



Town Hall Precinct

CITY OF SYDNEY 

Public Domain Plan



The City acknowledges the Gadigal of the Eora Nation as the Traditional Custodians of this place we now call Sydney, and we acknowledge their continued connection to Country. We pay respect to Aboriginal and Torres Strait Islander Elders past, present and emerging.

Executive Summary

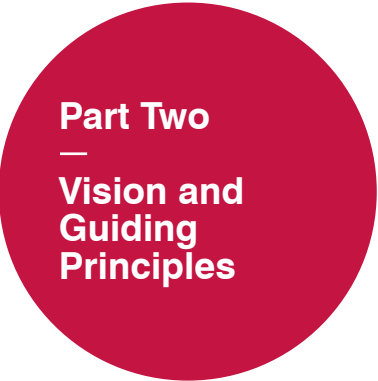
The Town Hall Precinct is at Sydney's civic and retail heart. It is an area undergoing significant change, with significant public and private investment driving growth. The completion of light rail on George Street and the 2024 delivery of new Metro stations will intensify the interchange role of streets, and bring thousands of additional people to the precinct daily. The streets and public spaces of the Town Hall Precinct have a critical role to play in providing space for movement and daily life for this growing population, as well as supporting the safe operation of businesses recovering from the pandemic.

The Town Hall Precinct Public Domain Plan will respond to these issues and deliver on the Sustainable Sydney 2030 vision. By establishing a long term vision for streets and spaces it provides a framework for for advocacy, stakeholder engagement and community consultation, as well as guiding public and private development projects.



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prepared by

CITY DESIGN
City of Sydney

Part One

Introduction

city of villages



Study Area

The Town Hall precinct is bounded by Liverpool Street to the south, Harbour Street and the Western Distributor to the west to Druiett Street, George Street to King Street in the north, and Elizabeth Street to the east. The precinct encompasses the civic and retail heart of Central Sydney. The public domain in this area is heavily used by workers, visitors and residents of the area, visiting and moving through the precinct each day.



Left
Town Hall Precinct study area

Right
Aerial view looking west over the study area

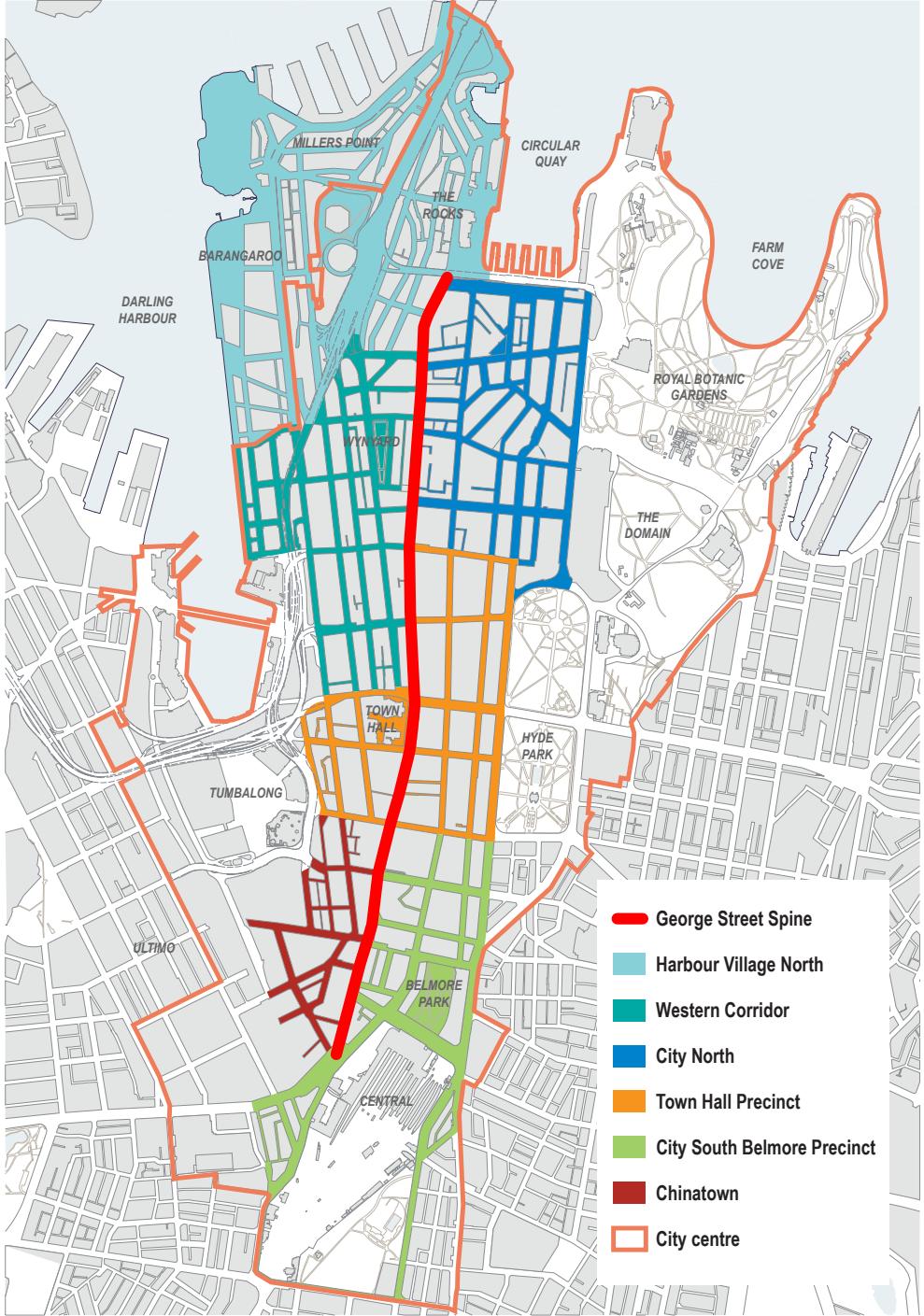


City Centre Public Domain Planning

The City Centre Public Domain Plan has been divided into key precincts for which detailed feasibility and public domain improvement proposals are being developed. To date, the City has undertaken public domain plans for Chinatown, Harbour Village North, George Street and City North. The Town Hall Precinct Public Domain Plan is the next in a series of detailed plans that analyse and recommend the scope, location and extent of public domain improvements over the short, medium and long term, contributing to the overall city transformation.

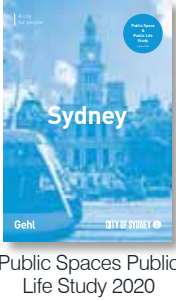
This plan should be read in conjunction with the adjacent completed plans - City South Public Domain Plan, and Chinatown and City North Public Domain Plans.

City Centre Public Domain Plan - Precincts

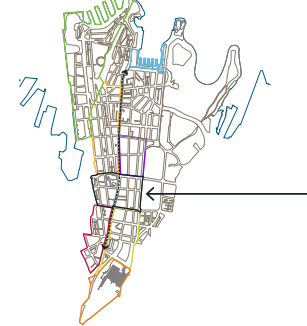


Town Hall Precinct Public Domain Plan

STRATEGIC DIRECTIONS



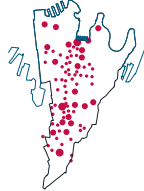
PUBLIC DOMAIN PLANS



Town Hall Precinct Public Domain Plan

PROJECTS

Overlay Projects



- Pedestrian Improvements
- Lighting
- Footpath Materials
- Street Furniture
- Public Art
- Greening Sydney
- Wayfinding Pedestrian System
- Environmental Sustainability

Place Specific Projects



- Public Space Improvement Program
- Laneways Improvement Program
- Cycleway Implementation Program
- Urban Renewal

Diagram: Town Hall Precinct Public Domain Plan inputs and outputs

Objectives

The Town Hall Precinct Public Domain Plan will inform major infrastructure, transport and private development projects so that the recommended improvements can be taken into consideration in future consultation and liaison with Transport for NSW, planning negotiations and project delivery. It is an important advocacy tool in shaping government and private investment, and will also guide the City’s long term planning and capital works programming.

This strategic work will allow Council to:

- respond to the increasing pedestrian numbers in the precinct putting pressure on existing narrow footpaths
- plan for the completion of Sydney Metro stations in the precinct which will increase the concentration of people accessing stations and using the public domain to interchange between modes
- provide a framework to prioritise the implementation of precinct-wide overlays (granite paving, street furniture) to improve public domain quality within the precinct
- consider new potentials for managing traffic and parking on city streets with the completion of CBD and South East Light Rail and associated review of CBD bus routes

- rethink the role of streets with regard to climate change, and incorporate additional tree canopy and greening
- deliver on Sustainable Sydney 2030 aspirations and project ideas within the precinct, and work towards a vision for 2050
- respond to COVID-19 by providing additional space for people to safely access and use businesses, work and public space
- provide a plan that can be used for advocacy, stakeholder engagment and community consultation

Photo: Public furniture in George Street near Town Hall



Consultation

The Town Hall Precinct forms the retail and civic core of Central Sydney. Changes to the public domain will impact business, government and community members who use these areas. An initial consultation program has occurred to inform this plan, however additional consultation will take place as opportunities and projects are progressed.

It will be necessary for the City to partner with other organisations, including developers and government, to implement the Public Domain Plan. Engagement provides an opportunity to build these relationships for collaboration and advocacy in the future.

The engagement and consultation program for the Town Hall Precinct Public Domain Plan has included user intercept surveys conducted throughout the study area, and targeted meetings with specific stakeholders. This Plan has also drawn on the extensive engagement program undertaken for Sustainable Sydney 2050.

It is proposed to consult further on the recommendations and opportunities proposed by this Public Domain Plan, to allow broad community and stakeholder review and comment prior to its finalisation and adoption.

User intercept surveys

Intercept surveys have been carried out at key sites within the study area - both on streets and in Sydney Square. Feedback relating to specific places has been captured in the detailed project opportunities section of this Plan. The key themes emerging through the intercept surveys are captured below.



Sustainable Sydney 2050 Consultation

This Plan has drawn on the extensive engagement program undertaken for Sustainable Sydney 2050.

Since November 2018 the City has been consulting the community on their vision for Sydney in 2050. This has included conducting surveys, community sessions, pop-up events, targeted stakeholder workshops, consultation with children and young people, and a citizens jury have. The key themes identified through this process have informed the Town Hall Precinct Public Domain Plan work:

- A city for people.
- A city that moves.
- An environmentally responsive city.
- A lively, cultural and creative city.
- A city with a future focused economy.

top Citizens Jury

In August 2019 the City partnered with new Democracy to coordinate a citizens jury of 43 randomly selected and demographically matched community members. One of the key 2050 concepts recommended by the citizens jury is *moving efficiently and sustainably*.

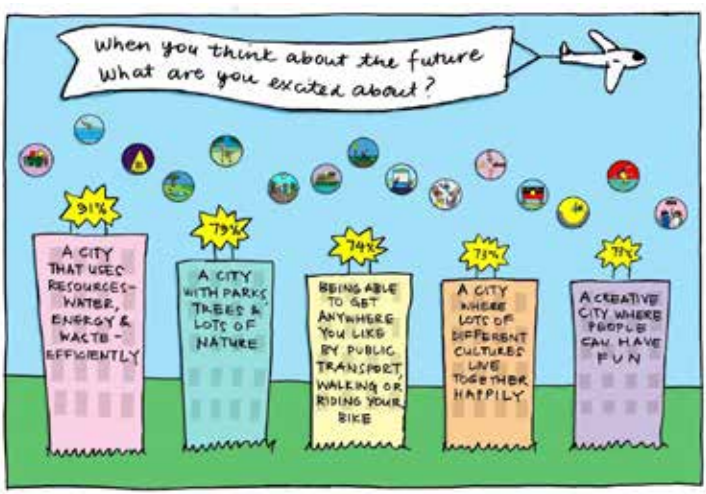
“We want a city designed for people and not vehicles, active 24/7, where there is space to walk, bike, stroll, jog, chat, rest, relax and enjoy life.”

bottom right Sydney 2050 High School Summit

Primary and high school students participated in workshops to discuss issues affecting the city and its future. From April to June 2019, the council ran 20 workshops with 19 schools in the City of Sydney local area and with the data collected during these sessions, prepared the consultation report Our future Sydney. Each summit culminated in students presenting recommendations for action to our local government leaders.

bottom left Our Future Childrens Summit

Key 2050 issues identified by primary school aged children



Part Two

Vision and Guiding Principles

city of villages



Sustainable Sydney 2030

Working towards Sydney 2030 strategic directions

Sustainable Sydney 2030 is the vision document that guides the City’s efforts to improve the way communities live, work and play. It’s a vision that sets out to make the city as green, global and connected as possible by 2030. The plan is the result of extensive consultation with residents, visitors, workers and businesses. Feedback from the consultation revealed that people wanted a city that cares about the environment, has a strong economy, supports the arts and that connects its people to each other and the rest of the world.

Sustainable Sydney 2030 established a clear vision for the public domain, of three public squares connected by the George Street Spine. This Town Hall Precinct Public Domain Plan reinforces that urban structure. It outlines ideas for improving City streets and open spaces which can be used as guidelines for future development. It forms part of the overall City Centre Public Domain Plan, and delivers on the City’s 2030 Vision. It provides principles around the delivery of a key 2030 Project Idea - the new Town Hall Square.

Using a precinct based approach, the Public Domain Plan delivers on Sustainable Sydney 2030 as follows:

Ten strategic directions for Sustainable Sydney

1

A globally competitive and innovative city

✓

2

A leading environmental performer

✓

3

Integrated transport for a connected city

✓

4

A city for walking and cycling

✓

5

A lively and engaging city centre

✓

6

Resilient and inclusive local communities

✓

7

A cultural and creative city

✓

8

Housing for a diverse community

9

Sustainable development, renewal and design

✓

10

Implementation through effective governance and partnerships

✓

Direction 1 - A Globally Competitive and Innovative City: the Plan promotes a public domain quality agenda that supports the city centre that is competitive, attracts investment, and ensures ongoing liveability.

Direction 2 - A Leading Environmental Performer: the Plan supports the City’s environmental actions in particular increasing space available for tree canopy.

Direction 3 - Integrated Transport for a Connected City: the Plan supports efficient public transport and facilitates the transfer of modes through better public domain outcomes.

Direction 4 - A City for Walking and Cycling: the Plan promotes a rethink of street space allocation to promote better conditions for walking and cycling.

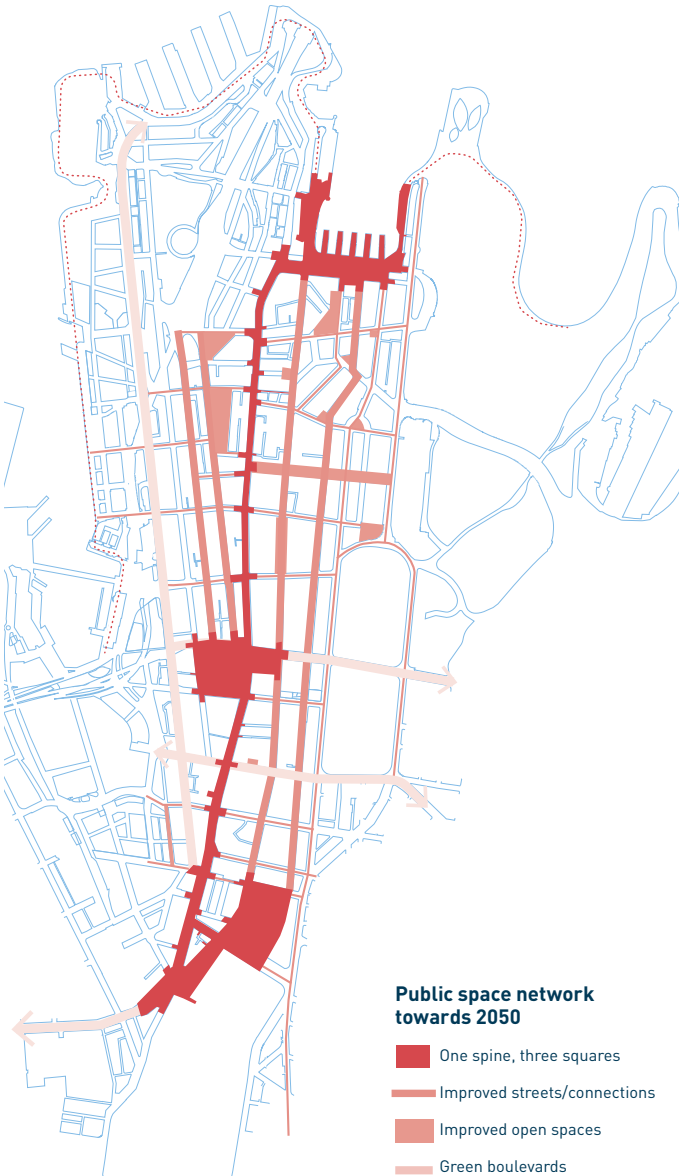
Direction 5 - A Lively and Engaging City Centre: the Plan advocates for a welcoming public domain that encourages people to stay and enjoy as well as measures that support a diverse 24 hr city economy.

Direction 6 - Resilient and inclusive local communities: the Plan considers the diversity of users of the precinct and will consult with them to ensure that the public domain and open spaces are inclusive.

Direction 7 - A Cultural and Creative City: the Plan promotes the importance of a diverse cultural offer and public art for city identity and encourage people to come to the city for leisure beyond work and business activities.

Direction 9 - Sustainable Development, Renewal and Design: the Plan advocates built development and public domain to be exemplars of sustainability.

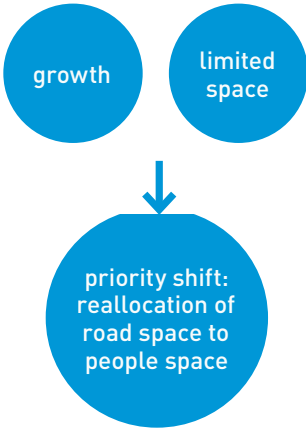
Direction 10 - Implementation through Effective Governance and Partnerships: State government and the private sector collaboration will be needed to implement the Plan’s recommendations as most require a rethink of road space allocation and traffic management managed by State agencies.



The public space network - three squares connected by the George Street spine - was established in Sustainable Sydney 2030 and underpins work towards a 2050 vision

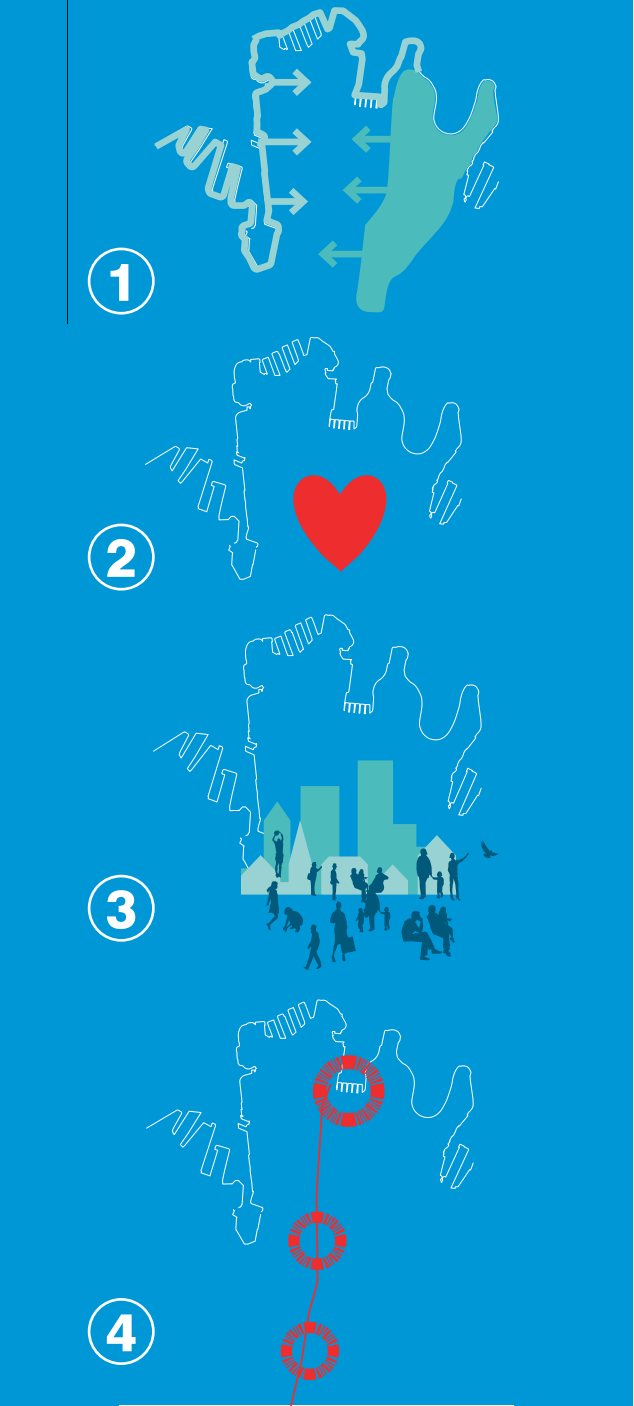
Public Spaces Public Life 2020

The Public Space Public Life Study 2020 by Gehl Architects, in collaboration with the City, is a review and benchmark assessment against the previous Public Space Public Life Study with was conducted in 2007. To improve health and wellbeing, making more space for walking, cycling and greening, the city must continue to increase the quantity and quality of well-planned public domain – streets and spaces that are human in scale, sustainable, social, healthy, safe, and lively.



above
Reallocate road space to people space
right
Directions for the City in four themes, Public Spaces Public Life Study 2020

- The Study's recommendations are centred on four themes:
- 1. A green and cool city** - continue the City's leadership in environmental sustainability and climate action
 - 2. Protected heart** - rethinking mobility and access to win back space for people to walk, cycle and stay as well as for green infrastructure. Key to achieving this in the Town Hall Precinct is progress on public spaces including Sydney Square and delivery of Town Hall Square, as well as focus on the streets that connect to these spaces.
 - 3. A city for all** – ensuring a public realm that is welcoming for all people
 - 4. A strong city identity** – capitalise on city amenities and strengthen public realm quality and identity.

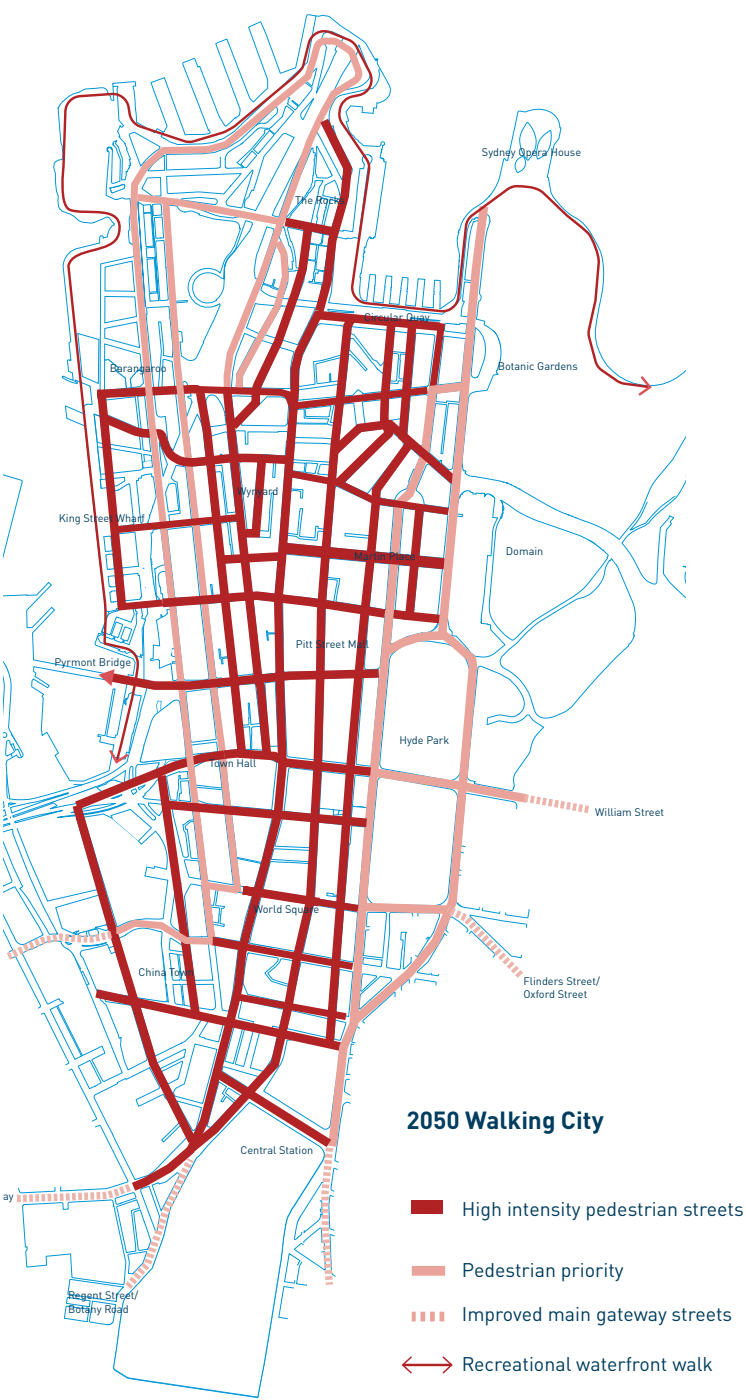
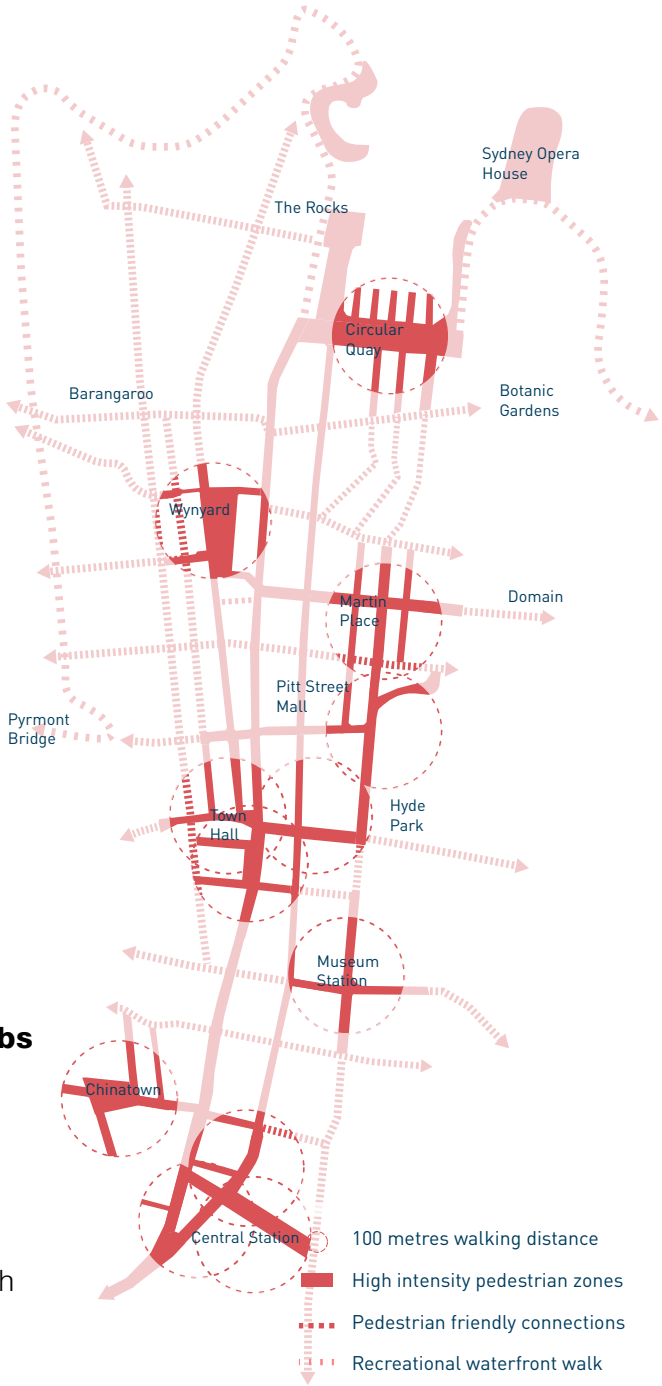


Town Hall Precinct Public Domain Plan

- More Space is required for:
- **Walking**
 - **Cycling**
 - **Socialising**
 - **Greening**
 - **Health and Wellbeing**

right
Pedestrian priority around transport hubs
As a priority, improve pedestrian amenity and priority around metro stations and public transport hubs.

far right
2050 Walking City
By 2050 the city should be a 'Walking City' with pedestrians prioritise and strong pedestrian priority throughout the city.



