

Transport and street space allocation

City South Belmore Park and Central precinct accommodates a complex, and sometimes competing mix of movement network modes and infrastructures. The area facilitates some of the highest pedestrian volumes in the city, along Railway Square alone, over 71,000 pedestrians* were counted on an average weekday in autumn of 2020. At the same time, the precinct currently plays a key role as a major confluence within the city's regional arterial road network, linking suburbs to the east, west and south of the city and accommodating high volumes of regional through-traffic.

The uptake of cycling has grown exponentially in recent years. Working with TfNSW the City installed six new pop-up cycleway connections that were delivered to help the community to return to work and local businesses safely, supporting NSW's economic recovery. The growth in people riding the Pitt Street pop-up is unparalleled, with the rider ship increasing 500% between the first week and twelfth week ^ of operation (in two directions). This shows that there is suppressed demand for cycling in the city centre, which can be accommodated by more safe separated facilities. The role of the cycleway in serving travel demand within the City Centre will continue to increase.

Central Station's historical role as the

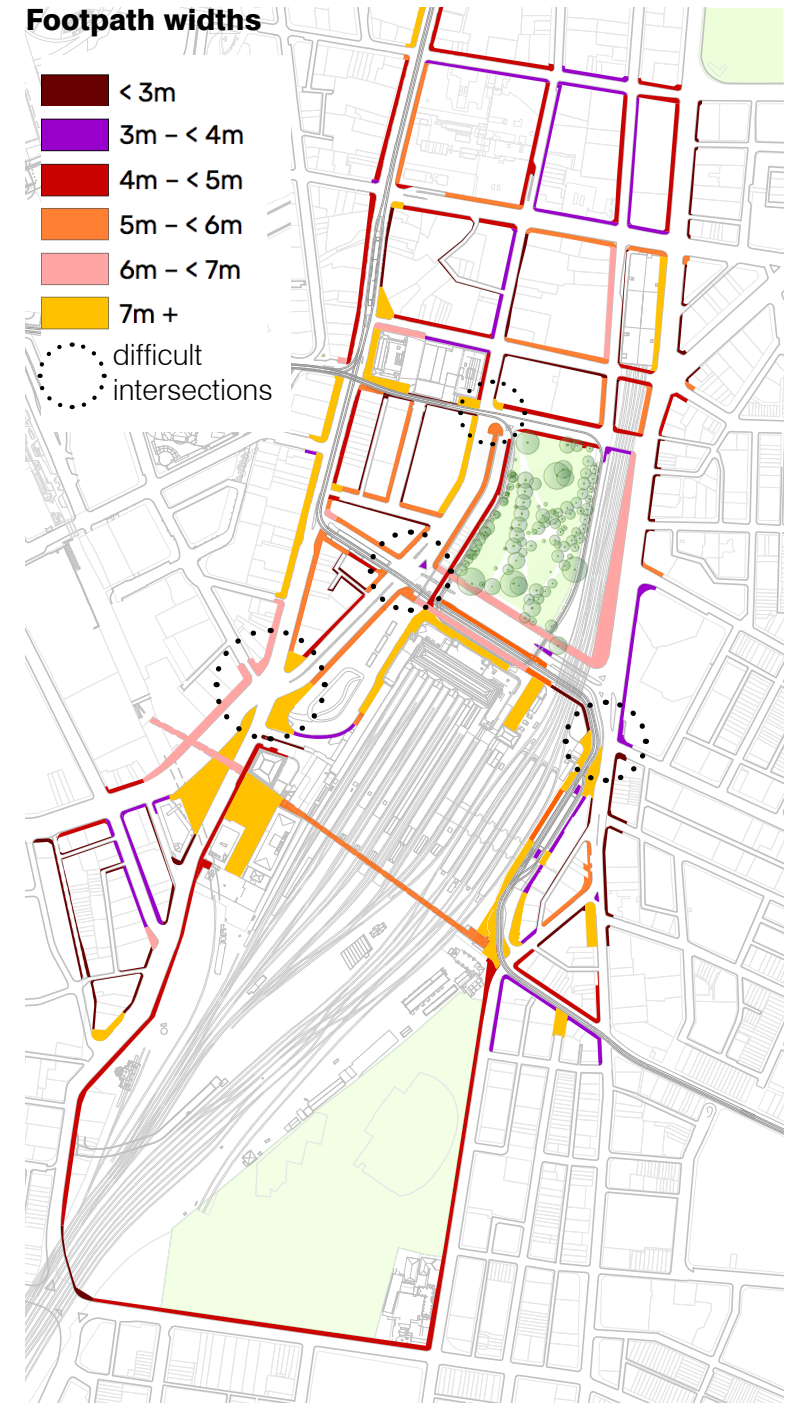
principal hub within Sydney's metropolitan transit network, serving as a major interchange for local, metropolitan and regional transport services means that any proposed changes here has impacts on the broader network. The public domain of the area increasingly play a key role in facilitating mode transfers.

