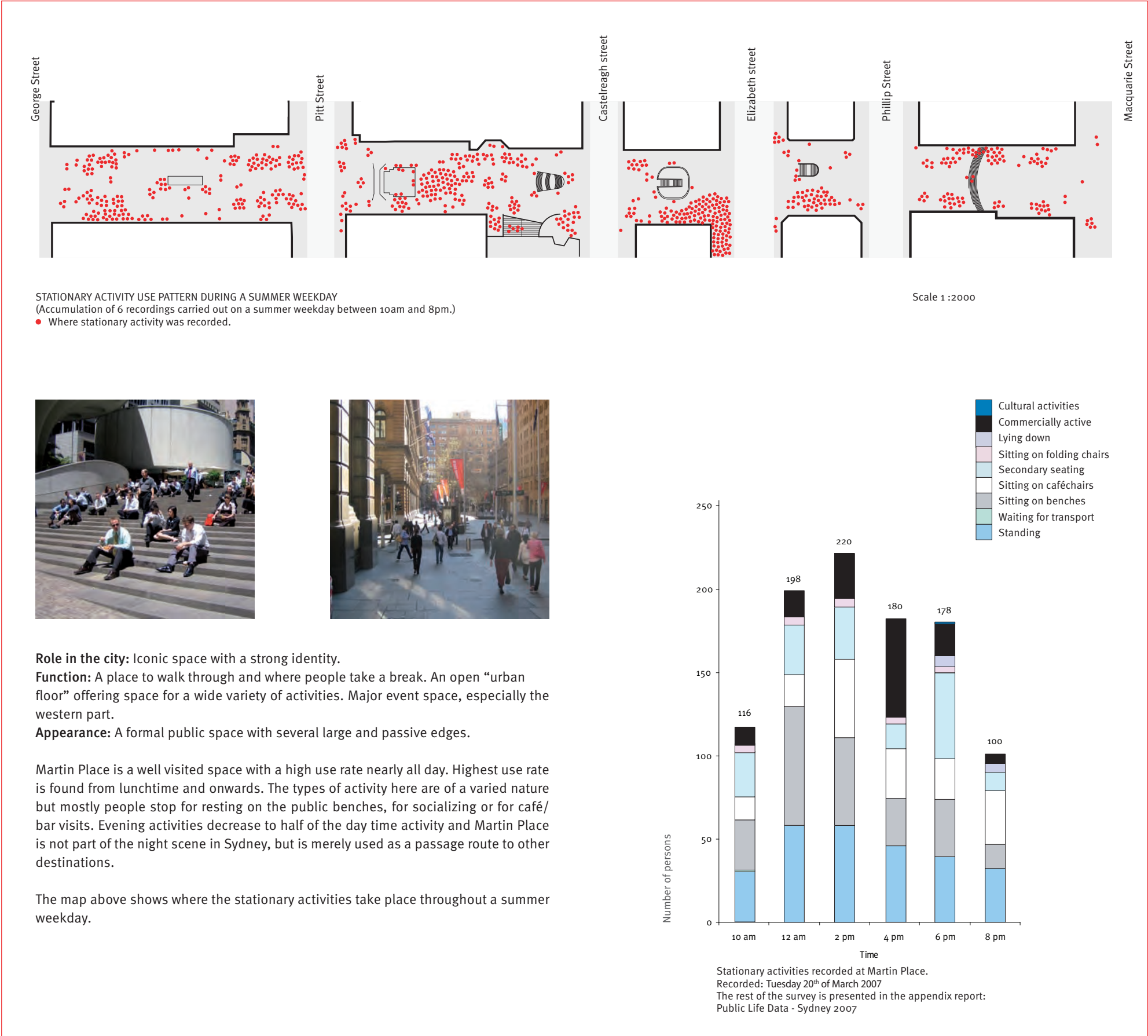


PATTERNS OF USE

martin place



dixon street

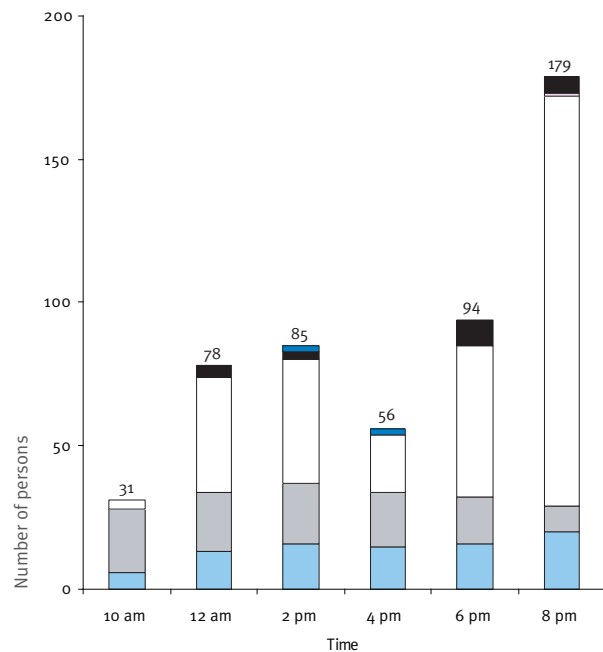


Role in the city: Lively city destination.

Function: Many restaurants and shops that attract visitors.

Appearance: Friendly, relaxed and green street with a variety of activities. Fine scale, small active units and active ground floor frontages.

Dixon Street is busy throughout the day, and experiences its peak in the evening, when many people come to visit the many restaurants. The cafe chairs are extensively used, while people also make use of the public benches.



Stationary activities recorded at Dixon Street.
Recorded: Tuesday 20th of March 2007
The rest of the survey is presented in:
Public Life Data - Sydney 2007

farrer place

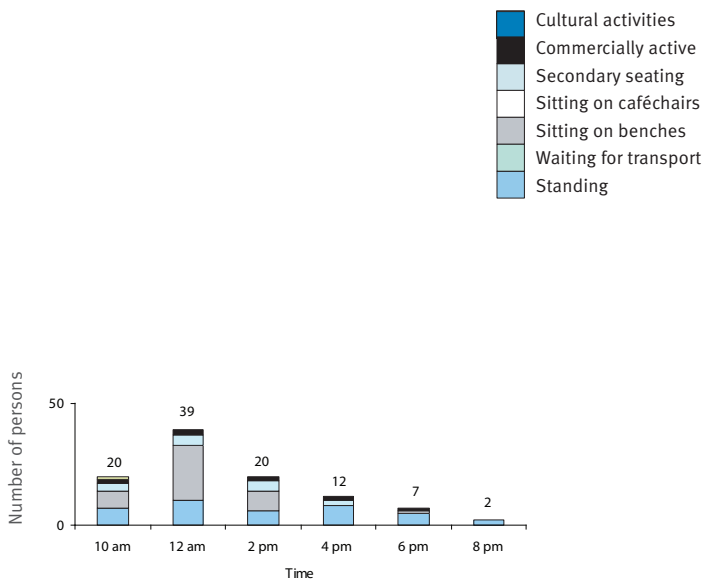


Role in the city: An anonymous space.

Function: A place to pass by and take a break.

Appearance: Small public space surrounded by passive edges in terms of primarily office buildings.

Farrer Place is not a place where many people choose to spend time. This space is mainly used as a lunchtime plaza or for a smoking break by office employees in the area. The main activity is people sitting eating their packed lunch on the public benches. As such, the use rate falls after 2pm. It is a fairly quiet place and the use pattern is very low.



Stationary activities recorded at Farrer Place.
Recorded: Tuesday 20th of March 2007
The rest of the survey is presented in:
Public Life Data - Sydney 2007

FEW PUBLIC BENCHES

FEW SEATS ON PUBLIC BENCHES

Resting is an integral part of pedestrian activity patterns. Good seating opportunities give people the option to rest in order to be able to walk further and enjoy public life and the hustle and bustle of the city.

Apart from the number of public benches other parameters are important in order to provide good quality possibilities for resting. Evidence shows that the seating most used is of good quality, has a nice view, sufficient shade, and most importantly is located close to important pedestrian links.

Good, comfortable seating placed in the right locations provide visitors with a rest and an opportunity to stay longer contributing to a more lively city.

LACK OF PUBLIC BENCHES

Sydney is not a pedestrian city. People do not walk for pleasure and it is very difficult to find a nice quiet public space to sit down and enjoy city life. There is a lack of public seats along the most frequented routes, forcing people either do without a rest or to seek some kind of secondary seating such as stairs, ledges, monuments or directly on the pavement.

Sydney with 15.000 residents in the city centre as well as significant numbers of workers (220.000) and visitors (350.000 daily visitors) has approximately the same amount of benches as Copenhagen with 7.500 residents in the city centre (1.3 mio. in the metropolitan region).

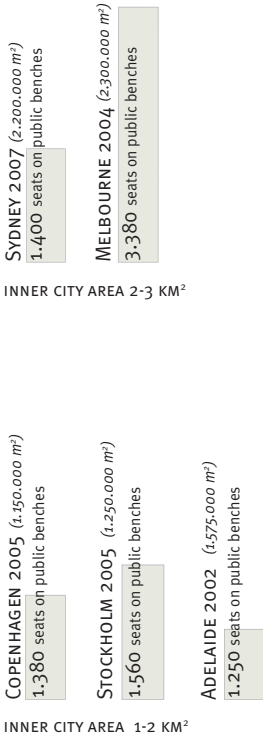


SUMMARY
Public benches have been placed in selected popular spaces and are not part of a general street program.



There is a lack of public seating along all the streets in the City Centre.
Druitt Street

COMPARISON:
Number of public benches

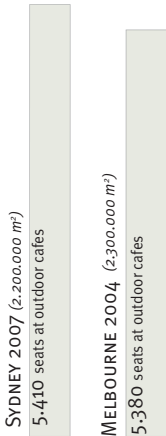


SEATS ON PUBLIC BENCHES IN THE CITY CENTRE
1.400 seats on public benches in the City Centre

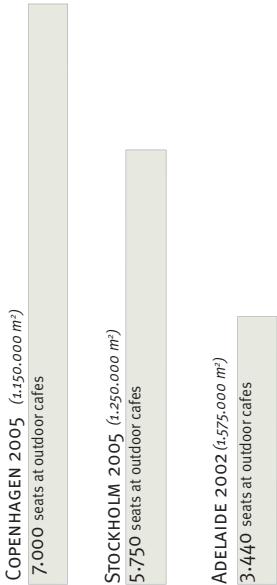
- 1-4 seats
- 5-14 seats
- 15-29 seats
- 30-49 seats
- 50+ seats

OUTDOOR CAFÉ SEATS

COMPARISON:
Number of outdoor cafés



INNER CITY AREA 2-3 KM²



INNER CITY AREA 1-2 KM²



THE NUMBER OF OUTDOOR SERVING AREAS IN THE CITY CENTRE
5,410 seats at outdoor cafes

- 1-24 seats
- 24-49 seats
- 50-99 seats
- 100+ seats

RECREATIONAL CITY LIFE

The culture of outdoor cafe life has developed rapidly in many countries around the world. This has significantly changed the usage patterns of city centres. Today summer activities are of a much more recreational nature. Drinking coffee is an uncomplicated way of combining several attractions; to be outdoors, enjoy pleasant views and the ever present amusement of watching people pass by.

QUANTITY OF OUTDOOR SERVING AREAS

Generally there is a lack of outdoor serving areas in the City Centre. There are approx. 11 outdoor serving areas along the 2.5 km George Street from Central Station to Circular Quay and there are no outdoor serving areas along Pitt Street Mall and very few on Pitt Street.

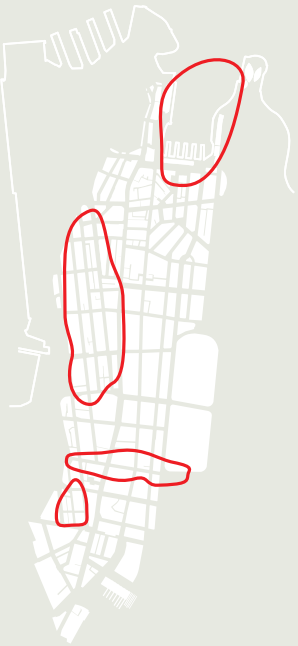
Sydney has 5,410 outdoor serving areas compared to Copenhagen which has 7,000 outdoor serving areas or 29% more than Sydney.

TOO MUCH TRAFFIC NOISE

The high noise and the traffic pollution in the streets of the city centre does not invite for staying activities. It makes people seek away from the noisy streets - people move up, inside or under ground. For instance in the underground arcade at Town Hall is around 670 café chairs and at Australia Square is around 400 café chairs placed inside the block. This does not enrich public street life.

SUMMARY

In general the retail district is undersupplied with outdoor serving areas. There are many small lunch time cafes in the western part of the city and in the business district - which is characterized by daytime offers - most of the cafes close in the afternoon.



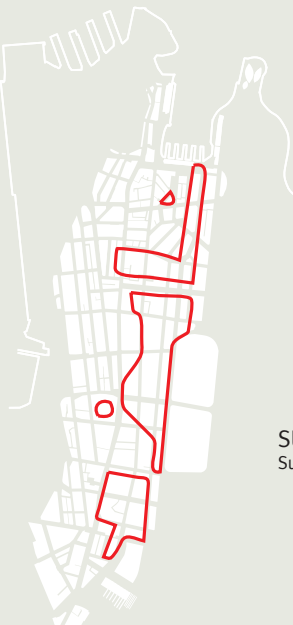
MICRO-CLIMATE

SYDNEY HAS EXCELLENT CLIMATE CONDITIONS

Sydney enjoys the most enviable climate conditions, being at the southern hemisphere with only glimpses of real winter and glimpses of extremely hot summers. Most days the weather is fair and the average temperature is somewhere around 20 degrees celsius. This creates excellent conditions for a thriving public life where the most can be made of what the city has to offer.

What is currently derailing the micro-climate (the sun and wind conditions at ground level) is the fact that tall buildings have been built in sometimes very unfortunate locations, leading to public space being deprived of sun and instead turned into windswept, overshadowed spaces. This is the fact in many of Sydney's squares and streets where it is quite dark and gloomy, compared to eg. the sunlit waterfront.

Below is shown the current sun access planes, in terms of which areas are to be protected from further overshadowing. What is striking is that none of the most important public spaces in Sydney are covered by these sun access planes. Neither Martin Place, George Street or Pitt Street are covered. These are some of the most central locations used by a number of people everyday and would be obvious locations for strengthening the conditions for public life. The Barangaroo site where sun access is also very important in order to create successful public spaces by the water is equally not included.



SUMMARY
Sun access planes for the City Centre.



Sunlit buildings - overshadowed public space.
MLC Centre, Martin Place



Streaks of sun in overshadowed streets.
Pitt Street

HEARING AND TALKING IN THE CITY

NOISE - NEGATIVE IMPACT

Noise is an unpleasant factor in the street environment. Too much noise creates an uneasy and stressful environment, restricting talking, listening and social events. Different noise levels give different opportunities for public life to evolve.

TOO MUCH NOISE

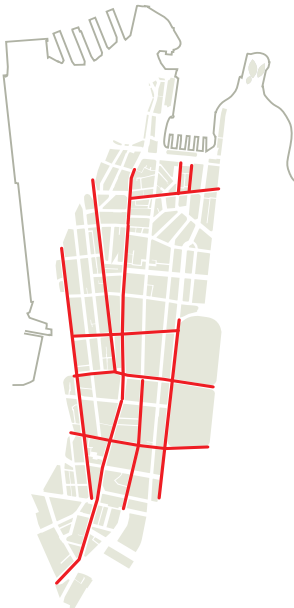
Sydney has tremendous noise levels in most streets and squares where the pleasure of promenading, resting and engaging in conversation is deeply affected. George Street, with its more than 70 dbA during the day gives hardly any possibilities for engaging in conversation. Even resting in this traffic environment appears to be less attractive. Similar noise levels are recorded in the other study streets, with buses as the main offenders as they halt and accelerate.



70 - 75 dbA
A stressful traffic environment.
Talking and listening becomes hard if not impossible.
George Street

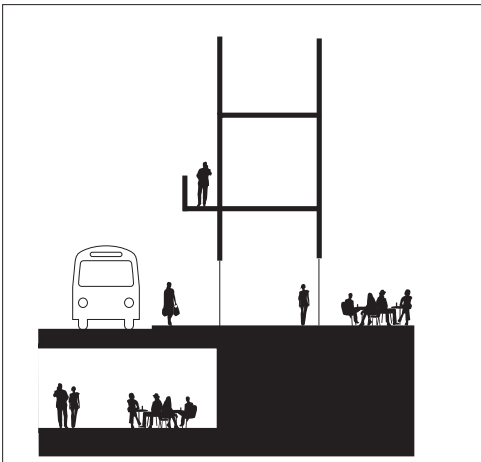


60 - 65 dbA
A more peaceful environment.
Good possibilities for communicating with others.
Macquarie Square



SUMMARY
Streets affected by high levels of noise. Noise levels are measured in dbA. Sound levels double for every 8 dbA. 68 dbA is twice as loud as 60 dbA, and 76 dbA is four times as loud as 60 dbA etc. A spot survey of noise levels carried out on an ordinary weekday between 10am - 12pm reveals that noise levels frequently rise to high levels.

SPLIT LEVEL RECREATION



People seek recreation away from the noisy streets in the underground, above ground or in inside block establishments.



ARCADES

- plazas inside blocks or at upper level
- private arcades
- underground arcades

UNATTRACTIVE STREET ENVIRONMENTS

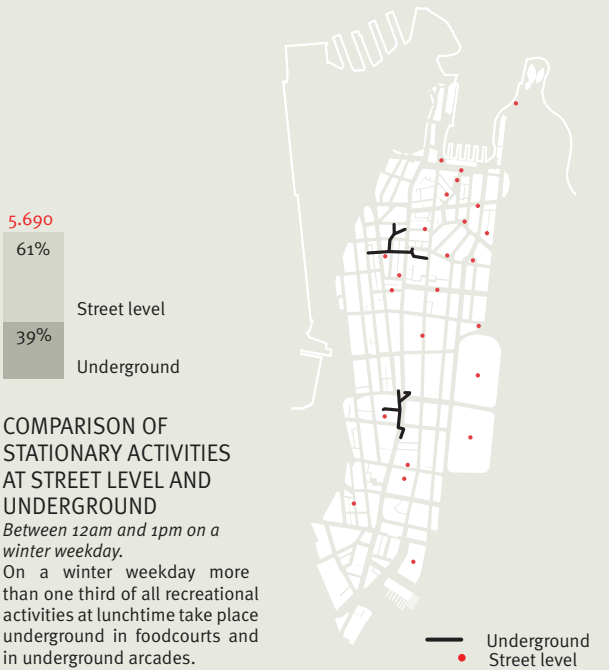
When studying recreational patterns in Sydney it becomes obvious that streets have their deficiencies in terms of working as social meeting places where recreation can happen alongside the general movement pattern. There are several problems to be overcome. The most overriding is that space is limited, noise levels are high and the general level of maintenance and cleanliness appears to be low. Thus streets are not looked upon as attractive public spaces to linger in.

UNDERGROUND, ABOVE GROUND AND INSIDE BLOCKS

Because of the deteriorating street environment people have found alternative places to be and gradually establishments have started appearing in larger numbers away from the street. A whole network of through-block, in-block, underground and aboveground establishments have developed, generally detracting public life from the streets. Few public benches and a varying quality in the outdoor spaces further sparks this trend. As such the streets of Sydney are deprived of many of their essential purposes and are merely used as traffic corridors.

LOW LEVEL OF STATIONARY ACTIVITIES

The survey work has displayed a surprising lack of activities in the City Centre. However when studies are made as to how much goes on underground and inside blocks the pattern is somewhat changed. There is a general tendency of people visiting establishments away from the streets either because it is convenient, close to train stations, or it is considered a better alternative to the few serving areas in streets.



GREAT FOR PARTIES...

EXTENSIVE EVENT CALENDAR

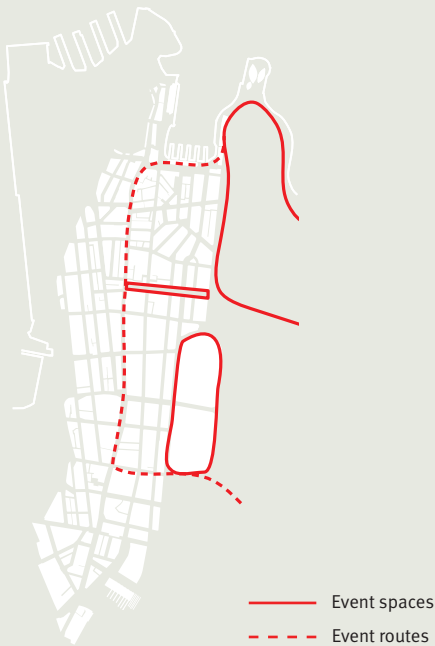
Sydney enjoys a large variety of events during the year engaging residents and visitors in common celebrations which strengthens the bonds and raises the affection for the city. The Olympics in 2000 was a peak event where Sydney’s many residents proudly presented their city to the rest of the world.

Events cover numerous topics as Sydney Festival, Mardi Gras, Chinese New Year, Christmas Parade, Anzac Day, Art and About and many others. The number of events tend to increase at Christmas time with the lowest periods being April, July and September.

ACTIVATING LARGE PARTS OF THE CITY

The large festivals mainly take place at the waterfront, in the Domain, The Botanical Gardens and Hyde Park where enough space is found for the various activities. The public spaces in the city are also used and Martin Place is especially popular in terms of events and parades.

Parades and demonstrations tend to choose the main street and the most frequently used streets and squares to achieve as much attention as possible. As such George Street is a natural choice for the majority of all parades as it links key destinations, as eg. Central Station, Town Hall, Martin Place, Circular Quay and the Rocks.



SYDNEY OPERA HOUSE IS A FAVOURITE DESTINATION FOR MANY PEOPLE AND AS SUCH A POPULAR PLACE FOR EVENTS AND PARTIES. Australia Open is shown at a widescreen here getting thousands of people together to watch something outdoors with other dedicated fans. This is far more interesting than watching the games on television as the experience of being together with other people is far more interesting.

THE CALENDAR SHOWS A REPRESENTATIVE SELECTION OF THE RECURRING EVENTS HELD IN 2007

| January | February | March | April | May | June |
|---|--|--|---|---|--|
| Australia Day Open Air Cinema Jazz in the Domain Symphony in the Domain Sydney festival Chinese New Year Festival City Night Market | Chinese New Year Festival City Night Market | Mardi Gras Parade St Patricks Day Sydney Harbour Week Greek Festival City Night Market | ANZAC Day Indonesian Festival City Night Market | Mothers day Classic fun run May Day Sorry Day Half Maraton Jadeworld Carnival City Night Market | Sydney Film Festival Darling Harbour Jazz Festival Sydney Good Food and Wine Show |

...BUT NOT FOR EVERYDAY LIFE



PEDESTRIAN CROSSING IN DRUIITT STREET
Everyday thousands of people leave the city during the evening peak. Their walks through the city are constantly obstructed by street clutter, traffic to minor side streets or by extensive long waits at traffic signals.