Town Hall Precinct Public Domain Plan

Part Three

Project context

city of villages



Planning for growth in Central Sydney

City Plan 2036, the City’s Local Strategic Planning Statement, sets 13 priorities and a series of actions to achieve the vision and guide future changes to the City’s planning controls:

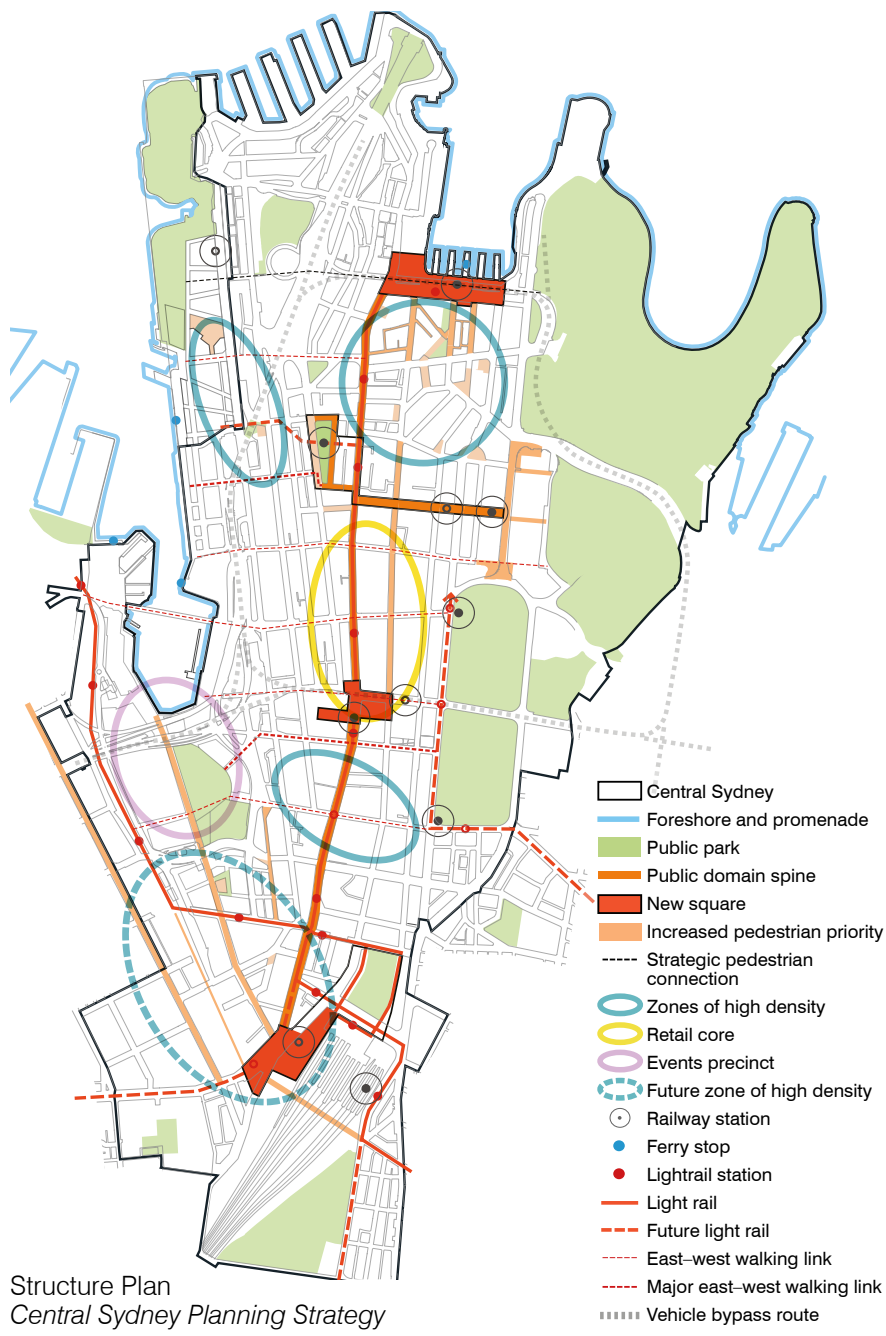
- 1. Movement for walkable neighbourhoods and a connected city
- 2. Align development and growth with supporting infrastructure
- 3. Supporting community wellbeing with social infrastructure
- 4. A creative and socially connected city
- 5. Creating great places
- 6. New homes for a diverse community
- 7. Growing a stronger, more competitive Central Sydney
- 8. Developing innovative and diverse business clusters in the city fringe
- 9. Protecting industrial and urban services in the southern enterprise area and evolving businesses in the Green Square-Mascot strategic centre

- 10. Protecting and enhancing the natural environment for a resilient city
- 11. Creating better buildings and places to reduce emissions and waste, and use water efficiently
- 12. Increasing resilience of people and infrastructure against natural and urban hazards
- 13. Open, accountable and collaborative planning.

The **Central Sydney Planning Strategy** outlines future development opportunities and associated public domain benefits for the city, allowing growth to occur whilst protecting key public spaces.

The strategy identifies significant development opportunities around the Town Hall Precinct, and notes the existing public space deficit. It reinforces the significance of Town Hall Square as one of three linked squares structuring the city.

The Strategy identifies areas of development uplift to the north and south of the Town Hall Precinct, whilst highlighting and reinforcing the established retail core character of the area.



Structure Plan
Central Sydney Planning Strategy

Supporting economic and cultural activities

COVID-19 pandemic recovery

The Covid-19 pandemic has highlighted that our local economy is heavily reliant on population and visitor-driven industries. The arts, accommodation and food services, retail and other professional services have all suffered.

The Town Hall Precinct has been impacted in a number of ways. Stay at home orders and lockdowns have resulted empty offices, with small and service businesses forced to close. International students and casual workers who live in the city have been hit hard with casual / insecure employment disrupted and no government support. The lack of tourists has stalled the visitor economy. The overall economic impacts of the pandemic on the economy of central Sydney are significant and ongoing.

As the city works towards pandemic recovery, how we enliven and reimagine our city as a destination during the day and later at night will make a significant contribution to Sydney's recovery.

We expect physical distancing measures to be with us for some time. There is now pressure on public spaces to provide for physical distancing in what might have been previously crowded areas. This has led to a broader recognition of the benefits of public space for people.

Recovery will involve creating more space for people to safely access businesses in the area, to allow cafes to safely operate and support those returning to work in offices. As the City has done through the Alfresco Sydney program* investigation could include pop-up festivals and lunchtime performances and the temporary use of parking and loading zones for alfresco dining.

*in partnership with the NSW Government

Alfresco Sydney - making it easier for businesses to use public space for outdoor seating (Pitt Street)

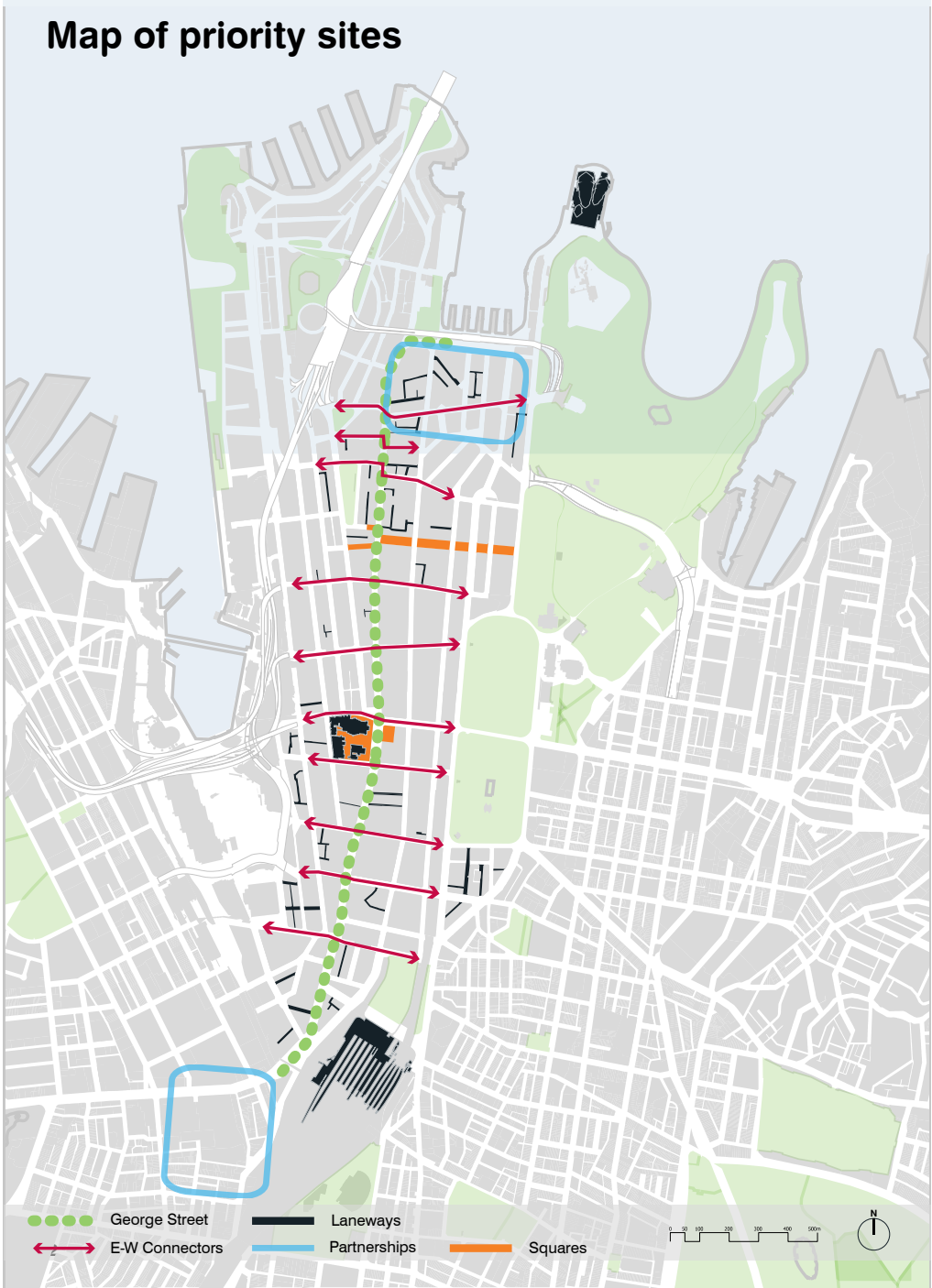


Public Art

The City Centre Public Art Plan aims to bring inspiring public art with a permanent legacy to Sydney’s residents and visitors. By placing high quality public art in our urban spaces, the plan greatly contributes to Sydney’s social fabric and the quality of daily life for Sydneysiders. It also sets out processes to encourage and enable public art commissioning in Sydney. The map of priority sites highlights key east west connectors as well as focusing on the future Town Hall Square and Sydney Square as a site for future public art. Public art will form part of the proposal for Town Hall Square and will be further developed in the future as the project scope and timing are finalised.

A number of major developments including the Metro Station entry buildings in Park Street and Bathurst Street will include major Public Art contributions.

City Centre Public Art Plan - Map of priority sites



Town Hall Precinct Public Domain Plan

Designing with Country

The City’s Stretch Reconciliation Action Plan 2020-23 recommends that the City recognise Aboriginal and Torres Strait Islander histories, cultures and achievements in Sydney through the Eora Journey: Recognition in the Public Domain.

The Eora Journey, meaning ‘the people’s journey’, is a program that celebrates the living culture and heritage of the Aboriginal and Torres Strait Islander communities in Sydney. Recognition in the Public Domain is one of the four key components of the Eora Journey. This project, overseen by art curator and writer Hetti Perkins, aims to reactivate the knowledge of specific places and events in Aboriginal history at key sites within the city.

In addition to the key projects already identified in the Eora Journey, the City is investigating ways to implement the concept of ‘Designing with Country’, including a specific focus on Aboriginal and Torres Strait Islander artists and cultural expression. Investigations will inform and guide the implementation of projects in this plan.

The City’s Barani website identifies the location of places that have historical associations for Aboriginal and Torres Strait Islander people in Sydney. Each place is connected to a historical theme that expresses an aspect of cultural life in Sydney. A number of sites are located in the Town Hall Precinct.

Town Hall Precinct Public Domain Plan



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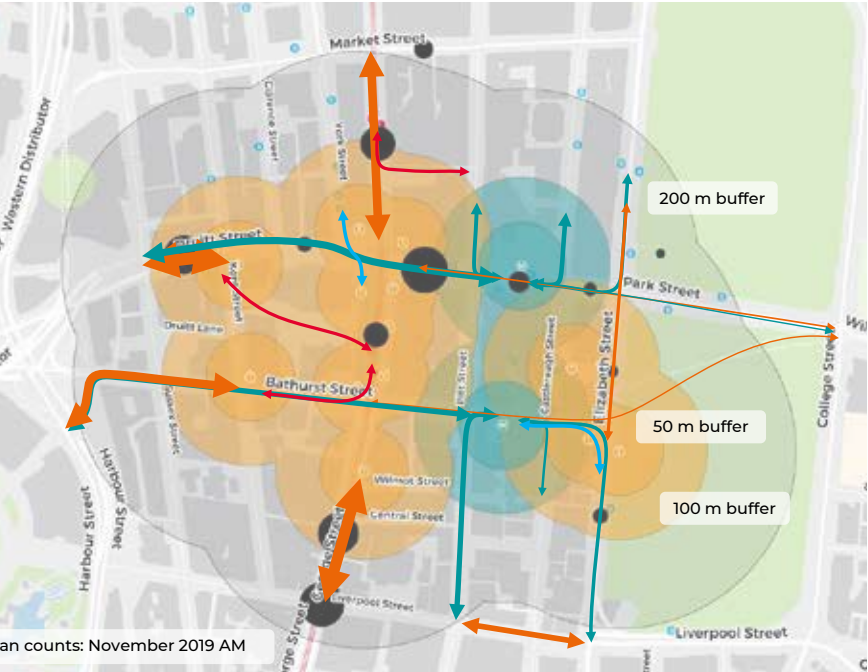
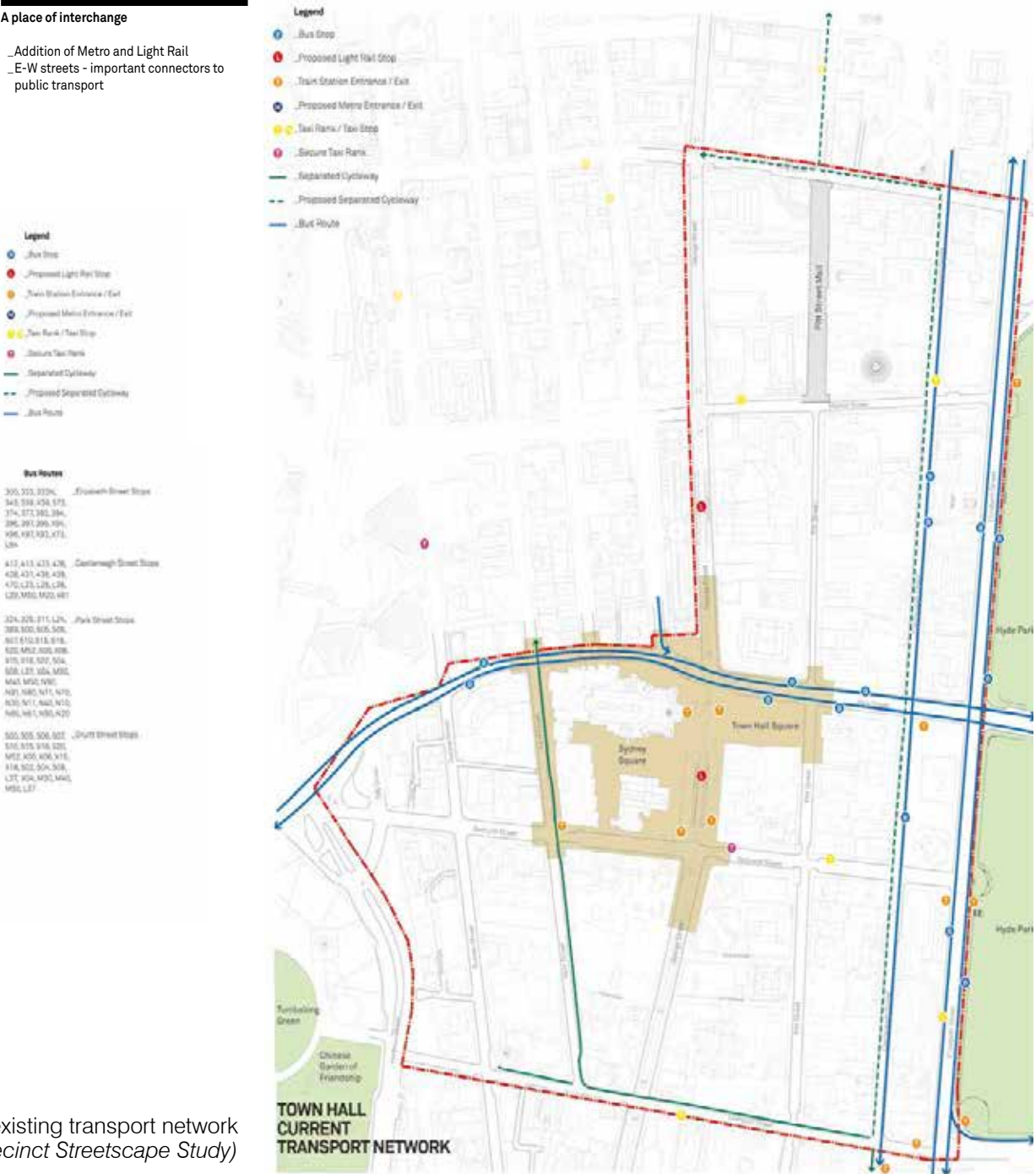
Transport and cycling

The public domain around Town Hall is a growing place of interchange between transport modes, as well as a destination itself for a large number of workers, students and residents of the precinct.

Based on a review of Journey to Work (2016) survey results for the region, more than 75% of trips are undertaken using public transport, with approximately 55% using Sydney Trains.

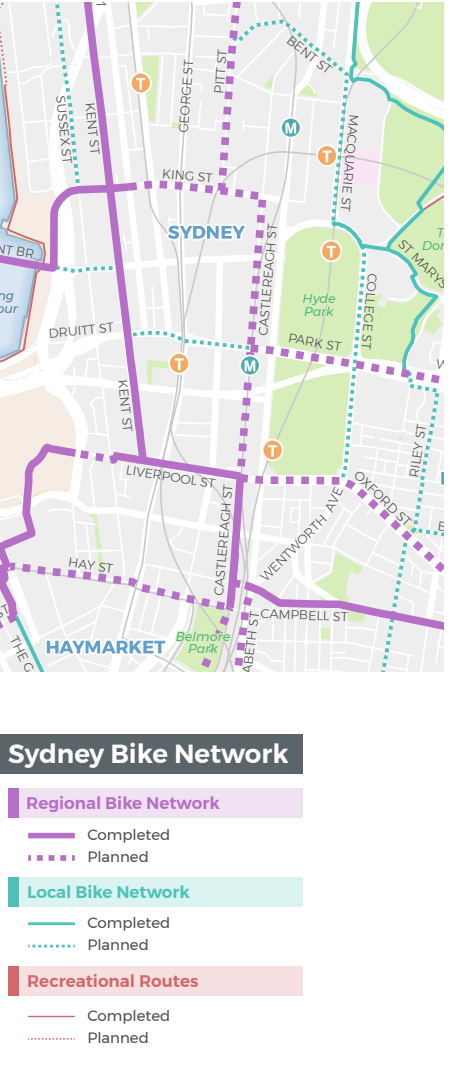
As a public transport interchange, customers can access Sydney Trains, Sydney Buses, Sydney Light Rail. This interchange role will increase with the completion of Sydney Metro Pitt Street station planned for 2024. The state government recognises the critical role of the area as an interchange precinct, with the Sydney City Centre Access Strategy flagging opportunities to reduce through traffic and improve pedestrian circulation in key streets.

right Town Hall Precinct existing transport network (HASSELL Town Hall Precinct Streetscape Study)



left Key desire lines for people who walk including those that may interchange between modes (WSPI Walking safety and place improvements: Street operation and configuration study)

right City of Sydney Cycling Strategy and Action Plan 2018-2030



Cycling

The City's Cycling Strategy and Action plan provides a framework for delivering a connected network of cycleways, suitable for all ages and abilities, travelling in, to or through the city.

Within the Town Hall Precinct, planning for a new regional cycleway on Castlereagh Street is underway. This will connect to the Pitt Street cycleway via a future extension of the King Street cycleway.

The Pitt Street pop-up cycleway was delivered by the City together with Transport for NSW to help the community to return to work and local businesses safely, supporting NSW's pandemic recovery. The growth in people riding on this cycleway is unparalleled, with the ridership increasing 500% between the first week and twelfth week*of operation (in two directions). This shows that there is suppressed demand for cycling in the city centre, which can be accommodated by more safe separated facilities.

Work is now underway to make the pop-up cycleway in Pitt Street a permanent part of the cycleway network.

Key challenges & approach

Precinct challenges

Within the next fifteen years central Sydney will see the creation of an additional 130,000 jobs and an influx of development. The introduction of the new metro line with stations in Park Street and Bathurst Street will place significant additional pressure on the precinct's already overcrowded footpaths.

The need for additional public space within the precinct is great, and delivering Sustainable Sydney 2030's proposed Town Hall Square is critical to meeting this need. The long term nature of delivering a new public space places even more importance and pressure on streets to facilitate pedestrian movement and public life.

Re-balance the priority of the streets

The over arching concept for this plan is to re-balance the priority of the streets in the Town Hall precinct.

This plan seeks to significantly reduce the number of vehicles in the precinct - whether moving, parked or loading. By reclaiming traffic lanes this plan aims to make significantly more space for greening and pedestrians.

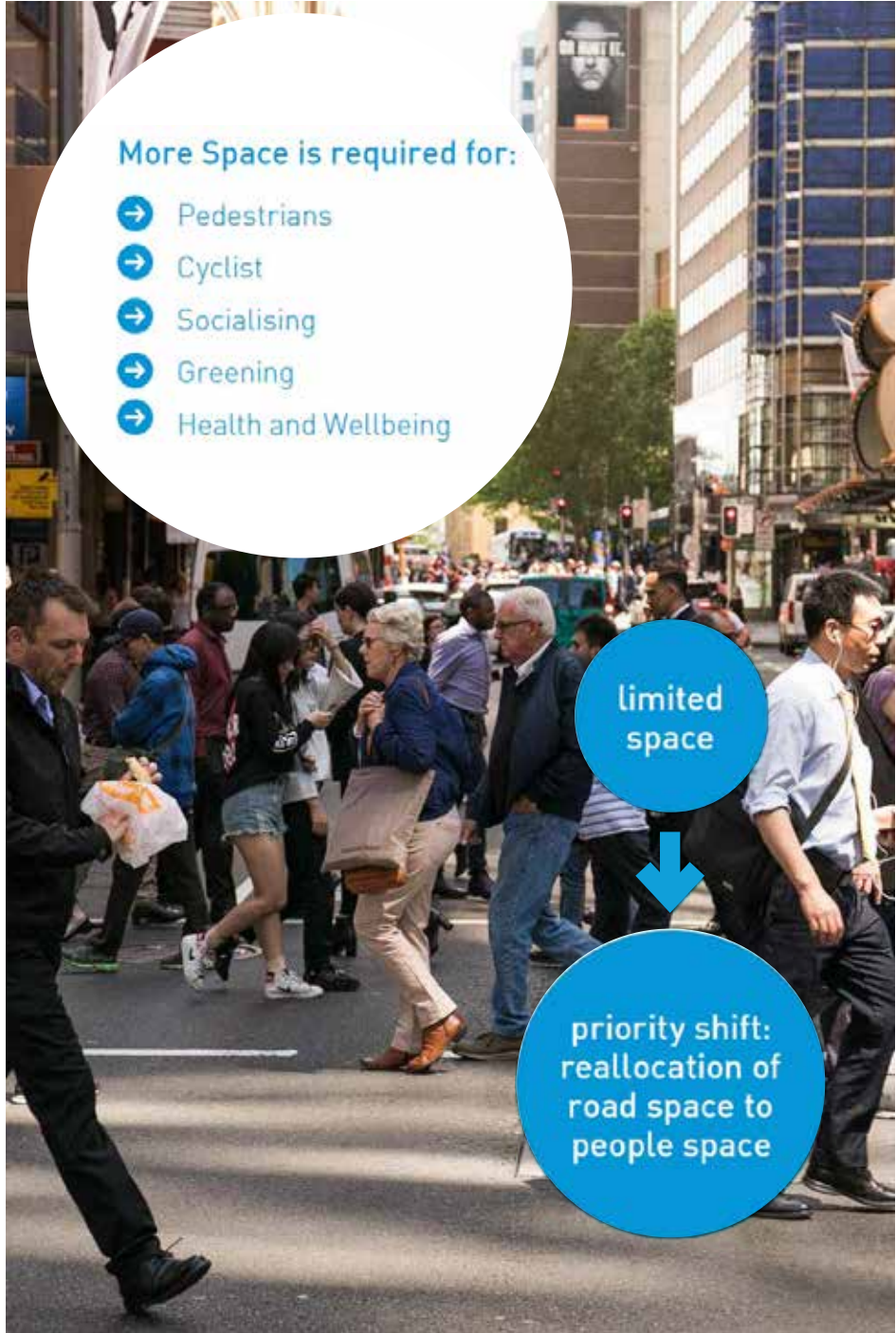
This over arching concept has underpinned and guided the proposed project opportunities included in this plan.

