



Placemaking NSW

The Rocks | Tallawoladah Women's Safety Strategy

Revised August 2025





Acknowledgement of Country

As Tallawoladah (The Rocks), Barangaroo and Tumbalong (Darling Harbour) precincts' custodians, Placemaking NSW recognises that it stands on Aboriginal land, the area we know as Sydney. We acknowledge the Gadigal People of the Eora Nation and their Elders as the Traditional Custodians of this area.

We advise this resource may contain images, or names of deceased persons in photographs or historical content.

It should be noted that the precinct names selected and applied for this document are known as *The Sydney Language*, named so for the purposes of Placemaking NSW's Reconciliation Action Plan. We acknowledge that there are numerous Aboriginal language place names, including Gadigal, Wangal, Cammeraygal and Dharawal, connected with these precincts.

The Rocks | Tallawoladah Women's Safety Strategy

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More information

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Chief Executive's Foreword

Creating safe, welcoming public spaces where women, girls and gender-diverse people feel comfortable and confident to explore is fundamental to building vibrant and inclusive cities. Everyone deserves to move through our cities freely and without fear, a principle that Placemaking NSW is deeply committed to as the agency responsible for The Rocks / Tallawoladah. This Strategy is an important step in ensuring that the voices, needs, and safety of women and girls is at the centre of how we design and manage public spaces.

Since the launch of The Rocks / Tallawoladah Women's Safety Strategy in 2024, Placemaking NSW has made meaningful progress. A number of key projects have been completed with more underway.

Importantly, we have continued to involve women and girls throughout the delivery of this Strategy, including guidance from Aboriginal women and girls and a further *walkshop* to gather feedback on the progress made to date. This approach reflects one of this Strategy's core objectives to involve women and girls in urban governance and the design of public spaces.

In the year since this Strategy was developed, Placemaking NSW has prepared a new Lighting Strategy and progressed a Wayfinding Strategy for The Rocks precinct. Significant upgrades have been completed, including the major refurbishment of Unwin's Courtyard, lighting upgrades to Nurses Walk, Foundation Park, and the iconic heritage façade of the Cleland Bond building on Playfair Street. Works are currently underway to improve access and lighting to Cumberland Place and Steps, while detailed designs are nearing completion for upgrades to Bethel Steps and the ASN Co Building façade lighting on George Street.

The impact of these projects can already be seen and felt, with women and girls reporting feeling more positive and safer when exploring The Rocks, particularly at night.

We are proud to release this updated version of the Strategy in August 2025 to incorporate feedback and lessons learned during the first year of project delivery.

Placemaking NSW remains deeply committed to the delivery of this Strategy and the ongoing involvement of women and girls in The Rocks precinct. Encouraging early feedback reinforces the core principle that by making The Rocks a safer place for women and girls, it becomes a safer place for *all*.

Anita Mitchell

Chief Executive | Placemaking NSW,
Crown Lands and Public Spaces
Department of Planning, Housing and Infrastructure

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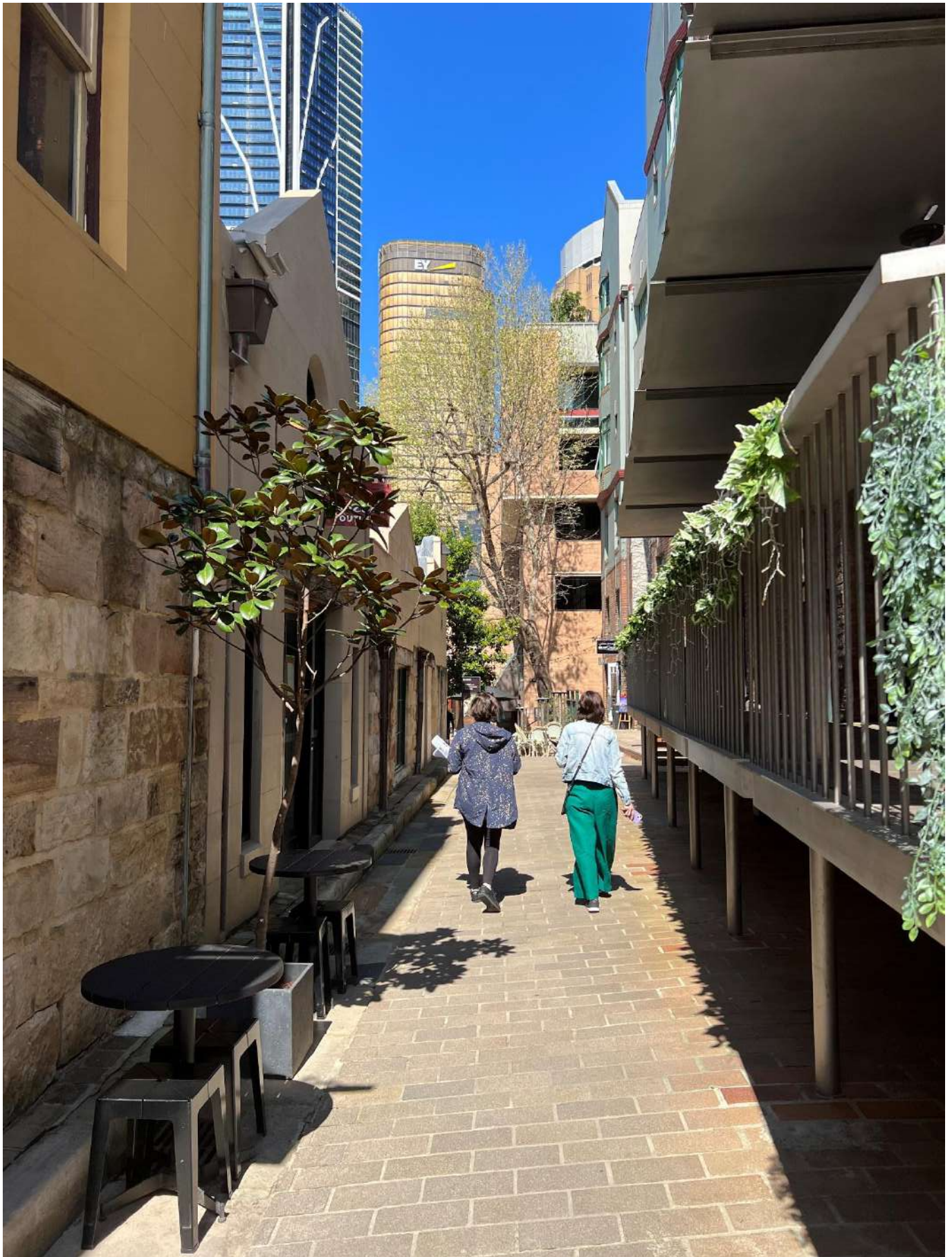


Figure 1: Co-design participants walking south along Nurses Walk

1

Executive Summary



Figure 2: The Rocks, looking north along George Street

The Rocks | Tallawoladah Women’s Safety Strategy provides an actionable framework to improve the enjoyment and engagement of women, girls and gender diverse people by enhancing their sense of belonging and improving perceptions of safety and access to public spaces in the precinct.

Placemaking NSW has the privilege of caring for and managing special Harbour Precincts including The Rocks. This Strategy focuses on and addresses perceptions of safety for women and girls in The Rocks, and as a matter of course, will make the precinct feel safer for everyone.

The Safer Cities program, an initiative of Transport for NSW, is investing \$30 million over two years to help improve perception safety in our cities and towns, particularly for women, girls and gender diverse people, as they move through and visit public spaces, including parks, transport hub precincts, streets and laneways. Transport for NSW is working collaboratively with delivery partners within the NSW Government and with 10 local Councils across NSW to trial interventions that will deliver the objectives of the program. The Rocks has been selected as a precinct to analyse and implement changes to achieve the objectives of the Safer Cities program.

Many women, girls, and gender diverse people, herein referred to as ‘women and girls’, do not feel safe in public spaces across Sydney. The Safer Cities program seeks to address this issue by facilitating research and trialling interventions in key locations.

This Strategy:

- sets out the background to the Safer Cities program
- establishes a unique project vision and objectives for The Rocks precinct
- summarises the collaborative approach to engaging with women and girls to understand the precinct’s challenges
- provides detailed site assessments and actionable recommendations to achieve the project objectives
- prioritises prevention strategies that create and maintain spaces where women and girls feel welcome and safe.

The Rocks is a distinctive and diverse precinct in the heart of Sydney, celebrated for its Aboriginal and environmental heritage, its intricate pattern of streets and laneways, and known for its lively night-time scene. Historically, the precinct has attracted more men than women due to its pub and bar offering. Placemaking NSW’s strategic focus on outdoor dining and improving the streetscape atmosphere has resulted in a demographic shift with more women and girls now visiting the precinct.

The overarching vision for this project is for The Rocks to evolve as a place where **all** people feel safe and confident to explore at all times of the day and night. By focusing on women and girls, we make the place feel safer for everyone.

Understanding the perspectives, needs and aspirations of women and girls and increasing their participation in the evolution of The Rocks is critical to achieving this vision. Importantly, this Strategy foregrounds safety and belonging for Aboriginal women and girls and in doing so recognises their unique experiences and roles in shaping the future of the precinct.

This Strategy is the result of a technical and data analysis, research and a co-design process of walkshops and workshops with women and girls, precinct stakeholders and a Project Working Group. This has all been combined with detailed assessments to create Action Plans for 10 sites in the Rocks precinct.

The technical analysis and co-design process found that:

- The heritage character of The Rocks both contributes to *and* detracts from perceptions of safety at certain locations within the precinct.
- Spaces need to have a clear and visible sense of purpose to feel safe.
- There are more positive perceptions of safety during the day than night.
- Things that contribute most greatly to perceptions of safety, and are therefore important to prioritise protect and enhance, include clear wayfinding and predictability, consistent lighting, activation and the precinct’s unique heritage character.
- Poor accessibility and excessive noise significantly decreases perceptions of safety.
- Insights need to be time and place specific to be most useful in prioritising safety upgrades.
- It is important to continue involving women and girls in the evolution of the precinct through co-design and engagement.

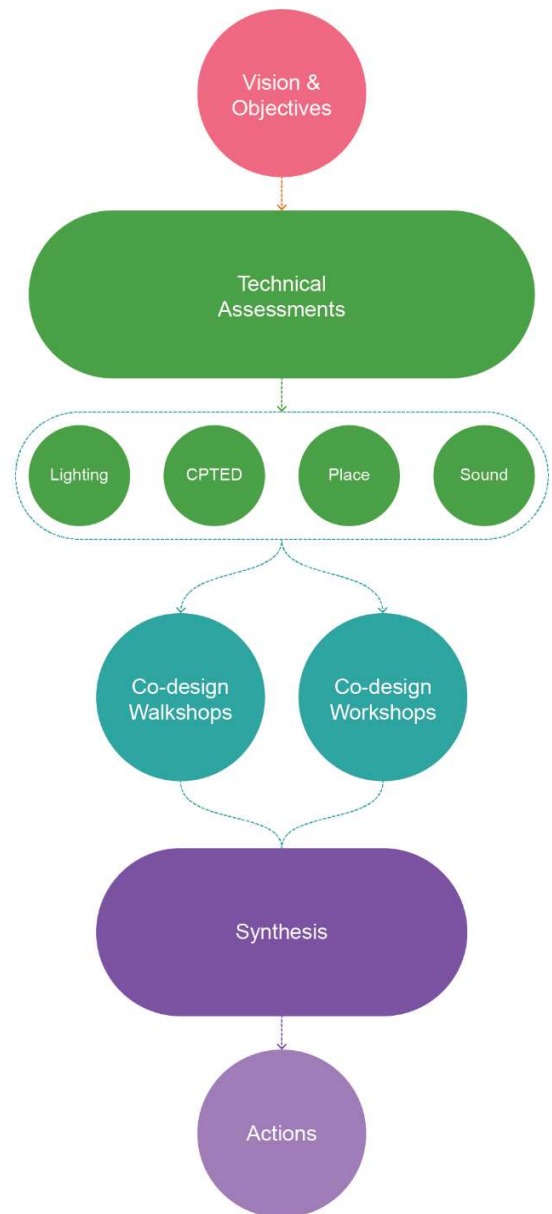


Figure 3: Co-design process and technical assessments

Key insights from the analysis, co-design process and technical assessments have been synthesised to identify a range of actions that contribute to improving real safety, perceived safety, and the ability of women and girls to move freely when alone in The Rocks.

This Strategy functions as a guiding document for all future development, upgrades and activities that occur within The Rocks. All public and private sector parties undertaking projects in The Rocks will be encouraged to deliver the actions identified in this Strategy to ensure they contribute to increasing women and girls' feeling of safety and access to public spaces.



Figure 4: Walking down to Circular Quay West

2

Introduction



Figure 5: Nurses Walk



Figure 6: Dawes Point Park (Tara) South

The Rocks | Tallawoladah (The Rocks) is a distinctive and diverse precinct in the heart of Sydney, exemplified by its physical form as well as its dynamic community. It features a vibrant tourist profile, retail and cultural offerings, dining, recreation spaces and a lively night-time scene centred around food and beverage premises.

The precinct is steeped in a heritage context that is celebrated through architecture, tours, interpretation, and museum displays. The character of The Rocks is not a nostalgic pastiche, but rather a living and changing Australian place that bears unique marks of history and topography, including its Aboriginal and environmental heritage.

There is an opportunity to identify and implement a series of actions to make The Rocks precinct more appealing and accessible to women and girls of all ages, abilities, identities and socio-cultural backgrounds to elevate it as an exemplar of inclusive placemaking.

Historically, The Rocks has attracted more men than women to its pubs and bars. The introduction of outdoor dining and the strategic decision to increase the focus on improving streetscapes and increasing arts and culture in the precinct has resulted in a change in demographic with tenants reporting more and younger women attending venues in the area. This shift has prompted a renewed focus on preventing anti-social behaviour and providing a place that is safe for all people.

A statistical analysis of the past three years from the NSW Police (Sydney City Police Area Command)¹ revealed that the majority of reported incidents including assault, spiking of food and drink, and sexual offenses occurred in and around licensed premises. Notably the majority of victims (71%) were male. However, there were reported incidents of drink spiking and women reporting sexual harassment in and around public transport hubs.

¹ Intelligence Briefing, Sydney City Intelligence Unit, Sydney City Police Area Command, by Sergeant Roland Higgerson, 2023

This highlights the need to continue to work with licenced venues that have their own security with the focus on increasing broader precinct safety that will benefit both men and women.

A survey conducted in 2022 by Plan International Australia of approximately 500 women across Australia revealed that one in five Australian women aged 18-24 feel less safe being alone at night in public spaces now than before the COVID-19 pandemic.

An improvement to the safety, mobility and experience of the precinct for women and girls will support the NSW Government priority of bringing life and vibrancy back to Sydney and boosting our night time economy. It will also support the successful positioning of the precinct in anticipation of future demographic changes with the return of tourism and the increase of residents living in adjacent areas.



Figure 7: Walkshop with women and girls



Figure 8: Workshop with women and girls

Placemaking NSW, in collaboration with Arup, have prepared The Rocks | Tallawoladah Women’s Safety Strategy (this Strategy) as part of the Safer Cities program. This Strategy has been built on a technical analysis and co-design process that places women and girls at its core and aims to:

1. Improve safety outcomes, perceptions of safety, and the ability of women and girls to move freely in The Rocks.
2. Empower a diverse range of women and girls to influence urban development and governance by providing them with professional knowledge, tools, and experience.
3. Revitalise The Rocks as an inviting and engaging destination for women and girls and make it a location that women and girls feel confident to explore.
4. Implement actions that improve safety outcomes in a meaningful and enduring manner that celebrates the heritage character and unique built environment of the precinct.