A UNIQUE WATERFRONT CITY
The analysis section has pointed towards a number of potentials. The overriding being the wonderful and unique natural setting in Port Jackson. Few other cities can boast of such a world class location.
Over time this unique location has proved not always to be a plus but also to be problematic. When the harbour, the water and the nature is so beautiful, why bother with the city. And so the city has been a victim of neglect.
With the introduction of motor cars this process of neglecting the outdoor spaces in the city has been accelerated. Finding space for vehicular traffic has been at the cost of public space which has been severely suffering from a gradual reduction in quality. Todays situation represents a city choked in traffic and with a tilted traffic balance, where transport modes such as cycling and walking have been neglected.

PROBLEMS IN THE PEDESTRIAN LANDSCAPE
Pedestrians have been the big losers in the present street layout. Too little space is being offered and generally the priority on walking is extremely low.

- 1. Low level of accessibility
- 2. Unacceptable long waiting times at intersections
- 3. Push buttons at every intersection
- 4. Unacceptable short periods for crossing streets
- 5. Narrow footpaths
- 6. No benches along primary walking links
- 7. Low attractivity of walking routes
- 8. Unacceptable noise levels
- 9. Abrupt crossings /pedestrian islands
- 10. High speed traffic
- 11. Uninviting street layouts
- 12. Street clutter obstructing walking links
- 13. Poor footpath amenities
- 14. Continuous inactive ground floor frontages
- 15. Lack of safety at night
- 16. Missing links between key destinations

July

Live Earth
Reserve Forces Day

August

Sydney International Boat Show
Sydney Fashion Festival
City to Surf
Long Tan Day

September

Armenian Festival

October

Art and About
Hyde Park Night Noodle Market
Sydney Food & Wine Fair

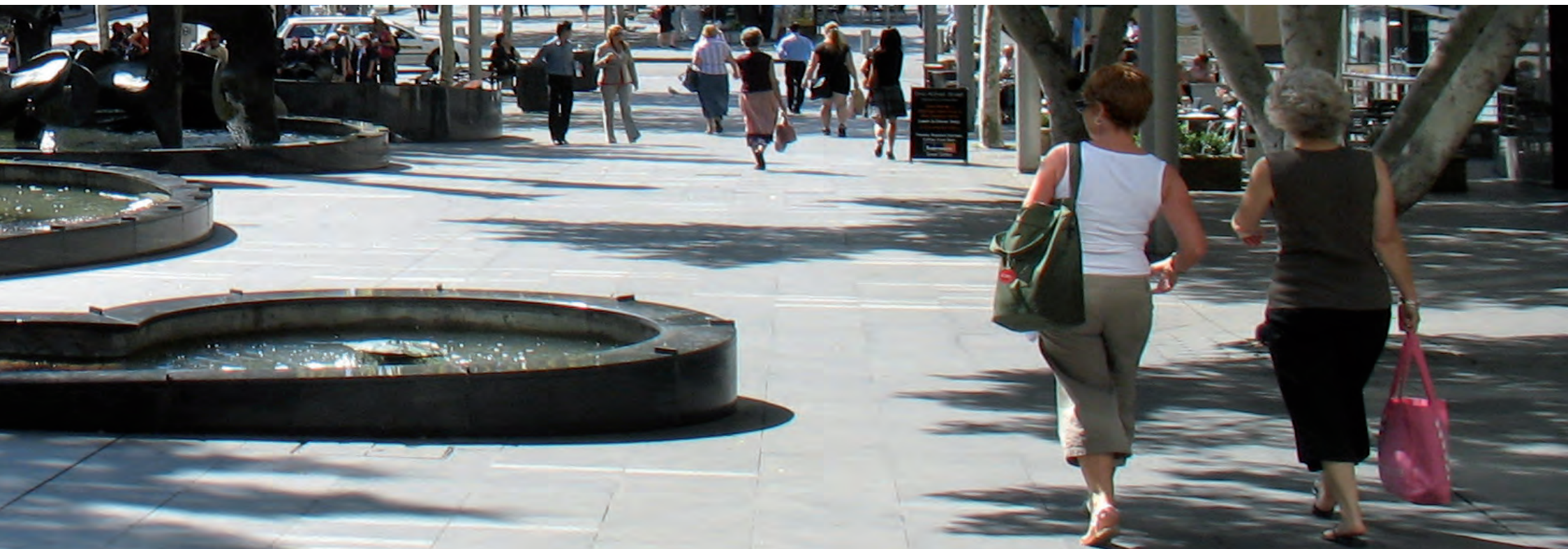
November

Christmas Concert & Tree Lighting
Sydney Christmas Parade
African Festival
Markets by Moonlight
Remembrance Day

December

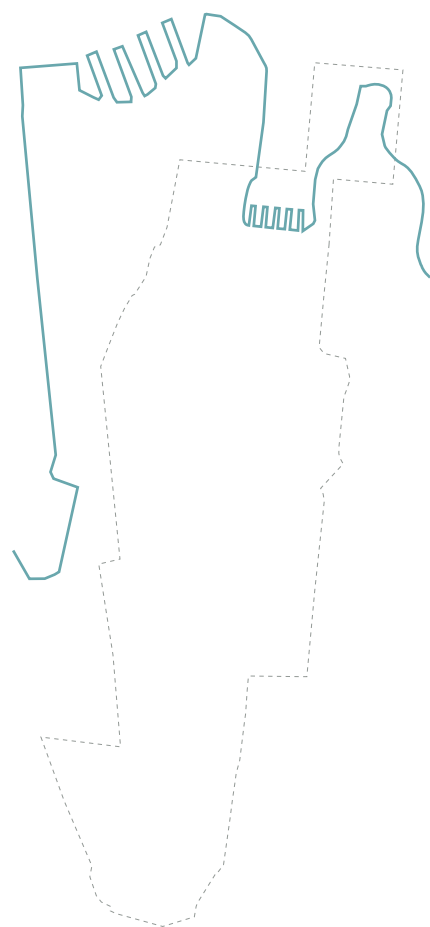
Darling Harbour Christmas
Carols in the Domain
DJs Christmas Concert Hyde Park
Summer Gay Day
Sydney Hobart Yacht Race
New Year's Eve Darling Harbour
New Year's Eve celebration
Moonlight Cinema





RECOMMENDATIONS

KEY RECOMMENDATIONS



a waterfront city

Celebrate Sydney as an unique waterfront city

Large scale

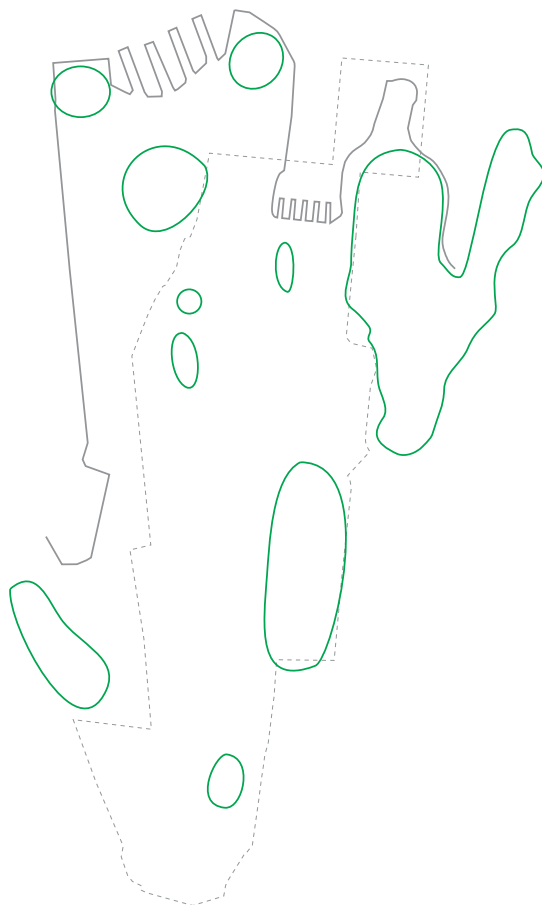
Increase access and views to the waterfront.
Ensure an integrated and urban development at Barangaroo.
Re-integrate Darling Harbour with the city fabric.

Medium scale

Complete the Harbour Foreshore walk.
Upgrade the current waterfront squares.
Create new places by the water.

Small scale

Celebrate the Tank Stream.
Reinforce Sydney as the "Harbour City" through the use of water features in the City Centre.
Create public art which refers to the water.



a green connected city

Develop a green and sustainable identity

Large scale

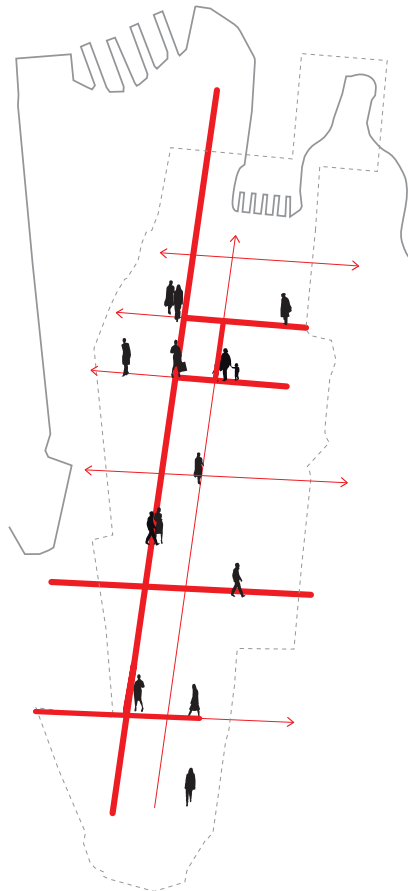
Strengthen the sustainable dimension.
Create a strong green connected network of parks, green squares, green streets and laneways. Link them to the water.

Medium scale

Continue the street tree planting.
Use street tree planting to enhance unique identity and improve pedestrian environment.
Improve entrances and interfaces with the city parks.

Small scale

Introduce portable green.
Continue programs of portable green and colour - "Living Colour".
Run green campaigns to promote sustainability.



a better city for walking

Develop an attractive pedestrian environment.

Large scale

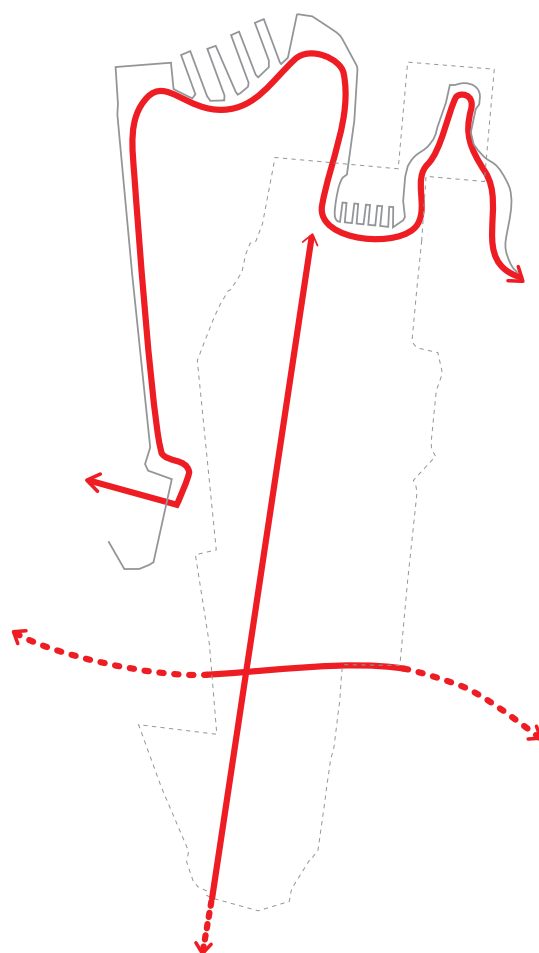
Create a connected pedestrian network.
Establish strong links between public transport and a pedestrian network.

Medium scale

Accessibility to public place, squares and parks should be provided for all people.
Introduce differentiated street types that identify a hierarchy of vehicle and pedestrian network.
Introduce new car free streets.
Introduce a set of primary walking links.
Cut down the number of intersections.
Create safer, more generous crossing opportunities.

Small scale

Widen footpaths where appropriate.
Introduce more public benches.
Introduce health and walk-to-work campaigns.
Improve legibility of the public domain through better signage and reduction of clutter.



a better city for cycling

Develop a strong cycling culture.

Large scale

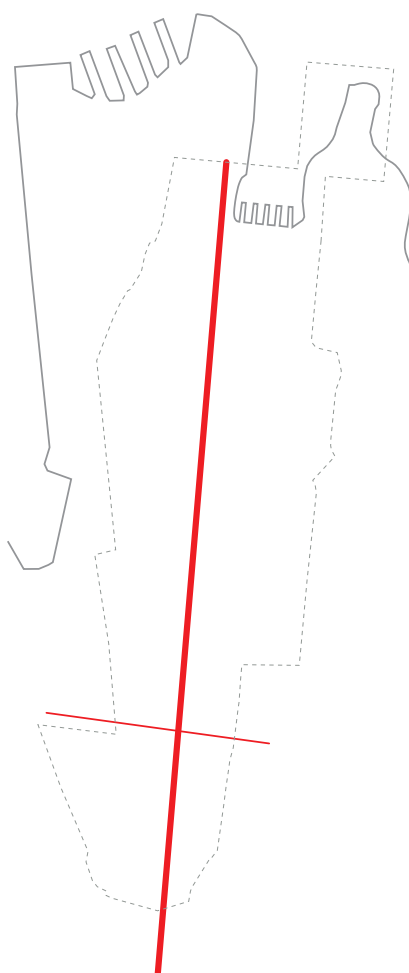
Create an overall, connected cycling network.
Ensure strong connections with cycle routes in the suburbs.
Ensure a strong integration with public transport.

Medium scale

Develop a system of safe, dedicated cycle lanes.
Introduce cycle lanes between footpaths and on street parking and carriageways.

Small scale

Introduce cycling campaigns to raise awareness and to promote the benefits of cycling.



a strong public transport city

Develop a strong, simplified and easily read surface public transport system

Large scale

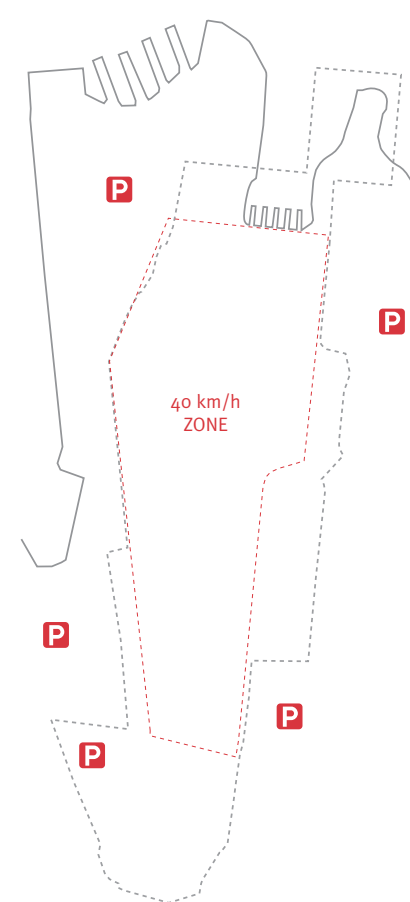
Introduce a North-South pedestrian spine and dedicated public transport street with no vehicular traffic in the long term.
Create a system of dedicated city routes and dedicated suburban routes.
Place all major interchanges and any layovers at the periphery of the City Centre.
Introduce a sustainable transport system - no fumes, no noise, green energy.

Medium scale

Upgrade interchanges.

Small scale

Introduce an information count-down system.
Introduce a common ticketing system.
Introduce campaigns to raise the quality image of public transport.



a traffic calmed city

Develop a balanced traffic culture where the various transport modes are given equal importance.

Large scale

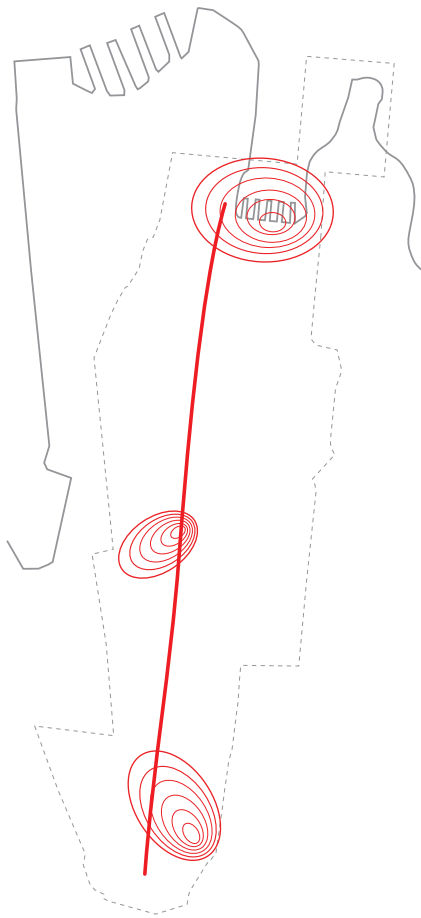
Develop a plan for a freeway traffic outside the City Centre.
Encourage relocation of parking structures to the periphery of the City Centre.
Demolish the Western Distributor in the long term.

Medium scale

Cut off all access /exit ways to the Western Distributor.
Cut east /west links in the City Centre.
Introduce a 40 km/h speed limit in the City Centre.

Small scale

Reduce on street parking.
Review pricing of on street parking.



a strong city identity

Develop a central spine of one main street and three significant squares.

Large scale

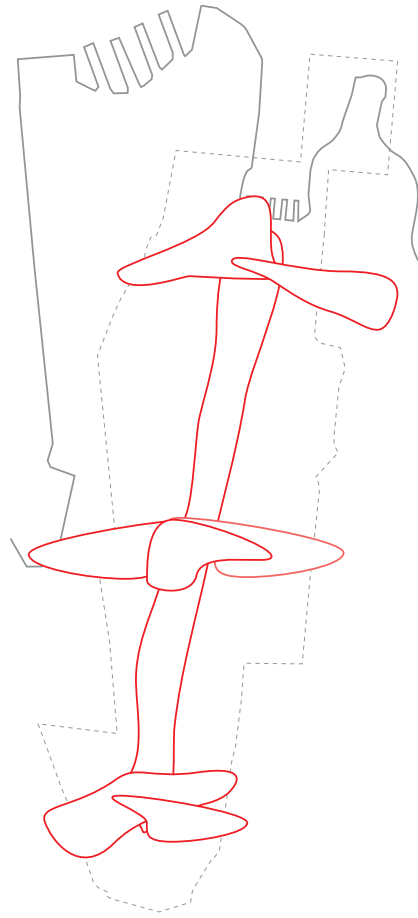
Take vehicular traffic out of George Street.
Install sustainable, clean and silent public transport on George Street.
Improve connection of the city to the harbour at Circular Quay, in the long term; Remove the Cahill Expressway at Circular Quay and tunnel the train station at Circular Quay.

Medium scale

Upgrade Circular Quay as a major public square.
Create a new Town Hall Square.
Upgrade Belmore Park and Railway Square.
Upgrade and activate the Laneways.
Upgrade urban space and squares along George Street.

Small scale

Ensure a high quality public art programme for the central spine and the three squares.
Create a sense of unity along George Street.
Create subtle historical and visual links between the squares and the main street.



an inviting streetscape

Develop a strong hierarchy of significant public spaces.

Large scale

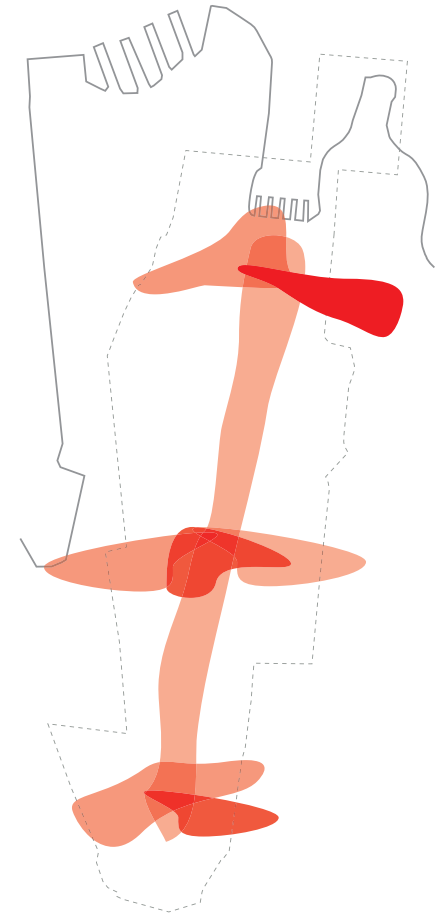
Develop a City Centre public space improvement strategy.
Characterise types of streets and squares that provide a variety of settings and activities.
Develop a staged implementation plan.
Retain and enhance the urban fine grain.

Medium scale

Initiate urban design competitions.
Better signage and reduction of clutter.
Create play environments for children.

Small scale

Introduce public art strategies that promote art in the streets and public realm of Central Sydney.
Develop lighting schemes for specific spaces.
Introduce a wide range of types of greenery.
Ensure inclusive access to public spaces.



a diverse, inclusive and lively city

Develop a multifunctional city with a close integration between various functions.

Large scale

Identify a zone for mixed use.
Develop a policy for gradual mixed use.
Support liquor licencing reform to encourage diverse small bars and venues.

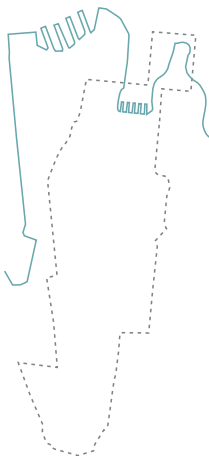
Medium scale

Ensure an accessible city for all.
Ensure more active, attractive and transparent street frontages.
Encourage and promote activation of laneways.