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Precinct challenges & priorities
(Public Spaces Public Life 2020)

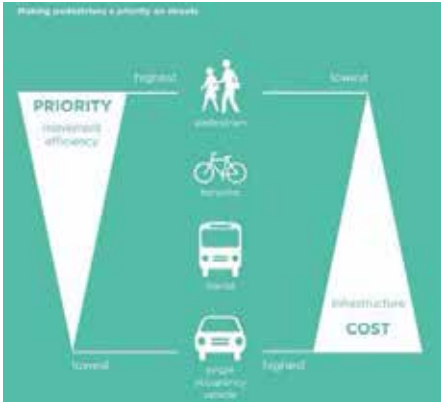
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Project approach
(HASSELL Town Hall Precinct
Streetscape Study)



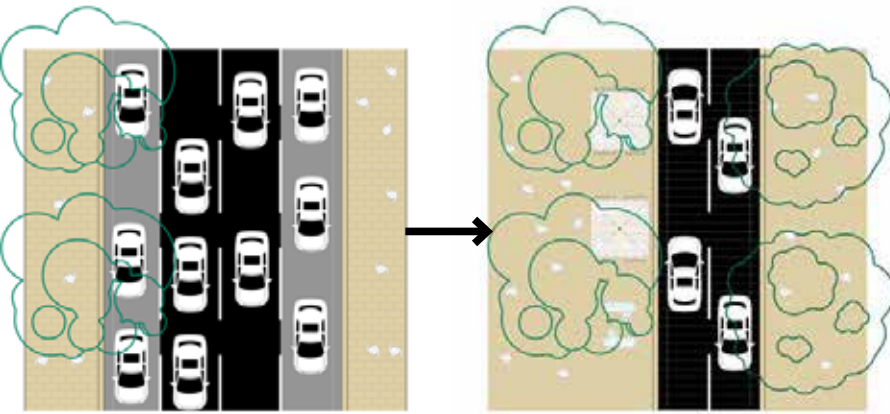
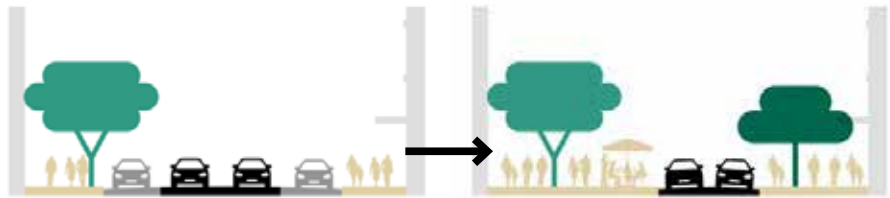
Town Hall Precinct Public Domain Plan

Re-balance the priority of the streets



Existing streetscape condition

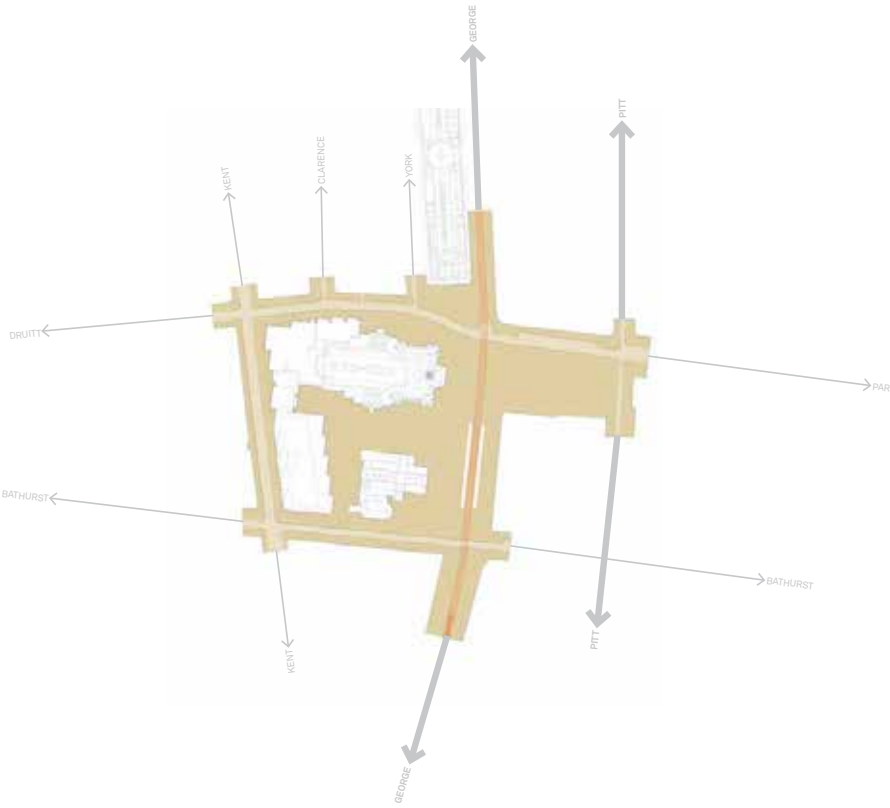
Transformed streetscape condition



Kerb-side vehicle space Carriageway Kerb-side vehicle space Narrow footpath Generous footpath - space for public life Narrow carriageway, potential two-way traffic flow Generous footpath - space for public life

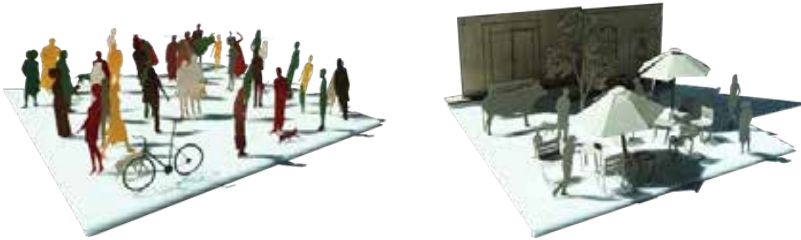
Town Hall Precinct Public Domain Plan

Town Hall Square The heart of the precinct



Creating more space for people,
with more trees, comfortable seating and
pleasant spots to dwell.

Creating space for:



Movement - walking, crossing
Improving:
_Footpath widths and capacity to deal with increased demands
_Footpath quality and condition
_Connections - crossing, waiting (time and space)

Public life
Creating space for:
_Smaller scale moments - places to pause, wait, or linger
_To 'look-up', to observe
_Outdoor dining
_Activation - both temporary and permanent

Key challenges & approach

Approach to cars, vehicles, traffic

Walking is the predominant mode of movement throughout the Town Hall Precinct, with new transport options increasing the number of commuters using Town Hall streets to arrive and interchange.

Rationalising kerb side uses, widening footpaths where possible and reducing vehicle lane widths and number of lanes contributes to a slower traffic environment, encouraging through-traffic to utilise alternate routes such as the existing Cross City Tunnel.



Traffic on Market Street and in the Cross City Tunnel
(HASSELL Town Hall Precinct Streetscape Study)

Loading and parking

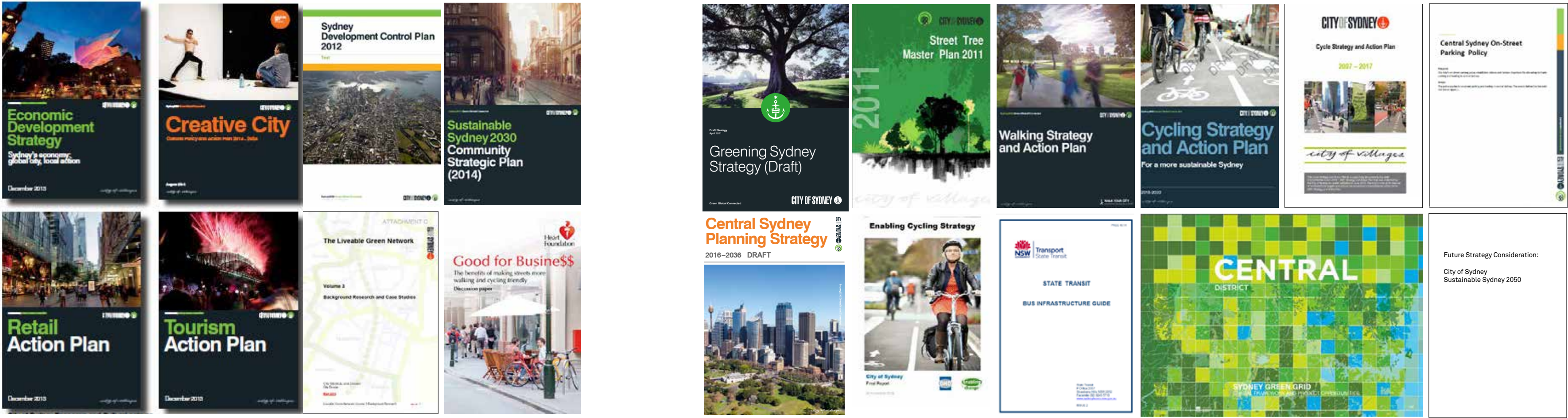
Guided by the City's Central Sydney On-street Parking Policy, this plan prioritises street space to give the greatest space to the greatest number of users. Retention of on street loading is important to support the operation of businesses in the city. Consolidated basement loading is encouraged for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

Kerbside use priorities
City of Sydney Central Sydney On-Street Parking Policy

Priority	Kerbside use	Service Objective
Highest	Taxis	To provide taxi ranks within 150m of any location in central Sydney. To provide pick up and drop off locations at or near key accommodation, tourism, commercial and residential facilities. To maximise safe pick up or set down opportunities, while minimising congestion impacts.
	Delivery and service vehicles	To provide Loading Zones within 100m of any location without on-site parking or loading.
	Mobility parking	To provide dedicated mobility parking spaces within 100m of a concentration of specialist medical or human services facilities. To provide dedicated mobility parking or ticket parking that can be used by mobility permit holders within 150m of any location in central Sydney.
	Authorised Vehicles Zones - essential services	Spaces to be provided as required to facilitate postal collection, policing, and parking of dedicated emergency services or incident response vehicles.
	Authorised Vehicle Zones – coach parking	To provide short term coach parking for group pick up and drop off near to major destinations or accommodation. To encourage turnover of on-street coach parking and use of off-street facilities for long-stay coach layover.
	Authorised Vehicle Zones – passenger vehicles	To provide parking for government agencies or consular parking only where alternative off-street parking is not available within reasonable distance, or where on-street parking is required for exceptional circumstances.
	General kerbside parking	To provide time limited ticket parking and parking wherever or whenever space is not required for higher priority uses. To provide ticket parking with resident permit-holder exemptions in locations appropriate for long-stay kerbside parking. To provide dedicated long-stay motorcycle parking for use by commuters.
Lowest		

Strategic context

The following additional strategies and documents have informed the opportunities for the Town Hall Public Domain Plan.



Part Four

Public domain opportunities

city of villages



Opportunities

Opportunities have been identified to implement the Guiding Directions within the Town Hall Precinct. These opportunities range from clearly definable project needs, to longer term issues for further exploration and resolution.

Following exhibition of this Draft Public Domain Plan, the project opportunities can be refined and an implementation plan developed.

In some cases, temporary tactical interventions can be utilised to achieve some of the key project objectives in the shorter term, allowing concepts to be tested whilst proving time to resolve complex issues.

Precinct-wide overlay projects

The public domain opportunities indicated here are aspirational, and may not be achieved on every street within the precinct. Where the public domain cannot be extended due to transport or traffic constraints, improvements to the quality of the environment become critical. Implementation of the City's granite paving program, street furniture and planting opportunities are important overlays to achieve this.

Three types of project opportunities are identified:

1. Public spaces

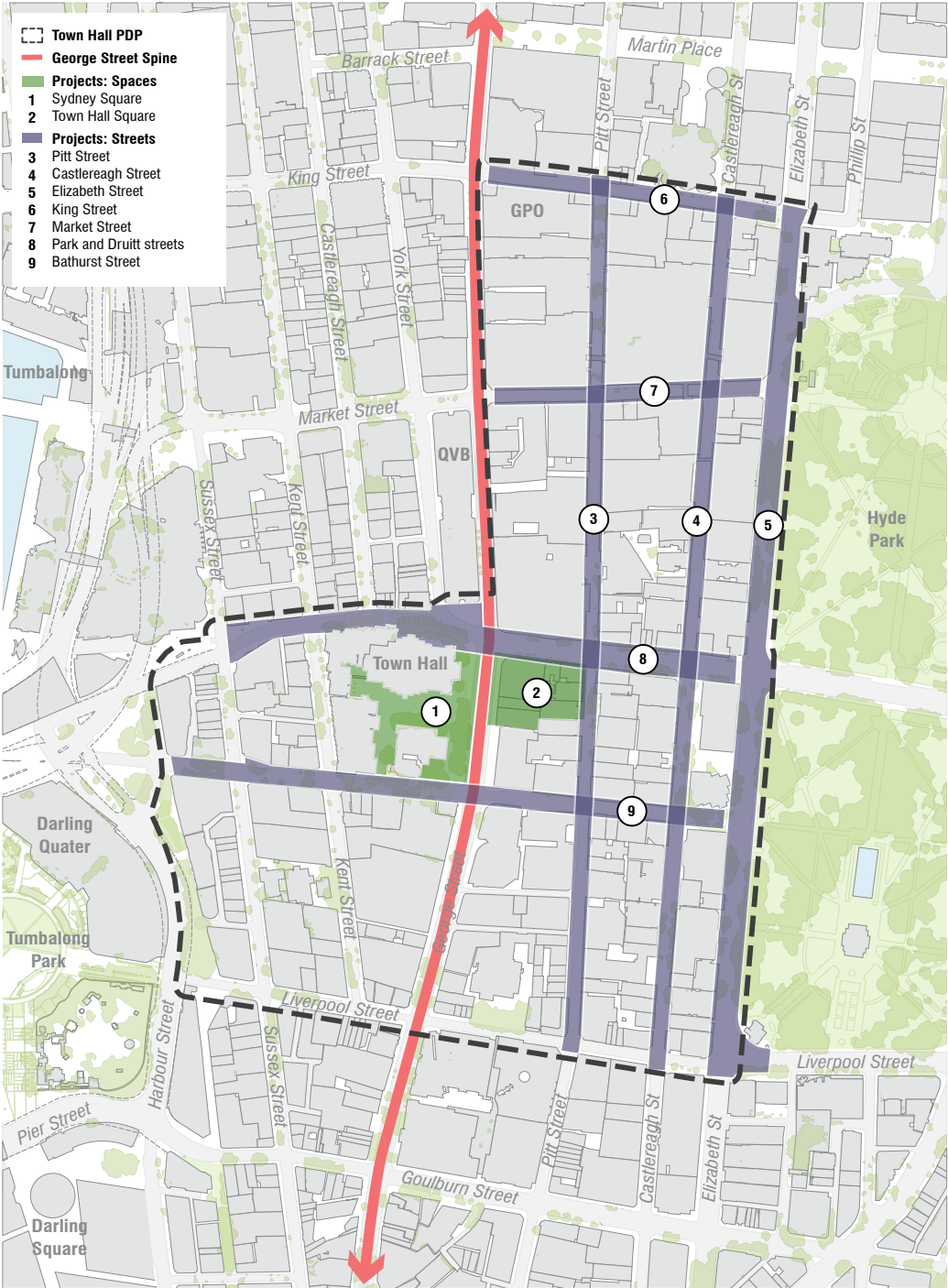
- Sydney Square
- Town Hall Square

2. Streets

- Pitt Street
- Castlereagh Street
- Elizabeth Street
- Bathurst Street
- Park/Druitt Street
- Market Street
- King Street

3. Tactical, temporary and short term

Town Hall Precinct - Suggested project opportunities and priorities



Town Hall Precinct Public Domain Plan

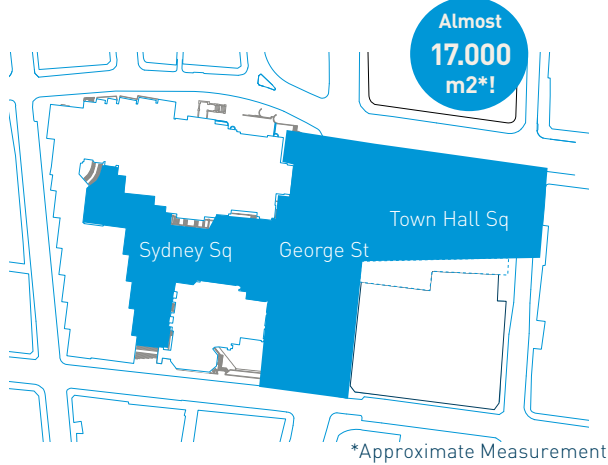
Public spaces

Delivering the 'one spine, three squares' structure of our City is central to Sustainable Sydney 2030. This framework creates a strong, larger, legible and interconnected public space network to support future needs of the City's population and visitors.

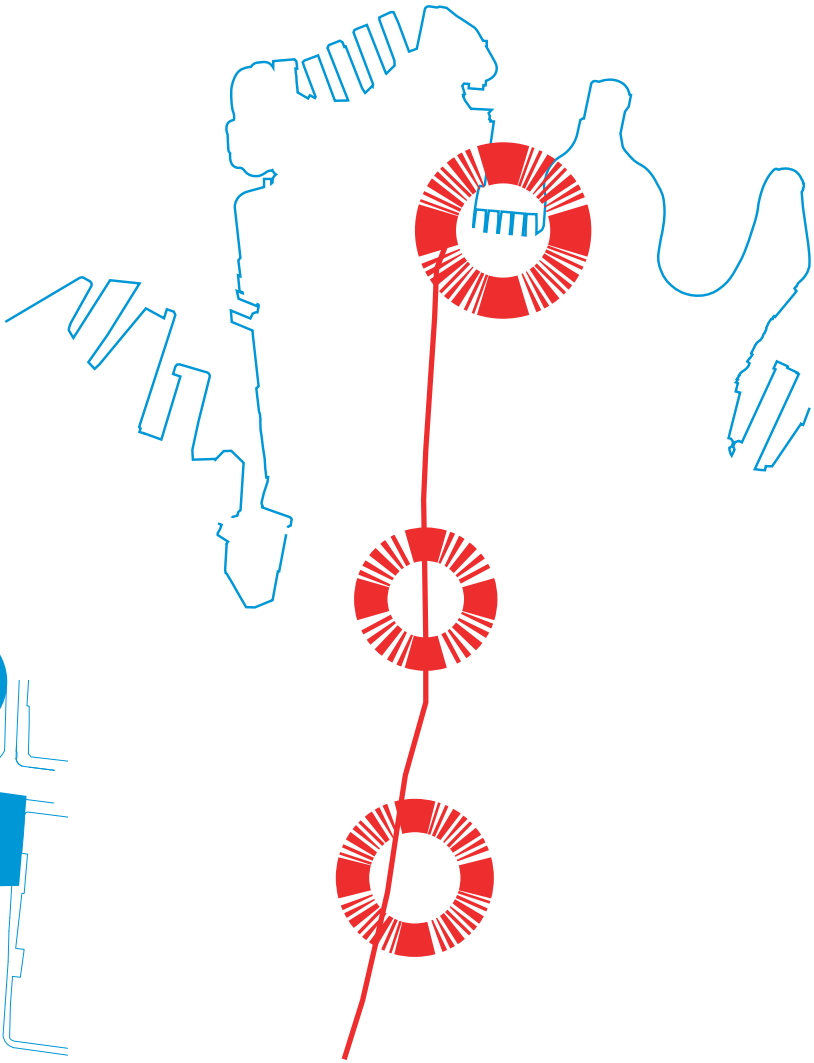
With the completion of the George Street spine, the focus now shifts to the squares at Circular Quay, Town Hall and Central.

Three spaces make up the Town Hall public space: Sydney Square, George Street pedestrian area and the future Town Hall Square. The combined space at almost 17,00sqm will be one of the largest public spaces in Sydney, larger than Federation Square.

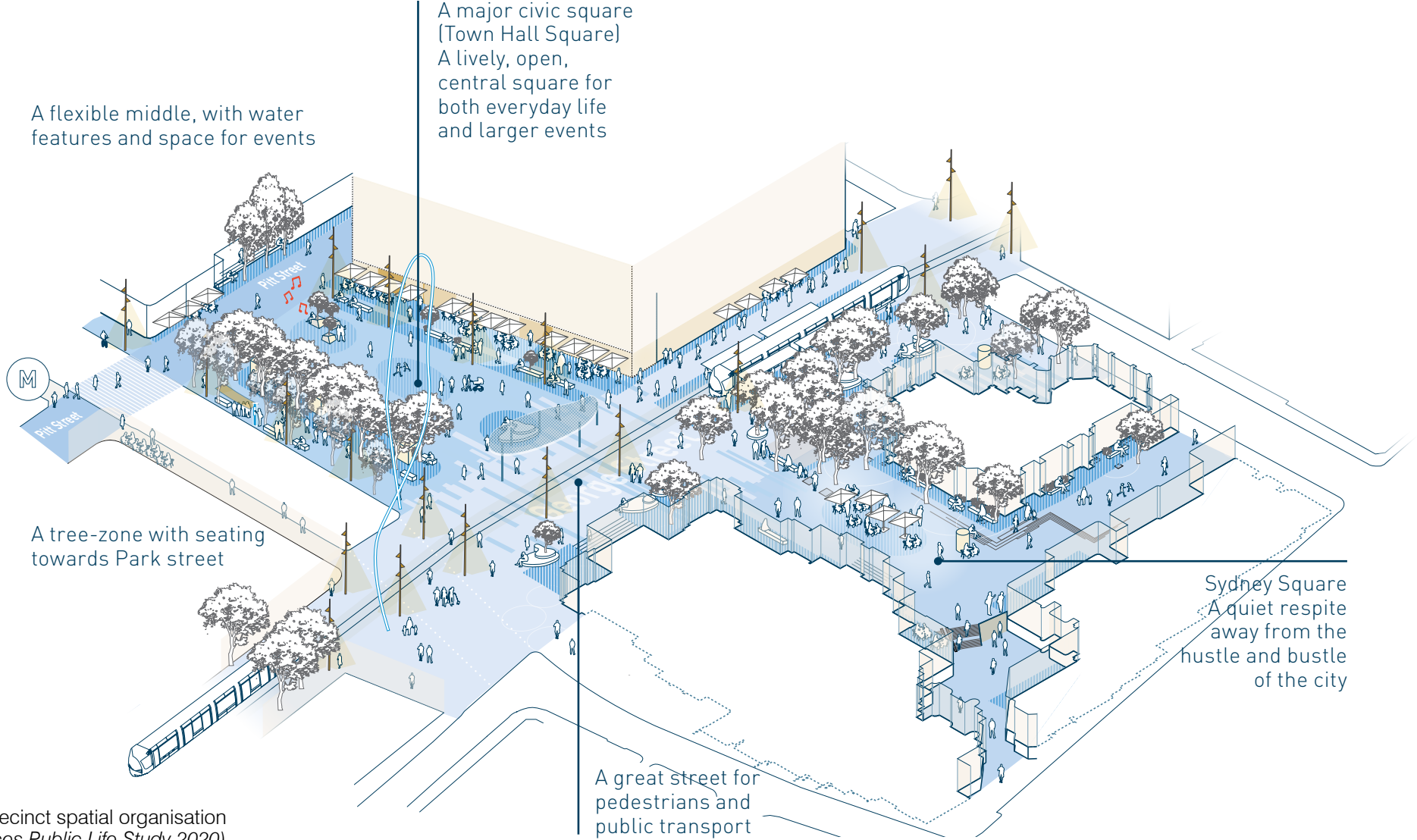
These three spaces have their own characteristics and qualities, and are considered here in their own right as well as part of a whole.



Three spaces make up the precinct
(Public Spaces Public Life Study 2020)



A Strong City Identity
(Public Spaces Public Life Study 2020)



Town Hall precinct spatial organisation
(Public Spaces Public Life Study 2020)

Town Hall Square

Existing condition

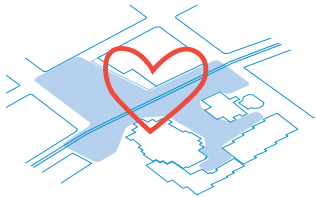
Currently occupied by commercial buildings, the Town Hall Square site is located on George Street in the retail heart of Sydney. It is surrounded by some of Sydney’s finest sandstone buildings, which give the context a consistent scale and palette.

The current adjacency to Park Street is busy and noisy, dominated by buses and heavy vehiculr traffic (refer to Park Street section).



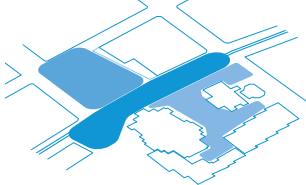
Existing view towards Town Hall, the Woolworths building on the left occupies the future Town Hall Square site

The heart of central sydney



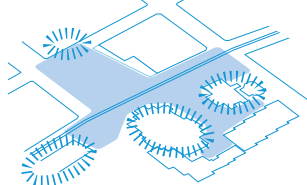
Unify the three different spaces, Town Hall Square, George Street and Sydney Square into one place for locals and visitors to experience. Create a livingroom for the city.