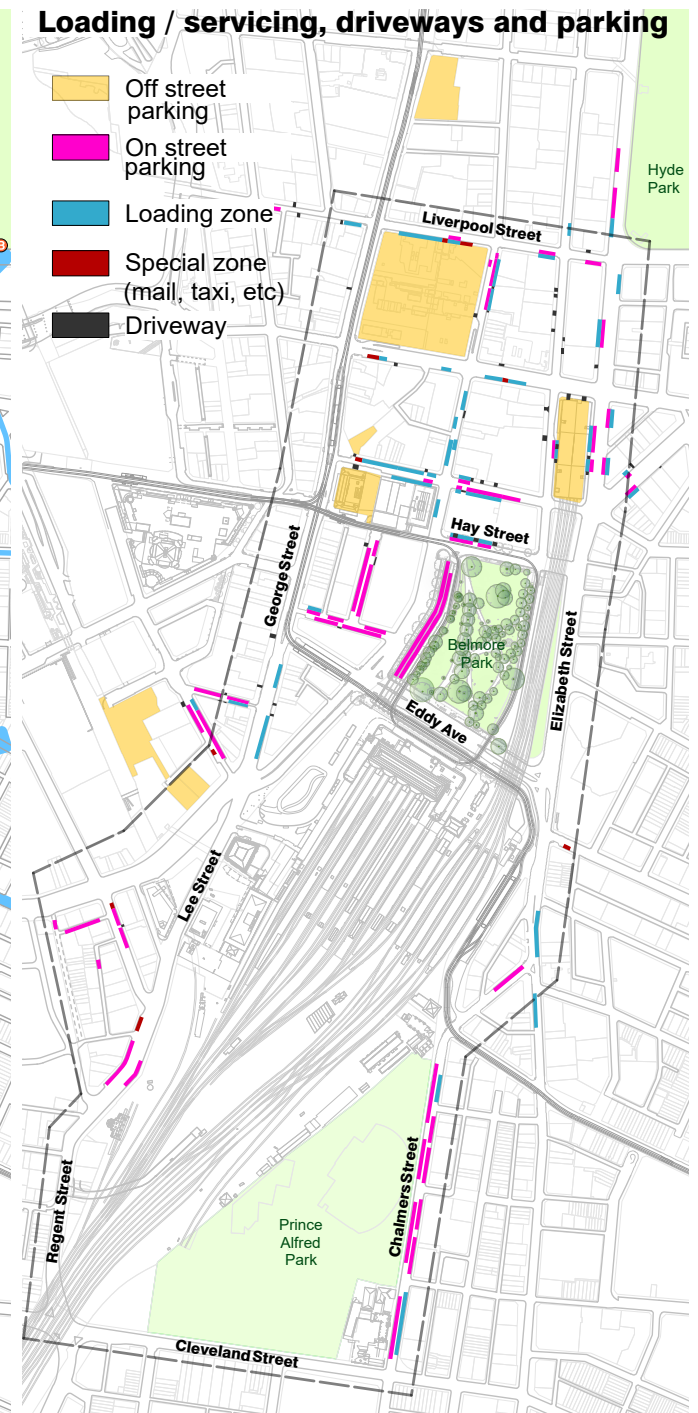
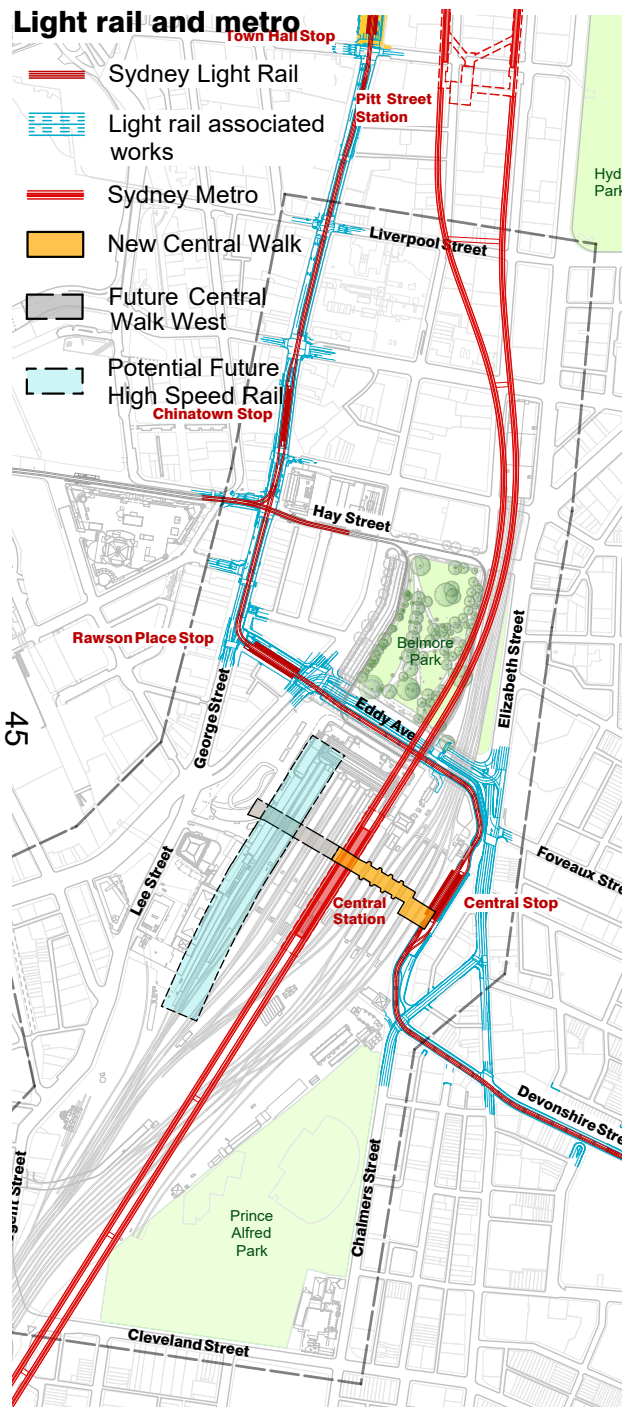
Many of the shops, restaurants and other businesses in the precinct rely on on-street servicing and loading. This will continue to be a key consideration in the street space allocation.