To achieve this, Placemaking NSW and Arup have undertaken a robust co-design process with women and girls and precinct stakeholders including daytime and night-time *walkshops* and workshops in The Rocks. This has been complemented by detailed technical assessments of 10 sites in The Rocks which considers safety performance from a lighting, Crime Prevention Through Environmental Design (CPTED), place and soundscape perspective.



Figure 9: Outdoor dining on George Street, The Rocks

The outcomes of the co-design process and technical assessments have been synthesised to identify a range of actions that contribute to the sense of safety and the ability of women and girls to move freely when alone in The Rocks.

Delivering the actions identified in this Strategy will inherently make The Rocks a safer place for all people.



Figure 10: Nurses Walk, near Sargent's Arch

3

Background and Context

3.1 Safer Cities program

The Safer Cities program is a \$30 million initiative led by Transport for NSW to improve perception of safety in our cities and towns, particularly for women and girls. The program, running from 2022 to 2024, has been established to research, develop, pilot and refine innovative and evidence-driven strategies aimed at improving perception of safety for women and girls across NSW.

At the heart of this process is engagement with women and girls to understand experiences and perceptions of safety across key sites such as transport nodes, public spaces including parks, streets and laneways.

The challenge that this program is seeking to address is the high proportion of women who do not feel safe walking alone at night within the area they live: 40% compared to 17% of men.²

As part of the Safer Cities program, Transport for NSW conducted a survey seeking community input to better understand the concerns and experiences that affect the community’s sense of safety in and around public spaces across NSW. The survey found that:

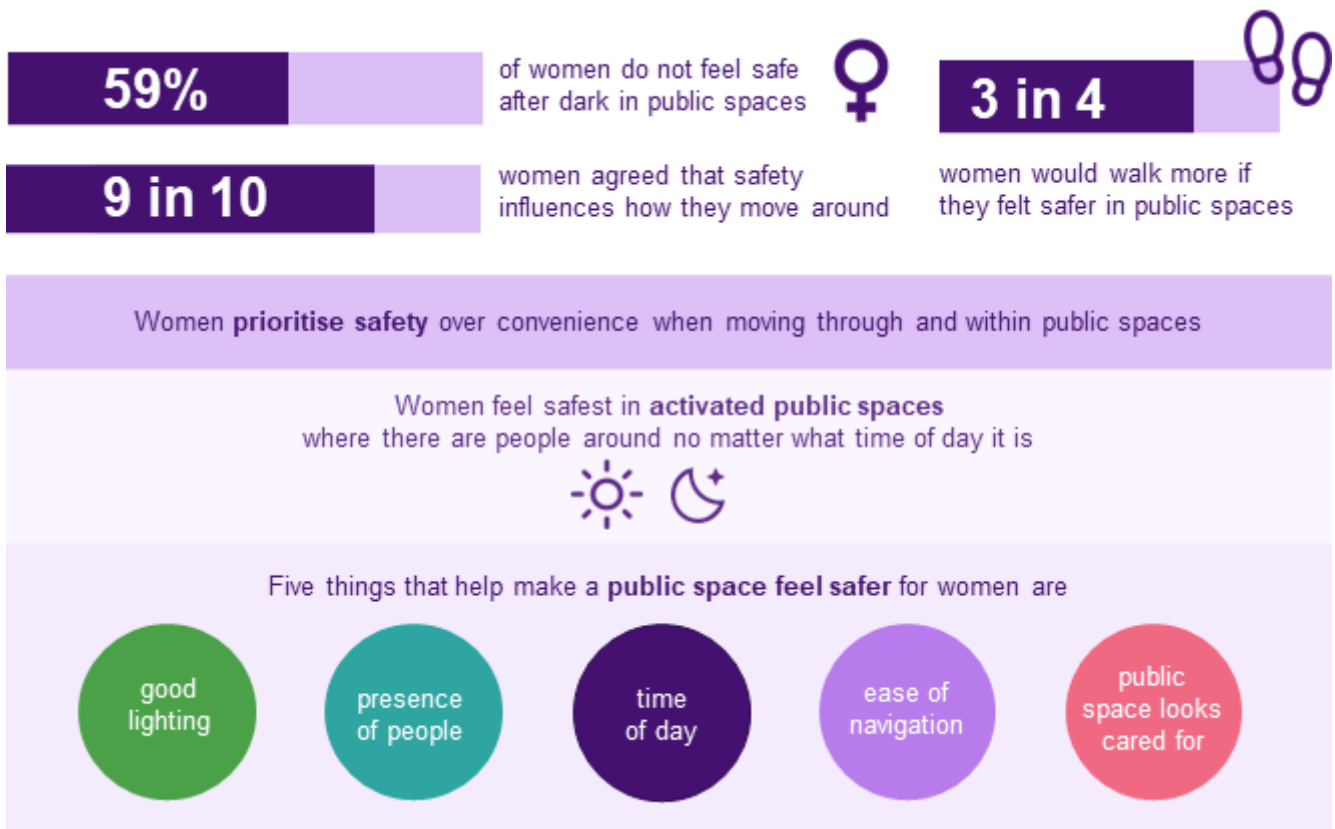


Figure 11: Safer Cities program survey findings, Transport for NSW

² *Everyday Sexism*, The Australia Institute, 2015



Figure 12: “Saltwater Country” artwork by Graham Toomey and GAS in Kendall Lane



Figure 13: Playfair Street

Reporting from Plan International also reveals that this issue is of particular concern in Sydney:



Figure 14: Perceptions of safety and impacts to mobility, Plan International

Plan International has also found that 19% of women feel more unsafe in public areas following the COVID-19 pandemic. Safe and reliable walkability is a key component of access to education, employment, goods, services and community spaces more generally. Ensuring this walkability for women is a critical aspect of equitable access to these opportunities.

The Rocks has been selected as a key precinct to trial interventions that will deliver the objectives of the Safer Cities program.

3.2 The Rocks | Tallawoladah



Figure 15: Suez Canal



Figure 16: Argyle Cut underpass on Argyle Street

Located on the southern shore of Sydney Harbour, and known as Tallawoladah and Tara in local Aboriginal language, The Rocks is a place of exceptional cultural significance to the people of Sydney, New South Wales and Australia.

Extending from Grosvenor Street to the south through to Dawes Point to the north, The Rocks precinct is bound to the west by the Cahill Expressway / Western Distributor and Circular Quay to the east. It is the place of early contact between the First Fleet and the Gadi people and it is the site of the earliest structures of the colony and the community. Within its buildings and its landscape are untold stories of generations of people.

It is a place that is inherently connected to the past, and it is this connection to people, stories, culture, and histories that makes it special.

Women and girls have always lived in this area and their unique contributions are recognised today. Many historic photos show children playing in the streets and laneways of The Rocks, reflecting the daily lives of families. The stories of The Rocks reveal the perseverance, resilience and enterprise displayed by women and represent the area's continually evolving role as a place for women and girls.



Figure 17: The Rocks | Tallawoladah precinct in Sydney, New South Wales, Nearmap imagery © 2023.



Figure 18: Families in The Rocks, 1901, Bertie Collection, PMNSW Archives



Figure 19: Harrington Lane, 1901, Bertie Collection, PMNSW Archives

The heritage and archaeological significance of The Rocks has made it a unique place of discovery attracting millions of visitors every year and its character and stories are key reasons people and businesses are drawn to the precinct.

The Rocks is located between the significant sites of the Sydney Opera House and the Sydney Harbour Bridge. It is visually characterised by a shop-lined high street with an intricate pattern of corner shops and local pubs, by the pattern and scale of waterfront warehouse buildings, and by fine-grain smaller spaces. The high levels of heritage importance and naturally steep topography present significant accessibility challenges to visitors wishing to explore the precinct.

The Rocks is subject to Conservation Management Plans that support the ongoing protection and maintenance of heritage items across the precinct. These will need to be considered as part of any future works to improve the perception of safety for women and girls.



Figure 20: George Street c1897-8, Mitchell Library, State Library of NSW



Figure 21: George Street c1897-8, Mitchell Library, State Library of NSW

Today, The Rocks is characterised by several unique qualities including:

- Framed vistas of the Sydney Harbour Bridge and World Heritage listed Sydney Opera House
- Topography of north / south sandstone escarpments
- A collection of heritage buildings mostly constructed between the 1830s and 1880s, reflecting Georgian and Victorian architectural styles
- Intimate walkways and courtyards
- Historic streetscapes, scenic parks and promenades with views of Sydney Harbour
- Outdoor dining and a vibrant night-time economy
- Curious places to shop and explore
- Cultural events, markets and festivals.

The atmosphere of The Rocks varies greatly from day to night, weekday to weekend and in different areas. This can have a varying impact on the feeling of safety for women, girls and gender-diverse people.

The Rocks is a vibrant destination for days and nights out. The area has historically attracted more men than women, however with a recent focus on outdoor dining, arts and cultural programming more and younger women have begun to visit The Rocks.

People who identify as women now account for 51% of visitors to The Rocks. The precinct's vibrant atmosphere, attractions and cultural activities are the key drivers attracting women and girls to the area³.

As visitor demographics continue to evolve, it is vital that proactive steps are taken to ensure The Rocks is a safe and inclusive place for all locals and visitors. This Strategy considers the diversity of experiences across The Rocks.

The Rocks Safety Data

The Sydney City Police Area Command provided a statistical analysis of serious violent offences in The Rocks and Millers point for financial years 2020, 2021, and 2022. The analysis looked at the incidents of assault, wounding, spiking of drink/food, and sexual offence.

The majority of incidents (88% of all incidents) were actual bodily harm by offenders unknown to the victim (60%). The data also showed that the majority of all victims were male (71%). Licensed premises were the most frequent location for incidents (42%) followed by public spaces (32%). The majority of victims of bodily harm (62%) and drink/food spiking (34%) were female. There were two recorded incidences of sexual assault that were recorded as transit related, that is, in and around public transport hubs.

Weekends in the warmer months, at night, were the most common time for incidents to occur.

This Strategy recognises that by taking action to improve the safety of women and girls, The Rocks will inherently become a safer place for *all* people.

³ PMNSW Brand and Precinct Research Report, Ernst & Young, 2023

3.3 Key Lessons Shaping Women's Safety

In addition to the Safer Cities program, there are substantial and growing bodies of work related to women and girls' experiences of safety in other precincts, cities, and countries.

These were analysed with at the beginning of the project through a literature review, with their principles and takeaways forming an initial contextual understanding of the relationship women and girls' have with public spaces. Resources were selected for appropriateness and relevance according to similarity with The Rocks precinct and the Australian context.

There were several key Australian resources that were examined as part of the initial literature review, with priority given to Sydney-based resources. These included:

- Committee for Sydney, Monash University and XYX Lab: *Safety after dark: Creating a city for women living and working in Sydney*, 2019
- Plan International: *Free to Be: Sydney City*, 2018
- Plan International: *Unsafe in the City: The Everyday Experiences of Girls and Young Women*, 2018
- The Conversation: *More lighting alone does not create safer cities. Look at what research with young women tells us*, 2019.

While this project relates to women and girls within the Australian context, research and inputs from other parts of the world also play a vital role in highlighting key challenges that women and girls face globally. For this purpose, some important international resources were:

- Arup Cities Alive: *Designing cities that work for women*, 2022
- Bloomberg: *Teen Girls Need Better Public Spaces to Hang Out*, 2021
- Journal of Transport and Land Use: *Gendered walkability: Building a daytime walkability index for women*, 2019
- Journal of Urban Affairs: *Gender, Urban Space, and the Right to Everyday Life*, 2017
- Leading Cities: *Walk with Women: Gendered Perceptions of Safety in Urban Spaces*, 2021
- Plan International: *Not Really Safe for Us Girls*, 2020
- UN-Habitat: *Her City*, 2021
- UN-Habitat: *Women's Safety Audits: What Works and Where?*, 2019.

The outcome of this literature review was a set of initial insights about how women and girls express their experience of public spaces. These can be summarised in five main points:

1. **Safety is a prerequisite for walkability**
Fear of violence – and in particular fear of sexual assault – is a key driver for actions taken by women and girls and whether/how they move through spaces.
2. **Women and girls take a risk-based approach to mapping their journeys through public spaces**
Actively or passively, this risk-based framework underpins route selection, and any number of individual and cumulative variables can influence these perceptions of risk.
3. **Safe activation is vital**
Women and girls view the consistent presence of other people that can be relied on in the event of an incident as the single most important aspect related to their willingness to utilise a space. Varied demographics of people performing a range of activities are also ideal for increasing perceptions of safety.

4. Cultural attitudes are also of key concern for women and girls

While the implementation of design changes is of critical importance, it should be noted that such improvements do not directly impact on cultural attitudes surrounding women and girls in society. Women and girls consistently expressed the desire to improve these cultural attitudes, as they directly relate to the ways in which women and girls are treated.

5. Sites need to cater to a range of needs and intersectional identities

Women and girls value the ability of precincts and sites to meet their needs across various user identities, for example, as commuters, sightseers, shoppers, mothers or caretakers, workers, pet owners, active people, or elderly people.

3.4 Supporting Safety and Equity for Aboriginal and Torres Strait Island Women and Girls

This Strategy aligns with broader global movements and strengthens national and state efforts to create a safer and more equitable future for Aboriginal and Torres Strait Islander women and girls.



Figure 22: Aboriginal women and girls workshop

PMNSW recognises the disproportionately high rates of discrimination and violence that Aboriginal and Torres Strait Islander women and girls experience⁴ and views this Strategy as a tool to help address this inequity within the improvement of the perception of safety in The Rocks

This Strategy is underpinned by PMNSW’s *Reconciliation Action Plan* and its vision to create places where the world’s oldest continuing living cultures, Aboriginal and Torres Strait Islander Cultures, continue to thrive. It is shaped by insights shared by Aboriginal women and girls and is an important part of PMNSW’s reconciliation journey.

The proactive actions of this Strategy align with the Commonwealth Government’s 2023 strategy *Aboriginal and Torres Strait Islander Action Plan to End Violence Against Women (2022-2032)*, supporting its goal to reduce all forms of violence against Aboriginal and Torres Strait Islander women and girls by at least 50% by 2031.

This Strategy supports PMNSW’s commitment to reconciliation by:

- Prioritising engagement with Aboriginal women and girls in the early stages of planning and design projects in The Rocks, providing an opportunity for Local Cultural knowledges to shape the evolution of the precinct.
- Focusing on preventative actions, using design to create welcoming and equitable places where Aboriginal women and girls feel welcome and safe.
- Including actions to better recognise and celebrate the historical and ongoing contributions of Aboriginal women and girls in The Rocks.

⁴ *National Plan to End Violence against Women and Children 2022 – 2032 (Australian Government Department of Social Services)*

4

Vision and Objectives

The overarching vision for this project is for The Rocks to evolve as a place where women and girls feel safe and confident to explore at all times of the day and night.

To enable this vision, this Strategy identifies two primary objectives:



Figure 23: Objectives for the Women's Safety Strategy

These objectives were identified with stakeholders at the Project Definition Workshop and are associated with a series of short-term, medium-term, and long-term outcomes:

Short-term

- Women and girls feel safe when walking and spending time in The Rocks
- Women and girls feel The Rocks is a welcoming and inclusive destination
- Women and girls feel like they have been heard, contributed and have ownership
- A reduction in incident reports and reports of antisocial behaviour has been achieved
- A sense of inclusivity has been achieved through designed elements and operational changes.

Medium-term

- Women and girls enjoy and return to The Rocks as a place of respite, learning and exploration that goes beyond a single event
- The insights and learnings from studying The Rocks are used to inform other programs throughout NSW aimed at making walking trips safer for women and girls
- An environment that fosters the enjoyment and engagement of women and girls exists in the precinct
- Improvements have been made to safety and visibility across the precinct, including lighting and smart technology.

Long-term

- Women and girls feel a sense of belonging and connection to The Rocks
- The safety and access of women and girls to public spaces has increased
- The active and meaningful participation of women and girls in urban development and governance has increased
- The ability of women and girls to move freely and alone in the city has increased.

