



# CHINATOWN PUBLIC DOMAIN PLAN

AUGUST 2010



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## 1 INTRODUCTION



source: www.nearmap.com, photo date: 22 Jan 2010





## 1.1 INTRODUCTION

Chinatown is a distinctive part of Sydney, with a special urban character is lively, diverse and constantly changing. Possessing a vibrant culture that is characterised by eating and shopping, Chinatown is very a popular place to visit for locals and tourists alike.

The City of Sydney has recently completed the *Chinatown Public Domain Study* (2009), a strategy document that aims to guide the improvement of Chinatown's public domain. The study produced four guiding directions, which were:

1. Strengthen the Haymarket Activity Hub
2. Foster the mix of traditional and contemporary
3. Facilitate festivals and events
4. Improve the streets for walking, cycling and accessibility

Following the completion of the initial public domain study, Council resolved that:

- B. the City engage with key stakeholders of the Chinatown area on the draft Chinatown Public Domain Study to test the study objectives and determine implementation priorities.
- D. a report be brought back to Council incorporating a final Chinatown Public Domain Study that includes the results of stakeholder consultation and a project implementation plan.

Consequently, Spackman Mossop Michaels, in collaboration with Tony Caro Architecture, Arup and Elton Consulting, have been commissioned by Council to undertake the present study. Responding to the Council resolutions, the purpose of the Chinatown Public Domain Plan is to further develop the recommendations of initial public domain study, test their feasibility and prioritise their implementation in consultation the community.

## THE STUDY AREA

The Chinatown study area is located between Liverpool Street and Railway Square, extending westward from George Street to Harbour Street and Quay Street. Council has authority over most of the study area, the exceptions being:

- Paddy's Market and the western side of Dixon Street north of Goulburn Street, which are governed by the Sydney Harbour Foreshore Authority (SHFA); and
- Goulburn Street, Harbour Street and Hay Street, which are controlled by the Roads and Traffic Authority (RTA).

## STUDY AIMS

The fundamental aim of the *Chinatown Public Domain Study* (2009), which the present study extends, is to provide a strategic urban framework for the improvement of the parts of the public domain that Council is responsible for—the footpaths, streets and public spaces.

Under the framework of the guiding directions, the initial *Chinatown Public Domain Study* (2009) identified eight actions for improving Chinatown's public domain. These were:

- support the Haymarket Activity Hub;
- enhance Chinatown's traditional and contemporary characteristics;
- expand street markets;
- provide better amenity for flexible uses;
- improve pedestrian priority and accessibility;
- improve amenity for cyclists;

- improve the quality of the streets; and
- activate underused streets and lanes.

These actions form the key objectives for the present study, which further develops the preliminary ideas and concepts presented in the initial study. Ultimately, the aim of this report is to guide future improvements to the Chinatown's public domain through the City's capital works program.

## STRATEGIC OBJECTIVE

Council's overarching strategic objective of the Chinatown Public Domain Plan is:

*to respect, protect and build on the area's historic links with Chinese culture and the Chinese community, together with the growing influence of other Asian cultures and communities, while recognising the area's importance to contributing to the vitality and diversity of Sydney as a global City.*

## STUDY CONTEXT

The Chinatown Public Domain Plan incorporates and extends the City's existing planning and strategy work for Chinatown and surrounding city area. In particular:

- *Sustainable Sydney 2030 Strategic Vision* (2008), which identifies the Haymarket and Chinatown area as one of the City's ten 'Activity Hubs';
- the *Public Spaces Public Life Study* (Gehl Architects 2007);
- the *City's Local Action Plans* (2007), which describe individual actions for the Chinatown and Haymarket area;



*Chinatown Public Domain Study* (2009), the 'initial study'.

- the City's *Cycle Strategy and Action Plan 2007-2017*; and
- the City's *Inclusion Disability Action Plan 2007-2011*.

## STUDY METHOD

The Chinatown Public Domain Plan investigates in detail how the eight key actions arising from the initial study's guiding directions could be achieved across the entire Chinatown study area. The recommendations of this study are presented as a series of individual projects, with the intention that they contribute to briefs for design development and implementation in the future.

The study was undertaken as a collaborative team effort, which included:

- members of the City's Design, Transport Strategy, and Public Art teams,
- Spackman Mossop Michaels as lead urban design consultants, in collaboration with Tony Caro Architecture;
- Arup as transport and traffic consultants; and
- Elton Consulting, who led the community consultation.

## Traffic and pedestrian study

This study proposes substantial changes to the configuration of Chinatown's streets, as a means to 'win back' space for pedestrians and cyclists. In order to test the viability of the proposed street changes—and to determine their impact on traffic flows through Chinatown—Arup has conducted an investigation of the existing traffic and pedestrian flows through Chinatown, and an audit of the existing parking

provisions. The results of their analysis were presented as an *Existing Conditions Report* (2009) to the study team. The proposed changes to Chinatown's streets respond to these initial findings and integrate detailed technical advice provided by Arup and Council's Transport Strategy team.

## Community consultation

A program of community stakeholder consultation was conducted as part of this study to gain a clear understanding of the community's expectations for Chinatown's public domain, to gain feedback on the study's guiding directions and objectives, and to help determine implementation priorities. The community consultation activities comprised:

- a first community workshop, held on 10 November 2009, which was attended by approximately 120 people;
- a 'photo essay' exercise, where community members were asked to photograph things in Chinatown that they liked and disliked, using disposable cameras provided by Council, or their own cameras with photos emailed back to Council;
- a street intercept survey, conducted from Friday 4 December 2009 to Sunday 6 December 2009, where approximately 220 people were interviewed;
- a second community workshop, held on 09 February 2010, which was attended by approximately 80 people; and
- a section on the City's website dedicated to Chinatown's public domain improvements.



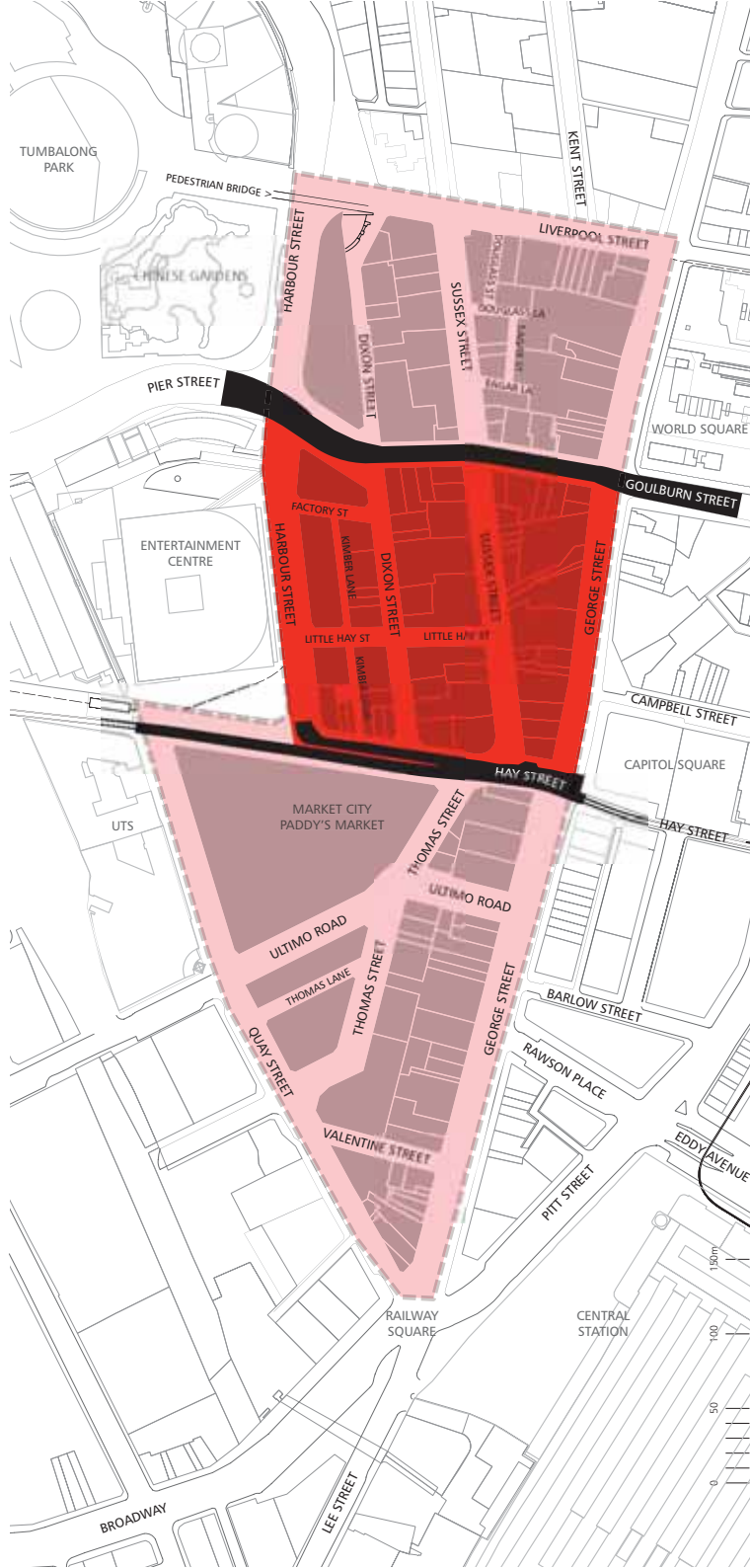
First community workshop, 10 November 2009 (photo: City of Sydney)





## 2 THE EXISTING PUBLIC DOMAIN





## 2.1 A DIVIDED PRECINCT

Within the study area, the busy east-west roads of Goulburn Street and Hay Street divide Chinatown into three distinct parts:

- a highly active urban core, situated between Goulburn Street and Hay Street. This area is popularly recognised as the social and cultural heart of Chinatown, and can often be very congested—particularly in Dixon Street and Sussex Street.
- Chinatown north, the area situated between Goulburn Street and Liverpool Street. This area has a noticeably less active public domain than Chinatown’s core.
- Chinatown south, the area situated between Hay Street and Railway Square. This area includes Paddy’s Market and Market City, which are significant activity attractors in Chinatown. However, the area south of Ultimo Road has a noticeably less active public domain compared to the core, despite a wide variety of retail and restaurant businesses being located here.



Goulburn Street



Hay Street

As one of the city’s main east-west arterial roads, Goulburn Street carries very large volumes of vehicular traffic through Chinatown, which makes it a significant barrier to pedestrian activity.

While Hay Street is not an arterial route, it nonetheless carries a substantial volume of traffic compared to other Chinatown streets. Furthermore, the tram line and the substantial width of the street create confusing junctions for pedestrians. These factors combine to make Hay Street a significant barrier to pedestrian connectivity in Chinatown.

### Need for change

There is a clear need to improve pedestrian connections across both Goulburn Street and Hay Street, to relieve the current pressure in Chinatown’s core.

## 2.2 PEDESTRIAN CONNECTIONS TO CHINATOWN

As one of the City's major arterial roads, George Street also forms a strong north-south pedestrian spine at the edge of study area, providing the primary points of access to Chinatown from the east.

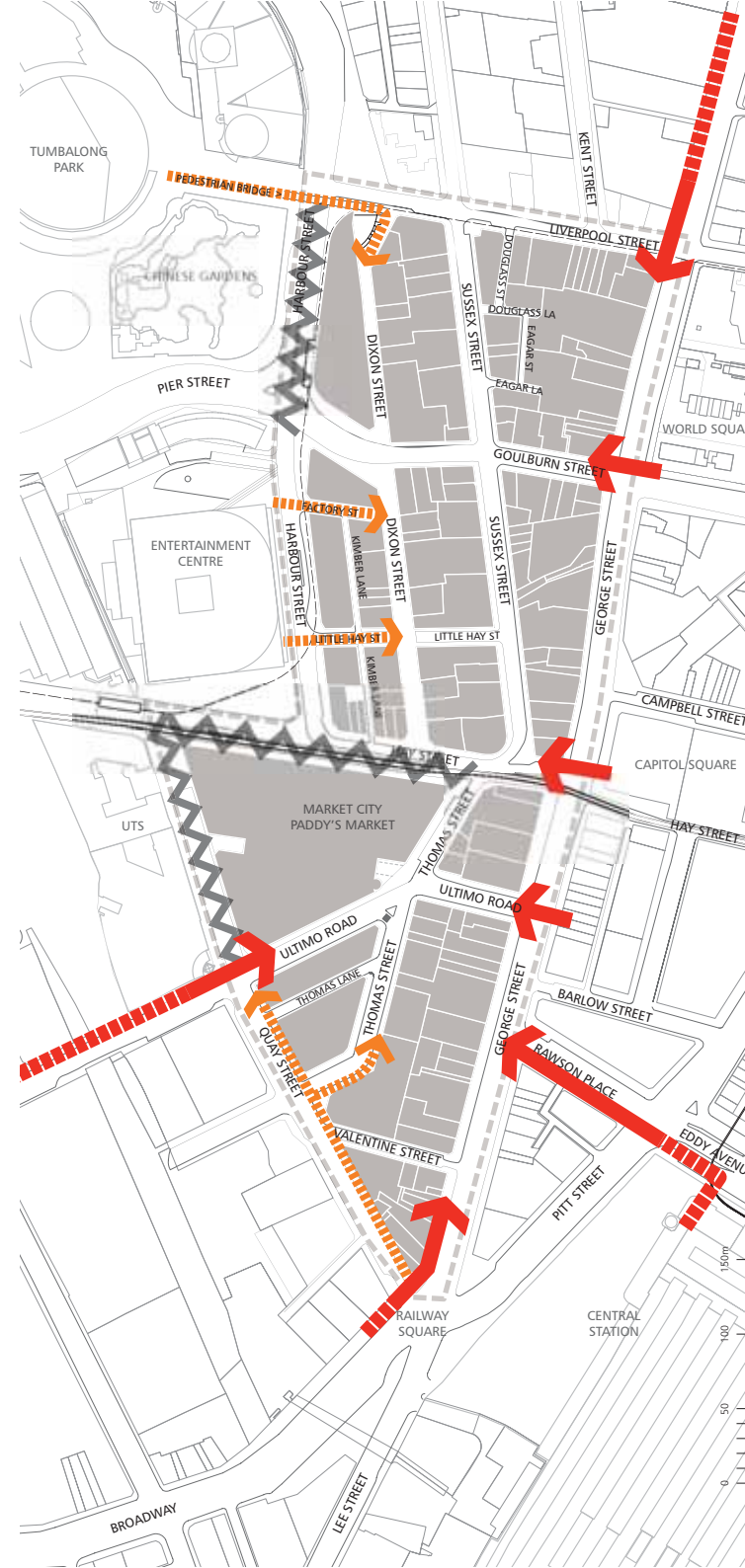
At western edge of the study area, Harbour Street separates Chinatown from Darling Harbour. North of Goulburn Street, the width of Harbour Street, the heavy traffic, and the scale of the Chinese Gardens, combine to form an effective barrier to pedestrian connectivity from Darling Harbour. The Liverpool Street pedestrian bridge provides a pedestrian route between Darling Harbour and Chinatown in the north; however, it is Factory Street that forms the primary pedestrian route between Dixon Street/Chinatown and Darling Harbour, via the Entertainment Centre.

The large footprint of Paddy's Market limits opportunities for access from the south and east; as such, Ultimo Road forms the primary pedestrian connection between Chinatown and Ultimo.

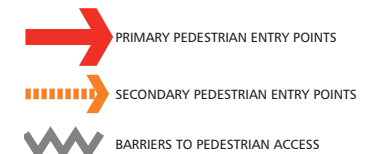
In the southern part of study area, Quay Street forms the eastern edge of Chinatown, providing pedestrian access from Railway Square. Quay Street also forms an important pedestrian route between the Entertainment Centre and Railway Square.

### Need for change

Although access to Chinatown along the George Street spine is well established and heavily utilised, there is a need to improve the quality of the pedestrian connections from the west across Harbour Street and along Quay Street.



George Street







## 2.3 UNDER-UTILISED PUBLIC DOMAIN

Although privately owned, Chinatown's large number of arcades are an important part of its public domain because they create vital east-west pedestrian connections that significantly increase the permeability of the dense urban fabric.

North of Hay Street, arcades connect George Street, Sussex Street and Dixon Streets. South of Hay Street, they connect George Street to Thomas Street.

The issue is that the function of the arcades as through-site connections is under-utilised, because often they do not have a strong visual presence in the street. The arcades constitute a 'secret' public domain available primarily to those with local knowledge of Chinatown.



Dixon House, Sussex Street (connects to Dixon Street)



Regal Arcade, Dixon Street (connects to George Street)

||||| THROUGH-SITE CONNECTIONS (ARCADES)

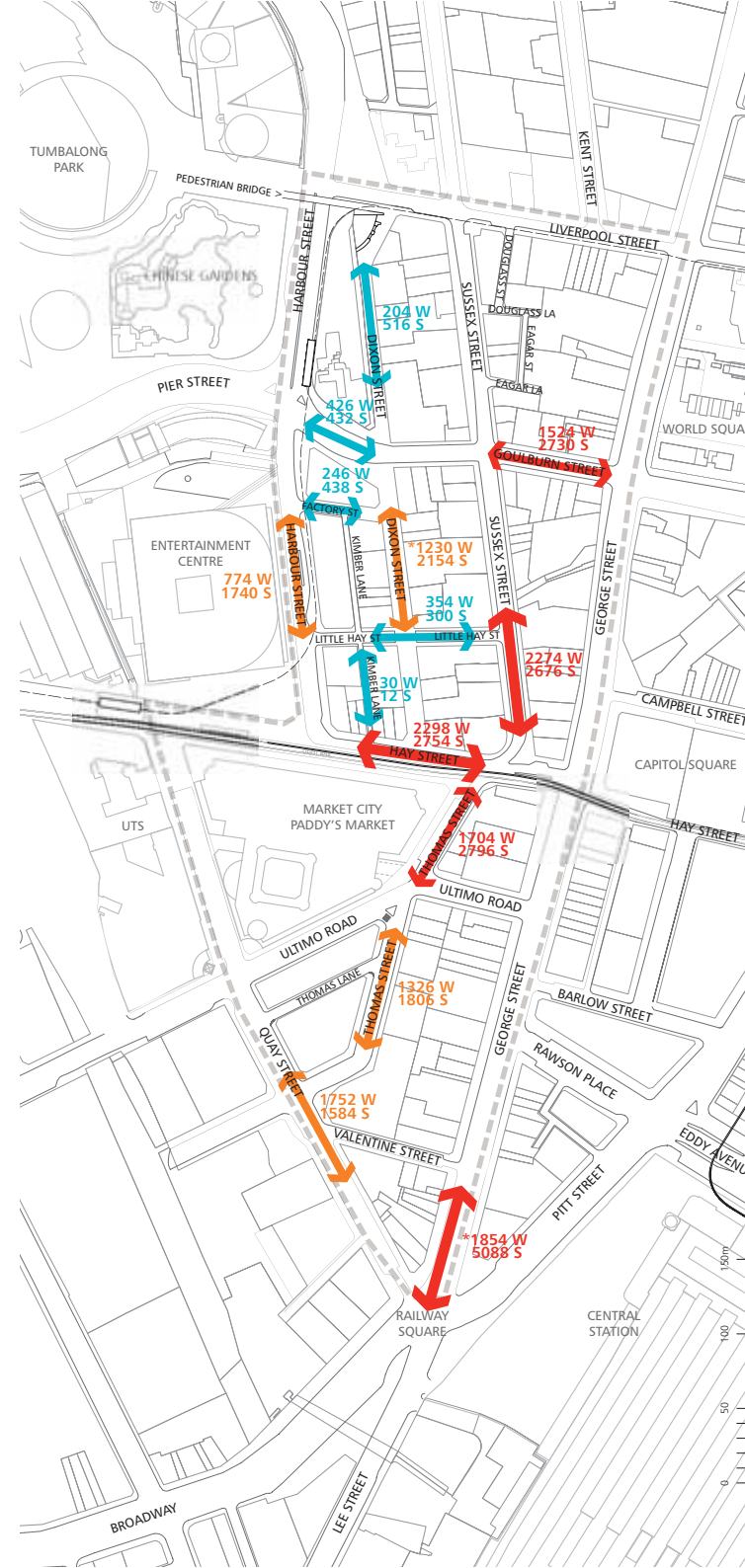
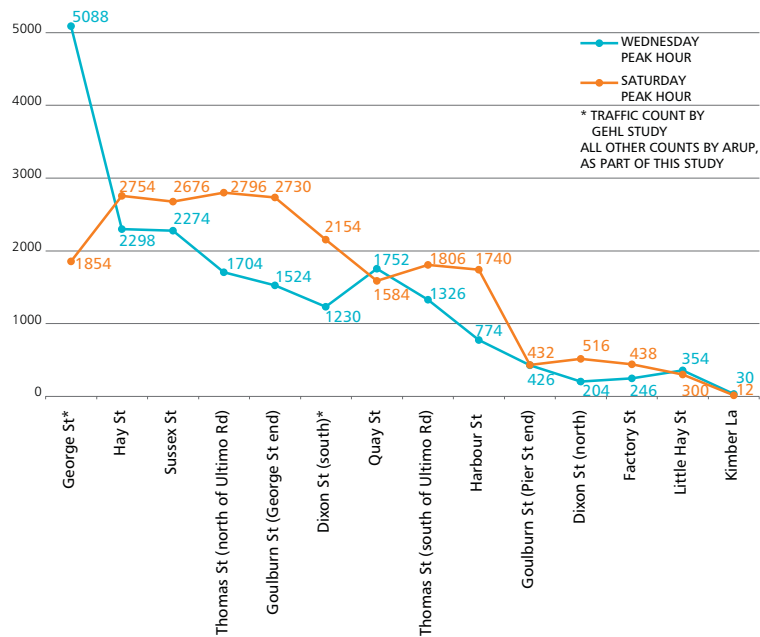
### Need for change

There is a need to improve the legibility of the arcades to the general public, in order to facilitate their increased usage as part of Chinatown's pedestrian network.

## 2.4 PEDESTRIAN ACTIVITY WITHIN CHINATOWN

One of the defining characteristics of the Chinatown urban experience is the large amount of pedestrian activity. Pedestrian counts undertaken by Arup (2009) for this study, and supplemented data collected for the *Public Spaces Public Life* study (Gehl Architects 2007), reveal that the greatest concentration of pedestrian activity in Chinatown is to be found around the Hay Street/Sussex Street/Thomas Street nexus. Furthermore, the Dixon Street mall (between Goulburn Street and Hay Street) is also a heavily utilised pedestrian space, servicing more than 2,000 people in the weekend peak hour.

The graph below, compiled using data collected by Arup and Gehl Architects, reveals that in general, pedestrian activity throughout Chinatown is higher on the weekend than during the week.



- \* = PEDESTRIAN COUNTS BY GEHL STUDY  
ALL OTHER COUNTS BY ARUP,  
AS PART OF THIS STUDY
- W = WEDNESDAY PEAK HOUR  
PEDESTRIAN NUMBERS
- S = SATURDAY PEAK HOUR  
PEDESTRIAN NUMBERS
- ↔ HIGH PEDESTRIAN ACTIVITY  
AVERAGE PEAK HOUR PEDESTRIAN NUMBERS  
GREATER THAN 2,000
- ↔ MODERATE PEDESTRIAN ACTIVITY  
AVERAGE PEAK HOUR PEDESTRIAN NUMBERS  
GREATER THAN 1,000 BUT LESS THAN 2,000
- ↔ LOW PEDESTRIAN ACTIVITY  
AVERAGE PEAK HOUR PEDESTRIAN NUMBERS  
LESS THAN 1,000



## 2.5 CONGESTED FOOTPATHS AND INTERSECTIONS

The limited footpath space available throughout Chinatown, combined with high volumes of pedestrian activity, has resulted in congested footpaths throughout the study area.

Pedestrian congestion is particularly evident at key intersections along the busiest streets, namely:

- at the intersection of Goulburn and Sussex Streets, where the footpaths are particularly narrow;
- at the intersection of Hay Street, Sussex Street and Thomas Street;
- at the intersection of Thomas Street and Ultimo Road.



Sussex Street/Goulburn Street intersection  
(photo: City of Sydney)



Thomas Street/Ultimo Road intersection



PEDESTRIAN CONGESTION

The Dixon Street pedestrian mall can also become very congested, especially on weekends and during events such as the weekly night markets.

Paddy's Market is also a key factor in pedestrian congestion around Hay Street, as the markets and Market City are major activity magnets in Chinatown. The sheer scale of the building's footprint concentrates pedestrian activity at the intersections at its perimeter—Dixon Street and Sussex Street/Thomas Street along Hay Street, and the Thomas Street/Ultimo Road intersection.

### Need for change

There is an urgent need to relieve pedestrian congestion in Chinatown, particularly at major intersections in the high activity area around Paddy's Market.

## 2.6 SHORTAGE OF GATHERING SPACES

Despite the high amount of pedestrian activity in Chinatown, there is an acute shortage of public gathering spaces in Chinatown proper. Dixon Street mall and the small plaza space at the northern end of Dixon Street (at Liverpool Street) are the only two spaces in Chinatown that offer public seating.

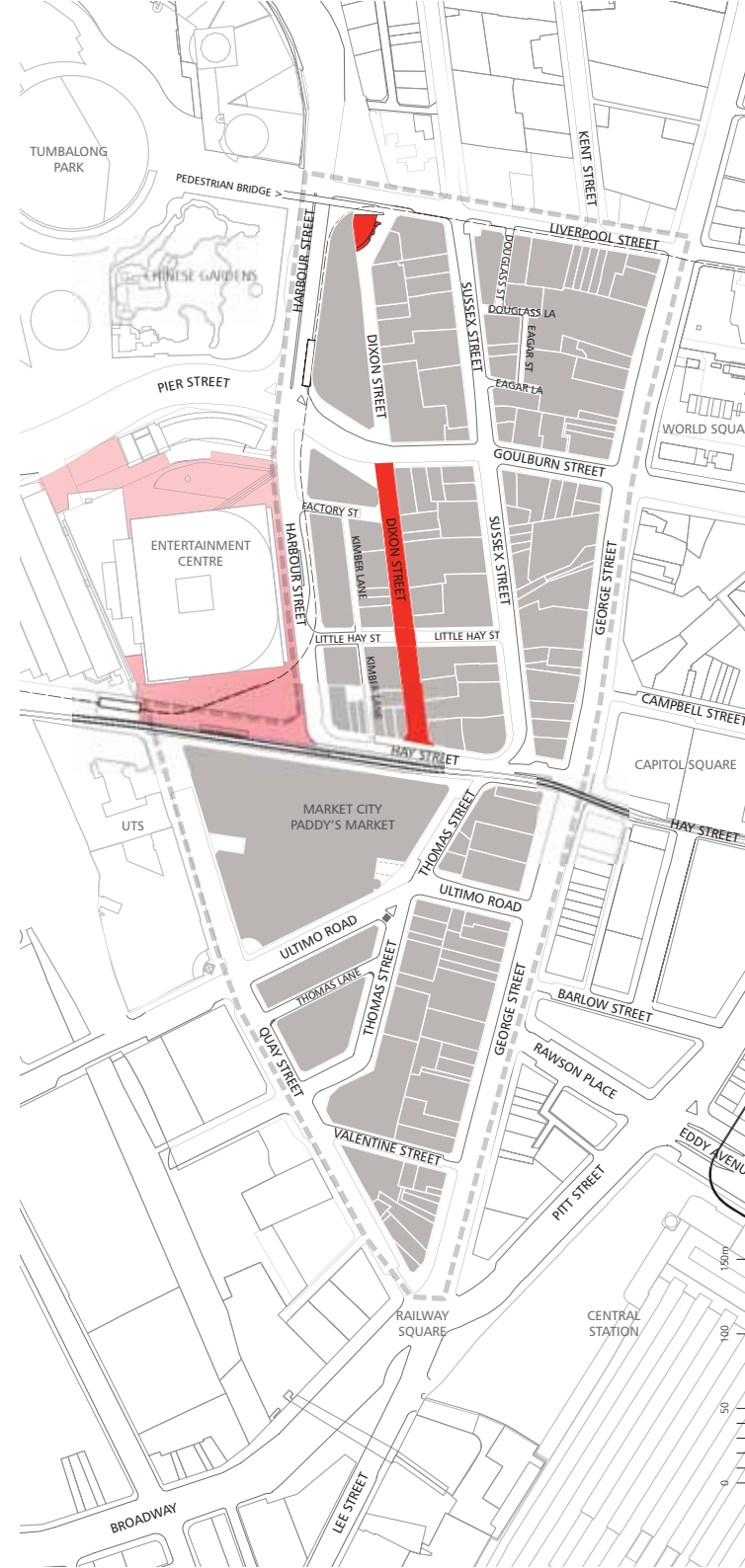
Abutting Chinatown, the large forecourt spaces around the Entertainment Centre—particularly the southern space adjacent to Hay Street—function informally as supplementary gathering spaces for Chinatown activities.

As the social heart of Chinatown, and its only pedestrian-oriented space, Dixon Street mall is the primary focus of programmed events and festivals in the study area. However, the surrounding streets also host events, especially during the Chinese New Year festival, which causes significant congestion for pedestrians and cars alike.

Furthermore, the popularity of Dixon Street as a year-round destination has seen it increasingly struggle to cope with the large crowds of visitors. Acute congestion is particularly evident on the weekends and during the weekly night markets.

### Need for change

There is a clear need for more pedestrian-oriented space in Chinatown, to cater for programmed events and festivals and to relieve some of the current pressure on the Dixon Street mall.



Dixon Street during the weekly night markets



Forecourt space south of the Entertainment Centre

- GATHERING SPACES IN CHINATOWN
- GATHERING SPACES NEAR CHINATOWN



## 2.7 STREET QUALITY

In general, Chinatown's public domain is characterised by disparate and inconsistent furnishings and finishes (such as paving and street furniture), which in many cases are quite worn due to sustained heavy use.

### Need for change

There is a clear need for the refurbishment of Chinatown's streets and other public spaces, in order to improve the quality of the finishes and furnishings to bring them up to the standard of public spaces elsewhere in the City.

However, it is important to recognise that a distinguishing and highly valued characteristic of Chinatown's urban character is the enormous variety of visual elements in its streets, which is derived from the individual shop fronts, colourful lighting and distinctive signage. These attributes should be encouraged to persist in any future development of Chinatown's public domain.

As such, it is recommended that street quality improvements in Chinatown should not be overly 'themed', but instead provide a backdrop that allows the lived character of the area, which is created by its activities and users, to take precedence.

photo: City of Sydney

photo: City of Sydney

## 2.8 COMMUNITY EXPECTATIONS

The first community consultation workshop for this study, held on 10 November 2009, aimed to ascertain the community's expectations and desires for Chinatown's public domain. Approximately 120 people from the local community, including business and residents, participated in the workshop.

As part of the community consultation, workshop participants were asked to identify, on maps, which areas of Chinatown they currently liked and disliked. Yellow dots were used to indicate places that individuals felt were working well in Chinatown, while red dots were used to indicate areas that were felt to be in need of improvement. A summary of the responses is provided on the two maps shown on this page.

The 'dislikes' map clearly indicates that the community felt that improvement is required in the areas of greatest conflict between pedestrians and cars, namely:

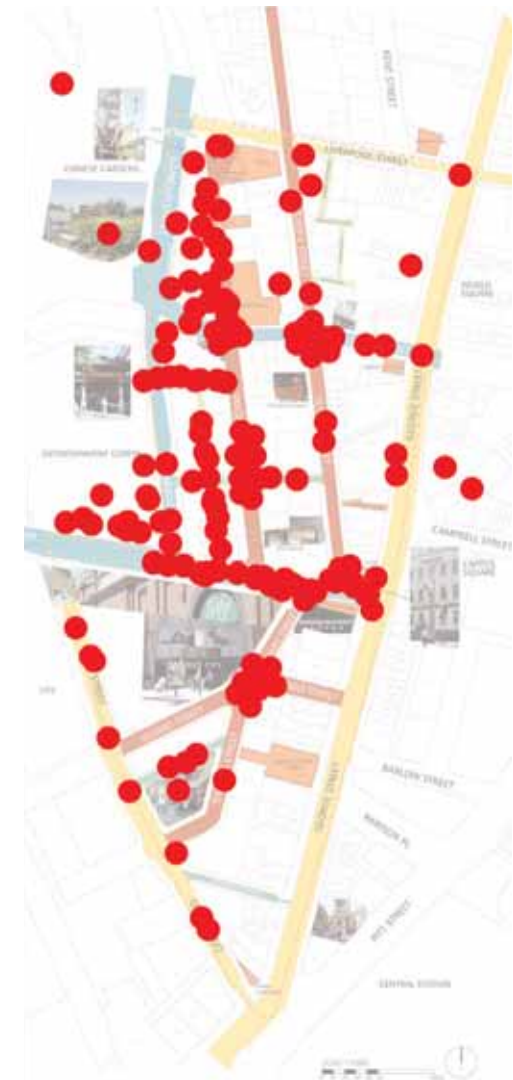
- the intersection between Sussex Street and Goulburn Street;
- the entire length of Hay Street; and
- the intersection between Thomas Street and Ultimo Road.

The section of Dixon Street north of Goulburn Street was also identified as an area that needed improvement, as many felt that it lacks the liveliness that characterises the Dixon Street mall, south of Goulburn Street. Additionally, the laneways associated with the Dixon Street mall were identified as needing improvement, particularly Kimber Lane and Factory Street, which many respondents felt were dirty and unsafe.

