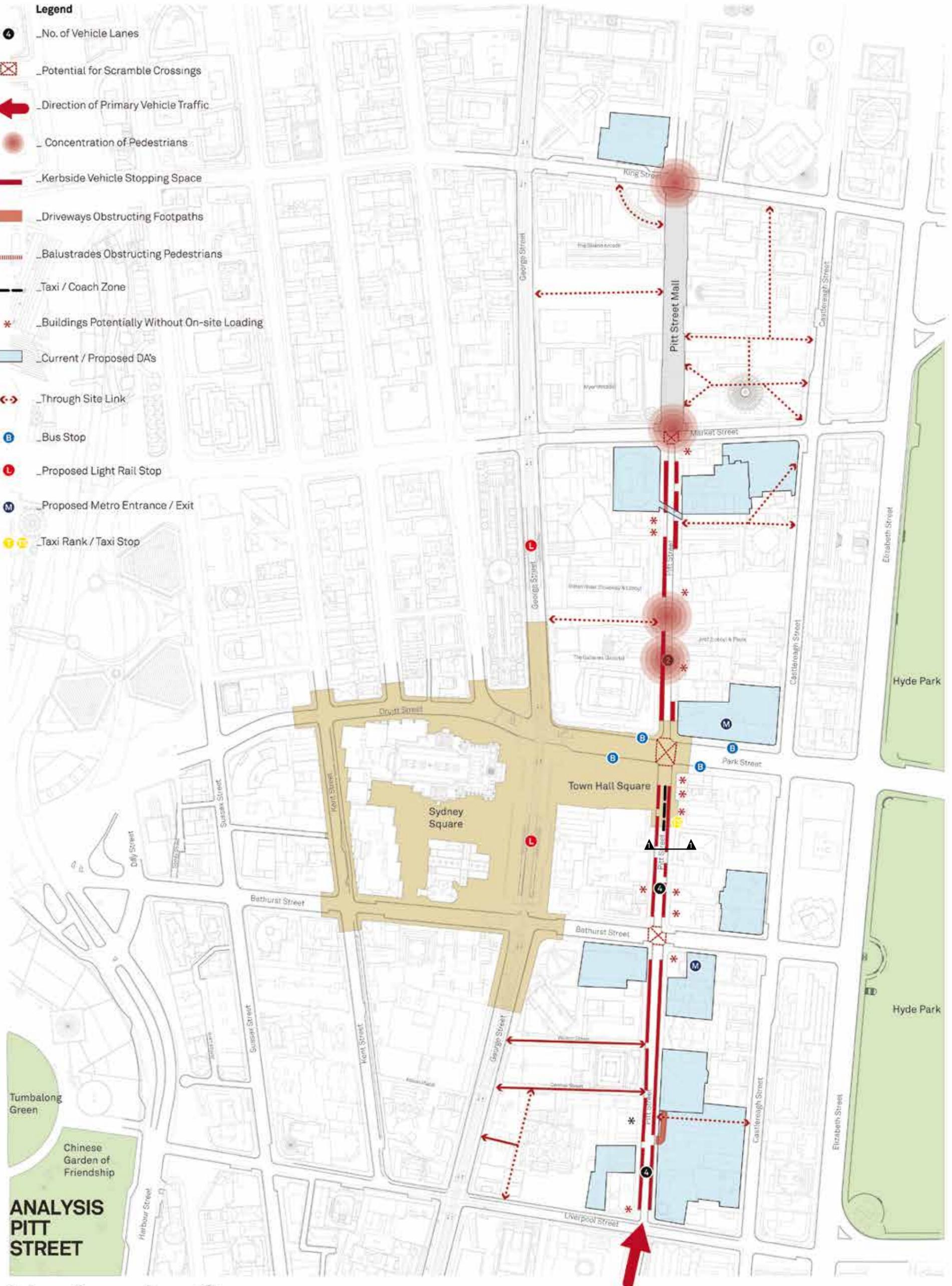
- 01 Existing outdoor dining
- 02 Smaller scale street moments
- 03 Discreet entrances
- 04 Existing street vignettes
- 05 Public buildings





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 DA's
-  _Through Site Link
-  _Bus Stop
-  _Proposed Light Rail Stop
-  _Proposed Metro Entrance / Exit
-  _Taxi Rank / Taxi Stop