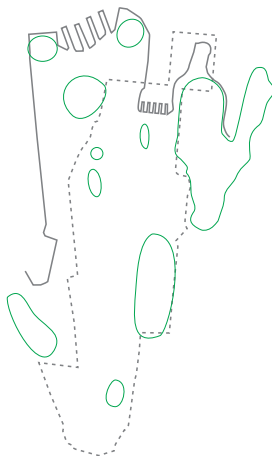
Small scale

Arrange festivals spurring new initiatives and partnerships across common borders.
Develop campaigns to highlight the problems of a mono-functional city.

capitalise on the amenities

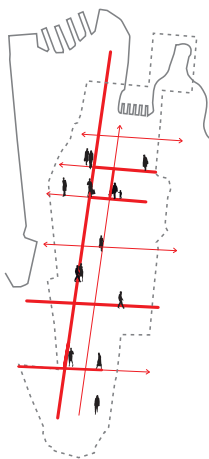


A WATERFRONT CITY

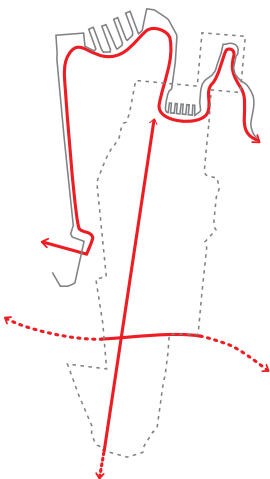


A GREEN CONNECTED CITY

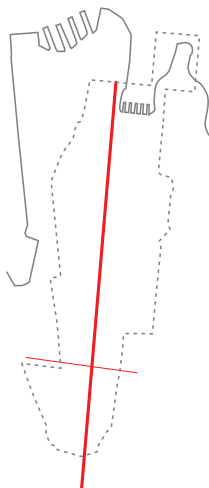
a 21st century traffic system



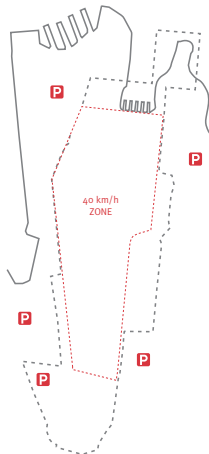
A BETTER CITY FOR WALKING



A BETTER CITY FOR CYCLING

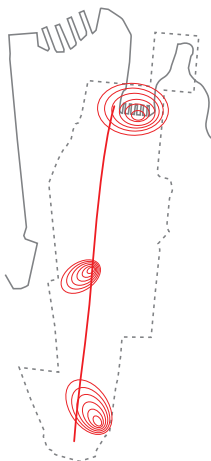


A STRONG PUBLIC TRANSPORT CITY

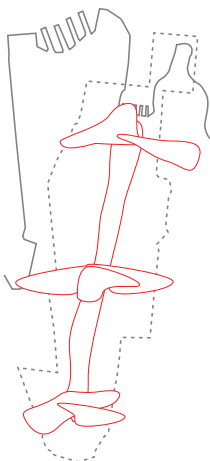


A TRAFFIC CALMED CITY

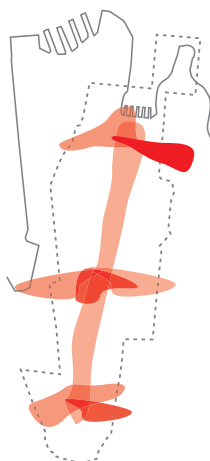
an attractive public realm



A STRONG CITY IDENTITY



AN INVITING STREETScape



A DIVERSE, INCLUSIVE AND LIVELY CITY

CAPITALISE ON THE AMENITIES

a waterfront city

CREATE A CONNECTED WATERFRONT

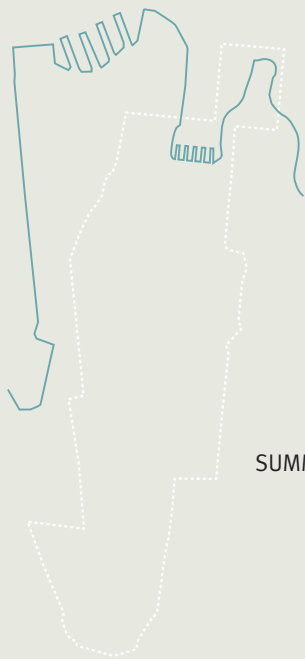
- In partnership with Sydney Harbour Foreshore Authority and other State Government Agencies advance the development of a continuous and interesting Harbour Foreshore Walk from Glebe to Woolloomoolloo.
- Ensure interesting experiences along the waterfront.
- Celebrate the water squares.
- Celebrate Circular Quay and Opera House Forecourt as natural gathering places in a harbour city.
- Reinforce Sydney as the “Harbour City” through the integration of water features in the public realm including further interpretation and acknowledgement of the Tank Stream.

ESTABLISH LINKS BETWEEN THE CITY AND THE WATER

- Improve links between the city and the water physically and visually. Create interesting end points at the water like bridges, artwork, cafes or recreational facilities.

INTEGRATE DARLING HARBOUR WITH THE CITY

- Create a more extrovert Darling Harbour by improving the interface between Darling Harbour and the city. Upgrade frontages and integrate Darling Harbour with the general street structure.
- Together with Sydney Harbour Foreshore Authority assess the feasibility of creating an expanded city park at Darling Harbour that provides a strong integration between the city, the water and Darling Harbour development.
- Advocate a rethink on Darling Harbour to a multi-functional area, eg. by supplementing the area with dwellings and city functions.



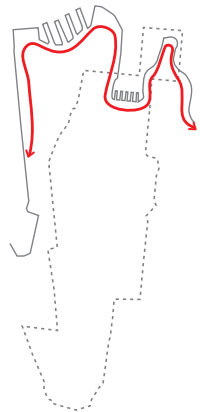
SUMMARY



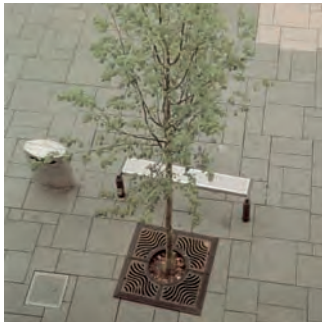
DEVELOP A CONNECTED FORESHORE WALK AND UPGRADE THE ADJOINING STREETS AND SQUARES. ENSURE A STRONG CONNECTION BETWEEN THE WATER AND THE CITY.

- Harbour Foreshore Walk
- Important waterfront squares
- Interpretation element: “Tank Stream”
- Important links to the water
- Barangaroo and Darling Harbour

FORESHORE WALK



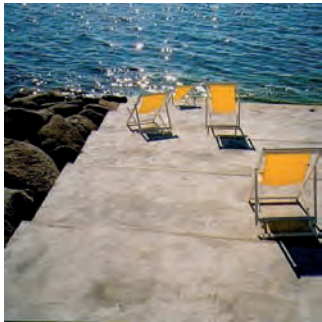
A unified and continuous paving should dominate the Foreshore Walk. The paving should be of high quality and must ensure accessibility for all user groups.
Denmark



Street furniture covering benches, lamp posts, rubbish bins etc. should all be well coordinated from a design point of view.
Vejle, Denmark

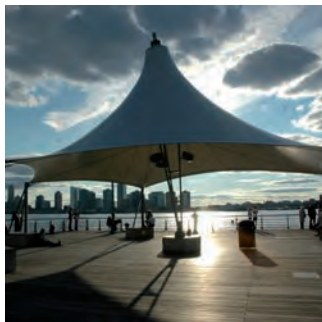
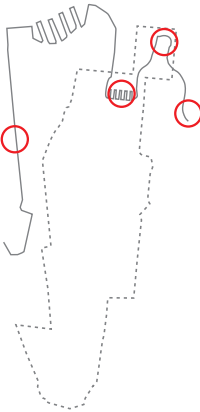


Create squares along the Foreshore Walk with different experiences and activity. Like "pearls on a string".
Boo1, Malmö, Sweden

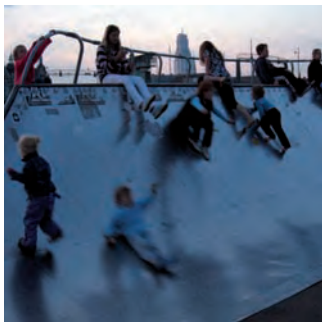


Create direct access to the water by ramps or steps and give people opportunity to touch the water and perform a multitude of activities on the water.
Boo1, Malmö, Sweden

WATER SQUARES



A waterfront square with a permanent pavilion for different uses like music and theatre performances or just for shade on a sunny day.
Hudson River Park, New York, US



A skateboard ramp could be one of many different activities at the harbourfront.
Havneparken, Copenhagen, Denmark

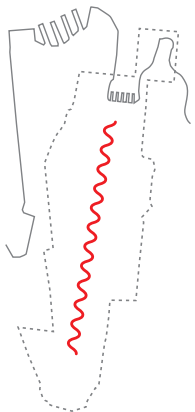


Activities on the water.
Havneparken, Copenhagen, Denmark



A recreational pause by the water.
Boo1, Malmö, Sweden

TANK STREAM



Art installation in the pavement telling the story of the Tank Stream.
Sydney



Mist from the many jets of water sparks the imagination, especially for children.
Solbjerg Plads, Copenhagen

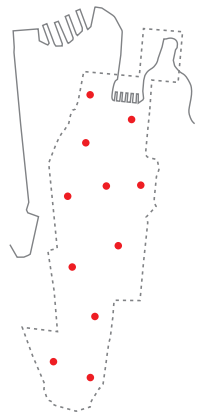


Paving stones with light a memory of water.
Copenhagen, Denmark



Water stream in a pedestrian street.
Freiburg, Germany

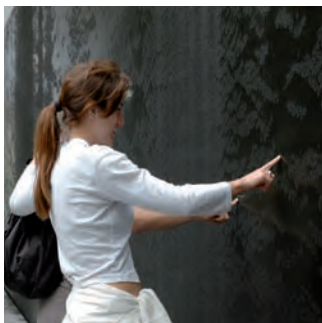
POINTS OF ACTIVITY



Water jets offering fun for everybody.
Brønshøj Torv, Denmark



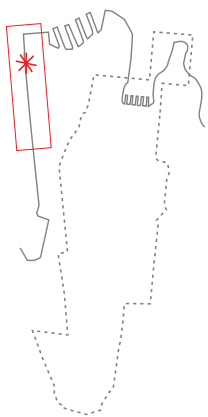
Water fountain on Place Pompidou.
Paris, France



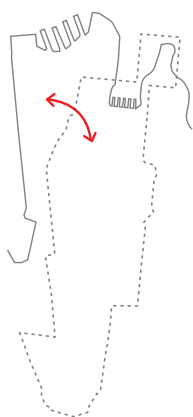
Waterwall installation.
Melbourne, Australia



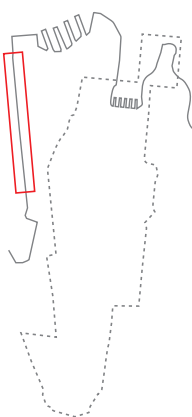
A simple water feature creates a quiet retreat.
Thorvaldsens Plads, Copenhagen,



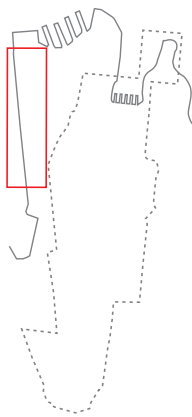
SUPPLEMENT TO THE CITY
Investigate how Barangaroo can supplement Sydney; What is Sydney lacking at the moment? How can Barangaroo be a valuable addition to the existing and what special qualities should it hold?



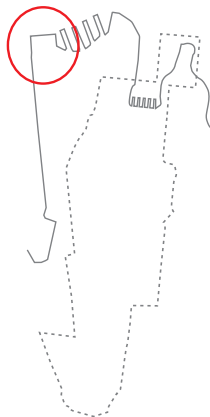
LINKS WITH THE SURROUNDINGS
Ensure strong connections with the rest of the City Centre. Walking, cycling and transport links are of high importance. Ensure a high level of continuation of existing street grids and urban pattern. Improve Hickson Road and Sussex Street as important interfaces and links to the city.



URBAN HARBOURFRONT
Given the extraordinary location of Barangaroo in the middle of a large metropolitan city, the waterfront should be celebrated by an urban formulated public space relating to its highly urban situation.



DENSE AND LOW
The buildings at Barangaroo ought to hold a multi-functional mix, within the buildings and within the individual quarters. Ensure passive surveillance by placing residences low and in close contact with public space. Avoid tall buildings creating problems at the micro-climatic level.



A GREEN PARK
Celebrate the history of Sydney by creating a green park at the head. Link this park carefully with the harbour front and with the surrounding city areas.

BO01, WESTERN HARBOUR, MALMÖ, SWEDEN

In 2001, Sweden’s International Housing Exhibition provided the occasion to create a new urban settlement on reclaimed industrial land. A tight, irregular internal block layout protects inhabitants from strong and cold sea winds. Most importantly this contributes to a sense of human scale: delineating views and providing a sense of intrigue and delight through a sequence of spaces. Clear “fronts” and “backs” of housing blocks provide common semi-private spaces for residents. The development is energy-neutral, producing as much as it consumes, due partly to alternative energy sources and energy efficient design. Apartment buildings have been designed for mixed use - the ground floor level of buildings has a higher floor to ceiling height to allow easy conversion to shops when and if the need arises. Balconies and bay-windows are common throughout, providing good visual connections and facilitating communication between inhabitants and visitors as well as providing views to the sea. Bo01 represents part of Malmö’s transformation from a depressed industrial city to a thriving new multi-cultural centre of knowledge and advancement.



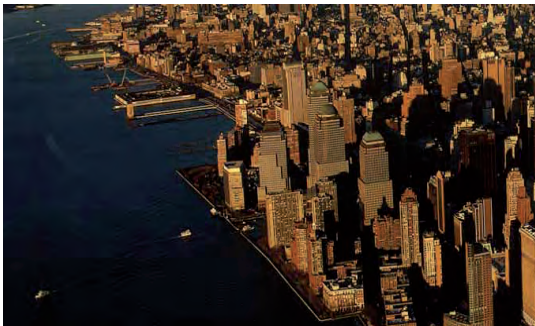
AKER BRYGGE, OSLO, NORWAY

Aker Brygge was established in an abolished shipyard in the middle of Oslo in the early eighties. The area measures 260,000 m² and is an exciting quarter and an good example on how to open up a city towards the waterfront. The project took over 10 years to complete and is today one of Oslo’s primary attractions. In the summer months Aker Brygge is Oslo’s primary and most popular meeting place, teeming with people both day and night. More than 5,000 people live and work in the area. The buildings are distinctive, with their combination of old, venerable shipyard buildings and modern architecture. The outdoor spaces are of high quality and a distinct design. Careful consideration has been paid to the scale of the area and on how to create human scale public space with the best conditions for a flourishing public life.



BATTERY PARK CITY, NEW YORK

Battery Park City is a 90 acre (0.4 km²) planned community at the southwestern tip of Manhattan in New York City. The neighborhood, which is the site of the World Financial Center along with numerous housing, commercial and retail buildings, is named for adjacent Battery Park. Battery Park City is owned and managed by the Battery Park City Authority, a public corporation that is not controlled by New York City. From its inception, the defining vision for Battery Park City was to create a physical space welcoming the diverse people of New York City to work, shop, eat, play, relax, and, most important, live. Battery Park City is now some of the most scenic and engaging open space in New York City, establishing an urban fabric of mixed uses that has brought new life to lower Manhattan, sustaining it through difficult and turbulent times. At the heart of its success is the significant open space component that has resulted in a 1.2 mile esplanade, over 30 acres of parks, and streets that support active public participation in the life of the city.





Boo1, Western Harbour Malmö, Sweden



Battery Park City, New York



Aker Brygge, Oslo, Norway

CAPITALISE ON THE AMENITIES

a green connected city

DEVELOP A SUSTAINABLE SYDNEY

- Focus on sustainability and how Sydney can be a world leader on sustainable issues.
- Investigate how the city can be sustainable at a number of levels relating to transport, energy use, green energy, waste, recycling, water etc.

DEVELOP A GREEN CONNECTED SYDNEY

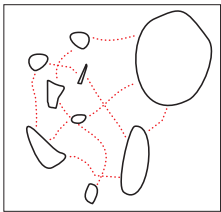
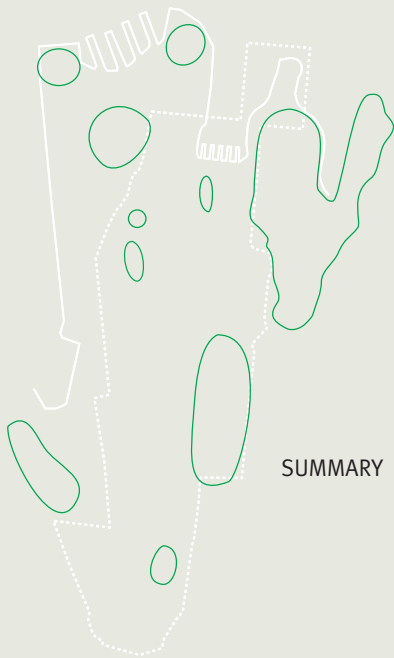
- Create a strong connected green network of parks, squares, streets and laneways. Ensure links to the water.
- Use the street tree planting program to enhance unique identity and improve the pedestrian environment.

CREATE A CONNECTED OPEN SPACE/ PARK NETWORK

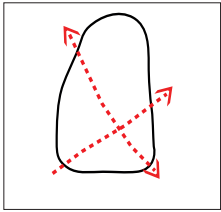
- Celebrate the main parks, the Domain and the Botanic Gardens, as grand spaces and unified parklands that connect with the water.
- Extend the cover on the Eastern Distributor in the Domain to unify the parklands.
- Create strong links between the pedestrian network and the entrances points to the Gardens and the Domain.

CELEBRATE HYDE PARK AS A GREEN LUNG

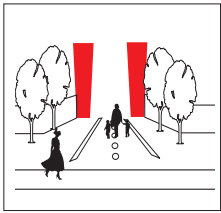
- Progress implementation of the Hyde Park master plan.
- Improve the interface between the park and the city by upgrading the surrounding streets and connections into the Park.
- Create a strong link between Hyde Park, Cook and Phillip Park and the Domain.



Link up green areas by developing a network of identifiable green routes.



The parklands consists of many unlinked bits and pieces cut up by the Cahill Expressway and internal thoroughfares.



There is a need for better defined entrances and gateways for city parks.

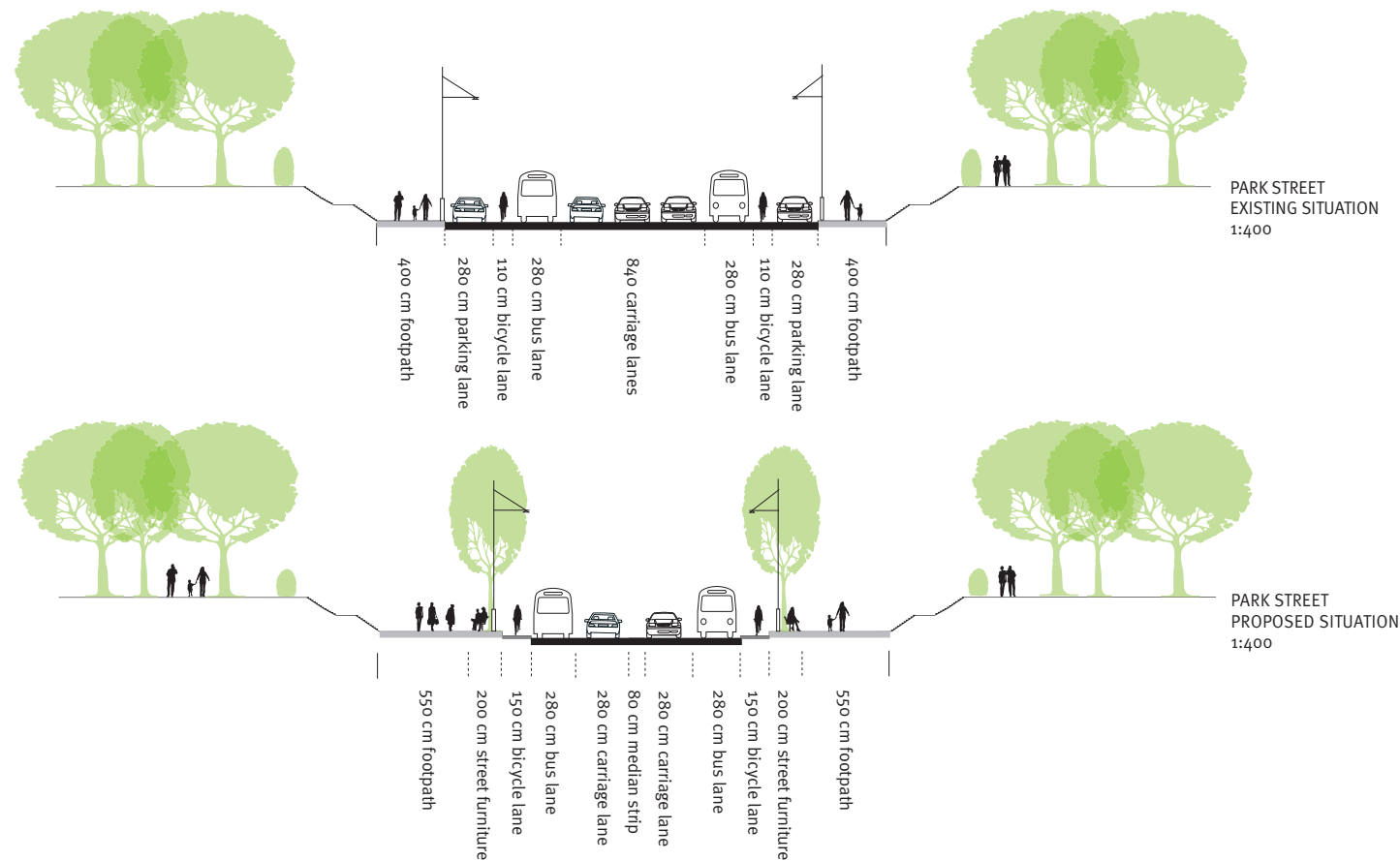


DEVELOP A GREEN NETWORK OF GREEN ROUTES AND GREEN SPACES LINKING WITH THE PUBLIC SPACE AND THE PEDESTRIAN NETWORKS

- Parks
- • • • Pedestrian network

IMPROVE THE INTERFACE BETWEEN THE CITY AND THE PARKS

The streets outside the parks need to clearly signal a special status as park streets. Wide pavements, high quality street furniture and lighting, beautiful paving and a calm traffic environment need to be standard elements where the parks and the city meet. Below is illustrated an improved Park Street which seeks to downscale the separation of the two parts of Hyde Park and serve as a high quality city street.