In conjunction with the workshop, a 'photo essay' exercise was conducted, where community members were asked to photograph things in Chinatown that they liked and disliked, using disposable cameras provided by Council, or their own cameras with photos emailed back to Council. The results of this exercise confirmed the general trends found in the mapping.



**AMALGAMATED 'LIKES' MAP**  
(drawing by City of Sydney)



**AMALGAMATED 'DISLIKES' MAP**  
(drawing by City of Sydney)



PHOTOGRAPHS RECEIVED FROM COMMUNITY MEMBERS AS PART OF PHOTO ESSAY EXERCISE

● 'LIKE' INDICATED

● 'DISLIKE' INDICATED







### 3 INITIATING CHANGE

### 3.1 WIN BACK SPACE: TAKING CONTROL OF TRAFFIC

Traffic data collected by Arup (2009) as part of this study indicate that Liverpool Street, Goulburn Street and George Street function as the primary traffic routes to and from Chinatown, each carrying over 20,000 vehicles per day. Ultimo Road functions as a major through traffic route, connecting Harris Street to George Street.

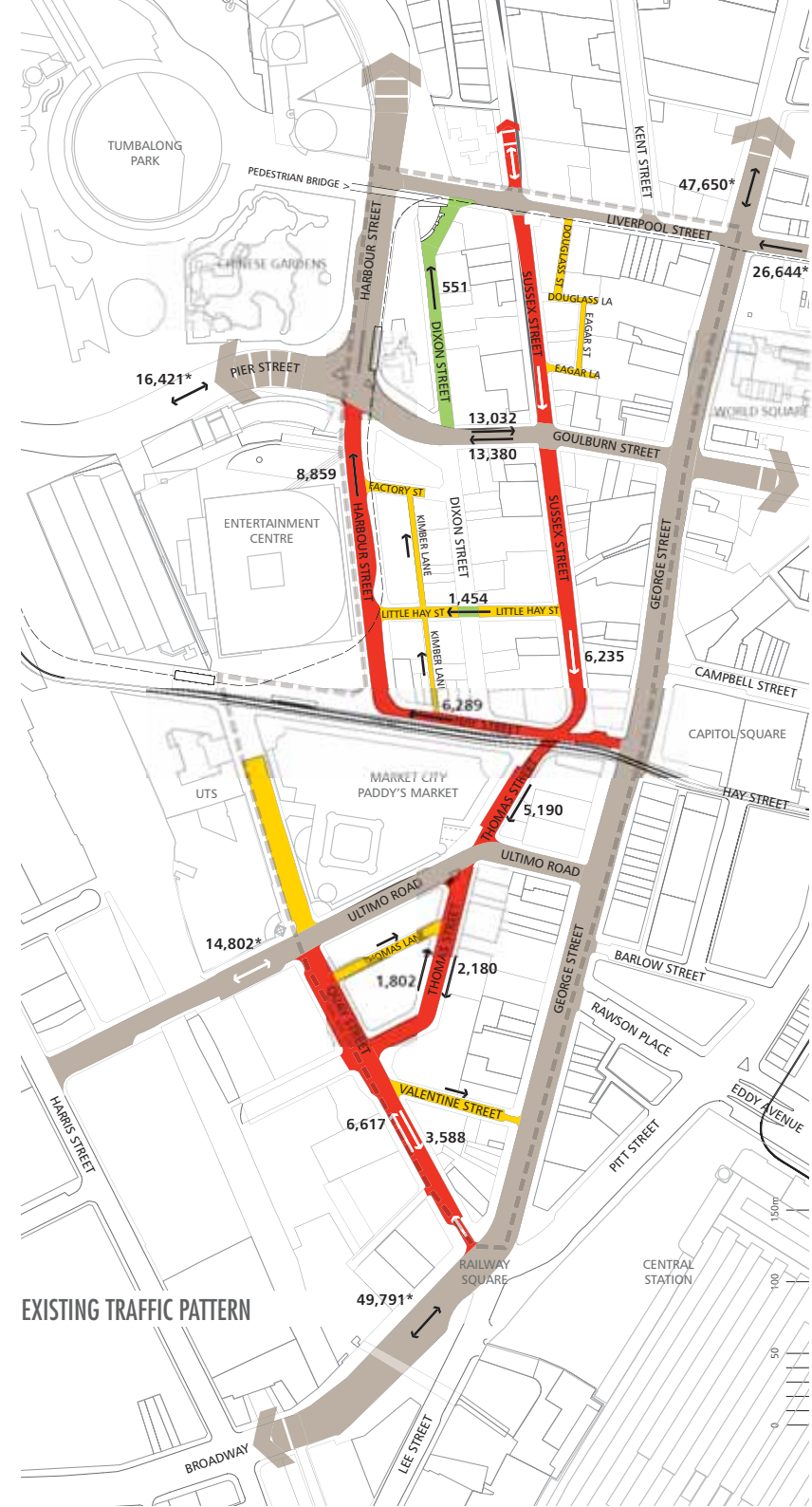
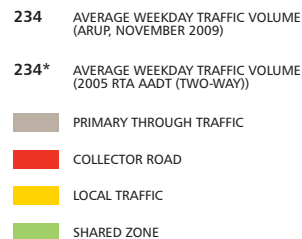
Sussex Street, Hay Street, Harbour Street, Thomas Street and Quay Street function as collector roads, servicing between 5,000 and 10,000 vehicles daily. A key feature of the Chinatown road network is the number of narrow, one way streets and laneways that play an important local function for building access and loading activity.

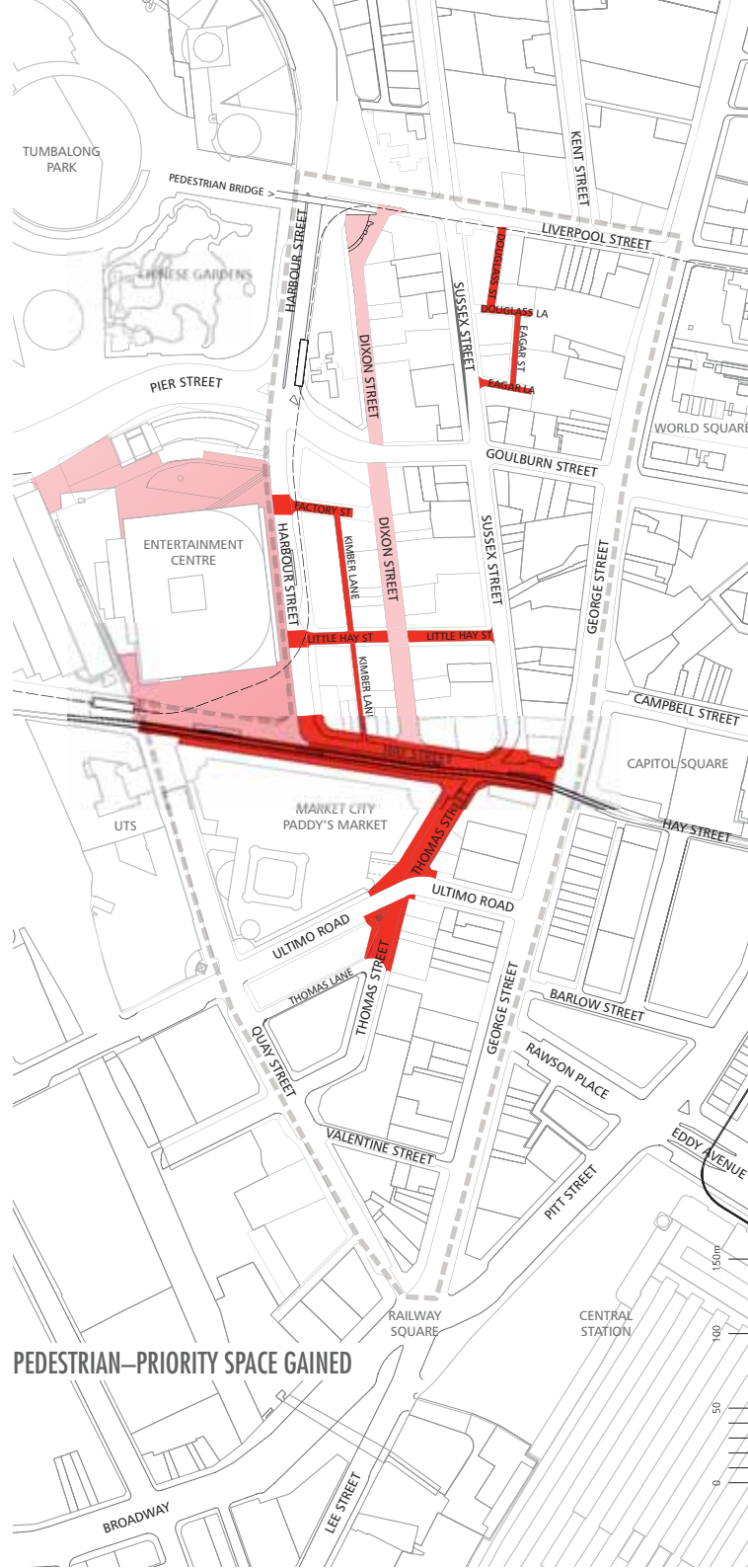
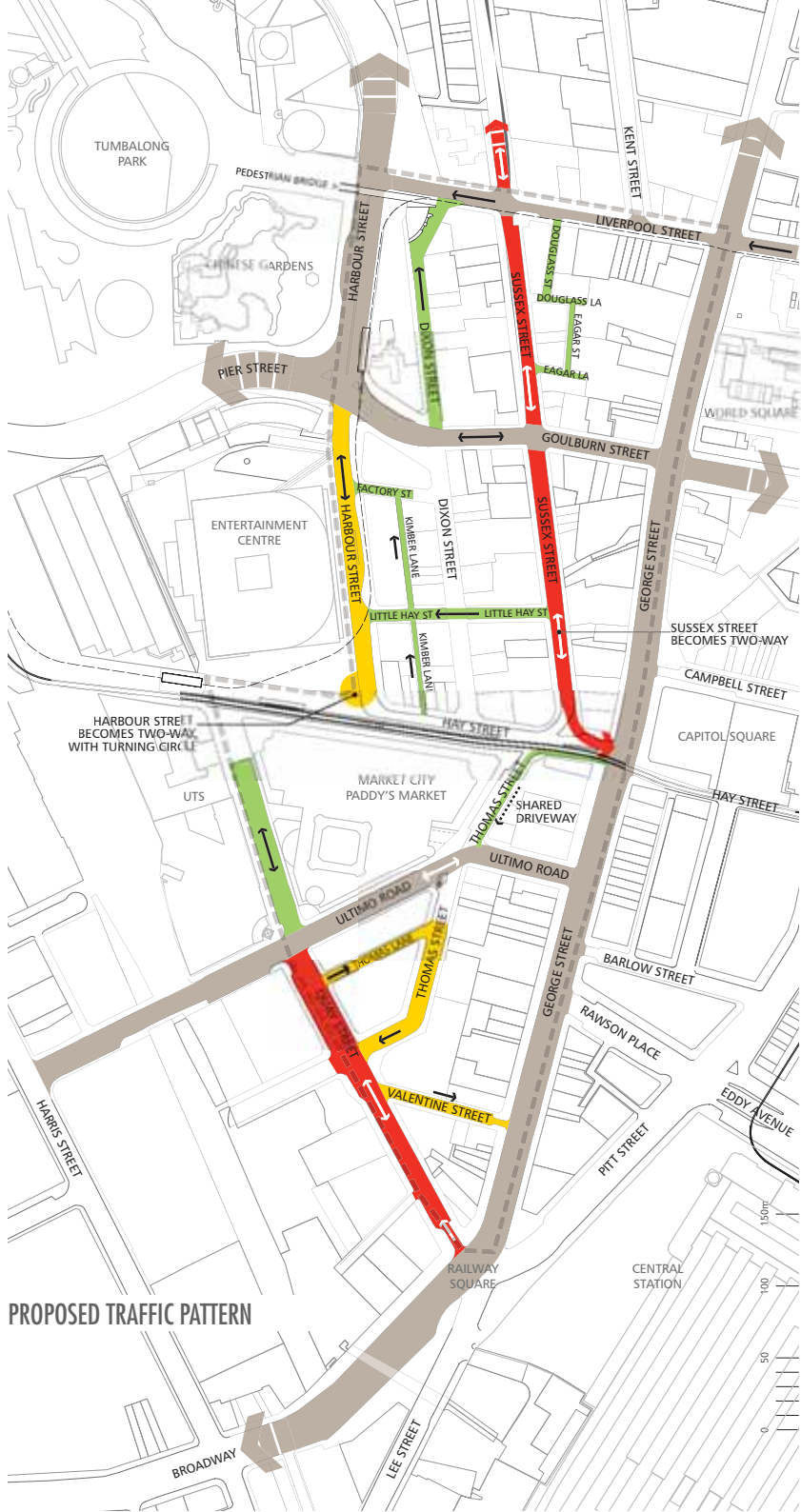
As Arup's *Existing Conditions* (2009) report notes, a key characteristic of Chinatown is that it is a highly pedestrianised precinct, albeit informally. The network of local narrow streets and laneways discourage through traffic from using many of the streets. As such, although street activity can be congested and uncontrolled at times, it is acceptable as all use is locally focussed.

In order to create more formalised pedestrian-priority space in Chinatown, the existing pattern of traffic usage must be reconfigured.

By taking through traffic out of Hay Street and much of Thomas Street, it is possible to win back a significant amount of space for pedestrians in the heart of Chinatown, where the conflict between pedestrian activity and traffic is currently at its most acute. Although there is also great contestation between pedestrian and vehicular activity on Sussex Street, vehicular access must be maintained along this street. This is because Dixon Street is already a pedestrian mall; as such, there is no feasible alternative to Sussex Street for maintaining traffic flow and business loading in Chinatown's core.

There is also a great opportunity to increase the amount of shared zones throughout Chinatown, particularly in the small streets and laneways.





- EXISTING PEDESTRIAN-PRIORITY SPACES
- PROPOSED NEW PEDESTRIAN-PRIORITY SPACES

## 3.2 ON-STREET PARKING AND LOADING

As part of this study, Arup (2009) conducted an audit of on-street parking provisions throughout Chinatown. The audit revealed that over 2km of on-street parking spaces exists in the study area. These spaces generally comprise short-term, time restricted/metered parking in order to increase parking turnaround in this high activity area.

There is also a substantial amount of loading zones and no parking areas present in Chinatown. During Arup's audit, trucks were observed parking and loading/unloading in 'no stopping' or 'no parking' zones either because loading zones were full or none were located near their destination.

Although parking is at a premium in Chinatown, the majority of visitors arrive by walking or public transport\*. Furthermore, local shops and restaurants derive much of their business from passing foot traffic. During the community consultation for this study, the potential reduction in on-street parking spaces to make way for additional pedestrian space was not considered to be an issue of concern for local businesses.

It is envisaged that any loss of on-street loading zones as a result of creating new pedestrian spaces would be managed through timed access for loading, so as to not adversely impact servicing for businesses.

\* As part of this study, Elton Consulting conducted a street intercept survey that involved around 226 respondents. Of the people interviewed, only 16% reported that they arrived in Chinatown by car.



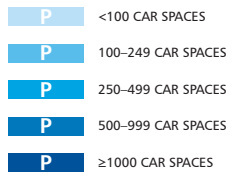
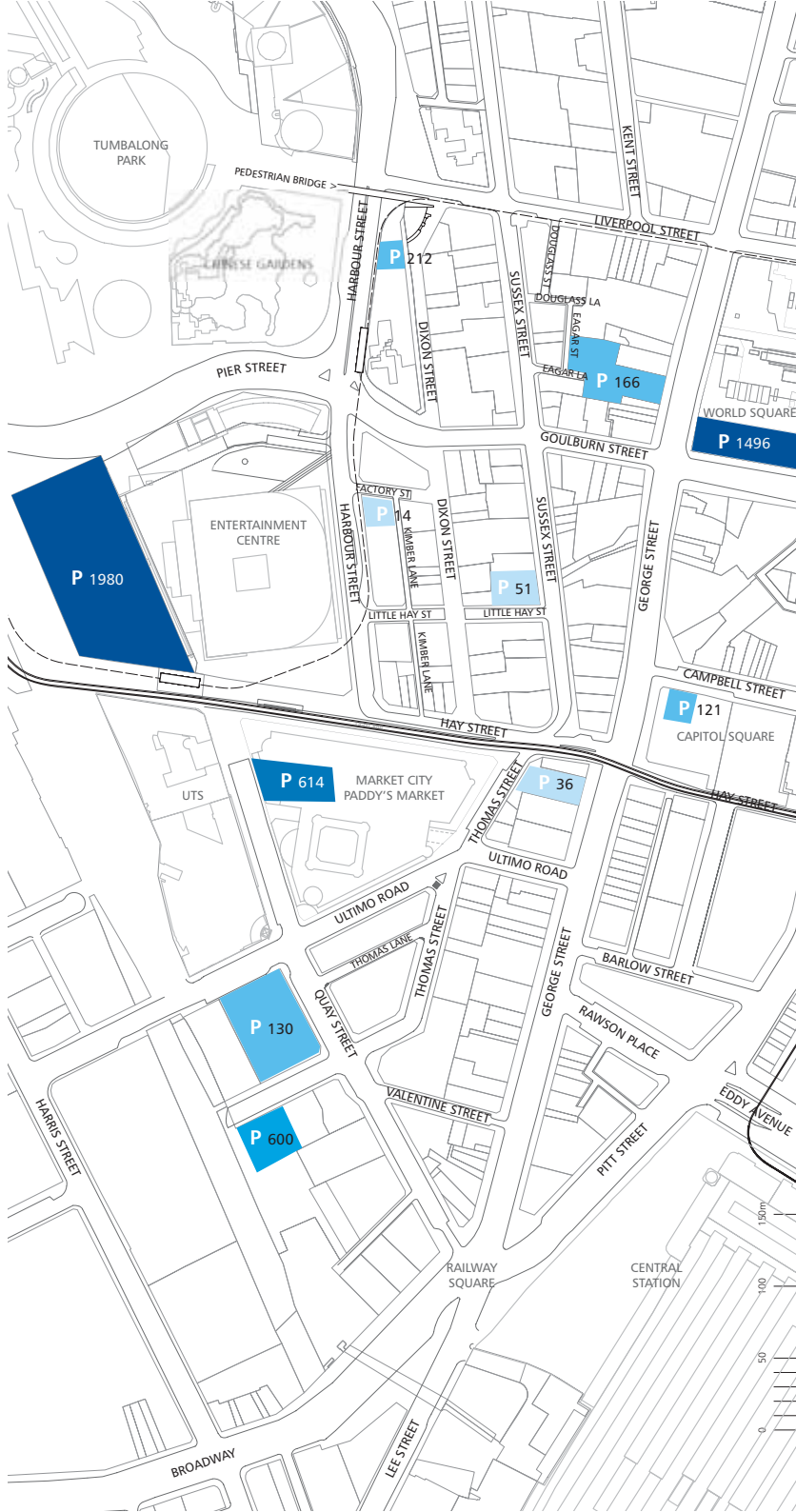
ON STREET PARKING



LOADING ZONES



'NO PARKING' ZONES



### 3.3 OFF-STREET PARKING

There are approximately 5,800 public parking spaces available in parking stations within Chinatown, or within viable walking distance from Chinatown. These parking stations make a significant contribution to the public car parking provisions within the study area.

Any proposed changes to traffic circulation in Chinatown will need to ensure that access to existing parking stations is maintained.

#### AFFECT OF PROPOSED STREET CHANGES ON CHINATOWN'S PARKING

Currently, there are about 250 on-street car parking spaces and 5,800 off-street car parking spaces in and immediately adjacent to the study area. This means that on-street car parking is approximately 5% of the total provision.

It is anticipated that up to 80 on-street cars parking spaces could be removed if all the proposed street changes are implemented. This represents a 32% reduction in on-street spaces but only a 1.5% reduction in overall parking availability when off-street car parks are included.

### 3.4 PUBLIC TRANSPORT DEVELOPMENT

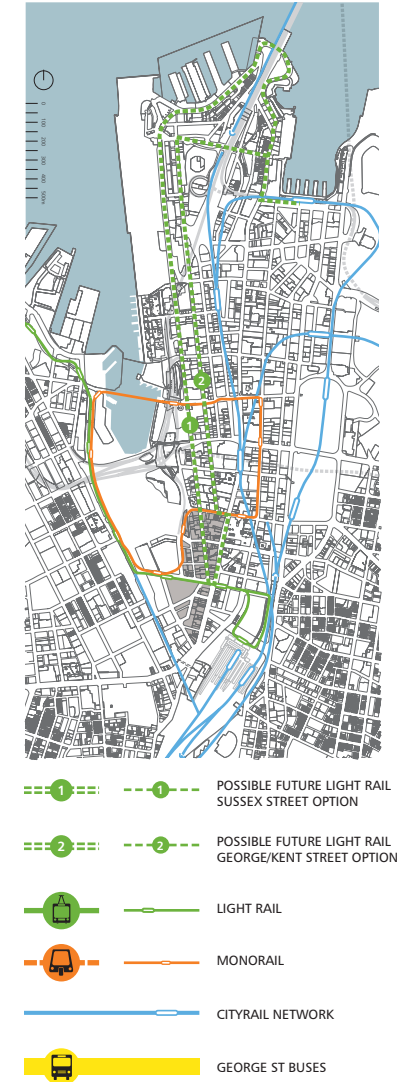
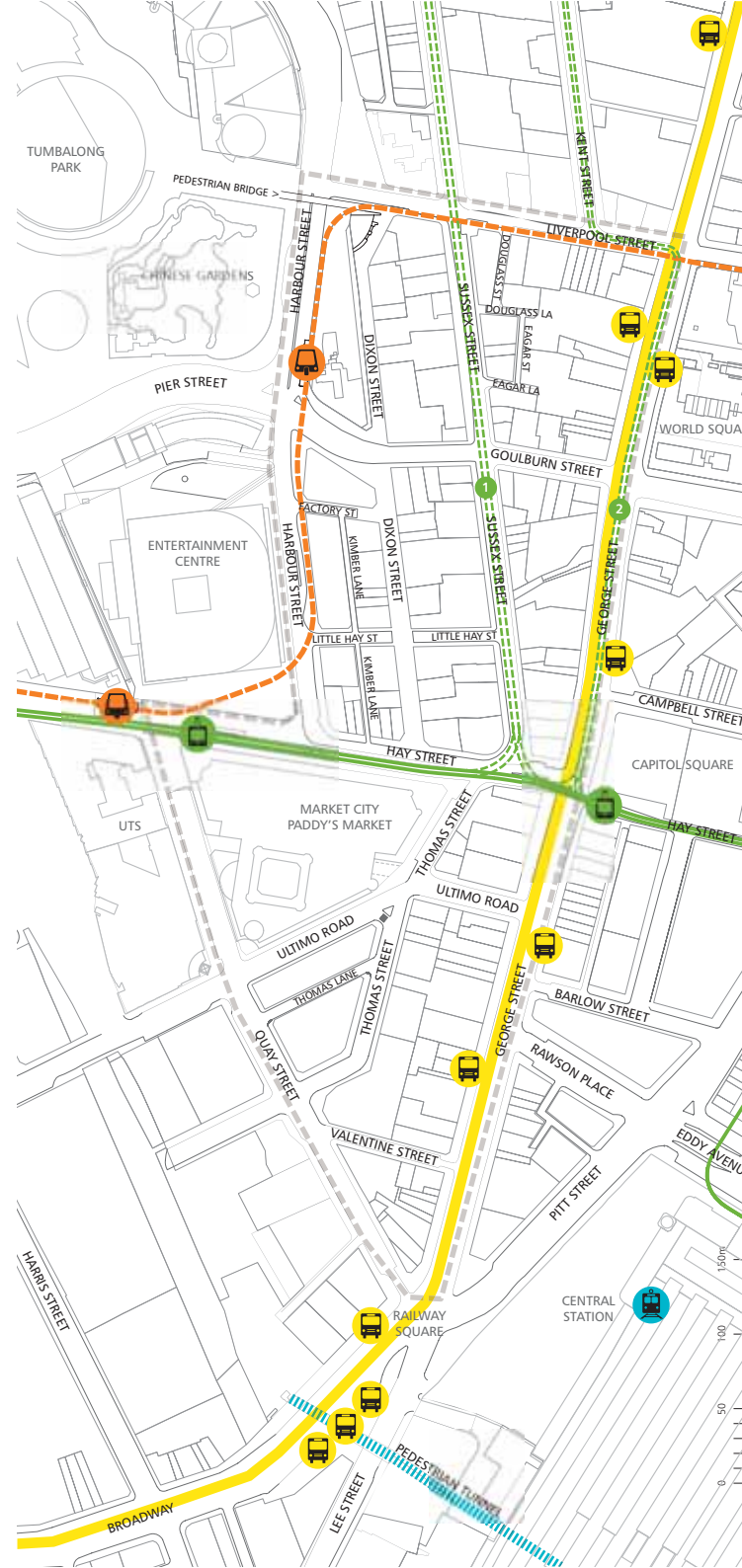
A strong and multifarious public transport network services the Chinatown study area. The key characteristics of this network are:

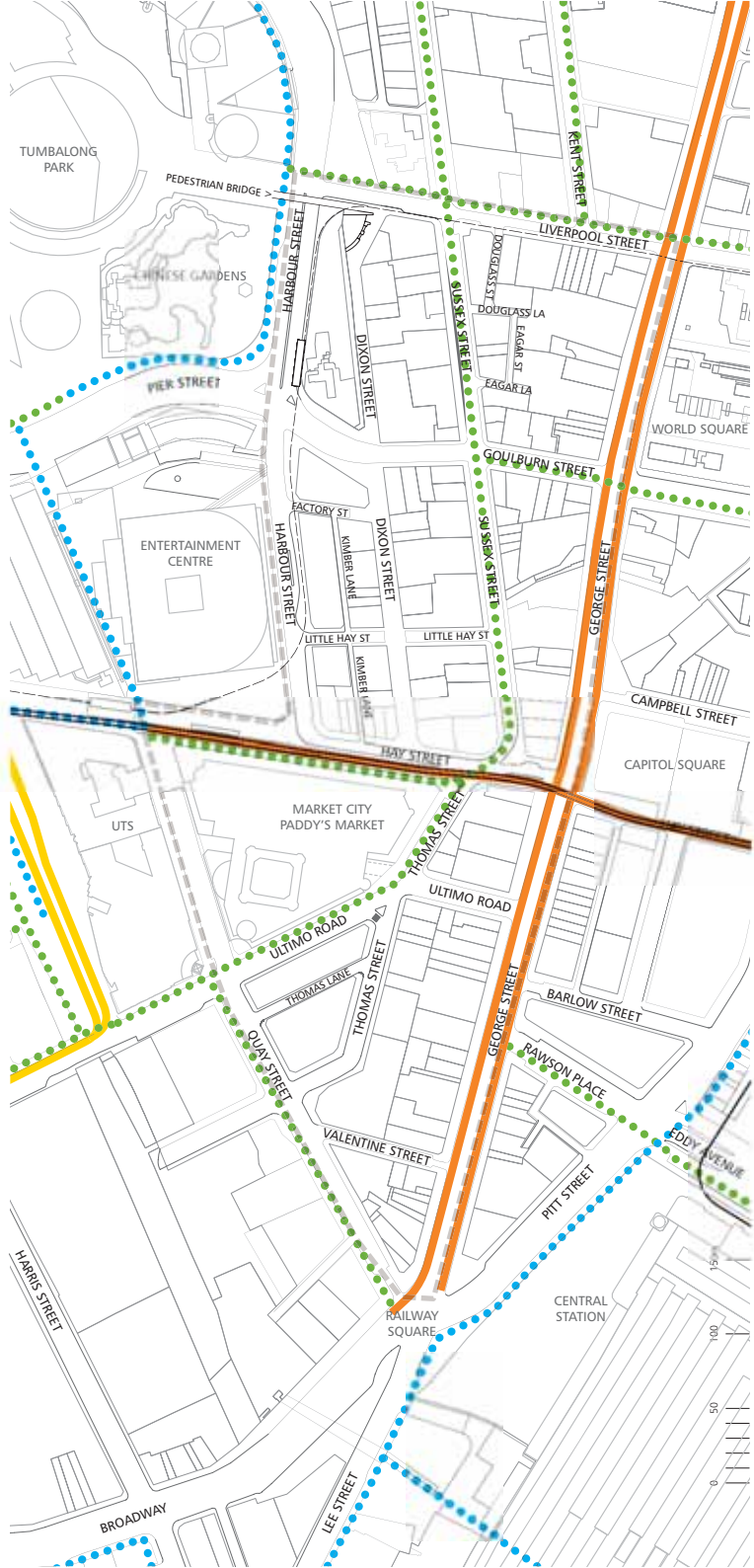
- Central Railway Station, located approximately 500m from the centre of Chinatown, is easily accessible for visitors;
- Town Hall Railway Station is a short five to ten minute walk for most people visiting Chinatown;
- the Metro Light Rail (tram) line has stations located in Capitol Square and near the Entertainment Centre, both on Hay Street;
- the Monorail has two stations at the edge of Chinatown, located at the Harbour Plaza and Entertainment Centre car park;
- a large number of bus routes along George Street.

The street intercept survey conducted by Elton Consulting as part of this study revealed that a large proportion of the respondents visiting Chinatown arrived by public transport (primarily train: 24%, and bus: 17%). The greatest proportion of respondents arrived on foot (38%).

The proposed expansion of the light rail network in Sydney has the potential to significantly impact Chinatown in the future. Two of the route options currently under consideration by Transport NSW's Light Rail Feasibility Study directly affect the study area, as they propose light rail along either Sussex Street or George Street. The Sussex Street option in particular will have a significant impact on vehicular and pedestrian circulation in Chinatown. Arup (2009) indicate that in the order of 6,200 vehicles per day would be affected by a future light rail line along Sussex Street (Arup 2009).

There is an opportunity to utilise the light rail extension as a catalyst for the concurrent development of public domain improvements in Chinatown, especially along Sussex Street.





### 3.5 CYCLE STRATEGY

The City of Sydney's *Cycle Strategy and Action Plan 2007–2017* proposes to significantly increase the provision for cyclists throughout the City, including Chinatown. The City is progressively implementing its cycle strategy, which will have substantial effects on the way in which Chinatown's streets operate.

The key cycle facilities proposed within the Chinatown study area include:

- a separated cycle path along Ultimo Road, linking Harris Street to Hay Street;
- a separated cycle path along Hay Street; and
- separated cycle paths along Sussex Street, Goulburn Street and Liverpool Street.

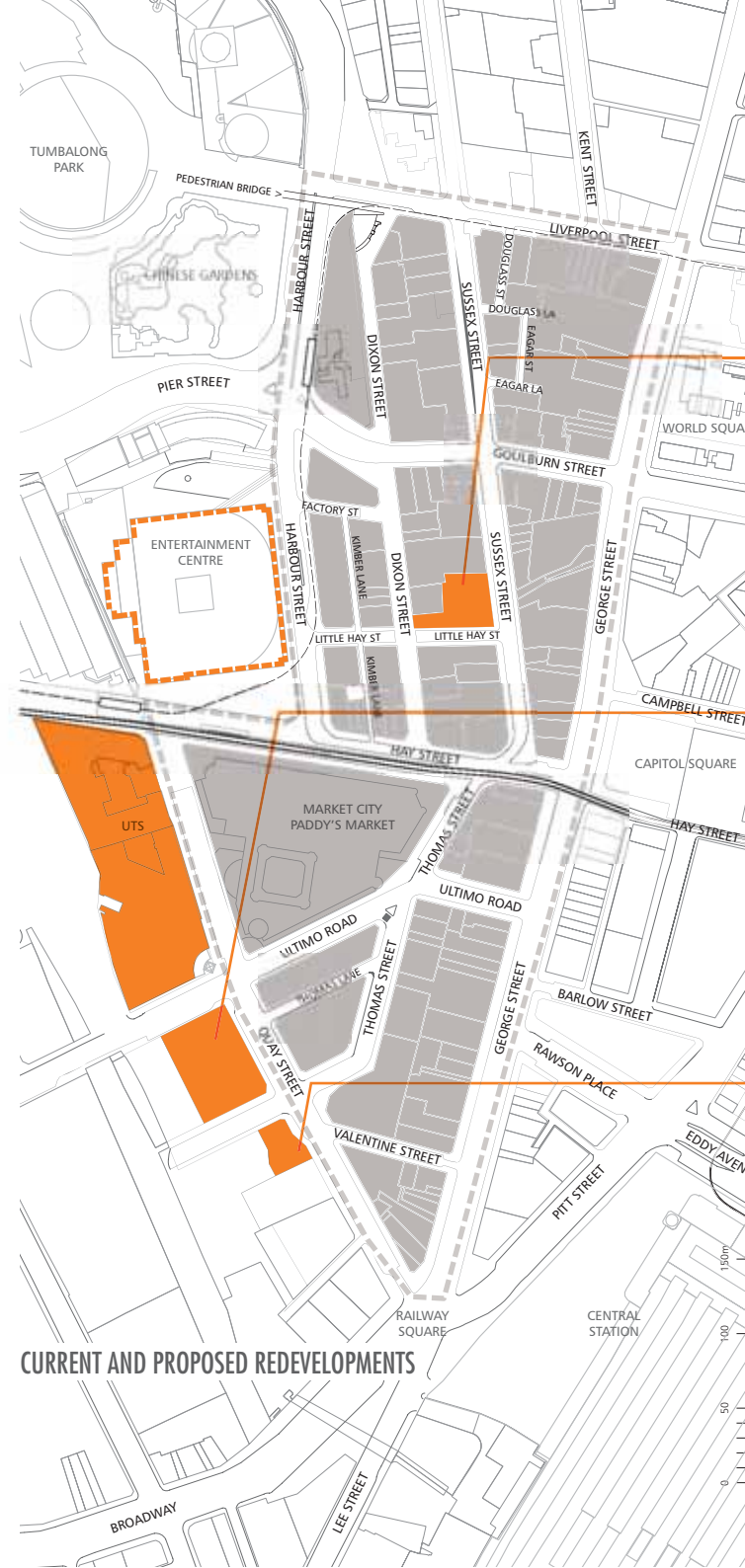
The proposed development of cycle paths in Chinatown provides an opportunity to concurrently implement streetscape improvements in the affected streets. Furthermore, there is the potential to improve cycle connections to the west with a link through Darling Harbour.

