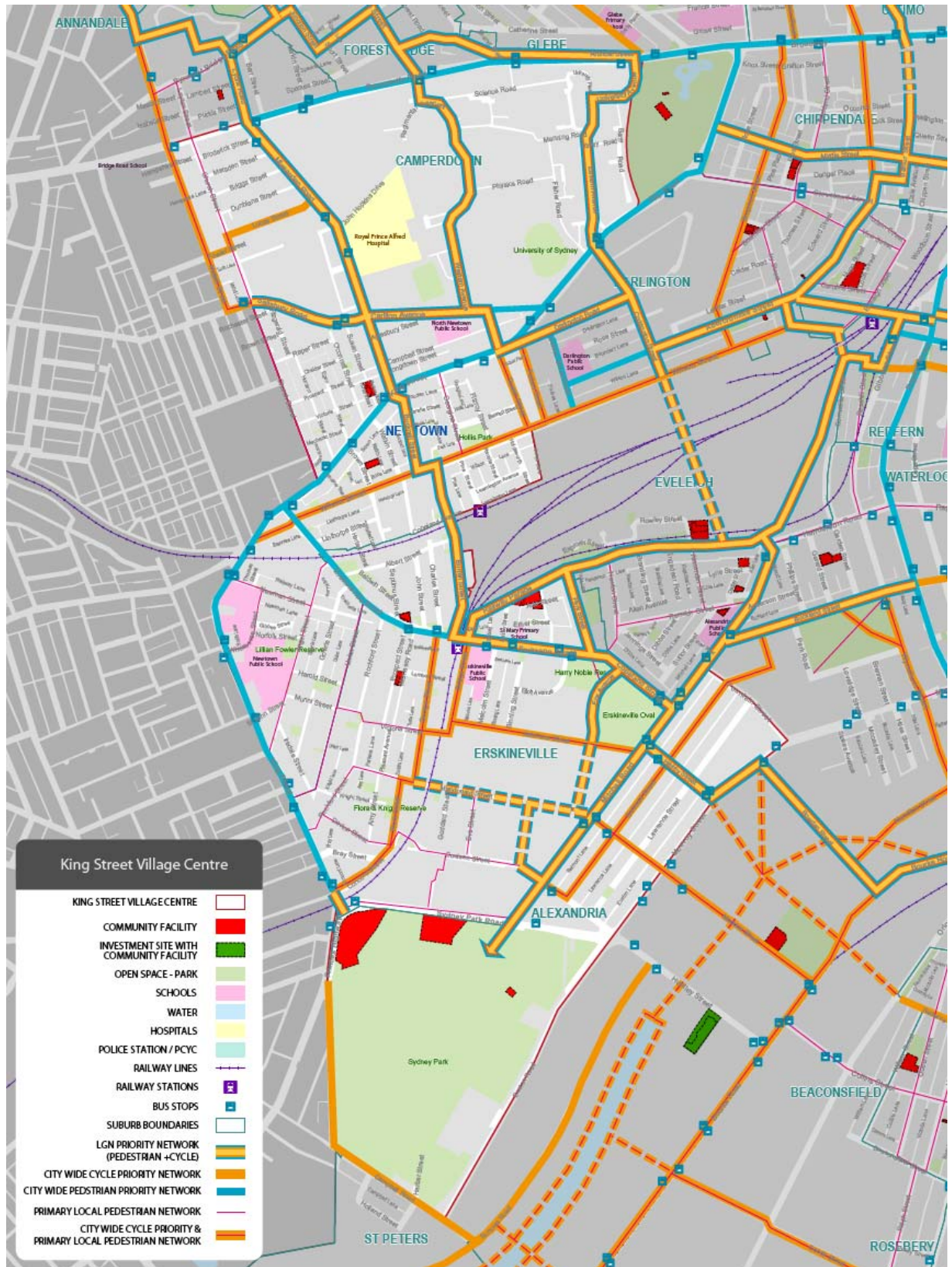
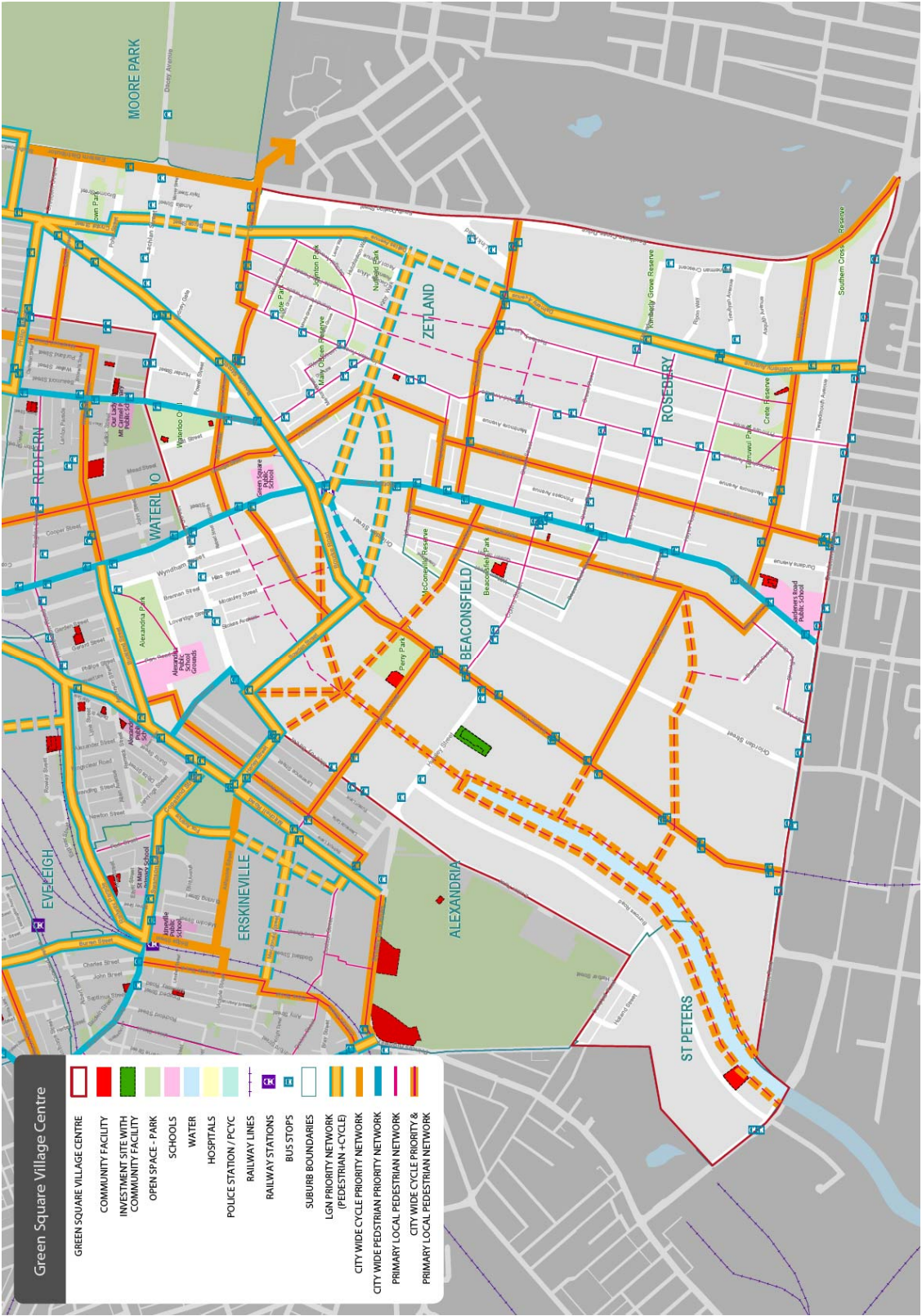


4.4.5 King Street Village Centre



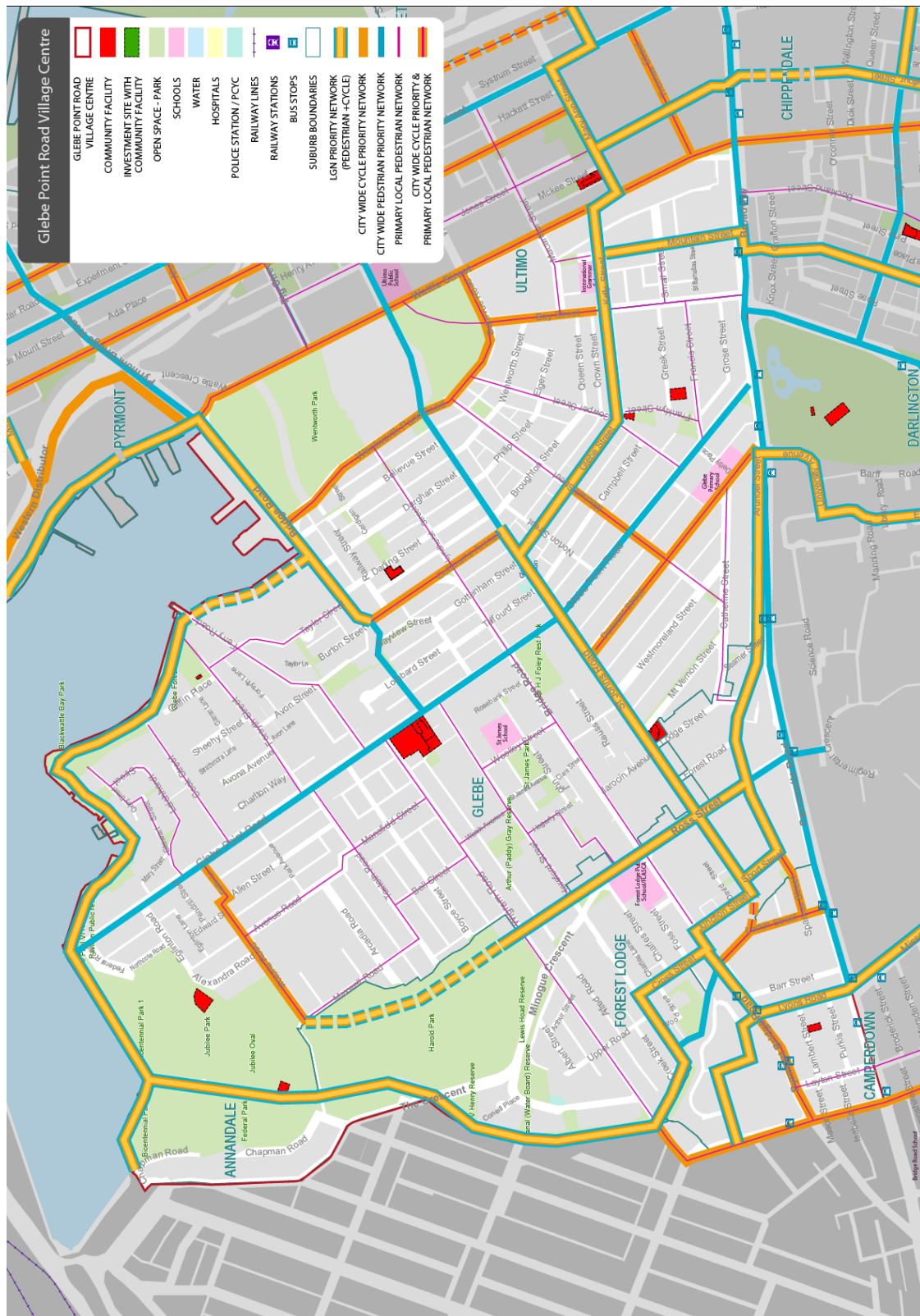
Note: Detailed planning may result in some re-alignment to route selections.

4.4.6 Green Square Village Centre



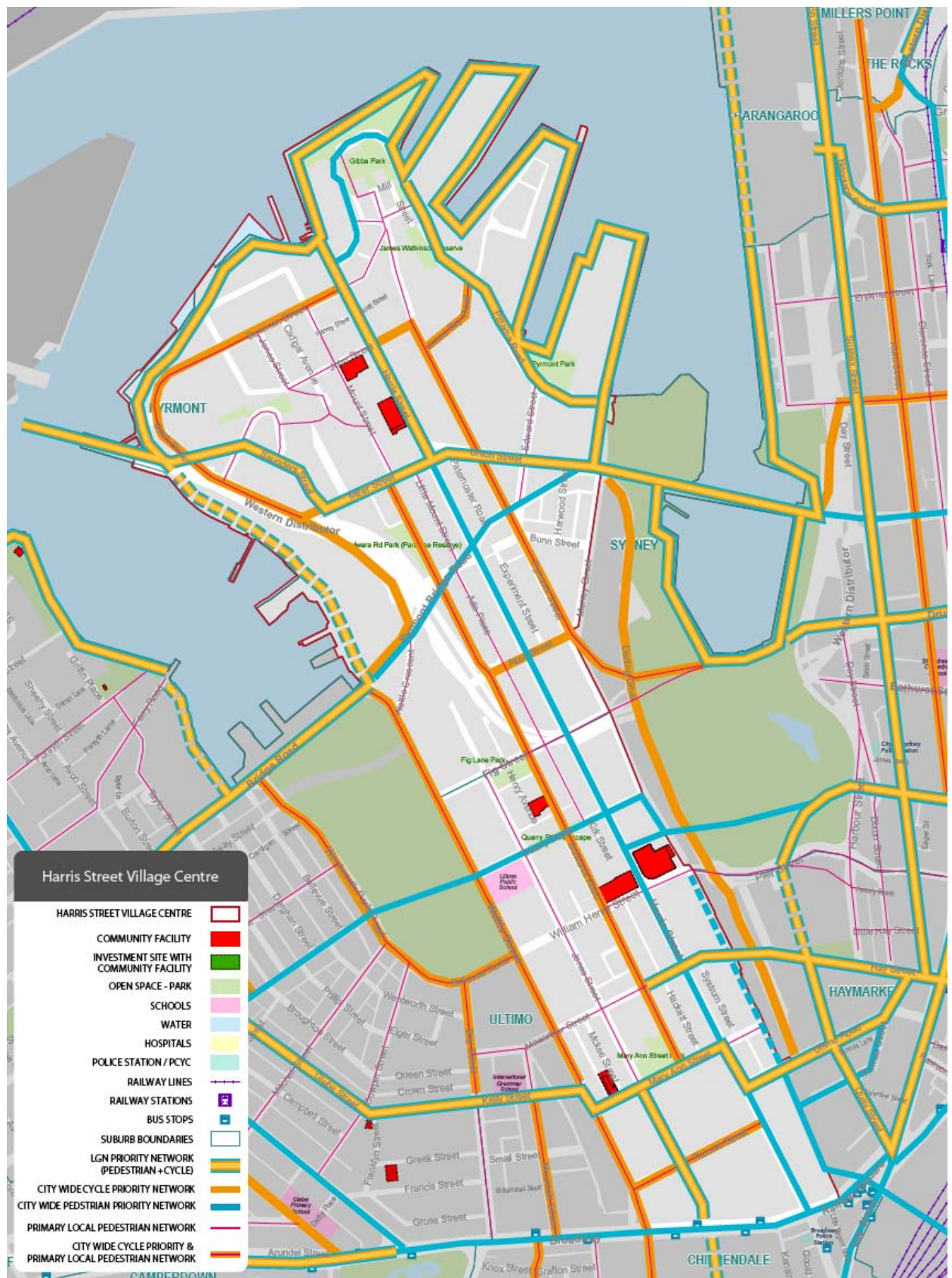
Note: Detailed planning may result in some re-alignment to route selections.

