

















# PEER REVIEW CONCEPT

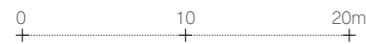
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# Peer Review Concept Design

1. New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
2. Relocate 1 no. existing car share parking space to Goulburn St.
3. Convert 13 no. existing unmarked 2-4P parking spaces on southern side of Goulburn St to 12 no. marked 2-4P parking spaces.
4. Transplant existing tree into planting bed provided by new kerb extension.
5. Existing planting retained.
6. New kerb extension as part of AECOM design.
7. Continuous footpath treatment and kerb extension at Little Oxford St.
8. Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).

## Legend

- |   |   |   |                               |
|---|---|---|-------------------------------|
|  | Upgraded Pedestrian Pavement                      |  | Proposed Tree                 |
|  | Existing Upgraded Pedestrian Pavement             |  | Existing Tree to be Retained  |
|  | Proposed Stamped Pavement                         |  | Existing Tree to be Relocated |
|  | Existing Brick Paving Retained                    | <b>Parking approach assessed on existing numbers</b>                                |                               |
|  | Proposed Activation Areas                         |  | Parking Balanced              |
|  | Existing Dining Zone to be Retained               |  | Parking Increased             |
|  | Existing Dining Zone to be Relocated to Kerb Side |  | Parking Decreased             |
|  | Landscape Planting                                |  | Car Share Parking             |
|  | Bus Stop  |   |                               |