### 3.6 MAJOR DEVELOPMENTS

A number of large redevelopments, both proposed and currently underway, have the potential to affect significant changes on the urban form and character of the Chinatown, especially in the west of the study area. There is a great opportunity to utilise the change brought about by these developments to concurrently develop public domain improvements that could significantly transform the character and urban function of Chinatown’s western edge.

Quay Street is currently undergoing substantial urban changes, with mixed-use commercial and multi-unit residential redevelopments have recently been completed, or are currently underway, at a number of sites along its western side. A major redevelopment of the Wilson carpark site (61–79 Quay Street) has also been approved by Council. Furthermore, the University of Technology Sydney (UTS) is planning to develop a number of new buildings at its City Campus, just west of the study area, as well as a major refurbishment of its Haymarket campus, located on the north-western edge of Quay Street. Combined, these developments will have a significant impact on the form and character of Quay Street, strengthening its role as a key entry point to Chinatown from Central and Broadway.

The future of the Entertainment Centre is also a key determinant of the character of Chinatown’s western edge. Should the Entertainment Centre site be made available for redevelopment by the State Government, it would create a significant opportunity to reconfigure the relationship between Chinatown and Darling Harbour. Particularly desirable would be the extension of pedestrian access along the Quay Street axis to Darling Harbour, and the creation of a large public plaza that addresses Chinatown across Harbour Street.



Current development  
Sussex Hay Centre: 405-411 Sussex Street  
(image: Crone Partners Architecture)



Proposed new development  
61-79 Quay Street  
(image: Wolski Coppin Architecture)



Current development  
Urbanest: 81-91 Quay Street  
(image: Bates Smart Architects)





### 3.7 TWO TYPES OF PROJECTS

This study proposes two types of projects to improve Chinatown's public domain:

- Chinatown-wide 'overlay' projects that aim to improve specific aspects of the public domain experience throughout the entire study area; and
- Place-specific upgrade projects that aim to make physical improvements to particular parts of Chinatown. These projects focus on discrete areas of Chinatown, and can be implemented independently of one another.

#### **Project objectives**

The primary objectives that for these projects are:

- To increase the amount of public space available to pedestrians and cyclists
- To improve the quality of the public domain experience
- To create better pedestrian and cycle connections between Chinatown and the surrounding urban areas
- To create distinctive public spaces that reinforce and enhance the unique characteristics of the Chinatown urban experience.

The following two chapters describe the overlay projects and upgrade projects proposed for Chinatown.





## 4 CHINATOWN–WIDE PROJECTS (OVERLAYS)

This chapter describes a series of ‘overlays’ to the City’s existing palette of materials and fixtures for the city centre. These overlays address specific aspects of public domain across the entire study area, with the goal of improving the overall quality of the Chinatown public domain experience.

The proposed Chinatown–wide overlays are:

- Lighting overlay
- Materials and wayfinding overlay
- Furniture overlay
- Street tree overlay
- Environmental sustainability overlay
- Public art overlay

## 4.1 LIGHTING OVERLAY

The colourful lighting throughout Chinatown—a result of public art projects as well as signage from shops and restaurants—is a distinctive and memorable aspect of the area’s urban character. This is particularly so in the core of Chinatown, the location of both the greatest concentration of businesses and the Haymarket decorative lighting projects designed by Peter McGregor in collaboration with Hassell (1997).

Concurrently, there are many parts of Chinatown where the street lighting is poor, resulting in dark spaces where pedestrians report feeling unsafe. Recognising that lighting makes a significant contribution to the sense of place in Chinatown, it is important to ensure that the need to improve pedestrian safety does not result in over-bright, characterless streets.

### Lighting objectives

- To improve public street lighting throughout Chinatown.
- To ensure that the atmospheric character of Chinatown’s lighting is maintained and enhanced.

### Project steps

- Implement public lighting improvements with each street upgrade, to ensure that the streets are adequately lit for pedestrian safety.
- Take into consideration the light spill from late-opening businesses when providing public street lighting, and vary the intensity of the street lighting accordingly.
- Implement standard street lighting or pedestrian lighting fixtures that are appropriate to the scale and character of each particular street; for example, use smaller-scale smart poles and possibly a different coloured finish to differentiate Chinatown from the surrounding CBD fixtures.
- Investigate opportunities for additional decorative lighting/public art projects throughout Chinatown.



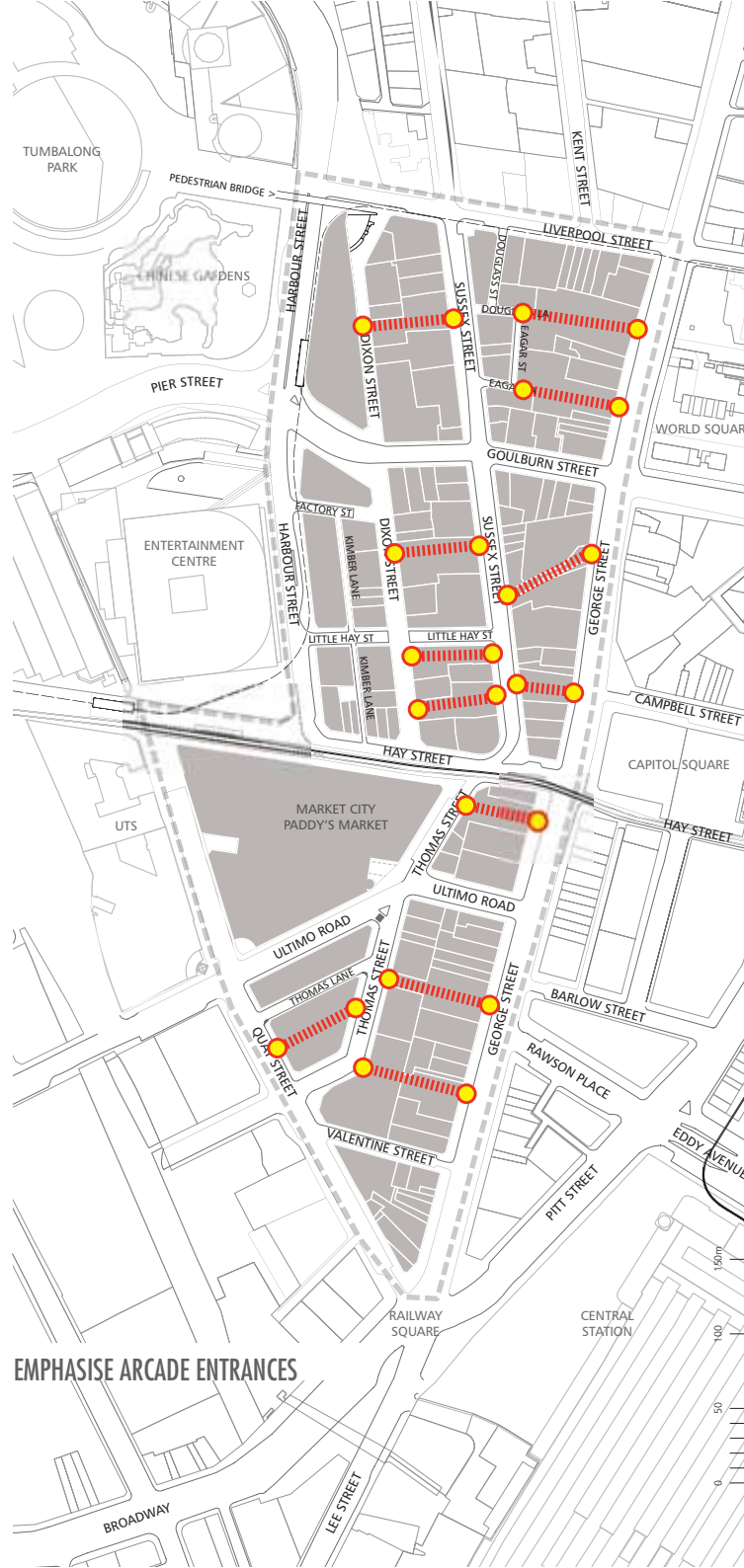
Dixon Street lighting (design: Peter McGregor & Hassell; photo: City of Sydney)



Example of ‘village’ smart pole at Darlinghurst Road, which is smaller in scale and darker in colour than the smart poles used for public lighting in the city centre.



Above images: photomontages showing possible insertions into the standard granite paving to subtly indicate arcade entrances



EMPHASISE ARCADE ENTRANCES

## 4.2 MATERIALS AND WAYFINDING OVERLAY

The materials and finishes used in the public domain can make a significant contribution to an area's sense of place. The materials and finishes currently found in Chinatown's streets are largely inconsistent and worn. It is expected that any streetscape upgrades will implement the City of Sydney's standard palette of public domain materials, in accordance with Council's *Sydney Streets Design Code* (2006, interim). This is appropriate as the standard palette of finishes provides a neutral backdrop that allows each particular urban area's specific characteristics to take precedence.

Nonetheless, within the standard palette there is the possibility of introducing subtle variations in materiality or detailing that enable local differences to be expressed. Rather than introducing difference in the palette for its own sake, it is possible to use material variation as a means to improve wayfinding in Chinatown's public domain. For example, decorative insertions into the paving outside all arcade entrances could subtly yet clearly signalise the presence of through-site connections where they might otherwise be easily overlooked in the busy streets.

### Materials palette objectives

- To upgrade public domain materials throughout Chinatown in accordance with the City of Sydney's standards.
- To introduce local variations to the standard palette in a way that is purposeful rather than arbitrary.

### Project steps

- Implement the City of Sydney public domain materials palette with each street upgrade.
- Formulate a strategy for local variations, such as a decorative insertions/wayfinding overlay, that can be consistently implemented throughout Chinatown.

## 4.3 FURNITURE OVERLAY

The City of Sydney's *Sydney Streets Design Code* (2006, interim) establishes a standard palette of street furniture—such as seats, rubbish bins, bollards—to ensure consistency throughout the City's public domain. It is anticipated that any streetscape upgrade in Chinatown would implement the standard street furniture palette in accordance with Council policy.

In addition to the standard palette, there is an opportunity to introduce non-standard, custom-designed, furniture items to distinguish 'special' places within Chinatown. The provision of place-specific custom-designed furniture is an approach that has been adopted in other parts of the City, for example at Pitt Street Mall. Within Chinatown, custom furniture should be considered only in discrete places with a strong pedestrian focus, with standard furniture provided in the main.

### Project objectives

- To improve and increase the provision of street furniture in accordance with the City's standards.
- To allow for place-specific custom furniture where appropriate.

### Project steps

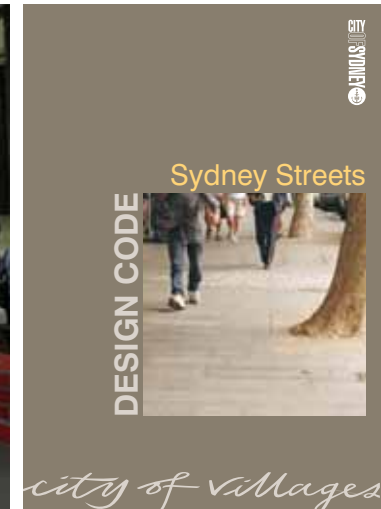
- Implement street furniture improvements with each street upgrade.
- Investigate place-specific custom furniture to distinguish pedestrian-focussed spaces. In principle, these should be places dedicated for public activity, such as: the Dixon Street mall and any proposed new plazas and squares.

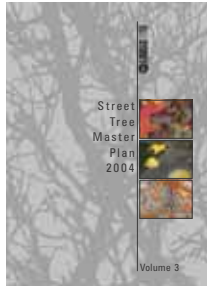


City standard seat, Dixon Street



Custom seat (shown possibly refurbished), Dixon Street





Right: the Haymarket [Chinatown] street tree palette described in the City's *Street Tree Masterplan* (2004)



## 4.4 STREET TREE OVERLAY

In addition to improving the urban microclimate, street trees have the ability to greatly influence the cultural and urban character of the public domain. Distinctive street tree plantings are often memorable, and contribute significantly to a particular area's sense of place. Currently, the Chinatown's defining tree plantings are the Weeping Figs and Crepe Myrtles in the southern section of Dixon Street. Other distinctive street trees include the Golden Rain Trees in Quay Street.

Street tree planting throughout the City of Sydney is guided by Council's *Street Tree Masterplan* (2004). The *Masterplan* adopts a precinct-based approach to street tree planting, including Chinatown, and describes recommended species for each street based on the principle of 'the right tree for the right place'. In its species recommendations, the *Masterplan* considers local environmental factors, physical restrictions, functional criteria, and aesthetic and other design factors.

Currently, the key limiting factors to street tree planting in Chinatown are restricted footpath widths and the awnings that extend the full width of the footpaths. As the proposed street upgrades provide for widened footpaths and new plazas and squares, there is an opportunity to substantially increase the amount of tree planting throughout Chinatown, as well as broaden the species palette.



Indicative expansion of the Chinatown street tree palette>



Weeping Figs (*Ficus benjamina*), Dixon Street mall



Crepe Myrtles (*Lagerstroemia indica*), Dixon Street



Golden Rain Trees (*Koelreuteria paniculata*), Quay Street

### Project objectives

- Increase planting throughout Chinatown wherever possible.
- Provide for shade in summer, solar access in winter.
- Use distinctive street tree plantings to reinforce Chinatown as a unique place in the City.

### Project steps

- Introduce additional street trees wherever possible as part of each street upgrade.
- Update the *Street Tree Masterplan's* Chinatown tree palette in response to the opportunities created by the street upgrades.

## 4.5 ENVIRONMENTAL SUSTAINABILITY OVERLAY

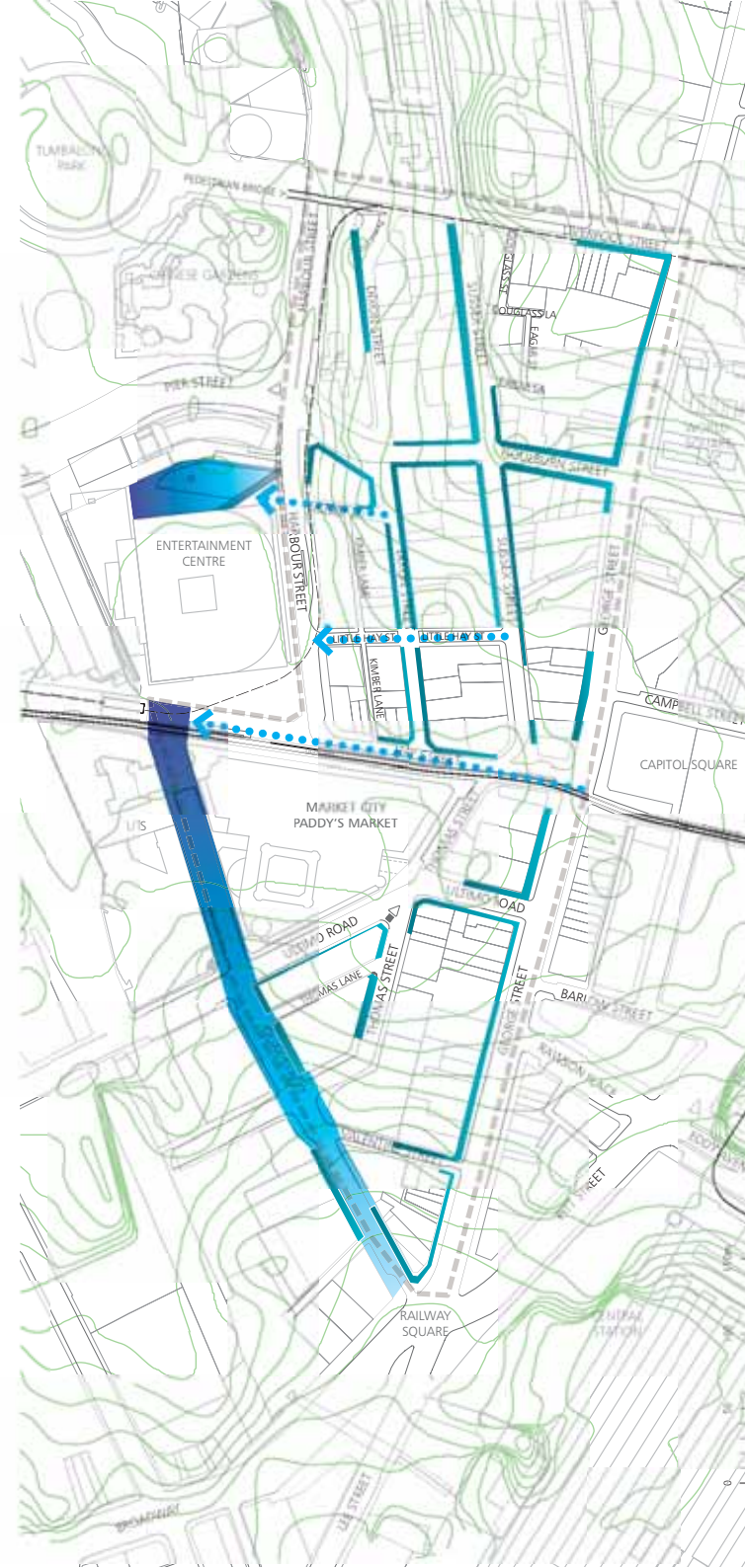
The implementation of street upgrades throughout Chinatown provides a great opportunity to introduce environmental sustainability measures in conjunction with the upgrades. In particular, water sensitive urban design (WSUD) initiatives, specifically in relation to urban stormwater, would significantly improve the environmental sustainability of Chinatown's urban environment.

### Project objectives

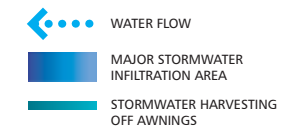
- To improve the environmental sustainability of Chinatown's urban environment

### Project steps

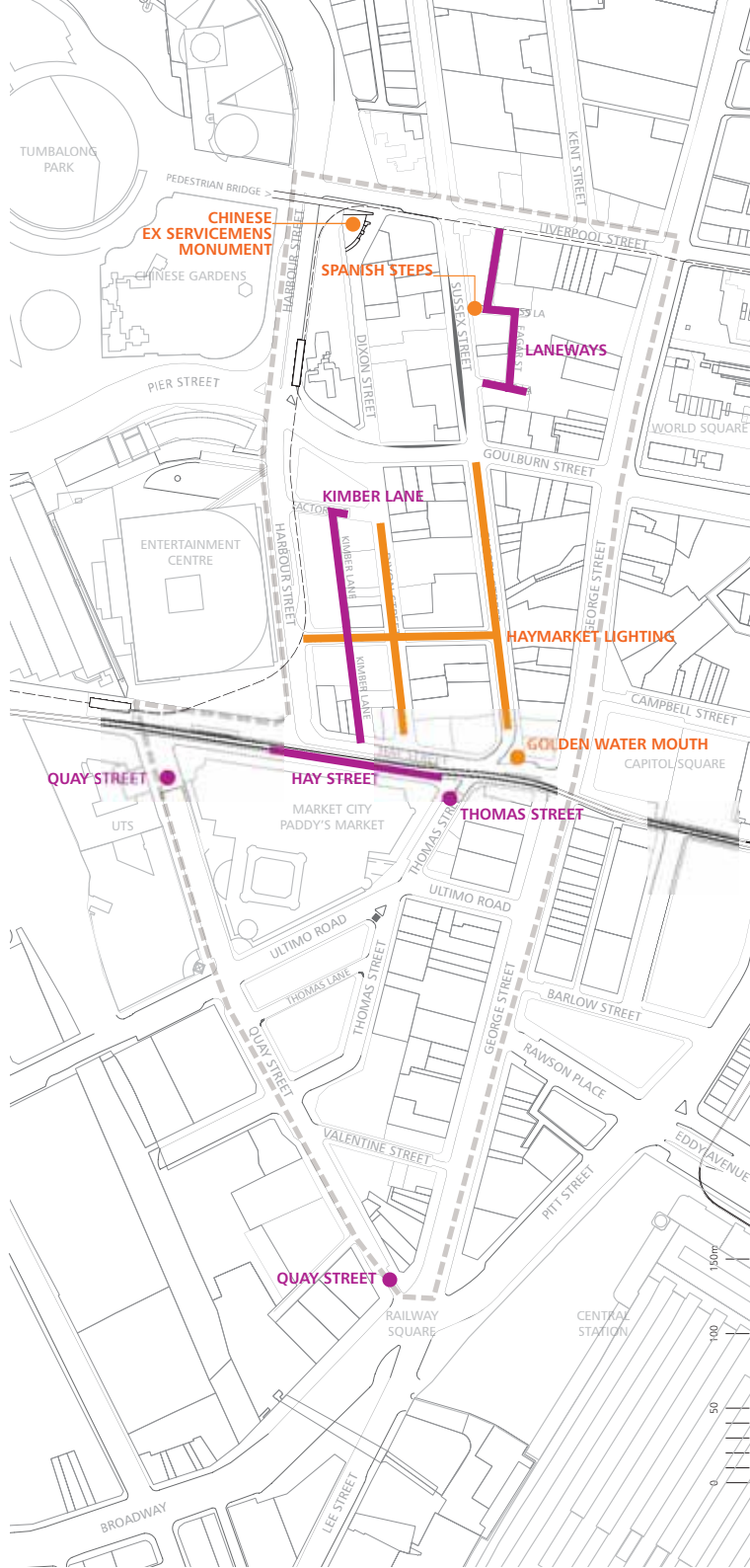
- Implement WSUD initiatives with each street upgrade; for example, collecting stormwater off all awnings to water street trees.
- Investigate the introduction of stormwater infiltration beds where space and topography permits; for example, along Quay Street.
- Investigate the potential for other major stormwater retention sites; for example, in the space north of the Entertainment Centre (subject to negotiation and agreement from SHFA).
- Investigate other environmental sustainability initiatives for Chinatown.



Photomontage showing possible stormwater infiltration beds (rain gardens) along Quay Street







## 4.6 PUBLIC ART OVERLAY

Public art has the ability to contribute significantly to an urban area's sense of place and cultural expression. There are currently only four major public art works in Chinatown (refer map at left). The City's plan to improve the public domain throughout Chinatown provides an excellent opportunity to introduce new public art projects as part of the proposed street upgrades.

The City is currently formulating a public art strategy, the *Chinatown Public Art Plan*, with Gallery 4A. The *Plan's* approach is to:

- embrace the potential offered by the constantly evolving expressions of contemporary Asian culture,
- while at the same time respecting the past public art in Chinatown, which has employed a traditionally recognisable palette of Chinese elements (such as lanterns and red lighting).



Dixon Street lighting, Peter McGregor (photo: City of Sydney)



TV Asahi (Roppongi, Japan), Tatsuo Miyajima (photo: Dan Hill – cityofsound.com)  
Example of artwork for illustrative purposes only.

The *Chinatown Public Art Plan* has been developed around four concepts:

- A conversation with the precinct—highlighting the density of textures, an awareness of old and new, and an invitation to engage with ideas as visitors move through Chinatown.
- The symbolic heart—building upon the existing cluster of public art projects around Dixon Street and Sussex Street
- Strengthening the edges—acknowledging the different entry points to Chinatown, and the cultural and social activity occurring in these places.
- Talking about public art—a program of public events and information delivery through talks and various technology platforms.

Three types of public art projects are proposed:

- Major permanent projects as part of street upgrades (refer map, left)
- Infrastructure for ongoing temporary and ephemeral projects, such as billboards, murals, banners; and
- Projects implemented as part of the 'early start' laneways projects at Kimber Lane and Factory Street.





## 5 PLACE-SPECIFIC PROJECTS (UPGRADES)

This chapter describes a series of place-specific projects that aim to make physical changes that improve Chinatown's public domain. Each project focuses on a discrete area of Chinatown and can be implemented independently of the other projects.

The proposed Chinatown upgrade projects are:

- Dixon Street: renovation
- Sussex Street: trams
- Goulburn Street: connecting
- Hay Street: hub
- Harbour Street: welcome mat
- Thomas Street: spine
- Ultimo Road: cycle
- Quay Street: boulevard
- Valentine Street
- Douglass Street & Douglass Lane,  
Eagar Street & Eagar Lane: laneways revitalisation
- Little Hay Street, Factory Street & Kimber Lane: early start

## 5.1 DIXON STREET: RENOVATION

### THE EXISTING SITUATION

Dixon Street is a north-south street situated between Sussex Street and Harbour Street. The street is bisected by Goulburn Street, a busy east-west arterial route through the city. Pedestrian crossing at the Goulburn Street intersection is facilitated by traffic lights.

The section of Dixon Street south of Goulburn Street is a pedestrian mall, and is popularly regarded as the social and cultural heart of Chinatown. The Dixon Street mall has a bustling, lively urban character—with a weekday peak hour of 1,230 people, and a weekend peak hour of 2,154 people (Gehl Architects 2007, in Arup 2009). A number of retail arcades connect Sussex Street to the Dixon Street mall, which is occupied on both sides by busy shops and restaurants. Many of the restaurants also offer outdoor dining in leased areas along both sides of the mall.

The Dixon Street mall underwent a major upgrade in 2000, which included new granite paving, seating, decorative lighting and tree planting. Since 2000, the fig trees in the section of the mall between the Chinatown Gates have matured to become an iconic part of the mall's character. The fig trees cast a deep dappled shade in the mall, which is well appreciated in the summer. However, in conjunction with the dark granite paving, the shade can create a dark, somewhat gloomy, atmosphere at other times.

The Dixon Street mall is the focus of many of Chinatown's cultural festivals and events, particularly

the month-long Chinese New Year celebrations. The busy Chinatown Night Markets, held every Friday evening, occupies the entirety of the mall space. The community consultation for this project revealed that there is a strong desire from the community, including local businesses, for additional space for events and festivals in Chinatown to relieve the congestion that can often occur in Dixon Street.

The section of Dixon Street north of Goulburn Street is significantly less busy than the mall, with a weekday peak hour of 204 people and a weekend peak hour of 354 people (Arup 2009). This part of Dixon Street is a currently shared zone, and has substantially fewer active building frontages. The Trades Hall is a landmark building located at the intersection with Dixon Street, and the Southern Cross on Harbour Hotel and Garden Plaza occupy the entire western frontage of this section of the street. At the northern end of Dixon Street is a small plaza which contains the Chinese Ex-Servicemens Monument. A pedestrian bridge north of the plaza connects Liverpool Street to Darling Harbour, across Harbour Street. There are no street trees in north Dixon Street.

### Constraints

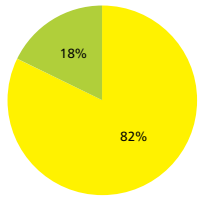
The section of Dixon Street north of Goulburn Street is governed by SHFA. Any changes here would require negotiation with, and agreement from, SHFA.

### Opportunities

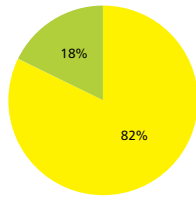
During the community consultation process for this project, a suggestion was made by community and



## ALLOCATION OF SPACE IN DIXON STREET



EXISTING



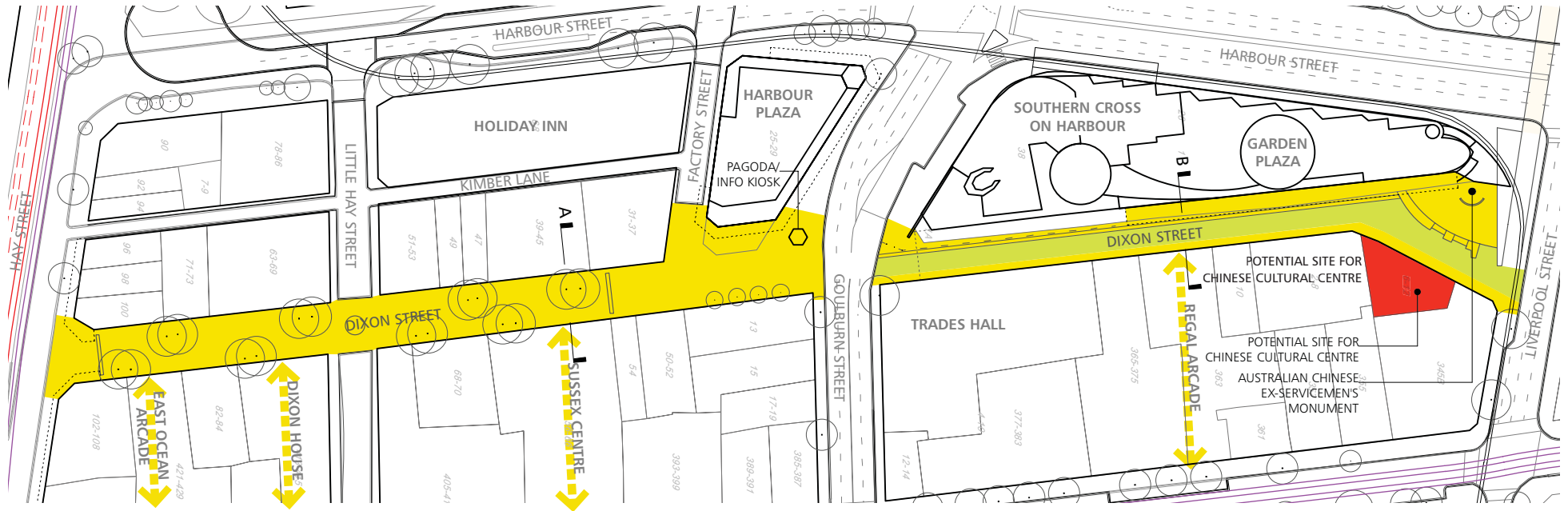
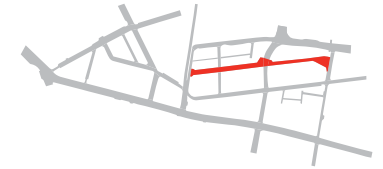
PROPOSED

- CARS
- PEDESTRIANS
- SHARED
- CYCLE

## SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)



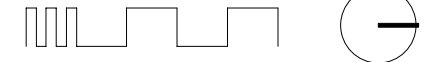
EXISTING



### LEGEND

- EXISTING PEDESTRIAN SPACE
- EXISTING SHARED ZONE
- EXISTING ARCADE CONNECTION
- EXISTING TREE

0 10 20 30 40 50 m



business leaders at the Lord Mayor’s Roundtable Luncheon for the establishment of a Chinese Cultural Centre in Chinatown. The northern end of Dixon Street would be a good strategic location for such a cultural centre, as it could help to attract more public activity to this underutilised part of Dixon Street.

## THE PROJECT

Unlike other parts of Chinatown, public domain improvements in to Dixon Street would not require winning back additional space for pedestrians, as the entire street is already a pedestrian-priority space. Instead, what is required in Dixon Street is a renovation. As the existing character and public domain issues are very different north and south of Goulburn Street, the renovation project is considered in two parts which respond to the particular needs at either end of Dixon Street.

## DIXON STREET SOUTH

### Project objectives

- To relieve pedestrian congestion.
- To make the space brighter.

### Project components

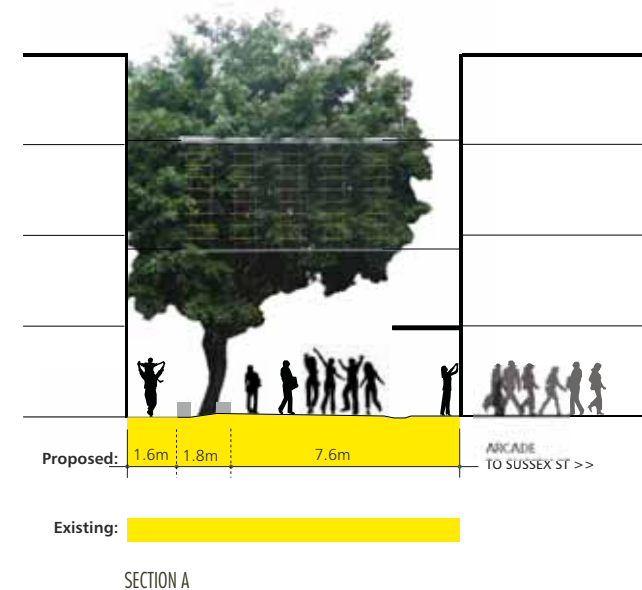
- As Dixon Street mall is already a pedestrian-priority space, there is no opportunity to increase the amount of pedestrian space to relieve the congestion. Instead, the proposed strategy is to increase the amount of space available for pedestrian activity, festivals and programmed events in the surrounding streets to relieve the pressure on Dixon Street.