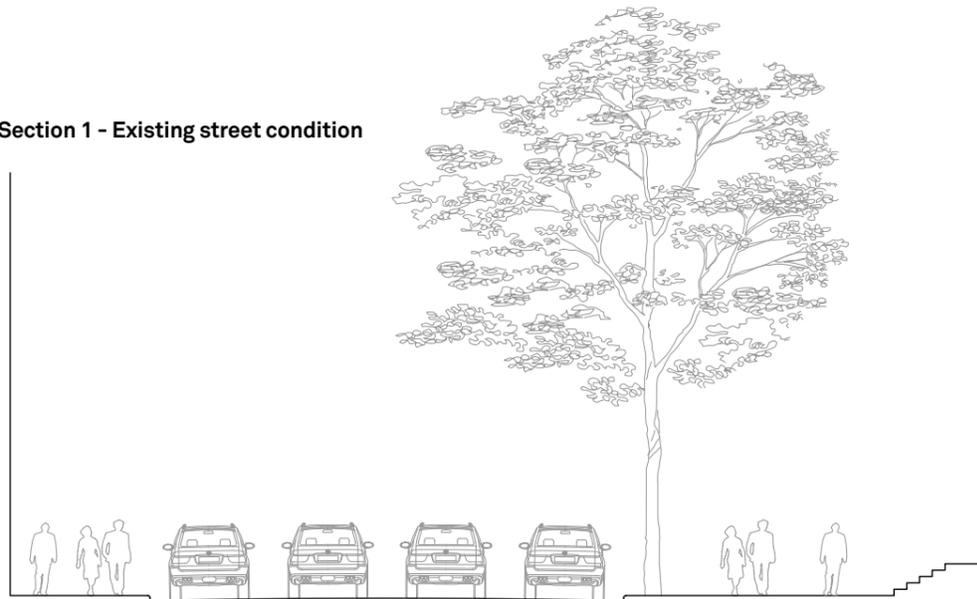


**ANALYSIS
PITT
STREET**

Pitt Street

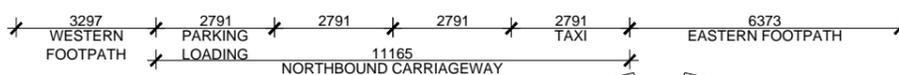
Existing street condition

Section 1 - Existing street condition



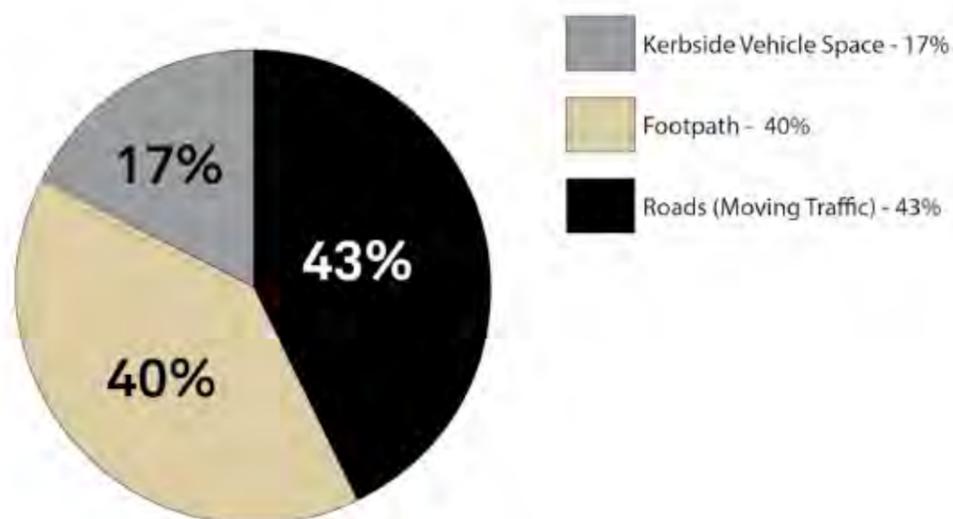
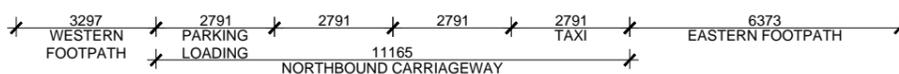
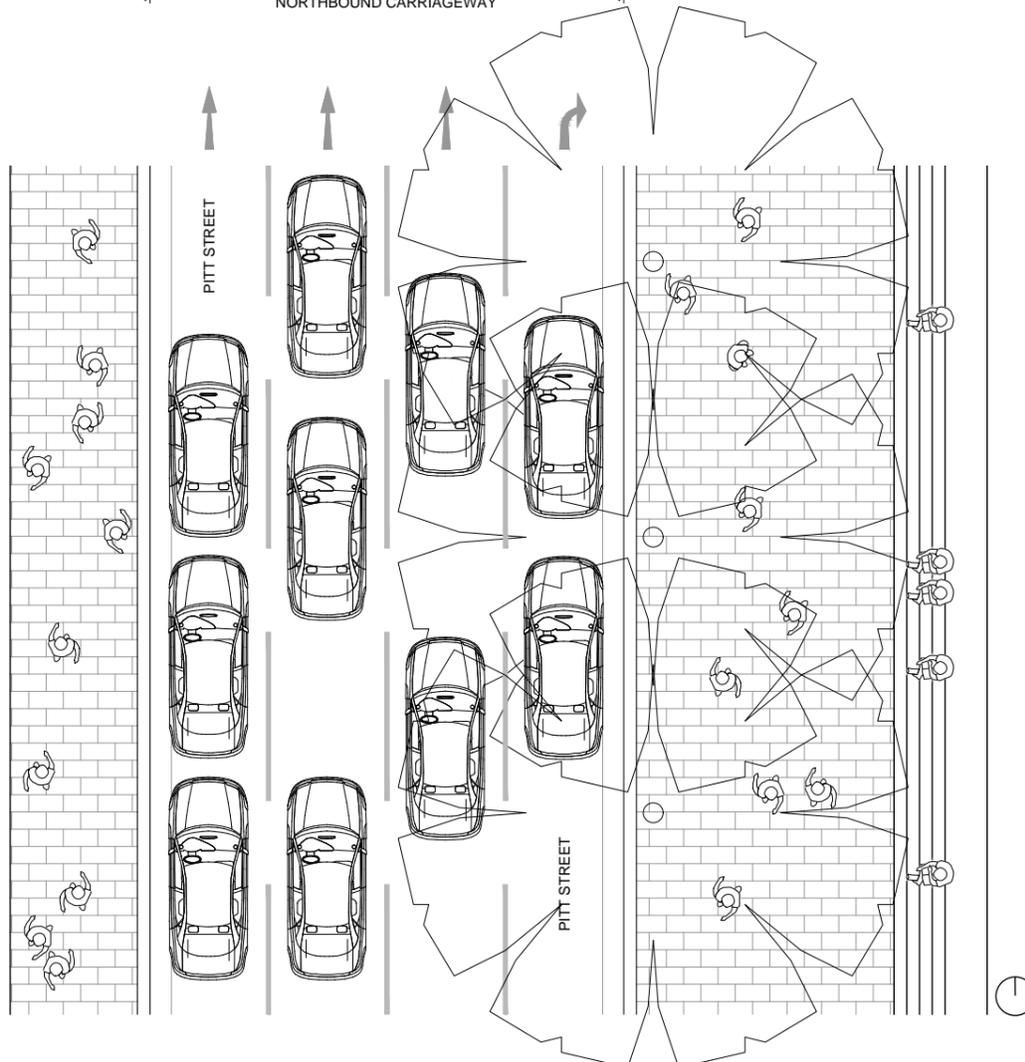
Existing street condition