1 unified context - 3 spaces with individual characters



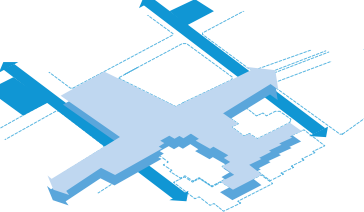
Strengthen the character of the three different spaces within the Town Hall context. The three have different preconditions and character - and support and compliment each other.

Emphasize The heritage buildings



The Town Hall precinct should enhance the experience of the heritage architecture as well as showing new ways of interacting with it.

Strong linkages above & below ground



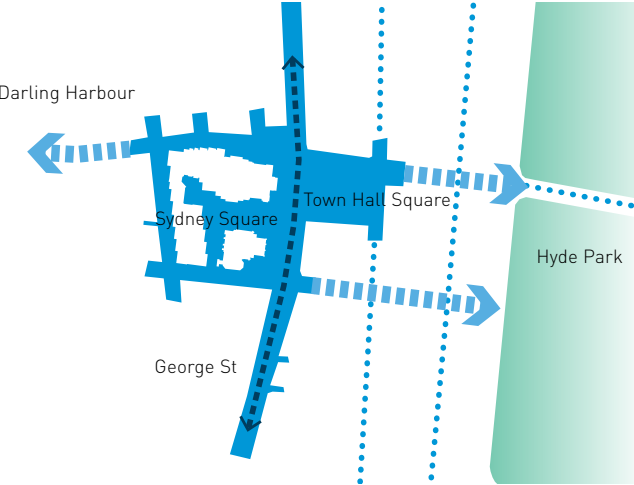
Acknowledge subterranean retail and station spaces. Create good and legible connections to the underground.

Principles

Public Spaces Public Life 2020 reinforces the critical role of Town Hall Square, and the importance of delivering the square to the City.

“The new square is an essential part of the one spine three square concept providing Sydney with a needed, centrally located gathering space where all kinds of activities can take place; Large arrangements and festivals but also everyday activities.”

PSPL 2020 establishes principles (left) for establishing a new Town Hall Square opposite Town Hall in conversation with Sydney Square.



Town Hall Square is an important part of a wider context

Principles for Town Hall Square
(Public Spaces Public Life Study 2020)

Town Hall Precinct Public Domain Plan

Town Hall Square

Vision

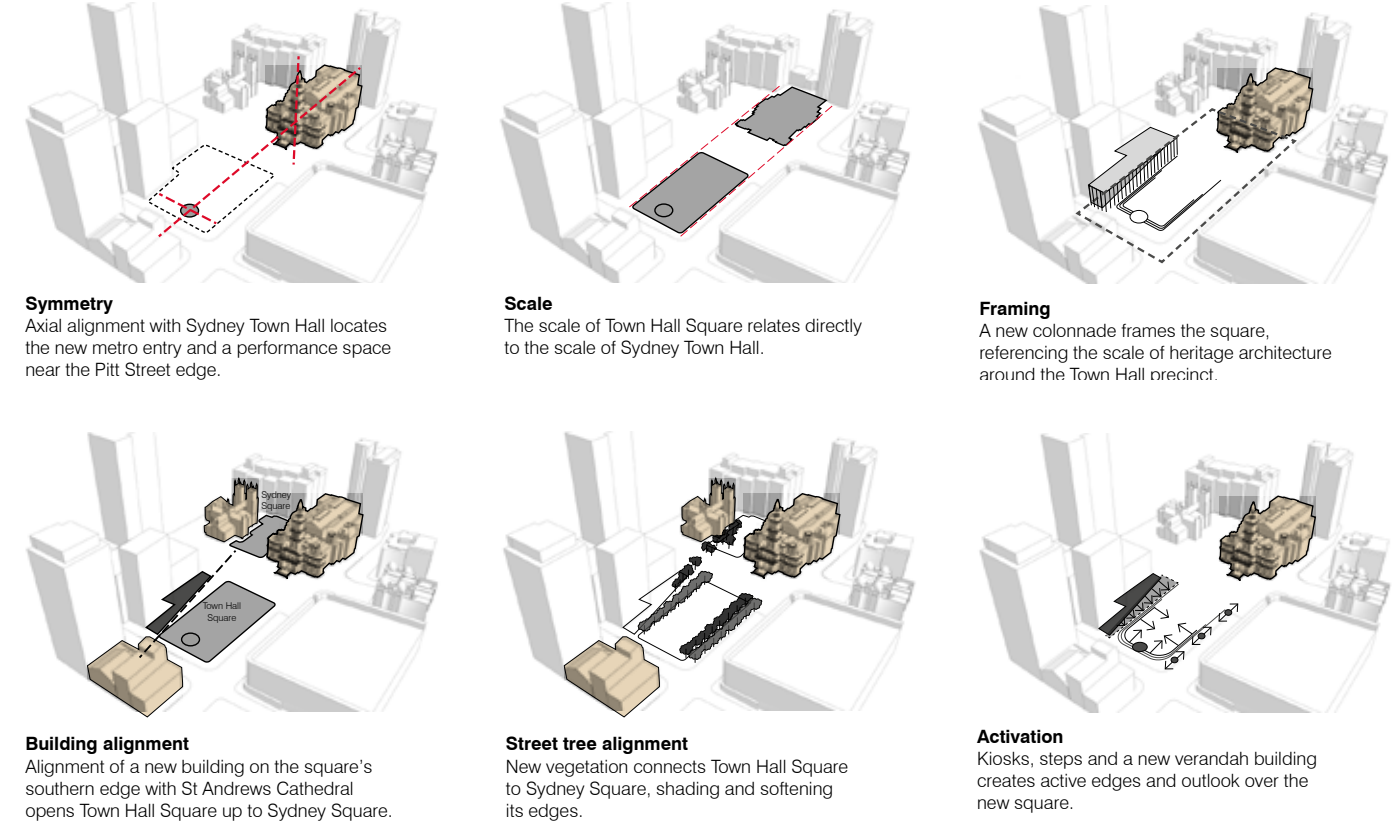
One of the key project ideas of the City's Sustainable Sydney 2030 vision is a new Town Hall Square opposite Sydney Town Hall, on a site predominantly occupied by the Woolworths building.

Towards 2050, Town Hall Square remains central to the vision for Sydney. The new square is at the heart of Sydney's civic centre, imagined as a contemporary space for public life, flanked by active edges of a moderate scale.

Opportunities

The Town Hall Square project can be refreshed to address new opportunities presented by the Pitt Street metro station and the changing role of Park Street as a green pedestrian boulevard adjacent to the square.

Cementing the Town Hall Square as a project idea for Sydney's 2050 vision will reinforce this project as a critical part of the future public domain. The program for delivery will be subject to existing commercial leasing arrangements and decisions of the future Council.



Six moves to create a civic square at the heart of Central Sydney
Concept by Bates Smart, Matthew Pullinger & Paddock Landscape Architects



Artists impression - SS2030 Town Hall Square
Concept - Tony Caro Architects

Right Town Hall precinct spatial organisation
Concept by Bates Smart, Matthew Pullinger & Paddock Landscape Architects

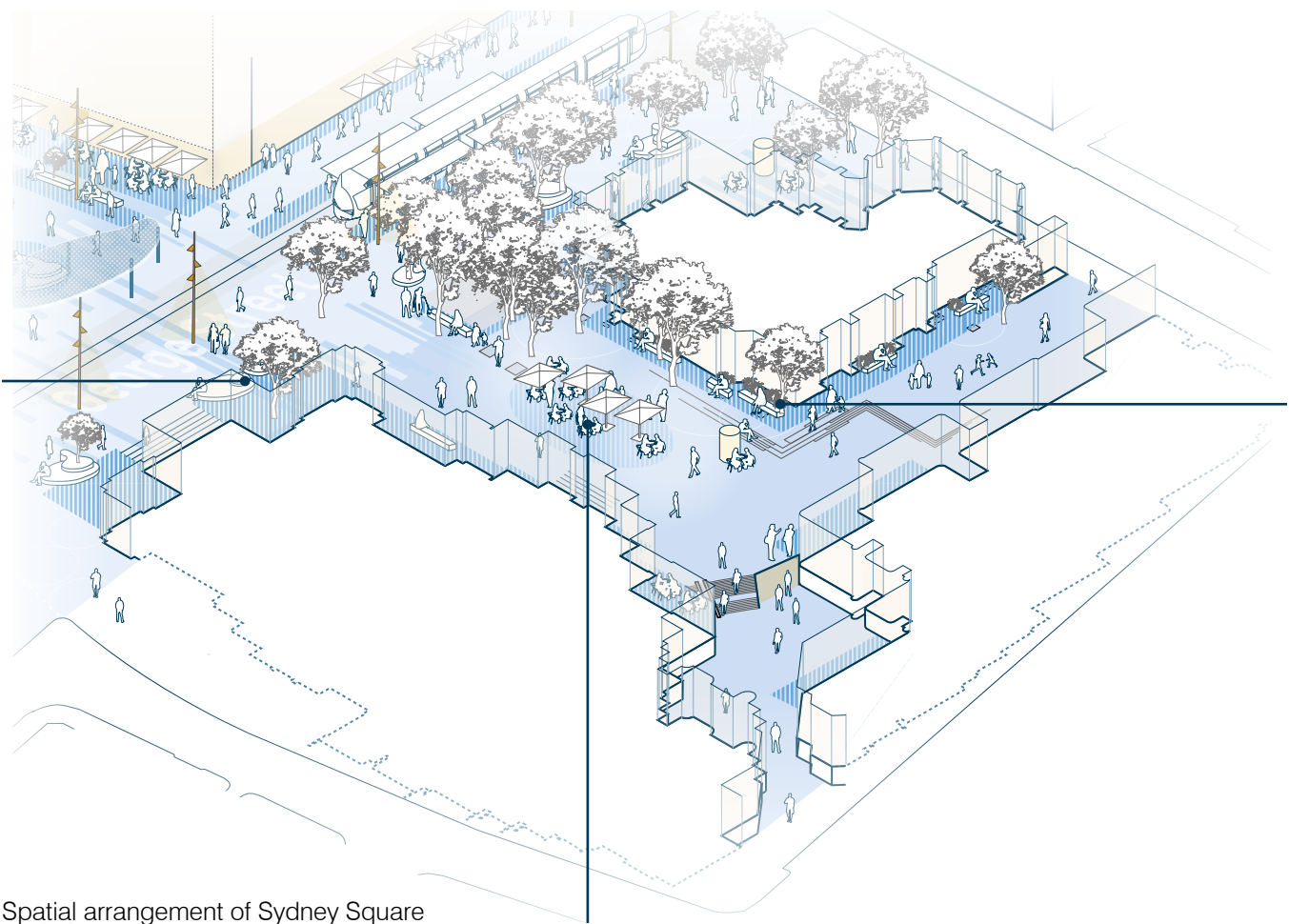
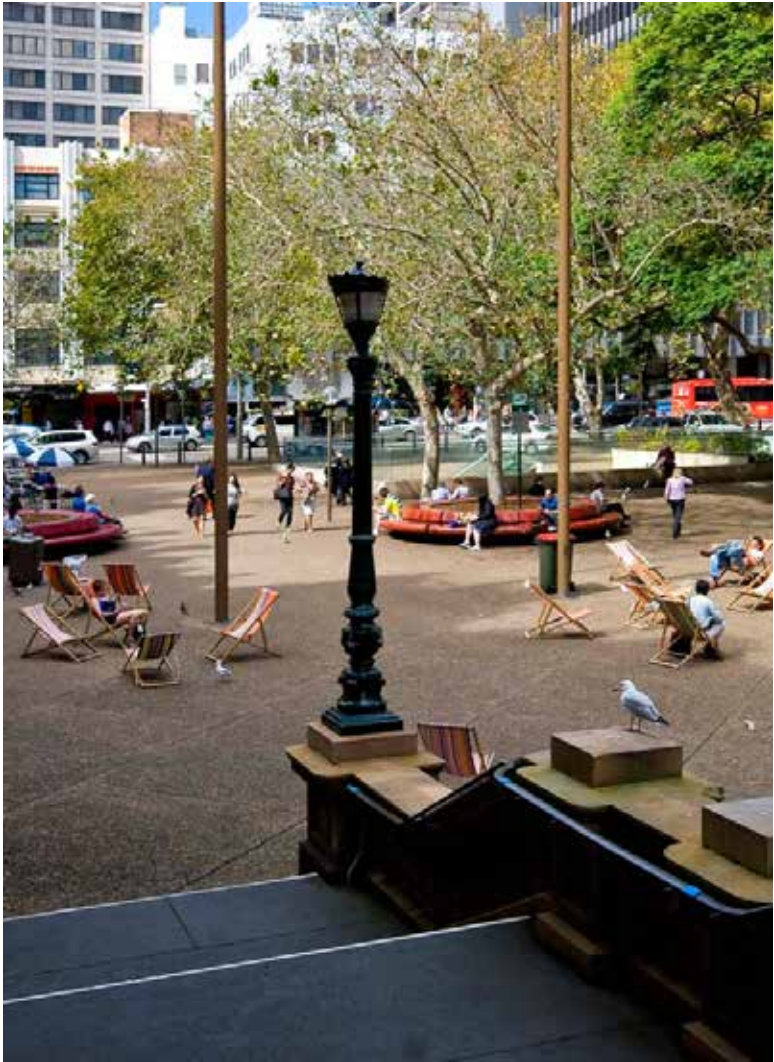
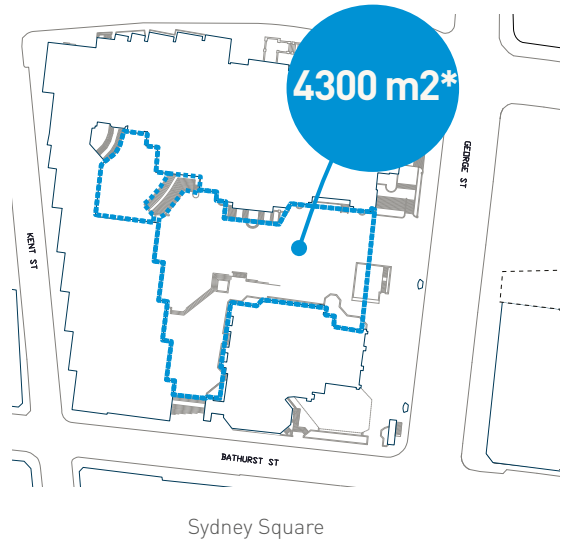


Town Hall Precinct Public Domain Plan

Sydney Square

Existing condition

- St Andrews Cathedral and Town Hall provide a significant back drop to the square
- A quiet respite for by-passers and locals
- Iconic trees add identity to the square and provide shade
- Ownership - the space is jointly owned by the City and St Andrews, with retail strata space beneath. It provides an important frontage to St Andrews Cathedral School
- Inactive frontages do not contribute to activity
- Inconsistent paving materials and maintenance issues results in lack of a consistent identity
- Poor connection to George Street hidden behind trees and access to underground
- Lack of activity, underused outside lunch time leading to a feeling of unsafety in the evening
- Poor access due to level changes from Bathurst and Kent Street



Spatial arrangement of Sydney Square
(Gehl Architects Town Hall Precinct Urban Design Study)

Opportunities

A resolution for the future of Sydney Square needs to be developed in partnership with the square's owners and key stakeholders to plan and deliver a high quality space addressing the needs of all users.

There are opportunities to consider how the ground level of Town Hall could better engage with the surrounding public space, whilst retaining the important civic and government functions. Public and active uses could spill out to bring new life and community presence to Sydney Square.

- Upgrade paving, furniture and lighting to a unified and high quality palette consistent with George Street
- Reconsider the opening to Town Hall Arcade and rationalise underground access to provide a consolidated ground plane for public life
- Provide additional fixed seating and flexible public seating in the centre of the space (year round)
- Explore opportunities for Town Hall to open out with active uses fronting Sydney Square
- Investigate improvements to access from Bathurst Street and Kent Street

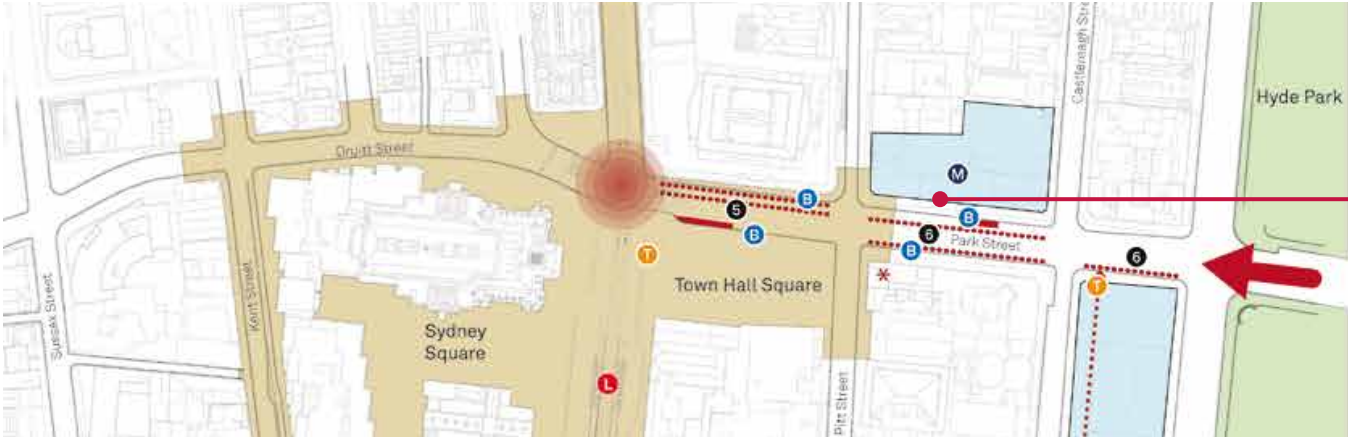
Park / Drui t Street

Existing condition

- Major east-west pedestrian connection with some of the highest pedestrian volumes in central Sydney (approximately 30,000 people per day) and significant footpath overcrowding
- Wide road, dominated by buses and heavy traffic
- Cluttered footpath, few street trees

The new Pitt Street Metro station entry in Park Street will greatly increase the demand for footpath space, with an additional 20,000 plus patrons using the Park Street entry during the PM peak.

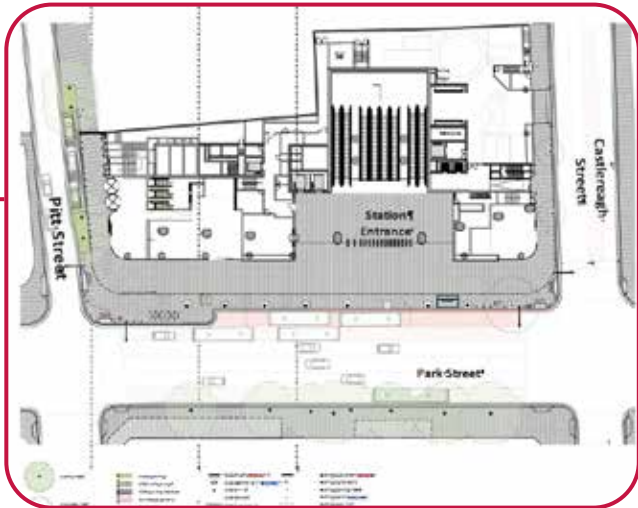
Park Street will perform an important interchange function for people moving between Metro and Town Hall Stations. Drui t Street provides a key connection between this interchange precinct and Darling Harbour to the west.



Park / Drui t Street - site analysis plan
(HASSELL Town Hall Precinct Streetscape Study)



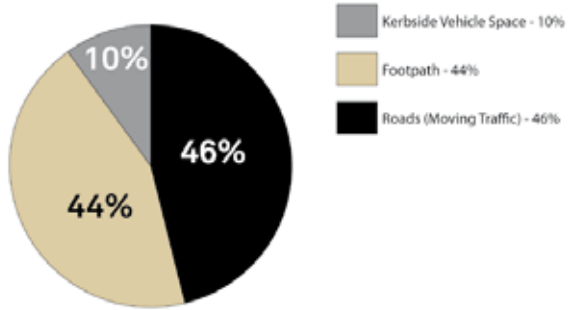
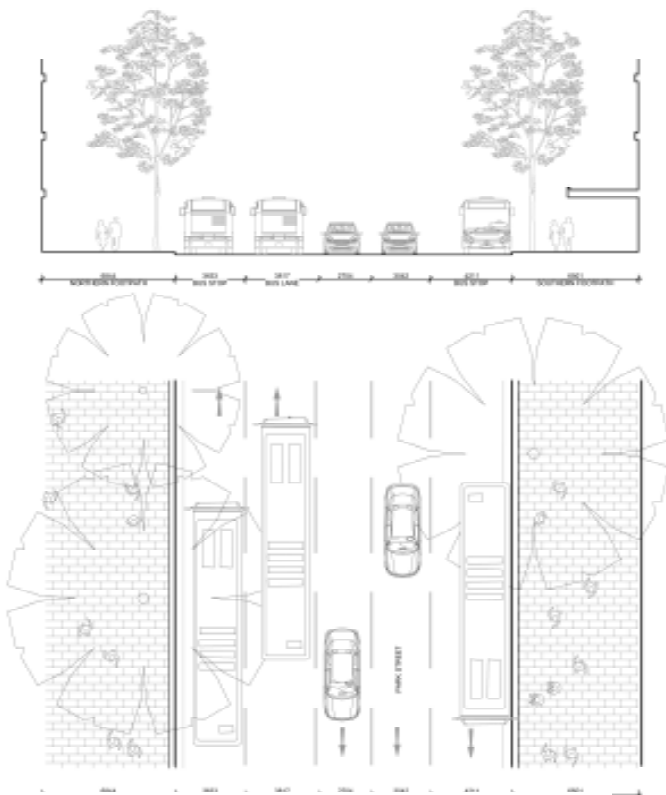
Town Hall Precinct Public Domain Plan



Park Street entrance ground level plan - Pitt Street
Metro Station
(Metro Station Design and Precinct Plan)

Park Street existing views:
top Aerial view looking east from Castlereagh towards Hyde Park
centre Looking east from Pitt Street
bottom Looking west along the busy southern footpath outside the Criterion Hotel

Town Hall Precinct Public Domain Plan



Park Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)

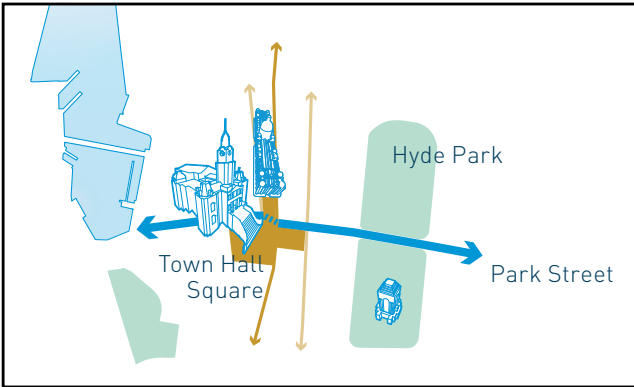
Park / Drui t Street

Principles

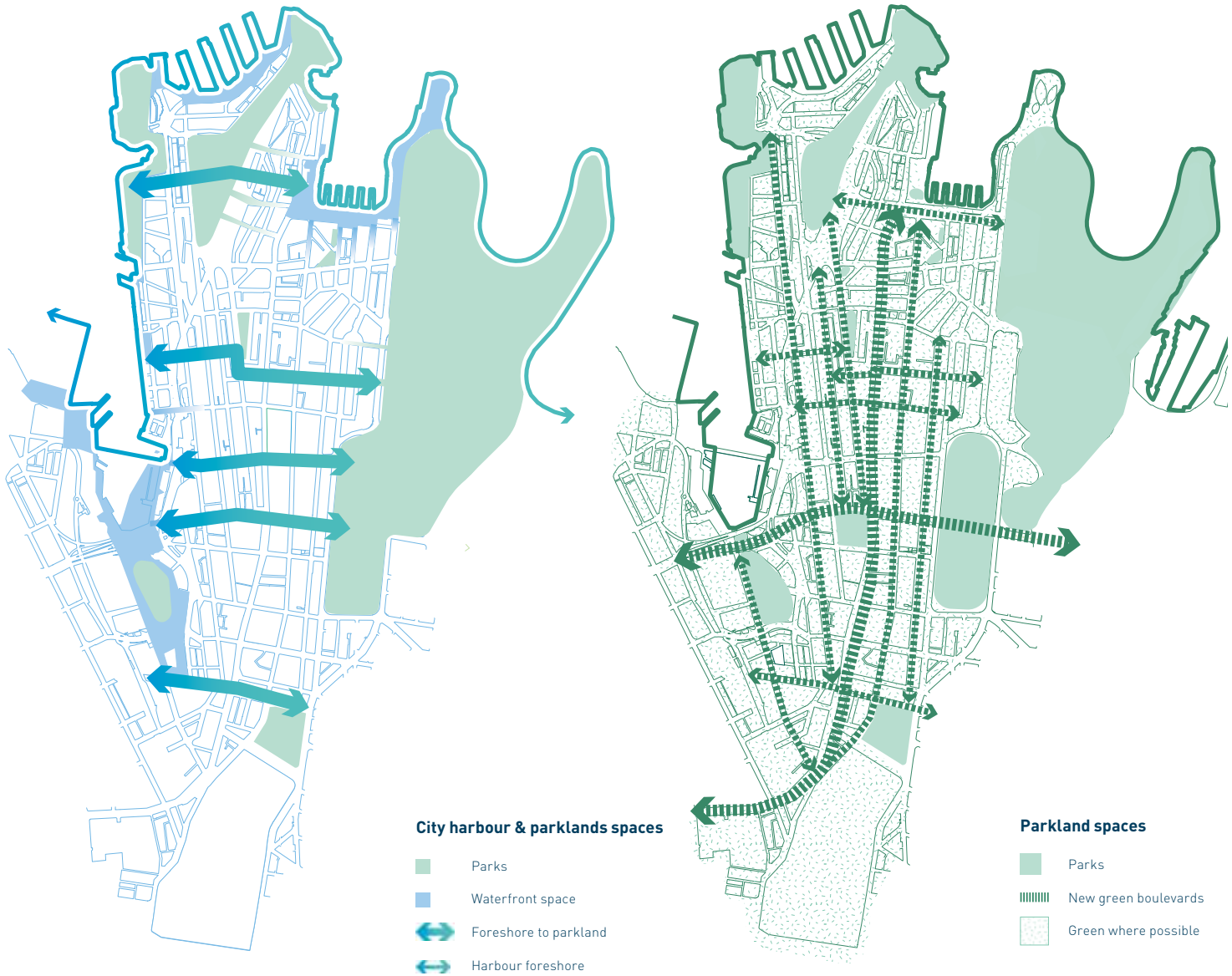
Public Spaces Public Life 2020 identifies Park / Drui t Street as a future green boulevard, connecting Darling Harbour to Hyde Park parkland.

