










17.0	<b>Potts Point – Woolloomooloo – City Centre</b>  Route incorporates the popular well used pedestrian commuter route from <b>Potts Point</b> to the <b>City Centre</b> .  Includes <b>Cowper Wharf Road, Challis Avenue, Macleay Street and Wilde Street</b> as well as connections through <b>Domain Parklands</b> .  Separated cycle access to be provided along Wylde Street to access Cowper Wharf Road;  Provides a choice of <b>City Centre connections</b> including access through <b>Hyde Park, Martin Place and Shakespeare Place/ State Library</b> .					
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
<b>Key Attractors/ Destinations</b>   <b>Domain – approach to City Centre</b>			City Centre; Potts Point residential; Macleay Street; Victoria Street/ Darlinghurst Road; Woolloomooloo foreshore; Domain / Royal Botanic Gardens   <b>Fitzroy Gardens</b>			
<b>Network Quality</b>						
<b>Connectivity/ Directness</b>			Provides convenient and direct access to City Centre along the Harbour Foreshore.  The <b>Domain Parklands</b> pathway network provides options to connect to City Centre through Sydney Hospital which then connects to Martin Place, Shakespeare Place/ State Library near Bent Street and Hyde Park which directly connects to Market Street.  Route intersects with Liveable Green Networks along <b>Bourke Street, Victoria Street and Macleay</b>			

	 <p><b>Martin Place</b></p>  <p><b>Through site access – Sydney Hospital</b></p>	<p><b>Street.</b></p> <p><b>Bourke Street</b> lift/bridge access across Eastern Distributor provides link to Domain adjacent to NSW Art Gallery.</p>  <p><b>Domain Pathway</b> access from Bourke Street bridge.</p>
	 <p><b>Wylde Street</b></p>	<p><b>Wilde Street</b> provides alternative access to Cowper Wharf Road instead of using McElhone Steps. Proposed separated cycleway access to be provided.</p>

	<b>Network Gaps</b>	
		<p>Additional pedestrian crossing facilities should be investigated for:</p> <ul style="list-style-type: none"> <li>• <b>Cowper Wharf Road</b> west wide of Brougham Street;</li> <li>• Crossing required at <b>Lincoln Crescent</b> to provide improved access to steps to Domain Parklands.</li> <li>• <b>Art Gallery Road roundabout</b>- No crossing facility provided that directly aligns with Art Gallery Road and St Marys Road apart from raised crossing located further down hill on St Marys</li> </ul>


	 <p><b>Cowper Wharf Road</b></p>  <p><b>Art Galley Road roundabout</b></p>	<p>Road.</p> <ul style="list-style-type: none"> <li>Additional crossing <b>Macleay Street/ Challis Ave</b></li> </ul> <p><b>Motor cycle parking</b> adjacent St Marys Cathedral creates a barrier for pedestrians crossing from Art Gallery Road.</p>  <p><b>Lincoln Crescent</b></p>  <p><b>Motorcycle parking inhibits pedestrian access across St Marys Road</b></p>
	<b>Topography/ Views</b>	
		<p>Views to city centre skyline from <b>Challis Ave</b> and <b>Cowper Wharf Road</b> provides good orientation and legibility.</p> <p>From <b>Domain Parklands</b> views to Kings Cross skyline and Woolloomooloo are also prominent.</p>






Accessibility	
 <p><b>McElhone Steps</b></p>  <p><b>Lincoln Cres Steps</b></p>  <p><b>Bourke Street lift/ bridge access</b></p>	<p>Sandstone escarpments that define the eastern and western edge of Woolloomooloo limit access to steps and one lift facility off Bourke Street.</p> <p>Potential need for new accessible cycle lift at <b>McElhone Stairs</b> to provide an accessible route between Woolloomooloo and the north end of Victoria Street;</p> <p>McElhone Stairs, Butler Stairs, Hills Stairs and The Domain edge steps at Lincoln Crescent should be reviewed to improve safety and comply with accessible requirements.</p> <p>Access to <b>Bourke Street via steps or lift</b>. Access to bridge is set back from Bourke Street resulting potential safety / surveillance issues.</p>  <p><b>Step Access – Lincoln Cres apartments</b></p>
Public Domain Quality	
<p><b>Invitation to Walk and Cycle</b></p> 	<p><b>Densely populated mixed use area</b> in close proximity to the City Centre and scenic amenity of Harbour Foreshore and Domain Parklands encourages pedestrian activity.</p> <p>Multiple attractors and destinations provided along the route encourage short trips.</p> <p>Pedestrian priority and amenity could be improved with additional pedestrian crossing facilities, use of kerb extensions at intersections and improvements to step access points.</p> <p><b>Cowper Wharf Road</b> – a new signalised crossing at Bourke Street as part of Bourke Street Cycleway project.</p>






		
	<b>Macleay/ Orwell Street</b>	
	<b>Stationary Activities</b>	Stationary opportunities provided along Harbour foreshore, Domain Parklands, with outdoor café seating along Macleay Street, Victoria Street and Cowper Wharf Road.
	<b>Evening Activities</b>	Focussed around Cowper Wharf Road, Macleay Street / Victoria Street providing cafes, restaurants and bars.
		
	<b>Streetscape / Urban Design Quality</b>	<p><b>Macleay Street and Victoria Street</b>, are marked by grand streetscapes and significant street trees</p> <p>The route is distinctive with its Harbour foreshore and parkland landscapes that provide high quality amenity.</p> <p>Median treatment in <b>Cowper Wharf Road</b> <b>provides</b> opportunity for additional landscape treatments.</p>
	 <b>Victoria Street</b>	
	 <b>Art Gallery Road</b>	 <b>Cowper Wharf Road</b>




	 <p><b>Cowper Wharf Road median</b></p>	
	<p><b>Recommendations</b></p> <p><b>* = PCTC recommended treatment</b></p>	<ul style="list-style-type: none"> <li>• Investigate options to improve crossing amenities at Cowper Wharf Road, Lincoln Crescent and Art Galley/ St Marys Road located further down hill on St Marys Road.</li> <li>• Assess feasibility of providing lift access at McElhone Steps.</li> </ul> <p>Additional crossing <b>Macleay Street/ Challis Ave*</b></p> <p><b>Wilde street near Grantham street</b> – provide raised platform at existing crossing*</p> <p><b>Cowper Wharf Road</b> – opportunity for greening treatments in median;</p>







18.0	<b>William Street</b> <p><b>William Street</b> is reinforced by important view corridors: to the Kings Cross skyline and the historic Coca Cola sign in the east and to the Sydney skyline and Hyde Park in the west. From the Top of the Cross, <b>Craigend Street</b> and <b>Kings Cross Road</b> provide access to Rushcutters Bay and West Darlinghurst.</p> <p>William Street has had changes implemented in recent years, which has reduced the number of traffic lanes and increased footpath space along these streets providing improved pedestrian amenity and access.</p> <p>This has promoted change in retail shop front mix cafes and restaurants becoming established resulting in more activity on the street as well as a <b>convenient link between Kings Cross and City Centre</b>.</p>					
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
	<b>Key Attractors/ Destinations</b>		City Centre; Hyde Park; Australian Museum Cook and Phillip Park Pool; Darlinghurst Road; Kings Cross Victoria Street; Elizabeth Bay; Potts Point.			
						
	<b>Network Quality</b>					
	<b>Connectivity/ Directness</b>		Provide direct east west connection from <b>Town Hall to Kings Cross Village Centre</b> .			
			Connects with north south Liveable Green Network routes along Bourke Street, Victoria Street, Darlinghurst Road and Bayswater Road/ Roslyn Street.			
	<b>William Street at Hyde Park</b>		Yurong Street and Crown Street provide link to the Stanley Street cafes and restaurant strip.			





	 <p><b>Craigend Street</b></p>	
	<p><b>Network Gaps</b></p>	
	 <p><b>William Street / Dowling Street</b></p>	<p><b>Brougham, Dowling, McElhone, and Forbes Street</b> have no crossing facilities.</p> <p>These intersections could be made safer through kerb extension marked footway crossing to reduce crossing distances and slow traffic entering these streets from William Street.</p>
	<p><b>Legibility/ Views</b></p>	
	 <p><b>View from Top of the Cross</b></p>	<p>From <b>Top of the Cross</b> nodal point that provides extensive city skyline views.</p> <p>The Coke neon sign is a distinctive local landmark that also assists in the legibility of the route.</p> <p>Along <b>Park Street</b> views to <b>Town Hall clocktower</b> announce the arrival to <b>George Street</b>. Future development of urban square on corner of Park and George will further reinforce the importance of the Park Street/ William Street boulevard.</p>
	<p><b>Accessibility</b></p>	<p>Gradient along William Street dips down at Riley Street and rises to the Top of the Cross at average gradient of 4.6%.</p>
	<p><b>Public Domain Quality</b></p>	
	<p><b>Invitation to Walk and Cycle</b></p>	<p><b>William Street</b> upgrade includes new granite paving, footpath widening and seats and landscape treatments made improvement to the pedestrian environment.</p> <p>Current <b>painted cycle lane</b> has missing links west of Bourke Street intersection. Provision of separated facility important to encourage use within the busy traffic conditions of William Street.</p> <p>Gap in painted cycle lane prior to Bourke Street</p>







	 <p><b>William Street Streetscape improvements</b></p>	<p>reduces amenity and safety of the cycle link.</p>
	<p><b>Stationary Activities</b></p>  <p><b>Adjacent KX Hotel</b></p>	<p><b>Hyde Park</b> and <b>Cook and Phillip Park</b> are the major open space areas located along the route.</p> <p><b>Streetscape</b> adjacent to KX Hotel. Stepped podium areas allow outdoor dining and seating.</p> <p>Plaza area at “<b>Top of the Cross</b>” although has great views is not conducive to encourage people to use the space.</p> <p><b>Forbes Streets Steps</b> provides paved set back areas from the street.</p> <p>Future <b>Sydney Square</b> (cr George/ Park Streets will be a major city public space for civic events and gatherings.</p>
	<p><b>Evening Activities</b></p>	<p>Focused around Darlinghurst Road and Victoria Street. Pedestrian activity from City Centre to Kings Cross</p>
	<p><b>Streetscape / Urban Design Quality</b></p> 	<p><b>William Street</b> improvements with granite paving, smart poles and landscape treatments provide a cohesiveness and legibility of the street.</p>
	<p><b>Recommendations</b></p> <p>* = PCTC recommended treatment</p>	<p>Intersection treatments and footway crossing treatments at <b>Forbes, Brougham, Dowling</b> and <b>McElhone Streets</b>. *</p> <p><b>Separated cycleway</b> treatment along William Street Encourage <b>active ground floor uses</b> along William Street;</p> <p><b>Top of the Cross</b> – Undertaken design investigations and development to improve amenity. Opportunity to provide major public artwork to reinforce node.</p>





19.0	<b>Darlinghurst Road/ Macleay Street and Victoria Street</b>					
<p><b>Darlinghurst Road</b> and <b>Victoria Street</b> both intersect with <b>Oxford Street</b> at Darlinghurst near Taylor Square. The two streets meet at the “<b>Top of the Cross</b>” and then diverge again to provide access to Potts Point, Darlinghurst and Elizabeth Bay areas along <b>Victoria Street, Macleay Street, Elizabeth Bay Road</b> and <b>Greenknowe Ave</b>.</p> <p>Together the two streets form a strong link between East Sydney and Potts Point.</p> <p>The streets host a variety of dining, shopping and entertainment premises with a vibrant night life.</p>						
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
			✓		✓	✓
<b>Key Attractors/ Destinations</b>						
 <p><b>Darlinghurst Road</b></p>			<p>Victoria Street cafes St Vincents Hospital National Art School Green Park; Top of the Cross Darlinghurst Road activity strip</p>  <p><b>Victoria Street at St Vincents Hospital/ Green Park</b></p>			
<b>Network Quality</b>						
<b>Connectivity/ Directness</b>			<p>Provides north south links from <b>Taylor's Square</b> area to Darlinghurst, Potts Point and Elizabeth Bay</p> <p>Connecting Liveable Green Network Streets include Oxford Street , Liverpool Street, Burton Street, William Street and Cowper Wharf Road via McElhone Steps.</p> <p><b>Fitzroy Gardens</b> includes closed section of Elizabeth Bath Road that provides pedestrian access to Elizabeth Bay and Rushcutters Bay.</p>			
 <p><b>Burton Street / Darlinghurst Road intersection.</b></p>						