- _4 lanes of traffic - northbound
- _Kerbside vehicle spaces - 124
- _Current footpath area - 5,408m²
- _Typical footpath width
- Western footpath - 3.3m
- Eastern footpath - 3.7m
- _Number of existing trees - 23



Observations

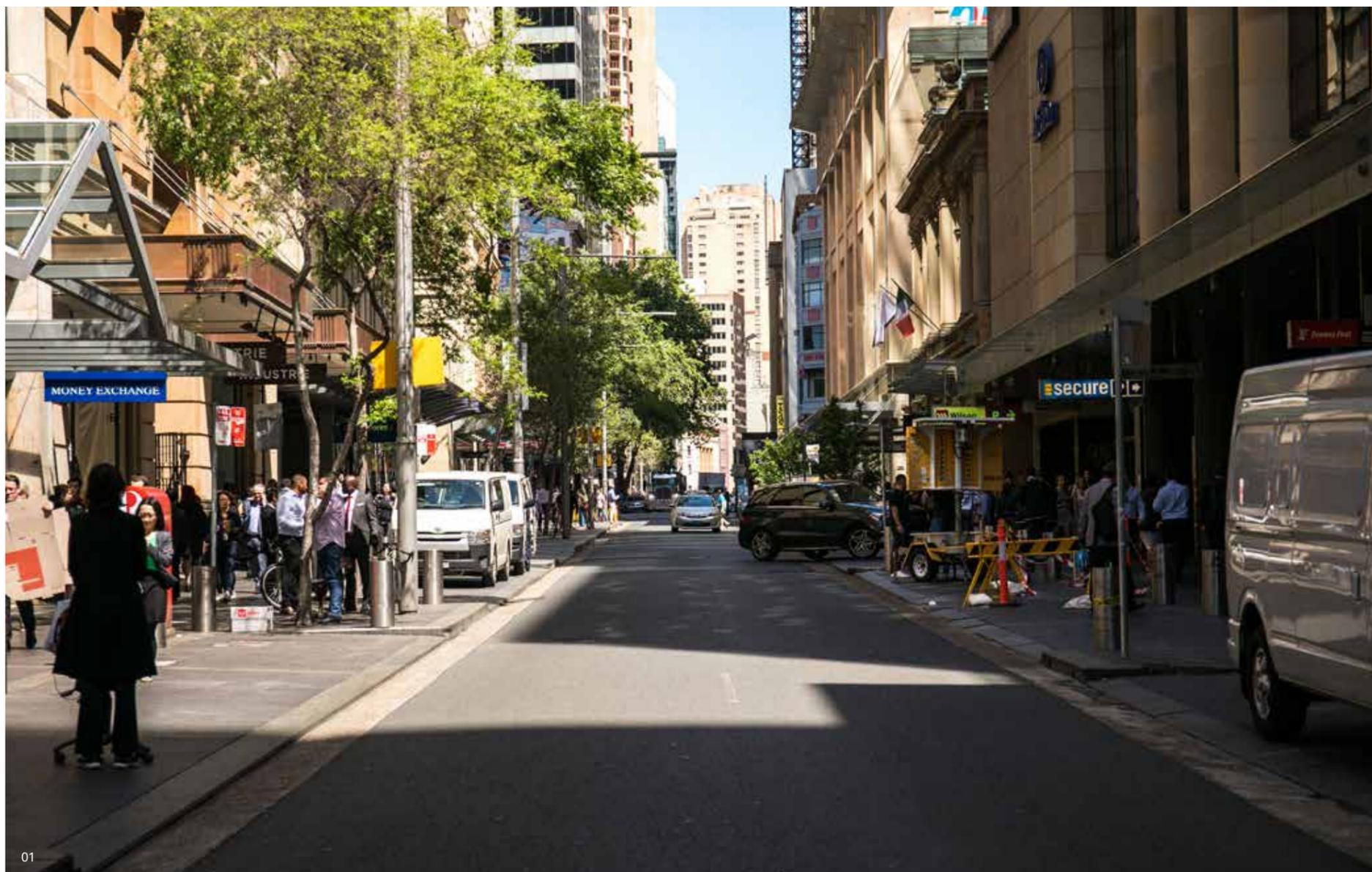
- _Extra street space needed for dining, waiting, standing etc
- _Some very specific centres of activity - in and out of galleries victoria and Pitt Street Mall
- _Crossing movement of people - point to point - ability to cross diagonally
- _Block to block changes in character - exaggerate that with 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 Conditions