4.4.7 Glebe Point Road Village Centre



Note: Detailed planning may result in some re-alignment to route selections.

4.4.8 Harris Street Village Centre



Note: Detailed planning may result in some re-alignment to route selections.



5.0 ASSESSMENT OF NETWORK COMPONENTS


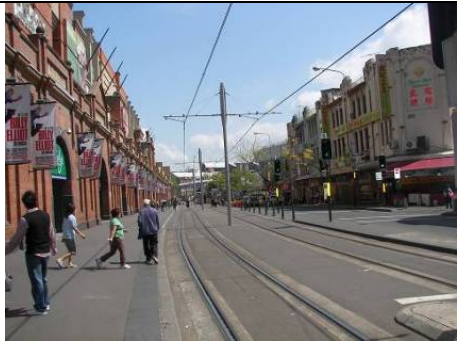



5.1 City Centre



Gehl Architects *Public Spaces Public Life Sydney 2007* have pointed to the imbalance to vehicle and traffic functions given to city centre streets as a primary cause of a poor pedestrian and cycle environment.




Improvements to pedestrian and cycling amenity will involve **complex policy and technical considerations** involving **traffic, parking, loading** and **public transport** to enable the reallocation of road space for public domain.







Streets where these considerations will be critical in achieving improvements include:





<p>George Street –“The Main Street”</p> <p>George Street is approx 2.5 km long provides a direct connection from Railway Square to Circular Quay. Street width varies from 20 to 35m with gradients between 1.2 – 4.8%.</p> <p>Gehl's <i>Public Spaces Public Life Sydney 2007</i> vision is to transform George Street into a civic street with a pedestrian, cycle and light rail priority that is linked by three major public spaces at Railway Square, Town Hall and Circular Quay.</p> <p>George Street will be the “Main Street “of the network.</p>	
<p>Future Directions</p> 	<p>Development of a detailed urban design master plan that includes a public transport, traffic and parking management strategy to reallocate road space for public domain use.</p> <p>Considerations include:</p> <ul style="list-style-type: none"> Reduction in bus numbers and associated noise and replacement with light rail; Widening footpaths/ reduction street clutter to provide areas for seating and gathering spaces; Additional tree planting to provide a consistent canopy boulevard character. Widening footpaths could allow double row planting in some sections; Reduce Pedestrian waiting times on signalised intersections; Reduce footpath interruptions on minor street/ laneway intersections with continuous threshold treatments; Continue laneway upgrade program to provide a variety of spaces and pedestrians links from George Street; Public space upgrade program that invites public life along the street; Spaces include: <ul style="list-style-type: none"> Sydney Square Barrack Street Regimental Square Development of Town Hall Square provide civic heart and gathering space for city centre; Economic strategy to encourage active ground floor uses that relate to the street; <p>Refer to Toolbox in Section 9.0 Volume 1 for further details.</p>




<p>Hay Street</p> <p>Hay Street forms an east west connection that links Ultimo, Haymarket, George Street and Surry Hills. It provides level on grade access into the Darling Harbour precinct.</p> <p>Hay Street will have light rail, pedestrian and cycle priority with limited vehicle access.</p> <p>Streetscape varies from being fairly open west of George Street to a more narrow and enclosed streetscape between George and Pitt Street. The section between Pitt and Elizabeth dominated by Belmore Park on southern edge and sandstone arches and walls of the railway line. Destinations and attractions include Paddy's Markets, Entertainment Centre, Haymarket/ Chinatown and Belmore park.</p>	
 <p>Hay Street – west of George Street</p>	 <p>Hay Street – (George – Pitt Street)</p>
<p>Future Directions</p>  <p>Parker Street</p>  <p>Hay Street / Light Rail and Vehicle access to Central Station</p>	<p>Chinatown Public Domain Plan proposes</p> <p>Closure of Hay Street to general traffic priority west of George Street pedestrian, cycle and light rail. Proposal includes:</p> <ul style="list-style-type: none"> Tree planting; Activation strategies; Paving/ Public art; Intersection treatments provide legible crossing opportunities particularly at Ultimo Road intersection; Provision for upgraded public gathering space outside Entertainment Centre; <p>Minor street intersections such as Parker Street should include continuous threshold treatments.</p> <p>Potential for Parker Street to be shared way zone;</p> <p>Provide simple/ legible crossing arrangement for pedestrians at Pitt Street/ light rail vehicle access ramp to Central Station;</p>


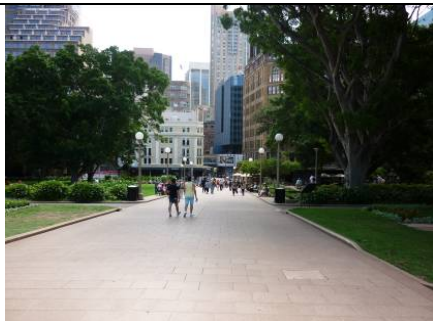


	<p>Liverpool Street</p> <p>Liverpool Street provides an east west connection across the city centre. St James Station and Hyde Park is access from the street.</p> <p>Pedestrian bridges link the street directly into Darling Harbour.</p> <p>Liverpool Street continues east of College Street to provide access to east Sydney and Darlinghurst.</p> <p>The street currently caters for general traffic however there is a future proposal for a separated cycleway facility that will connect to facilities at Oxford/ College Street, Burton Street and Kent Street;</p> <p>The street has been subject to previous streetscape upgrade that has included kerb extensions and granite paving treatments.</p>	
	<p>Future Directions</p>	
		<p>Review of car parking/ loading/ traffic to assess opportunities to reallocate road space for separated cycleway and pedestrian amenity and tree planting;</p> <p>Liverpool Street at Kent Street – review intersection treatment to achieve improved crossing people wishing to cross from Kent Street to south side of Liverpool</p> <p>Liverpool / George Street – current signalised arrangements need review to provide safer crossing;</p> <p>Improve connectivity with public space at Dixon Street North;</p> <p>Continuous threshold treatments/ shared zone at Douglass Lane.</p>


	<p>Druitt/ Park Street</p> <p>Park Street connects to William Street to provide direct access to “Top of the Cross” It is a main gateway into the city centre for pedestrian and cycling commuters.</p> <p>Wide footpaths consistent granite pavements currently allows opportunities for café seating</p> <p>Legibility at George Street intersection reinforced by Town Hall, Queen Victoria Building and former Gresham Hotel Building.</p> <p>The proposed new Town Hall Square corner of Park and George Street will create a civic heart to the City Centre.</p> <p>To the west of George Street, Druitt Street provides access to Darling Harbour.</p>	
		<p>Review of public transport ,car parking/ loading / traffic to reallocate road space for separated cycleway and pedestrian amenity and tree planting;</p> <p>Proposed new civic square on corner of George and Park Street;</p> <p>Urban design review of Druitt Street to:</p> <p>Improve current poor pedestrian amenity narrow footpaths / congestion particularly outside Town Hall House bus stop:</p>
	<p>Future Directions:</p> 	<p>Legible entrance into Darling Harbour:</p>

<p>Spring/ Bent / Hunter/ Margaret Streets</p> <p>Route provides an east west link across the northern section of the city centre. From Shakespeare Place pathway links through the Domain Parklands provide access to Woolloomooloo and Potts Point.</p> <p>Spring and Bent Streets provide memorable closed vistas distinctive streetscapes with in tact heritage / civic buildings as well as notable recent distinctive office towers. Margaret Street and Napoleon Street will be important access streets into the Barangaroo urban renewal site on the western foreshore including and include links to Wynyard station and future ferry terminal. Bond Street and Curtin Place provide links between Pitt and George Street. North South streets such as Gresham Street have the opportunity to provide strong pedestrian links to Circular Quay; Separated cycleway facility to be provided along Spring, Bent, Margaret and Napoleon Streets;</p>	
<p>Future Directions</p>  <p>Shakespeare Place</p>  <p>Bond Street</p>  <p>Margaret Street – crossing treatment required at Carrington Street.</p>	<p>Review of car parking/ loading/ traffic to achieve reallocate road space for separated cycleway and pedestrian amenity and tree planting; Improve pedestrian connection and access at Shakespeare Place to Royal Botanic Gardens; Provide reduction wide intersections Loftus/ Young Streets that have long crossing distance, generous radii with kerb extensions/ threshold treatments. Bond Street and Curtin Place – conversion and upgrade to shared zone to provide pedestrian priority; Margaret Street – intersection with Carrington – requires pedestrian crossing/ treatments to form link to Wynyard Park; Barangaroo – on going review and liaison with BDA on connections from Margaret and Napoleon Street bridge connections.</p>  <p>Wide intersections with marked footway crossings</p>  <p>Margaret / Kent Street</p>

	<p>Argyle Street</p> <p>Argyle Street will provide a east west link from George Street to the Rocks, Millers Point area through to the northern section of the Barangaroo at the proposed Headland Park.</p> <p>Legibility of the Street is reinforced by Argyle Cut archway bridge, Holy Trinity Church, and Observatory Hill Park.</p>	
	<p>Future Directions</p> <div data-bbox="300 853 742 1182">  </div> <p>Argyle Cut</p> <div data-bbox="300 1243 742 1572">  </div> <div data-bbox="300 1599 742 1928">  </div> <p>Argyle Street on approach to Baranagoo north.</p>	<p>Development of Harbour Village North Public Domain Plan that considers:</p> <p>Review of car parking/ loading/ traffic to achieve reallocation of road space for pedestrian amenity and tree planting;</p> <p>Wide asphalt pavement expanses need to be reduced and space allocated for pedestrian amenity;</p> <p>Intersection treatments require at kerb extensions Arygle Street Lower Fort / Argyle Place to reduce crossing distance;</p> <p>Roadway link to Observatory Hill Park Watson Road – opportunities widen footway reallocated some road space</p> <p>Local park opportunities sitting , relaxing Between Argyle Street and Argyle Place</p> <p>Consider Legibility of link into Barangaroo Headland Park.</p>

	<p>Pitt Street</p> <p>Pitt Street provides the opportunity to create a more intimate scaled north south pedestrian priority street from Belmore Park to Circular Quay.</p> <p>Includes Pitt Street Mall, a space that defines the main retail heart of the city centre.</p>	
	<p>Future Directions</p>  	<p>Review parking and loading provisions to provide opportunity to expand footpath/ pedestrian use.</p> <p>Consider creating a slow street with extended thresholds widened footpaths.</p> <p>Reinforce connection with Pitt Street Mall at Market Street and King Street intersections reinforce pedestrian heart to retail core of the city centre;</p> <p>Reinforce link to Belmore Park;</p> <p>Paving materials variable granite, asphalt and brick – program unify streetscape consistent public domain treatment as ongoing City Centre streetscape upgrades.</p>

<h2>Market Street</h2> <p>Provides east west link from Hyde Park to Darling Harbour/ and Pyrmont over the Pyrmont Bridge</p> <p>Between Elizabeth and George Street Market Street is part of the retail core that includes Pitts Street Mall</p> <p>Pedestrian amenity detracted by congested / narrow footpaths that makes access difficult during peak times.</p> <p>Between George and York Street recent streetscape upgrades have provide additional footpath space with a lane closure.</p>	
<h2>Future Directions</h2> <div></div> <p>Hyde Park – pathway alignment with Market Street.</p> <div></div> <p>Market Street – George and Pitt</p> <div></div> <p>Widened footpath between George and York Streets.</p>	<p>Review of car parking/ loading/ traffic to achieve reallocate road space for separated cycleway and pedestrian amenity and tree planting;</p> <p>Width of pathways congestion heavy use</p> <p>Retail core precinct review parking to achieve wider footway treatments</p> <p>Threshold raised Pitt Street mall intersection. Reinforce connection into Pitt Street Mall.</p>

<p>York Street / Kent</p> <p>North south links on western side of City that provides links to Wynyard Station/ bus interchange as well as access to Barangaroo, Observatory Hill Park and North Sydney via the Kent Street Underpass.</p> <p>Kent Street separated cycleway is currently under construction.</p> <p>York Street pedestrian priority with additional footway widening, intersection treatments and crossing facilities.</p> <p>Significant vistas along York Street are terminated by the Town Hall to the south.</p> <p>Recent streetscape upgrade of York Street has included continuous footpath extensions across Mullins Street – a treatment that needs further replication across the City Centre.</p>	
<p>Future Directions</p>  <p>Kent Street Underpass</p>  <p>No dedicated crossing facility from Kent Street Underpass to access York Street</p>  <p>Mullins Street continuous footpath treatment</p>	<p>Bus operations in this area significant user of road space and will require review to achieve any significant Reallocation of road space for additional pedestrian amenity.</p> <p>Kent Street Underpass – poor quality public domain – improve legibility, public domain quality surveillance</p> <p>Crossing treatments from Kent Street underpass to York Street need definition.</p> <p>Intersection treatments at York and Jamison/ Lang Street to provide stronger link and improved access to Lang Park;</p> <p>Crossing intersection treatments York Street/ Wynyard Street need to be addressed.</p>  <p>York Street/ Wynyard Street</p>

5.2 Citywide Route Assessment Criteria




Route Alignment Principles for the Citywide network have been used to demonstrate which routes display the highest potential to serve pedestrian/ cycle demand, assist in the assessment shortfalls that need to be addressed to improve amenity.

The following principles have been developed from a review of relevant literature and studies relating to the development of pedestrian and cycle networks. These include

- Walkable London;
- RTA PAMP Guidelines;
- Gehl Architects – Public Domain Quality Criteria;
- Relevant Pedestrian/ Cycle planning studies;

These principles are further elaborated in Volume 3 of this report.


Factors considered included.


Assessment Criteria	
1.0 Route Alignment Quality	
1 (A) Connectivity/ Directness	
Are there direct continuous connections to destinations, public transport modes etc? Any gaps in network?	
1(B) Legibility/ Views	
Any landmarks to aid visual orientation? Are there good visual connections along route? Views and vistas?	
1(C) Accessibility	
Any inclusive access issues – obstacles, steep gradients?	