	 <p><b>Ithaca Road</b></p>	<p>From <b>Greenknowe Ave</b>, Ithaca Road provides access to Beare Park. The steps at Holdsworth Street provide access to <b>Rushcutters Bay Park</b>.</p>
	<p><b>Network Gaps</b></p>  <p><b>Top of the Cross</b></p>  <p><b>Darlinghurst Road/ Oxford Street</b></p>	<p><b>Top of the Cross</b> – pedestrian experience disruption / long waiting times negotiating allocated crossing points;</p> <p><b>Darlinghurst Road/ Oxford Street</b> intersection – slip lane interrupts the continuity and convenience of pedestrian movement.</p>
	 <p><b>Victoria Street at St Johns Church</b></p>	<p>Informal pedestrian through site link through car rental site to the north of <b>St Johns Church</b> should be formalised in any future development.</p>
		<p>Intersection at <b>Greenknowe, Ithaca Road and Roslyn Gardens</b> - improve crossing and legibility of intersection and provide improved link to <b>Holdsworth Avenue</b> entrance to <b>Rushcutters Bay Park</b>.</p>

	 <p><b>Greenknowe/ Elizabeth Bay Road/ Ithaca Road</b></p>	
	<p><b>Legibility/ Views</b></p>  <p><b>Fitzroy Gardens</b></p>	<p>Distinctive landmarks include St Vincents Hospital campus, Green Park, sandstone wall of former Darlinghurst Gaol, and Top of the Cross “Coke” sign provide good orientation and direction.</p> <p><b>Views</b> to City Centre also provided from Top of the Cross</p>
		<p><b>El Alamein fountain at Fitzroy Gardens</b> is also a local landmark to denote the corner of Elizabeth Bay Road closure and Darlinghurst Road intersection.</p>
	<p><b>Accessibility</b></p>  <p><b>Greenknowe Ave</b></p>	<p>Gradients generally level to gentle along the <b>Darlinghurst Road and Victoria Street</b>.</p> <p><b>Greenknowe Avenue</b> gradient decent from Macleay Street to Roslyn Gardens is around 8.7%.</p>
<p><b>Public Domain Quality</b></p>		
	<p><b>Invitation to Walk and Cycle</b></p> 	<p>The streets host a variety of dining, shopping and entertainment options with a vibrant night life.</p> <p>Connections of entertainment nightclub districts pedestrian movement between Oxford Street area and Darlinghurst Road</p> <p><b>Darlinghurst Road</b> ( north of Top of the Cross)– streetscape upgrade includes raised crossing thresholds to slow traffic , unit paving and kerb extensions to provide pedestrian focussed environment.</p>











	<p><b>Darlinghurst Road/ Victoria Street.</b></p>  <p><b>Kings Cross Station</b></p>	<p>Access to <b>Kings Cross Station</b> at <b>Victoria Street</b> could be improved with pedestrian crossing near <b>Brougham Lane</b></p>  <p><b>Darlinghurst Road</b></p>
	<p><b>Stationary Activities</b></p>	<p>Public spaces located along the route include:</p> <p><b>Green Park</b> is bounded north and south by Darlinghurst Road and Victoria Street</p> <p><b>Top of the Cross</b> area lack of seating – currently has poor amenity</p> <p><b>Springfield Plaza</b> – provides link from Darlinghurst Road to Residential area as well as seating opportunities.</p> <p><b>Fitzroy Gardens</b> – most prominent public space in Kings Cross;</p> <p><b>Lawrence Hargrave Reserve</b> – has poor presentation and surveillance to the street resulting in minimal use</p>
	<p><b>Evening Activities</b></p>  <p><b>Darlinghurst Road</b></p>	<p>Darlinghurst Road Victoria Street</p> <p><b>Victoria Street</b> between Liverpool / Top of the Cross is also a lively precinct outdoor seating cafes during daytime hours.</p>  <p><b>Victoria Street</b></p>

	<p><b>Streetscape</b></p>  <p><b>Victoria Street Potts Point</b></p>	<p>Low scale street wall buildings with mature street trees.</p>
	<p><b>Recommendations</b></p> <p><b>* = PCTC recommended treatment</b></p>	<p><b>Fitzroy Gardens</b> – undertake improvements to provide community focus for Kings Cross Village Centre ( design work underway)</p> <p><b>Lawrence Hargrave Reserve</b> – improve activation and presentation to the street. ( design development) underway</p> <p>Provide <b>through site link</b> St Johns / car rental site when subject sites are redeveloped.</p> <p><b>Macleay Street at Rockwall Crescent:</b> (a) Provide kerb extensions and pedestrian crossing in Rockwall Crescent and raised pedestrian crossing in Macleay Street; *</p> <p><b>Macleay Street at Orwell Street</b> – provide raised pedestrian crossing across Macleay Street on the southern side (consider kerb extensions) and pedestrian crossing across Orwell Street. *</p> <p>Provide pedestrian crossings and kerb extensions where appropriate in <b>Manning Street and Hughes Street at Macleay Street.</b> *</p> <p><b>Review minor street intersections</b> for opportunities for kerb extensions / threshold treatments to improve connectivity.</p>

20.0	<b>Pymont - City Centre</b>					
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	Refer to cycle plan
<b>Key Attractors/ Destinations</b>						
			City Centre; Darling Harbour; Pymont employment; Harris Street; Pymont / Ultimo residential; Star City; Fish Markets;			
<b>Pymont Bridge</b>						
<b>Network Quality</b>						
<b>Connectivity/ Directness</b>						
			Provides direct link to City Centre across Pymont Bridge as well as connections to Anzac Bridge pedestrian/ cycleway pathway which allows access to inner western Sydney.  From Pymont Bridge access to the City Centre is via <b>Market Street</b> or a pathway along the Western Distributor viaduct that connects into <b>King Street</b> .  Route provides opportunities to connect to the <b>Harbour foreshore walk</b> at Pymont Bridge, Edward Street, Harris Street and Bank Street.  <b>Harris Street</b> and <b>Bulwarra Road</b> provide north south links along the peninsula.  Links to <b>Pymont Cliff Top Walk</b> and Jacksons			
<b>Union Square</b>						






	 <p>Bridge access at Market Street.</p>	<p>Landing is available via a set of steep steps at <b>Mount Street</b> or from <b>Saunders Street</b>.</p>  <p>Connection to King Street from Pyrmont Bridge</p>
<p><b>Network Gaps</b></p>		
	 <p>Edward Street</p>  <p>Pirrama Road/Murray Street/Pyrmont Bridge Road</p>	<p>Overall main network gaps are relate to poor pedestrian/ cycle amenity at intersections rather than any physical barriers.</p> <p>However at <b>Edward Street</b> which is located off Union Street is cut off from the Pyrmont foreshore with fencing associated with the light rail line.</p> <p>In order to cross the light rail line pedestrians must walk up some 36 steps, along a corridor around the edge of the Casino and through the foyer of the Lyric Theatre in order to traverse the rail line.</p> <p><b>Pirrama Road/Murray Street/Pyrmont Bridge Road</b> – this intersection operates under a complex traffic signal phasing arrangement that results in a relatively short opportunity for pedestrians to traverse across Pirrama Road to and from the Pyrmont Bridge. There is heavy pedestrian traffic at this intersection and high levels of pedestrian congestion occur at the intersection as a result.</p> <p>Access to <b>Bank Street</b> foreshore properties from Miller Street is currently obstructed however <b>Bank Street Master plan NSW Maritime land</b> aligned with Miller Street to provide view and link to water and Harbour Foreshore walk.</p> <p>Although <b>Anzac Bridge</b> provides access to Rozelle/ Balmain the disused <b>Glebe Island Bridge</b> could provide the opportunity for a more accessible on grade link without the need to use elevated ramp structures</p>




	<p><b>Legibility/ Views</b></p>	<p><b>Views</b> to the City Centre, Harbour and northern foreshore are available from Pyrmont Bridge</p> <p>Miller Street intersects Harris Street on ridgeline at <b>Union Square</b> which provides a distinctive nodal point and social space.</p> <p>Legibility from the City Centre at <b>Market Street</b> can be confusing for visitors with combination of ramps, steps and lift facilities to allow access to Pyrmont Bridge.</p>
	<p><b>Accessibility</b></p>  <p><b>Steps to Pyrmont Bridge</b></p>  <p><b>Shared Zone at Union Square</b></p>  <p><b>Miller Street near Saunders Street</b></p>	<p><b>Anzac Bridge</b> provides access ramps from Saunders Street for pedestrians and cyclists however use of the former <b>Glebe Island Bridge</b> would provide a more accessible on grade link across to Rozelle.</p> <p>Narrow footpath sections along <b>Miller Street</b> are further obstructed with bus shelters.</p> <p><b>Mount Street steps</b> to Cliff Top Walk and Jacksons Landing are steep and only accessible to agile and sure footed pedestrians.</p>  <p><b>Anzac Bridge pedestrian/ cycle ramps</b></p> <p><b>Step Access Mount Street</b></p>







	Public Domain Quality	
	<p><b>Invitation to Walk and Cycle</b></p>  <p><b>Union Square</b></p>  <p><b>Harris Street</b></p>  <p><b>Saunders Street</b></p>	<p>Proximity to the City which indicates that over 35% of Pyrmont residents who work choose walking as their preferred mode of transport for trips to and from work.</p> <p><b>Pyrmont Bridge</b> is closed to traffic however high use by pedestrians and cyclists requires management to avoid conflicts between these users.</p> <p><b>Separated cycleway facilities</b> currently under construction from Union Square to Pirrama Road. Separated cycle way network proposed to further extend along <b>Miller Street, Saunders Street</b> and <b>Bank Street</b> to link to <b>Anzac Bridge</b>.</p> <p><b>Harris Street</b> at Union Square is a focus of local services restaurants and cafes/ bars and has been subject to <b>recent streetscape upgrade</b>. Union Square provides a pedestrian area and social space with seating.</p> <p><b>Saunders Street</b> provides a range of ground floor cafes as well as access to employment and residential developments.</p>  <p><b>Union Street Cycleway ( under construction)</b></p>












	 <p data-bbox="331 593 691 618"><b>Miller Street at Saunders Street</b></p>	
	<p data-bbox="331 723 616 757"><b>Stationary Activities</b></p>  <p data-bbox="331 1187 651 1211"><b>55 Miller Street urban plaza</b></p>	<p data-bbox="890 723 1398 853">Main focus for Stationary activities is at <b>Pymont Bridge</b> and <b>Union Square</b> with additional public space provided by recent development at <b>55 Miller Street</b>.</p>
		
	<p data-bbox="331 1742 587 1776"><b>Evening Activities</b></p>	<p data-bbox="890 1742 1461 1906">Evening activities concentrated around <b>Union Square/ Harris Street</b> and bars and restaurants along <b>Union Street</b> near Pirrama Road. People accessing <b>Star City</b> also generate additional pedestrian activity at night.</p>

<p><b>Streetscape / Urban Design Quality</b></p>  <p><b>Miller Street approaching Bank Street</b></p>  <p><b>Miller Street</b></p>	<p>Built form ranges from terraces, two storey buildings to taller residential and refurbished warehouses for commercial/ residential use.</p> <p>The <b>Glebe Island Arterial, Western Distributor</b> and viaducts dominate part of the western landscape of Pyrmont and Ultimo, including the foreshore areas of Blackwattle Bay detracts from overall quality and amenity.</p>  <p><b>Western Distributor Viaducts</b></p>
<p><b>Recommendations</b></p>	<p><b>Edward Street</b> – investigate the opportunity of permitting pedestrians to cross the light rail line at grade. Alternatively, consider the provision of a lift to facilitate access across the rail line by persons with a mobility impairment;</p> <p><b>Glebe Island Bridge</b> – asses options to reuse bridge as pedestrian/ cycle connection to Balmain;</p> <p>Completion of <b>separated cycle network</b> along Miller Street/ Saunders Street.</p>





21.0	<h3>Harris Street- Pyrmont Ultimo</h3> <p>The Ultimo-Pyrmont topography is characterised by a central ridge along <b>Bulwara Road</b> and <b>Harris Street</b> and dividing towards Pyrmont Point and Glebe Island Bridge, resulting in three distinct bays; Blackwattle Bay, Johnson's Bay and Jones Bay. 'The excavated cliff faces form a dramatic topography at Pyrmont Point, Distillery Hill, along the railway corridor through Pyrmont and along parts of the Ultimo ridgeline.</p> <p>North south links that connect Pyrmont Peninsula with Ultimo/ Broadway include <b>Harris Street</b> and <b>Bulwarra Road</b> and <b>Jones Street</b> with additional off street link with an extension of the <b>Ultimo Pedestrian Network</b>.</p>					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
			✓	✓	✓	Refer to cycle plan
	<h3>Key Attractors/ Destinations</h3>  <p>Pirrama Park</p>		Broadway; Haymarket; UTS; Sydney Institute; ABC; Powerhouse Museum; Ian Thorpe Aquatic Centre; Harris Street/Union Square; Pirrama Park; Harbour Foreshore Walk.			
	 <p>Powerhouse Museum</p>		 <p>Broadway</p>			