Pitt Street

Existing street condition



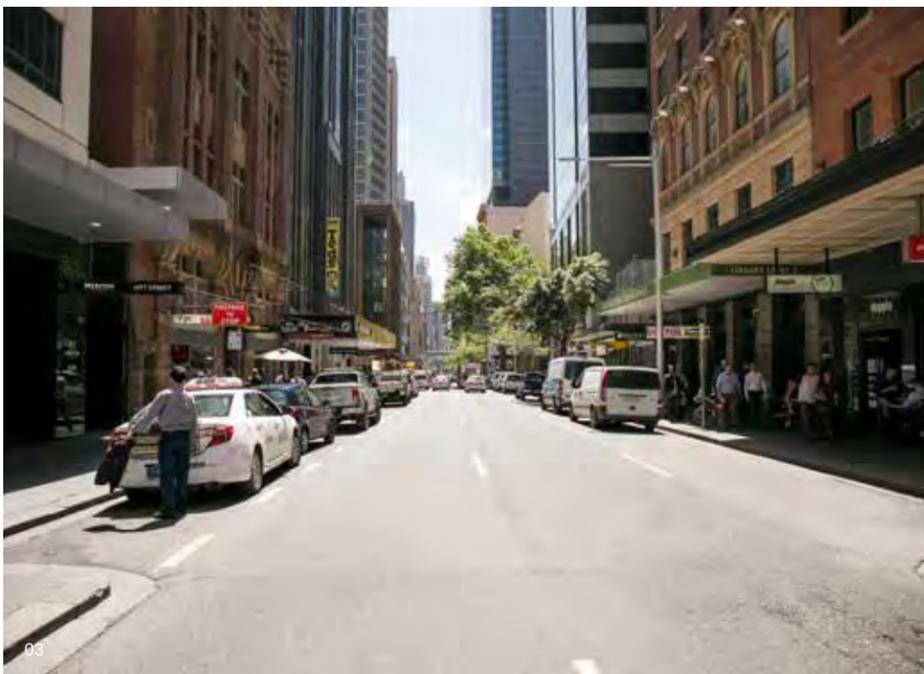
01

01 Pitt Street - between
Market and Park
(looking south)

04 Pitt Street - between
Bathurst and Liverpool
(looking north)

02 Pitt Street - between
Market and Park
(looking north)

03 Pitt Street - between
Park and Bathurst
(looking north)



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



**END STATE
PITT STREET**



Pitt Street TAKE A STROLL ALONG PITT STREET

Pitt Street
Concept (end state)

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

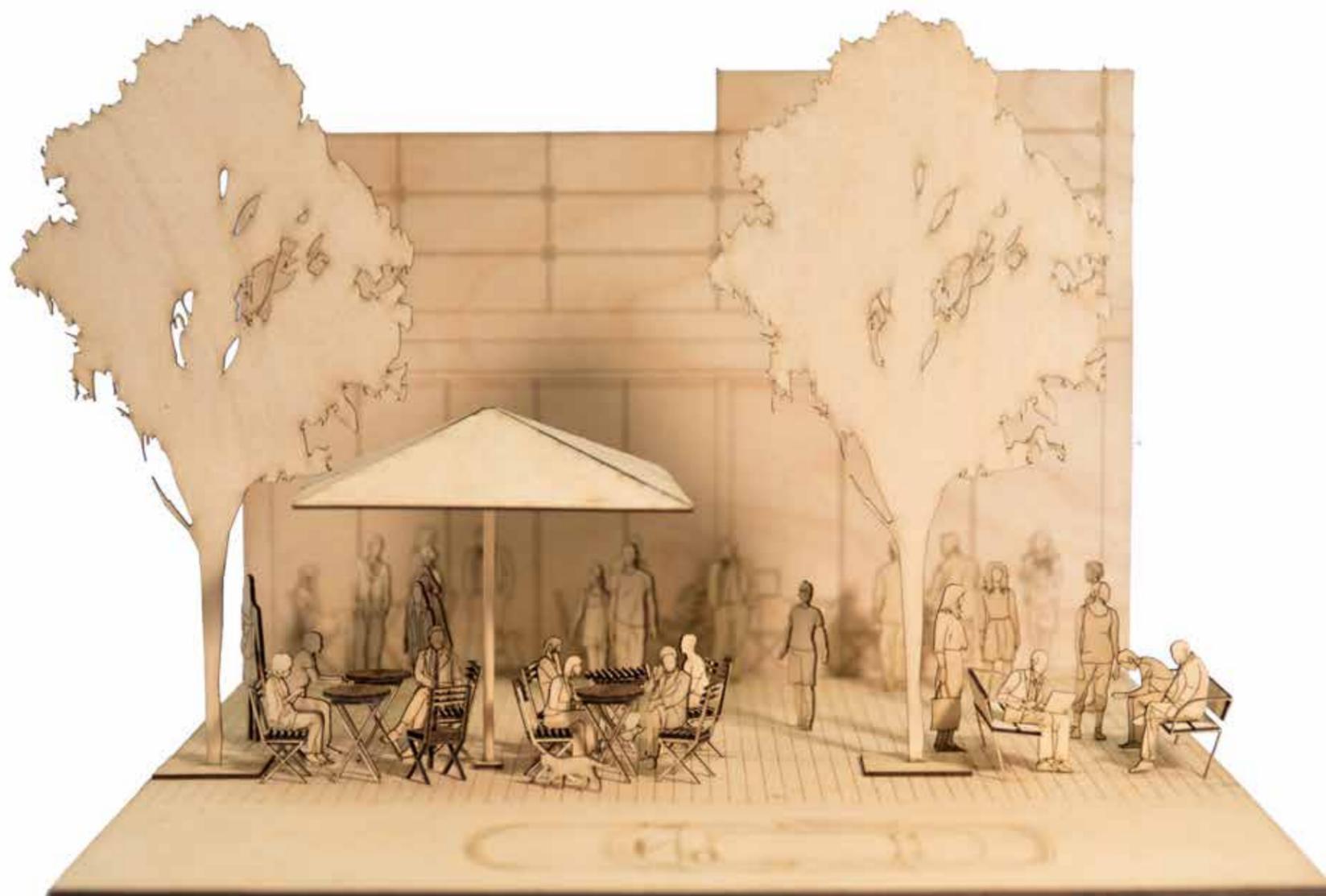
- _ A single lane of moving traffic
- _ Removal of parking
- _ Removal of loading (where possible)