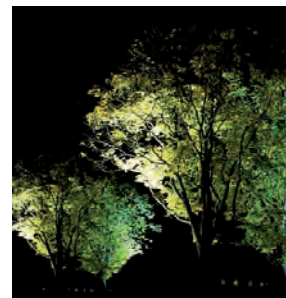


STRENGTHEN THE INTERFACE

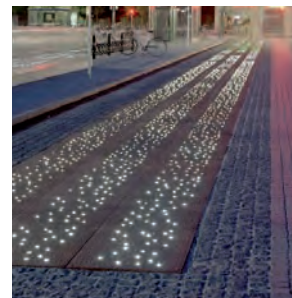
Strengthen the interface and connections into Hyde Park by emphasizing and celebrating the entry points using integrated identity elements like artwork, lighting and landscaping. Treat pedestrian connections to and from Hyde Park as special greenways and establish safe passage routes through the parks at night.



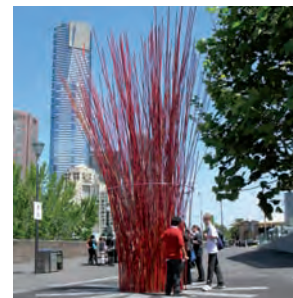
Let the paving tell stories.
Barcelona, Spain



Lights in trees give the area a special "feel" during the day and at nights.
Copenhagen, Denmark



Host of "Stars" in the pavement.
Barcelona, Spain



Art installations can be used to establish identity.
Melbourne

CREATE A DISTINCT STREET CHARACTER

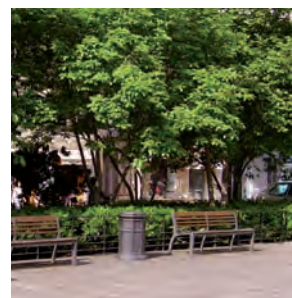
There needs to be a distinct character where Park Street dissects Hyde Park. The pavements along Park Street can at this stretch be widened by removing on street parking. Pavements can be used for public benches and for an urban "greenification" of the streetscape quite different from what is found inside the park.



Sitting opportunities offering passers-by a rest.
Rotterdam, The Netherlands



Establish identity in terms of small scale moveable green elements.
Place de la Bourse, Lyon, France



Inviting edge with comfortable public benches.
Lyon, France



Crossings are manifested through the paving materials.
Copenhagen

A 21ST CENTURY TRAFFIC SYSTEM

a better city for walking

PEDESTRIAN NETWORK

- Develop a unified pedestrian network of attractive walking links.
- Identify a hierarchy of vehicle and pedestrian street types.
- Create strong north /south connections and strong east /west walking links that have high pedestrian priority.
- Establish and sustain an enjoyable, safe and interconnected pedestrian network for movement around the city centre.
- Create strong walking links to the surrounding city hubs.
- Expand the retail heart by extending the system of pedestrian streets and by linking the existing retail streets.
- Ensure inclusive access and accessible paths of travel to allow all people to enjoy the city.

STRONG LINKS WITH OTHER TRANSPORT MODES

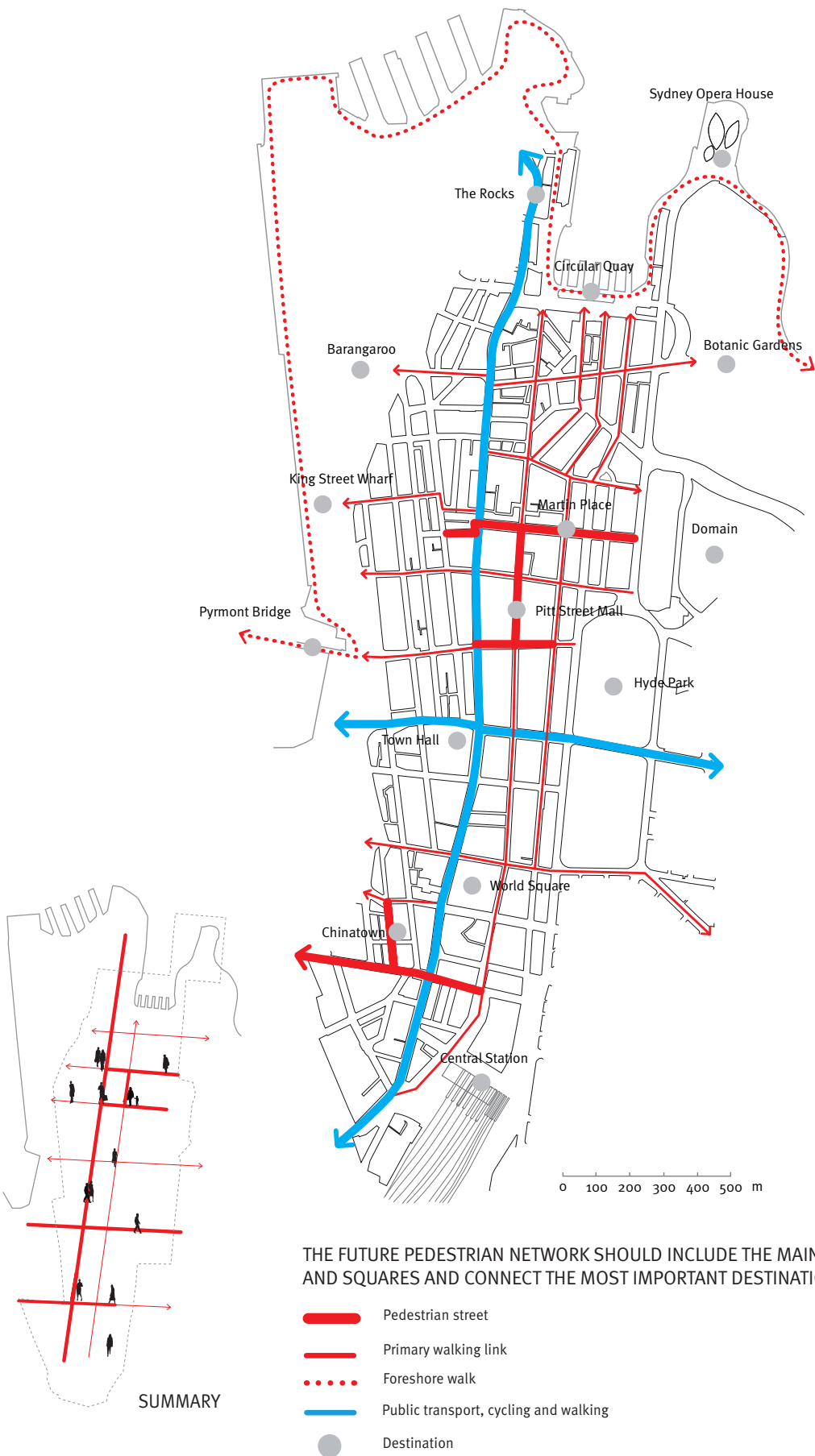
- Create strong connections between public transport and the pedestrian network.
- Ensure strong connections between main parking stations and the pedestrian network.
- Promotion of pedestrians/ cyclists in the city. Conduct Sunday car free days.

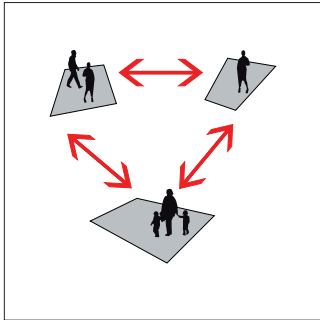
ATTRACTIVE WALKING ROUTES

- Ensure high quality and attractive walking links (visually and functionally)
- Raise the level of experiences and accessibility along walking routes.
- Create new types of walking links through activated building frontages and public art etc. which leave out vehicular traffic and focuses on walking, cycling and public transport.
- Maintain visual links and view corridors for city legibility.
- Introduce a variety of sitting areas along the edge of the pedestrian network in places where people can interact or enjoy city views

UPGRADE INTERSECTIONS AND SAFETY

- Minimize waiting time at intersections.
- Minimize the number of pedestrian intersections on attractive walking routes by providing cross overs which carry pavement over minor side streets.
- Remove push buttons.
- Ensure safe walking links also at night.
- Reduce occurrences of slip lanes.
- Consider medians in streets to curb traffic and facilitate safe pedestrian crossings.
- Assess opportunities to tightening corner radius of intersections by installing curb extensions to slow turning drivers. eg Spring /Gresham Streets and Spring /Loftus Streets.





A CONNECTED NETWORK
Develop an integrated pedestrian network where attractive routes link key destinations and major recreational spaces, parks and squares.



CLEAR WAYFINDING
Well placed, easily read maps and directions are crucial in guiding visitors. An integrated way finding strategy should be developed and put in place.
Town Hall, Sydney



EXPERIENCES
At intervals the walking experience can be enriched by artwork, beautiful urban spaces and squares or upgraded laneways which add extra quality to the walking experience.
Palais Royal, Paris, France



EASY ACCESS TO PUBLIC TRANSPORT
The pedestrian network should be firmly linked to the public transport network offering attractive places for waiting and easily accessible platforms /stations.
Göteborg, Sweden



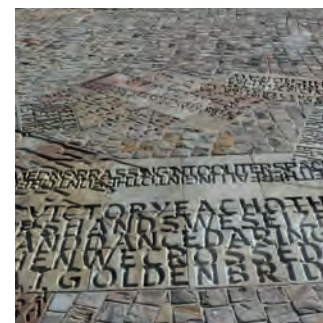
HIGH QUALITY FOOTPATHS
Widen footpaths when possible and strengthen the green, in terms of street trees or portable green.
Aalborg, Denmark



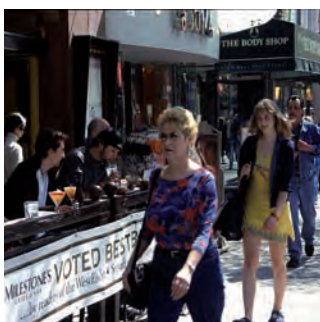
CLEAR PASSAGE
Avoid unnecessary footpath interruptions at minor side streets. Ensure that footpaths stay clear of inconveniently placed street furniture.
Gammel Kongevej, Copenhagen



REDUCE NOISE LEVELS
Initiate a study which carefully looks into the current levels of noise, where the noise comes from and how the streets can be substantially relieved from noise.
George Street, Sydney



CITY HISTORY
Continue the current tales of Sydney's history on pavements, on plaques, in squares etc.
Federation Square, Melbourne



GROUND FLOOR FRONTAGES
Develop a program for upgrading frontages. Develop campaigns to raise awareness on the importance of transparent and interesting ground floor frontages.
Vancouver, Canada



SOFT EDGES
Encourage buildings with soft edges inviting people to stand, to sit and to enjoy public life from a comfortable distance.
Copenhagen, Denmark



RESTING PLACES
Develop guidelines for installing more public seating offering passers-by a rest and helping the elderly and families with kids. eg. benches /resting options per 250 m. Melbourne



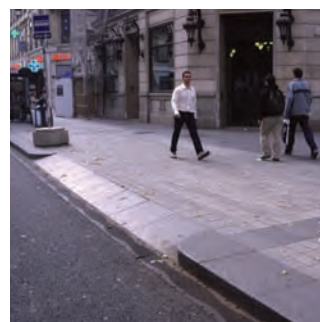
PAVING
Footpaths, laneways and car free streets as aesthetic pleasures, indicating high pedestrian priority and upgrading "the walking brand".
Bilbao, Spain



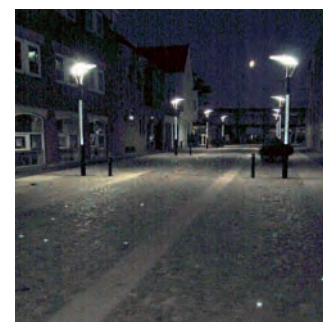
DIRECT ACCESS
Improve pedestrian access by placing crossings according to pedestrian desirelines.
Copenhagen, Denmark



PEDESTRIAN SIGNALS
Timed pedestrian signals informing pedestrians about waiting /crossing time.
Copenhagen, Denmark



FEW AND SHORT STOPS
Limit the number of intersections along primary walking links. Reduce waiting time to eg. max. 15% of total travel time.
Lyon, France



LIGHTING
Extend the smartpole system to cover major streets. Introduce a more subtle and poetic lighting program in the intimate spaces.
Esbjerg, Denmark

PEDESTRIAN NETWORK

An extensive pedestrian network consisting of attractive walking routes, car free streets, pedestrian priority streets, walking friendly boulevards etc. is key to a successful city where walking is a competitive transportation mode.

Links with public transport and major parking stations need to be strengthened and explored.

ATTRACTIVE WALKING ROUTES

Straight forward interventions such as improving the footpath itself by upgrading main routes with high quality materials and paving will contribute significantly towards improving walking conditions in the city. But other aspects of the public realm are also important in achieving this aim. Soft edges and attractive ground floor frontages form the important interface between buildings and spaces. This zone needs to be carefully considered. The needs of pedestrians in terms of places to rest and the ability to lead conversations are also essential.

CROSSINGS AND SAFETY

The analysis section indicated the numerous intersections that limit pedestrian movement and restrict walking in the city. In general, intersections should prioritise pedestrian and vehicle requirements equally. Crossings that are easy to use and consistently designed should replace the complicated crossings found in the city today. The pedestrian signals should be better timed so that pedestrians have a reasonable time to cross, a minimum time to wait and finally the number of intersections should be drastically reduced to increase walking speeds.

A 21ST CENTURY TRAFFIC SYSTEM

a better city for cycling

BICYCLE NETWORK

- Develop a simple, easily read cycle system.
- Ensure that cycle lanes are not under 1.5 m wide.
- Do not leave any routes un-connected.
- Establish a network integrated with public transport.
- Place cycle lanes in desirable streets.
- Introduce proper and secure cycle lanes, placed between footpaths and parking. (Copenhagen /Melbourne model)
- Highlight cycle lanes in intersections to raise awareness.
- Provide safe crossings with dedicated cycle lights.
- Ensure strong links with cycling routes in the suburbs.

BICYCLE PARKING

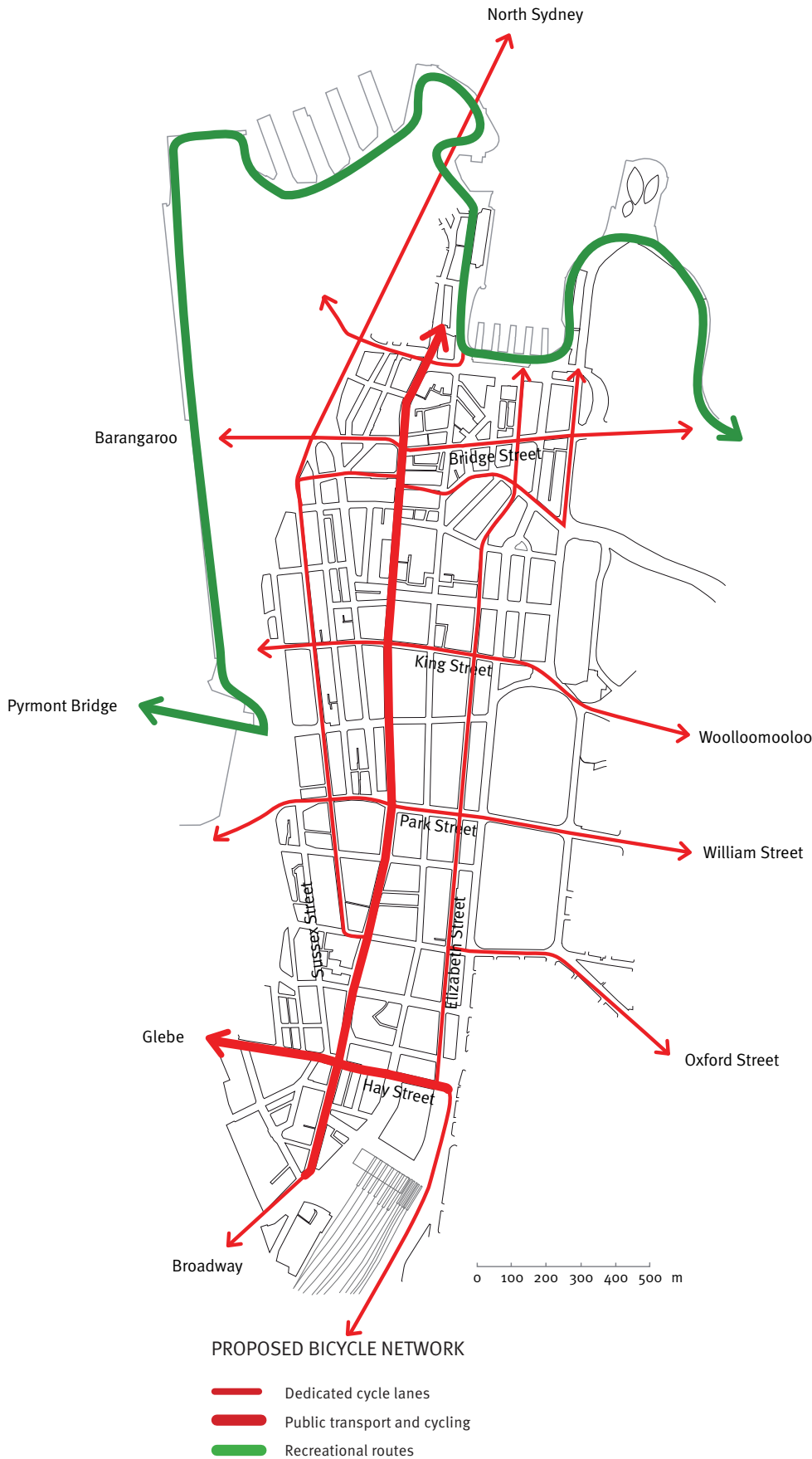
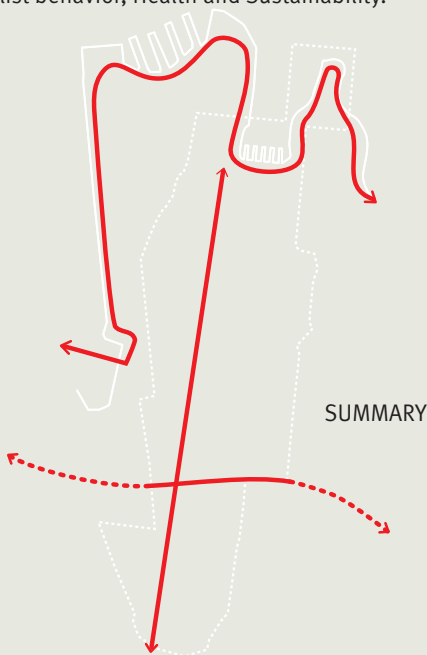
- Introduce easily accessible and safe parking facilities.
- Make bicycle parking facilities free of charge.
- Ensure convenient locations for parking facilities including bike rings attached to smart poles.
- Develop a policy for bicycle parking in buildings.
- Ensure of adequate cycle parking in current parking structures.
- Replace selected on street parking with cycle racks.

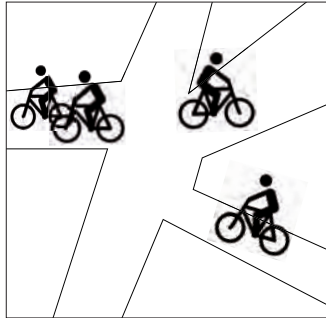
BICYCLE ADVANTAGES

- Spoil them to lure them up on their bikes !!
- Make cycling a desirable, alternative transport mode.
- Introduce a 3 second head start at intersections.
- Introduce green waves for cyclists.

BICYCLE CAMPAIGNS AND PROMOTIONS

- Investigate viability for public bicycle hire schemes.
- Introduce Ciclovias closing city streets during Sundays to allow cyclists to make use of the City Centre.
- Cycle festivals: “Cycle in the park”, “Learn how to ride a bike”, “Cycling children”, “Cycling granny’s”.
- Info campaigns focusing at: Motorist awareness, Safety, Cyclist behavior, Health and Sustainability.





A CONNECTED NETWORK

Establish a connected cycle network that does not leave any routes unconnected and ensures strong links with cycling routes in the suburbs.



DEDICATED CYCLE LANES

Develop a simple, easily read cycle system with dedicated cycle lanes in desirable streets.

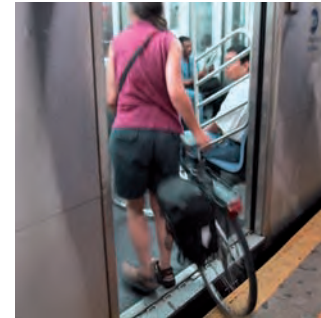
Copenhagen, Denmark



ALL USER GROUPS

Invite all age groups to use the cycle lanes by creating a safe and consistent system and by ensuring that cycling becomes a common mode of transport.

Copenhagen, Denmark



EASY ACCESS TO PUBLIC TRANSPORT

Establish a cycle network integrated with public transport and allow bicycles to be taken onboard trains.

New York

BICYCLE NETWORK

A consistent, connected bicycle network is essential in establishing an attractive alternative to vehicular traffic or public transport.

Once the network has reached a substantial quality and size, cycling becomes a very attractive way of moving between eg. home and work.



INFORMATION ON ROUTES

A connected network of cycle routes extending far into the surrounding suburbs needs a consistent signage program which ensures easy wayfinding.

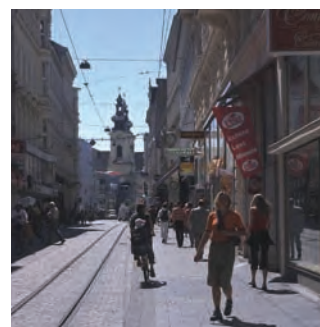
Odense, Denmark



KEEPING TRACK

Counters at busy routes can register the number of cyclists passing during the day and year. The counter can also keep track of previous years and thus constantly updates the public on the development of a cycling culture.

Odense, Denmark



CAR FREE- AND ONE WAY STREETS

Cycling can be permitted in both directions in one way streets. Cycling can also be permitted in car free streets at certain times of the day.

Linz, Austria



GREEN WAVES

Introduce green waves for riders riding 20 km/h to ease passage through the city.

Odense, Denmark

INFORMATION AND ADVANTAGES

Easing wayfinding for new cyclists and visitors are equally important for cyclists as well as for pedestrians. Estimating distances and proposing possible routes are helpful elements.

In order to make cycling an attractive transport mode and to increase travelling speeds, certain measures need to be put into place where cyclists get advantages easing their passage through the city.



SAFELY PLACED LANES

Cycle paths are clearly marked and placed between parked cars and the footpath.

Swanston Street, Melbourne



SAFE INTERSECTIONS

Cycle paths marked blue at major intersections raise awareness of motorists.