The green boulevard will provide:

- Public transport and cycling corridor
- High quality walking area
- Places for resting in shade with views and low level landscaping



Park / Drui t Street as a green boulevard
(Public Spaces Public Life Study 2020)



City harbour & parklands spaces

- Parks
- Waterfront space
- Foreshore to parkland
- Harbour foreshore

Parkland spaces

- Parks
- New green boulevards
- Green where possible



Park Street as a green boulevard
(Public Spaces Public Life Study 2020)

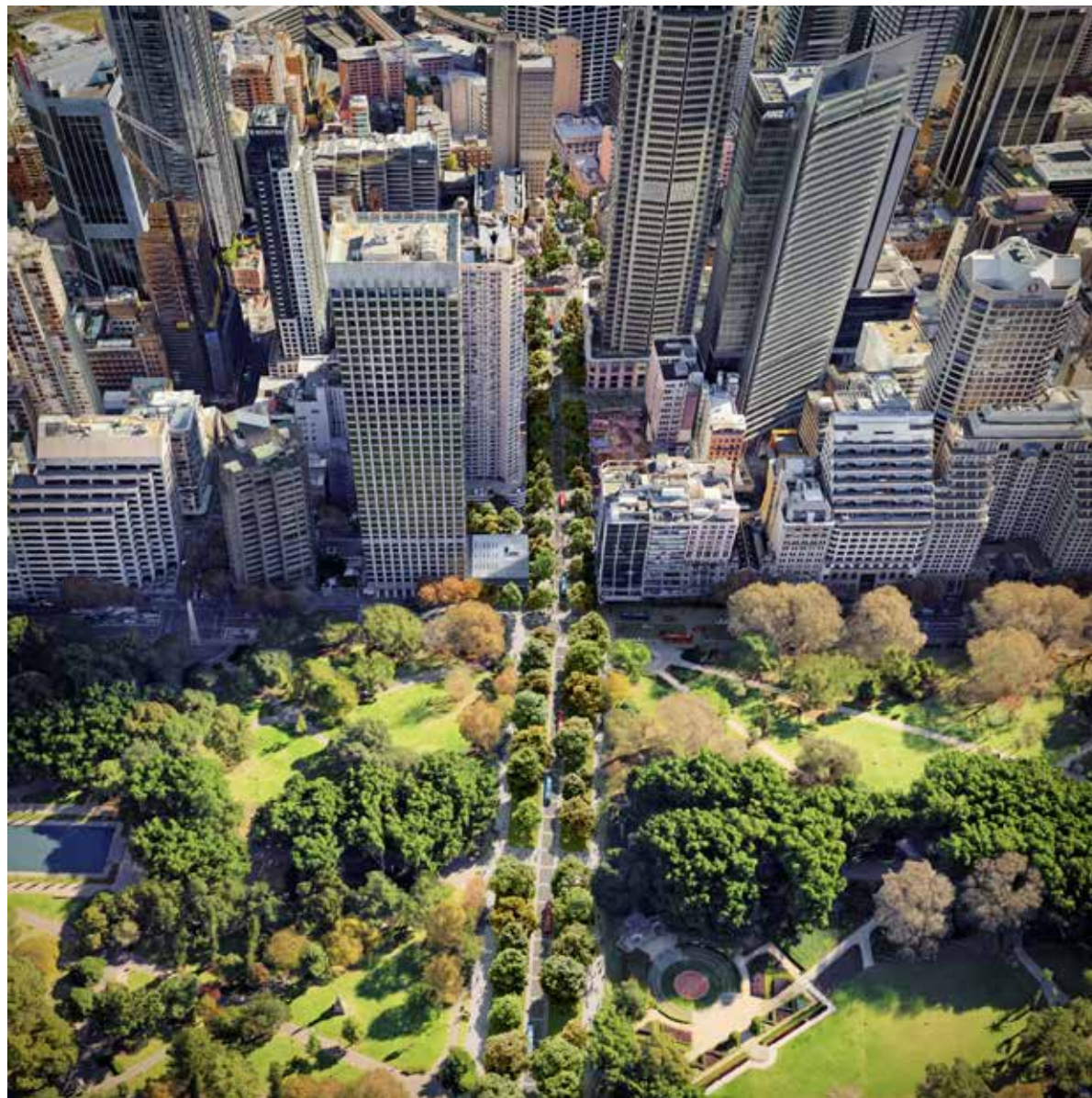
Park / Druitt Street

Vision

The completion of the new Metro Station in Pitt Street will change the future role of Park Street and can allow it to become one of the city's green avenues. By encouraging traffic to use the Cross City Tunnel, the surface could transform into a traffic-calmed avenue with more space for people by limiting access on surface roads to local traffic, service vehicles, public transport and active transport.

Reducing traffic on Park Street will free up road space for people and more trees, completing the northern edge to the future Town Hall Square.

Vision for Park Street
Concept by Bates Smart and Matthew Pullinger



Park / DrUITT Street

Opportunities

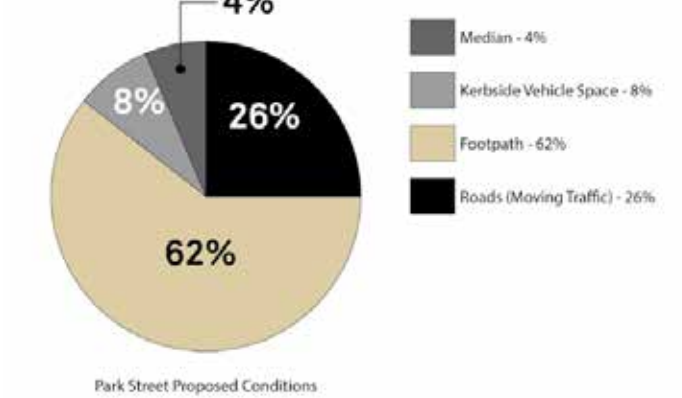
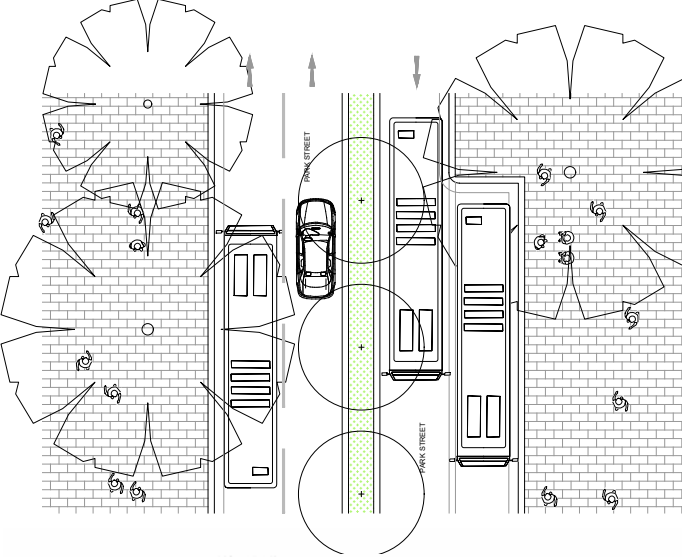
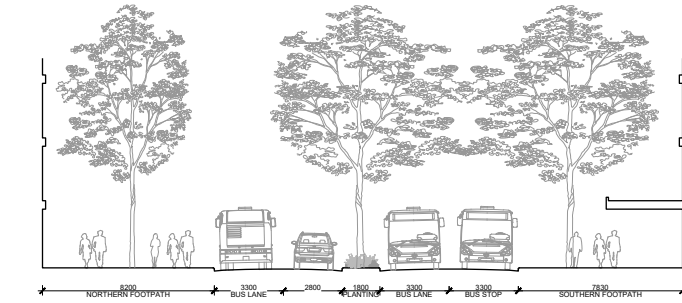
- 1. Re-balance the priority of the street
 - Consolidation of lane widths (consistency)
 - Footpath widening (where possible)
 - Maximise greening and pedestrianisation by reducing through traffic and redirecting to the Cross City Tunnel; exploring bus operations and rationalising service vehicle usage
 - provide a local cycling connection
- 2. Connect the park and the square
 - Introduction of central planted median
 - Infill street tree planting to create a connected tree canopy

The existing street could be reconfigured to invite a connection between Hyde Park and the proposed Town Hall Square and on to Darling Harbour, subject to consultation and liaison with Transport for NSW. A central green median showcases this connection and establishes Park Street as a grand, green east-west boulevard from Hyde Park into the heart of Sydney.



Park / DrUITT Street proposed opportunities plan (HASSELL Town Hall Precinct Streetscape Study)

right Model views - Park Street proposed
top Looking east - Metro Station towards Elizabeth Street
bottom Looking east - Pitt Street towards Elizabeth Street
(HASSELL Town Hall Precinct Streetscape Study)



Park Street proposed space distribution (HASSELL Town Hall Precinct Streetscape Study)

Pitt S

Existing

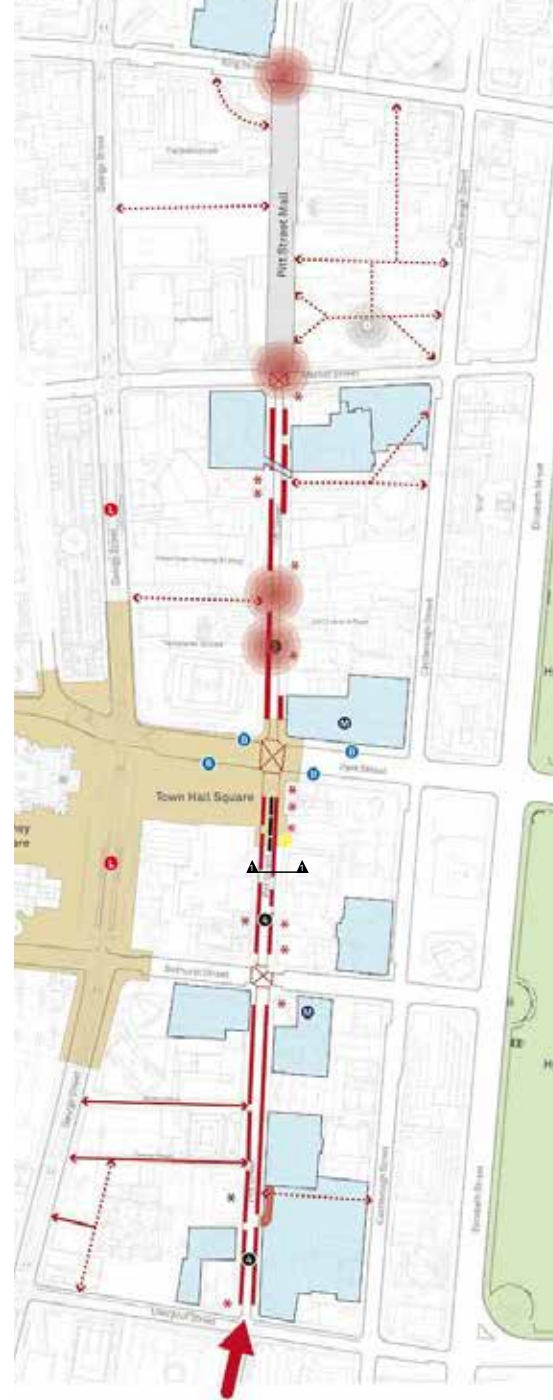
Pitt Street and George Street play a complementary role in the City's structure, connecting the 3 city squares. The more intimate scale of Pitt Street, together with finer grain buildings and small scale retail/food and beverage offerings provides a slower and more intimate pedestrian experience.

Today, Pitt Street is characterised by:

- Mixed and active uses, fine grain shopfronts, cafes and restaurants
- Extensive kerbside vehicular stopping bays (parking and loading)
- Some existing opportunities for dining and dwelling have been utilised, however predominantly footpaths are narrow (typically 3.3-3.7m)
- Busy pedestrian environment, slow moving traffic and lots of informal crossing
- Smaller frontages, therefore more driveways and vehicular crossings
- Streetscape cluttered by bollards and signage
- Identity - Pitt Street's character changes significantly along its length, beyond the precinct boundaries



Pitt Street - site analysis plan
(HASSELL Town Hall Precinct Streetscape Study)



Main Plan

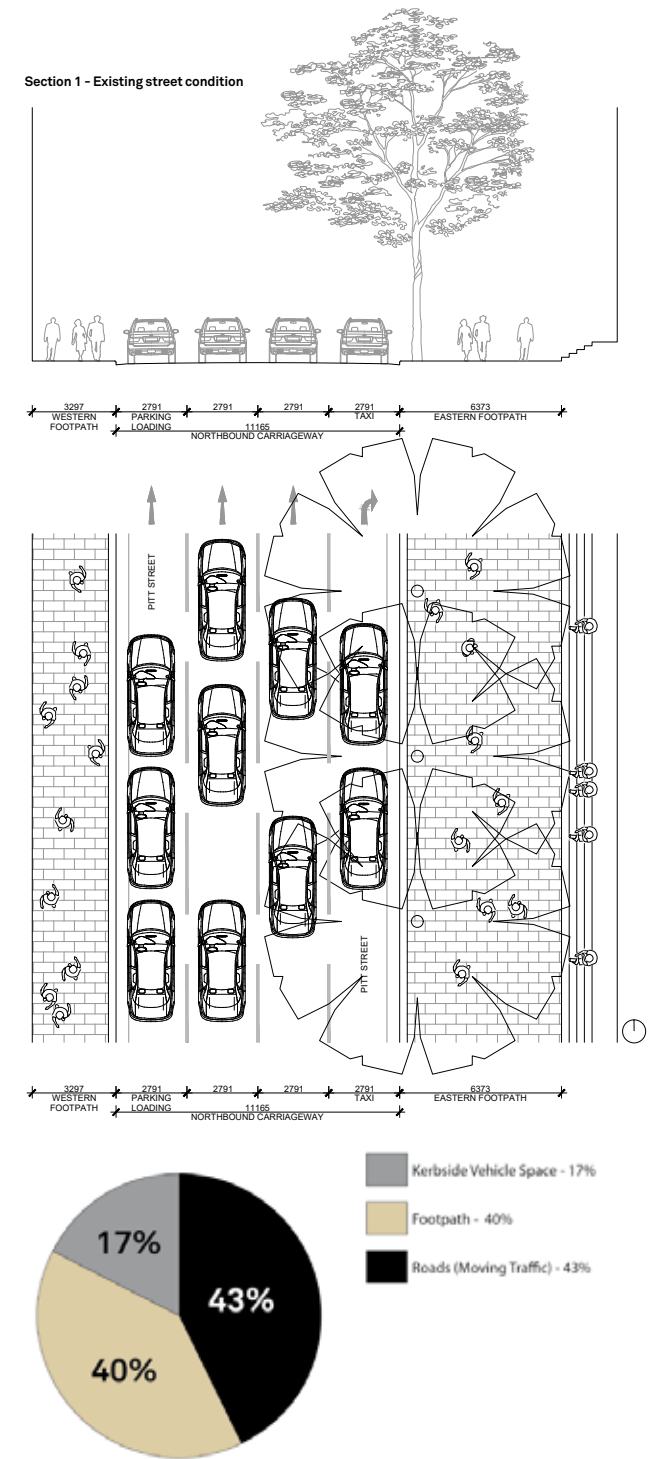


Pitt Street existing photos
top existing outdoor dining
bottom view south between Market and Park Streets

Town Hall Precinct Public Domain Plan



Pitt Street view north between Market and Park Streets
(HASSELL Town Hall Precinct Streetscapes Study)



Pitt Street

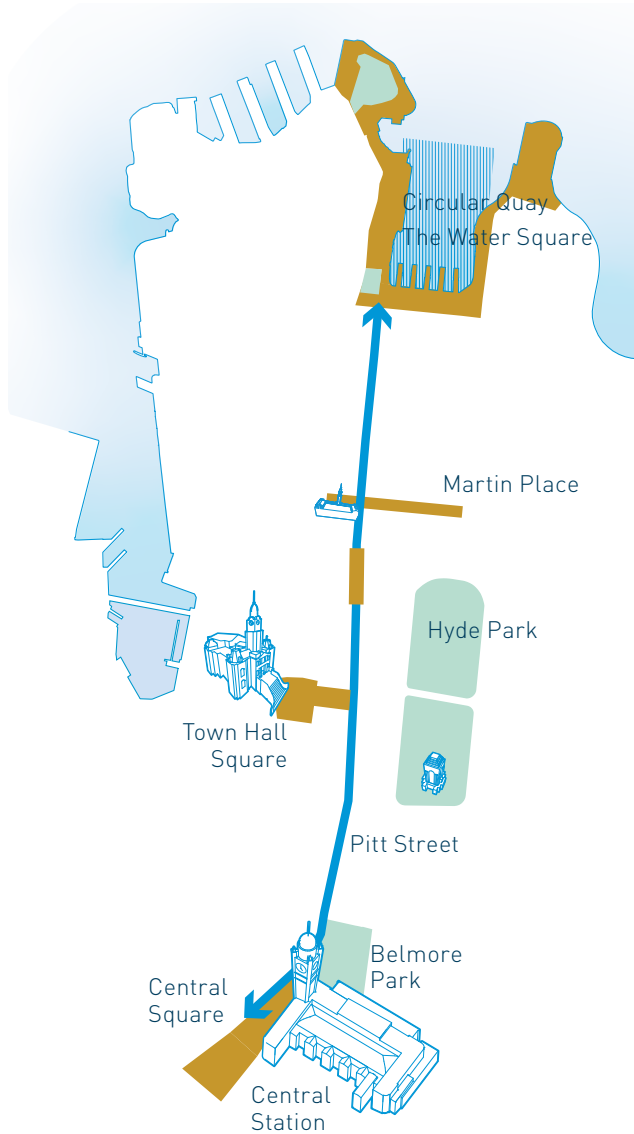
Principles

Public Spaces Public Life 2020 highlights the important role of Pitt Street connecting three city squares, and recommends consolidating on its existing character as an alternate experience to George Street.

Pitt Street is characterised as a future green thoroughfare for respite. Principles for improvement include:

- Celebrate the Tank Stream and how it connects Circular Quay with Town Hall Square, particularly the significance of this for First Nations people
- Introduce biodiversity along Pitt Street through a variety of species
- Allow pedestrian activity from George Street to spill into Pitt Street through offering good opportunities for resting, outdoor cafés, promenading, places for play

Pitt Street as a green thoroughfare for respite, to complement George Street
(*Public Spaces Public Life Study 2020*)



Town Hall Precinct Pt



Town Hall Precinct Public Domain Plan

Vision

Looking towards 2050, our streets and spaces to work harder to cater to the needs of our growing population to move and live in the city. The City Space Improvement Program uses Pitt Street as an example of the application of this program. By reimagining roads and redistributing their space, visionary change can be achieved to meet the needs of the growing number of people visiting and working in the city, while balancing complex access and servicing for residents, workers, visitors and businesses.

Pitt Street

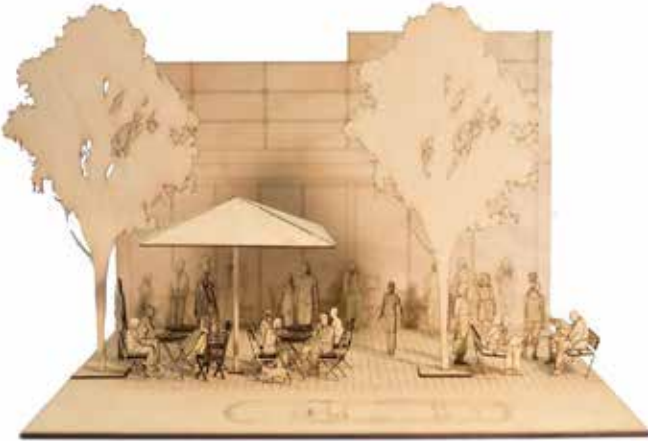
Opportunities

The proposed scheme dramatically reconfigures the existing street, reducing the street to a single lane of moving traffic with bays for service access where needed. The space gained from this has been used to create a series of smaller scale moments, street scenes, vignettes - places to stop, sit and dine. Subject to consultation and liaison with Transport for NSW, opportunities can be explored to:

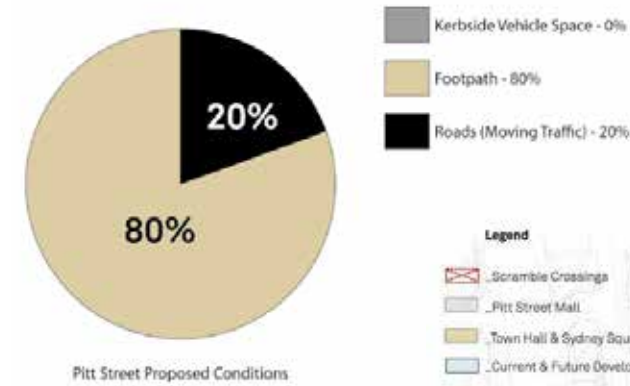
- 1. Re-balance the priority of the street
 - A single lane of moving traffic
 - Removal of parking
 - Removal of loading (where possible)
- 2. Encourage an active street with unique block-by-block character
 - New street furniture - seats, bike racks - varying arrangements block-by-block
 - New tree planting
 - Kerb-side space for outdoor dining areas
 - Investigate building lighting to enhance the after dark experience

3. Crisscross

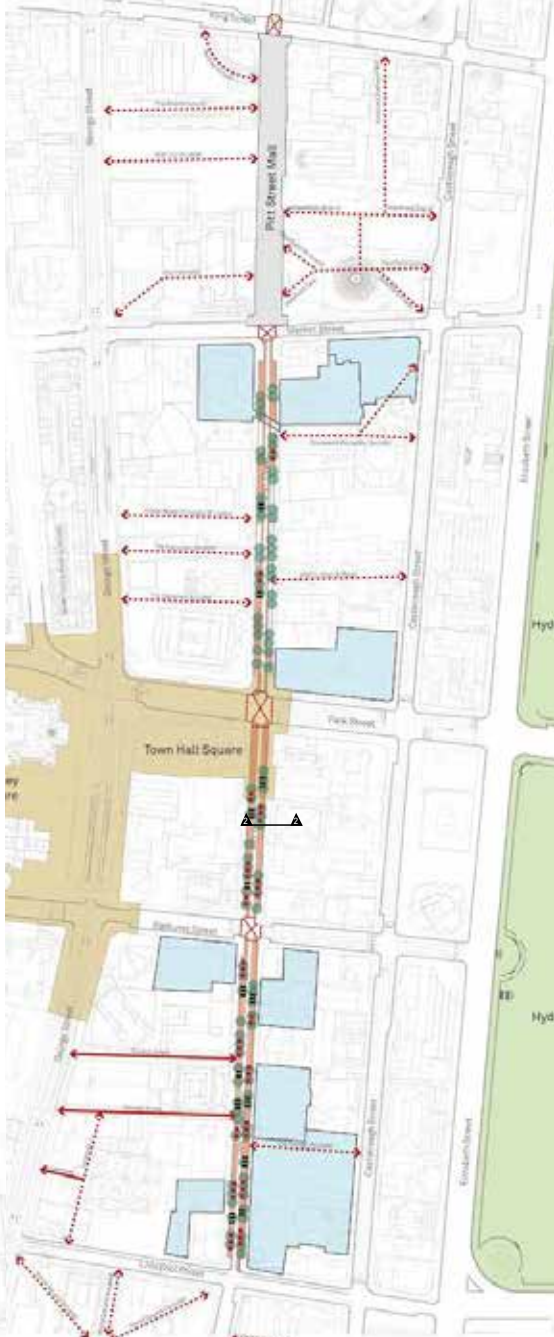
Addition of scramble crossings - Park, Bathurst, Liverpool



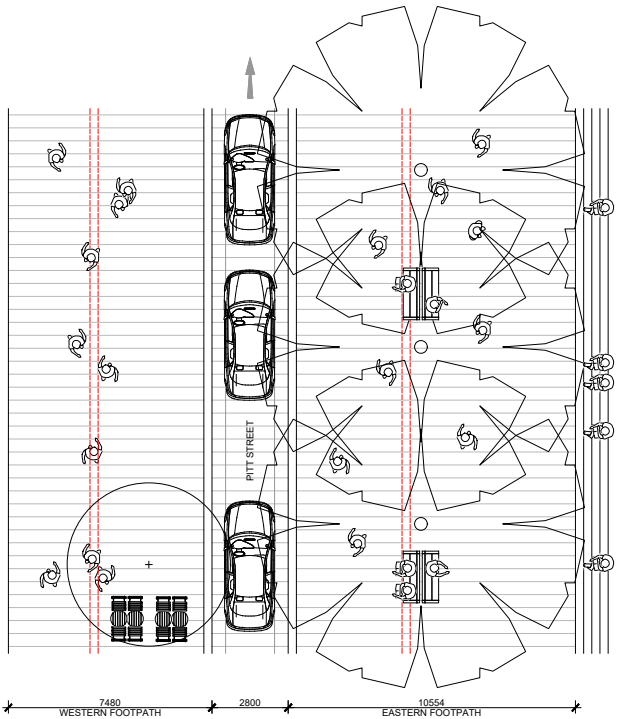
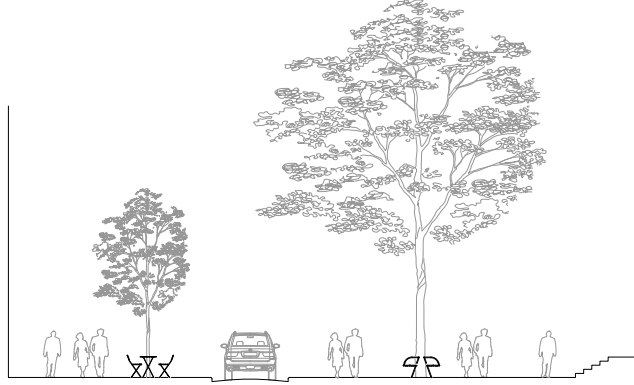
Pitt Street - street scene concept model (HASSELL Town Hall Precinct Streetscape Study)