2.0 Public Domain Quality	
2(A) Pedestrian Comfort	
<p>Is there good pathway width (appropriate for location) and surface treatment?</p> <p>Pedestrian amenities such as kerb extensions, continuous thresholds?</p> <p>Are appropriate road crossing opportunities provided in relation to desire lines.</p> <p>Any facilities – public toilets nearby.</p>	
2(B) Stationary Activities	
<p>Any seating opportunities?</p> <p>Any parks/ urban spaces to rest, linger, recreate?</p> <p>Any outdoor café seating/ dining?</p>	
2 (C) Day/ Evening/ Night Activities	
<p>Any evening/ night businesses- restaurants/ pubs/ cafes to add to vibrancy and interest of the street in the evening?</p>	
2 (D) Streetscape Design Quality	
<p>Architectural quality/ human scale/ consistency/ quality of materials.</p> <p>Public domain detailing /Public art;</p> <p>Are there active ground floor frontages, detailing and design for enjoyment of pedestrians?</p> <p>Are there mature trees with good canopy or small trees out of scale with the streets or no trees?</p>	




5.3 Network Component Assessments


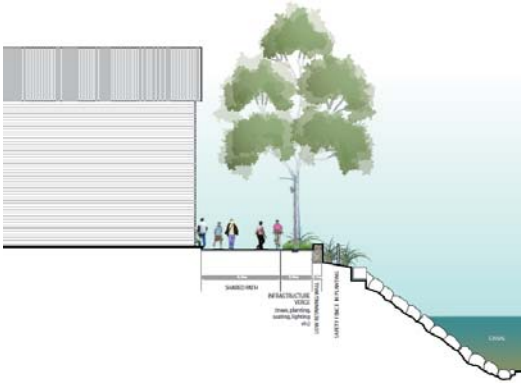
As listed in section 6.3.6, Volume 1.



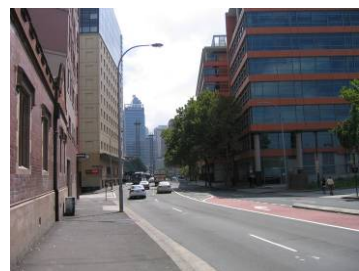
1.0	Alexandra Canal Alexandra Canal is a significant feature within the Southern Industrial Area. The Canal and subsidiary stormwater channels provide the opportunity for a finer grain off street pathway system for this area. with access to Green Square and regional links to Tempe, Cooks Rivers and Botany Bay foreshore. Alexandra Canal is currently a major constraint for both pedestrian / cycle east/ west movement with few crossing points over the Canal are limited to Canal Road bridge to the south Huntley Street to the north.					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	Local connections	✓






	Key Attractors/ Destinations	Green Square Town Centre; Sydney Park; Perry Park; Southern Industrial employment; Regional connections to Tempe, Cooks River, Botany Bay.
	Network Quality	
	Connectivity/ Directness	
	 Alexandra Canal	<p>Alexandra Canal would provide regional, local and recreational routes, connecting to Sydney Park and Green Square and southern Sydney suburbs.</p> <p>It has the potential to be the centrepiece of a regional open space and recreational walkway/cycleway network for the southern area.</p> <p>Connections need to be provided from the Canal to align with the Doody Street/ Bourke Street intersection which will allow east – west access along Doody Street and additional north south links along Bourke Road.</p>






		<p>A completed section of the pathway along the Canal is located outside the local government area south of Coward Street, Mascot and along sections of stormwater canals that feed into the main Canal. This pathway provides off street access to Tempe Reserve, and the Cooks River foreshore cycleway pathway network.</p>
	<p>Pathway - South of Coward Street</p>	
		<p>The east west subsidiary canal pathway from Doody Street to Bourke Road is completed in some sections only and so is not currently available for access.</p> <p>The existing water channels that feed into the Canal are an unique characteristic of the area and provide the opportunity to open up for pedestrian/ cycle network which would be a distinctive amenity for Green Square.</p>
	<p>East West Pathway Link – Domayne site</p>	
<p>Network Gaps</p>		<p>No access currently available along the City of Sydney section of the Canal. The South Sydney Urban Design DCP provides for a 10m setback to allow a future pathway to be provided along the canal edge.</p> <p>The lack of a bridge connection across the Canal inhibits direct access to Sydney Park.</p>  <p>ALEXANDRA CANAL - EAST-WEST CANAL LINK</p>


	 <p>Harley Street Waterboard Easement</p>	<p>The Harley Street Water Board easement provides opportunity for an additional direct east west link from Green Square / Beaconsfield to Erskineville.</p>
	<p>Legibility/ Views</p>	<p>Topography is generally flat to gentle gradients. Views to the City Skyline are available along some sections of the Canal which gives a good sense of orientation and direction.</p> <p>Views to Sydney Park brick chimneys provide a local landmark and orientation to Sydney Park.</p>
	<p>Accessibility</p>	<p>Canal network has the potential for good accessibility given the level topography and proposed generous setbacks and easements.</p>
	<p>Public Domain Quality</p>	
	<p>Invitation to Walk and Cycle</p>	<p>Currently there are limited attractors to promote significant pedestrian activity. Completed sections of the Canal network south of Coward Street are largely used by cyclists to access southern suburbs of Rockdale/ Tempe and connections to Cooks River.</p>
		<p>Future links to Perry Park and Sydney Park would generate improved recreation access for residents and workers in Rosebery/ Alexandra.</p>
	<p>Perry Park</p>	
	 <p>Sydney Park</p>	<p>Proposals are being developed to upgrade Perry Park and adjoining indoor basketball court stadium into an active recreation facility which will be a major attractor for the area.</p>




<p>Stationary Activities/ Evening Activities</p> 	<p>Opportunities for seating and rest areas along the Canal. Ground floor land uses fronting the Canal may include cafes for local workforce but not anticipated that area will be a lively evening precinct. Planning controls need to encourage active ground floor edges to provide good surveillance.</p>
<p>Streetscape / Urban Design Quality</p> 	<p>Opportunity to create pedestrian and cycle network of. Alexandra Canal Master Plan prepared in 2001 provides a framework to deliver high public domain quality that considers landscape treatments, lighting, and seating.</p>
<p>Recommendations</p>	<p>Ensure Planning controls along Canal frontages maintain setbacks to facilitate access. Building frontages to create active edges and good surveillance along Canal links. A mix of uses is encouraged to bring variety and interest to the Canal.</p> <p>Finalise Alexandra Canal Masterplan to confirm public domain finishes and preferred section treatment. Ensure creation of spaces for sitting and relaxing.</p> <p>Completion of through site links from Doody Street and Bourke Road to the Canal ;</p> <p>Bridge connections across the canal to allow access to Sydney Park;</p> <p>Use of Sydney Water Easement off Harley Street to create a substantial east-west access corridor that links into Beaconsfield, Alexandra, Green Square and the Canal.</p>
<p>References</p>	<p>Alexandra Canal Master Plan 2001</p>

2.0	Rosebery – Green Square- Redfern – Railway Square. Botany Road is characterised by a mix of commercial, light industrial, retail and recent medium density residential development. The clustering of factory outlet stores at Waterloo generates pedestrian activity on week ends. Botany Road is an important route connecting the City Centre with Botany Bay. It has a role as a destination with a diverse mix of uses. Pedestrians tend to use short sections of the street to access public transport, residential, employment or retail. The future Green Square Town Centre however will generate significant pedestrian activity with additional residential and worker population.					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓		✓	Shared path only
	Key Attractors/ Destinations  Railway Square		Gardeners Road Public School; Beaconsfield commercial strip; Medium density residential ; Employment – Rosebery/ Alexandra; Local retail/ services; Future – Green Square Town Centre; Green Square Station; Redfern Station; Regent/ Redfern Street Shopping Strip; CUB site; Railway Square; Railway Square – transport hub for buses trains access to proposed George Street civic spine.			
	Network Quality					
	Connectivity/ Directness  Regent Street		This Route provides a Southern gateway into the City Centre that links Rosebery, Alexandra, Green Square, Redfern Station and east Chippendale and Railway Square. The route is located within a coarse grain street network with some intersecting east west streets up to 100 – 150m apart.			






Network Gaps	
 <p>Green Square 5 ways</p>  <p>Regent/ Little Lee Street</p>	<p>Network gaps are confined to poor intersection treatments for pedestrians and cyclists. These include:</p> <p>Botany Road/ O’Riordon, Bourke Road Intersection: lacks direct pedestrian crossing from Green Square Station to western side of Botany Road where significant medium density residential develop is being established. Jay walking access Green Square train station.</p> <p>Lawson Square – slip lanes</p> <p>Cleveland Street – slip lanes</p> <p>Regent / Little Regent Street – requires safer pedestrian amenity with kerb extensions or crossing treatments.</p>
Legibility/ Views	
 <p>City view from Cleveland Street Intersection</p>	<p>Views towards the Central Sydney skyline are available along the Botany Road / Regent Street corridor which provide good orientation points.</p> <p>Cleveland Street/ Regent Street intersection also offer prominent views to city skyline.</p>
Accessibility	
	<p>The generally flat nature of the route means that accessibility on foot and by bike can be easy providing there is a permeable and safe circulation network.</p> <p>Level topography gradients very flat to gentle with rises around 5% from Henderson Road to Lawson Square and Cleveland Street to Lawson Square</p>
Public Domain Quality	
Invitation to Walk and Cycle	
	<p>Poor amenity for pedestrians and cyclists with traffic speed, trucks, noise and poor intersection treatments. Car parking also reduces amenity create conflicts and interruptions with pedestrian access.</p> <p>Proposed separated cycle facility to be provided along Dunning/ George Street which runs parallel with Botany Road.</p> <p>Residential development and use as a primary southern bus corridor generate local pedestrian movements which</p>




 <p>Hansard Street</p>  <p>Lawson Square</p>		<p>are generally necessary rather than optional pedestrian activity. Further residential development will increase pedestrian activity and need to improve pedestrian amenity.</p> <p>Activities and destinations are spread out along the corridor which limits pedestrian use to short sections of the route only.</p> <p>Generally footpath condition good with many sections reconstructed recently as part of City foot path upgrade program.</p> <p>Minor side streets to the major pedestrian streets could be treated with kerb extensions or continuous footway crossings to improve pedestrian amenity. Existing treatment at Hansard Street intersection is a good example of improvements that could be implemented.</p> <p>Slip Lanes at major intersections also reduce pedestrian amenity and priority.</p>
<p>Stationary Activities</p>  <p>Regent Street retail</p>  <p>Cope Street Reserve</p>		<p>The plaza fronting Green Square Station is devoid of activity given the poor spatial definition and inactive edges defining the space. It is expected that Green Square Town Centre will provide a focal point of activity in the area and will include high quality public domain supportive of stationary activities</p> <p>Regent Street retail – previous streetscape upgrade provides seating opportunity, shade and separation from traffic.</p> <p>Cope Street Reserve improvements also provide local urban space to sit and wait for buses.</p> <p>Apart bus stops most streets the route has no street benches or seating opportunities for pedestrians using the network.</p>
<p>Evening Activities</p> 		<p>Evening activities limited to mainly hotels, takeaway/ restaurants along Botany Road and Gardeners Road.</p> <p>Setback requirements of recent development have created generous footpath widths however busy / noisy road environment has resulted in limited outdoor seating from cafes.</p> <p>Green Square Town Centre will be future focus of retail/ commercial activity mix activity long span of hours to generate pedestrian activity into the evening.</p>





<p>Streetscape / Urban Design Quality</p>  <p>Botany Road near Euston Road</p>	<p>Generally poor amenity caused by poor inconsistent building form and setbacks, long straight lengths of road, leased car parking, lack of consistent street tree canopy and inactive building frontages. Some trees deformed from excessive pruning to accommodate overhead powerlines.</p> <p>RTA road reservation has been major limiting factor in achieving more cohesive streetscape particularly with additional tree planting.</p> <p>Regent Street streetscape improvements provide a section of good amenity with separation from traffic and street trees, and opportunities to sit.</p> <p>Section of Regent Street from Lawson Square to Cleveland Street has a poor inactive edge of the railway reserve and the residential development on raised podium presents blank wall to the street.</p> <p>Footpath provision is largely a combination of concrete and asphalt footpaths with sections of grass or landscape verge treatments.</p>
<p>Recommendations</p>	<p>Although currently having an overall poor streetscape quality this route has the potential for transformation to a major southern gateway into the City Centre.</p> <p>Botany Road Streetscape Scope opportunities to use setbacks landscape treatments/ additional tree planting to create an attractive pedestrian boulevard and shared bikeway</p> <p>Promote land uses that provide active ground floor uses on Botany Road that can service the nearby residential population and give increased surveillance of the public domain and provide more unified street character.</p> <p>Green Square 5 Ways – dedicated pedestrian signal access across western side of Botany Road and Wyndham Street.</p> <p>Improve intersection treatments minor streets with kerb extensions, continuous thresholds. Harley Street intersection provides example treatment.</p> <p>Slip lane reduction cnr Botany Road / Gardeners Road Slip Lane reduction – Lawson Square;</p> <p>Regent Street/ Little Regent – improved crossing opportunities</p>

3.0	<p>Rosebery –Green Square- Redfern – Central – Haymarket – City Centre</p> <p>Provides a north south cycle priority connection to the City Centre.</p> <p>Proposed separated cycle lane along Dunning Ave will provide safe and convenient access for cyclists as opposed to adjacent busy Botany Road.</p> <p>Pedestrian activity is currently focussed along sections of route extending from George Street north of Redfern Street which is a convenient distance for pedestrians accessing Central Station and Haymarket area.</p> <p>Green Square Town Centre will be a future focus of localised pedestrian activity</p>					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
	Key Attractors/ Destinations		Rosebery residential/ employment; Green Square Town Centre; Redfern Street and Redfern Station; Prince Alfred Park; Central Station; Belmore Park Haymarket; City Centre.			
	Network Quality					
	Connectivity/ Directness  <p>Dunning Avenue</p> 		<p>Provides a direct and continuous north south link from Gardeners Road to City Centre. Separated cycle facilities are proposed for the majority of the route.</p> <p>Pedestrian use currently more concentrated from Redfern to Central Station however Green Square Town Centre once developed will generate additional local pedestrian activity along the route.</p> <p>Prince Alfred Park and Belmore Park provide convenient off street links along the route.</p> <p>Chalmers Street provide alternative on street access adjacent to Prince Alfred Park.</p> <p>Intersects with Liveable Green Network Routes at Harcourt Parade, Green Square East West Boulevard, Redfern Street, Devonshire Street and Hay Street.</p>			


	<p>Prince Alfred Park (before upgrade)</p>  <p>Belmore Park</p>	<p>Belmore Park – pathway network provides access from Eddy Avenue to Pitt Street or Castlereagh Street.</p>
	 <p>George Street Waterloo housing estate connection.</p>	<p>The connection along former George Street alignment through Waterloo Department of Housing is ill defined through what could be perceived as semi private space associated with the housing estate.</p>
	<p>Network Gaps</p>	
		<p>Crossing facilities are required at Epsom Road / Dunning Ave;</p>
	 <p>Portman/ Bourke Street</p>	<p>Crossing facilities are required at Portman / Bourke Street to access George Street ;</p>
	 <p>McEvoy/ George Street</p>	<p>Crossing required across McEvoy Street into George Street. Crossing facility is currently aligned to Pitt Street – investigate options to shift mid block.</p>
		<p>Chalmers Street – Intersecting streets access Surry Hills to Prince Alfred Park however currently no mid section crossing points provided</p>