Network Quality	
<p><b>Connectivity/ Directness</b></p>  <p><b>Union Square</b></p>  <p><b>Jones Street Closure</b></p>	<p>Street grid provides direct north south connections along various sections of the peninsula. The routes intersect with Liveable Green Networks at <b>Harbour Foreshore, Union Square, Quarry Street</b> and <b>Broadway</b>. From Jones Street future access through CUB site will provide links through to Chippendale and Redfern Station.</p> <p>Connectivity with the city centre is provided at numerous locations as either at grade facilities (through Darling Harbour), Pyrmont Bridge, or as part of the elevated road systems.</p> <p><b>Fig Lane</b> provides a pedestrian only link from Fig Street to Allen Street.</p> <p><b>Mary Anne Street</b> has a connection to the <b>Ultimo Pedestrian Network</b> (currently fenced off) that will be available once public access to the extension to UPN is provided.</p> <p>The network of off street pathways, bridges, steps and lifts around Pyrmont Headland (<b>Cliff Top Walk</b>) provides a finer grain of pedestrian access and up and down the sandstone escarpments.</p>
 <p><b>Cliff Top Walk</b></p>  <p><b>Fig Lane</b></p>	 <p><b>Cliff Top Walk</b></p>  <p><b>Pedestrian Link from Harris Street to Hay Street / Haymarket adjacent Powerhouse Museum.</b></p>




	<p><b>Network Gaps</b></p>  <p><b>Quarry Street/ Harris Street Intersection</b></p>	<p><b>Harris Street</b> provides a continuous link from Broadway to Pyrmont Point.</p> <p><b>Jones Street</b> terminates just north of Fig Street due to Light Rail cutting and <b>Western Distributer</b>.</p> <p><b>Bulwarra Road</b> commences at Mary Anne Street and provides a link to Miller Street close to the Mount Street intersection. The link is disrupted by lack of crossing facilities at <b>Allen Street</b>, and <b>Bridge Road</b>.</p> <p><b>Ultimo Pedestrian Network</b> – Currently only extends from Broadway to Ultimo Road. Opportunity to extend public access and use of the rail line to past Power House Museum.</p>
		<p><b>Quarry Street/Harris Street</b> –provision should be made for pedestrians to cross Harris Street on the southern side of Quarry Street.</p>
	<p><b>Legibility/ Views</b></p>	
		<p>Along east west streets and gaps in the built form views to City Centre skyline can be obtained.</p> <p><b>Jones Street</b> provides western views to Glebe / Wentworth Park from locations such as Quarry Street.</p> <p>Streetscape has various landmarks such as <b>Ian Thorpe Pool, Powerhouse Museum, ABC building</b> and <b>Union Square</b> that assist in a sense of location.</p> <p>The <b>Glebe Island Arterial, Western Distributor</b> and viaducts dominate part of the western landscape of Pyrmont and Ultimo, including the foreshore areas of Blackwattle Bay.</p>






	 <p>View to Pirrama Park</p>	<p><b>Harris Street</b> terminates with <b>Harbour views</b> on approach to Pirrama Park.</p>
	<p><b>Accessibility</b></p>  <p>Bulwarra Road @ Quarry Street</p>  <p>Jones Street closure at Mary Anne Street</p>	<p>The north south streets ridgeline streets provide accessible gradients apart from the section of Harris Street toward <b>Pirrama Park</b> (8%) Accessibility issues arise with gradients of <b>east west streets</b>, and obtaining access up the sandstone escarpments.</p> <p>Lift access is provided at <b>Ian Thorpe Pool</b> through Site link and at James Watkins Reserve however step access provisions only suit more able bodied pedestrians.</p> <p>Pedestrian desire lines traverse closure at <b>Mary Anne Street/ Jones Street</b> which should be formalised.</p>
	<p><b>Public Domain Quality</b></p>	
	<p><b>Invitation to Walk and Cycle</b></p> 	<p>Pedestrian conditions in some sections are of a high standard with footway widening and/or reconstruction activity and crossings provided over the past 5-10 years.</p> <p><b>Bulwarra Road, Jones Street</b> carry less traffic / traffic calming measures provided makes more convenient for cycling although north south connectivity interrupted by lack of crossings at <b>Bridge Road</b> and <b>Allen Streets</b>. Harris Street however has signalised crossing facilities at these major intersections.</p> <p><b>Jones Street</b> is fully pedestrian between Thomas and <b>Mary Anne Street</b> with potential opportunity to close the section from Thomas Street to Broadway with the redevelopment of the <b>UTS campus</b>.</p>












	 <p><b>Harris Street @ UTS campus</b></p>	<p>The clustering of destinations such as the Education precinct which culminates in heavy pedestrian volumes between the campus areas.</p>
	<p><b>Stationary Activities</b></p>  <p><b>Harris Street Pyrmont</b></p>	<p>Numerous opportunities for stationary activities range from local parks and street closures such as Mary Anne Street Park, Quarry St Reserve, Fig St Park and Pirrama Park to urban spaces such as Powerhouse Museum forecourt, Union Square.</p> <p>Café seating located sections of Harris Street Pyrmont, and Mary Anne/ Jones Street.</p>
	 <p><b>Pirrama Park</b></p>	<p><b>Pirrama Park</b> provides connection to Harbour Foreshore Walk which terminates Harris Street provides a major gathering/ social space as well as connection to Harbour Foreshore walk.</p>
	<p><b>Evening Activities</b></p>	<p>Focussed around Harris Street / Union Square and the south Education Precinct. Star City casino is a major attractor of evening activity in the area.</p>
	<p><b>Streetscape / Urban Design Quality</b></p>	<p>Streetscape definition varies from large warehouses, institutional buildings, and medium/ high density residential apartment to fine grain terrace houses. Mature street trees reinforce unity of the streetscape.</p> <p><b>Harris Street</b> has had recent streetscape improvements around Union Square and Ian Thorpe Pool to reinforce its main street status.</p> <p>Harris Street verge landscape treatments –</p>





 <p><b>Harris Street at Fig Street</b></p>  <p><b>Harris Street</b></p>	<p>reduce extent of pavements landscape amenity and separation from traffic.</p> <p><b>Western Distributor viaducts</b>, combined with poor lighting levels and high vehicle volumes impact adversely on the pedestrian amenity</p> <p>The <b>Under The Freeway</b> public artwork and associated public domain works at the Fig Street cut have improved the amenity for pedestrians.</p> <p>Traffic calming and public domain works along Bulwarra Road and Jones Street also provide a consistent unified public domain character in terms of materials and elements</p>  <p><b>Harris Street upgrade</b></p>
<p><b>Recommendations</b></p> <p><b>* = PCTC recommended treatment</b></p>	<p><b>Quarry Street/ Harris Street:</b> Pedestrian signals/ intersection works including kerb extensions;</p> <p><b>Macarthur Street</b> intersection works including kerb extensions, cycleway connections</p> <p>Cycle facility on Macarthur Street (on road bi-directional separated facility)</p> <p>Create a pedestrianisation zone in Mary Ann Street to connect into UPN.</p> <p><b>Ultimo Pedestrian Network</b> – progress options of extension of UPN to Powerhouse Museum.</p> <p>Jones Street – additional pedestrian works associated with UTS campus masterplan.</p>

22.0	<h2>Haymarket - Glebe</h2> <p>Route connects Haymarket, the Educational precinct (UTS and Sydney Institute) and Glebe Village Centre.</p> <p>Streets include <b>Thomas</b> and <b>Ultimo Street</b>, <b>Maryanne Street</b>, <b>Bay Street Ultimo</b>, <b>Glebe Street</b>, <b>St Johns Road</b> and <b>Glebe Point Road</b>.</p> <p><b>Quay Street</b> provides a gateway street from Railway Square into the Chinatown precinct.</p>					
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
	<h3>Key Attractors/ Destinations</h3> <div><p><b>Corner Hay and Ultimo Road</b></p></div> <div>Haymarket/ Chinatown; Belmore Park; Paddy's Markets; Darling Harbour; Sydney Institute; UTS; International Grammar; Broadway Shopping Centre; Glebe Point Road;</div>					
	<h3>Network Quality</h3>					
	<h4>Connectivity/ Directness</h4> <div><p><b>Quay Street</b></p></div> <div><p><b>Hay Street</b> is of prime importance in that it offers on grade access into Darling Harbour and connects to Surry Hills in the east.</p><p>Connections to <b>Quay Street</b> provides a direct link to Railway Square/ Central Station;</p><p><b>Thomas Street</b> also links to <b>Ultimo Pedestrian Network</b>.</p><p>In the <b>Ultimo</b> and <b>Glebe</b> sections of the route have small, regular blocks with rear lane access which offer many movement choices and connectivity that support pedestrian activity.</p><p><b>Jones Street</b> links to Broadway and future the CUB development.</p></div>					







	<p><b>Network Gaps</b></p>  <p><b>Thomas Street / Ultimo Road</b></p>  <p><b>Hay Street</b></p>	<p>Overall main network gaps are relate to poor pedestrian/ cycle amenity at intersections rather than any physical barriers.</p> <p><b>Hay Street</b> – crossing Hay Street from Sussex or Dixon Street – with light rail corridor requires improvements to legibility and pedestrian priority.</p> <p><b>Thomas/ Ultimo Street</b> - confusing intersection with poor pedestrian amenity is a major disruption along the route.</p> <p>Opportunities for connections into the <b>Ultimo Pedestrian Network</b> from Bijou Lane and Maryanne Street;</p>  <p><b>Bijou Lane</b> – Opportunity for link to UPN.</p>
	<p><b>Legibility/ Views</b></p>  <p><b>Ultimo Road/ Thomas Street</b></p>	<p>Haymarket distinctive streetscape with corner turrets and concentration of Chinese businesses.</p>
	<p><b>Accessibility</b></p>  <p><b>Thomas Street/ Ultimo Road – slip lanes</b></p>	<p><b>Haymarket</b> is high pedestrian activity area that experiences congestion due to width of footpaths undersized for current and expected pedestrian activity.</p> <p><b>Slip Lanes</b> and traffic islands at Ultimo Road/ Thomas Street and Harris Street / Ultimo Road also reduce connectivity and pedestrian amenity.</p>





		 <p><b>Ultimo Road/ Harris Street – slip lanes</b></p>
	<b>Public Domain Quality</b>	
	<p><b>Invitation to Walk and Cycle</b></p>  <p><b>Mary Anne Street</b></p>  <p><b>Kelly Street near International Grammar</b></p>	<p>Multiple destinations in close proximity to each other promote pedestrian activity particularly from the educational institutions to Haymarket and retail along Broadway.</p> <p>Pedestrian congestion capacity issues need to allocate road space for pedestrian use</p> <p><b>Proposed separated cycleway</b> along Mary Anne Street Ultimo Road and Thomas Street (between Harris and Wattle Street) and then along Kelly Street.</p> <p>Previous <b>PCTC treatments</b> including kerb extensions, mid island, and raised marked footway crossings have improve pedestrian amenity and connectivity along Bay Street Ultimo.</p>  <p><b>Intersection at Bay and Kelly Street PCTC improvements.</b></p>
	<b>Stationary Activities</b>	<p>Focused around <b>Dixon Street</b> opportunity use forecourt Entertainment Centre additional seating opportunities</p> <p><b>Mary Anne Street Park</b> and Jones Street closure provides local resting/ gathering places particularly for students.</p>
	<b>Evening Activities</b>	<p><b>Haymarket</b> lively city centre precinct, combination of residential population restaurant entertainment, and education uses</p>

		long span of hours. Other areas of evening activity include <b>Darling Harbour</b> , Ultimo/ <b>Broadway</b> and <b>Glebe Point Road</b> .
<p><b>Streetscape / Urban Design Quality</b></p>  <p><b>Maryanne Street</b></p>  <p><b>Wattle Street</b></p>	<p>Distinctive streetscape character units range from Haymarket precinct to the Educational precinct Campus, Ultimo mixed use retail precinct, Glebe local residential streets with cohesive street tree planting</p> <p><b>Wattle Street</b> is of a lower amenity given heavy traffic flow and inconsistent tree canopy.</p>  <p><b>Glebe Street toward Kelly Street.</b></p>  <p><b>Glebe Street</b></p>	<p><b>Chinatown Public Domain Plan</b> outlines a set of directions to improve pedestrian and cycle amenity in the Haymarket area.</p> <p><b>Hay Street</b> – closure to general traffic; improvements to legibility of links from Dixon and Sussex Streets.</p> <p><b>Thomas Street</b> – closure at Ultimo Road to simplify intersection and provide additional public space.</p> <p><b>Ultimo Road</b> – separated cycleway , footpath widening;</p> <p><b>Quay Street</b> – footpath widening/ landscape treatments;</p> <p><b>Links into Ultimo Pedestrian Network</b></p>