- Legend
- Scramble Crossings
 - Pitt Street Mall
 - Town Hall & Sydney Square
 - Current & Future Development Sites
 - Increased Footpath Area
 - Potential Alfresco Dining Area
 - Proposed Seating Area
 - Street Tree Planting



Pitt Street proposed opportunities plan (HASSELL Town Hall Precinct Streetscape Study)



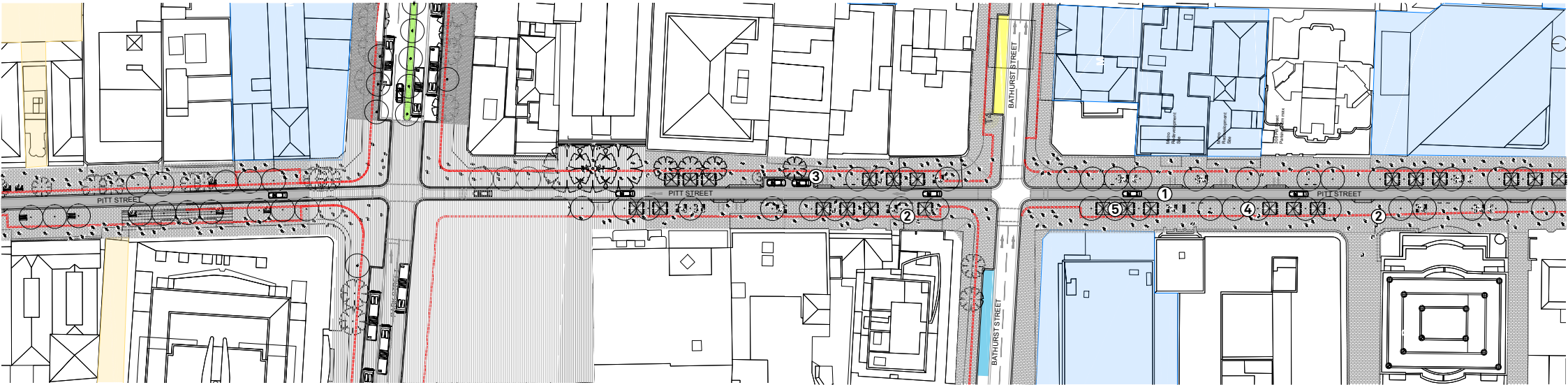
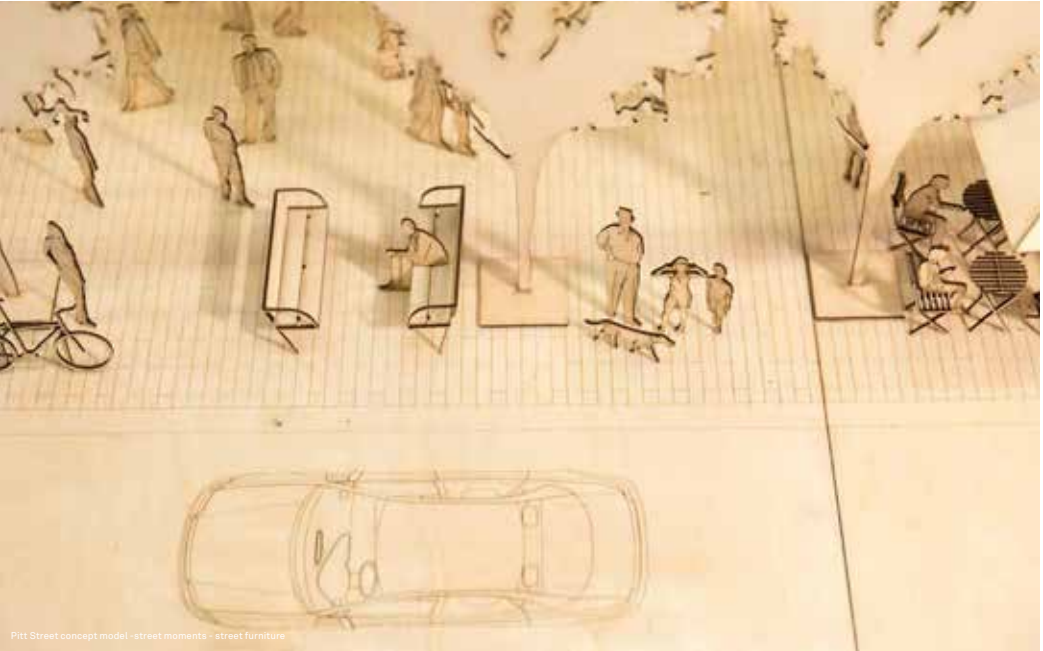
Pitt Street proposed space distribution

Precendent images:
New Slovenska Street, Ljubljana, Slovenia
(HASSELL Town Hall Precinct Streetscape Study)



Pitt Street

Proposed street transformation
Pitt Street view south from
Market Street
(HASSELL Town Hall Precinct
Streetscape Study)



Pitt Street - proposed opportunities plan & streetscape studies
(HASSELL Town Hall Precinct Streetscape Study)

Public domain plan (end state) -
Pitt Street (North of Park to South of
Bathurst)

Not to scale (for scaled drawings refer
concept plans)

Legend

- 1. A single lane of moving traffic (northbound)
- 2. Additional footpath space
- 3. Dedicated loading spaces (indented kerb arrangement)
- 4. Additional street tree planting - to create a continuous canopy
- 5. Flexible kerb-edge zone for outdoor dining, additional seating and other public furniture

Bathurst Street

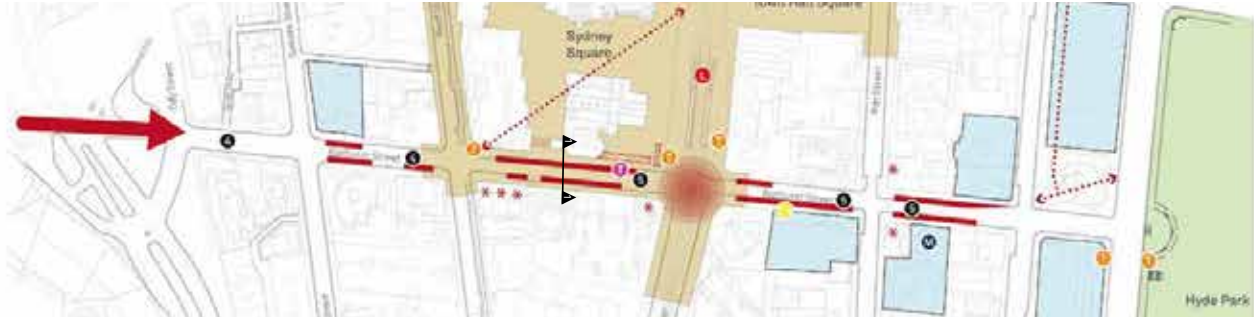
Existing condition

Bathurst Street forms the southern edge of the Town Hall precinct, connecting Sydney Square to Hyde Park. It provides axial views to Hyde Park Obelisk. East west views along Bathurst Street terminate in pronounced green bursts of large trees around St Andrews Cathedral and at Hyde Park.

A very wide street, Bathurst varies from 4 to 5 lanes of moving traffic.

Issues

- very wide carriageway with 4 lanes of moving traffic
- Poor legibility to Sydney Square edge
- Cluttered footpaths and streetscape
- Taxis, parking and loading dominate the kerb edge
- Opportunity to connect the canopies of Hyde Park and St Andrews with additional street tree planting



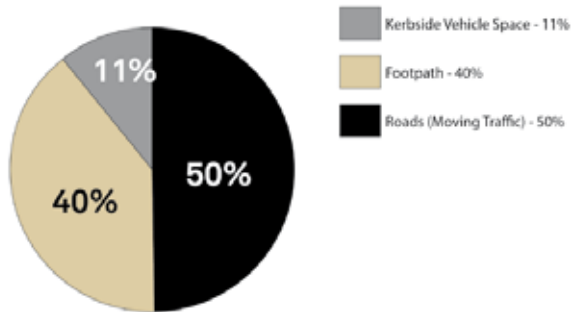
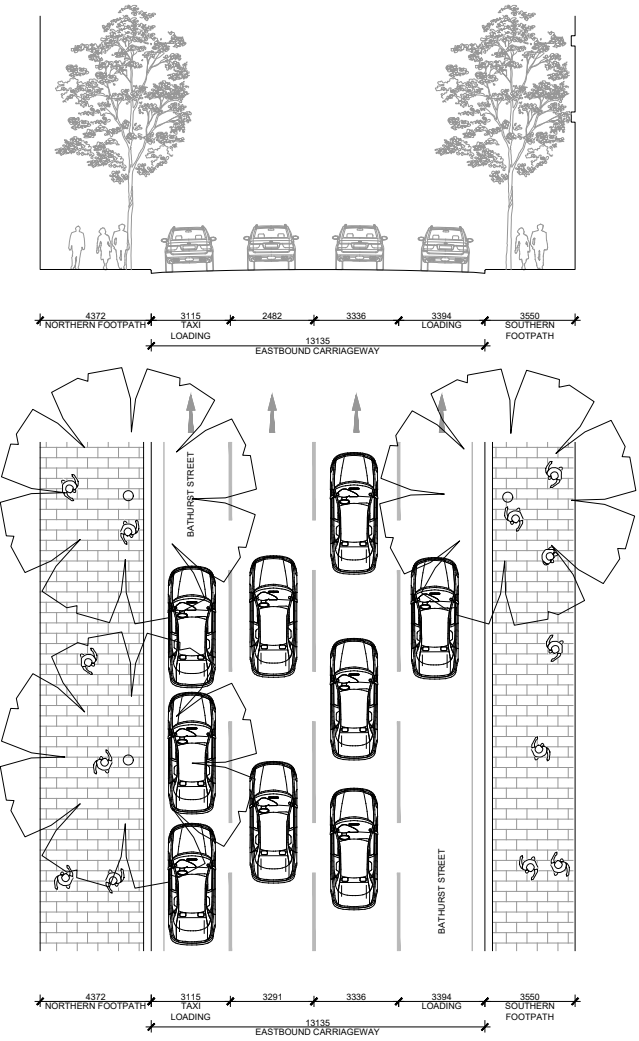
Bathurst Street site analysis (HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street existing view north - towards green canopy and Obelisk in Hyde Park (HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street existing view south - towards green canopy around St Andrews Cathedral and Sydney Square



Bathurst Street existing conditions (HASSELL Town Hall Precinct Streetscape Study)

Bathurst Street

Opportunities

Creating the southern edge of the Square

The existing street is re-imagined to create the southern edge to the square. This has been achieved by widening footpath space and removing street clutter. The introduction of additional tree planting will attempt to create a continuous tree canopy and the feeling of a “super-green” street.

Opportunities for re-balancing the space available in Bathurst Street need to be developed in consultation and liaison with Transport for NSW.

Key things to improve:

1. Re-balance the priority of the street

- Two lanes of moving traffic
- Consolidation of lane widths (consistency)
- Relocation of taxi rank
- Consolidation of loading
- Removal of on-street parking

2. Open the edge of the square

- De-clutter streetscape (Cathedral edge, in particular)
- Extend the square across Bathurst

3. Super green

- Creating a green edge to the square
- “Fill in the gaps” - additional street trees
- Encourage upper level planting in buildings - balconies and terrace that address the street, to contribute to the streets green feeling.

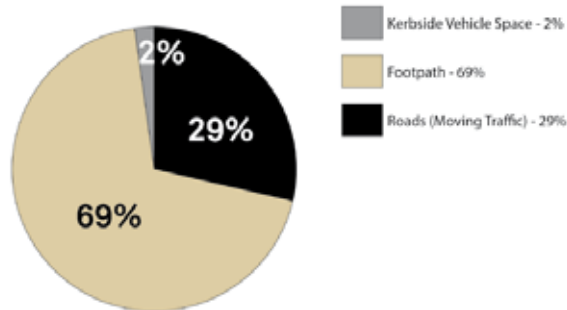
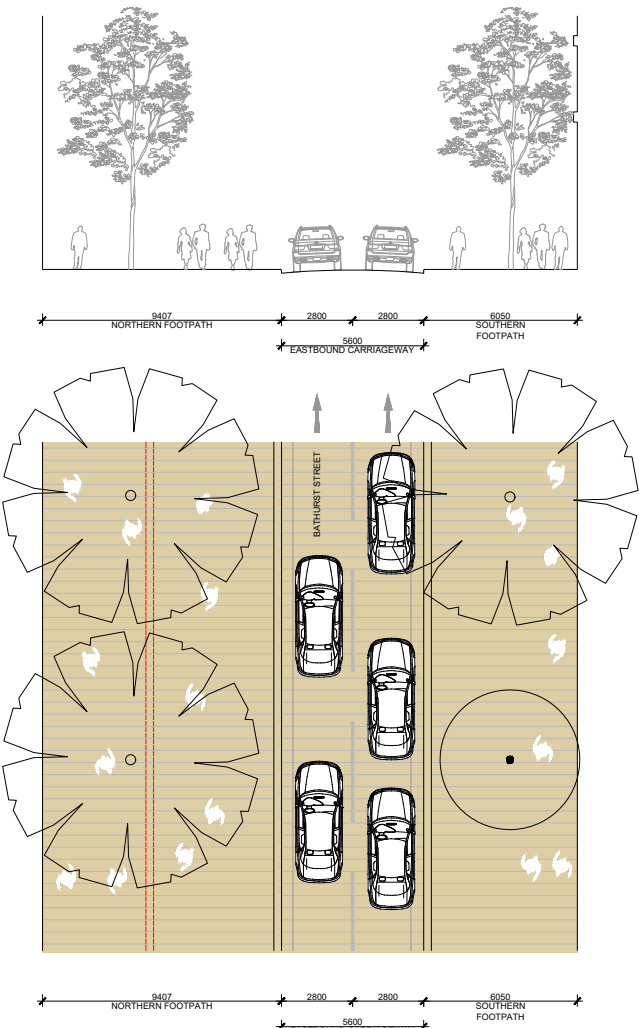
Bathurst Street proposed opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street existing and proposed - at Sydney Square
(HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street proposed - aerial view looking south from George Street
(HASSELL Town Hall Precinct Streetscape Study)



Bathurst Street proposed space distribution
(HASSELL Town Hall Precinct Streetscape Study)

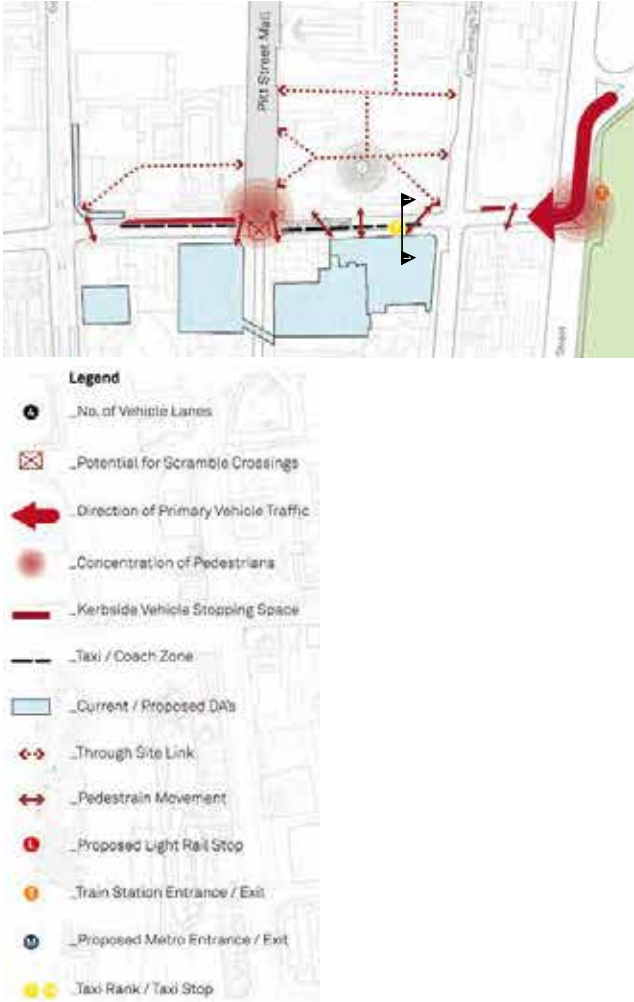
Market Street

Existing condition

Market Street is one of the area’s busiest retail streets, with pedestrian movement in all directions and at a brisk pace. Window displays provide attractions with people stopping to observe, combined with fast paced commuters accessing St. James Station. The narrow footpaths can be crowded. Framed by street edge buildings and awnings, Market Street provides a long view east past St. James Station to the Cathedral.

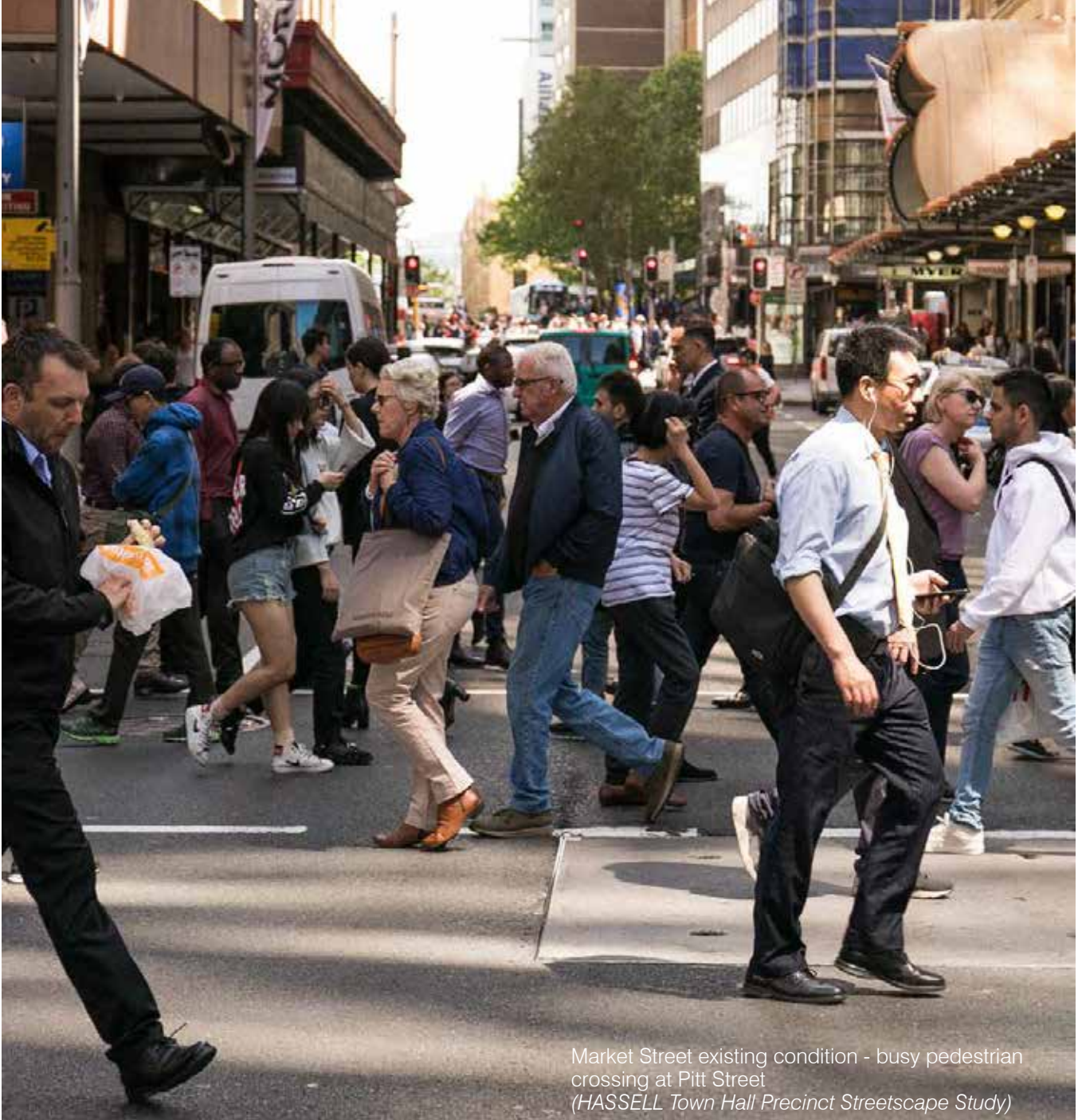
Issues

- Narrow footpaths
- Footpath clutter (a multitude of signs, post boxes, electrical boxes, street furniture, kiosks)
- Congested traffic and busy parking lanes
- Very busy pedestrian crossings - inadequate area for pedestrians waiting to cross

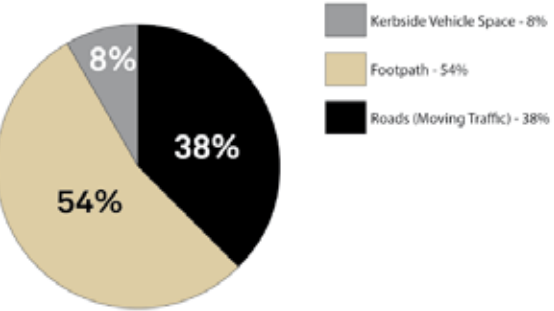
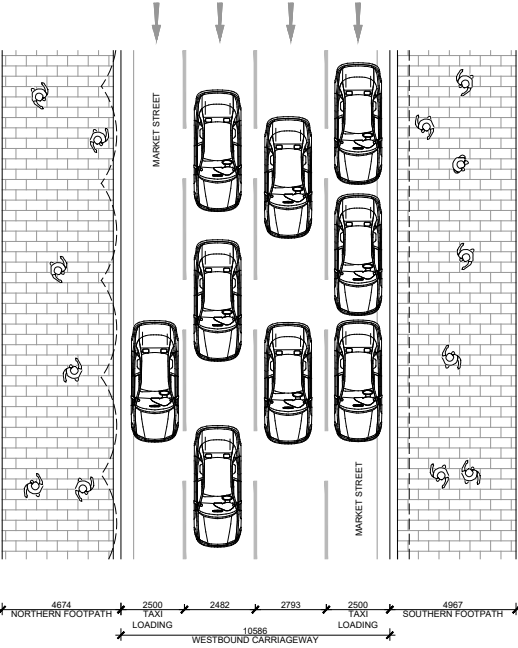
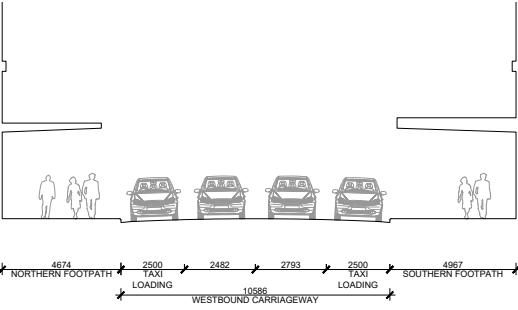


Market Street site analysis
(HASSELL Town Hall Precinct Streetscape Study)

Market Street existing condition - narrow cluttered footpaths
(HASSELL Town Hall Precinct Streetscape Study)



Market Street existing condition - busy pedestrian crossing at Pitt Street
(HASSELL Town Hall Precinct Streetscape Study)



Market Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)

Market Street

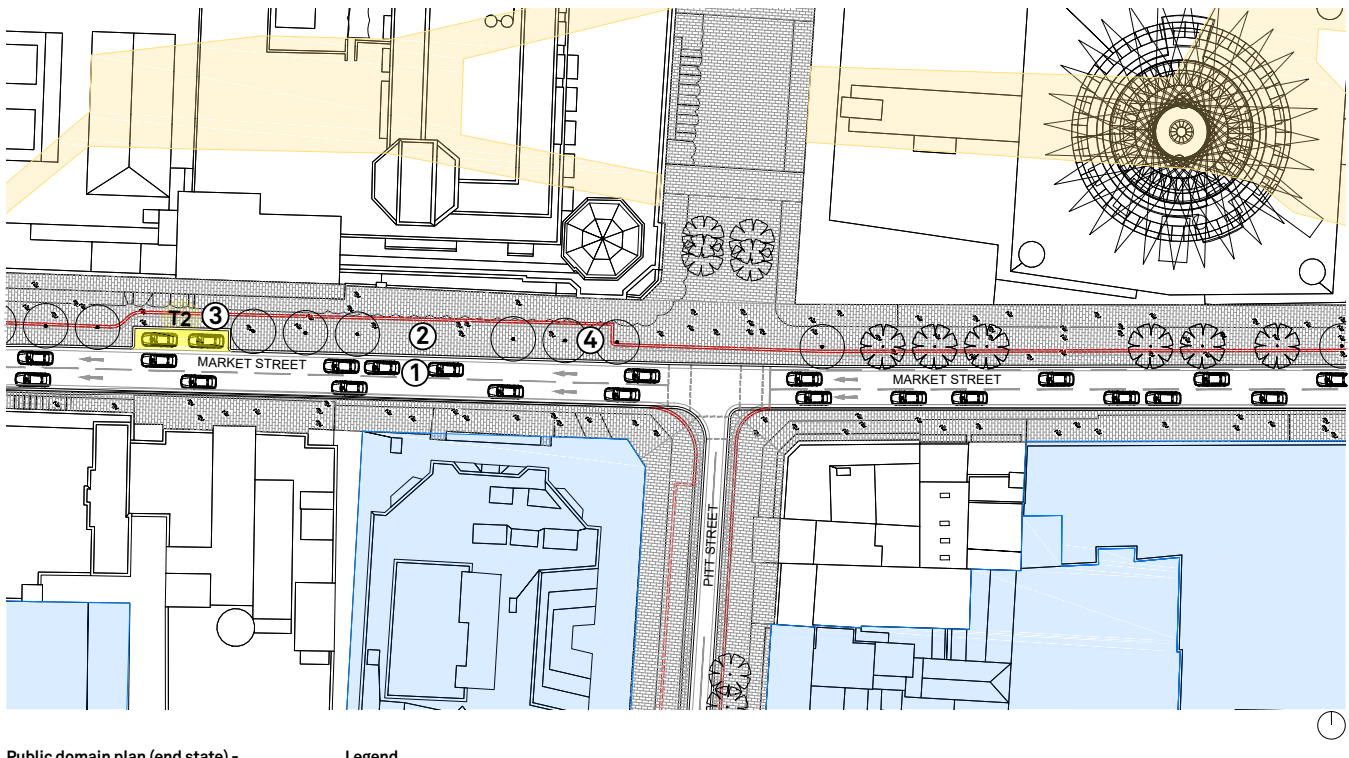
Opportunities Making space to move along Market

The existing street is reconfigured to rebalance the priority of the street - from traffic-choked to generous pedestrian artery. The number of lanes of moving vehicles has been reduced and kerbside vehicle spaces have been reduced and consolidated. This additional space has been transferred to the pedestrian through an expanded footpath on the streets northern side. Additional footpath space has been created by removing street clutter and consolidating the number and location of public realm elements.