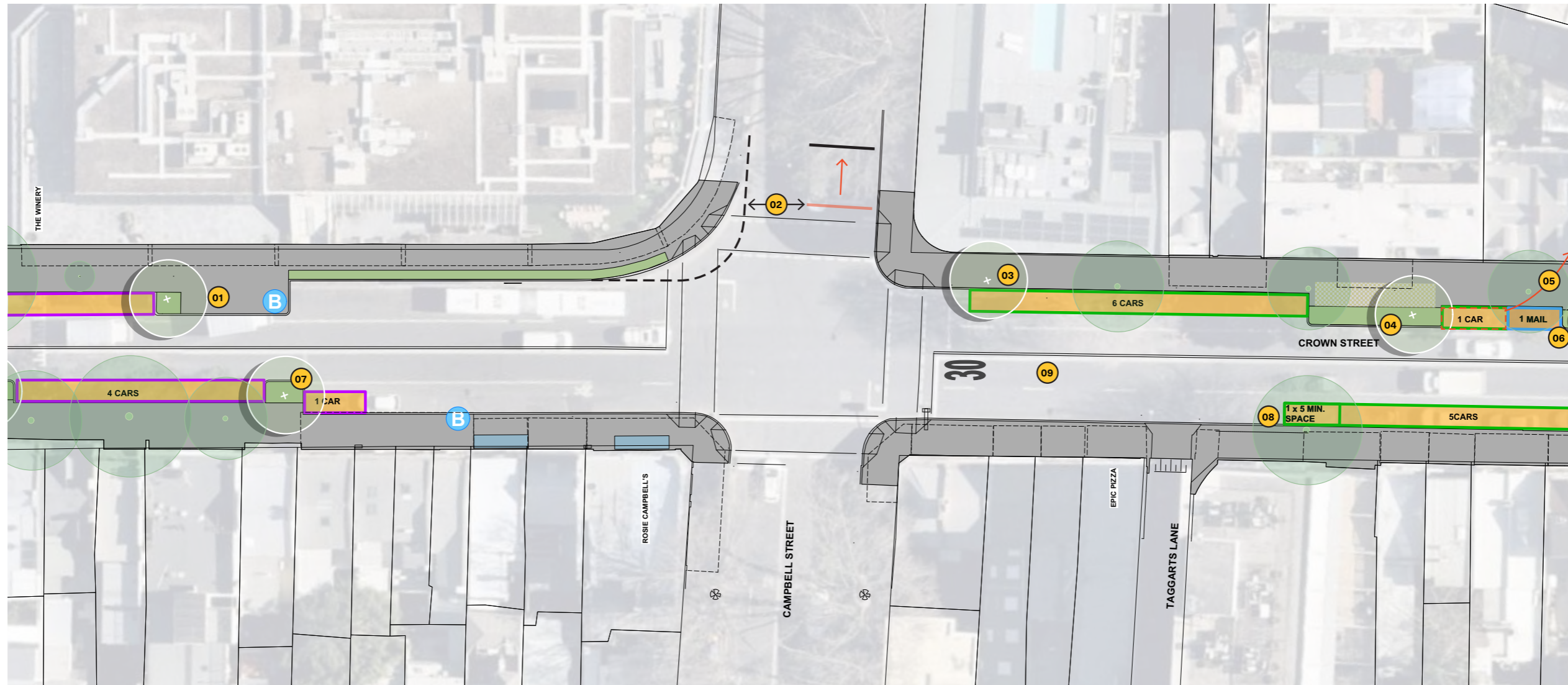


# Peer Review Concept Design

1. New kerb extension for in-lane bus stop to alleviate constrained footpath space where bus stop furniture is currently installed. New planting bed and street tree provided within kerb extension.
2. Explore potential for traffic stop line relocation on Campbell St to allow for kerb radius reduction without impeding vehicle turning movements.
3. New street tree in tree pit.
4. New kerb extension to create activation area with kerbside planting and additional street tree at existing commercial premises.
5. Relocate 1 no. existing car share parking space to Goulburn St (refer to next sheet for location of new car share space).
6. Existing mail parking space retained.
7. New street tree in kerb extension.
8. Convert existing no parking area to 1 no. 5 minute P line marked parking space.
9. Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).

## Legend

















	Upgraded Pedestrian Pavement		Proposed Tree
	Existing Upgraded Pedestrian Pavement		Existing Tree to be Retained
	Proposed Stamped Pavement		Existing Tree to be Relocated
	Existing Brick Paving Retained	<b>Parking approach assessed on existing numbers</b>	
	Proposed Activation Areas		Parking Balanced
	Existing Dining Zone to be Retained		Parking Increased
	Existing Dining Zone to be Relocated to Kerb Side		Parking Decreased
	Landscape Planting		Car Share Parking
	Bus Stop		