	 <p>Chalmers Street</p>	<p>between Central Station and Cleveland Street.</p>
		<p>Eddy Ave / Elizabeth Street – Direct crossing not provided at intersection resulting in jaywalking by people seeking access to Central Station entrance on corner. Pedestrians required to divert to pedestrian crossing on Eddy Ave west of the railway bridge.</p>
<p>Legibility/ Views</p>	 <p>George Street</p>	<p>Visual prominence of tree canopy on Mt Carmel is a feature around the George Street/ McEvoy Street intersection.</p> <p>George Street near Redfern Street offers framed views to city centre. Southern views are dominated by Waterloo Housing towers.</p> <p>Prince Alfred Park provides panoramic view to city centre skyline.</p>
	 <p>Prince Alfred Park</p>	<p>At Central Station landmark buildings such as the Central clock tower and Dental Hospital building provide strong sense of location and identity to the area.</p>
	 <p>View to Central Railway Clock tower from Belmore Park</p>	





	<p>Accessibility</p> 	<p>Mostly flat to gentle gradients along the route to allow convenient pedestrian and cycle. Gradients are less than 7%.</p> <p>The gradient rises to around 7.1% along George on the north and south approaches to Redfern Street.</p>
	 <p>Central Station entrance</p>	<p>Chalmers Street – cyclists exiting Prince Alfred Park to Chalmers Street near Central Station entrance conflict point due narrow footpath, congestion caused by people alighting buses and exiting Devonshire St tunnel.</p>
	 <p>Eddy Ave</p>	
Public Domain Quality		
	<p>Invitation to Walk and Cycle</p>	<p>The southern section along Dunning Ave is dominated by commercial/ light industrial premises that have inactive edges which could discourage pedestrian use. Botany Road which is parallel to Dunning Avenue would cater for more pedestrian use being a major bus corridor and location of medium density housing and retail services. For cyclists the route provides direct access without heavy traffic experienced on nearby Botany Road.</p> <p>North of Phillip Street the route connects to major attractors to encourage pedestrian activity. This</p>


 <p>Dunning Ave</p>	<p>includes Redfern Street and Redfern Station, Prince Alfred Park, Central Station, Belmore Park, Haymarket and City Centre.</p> <p>Upgrade of Prince Alfred Park will provide a district recreation precinct park with pool, basketball courts, tennis courts, pathway network and landscape amenity.</p>
	<p>Belmore Park East along Elizabeth Street. Recent footpath and landscape treatments have formalised previous non existent pathway.</p>
	<p>Slip lane access from Chalmers Street to Elizabeth Street at Dental Hospital reduces pedestrian amenity. Lack of crossing at Elizabeth Street at the Dental hospital resulting in jaywalking for people accessing Elizabeth Street bus stop.</p>
<p>Stationary Activities</p>  <p>Ibero Americano Plaza</p>	<p>Focus of stationary activities and casual recreation includes</p> <p>Green Square Town Centre (future);</p> <p>Prince Alfred Park (pool, tennis/ basketball courts)</p> <p>Belmore Park;</p> <p>Chalmers Street – outdoor seating located near Devonshire Street intersection.</p> <p>Public toilets provided at Prince Alfred Park (under way) Belmore Park;</p> <p>Other spaces such as the Ibero Americano Plaza off Chalmers Street are largely under used.</p>
<p>Evening Activities</p>	<p>Apart from Central/ Surry Hills evening activities section minimal along the majority of the route</p>

		apart from some premises on Redfern Street. Green Square Town Centre will be the focus of future evening activity.
Streetscape / Urban Design Quality  Portman Street 	<p>Route provides a variety of streetscapes ranging from Variable light industrial character along Dunning Avenue, DOH estates at Waterloo, small scale terraces, and medium density residential.</p> <p>Redfern Street upgrade has provided a well defined “Main Street”;</p> <p>Mature street trees have consistent canopy provide unity and distinction the streetscapes. George Street north of Redfern Street has verge planting that provides additional interest and detail for pedestrians.</p>  George Street	
Recommendations * = PCTC Recommendation	<p>Implementation of separated cycle network along Dunning Ave/ George Street/ Chalmers Street as per Cycle Masterplan;</p> <p>Investigate options for pedestrian crossing facilities at Epsom Road, Bourke Street, McEvoy Street to provide safe crossing opportunities.</p> <p>Chalmers Street – additional pedestrian crossing between Devonshire / Cleveland to provide link to Prince Alfred Park; *</p> <p>Review minor street intersections/ laneways for opportunities for kerb extensions, continuous thresholds to improve pedestrian continuity.</p>	

4.0	Rosebery – Alexandra – Sydney Park					
	Provides an east- west connection along Doody Street and Harcourt Parade that connects Sydney Park, Alexandra and Rosebery with regional links to Kensington and UNSW.					
	Intersects with Citywide LGN routes at Bourke Road , Dalmeny Avenue and Alexandra Canal precinct .					
	Landuses along the route range from light industrial / commercial, big box retail, new medium density residential and single detached residential. Precinct developing around Ralph Street includes film production and other create industries.					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
			✓	✓	✓	✓



	Key Attractors/ Destinations	Sydney Park; Alexandra Canal; Alexandra employment e.g. South Sydney Corporate Park; Big Box Retail; South Sydney Markets Rosebery; Turruwul Park; Connections to Kensington - UNSW
	Network Quality	
	Connectivity/ Directness	Route provides a potential direct east west connection to Sydney Park and Alexandra Canal pathway network . Route connects Liveable Green Network links along Bourke Road, Dunning Avenue and Dalmeny Avenue .
	 Doody Street – South Sydney Corporate Park  Doody Street stormwater easement pathway	Potential direct access from Doody Street along the east west stormwater canal connection to Alexandra Canal. Sections of this link are already completed.



	 <p>Ralph Street</p>	<p>Connections to Ralph Street provide good access to Beaconsfield. Ralph Street is the focus new residential development and the network will improve access for residents to nearby recreational opportunities.</p> <p>Potential for creation of through site links in association with future development to provide access to Botany Road.</p>
	 <p>Southern Cross Drive Reserve Pathway</p>	<p>Southern Cross Drive Reserve located at the eastern end of Harcourt Parade provides link to Gardeners Road bridge to access Randwick City Council cycle network to UNSW or underpass connection to Eastlakes.</p>
	<p>Network Gaps</p>	
	 <p>Alexandra Canal</p>	<p>Alexandra Canal is currently a significant network barrier to Sydney Park however proposed Alexandra Canal Master plan and future development will create revitalised precinct with a diversity of uses and businesses.</p> <p>A through site connection is required from Bourke road to the canal to align with the Doody Street intersection.</p>
	<p>Legibility/ Views</p>  <p>Doody Street</p>	<p>Views along the street are contained by surrounding building form or street trees.</p> <p>From the Canal edge views to Sydney Park brick chimneys will provide good sense of orientation and direction.</p>





<p>Accessibility</p>  <p>Gillespie Street @ Botany Road</p>	<p>Gradients level to gentle undulating.</p> <p>Signalled pedestrian crossing provided at Botany Road/ Harcourt Parade intersection and Doody/ O'Riordon Street intersection. Signalled pedestrian crossing also provided at Shirley Street/ Botany Road.</p>
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Public Domain Quality	
<p>Invitation to Walk and Cycle</p>  <p>Harcourt Parade</p>	<p>Footpaths are in good condition with pram ramps provided at intersections.</p> <p>Separated cycleways proposed for Doody Street and Harcourt Parade.</p> <p>Destinations are not tightly clustered along the entire route corridor with majority of Harcourt Parade limited to single detached housing.</p> <p>Rosebery has had previous traffic calming measures including roundabouts, median islands and raised table top intersection treatments.</p> <p>However along the route some intersections such as Gillespie Street/ Botany Road intersection should be reviewed for kerb extensions to create more comfortable crossing opportunities.</p> <p>Turruwul Park provides a local recreation focus for residents and workers community recreation</p>
<p>Stationary Activities</p>  <p>Turruwul Park</p>	<p>Recent upgrade of Turruwul Park includes boundary pathway and playground that promotes use of the park for exercise walks as well as meeting place for local community.</p>




ATTACHMENT B




	 <p>Doody Street – South Sydney Corporate Park</p>	<p>Seating facilities workers along Doody Street at South Sydney Corporate Park provide opportunities for minor street activation at lunchtimes.</p>
	 <p>Corner Doody and Ralph Streets</p>	<p>Open Space and Recreation Needs Study recommends provision of park on the corner of Doody and Ralph Streets to provide for local open space needs for increasing residential development located on west side of Botany Road.</p>
	<p>Evening Activities</p>	<p>Doody Street is a focus of activities by workers during business hours however evening activity is minimal apart from Thursday evening shopping at big box retail.</p>
	<p>Streetscape / Urban Design Quality</p>	<p>Built form defining the route varies from older warehouses, big box retail, new residential around Ralph Street and single detached residential that is typical of Rosebery.</p> <p>Streets have good consistent tree canopy cover however in some instances these have been diminished by pruning for overhead wires.</p> <p>Rosebery streets with excessive road widths have opportunity for additional tree planting in roadway</p>
	<p>Recommendations</p>	<p>Ongoing development of Doody Street canal tributary to create a range of well connected public spaces including a new public park on the corner of Doody street</p> <p>Provide a through site connection from Bourke Road to the canal to align with the Doody Street intersection.</p> <p>Review all street intersections for opportunities for kerb extensions or threshold treatments.</p> <p>Ongoing rollout of separated cycle network along Doody Street and Harcourt Parade.</p>

5.0	Rosebery – Green Square – Redfern Waterloo.					
<p>This route will form a north south connection from Rosebery to the Green Square Town Centre and urban renewal areas.</p> <p>Route extends from Dalmeny Ave at Gardeners Road through Green Square Urban Renewal sites to connect to Bourke Street. The Bourke Street LGN route then links to Surry Hills, City Centre and Woolloomooloo or links along Phillip Street to Redfern Station.</p> <p>Built form ranges from single detached houses front gardens medium density housing, commercial, urban renewal areas. Intersect with Green Square East – West Boulevard to provide direct connection to the proposed Green Square Town Centre.</p>						
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
Key Attractors/ Destinations			Gardeners Road retail strip; Green Square Urban Renewal residential; ACI – Danks Street retail centre; Green Square Town Centre; Danks Street;			
Network Quality						
Connectivity/ Directness			The route will form north south connection between Rosebery to Green Square Town Centre and urban renewal areas. The route directly connects into Bourke Street LGN route to access Surry Hills, City Centre or the Phillip Street LGN to access Redfern Station.			
			The Green Square urban renewal sites (Epsom and Lachlan precincts) will provide additional new streets and through site links including the east- west boulevard which will improve the connectivity of the area's current course grain street network.			
View to Bourke Street from ACI (Danks Street retail plaza)						





	Network Gaps	
	 <p>View to Lachlan Precinct from O'Dea Avenue</p>  <p>Lachlan Street</p>	<p>The Epsom and Lachlan Urban Renewal precincts are currently undeveloped and create a network gap.</p> <p>The Green Square DCP provides for additional north south street connections and major east west boulevard connection to the future Town Centre. The new street network will provide direct access from Dalmeny Ave to Gadigal Ave, Victoria Park and through Lachlan Precinct to the ACI development. (Refer Section XX)</p> <p>At O'Dea and Epsom Road intersections signalised pedestrian crossings are already provided to facilitate north south access across these busy streets.</p> <p>Future pedestrian crossing required at Lachlan Street to provide safe access into the ACI site which then connects to Bourke Street.</p>
	 <p>Joynton Avenue</p>	<p>Current alternative access is available along Epsom Road, Joynton Avenue and O'Dea Avenue to Bourke Street. Joynton Ave characterised by grand fig trees and mature street trees providing a high amenity streetscape.</p>
	<p>Legibility/ Views</p>  <p>View from Kimberly Grove looking south</p>	<p>Good views from Kimberly Grove Reserve to City Centre and south to Port Botany and airport provide good sense of direction and orientation.</p>



	<p>Accessibility</p>  <p>Gradient rise to Kimberly Grove from Morley Avenue.</p>	<p>Section along Dalmeny Avenue between Morley Avenue and Kimberly Grove exceeds 7% gradient.</p> <p>Alternative accessible access can be obtained along Morley Ave and Rosebery Avenue which links to Epsom Road which also connects to the future street network of the Joynton urban renewal precinct.</p>
	<p>Public Domain Quality</p> <p>Invitation to Walk and Cycle</p>  <p>Raised MFC and kerb extensions in ACI development.</p>  <p>Victoria Park – continuous footpath treatments</p>	<p>Destinations are not tightly clustered along the entire route corridor with area south of Kimberly Grove limited to single detached housing.</p> <p>Rosebery has been subject to previous traffic calming measures such as raised intersection platforms and traffic islands that improve pedestrian amenity by slowing traffic speeds.</p> <p>Connections to Green Square Town Centre via the East West boulevard will increase the activation and use of this route corridor.</p> <p>Gadigal Ave in Victoria Park also provides high quality public domain and amenities including seats, toilets, bubblers and parkland.</p> <p>Within the ACI residential development the traffic calmed street network that provides access to Danks Street and Bourke / Phillip Street.</p> <p>Retail centre at ACI development provides local attractor with supermarket, restaurants and other services. Danks Street galleries and eateries also an attractor.</p>
	<p>Stationary Activities</p>	<p>The parks in Victoria Park and ACI developments provide opportunities to sit and casual recreation. Amenities include bubblers, playground and toilet facilities (Victoria Park). Retail plaza at ACI also provides sitting opportunities and outdoor cafe seating.</p>

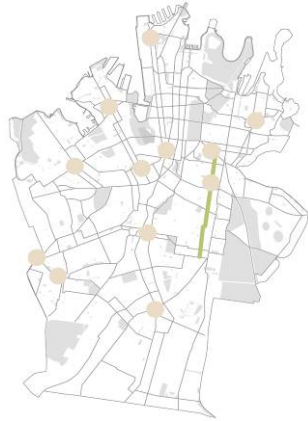


	 <p>Victoria Park</p>	
	<p>Evening Activities</p>  <p>ACI development at Danks Street intersection</p>	<p>Concentrations of evening activities limited to retail area at the ACI retail plaza and Danks Street which provides cafes / restaurants.</p>
	<p>Streetscape / Urban Design Quality</p>  <p>Victoria Park</p>	<p>Variety of streetscape types including single detached Rosebery houses, Victoria Park and ACI urban renewal areas and existing light industrial warehouses with mature street trees.</p> <p>Victoria Park urban renewal area high quality streetscape character</p> <p>The Fig trees at Joyton Ave provide high streetscape amenity. Dalmeny Avenue has had recent street tree planting that once mature will provide a more consistent canopy.</p>
	<p>Recommendations</p>	<p>Ensure Planning controls for Lachlan and Epsom Precincts provide a new street and pathway network that emphasises pedestrian and cycle priority.</p> <p>Review Dalmeny Ave intersection treatments for opportunities to provide additional kerb extensions/ continuous footpath treatments to improve pedestrian continuity.</p> <p>Provide appropriate pedestrian crossing treatment at Lachlan Street to allow safe access into future Lachlan Precinct.</p> <p>Review opportunities for additional street tree planting as part of network development.</p>




6.0	Alexandra – Green Square – East Redfern- Surry Hills- Darlinghurst –City Centre Woolloomooloo					
<p>Route extends from Gardeners Road, Alexandra along Bourke Road and Bourke Street to Woolloomooloo that provides an important north-south connection between the Green Square Urban Renewal Area and Sydney Harbour, the City Centre and Eastern Suburbs.</p> <p>A section of separated cycleway is already completed along Bourke Road from Gardeners Road to Wyndham Streets. The separated cycleway section along Bourke Street between Woolloomooloo to Philip Street currently under construction.</p> <p>The route connects to recently completed separated cycleway facilities along Mandible and Bowden Streets.</p>						
Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority	
	✓	✓	✓	✓	✓	
Key Attractors/ Destinations						
 Woolloomooloo foreshore		South Sydney Corporate Park. Perry Park; Green Square Town Centre; Taylor College Urban Renewal residential development; Taylor Square/ Oxford Street; Centennial Parklands; Crown Street; Stanley Street; Woolloomooloo Harbour foreshore;				
Network Quality						
Connectivity/ Directness						
		Provides good direct cycle access from south western section of City to eastern districts. It would be expected that pedestrians would use shorter sections of the route in particular around Green Square Town Centre and Station to access facilities such as Taylor College , and the section of Bourke Street from Phillip to Oxford Streets to access Crown and Oxford Street attractions as well as the City Centre.				