⁵ *Safer Cities program*, Transport for NSW

5

Approach

5.1 A Collaborative Effort

Creating safer places and cities for women and girls requires a collaborative effort underpinned by a detailed assessment of the site characteristics.

The Rocks is a celebrated heritage precinct with a unique character that continues to evolve as visitor demographics and place experiences change. Enhancing safety and mobility for women and girls in The Rocks requires more than simply meeting minimum design standards.

Understanding the perspectives, needs and aspirations of women and girls and increasing their participation in the evolution of The Rocks is critical to enhancing safety and mobility outcomes. It is also vital that those with a role in designing and maintaining the precinct understand its technical performance to guide future decision making.

This Strategy is the result of deep engagement with women and girls, precinct stakeholders and a Project Working Group, combined with detailed technical assessments. This evidence base provides the foundation from which the project vision, objectives and actions are derived and was gathered through:

- **A comprehensive co-design approach** with women and girls as well as precinct stakeholders
- **Multidisciplinary technical assessments** undertaken by urban design and place, and technical specialists for lighting, Crime Prevention Through Environmental Design (CPTED), place and soundscape.

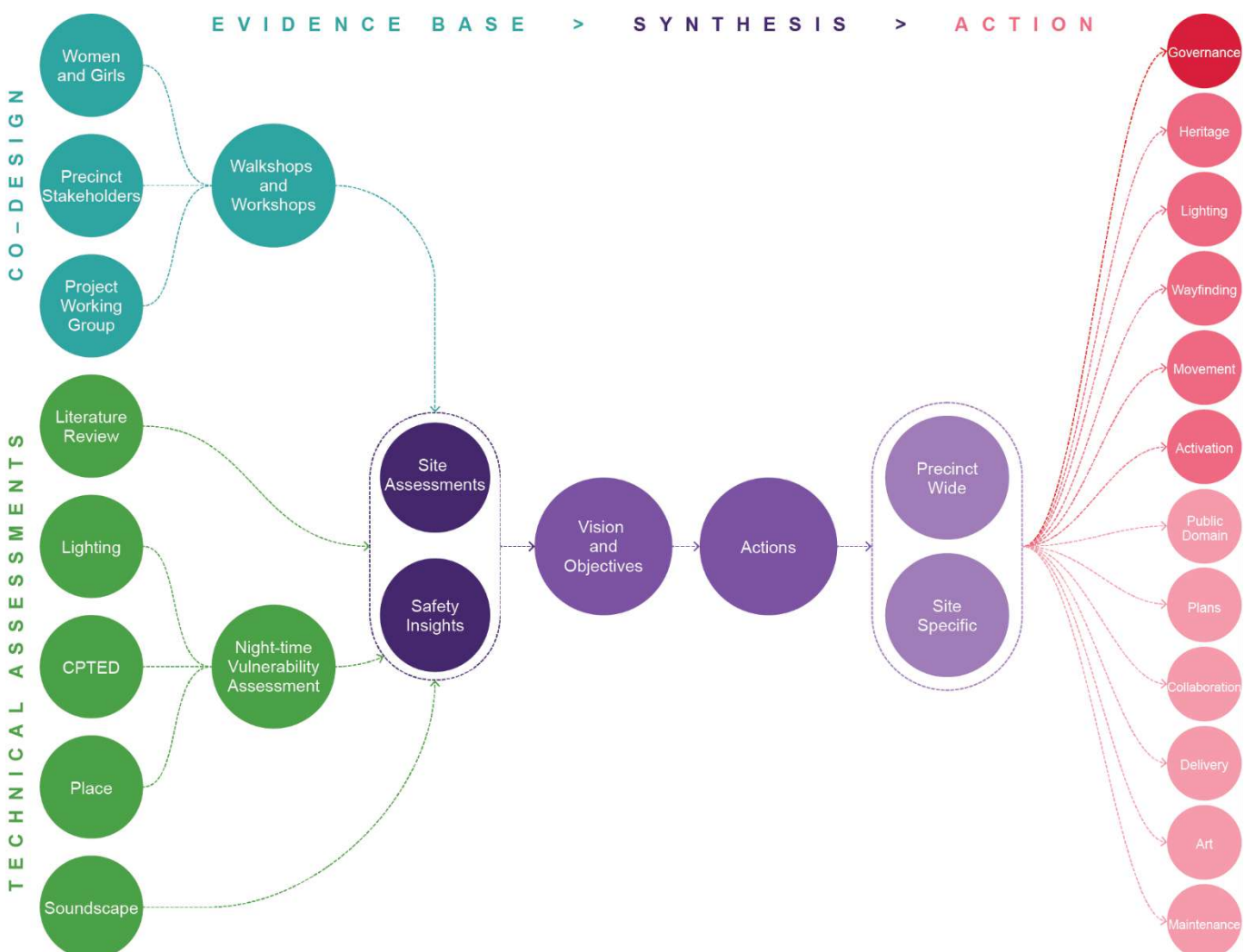


Figure 24: Overview of approach to developing the Strategy

5.2 A Strategy for Women *by* Women



Figure 25: Co-design walkshop with women and girls



Figure 26: Co-design workshop with women and girls

Co-design is the approach of actively involving stakeholders in the design process. A successful co-design process is one that brings together a diverse group of stakeholders in an inclusive environment that fosters engagement to maximise outcomes.

For this project, co-design involved women, girls and gender diverse people, precinct stakeholders and a Project Working Group as equal collaborators to develop design and operational initiatives to improve safety in The Rocks.

Co-design principles

The following principles guided the co-design process:

- **All voices are equal and listened to**
All co-design activities were thoughtfully developed to ensure diverse voices were heard and understood.
- **All knowledge is valued**
There is no hierarchy of knowledge such as ‘technical’ versus ‘non-technical’ knowledge.
- **Knowledge is built upon through the process**
The sharing of knowledge builds the capacity of stakeholders to participate actively in future decision-making.
- **A safe and trusting space**
Eliciting tacit knowledge and building buy-in requires a safe and trusting space.
- **Boundaries of decision-making are clear**
The parameters, boundaries and non-negotiables that guide decision-making are clear from the outset.
- **Plain language is used over technical language**
Information and knowledge are shared simply without reliance on industry jargon or technical terms.

Stakeholder selection

For co-design to be effective, it is important to identify and engage with an appropriate set of co-design stakeholders. A high level understanding of stakeholder organisations was developed during the inception phase through a mapping exercise to identify and categorise those stakeholders with an interest in and influence over the safety of women and girls in The Rocks and, through this mapping, identify strategies for their ongoing participation in the project.

There are three sets of stakeholders identified for this project:

Stakeholder group	Representatives
<p>Women, girls and gender diverse people Women, girls and gender diverse people who have direct experience walking through The Rocks during the daytime and night-time.</p>	<p>A cohort of women, girls, non-binary and transgender people of diverse age, mobility, and cultural and linguistic backgrounds, including Aboriginal women and girls.</p>
<p>Precinct stakeholders The representatives of organisations who have an interest in and influence over the safety of women and girls in The Rocks.</p>	<p>Representatives from commercial tenants, government tenants, property industry and emergency services located in The Rocks.</p>
<p>Project Working Group (PWG) Those with a legislative responsibility for the ongoing care and management of The Rocks.</p>	<p>Representatives from across Placemaking NSW including asset management, safety and security, heritage, design and place.</p>

Table 1: Stakeholder groups

These three stakeholder groups were identified as those with the highest level of interest and influence over safety outcomes for women and girls in The Rocks.

Identifying stakeholder groups early in the project ensured that a targeted yet diverse group of people were involved to successfully co-design the Strategy.

Co-design process

The women and girls, precinct stakeholders and PWG worked collaboratively to understand the key safety challenges women and girls experience in The Rocks and identify initiatives to create a safer and more welcoming precinct.

A number of *walkshops* and workshops were undertaken to identify attitudes and perceptions of safety, share knowledge between the stakeholder groups, and gather an evidence base to inform a series of actions to improve safety and mobility in The Rocks. This included:

1. A project definition workshop
2. A series of interactive site walks (*walkshops*) undertaken during the day and night
3. A workshop using audio-visual technology to virtually revisit the same sites during a later time of night (ExperienceLab), share findings from the *walkshops* and identify actions to improve safety outcomes.
4. A workshop to share the draft insights and actions with the women and girls who participated in the earlier stages of the co-design process.

Further detail on the co-design process is provided in *Appendix A: Co-design Process*.

5.3 Site Selection

In order to analyse the precinct during the daytime and night-time, *walkshops* and technical assessments were conducted at 10 sites across The Rocks.

These sites were selected as representative of the many different types of places and conditions that exist in the precinct such as main streets, laneways, courtyards and parks. Some of the sites are small and intimate, while some of the sites are open and expansive. The intent behind assessing a diverse range of sites was to broadly understand the many experiences and perceptions of safety across the precinct.

The sites selected for assessment were:

1. George Street North
2. Globe Street and Nurses Walk
3. Cumberland Place and Steps
4. Argyle Street
5. Jack Munday Place
6. Cadman's Cottage and Bligh and Barney Reserve
7. Unwin's Courtyard
8. Foundation Park
9. Dawes Point Park (Tara) South
10. Dawes Point Park (Tara) East

The location of these sites is shown in Figure 27.



Figure 27: Location of 10 sites in The Rocks assessed for the Strategy, Nearmap imagery © 2023, Nearmap.

5.4 Technical Assessments

Technical assessments were undertaken to complement the learnings obtained through the co-design process. These assessments extend beyond the physical considerations of The Rocks to interrogate the technical performance of each site.

The technical assessments considered four key elements:

1. Lighting
2. Crime Prevention Through Environmental Design (CPTED)
3. Place
4. Soundscape

The lighting, CPTED and place assessments come together to form a Night-time Vulnerability Assessment (NVA) using lighting, criminology, risk and resilience, urban design, architecture, advanced digital data collection and an analysis of existing site conditions. This methodology identifies urban spaces where people are predicted to feel least safe and establishes a baseline to test the lived experience of women and girls against. Refer to *Appendix B: Night-time Vulnerability Assessment* for further details about this assessment.

The soundscape assessment documents the existing soundscape typologies in The Rocks to understand what types of sounds contribute positively or negatively to feelings of safety. Three types of sounds were assessed:

- **Anthropogenic** sounds generated by people, such as conversation, foot traffic, patrons or music
- **Biophilic** sounds generated by nature, such as birdsong, wind through leaves or waves
- **Industry** sounds generated by different modes of transport or mechanical plant.

The soundscape assessment helps to understand the sounds present at each site and how these sounds influenced women and girls' perceptions of the place. Refer to *Appendix C: Soundscape Assessment* for further details about this assessment. The technical assessments were conducted by Arup's multidisciplinary team to understand individual site performance and to develop a set of 18 place characteristics that the women and girls and precinct stakeholders would use to guide their assessment of each site.

These place characteristics, illustrated in Figure 28, play an important role in perceptions of safety. They set out the elements of a place that can be altered and refined to lead to improved safety.

For example, very bright and high contrast lighting can negatively contribute to perceptions of safety while warm colour temperatures and consistent lighting can positively contribute to perceptions of safety. The gentle sound of people chattering, live music and birdsong can have a positive impact, while the loud sound of revving engines, overhead trains and construction can have a negative impact.



Figure 28: Place characteristics contributing to perceptions of safety

5.5 Ongoing Engagement with Women and Girls

Since the release of the first version of this Strategy in 2024, women and girls have continued to be involved in its implementation.

As co-designers of the Strategy’s actions, their experiences and perspectives are essential in assessing the impact of the work delivered so far. Ongoing engagement ensures that future projects continue to enhance perceptions of safety and empower women in urban governance.

Ongoing engagement has involved:

- A nighttime *walkshop* with Aboriginal women and girls to understand cultural perspectives shaping women’s experiences in The Rocks precinct.
- A nighttime *walkshop* with women and girls involved in the original co-design process to gather insights on the effectiveness of completed projects and interventions.

Broader engagement has focused on sharing the insights from this Strategy with those involved in shaping urban environments to create safe and inclusive places for women and girls. This has included presentations to the Planning Institute of Australia’s National Planning Conference 2024, NSW State Government Gender Equity Action Plan Group, the Safer Cities Program Community of Practice, NSW Department of Planning, Housing and Infrastructure Crown Lands and Public Spaces employees, and the Office of the 24 Hour Commissioner.

Women and girls will continue to play a role in the delivery of this Strategy into the future through engagement and consultation, procurement, and governance arrangements.

6

Site Assessments,
Insights and Actions

6.1 Site Analysis Overview

‘There is a fine line between the intrigue of you don't know where you're going in the Rocks and just being totally lost. Right now, it feels too much like you're just getting lost all the time.’

Participant in co-design walkshop, 2022

The actions recommended in this Strategy are the result of detailed technical assessments of each site and the insights derived from the co-design process with women and girls, and stakeholders.

This chapter provides the detail for each of the 10 sites studied for this Strategy including:

- A **place description** to provide an overview of the key aspects of the built form and surrounding context
- A **safety insights** summary and annotated plan to highlight the key insights uncovered during both the technical assessments and the co-design process
- An **actions table** which sets out a concise list of strategic and project recommendations to be delivered by all those with a role in the urban governance of The Rocks.

The Strategy’s actions have been divided into two types to aid comprehension and effectively communicate the role of each task in improving safety for women and girls:

Action type	Action role
Strategic action	<p>Actions of significant scale and complexity, often requiring collaboration with a range of stakeholders or government agencies to deliver.</p> <p>Examples of strategic actions include master plans for specific sites where there are a variety of safety issues to be addressed or influencing existing processes such as leasing strategies to enable short-term leases to increase activation.</p>
Project action	<p>Actions that are considered straightforward and relatively simple to implement.</p> <p>Examples of project actions include upgrading lighting or signage to a specific street or providing additional heritage interpretation to tell the history of a place.</p>

Figure 29: Types of actions in the Strategy

The actions have been further categorised to allow for easy identification of the different types of projects that may be suitable for specific funding programs in the future.