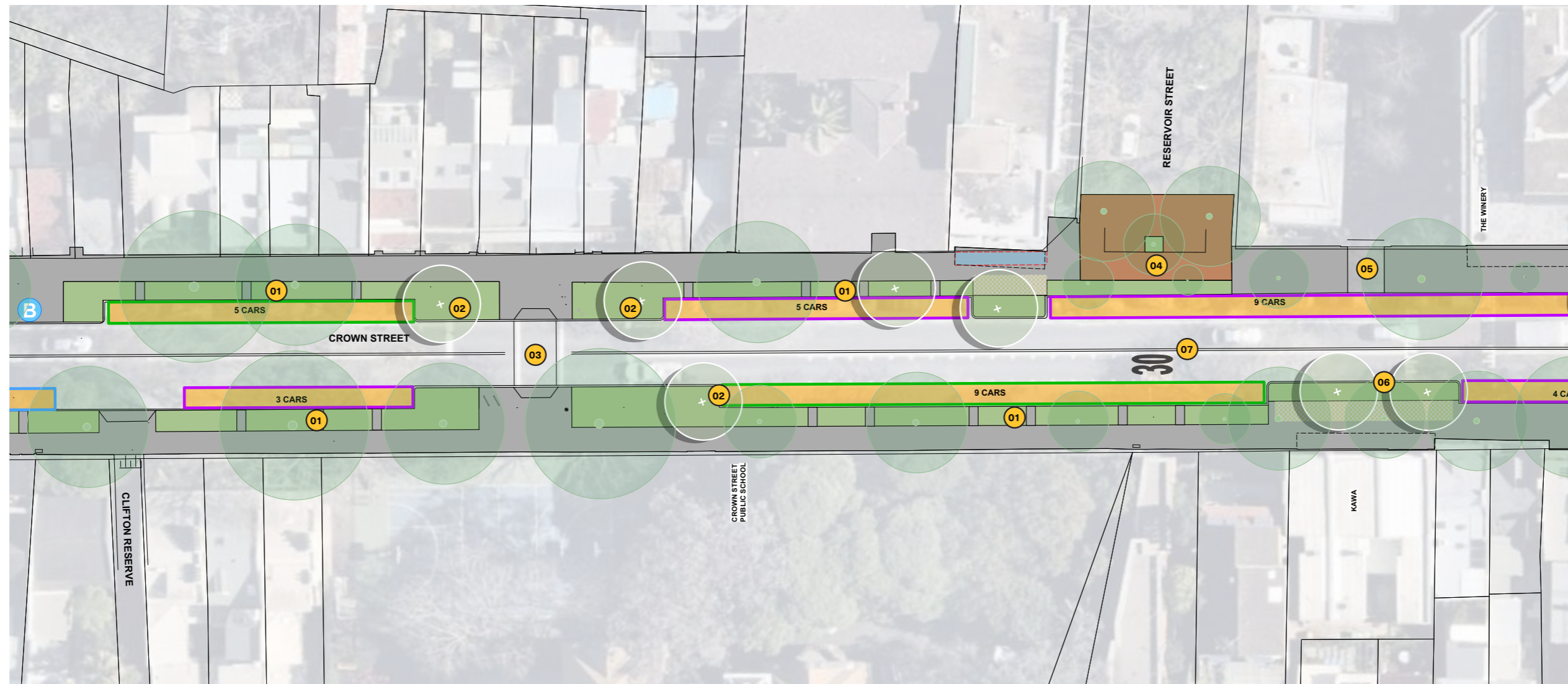


# Peer Review Concept Design

1. Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space. Continuous planting bed provided with intermittent pavements for access to parked vehicles.
2. New kerb extension with planting and street trees to provide additional canopy cover.
3. Existing signalised crossing retained in current location.
4. Existing brick paving to full width of Reservoir St lot boundary to be retained.
5. Existing heritage driveway retained.
6. New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
7. Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).

## Legend

- |   |   |   |                               |
|---|---|---|-------------------------------|
|  | Upgraded Pedestrian Pavement                      |  | Proposed Tree                 |
|  | Existing Upgraded Pedestrian Pavement             |  | Existing Tree to be Retained  |
|  | Proposed Stamped Pavement                         |  | Existing Tree to be Relocated |
|  | Existing Brick Paving Retained                    | <b>Parking approach assessed on existing numbers</b>                                |                               |
|  | Proposed Activation Areas                         |  | Parking Balanced              |
|  | Existing Dining Zone to be Retained               |  | Parking Increased             |
|  | Existing Dining Zone to be Relocated to Kerb Side |  | Parking Decreased             |
|  | Landscape Planting                                |  | Car Share Parking             |
|  | Bus Stop  |   |                               |