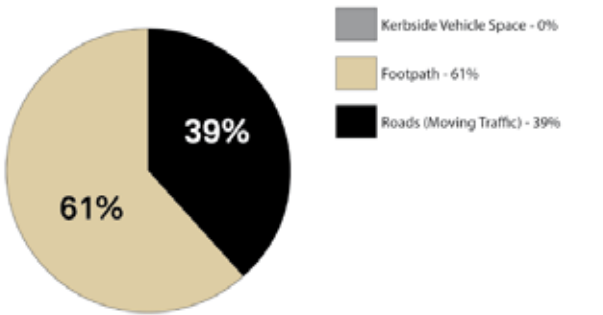
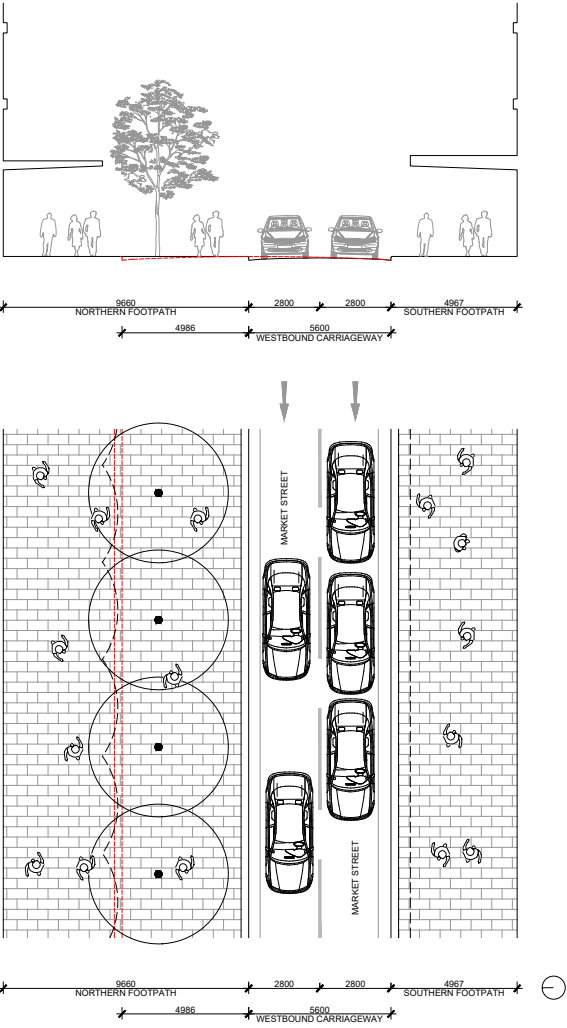
Opportunities for re-balancing the space available in Market Street need to be developed in consultation and liaison with Transport for NSW.



Market Street proposed opportunities plan and model views
(HASSELL Town Hall Precinct Streetscape Study)



Market Street proposed opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



Market Street proposed space distribution
(HASSELL Town Hall Precinct Streetscape Study)

Castlereagh Street

Existing condition

Block-by-block the character changes - King to Market, Park, Park to Bathurst, Bathurst to Liverpool.

Existing street condition

- 4 lanes of traffic - southbound
- Kerbside vehicle spaces - 46
- Current footpath area - 8,530m2
- Typical footpath width:

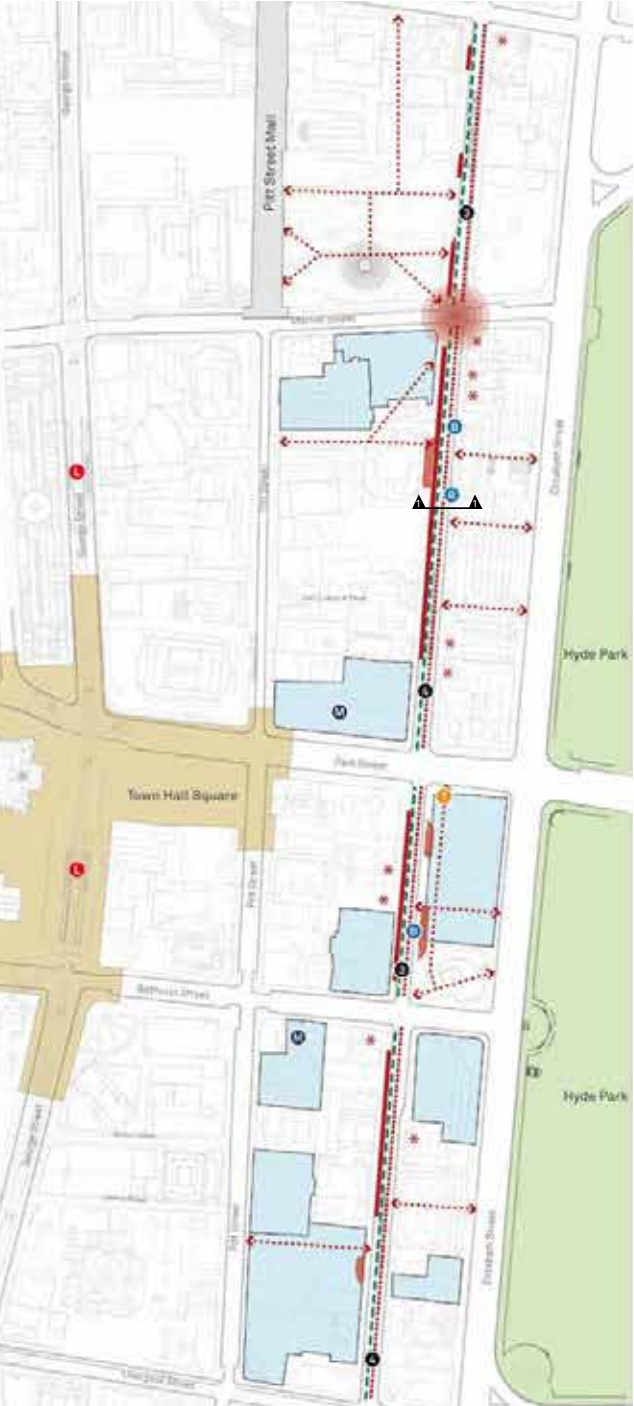
Western footpath - 4.4m

Eastern footpath - 3.7m

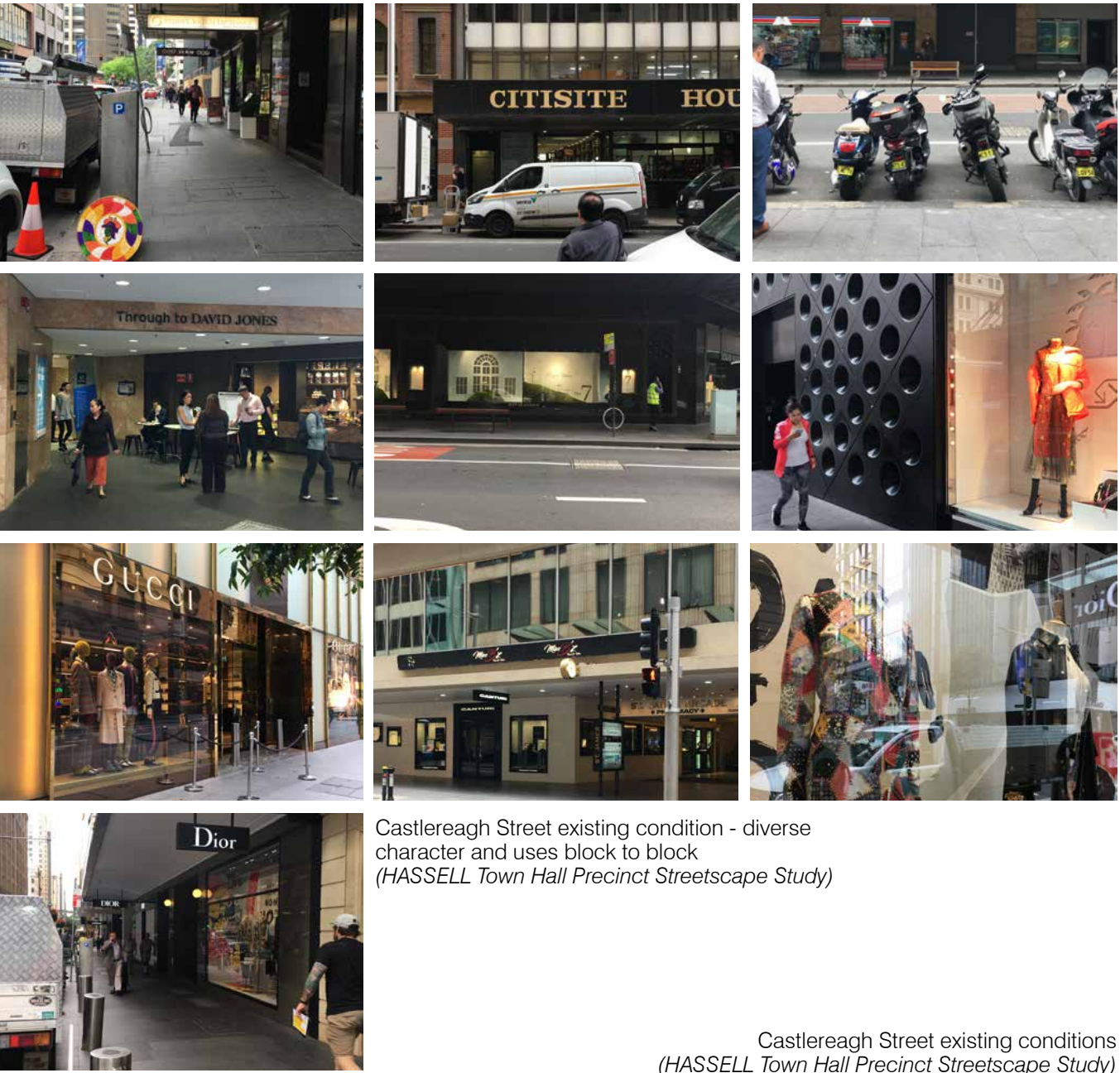
- Number of existing street trees - 30

The need to extend the Castlereagh Street cycleway north through the precinct has been recognised by Transport for NSW and the City, and a design for a new bi-directional cycleway from Liverpool to King Streets is being developed.

Castlereagh Street site analysis
(HASSELL Town Hall Precinct Streetscape Study)

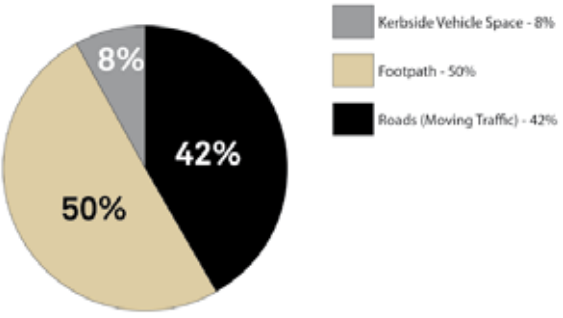
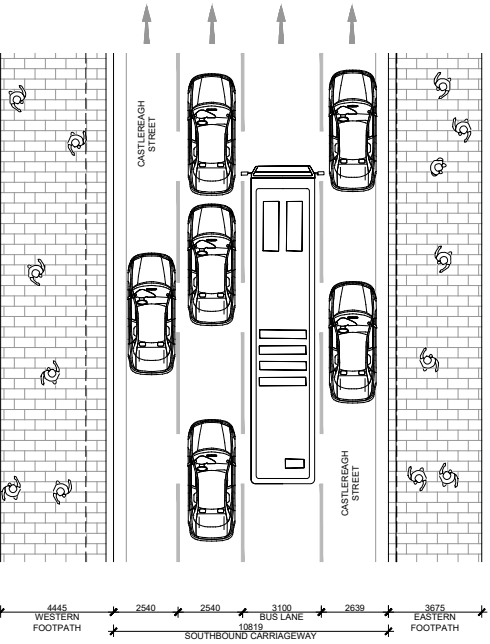
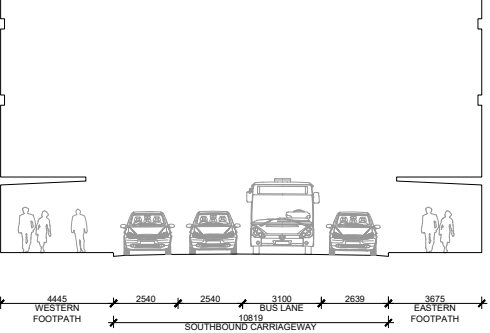


Town Hall Precinct Public Domain Plan



Town Hall Precinct Public Domain Plan

Castlereagh Street existing condition - diverse character and uses block to block
(HASSELL Town Hall Precinct Streetscape Study)



Castlereagh Street

Opportunities

Short term

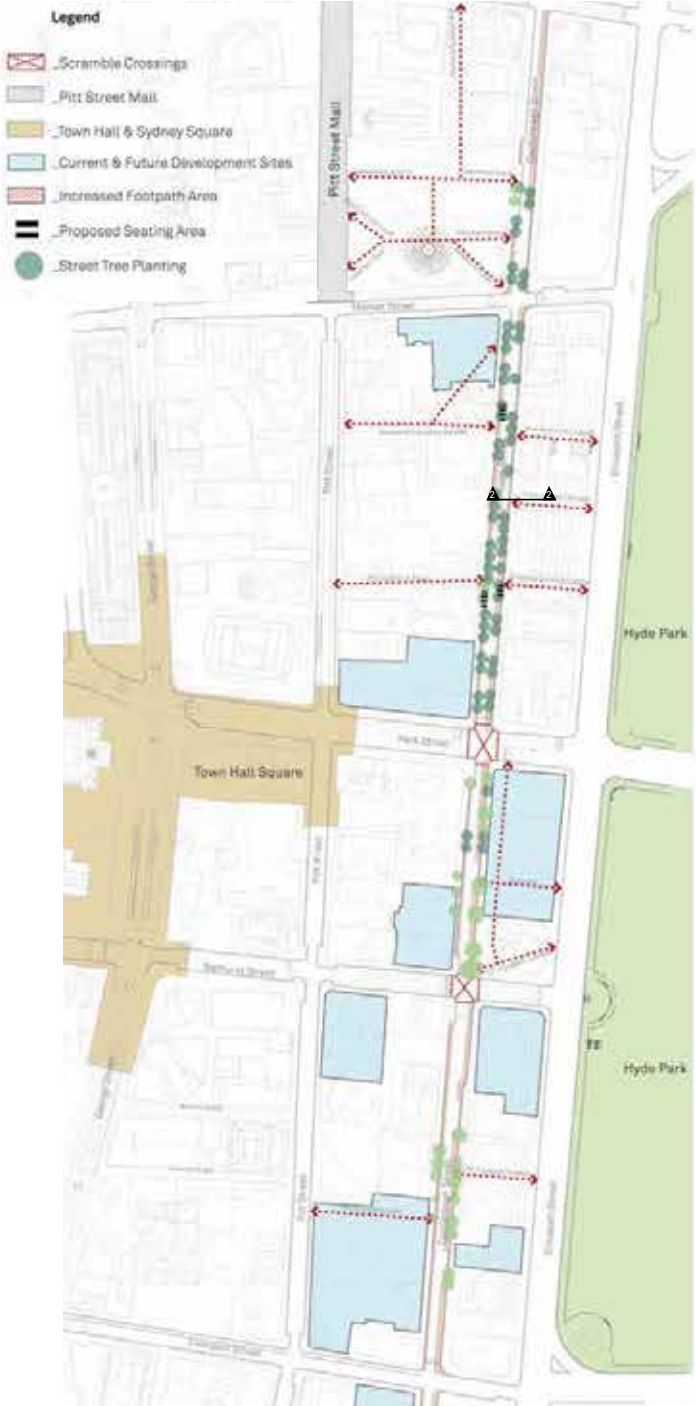
A new bi-directional cycleway will be constructed on Castlereagh Street, connecting the existing cycleway south of Liverpool Street to King Street. This design is currently underway and will result in a redistribution of space in Castlereagh Street.

The cycleway is shown indicatively here along the western side of the street reducing the carriageway to two lanes, however the final configuration is subject to the completion of the current consultation and detailed design process,

Long term

Further opportunities to improve pedestrian amenity and increase activity and quality along Castlereagh Street rely on re-routing of bus services. Once the dedicated bus lane is no longer required, footpaths can be widened on the eastern side of the street allowing the creation of new street spaces aligning with existing through-site links and connections. The reconfigured street also accommodates bays for kerbside vehicles to facilitate loading, short-stay parking and setdown. Long term opportunities for Castlereagh Street are subject to consultation and liaison with Transport for NSW.

- 1. Re-balance the priority of the street
 - A single lane of moving traffic
 - Removal of bus lane and reduction in parking and loading (where possible)
- 2. Reinforce E-W connections and highlight existing positive characteristics
 - Highlight through site links and mid-block connections - Elizabeth to Pitt
 - Creation of street spaces - seating and tree planting to highlight through site links (east-west connections)
 - New street furniture - seats, bike racks - varying arrangements block-by-block
 - New tree planting
 - Consider architectural lighting of heritage buildings
- 3. Criss-cross
 - Addition of scramble crossings - Market, Park, Bathurst, Liverpool

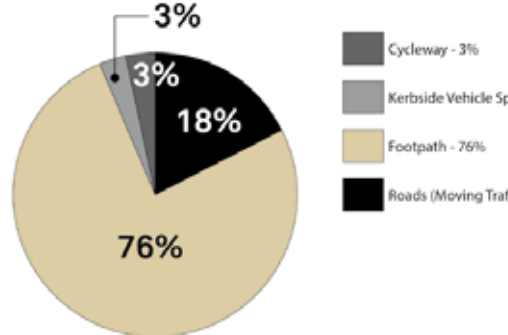
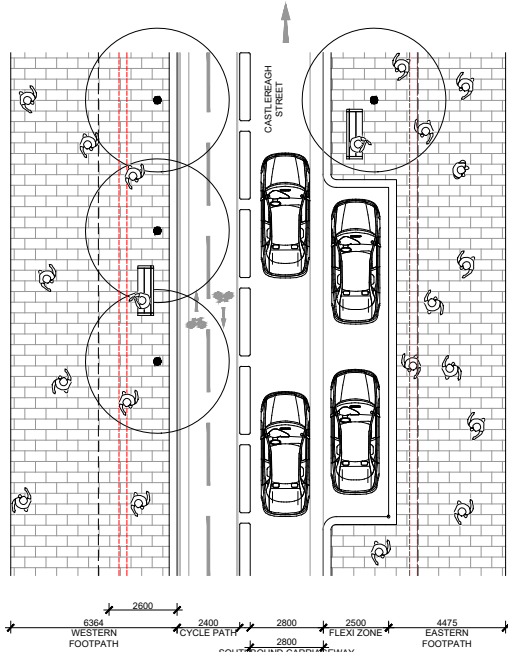
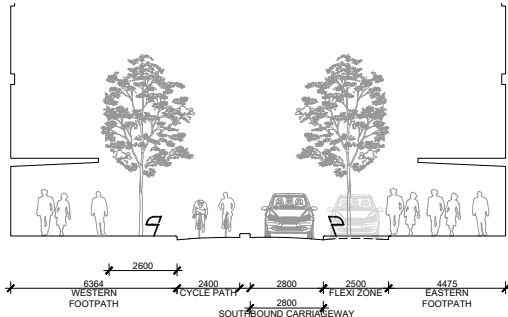


Left Castlereagh Street proposed opportunities plan (HASSELL Town Hall Precinct Streetscape Study)



Right Castlereagh Street proposed visualisation (HASSELL Town Hall Precinct Streetscape Study)

Far right Castlereagh Street proposed space distribution (HASSELL Town Hall Precinct Streetscape Study)



Elizabeth Street

Existing condition

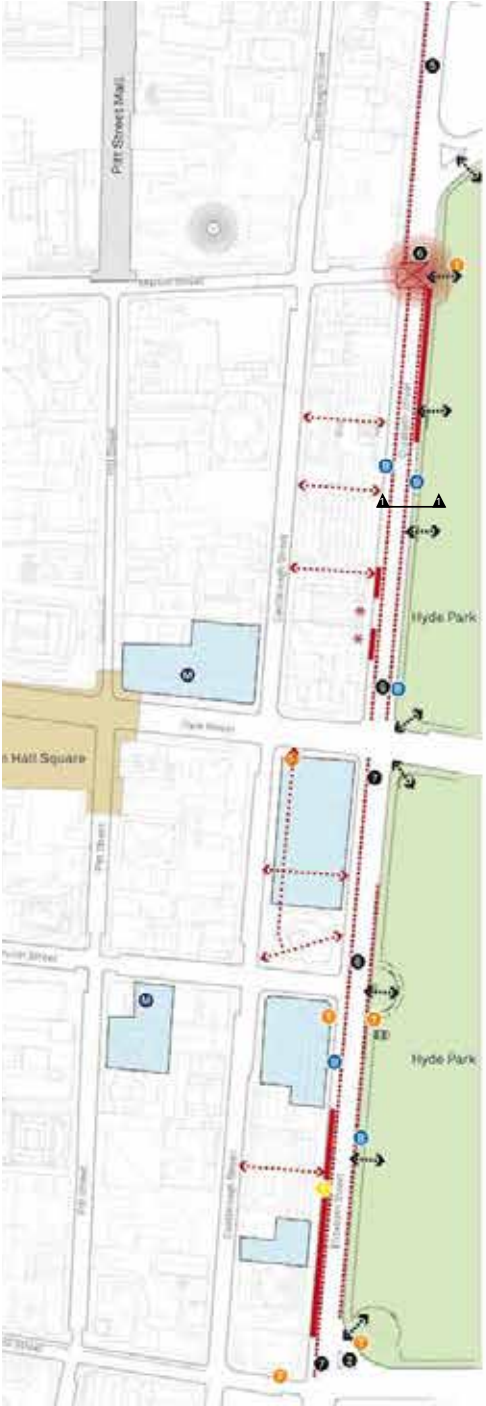
Elizabeth Street has a unique character as the boundary between the city and Hyde Park. The canopy of large plane trees create a distinctive green avenue. The carriageway is very wide and accommodates a large number of bus movements and bus stops. This creates a noisy street that is difficult to cross. The long street blocks also result in few crossing opportunities. Footpaths are narrow and out of proportion to the street width, with pedestrian congestion occurring regularly, particularly around bus stops and at crossings.