The **12 action categories** are:

- Activation
- Collaboration
- Delivery
- Governance
- Heritage
- Lighting
- Maintenance
- Movement
- Plans
- Public Art
- Public Domain
- Wayfinding

6.2 Site 1: George Street North



Figure 30: George Street during the daytime



Figure 31: George Street during the night-time

Place Description

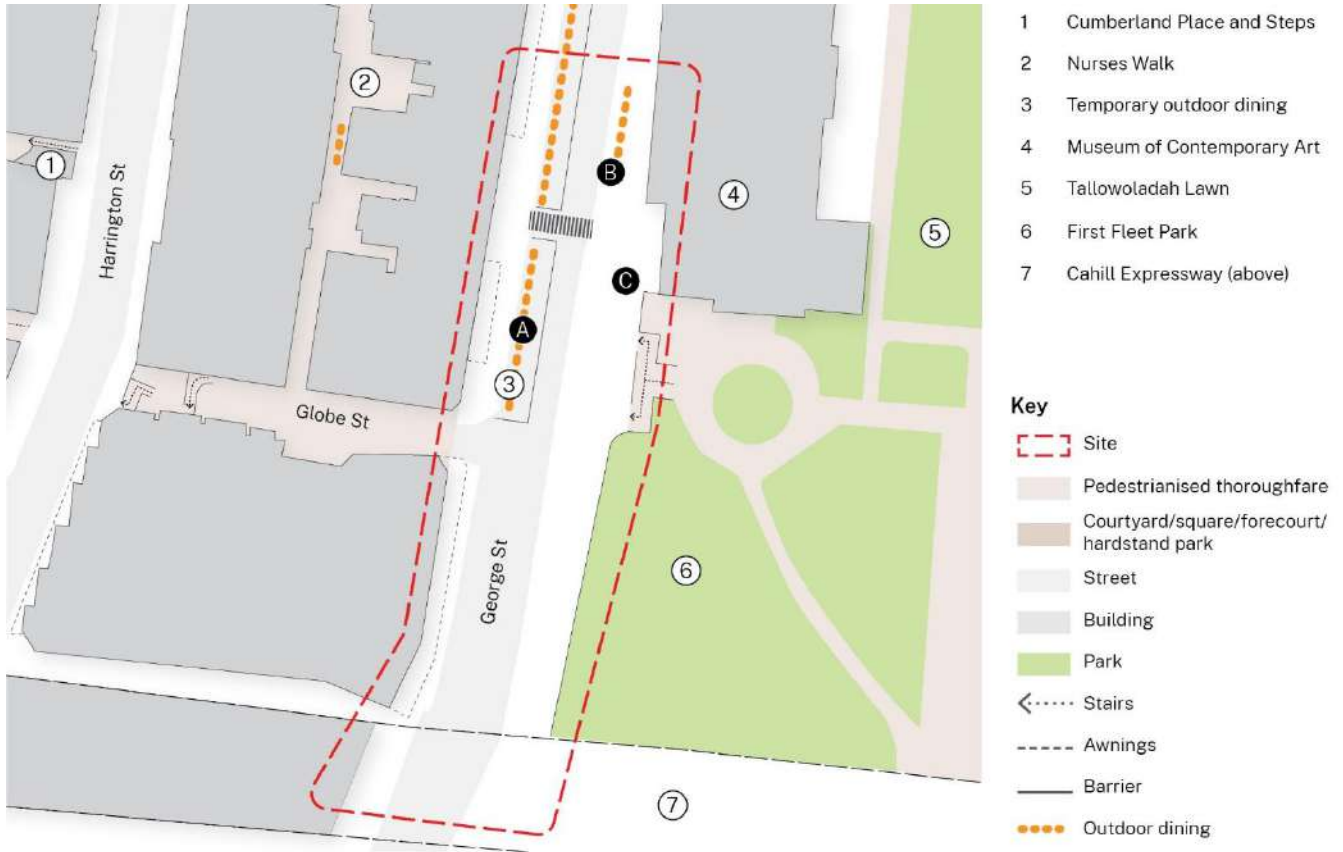
George Street North is located north of the Cahill Expressway in the area between First Fleet Park and Globe Street. This area is a key gateway to The Rocks. It has a wide pedestrian path on the eastern edge with trees, shade and views of Circular Quay. The western edge has a mix of shopfronts, vehicular entries and laneways.

George Street is Sydney’s main and most historic street. Running approximately north-south, George Street was a well-worn path used by Aboriginal people to access Sydney Harbour to fish, meet and gather food. More recently, it has formed the traditional high street of The Rocks, featuring small street front shops with historic residences or offices on the upper levels.

George Street North is an important threshold for The Rocks with 50% of visitors accessing The Rocks via the First Fleet Park stairs on the eastern edge of George Street. The view northwards down George Street towards the Harbour Bridge is a key view that showcases the character of The Rocks and contributes to the heritage significance of the streetscape.

In response to COVID-19, the western side of George Street North has been temporarily transformed by repurposing the north-bound traffic lane into an outdoor dining area. A single lane of south-bound traffic remains on the eastern side of the street and a temporary vehicle turn-around-area has been established to redirect north-bound traffic. This area is often congested with taxis and other cars turning and tourist buses laying over. In late 2022 the NSW Government announced that the outdoor dining arrangement will be made permanent.

The Cahill Expressway forms a visual barrier between Circular Quay, George Street and The Rocks. The Circular Quay Renewal project will change the future form and function of this area of George Street significantly with improved access from the Circular Quay promenade and upgrade of First Fleet Park.



Site Plan



George Street at night



Looking north down George Street with outdoor dining on both sides of the street



People sitting along the eastern edge of George Street

Figure 32: Safety insights for George Street North

Safety Insights for George Street North

Generally, women and girls found George Street North to be quite a safe location. It has clear lines of sight and a positive ambience buoyed by pedestrian activity and live music. Women and girls identified that additional presence of police/rangers would contribute positively to their sense of safety. Intrusive traffic and transport noise, unpredictable traffic movements and inadequate lighting were highlighted as detracting from feelings of safety in the area.

‘The live music gives a nice ambience, it makes the street feel pleasant.’

Participant in co-design walkshop, 2022

The co-design process and technical assessments found that during the day George Street North:

- Features clear lines of sight down George Street and good view of the sky, which makes the street feel open, however, short distance sightlines are sometimes limited by visual clutter
- Obstructed sight lines around the Sergeants Arch pedestrian crossing, especially from the west, makes the crossing feel unsafe
- The space felt generally safe with a great ambience. Soft live music in the background contributed to this welcoming atmosphere
- Lots of activity and sound along George Street is comforting
- An unpredictable traffic flow with mixed vehicle types along George Street and vehicles turning around, as well as vehicle and train noise from the Cahill expressway is intrusive
- The character of the street feels divided – one side is inviting (western edge) and the other side is not
- Has confusing wayfinding and is difficult to navigate due to the convergence of so many people, paths and visual clutter on George Street
- Pleasant sounds associated with pedestrians and low levels of traffic noise while very noticeable sounds from nearby rail and light rail

At night, George Street North features:

- Poor ambient lighting, especially along the western side (adjacent to the MCA and First Fleet Park)
- Activity on the western side is also limited as these businesses (MCA, retail and café) are not open at night, which is in stark contrast to the eastern side, especially at the Fortune of War which is very busy in the evenings
- Limited lighting of building façades is a lost opportunity to showcase the distinct heritage character of the street
- Dim pedestrian street lighting
- Live music, patron-related sounds
- Occasional sounds of boisterous activity
- More audible traffic sounds associated with increased vehicular congestion

Other:

- Women and girls noted that the presence of police and/or rangers contributes more positively to their perceptions of safety than the presence of CCTV

Actions for George Street North

No.	Category	Description
Strategic Actions		
1.1	Lighting	<p>Incorporate temperature standards, sustainability and façade lighting requirements in future updates to lighting strategies, policies and tenant fit-out guidelines including:</p> <ul style="list-style-type: none"> • Use of consistent warm coloured lighting temperature • Optimisation of sustainable lighting quantities and sources e.g. LED and automation
1.2	Collaboration	<ul style="list-style-type: none"> • Continue to collaborate with TfNSW on the Circular Quay Renewal project to improve the southern threshold to The Rocks and experience of the precinct. Ensure integration of the Circular Quay Renewal and the George Street North Streetscape upgrade projects to optimise place outcomes
Project Actions		
1.3	Delivery	<p>As part of the George Street North streetscape upgrades:</p> <ul style="list-style-type: none"> • Prioritise safe access for pedestrians so that movement is intuitive and inclusive • Improve pedestrian safety along George Street specifically safe and clearly defined pedestrian crossing points between Globe Street and First Fleet Park • Retain low vehicular speeds and integrate traffic calming measures to contribute to improved feelings of safety through reduced traffic sounds • Integrate traffic calming and hostile vehicle mitigation strategies to minimise the impact of vehicles on pedestrian safety while also minimising visual clutter and responding to the unique civic and heritage character of the street • Design outdoor dining areas to enhance safety, respect the civic and pedestrian environment, with clear circulation paths • Incorporate lighting upgrades as described above • Improve ambience through well-maintained and well-designed public spaces that includes seating, planting and lighting • Integrate a threshold design at George St and Cahill Overpass that creates a distinct sense of arrival and addresses pedestrian amenity and transportation sounds associated with vehicular traffic, light rail and heavy rail at George Street and overhead
1.4	Lighting	<p>Upgrade lighting on George Street highlighting existing architecture particularly the heritage façades seeking opportunities to:</p> <ul style="list-style-type: none"> • Light the second level of façades to draw the view line up and provide greater ambience and enjoyment of the special character of the streetscape • Encourage shopfront lighting to remain on after hours (at a dimmed level) to improve definition of the pedestrian paths, having regard for tenant engagement and energy use (environmental sustainability) • Reduce contrast between under awning-lighting and dark façades
1.5	Wayfinding	<p>Develop and implement a clear wayfinding strategy including:</p> <ul style="list-style-type: none"> • Signposting streets and lanes • Consideration of navigation both during the day and night • Signage (or other) on George Street, highlighting it as a gateway to The Rocks • Develop and implement an interpretive strategy that creates opportunities for people to experience and learn about the area

Table 2: Actions for George Street North

6.3 Site 2: Globe Street and Nurses Walk

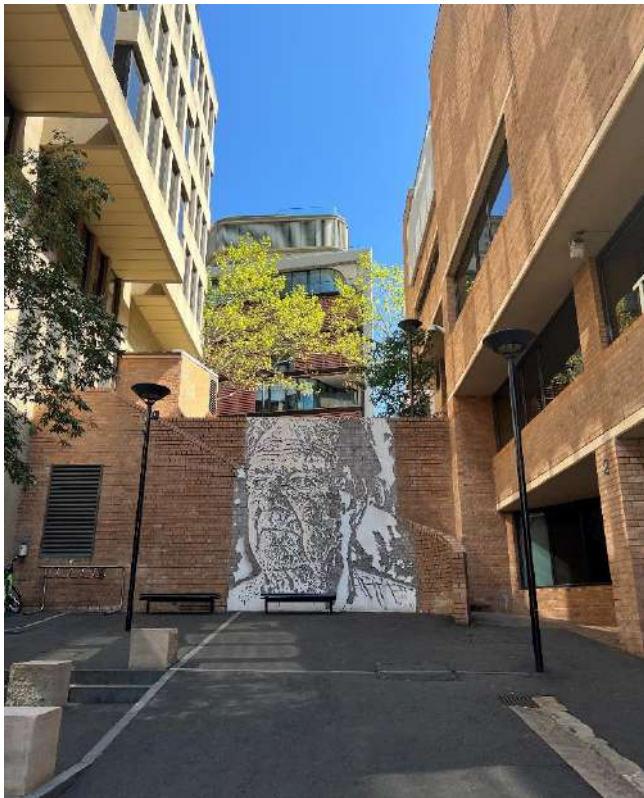


Figure 33: Globe Street during the daytime



Figure 34: Nurses Walk during the night-time

Place Description

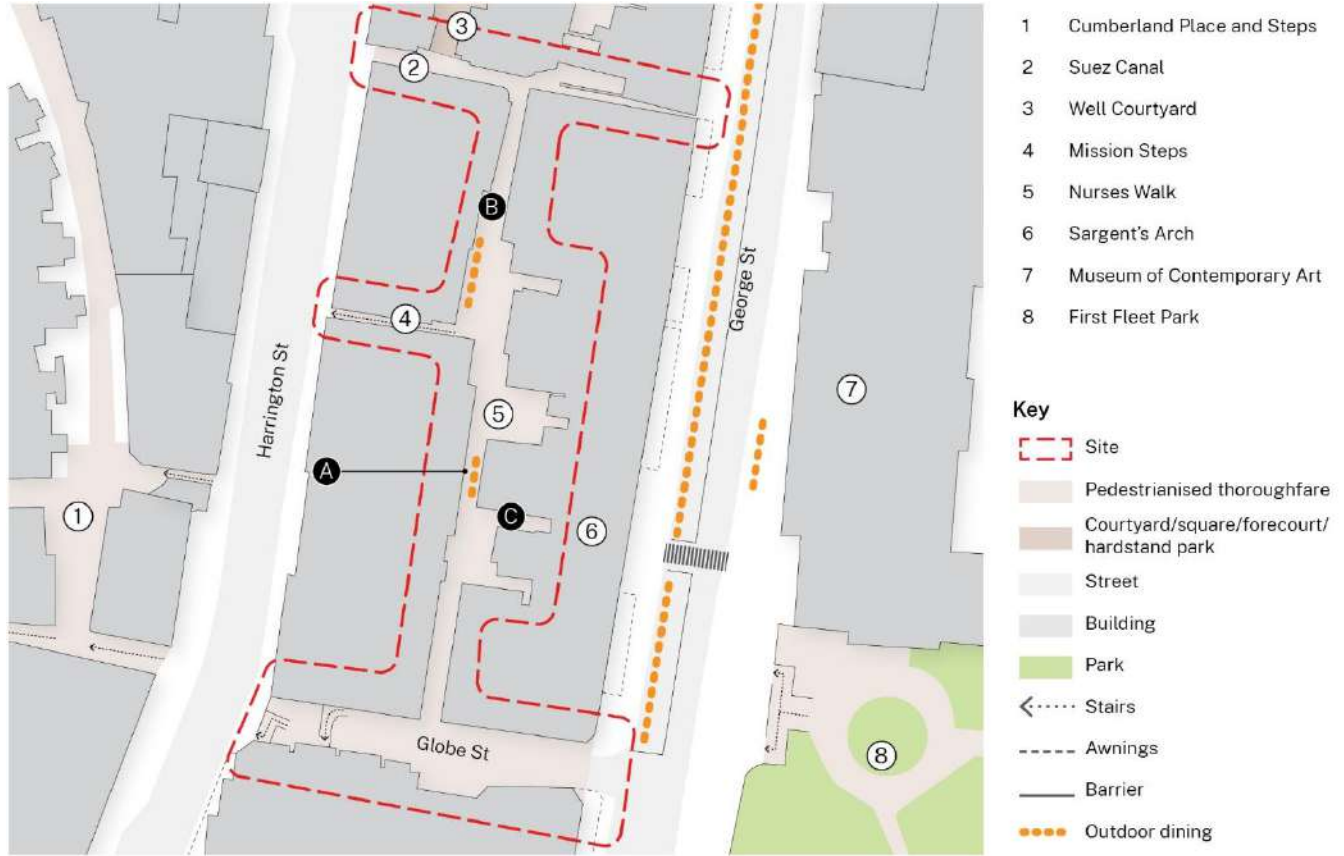
Globe Street is a pedestrian-only street, running east-west between George Street and Harrington Street. Globe Street traverses a significant level difference between these two streets with a very steep ramp to the east and stairs on the west. Globe Street is connected northwards to Nurses Walk, a thin, long and meandering pedestrian lane running along the middle of the block, behind stores fronting George and Harrington Streets.

The eastern opening of Globe Street to George Street is dominated by a vehicular basement entrance with small pedestrian paths on either side. The George Street edge is flanked by two heritage listed buildings: The Russell Hotel and Shop, and 155 George Street which houses T Galleria, a Duty Free Store. There is limited public seating, greening and active frontages and the space is dominated by dark asphalt pavement.

The Jack Munday Mural, located on the eastern wall of the stairs, is well loved and is visible from George Street. Any proposals for this area should assume the protection of this artwork.

Nurses Walk is a pedestrian laneway that runs parallel between Harrington Street and George Street. Nurses Walk begins at Globe Street in the south and extends to Suez Canal in the north, with two pedestrian access points through small arcades from George Street.

The character of the laneway varies significantly, with some areas dominated by expanses of inactive brick building façades and other areas featuring vibrant outdoor dining, public seating, artworks and interpretation, soft landscaping and catenary lighting. Nurses Walk contains a mix of heritage and modern buildings built to the pedestrian path edge. A number of cafes and restaurants operate in the laneway, resulting in pleasant activation during the day. In the evening there are occasionally small live music performances.