23.0	<b>King Street – City Road - Broadway</b>					
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	
	<b>Key Attractors/ Destinations</b>		King Street Village Centre; Sydney Park; Newtown Railway Station; Sydney University; Prince Alfred Hospital; Victoria Park/ Aquatic Facilities; UTS; Sydney Institute; Broadway retail.			
	 <b>Broadway</b>					
	<b>Network Quality</b>					
	<b>Connectivity/ Directness</b>		Ridgeline road along King Street / City Road provides south west connection into the City Centre			
	 <b>Corner Missendon Road/ King Street</b>		<b>Intersecting streets along King Street</b> are around 60 – 100m apart except at the Performing Arts School which is over 200m apart			
			Intersects with other Liveable Green Networks intersect routes at <b>Missenden Road</b> , and Myrtle Street , <b>Balfour/ Jones Street</b> , <b>Buckland</b> , <b>Shepherd</b> and <b>Harris Street</b> .			
			<b>Victoria Park</b> provides convenient cross through site links to connections to Sydney University and <b>Glebe Point Road</b>			

	 <p><b>CUB site from Broadway</b></p>	<p>Along <b>Broadway</b> the <b>future CUB</b> development will provide connections along the former Balfour Street alignment into east Chippendale.</p>
	<b>Network Gaps</b>	
	 <p><b>Myrtle Street</b></p>	<p>Overall main network gaps are relate to poor pedestrian/ cycle amenity at intersections rather than any physical barriers.</p> <p>These include:</p> <p><b>Myrtle Street/ City Road</b> - vehicle entry / exit on to <b>City Road</b> requires pedestrian crossing / kerb extensions</p>
	 <p><b>Myrtle Street / City Road</b></p>  <p><b>Sydney Park Road/ King Street Intersection</b></p>	<p>Crossing opportunities along <b>City Road</b> are limited to main intersections however desire line from <b>Myrtle Street</b> into <b>Victoria Park</b> results in frequent jaywalking in this location.</p> <p>Slip Lanes at <b>City Road/ Cleveland Street</b> reduce pedestrian connectivity and are sometimes unsafe due to speeding vehicles.</p>  <p><b>Corner City Road/ Cleveland Street</b></p> <p><b>Sydney Park Road/ King Street</b> intersection to access Sydney Park – traffic islands/ slip lanes create multiple crossing points. Lights however are sequence to provide green pedestrian crossing on all links at the same time.</p>






	 <p><b>Wattle Street / Broadway slip lane</b></p>	<p><b>Wattle Street/ Broadway slip lane</b> no pedestrian facilities provided resulting in dangerous crossing conditions with vehicles turning left into Wattle Street.</p> <p><b>Broadway/ Bay Street intersection –</b> improvements required to legibility and safety for pedestrians crossing Bay Street / Broadway at the Broadway Shopping Centre.</p>
	<p><b>Legibility/ Views</b></p>  <p><b>City view from Sydney Park</b></p>  <p><b>Broadway</b></p>  <p><b>Sydney Park brick chimneys</b></p>	<p>The street unfolds along the curve revealing landmark elements such as the Post Office tower.</p> <p><b>Sydney Park</b> present panoramic views north and south to the City and Airport.</p> <p><b>The King Street</b> corridor provides framed views of city centre as well as local landmarks such as the Post Office tower, Sydney Park brick chimneys ,Performing Arts School building and St Stephens Church spire and Sydney University campus.</p> <p>Along <b>King Street</b> district views are also opened down side streets to the south and east.</p> <p><b>Victoria Park</b> on the corner of City Road and Parramatta Road is a historic green landmark as well as link to Sydney University and Glebe Point Road.</p> <p><b>Broadway</b> - Old Grace Brothers buildings clock towers, UTS tower and future CUB development prominent in the streetscape.</p>  <p><b>City Centre view from City Road</b></p>



	<p><b>Accessibility</b></p>  <p><b>Narrow footpaths limits access along footpath @ Concord Street/ King Street</b></p>	<p><b>Concord Street / King Street</b> – provide signalised crossing across Concord Street.</p> <p>The area is very well serviced by public transport with a very high frequency of buses along King Street.</p> <p>Along ridge level topography before gradient decent up to 1:30 from Carillion Ave and Broadway</p> <p><b>Footpath narrow</b> near railway bridge ( King / Concord Streets) reduces accessibility.</p>
	<p><b>Public Domain Quality</b></p>	
	<p><b>Invitation to Walk and Cycle</b></p>  <p><b>King Street near Georgina Street</b></p>  <p><b>King Street/</b></p>  <p><b>Street Closure @ Rochford Street.</b></p>	<p>Area includes a cluster of major destinations for employment, study, entertainment or residential that encourages pedestrian activity.</p> <p>Fine grain of shop fronts and diversity of activity and concentration of destinations provides pleasant walking experience. Most of the retail/ commercial strip have awnings provide weather protection.</p> <p>Along <b>King Street</b> relatively narrow footpath widths causes congestion in peak times. Noise and close proximity of traffic also <b>detracts</b> from pedestrian amenity. However parking outside clearway hours allows good buffer/ protection for passing traffic.</p> <p>Opportunity for <b>minor street intersections</b> to include kerb extensions continuous thresholds or conversion to share ways/ street closures to reduce pedestrian interruptions and improve connectivity.</p> <p>Sections of the street have been subject to <b>unit paving upgrades</b> with intervening gaps of asphalt pavement.</p> <p><b>Broadway</b> wide footways allow access variety of education , entertainment, retail , residential destinations</p> <p>Chippendale PCTC works provide crossing with kerb extensions at <b>Buckland Street / Broadway</b> which assists safe pedestrian movement.</p>

		 <p><b>Broadway/ Buckland Street</b></p>
	<p><b>Stationary Activities</b></p>  <p><b>Shepherd Street Closure</b></p>  <p><b>Victoria Park</b></p>	<p>Main opportunities for stationary activities along <b>King Street</b> are limited to street closures with footpath width limiting the extent of outdoor seating tables. However cafes and restaurants with bifold doors and windows provide good exposure and presence to the street.</p> <p>Street closures along <b>King Street</b> at Bucknell, Rochford provide opportunities for local sitting/ rest areas. Conversion of other minor intersecting streets to shared ways would increase opportunities to provide seating</p> <p>Small pocket park on corner of Alice Street and Newtown Square ( Marrickville Council) also provides a resting area directly adjacent to King Street</p> <p><b>Victoria Park</b> – main public open space adjacent to City Road and Broadway.</p> <p><b>Along Broadway</b> the Shepherd Street Closure is the main focus of outdoor seating.</p>
	<p><b>Evening Activities</b></p> 	<p>Destination for restaurants and bars along King Street and Broadway provide good activity on streets into both throughout the day and late evening.</p>



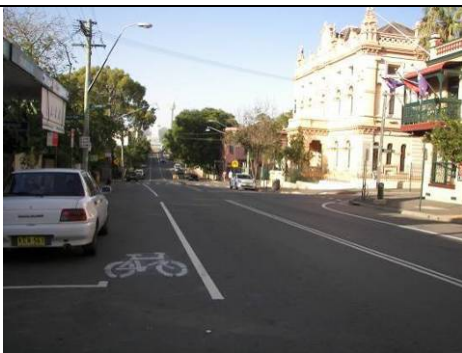


<p><b>Streetscape / Urban Design Quality</b></p>  <p><b>City Road</b></p>  <p><b>Broadway</b></p>  <p><b>King Street</b></p>	<p>Continuous facades and the general uniformity of scale in the area create a distinct heritage streetscape and visual identity</p> <p>The <b>King Street</b> streetscape has high aesthetic value which is enhanced by the closed vistas created by street curves.</p> <p>Between Carillion Ave and Broadway City Road is defined by the <b>Sydney University campus</b> and Victoria Park. The mature fig tree planting along the boundaries and heritage buildings, iron and stone fences create a strong sense of location and identity.</p> <p>Awnings and narrow footpaths have limited opportunities for tree planting so tree canopy is not a strong part of the street image. However this contrasts to Sydney University and Victoria Park frontages which provide a mature fig tree canopy</p>  <p><b>City Road frontage – Sydney University</b></p>
<p><b>Recommendations</b> * = PCTC recommended treatment</p>  <p><b>Whitehorse Street</b></p>	<p>Increase the priority to walk across minor cross / intersecting streets along King Street and with dedicated crossing facilities/ thresholds or kerb extensions to increase footpath width and limit crossing width. Enmore Road provides a good example of providing pedestrian priority at minor intersecting streets to reinforce pedestrian priority along Enmore Road.</p> <p>Create <b>Shared Zone</b> with threshold treatments at King Street at Whitehorse Street, Angel Street, Whateley, Horden, Egan, Connell and Elizabeth Streets. *</p> <p><b>King Street</b> – program rollout of unit paving treatments to unify streetscape with common paving material;</p>







# ATTACHMENT B

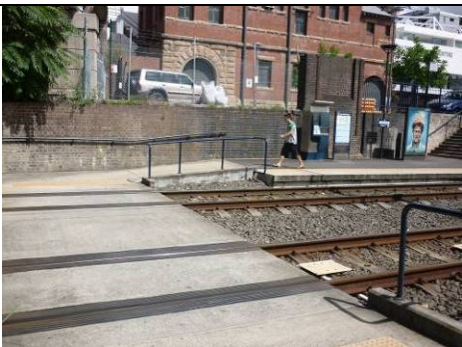



		<p><b>Broadway/ Wattle Street intersection –</b> eliminate slip lane or provide dedicated crossing</p> <p><b>Shared way / closure Jones Street at Broadway intersection.</b> ( associated with UTS Masterplan development)</p> <p><b>Broadway/ Bay Street intersection –</b> improvements required to legibility and safety for pedestrians crossing Bay Street / Broadway at the Broadway Shopping Centre.</p>
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24.0	City Centre - Glebe					
	Route Function	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓  Some sections only
	Key Attractors/ Destinations					
	 Liverpool Street – City Centre		City Centre; Spanish Quarter/ Chinatown; Darling Harbour; Ian Thorpe Pool; Light Rail Station; Ultimo; Broadway Shopping Centre; Wentworth Park; Glebe Point Road; Glebe Town Hall; Ross Street; Connections to Orphan School Creek.			
	 St Johns Road Glebe					
Network Quality						
	Connectivity/ Directness		Liverpool Street extends east of George Street to provide direct connection to Oxford Street and to East Sydney and Darlinghurst.  Intersects with north south Liveable Green			

	 <p data-bbox="331 544 866 595"><b>Liverpool Street to pedestrian overpasses into Darling Harbour</b></p>	<p data-bbox="930 197 1489 353">Network links at <b>Harris Street, Bulwarra Road, Jones Street, and Glebe Point Road</b>. Connections to <b>Orphan School Creek</b> allow off street access to Glebe Foreshore Parklands and Harbour Foreshore Walk.</p> <p data-bbox="930 387 1481 517">In <b>Ultimo/ Glebe</b> small regular blocks many with rear lane access offer movement choices and connectivity that support pedestrian activity.</p>
		<p data-bbox="930 604 1489 667"><b>Bridge connections at Dixon Street</b> north to allow direct access into Darling Harbour.</p>
	 <p data-bbox="331 1447 517 1473"><b>Wentworth Park</b></p>	<p data-bbox="930 1059 1457 1189"><b>Wentworth Park</b> pathway network could be more directly aligned connected to the pedestrian bridge crossing to reduce desire lines.</p>
	<p data-bbox="331 1507 531 1536"><b>Network Gaps</b></p>	
	 <p data-bbox="331 1935 647 1962"><b>Quarry Street/ Harris Street</b></p>	<p data-bbox="930 1547 1465 1677"><b>Harris Street / Quarry Street</b> intersection – requires pedestrian signal crossing on south side of intersection to provide direct crossing into Quarry Street.</p>