- An incremental strategy is proposed for increasing the ambient light levels in the space. This involves:
  - Incremental and ongoing maintenance trimming (canopy thinning) of the fig trees to let in more light. This would be done as part of the City’s yearly tree maintenance program.
  - Ongoing monitoring of the trees and consideration of other strategies should canopy thinning not be sufficient in increasing the ambient light levels. This could include:
    - Selective removal of some fig trees. Preliminary advice from the City’s arborists indicate that this may not be possible in some cases.
    - Additional lighting in the space, possibly in-ground, that visually complements and functionally supplements the existing overhead lighting.
    - Strategic introduction of lighter coloured paving. This could done in a selective manner (for example, in bands) to avoid the wholesale replacement of paving.
  - Increased ongoing maintenance cleaning of the paving to improve its brightness.
- Increased visual prominence to the arcade entrances, possibly through markings in the paving (refer materials/wayfinding overlay description).
- Selective renovation of furniture items, such as the public seating.
- Review of the management of the licensed areas for outdoor dining to resolve any conflicts between public

and private seating, and ensure that the licensed areas do not compromise the public amenity of the mall.

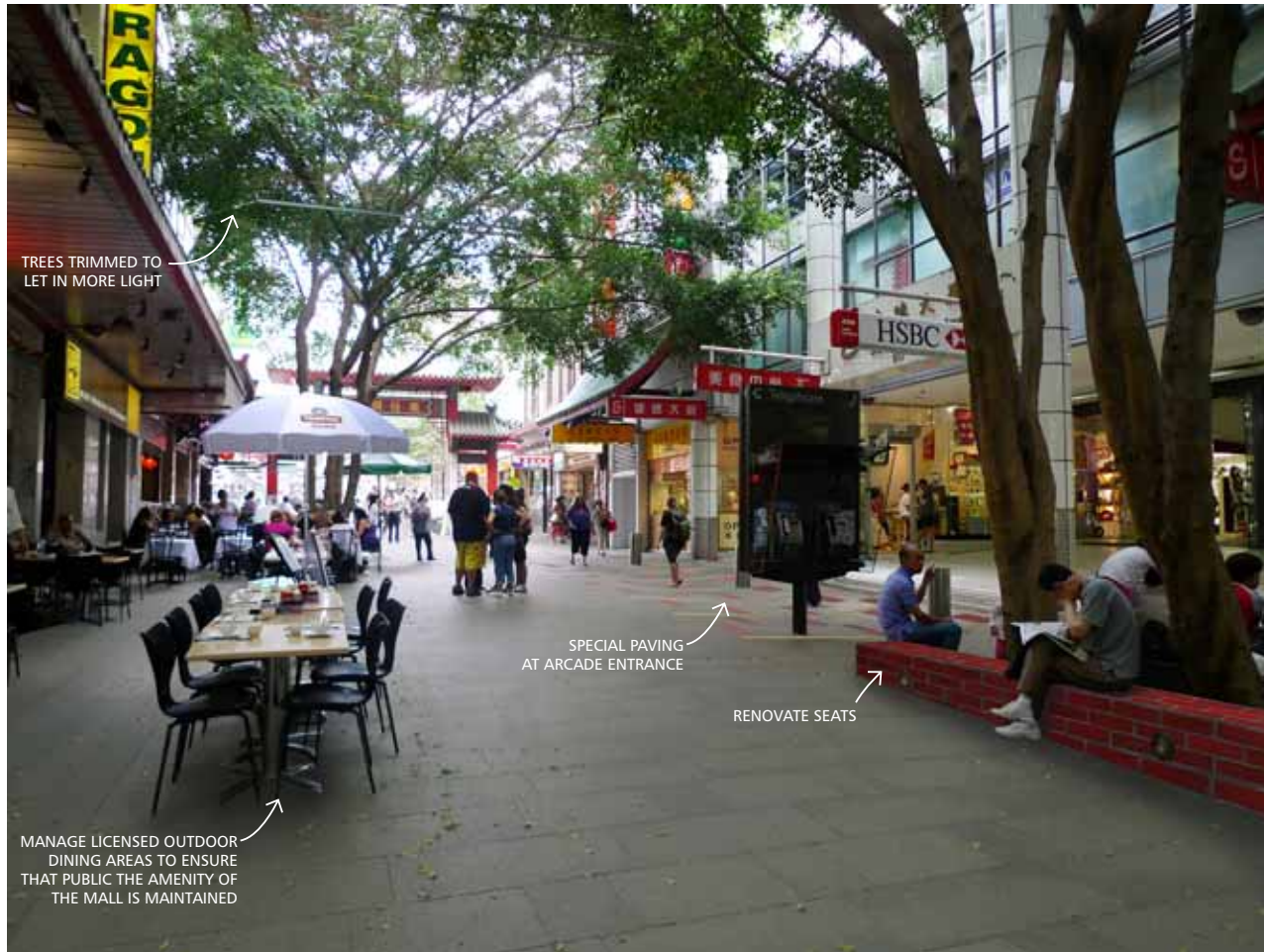
## Feasibility

The City of Sydney has the authority to undertake renovations to Dixon Street south.





EXISTING: DIXON STREET MALL



PROPOSED: DIXON STREET MALL

## DIXON STREET NORTH

### Project objectives

- To improve the character of the street.
- To encourage increased public activity.

### Project components

- Streetscape improvements, including: new paving, pedestrian lighting, and planting.
- Renovation of the level change edge to the Garden Plaza to incorporate public seating and planting.
- Increased visual prominence to the Regal Arcade entrances, both on Dixon Street Sussex Street, possibly through markings in the paving (refer materials/ wayfinding overlay description).
- Investigate possible projected art at the Garden Plaza awning to increase the visual prominence and interest of north Dixon Street when viewed from the southern side of Goulburn Street.
- Investigate the introduction of programmed events, such as the extension of Dixon Street's weekly night markets into this space.
- Investigate establishing a Chinese Cultural Centre at the former Harbour City Cinema site to create a prominent activity attractor at the northern end of Dixon Street.

### Project benefits

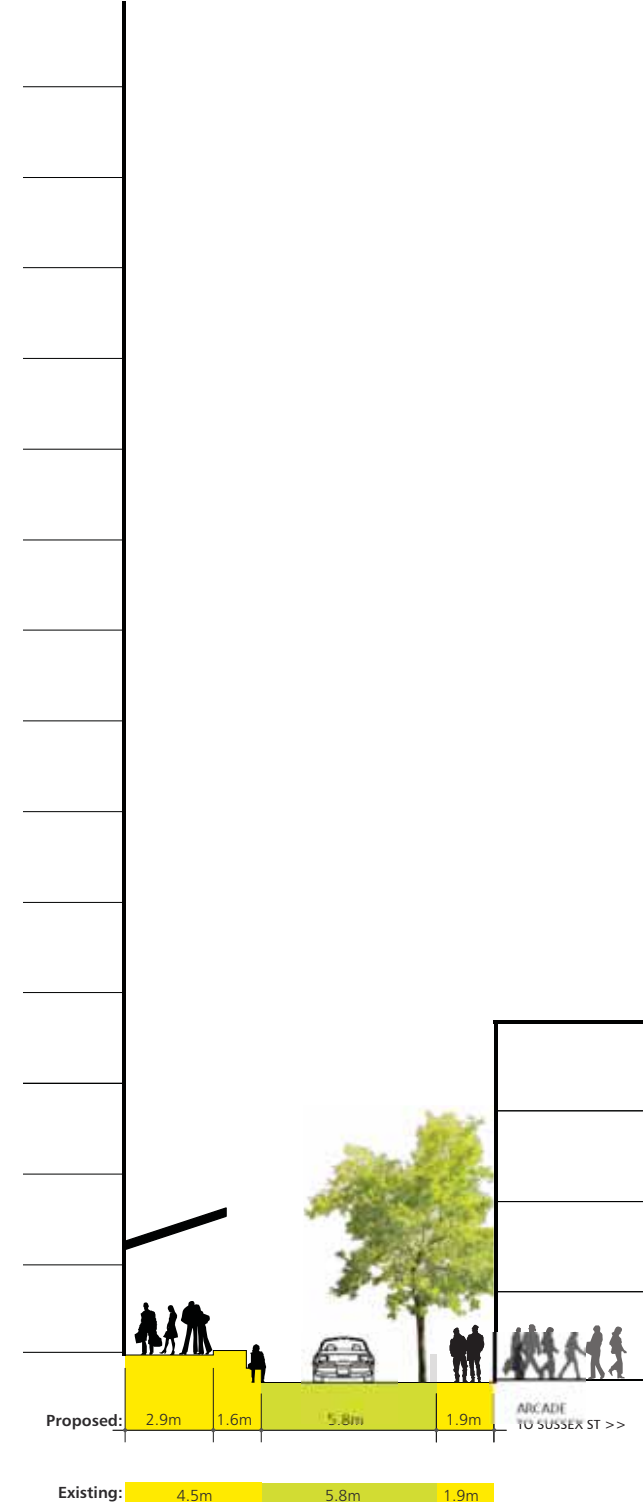
The public domain upgrade would make Dixon Street north more visually appealing and inviting. This would potentially attract more visitation and consequently facilitate increased business activity fronting the street.

### Feasibility

Changes to Dixon Street north would require negotiation with SHFA, the governing agency for this section of the street. Preliminary discussions with SHFA as part of this study indicate that it is supportive of the suggested improvements.

#### SECTION B

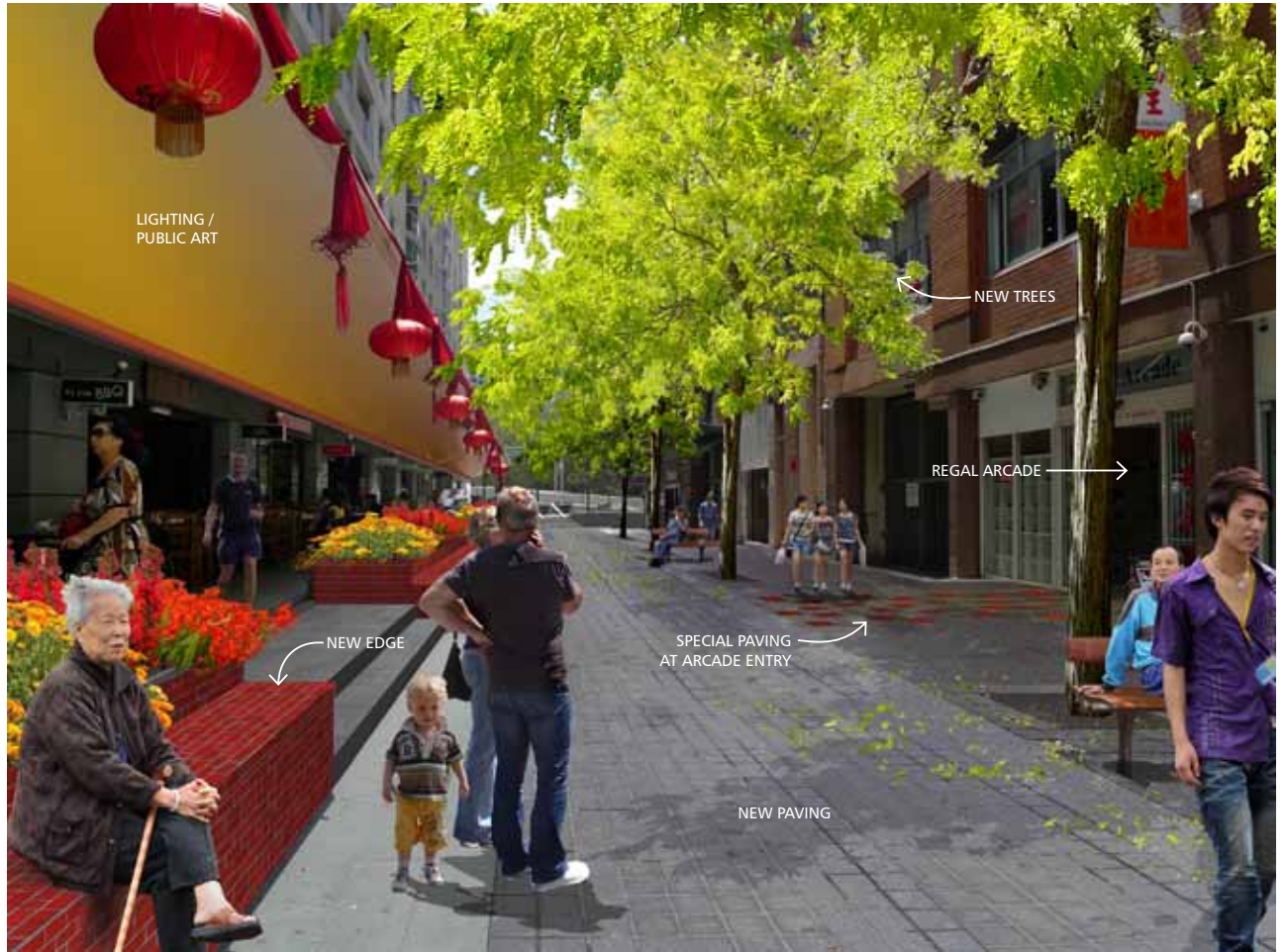
- Shared zone
- Existing footpath







EXISTING: DIXON STREET NORTH



PROPOSED: DIXON STREET NORTH

DIXON STREET

## 5.2 SUSSEX STREET: TRAMS

### THE EXISTING SITUATION

Sussex Street is situated immediately east of, and runs parallel to, Dixon Street. It is a lively street with active street frontages, consisting primarily of small retail businesses and restaurants. A number of pedestrian arcades provide access to both George Street in the east, and Dixon Street in the west.

Sussex Street's north-south orientation provides good solar access to the street. Despite limited footpath space, there are existing street trees located along Sussex Street, primarily north of Goulburn Street. At night, decorative lighting (designed by Peter McGregor) suspended across the street forms a luminous 'ceiling' above Sussex Street south of Goulburn Street.

The primary public domain issue at Sussex Street is the confluence of strong vehicular and pedestrian activity, which compete for limited space. A (southbound) one-way street, Sussex Street currently experiences high levels of vehicular traffic (average weekday volume of 6,235; Arup, 2009). It also provides important service access (loading) to businesses—not only along Sussex Street, but also the Dixon Street pedestrian mall.

The high volume of vehicular traffic coincides with high levels of pedestrian activity along Sussex Street, (2,274 weekday peak hour, 2,676 weekend peak hour; Arup 2009).

The conflict between vehicular and pedestrian activity is particularly evident at the Goulburn Street

intersection, where the narrow footpaths experience significant congestion. During the community consultation for this study, the limited footpath space at Sussex Street was strongly identified as an issue to be addressed.

### Constraints

- The primary constraint to widening the footpaths along Sussex Street is the need to provide for loading access to the businesses along Sussex Street and Dixon Street.
- Along some sections of the street, the presence of awnings over the existing footpaths limit the opportunities for street tree planting.

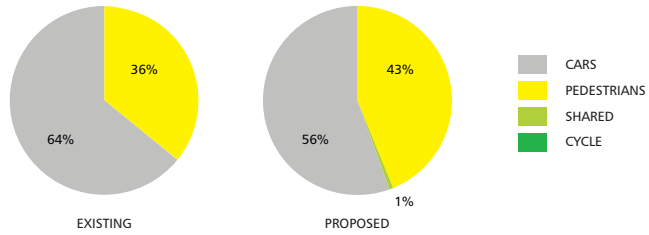
### Opportunities

Sussex Street has been identified by Transport NSW as one of the potential routes for the planned light rail extension from Haymarket to Circular Quay. Should this route be adopted (subject to the outcome of Transport NSW's Light Rail Feasibility Study), the way Sussex Street operates would change. In all likelihood, the trams would run along the centre of the street in both directions; consequently, Sussex Street would also become two-way for cars. Parking and loading would most likely need to be maintained on either side of the street.

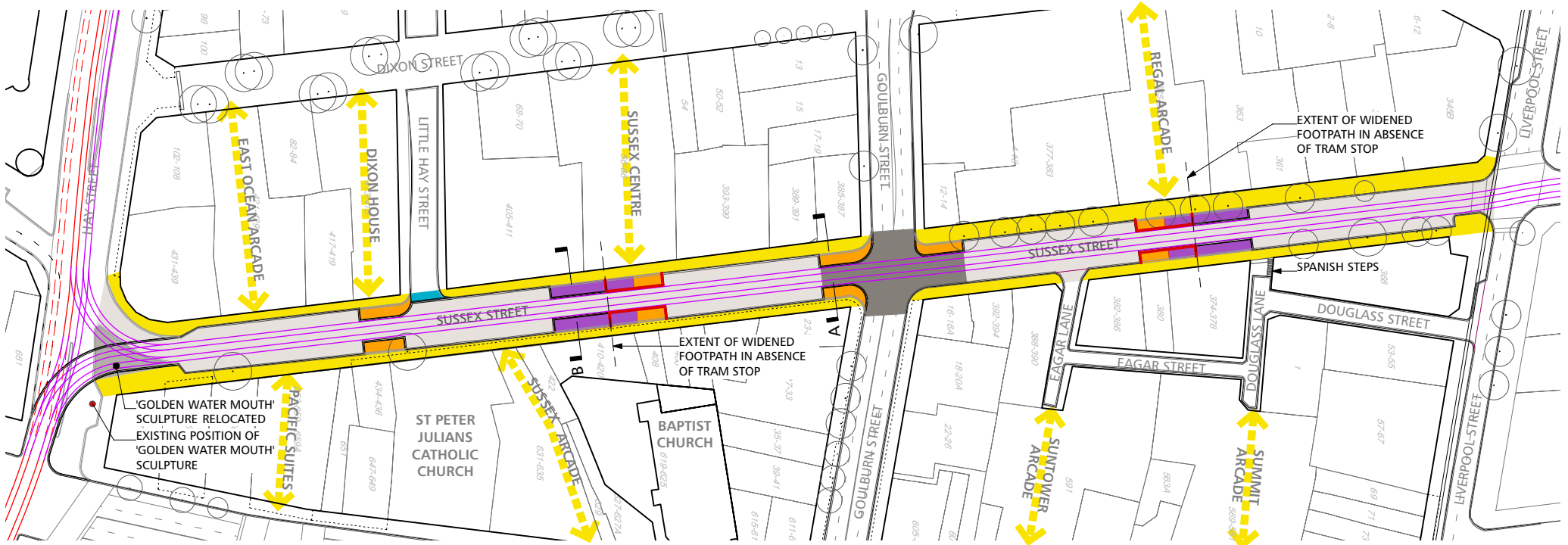
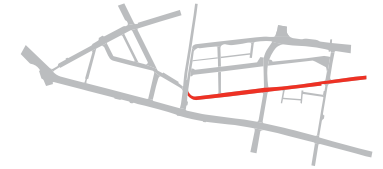
The significant physical and operational changes resulting from the introduction of light rail along Sussex Street could provide the impetus for the simultaneous development of public domain improvements. However, public domain



### ALLOCATION OF SPACE IN SUSSEX STREET:

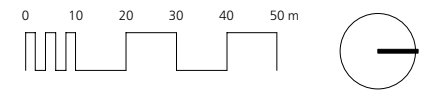


### SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)



#### LEGEND

- |  |                                    |  |  |  |                             |
|--|------------------------------------|--|--|--|-----------------------------|
|  | EXISTING PEDESTRIAN SPACE          |  | EXISTING ROAD                                |  | EXISTING TRAM LINE RETAINED |
|  | PROPOSED PEDESTRIAN SPACE          |  | PROPOSED ROAD                                |  | EXISTING TRAM LINE REMOVED  |
|  | PROPOSED DRIVEWAY/RAISED THRESHOLD |  | PROPOSED SPECIAL ROAD PAVEMENT (EG: COBBLES) |  | PROPOSED TRAM LINE          |
|  | EXISTING ARCADE CONNECTION         |  | EXISTING TREE                                |  | PROPOSED TRAM STOP          |



improvements to Sussex Street should not be contingent upon the development of light rail.

## THE PROJECT

### Project objectives

- To create more pedestrian space along Sussex Street, particularly at the Goulburn Street intersection.
- To maintain provisions for on-street parking and loading.
- To allow for potential future light rail development along Sussex Street.

### Project components

- Footpath widening at three sides of the Goulburn Street intersection. At this time, kerb widening is not proposed

at the north-eastern corner of the intersection, in order to maintain the existing busy left turn from Sussex Street into Goulburn Street. However, should traffic volumes change in the future, kerb widening at this corner should be considered.

- Footpath widening to create generous mid-block pedestrian crossings. The crossings are strategically located at entrances to existing arcades, and have the potential to be expanded to form tram stops if required in the future.
- Increased visual prominence to the arcade entrances, possibly through markings in the paving (refer materials/wayfinding overlay description).
- Streetscape improvements, including: new paving, pedestrian lighting and street furniture.

- Street tree planting at widened footpaths, and elsewhere where space permits.
- Stormwater harvesting off building awnings, where applicable, to water street trees.

### Provision for cyclists

The City's *Cycle Strategy and Action Plan 2007-2017* has recommended the development of a separated cycleway along Sussex Street. In light of the potential introduction of light rail along Sussex Street, the type of provision for cyclists here requires further investigation. There is the potential for cyclists to utilise the tram lanes in a shared environment, similar to the current situation along Hay Street.





EXISTING: SUSSEX STREET/GOULBURN STREET INTERSECTION

### Project benefits

- Increased footpath space that facilitates pedestrian crossing.
- Potential for outdoor dining at widened footpath areas.
- On-street parking and loading provisions are substantially maintained.

### Feasibility

- Council has the authority to undertake the upgrade.
- Footpath widening and other streetscape improvements can be implemented regardless of whether the light rail development along Sussex Street occurs.



PROPOSED: SUSSEX STREET/GOULBURN STREET INTERSECTION

## 5.3 GOULBURN STREET: CONNECTING

### THE EXISTING SITUATION

Goulburn Street is a busy two-way street that forms a vital east-west arterial route in the City's road network. Within Chinatown, it bisects Dixon Street and Sussex Street north of the Dixon Street mall, effectively separating the Chinatown's 'urban core' from its northern area.

The section of Goulburn Street east of Dixon Street is very lively, with active street frontages comprising primarily retail businesses and restaurants. It forms a busy pedestrian route from George Street, providing the primary access to Chinatown from the north. This is reflected in the high volumes of pedestrian activity (1,524 weekday peak hour, 2,730 weekend peak hour; Arup 2009), which coincides with high volumes of vehicular traffic (26,412 average weekday traffic; Arup 2009). The competition between cars and pedestrians for space along Goulburn Street is particularly evident at the pedestrian crossings at the Sussex Street intersection.

There is significantly less pedestrian activity on Goulburn Street between Dixon Street and Harbour Street (426 weekday peak hour, 432 weekend peak hour; Arup 2009), where the road is substantially wider and there is less commercial street frontage.

### Constraints

Goulburn Street is an RTA-controlled road; as such, any changes to the operation of the road would require negotiation with, and approval from, the RTA. As Goulburn Street forms a major east-west connection through the City, it is highly unlikely that

changes that affect the capacity of the road would be accepted.

### THE PROJECT

#### Project objectives

- To improve pedestrian amenity at the Sussex Street and Dixon Street intersections.
- To increase the sense of connection between Chinatown's core and Chinatown north.

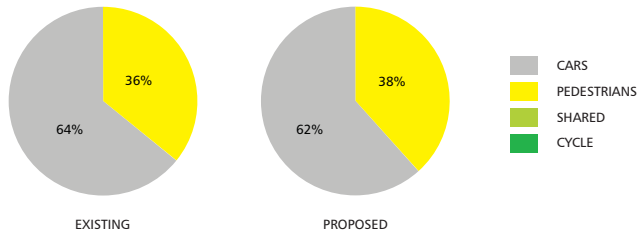
#### Project components

- Footpath widening on Sussex Street to increase pedestrian space at intersection (refer Sussex Street project description).
- Visually emphasise the intersections at Sussex Street and Dixon Street, to prioritise the pedestrian crossing experience and visually connect Chinatown across Goulburn Street, through:
  - ↳ decorative lighting across the intersections
  - ↳ change of road pavement surface at the intersections, and
  - ↳ raised pedestrian thresholds at the intersections.

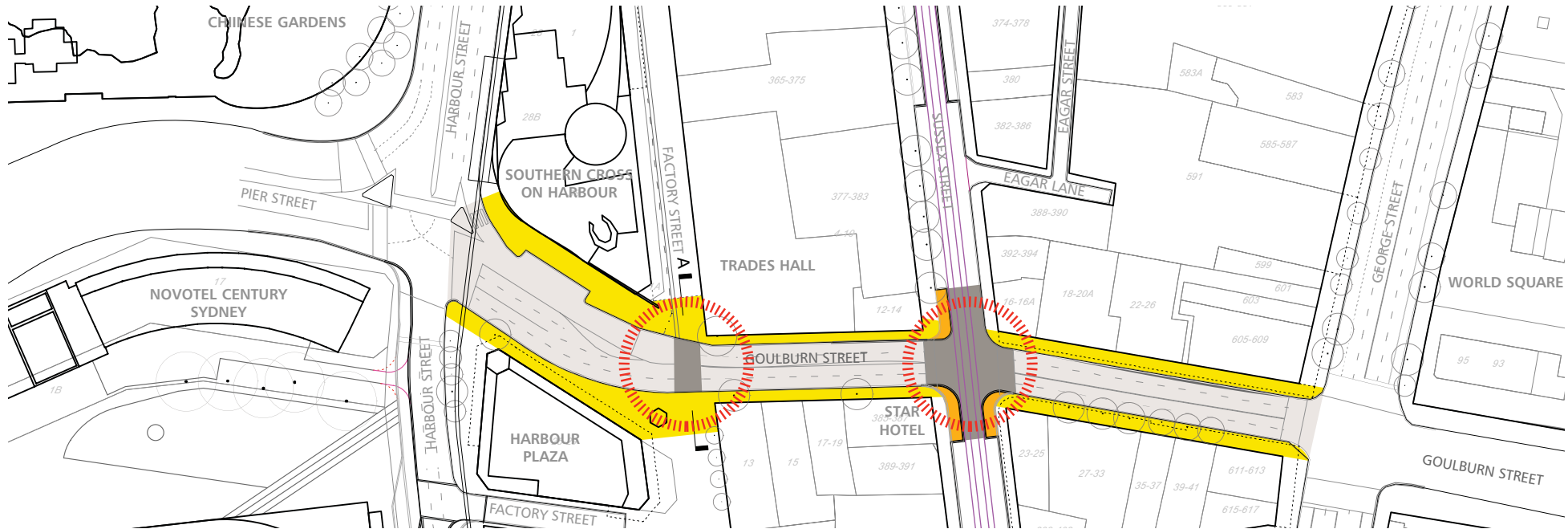
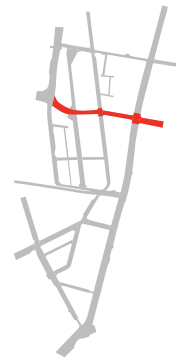
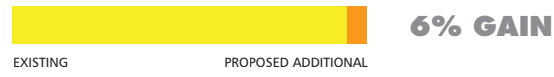
Changes at the intersections could comprise any or all of the above suggested components, depending on negotiations with the RTA.



### ALLOCATION OF SPACE IN GOULBURN STREET:

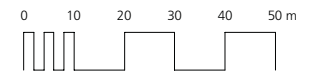


### SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)



#### LEGEND

- EXISTING PEDESTRIAN SPACE
- PROPOSED PEDESTRIAN SPACE
- EXISTING ROAD
- PROPOSED SPECIAL ROAD PAVEMENT (EG: COBBLES)
- EXISTING TREE



- Streetscape improvements, including: new paving, pedestrian lighting and street furniture. Street tree planting where space permits.
- Stormwater harvesting off building awnings, where applicable, to water street trees.

### Provision for cyclists

The City's *Cycle Strategy and Action Plan 2007-2017* has recommended the development of a separated cycleway along Goulburn Street, east of Sussex Street. As Goulburn Street is a busy arterial road and controlled by the RTA, the type of provision for cyclists here requires further investigation.

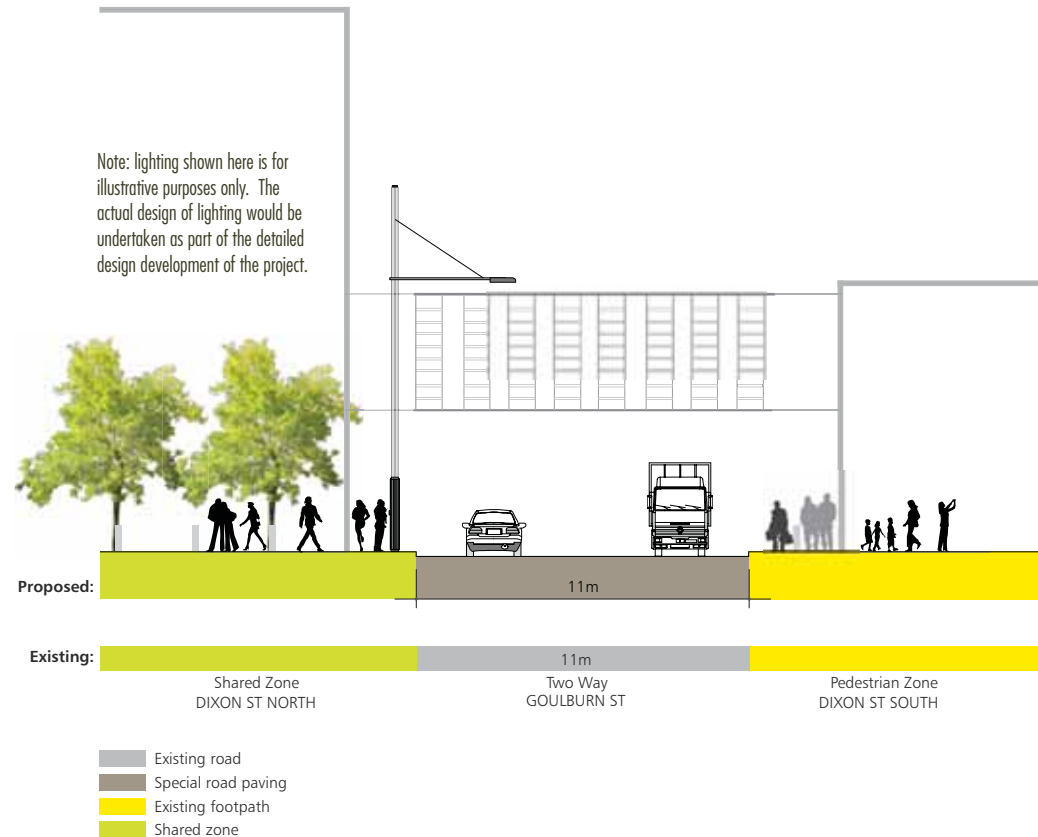
### Project benefits

- Increased footpath space at Sussex Street facilitates pedestrian crossing
- Visual emphasis on the Sussex Street and Dixon Street intersections connects Chinatown across Goulburn Street, and prioritises the pedestrian experience, without compromising the capacity of the road to handle large volumes of through traffic.

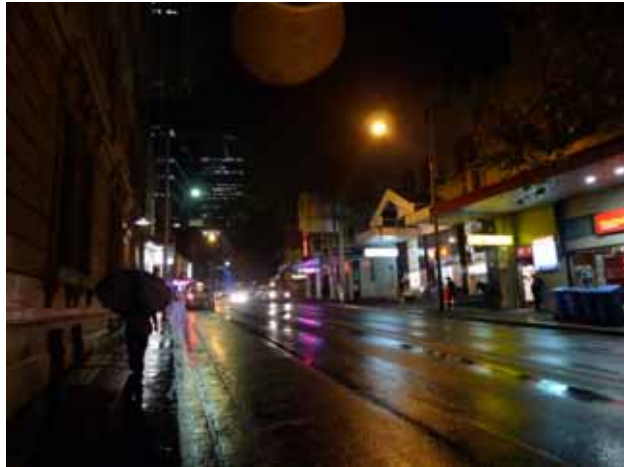
### Feasibility

The City of Sydney has the authority to undertake the footpath widenings at the Sussex Street intersection (refer Sussex Street project description).