	 <p>Taylor College</p>	<p>Direct connections off Bourke Street to Moore Park available from Edmund Resch Reserve Bridge, Arthur Street, Charles Street and Parkham Street.</p> <p>Route provides numerous east west connections to attractions along Crown Street.</p> <p>Opportunities to access to the City Centre are available along Oxford Street, Campbell Street, William Street and through the Domain Parklands.</p>
	 <p>Charles Street bridge to Moore Park</p>	
	<p>Network Gaps</p>	
	 <p>Green Square 5 Ways</p>	<p>Green Square – Bourke, O’Riordon. Botany Road, Wyndham Street intersection. Lack of pedestrian/ cycle crossing facilities on west side of Botany Road to provide direct access to Green Square Station. Crossing facilities are also not provided across Wyndham Street resulting in a very unsafe intersection.</p> <p>Frequent jay walking observed at this intersection.</p>
	<p>Legibility/ Views</p>	<p>The area’s topography rises to a local high point at the St Margaret’s Hospital site, providing significant views to the north. A framed view of Sydney Harbour and North Sydney is provided along the Crown Street corridor, and views down Bourke Street terminate at Woolloomooloo and the Horizon Tower.</p>
	<p>Accessibility</p> 	<p>Bridge and lift access is provided over the Eastern Distributor at Nicholson Street off Bourke Street which links to Art Gallery/ Domain parklands however the set back from Bourke Street reduces surveillance. The lift has limited capacity to accommodate bicycles.</p> <p>Overall gradients are less than 7% however the section of Bourke Street on the southern approaches to William Street and Oxford Streets is around 9.7%.</p>
	<p>Public Domain Quality</p>	
	<p>Invitation to Walk and Cycle</p>	<p>Bourke Street Cycleway project currently under construction will provide separated cycleway, and intersection treatments for pedestrians/ cyclists,</p>



		pedestrian crossing opportunities to access Moore Park, and landscape and lighting treatments.
	<p>Stationary Activities</p>  <p>Short Street Closure</p>  <p>Edmund Resch Reserve</p>	<p>Route is adjacent or directly well connected numerous public space opportunities for rest / stationary activities.</p> <p>Public toilets are available at Taylor Square.</p> <p>Perry Park;</p> <p>Short Street closure (adjacent to Taylor College)</p> <p>Green Square Town Centre (future);</p> <p>Edmund Resch Reserve;</p> <p>Fanny Reserve;</p> <p>Fred Miller Reserve;</p> <p>Taylor Square provide a distinctive nodal point in network route;</p> <p>Bourke Street Reserve;</p> <p>Intersection Fitzroy/ Foveaux Street;</p> <p>Woolloomooloo foreshore;</p> <p>Direct connections to Moore Park</p>
	<p>Evening Activities</p> 	<p>Crown Street and Oxford Street and Bourke Street near Taylor Square are the main focus of evening activity.</p> <p>Cowper Wharf Road also provides opportunities for entertainment and dining.</p> <p>Expected that Green Square Town Centre will also provide evening activation.</p>
	<p>Streetscape / Urban Design Quality</p> 	<p>Streetscape is variable ranging high quality street tree consistent architectural quality canopy along the section of Bourke from Phillip to Taylor Square.</p> <p>Southern section is more variable with wider streets and busy traffic defined by light industrial and commercial developments. Gaps in the street definition edge around Sydney Gate and vacant Water Board site will be addressed with future urban renewal and provide more activation and opportunities for pedestrian access with through site links etc.</p>




<p>Bourke Street south of Taylor Square</p>  <p>Verge Planting</p> 	<p>Recent median landscape treatments along Bourke Street near Hawksley Street provide improved visual amenity for pedestrians.</p>
<p>Recommendations</p> <p>* = PCTC recommended treatment</p>	<p>Completion of Bourke Street Cycleway project will provide a range of cycle and pedestrian priority treatments along the route.</p> <p>Green Square 5 ways intersection – dedicated crossing facilities need to be provided to facilitate access to Green Square station and across Wyndham Street.</p> <p>Bourke Street between Hill and Short Street – provide pedestrian crossing*;</p> <p>Bourke Street at Devonshire Street – Provide pedestrian crossing in Devonshire Street*.</p> <p>Bourke Street between Arthur / Phelps Street – provide pedestrian crossing*.</p>

7.0	Baptist – Crown Street Provides a north south link along Baptist Street and Crown Street . Crown Street is a major attractor with restaurants , public library/ community facilities, cafes , specialty retail shops; Route intersects with LGN routes at Phillip Street, Telopea Street, Foveaux Street and Oxford Street Street connections link the major separated cycleway along Bourke Street with attractions and destinations clustered along Crown Street.					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	
	Key Attractors/ Destinations  Crown Street		Crown Street activity centre; Oxford Street; Green Square Urban renewal; Surry Hills Shopping Centre; Cleveland Street;			
	Network Quality					
	Connectivity/ Directness  Phillip Street crossing near Baptist Street – potential thru site link to Danks Street		Provides direct north south link from Waterloo urban renewal areas to Darlinghurst/ East Sydney. Numerous east west streets provide links between Bourke and Baptist/ Crown Streets that will allow cycle commuters along Bourke Street cycleway to access desired destinations. At Phillip Street near the Baptist Street intersection opportunities additional through site links into Danks Street with future redevelopment.			


	<p>Network Gaps</p>  <p>Baptist/ Phillip Street</p>	<p>A pedestrian crossing should be considered at Baptist Street/ Phillip Street to allow more convenient access across the street.</p> <p>Minor street intersections along the route could be improved with kerb extensions or continuous threshold treatments.</p>
	<p>Legibility/ Views</p>  <p>Surry Hills Library</p>	<p>A framed view of Harbour Bridge and North Sydney is provided along Crown Street near St Magarets site.</p> <p>Along Crown Street the new Surry Hills Library, Shannon Reserve and the St Margaret's site are distinctive landmarks in the streetscape.</p> <p>Western views to City Centre/ Central provided down Foveaux Street.</p>
	<p>Accessibility</p>  <p>Baptist Street</p>	<p>Route traverses a ridge line so gradients are generally level to gently undulating.</p> <p>To improve accessibility the PCTC Plans recommend:</p> <p>Crown Street at Lansdowne Street Provide pedestrian crossing with raised platform and kerb extensions.</p> <p>Crown Street south of Foveaux Street (adjacent Surry Hills Community Centre) – Provide pedestrian crossing with raised platform and kerb extensions (completed)</p> <p>Pedestrian crossing on Baptist St at Boronia St</p> <p>Pedestrian crossing on Baptist St at Zamia St</p>

Public Domain Quality	
<p data-bbox="327 230 719 264">Invitation to Walk and Cycle</p>  <p data-bbox="327 745 592 779">Baptist/ Telopea Street</p>  <p data-bbox="327 1099 663 1131">Crown Street at Arthur Street</p>	<p data-bbox="823 264 1390 394">Crown Street is clustered with amenities and attractions such as restaurants, cafes, specialty shops that promote pedestrian activity from the surrounding mixed use neighbourhoods.</p> <p data-bbox="823 456 1417 551">Provision of raised pedestrian crossings through PCTC projects improves access and connectivity across the street as well as linking side streets.</p>
<p data-bbox="327 1131 611 1164">Stationary Activities</p>   <p data-bbox="327 1944 496 1977">Street Closure</p>	<p data-bbox="823 1131 1453 1227">Shannon Reserve provides public space with a direct relationship with the street. Is a venue for local park markets and gatherings.</p> <p data-bbox="823 1261 1441 1328">Numerous street closures along route provide also seating opportunities;</p> <p data-bbox="823 1357 1369 1391">Public Toilets available at Surry Hills Library.</p>





	Evening Activities	Evening activities centred around Crown Street and Cleveland Street near Crown/ Bourke Streets and Oxford Street .
	Streetscape / Urban Design Quality 	<p>Route largely provides consistent and built form and mature street trees.</p> <p>Baptist Street is predominantly low scale terrace houses with mature street trees while Crown Street presents a mix of active retail uses, variety of residential scale developments and commercial buildings.</p> <p>Shannon Reserve provides public open space along the street and contributes to the civic focus around the new library.</p>  <p>Baptist Street</p>
	Recommendations * = PCTC recommended treatment	<p>Reinforce Crown Street major pedestrian linkage through footpath improvements / infill street trees;</p> <p>Crown / Lansdowne street – provide platform crossing / kerb extension*</p> <p>Crown Street – between Cleveland and Lansdowne street – investigate footpath widening*</p> <p>Crown Street between Lansdowne street and oxford street – investigate kerb extensions at intersecting streets; *</p> <p>Baptist/ Phillip Street – investigate options for improved crossing for pedestrians;</p>




8.0	Eastern Suburbs- Centennial Parklands – Taylors Square- City Centre Includes regional cycle and pedestrian link from eastern suburbs along Anzac Parade/ Flinders Street into City Centre as well as links from Surry Hills and East Redfern into Moore Park . Events at Moore Park sport stadiums generate pedestrian activity travelling from Central Station/ City Centre in this area. Provides a distinctive component of the Liveable Green city wide Network being predominantly defined by a parkland rather than built form edge.					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
	Key Attractors/ Destinations  Grand Drive entrance to Centennial Park		Centennial Parklands; Sydney Sports Stadium; Sydney Girls High School; Sydney Boys High School; Sydney Cricket Ground; Entertainment Quarter; Taylor Square/ Oxford Street; Paddington/ Oxford Street City Centre;			
			Access pathways from route to Sydney Football Stadium and Sydney Cricket Ground			
	Network Quality					
	Connectivity/ Directness		Provides good connection from south eastern suburbs to City Centre , Surry Hills Paddington, Darlinghurst area as well as access to Centennial Parklands . Moore Park pathway network connects to Bourke Street from Fitzroy Street and Moore Park connections at Arthur, Parkham, Charles and Moore Park Gardens Bridge .			



ATTACHMENT B




	 <p>Anzac Parade</p>  <p>Moore Park Connection</p>  <p>Moore Park Road</p>	<p>Moore Park Road connects to Oxford Street at Paddington while Flinders Street is an important entry to the City Centre.</p> <p>Connections from Josephson Street closure off Flinders Street provide access into pedestrian friendly street network near COFA in Paddington west of South Dowling Street.</p>  <p>Moore Park North pathway to Drivers Triangle</p>
	<p>Network Gaps</p>  <p>Anzac Parade /Flinders St/ Moore Park Road intersection</p>	<p>Moore Park Road/ Anzac Parade intersection at Captain Cook Hotel has no pedestrian crossing.</p> <p>Pedestrians required to walk to Greens Road intersection to cross Moore Park Road and then return back to Flinders Street.</p> <p>Crossing arrangement at Drivers Triangle also confusing. Waiting times also an issue. Surveillance issues landscape treatments also obstructing views.</p> <p>Flinders Street at South Dowling Street not signalised for pedestrians on all sides</p> <p>Anzac Parade/ Gregory Avenue. Limited crossing opportunity. Nearest crossing point 300m at Macarthur Ave. Potential opportunity for bridge connection to</p>






ATTACHMENT B






		allow more convenient access for event mode pedestrian traffic from Foveaux/ Fitzroy Street.
	 <p>Seymour Place.</p>	<p>Disruption to pathway network by minor intersecting streets. Potential to improve with continuous threshold treatments across minor streets such as Seymour Place.</p>
	 <p>South Dowling Street/ Flinders Street</p>	<p>Slip Lanes and traffic island at South Dowling Street intersection totally inadequate to safely accommodate large groups of people.</p> <p>South Dowling Street between Flinders and Oxford Street requires mid block crossing facility.</p>
	<p>Legibility/ Views</p>  <p>Anzac Parade</p>	<p>Views to city skyline provide good orientation and direction. Views to large scale sports stadiums and Showground clock towers also stand out in an otherwise open landscape.</p>
	<p>Accessibility</p>  <p>Cleveland Street pathway alongside Moore Park</p>	<p>Generally level topography with some sections on gentle gradients less than 5%.</p> <p>Lack of convenient and legible crossing opportunities at major traffic intersections reduce the amenity / access for pedestrians.</p> <p>Pathway network along south side of Cleveland Street between South Dowling and Anzac Parade has been recently upgraded to improve pedestrian and cycle access to Centennial and Moore Park.</p> <p>NSW Bike Plan recommends bridge access across Anzac Parade to improve connections from Surry Hills/ East Redfern to Moore Park.</p>

	Public Domain Quality	
	<p data-bbox="331 230 727 264">Invitation to Walk and Cycle</p>  <p data-bbox="331 656 695 719">Cleveland Street/ Anzac Parade Intersection</p>  <p data-bbox="331 1570 464 1597">Moore Park</p>	<p data-bbox="837 230 1485 394">Regional parkland amenity with internal pathway networks encourages visitation for walking and cycling for exercise/ casual recreation however at major intersections pedestrian movements are long waiting times, confusing. These include:</p> <p data-bbox="837 427 1493 521">Cleveland Street / Anzac Parade intersection Complex intersection results in multiple crossing points and long waiting times.</p> <p data-bbox="837 555 1385 647">Drivers Triangle Long wait times and confusing intersection for pedestrian access;</p>
	<p data-bbox="331 1144 619 1178">Stationary Activities</p>  <p data-bbox="331 1570 464 1597">Moore Park</p>	<p data-bbox="837 1144 1501 1238">Park activities visible along the route include sitting, dog walking and team sports. Seating is provided at regular intervals along the Centennial Parklands.</p> <p data-bbox="837 1272 1437 1335">Public Toilets are also located in Moore Park and Centennial Park</p>
	<p data-bbox="331 1630 608 1664">Evening Activities</p>	<p data-bbox="837 1630 1501 1794">Evening activities limited Flinders Street, Oxford Street (Taylors Square) area and within the Entertainment Quarter area. Events at the sports stadium generate pedestrian activity in the evening with people access the city centre or central railway</p>
	<p data-bbox="331 1821 719 1895">Streetscape / Urban Design Quality</p>	<p data-bbox="837 1821 1493 1895">Although adjacent to busy traffic roads mature fig trees and expansive parkland provide good amenity.</p> <p data-bbox="837 1921 1469 1984">However the lack of active edges results in reduced surveillance during evening hours.</p>