	 <p><b>Larkin Street Reserve</b></p>	<p><b>St Johns Road</b> link– opportunity for through site link at <b>Junction Street</b> to provide pedestrian / cycle link to <b>Larkin Street Reserve</b> which links to Bridge Road and Orphan School Creek pathway network.</p>
	<p><b>Legibility / Views</b></p>  <p><b>Views to City Centre from St Johns Road</b></p>	<p>The topography varies from relatively flat to undulating, with a more dramatic eastern edge created by the sandstone cliff behind Bellevue Street.</p> <p>Views from <b>St Johns Road</b> to city centre provide good orientation and legibility along the route.</p>
	<p><b>Accessibility</b></p>  <p><b>Quarry/ Wattle Street Bridge</b></p>	<p><b>Gradients</b> along section of St Johns Street from Wentworth Park Road to Darghan St exceeds 9.3% gradient.</p> <p>Access along the local street network is constrained with narrow footpaths and location of telegraph wire posts and signage poles.</p> <p>The route provides additional infrastructure to provide improved access. This includes:</p> <p><b>Wattle Street bridge connection</b> (with lift access) to connect to Quarry Street Ultimo reducing the need to cross busy Wattle Street as well and reducing the extent of the steep Quarry Street gradient to Jones Street.</p>
	 <p><b>Ian Thorpe Pool Through Site Link</b></p>	<p>The steep gradient of <b>Quarry Street</b> east of Harris Street toward Darling Harbour have been addressed by a <b>through site link and lift facility</b> adjacent to the Ian Thorpe Pool.</p>

		<p>The <b>light rail station</b> provides ramps and defined access / crossing point to access Darling Harbour.</p>
	<p><b>Light Rail crossing</b></p>	
	<p><b>Public Domain Quality</b></p>	
	<p><b>Invitation to Walk and Cycle</b></p>  <p><b>Darling Harbour</b></p>	<p>Multiple destinations and attractors along the way including Darling Harbour encourage pedestrian activity. Route is convenient walking distance between Glebe and the City Centre (2km);</p> <p><b>Separated cycleway</b> infrastructure proposed for St Johns Road and Liverpool Street.</p> <p><b>PCTC treatments</b> completed to improve pedestrian amenity have been included in the <b>Glebe Point Road upgrade</b> and crossing treatment at <b>Wentworth Street and St Johns Road</b>.</p>
	 <p><b>Wentworth Street/ St Johns Road</b></p>	<p>Recent <b>PCTC works</b> have provided safer crossing facilities at Wentworth Park Road to connect to St Johns Road.</p>
	<p><b>Stationary Activities</b></p>  <p><b>Quarry Street Closure</b></p>	<p>Opportunities to sit / recreation include:</p> <ul style="list-style-type: none"> <li>• Darling Harbour</li> <li>• Quarry Street Closure</li> <li>• Wentworth Park</li> <li>• Glebe Point Road</li> </ul> <p><b>Public toilets</b> located at Darling Harbour.</p>








	<b>Evening Activities</b>	<p>Apart from the City Centre evening destinations that generate pedestrian activity are located at Darling Harbour along Glebe Point Road , Broadway, and to a lesser extent around Ross Street/ St Johns Road commercial node</p>
	<b>Streetscape / Urban Design Quality</b> 	<p>Routes traverses distinct character units ranging from the City Centre, Darling Harbour, fine grain terrace houses and medium density housing in Ultimo / Glebe and Wentworth Park.</p> <p>Glebe Point Road recently upgraded includes new paving, additional seating and intersection treatments</p>  <p><b>St Johns Road/ Ross Street</b></p>
	<b>Recommendations</b>  <p>* = PCTC Treatment</p>	<p><b>Harris Street/ Quarry Street</b></p> <p><b>Larkin Street Link</b></p> <p><b>Quarry Street Closure</b> – upgrade and improvements as local meeting place</p> <p><b>Wentworth Park</b></p> <p><b>*St Johns Road at Mt Vernan Street</b> – provide kerb extension at raised mark footway crossing;</p>



25.0	<b>Glebe Point Road</b>  <b>Glebe Point Road</b> provides ridgeline street connection from Glebe Point to City Road/ Broadway. The street has concentrations of retail/ commercial interspersed with residential terraces, apartments and detached dwellings.  <b>Derwent Street</b> will provide separated cycleway access from St Johns Road to Parramatta Road.					
	<b>Route Function</b>	<b>City Centre Connection</b>	<b>Village Centre Connection</b>	<b>Parks/ Recreation</b>	<b>Pedestrian Priority</b>	<b>Cycle Priority</b>
		✓	✓		✓	Derwent Street
	<b>Key Attractors/ Destinations</b>		Glebe Foreshore Parklands; Glebe Point Road; Broadway Shopping Centre; Broadway; Victoria Park/ Pool; Sydney University.			
	<b>Network Quality</b>					
	<b>Connectivity/ Directness</b>   Glebe Point Road		Intersects with Liveable Green Network at Harbour Foreshore Walk, along St Johns Road, Broadway, and City Road. Links into Victoria Park provides access into Sydney University or off street connection to upper section of City Road.			
	<b>Network Gaps</b>		<b>Glebe Point Road upgrade</b> and recommended PCTC treatments have improved pedestrian amenity kerb extensions, raised marked footway crossings and public domain streetscape improvements.			




	<p><b>Legibility/ Views</b></p> 	<p>Views to <b>Blackwattle Bay</b> and mature fig tree are provided at the northern section of Glebe Point Road.</p> <p><b>St James Church spire</b> and <b>Foley Park</b> break up the streetscape and provide a distinctive nodal point at the St at St Johns Road/ Bridge Road intersections. Public art at Glebe Public School is also a local landmark along the street.</p> <p>The <b>Victoria Park fig trees</b> and the Grace Brothers globes and clock towers are also distinctive in announcing the Broadway strip.</p>  <p><b>Glebe Public School Fence</b></p>
	<p><b>Accessibility</b></p>	<p>Gradient of Glebe Point Road from Glebe Foreshore Parklands to Eglinton Road is approximately 8.7%. Intersecting streets on the eastern side of Glebe Point Road are steep particularly Forsyth St.</p>
	<p><b>Public Domain Quality</b></p>	
	<p><b>Invitation to Walk and Cycle</b></p> 	<p>A variety and clustering of destinations/ attractions along Glebe Point Road attracts pedestrian activity. Broadway Shopping Centre and close proximity to Sydney University also draws a significant number of people.</p>
	<p><b>Stationary Activities</b></p>	<p>Opportunities provided include:</p> <ul style="list-style-type: none"> <li>• Glebe Foreshore Parklands</li> <li>• Cnr Glebe Point Road/ Parramatta Road;</li> <li>• Foley Park</li> <li>• Forecourt of City of Sydney Library</li> <li>• Café seating;</li> <li>• Victoria Park</li> </ul>

# ATTACHMENT B

	 <p><b>Glebe Point Road/ Parramatta Road</b></p>  <p><b>Glebe Point Road</b></p>	<p>The <b>Glebe Point Road</b> upgrade has also included street seating to provide opportunities for rest and interaction.</p>  <p><b>Victoria Park</b></p>  <p><b>Foley Park</b></p>
	<p><b>Evening Activities</b></p> 	<p><b>Glebe Point Road</b> pubs, restaurants and cafes generate pedestrian activity in the evening to these destinations.</p>
	<p><b>Streetscape / Urban Design Quality</b></p> 	<p>High quality 19<sup>th</sup> century townscape of small scale buildings with diverse mix of commercial and retail uses.</p> <p>Recent streetscape upgrade provide additional cohesiveness and identical to the Glebe village main street.</p> 










	<p><b>Recommendations/ Current Projects</b></p> <p><b>* = PCTC Recommended Treatments</b></p> 	<p><b>Glebe Point Road Streetscape Improvements</b></p> <p>The <b>Glebe Point Road Upgrade project</b> implemented urban design improvements to provide a more vibrant, active and safe public domain that reinforces Glebe Point Road as the 'main street' for Glebe.</p> <p>Improvements provided include:</p> <p><b>Glebe Point Road / Wigram Road</b> – provide raised platforms on MFC's. *</p> <p><b>Glebe Point Road / Toxteth Street</b> – provide raised platform on MFC and kerb extensions. *</p> <p><b>Glebe Point Road / Leichhardt Street</b> – provide raised MFC in Glebe Point Road and kerb extensions. *</p> <p><b>Derwent Street</b> – separated cycleway facility as per Cycle Master plan; *</p>
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26.0	<b>Glebe Parklands to King Street Village Centre- Sydney Park</b>  Provides a north south link on the western side of the City that connects <b>Glebe Foreshore Parklands, Newtown</b> and <b>Erskineville</b> , and <b>Sydney Park</b> .  Streets include <b>Lyons Road, Missendon Road, Bucknell Street, Burren Street, George Street</b> and <b>Concord Street</b> .					
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
	<b>Key Attractors/ Destinations</b>  		Glebe Foreshore Parklands; Sydney Harbour Foreshore Walk; Harold Park Urban Renewal; Forest Lodge; Camperdown; Prince Alfred Hospital; Sydney University; King Street Newtown.			
	<b>Network Quality</b>					
	<b>Connectivity/ Directness</b>  		Links to Harbour Foreshore Walk at Glebe Parklands; Off street pathway access extends from Glebe Parklands to Bridge Road via the recently completed Orphan School Creek shared path;  Major destinations directly linked to the route include <b>Glebe Parklands, Prince Alfred Hospital, Sydney University</b> and <b>King Street Newtown, Erskineville Road</b> and <b>Sydney Park</b> .			

	 <p><b>Missenden Road</b></p>	<p><b>Lyons Road/ Missenden Road</b> –separated cycleway project currently under development.</p>
	<p><b>Network Gaps</b></p>  <p><b>Johnstone Creek Reserve</b></p>	<p><b>Johnstone Canal</b> links Blackwattle Bay to Forest Lodge and the suburbs beyond. Poor quality non existent pathways currently being addressed with park upgrade project.</p>
	 <p><b>Harold Park</b></p>	<p><b>Harold Park</b> Development of urban renewal proposal provides opportunity for additional connections from <b>Ross Street</b> and Crescent Street to Glebe Foreshore Parklands.</p>
<p><b>Legibility/ Views</b></p>		 <p><b>Johnstone Creek Reserve</b></p> <p>Parkland landscape at <b>Glebe foreshore</b> provides harbour foreshore , views to distinctive roofs capes of residences Annandale heights</p> <p>Viaducts structures at Johnstone Creek are local landmarks that assist in orientation;</p> <p><b>Missenden Road</b> includes 19<sup>th</sup> century stone buildings set back behind mature trees.</p> <p><b>Erskineville Station</b> – city centre views from railway bridge.</p>

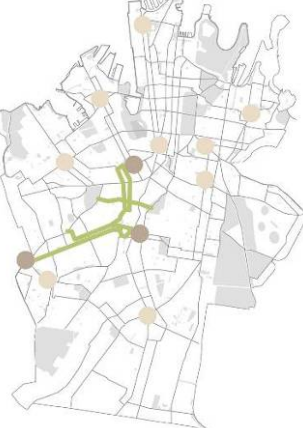



		
	<b>Erskineville Station Bridge</b>	
	<b>Accessibility</b>	
	 <p><b>Underpass at Harold Park</b></p>  <p><b>Burren Street near McDonaIdtown Station</b></p>	<p>Gradients range from level to gentle along Glebe Parklands to rise of 2.4% at Missenden Road Bucknell to King Street 6% and section of George Street to Erskineville Road 6.8%</p> <p><b>Harold Park / Crescent Street</b> underpass gives access under busy Crescent Street however amenity needs to be improved.</p> <p><b>Harold Park</b> urban renewal masterplan opportunity to improve the amenity of connections.</p> <p><b>Burren Street</b> near McDonaIdtown Station. Step Level changes reduce accessibility to station. Pedestrian crossing treatments need to be provided to improve legibility and connection to station.</p>
	 <p><b>Lyons Road</b></p>	<p><b>Lyons Road</b> – footway narrow with tree pits opportunity to widen in conjunction with separated cycleway project.</p>
	<b>Public Domain Quality</b>	
	<b>Invitation to Walk and Cycle</b>	<p>Major destinations along the route attract significant pedestrian activity. The extensive pathway networks for Glebe Foreshore Parklands and Sydney Park attract usage for</p>

	 <p><b>Bucknell Street</b></p>	<p>exercise and recreation.</p> <p><b>Separated cycleways</b> will be provided along Lyons Road, Missenden Road.</p> <p><b>Bucknell Street</b> – narrow footpath resulting people using the roadway.</p>
	 <p><b>Orphan School Creek</b></p>	<p><b>Orphan School Creek</b> upgrade provides alternative street access Hereford Street and Cross Street to access Bridge Road.</p>
	<p><b>Stationary Activities</b></p>	<p>Major recreation opportunities located at Sydney Park and <b>Glebe Foreshore Parklands</b> as well as local parks such as <b>Orphan School Creek</b>, Erskineville Road parks, street closures such as at Bucknell and King Street also provides opportunities for sitting;</p> <p>Outdoor seating for cafes located at <b>Erskineville Road</b> and <b>St Johns Road/ Ross Street</b>.</p>
	<p><b>Evening Activities</b></p>  <p><b>Kings Street/ Missenden Road Intersection</b></p>	<p>Focused on the commercial strips of <b>King Street</b> and <b>Erskineville Road</b> and to a lesser extent <b>St Johns Road/ Ross Street</b>.</p>
	<p><b>Streetscape / Urban Design Quality</b></p>	<p>Route traverses distinct character units ranging from parkland landscape, main commercial streets (King Street/ Erskineville), historic Hospital and university buildings to local residential streets. Mature tree planting and consistent architectural built form provides high quality streetscapes.</p>