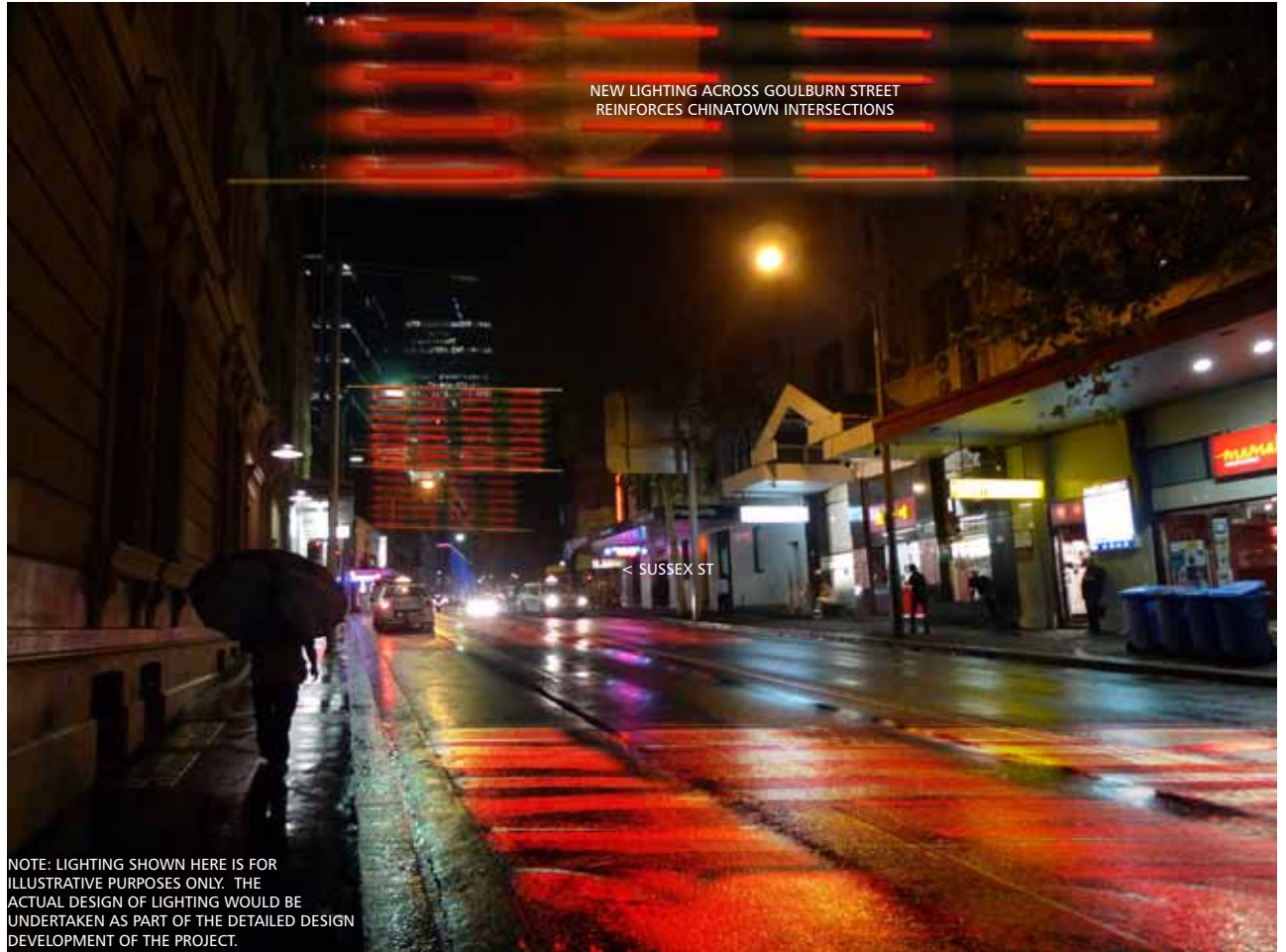
The other suggested changes at the Sussex Street and Dixon Street intersections would require negotiation with the RTA.







EXISTING



NOTE: LIGHTING SHOWN HERE IS FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL DESIGN OF LIGHTING WOULD BE UNDERTAKEN AS PART OF THE DETAILED DESIGN DEVELOPMENT OF THE PROJECT.

PROPOSED

## 5.4 HAY STREET: HUB

### THE EXISTING SITUATION

Hay Street is a key east-west connection in the city's road network, servicing pedestrians, cars and light rail. It has been identified by both *Sustainable Sydney 2030* (City of Sydney, 2008) and the *Public Spaces Public Life Study* (Gehl Architects, 2007) as an important pedestrian route in the city, linking Belmore Park to the Powerhouse Museum. Hay Street has also been identified in the City of Sydney's *Cycle Strategy and Action Plan 2007-2017* (2007) as a regional cycle route.

In addition to being a major cross connection through the city, Hay Street also functions as Chinatown's urban nexus, providing pedestrian access to Dixon Street, Sussex Street and Thomas Street, as well as Paddy's Market and the Entertainment Centre.

Hay Street currently experiences high volumes of pedestrian activity, with an average weekday peak hour of 2,298 people and an average weekend peak hour of 2,754 people (Arup 2009). However, high volumes of road traffic (6,289 average weekday volume, Arup 2009), in conjunction with the tram lines that occupy the southern half of the street, significantly impede pedestrian access between the Chinatown's core and the area south of Hay Street.

Paddy's Market occupies much of Hay Street's southern frontage, with the primary entry to the markets and Market City located at the intersection with Thomas Street. However, the market activity is internalised, and the presence of the tram lines immediately adjacent to the market building limits pedestrian accessibility to its northern edge. This

has resulted in a largely inactive southern side to Hay Street, in contrast to its busy northern side.

### Constraints

- A heritage listed storm water channel is situated under Hay Street. The location of the storm water channel needs to be considered in any proposed physical reconfiguration of Hay Street, and may restrict the location of proposed services and tree planting.
- Hay Street is an RTA-controlled road. Any changes to its operation would require negotiation with, and approval from, the RTA.

### Opportunities

- The heritage listed storm water channel is a significant cultural artefact that could potentially be expressed as part of the street upgrade.

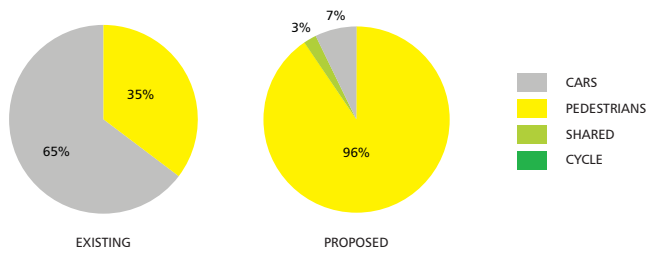
### THE PROJECT

#### Project objectives

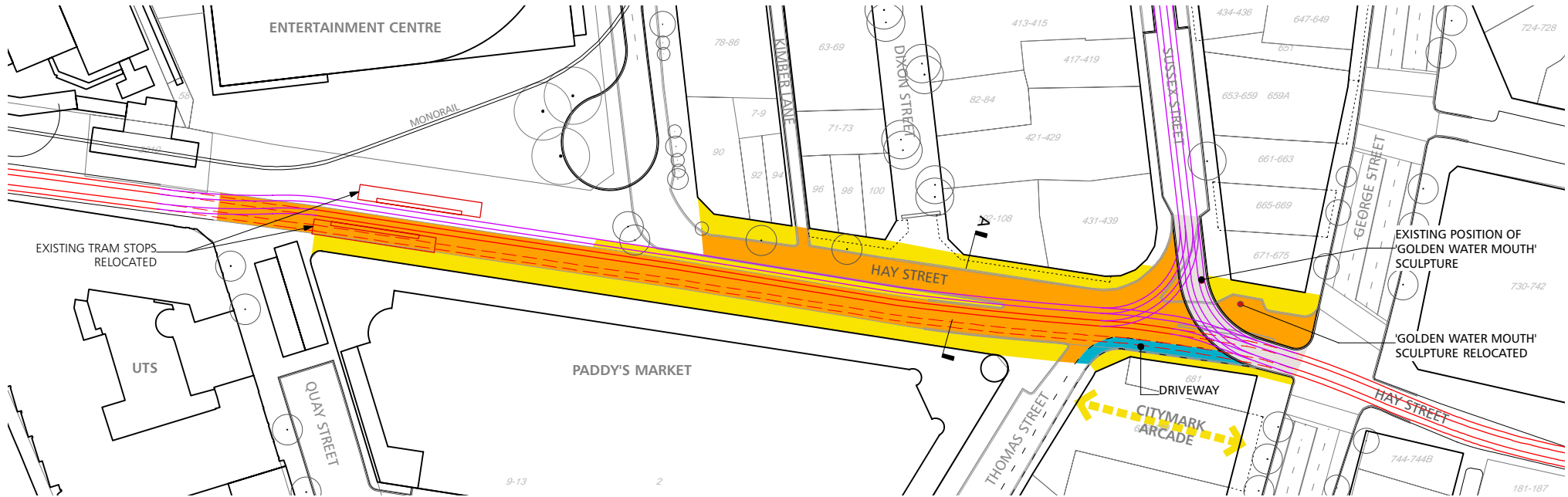
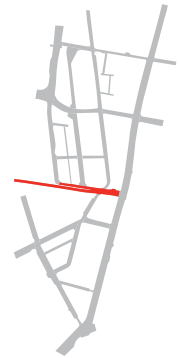
- To strengthen Hay Street's role as the urban heart of Chinatown
- To improve the pedestrian amenity of the street, and strengthen connectivity between Chinatown 'core' and Chinatown south.
- To create space for events and festivals
- To activate the northern façade of Paddy's Market
- To improve the character of the street



### ALLOCATION OF SPACE IN HAY STREET:

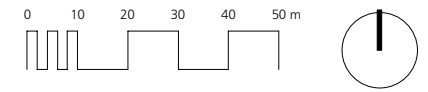


### SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)



#### LEGEND

- EXISTING PEDESTRIAN SPACE
- PROPOSED PEDESTRIAN SPACE
- PROPOSED DRIVEWAY/RAISED THRESHOLD
- EXISTING ARCADE CONNECTION
- EXISTING ROAD
- EXISTING TREE
- EXISTING TRAM LINE RETAINED
- EXISTING TRAM LINE REMOVED
- PROPOSED TRAM LINE



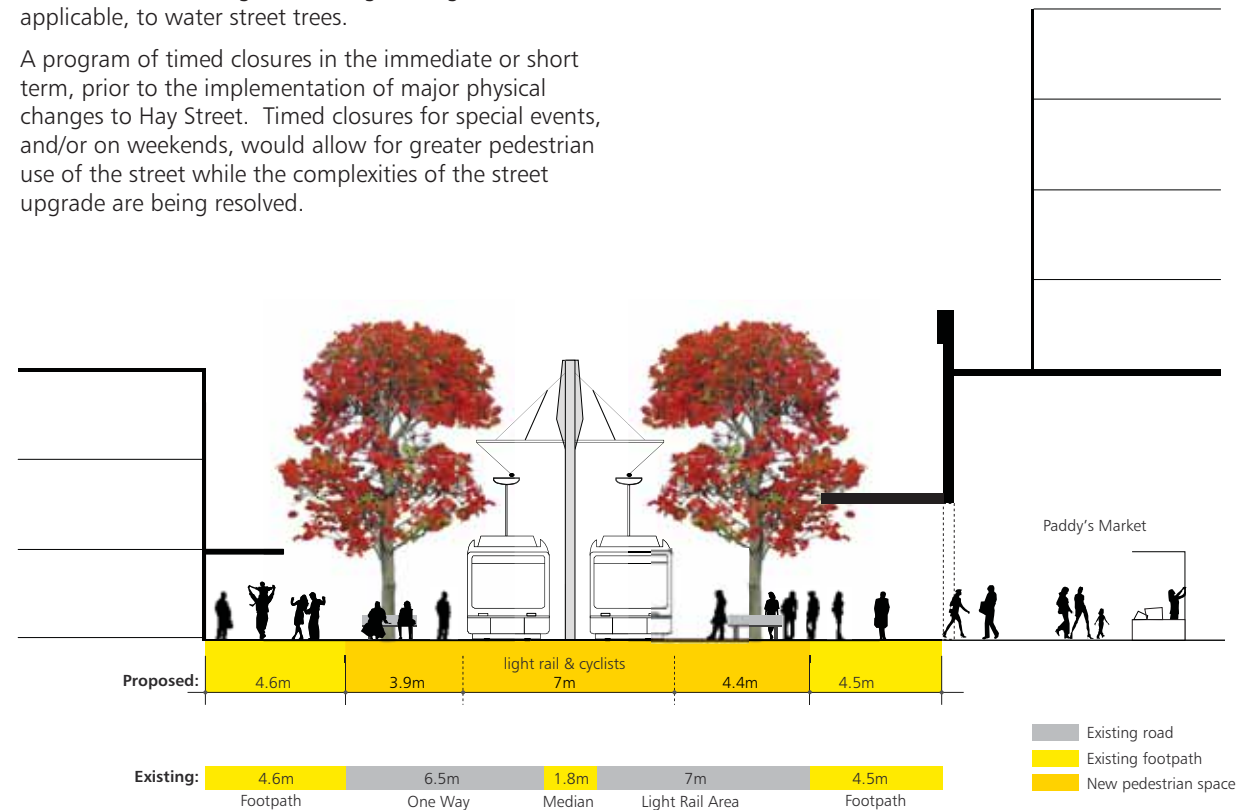
## Project components

- Close Hay Street to vehicular traffic west of Sussex Street, creating a pedestrian mall (similar to Pitt Street). Vehicular access for loading would be maintained through timed access, similar to Dixon Street.
- The Sussex Street intersection would be reconfigured to maintain vehicular connectivity with George Street, and allow for potential light rail development in the future. Whilst the Thomas Street intersection would be closed to traffic, vehicular access to the Marigold Carpark would be provided by a driveway from George Street.
- Reconfiguration of the Sussex Street intersection would most like require the minor relocation of the existing 'Golden Water Mouth' sculpture (to be undertaken in consultation with the artist).
- Centre the trams in Hay Street by moving the southern (currently westbound) tram line north of the existing northern (eastbound) tram line. The result would be similar to Bourke Street Mall, in Melbourne.
- The relocation of the tram line would provide more space adjacent to northern façade of Paddy's Market, creating an opportunity to activate that edge with programmed activities and events, such as outdoor markets and festivals.
- Develop an awning along the northern façade of Paddy's Market, along with provision for access to power and water, to facilitate programmed activities and events.
- A major permanent public art project at the north-eastern end of Paddy's Market, opposite Dixon Street. This project could be embedded in the paving and/or a kinetic electronic display, responding to the dynamism of the street activity (refer Chinatown Public Art Plan).

- Streetscape improvements, including: new paving, pedestrian lighting and street furniture.
- Tree planting along the new pedestrian mall, preferably using a species with high visual impact and seasonal interest.
- Stormwater harvesting off building awnings, where applicable, to water street trees.
- A program of timed closures in the immediate or short term, prior to the implementation of major physical changes to Hay Street. Timed closures for special events, and/or on weekends, would allow for greater pedestrian use of the street while the complexities of the street upgrade are being resolved.

## Provision for cyclists

The City's *Cycle Strategy and Action Plan 2007-2017* has recommended the development of a separated cycleway along Hay Street. However, with the development of a





pedestrian mall, it may be more appropriate to provide for cyclists in a shared environment in Hay Street. Details of type of cyclist facility to be provided in Hay Street warrants further investigation as part of the development of the concept design for this project.

### Project benefits

- A major new pedestrian-priority space in the heart of Chinatown that strengthens east-west connectivity through Chinatown, and facilitates north-south connectivity between Chinatown's urban core and the area south of Hay Street.
- Additional space for events and festivals within Chinatown, which will help to relieve the current pressure in Dixon Street as the activity focus of Chinatown.
- This project creates opportunities to further win back public space elsewhere in Chinatown, particularly at Harbour Street and Thomas Street (refer respective project descriptions).



PROPOSED

### Potential extension of Hay Street west

The changes to Hay Street shown here extend west to Quay Street, the limit of the study area. Between Harbour Street and Quay Street, the mall connects with the existing forecourt space south of the Entertainment Centre. From this space, pedestrian access west to the Powerhouse Museum and Harris Street/Ultimo is currently provided from the Paddy's Markets monorail station via a pedestrian bridge. The legibility of this route from Hay Street is very poor, and signposting is inconspicuous.

Extension of Hay Street west, across Darling Drive to Macarthur Street, would significantly improve the east-west pedestrian route from Belmore Park to Ultimo. Such an extension would involve crossing the existing rail corridor at grade, and would require agreement from a number of agencies including SHFA and the Rail Infrastructure Corporation. The extension of Hay Street could form part of the Hay Street upgrade, or be undertaken as a separate project.

### Feasibility

- The pedestrianisation of Hay Street is a major undertaking that would require negotiation with multiple stakeholders, including the RTA, SHFA, Paddy's Market, Metro Light Rail and local

businesses. As such, a long and complex design process is likely to be required before this project is realised. However, a program of timed closures could be implemented in the immediate or short term, which would facilitate improved pedestrian use of the space for events and festivals.

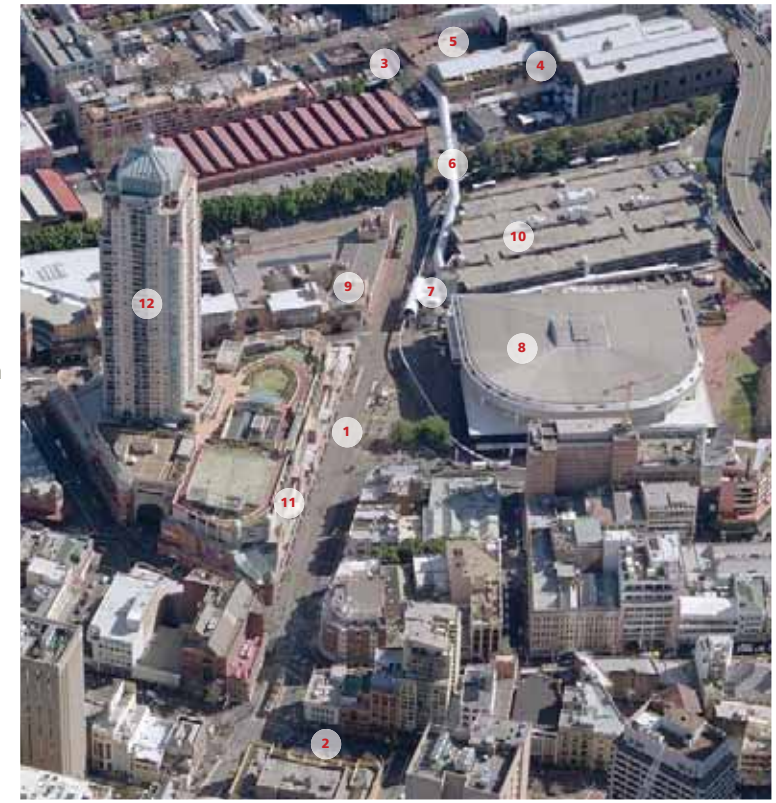
- The reconfiguration of the light rail in Hay Street would be a significant and costly undertaking. While the public domain benefit of centring the trams is also substantial, the creation of the pedestrian mall need not, and should not, be contingent upon the suggested changes to the light rail.



Left: Access to pedestrian bridge to Powerhouse Museum, at the Paddy's Markets monorail station in Hay Street.  
Top: Light rail lines and pedestrian bridge at Darling Drive/Hay Street intersection.  
Above: Extension of Hay Street alignment to Macarthur Street would need to cross the existing rail corridor.



1. Hay Street
2. George Street
3. Macarthur Street
4. Powerhouse Museum
5. Museum forecourt
6. pedestrian bridge
7. Paddy's Market monorail station
8. Entertainment Centre
9. UTS
10. carpark
11. Paddy's Market
12. The Peak



source: www.bing.com, photo date: 2010

HAY STREET

## 5.5 HARBOUR STREET: WELCOME MAT

### THE EXISTING SITUATION

Situated generally parallel to Dixon Street, Harbour Street forms the boundary between Chinatown and Darling Harbour at the western edge of the study area. North of Goulburn Street, Harbour Street functions as a busy main road that provides access to the Western Distributor and Harbour Bridge. The western side of this section of Harbour Street is bounded by the Chinese Gardens, which is enclosed by a high wall with no openings to the street (entry to the gardens is located in Darling Harbour).

South of Goulburn Street, Harbour Street is one-way (northbound) road that operates in conjunction with Hay Street to provide a busy through-traffic route from George Street. Small retail and restaurant businesses, as well as the Holiday Inn hotel, front the eastern side of this section of Harbour Street. The Entertainment Centre is situated on the western side of this section of Harbour Street; the large forecourt spaces surrounding the Entertainment Centre function informally as supplementary event space for Chinatown.

### Constraints

- Harbour Street is an RTA-controlled road. Any changes to its operation would require negotiation with, and approval from, the RTA.
- The western side of Harbour Street is governed by SHFA; changes here would require negotiation with, and agreement from, SHFA.

### Opportunities

The potential future redevelopment of the Entertainment Centre would create an opportunity to increase pedestrian-oriented space on Harbour Street, possibly with a plaza that addresses Chinatown's western edge.

### THE PROJECT

#### Project objectives

- To improve pedestrian connectivity between Chinatown and Darling Harbour, including the Entertainment Centre and Chinese Gardens.
- To create space for large events and additional street markets, to relieve the pressure on Dixon Street.
- To maintain event access provisions to the Entertainment Centre, as well as general access to businesses along the eastern side of Harbour Street.
- To improve the character of the street.

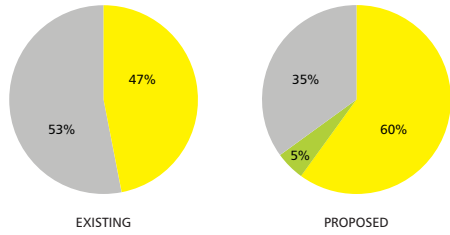
#### Project components

- Closure of Harbour Street at Hay Street, and the introduction of two-way traffic along Harbour Street with a vehicle turnaround at the Hay Street end.
- Widen footpaths on both sides of Harbour Street. Provision for event coach parking outside the Entertainment Centre, and vehicle pull-in outside the Holiday Inn, would be maintained.





### ALLOCATION OF SPACE IN HARBOUR STREET:

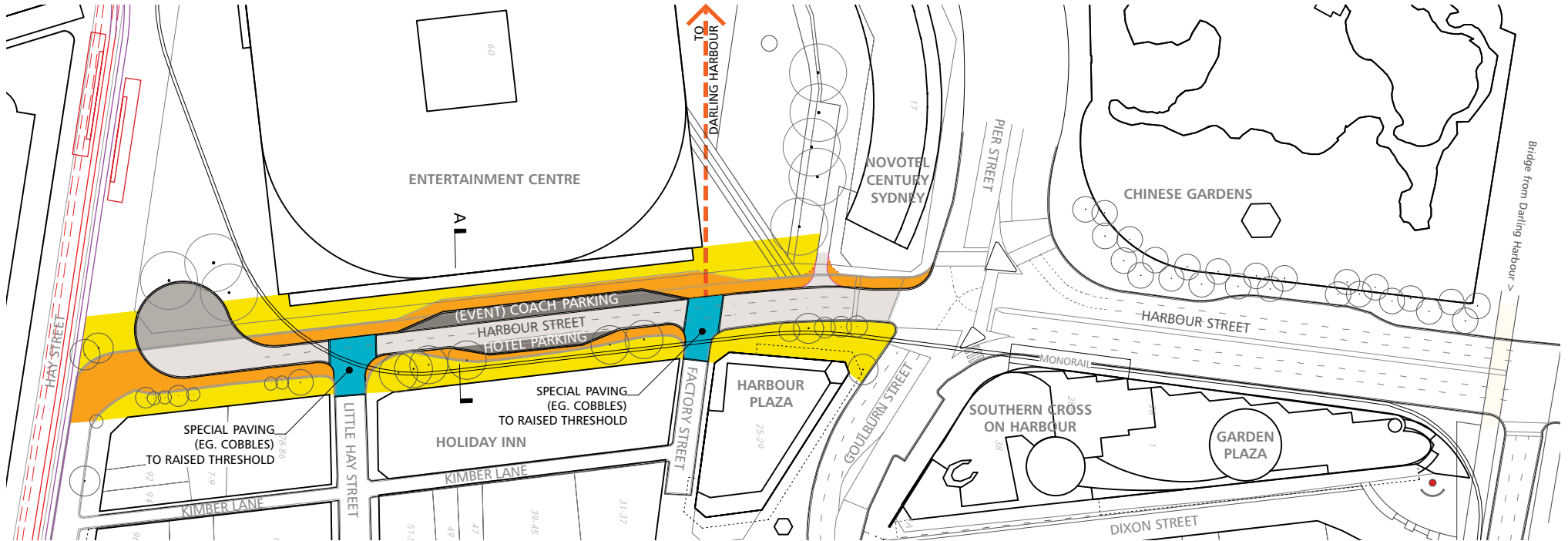
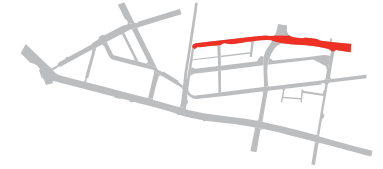


- CARS
- PEDESTRIANS
- SHARED
- CYCLE

### SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)

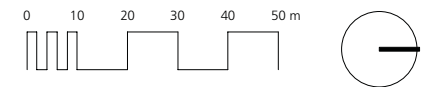


**39% GAIN**



#### LEGEND

- |   |  |   |
|---|--|---|
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #ffff00; border: 1px solid black; margin-right: 5px;"></span> EXISTING PEDESTRIAN SPACE          | <span style="display: inline-block; width: 20px; height: 10px; background-color: #cccccc; border: 1px solid black; margin-right: 5px;"></span> EXISTING ROAD                               | <span style="display: inline-block; width: 20px; border-bottom: 2px solid red; margin-right: 5px;"></span> EXISTING TRAM LINE RETAINED                |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #ff8c00; border: 1px solid black; margin-right: 5px;"></span> PROPOSED PEDESTRIAN SPACE          | <span style="display: inline-block; width: 20px; height: 10px; background-color: #808080; border: 1px solid black; margin-right: 5px;"></span> PROPOSED ROAD                               | <span style="display: inline-block; width: 20px; border-bottom: 2px dashed red; margin-right: 5px;"></span> EXISTING TRAM LINE REMOVED                |
| <span style="display: inline-block; width: 20px; height: 10px; background-color: #008080; border: 1px solid black; margin-right: 5px;"></span> PROPOSED DRIVEWAY/RAISED THRESHOLD | <span style="display: inline-block; width: 20px; height: 10px; background-color: #404040; border: 1px solid black; margin-right: 5px;"></span> PROPOSED SPECIAL ROAD PAVEMENT, EG: COBBLES | <span style="display: inline-block; width: 20px; border-bottom: 2px solid purple; margin-right: 5px;"></span> PROPOSED TRAM LINE                      |
|   |  | <span style="display: inline-block; width: 10px; height: 10px; border: 1px solid black; border-radius: 50%; margin-right: 5px;"></span> EXISTING TREE |



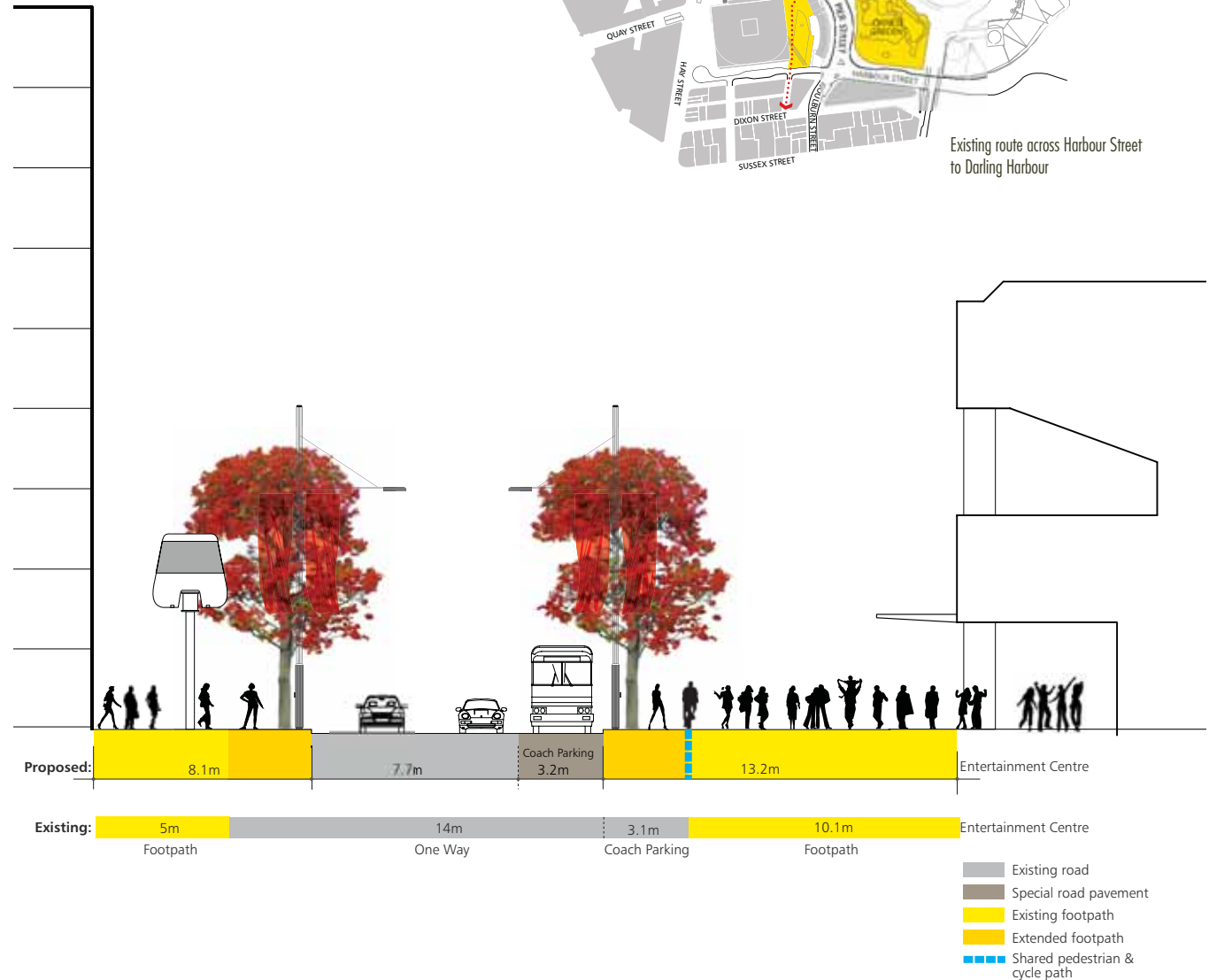
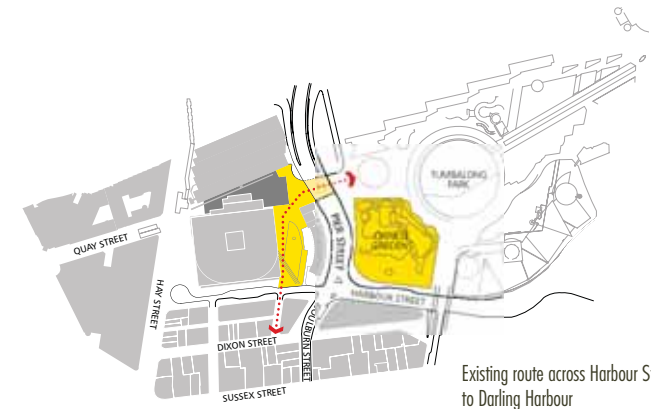
- Raised pedestrian thresholds at both Little Hay Street and Factory Street, extending across Harbour Street to provide level pedestrian connectivity between Chinatown and Darling Harbour.
- Shared pedestrian and cyclist path to Darling Harbour (subject to further investigation at design development).
- Streetscape improvements, including: new paving, pedestrian lighting, street furniture and street trees.
- Stormwater harvesting off building awnings, where applicable, to water street trees.

### Project benefits

- Stronger pedestrian connection between Chinatown and the Entertainment Centre and Darling Harbour. In particular, the extension of pedestrian-priority space (raised threshold) across Harbour Street at Factory Street strengthens the existing pedestrian route from Chinatown to the Chinese Gardens.
- Additional space along Harbour Street for events and festivals, as well as easier access to the large forecourt spaces around the Entertainment Centre for events and festivals. The additional space would help to relieve the current pressure on Dixon Street as the activity focus of Chinatown.

### Feasibility

The closure of Harbour Street at Hay Street, and the introduction of two-way traffic, is contingent upon the development of the Hay Street mall. However, the suggested footpath widening on either side of Harbour Street, as well as the raised pedestrian thresholds at Little Hay Street and Factory Street, could be implemented irrespective of any changes to Hay Street. Nonetheless, these changes would require negotiation with both the RTA and SHFA.

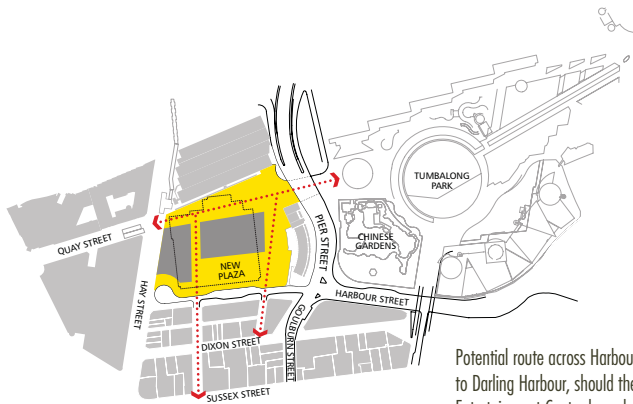




EXISTING



PROPOSED



Potential route across Harbour Street to Darling Harbour, should the Entertainment Centre be redeveloped

< LITTLE HAY ST

NEW TREES

NEW TREES

← WIDER FOOTPATH

← RAISED THRESHOLD AT INTERSECTIONS →

WIDER FOOTPATH, NEW PAVING

HARBOUR STREET

## 5.6 THOMAS STREET: SPINE

### THE EXISTING SITUATION

Thomas Street is of vital importance to Chinatown's pedestrian network, as it provides the only north-south pedestrian route through the southern part of the study area.