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

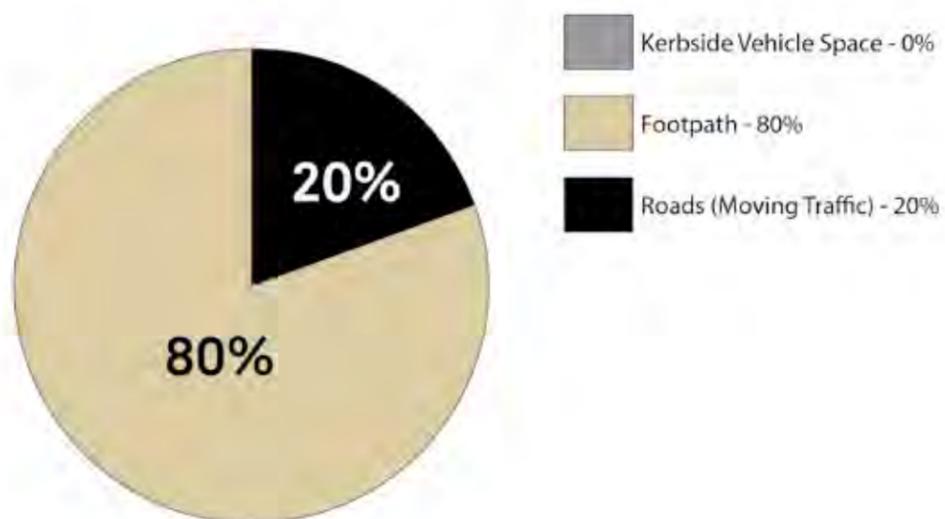
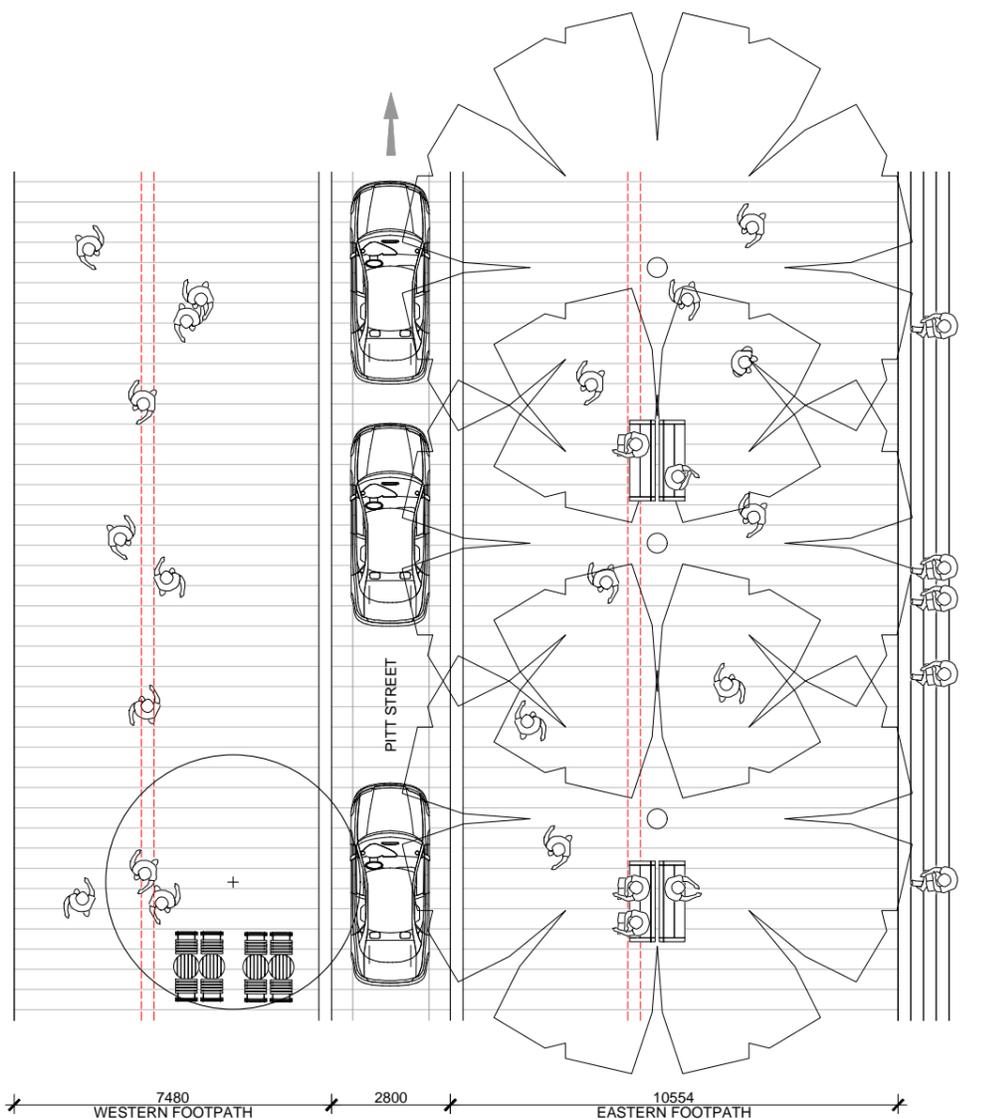
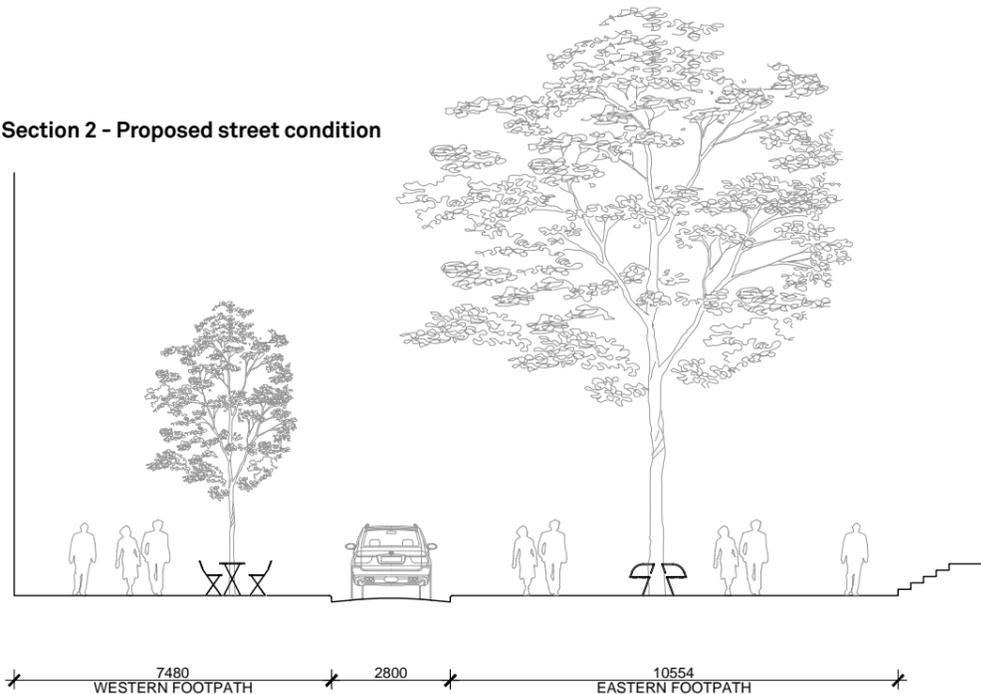
Concept (end state)