		
	<p><b>Recommendations/ Current Projects.</b></p> <p><b>* = PCTC Recommended Treatments</b></p>	<p><b>Missendon Road Cycleway Project</b> – project currently under development;</p> <p><b>Johnstone Creek Upgrade Project:</b> will provide a shared path from Blackwattle Bay to Wigram Road, Glebe.</p> <p><b>Harold Park urban renewal masterplan</b> - ensure new connections to Glebe Parklands are provide legible public links to surrounding neighbourhoods,</p> <p><b>McDonalddtown Station;</b> accessibility improvements around footpaths near the Station.</p> <p><b>Bucknell Street</b> – investigate option to convert to shared way. *</p> <p><b>Burren Street</b> ( Macdonalddtown railway Station)– provide raised pedestrian crossing *</p>



27.0	<b>Redfern – Darlingtown –Chippendale- Ultimo</b>					
Includes a series of connections from <b>Redfern Station</b> to Sydney University/ Darlingtown with links into Chippendale and Ultimo precincts.						
<b>Streets include Abercrombie Street, Lawson Street, Little Eveleigh Street, Shepherd, Buckland Street, Balfour Street , Mountain and Jones Street ,Wilson street and an east west connection through Chippendale along Myrtle and Meagher Streets</b>						
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓		✓	✓
	<b>Key Attractors/ Destinations</b>		Redfern Station/ Redfern Street Sydney University/ Darlingtown; Chippendale Future CUB site Broadway Ultimo – UTS and Sydney Institute			
	<b>Network Quality</b>					
	<b>Connectivity/ Directness</b>		Fine grain network of streets and laneways that provides a permeable pedestrian / cycle amenity;			
			Connections from Redfern Station to Sydney University currently constrained due to the railway corridor and narrow footpath capacity along <b>Lawson Street</b> ;			
	<b>Abercrombie Street</b>		High pedestrian flow along Abercrombie street to access <b>Sydney University/ Redfern Station</b> Alternative access points would include the proposed <b>additional bridge crossing Little Eveleigh Street</b> to link to Redfern Station.			
			<b>Wilson Street</b> major east west connection into City Centre			



**Sydney University Entrance – Shepherd Street**



**Little Eveleigh Street**



**Balfour Street – view to CUB site.**

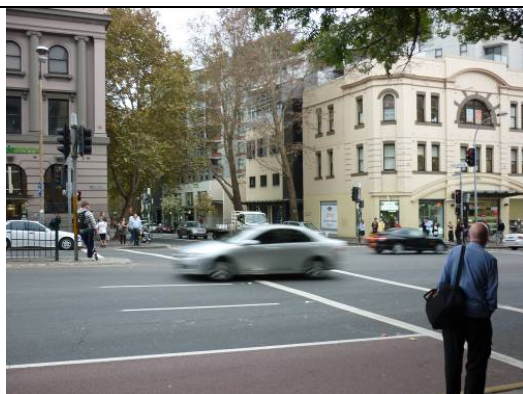


**Meagher Street from Regent Street**

**North South Links** through Chippendale either along Abercrombie Street, Buckland Street, Shepherd Street or along Bartley/ Balfour Street and through the future **CUB development**.

**Myrtle/ Meagher Street** provides east west link across Chippendale and potentially to Surry Hills through Prince Alfred Park.





**Jones Street** – links to Ultimo south education precinct and Pyrmont peninsula and foreshore parks







**Broadway – near Shepherd Street Closure**









**Jones Street Closure**

	<p><b>Network Gaps</b></p>  <p><b>Lawson Street</b></p>	<p>Pedestrian issues included <b>footpath crowding</b> on the walk route between Redfern Station and University of Sydney's Darlington Campus (i.e. in Lawson Street and Abercrombie Street), and walking on narrow footpaths and or narrow roads in the area, as well as the need for better facilities at some crossing locations.</p>
		<p><b>Bridge connection Redfern Railway Station (RWA)</b> – proposed bridge connection from Redfern Railway Station</p>
	 <p><b>Prince Alfred Park – view toward railway corridor</b></p>	<p><b>Prince Alfred Park</b> – connection from Meagher Street into PA Park will provide link between Chippendale and Surry Hills</p>
	 <p><b>City Road / Myrtle Street – view to Victoria Park</b></p>	<p><b>Myrtle Street / City Road</b></p> <p>Pedestrian crossing facilities required from <b>Myrtle Street/ City Road</b> intersection to allow access to <b>Victoria Park/ Sydney University</b>;</p> <p><b>Cleveland Street</b> Signalised crossing on west side of Abercrombie/ Cleveland Street.</p>








	 <p><b>CUB site</b></p>	<p><b>CUB Site</b> – Urban renewal will include link along Balfour Street alignment.</p>
	<p><b>Legibility/ Views</b></p>  <p><b>City Centre view from Lawson/ Eveleigh Street</b></p>	<p><b>Cleveland Street</b> views to Sydney University Quadrangle Buildings;</p> <p><b>Regent Street / Broadway</b> views to city skyline Grace Brothers buildings provide strong landmarks orientation;</p> <p>City Skyline views also available around Redfern Station.</p>
	<p><b>Accessibility</b></p>	
	 <p><b>Cleveland Street – signalled pedestrian crossing @ Shepherd Street</b></p>	<p>Narrow footpaths Redfern Station.</p> <p>Signalled crossing across busy Cleveland Street provided Shepherd / Buckland Street and Abercrombie Street.</p>  <p><b>Cleveland Street – signalled pedestrian crossing @ Buckland Street Closure</b></p>





	 <p><b>Shepherd Street</b></p>	
	 <p><b>Broadway</b></p>	<p>Pedestrian signal crossing at Broadway near Shepherd Street allows access through to Mount Street.</p> <p>Pedestrian signals across Broadway also provided at <b>Abercrombie Street</b> and adjacent to <b>CUB</b> site near <b>Jones Street</b>.</p>
	<p><b>Public Domain Quality</b></p>	
	<p><b>Invitation to Walk and Cycle</b></p>  <p><b>Wilson Street Closure</b></p>	<p>Attractions encourage walking and cycling</p> <p><b>Broadway</b> pedestrian flow accessing City or University campuses ( UTS / Sydney) reinforce activity.</p> <p>Built form provide interest and human scale detail terraces with windows to street and tree canopy provide a public domain pleasant for walking.</p> <p><b>Wilson Street</b> closure pedestrian priority</p> <p>Previous traffic calming works improved pedestrian amenity and safety – includes signalised crossing Abercrombie Street , reduction of slip lane at Abercrombie/ Lawson Street, kerb extensions and creation of Wilson Street closure</p> <p><b>Chippendale PCTC</b> focussed on Myrtle, Meagher and Buckland Streets. Treatments include pedestrian crossings, kerb extensions, new unit paving and landscape / WSUD treatments.</p> <p>Overall the PCTC schemes aims to provide footpath widening and re-alignments at key intersections to assist reducing traffic speeds and</p>

 <p><b>Pedestrian crossing – Buckland Street</b></p>	<p>to improve pedestrian safety;</p>
<p><b>Stationary Activities</b></p>  <p><b>Shepherd Street Closure</b></p>	<p>Opportunities include:  <b>Shepherd Street closure;</b></p> <p>Cafes at Abercrombie Street:          Corner Buckland/ Myrtle street</p> <p><b>Peace Park</b>, Chippendale-local meeting place for local residents;</p> <p><b>CUB</b> site – new park, public domain will also xx for new and existing population. Local park has recently been completed at the <b>Balfour Street Closure</b> adjacent to the CUB site.</p>
 <p><b>Café – Shepherd Street</b></p>	
<p><b>Evening Activities</b></p>	<p>Apart from <b>Broadway</b> most businesses daytime office hours rather than a night time economy.</p> <p>However pedestrian traffic from students occurs from Sydney Uni to Redfern Station.</p> <p>Galleries in Chippendale/ Redfern generate also night time activities during opening events.</p> <p>It is anticipated that the CUB site will generate a concentration of activity that will extend into the evening hours</p>








	<p><b>Streetscape / Urban Design Quality</b></p>  <p><b>Abercrombie Street near Cleveland Street.</b></p>	<p>Variety of streetscape types include cohesive groupings of Terrace houses, warehouses many with mature street trees.</p>
	<p><b>Recommendations</b></p> 	<p><b>UTS campus masterplan</b> – opportunity to create a shared zone / pedestrian priority for section of Jones Street from Broadway to Thomas Street.</p> <p><b>CUB site</b> – urban renewal project will deliver street connections from Balfour Street to Broadway. A recent crossing facility at Broadway will then provide a better link to Ultimo and UTS campus at Jones Street.</p> <p>Advance RWA's delivery of <b>Redfern Station bridge</b> link to Darlington.</p> <p>Crossing improvements – City Road / Myrtle Street</p> <p><b>Cleveland Street</b> Signalised crossing on west side of Abercrombie/ Cleveland Street.</p> <p>Feasibility of bridge crossing to connect Chippendale to <b>Prince Alfred Park</b>.</p>

28.0	<b>Orphan School Creek – Sydney University-Alexandra</b>  Provides link from <b>Orphan School Creek</b> Camperdown/ Forest Lodge to Sydney University with access to Darlington, North Eveleigh and Alexandra.  Streets include Arundel Street, Larkin Street, Short Street, Little Queen Street, and Codrington Street.					
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
			✓	✓	✓	✓
	<b>Key Attractors/ Destinations</b> 		Glebe Foreshore Parklands Glebe Public School Camperdown urban renewal; Sydney University Prince Alfred Hospital Glebe Point Road North Eveleigh; ATP site/ Alexandra.			
	<b>Network Quality</b>					
	<b>Connectivity/ Directness</b>  Svdney University		<b>Sydney University</b> has a street and pathway system provides a range of choice and links between Parramatta Road, City Road, Carilion Ave and Prince Alfred hospital.  Route intersects with Liveable Green Network routes at <b>St Johns Road, Glebe Point Road, City Road, Wilson Street, Abercrombie Street</b> and <b>Henderson Road.</b>			

	Network Gaps	
	 <p data-bbox="331 616 608 645"><b>Larkin Street Reserve</b></p>	<p data-bbox="876 235 1485 324">Opportunity for through site link connection through <b>Larkin Street Reserve</b> from Junction Street to provide direct access to <b>St Johns Road</b></p>
	 <p data-bbox="331 1064 703 1093"><b>Arundel/ Ross St Intersection</b></p>	<p data-bbox="876 683 1453 806"><b>Arundal Street/ Ross Street</b> intersection – kerb extensions / raised thresholds on Arundal Street intersection however no pedestrian crossing provided.</p> <p data-bbox="876 840 1262 869">Remove Arundal Street slip lane;</p> <p data-bbox="876 902 1493 969"><b>Parrammatta Road/ Ross Street</b> – signal Crossing on west side of street?</p>
	 <p data-bbox="331 1512 759 1568"><b>Orphan School Creek alignment near Arundel Street.</b></p>	<p data-bbox="876 1131 1509 1317">The option of creating additional links along the <b>Orphan School Creekline</b> will require acquisition of properties / dedication of setbacks through development. Potential surveillance issues being rear of properties. Recommended that street frontages used as the primary connections.</p>
	 <p data-bbox="331 1960 783 2016"><b>Codrington Street Bridge alignment from North Eveleigh.</b></p>	<p data-bbox="876 1579 1453 1668"><b>Railway corridor bridge connection</b> aligned to Codrington Street link North Eveleigh to ATP site and Henderson Road.</p>






	<b>Legibility/ Views</b>	<b>Sydney University campus</b> buildings bounded by mature trees are a distinctive landmark. Views to the campus provided along Larkin Street and Ross Street.
	<b>Accessibility</b>  	<p>Pedestrian bridge access from Arundel Street to Sydney University however steps only provided to access bridge deck.</p> <p>At Grade access to Sydney University available Ross Street , Derwent Street / Parramatta Road.</p> <p><b>1-3 Larkin Street</b> through site link provision currently closed with temporary construction fencing.</p> 
	<b>Public Domain Quality</b>	
	<b>Invitation to Walk and Cycle</b> 	<p>Proposed separated cycle facilities Arundel Street and Derwent Street.</p> <p><b>Sydney University Campus</b> upgrade emphasis traffic calming / public space improvements has created improved pedestrian/ cycling environment.</p> 