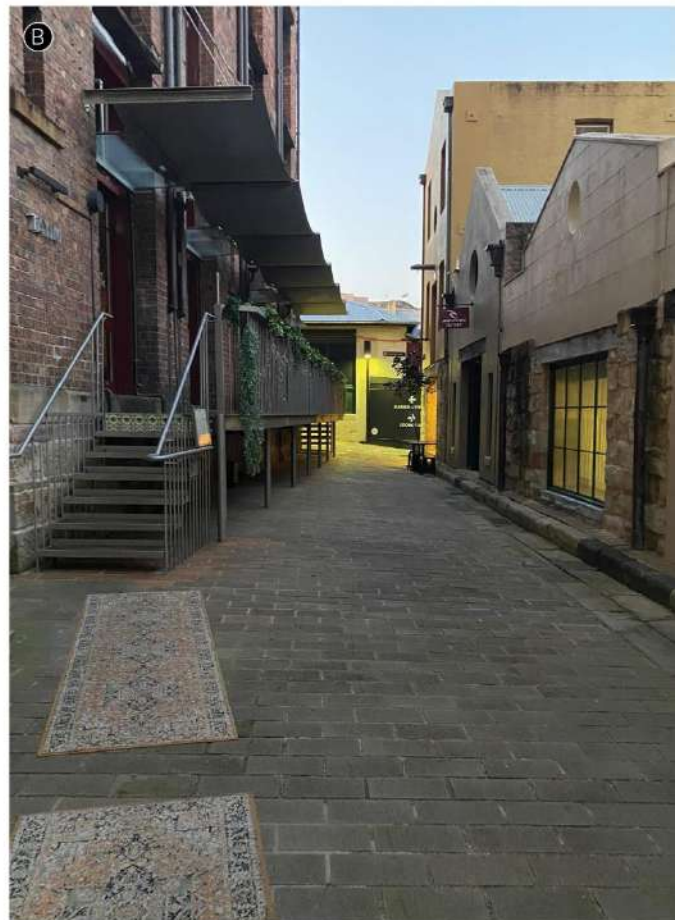
Site Plan



Cafe seating along Nurses Walk



View east down Sargents Arch which connects Nurses Walk to George Street



View north down Nurses Walk, showing limited activation and public domain lighting

Figure 35: Safety insights for Globe Street and Nurses Walk

Safety Insights for Globe Street and Nurses Walk

Globe Street was not considered an inviting or safe space by participants however some elements in the space were seen positively such as the Jack Munday Mural and the views across First Fleet Park. A lack of accessibility and visibility as well as a sense of seclusion create a decreased perception of safety in the space particularly at night. It was primarily viewed as an inactive thoroughfare and an uninviting space to spend time.

Note: Globe Street was assessed as part of the co-design process whilst both Globe Street and Nurses Walk were assessed technically. The insights from both these processes are addressed in the project actions.

‘Little bit dark even during daytime. It is a contrast with George Street. I would be scared to go here at night-time.’

Participant in co-design workshop, 2022

The co-design process and technical assessments found that during the day Globe Street:

- Is difficult to access for many people due to the natural topography in the area resulting in areas of uneven ground and a steep slope
- Is poorly activated and lacks clear purpose
- Feels like a thoroughfare or shortcut through The Rocks and not a space to linger or dwell
- Has limited passive surveillance and activated frontages along Globe Street which contributes to a perceived lack of safety, especially at night
- Includes no clear sight lines through the space, from George Street up to Harrington Street due to the steep topography and need for stairs
- Features an attractive artwork (Jack Munday Mural) with good views to First Fleet Park and its associated trees, these elements contribute to making the space more inviting
- In combination with Nurses Walk, there is limited wayfinding that makes it hard to navigate
- Is generally well-maintained however there is some graffiti and vandalism

At night-time, Globe Street:

- Feels unsafe, especially since there are no clear sight lines through the entirety of the space
- Enables views into an inactive Nurses Walk, contributing to poor feelings of safety
- Background music that can be heard from adjacent food and beverage outlets makes the place feel more pleasant

The technical assessment for Nurses Walk further identified that:

- There is good activation and passive surveillance with the presence of cafes and restaurants with outdoor seating located in the lane
- There is surveillance in the form of a CCTV camera mid-way along the lane
- The lane is well lit and its end can be clearly seen at night-time, however lighting is inconsistent and there are areas of high contrast which create unwelcoming dark patches
- There are some blind corners, narrow path widths and uneven ground surfaces
- There is generally poor accessibility, uneven ramps and poor signage to the public amenities
- Sounds of live music and patrons travel from George Street to Nurses Walk at night

Actions for Globe Street and Nurses Walk

No.	Category	Description
Project Actions		
2.1	Delivery	<p>Implement the Nurses Walk and Globe Street Public Domain Upgrades to create an enjoyable space to dwell including:</p> <ul style="list-style-type: none"> • Greening to Globe Street that improves amenity and is supported by improved public seating opportunities • Improved accessibility to upper levels creating more gentle ramps, reducing unevenness of ground surfaces, removing trip or access hazards and improving access to a green dwell space • Considering opportunities to introduce interpretive signage to highlight interesting features and elements in the space such as the Jack Munday mural • Consistent lighting to Globe Street and Nurses Walk to highlight the connections of these spaces and the heritage facades and artworks, improve visual legibility and address colour temperature and contrast
2.2	Wayfinding	<p>As part of the development of the final The Rocks Wayfinding Strategy, develop and implement clear wayfinding signage that supports safe movement between Harrington Street, George Street and Nurses Walk, including:</p> <ul style="list-style-type: none"> • Signage specifically for wheelchair users, parents/carers with prams, cyclists and tourists with suitcases • Improved visibility and legibility of bathroom signage
2.3	Public Art	<ul style="list-style-type: none"> • Preserve and maintain the Jack Munday mural
2.4	Activation	<p>Improve the quality of experience and encourage people to dwell by:</p> <ul style="list-style-type: none"> • Increasing opportunities for more passive surveillance from adjacent ground floor tenancies and shopfronts as part of strategic leasing approach to ensure activity across the day and night • Providing additional public seating in locations that have good lines of sight, passive surveillance and lighting at night
2.5	Maintenance	<ul style="list-style-type: none"> • Continue to proactively manage and respond to incidents of graffiti and vandalism, as needed • Improve maintenance of the artworks along Globe Street and Nurses Walk

Table 3: Actions for Globe Street and Nurses Walk

6.4 Site 3: Cumberland Place and Steps



Figure 36: Country, Jacob Nash, 2021

Place Description

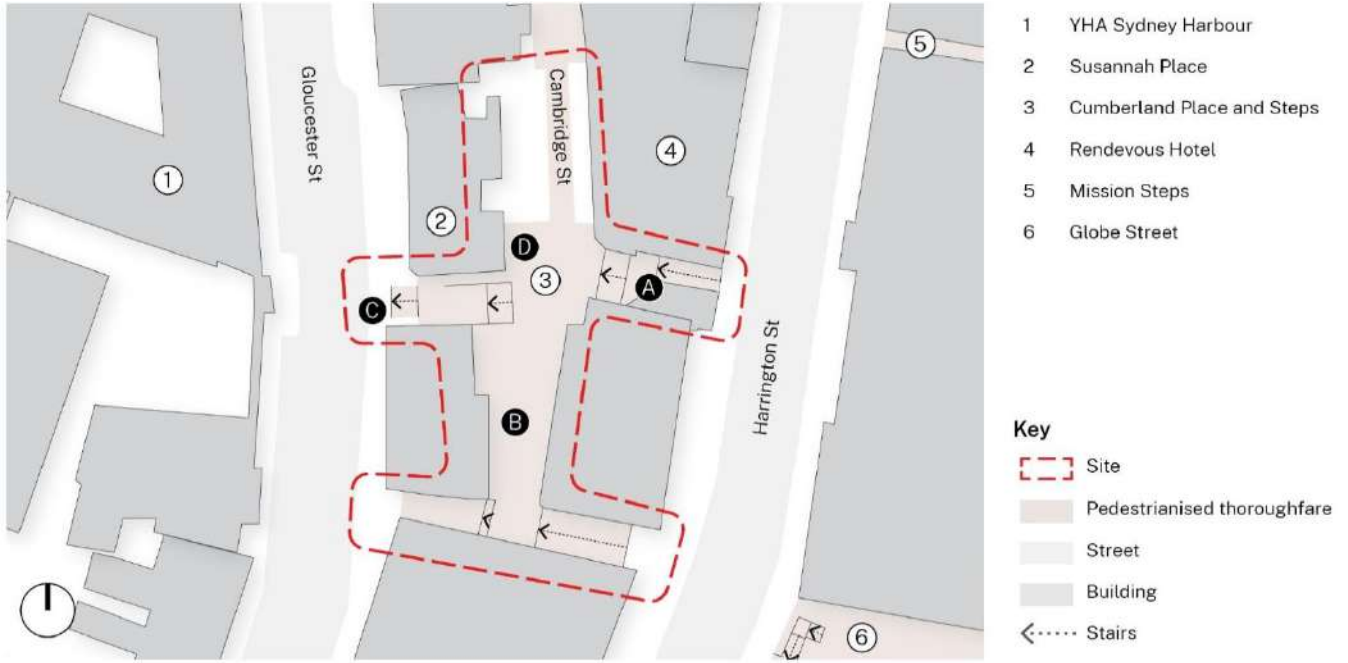
Cumberland Place and Steps is a pedestrian pathway connecting Gloucester and Harrington Streets. It features a series of flights of steps and landings of varying widths, steepness and materials. A landing at the midway point of the steps opens to the pedestrian laneway, Cambridge Street. The public domain and buildings at the southern end of this street have recently been revitalised with mixed use buildings of up to 9 storeys and an upgraded public domain. Cumberland Place is a key link to western areas of The Rocks and connects visitor destinations such as The Big Dig Archaeology Education Centre, the Sydney Harbour YHA and The Australian Hotel.

The surrounding context varies greatly with a diverse range of adaptively reused buildings including the Rendezvous Hotel to the east and heritage buildings and terraces to the west. Cumberland Place and Steps contribute to the setting of buildings of State Heritage Significance along Gloucester Street: Susannah Place terraces and Baker's Terrace. Susannah Place is a rare example of a simple working class 1840s terrace in The Rocks and wider area. The building retains significant fabric and physical evidence of its continuous occupation since 1844 and serves as a key place for learning and school visits within The Rocks. Susannah Place is of high social value and features archaeological resources that show how people lived and how The Rocks has changed in general.

The Harrington Collection redevelopment (85 Harrington Street) was completed in 2021 and has included the Jacob Nash artwork 'Country,' a seating element that interprets the underlying landform, reminding people that despite the altering of the landscape, they are always on Country. It uses 'found oyster shells and reclaimed demolition material...geological landforms and substrata that remain uncovered and hidden beneath the surface, Nash sought to expose this and indicate the deep time that exists in Country...Country is not defined by what we see on the surface, but by the many stories and lives that have and will always exist there.'⁶

Cumberland Place is of State Heritage Significance for historical and scientific reasons. It is of historical significance as one of the oldest known pedestrian streets in The Rocks, and probably Australia, being continuously in use since at least 1808. There is a high likelihood of encountering archaeological relics on the site, and these relics may be of State level significance.

⁶ Country, UAP, 2021



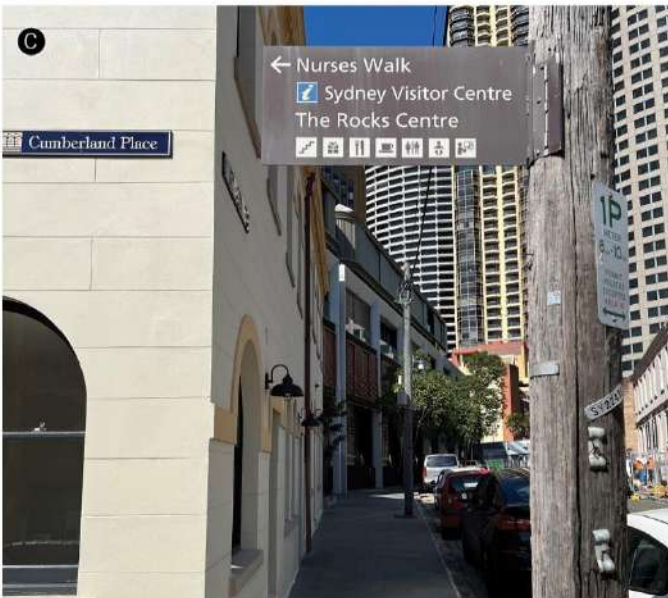
Site Plan



View up Cumberland Place Steps towards Susannah Place and Gloucester Street



View up the southern stairs



Signage on the corner of Cumberland Place and Gloucester Street



Rear frontage of Susannah Place, fronting Cumberland Place

Figure 37: Safety insights for Cumberland Place and Steps

Safety Insights for Cumberland Place and Steps

Cumberland Place has the potential to be a pleasant place due to its openness and attractive heritage character. However, issues with accessibility, lighting, low activity, and lack of public seating and intuitive wayfinding means that this space is not perceived to be safe or inviting, especially at night.

‘The character is a combination of older style heritage architecture with new modern. I appreciate it.’

Participant in co-design walkshop, 2022

The co-design process and technical assessments found that during the day Cumberland Place and Steps:

- Is pleasant and open with clear visibility to the sky
- Has a strong heritage character which is attractive and inviting, however the adjoining quiet and empty retail is unsettling as there is no activation
- Is poorly supported by wayfinding especially around the stairs
- Has limited public seating

At night, Cumberland Place:

- Is unevenly lit which contributes to feelings of poor safety when traversing the stairs and sends a message that you should not dwell here
- New development to the south of the steps has added additional lighting into the surrounds, making Cumberland Place and Steps feel darker by contrast
- Opportunity to highlight the significant heritage façade of Susannah Place as key element in the space



Figure 38: Upper level Cumberland Steps in the daytime

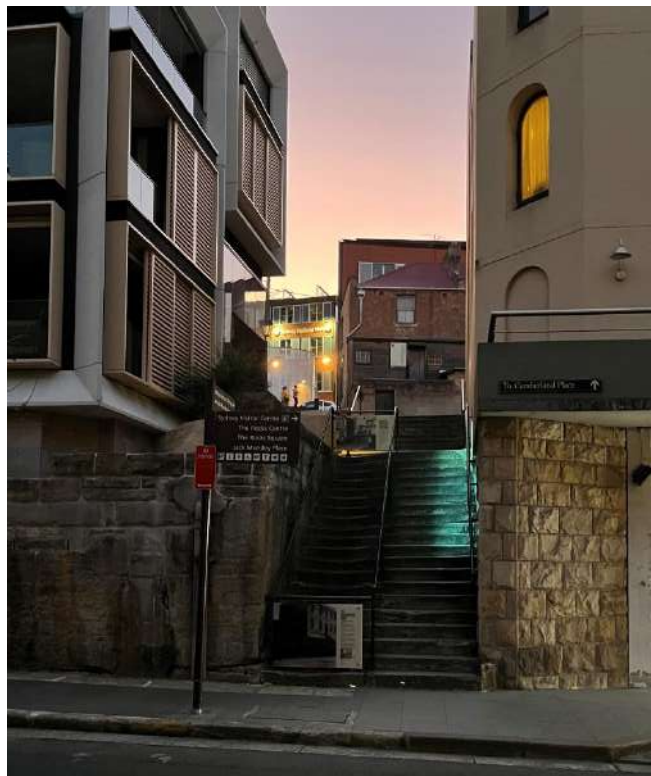


Figure 39: Lower level of the Cumberland Steps at night-time

Actions for Cumberland Place and Steps

No.	Category	Description
Strategic Actions		
3.1	Plans	<p>Develop a Cumberland Place and Steps Master Plan, including:</p> <ul style="list-style-type: none"> • Considering access improvements to the stairs in keeping with the heritage significance and character of the area/item, trip hazards and improvements in physical safety • Exploring opportunities for activation including potential enhancement to support gathering for school groups at Susannah Place • Considering opportunities to introduce interpretive signage to highlight interesting features and elements in the space • Embed CPTED principles to reduce crime risks including increased passive surveillance of public spaces • Consideration of planned redevelopment of the “Clocktower” building at 35-75 Harrington Street
Project Actions		
3.2	Lighting	<p>Design and implement a lighting repair and improvement program, that addresses:</p> <ul style="list-style-type: none"> • Colour temperature – seeking reduced colour variance • Faulty and broken light replacement • Considered lighting on historic buildings to highlight heritage character and improve perceptions of safety at night including: <ul style="list-style-type: none"> • Façade illumination at Susannah Place • Consistent terrace façade lighting • Improved integration between new and old developments in this location • Additional task (focussed) lighting on the stairs
3.3	Wayfinding	<ul style="list-style-type: none"> • Improve signage visibility from adjoining streets to increase safety and mobility for all users including signage with directions to other accessible routes and lifts and public amenities
3.4	Public Domain	<ul style="list-style-type: none"> • Design and implement a stair and path repair and improvement plan to address trip hazards and falls and improve the ability to use and navigate the steps