The section of Thomas Street north of Ultimo Road is very busy and active. It experiences very high volumes of pedestrian activity, with a weekday peak hour of 1,704 people and a weekend peak hour of 2,796 people (Arup 2009). The high pedestrian activity coincides with high traffic volumes, with an average weekday volume of 5,190 (Arup 2009). Conflict between pedestrian activity and traffic is acutely evident around Paddy's Market, at Thomas Street's intersections with Hay Street and Ultimo Road.

South of Ultimo Road, Thomas Street experiences noticeably less traffic and pedestrian activity, although it is by no means inactive. This section of Thomas Street services a weekday pedestrian peak hour of 1,326 people, and a weekend peak hour of 1,806 people (Arup 2009). The average weekday traffic volume here is 3,982.

### Constraints

- Some provision for loading access to businesses must be maintained.
- Access to the Marigold carpark needs to be maintained.

### Opportunities

The City of Sydney is the governing authority for Thomas Street; as such, unlike some other upgrade projects for Chinatown, physical changes to the street can be made without the need to seek agreement from other agencies. Nonetheless consultation with agency stakeholders and the local community, including businesses, would be required as part of the normal development process.

### THE PROJECT

#### Project objectives

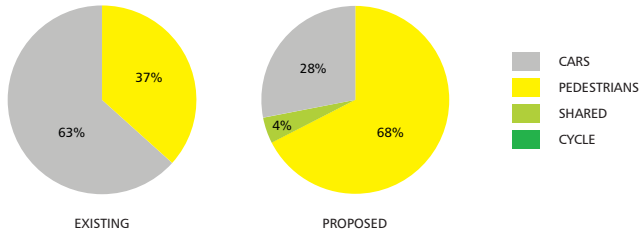
- To increase amount of pedestrian-priority space in the southern part of Chinatown.
- To strengthen pedestrian access through the southern part of Chinatown.
- To improve the character of the street.

#### Project components

- South of Ultimo Road:
  - Create a small new plaza by closing Thomas Street between Ultimo Rd and Thomas Lane
  - Modify the intersection with Thomas Lane to create a one-way loop from Quay Street
  - Footpath widening at Quay Street intersection
  - Maintain parking along Thomas Street south of Thomas Lane, with intermittent footpath widenings to provide additional space for street tree planting and seating



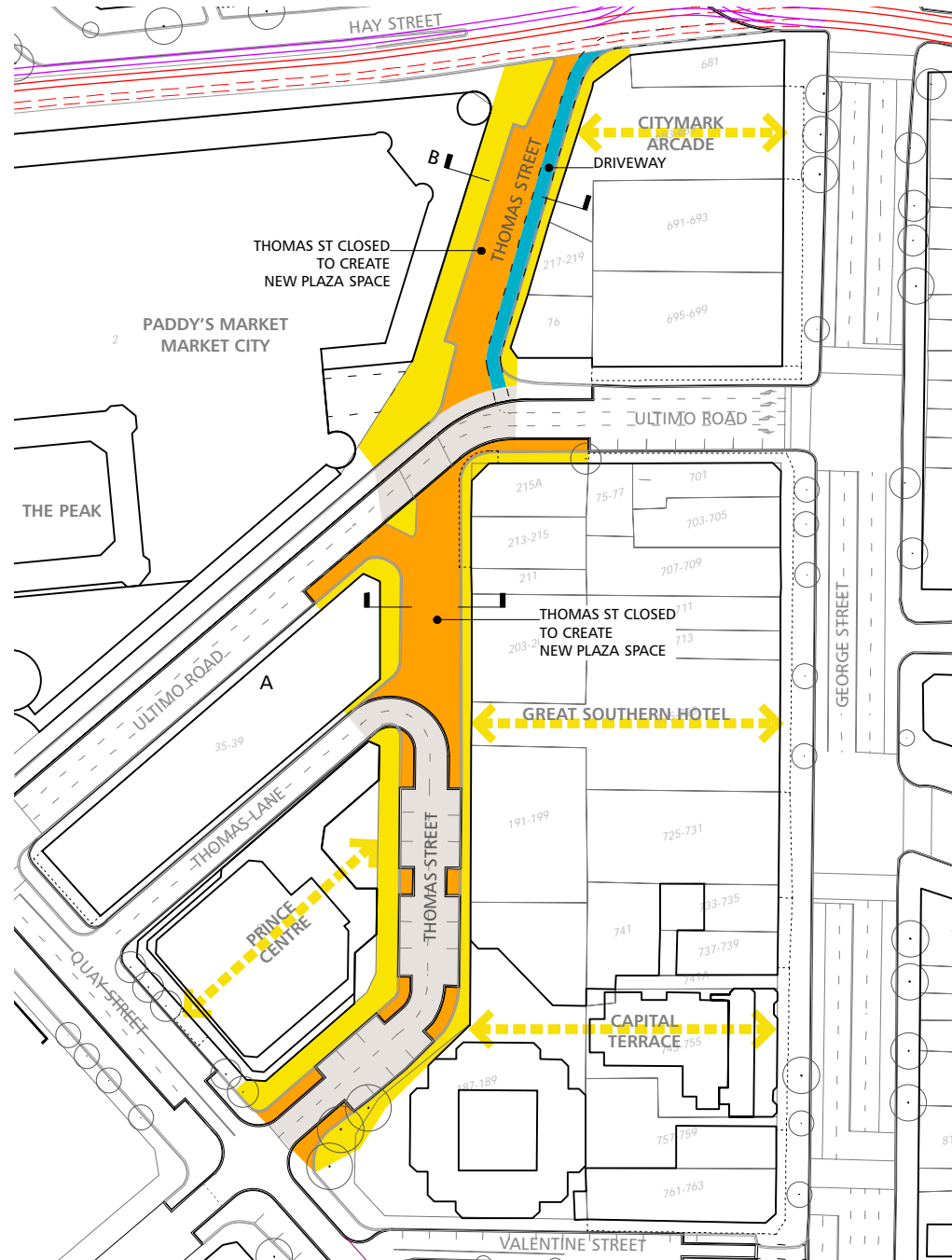
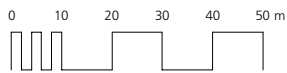
### ALLOCATION OF SPACE IN THOMAS STREET:



### SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)



- EXISTING PEDESTRIAN SPACE
- PROPOSED PEDESTRIAN SPACE
- PROPOSED DRIVEWAY/RAISED TH
- EXISTING ROAD
- EXISTING ARCADE CONNECTION
- EXISTING TRAM LINE RETAINED
- EXISTING TRAM LINE REMOVED
- PROPOSED TRAM LINE
- EXISTING TREE



THOMAS STREET

- North of Ultimo Road:
  - ↳ Create a small new plaza by closing Thomas Street between Ultimo Rd and Hay Street
  - ↳ Provide a one-way driveway to maintain vehicular access to the Marigold carpark.
  - ↳ Provide for cyclists in a shared environment (detail to be confirmed at design development)
- Timed access to the two new plazas for vehicle deliveries to businesses.
- A major permanent public art project in Thomas Street, that establishes a dialogue with the existing 'Golden Water Mouth' sculpture (refer Chinatown Public Art Plan).
- Increased visual prominence to the arcade entrances, possibly through markings in the paving (refer materials/wayfinding overlay description).
- Streetscape improvements, including: new paving, pedestrian lighting, street furniture and street trees.
- Stormwater harvesting off building awnings, where applicable, to water street trees.

- pedestrian connection to the heart of Chinatown from the south.
- Provision for loading access to businesses is maintained through the Thomas Lane–Thomas Street loop, and timed access to the two new squares.
- Access to the Marigold carpark is maintained.

### Traffic impacts

Advice from Arup (2010) indicates that the full closure of Thomas Street south of Ultimo Road is possible because local access and circulation can be facilitated by the loop system utilising Thomas Lane, and the removal of local through traffic to Ultimo Road. Introduction of the local loop would potentially halve the number of vehicles using Thomas Street each day.

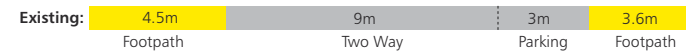
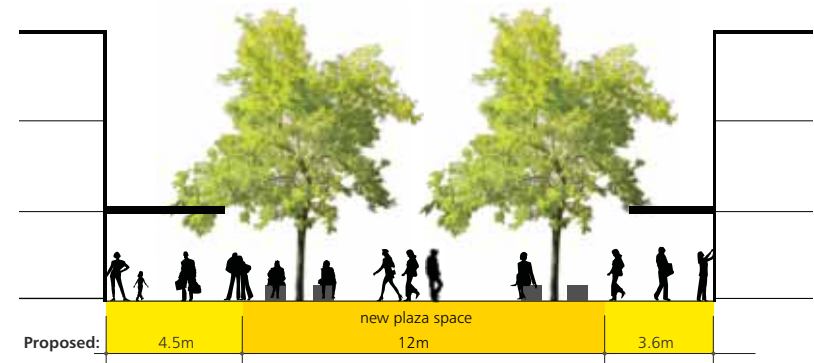
The closure of Thomas Street north of Ultimo Road will remove some 5,000 vehicles that currently travel southbound daily. These vehicles would be redirected to George Street or removed from the area completely by choosing wider travel routes. The proposed driveway across the plaza could attract some 300-500 vehicle movements per day, making it suitable for designation as a shared zone.

### Project benefits

- Two new plazas in the southern part of Chinatown, located where current pedestrian activity is most concentrated.
- A pedestrian spine in the south of Chinatown that provides a strong, clear,

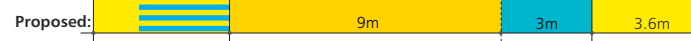
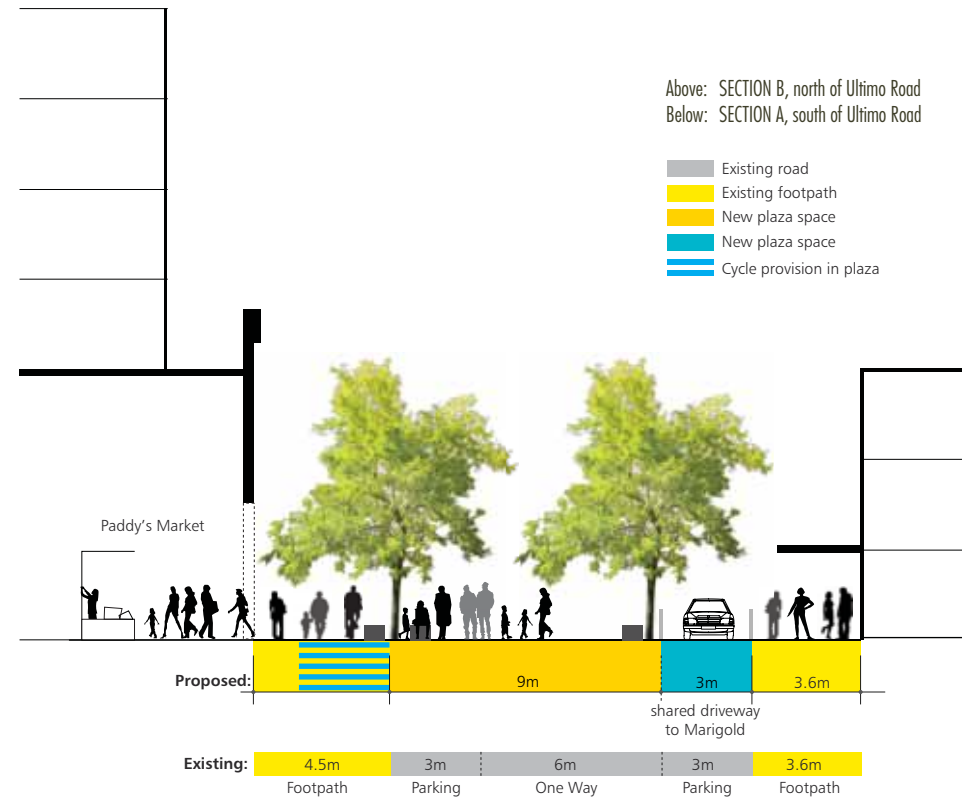
### Feasibility

The closure of Thomas Street between Ultimo Road and Thomas Lane could occur in the immediate to short term, as it is unlikely to cause significant adverse traffic impacts (subject to detailed traffic study).



Above: SECTION B, north of Ultimo Road  
Below: SECTION A, south of Ultimo Road

- Existing road
- Existing footpath
- New plaza space
- New plaza space
- Cycle provision in plaza





EXISTING: THOMAS STREET, SOUTH OF ULTIMO ROAD

The closure of Thomas Street north of Ultimo Road should more likely occur in conjunction with the closure of Hay Street. Nonetheless, this part of the Thomas Street upgrade is not contingent upon the Hay Street project and could be implemented independently of it, albeit with more substantial impacts to traffic flow than the proposed closure south of Ultimo Road alone.



PROPOSED: THOMAS STREET SQUARE, SOUTH OF ULTIMO ROAD

## 5.7 ULTIMO ROAD: CYCLE

### THE EXISTING SITUATION

Ultimo Road is a busy collector road that provides a vital through traffic connection between George Street and Harris Street, Ultimo. The importance of Ultimo Road to Chinatown's road network is reflected by the traffic volumes it carries, servicing an average of 14,802 vehicles a day (RTA 2005, cited in Arup 2009).

Concurrently, Ultimo Road provides an important pedestrian route between Chinatown and Ultimo. The UTS Library, located at the corner of Ultimo Road and Quay Street, attracts large numbers of pedestrians from the UTS Broadway campus.

Ultimo Road has limited active frontages, with most of the restaurant and shop frontages located between George Street and Thomas Street, and on the southern side of the street between Thomas Street and Quay Street.

### Constraints

- Through traffic access must be maintained on Ultimo Road.
- Some on-street parking would need to be maintained.

### Opportunities

The City of Sydney's *Cycle Strategy and Action Plan 2007-2017* (2007) has identified Ultimo Road as the site for a separated cycleway, linking Ultimo to Chinatown. Council's preliminary traffic assessment indicates that delivery of the cycle path is achievable in the short term. This provides an excellent opportunity to implement streetscape improvements in conjunction with the development of the cycle path.

### THE PROJECT

#### Project objectives

- To provide for a separated cycleway along Ultimo Road.
- To maintain some on-street parking.
- To improve the character of the street.

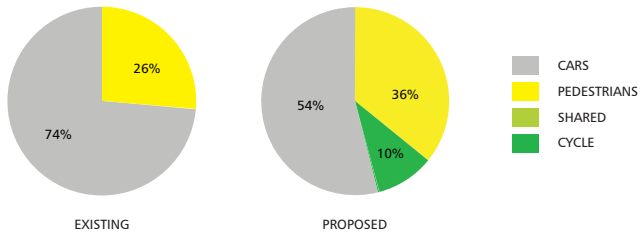
#### Project components

- Remove parking along the northern side of Ultimo Road, west of Thomas Street, to provide for a separated cycleway.
- Widen footpath on southern side of Ultimo Road, between Quay Street and Darling Drive.
- Widen footpaths at Thomas Street intersection, in conjunction with Thomas Street upgrades (refer Thomas Street project description).

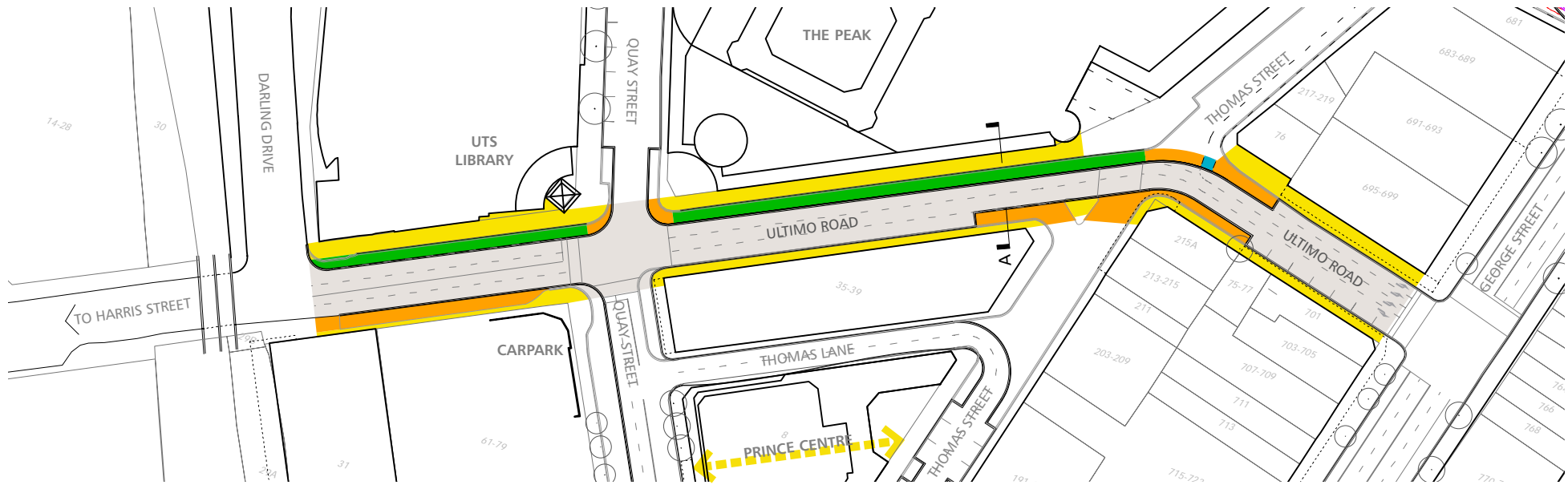
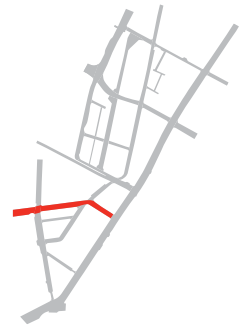




### ALLOCATION OF SPACE IN ULTIMO ROAD:

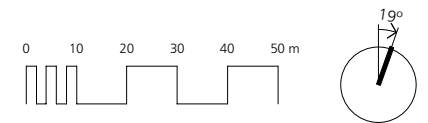


### SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)



#### LEGEND

- EXISTING PEDESTRIAN SPACE
- PROPOSED PEDESTRIAN SPACE
- PROPOSED DRIVEWAY/RAISED THRESHOLD
- PROPOSED SEPARATED CYCLE PATH
- EXISTING ARCADE CONNECTION
- EXISTING ROAD
- EXISTING TREE



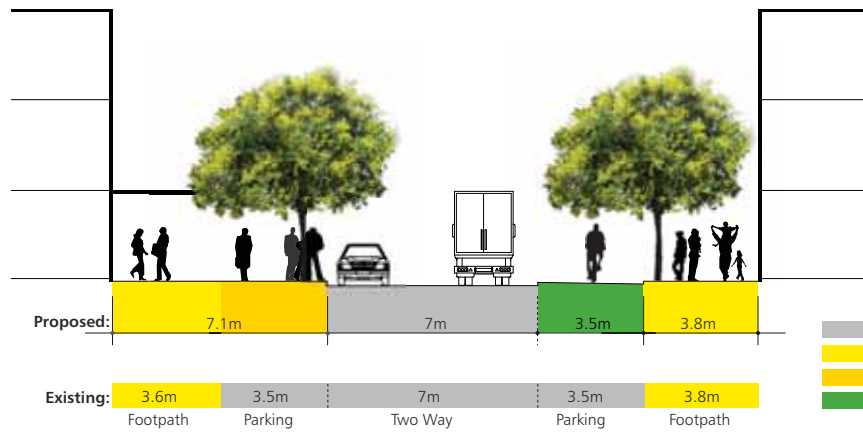
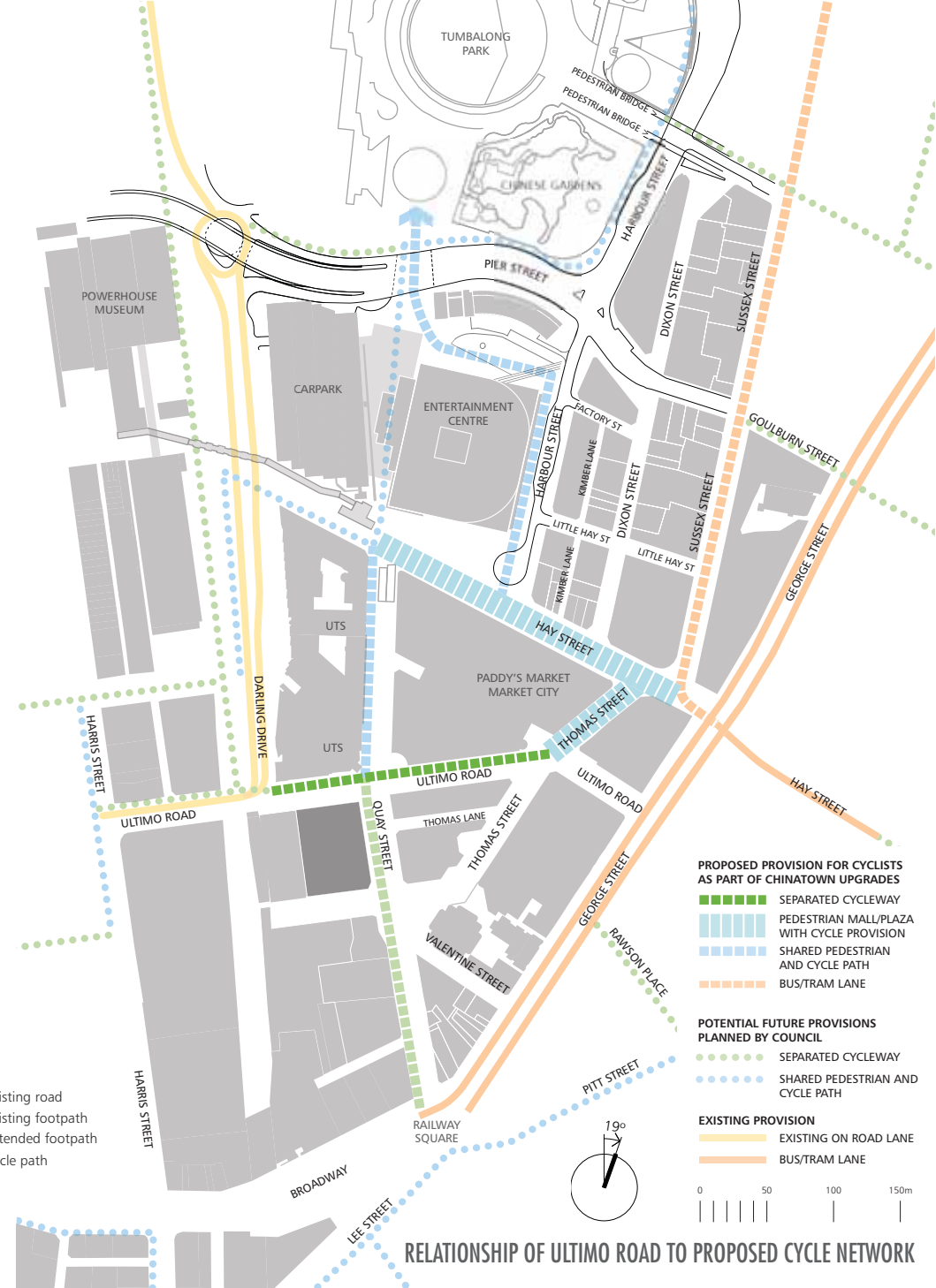
- Streetscape improvements, including: new paving, pedestrian lighting, street furniture and street trees.
- Stormwater harvesting off building awnings, where applicable, to water street trees.

### Project benefits

- A dedicated cycle facility that provides an important connection between Chinatown and Ultimo/Pymont.
- Provision for on-street parking is maintained along most of the southern side of the street.

### Feasibility

The City of Sydney has the authority to undertake this project, which could be implemented as part of the City's current cycleways program.





EXISTING



PROPOSED

## 5.8 QUAY STREET: BOULEVARD

### THE EXISTING SITUATION

Quay Street is a long, wide street that runs in a north-westerly direction from Railway Square toward Darling Harbour. Forming the south-eastern edge of Chinatown, it provides a key pedestrian route to Chinatown from Central Station, Railway Square, and Broadway.

Quay Street experiences a weekday peak hour volume of 1,752 people and a weekend peak hour of 1,584 people (Arup 2009). As such, it is the only street within the study area that experiences appreciably lower pedestrian volumes on the weekend. Coinciding with the high volumes of pedestrian activity, Quay Street also experiences a substantial volume of traffic, with a daily average of 10,205 vehicles.

### Constraints

- The Entertainment Centre's service yard prevents pedestrian through access to Darling Harbour from Quay Street.

### Opportunities

- Major current and planned redevelopments along Quay Street, particularly along its western side (including the Wilson carpark site and UTS Haymarket campus) create an opportunity to concurrently implement public domain improvements.
- The potential future redevelopment of the Entertainment Centre creates an opportunity

to establish a strong pedestrian connection to Darling Harbour along the Quay Street alignment.

- The substantial slope down from Railway Square toward Darling Harbour, combined with the generous width of the street, provides a good opportunity to implement water sensitive urban design measures that are expressed as part of the streetscape.

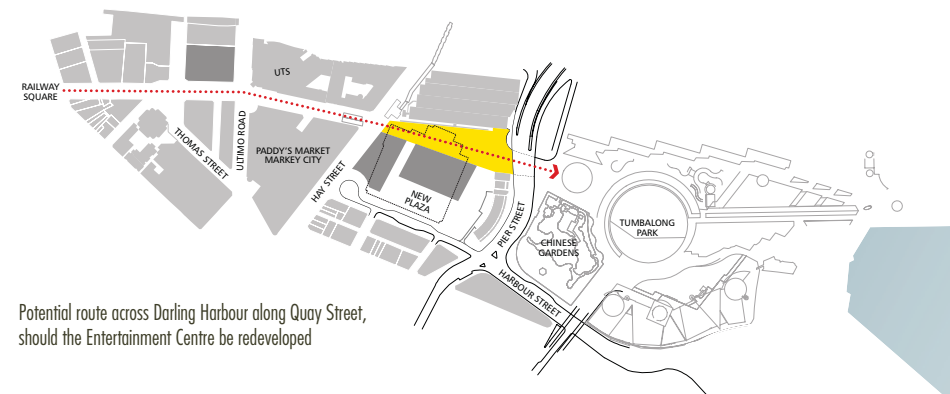
### THE PROJECT

#### Project objectives

- To improve the connection to Chinatown from the Railway Square precinct, including UTS.
- To improve the pedestrian amenity of Quay Street.
- To maintain some on-street parking.
- To improve the character of the street.

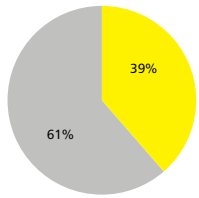
#### Project components

- Continue the George Street footpath across the Quay Street intersection and provide a driveway entry from George Street.
- Continue the Quay Street footpath across the Valentine Street intersection and provide a driveway access to Valentine Street.
- Remove angled parking and widen footpath on the western side of Quay Street, between Thomas Street and Ultimo Road. Parallel parking could be provided here to replace the existing angled parking.

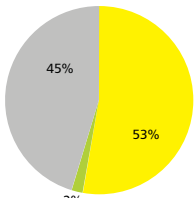


Potential route across Darling Harbour along Quay Street, should the Entertainment Centre be redeveloped

### ALLOCATION OF SPACE IN QUAY STREET



EXISTING



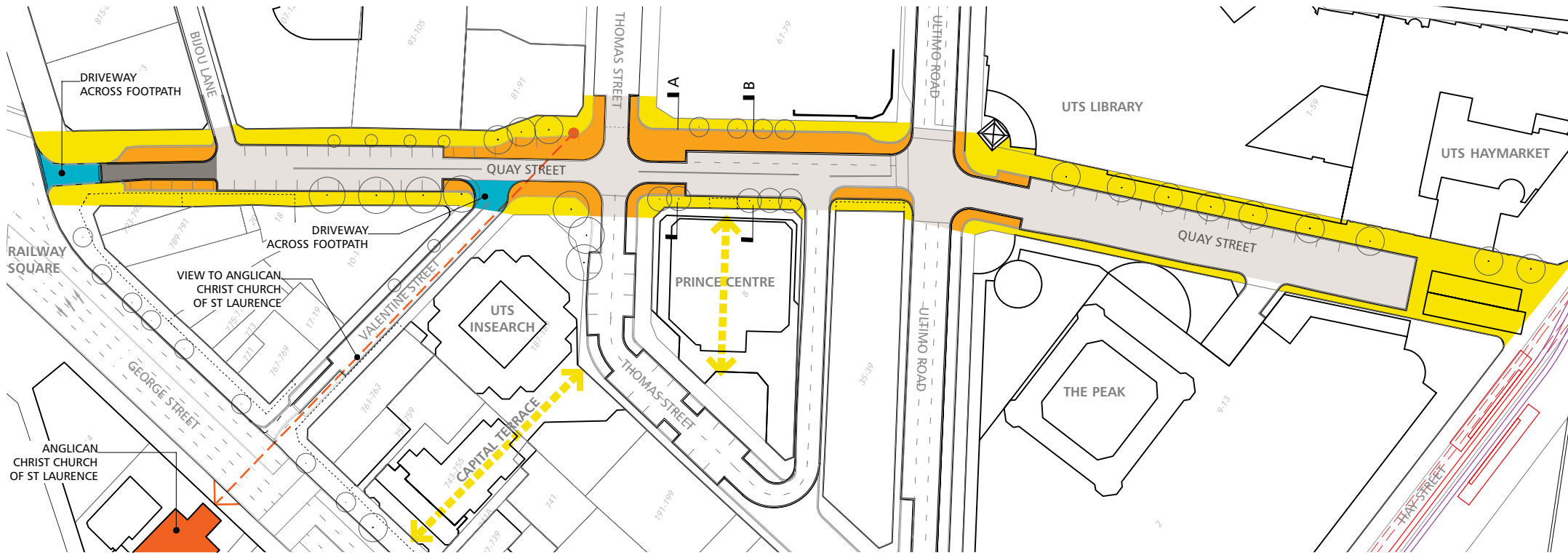
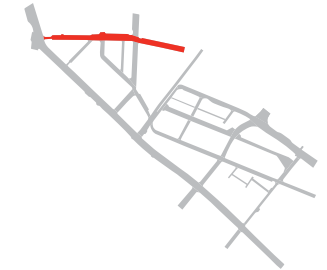
PROPOSED

- CARS
- PEDESTRIANS
- SHARED
- CYCLE

### SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)

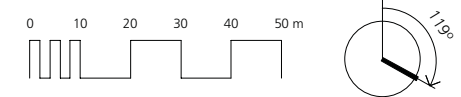


**41% GAIN**



#### LEGEND

- EXISTING PEDESTRIAN SPACE
- PROPOSED PEDESTRIAN SPACE
- PROPOSED DRIVEWAY/RAISED THRESHOLD
- EXISTING ROAD
- PROPOSED SPECIAL ROAD PAVEMENT, EG: COBBLES
- EXISTING TREE
- EXISTING ARCADE CONNECTION



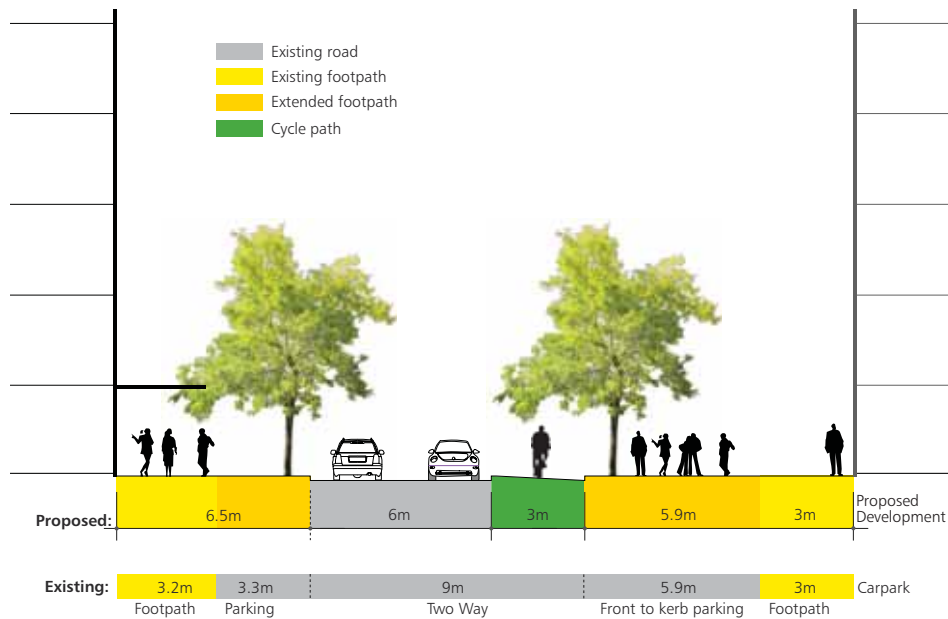
- Create a series of squares at the major intersections along Quay Street, through:
  - Widened footpaths on both sides of Quay Street between George Street and Bijou Lane. Consider special road pavement (such as granite setts) in this section of Quay Street to emphasise point of entry from George Street.
  - Widened footpaths on all sides of the Thomas Street intersection to create more pedestrian space and reduce the emphasis on vehicular traffic at the entry to Thomas Street.
  - At the south-western corner of the intersection, consider the vista along Valentine Street to the Anglican Christ Church of St Laurence in the detailed

design of the new pedestrian space. New elements in this space, such as planting and seating, could be configured to emphasise the vista.