	  <p>Flinders Street</p>	<p>Streetscape quality varies from scenic parkland edge definition to more built form along Flinders Street to Taylor Square. Grand terraces define the northern side of Moore Park Road.</p>
	<p>Recommendations</p> <p>* = PCTC recommended treatment</p>	<p>Review/ investigate major intersections to ascertain opportunities for pedestrian improvements including:</p> <p>Anzac Parade / Cleveland Street; Drivers Triangle; Moore Park Road/ Flinders Street; Taylor Square.</p> <p>Investigate feasibility for new bridge across Anzac Parade midway between Cleveland Street and Moore Park Road to improve pedestrian access and capacity on event days.</p> <p>Encourage active ground floor uses along Flinders Street.</p> <p>Investigate options to improve minor street intersection treatments to provide better continuity for pedestrians.</p> <p>Widen pathway along the Cleveland Street Moore Park frontage to improve pedestrian/ cycle amenity</p>



9.0	East Redfern Links					
<p>Includes east west links from East Redfern and Moore Park to Redfern Street Village Centre. Key Street connections are Phillip Street, Telopea Street, and Kettle/ Zamia Street as well as shared ways along Turner Street and Wells Street which run parallel with Redfern Street.</p> <p>Route connects Moore Park and adjacent urban renewal sites to Redfern Street and Redfern Station along Philip, Telopea, Redfern and Zamia Streets.</p> <p>Redfern Park provides convenient through site access to Redfern Street and Chalmers Street.</p>						
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
			✓	✓	✓	✓
Key Attractors/ Destinations						
			Moore Park Gardens/ ACI urban renewal areas Danks Street; Redfern Park; Redfern Street; Redfern Station;			
Network Quality						
Connectivity/ Directness			Routes intersect with Bourke Street cycleway and Baptist Street which provides direct north south connections to City Centre and Harbour foreshore.			
			Laneways and minor streets that run parallel to Redfern Street (Wells, Turner and Redfern Lane) provide convenient cycle and pedestrian access to Redfern Station.			
Wells Street			Redfern Park provides convenient cross connections to access Chalmers Street/ Redfern Street.			
			Access to Moore Park from East Redfern available from Moore Park Gardens bridge connection and Charles Street			



	 <p>Redfern Park</p>	 <p>Moore Park Gardens Bridge connection</p>
	<p>Network Gaps</p>	
	 <p>Phillip/ Baptist Streets</p>	<p>Phillip Street/ Baptist Street lacks dedicated crossing opportunity.</p> <p>Additional through site links to Danks Street from future development along Phillip Street should be encouraged.</p>
	 <p>Poets Corner</p>	<p>Redfern Department of Housing estates interrupt street connectivity particularly block bounded by Morehead Street. Connection through this site at Poets Corner would allow direct access to Zamia Street between Redfern Park and Moore Park.</p> <p>Refer to Section 8 Volume 1</p>
	<p>Legibility/ Views</p>	
	 <p>Redfern DOH Towers</p>	<p>Local views dominated by Department of Housing towers which contrast to the low scale of surrounding residential neighbourhood.</p> <p>In Redfern Street the post office clock tower is a distinctive element in the streetscape.</p>

		 <p>View to Redfern Street Shared Way from Regent Street</p>
<p>Accessibility</p>  <p>Redfern Street @ Elizabeth Street</p>	<p>Redfern Street at Elizabeth Street rises to a gradient of 8%.</p> <p>Improvements to accessibility with additional pedestrian crossings at:</p> <ul style="list-style-type: none">• Baptist at Phillip Street• Baptist Street at Boronia and Zamia Streets (PCTC treatment).• Bourke Street at Charles and Zamia Streets (PCTC treatment).	
<p>Public Domain Quality</p> <p>Invitation to Walk and Cycle</p>		
 <p>Phillip Street</p>  <p>Redfern Street/ Walker Street</p>	<p>Redfern Streetscape upgrade and Redfern Park upgrade has provided improved connections with good pedestrian amenity that reinforces its identity as the “main street”</p> <p>Previous PCTC treatments have created improved pedestrian amenity in some sections including raised marked footway crossings, kerb extensions however in some locations intersections should be reviewed for kerb extensions to reduce crossing distances and slow traffic.</p> <p>Shared ways in Turner, Wells and Redfern Lane should be reinforced with additional public domain treatments to reduce vehicle priority and convey shared zone status.</p>  <p>Wells Street</p>	

ATTACHMENT B


		 <p>Redfern Lane</p>
		<p>Telopea Street/ Walker Street threshold treatments provide continuous pedestrian path of travel.</p>
		<p>Telopea/ Baptist Streets -Raised marked footway crossings provided by PCTC treatments reinforce connectivity of the network.</p>
	<p>Stationary Activities</p>  <p>Redfern Park</p>	<p>Opportunities provided at Redfern Park ,local street closures , and Moore Park</p> <p>Redfern Park redevelopment has encouraged activation and use for casual recreation that has increased the surveillance for people using the Park as a through site route.</p>




	 <p>Local Street Closure @ Zamia/Bourke Street</p>	<p>Local street closures such as at Zamia/ Bourke Street provide seating opportunities and local meeting places.</p>
	<p>Evening Activities</p>	<p>Activity along Redfern Street limited to hotels and takeaway restaurants. Other sections include pubs / corner shops and ACI retail plaza area.</p>
	<p>Streetscape / Urban Design Quality</p>  <p>Redfern Street</p>	<p>Redfern Streetscape project – significant improvements to pedestrian amenity kerb extensions, lighting, and tree planting upgrade however roller shutters at night detract from ambiance safety at night.</p> <p>Redfern Street Shared Zone should be reviewed as part of urban renewal plan to improve pedestrian priority and connection to Regent Street and Redfern Station.</p>
	<p>Recommendations * = PCTC recommended treatment</p>	<p>Kerb blisters/ extensions at Phillip and Mariot Street*</p> <p>Kerb blisters/ extensions – Telopea/ Marriot Street*</p> <p>Kerb blisters/ extensions -Redfern/ Morehead Street *</p> <p>Kerb blisters/ extensions- Redfern / Walker Street*;</p> <p>Crossing treatments : investigate options for crossing at Baptist/ Phillip Street;</p> <p>Improvements to accessibility with additional pedestrian crossings at:</p> <ul style="list-style-type: none"> • Baptist at Phillip Street • Baptist Street at Boronia and Zamia Streets (PCTC treatment). • Bourke Street at Charles and Zamia Streets(PCTC treatment). <p>Shared zone treatments at Charles , Turner, Wells/Redfern Lane</p>





10.0	<h3>Redfern – Surry Hills- Haymarket</h3> <p>Elizabeth Street provides a north south street link between Haymarket/Central Station ,Surry Hills and Redfern</p> <p>Significant pedestrian activity generated from Central Station and major bus stops along Chalmers, Elizabeth Streets and Eddy Ave. Connections through Belmore Park provide access to Hay Street and City Centre.</p>					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓ Chalmers St
	Key Attractors/ Destinations		Central Station; Eddy Avenues buses; Elizabeth Street Buses; Prince Alfred Park; Cleveland Street; Redfern Street; Haymarket;			
	Network Quality					
	Connectivity/ Directness		Intersects with Liveable Green Network streets along Hay Street, Devonshire Street, and Redfern Street. Cleveland Street at Elizabeth Street is also concentration of restaurants Foster Street and Blackburn Streets provide links Oxford Street and Crown/ Bourke Street.			
	Network Gaps		Network gaps mainly relate to interruptions to the route at intersecting streets.			
			Crossing opportunity Chalmers Street north of Belvoir Street to allow safe access into PA Park			
	Elizabeth Street- north of Devonshire Street					




ATTACHMENT B

	 <p>Elizabeth Street near Dental Hospital</p>	<p>Pedestrians frequently jaywalking across Elizabeth Street at Dental Hospital to access Elizabeth Street bus stop.</p>
	 <p>Devonshire / Elizabeth Streets</p>	<p>Elizabeth Street/ Devonshire Street Review balance between vehicle and pedestrian priority;</p>
	 <p>Devonshire Street/ Elizabeth Street</p>	<p>Devonshire Street at Elizabeth Street – Provide signalised pedestrian crossing facilities in Devonshire Street (eastern leg) and an additional signalised crossing in Elizabeth Street.</p> <p>Wide intersection across Cooper Street with no pedestrian crossing facilities</p>
	<p>Legibility/ Views</p> 	<p>Major landmark buildings include Dental Hospital</p> <p>Views from Bedford Street and Devonshire Street from Elizabeth provide views to Prince Alfred Park.</p>
	<p>Accessibility</p>	<p>Consistent gradient ranges between % and % along Elizabeth Street from Foveaux to Elizabeth Street.</p>


		<p>Chalmers Street is a busy road during peak times restricting safe and direct access to Prince Alfred Park.</p>
	<p>Public Domain Quality</p>	
	<p>Invitation to Walk and Cycle</p>  <p>Elizabeth Street/ Reservoir Street</p>	<p>Intersection treatments along both Elizabeth and Chalmers Street reviewed opportunities for continuous footpath treatments/ kerb extensions.</p> <p>Recent upgrade Belmore Park East along Elizabeth Street formalised previous “goat track”</p> <p>Elizabeth Street near Foveaux Street narrow footpath given high volumes of pedestrian traffic accessing the bus stop.</p>  <p>Slip Lane – Elizabeth/ Chalmers Street</p>
	<p>Day/ Evening Activities</p>	<p>Elizabeth/ Foveaux , around Devonshire Street, Cleveland Street</p>
	<p>Recommendations</p> <p>* = PCTC recommended treatment</p>	<p>Reservoir Street at Elizabeth Street – provide pedestrian crossing / raised platform. *</p> <p>Elizabeth Street/ Eddy Avenue – crossing treatments*</p> <p>Elizabeth Street (Foveaux and Kippax Street) investigate footpath widening on eastern side; *</p> <p>Elizabeth Street and Devonshire Street – signalised crossing and all sides; *</p> <p>Elizabeth Street – Bedford / Devonshire – investigate kerb extensions on western side of intersecting streets; *</p> <p>Cooper Street/ Elizabeth Street – provide pedestrian crossing/ kerb extensions in Cooper Street. *</p>


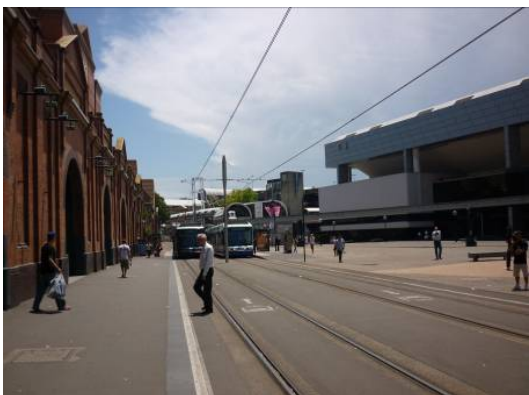
11.0	Ultimo- Haymarket – Central Station - Moore Park					
	Route largely comprises of Devonshire Street which provides links from Bourke Street to Devonshire Street tunnel					
	The tunnel links to Railway Square, Central Station, George Street/ Broadway, Haymarket and Ultimo Pedestrian Network .					
	Additional pedestrian activity is generated along Devonshire Street when events are on at Moore Park.					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
	Key Attractors/ Destinations		City Centre; UTS/ Sydney Institute; Haymarket; Central Station; Railway Square buses; Devonshire Street commercial/ cafes; Ward Park; Crown Street; Bourke Street Public School; Moore Park;			
						
	Network Quality					
	Connectivity/ Directness		Provides a direct east west link from Central Station to Moore Park . Key attribute of this link is that gradients are less than 7% as opposed to other east west links such as Riley and Foveaux Streets. Directly links into Devonshire Street pedestrian tunnel – to provide access under the railway way reserve to link to Central Station, Railway Square, and Broadway. Quay Street provides a gateway into the Haymarket precinct			
			Intersects with north- south Liveable Green Network Routes at Ultimo Road, Chalmers Street, Elizabeth Street , Crown Street and Bourke Street			
	Devonshire Street Tunnel		Access through Wimbo Reserve to Parkham Lane and Parkham Street provides a link across to Moore Park.			