	<p><b>Stationary Activities</b></p>  <p><b>Arundel Street Park</b></p>  <p><b>Victoria Park main avenue link to Sydney University</b></p>	<p>Opportunities available at:</p> <p>Orphan School Creek; Arundel Street Park; Sydney University – variety of public spaces; Victoria Park; King Street; North Eveleigh:</p>
	<p><b>Day/ Evening Activities</b></p>	<p>Ross Street/ St Johns Road; Sydney University campus; King Street;</p>
	<p><b>Streetscape / Urban Design Quality</b></p>  <p><b>Sydney University</b></p>  <p><b>Short Street</b></p>	<p>Varied streetscape low scale terrace houses , warehouses to new urban renewal around Camperdown Children's Hospital</p> <p>Sydney University mix of historic / contemporary buildings and recent contemporary public space treatments.</p>  <p><b>Arundel Street</b></p>




# ATTACHMENT B





	<b>Recommendations</b>	<p><b>Arundal Street</b> – separated cycleway, pedestrian footpath improvements;</p> <p><b>Larkin Street</b> provide through Site Link to St Johns Road through planning controls;</p> <p><b>Codrington Street Bridge</b> – liaise with RWA on options to provide bridge link from North Eveleigh/ Codrington Street.</p> <p><b>Harold Park Urban Renewal</b> – provide for connection into the site that is aligned with Ross Street.</p>





29.0	<b>Sydney Park – Erskineville – Alexandra- ATP – Redfern</b>  Route provides connections from <b>Sydney Park</b> to Erskineville, Australian Technology Park and Redfern Station/ Street.  Streets include <b>Erskineville Road, Railway Parade, Street, Henderson Road</b> and <b>Mitchell Road</b> and links through the <b>ATP site</b> .  Increase employment base at ATP site with Channel 7 and Department of Defence , RTA					
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
		✓	✓	✓	✓	✓
	<b>Key Attractors/ Destinations</b>  <b>Sydney Park</b>		Sydney Park; ATP/ North Eveleigh ; Redfern Station; Redfern Street;			
	 <b>ATP Site – Channel 7</b>					
<b>Network Quality</b>						
	<b>Connectivity/ Directness</b>		Variety of routes from <b>Sydney Park</b> and Erskineville Station to the ATP and Redfern Station;  Separated cycleway network proposed for Mitchell Road, Ashmore Street, Henderson Road.  Future connections through <b>Ashmore Estate</b> to Sydney Park will provide additional links from the urban renewal areas.			





# ATTACHMENT B

		<p>Access across Harry Noble Reserve and Park Street also provide good link to Henderson Road and the local streets through the <b>Alexandra “Golden Triangle”</b> provide additional permeability to Henderson Road.</p>
	<p><b>ATP Pathway – Henderson Road</b></p>  <p><b>Step access – ATP to Redfern Station.</b></p>	<p>The <b>ATP site</b> – provide off street pathway/ public space network for pedestrians and cyclists</p> <p>Step or alternative ramp access at the ATP provides access <b>Marian Street/ Redfern Station</b> entrance.</p>
	 <p><b>Sydney Park Road</b></p>	<p><b>Sydney Park Road</b> provide pedestrian access to St Peter Station and King Street for residents at Sydney Park Village</p>



<p><b>Network Gaps</b></p>  <p><b>Ashmore Estate</b></p>  <p><b>Sydney Park Village Through Site Link</b></p>	<p><b>Ashmore Estate</b> currently big block development with few public internal roads access points also inhibits direct north south movement to Sydney Park and east west movement south Newtown to Alexandra.</p> <p>Urban Renewal will provide new open space and street / pathway system to link to existing neighbourhoods and Sydney Park</p> <p>Dedicated through site link alongside Sydney Park Village still requires access ramp or steps to Sydney Park Road footpath and crossing opportunity to Sydney Park.</p> <p>Sydney Park Road – assess options on grade crossing to connect dedicated through site link with Sydney Park at CARES facility.</p>
 <p><b>Erskineville Road Oval Curtilage</b></p>	<p><b>Erskineville Oval</b> curtilage – desire lines should be formalised with pathway network.</p>
 <p><b>North Eveleigh</b></p>	<p>Bridge connection over Railway Reserve from <b>Codrington Street</b> to connect <b>North Eveleigh</b> / Sydney University with ATP and Alexandra area A bridge connection over the railway corridor from Eveleigh at Codrington Street to Alexandra would significantly improve pedestrian / cycle access to</p> <p><b>Sydney University Darlington campus</b> provides good through street connection from Codrington Street to City Road.</p> <p>Proposed RWA bridge link from Redfern Station to Darlington across the railway line will also improve links between <b>ATP site</b> and <b>North Eveleigh site</b>.</p>






	<p><b>Legibility/ Views</b></p>  <p><b>Sydney Park</b></p>	<p><b>Sydney Park</b> presents panoramic views north and south to the City and Airport.</p> <p><b>Erskineville Road Station</b> also provides city centre views.</p> <p>From Henderson Road and ATP site views to city skyline and Redfern former TNT towers are prominent.</p>
	 <p><b>Erskineville Station Bridge</b></p>	
	<p><b>Accessibility</b></p>  <p><b>Copeland St Crossing @ Harry Noble Reserve</b></p>	<p>Pedestrian crossing facility at <b>Copeland Street</b> provides improved safety by reducing crossing distance and slowing traffic speeds.</p>
	 <p><b>Gibbons Street Park</b></p>	<p><b>Gibbons Street Park</b> – opportunities to increase amenities / improve pathway network aligned along desire lines</p>






	 <p data-bbox="325 539 794 600"><b>Mitchell Road/ Sydney Park Road crossing to Sydney Park</b></p>	<p data-bbox="831 194 1509 255">Signalised pedestrian crossing from Mitchell Road provides access into <b>Sydney Park</b>.</p>
	<p data-bbox="325 633 794 674"><b>Public Domain Quality</b></p>	
	<p data-bbox="325 707 794 741"><b>Invitation to Walk and Cycle</b></p> 	<p data-bbox="831 678 1509 775"><b>Mitchell Road</b> has high vehicular traffic however tree canopy and landscape treatments provide good pedestrian amenity;</p> <p data-bbox="831 804 1509 900">Intersecting streets should be assessed for opportunities for kerb extensions to reduce pedestrian crossing distances.</p> <p data-bbox="831 929 1509 990"><b>ATP</b> provides a convenient off street link to Redfern Station for Alexandra residents.</p> <p data-bbox="831 1019 1509 1126"><b>Redfern Station, Sydney Park and ATP</b> site are in close proximity to residential areas so encourage pedestrian activity.</p>
	<p data-bbox="325 1200 794 1234"><b>Stationary Activities</b></p>  <p data-bbox="325 1585 794 1615"><b>Harry Noble Reserve</b></p>	<p data-bbox="831 1200 1509 1261">Focussed in the open space network that the route links including:</p> <p data-bbox="831 1290 1509 1350"><b>Sydney Park</b> -Extensive pathway network, lake system, regional playground, sports facilities, and CARES.</p> <p data-bbox="831 1379 1509 1413"><b>Harry Noble Reserve/ Erskineville Oval;</b></p> <p data-bbox="831 1442 1509 1476"><b>ATP</b> - network of urban spaces and park;</p>
	 <p data-bbox="325 1971 794 2007"><b>ATP Park</b></p>	


# ATTACHMENT B

	<b>Evening Activities</b>	Predominantly residential areas with minimal evening activities apart from takeaway / hotels along Mitchell Road and Henderson Road.
	<b>Streetscape / Urban Design Quality</b>  	<p>Varied streetscape ranging from extensive parklands, medium density housing, terrace houses and ATP campus with mix of heritage railway workshop buildings and new commercial towers.</p> <p>Matures street trees and landscape treatments throughout provide a</p> <p>Redfern Street – streetscape upgrade improved pedestrian amenity kerb extensions</p>
	<b>Recommendations</b>	<p>Progress <b>Sydney Park Village link to Sydney Park</b> in order to activate current through site link;</p> <p><b>Ashmore Estate urban renewal site</b> – ensure proposed street network to pedestrian / cycle connections north south movement to Sydney Park and east west movement south Newtown to Alexandra.</p> <p>Ashmore Estate – DCP new street and green links</p>







30.0	<b>King Street – Erskineville Road- Alexandra – Green Square.</b>  Route connects Newtown, Erskineville and Green Square Town Centre.  Streets include <b>Erskineville Road, Swanson Street, Copeland Street, Ashmore Street, Harley Street , Bowden Street and Bourke Road.</b>					
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority
			✓	✓	✓	Swanson Street Ashmore Street
	<b>Key Attractors/ Destinations</b>					
	 <b>Erskineville Station</b>		King Street Newtown; Erskineville Commercial strip – cafes, pubs; Erskineville Station; Erskineville Oval; Erskineville Public School; St Mary Primary School; Alexandra; Green Square Town Centre.			
	<b>Network Quality</b>					
	<b>Connectivity/ Directness</b>					
	 <b>Erskineville Road</b>		<b>Erskineville Road</b> provides direct access to King Street across railway corridor bridge.  Along <b>Swanson/ Copeland Street</b> access across Harry Noble Reserve links to <b>Ashmore Street</b> and future <b>Ashmore Estate urban renewal site</b> .  Route has good connections to local street network to allow access into Erskineville and Newtown residential areas. This includes links under the railway line through viaduct arches near Ashmore Street.  Intersects with other Liveable Green Network routes at Wilson Street. King Street. Burren			




 <p>Railway viaduct access from Ashmore Street</p>	<p>Street and Railway Parade</p> <p><b>Bowden, Bourke and Mandible Streets</b> provide separated cycle links Green Square Town Centre</p>  <p><b>Bowden St Cycleway</b></p>
<p><b>Network Gaps</b></p>   <p><b>Waterboard Easement</b></p>	<p>At <b>Harley Street/ McEvoy Street</b> intersection direction disrupted requires use of Euston Road to Bowden Street which has a separated cycleway.</p> <p>However <b>Harley Street</b> is directly aligned with Sydney Water easement which presents opportunity to provide a direct link to Bourke Road and Green Square Town Centre.</p> <p><b>A signalised pedestrian crossing across McEvoy Street</b> is provided near Victoria Basement from the Harley Street intersection. Merit of relocating to align better with network should be considered when Water Board link development.</p>
 <p><b>Wilson Street / Erskineville Road</b></p>	<p>Intersection with <b>Wilson Street</b> is substandard for pedestrians and cyclists with slip lane. PCTC recommend review of intersection to improve pedestrian cycle connection to King Street.</p> <p>Additional crossing opportunities mid block along <b>Erskineville Road</b> should be provided particularly near <b>Union and Gowrie Street</b>.</p>

	<b>Legibility/ Views</b>	<p>Approach to <b>King Street</b> the <b>Post Office</b> clock tower provides good local point of reference.</p> <p>At <b>Erskineville Station</b> good views to the City Centre can be obtained.</p>
	<b>Accessibility</b>  <b>Erskineville Road Bridge near Albert Street.</b>	<p>Many of the streets in the Erskineville, Newtown and North Newtown areas are narrow with narrow footpaths; PCTC recommends additional laneways and minor streets to be converted to shared ways.</p> <p>Railway bridge approaching <b>Angel Street</b> has been recently upgraded to provide additional footpath width.</p> <p>Pathways are in good condition although sections of Erskineville Road footpaths are narrow.</p> <p>Gradients are less than 5% except the section of Bridge Street adjacent to Erskineville Public School .</p>
	<b>Public Domain Quality</b>	
	<b>Invitation to Walk and Cycle</b>  	<p>A considerable amount of traffic calming/ street closures / shared zone treatments has been implemented in the local streets of Alexandra Erskineville, and Newtown resulting in many areas having good pedestrian amenity.</p> <p><b>Erskineville Road</b> subject to previous streetscape upgrade project including footpath widening, median planting, kerb extensions and threshold treatments. Series of small parks and spaces with amenities such as bubblers and seats fronting the street provide opportunities to rest and stay.</p> <p>Diverse mix of uses and attractions along Erskineville Road including two railway stations that is well connected to the street grid.</p> <p>Crossing treatment at <b>Copeland Street</b> to connect to Harry Noble Reserve provide safer crossing conditions at this wide section of roadway.</p>