Table 3: Actions for Cumberland Place and Steps

6.5 Site 4: Argyle Street

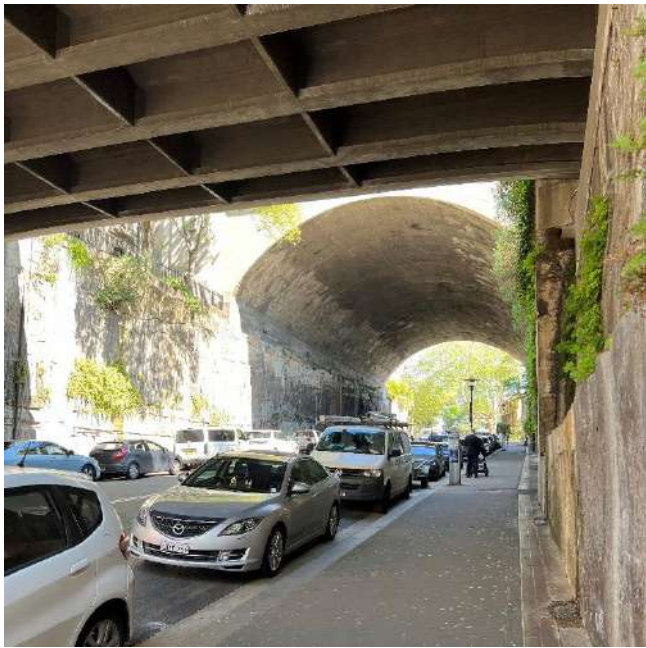


Figure 40: Argyle Street during the daytime



Figure 41: Argyle Street during the night-time

Place Description

Argyle Street was assessed between Jack Munday Place in the east and the Argyle Cut in the west. This area of Argyle Street is predominantly used for circulation providing access west through to Millers Point, south through Cambridge Street and to upper areas of The Rocks through the Argyle Stairs. It features a vehicular road with pedestrian footpaths on either side. Argyle Street and George Street (Site 1) are the two main and oldest streets in The Rocks. The western portion of this site is owned by the City of Sydney. Therefore, any upgrade projects will be developed collaboratively to result in a cohesive character along the streetscape.

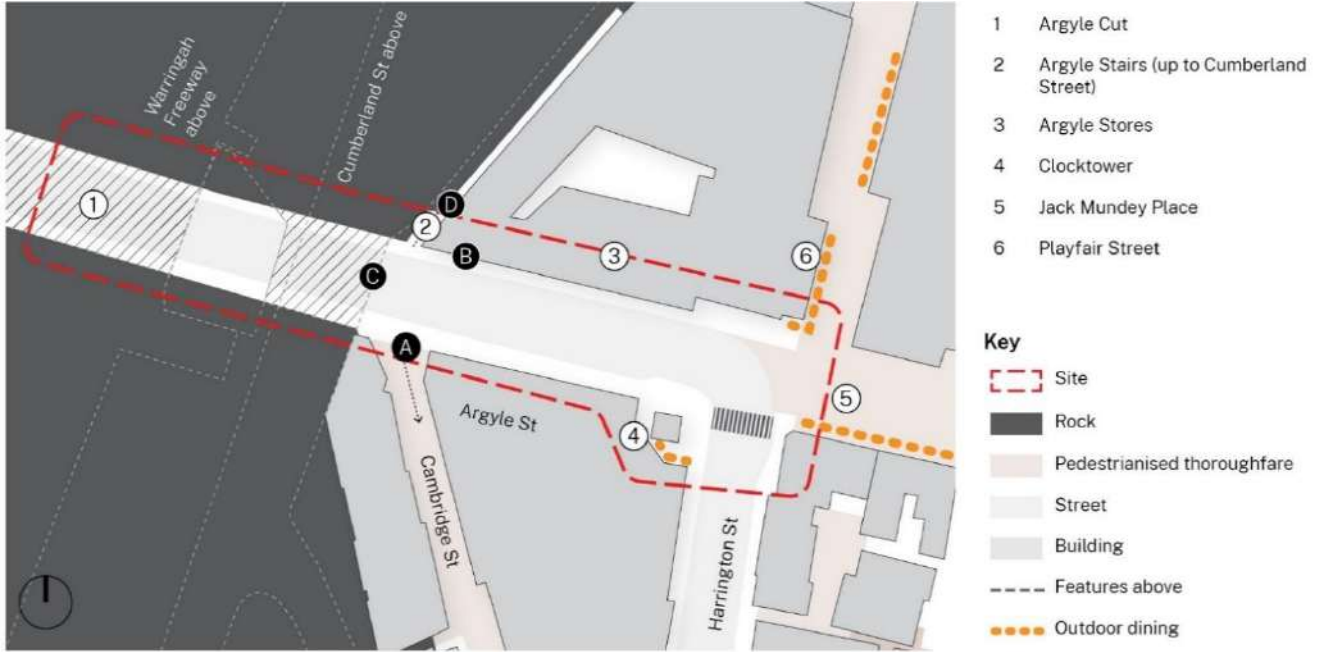
Views from Argyle Street are striking. The view of Circular Quay to the east is foregrounded by Jack Munday Place with trees flanking both sides of the street. Views west extend through the Argyle Cut to the tree lined streets of Millers Point.

The Clocktower building is in the eastern section of the study area, containing retail and commercial premises and is planned to undergo significant redevelopment in the future. Due to inactive internal spaces and significant level change across the site, there is minimal passive surveillance and engagement along the street edges of the building along Harrington and Argyle Streets. The corner remains an important civic element in the streetscape and is the main entry to the Clocktower building.

The Argyle Stores, a building of State Heritage significance, is located opposite The Clocktower. The Argyle Stores include substantial remains of the earliest surviving commercial buildings in Sydney, dating from c1826. These buildings have fairly solid, inactive façades, with few large windows to the street. The Argyles Stores are a night-life destination in The Rocks, attracting high visitation in the evening and on the weekend. Argyle Street is used for venue patron queuing and vehicle pick-up and drop-off during these peak times.

To the west of the assessed site is the Argyle Cut, a unique deep rock cutting connecting Millers Point and The Rocks. It was begun in 1843 and completed in 1859 and is an impressive engineering feat of historical, technological and scientific State Significance. It is covered by two bridges, the Cumberland Street Bridge (built c1911) and the Bradfield Highway (built c. 1930).

Connected to the site are the Argyle Stairs which connect up to Cumberland Street. Whilst the stairs are beautiful and of Heritage significance, they are steep, narrow and only fit two people across their width. There is limited visibility up these stairs at night.



Site Plan



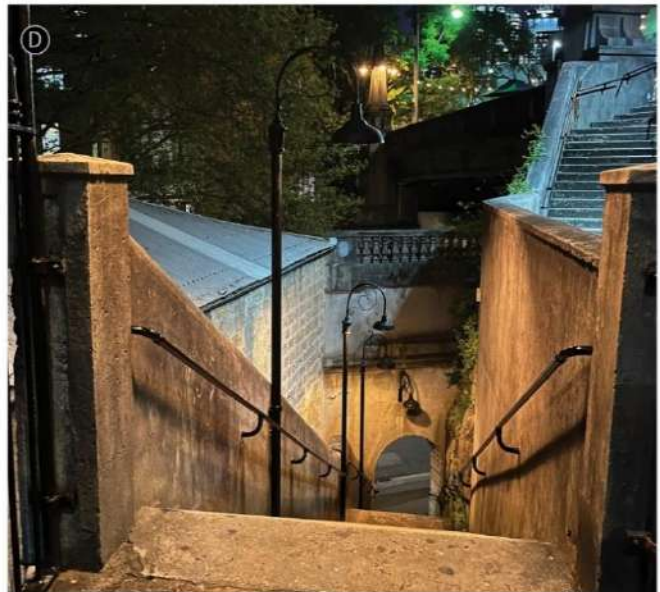
View up Cambridge Street, shows uneven lighting and no activity



Lighting of the stone walls highlight character of the area



Argyle Stairs can be seen from above from Cumberland Street in the daytime



At night, poor wayfinding and inconsistent colour temperature through this space lead to discomfort

Figure 42: Safety insights for Argyle Street

Safety Insights for Argyle Street

The overall experience of Argyle Street is positive, especially during the day, however a lack of clear, well-lit signage and general lighting makes it a less inviting space at night. High vehicle traffic and a lack of safe opportunities to cross Argyle Street detract from feelings of safety.

'It is difficult to navigate without having been here before or knowing which way to go. The stairs are a little bit confusing, not knowing how to get from one level to the other.'

Participant in co-design workshop, 2022

The co-design process and technical assessments found that during the day Argyle Street:

- Feels welcoming and safe due to the amount of activity, people and background noise
- Has a unique and beautiful character that is inviting and draws people westward up the hill from Jack Munday Place, largely attributed to the impressive structure of the Argyle Cut, the softening of the sandstone in this area with opportunistic planting and tree-lined views to Millers Point
- Is a key vehicular access point into The Rocks that experiences traffic and noise challenges, making the space feel less safe
- The corner of Harrington Street and Argyle Street was observed as being intermittently used as an illegal U-turn point making traffic movement unpredictable
- Lacks safe crossing points with the nearest crossing point leading east at corner of Harrington Street and Argyle Street and no crossing across Argyle Street heading north
- Is dominated by traffic and mechanical plant sounds which noticeably reverberate under the Argyle Cut
- Has little passive surveillance of the street from Clocktower, due to the façades on the bottom two levels of The Clocktower being setback from the street boundary
- Has few large windows to the street and limited passive surveillance along the edge of Argyle Stores

At night, Argyle Street:

- Is difficult to navigate as signage is difficult to read/understand due to poor lighting and lack of colour contrast
- Traffic issues and sounds are exacerbated by multiple pick-ups and drop offs near the Argyle Stores and the busyness of the Argyle Stores at night
- Is lit, however distribution could be improved also noting that some lighting was not functioning and required repairs
- Has existing general lighting under the Argyle Cut but is too low and subtle to contribute to feelings of safety
- Has poor surveillance and blind spots on and around Argyle Stairs
- Is affected by music from The Glenmore Hotel above and boisterous behaviour from people outside venues along Argyle Street

Actions for Argyle Street

No.	Category	Description
Strategic Actions		
4.1	Activation	<p>Improve the activation of the space by:</p> <ul style="list-style-type: none"> • Considering opportunities to showcase the Argyle Cut and the surrounding area (in collaboration with the City of Sydney) • Considering acoustic elements that positively contribute to feelings of safety and enhancing the activation of the space, such as sound installations • Advocating for active and vibrant street frontages and uses especially on Cambridge Street as part of the Clocktower project redevelopment • Enabling flexible short and medium term leases to activate and diversify the offering along Cambridge Street • Considering opportunities to introduce interpretive signage to highlight interesting features and elements in the space
4.2	Movement	<ul style="list-style-type: none"> • Undertake a traffic review that addresses vehicular, cycling, pedestrian and point-to-point transport movement in this area, highlighting conflict areas and potential solutions. This may include additional or relocated pedestrian crossings or widened footpaths
Project Actions		
4.3	Lighting	<p>Design and implement a lighting repair and improvement program including:</p> <ul style="list-style-type: none"> • Improved lighting under the bridge that highlights the features of the Argyle Cut and adjoining heritage elements • Additional lighting for connections to surrounding walkways and stairs • Accent, wayfinding and task lighting • Faulty and broken light replacement
4.4	Wayfinding	<ul style="list-style-type: none"> • Improve signage visibility and legibility to increase safety and mobility for all users including signage with directions to other destinations. Special consideration should be given to the use of this wayfinding in a crowded setting

Table 4: Actions for Argyle Street

6.6 Site 5: Jack Munday Place



Figure 43: Jack Munday Place during the daytime



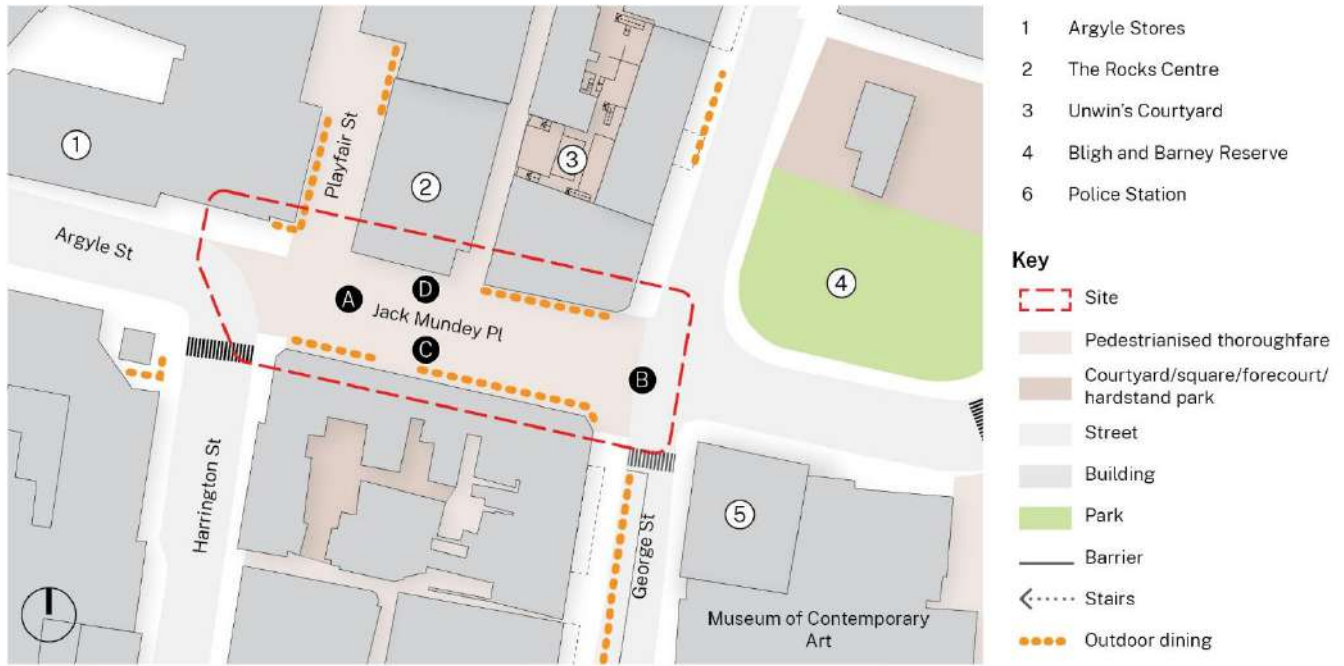
Figure 44: Jack Munday Place during the night-time

Place Description

Jack Munday Place is a heavily used shared street between Argyle Street and George Street. It serves many functions including servicing the businesses fronting the street, a place for markets and events, outdoor dining, public breakout space and as a gateway into The Rocks from the east and west. There is real pressure on this space to serve these functions concurrently and safely.