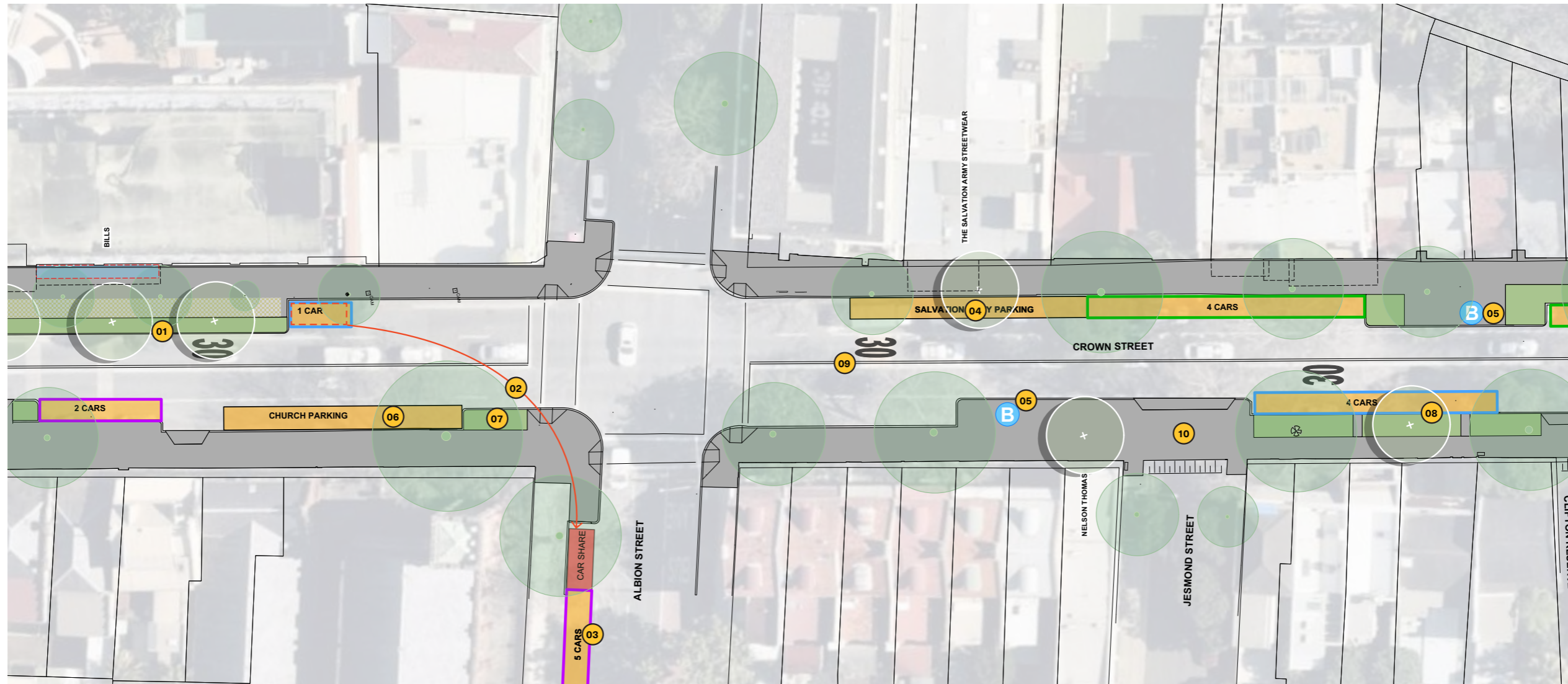


# Peer Review Concept Design

1. New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
2. 1x car share relocated to Albion St, replaced with 2P parking space.
3. Convert 6 no. existing unmarked 2P parking spaces on Albion St to 5 no. marked 2P parking spaces.
4. Existing Salvation Army parking area. Investigate opportunity to introduce Loading Zone and/or after-hours general parking (subject to further consultation).
5. New kerb extension for in-lane bus stop, 9m paving zone shown, to be reviewed at detailed design stage to consider user access requirements (subject to approval by TfNSW).
6. Existing signed church parking area. Investigate opportunity to introduce timed after-hours general parking (subject to further consultation).
7. Kerb extension to provide additional pedestrian paving and planting at intersection.
8. Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space. Continuous planting bed provided with intermittent pavements for access to parked vehicles.
9. Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).
10. Continuous footpath treatment and kerb extension at Jesmond St.

**Legend**

















	Upgraded Pedestrian Pavement		Proposed Tree
	Existing Upgraded Pedestrian Pavement		Existing Tree to be Retained
	Proposed Stamped Pavement		Existing Tree to be Relocated
	Existing Brick Paving Retained	<b>Parking approach assessed on existing numbers</b>	
	Proposed Activation Areas		Parking Balanced
	Existing Dining Zone to be Retained		Parking Increased
	Existing Dining Zone to be Relocated to Kerb Side		Parking Decreased
	Landscape Planting		Car Share Parking
	Bus Stop		