TAKE A STROLL ALONG PITT STREET

Proposed street condition

- _Expanded footpath
- _Proposed footpath area - 9,609m² (creating an additional 4,201m²)
- _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

Section 2 - Proposed street condition



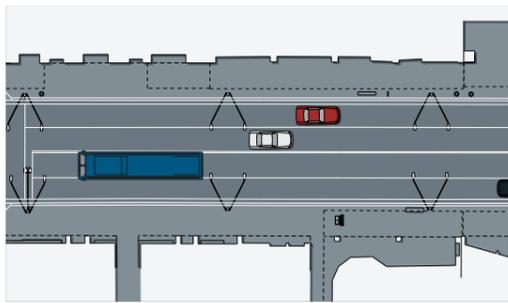
Pitt Street Proposed Conditions

The Edges

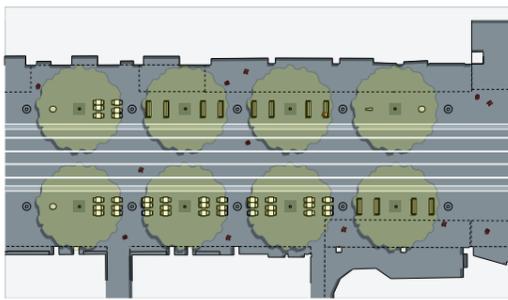
Strategy

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.



George Street today



George Street proposed

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.



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.