Copenhagen, Denmark



TURNING LANES

Dedicated turning lanes for cyclists so other cyclists can pass without having to slow down.

Copenhagen, Denmark



3 SECONDS HEAD START

Dedicated traffic signals for cyclists. Cycles start three seconds before cars to allow them to be seen in an intersection.

Copenhagen, Denmark

SAFETY

Increasing the level of safety is the essential thing in order to get people up on their bikes. No half-hearted gestures, but a thought through policy of simple, easily read and successful safety means which effectively raises the level of safety for cyclists.

As a side effect more cyclists will come along and a more diverse cycling culture will take place, where it is not only the young and brave, but also the grannies and their grandchildren.



FREE AND ACCESSIBLE

Easy accessible bicycle parking

Odense, Denmark



CYCLE RACKS INSTEAD OF CAR PARKING

Convert parking spots into bicycle parking facilities.

Copenhagen, Denmark



PARKING POLICY

Develop a policy for bicycle parking in buildings (New York has just introduced such a legislation)

Copenhagen, Denmark



PUBLIC TRANSPORT

Ensure convenient locations for parking facilities at transport interchanges.

Copenhagen, Denmark

BICYCLE PARKING

Bicycle parking has two sides. One side relates to the cyclists need for a safe way of parking the bicycle at a desirable distance from the end point of the journey. Another side relates to the more aesthetic issues where uncoordinated cycle parking can have a serious downgrading effect on streets and squares, hamper pedestrian passage and block entrances to eg. train stations.

A 21ST CENTURY TRAFFIC SYSTEM

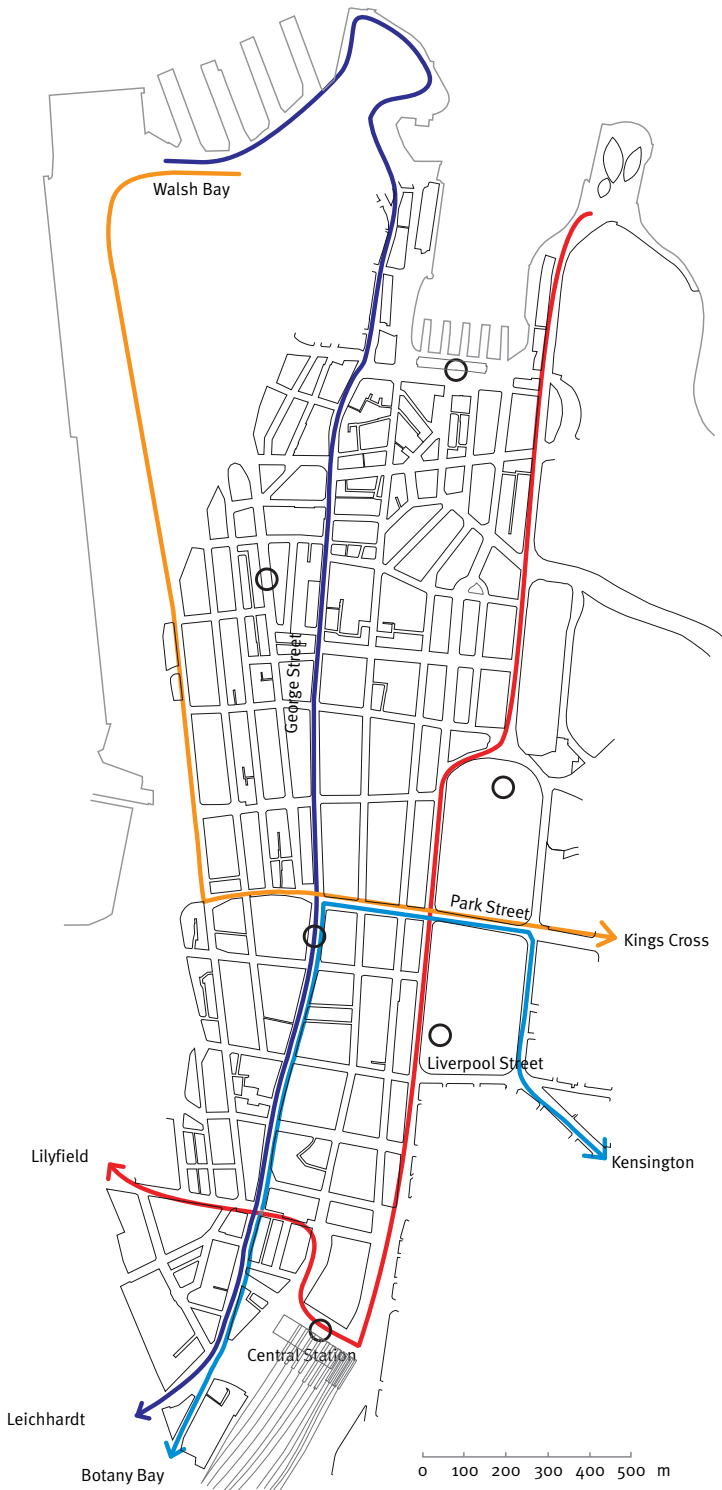
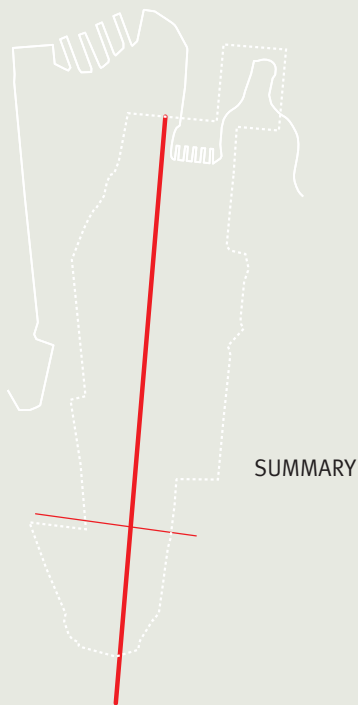
a strong public transport city

RETHINK AND SIMPLIFY SURFACE TRANSPORT

- Develop a well integrated and well connected public transport network to provide an alternative to cars.
- First phase could be a simplified bus network which is gradually replaced by light rail.
- Investigate how underground train services can support a simplified surface transport system.
- In the long term reduce the number of bus routes to the city centre.
- Let metropolitan lines touch the periphery of the City Centre and provide an alternative transport link within the City Centre.
- In the long term avoid bus layovers in the City Centre.
- In the long term avoid major surface interchange facilities in the City Centre - place them at the periphery.
- Extend the existing light rail system by adding more lines if possible to include the inner suburbs in a light rail network in order to reduce traffic in the City Centre.
- Provide 24 hour bus lanes to ease access for public transport through the city.
- More frequent running buses and trains. Introduce a 24 hour system with increased peak at evening and weekend services.
- Take down the monorail.

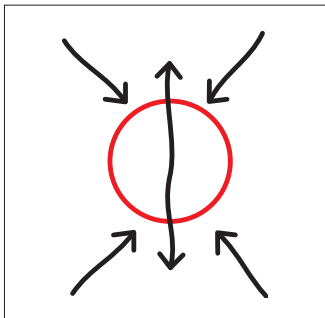
A DEDICATED CITY SYSTEM

- Develop George Street as the most important public transport route.
- Investigate how a more environmentally sustainable surface transport system can be developed.



PROPOSED FUTURE PUBLIC TRANSPORT NETWORK IN THE CITY CENTRE

- Lilyfield
- Leichhardt
- Kings Cross
- Botany Bay/ Kensington
- Train stations



SURFACE TRANSPORT NETWORK
Simplify surface transport to facilitate a traffic calmed City Centre. Let all suburban routes terminate at the periphery of the City Centre and allow only one route to dissect the centre.



DEDICATED PUBLIC TRANSPORT IN THE CITY CENTRE.
Introduce a simple one route system maintaining George Street as a public transport spine in the City Centre. Support this route by free small scale service buses as eg. in Perth.
Auckland, New Zealand



GEORGE STREET
Develop a new street type for pedestrians, cyclists and public transport. Indirectly this can effectively traffic calm George Street.
Barcelona, Spain

PUBLIC TRANSPORT NETWORK
Relieving the City Centre of noise and fumes is a strong success criteria for any surface transport improvements. Investigate how light rail or buses can provide a simplified, attractive, silent and pollution free ground level public transport supplementing the extensive rail network. A future surface transport system should incorporate a strong sustainable dimension.

Introduce a light rail or a simplified and rapid running bus system with few routes, easy to understand and use. Avoid bus layovers and major bus stops in the City Centre by replacing major interchanges and layovers to the periphery of the City Centre. Substitute the current system with one dedicated city line.

Introduce dedicated 24 hr light rail/bus lanes, ensuring a frequent running 24 hr public transport system with a high evening and weekend coverage to support public life activities outside peak periods.



24 HOUR PUBLIC TRANSPORT SERVICE
24 hr lanes for buses ensure a frequent running bus system. Extend service into the evening /night to support city functions.
Copenhagen



INFORMATION
An information pillar shows bus routes, schedules as well as how many minutes until the next bus.
Copenhagen



INTEGRATED TICKETING SYSTEM
Ensure that tickets and travel passes are valid for any public transport mode - buses, light rail or trains.
Copenhagen, Denmark



PUBLIC TRANSPORT INTERCHANGES
Strong connections between the various transport modes are an important success criteria. Ensure that the city system and the suburban system link up. Create strong links between the underground system and surface transport.
Lyon, France



ATTRACTIVE INTERCHANGES
High quality interchanges in terms of light rail or bus stops, train stations and ferry terminals are crucial in attracting passengers. A number of possible passengers tend to avoid dark and deserted places at night, including stations with grotty entrances or a run down appearance.
Strasbourg, France



ENSURE ACCESSIBILITY AT ALL LEVELS
Raise awareness on accessibility issues and develop a policy for increasing the number and placement of accessible stops and stations as well as ensuring easy access to trains, light rail or buses.
Strasbourg, France

PUBLIC TRANSPORT INTERCHANGES
Ensure friendly and inviting public transport facilities by improving the interface between streets and interchanges /stations /bus stops. A good quality pedestrian network is vital to achieve a higher rate of public transport. Routes to and from stations and terminals need to be clearly signed (and lit) and provide comfortable walking paths to invite people to use trains, lightrail or buses. Ensure when possible that interchanges are overlooked by passers-by, residents or other functions.

A 21ST CENTURY TRAFFIC SYSTEM

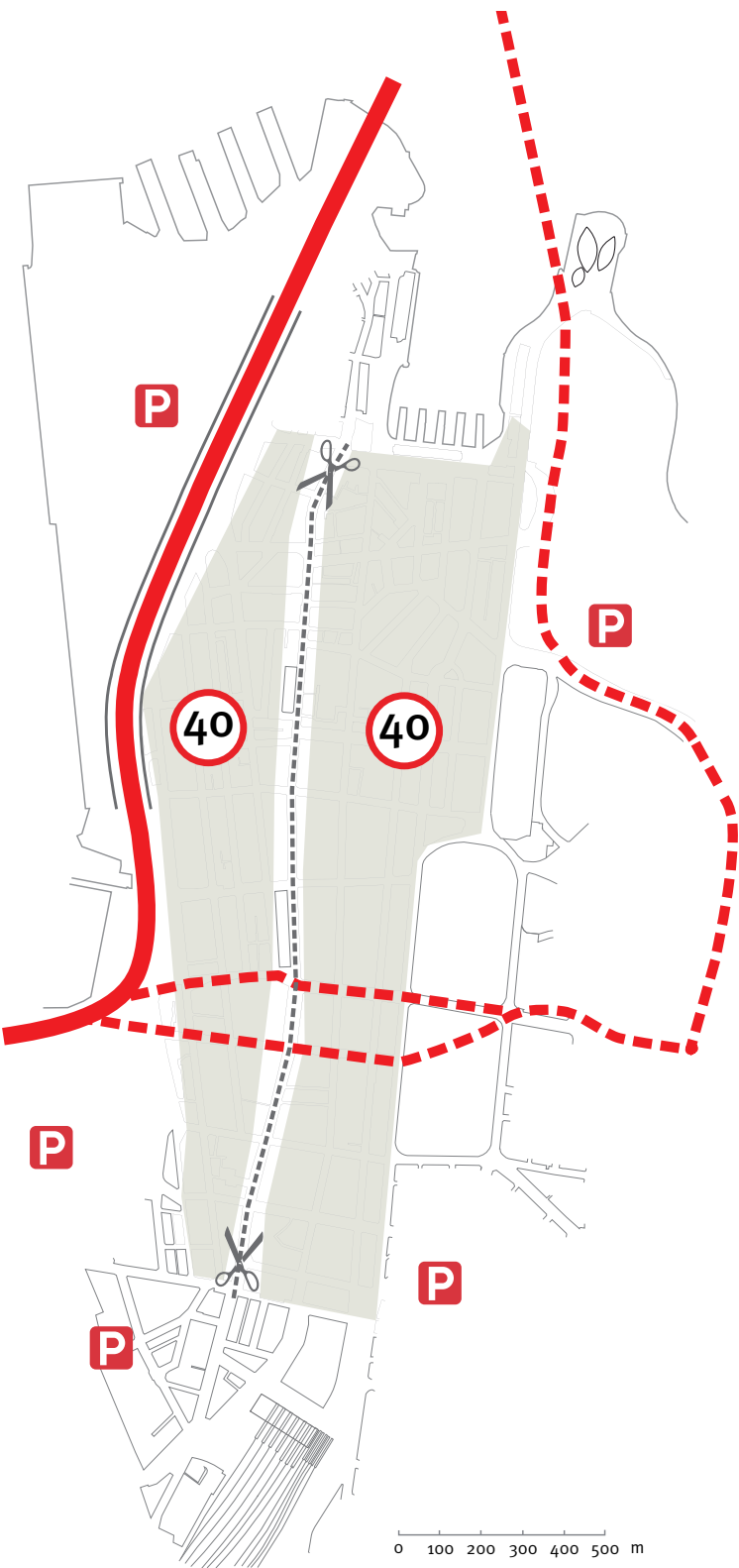
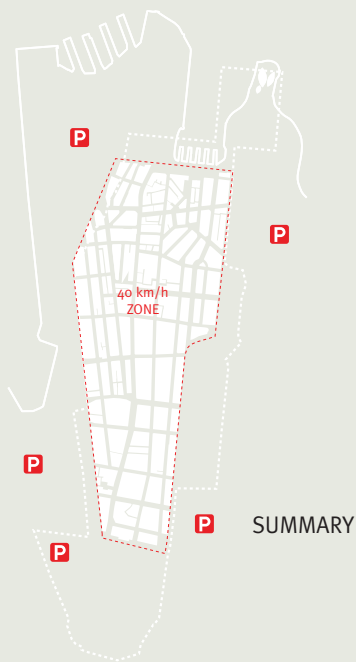
a traffic calmed city

REDUCE THE AMOUNT OF TRAFFIC IN THE CITY CENTRE

- Investigate how traffic can be reduced in the City Centre.
- Investigate how the present tunnels can be better integrated and form a coherent system underneath the city.
- Remove all access and exit ways to the Western Distributor.
- Investigate how the Western Distributor in the long term can be demolished to better connect the city and the harbour.
- Advocate for the long term removal of the Cahill Expressway at Circular Quay and encourage all through traffic to use the Harbour Tunnel.
- Establish park and ride systems outside the City Centre at key locations.
- Reduce the capacity of inner city streets.
- Reduce speed in general to 40 km/h.
- Cut the majority of all east /west links in the City Centre.

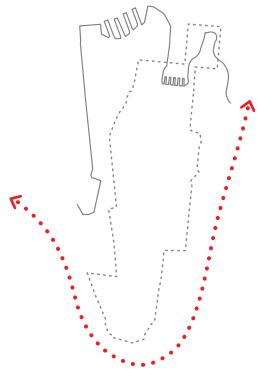
REDUCE THE AMOUNT OF PARKING

- Reduce the amount of parking in the City Centre.
- Remove on street parking to off street locations.
- Promote relocation of parking structures to the periphery and ensure strong links with public transport.



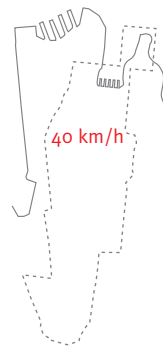
LONG TERM CONCEPT TO REDUCE THROUGH TRAFFIC

- Through traffic only (no exit/access ways to the Western Distributor)
- - - Interrupt east-west traffic
- 40 km/h zone
- - - Expressway/Underground expressway



REDUCE THROUGH TRAFFIC

Develop an underground vehicular route outside the City Centre linking into the regional road network and relieving the city centre from unnecessary through traffic.



INTRODUCE SPEED LIMITS

Create a traffic calmed City Centre with a drastically reduced amount of traffic and a 40 km/h speed limit.



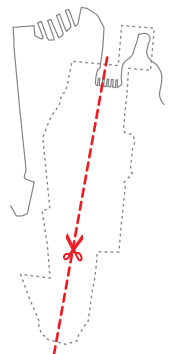
CREATE A BETTER BALANCE BETWEEN THE VARIOUS TRANSPORT MODES
Swanston Street, Melbourne

CONSTRAINTS ON VEHICULAR MOVEMENT

In order to improve the quality and vitality of the inner city a reduction in vehicle traffic volumes needs to be achieved. Through traffic with no business in the city centre should be redirected to a tunnelled vehicular route outside the City Centre.

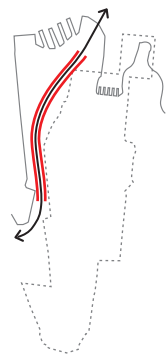
INTRODUCE SPEED LIMITS

A speed restriction of 40 km/h should be introduced in the City Centre. Lowered speed limits and general traffic calming schemes will reinforce the perception of streets being city streets and not thoroughfares.



CUT EAST /WEST TRAFFIC LINKS

Explore options to interrupt east /west vehicular links to avoid cars driving through the City Centre to reach destinations which are really on the other side of the city centre.



NO EXIT /ACCESS TO THE CITY CENTRE

Reduce the traffic flooding of the city centre by removing access and exit ways from the Western Distributor, thus dedicating the Western Distributor to through traffic only. In the long term aim to remove the elevated road infrastructure.



CREATE SAFE AND COMFORTABLE CITY STREETS

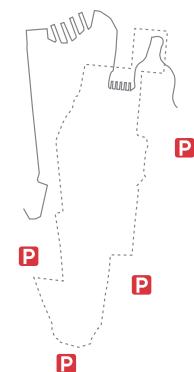
Increase the general awareness of a sustainable city where people need to find alternative transport modes.
Bourke Street, Melbourne

CUT THE EAST /WEST TRAFFIC LINKS

Cut the east-west traffic links to avoid people shooting through the City Centre to reach destinations at the other side. Identify George Street as a dividing range for cross town movement and allow only vehicular traffic at a few east /west streets. Effectively the Cahill Expressway at Circular Quay should be removed as the first example of this strategy.

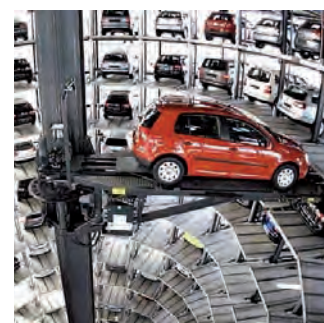
NO ACCESS /EXIT FROM THE WESTERN DISTRIBUTOR

Avoid flooding the City Centre with cross-cutting traffic by removing all access and exit ways to the Western Distributor. Dedicate the Western Distributor to through traffic only. On the long term the Western Distributor ought to be demolished and replaced with a city street.



REDUCE PARKING

Investigate options to reduce the amount of parking in the city centre and establish parking structures at the entry points to the City Centre.



ESTABLISH NEW PARKING STRUCTURES

Introduce less space demanding and more intelligent parking structures at entry points to the City Centre.
Volkswagen, Wolfsburg, Germany



INFORMATION ON AVAILABLE PARKING

Parking info showing how many parking spaces are free and in which structures they are.
Svendborg, Denmark

A CRITICAL LOOK AT PARKING

Reduce the amount of parking in the City Centre drastically in order to control traffic coming into the City Centre.

Reduce on street parking at desirable locations and demolish existing public parking structures. Establish new and modern parking structures at the entry points to the City Centre and review pricing of on street parking. Review planning controls to reduce car parking ratios in connection with new developments.

AN ATTRACTIVE PUBLIC REALM

a strong city identity

A CENTRAL SPINE AND THREE SIGNIFICANT SQUARES

- Create a central high quality walking link along George Street linking three significant squares - Circular Quay, Town Hall Square and Railway Square.

GEORGE STREET AS THE MAIN STREET

- Celebrate George Street as a natural main street linking Central Station with Circular Quay and the Rocks.
- Take private vehicular traffic out of George Street.
- Create a combined public transport, walking and cycling street.

CIRCULAR QUAY - WHERE THE CITY MEETS THE WATER

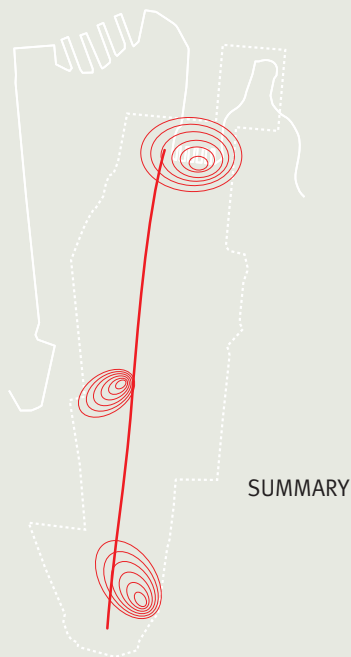
- In the long term remove the Cahill Expressway.
- Investigate options to tunnel Circular Quay train station.
- Create a unified square from the buildings edge to the water.

TOWN HALL SQUARE - A NEW MEETING PLACE

- Upgrade the existing Sydney Square.
- Expand across a traffic calmed George Street.
- Develop a new civic square at the Woolworth's site.

CENTRAL STATION - TURNING BACKSIDES INTO FRONTS

- Simplify traffic movements to free up land for a unified Railway Square.
- Create a building edge along the railway embankment in Belmore Park to activate the park.



“THE BEATING HEART” ONE MAIN STREET, THREE MAIN SQUARES AND A NETWORK OF PEDESTRIAN FRIENDLY STREETS

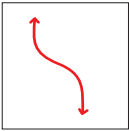
- George Street, Circular Quay, Town Hall Square and the Central Station precinct
- Squares
- ● ● Pedestrian network



GEORGE STREET
George Street at Town Hall Square served by a north /south going light rail line.
Credits: Cleveland Rose (base drawing) & Gehl Architects (photoshop rendering)

A STRONG CITY IDENTITY

george street



VISION

- George Street as the main street.
- The ‘grand retail strip’ with a wide variety of retail and other functions on offer.
- Vivacious and dynamic street with fine grain ground floor frontages.
- Attractive side streets, small urban spaces and squares attached to George Street.
- Footpaths taken across all minor side streets in order to increase the pedestrian priority.
- Planting on side streets and placing of public benches could be a positive supplement.