Jack Munday Place is flanked by 2-3 storey buildings of heritage significance including the Orient Hotel, ASN Hotel Building (former), Visa Offices (now Guylian Café), Gannon House & Shop, the British Seamen’s Hotel (former – now Endeavour Brewing) and Penrhyn House (now The Rocks Centre). Detailed building façades and multiple small windows at ground level provide visually rich and interesting human-scaled edges to the space. These are foregrounded by a mix of outdoor dining areas, with the centre of the place retained through most of the day for pedestrian use. Jack Munday Place frames views eastwards towards Circular Quay and westwards towards the Argyle Cut.

The atmosphere of this area changes significantly over the course of the day and the week. In the early morning, alongside permanent outdoor seating for restaurants, pedestrian movement is carefully managed to enable movement of servicing vehicles. While managed, safe movement routes and clear travel paths through this space remain unclear during these times. Through most of the day, the place is busy and pedestrianised. At night, especially on the weekends, the atmosphere is rowdier, anchored by visitors to the Argyle, Munich Brauhaus, the Orient Hotel and other local pubs.



Site Plan



Looking east down Jack Munday Place



Signage and fencing at the eastern end of Jack Munday Place detracts from the character of the place



Seating and planting along Jack Munday Place



In the daytime, views east towards are clear, and draw people through Jack Munday Place

Figure 45: Safety insights for Jack Munday Place

Safety Insights for Jack Munday Place

Jack Munday Place is generally perceived as a welcoming and safe space during the day supported by activity, background sound, human-scaled building features and clear views through and out of the space. At night, the intense levels of activity and sound can make the space feel overwhelming and decrease feelings of safety.

‘Seeing police in front of the club (The Argyle) makes me feel unsafe. When I see police, even if nothing is happening, it makes me think they must be needed.’

Participant in co-design workshop, 2022

The co-design process and technical assessments found that during the day Jack Munday Place:

- Is active, with lots of people around including security guards/police and music, which create a great atmosphere
- Is welcoming and open with unobstructed views to the sky and eastwards through the harbour
- Is layered with pleasant public domain planting and significant existing trees to the west of the space
- Has signage that is out of date, contributing to confusion in navigating the space
- Lacks public seating with extensive continuous licenced outdoor dining areas supporting cafes and pubs
- Slopes down eastward due to natural topography, making accessibility more difficult
- Is used for servicing in the morning so pedestrian areas are significantly reduced during certain hours

At night, Jack Munday Place:

- Has elements that contribute positively to the character and atmosphere of Jack Munday Place in the day, like the heritage buildings, view of the sky and to the harbour, which are less visible at night
- The experience of noise and music from venues can become overwhelming
- Has an energetic and upbeat atmosphere however it was perceived as more welcoming to different demographics such as younger men engaging in drinking, due to the loud music sounds and crowds
- Is generally well-lit but inconsistent with darker pockets contributing to decreased feelings of safety

Actions for Jack Munday Place

No.	Category	Description
Strategic Actions		
5.1	Public Domain	<ul style="list-style-type: none"> Undertake a precinct wide assessment of public seating and other street furniture such as bins, etc.
Project Actions		
5.2	Delivery	<ul style="list-style-type: none"> Finalise The Rocks Access and Inclusion Strategy and prioritise projects for implementation that improve conditions and safety along Jack Munday Place
5.3	Delivery	<ul style="list-style-type: none"> Ensure the George Street North Streetscape Upgrade project considers the role and function of Jack Munday Place as supporting the holistic vision for George Street North and The Rocks more broadly
5.4	Activation	<p>Develop a Place Activation Plan that:</p> <ul style="list-style-type: none"> Addresses the immense pressure on Jack Munday Place to serve operational, movement and civic roles Includes an audit of current spaces, uses and constraints Is informed by engagement with stakeholders to understand opportunities and expectations Focuses on creating a welcoming atmosphere for diverse users across the day and night, on weekdays and weekends
5.5	Lighting	<p>Develop a Lighting Strategy that addresses:</p> <ul style="list-style-type: none"> Ambient and accent lighting Lighting of heritage façades

Table 5: Actions for Jack Munday Place

6.7 Site 6: Cadman’s Cottage and Bligh and Barney Reserve



Figure 46: Bligh and Barney Reserve



Figure 47: Cadman’s Cottage at night-time

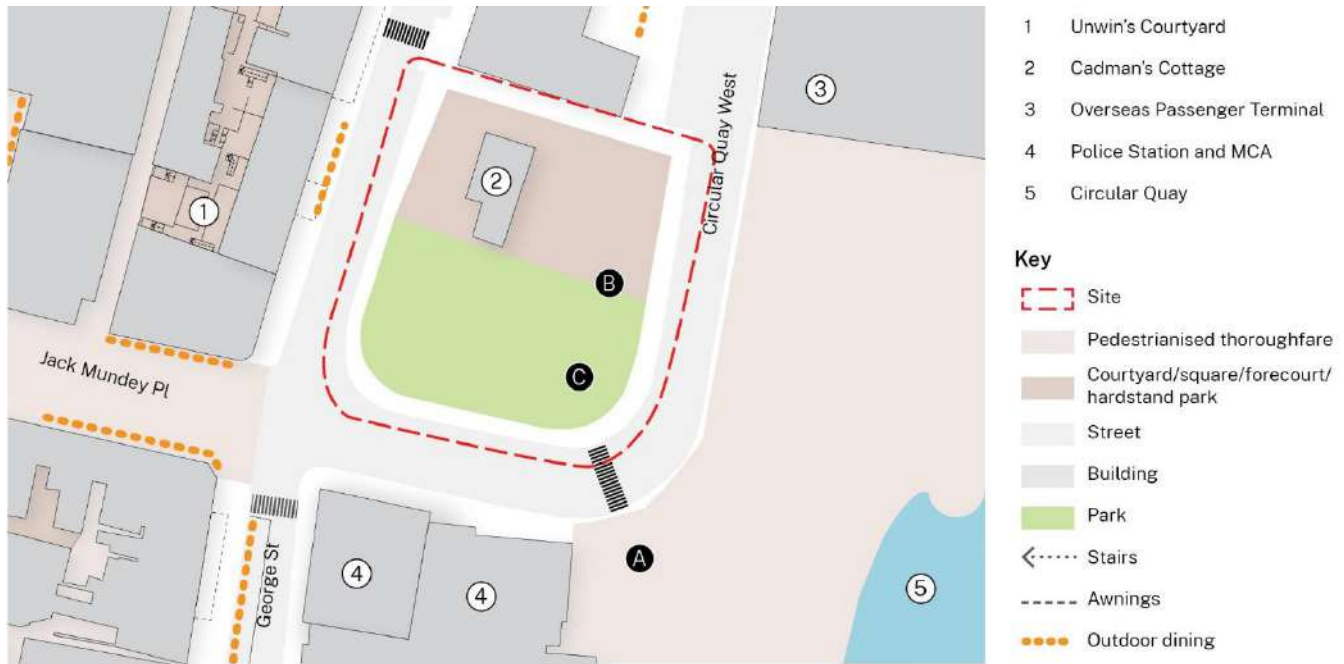
Place Description

Cadman’s Cottage and Bligh and Barney Reserve front the roadway of Circular Quay West between the Overseas Passenger Terminal and George Street. The site is located on the eastern edge of George Street, however the cottage and reserve are hidden from view due to the significant level change at this location. The site is accessible from George St or from Circular Quay West via a stair on the northern edge of Cadman’s Cottage. The publicly accessible Cadman’s Cottage forecourt and Bligh and Barney Reserve support passive uses and are frequently used as stopping places for tours. These spaces are also important in enabling views across to George Street and adjacent heritage buildings from the public domain.

Circular Quay West, on the eastern side of the assessed site is a cul-de-sac that forms a key servicing and pedestrian access route for the Overseas Passenger Terminal. Consequently, the type and intensity of traffic on this street varies greatly and is significantly managed on days where cruise ships are docked. This can create many hazards in navigating the area.

Cadman’s Cottage is a two-storey Georgian sandstone building, with a surrounding garden. Built in 1816, it is the third oldest building in Sydney and is the only building or place on the Harbour able to illustrate the original shoreline of Sydney Cove. Cadman’s Cottage is of natural cultural significant due to its age, scale, architectural style and close association with the early development of Sydney. The forecourt is generously sized and features little planting and no public seating.

Bligh and Barney Reserve is a lightly sloping park with grass and a well planted western end. It features good views to Circular Quay and the Sydney Opera House when cruise ships are not docked at the Overseas Passenger Terminal. While well used as a lunch spot during weekdays the space has no formal use or seating.



Site Plan



Seating along the MCA Forecourt



The front section of the reserve has direct views to and from Circular Quay and the CBD



Looking, north-west across Bligh and Barney Reserve with Cadman's Cottage behind. The reserve is well-shaded and provides respite from the rest of the city

Figure 48: Safety insights for Cadman's Cottage and Bligh and Barney Reserve, Nearmap imagery © 2023.

Safety Insights for Cadman's Cottage and Bligh and Barney Reserve

Cadman's Cottage and Bligh and Barney Reserve are enjoyable spaces that are viewed as safe and attractive due to their planting, openness, views in and out of the site, level of activity and ambient noise level. Increasing opportunities to dwell (including additional public seating and reasons to stay) will improve the capacity of this space to perform as a safe and welcoming space, especially at night.

'There are more people around at night time than during the day time. There is more music, the sound is inviting and it makes me want to go to some of the venues, especially the Overseas Passenger Terminal.'

Participant in co-design workshop, 2022

The co-design process and technical assessments found that during the day Cadman's Cottage and Bligh and Barney Reserve:

- Is a pleasant space with a clear view of the sky, attractive planting, and a comfortable level of ambient noise, a quiet and calm space, with audible sounds from nature such as birdsong, cicadas and wind through the trees
- Has good daylight and some areas of shade
- Has good views into and out, to Circular Quay and George Street, this view of activity and people from within the space contributes to positive feelings of safety
- Features few people using the space, this in combination with no structured seating, discourages people to dwell outside of sunny lunchtimes
- Moving past the Overseas Passenger Terminal on cruise ship docking days can feel unsafe and confusing with multiple paths of movement and large vehicles along Circular Quay West
- Pedestrian crossing points at George Street and Circular Quay West are not intuitive or well defined

At night, Cadman's Cottage and Bligh and Barney Reserve:

- Is lit unevenly, contributing to poor navigation and negative impacts on feelings of safety
- Includes poorly lit signage which is hard to see
- Feels unsafe on the southern stairs adjacent to Cadman's Cottage due to limited light and uneven stairs
- Has some loud, low frequency dance music from nearby venues

Actions for Cadman’s Cottage and Bligh and Barney Reserve

No.	Category	Description
Strategic Actions		
6.1	Movement	<ul style="list-style-type: none"> Collaborate with the Port Authority to improve the pedestrian experience and safety around the Overseas Passenger Terminal including improvement of pedestrian crossing points along Circular Quay West.
Project Actions		
6.2	Plans	<p>Develop a Master Plan for the Cadman’s Cottage forecourt and Bligh and Barney Reserve that involves community and stakeholder engagement, including the Aboriginal community, that addresses:</p> <ul style="list-style-type: none"> Provision of public seating to encourage people to dwell and use the space Access and movement to, around and from the place Consideration of signage to aid navigation and highlight the interesting features of these spaces The interface to adjoining streets, especially the level change and access to George Street Lighting (highlighting heritage features and addressing uneven lighting) Proposed uses for Cadman’s Cottage and its forecourt

Table 6: Actions for Cadman’s Cottage and Bligh and Barney Reserve



Figure 49: Co-design daytime activity at Cadman's Cottage and Bligh and Barney Reserve

6.8 Site 7: Unwin’s Courtyard



Figure 50: Unwin’s Courtyard during the daytime



Figure 51: Unwin’s Courtyard during the night-time

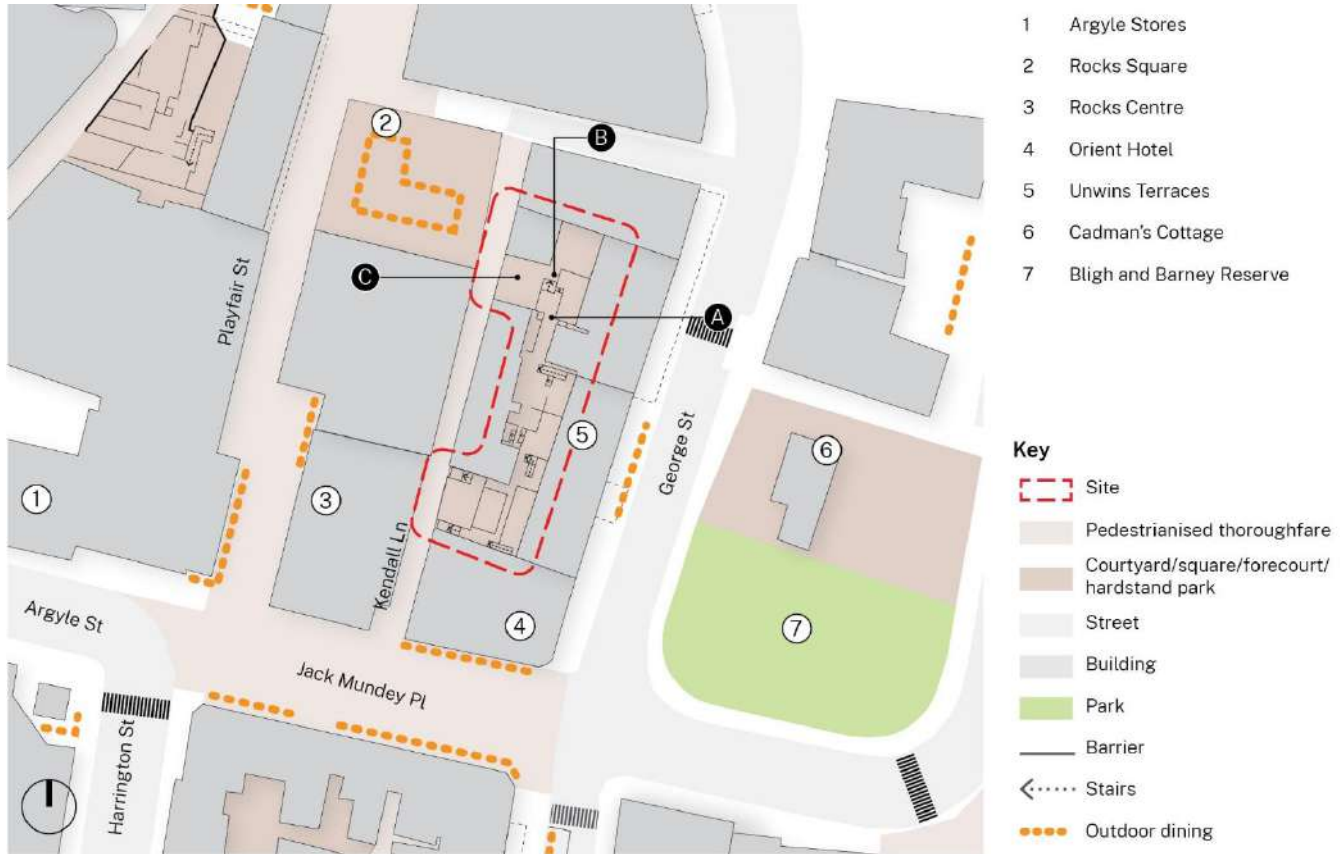
Place Description

Located off Kendall Lane, Unwin’s Courtyard is a series of connected courtyards located behind Unwin’s Stores, fronting George Street. Unwin’s Stores is a row of sandstone commercial buildings with residential above, and with the courtyard, is part of several State Heritage listed items with historical, cultural, social, scientific, archaeological, and aesthetic significance.

The courtyard is an irregularly shaped network of small and varied outdoor spaces, connected by steps and separated by sandstone portals. The courtyard can be accessed through part of Unwin’s Stores and directly off Kendall Lane, though most of the courtyard is not visible from the street.