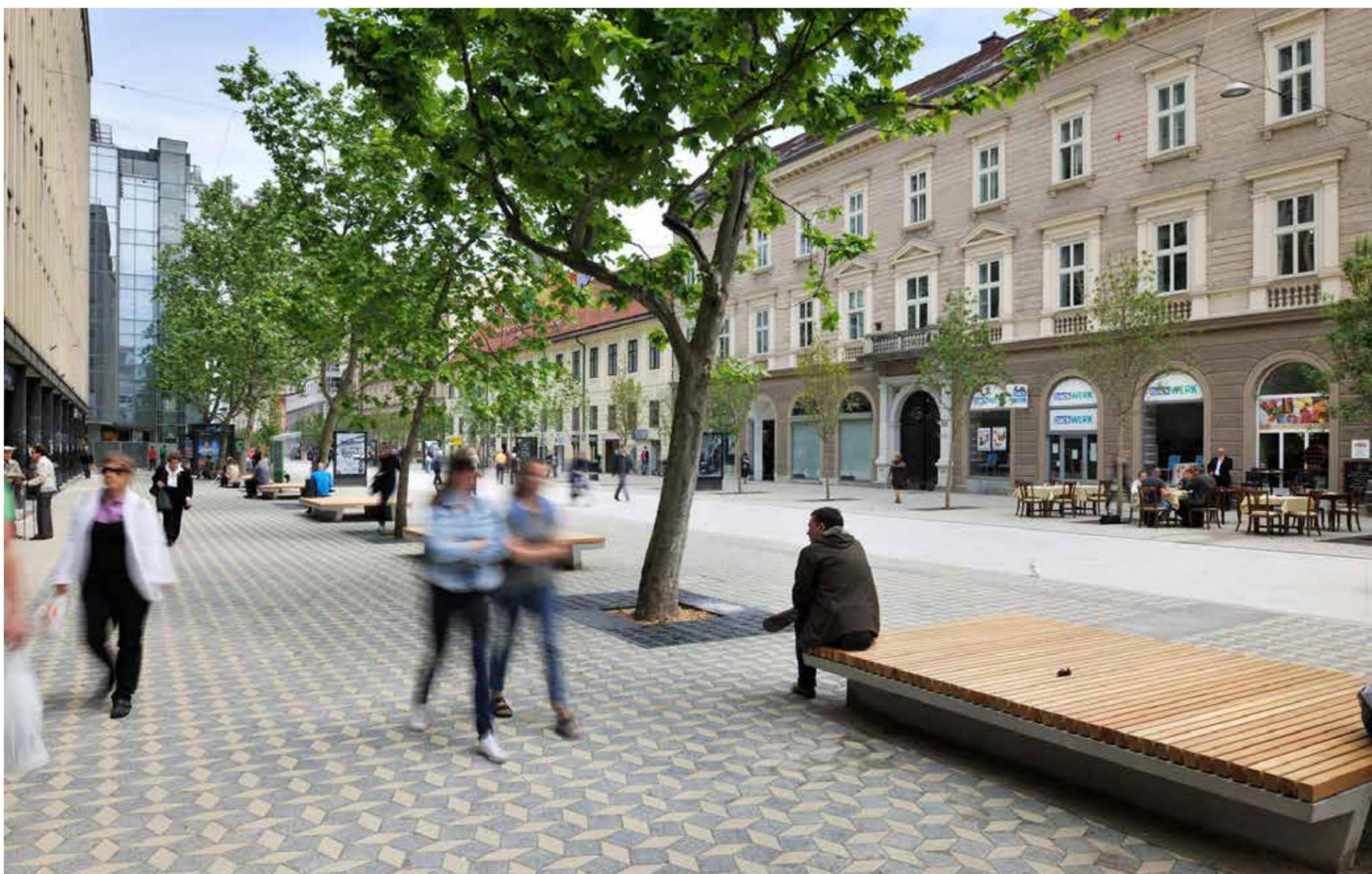
Figure G

Event furniture

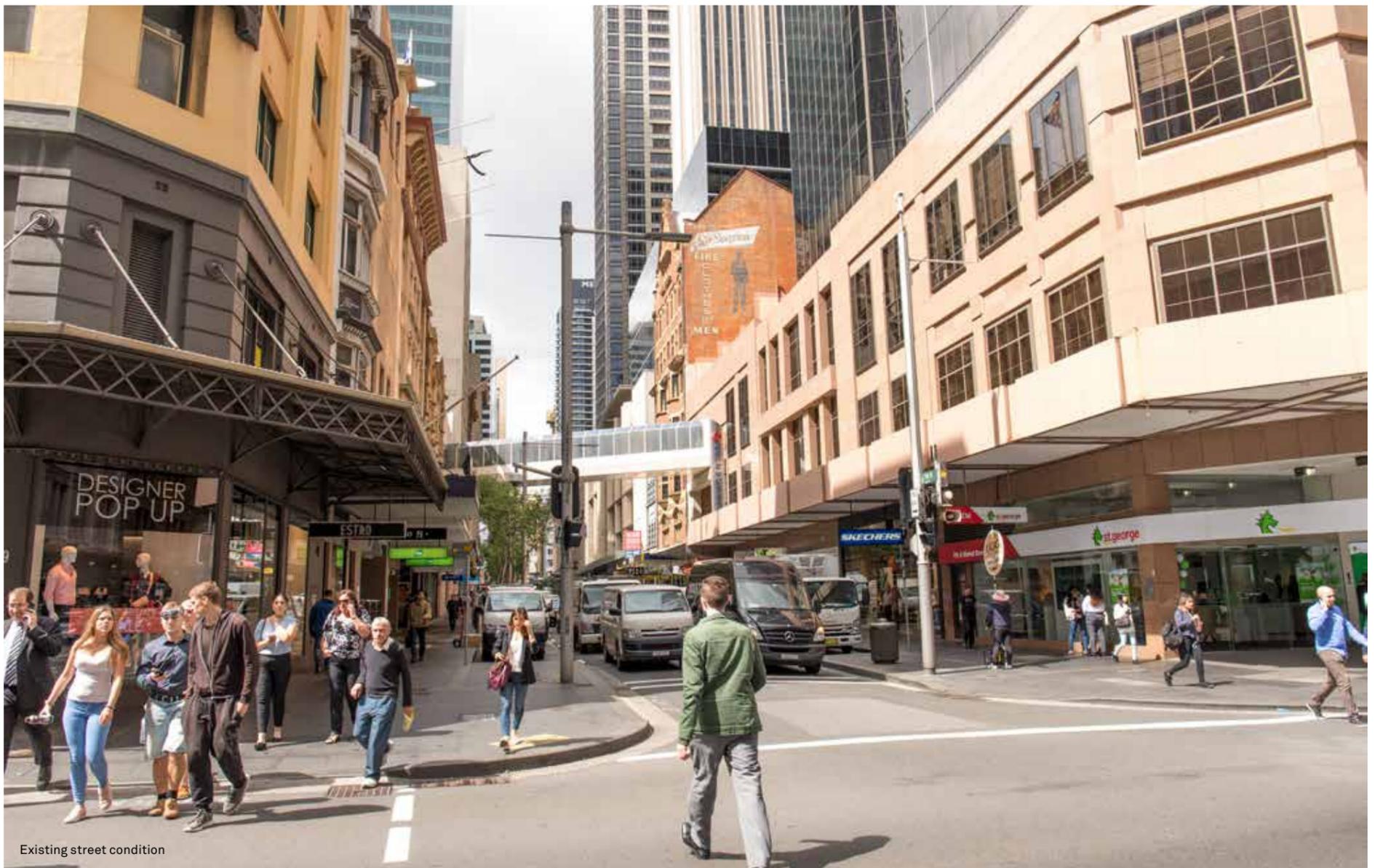
A pedestrian-friendly street also offers the potential for temporary furniture associated with events. The 2012 Crave Festival shows how successful this can be. The City will identify the best places for these events and determine the types of furniture and infrastructure that would be appropriate to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