ESTABLISHING A CLEAR MAIN STREET

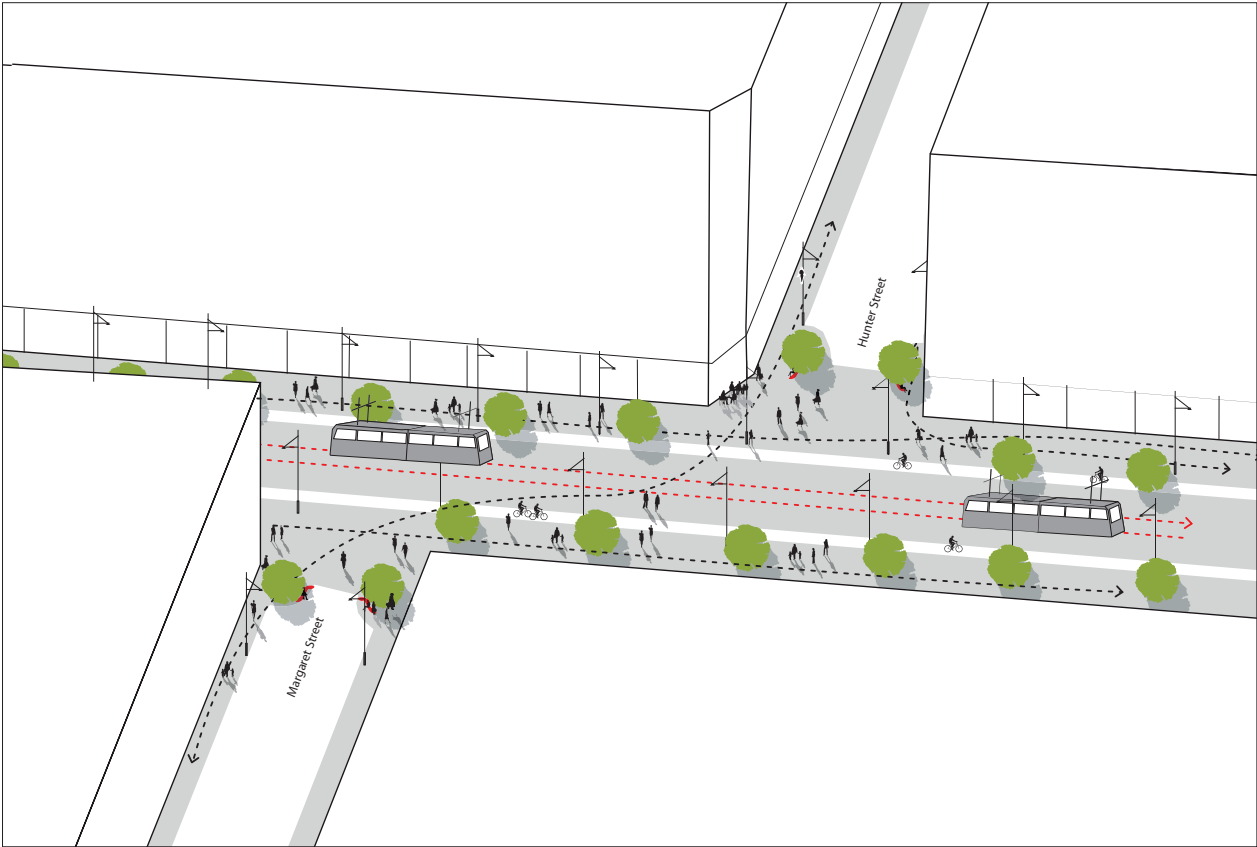
The vision is to provide a clear hierarchy of north-south streets with George Street as the preferred north-south link - off which three key public squares; Circular Quay, Sydney Square and Railway Square as well as the Martin Place pedestrian precinct- and a number of smaller scale urban public spaces - are connected.

PUBLIC TRANSPORT STREET

The traffic on George Street should be simplified and changed into a public transport street with zones for public transport, cyclists and pedestrians only. The street profile should be narrowed down to 2 lanes dedicated to public transport and 2 lanes for bicycles. A preferred option is to investigate whether a light rail line could serve George Street.

PEDESTRIAN ZONE

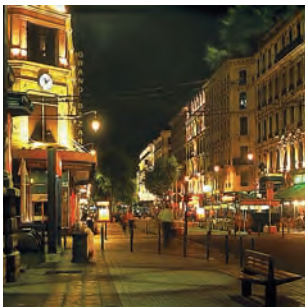
The pedestrian zone should be upgraded into an attractive pedestrian environment with wide footpaths and offer recreational and social activities along the street with appealing street furniture and a safe and inviting pedestrian environment. Pedestrians should be given high priority throughout the street. As such the main use - promenade walks - should be enhanced. Footpaths need to be taken across all minor side streets. The result will be a dignified city walk. Where footpaths are taken across side streets, the pavement needs to be widened and small oases can be created where a tree and a bench can offer good possibilities for resting.



GEORGE STREET
1:800



Wide footpaths with room for benches and street tree planting.
Swanston Street, Melbourne



A complete lighting strategy for street lights and shop lights.
Rue de la Republique, Lyon, France



Light rail serving the city centre and used as a traffic calming element.
Strassbourg, France



Public Art as a significant part of the identity, telling the history of the street.
Holmbladsgade, Copenhagen



Footpaths are taken across all side streets giving pedestrians high priority.
Gammel Kongevej, Copenhagen



Benches offering passer-bys a rest have been placed in connection to the narrowed side street entries.
Gammel Kongevej, Copenhagen

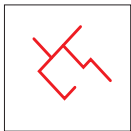
A STRONG CITY IDENTITY

urban spaces and squares /laneways



URBAN SPACES AND SQUARES

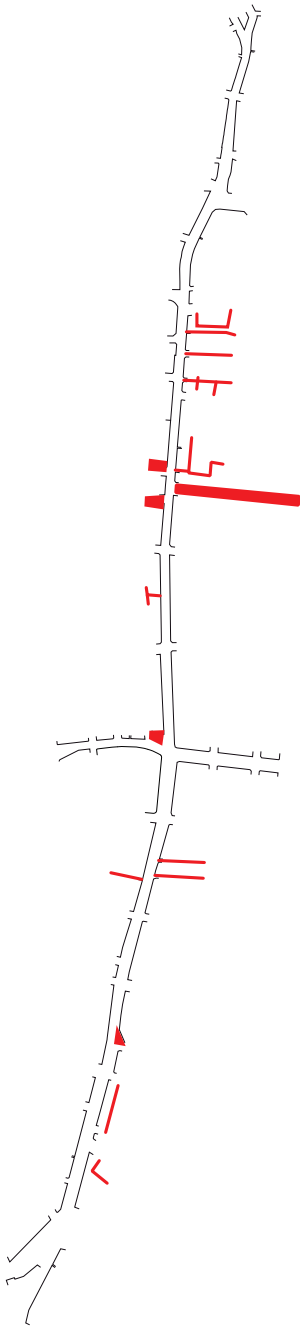
The study area in Sydney is already a dense and compact city centre. The city does however have a lot of under-utilized “corners” and “pockets” especially along George Street. If beautified, the spaces improve staying opportunities and consequently the quality of public life, providing a sense of repose and opportunities to linger away from the hustle and bustle.



LANEWAYS

The City’s Laneway Revitalisation Program will redevelop the city’s quiet alleyways and lanes into busy “outdoor rooms” with cafes, wine bars, restaurants, live performances and open air galleries and stimulate public life and vitality. It will breathe new life into the City Centre and provide new intimate places for people.

Physical improvement of the city’s lanes provide for the comfort, engagement and entertainment of pedestrians, inviting a range of popular uses. They also create opportunities for innovation, surprise and unique approaches to both permanent and transient design.



URBAN SPACES AND LANEWAYS ALONG GEORGE STREET

- Laneways
- Urban spaces and squares



Water, trees and a change in paving create a peaceful pocket in a bustling city.
Paley Park, New York



Waterwall installation.
Exxon Park, New York



A small pocket space with simple attractions such as trees and a fountain.
Santiago de Compostella, Spain



A pocket space offering space for sport, play and cultural activities.
The Multi Square, Copenhagen



Laneway with a playful lighting.
Brighton, UK



A lively laneway with bars and art installations
Bulletin Place, Sydney



Art installation in a laneway
Melbourne, Australia



Inviting and lively laneway
Brussels, Belgium

A STRONG CITY IDENTITY

circular quay



First Fleet Park appears under-utilized.



A desolate area underneath the Cahill Expressway



Views between the city and the water are blocked by the embankment.

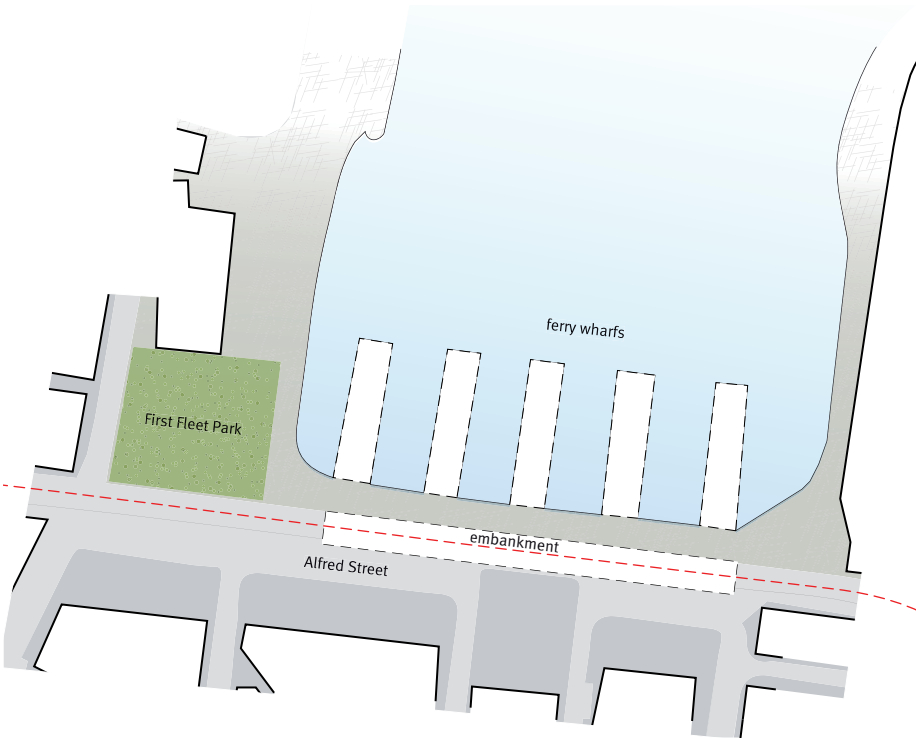
CELEBRATE SYDNEY AS A WATERFRONT CITY
Circular Quay with the city landmark, Sydney Opera House, the water and the all day sun access as its main attractors is the end point of George Street.
The vision is to enhance these qualities and celebrate the city's position /location by the water. Through establishing an open and coherent foreshore square at Circular Quay a visual contact between city and water will strengthen the city's identity as a waterfront city and provide a greater and undisturbed experience of the waterfront.

CAHILL EXPRESSWAY
The Cahill Expressway is to be removed and a new underground station constructed to create a unified and broad square open to the harbour and the city.

FIRST FLEET PARK
First Fleet park is to be upgraded or redone (possibly following a design competition) with the aim of providing the harbourfront with a more attractive urban harbour park as a supplement to the promenade character of Circular Quay.

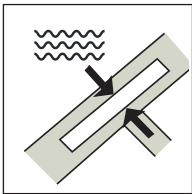
THE FERRY TERMINALS
The ferry terminals should have a great level of transparency opening up for a greater visual contact to the water when arriving at Circular Quay as well as when staying or strolling in the area.

- RECOMMENDATIONS**
- Initiate an architectural competition to explore its possible re-design as a “contemporary urban square”.
 - The competition needs to facilitate a comprehensive and inclusive debate about the use and design of the square.
 - Introduce high quality paving emphasising the entry to the space and giving notice of a traffic calmed zone.
 - Coordinated lighting plan for all Circular Quay treating the square as a whole.
 - Use corners for temporary retail eg. ice cream stalls or cafes using the corners for outdoor serving.

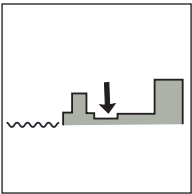


CIRCULAR QUAY
EXISTING SITUATION
1:4000

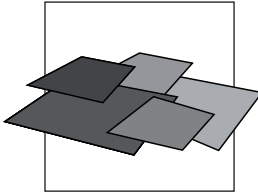
main issues today



BARRIER
Circular Quay is downgraded by the railway and Cahill Expressway embankment.

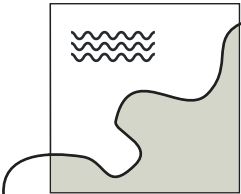


ALFRED STREET
The street is a public transport street squeezed in between the embankment and the city. It draws a visual and physical borderline between the city and the harbourfront.

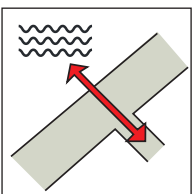


PATCHWORK
There is a lack of cohesive public space due to the infrastructure corridors, which are separating public space in bits and pieces.

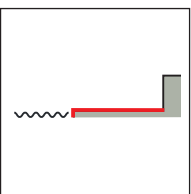
vision “a link between city and water”



WATERFRONT CITY
Celebrate Sydney as a waterfront city.



VISUAL CONNECTION
Strengthen the visual links between the city and the water.



UNIFIED HARBOURFRONT
Create a unified square linking the city with the water.

A STRONG CITY IDENTITY

circular quay



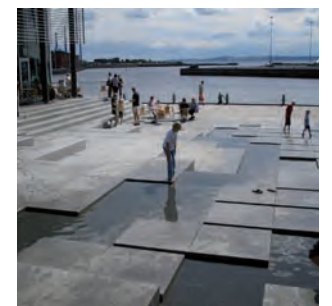
Celebrate the unique location by the water. Create a world class water square re-uniting the city with the water.
Sct. Marks Square, Venice, Italy



Create a light and transparent ferry terminal.
Bus terminal, Auckland



Create a harbour square with many different activities and installations.
Hafencity, Hamburg, Germany

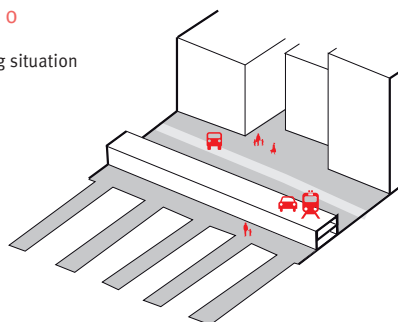


Establish a water square by the harbour.
Thisted, Denmark

long term strategy

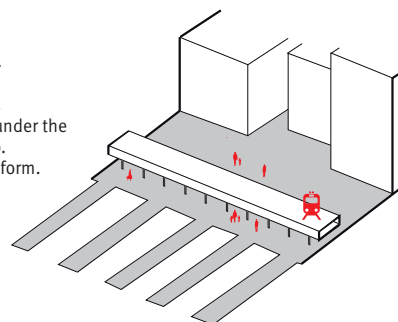
stage 0

Existing situation



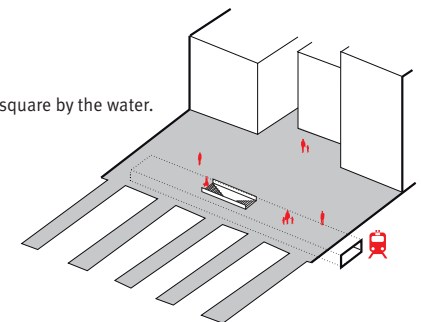
stage 1

- a. Remove Cahill expressway.
- b. Remove Alfred Street.
- c. Create a unified pavement.
- d. Improve the environment under the embankment and open up.
- e. Remove unnecessary built form.
- f. Redevelop First Fleet Park.



stage 2

- a. Relocate the train station.
- b. Demolish the embankment.
- c. Create a unified world class square by the water.



A STRONG CITY IDENTITY

town hall square



The connection to George Street from the square is weak as it is obstructed by access points to the underground system.



There are many different levels which create many stairs and strange “holes” on the square.



The street furniture is of a very low quality.

”THE BEATING HEART”

Town Hall lies in the heart of the city. It faces George Street and lies opposite the new planned city square on the Woolworths site. The vision is to provide Sydney with a large public, dynamic and lively gathering place, in a potential key interchange area, and make it a special event /public forum where all kinds of activities can take place; Large arrangements and festivals but also everyday life activities.

LEVELS

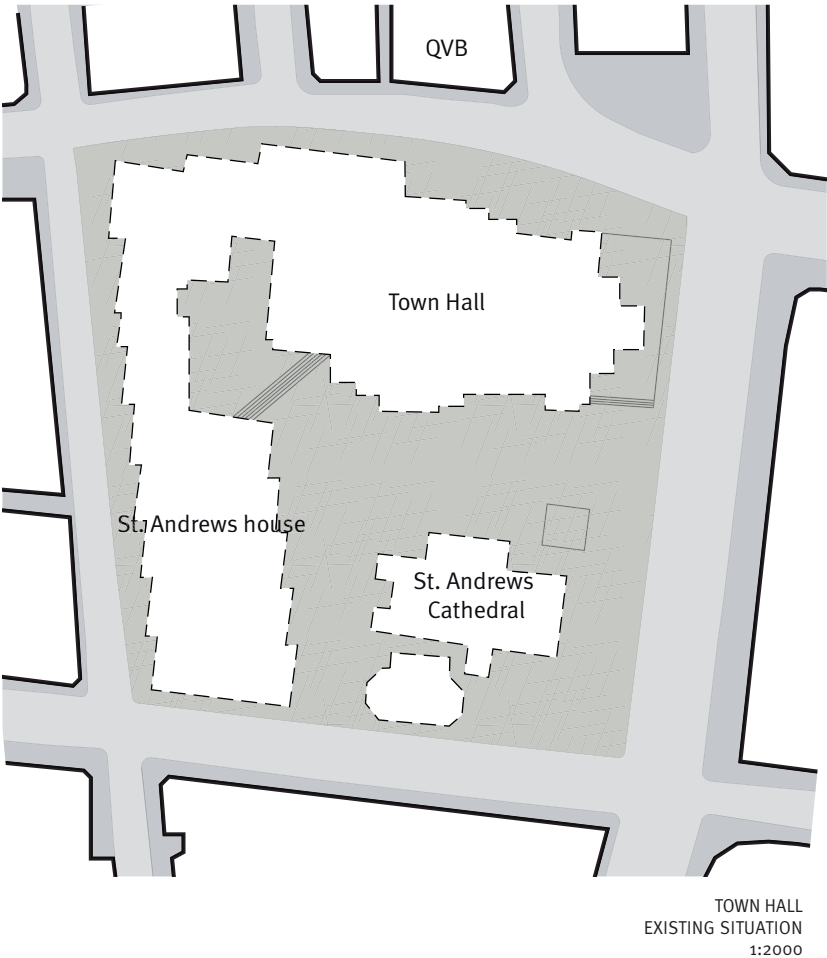
Sydney Square needs to be levelled out to optimise accessibility and provide a smooth pedestrian link to George Street.

GEORGE STREET

The street layout of George Street needs to be upgraded by widening footpaths in front of Town Hall Square and at the opposite side. As George street is to be traffic calmed and turned into a public transport street noise levels will drop and the environment be made more pleasant.

RECOMMENDATIONS

- Create a new civic plaza with a strong identity and sense of place. Develop a distinct profile and a high level of maintenance.
- Introduce a one level surface allowing free pedestrian movement.
- Develop a catalogue of multiple uses for the plaza.
- Illuminate prominent facades at night.
- Coordinate street square furniture and square elements all of high quality.
- Introduce a high quality lighting scheme to enhance the qualities of the square at night.



main issues today

vision
“a new meeting place”

LEVELS
The changes in levels complicate the visual contact and the accessibility.

A UNIFIED SQUARE
Buildings on a unifying “carpet”.

QUALITY AND CLIMATE
The quality and the climate on the square is not satisfactory.

LINKS
The link between Sydney Square and George Street is weakened by poorly placed street furniture, changes in levels and openings to the underground.

AN EXPANDED SQUARE
Create an expanded square across from Town Hall at the Woolworth's site.

GEORGE STREET
George Street is traffic calmed and turned into a public transport street with bicycles. George Street creates a spine and unifies Town Hall square with the northern and the southern parts of the city.

98 RECOMMENDATIONS

A STRONG CITY IDENTITY

town hall square



TOWN HALL SQUARE

A new meeting place for the city, where the Woolworths site, Town Hall Square and Queen Victoria Building are unified and create a new plaza.

Credits: Cleveland Rose (base drawing) & Gehl Architects (photoshop rendering)



Establish a new and unifying Town Hall Square
City Square, Melbourne



Create a relaxed meeting place.
Place de la République, Lyon, France



Allow outdoor seating day and night, summer and winter.
Magasin Torv, Copenhagen

long term strategy

stage 1

- Roll out a unifying "carpet".
- Create a unified square at street level (no changes in level).
- Remove the cathedral parking (no changes in level).
- activate frontages.



stage 2

- Change the street layout of George Street.
- Link Town Hall Square with Queen Victoria Building forecourt.



stage 3

- Demolish the Woolworth's buildings and adjacent buildings.
- Create a new Town Hall Square.
- Redevelop the north-west corner of Town Hall Square (the building between St. Andrew's House and Town Hall).



A STRONG CITY IDENTITY

central station precinct



LIGHT RAIL STOP AT CENTRAL STATION
The existing light rail stop is unattractive and dark.



RAMP TO HAY STREET
Poor quality pedestrian link from Hay Street.



RAILWAY SQUARE
Unworthy arrival to Central Station.

AN ATTRACTIVE ARRIVAL

For many, Central Station is the first meeting with Sydney. The vision is to establish a coherent and more attractive area around Central Station where Railway Square, Belmore Park and Eddy Avenue will form a new and upgraded public domain which will be linked to the main street – George Street.

RAILWAY SQUARE

Railway Square needs to be strengthened through a unified paving and inviting staying possibilities. The paving outside Central Station should stretch all the way down to Hay Street and around to Eddy Avenue providing optimal access and safety for pedestrians coming to and from the station. With a new street profile for the Hay Street ramp, consisting of two lanes and no on-street parking, a Kiss & Ride point should be integrated near the entrance of the station allowing short stops for drop-off/pick-up's. At Railway Square a dedicated parking area can be established for regional buses, taxis, etc.