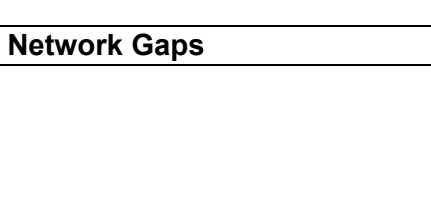


	 <p><b>Ashmore Street Shared Way</b></p>	
	<p><b>Stationary Activities</b></p>  <p><b>Harry Noble Reserve</b></p>	<p>Focused around the Erskineville village activity strip, Harry Noble Reserve, Erskineville Oval</p> <p>The <b>Erskineville Road</b> village pocket parks provide additional resting/ sitting spaces in conjunction to outdoor seating tables associated with cafes/ pubs add to life on the street.</p>
	<p><b>Evening Activities</b></p>	<p><b>King Street</b> in the evening is the focus of eateries and pubs that and shops and has both a regional and local retail and entertainment function that generates significant pedestrian activity both day and night.</p> <p>To a lesser extent <b>Erskineville Road</b> is also active with pubs and cafes/ restaurants operating in the evening.</p>
	<p><b>Streetscape / Urban Design Quality</b></p>  <p><b>Ashmore Street</b></p>	<p>Varied streetscape ranges from continuous retail strip, pocket parks, civic buildings, terrace houses, large parkland, to predominantly light industrial warehouse development along Harley, Bowden and Bourke Road. Mature street trees provide strong unifying element and add to street amenity;</p> <p><b>Erskineville Village</b> which has improved pedestrian amenity and comfort. Kerb extensions, seating, bubblers, adjacent rest areas, landscape treatments.</p>


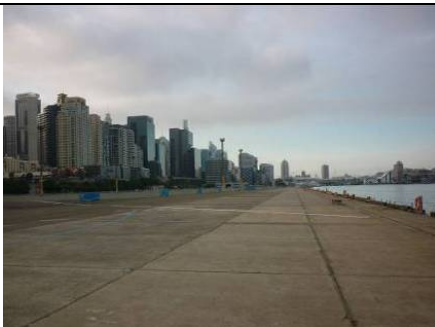

	 <p><b>Harley Street</b></p>	
	<p><b>Recommendations</b>  <b>*= PCTC Treatments</b></p>	<p><b>Erskineville Road</b> (Gowrie Street/ Union Street) provide crossing facility. *</p> <p><b>Angel Street/ Erskineville Road</b> – footpath improvements *</p> <p><b>Wilson Street / Erskineville Road intersection</b> –improve cycle/ pedestrian access / connection to King Street;</p> <p><b>Harley Street Link</b> – include in planning controls to allow pedestrian/ cycle priority link along water board easement.</p> <p><b>Pedestrian crossing at Harley/ McEvoy Street.</b></p> <p>Review Intersection treatments / kerb extensions/ thresholds;</p>

31.0	<h2>Sydney Harbour Foreshore</h2> <p>The <b>Sydney Harbour foreshore walk</b> stretches along the southern shore of the Harbour all the way from <b>Rozelle Bay</b> in the west to <b>Rushcutters Bay</b> in the east a distance of 17 kilometers. The walk will be one of the great waterfront promenades in the world, a venue for events, recreation, to visit cultural institutions, access employment as well as a scenic way to traverse the northern part of the City.</p> <p>To realise this vision will require partnership between the City, State and Federal Governments.</p>						
	<b>Route Function</b>	City Centre Connection	Village Centre Connection	Parks/ Recreation	Pedestrian Priority	Cycle Priority	
		✓	✓	✓	✓	✓	
	<b>Key Attractors/ Destinations</b>		<p>Rushcutters Bay Park; Beare Park; Woolloomooloo Foreshore; Opera House; Domain/ Botanic Gardens; Circular Quay; Cultural Institutions – MCA, Walsh Bay Theatres, Opera House, Maritime Museum; Rocks; Walsh Bay; Barangaroo; Darling Harbour; Star City; Pyrmont Foreshore Parks; Fish Markets; Glebe Foreshore Parklands;</p>				
	 <p><b>Rushcutters Bay Park</b></p>						
	 <p><b>East Blackwattle Bay</b></p>						












		
		Millers Point
Network Quality		
Connectivity/ Directness		
		<p>Provide a largely off street network of Harbour foreshore experiences from Elizabeth Bay to Glebe/ Rozelle.</p> <p>The most concentrated pedestrian activity is located between the <b>Royal Botanic Gardens</b> and <b>Campbells Cove</b>, Rocks and sections around <b>Darling Harbour/ Kings Street Wharf</b>. Along these sections are clustered many attractions and activities as well as being in close proximity to the City Centre.</p> <p>Cluster of cultural institutions along route to be promoted as part of <b>Sydney 2030 Cultural Ribbon</b>.</p> <p><b>Pymont Bridge</b> provides short cut across Darling Harbour to link City Centre with Pymont which negates the need to traverse around the Darling Harbour foreshore.</p>
		
	Campbell Cove	
		Pymont Bridge
		Pirrama Park
Network Gaps		
		Elizabeth Bay
		<p>Bordering the southern foreshore boundary of the Navy defence land to Beare Park are 13 private residential properties including the historic</p>

	 <p><b>Residential Apartments – west of Rushcutters Bay Park</b></p>	<p>“Boomerang”</p> <p>East of <b>Beare Park</b> along the foreshore to Rushcutters Bay Park are a further 10 residential properties mostly multi storey residential apartment buildings</p> <p>Many of the subject properties have structures and improvements along the foreshore including private jettys, pools, tennis courts and landscaped gardens which would probably involve high compensation claims.</p> <p>Retain as a long term vision of State Government to secure access along the foreshore.</p> <p>If access to Garden Island can be achieved this will provide the impetus to continue access along the Elizabeth Bay foreshore.</p>
	 <p><b>Garden Island</b></p>  <p><b>Billyard Ave Access gates to Garden Island</b></p>	<p><b>Garden Island</b> has been the centre of Naval activity since the earliest days of European settlement.</p> <p>Achieving a foreshore access link to Garden Island would be a complex process requiring the support of Federal and State Government Agencies and Department of Defence.</p> <p>In November 2000 the northern tip of Garden Island was opened to public access by a Sydney Ferry service from Circular Quay only.</p> <p>Future directions should be to allow pedestrian access from Rushcutters Bay or Potts Point. Opportunity of limited access along eastern edge of Island to connect <b>Billyard Ave</b> gates could provide access to the northern tip of Garden Island public reserve whilst still maintaining security of the naval facility.</p>
	 <p><b>Woolloomooloo Bay Boardwalk adjacent Domain.</b></p>	<p><b>Woolloomooloo Bay Boardwalk</b></p> <p>Investigating extending a boardwalk, with a similar design to the existing boardwalk from Lincoln Crescent, to the Andrew ‘Boy’ Charlton Pool or The Domain edge pathway.</p>

	 <p><b>Walsh Bay – private residential pier</b></p>	<p><b>Walsh Bay</b> Public access restricted on one of the piers that consists of private residences and a marina.</p>
	 <p><b>Barangaroo urban renewal site.</b></p>	<p><b>Barangaroo Urban Renewal</b> Development proposal will include continuous foreshore access from Kings St Wharf to Walsh Bay.</p> <p>The proposed <b>Headland Park</b> will be a significant landscape feature and recreation focus along the route.</p>
	 <p><b>Former Naval Stores 38-42 Pirrama Road</b></p>	<p><b>Pymont - Darling Island</b> Former Naval stores Building at 38-42 Pirrama Park. Any redevelopment of site should be conditioned to allow continuation of access along foreshore to Pirrama Road</p>








 <p><b>1 Bank Street, Pyrmont</b></p>  <p><b>Sydney Fish Markets</b></p>  <p><b>Bridge Road</b></p>	<p><b>Bank Street Urban Renewal</b></p> <p>Privately owned and State Government owned property between Anzac Bridge and Fish Markets currently restricts foreshore access.</p> <p>The <b>Bank Street Masterplan</b> has been prepared on behalf of the subject property owners and was publicly exhibited in February/ March 2006. The Master Plan has as a key aim public foreshore access extending from the Fish markets to Jackson Landing.</p> <p><b>NSW Maritime Site &amp; 1 Bank Street</b></p> <p>NSW Maritime also owns a 9059m<sup>2</sup> lot of largely vacant land and proposes to redevelop this site as public open space and a public boating facility, for the use of passive craft.</p> <p><b>The Sydney Fish Market (SFM) Master Plan 2005</b> was released in June 2005.</p> <p>The SFM Master Plan proposes to improve foreshore access along the entire SFM harbour frontage</p> <p>Redevelopment of NSW Maritime wharf site on <b>Bridge Road</b> adjacent to Sydney Fish Markets will require consideration of foreshore access as / and /or existing pathway upgrade</p>
 <p><b>Sydney Secondary College</b></p>	<p><b>Sydney Secondary College</b></p> <p>Construction of a new path between Ferry Road and Pyrmont Bridge Road, adjacent to Sydney Secondary College, Blackwattle Bay Campus.</p> <p>Concept plans are being prepared in consultation with the school to facilitate access to East Blackwattle Bay Park.</p> <p><b>Bays Precinct Project</b> that has currently underway has the option to extend foreshore access from Glebe Parklands through to around to White Bay</p>

	Legibility/ Views	
	 <p><b>City Views from Royal Botanic Gardens</b></p>	<p>High scenic amenity with views available across the Harbour and northern foreshore , Harbour Bridge ,Opera House, city centre skyline, Garden Island crane structures and Anzac Bridge are prominent landmarks help orientation and direction.</p>  <p><b>Harbour Bridge from Walsh Bay</b></p>
	 <p><b>Anzac Bridge from Jacksons Landing</b></p>	
	<p><b>Accessibility</b></p> 	<p>Levels of accessibility is variable with amenity ranging from sections of Pyrmont and Walsh Bay wharves and foreshore providing ramps for any level changes to areas around Woolloomooloo adjacent to the Domain which require the use of steps.</p> <p>Cycle access is prohibited through the Royal Botanic Gardens and requires a detour through the Domain Parklands to Macquarie Street to connect to the foreshore at East Circular Quay.</p>
	 <p><b>Step Access from Macleay Street to Billyard Ave</b></p>	<p>Gaps in the foreshore network at Garden Island requires a detour up the <b>McElhone Steps</b> to reach Macleay Street and then use of another steep set of steps from Macleay Street to Billyard Ave to allow access to <b>Beare Park</b>.</p> <p>Ithaca Road provides a link from Beare Park to Elizabeth Bay Road with access to <b>Rushcutters Bay Park</b> requiring use of Holdsworth step or alternative on grade access at Evans Road / Waratah Street</p>

	Public Domain Quality	
	<p><b>Invitation to Walk and Cycle</b></p>  <p><b>Pyrmont foreshore near Star City</b></p>	<p>The unique scenic amenity with varying landscape experiences combined with a largely off street network encourages use for recreation and promenading as well as a means to access destinations that are located along the way.</p>
	<p><b>Evening Activity</b></p>  <p><b>King Street Wharf</b></p>	<p>Evening activities are concentrated around the Rocks, Circular Quay, Circular Quay East to the Opera House , Darling Harbour and King Street Wharf</p> <p>The <b>Royal Botanic Gardens</b> is closed to public access in the evening.</p>
	<p><b>Stationary Activities</b></p>  <p><b>Beare Park- Elizabeth Bay</b></p>  <p><b>East Circular Quay</b></p>	<p>The <b>park and public space network</b> that is located along the route is a unique attribute providing areas of focus for recreation and enjoyment of Harbour Foreshore</p> <p><b>Outdoor dining opportunities</b> are available at East Circular Quay, Woolloomooloo, King Street Wharf, and Walsh Bay. Barangaroo once developed will also provide a focus for outdoor dining and recreation activities.</p>  <p><b>Seating amenity – Walsh Bay</b></p>



<p><b>Streetscape/ Urban Design</b></p>  <p><b>Woolloomooloo</b></p>  <p><b>Walsh Bay</b></p>  <p><b>Pyrmont Darling Island</b></p>	<p>Amenity is high with most sites paying detailed attention to public domain quality of the land/ Harbour edge.</p> <p>Use of timber boardwalks, salvaged timber piers and retention of pier buildings provides a <b>distinctive maritime character</b> to the foreshore. Use of sandstone for seawall and edges is also an element that links many sections of the foreshore and contributes to its legibility.</p>  <p><b>Pyrmont</b></p>  <p><b>East Blackwattle Bay Park</b></p>
<p><b>Recommendations</b></p>	<p>Develop a cross agency approach to the promotion and development of the Harbour Foreshore walk including the consideration of a common signage system.</p> <p>Ensure future development reinforces distinctive maritime character with appropriate public domain treatments.</p> <p>Co-ordinate development with <b>Cultural Ribbon project</b> to provide additional significance and meaning to attractions along the route.</p>