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The George Street Concept Design builds on the research and testing undertaken by Gehl Architects, the City and its consultants over the last year. It provides a snapshot of the key issues around integrating light rail into George Street and makes recommendations for creating a beautiful, functional and high quality public realm.

In 2012, the NSW State Government identified George Street as the preferred light rail route for the City Centre, subject to feasibility and testing. The City has developed detailed plans for the route, including stop locations, lane closures and kerb realignments to assist Transport for NSW (TfNSW) in its role of delivering the light rail project. These plans continue to evolve as more information becomes available.

The ideas contained in this study also have implications for places adjacent to George Street, like Sydney Square, Barrack Street and the laneway network. It is not the purpose of this document to develop detailed designs for these areas. Feasibility and design studies for these spaces are being undertaken separately.

The principles and recommendations of this Concept Design, if adopted by Council, will be submitted to TfNSW for incorporation into the project.
Past Studies and Guiding Documents __

George Street Concept Design

A City of Cities: Metropolitan Strategy
NSW Government
2005

Metropolitan Plan for Sydney 2036
NSW Government
2010

Sydney's Rail Future: Modernising Sydney's Trains
NSW Government
2012

Draft NSW Long Term Transport Master Plan
NSW Government
2012

2013

Design principles
to guide the integration of light rail into the public realm.

2007
Public Spaces, Public Life
Gehl Architects

2008
Sustainable Sydney 2030: The Vision
City of Sydney

George Street Urban Design Study
City of Sydney and Gehl Architects
2012

2013
George Street Concept Design
City of Sydney
Summary __
Public Spaces, Public Life
Gehl Architects 2007

In 2007 the City commissioned Gehl Architects to create a blueprint to turn Sydney’s City Centre into a people-friendly, public transport-oriented and green city.

The report reviews how people use our public spaces and streets. It assesses how they move around and how our public spaces could better promote public life and outdoor leisure. The report provides us with a benchmark to measure our city against others including London, Copenhagen and Stockholm. The report provides a comprehensive set of ideas to transform the city, one of which is the George Street transformation.

Key findings:
• An introverted city
• A traffic dominated city
• A mono-functional city
• A high city
• A lack of street hierarchy
• Scattered open spaces

We want a city of people; a city where people feel safe; a city that is interesting and lively. Jan Gehl

Recommendations

- a waterfront city
- a green connected city
- capitalise on the amenities
- a 21st century traffic system
- a better city for walking
- a strong public transport system
- a strong city identity
- a diverse and lively city
- an attractive public realm
Summary __

Sustainable Sydney 2030
City of Sydney 2008

Sustainable Sydney 2030 has a vision of a Green, Global, and Connected City.

The George Street transformation is fundamental to the ideas and aspirations described in Sustainable Sydney 2030. Sustainable development is not just about the physical environment, but about the economy, society and culture as a whole. To address each, Five Big Moves, Ten Strategic Directions, Ten Project Ideas, coupled with strong governance, will result in better outcomes for current and future communities. One of the Ten Project Ideas relates directly to the George Street transformation, to create and connect three city squares on the George Street thoroughfare.

- Five Big Moves
- Ten Strategic Directions
- Ten Project Ideas
What makes a great street?

Memorable streets have common features. They are places for people and are designed with them in mind. Typically, a good pedestrian street features:

- Generous footpaths
- Lighting for people
- Trees and shade
- Active and open facades
- Street furniture
- Human scale
- Artworks and cultural markers

The George Street Urban Design Study sets design principles for transforming George Street into a pedestrian boulevard.
What do we have now?

George Street is overloaded. It no longer functions efficiently for either pedestrians or vehicles. George Street is characterised by:

- Low pedestrian priority
- An overload of buses
- Poor pedestrian amenity
- Noise
- Closed frontages and facades
- No cycling facilities

Facts

6,000 buses arrive in the City Centre every week day.

192 bus routes part of the City Centre network

2007 vs 2012 Pedestrian Study

- George Street, Sydney
  - Total length: 2,550m
  - Street width: 22.30m
  - Footpath width: 4-6m
  - Number of weekday pedestrians: 39,780

- Swanston Street, Melbourne
  - Total length: 1,270m
  - Street width: 30m
  - Footpath width: 8m
  - Number of weekday pedestrians: 57,280

- Oxford Street, London
  - Total length: 2,000m
  - Street width: 26m
  - Footpath width: 6-9m
  - Number of weekday pedestrians: 126,360
How do we fix it?

Seven key principles

01 An efficient transport spine
02 A pedestrian focused boulevard
03 A legible spine
04 An iconic street
05 A 24-hour street
06 Linking the city to the harbour
07 Connecting three great squares

Circular Quay
Bridge Street
Wynyard
Market Street
Town Hall
Liverpool Street
Hay Street

Central Station
Central Station
Town Hall Square
Town Hall Square

Seven key principles
This document sets out the design principles that will guide the detailed design of George Street. It outlines strategies and concepts for improving the public realm in concert with the State Government’s light rail project. The ideas and images in this document have been tested to ensure that the City’s $220 million investment is spent wisely and can achieve the public benefit that we strive for.
How we deliver on the vision __

Eight elements

01 Light Rail
02 Light Rail Stops
03 Paving
04 Trees
05 Furniture
06 Lighting
07 Art
08 The Edges