EDDY AVENUE

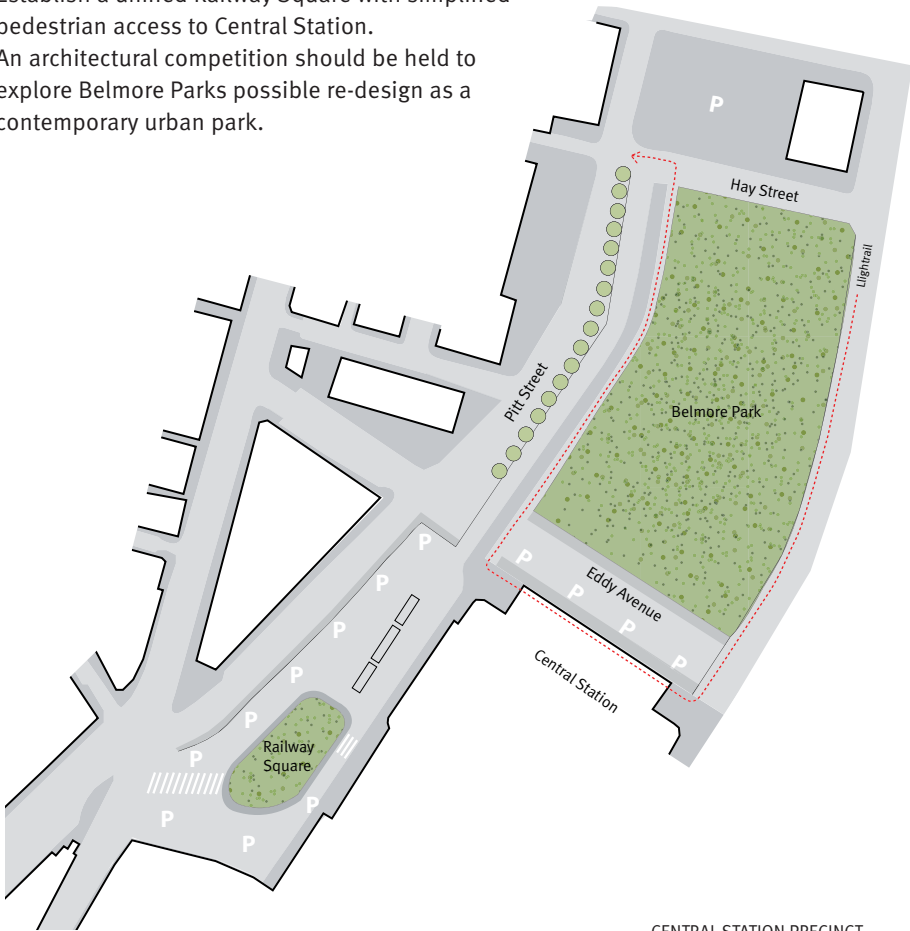
The street profile needs to be rearranged to obtain a much more defined and narrow street. On street parking needs to be removed. Parking of tourist busses can take place in the northern part of Railway Square with vehicular access from the Hay Street ramp. A wide pedestrian crossing should be installed to secure access between Central Station and Belmore Park.

BELMORE PARK

A new layout for Belmore Park should strengthen its position as an urban park in an active transit area. Parts of the park along the edge and on the present parking structure on Hay street should be dedicated to buildings which include service functions to serve passers-by and provide a greater sense of safety in the late hours of the day.

RECOMMENDATIONS

- Create a cohesive masterplan for the Central Station precinct.
- Introduce a traffic calming scheme.
- Establish a unified Railway Square with simplified pedestrian access to Central Station.
- An architectural competition should be held to explore Belmore Parks possible re-design as a contemporary urban park.



CENTRAL STATION PRECINCT
EXISTING SITUATION
1:4000

main issues today

vision

“ a worthy arrival to the city”

WEAK LINKS
Weak pedestrian links to and from Central Station.

BARRIER
Eddy Avenue forms a barrier between Central Station and Belmore Park.

UNATTRACTIVE SURROUNDINGS
Unclear traffic movements generally downgrade the public space quality. Especially Railway Square lies in bits and pieces, while the pedestrian links to Hay Street is unattractive.

IMPROVED ARRIVAL
Create direct and attractive walking links to Central Station which are integrated parts of a collected pedestrian network for the whole city centre.

A UNIFIED SQUARE
Create a unified and pedestrianised Railway Square. Dedicate the Hay Street ramp to vehicular access and define a drop of point and a dedicated parking area in the northern part of Railway Square.

ATTRACTIVE URBAN PARK
Upgrade Belmore Park to form an attractive and more urban city park. Investigate whether buildings along the railway embankment can strengthen the activity level in the park.



RAILWAY SQUARE
Strengthen the public domain in the area around Central Station by upgrading Railway Square, Eddy Avenue and Belmore Park.
Credits: Cleveland Rose (base drawing) & Gehl Architects (photoshop rendering)



Waiting possibilities in the shade.
Railway Square, Vienna, Austria.



A new meeting place.
Federation Square, Melbourne
(Approx. same size as Belmore Park).

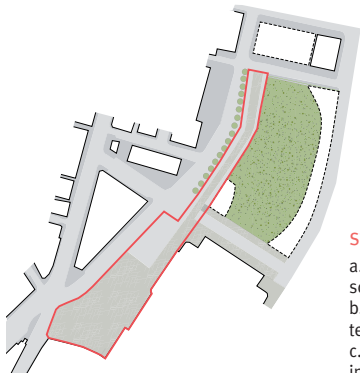


Public functions in the centre part,
shops and small scale offices in the
pavilions to the sides.
Kungsträdgården, Stockholm
(Approx. same size as Belmore Park).

long term strategy

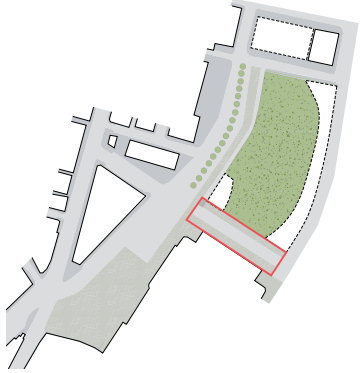
stage 1

- a. Re-arrange vehicular access to Central Station. (Hay Street ramp).
- b. Unify Railway Square, create a new urban public space.
- c. Dedicate the North-East part of Railway Square to short term parking.



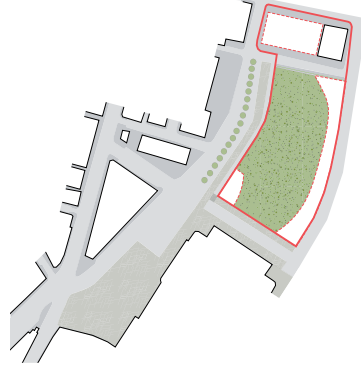
stage 2

- a. Introduce a traffic calming scheme at Eddy Avenue.
- b. Relocate bus parking and short term parking to Railway Square.
- c. "Shrink" the street profile and introduce a direct pedestrian crossing to Central Station.



stage 3

- a. Introduce new functions in Belmore Park to add activities and variety.
- b. Introduce an ideas competition for Belmore Park asking for new ways of thinking public, urban park.



AN ATTRACTIVE PUBLIC REALM

an inviting streetscape

IMPROVE THE VISUAL ENVIRONMENT

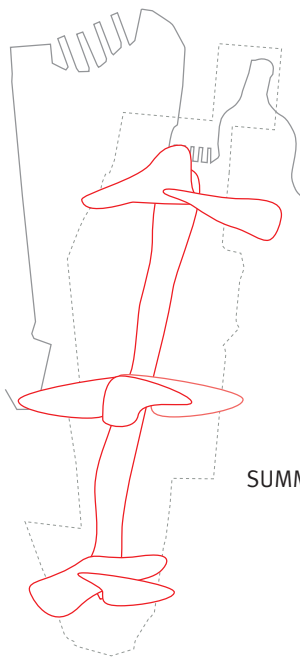
- Finalise the Interim Public Domain Policy and Strategy.
- Continue the City Centre streetscape upgrade program. Plant street trees along George Street - from Park Street to Bridge Street where future footpath widening provides clearance to awning structures.
- Retain and enhance the urban fine grain.
- Develop a high quality public art culture, with art works created distinctly for specific public spaces.
- Develop a City Centre Spaces public domain improvement plan that provides a variety of settings and activities.
- Strengthen history and the architectural heritage. Develop guidelines for successful integration between new developments and heritage buildings.
- Celebrate the heritage. Develop lighting schemes to emphasize heritage landmarks and streetscapes.
- Ensure that ground floors of the high rise buildings are carefully designed to a human scale environment and add quality to the pedestrian landscape in terms of interesting, active frontages with small units.
- Improve the legibility of the public domain through better signage and reduction of clutter.
- Investigate possibilities of creating a high quality precinct of heritage /warehouse buildings in the western part of the City Centre.

IMPROVE THE MICRO-CLIMATE

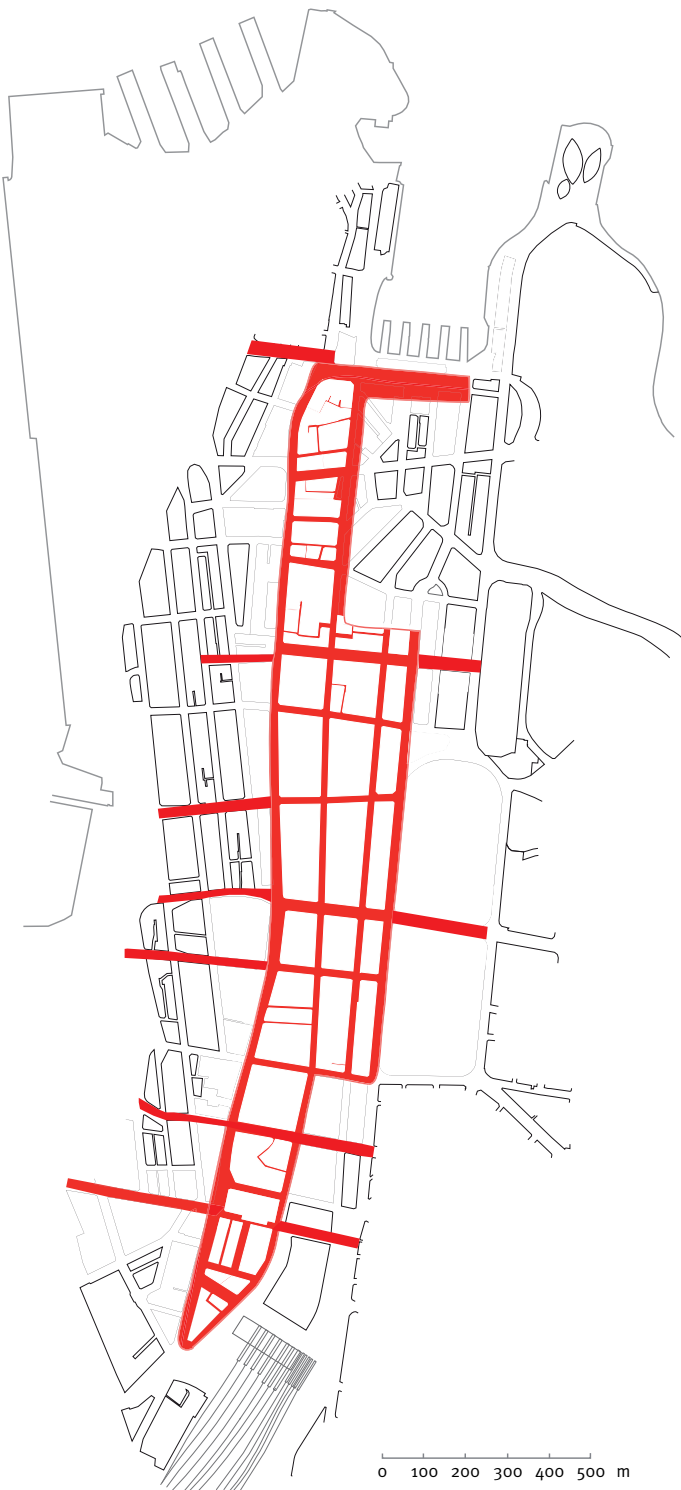
- Protect the sensitive micro-climate from increased wind and shade caused by high rise buildings.
- Introduce height controls.
- Reinforce sun access planes.
- Take care of the acoustic environment by reducing traffic and replacing buses with silent alternatives.

IMPROVE CONDITIONS FOR STAYING

- Provide more public benches for formal seating. Provide places to rest in squares and along streets at reasonable intervals.
- Ensure inclusive access and accessible paths of travel for public domain.
- Improve condition for children. Create a series of new play environments across the City Centre. Create a child friendly city.



SUMMARY



AREAS WHERE A HIGH QUALITY PUBLIC REALM SHOULD BE ENCOURAGED

High level of attractiveness

FRONTAGES

Ground floor frontages are rich in detail and exciting to walk by, interesting to look at, to touch and to stand beside. Activities inside the buildings and those occurring on the street enrich each other. In the evening friendly light shines out through the windows of shops and other ground floor activities and contributes to both a feeling of security as well as genuine safety.



Attractive retail units - many units, many doors, high level of transparency etc..
Melbourne



Tasteful and inviting frontages with the possibility of opening up part of the glazing on hot days.
Degraves lane, Melbourne



Open and inviting frontages also at nighttime.
Copenhagen, Denmark

WATER ELEMENTS

The fact that Sydney is a waterfront city should be felt in all of the City Centre, either through celebrating views to and from the water or by installing water elements reminding visitors and residents of the larger context. Water elements generally have a positive effect on the general quality and attractiveness of the public realm. Water attracts children of all ages and adds a subtle beauty to the hard surfaces in an urban environment. Promote sustainable water elements, eg. using recycled water or sea water, should be investigated.



Water elements integrated in the pavement.
Varde Torv, Denmark



Water jets offering hours of fun.
Somerset House, London, England



An elegant water surface.
Thorvaldsens Plads, Copenhagen, Denmark

ART

Public art comes in many shapes and qualities. A general strategy for the overall use of public art in the City Centre is very useful. This can be supplemented by art strategies for specific areas - eg. Martin Place, George Street, Bridge Street etc. Artists should generally be involved in this work and as much art as possible should be created for specific sites and be part of a broader strategy, where the various art objects create an overall connection of larger value than that of the individual objects.



Playgrounds as land art.
Sapporo, Japan



Example of a temporary art installation in a laneway in Melbourne



Orange coloured temple walk, defining a distinct path through a public space.
Kyoto, Japan

GREENERY

Greenery has a softening effect on the streetscape and effectively muffles the noise of traffic as well as cleans the air. Given the constraints on street tree planting in terms of harsh climate conditions and lack of space, there needs to be a strategy for portable greenery. Also the sustainable dimension needs to be investigated. Melbourne has made interesting solutions where street trees collect and filter storm water.



Temporary flower exhibition "Living Colour".
Herald Square, Sydney



Removable planting pots.
Place de la Bourse, Lyon, France



Street tree filtering storm water.
Melbourne

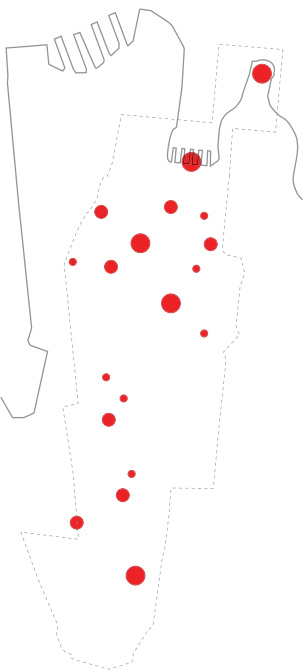
public squares vocabulary

CREATE CHARACTERISTIC AND WELCOMING PUBLIC SPACES

The analysis section indicated that there is a number of minor public spaces in the City Centre and that a substantial part appears to have the same layout, the same functions and the same type of design /materials. These spaces appear to be quite under-utilised with only a limited number of users during the day.

Develop a follow up to the Open Space Study by identifying problems and potentials of all the squares in the City Centre relating to physical, functional and usage issues. On this basis a public space hierarchy and a public space plan can be developed with strong links between pedestrian network and the individual squares.

Celebrate the many small and large spaces in the city centre and clarify the use of the various spaces by giving them a clear function supported by a unique design profile. Introduce different kinds of public spaces to accomodate various activities, some fixed in their use and others more flexible. Ensure that Sydney holds a variety of spaces which present the best of urban design in all its different aspects and which hold different qualities attracting different user groups.



PLAYFUL SQUARES



Red rubber paving is the essential element in a provocative new public space design. A result of a strong cooperation between the architect and the artist.

Urban Lounge, St. Gallen, Switzerland

FRAMEWORK FOR LIFE



Bryant Park is a popular retreat in a dense city. The simple elements consist mainly of portable chairs and a distinct green context. The park is privately managed by a non-profit organisation and a succesful example of such a constellation.

Bryant Park, New York

CLASSIC VERSION



High quality paving materials, specifically designed street furniture and a professional lighting system developed especially for this square serving its many functions as market square, scene of events, everyday functions etc., are the main elements.

St. Pölten, Austria

TEMPORARY



Burned almonds tempt passers-by at the christmas market.

Nyhavn, Copenhagen, Denmark



Interactive lighting elements symbolising harbour cranes are the main feature at this popular public space.

Schouwburgplein, Rotterdam



Woolloomooloo Playground is a rare mix of four main functions; A playground, a community garden, a basket ball field and a classic recreational space with benches and flowers.

Woolloomooloo, Sydney



The sound of cascades of water dominates this square and muffles the nearby sounds of traffic.

Place de la République, Lyon, France



Temporary and inexpensive space by the harbour with sand, beach chairs and hammocks.

An urban beach in the city centre. Copenhagen harbour front

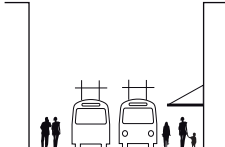
CREATE A DISTINCT STREET HIERARCHY

The analysis section also indicated that the majority of all streets in the City Centre generally serve the same purpose as transport corridors primarily for vehicular traffic, as service roads and as parking spaces. The consequences for the city is that it has been filled to its maximum capacity with vehicular traffic. Consequently many of the streets look very alike and the distinction between them is weak. This makes the general orientation

hard and creates a sense of indifference towards the individual streets and the adjoining squares and parks. Differentiate the various streets by introducing distinct design profiles related to a difference in traffic use. Ensure that streets are not only for transport, but also for a wide range of more recreational activities as well as a social meeting place.



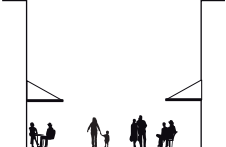
Boulevards are grand city streets carrying heavy volumes of traffic, while still providing an attractive environment for walking and for cycling. Street trees, wide footpaths and a green median are essential parts.



High quality walking link with the occasional light rail or bus passing through. A low level of noise and a busy atmosphere of many people visiting and promenading are distinct trademarks. Cycling is a natural part of these streets.



Pedestrian priority streets prioritize walking. No kerbs have been installed and it is more a negotiation process, than a right of way. These types of streets hold strong restrictions on vehicular traffic in terms of turning options and driving directions. Thus the level of vehicular traffic is low and space is gained for other people activities.



Pedestrian streets are often part of a larger network of more or less pedestrianised streets and squares. Together they form a network of various experiences and possibilities for play in a calm and safe environment. The most successful of these types of streets are the ones with a multitude of activities extending into the evening.

BOULEVARD



24 metre wide footpaths are essential parts of Champs-Élysées, which have a strong green profile and a clear division between transport zones and zones for street furniture etc. *Champs Elysée, France*

PUBLIC TRANSPORT STREET



A homogeneous paving unifies the street with the square and indicates a high level of shared space, where pedestrians are invited to cross at their convenience. *Strasbourg, France*

PEDESTRIAN PRIORITY STREET



The one levelled pavement is divided into patterns defining the different zones for movement and for recreational purposes. *Strædet, Copenhagen, Denmark*

PEDESTRIAN STREET



Pedestrian streets are distinct gathering points for a number of people, both locals and visitors. *Strøget, Copenhagen, Denmark*



Wide footpaths and distinct street trees frame the pedestrian space. A green median provides a safe retreat. *Copenhagen, Denmark*



Grass defines the zoning of the street in a public transport part and a pedestrian part. *Barcelona, Spain*



Shared surface with attractive paving and public benches. *New Road, Brighton, England*



Wall to wall paving defines the streetscape and sends a strong signal of pedestrianisation. Here kids can run freely to play and a multitude of activities can take place. *Bilbao, Spain*

AN ATTRACTIVE PUBLIC REALM

a diverse, inclusive and lively city

CREATE A MULTIFUNCTIONAL CITY CENTRE

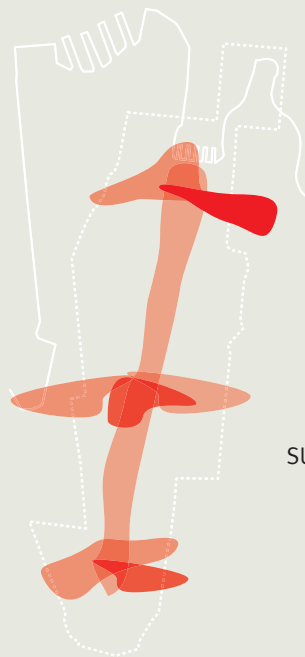
- Identify a zone, consisting of certain key streets, where multifunctionality is especially important.
- Develop a policy for minimum requirements regarding mixed use. Eg. retail at ground floor, residences above (eg. 30% of the total floor space in the building), offices at the top.
- Investigate how the western corridor can gradually be turned into a multi-functional area supporting the central spine of the City Centre.
- Encourage activation of laneways.
- Support liquor licensing reform to encourage diverse small bars and venues.

IMPROVE SAFETY AT NIGHT

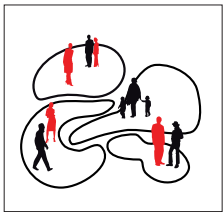
- Ensure more active and transparent street frontages.
- Ensure active shops along key streets.
- Increase the number of full time occupancy residences and spread them equally in the City Centre.
- Invite more students to live in the City Centre by promoting student housing.
- Expand the running hours of public transport to support a 24 hour city.

STRENGTHEN THE CULTURAL INSTITUTIONS

- Increase the cooperation between the cultural institutions.
- Increase their visibility by strong partnership in common projects.
- Ensure engagement from the cultural institutions in issues related to art, design, music, theatre etc.
- Provide and promote a diverse annual program of cultural and social events to foster social interaction and sense of community.