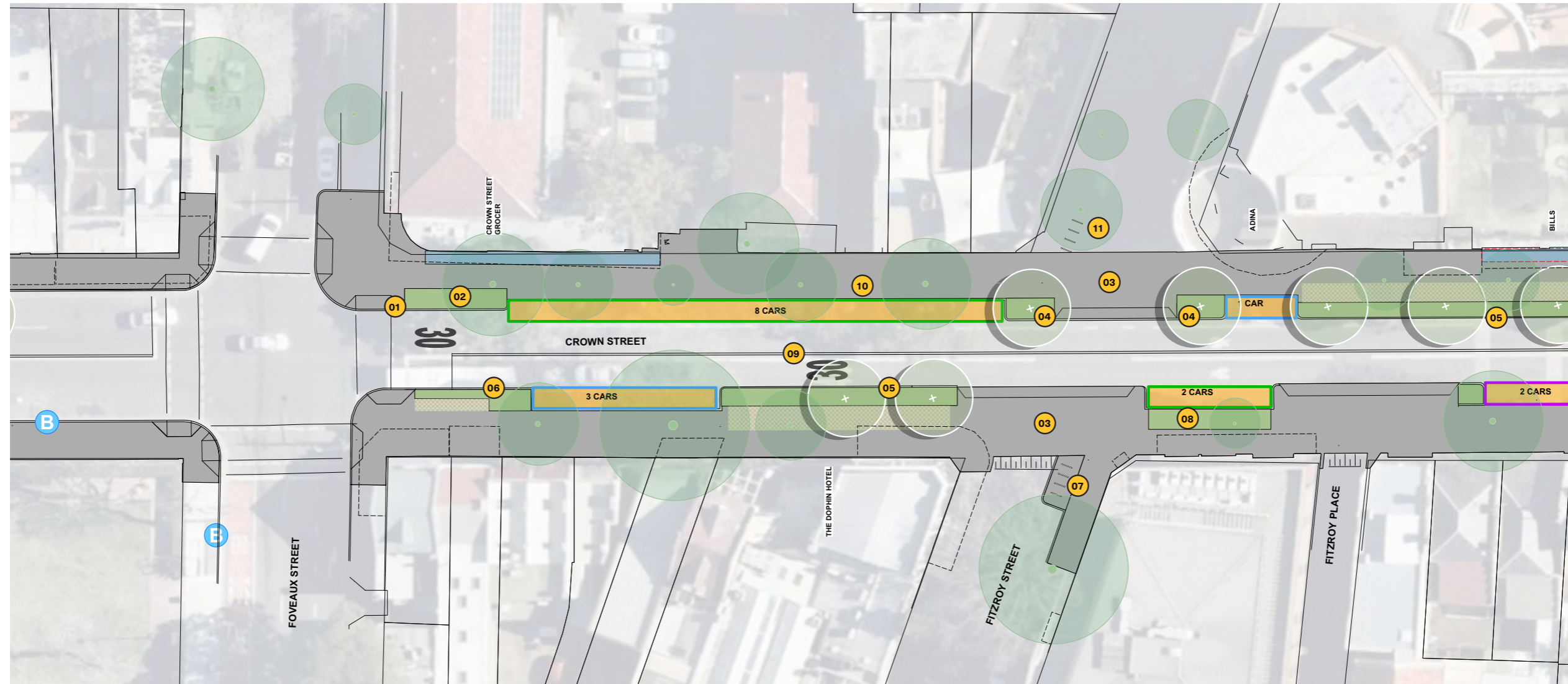


# Peer Review Concept Design

1. Kerb extension as per AECOM concept design.
2. Additional kerbside planting.
3. Continuous footpath treatment and kerb extension at Fitzroy St.
4. Kerb extension with new street tree planting.
5. New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
6. New kerb extension to provide additional pedestrian paving for activation and planting. Adjustment to signal operations to be investigated (subject to TfNSW approval).
7. Kerb extension to Fitzroy Street to provide additional space for new bike parking.
8. Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space.
9. Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).
10. Existing driveway removed as per current concept design.
11. Provide additional bike parking on Arthur St to offset removal/relocation of existing bike parking on Crown St.

## Legend

- |   |   |
|---|---|
|  Upgraded Pedestrian Pavement                      |  Proposed Tree                 |
|  Existing Upgraded Pedestrian Pavement             |  Existing Tree to be Retained  |
|  Proposed Stamped Pavement                         |  Existing Tree to be Relocated |
|  Existing Brick Paving Retained                    | <b>Parking approach assessed on existing numbers</b>  |
|  Proposed Activation Areas                         |  Parking Balanced              |
|  Existing Dining Zone to be Retained               |  Parking Increased             |
|  Existing Dining Zone to be Relocated to Kerb Side |  Parking Decreased             |
|  Landscape Planting                                |  Car Share Parking             |
|  Bus Stop  |   |