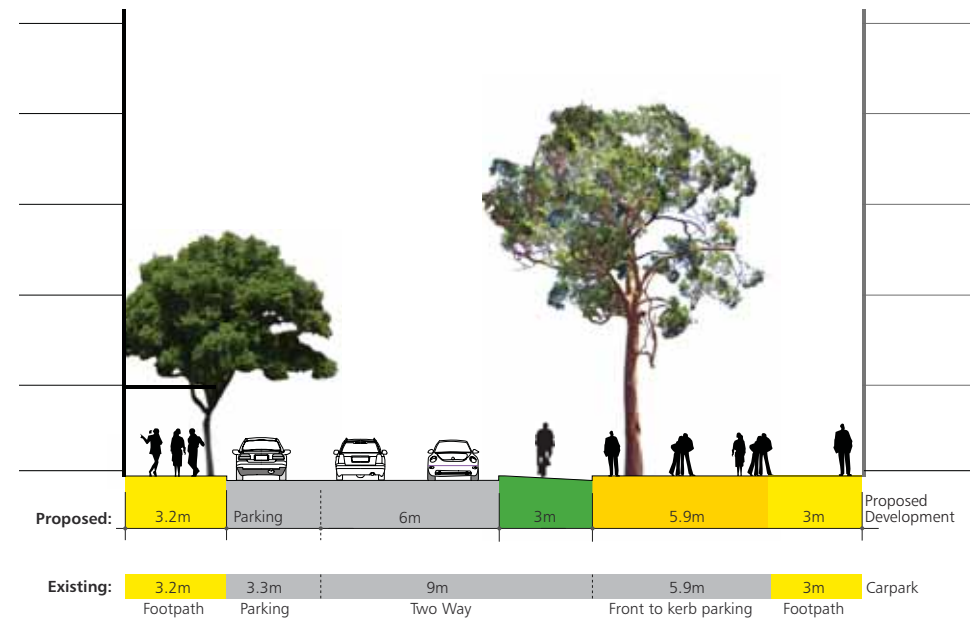
- Widened footpaths on all sides of the Ultimo Road intersection.
- Provide a separated cycleway between Railway Square and Ultimo Road, as described in the City’s Cycle Strategy and Action Plan 2007-2017.
- Stormwater infiltration beds (rain gardens) along Quay Street where space permits.
- Streetscape improvements, including: new paving, pedestrian lighting, street furniture and street trees.
- Stormwater harvesting off building awnings, where applicable, to water street trees.

### Project benefits

- A new pedestrian boulevard along the south-western edge of Chinatown, that could potentially be extended to Darling Harbour in the future (subject to redevelopment of the Entertainment Centre).
- Additional footpath space, and a series of squares, that increases the pedestrian amenity of Quay Street and facilitates other public uses of the street, such as temporary events and outdoor dining.
- A strong pedestrian-oriented connection between Railway Square and Chinatown.
- Vehicular access from George Street is maintained, ensuring access to businesses, existing car parks and Chinatown in general.



Section A



Section B



EXISTING

- Provision for on-street parking is maintained, although reduced, along the length of Quay Street.

**Traffic impacts**

The Thomas Street/Quay Street intersection currently has wide unused pavement which can be easily converted to kerb extensions to create the new square, which improves pedestrian conditions and calms traffic flows. There is no expected traffic change as a result of these works.

**Feasibility**

The City of Sydney has the authority to implement changes to Quay Street south of Ultimo Road. SHFA is the governing agency for Quay Street north of Ultimo Road; as such any changes there would require negotiation and agreement from SHFA.



PROPOSED

## 5.9 VALENTINE STREET

### THE EXISTING SITUATION

Valentine Street is a small, one-way local street that connects Quay St to George Street. Its traffic function in the Chinatown system is minor; however, it does provide an important pedestrian connection between George Street and Quay Street/Thomas Street. On-street parking is currently provided on both sides of the street. There are also entrances to off-street private parking in buildings along the street.

The buildings along Valentine Street serve primarily institutional and commercial functions; the UTS Insearch tower is located at the north-western end of the street. The buildings at the eastern end of the street have retail frontages along George Street, and could relatively easily be modified to have active frontages along Valentine Street.

A key characteristic of Valentine Street is that it frames a strong vista to the Anglican Christ Church of St Laurence on George Street, with the Central Station clocktower in the distance.

### THE PROJECT

#### Project objectives

- To emphasise the pedestrian entry from George street.
- To maintain and enhance the existing vista to the Anglican Christ Church of St Laurence along Valentine Street.
- To improve the character of the street.

### Project components

- Continue the George Street footpath across the Valentine Street intersection and provide driveway exit to George Street.
- Widen the footpaths at the George Street end of the street to create a small square off George Street that strongly addresses the Anglican Christ Church of St Laurence.
- Continue Quay Street footpath across the Valentine Street intersection, and provide driveway entry to Valentine Street.
- Streetscape improvements, including: new paving, pedestrian lighting, street furniture and street trees.

### Project benefits

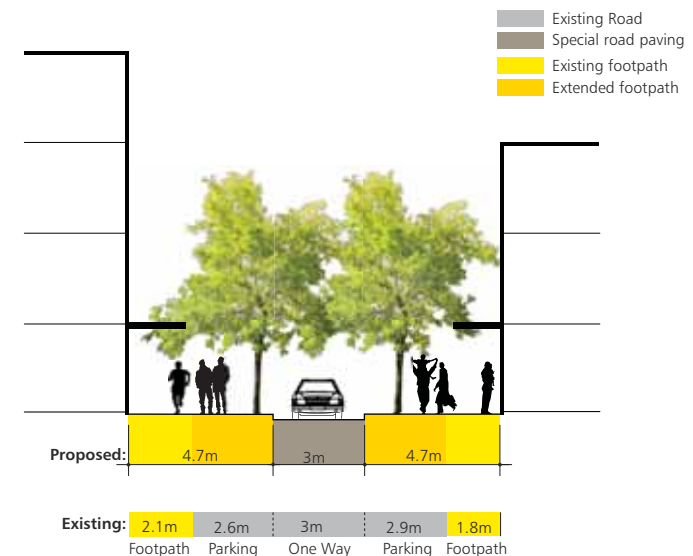
- Increased potential for active uses, such as outdoor dining, at the widened footpaths.
- The continuous footpaths along George and Quay Streets facilitate traffic calming.

### Potential further improvements

The small square, or indeed all of Valentine Street, could potentially become a shared zone, with continuous paving raised flush to the kerbs (subject to a more detailed traffic study).

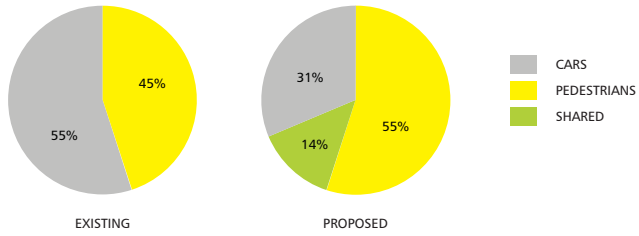
### Feasibility

The City of Sydney has the authority to implement the suggested improvements to Valentine Street.

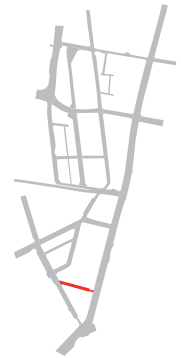




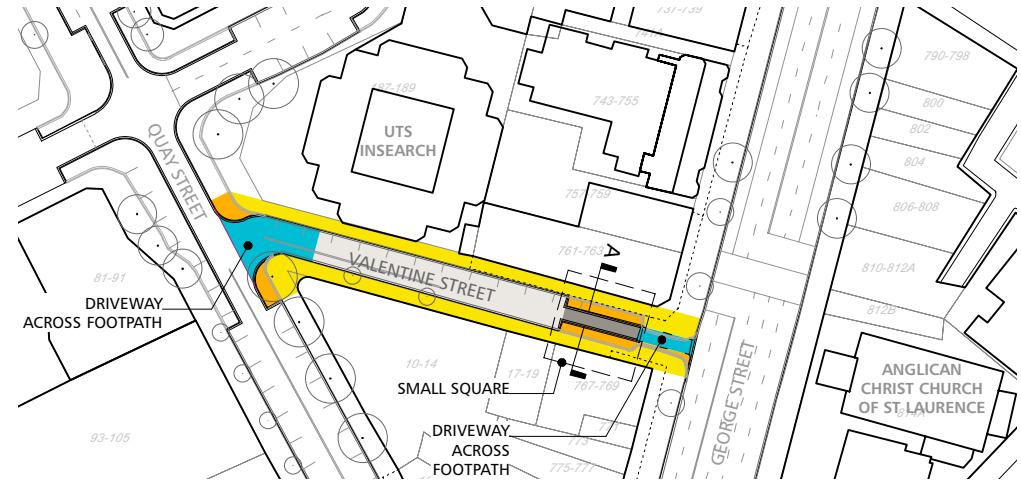
### ALLOCATION OF SPACE IN VALENTINE STREET



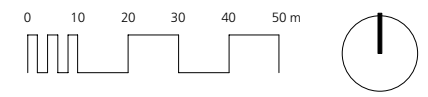
### SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)



PROPOSED



VALENTINE STREET



#### LEGEND

- EXISTING PEDESTRIAN SPACE
- PROPOSED PEDESTRIAN SPACE
- PROPOSED DRIVEWAY/RAISED THRESHOLD
- EXISTING ROAD
- PROPOSED SPECIAL ROAD PAVEMENT, EG. COBBLES
- EXISTING TREE



EXISTING

## 5.10 DOUGLASS STREET & DOUGLASS LANE, EAGAR STREET & EAGAR LANE: LANEWAYS REVITALISATION

### THE EXISTING SITUATION

Douglass Street, Douglass Lane, Eagar Street and Eagar Lane are a collection of interlinked laneways that connect Liverpool Street to Sussex Street. Two arcades provide through-site connections from George Street to these laneways. The 'Spanish Quarter Steps' a distinctive lighting/public stair project by artist Peter McGregor in association with Stanistic Turner Architects (2001) provides pedestrian access between Sussex Street and Douglass Lane.

This collection of laneways is defined and overlooked by tall surrounding buildings, most of which have service entries located in the lanes. Entry to the Suntower parking station, which provides public parking, is located at the eastern end of Eagar Lane.

As a group, these laneways have been identified in the City's Haymarket Local Action Plan (2007) for laneway revitalisation, with the objective to make them more lively, accessible and safe.

### Constraints

- The narrowness of the laneways inhibits the introduction of footpaths or the extension of existing footpaths.

### Opportunities

- The separate and self-contained nature of these laneways provides an opportunity to be more adventurous with the public domain improvements. There is an opportunity to create

a distinctive experience that visitors discover, remember and return to.

- A program of ongoing temporary art installations could be introduced, similar to the City's 'By George! Laneways Art' program.

### THE PROJECT

#### Project objectives

- To facilitate the activation of these laneways for increased public use.

#### Project components

- Create a shared zone throughout this entire collection of laneways, with continuous paving raised flush to the kerbs.
- Investigate the potential for a program of timed closures at Douglass Street, Douglass Lane and Eagar Street, whilst maintaining access to the parking station at Eagar Lane.
- Make arcade entrances more visually prominent in the laneways and on George Street, possibly through markings in the paving (refer materials/wayfinding overlay description).
- Provide infrastructure for ongoing temporary public art installations, such as banner-type projects.
- Streetscape improvements, including: new paving, pedestrian lighting, and planting.



Douglass Street, view to Liverpool Street



Douglass Street, view to Douglass Lane



Douglass Lane



'Spanish Steps', Douglass Lane  
(photo: Brett Boardman)

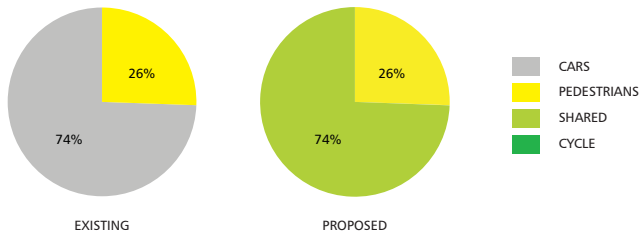


Eagar Street, view to Douglass Lane



Eagar Lane, view to Sussex Street

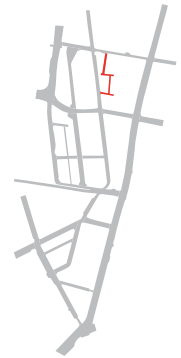
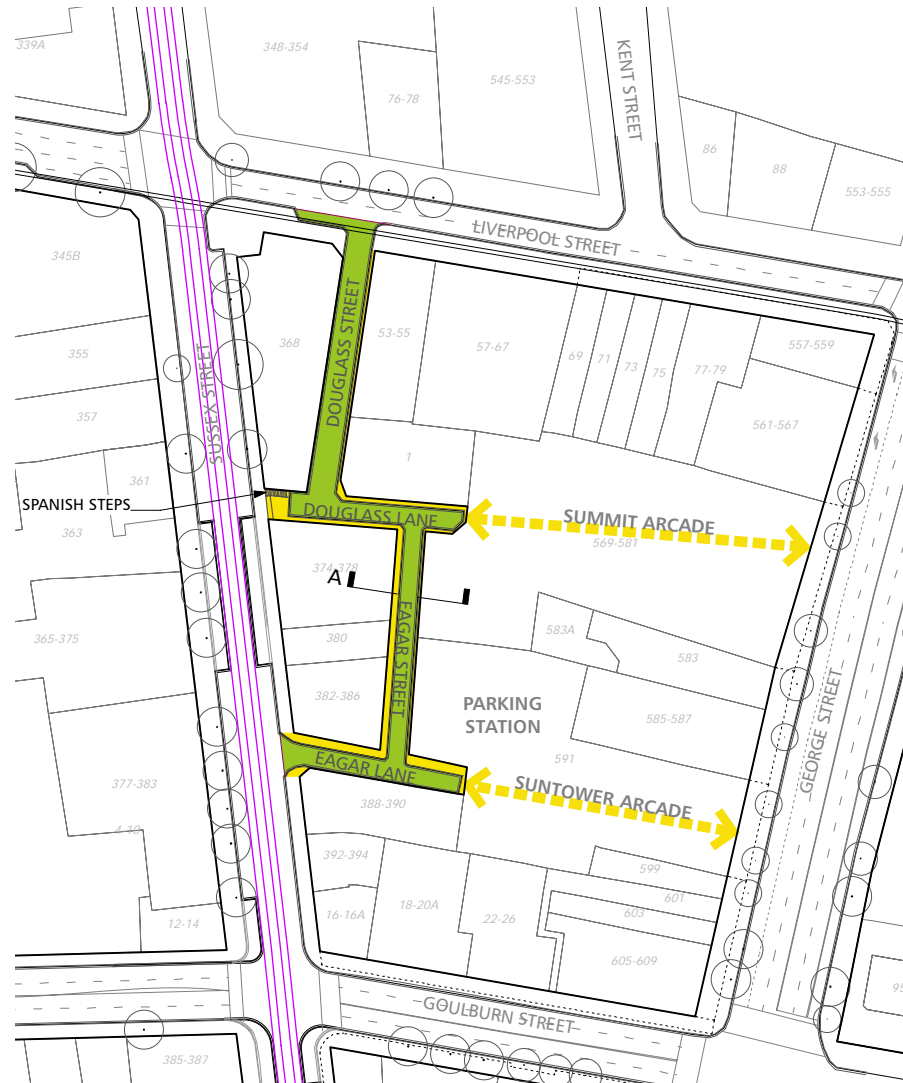
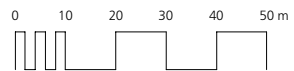
### ALLOCATION OF SPACE IN DOUGLASS ST, LA & EGAR ST, LA:



### SPACE FOR PEDESTRIANS & CYCLISTS: (footpaths, cycle paths and shared)



- LEGEND**
- EXISTING PEDESTRIAN SPACE
  - PROPOSED SHARED ZONE
  - EXISTING ARCADE CONNECTION
  - PROPOSED TRAM LINE
  - EXISTING TREE



DOUGLASS STREET & LANE, EGAR STREET & LANE





EXISTING

### Project benefits

- A vibrant new laneways precinct that enhances the urban experience of Chinatown.
- The creation of a shared zone throughout the entirety of this collection of laneways improves and encourages pedestrian activity, and facilitates the development of active frontages.

### Feasibility

The City of Sydney has the authority to implement the suggested improvements to these laneways.



PROPOSED

## 5.11 LITTLE HAY STREET, FACTORY STREET & KIMBER LANE: EARLY START

### THE EXISTING SITUATION

Little Hay Street, Factory Street and Kimber Lane are a collection of small streets that service Dixon Street. Little Hay Street provides an important vehicular cross connection between Sussex Street and Harbour Street, across Dixon Street. Factory Street connects Dixon Street to Harbour Street and forms a primary pedestrian route between Darling Harbour and Chinatown. Situated between Dixon Street and Harbour Street, Kimber Lane primarily provides service access to businesses along those streets. It does not currently operate as a pedestrian thoroughfare, due to its service function and lack of active frontages.

### Constraints

- Factory Street is quite steep, which can make it difficult for some pedestrians to negotiate.
- At only 3.7m wide, Kimber Lane is very narrow.
- The service and loading function of these small streets must be maintained.

### Opportunities

- Some of the pressure currently on Dixon Street could be alleviated by increasing the provision of pedestrian-priority space in Little Hay Street, which would enable it to better cater for programmed events.
- The pedestrian amenity of Factory Street could be improved to better facilitate its function as a key route between Chinatown and Darling Harbour.

### THE 'EARLY START' PROJECT

The City of Sydney has identified Little Hay Street, Factory Street and Kimber Lane as the site for immediate public domain improvements, in the form of an 'early start' project. The design process for the early start project has been undertaken in parallel with this study, and the proposed improvements were placed on public display in April 2010. The key features of the proposed early improvements include: widened footpaths along Little Hay Street; the creation of shared zones in Factory Street and Kimber Lane; and new paving, lighting, street furniture and planting.

### OTHER SUGGESTED IMPROVEMENTS

In addition to the improvements proposed as part of the early start project, potential further improvements include:

- Extension of raised thresholds to Little Hay Street and Factory Street across Harbour Street, to improve pedestrian connections between Chinatown and Darling Harbour/the Entertainment Centre. This could be implemented as part of the Harbour Street improvements (refer Harbour Street project).
- The reduction in traffic that would result from changes to other Chinatown streets, in particular Sussex Street and Hay Street, could facilitate the creation of a shared zone in Little Hay Street. This would extend full pedestrian priority throughout the entirety of the Dixon Street precinct. Service access to businesses would be maintained in a timed fashion.



Little Hay Street



Factory Street



Kimber Lane



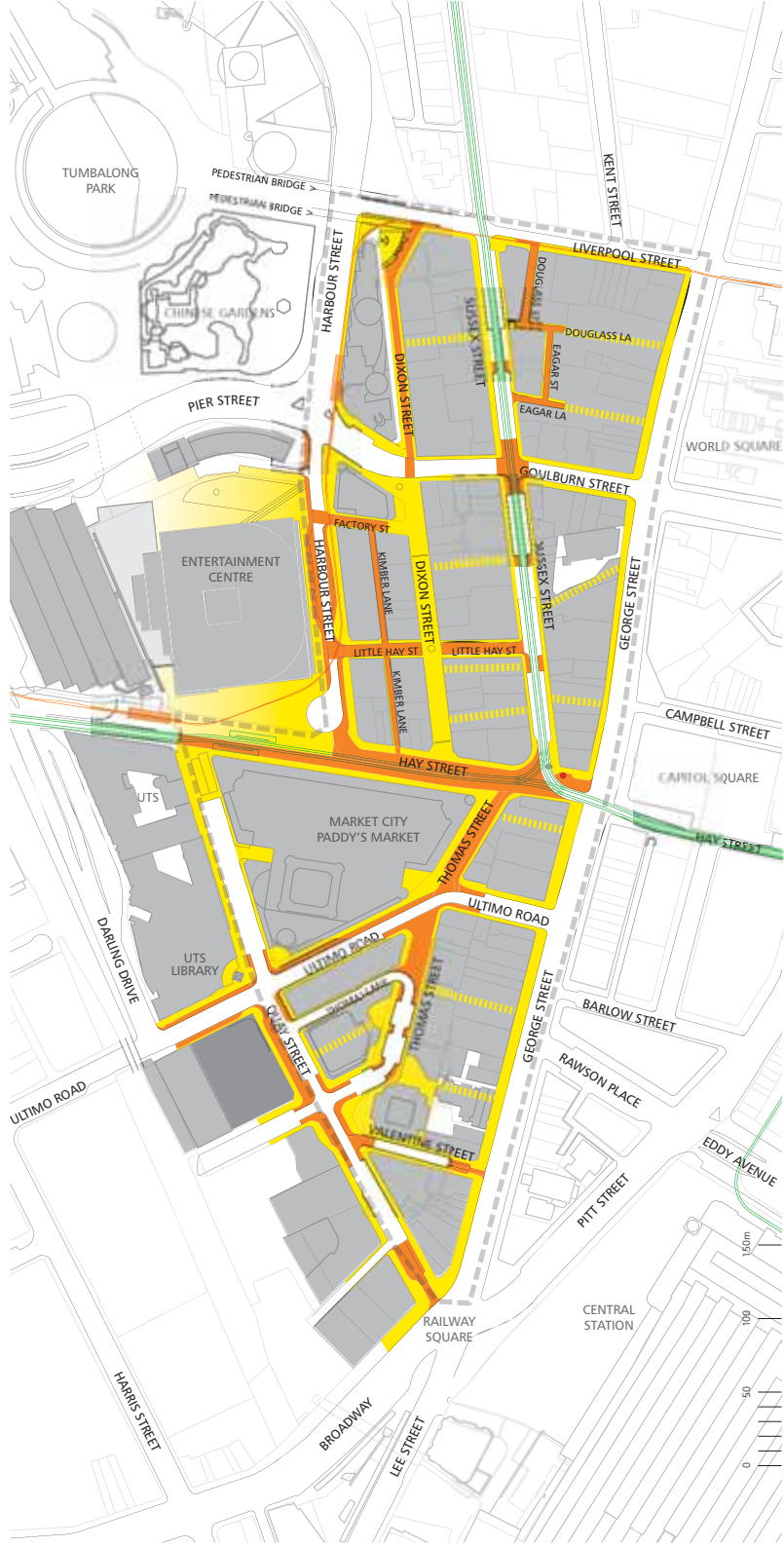






## 6 PUBLIC DOMAIN OUTCOMES





## 6.1 MORE SPACE FOR PEOPLE

Thus far, the strategy of winning back space for the public domain has been described as individual street upgrade projects that aim to increase pedestrian-priority space in a targeted, place-specific way. As it is expected that the upgrade projects would be implemented individually, the public space gains in Chinatown would be achieved incrementally. Nonetheless, should all of the proposed street upgrades be implemented, there would be a 44% increase in the amount of space dedicated to pedestrians and cyclists in Chinatown—a significant win for the public domain.

**SPACE FOR PEDESTRIANS & CYCLISTS:**  
(footpaths, cycle paths and shared)



**44% GAIN**

## 6.2 IMPROVED PEDESTRIAN CONNECTIVITY

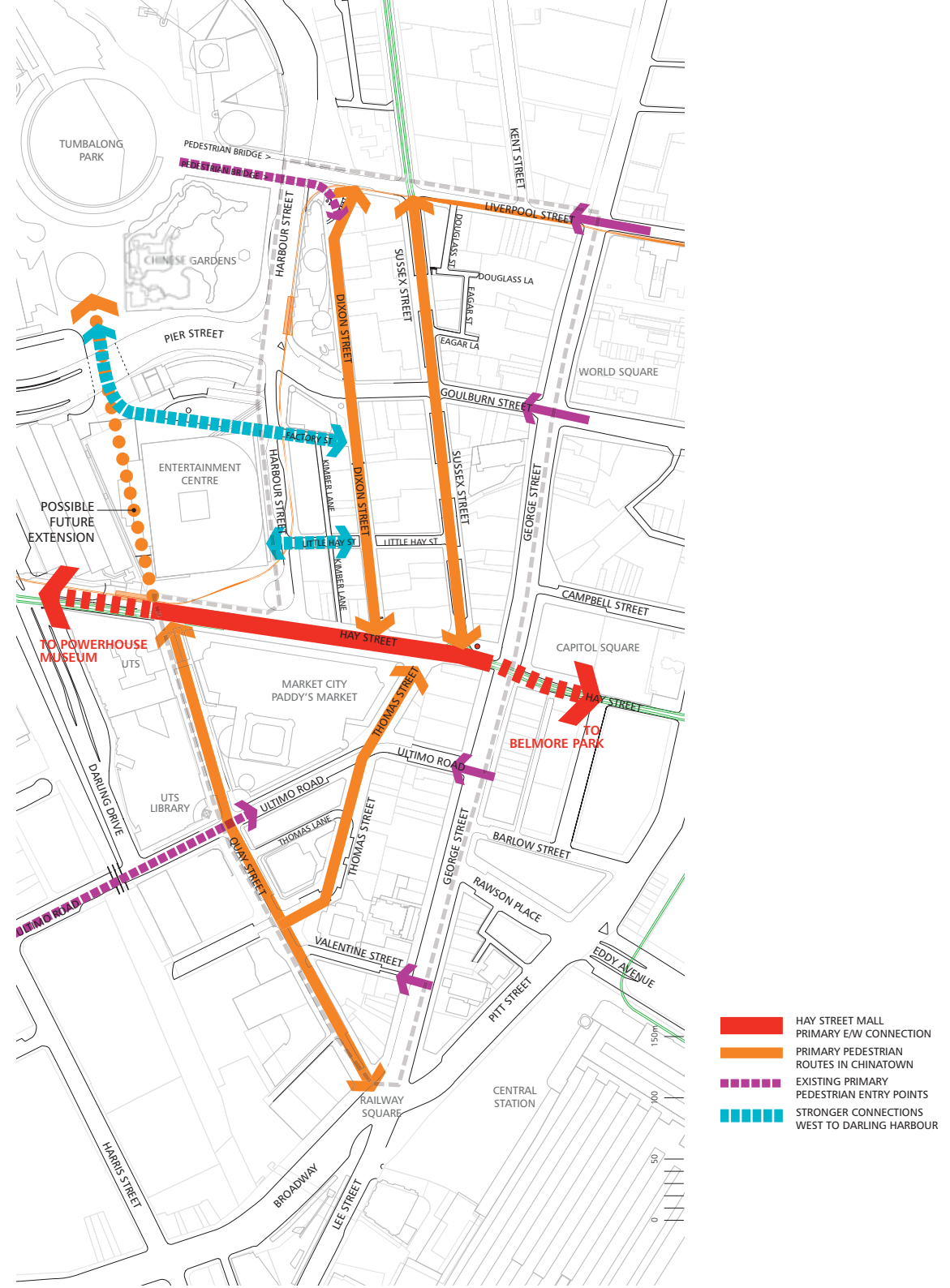
The winning back of pedestrian-priority space in Chinatown's streets would give rise to significant improvements to pedestrian connectivity between Chinatown and surrounding city areas, and within Chinatown itself.

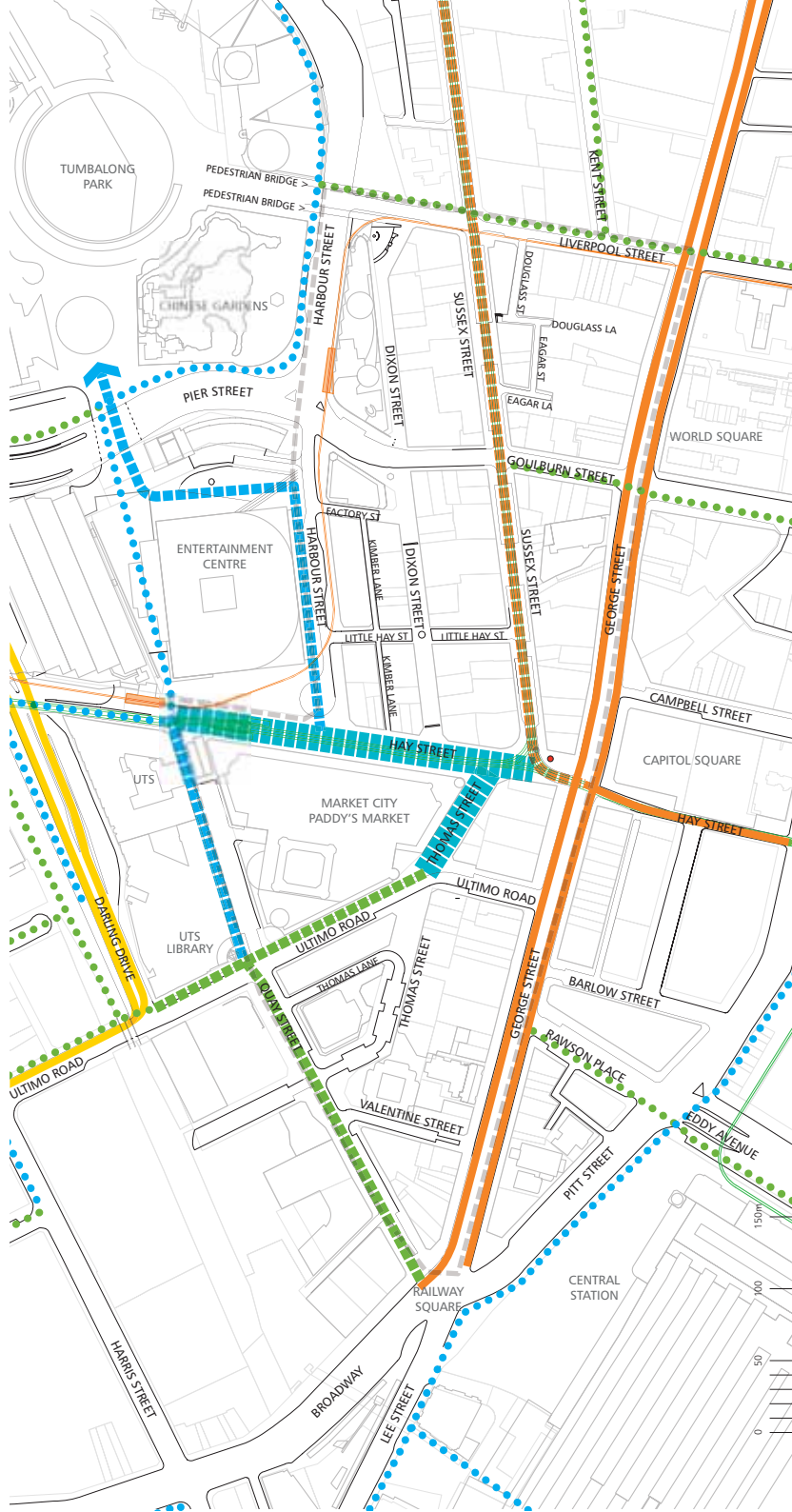
The pedestrian mall in Hay Street would be a major new urban space in Chinatown—a hub that facilitates pedestrian connectivity between the Chinatown's core and the areas to its south. The Hay Street mall would also contribute significantly to east-west pedestrian movement between Belmore Park and the Powerhouse Museum.

The proposed improvements to Thomas Street and Quay Street would strengthen pedestrian routes in Chinatown's south, connecting the area to Broadway, UTS and Ultimo. Pedestrian movement along Quay Street could be potentially be extended north to Darling Harbour, should the Entertainment Centre be redeveloped in the future.

Thomas Street and Quay Street would complement the existing strong north-south pedestrian movement along Dixon Street and Sussex Street, which would be strengthened with improvements at their Goulburn Street intersections. Together, these four streets would provide the primary north-south pedestrian routes in Chinatown.

The proposed improvements to Harbour Street, Factory Street and Little Hay Street would improve pedestrian connections between Chinatown and the Entertainment Centre/Darling Harbour. The improved pedestrian connection across Harbour Street to Factory Street is particularly significant as it facilitates better pedestrian access between Chinatown and the Chinese Gardens.





### 6.3 IMPROVED CYCLE CONNECTIVITY

The proposed street upgrades provide for cyclists in a variety of ways, including: separated cycleways, shared pedestrian/cyclist paths and shared pedestrian/cycle spaces. Combined, the proposed cycle facilities would form a new network of cycle routes through Chinatown, connecting with the City's existing and planned cycle network beyond the study area.