	 <p>Ultimo Pedestrian Network.</p>	<p>The Ultimo Pedestrian Network, a former disused goods line currently provides access to UTS Campus and ABC building as well as links into Haymarket. Opportunity to extend Network to provide off street access to Powerhouse Museum and Pyrmont Point.</p>
	<p>Network Gaps</p>	
	 <p>Devonshire Street/ Elizabeth Street</p>	<p>Devonshire Street at Elizabeth Street – Provide signalised pedestrian crossing facilities in Devonshire Street (eastern leg) and an additional signalised crossing in Elizabeth Street.</p>
	 <p>Intersection near Devonshire Street Pedestrian tunnel</p>	<p>Signalised crossing provide across Chalmers Street to access Devonshire Street however slip lanes from the Randle Street intersection reduce pedestrian amenity.</p> <p>Simplify the crossing reduce Randle Street lane width to increase pedestrian area</p>
	 <p>Bourke/ Devonshire Street</p>	<p>Bourke Street at Devonshire Street – Provide pedestrian crossings in Devonshire Street and in Bourke Street (north side) with appropriate safety facilities.</p> <p>Devonshire Street at Steel Street – Provide raised platform and kerb extension at existing pedestrian crossing.</p>





	 <p>Ultimo Pedestrian Network</p>	<p>Ultimo Pedestrian Network</p> <p>The section of the former goods rail line provides access to UTS and ABC buildings as well as Haymarket precinct</p> <p>Opportunity to extend further along disused railway line to provide links to Powerhouse Museum, Mary Anne Street and Pyrmont Point.</p> <p>Connections from Bijou Lane (off Quay Street) and Thomas Street to improve pedestrian and cycle links between Haymarket/Railway Square and UPN.</p>
	<p>Legibility/ Views</p> 	<p>Northcott Towers which contrasts to the surrounding lower scale building form provide prominent feature in the streetscape. Views to Central Station clocktower, UTS tower and city centre skyline are also prominent near the Chalmers Street of Devonshire Street.</p>
	<p>Accessibility</p> 	<p>The gradient along Devonshire Street to Crown Street is less than 7% making it the most accessible east west connection when compared to Foveaux and Riley Streets.</p> <p>Intersecting streets opportunities for kerb extensions and thresholds to promote the continuous walking route</p> <p>Pedestrian crossing points across Devonshire Street are located at Riley Street. Additional crossing points should be considered near Holt Street.</p>
	<p>Public Domain Quality</p> <p>Invitation to Walk and Cycle</p>	<p>Separated cycleway proposed for Devonshire Street between Chalmers and Bourke Streets.</p> <p>Route provides a diverse mix of uses and destinations including direct access across the Eastern Distributor at Parkham Street to Moore Park.</p> <p>Central Station, Crown Street, UTS and Sydney</p>



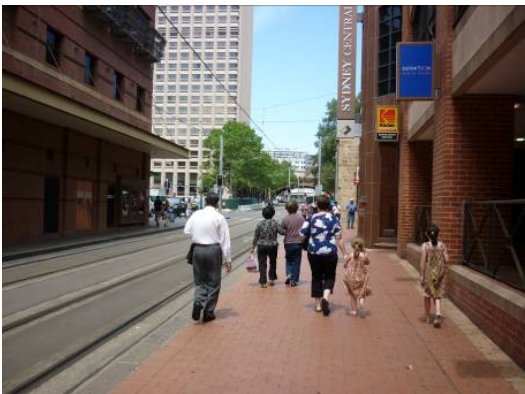
	 <p>Parkham Street connection to Moore Park</p>	<p>Institute, major bus interchange at Railway Square are all major pedestrian generators. During events at Moore Park also generate significant pedestrian movement out of Central Station.</p>
	<p>Stationary Activities</p>  <p>Ward Park</p>	<p>A variety of opportunities to sit and gather are provided including:</p> <p>Devonshire Street near Elizabeth Street intersection outdoor café seating</p> <p>Ward Park, Wimbo Reserve and Moore Park main public spaces connected to the routes. Ultimo Pedestrian Network has a limited amount of seating to encourage stationary activities.</p> <p>Ward Park also includes public toilets.</p> <p>UPN also has seating provided.</p>
	<p>Evening Activities</p>  <p>Devonshire Street near Elizabeth Street</p>	<p>Evening activities centred around Devonshire Street/ Elizabeth Street, and Crown Street.</p>
	<p>Streetscape / Urban Design Quality</p>	<p>Devonshire Street to Elizabeth Street active frontage human scale buildings mature tree planting provide good streetscape amenity. Mix of terrace houses , Department of Housing blocks</p> <p>Mature street trees provide consistent canopy along Devonshire Street.</p>

		
	<p>Recommendations</p> <p>* = PCTC recommended treatment</p>	<p>Devonshire Street/ Chalmers Street – reduction of slip lanes – improve pedestrian legibility and connectivity.</p> <p>Devonshire Street at Elizabeth Street – provide signalised crossing on all sides; *</p> <p>Devonshire Street – west of High Holbein Street – upgrade existing crossing with raised platform / kerb extensions; *</p> <p>Devonshire Street / Steel Street- provide raised platform/ kerb extensions at existing pedestrian crossing; *</p> <p>Provide pedestrian crossing in Holt Street with raised platform at Devonshire Street; *</p> <p>Bourke Street/ Devonshire Street – provide pedestrian crossing in Devonshire Street at Bourke Street. *</p> <p>Quay Street – Chinatown Public Domain Plan proposals include footpath widening, and landscape treatments.</p> <p>Ultimo Pedestrian Network – progress options and negotiations to extend the UPN to Powerhouse Museum.</p>





12.0	Surry Hills – Haymarket					
<p>Hay Street provides an east west connection that links Ultimo, Haymarket and Surry Hills.</p> <p>Wentworth Ave/ Foster Street/ Blackburn Street provide links to Oxford Street/ Taylor Square and Crown/ Bourke Streets.</p>						
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
	Key Attractors/ Destinations		Chinatown/Haymarket; Darling Harbour; Light Rail Entertainment Centre; Taylor Square/ Oxford Street Belmore Park Central Station Harmony Park; Ultimo/ Powerhouse Museum; Surry Hills/ Crown Street;			
	Network Quality					
	Connectivity/ Directness		<p>Hay Street east west link that provides on grade access into the Darling Harbour Precinct. Stair/ Lift access at mono rail station provide elevated bridge access to Ultimo adjacent to the Powerhouse Museum.</p> <p>Route connects with citywide Liveable Green Networks at George Street, Sussex Street, Thomas Street, Elizabeth Street, Crown/ Bourke Street.</p>			
			<p>Foster and Blackburn Street intersect with Elizabeth Street near pedestrian signal crossing at Hay Street. Provides access to Campbell Street which then links to Crown / Bourke Streets.</p>			




ATTACHMENT B


		
	Foster Street	Blackburn Street
	Network Gaps	
		<p>Hay Street at Sussex Street / Dixon Street. Pedestrian legibility and connection across Hay Street confusing with traffic lanes and light rail corridor.</p>
	Hay Street	
	<p>Legibility/ Views</p> 	<p>Central Station precinct provides strong sense of location with Central clock tower, sandstone arch bridges, and mature tree canopy of Belmore Park.</p> <p>Her Majesty's Theatre, Paddy's Markets turrets and towers and apartment building on Foster Street are also distinctive local landmarks.</p> <p>From Harmony Park good views to City skyline from Campbell Street can be obtained.</p>
	Paddy's Markets	



		 <p>Harmony Park</p>
	Accessibility	Gradient along Foster Street 7.6% to Hunt Street
	Public Domain Quality	
	Invitation to Walk and Cycle  <p>Hay Street (west of Pitt Street)</p>	<p>Hay Street has located major destination and attractors including Paddy's Market, Haymarket/ Chinatown, Her Majesty's Theatre and Belmore Park/ Central Station which encourages pedestrian activity.</p>




ATTACHMENT B

	 <p>Parker/ Hay Street</p>	<p>Parker/ Hay Street intersection – poor pedestrian across wide intersection of a minor street. Opportunity for continuous path treatments or kerb extensions</p>
	 <p>Hunt / Brisbane Street</p>	<p>Hunt / Brisbane Street intersection poorly defined intersection for pedestrians – need to reduce road width and extend footpath treatments.</p>
		<p>Campbell Street – previous PCTC works included raised marked footway crossings that have improved connections to Harmony Park.</p>
	 <p>Brisbane Street adjacent to Harmony Park</p>	<p>Harmony Park – opportunities to reduce road width of streets defining the Park allocate/ improve pedestrian amenity.</p> <p>Brisbane Street is of an excessive width for its local function so has opportunity for improved pedestrian and landscape amenity that becomes an extension of the Park.</p>


	<p>Stationary Activities</p>  <p>Entertainment Centre plaza area;</p>	<p>Opportunities for sitting, gathering, casual recreation provided at:</p> <ul style="list-style-type: none"> • Entertainment Centre plaza area; • Belmore Park; • Harmony Park <p>The Entertainment Centre plaza is of poor quality although has great potential to be a main gathering space for China Town that is located off the Hay Street spine.</p>
	 <p>Belmore Park</p>	
	<p>Evening Activities</p>  <p>Her Majesty's Theatre</p>	<p>Lively evening precinct focussed around Haymarket/ Chinatown and George Street including Her Majesty's Theatre</p>
	<p>Streetscape / Urban Design Quality</p>	<p>West of George Street dominated by Paddy's Markets brick façade and arches and wide road reserve (approx 25 – 30 m with minimal street tree canopy to more contained sections.</p>



<p>Recommendations</p> <p>* = PCTC recommended treatment</p> 	<p>Hay Street – Chinatown Public Domain Plan has recommended a range of improvements to improve pedestrian and public domain amenity of the Haymarket precinct west of George Street. This includes the closure of Hay Street to general traffic.</p> <p>Hay Street / Parker Street – continuous threshold treatment. Potential for Parker Street to be shared zone.</p> <p>Campbell / Hunt / Commonwealth / Brisbane Street – improve pedestrian amenity around Harmony Park; *</p> <p>Foster Street at Hunt Street – provide kerb extensions; *</p> <p>Foster/ Blackburn Street – consider option for shared zone treatments; *</p> <p>Goulburn Street at Crown and Riley Streets – provide crossings and kerb extensions; *</p>
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13.0	Central Station – Moore Park					
<p>Foveaux Street and Fitzroy Street are an important east west link from Elizabeth Street / Central Station to Moore Park.</p> <p>During sports events the route experiences high pedestrian flow between Central Station and Moore Park sport stadiums.</p> <p>Alternative pedestrian routes from Central Station to Moore Park include Riley Street and Devonshire Street.</p>						
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	Shared path only
	Key Attractors/ Destinations		Central Station Crown Street Moore Park Moore Park Sports Stadiums			
	Network Quality					
	Connectivity/ Directness		Direct connection to from Central Station to Moore Park . During events this route carries high pedestrian numbers from pedestrians exiting Central Station.			
			Overall the Surry Hills neighbourhood provides a mixed use area. Route intersects small, regular north south blocks including Crown and Bourke Streets which offer many movement choices and connectivity supports pedestrian activity.			
	Network Gaps		Drivers Triangle intersection at the Fitzroy/ South Dowling Street – poor pedestrian amenity and connectivity with slip lanes, long waiting times and poor legibility in accessing the crossing points to Moore Park .			




		<p>Additional crossing opportunities along Foveaux Street should be provided including:</p> <ul style="list-style-type: none"> • Foveaux at Commonwealth Street; • Marshall/ Fitzroy Street
	<p>Legibility/ Views</p>	<p>Views of City Centre skyline, Central Station can be obtained from Crown Foveaux Street intersection.</p> <p>Urban space formed by intersection of Fitzroy, Bourke and Foveaux Streets forms local nodal point that assists in orientation and sense of location.</p>
	<p>Accessibility</p>  <p>Foveaux on approach to Crown Street</p>	<p>Gradient along Foveaux exceeds 7% on approach to Riley and Crown Street. Alternative access at grades less than 7% is Devonshire Street.</p> <p>Sections of Foveaux/Fitzroy Street – narrow footpath capacity results in congestion particularly at event times.</p>
	 <p>Fitzroy Street near South Dowling</p>	



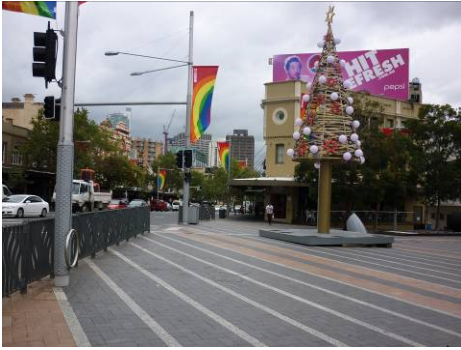


	Public Domain Quality	
	Invitation to Walk and Cycle	<p>Provides convenient pedestrian link from Central Station to Moore Park. Along the route pubs and cafes and Crown Street attractions also encourages pedestrian activity.</p>
	Stationary Activities <div data-bbox="328 573 791 913" data-label="Image"> </div> <p>Bourke Street/ Fitzroy and Foveaux Streets urban space.</p>	<p>Apart from Moore Park the route has</p> <p>Seating rest area located at Bourke Street/ Fitzroy and Foveaux Streets has potential to be upgraded to provide stronger definition in the form of a mini urban plaza/ square.</p>
	<div data-bbox="328 1010 791 1352" data-label="Image"> </div>	<p>Small public space areas are also located along setbacks along the street also provide the opportunity to upgrade / improvements to provide local rest areas.</p>
	Evening Activities <div data-bbox="328 1494 678 1951" data-label="Image"> </div>	<p>Evening activities centred around Crown Street activity strip. Foveaux Street has a number of pubs distributed between Elizabeth and Crown Streets that also generate evening activity.</p> <p>During the day cafes and eateries that service the surrounding neighbourhood are also active.</p>



<p>Streetscape / Urban Design Quality</p>  <p>Fitzroy Street</p>	<p>Streetscape types varied from terrace housing along Fitzroy Street to higher warehouse and commercial buildings along Foveaux Street. Overall building form and mature street trees form a cohesive streetscape. Activation of ground floor along Foveaux Street with cafes / outdoor seating should be further encouraged.</p>
<p>Recommendations</p> <p>* = PCTC recommended treatment</p>	<p>Upgrade urban space Foveaux/ Fitzroy and Bourke Street to create distinctive nodal point/ rest area.</p> <p>Review opportunity for intersection treatments to provide kerb extensions/ threshold treatment to improve pedestrian continuity including:</p> <p>Foveaux Street between Belmore and Crown Street – kerb extensions at intersecting streets. *</p> <p>Foveaux – Footpath widening between Belmore and Waterloo Street. *</p> <p>Fitzroy/ Marshall Street – crossing / threshold treatments *</p> <p>Encourage further ground floor activation and awnings along Foveaux Street to improve street amenity.</p>




14.0	<p>Oxford Street</p> <p>Oxford Street provides a direct link along the ridgeline from City Centre to Paddington/ Centennial Park.</p> <p>Hyde Park provides additional cross street pedestrian and cycle links into the City Centre.</p> <p>The co-location of retail, commercial, educational, entertainment, civic buildings and residential contribute vibrant street life and activity along the length of the street.</p>					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	Separated College to Taylor Square
	Key Attractors/ Destinations		<p>Oxford Street Entertainment National Art School; COFA; Paddington Reservoir Gardens; Oxford Street retail Victoria Barracks Paddington Town Hall Paddington Markets Centennial Park;</p>			
	Network Quality					
	<p>Connectivity/ Directness</p>  <p>Hyde Park</p>		<p>Apart from at Victoria Barracks a regular north south street network connects into Oxford Street provides good access into neighbouring attractions located in Darlinghurst, East Sydney and Surry Hills.</p> <p>Hyde Park provide off street connections to Bathurst, Park and Liverpool Street</p> <p>Intersects with Liveable Green Network links at Bourke Street, Darlinghurst Road and Victoria Street Burton and Liverpool Streets.</p> <p>Liverpool Street west of Elizabeth provides access to Darling Harbour.</p>			