^ 23 July 2020, pop-up cycleway monitoring (PSPL 2020)

* City of Sydney twice a yearly pedestrian counts, measured from 6am to midnight in fair weather conditions, on a weekday





Key challenges & approach

Precinct challenges

The opening of the new metro lines will bring more people to the city's already overcrowded footpaths. The need for additional public space within the City South is great, and delivering Sustainable Sydney 2030's proposed Central Square (the 'Third Square') is critical to meeting this need. The new jobs expected at Central Station Precinct renewal and Tech Central will increase the pressure on the footpaths to facilitate efficient pedestrian movement and public life. The disconnected spaces, places and pedestrian routes must be stitched back to improve amenity and support economic activity.

Loading and parking

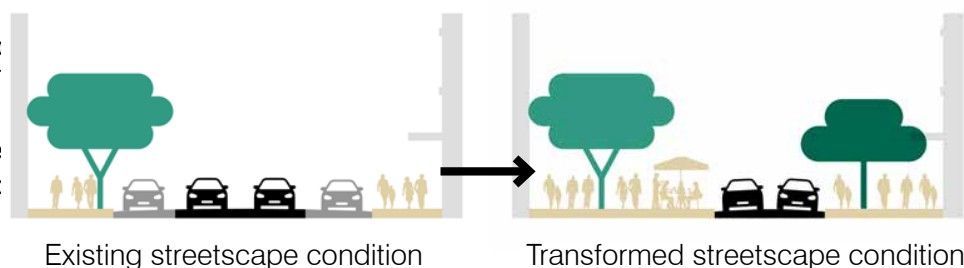
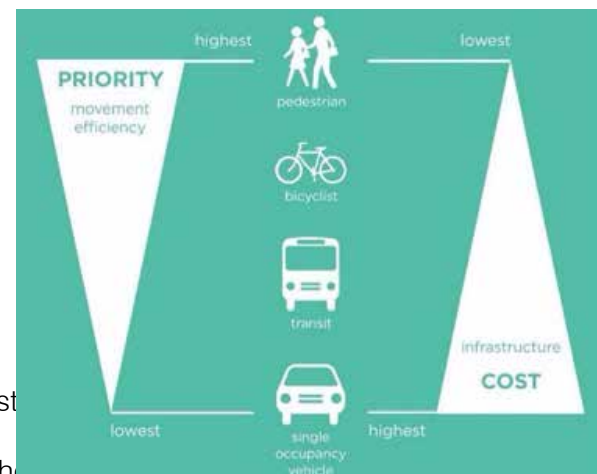
Guided by the City's Central Sydney On-street Parking Policy, this plan prioritises street space to give the greatest space to the greatest number of users. Retention of on street loading is important to support the operation of businesses in the city. Consolidated basement loading is encouraged for larger sites, however detailed consideration of access to kerbside loading is important particularly for small sites or heritage buildings with no off-street loading capacity. Detailed analysis has been undertaken to identify these sites, and further design development will be undertaken to ensure adequate access to loading. Kerb-side uses such as taxi and uber