The key features of the new Chinatown cycle network include:

- A separated cycleway on Ultimo Road that connects Chinatown to Harris Street and Ultimo/UTS.
- Provision for cyclists in the new Thomas Street plaza north of Ultimo Road, connecting the Ultimo Road cycle path to Hay Street. It is envisaged that a shared pedestrian and cyclist facility would be provided (detailed resolution to be provided at design development).
- Provision for cyclists in the new Hay Street mall, which forms part of an east-west regional cycle route planned in the City's *Cycle Strategy and Action Plan 2007-2017*. It is envisaged that cyclists would utilise the tram lines in a shared environment (detailed resolution to be provided at design development).
- A separated cycleway along Quay Street that connects Railway Square to Ultimo Road, and a shared pedestrian/cyclist path from Ultimo Road to Hay Street and the Entertainment Centre. Should the Entertainment Centre site be redeveloped, this cycle route would be extended north to connect with Darling Harbour.
- A shared pedestrian/cyclist path along Harbour Street and north of the Entertainment Centre that connects Hay Street to Darling Harbour. This cycle path provides an additional connection west, thereby relieving pressure on the King Street cycleway.
- Provision for cyclists on-road along Sussex Street, utilising the tram lines.

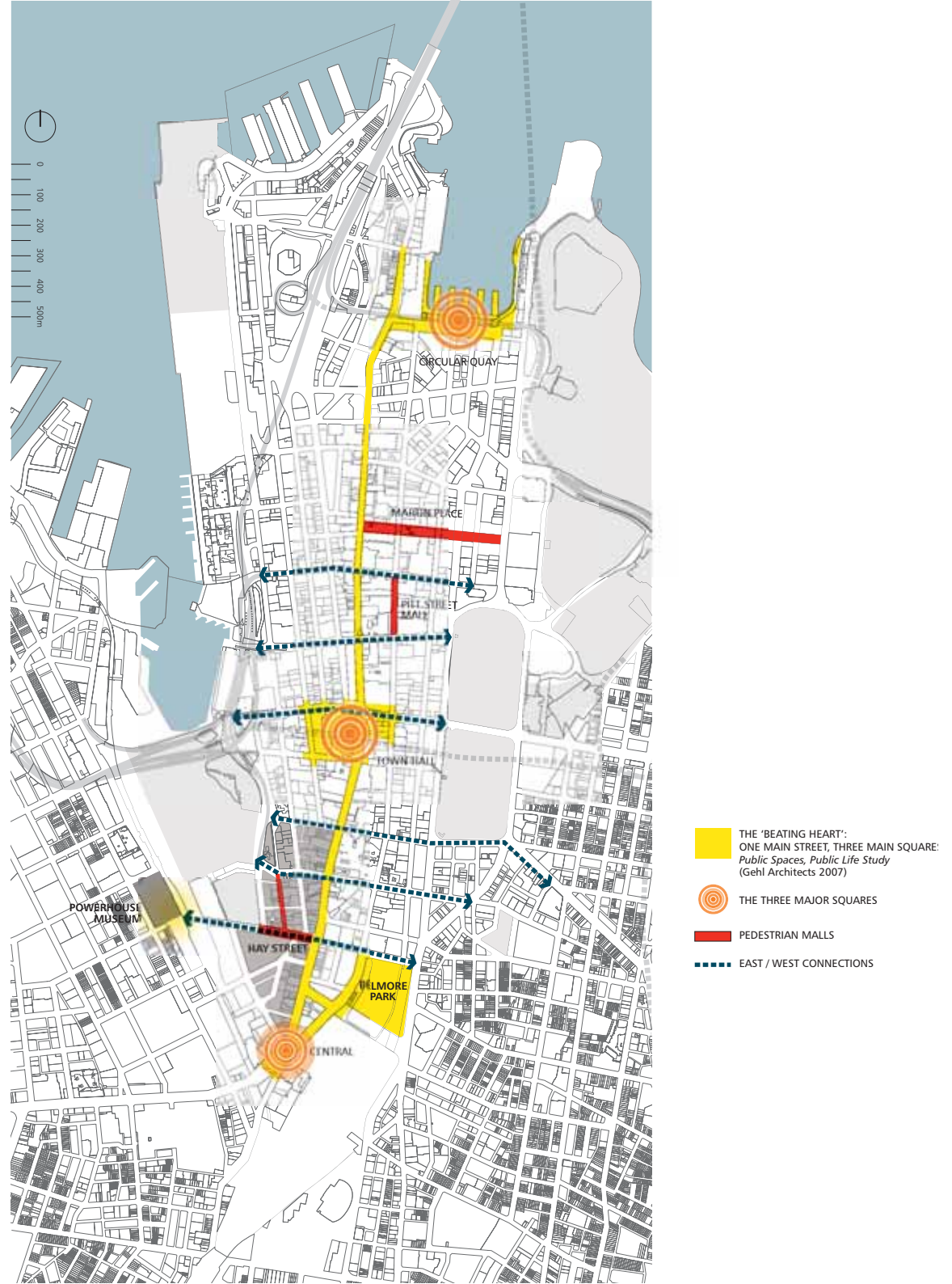
## 6.4 A STRONG HAYMARKET HUB

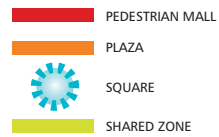
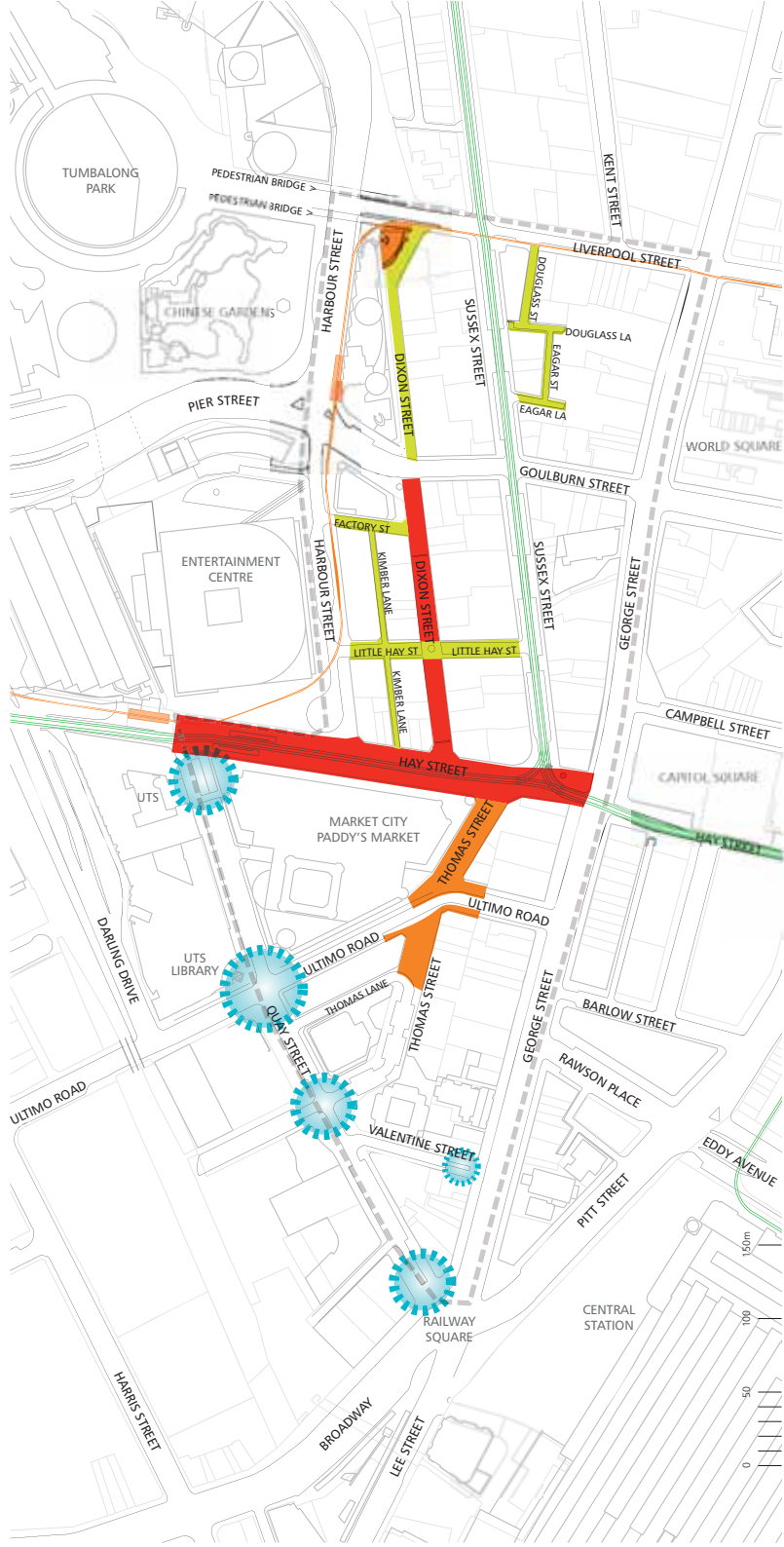
The proposal for the creation of a pedestrian mall in Hay Street creates a major new public space in the very heart of Chinatown. The Hay Street mall would supplement Dixon Street mall's function as a cultural and social hub, and provide much needed extra space in Chinatown for programmed events.

The Hay Street mall would also contribute to the realisation of a key strategic urban vision for Sydney: the 'Beating Heart' that is proposed in the *Public Spaces Public Life Study* (Gehl Architects 2007) and the City's *Sustainable Sydney 2030 Strategic Vision* (2008). The 'Beating Heart' vision describes one main street (George Street), three main squares and a network of pedestrian-friendly streets. Hay Street is identified as one of the key 'pedestrian-friendly streets', connecting Belmore Park, Chinatown and the Powerhouse Museum/Ultimo.

### Potential extension of Hay Street west

The changes to Hay Street proposed in this study extend west to Quay Street, the limit of the study area. There is the potential to extend Hay Street west, across Darling Drive to connect with Macarthur Street. This would significantly improve the east-west pedestrian route from Belmore Park to Ultimo. Refer description of the Hay Street project for more details.





## 6.5 A VARIETY OF PUBLIC SPACE EXPERIENCES

Combined, the proposed upgrade projects create a network of public spaces that introduces a range of new public space experiences to Chinatown. A hierarchy of public spaces would be created, which would improve the legibility of the Chinatown’s public domain.

Chinatown’s new network of public spaces would comprise:

- the Dixon Street and Hay Street pedestrian malls;
- plazas at Thomas Street and north Dixon Street;
- a series of squares along Quay Street and on Valentine Street;
- shared zones in the laneways and at Dixon Street north; and
- the forecourt spaces at the Entertainment Centre.



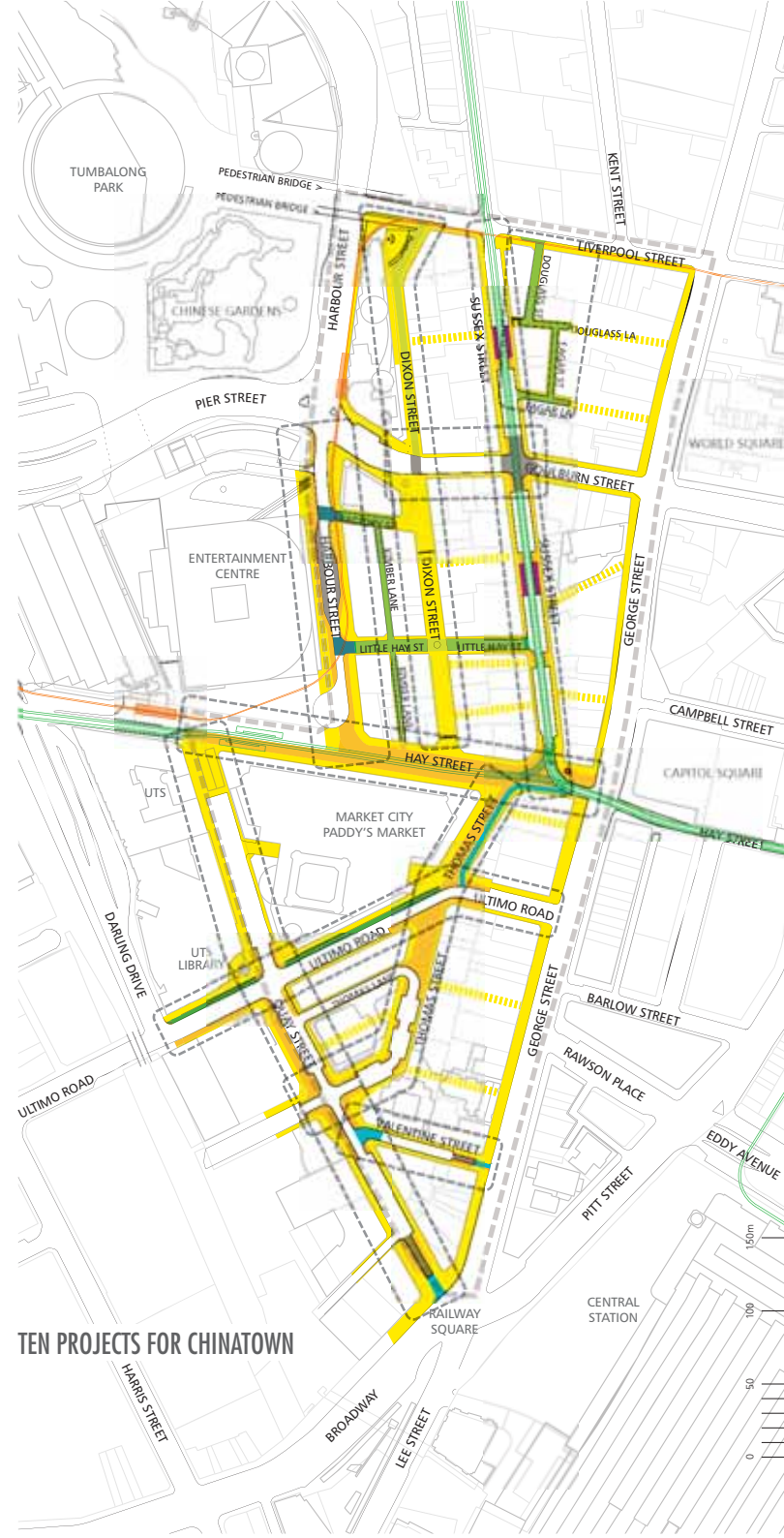




## 7 PRIORITISATION

- EXISTING PEDESTRIAN SPACES
- PROPOSED PEDESTRIAN SPACES
- EXISTING SHARED ZONE
- PROPOSED SHARED ZONE
- PROPOSED DRIVEWAY / RAISED THRESHOLD
- PROPOSED CYCLE PATH
- PROPOSED TRAM STOP
- PROPOSED SPECIAL ROAD PAVEMENT

## TEN PROJECTS FOR CHINATOWN





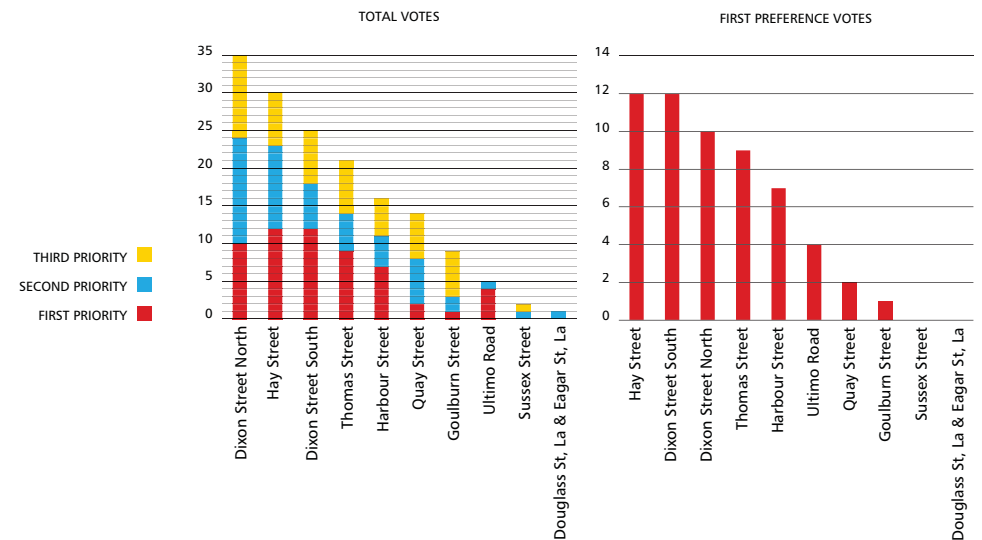
< projects ranked according to total number of votes from the community

## 7.1 COMMUNITY PREFERENCES

Attended by approximately 80 people, the second community consultation workshop for this project was held on 09 February 2010. The aim of the workshop was to ascertain which of the proposed upgrade projects were most preferred by the community.

At the workshop, a draft public domain strategy was presented; this included the overlay projects and the upgrade projects. Workshop participants were asked to individually identify the top three upgrade projects that they would like to see implemented initially. Note that the Valentine Street project was not included as part of the community voting process, and Dixon Street was shown as two separate projects—Dixon Street north and Dixon Street south.

The three projects that were most preferred by the community, in terms of both first preferences and total votes, were: Hay Street, Dixon Street (north and south) and Thomas Street.



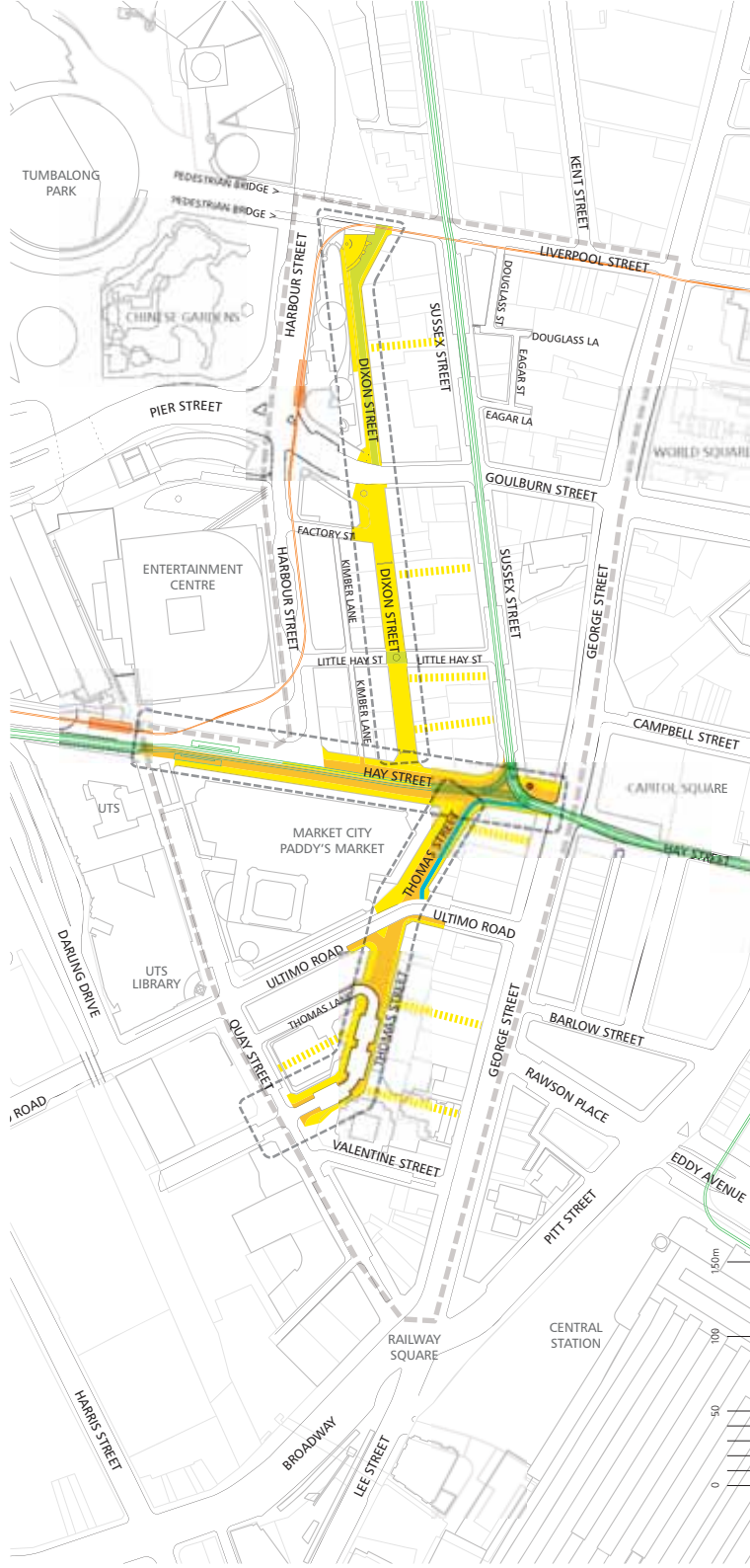
## 7.2 PROJECT PRIORITISATION

In order to prioritise the upgrade projects for design development and implementation, the project team has considered a number of factors in addition to the preferences indicated by the community. These factors include:

- The degree to which the project achieves the guiding directions for this study, including:
  - ↳ the proportion of pedestrian-oriented space (footpaths, plaza space, squares, shared spaces, etc) gained by the project,
  - ↳ whether the project provides for cycle connectivity,
  - ↳ whether the project facilitates festivals and programmed events.
- The strategic potential of the project, in terms of offering 'early wins' for the public domain or unlocking the potential for other changes.
- The potential cost of implementing the proposed changes.
- The community's preference for each project.
- The buildability of the project, taking into account construction complexities associated with the proposed changes.
- Whether Council has the authority to develop the project, or if Council would need to seek agreement from other governing agencies in order for the project to be realised.

	% gain in public space	Cycle provision	Extra space for events	Cost	Community preference	Buildability	Governing agency
<b>Sussex Street</b>	24%	✓		•••	✓	✓✓✓	City of Sydney
<b>Goulburn Street</b>	6%	✓		••	✓	✓	RTA
<b>Hay Street</b>	163%	✓	✓	•••••••• *	✓✓✓	✓	RTA
<b>Harbour Street</b>	39%	✓	✓	•••	✓✓	✓	RTA (SHFA @ Ent Cent)
<b>Thomas Street</b>	95%	✓	✓	•••	✓✓✓	✓✓✓	City of Sydney
<b>Ultimo Road</b>	73%	✓		••	✓	✓✓✓	City of Sydney
<b>Quay Street</b>	41%	✓		••	✓✓	✓✓✓	City of Sydney
<b>Douglass St, La &amp; Eagar St, La</b>	291%			•	✓	✓✓✓	City of Sydney
<b>Dixon Street South</b>	0%			••	✓✓✓	✓	City of Sydney
<b>Dixon Street North</b>	0%			••	✓✓✓	✓	SHFA
<b>Valentine Street</b>	53%			•	not included in ratings	✓✓	City of Sydney

\* Cost for Hay Street could potentially be very high due to the relocation of the light rail (to be confirmed at detail development). However, the proposed public domain improvements to Hay Street could be implemented without reconfiguring the light rail.



### 7.3 HIGHEST PRIORITY

The three projects recommended for receiving the highest priority for development and implementation are:

- Hay Street
- Thomas Street
- Dixon Street (north and south)



Hay Street



Thomas Street



Dixon Street North



Dixon St South

Although Hay Street is a complex project, it is very important strategically both for Chinatown and the city. Hay Street also unlocks further potential for public domain improvements in other projects, particularly Harbour Street.

Thomas Street is a project that would be relatively straightforward to develop and implement, particularly the section south of Ultimo Road. It also provides a substantial increase in the amount of public space in the southern part of Chinatown, and creates a public space focus at the busy area around Paddy's Market.

Improvements to Dixon Street were strongly preferred by the community, and their implementation would be a highly visible 'win' for the quality of Chinatown's public domain.

Combined, these three projects would create a strong core of pedestrian-oriented space in Chinatown, uniting the entire study area. These projects were also most preferred by the community.

## 7.4 HIGH PRIORITY

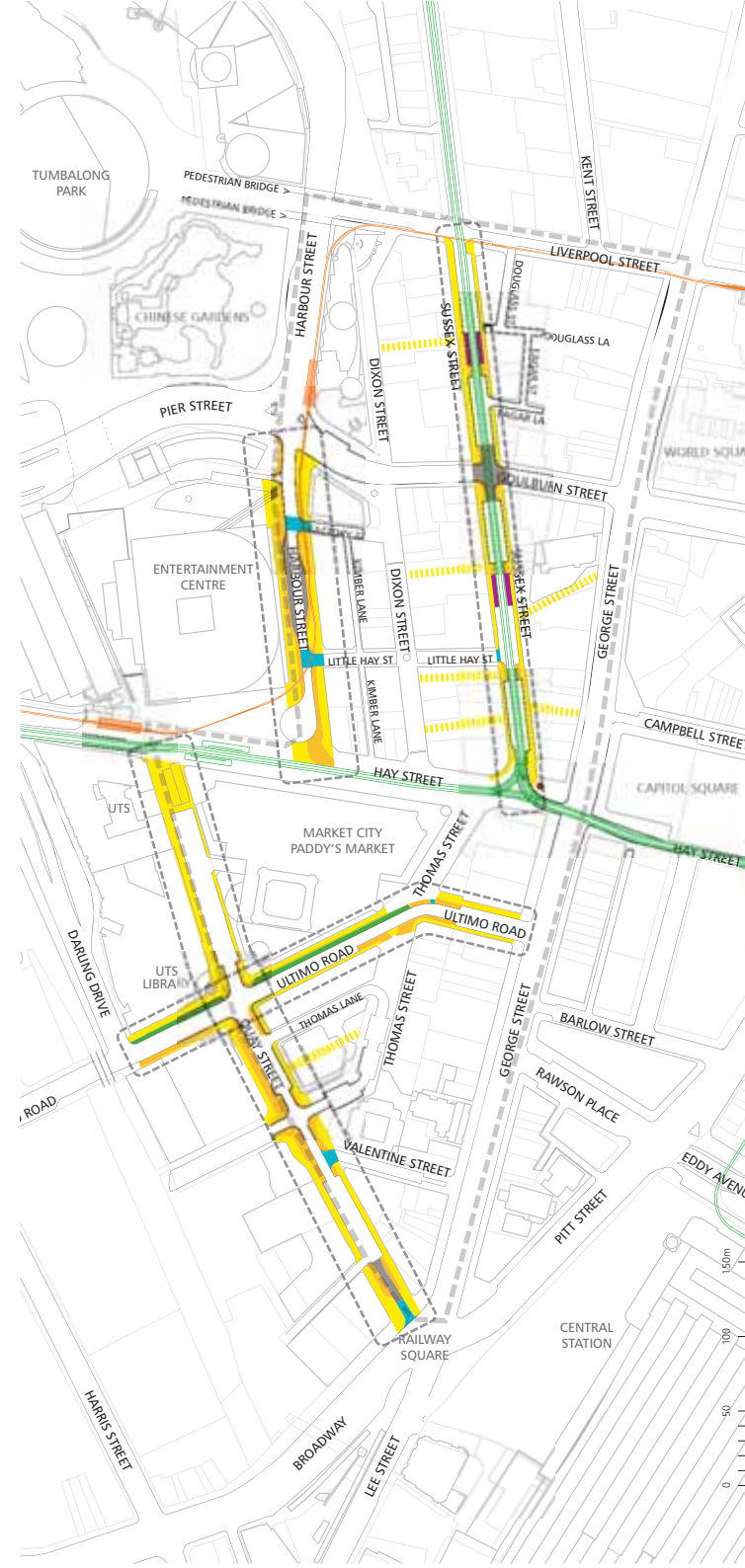
The four projects recommended for receiving high priority for development and implementation are:

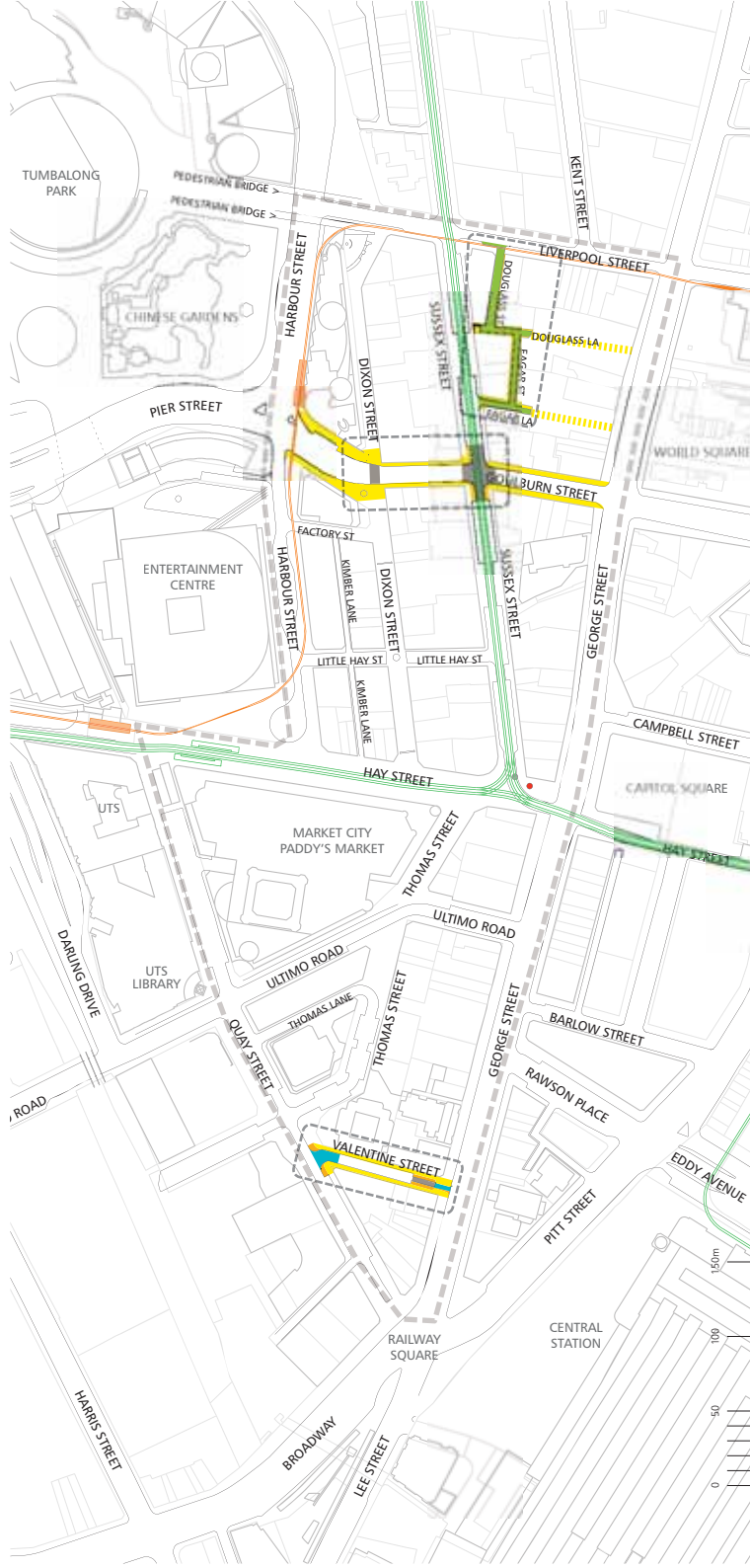
- Sussex Street
- Quay Street
- Harbour Street
- Ultimo Road

These projects would provide significant improvements for pedestrians and cyclists in Chinatown.

Although the Sussex Street improvements have been described in relation to the potential introduction of light along the street, they could easily be implemented independently of any light rail development. The Sussex Street project should receive high priority because it addresses the acute conflict between pedestrians and vehicles along this busy street, particularly at the Goulburn Street intersection.

The Harbour Street, Quay Street and Ultimo Road projects not only improve the quality of the public domain experience in Chinatown, they facilitate stronger connections for pedestrians and cyclists between Chinatown and other parts of the city. As such, they should receive a high priority for development and implementation.





## 7.5 MEDIUM PRIORITY

The three projects recommended for receiving medium priority for development and implementation are:

- Goulburn Street
- Douglass Street, Douglass Lane, Eagar Street and Eagar Lane
- Valentine Street



Goulburn Street



Douglass St, La/Eagar St, La



Valentine Street

Although the Goulburn Street project does not provide additional public space for Chinatown, it does contribute qualitative improvements to the pedestrian experience by emphasising the pedestrian routes that cross the street. As such, this project is recommended for medium priority.

The projects for the Douglass and Eagar laneways and Valentine Street both provide substantial qualitative improvements to the public domain experience, but these improvements are localised. As such, these projects are also recommended for medium priority.







## 8 REFERENCES

### Documents produced as part of this study

Arup 2009, *Chinatown Public Domain Study: Existing Conditions Report*

Arup 2010, *Chinatown Future Traffic and Parking*, advice to study team

Elton Consulting 2009, *Chinatown Community Engagement Workshop—  
10 November 2009: Outcomes Report*

Elton Consulting 2009, *Chinatown Street Intercept Survey:  
Outcomes Report*

Elton Consulting 2010, *Chinatown Community Engagement Workshop—  
09 February 2010: Outcomes Report*

### Background documents

City of Sydney 2009, *Chinatown Public Domain Study*

City of Sydney 2008, *Sustainable Sydney 2030 Strategic Vision*

City of Sydney 2008, *Inclusion Disability Action Plan 2007-2011*

City of Sydney 2007, *Cycle Strategy and Action Plan 2007-2017*

City of Sydney 2006, *Local Action Plans*

City of Sydney 2006, *Sydney Streets Design Code* (interim)

City of Sydney 2004, *Street Tree Masterplan*

Gallery 4A 2010, *Chinatown Public Art Plan* (currently in draft form)

Gehl Architects 2007, *Public Spaces Public Life Study*

### Image credits

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