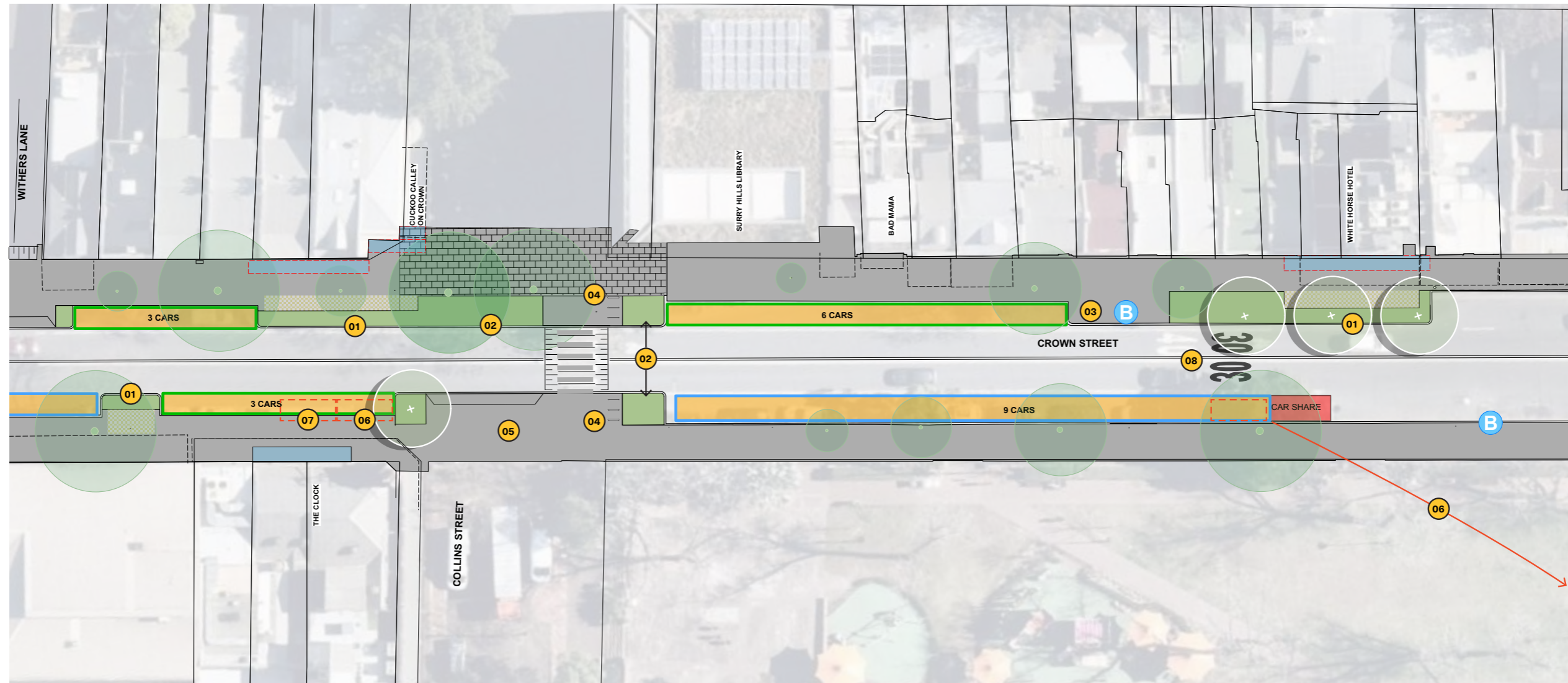


# Peer Review Concept Design

1. New kerb extension to create activation area with kerbside planting, and additional street trees at existing commercial premises.
2. New kerb extensions with additional planting (assess amenity and performance of raingarden application in main street with potential to replace with street planting consistent with approved planting palette).
3. New kerb extension for in-lane bus stop, 9m paving zone shown (to be reviewed at detailed design stage to consider user access requirements).
4. New bike parking a key arrival point to Crown St and point of dismount for cyclists approach via Crown St or Collins St.
5. Continuous footpath treatment and kerb extension at Collins St.
6. Relocate 2 no. existing car share parking spaces to Richards Ln.
7. Relocate 1 no. existing car share parking spaces to Arthur St.
8. Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).

## Legend

















- |  |   |  |                               |
|--|---|--|-------------------------------|
|  | Upgraded Pedestrian Pavement                      |  | Proposed Tree                 |
|  | Existing Upgraded Pedestrian Pavement             |  | Existing Tree to be Retained  |
|  | Proposed Stamped Pavement                         |  | Existing Tree to be Relocated |
|  | Existing Brick Paving Retained                    | <b>Parking approach assessed on existing numbers</b> |                               |
|  | Proposed Activation Areas                         |  | Parking Balanced              |
|  | Existing Dining Zone to be Retained               |  | Parking Increased             |
|  | Existing Dining Zone to be Relocated to Kerb Side |  | Parking Decreased             |
|  | Landscape Planting                                |  | Car Share Parking             |
|  | Bus Stop  |  |                               |