SUMMARY



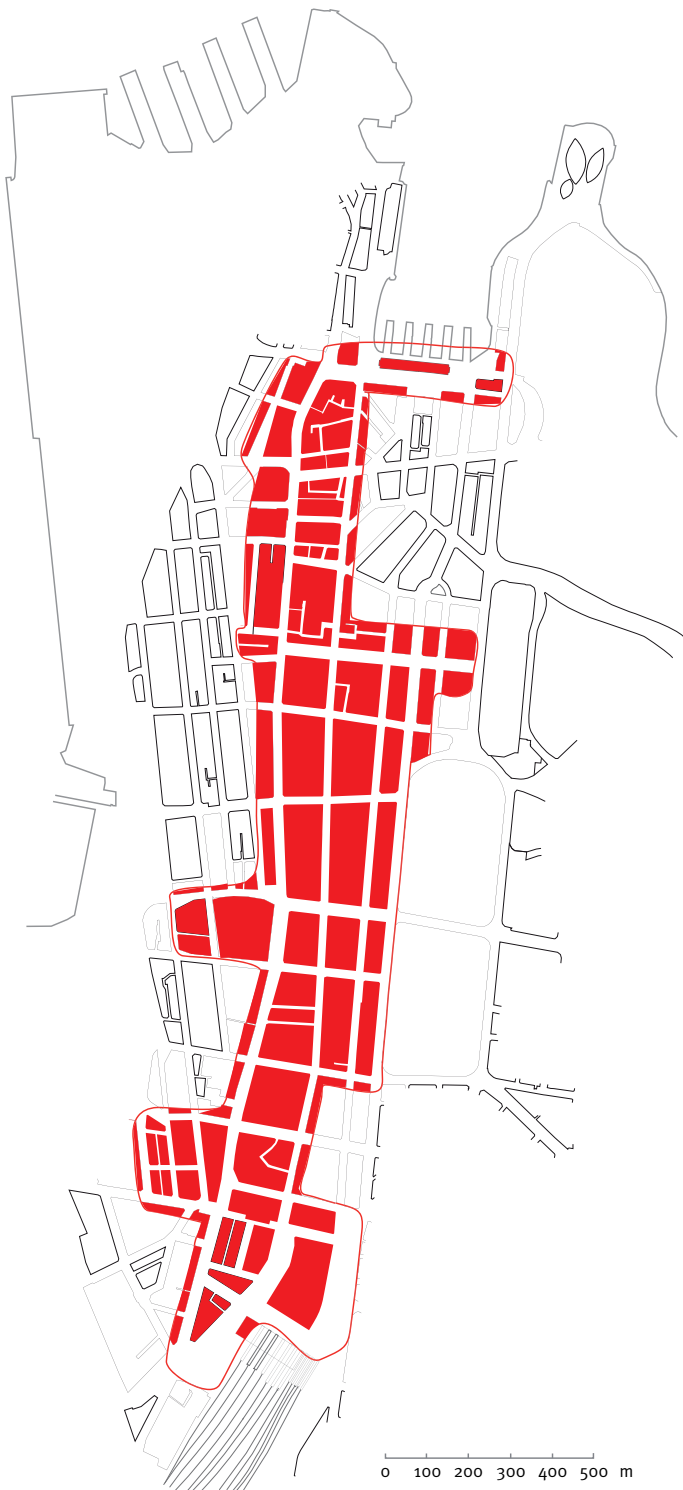
Encourage diversity of people and functions.



Create varied and diverse invitations for staying.



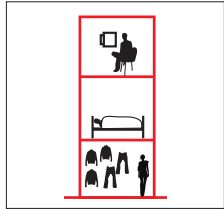
Create a lively and safe public realm which is inclusive for all.



AREAS WHERE A MORE MULTI-FUNCTIONAL USE SHOULD BE ENCOURAGED

Multi-functional zone

mixed use



CREATE A GOOD MIX OF DIFFERENT USES

Ensure integration of shops, offices and dwellings in each city area and preferably in the individual buildings. Retail can be located on the ground floor, dwellings (eg. min. 30 %) on the first floors and offices on the upper floors. A mix of uses can secure life in the city streets and squares at all times of the day.

office

residential
(min. 30%)

retail



WORKERS

Going to and from work
Lunchtime guests
(8am - 10am + 12pm - 2pm
+ 5pm - 7pm)



RESIDENTS

Going to and from the dwelling
Passive surveillance
(7am - 10am + 5pm - 9pm)



SHOPPERS

Drifting during opening hours
(10am - 6pm (10pm))

improve safety

PROVIDE PASSIVE SURVEILLANCE

The analysis section indicated that certain areas significantly change character between night and day. Certain areas that are lively, safe and secure during the day become deserted and frightening at night. The best way to reduce the empty and isolated feeling of certain areas at night is to accommodate passive surveillance by encouraging more eyes on the street.

CREATE LIVELY STREETS AT NIGHTTIME

Passive surveillance may be encouraged in two ways. One is by maintaining a lively flow of people in the streets, moving from one destination to another along key links. Key routes must be well-lit and attractive in the evening hours to encourage activity and provide safe and comfortable passage through the city at night.

PROMOTE MIXED-USE AREAS

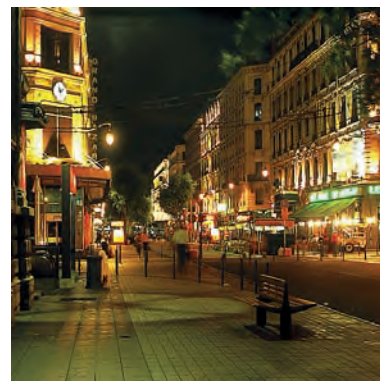
The other type of passive surveillance occurs naturally in mixed-use areas, when restaurants, shops and street stalls that are open at night activate the edges of the public realm. Most vital are the residents in the area, which, regardless of whether shops are open or not, offer the impression that others are occupying the buildings that overlook the public realm. Promoting mixed-use by encouraging a combination of commercial, residential and office use would be beneficial for the city centre.



DWELLINGS

The varying building uses ensure passive surveillance *eyes on the street* providing a natural sense of safety vital for city activity at night.

The City Centre of Copenhagen, Denmark



AMBIENT LIGHTING

Ambient lighting spilling out from entrances to buildings gives a sense of activity while reducing dark corners and niches. A well and uniformly lit building edge improves way-finding and orientation at night thus increasing the feeling of safety and security at night.

Lyon, France



ACTIVITIES

During the day as well as in the evenings it is important to plan and invite for activities to happen. Cafes and restaurants are of course ideal for this, but generally the most important thing is to create a natural flow of people, so that there are always many people present in the public space.

Venice, Italy

POETIC, COORDINATED AND SOCIAL PUBLIC SPACE POLICY - LYON, FRANCE - 1.3 MILLION INHABITANTS (GREATER LYON)



POLICY PROFILE

- The public space planning is coordinated with social policy with the aim of creating “a city with a human face” and a city for all its inhabitants. Equality and balance between projects in the Inner City and in suburban districts are underlined, for instance by giving the same architect the commission to design public spaces in both the centre and the suburbs.
- Three different types of plans have been developed: A green plan, which focuses on the city’s public spaces, a blue plan that deals with the way the city meets the rivers, and a “yellow” plan, a lighting plan. The latter addresses the character and quality of lighting of monuments and other buildings as well as the streets, squares and parks. It is also a tool for collaboration between the public and the private sector in relation to the quality of lighting in different locations.
- Lyon is actively supporting smaller shops in the inner city by stopping all further development of out-of-town shopping centres.

DISTRIBUTION OF PUBLIC SPACES

- Projects are spread over the city, with a balance between the Inner City and suburban districts.

PUBLIC SPACES AND TRAFFIC

- In order to create a human face to the city, the traffic policy is aiming at putting car parking underground. Many of the renovated spaces in the centre of the city have 4 to 6 stories of parking garages under the car-free surface of the public space. A partly public and private firm has been established to build and run the new parking structures.

- New light rail lines and a metro are giving alternative forms of transportation.

TYPES OF PUBLIC SPACES

- Most of the renovated public spaces in the Inner City were existing “classical rooms” in the historic city fabric, whereas the spaces in the suburban districts were “free floating” spaces between high-rise housing blocks. These suburban spaces had to be redefined and redesigned for new uses, thus creating new types of public spaces.

A FIXED SET OF MATERIALS AND FURNITURE

- A “Lyon vocabulary” of materials to be used in the spaces has been developed, particularly to underline the identity of the city but also to limit the number of materials to be maintained. To stress the equality between different districts, the same street furniture can be found in suburban housing projects as well as in central city spaces.

ORGANISING THE TASK

- The city created two new organisations to cope with the coordination of public space policy. On the political level an organisation called “Group de Pilotage Espaces public” was formed, headed by the mayor. This group, with representatives from all departments involved in the process, meets once or twice a month. A parallel interdisciplinary organisation called “Group Technique de Suivi”, with experts from all departments, is meeting every week to prepare and coordinate the technical and practical sides of the implementation of the plans.

PROCESS

- As a response to the deteriorating quality of the public realm under the pressure of a growing number of cars entering the city centre, combined with social tension between suburbia and down town, one of the mayors, Henry Chabert, formulated the policy to create a city with “a human face” (or surface) in 1989.
- Poets and other artists have been asked to generate the spirit of the place, the genius loci, before the brief is given to the architects or landscape architects who were designing the spaces.
- A large number of public meetings and interaction with the local people are other characteristic elements of the process, which has also aimed to create a good interaction between the private and public sectors.

RESULTS

- Lyon suffered an industrial decline in the 1970’s, but has reformulated its role and become a very dynamic city. The policy has changed the appearance and image of the city, with a large number of high quality public spaces.

DEMOCRATIC AND PIONEERING PUBLIC SPACE POLICY - BARCELONA, SPAIN - 3.5 MILLION INHABITANTS (GREATER BARCELONA)



TWO DIFFERENT OCCASIONS AND POLICIES

1. The new democratic society and public spaces

- The policy to create new public spaces for free meeting and talking was formulated in Barcelona after the fall of the dictatorship of general Franco. The new democratic government that came to power in the first free elections in 1979 promoted new public spaces to give inhabitants immediate improvements in living conditions and open up democratic discussion.

2. The Olympic Games and the city plan

- The Olympic Games in 1992 was used as a great opportunity to make large-scale improvements to the city. Investment was used to drive development of the city plan, where unfinished parts were completed and derelict industrial sites were transformed into new city districts. In this way, Barcelona got new sports arenas but also a new district of housing with a leisure harbour connecting new city districts to the beach along the coast.

PUBLIC SPACE POLICY PROFILE

- Barcelona has been pioneering public space policies, where a great number of imaginative new designs have been applied across the city.
- New public spaces in each neighbourhood for people meeting, talking, discussing, playing and unwinding.
- The public space policy has been called “projects versus planning” as it turned the traditional planning methods upside down by focusing on what independent small projects can do for a city district - and for a whole city. Instead of waiting for the grand coordinated master plan to be

developed, the city has been implementing public spaces - even where no spaces existed - by tearing down derelict buildings, using old railroad yards, or renovating existing spaces. Without any great need of coordination, these projects improved the city for inhabitants.

- No standard designs but “tailor-made” solutions place-by-place, involving a great number of local architects.
- With the slogan “the gallery in the street”, contemporary sculptures have been an integrated part of the public space programme with the dual intention of giving each place its unique character and to create discussions between local people.

DISTRIBUTION OF PUBLIC SPACES

- Hundreds of projects in many different scales, from major parks to local piazzas, or just a little corner with a couple of trees and a bench standing on a fine new urban floor, are spread over the whole surface of the city. It functions like a kind of urban acupuncture, where the whole body of the city becomes better without a great need for coordination of projects.

PUBLIC SPACES AND TRAFFIC

- Initially the public space policy was not an integrated part of any major traffic plan and in most cases projects were made without taking space from driving and only a few of the many spaces have underground parking garages as part of the new designs. Later projects with more traffic and parking emphasis have been emerging, such as parks on top of freeways.

TYPES OF PUBLIC SPACES

- Barcelona has developed a wide range of public space types from small hard scapes in the form of piazzas, to large parks that function like “green oases”, often established on derelict land or former industrial sites. Promenades and other types of new interpretation of the rambla motif are frequent as well as a series of spaces dominated by gravel and soft shapes, mostly for playing. In this city with high density in both building mass and in traffic volumes, all the different types of open spaces are highly appreciated.

ORGANISING THE TASK

- The city created a new office called Servei de Projectes Urbans to work with new projects in the 10 city districts. Meetings are held with local people in each district as part of the process, and architects at the office coordinate the technical and administrative aspects of the project. There are a large number of local architects from private practice working in collaboration with - and doing projects for - the office.

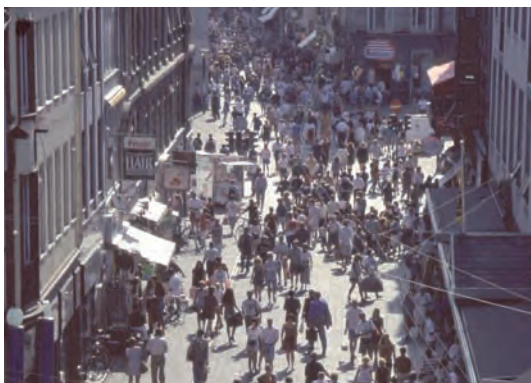
PROCESS

- The new democratic city council selected Oriol Bohigas as a city councillor for urban design. Bohigas was both the director of the School of Architecture and partner of a major private practice, and he formulated the general approach. The results show an interesting relation between the public and private sectors, as the public investments in new city spaces were followed up by property owners renewing surrounding buildings. The early projects were designed after architects’ competitions and later the office for public space design was put into place to work continuously with the projects.

RESULTS

- The idea of reconquering public spaces was formulated in Barcelona as a political idea of providing democratic space as well as a vision for re-creating the art of making public spaces. Nowhere in the world can the viewer see so many different examples of new and experimental designs of parks, squares and promenades in a single city as in Barcelona.

A BETTER CITY - STEP BY STEP - COPENHAGEN, DENMARK - 1.3 MILLION INHABITANTS (GREATER COPENHAGEN)



POLICY PROFILE

- Copenhagen's step-by-step policy covers a zone where a series of policies are applied to create better conditions for soft traffic and people on foot.
- Public spaces are seen as a network of streets that link with public transit and a series of piazzas or squares that open up for different activities and urban recreation.

DISTRIBUTION OF PUBLIC SPACE PROJECTS

- Early projects were all in the historic core of the Inner City. Later, local spaces in the outer districts of the city were developed and, more recently, new spaces have been established along the waterfront.

PUBLIC SPACES AND TRAFFIC

- Bicycle lanes and bicycle priorities in different forms have been applied throughout. Access to the Inner City is possible by car but driving through is restricted, so walking or cycling is easier.

- In the Inner City most of the public spaces are part of traffic calming measures and a series of different types of street designs have been applied from pedestrian-only, to pedestrian-priority streets and to streets with other limitations for driving.
- No new parking structures have been established in the Inner City for some years and kerb side parking has been reduced by an average of 2-3% annually. Surfaces have been converted to accommodate other people-oriented activities.
- New metro lines have been built recently to give better access to the Inner City from some of the new development areas of the Oerestad, a new town being built close to the city centre.

TYPES OF PUBLIC SPACES

- The new public spaces in the Inner City consist of renovated existing "rooms" in the historic city, all with a modest and fine human scale. The spaces are mainly streets and squares, which through time have got different functions as "living rooms", "dining rooms" for staying activities or "corridors" for strolling along as part of urban recreation.

ORGANISING THE TASK

- For many years the design of public spaces has been taken care of by the City Architect's office, while the City Engineer's office, paved and maintained them. In recent years the organisational structures at Copenhagen City Hall have been reorganised and an office established especially for public space design and policy.

PROCESS

- The policies have been emerging gradually from early experiments with the first pedestrian streets in the 1960s to the 1980s, where consistent and coordinated policies were formulated.
- Copenhagen has changed gradually through the last 30 to 40 years, from a city dominated by cars to a city centre for daily life for people on foot.

RESULTS

- Copenhagen Inner City has gained the reputation of being a fine place for urban recreation, where each new step has increased the quality for people on bicycles and on foot. These qualities of life are part of the reason that a growing number of people want to live in the centre of the city, where new housing has been built along the harbour fronts. Copenhagen has also experienced a general development from the first pedestrianisation years, where public life revolved around walking and shopping, to a more developed city culture where the number of mixed activities increase and where people spend four times as much time as before the redevelopment schemes started. The public money invested in renovating public spaces has been paid back through an increased number of tax payers in the city - more residents - and an increased turnover for city-based businesses. The general image of Copenhagen has changed towards a much more attractive city as a base for larger corporations and businesses in general.

URBAN TRANSFORMATION INTO A PLACE FOR PEOPLE - MELBOURNE, AUSTRALIA - 3.6 MILLION INHABITANTS (GREATER MELBOURNE)



POLICY PROFILE

- The City of Melbourne's design philosophy was first outlined in the 1985 Strategy Plan that called for the city to build on its existing strengths in a manner that reflected Melbourne's local character, while diversifying uses within the central city to transform it from a central business district to a central activities district. Melbourne's existing strengths and physical patterns were identified and later elaborated upon in Grids and Greenery. Published in 1987, Grids and Greenery provided a vision for the future of Melbourne.
- Alongside its early strategic vision and directions, Council developed urban planning and conservation controls, broad-perspective master plans and guidelines, as well as detailed action plans, streetscape plans and street furniture technical notes. Council also instigated retail, events and arts policies and programs, as well as strategic initiatives and project partnerships including Postcode 3000 to encourage residential living back into the city.

DISTRIBUTION OF PUBLIC SPACE

- Since 1985, City of Melbourne's urban design program has been implemented throughout the municipality, although high-profile projects have generally been concentrated in the central business district, Southbank, and most recently, Docklands.

PUBLIC SPACES AND TRAFFIC

- A principal objective of Melbourne's urban design program has been to reduce car dominance in the street while establishing a more inviting public realm for people.

To achieve this, Council has undertaken an incremental but consistent process of pedestrianisation through the installation of high-quality bluestone paving, street furniture, trees, newsstands, and kiosks, complemented by a policy for more active street-level building frontages. Such physical improvements have created a safer, more inviting and engaging public realm. The area of pedestrian space has increased through footpath extensions, most significantly in Swanston Street and little streets such as Flinders Lane. Temporary lunchtime road closures provide pedestrians with a less congested through-route in Little Collins Street.

- In addition to improving public space for walking and social interaction, Melbourne has sought to promote sustainable transport alternatives to reduce emissions and traffic congestion, and to ensure the public realm is inclusive and accessible to all people. While streets within the city centre do not have formally dedicated bicycle lanes due to the competing demands for road space, the closure of Swanston Street to daytime through-traffic has established it as a popular north-south cycle route.

TYPES OF PUBLIC SPACE

- The City of Melbourne has aimed to enlarge the public realm and pedestrian networks with a broad range of public space types through: (1) the establishment of main public spaces such as Bourke Street Mall, City Square, Federation Square, and waterfront promenades including Southgate; (2) small-scale spaces established by re-claiming surplus road space; and (3) works to upgrade existing streets and laneways.

A STANDARD SUITE OF MATERIALS AND FURNITURE

- The City has created standardised designs for a wide range of street furniture in order to improve streetscape amenity with attractive, durable, functional and unobtrusive elements that complement the urban culture, character and significance of each street. Melbourne's bluestone pavement program, founded on the city's traditional materials, has ensured that repaving successfully fits into both contemporary and historic settings.

PROCESS AND ORGANISING THE TASK

- In the 1980s, Melbourne's citizens spoke out about the slow destruction of their city. Inappropriate international style developments, the invasion of the automobile, destruction of heritage areas and general decline of the central city saw new political forces emerge at both a State and Local Government level. Their success at the polls allowed them to reset the agenda for Melbourne.
- Commencing in 1985, the City of Melbourne's urban design department developed a comprehensive planning and design policy framework that defined a simple vision to transform Melbourne's ailing central business district into a central activities district, while retaining the physical characteristics that were distinctive to Melbourne. This vision was adopted and has been gradually implemented through ambitious but achievable targets over the past two decades.
- Using in-house professional skills, the City of Melbourne has worked to lead rather than just manage the city's transformation. It has mastered the art of successful partnerships and directed the resources of other levels of government and the private sector towards improving the public realm through such projects as Federation Square and QV.

RESULTS

- Council's urban design program has been instrumental in inspiring, directing and accelerating the process of revitalising Melbourne through a gradual but consistent transformation of streets, lanes and other spaces into public places that are engaging and diverse. This is evident from population and economic growth. Since 1994, there has been a staggering 830% increase in city residents, and this has been accompanied by a significant rise in pedestrian volumes and the number of people choosing to spend time in the public realm. The follow-on effects include revived street use patterns as the community utilises the city as its recreational, retail and entertainment base, and this has been highly influential in creating a more vibrant, safer, and sustainable 24 hour city.

REFLECTIONS

Sydney is a world class city enjoying a beautiful landscape setting and a wonderful climate offering the best possible conditions for a thriving public life.

Despite these obvious qualities the City Centre appears to be suffering from an overload of vehicular traffic and is at present not living up to its full potential.

In January 2007 Gehl Architects was invited to cast a critical view on to how the public spaces in Sydney are performing in terms of public life. The findings are presented in this report and in an additional “public life data” section. The analysis performed pointed towards a city which is choking in vehicular traffic and where there is no balance between the various transport modes. Pedestrians and cyclists are consequently at the bottom of the agenda and as a result conditions are quite poor for people who choose the most sustainable transport modes - discouraging some and excluding others.

An equally problematic consequence is the fact that there are a number of problems in relation to the visual environment and the general lack of celebration of the waterfront. Thus the extraordinary physical qualities are not cherished and the city is gradually losing quality.

Looking to other cities in the world it is evident that change is possible. Thus Melbourne, Portland in the US and Lyon in France are remarkable examples of cities which have radically transformed. Common for all of them is a movement towards a more balanced traffic system, a strong focus on public space and an understanding of how a high quality public realm can invite more people to use the city in a variety of ways.

Changing the current situation in Sydney demands a change of mindset. A more holistic approach needs to be used where traffic planning and public space planning are thought of one. Visions need to be formulated looking at what ought to be achieved to celebrate Sydney as a world class city. Strategies then need to be put in place to gradually change the current course and deal with how the visions can be achieved on practical terms. Looking at practicalities first and then formulating visions second will set the bar too low.

Sydney will no doubt change dramatically during the coming years. The spirit is there, the knowledge is there and the potential is there. How the process and the end result will be is still to be seen.