Figure H



New Slovenska Street, Ljubljana, Slovenia



Existing street condition

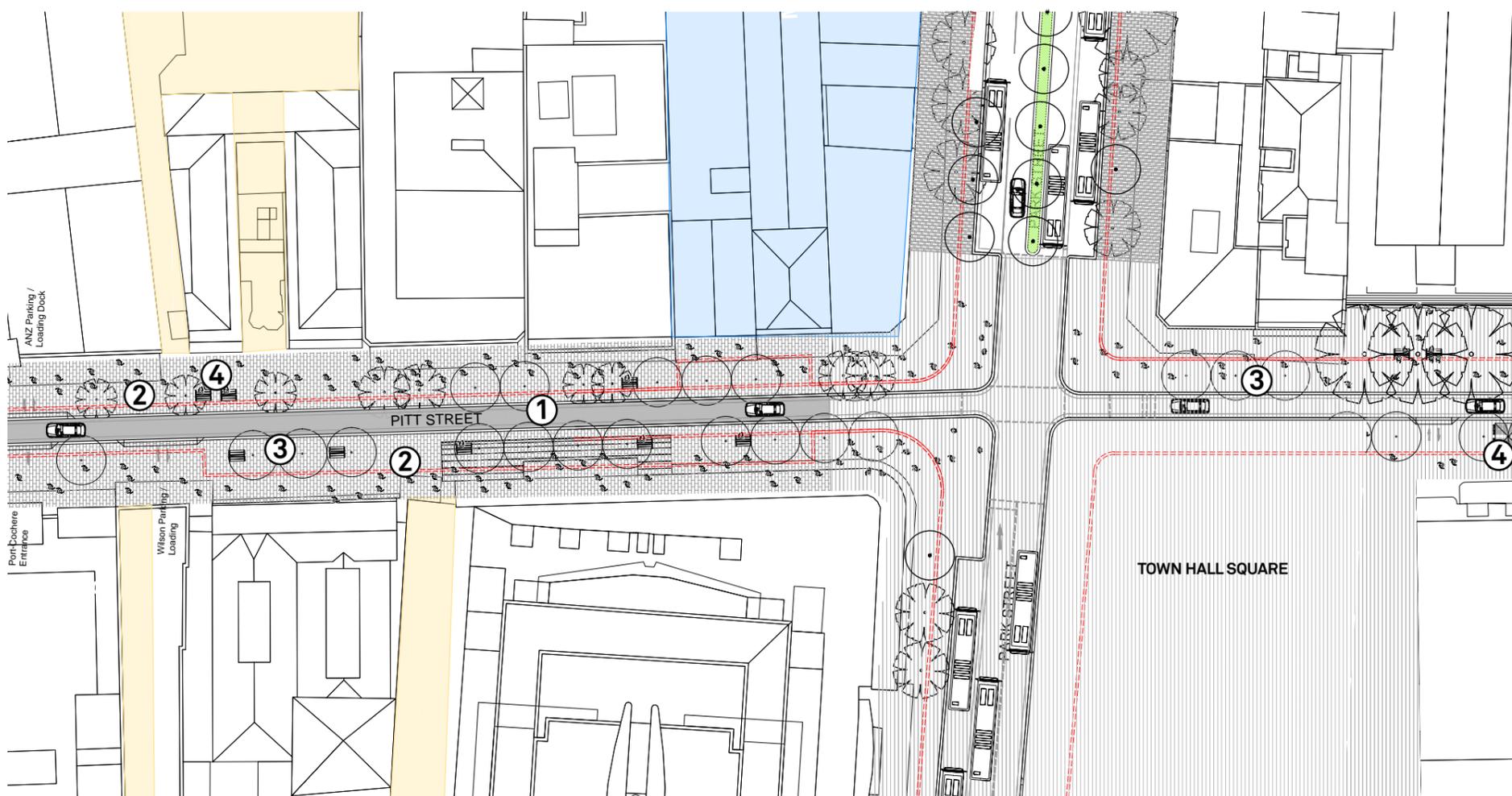


Proposed street condition

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

A STROLL ALONG PITT STREET

Pitt Street Concept (end state)



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



Pitt Street looking north towards The Galleries entrance



Pitt Street looking north from The Galleries entrance

Pitt Street
Concept (end state)

A STROLL ALONG PITT STREET





249-251
The Simpson
FINE
CLUB

st.george

st.george



Existing street condition



Proposed street condition

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

A STROLL ALONG PITT STREET

Pitt Street
 Concept (end state)



**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

PILGRIM HOUSE



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).



Pitt Street
Concept (end state)



01 View D - across Pitt Street - looking towards Town Hall Square 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