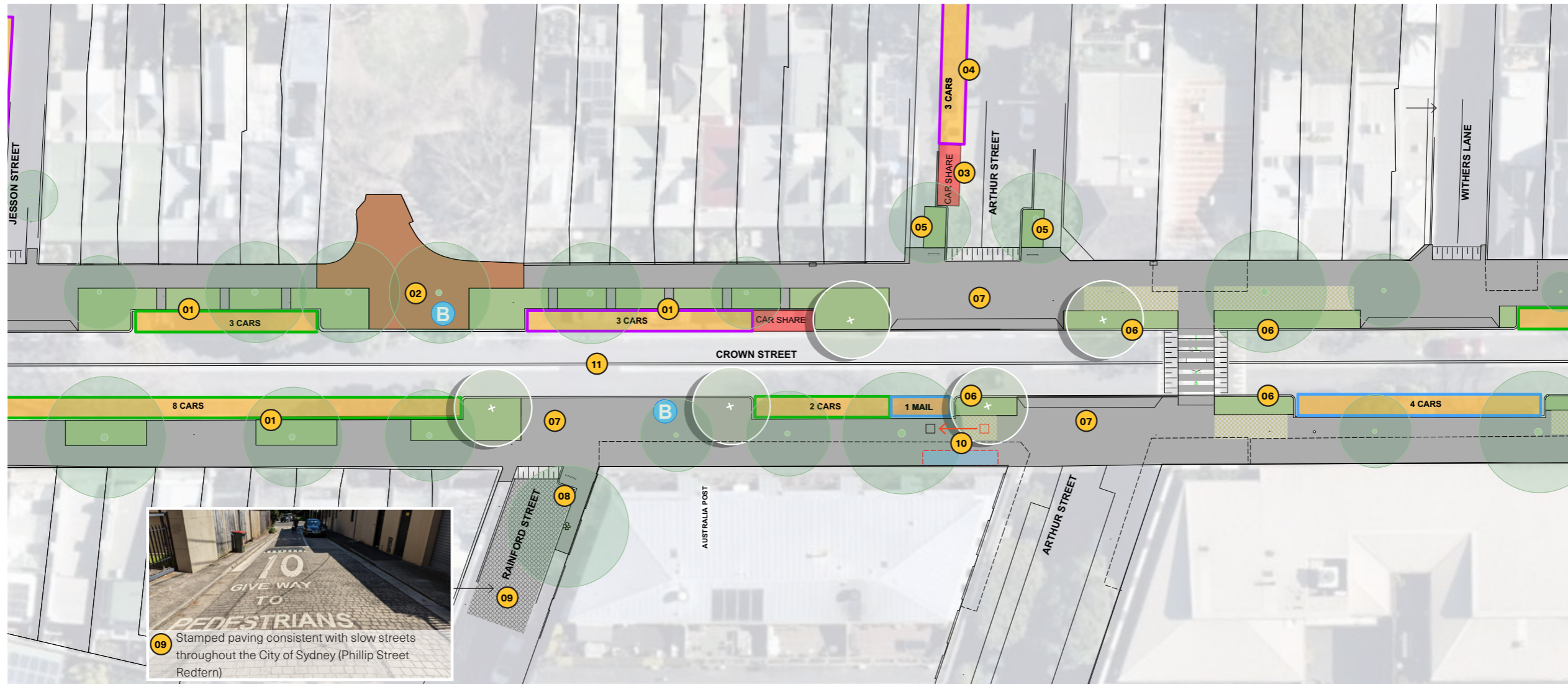


# Peer Review Concept Design

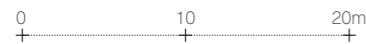
- Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space. Continuous planting bed provided with intermittent pavements for access to parked vehicles.
- Bus stop 'in the park' - in-lane bus stop located to align with Tudor St park, with existing brick paving to full width of Tudor St lot boundary to be retained.
- Relocate 1 no. existing car share parking space from outside The Clock Hotel to Arthur St.
- Convert 4 no. existing unmarked 2P parking spaces on Arthur St to 3 no. marked 2P parking spaces.
- Kerb extensions to Arthur St to provide additional space for planting and bike parking, and lane narrowing for traffic calming.
- New kerb extension to create activation area with kerbside planting, and additional street trees at existing commercial premises.
- Continuous footpath treatment and kerb extension where side streets.
- Kerb extension to Rainford St to provide additional space for new bike parking.
- New shared zone with stamped pavement to Rainford St, to be consistent with other typical City of Sydney laneway shared zones (subject to further investigation and TfNSW approval).
- Minor relocation of existing mail box to provide additional activation area.
- Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).

## Legend

- |   |   |   |                               |
|---|---|---|-------------------------------|
|  | Upgraded Pedestrian Pavement                      |  | Proposed Tree                 |
|  | Existing Upgraded Pedestrian Pavement             |  | Existing Tree to be Retained  |
|  | Proposed Stamped Pavement                         |  | Existing Tree to be Relocated |
|  | Existing Brick Paving Retained                    | <b>Parking approach assessed on existing numbers</b>                                |                               |
|  | Proposed Activation Areas                         |  | Parking Balanced              |
|  | Existing Dining Zone to be Retained               |  | Parking Increased             |
|  | Existing Dining Zone to be Relocated to Kerb Side |  | Parking Decreased             |
|  | Landscape Planting                                |  | Car Share Parking             |
|  | Bus Stop  |   |                               |