	 <p>Oxford/ Liverpool Streets</p>	
	<p>Network Gaps</p>  <p>Darlinghurst Road/ Oxford Street</p>	<p>Darlinghurst Road/ Oxford Street intersection Slip lane reduces pedestrian amenity by complicating the crossing and continuity across the street.</p> <p>PCTC recommendation to simplify intersection by removing slip lane to reduce the vehicle speeds of the left turn into Darlinghurst Street from Oxford Street</p> <p>South Dowling Street intersection Crossing needs signalised pedestrian facilities on east side of street for more convenient pedestrian access.</p>
		<p>Centennial Square intersection Complex crossing reduces legibility to location of crossing points to access Centennial Park.</p>
	<p>Legibility/ Views</p>  <p>Taylor Square</p>	<p>Several significant views along Oxford Street to Sydney Harbour or Hyde Park.</p> <p>East high point at Taylor Square landmarks of Paddington Town Hall clock tower are visible.</p> <p>Taylor Square strong nodal point intersects with Bourke Street and Flinders Street Liveable Green Network routes.</p> <p>Civic precinct along Oxford Street defined by Paddington Town Hall, Post Offices , Paddington Reservoir Gardens and Juniper Hall also distinctive landmark / nodal point along the street improves</p>




		legibility
	<p>Accessibility</p>  <p>Victoria Barracks</p>	<p>Oxford Street has a gradient of 3.3% from Hyde Park to Taylor Square.</p> <p>From Green Road the gradient rises to around 4.8% to Oatley Street after which the street is generally level.</p> <p>North south streets connecting to the northern side of Oxford Street have steep gradients exceeding 7% particularly Riley/ Crown St.</p> <p>Gradients approaching ridgeline between Liverpool and Oxford Street exceed 7%.</p>
	Public Domain Quality	
	<p>Invitation to Walk and Cycle</p> 	<p>Proposed Separated Cycleway links along Oxford Street (Taylor Square – Liverpool Street)</p> <p>College Street and King Street separated cycle ways which will provide east west connections across the city centre.</p> <p>Oxford Street offers a variety of interest, attractions and destinations clustered along the length of the street to encourage pedestrian activity as well as a convenient link between Paddington and City Centre.</p> <p>A variety of public spaces for rest/ stationary activities also add variety and amenity to the street.</p>
	Stationary Activities	
	 <p>Paddington Reservoir Gardens</p>	<p>Opportunities for stationary activities network of public spaces along the street. These include:</p> <p>Oxford Square – separated from street by level change reduces amenity for Oxford Street.</p> <p>Victoria Barracks Reserve seats / resting opportunities</p> <p>Paddington Reservoir Gardens Recently completed provide interest destination and open space amenity</p>




 <p>Oxford Square</p>  <p>Street Closure Regent Street</p>	<p>Street Closures network at Newcombe, Elizabeth Regent and Ulster Streets - opportunities review these closures to achieve better presentation to the street with opportunities for sitting and rest.</p>  <p>Taylor Square</p>
<p>Evening Activities</p> 	<p>Sections of the Oxford Street and surrounding environs provide a 24 Hour entertainment precinct</p> <p>Nearby areas of evening activities include Crown Street, Stanley Street and Victoria Street.</p>
<p>Streetscape / Urban Design Quality</p>  <p>Green Road intersection</p>	<p>Streetscape varies from strip retail buildings with awnings with small fine grain premises at street level to much larger institutional buildings and sandstone wall of Victoria Barracks. Pocket parks created by street closures contribute to the areas amenity.</p> <p>Taylor Square has low scaled buildings around its edges with distant skyline buildings providing a backdrop lack of strong spatial definition and activated edges</p> <p>Green Road intersection has detailed landscape treatments.</p>




	<p>Victoria Barracks Reserve</p>	
	<p>Recommendations</p> <p>* = PCTC recommended treatment</p>	<p>Undertake review intersection conditions to ascertain opportunities for better amenity priority kerb extensions improved crossing opportunities.</p> <p>Signalised pedestrian crossings locations to assist pedestrian and cyclists;</p> <p>Greens Road/ Moore Park Road;</p> <p>Oxford Square: Investigate opportunities for upgrade to improve presentation and connectivity to Oxford Street;</p> <p>South Dowling Street- pedestrian signal crossings on all sides;</p> <p>Pelican Street/ Oxford Street – provide pedestrian crossing /kerb extensions;</p> <p>Oxford Street Closures – opportunities for upgrade to facilitate additional public space amenity with direct frontage to Oxford Street.</p>




15.0	Darlinghurst – Woolloomooloo- City Centre Provides a City Centre connection through the Woolloomooloo Basin along Cathedral street to Kings Cross, Darlinghurst and Rushcutters Bay . Route extends from City Centre through Hyde Park or Cook and Phillip Park, St Marys Road, Cathedral Street, McElhone Street, Brougham Lane, Victoria Street, Earl Street, and Earl Place to Darlinghurst Road with links through Elizabeth Bay Road and Greenknowe Avenue to Rushcutters Bay Park .					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓ Separated cycleway some sections
	Key Attractors/ Destinations 		City Centre Hyde Park St Marys Cathedral St Marys Cathedral School Woolloomooloo Darlinghurst Potts Point/ Elizabeth Bay. Rushcutters Bay Park;			
	Network Quality					
	Connectivity/ Directness					
	 Cathedral Street – view to City Centre		Provides a direct on grade connection to the City Centre through the Woolloomooloo basin to Kings Cross, Darlinghurst, Potts Point and Elizabeth Bay and Rushcutters Bay Park. Route intersects the Liveable Green Networks routes along Bourke Street, Victoria Street and Darlinghurst Road, and Roslyn Street. Links to College Street and King Street cycleway network to provide east west access across the city centre.			





	 <p>Cook and Phillip Park connection</p>	<p>Cook and Phillip Park provides alternative access to City Centre instead of St Mary Road.</p> <p>Regular spaced east west street connections along Riley, Bourke, Forbes, McElhone and Brougham Streets provide links to William Street or Cowper Wharf Road.</p> <p>Springfield Plaza provides connection to Darlinghurst Road.</p> <p>McElhone Street provides alternative access to Victoria Street via Butler Steps and McElhone Steps.</p> <p>Brougham Lane provides a direct walking route to Kings Cross Station from the Woolloomooloo area</p>
	<p>Network Gaps</p> 	<p>Potential need for a new pedestrian crossing on Riley Street at Cathedral Street. Pedestrians 'random crossing' in this location, along the desire line to connect to Cathedral Street.</p> <p>Legibility of closed section of Elizabeth Bay Road through Fitzroy Gardens should be reinforced.</p> <p>Opportunities for links from Lawrence Hargraves Reserve and Roslyn Gardens should be investigated to improve permeability and activation of reserve.</p>
	<p>Legibility/ Views</p> 	<p>Views to City Centre from Cathedral Street and St Marys Road and St Marys spire provide good orientation and legibility.</p> <p>Good views from St Marys Road to Kings Cross skyline and Woolloomooloo Wharf / Garden Island cranes.</p>
	<p>Accessibility</p>	<p>Gradients up to 8.5% are experienced McElhone Street to William Street</p> <p>Access to Cook and Phillip Park is provided from Yurong Street by steps and ramps.</p> <p>Currently the McElhone Street/ Brougham Lane</p>

	 <p>McElhone Street</p>  <p>Brougham Lane</p>   <p>Earl Street, Kings Cross</p>	<p>footpaths are too narrow for wheelchairs or pushchairs and pedestrians are forced to walk along the road, creating a safety risk. The streets are too narrow to propose footpath widening;</p> <p>Project currently underway by City to improve pedestrian amenity and accessibility.</p> <p>Victoria Street near Kings Cross Station entrance – provide raised pedestrian crossing and kerb extensions at Earl Street.</p> <p>Options should be considered to widen footpath on Reid Ave and provide crossing on Dowling Street to access Cathedral Street.</p>  <p>Kings Cross Station , Victoria Street</p>  <p>Reid Ave – connects McElhone Street / Forbes and Cathedral Streets</p>
	<p>Public Domain Quality</p> <p>Invitation to Walk and Cycle</p>	<p>High density residential at Kings Cross/ Potts Point In close proximity to City Centre encourages pedestrian activity.</p>




		Although well used, the narrow footpaths in some sections particular McElhone Street, Brougham Lane and Earl Street reduce pedestrian amenity and potential conflict with vehicles.
	Stationary Activities  <p>Springfield Plaza</p>	Stationary activities focussed in Hyde Park, Cook and Phillip Park, Forbes Street closure, Springfield Plaza, Fitzroy Gardens and Rushcutters Bay Park . Outdoor café seating along Cathedral Street and outside Fitzroy Hotel provide additional activity along the street. Public toilets provided at Hyde Park, Fitzroy Gardens and Rushcutters Bay Park.
	Evening Activities	Concentrated Kings Cross/ Darlinghurst area with pubs such as Forbes Hotels providing local activation in Woolloomooloo.
	Streetscape / Urban Design Quality  <p>Cathedral Street</p>	Low scale buildings along Cathedral Street framed by tall buildings on William Street. The Eastern Distributor and railway viaducts disrupt the cohesiveness of the street wall and detract from the overall amenity.
	Recommendations	
	<ul style="list-style-type: none"> • = PCTC recommended treatment  <p>Fitzroy Gardens</p>	Convert Brougham Lane/ McElhone Street into a pedestrian priority shared zone to provide improved access to Kings Cross. Earl Street/ Earl Place/ Springfield Street – Shared Zone treatments * Project underway and includes footpath widening at the intersection of Earl Street and Earl Place as well as shared zone treatment in the streets. Victoria Street – raised MFC near Kings Cross Station entrance. Encourage active frontages along Cathedral Street to increase surveillance. Reinforce legibility of the closed section of Elizabeth Bay Road through Fitzroy Gardens



16.0	City Centre- East Sydney- Darlinghurst- Rushcutters Bay					
	<p>Route provides east west connection to Darlinghurst and Rushcutters Bay along Liverpool Street and Burton Street, Womerah Avenue and Roslyn Gardens.</p> <p>Separated cycle connections are proposed to be located along Burton Street which allows connections to the Oxford/ College Street and King Street network to access the City Centre and north and western Inner Sydney.</p>					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓ (separated Burton Street)
	Key Attractors/ Destinations			City Centre; Hyde Park; Oxford Street; National Art School Darlinghurst Courts; Stanley Street; Darlinghurst Road; Victoria Street; Darlinghurst Primary School; Kings Cross; Rushcutters Bay Park.		
						
	Liverpool Street					
	Network Quality					
	Connectivity/ Directness			Provides convenient and direct connection from City Centre to East Sydney Darlinghurst area or connections outside the LGA to Paddington/ Woollahra.		
				Route intersects with College Street cycleway , Bourke Street cycleway, Oxford Street, Darlinghurst Road, Victoria Street and Bayswater Road.		
	Liverpool/ Victoria Street intersection			Hyde Park provides access choice to the City Centre with its path network connecting Bathurst Street and Park Street.		
				Womerah Avenue provides connection to Kings Cross Road pedestrian bridge to access Roslyn Street and Rushcutters Bay.		
				Liverpool Street provides connections to		

	 <p>Bayswater Road</p>	<p>Paddington/ Woollarha at Glenview Street while Burton Street extends into Woollarha municipality at Macdonald Street.</p> <p>Off Rosyn Gardens- Holdsworth Ave, Evans Road and Waratah Street provide direct connections into Rushcutters Bay Park.</p>  <p>Holdsworth Ave – connection to Rushcutters Bay Park.</p>
	<p>Network Gaps</p>  <p>Liverpool/ Bourke Street</p>	<p>Intersection treatments should be assessed for opportunities to provide kerb extensions to reduce crossing distances. These include Liverpool Street at Bourke, Forbes and Crown Street intersections and Burton at Palmer, Bourke Street intersections.</p> <p>Crossing improvements required at Burton/ Bourke Street, Burton/Forbes Street and Burton/ Victoria Street and along Liverpool/ Bourke Street, Liverpool/ Forbes Street</p>
	<p>Legibility/ Views</p>	<p>The route provides framed views to city skyline from Liverpool and Burton Streets.</p> <p>The view corridor down Liverpool Street terminates in the tree canopy of Darlinghurst Public School.</p> <p>Distinctive landmark elements include former Darlinghurst Gaol (National Art School) and Darlinghurst Courthouse.</p>
	<p>Accessibility</p>  <p>Kings Cross Road Bridge</p>	<p>Gradients to Oxford Street along Riley/ Crown St exceed 7%.</p> <p>Along Liverpool to Forbes Street gradient is around 13.6%.</p> <p>Kings Cross Road presents a significant pedestrian barrier and isolates the two island blocks to the south of the area. A pedestrian bridge with ramp access links Roslyn Street to East Darlinghurst.</p>

	 <p>Holdsworth Steps connection to Rushcutters Bay Park</p>	<p>Whitlam Square at the Burton Street/ Oxford Street intersection – space needs review to facilitate improved access to Oxford Street including cyclists.</p> <p>Holdsworth Steps – review options for improvements to steps to allow safer access to Rushcutters Bay Park.</p>
	<p>Public Domain Quality</p>	
	<p>Invitation to Walk and Cycle</p>  <p>Liverpool / Oxford Street</p>  <p>Liverpool Street</p>	<p>Previous upgrades at Liverpool / Oxford Streets created kerb extensions shorten crossing distance and slow traffic speeds.</p> <p>Liverpool Street / Burton Streets provide numerous destinations with its mix of residential terrace, commercial warehouses/ premises, cafes/ bars and restaurants. Footway planter box treatment provides detail and amenity for passing pedestrians.</p> <p>Attention needs to be given to intersection treatments as indicated in recommendations and identified by PCTC.</p>  <p>Planter boxes – Liverpool Street</p>

ATTACHMENT B

	 <p>Womerah Ave/</p>	<p>Threshold treatments have been provided on corner of Womerah Avenue/ Liverpool Street at Darlinghurst Public School to slow traffic and denote crossing points.</p>
	 <p>Kings Cross Road Bridge</p>	<p>Roslyn Street at Roslyn Gardens and near Pedestrian Overbridge at Kings Cross Road. The City has constructed kerb extensions at these locations as pedestrian improvements.</p>
	<p>Stationary Activities</p>	<p>Focussed on Hyde Park, Green Park and Rushcutters Bay Park. Outdoor café seating located on sections Liverpool Street and Burton Street, Roslyn Street and Bayswater Road.</p>
	<p>Evening Activities</p>	<p>Evening activities concentrated on Liverpool Street near Oxford Street intersection, Darlinghurst Road, Victoria Street and Bayswater Road.</p>
	<p>Streetscape / Urban Design Quality</p>  <p>Womerah Avenue</p>	<p>Route defined by mix of warehouse, terrace houses and apartment building with good street tree canopy.</p> <p>Civic institutional character of Darlinghurst Courthouse and former Darlinghurst Gaol (sandstone wall) are distinctive elements in the streetscape.</p> <p>Womerah Avenue arching continuous canopy of Robinia trees provide cohesive and strongly defined streets</p>

	 <p>Laneway connection from Womerah avenue to pedestrian bridge</p>	 <p>Roslyn Gardens</p>
	<p>Recommendations</p> <p>* = PCTC recommended treatment</p>	<p>Bourke Street / Liverpool Street – provide traffic signals with pedestrian crossings across all legs of the intersection. *</p> <p>Liverpool Street / Forbes Street: Provide pedestrian crossing with appropriate safety facilities across eastern leg of Liverpool Street. *</p> <p>Provide pedestrian crossings on western side of Burton Street at Victoria Street (traffic signals). *</p> <p>Burton Street at Forbes Street – provide additional facilities including a raised platform at the existing pedestrian crossing across Burton Street. *</p> <p>Burton Street at Bourke Street – provide pedestrian crossing across western side of Burton Street, together with kerb extensions in Burton Street. *</p> <p>Little Burton Street between Burton Street and Kings Lane – provide shared zone treatment. *</p> <p>Burton Street – consider shared zone treatment between Crown and Palmer Street. *</p> <p>New development along Liverpool Street/ Burton Street introduces awnings/ active ground floors where possible.</p>