- Typically, 6 lanes of traffic
- Kerbside vehicle spaces - 42
- Current footpath area - 7,783m2
- Number of existing street trees - 63

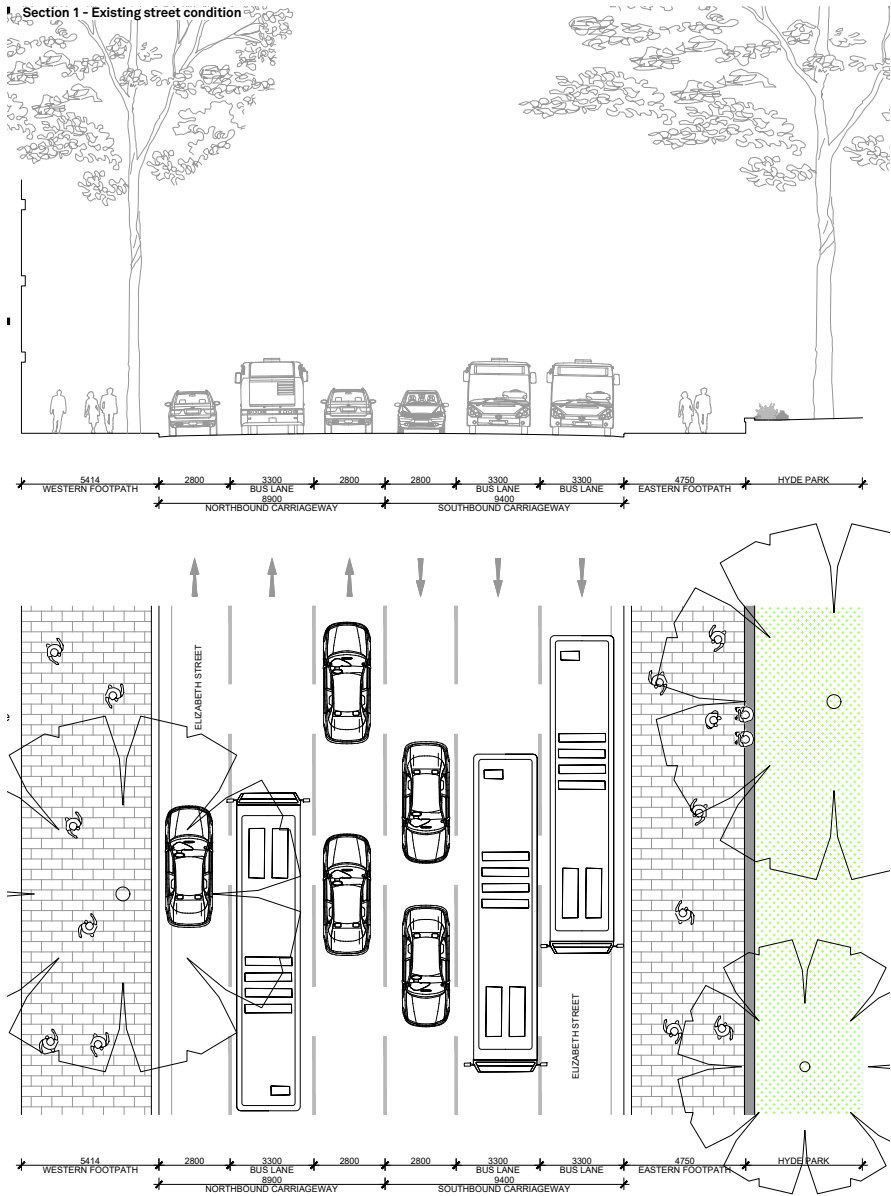
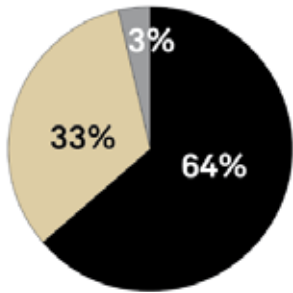
Typical footpath width:

- Western footpath - 5.4m
- Eastern footpath (Hyde Park) - 4.7m

Elizabeth Street site analysis
(HASSELL Town Hall Precinct Streetscape Study)



Elizabeth Street existing photos
top grand plane trees arch across the street; bus stops line the park edge
bottom narrow eastern footpath with space dominated by bus shelters - poor accessibility and circulation conditions



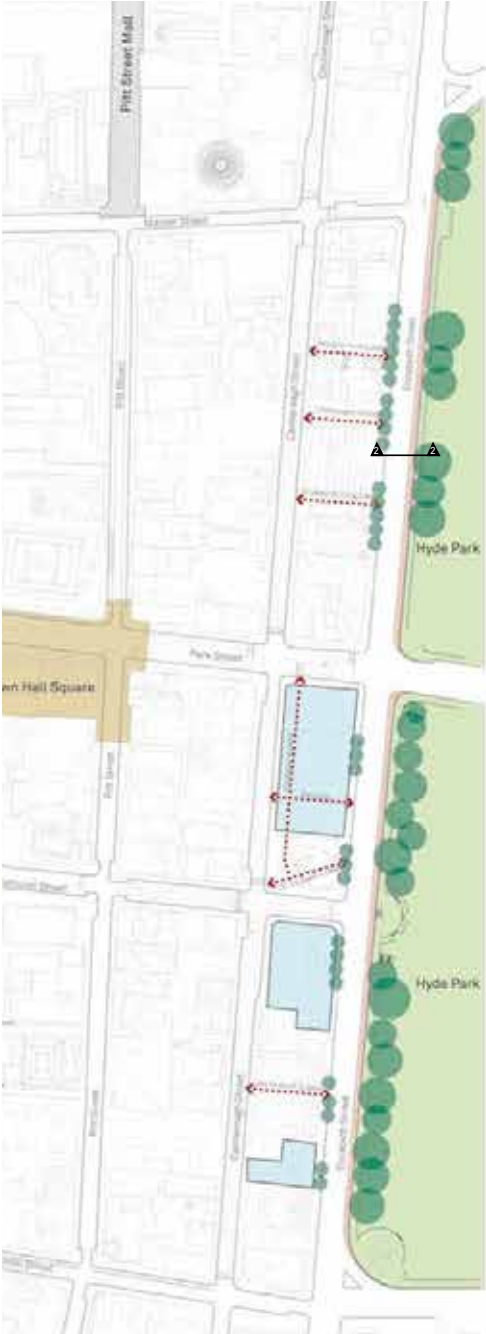
Elizabeth Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)

Elizabeth Street

Opportunities

1. Make crossing to the park easier, improve connections to the park.
 - Improved crossing - extra space at corners and crossing points, including - King Street, St James Road, Market, Bathurst, Liverpool
 - New mid block crossing - Bathurst and Market
2. Expand the footprint of the park.
 - Reclaim the parking lane - options have been considered for redistributing this space either as a central planted median, or to widen the eastern footpath. The preferred option (widening eastern footpath) is shown here. See Appendix A for alternate option.
 - Re-worked - St James Road/Elizabeth Street junction
 - Footpath widening near King Street

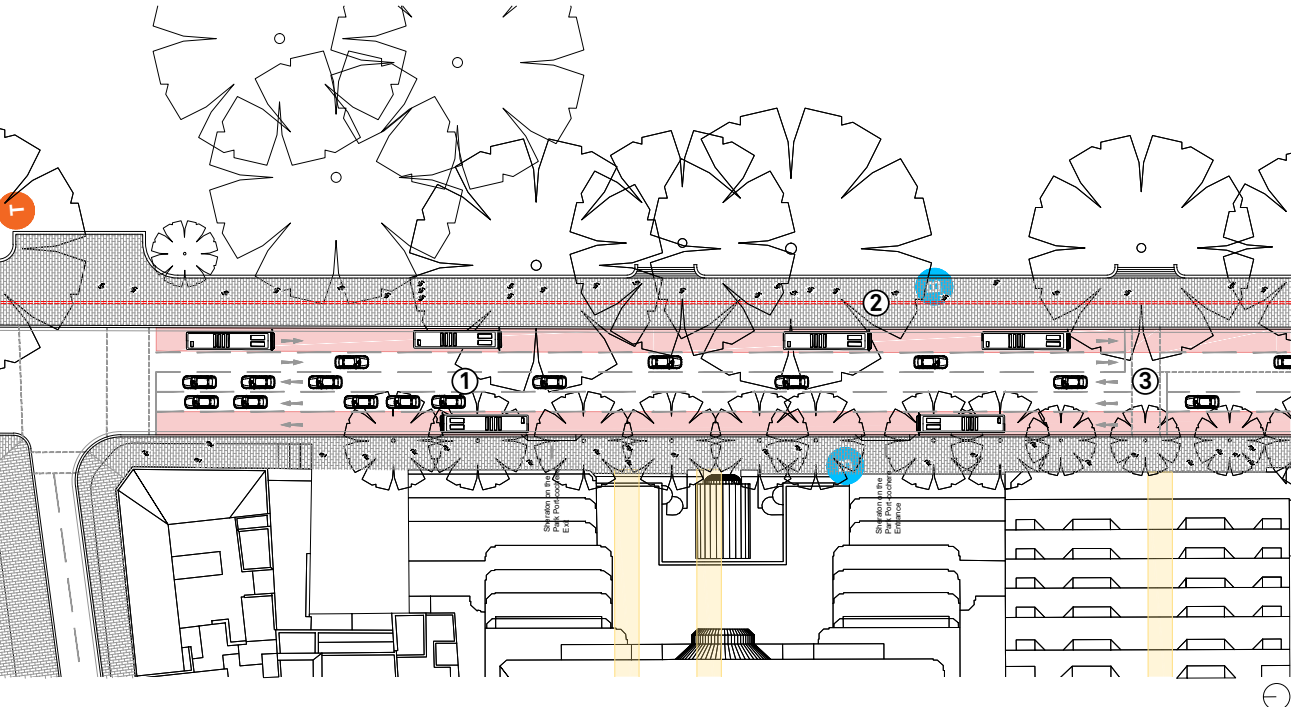
The proposed scheme reconfigures the existing street to create an expanded park edge for pedestrians. This change to the street removes kerbside vehicle spaces and creates a consistent, dedicated bus lane. A mid block crossing is proposed to increase the east-west connection between the park and the city. These opportunities need to be further developed in consultation and liaison with Transport for NSW.



Elizabeth Street proposed opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



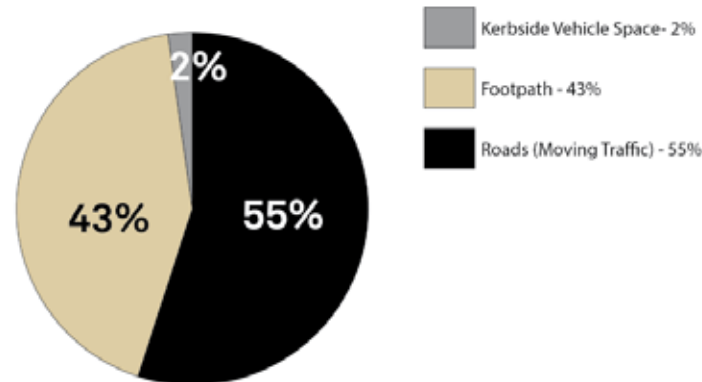
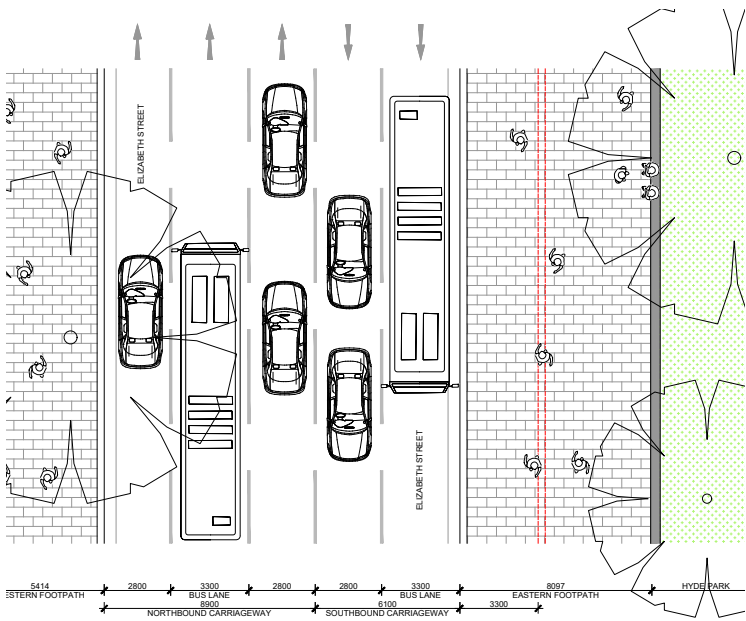
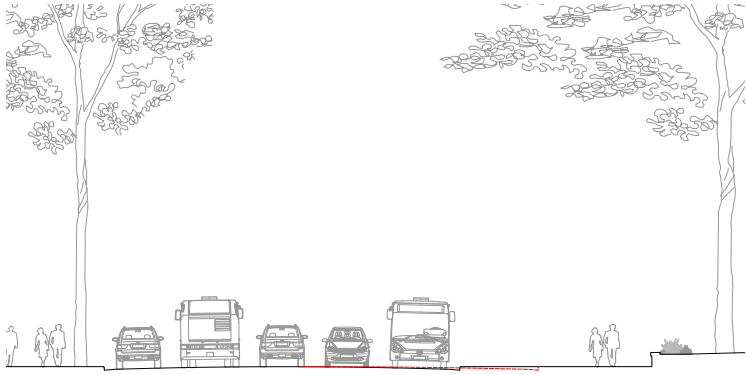
Elizabeth Street proposed opportunities model views
(HASSELL Town Hall Precinct Streetscape Study)



Public domain plan (end state) -
Elizabeth Street
Preferred end state

- Legend**
1. Three lanes of moving traffic
 2. Additional footpath space - Hyde Park edge
 3. Additional mid-block crossing - between Bathurst and Market

Elizabeth Street opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



Elizabeth Street proposed opportunities space
distribution
(HASSELL Town Hall Precinct Streetscape Study)

King Street

Existing condition

King Street is a busy pedestrian street in the city's retail core. Obstacles and narrow footpaths create a congested environment for pedestrians, with no opportunities to slow down or dwell. High volumes of moving traffic combined with turning lanes and taxi ranks create a vehicle-dominated environment.

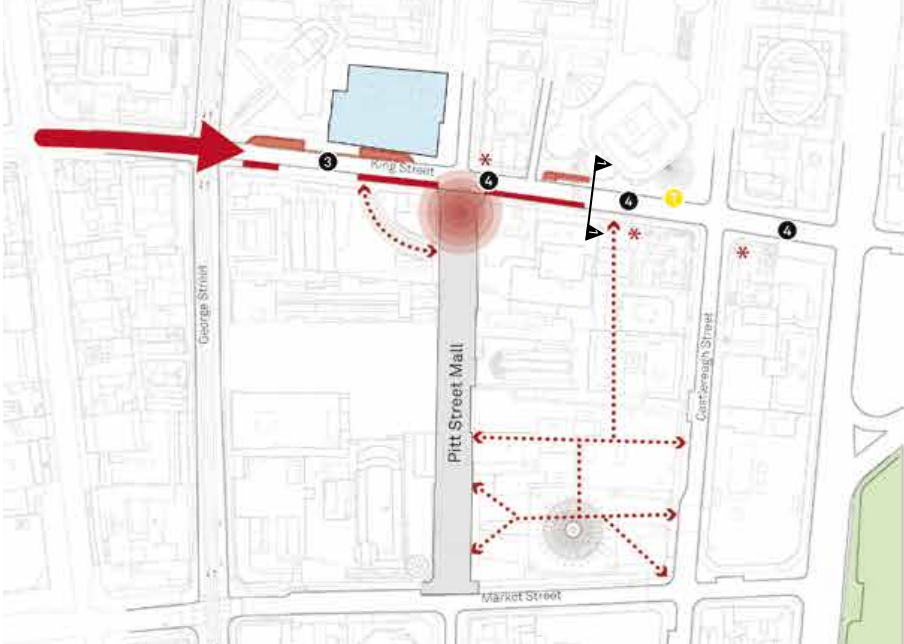
Existing street condition

- 4 lanes of traffic - eastbound
- Kerbside vehicle spaces - 20
- Current footpath area - 2,839m2
- Number of existing street trees - 11

Typical footpath width:

- Northern footpath - 4.0m
- Southern footpath - 4.0m

There is currently a gap in the City's regional cycleway network, with the King Street cycleway ending at Clarence Street and not connecting to the new Pitt Street cycleway or the proposed Castlereagh Street cycleway.

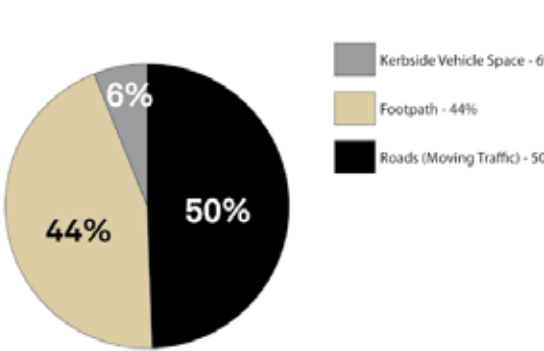
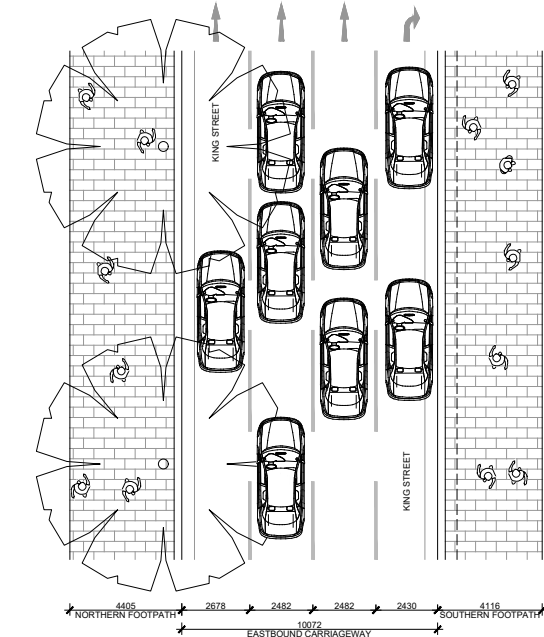
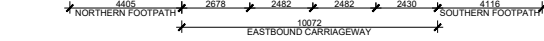


King Street site analysis
(HASSELL Town Hall Precinct Streetscape Study)

King Street existing photos
left pedestrian barriers - King Street north
right busy pedestrian crossing - King Street looking west at Castlereagh Street
(HASSELL Town Hall Precinct Streetscape Study)



Town Hall Precinct Public Domain Plan



King Street existing conditions
(HASSELL Town Hall Precinct Streetscape Study)

King Street

Opportunities

Opportunities can be explored to reconfigure the existing street to create an expanded footpath on the streets southern side. This expansion not only creates additional footpath space for pedestrian movement but also allows for the integration of additional public realm features, such as tree planting and seating to create street moments for stopping and respite.

There is also a need to connect the regional cycle network on King Street, by providing a cycleway between Castlereagh Street and Clarence Street connecting to the Pitt Street cycleway.

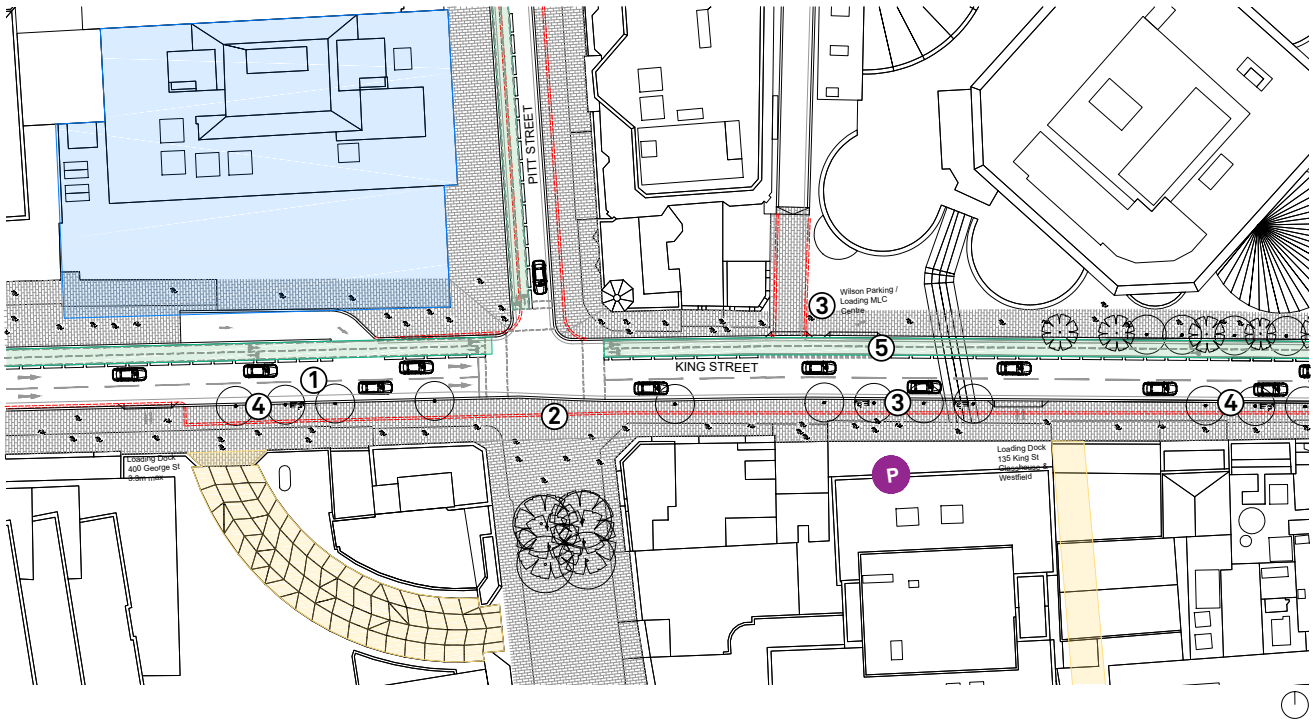
These opportunities will be further developed in consultation and liaison with Transport for NSW.

Opportunities include:

- 1. Re-balance the priority of the street
 - Less vehicles - two lanes of moving traffic
 - Bi-directional cycleway on northern side
 - Remove - right turn lane into Castlereagh
 - Remove - the former taxi rank (Telstra)
- 2. New places to pause
 - New street moments created up and down the street - clusters of seats/seating elements - stop, pause
 - Tree planting - in groups and clusters
 - Creating space at the street corners to look-up
- 3. Better footpaths
 - Wider footpaths - favouring southern edge
 - Footpath priority at lanes and driveways eg Lees Court
- 4. King meets Queen
 - Re-establish the connection to Queens Square



King Street proposed opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)

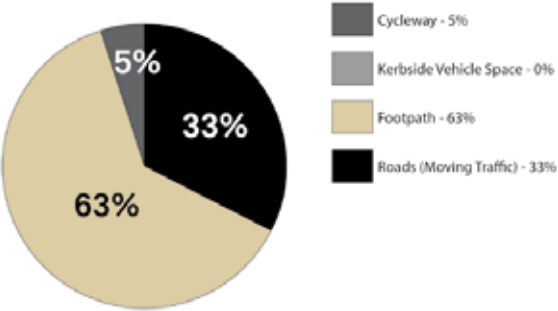
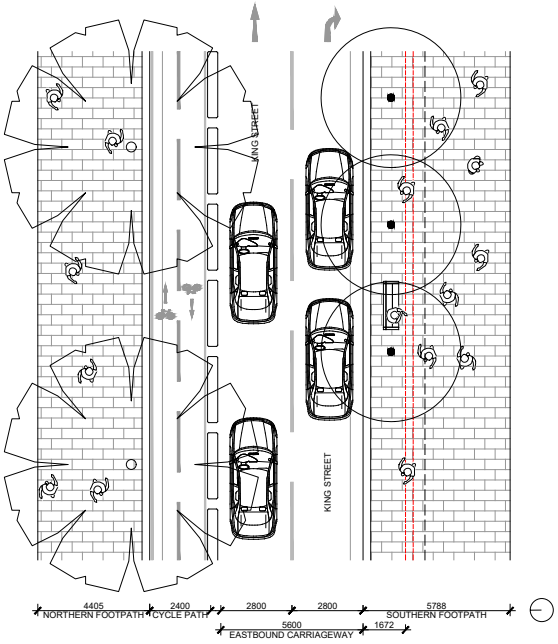
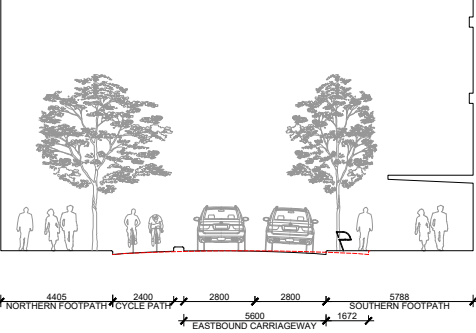


Public domain plan (end state) - King Street

Legend

- 1. Two lanes of moving traffic (eastbound)
- 2. Additional footpath space to southern footpath
- 3. Creation of street spaces - seating and tree planting
- 4. Additional street tree planting
- 5. Cycle lane - linking to Castlereagh Street/Pitt Street

King Street opportunities plan
(HASSELL Town Hall Precinct Streetscape Study)



King Street proposed opportunities space distribution
(HASSELL Town Hall Precinct Streetscape Study)

Tactical, temporary & short term opportunities

Opportunities have been identified for a range of interventions to achieve immediate public space gains - relieving the pressure before long term transformations are finalised.

Tactical and temporary interventions

These include:

- Pop up cycleways
- Timed street closures to provide extra pedestrian space at peak periods eg lunchtime closures
- Immediate testing of scenarios/short-term trials to remove kerbside parking (weekend, a month or six month trial periods)
- Parking to Parklet - parklet model testing and trials
- Education and event programs

Pitt Street south of Market Street, and Market Street between George Street and Castlereagh Street has been identified as a strategic opportunity to implement tactical and temporary interventions such as these.

Examples of tactical and temporary interventions

1 Tactical intervention to reclaim intersection space in New York

2 Parklets - 40th and Walnut streets in West Philadelphia

3 Temporary closures of Streets at Times Square New York

4 Temporary utilisation of additional space created by a pop up cycleway, City of Sydney

(HASSELL Town Hall Precinct Streetscape Study)



Part Five

Project priorities

city of villages



Project Priorities

The major improvements for streets in the Town Hall Precinct are dependent on an agreed strategy with Transport for NSW for the management of vehicles - buses, through traffic, parking and loading. Public space projects are dependent on a shared vision and partnership with other land owners and stakeholders.

Subject to feedback from the community and key stakeholders, key improvements will be prioritised with considerations to:

1. The degree to which the project achieves the City’s strategic directions, including:
 - the proportion of pedestrian-oriented space (footpaths, plaza space, squares, shared spaces, etc to include space for additional greening) gained by the project;
 - whether the project provides for cycle connectivity;
 - whether the project facilitates or supports activation / festivals and programmed events

2. The strategic potential of the project, in terms of offering ‘quick wins’ for the public domain or unlocking the potential for other changes.

3. The ease of the project, considering construction complexities, timing associated with the proposed changes.
4. Whether Council has the authority to develop the project, or if Council would need to seek agreement from other owners or governing agencies for the project to be realised.
5. The potential cost of implementing the proposed changes.

Projects with key strategic alignment delivering on the City’s vision are suggested for priority development. These are identified as:

- Park / DrUITT Street**
- Pitt Street**

Other project priorities will be revised following Council and stakeholder consultation.



The Streets of Town Hall - End State Masterplan

(HASSELL Town Hall Precinct Streetscape Study)

*Consultation / approvals from TfNSW
^ additional usable public space

	Projects	Potential additional footpath / public space	Potential greening	Potential cycle connectivity	Transport interchange role	Potential activation	Dependencies
Public space projects	Town Hall Square	• • • • •	• • • •		• • • • •	• • • •	^ Property acquisition
	Sydney Square	• • •	• • •		• • • • •	• • • • •	City of Sydney part owner - joint project with St Andrews
Street upgrade projects	Park / DrUITT Street	• • • • •	• • • • •	• • • •	• • • • •	• • • •	*Bus network, traffic network changes
	Pitt Street	• • • • •	• • • • •		• • • • •	• • • • •	*
	Bathurst Street	• • • • •	• • • •		• • • • •	• • • •	*
	Market Street	• • •	• • • •		• • • •	• •	*
	Castlereagh Street	• • • • •	• • • • •	• • • • •	• • •	• • •	*Bus network, traffic network changes
	King Street	• • • •	• • •	• • • • •	• • •	• •	*
	Elizabeth Street	• • •	• • • • •		• • • •	• •	*Bus network, traffic network changes
City palette upgrade	Liverpool Street	Subject to the City’s granite paving / smartpole / new public domain furniture roll-out					
	Kent Street						
	Sussex Street						
	Day Street						
	Harbour Street						

Public domain gains

As part of the re-balancing the priority of the streets, vital space that has been dedicated to vehicles can be returned to pedestrians. In order to quantify these public domain gains, existing and potential opportunities for streets have been measured across four categories:

- Footpath area
- Road area (moving traffic)
- Kerbside vehicle Spaces
- Number of street trees

Total additional footpath - 16,481sqm

Total additional street tree planting - 353

Total % increase in tree canopy - 141%

It is important to note these measurements are based on high level opportunities schematics and are subject to design development and feasibility as projects progress.