09 Stamped paving consistent with slow streets throughout the City of Sydney (Phillip Street Redfern)



















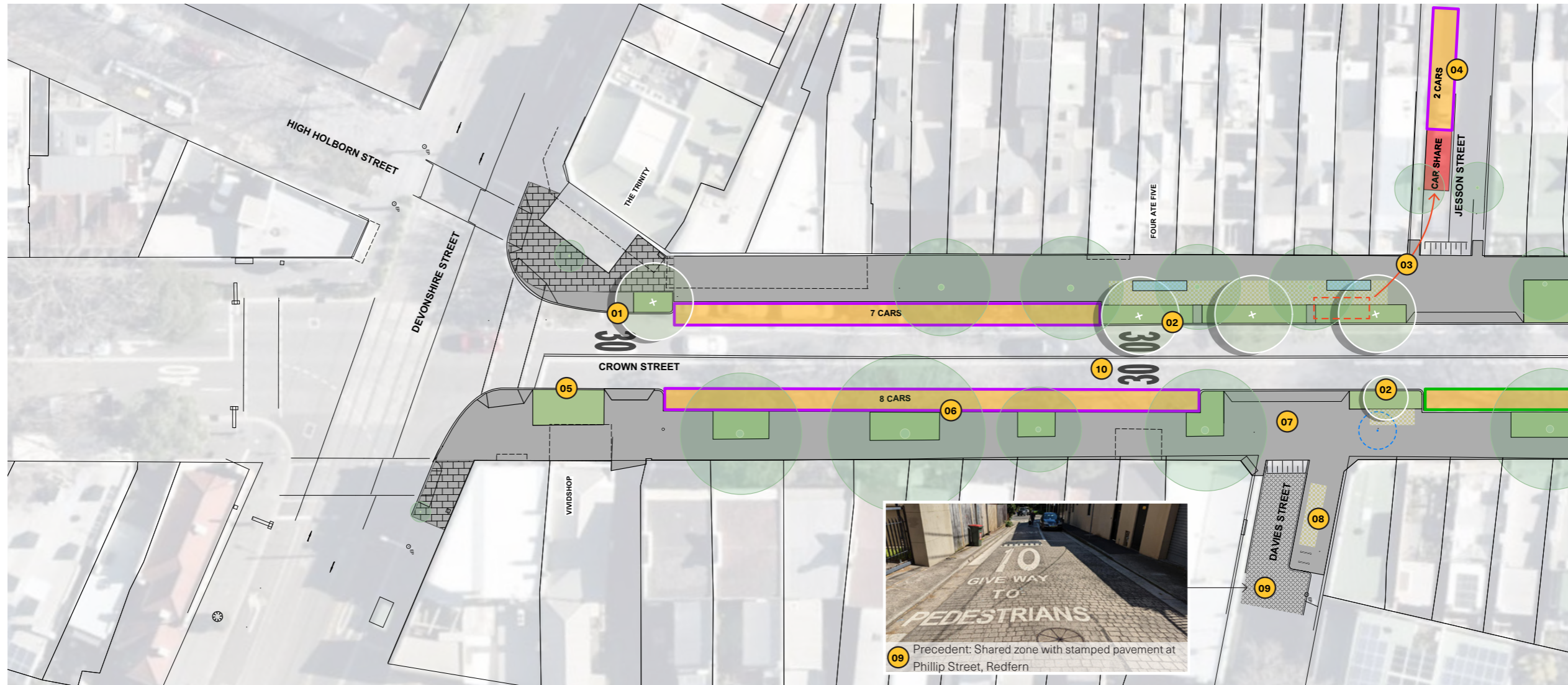


# Peer Review Concept Design

1. Kerb extension and new street tree as per AECOM concept design.
2. New kerb extension to create activation area with kerbside planting and additional street trees at existing commercial premises.
3. Relocate 1 no. existing car share parking space to Jesson St.
4. Convert 2-3 no. existing unmarked 2P parking spaces on Jesson St to 2 no. marked 2P parking spaces.
5. Kerb extension to provide additional pedestrian paving and planting at intersection, with operations to intersection to remain unchanged (subject to TfNSW approval).
6. Kerb alignment adjusted (to minimum compliant parking space width) to maximise footpath and planting space. Increased planting beds to base of existing trees.
7. Continuous footpath treatment and kerb extension at Davies St.
8. Kerb extension to Davies St to provide additional activation area and space for new bike parking.
9. New shared zone with stamped pavement to Davies St, to be consistent with other typical City of Sydney laneway shared zones (subject to further investigation and TfNSW approval).
10. Speed reduction to Crown Street to 30km/h (subject to TfNSW approval).

## Legend

- |   |   |   |                               |
|---|---|---|-------------------------------|
|  | Upgraded Pedestrian Pavement                      |  | Proposed Tree                 |
|  | Existing Upgraded Pedestrian Pavement             |  | Existing Tree to be Retained  |
|  | Proposed Stamped Pavement                         |  | Existing Tree to be Relocated |
|  | Existing Brick Paving Retained                    | <b>Parking approach assessed on existing numbers</b>                                |                               |
|  | Proposed Activation Areas                         |  | Parking Balanced              |
|  | Existing Dining Zone to be Retained               |  | Parking Increased             |
|  | Existing Dining Zone to be Relocated to Kerb Side |  | Parking Decreased             |
|  | Landscape Planting                                |  | Car Share Parking             |
|  | Bus Stop  |   |                               |



**EXISTING**



# PROPOSED PEER REVIEW CONCEPT