Re-balance the priority of streets

also have a role to play.

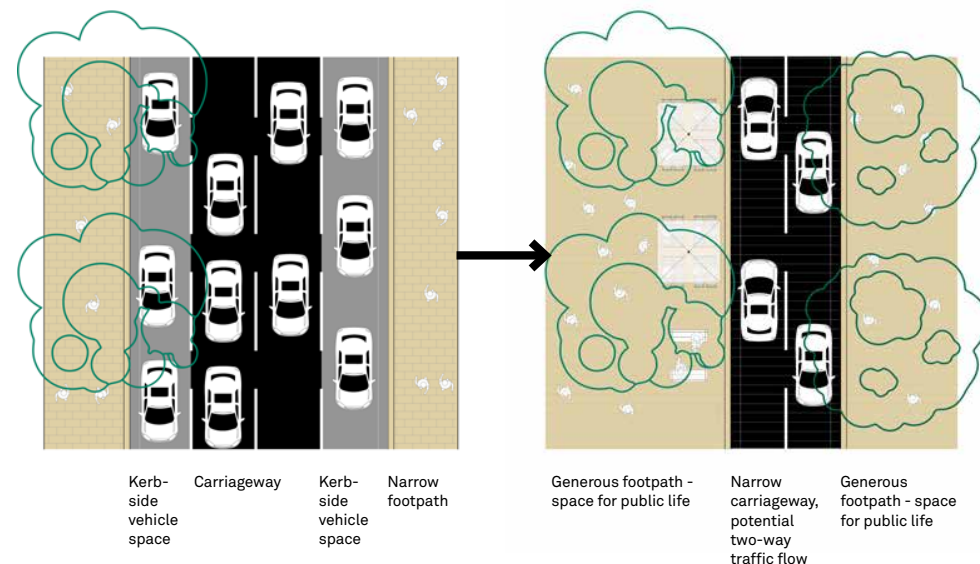
Re-balance the priority of the streets

This plan seeks to rebalance the priority of streets whilst providing local access and servicing where necessary - to reclaim traffic lanes where possible to make more space for greening, socialising, to support being and economic activity. This plan guides the City's approach to the streets of City South and the proposed opportunities outlined in this plan.



Re-balancing streets and creating more space for people

(Hassell Studio, Town Hall Streetscape Study)



Creating more space for people

with more trees, comfortable seating and pleasant spots to dwell:



Movement - walking, crossing

Improving:

- Footpath widths and capacity to deal with increased demands for walking and cycling
- Footpath quality and condition
- Connections - crossing, waiting (time and space)

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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

Tactical, temporary and short term

Changes to streets and the reallocation of space often takes time and significant investment. Some of the opportunities identified in the Plan could be tested through tactical, temporary and short term interventions to achieve immediate public space gains - relieving the pressure before long term transformations are finalised. These could include:

- Timed / seasonal street closures to provide extra pedestrian space at peak periods eg. lunchtime / night-time or regular weekend closures
- Immediate testing of scenarios/short-term trials to remove kerbside parking (weekend, a month or six month trial periods)
- Pop-up cycleways
- Parking to Parklet - testing and trials to create more space (eg. Alfresco Sydney outdoor dining program)

Working with adjacent businesses and TfNSW, the City could investigate tactical, temporary and short term opportunities to create more space for active uses and better support businesses in parts of Pitt Street, Campbell Street and the laneways in the precinct.

top **Parking to 'parklet'**

Alfresco dining on Stanley Street

bottom **Temporary street closure**

Campbell Street for Thai New Year celebrations



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Public Domain Opportunities