The courtyard is texturally rich with a mix of sandstone and brickwork. The courtyard is also well shaded by the canopy of several mature trees. These visual features make the spaces inviting in the daytime. For those with any physical or sensory mobility impairment, access to and through the courtyard is difficult. The paving of Kendall Lane is uneven and highly textured and there are several stepped areas and flights of stairs within and between the courtyards.

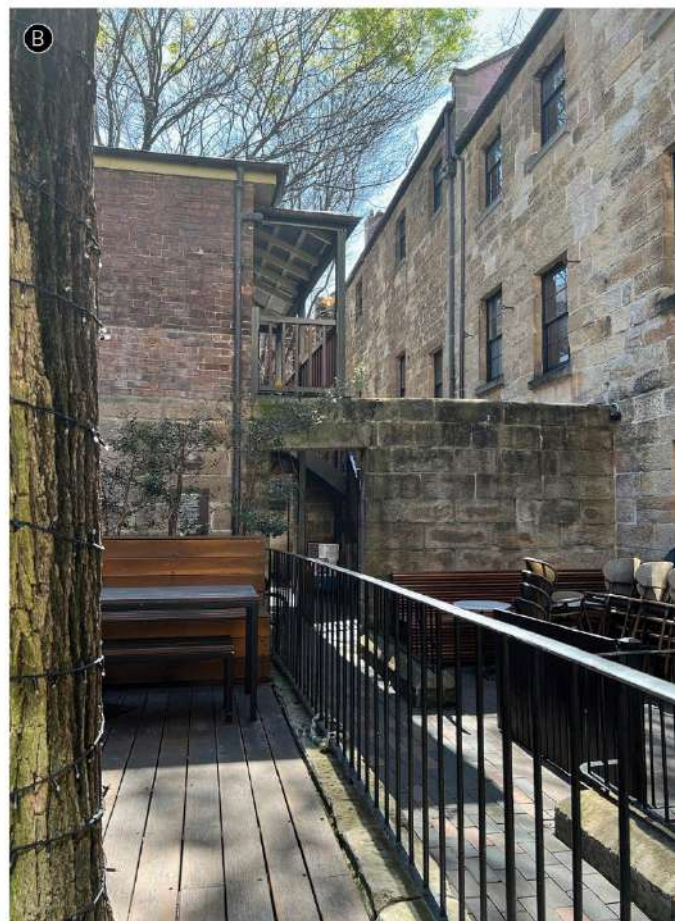
Anchored by the Orient Hotel and Observer Hotel establishments at the north and south ends, the courtyards also support several small bars. The Rocks Discovery Museum flanks much of the western edge of the courtyard space and is used regularly for school groups and tours. Male and female amenities are located adjacent to the courtyards, however these are not accessible given the topography and limitations of not being able to make significant changes to the heritage built form.



Site Plan



Narrow doorways and lack of through-views make the space feel unsafe



Fences, walls, level changes and a mix of public and leased spaces makes the space unclear and unwelcoming



The blue flood light highlights the character of heritage facades but is too harsh for this fine-grain small space

Figure 52: Safety insights for Unwin's Courtyard, Nearmap imagery © 2023.

Safety Insights for Unwin's Courtyard

Unwin's Courtyard has the potential to be a welcoming and safe space for women and girls to relax and rest. However due to the inherent nature of the space, some areas will remain predominantly for day time use, rather than night time. Poor accessibility, a lack of wayfinding signage, poor sightlines and harsh lighting contribute to poor feelings of safety at night.

'Feels like you're under a microscope as though people are looking at you (because of the flood lighting).'

Participant in co-design workshop, 2022

The co-design process and technical assessments found that during the day Unwin's Courtyard:

- Is cool, peaceful and welcoming however the purpose and permission to use the space is unclear for visitors
- Is not very accessible with multiple levels, which are inherent to the topography of the space and responding heritage built form of the courtyard
- Has limited wayfinding signage to get to or through the courtyard which contributes to difficulty in navigation
- Has poor sight lines from the surrounding public domain
- Has poor sight lines across the courtyard from within, obstructed by storage clutter and further accentuated by built form such as walls between spaces, this makes it difficult to navigate and contributes to poor feelings of safety
- Has an existing artwork on Kendall Lane, *Saltwater Country, 2021* by Goldberg Aberline Studio in collaboration with Graham Toomey, which is a temporary installation that is considered to positively contribute to the character and experience of the area

At night, Unwin's Courtyard:

- Is unevenly lit, with areas which were harshly spot lit in the main entry courtyard and shadowed areas created by large trees and walls, which makes the space unwelcoming
- Is difficult to find with no signage visible on entry to Kendall Lane
- Feels like a dead-end space
- Had live music sounds filtering to the courtyard from an adjoining hotel which helped create a positive and joyful ambience
- Opportunities for lit artwork features to Kendall Lane and within the courtyard spaces was identified as a potential improvement which could also support wayfinding

Actions for Unwin’s Courtyard

No.	Category	Description
Project Actions		
7.1	Delivery	<ul style="list-style-type: none"> Implement the Unwin’s Courtyard Upgrade including improved lighting and additional planting to soften and green the courtyard to create a more welcoming public space.
7.2	Wayfinding	<p>Improve wayfinding to the courtyard by:</p> <ul style="list-style-type: none"> Including it as a destination on surrounding wayfinding in the public domain Consider wayfinding role of temporary or future permanent artworks including lighting to Kendall Lane Upgrade lighting of adjacent spaces including the Observer Hotel that connects to the courtyard at the northern end

Table 7: Actions for Unwin’s Courtyard

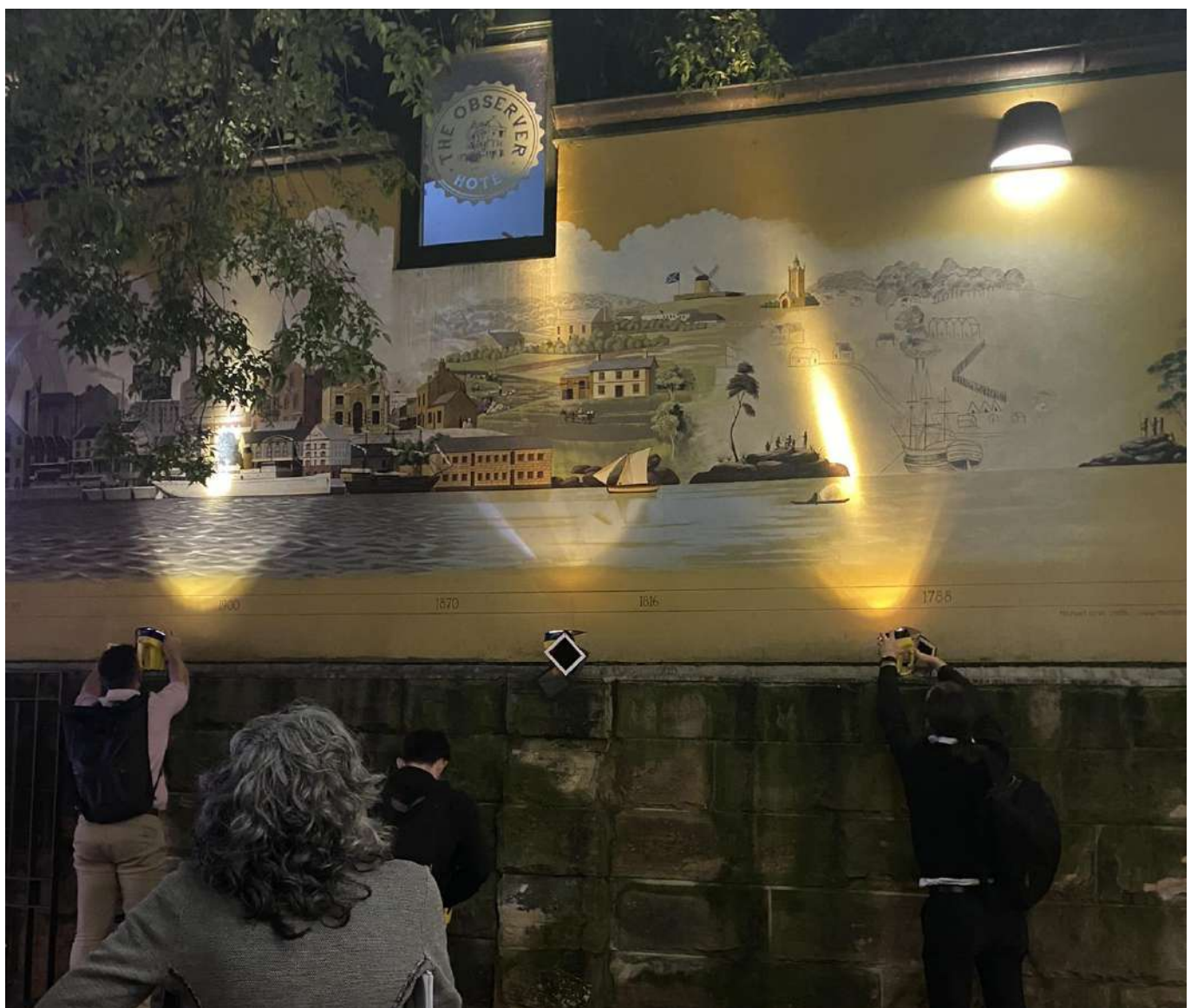


Figure 53: Co-design night-time activity in Unwin’s Courtyard

6.9 Site 8: Foundation Park



Figure 54: Foundation Park during the daytime

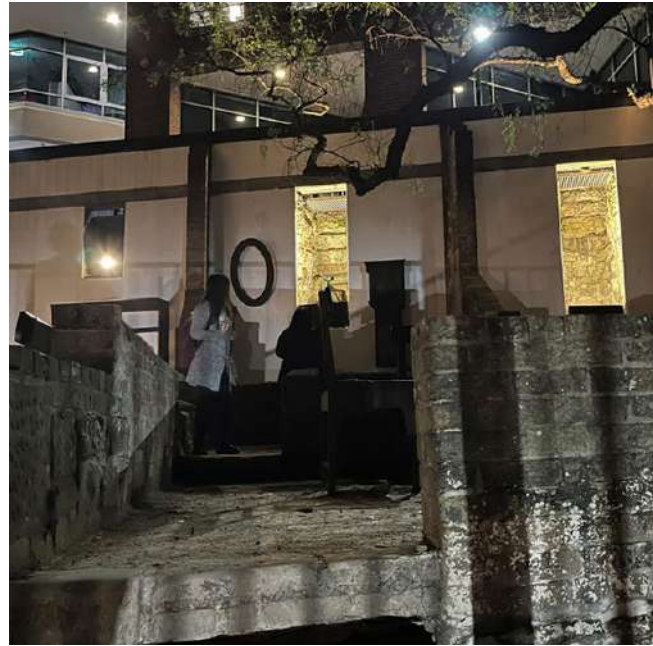


Figure 55: Foundation Park during the night-time

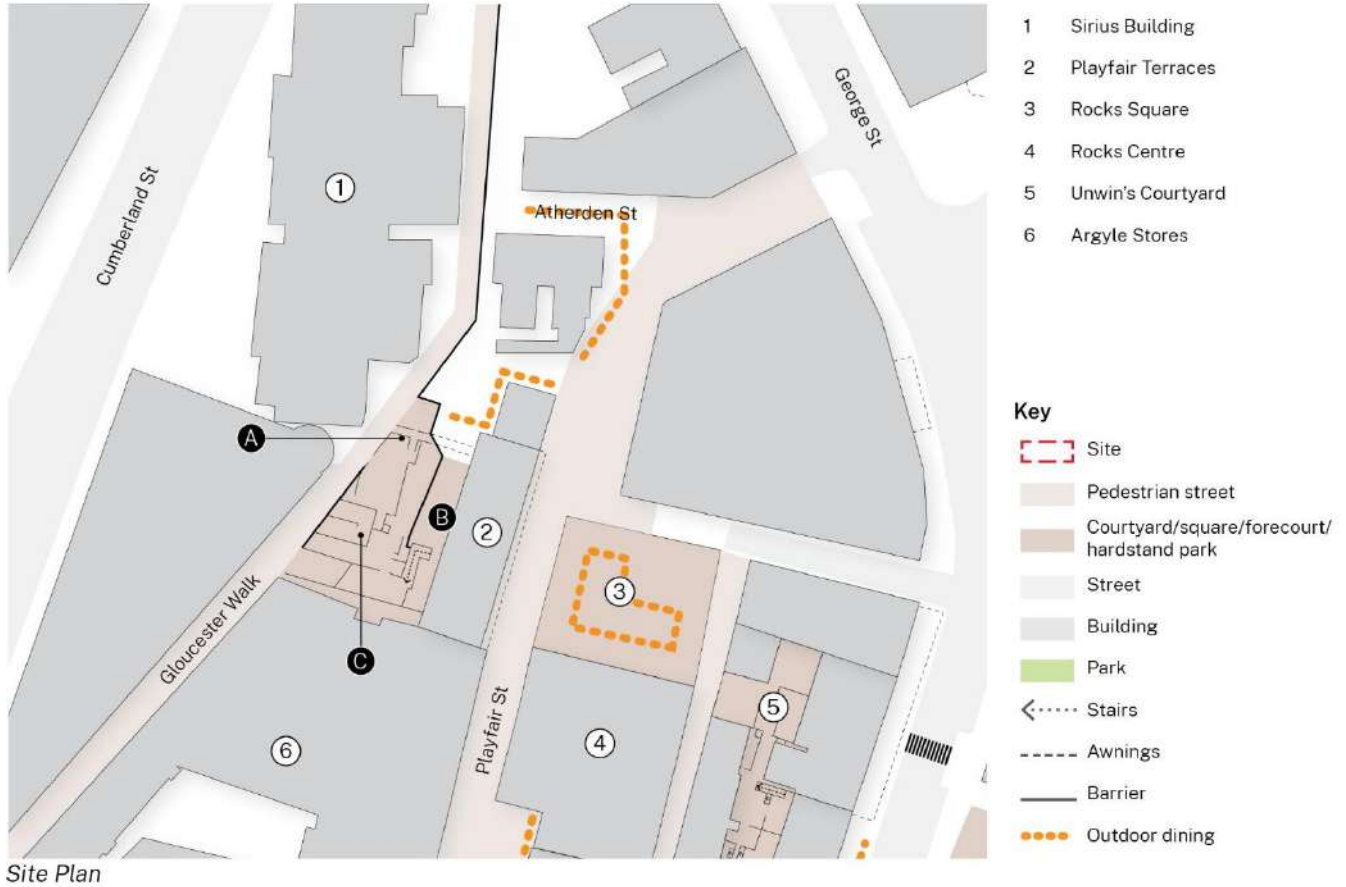
Place Description

Foundation Park is located down the slope, off Gloucester Walk. Not a traditional ‘park’, it comprises a set of small, interconnected spaces at different levels formed by the ruins of 19th Century terrace houses and interpretive installations. The park is of State Significant heritage value, with the ruins evoking the once widespread nature of terrace housing in inner city Sydney, emphasised by the very small size of the park and the individual ruins. The space features heritage interpretation of the ruins with the ‘Ghost Houses’ public sculpture by Peter D. Cole. This includes oversized domestic furniture located in the remnants of the terrace rooms and a skeleton expression of the now lost terrace along Gloucester Walk.

The cliff face on the park’s eastern edge, which from 1788 until 1816 marked the limit of the ground of the colonial hospital building in 1788 on the cove littoral, continues to provide a physical expression of the place name and the earliest period of colonisation.

The park retains important potential to reveal archaeological material related to building and living on such topographically challenging sites, and materials relating to the earliest period of British colonisation when the cliff face formed the edge of the ground around the first hospital building in 1788. The park is an exemplar of the late 20th century revival of a Picturesque aesthetic in landscape design which expressed the tension between beauty with ruin and degradation.

The park is difficult to find, being hidden behind buildings, on a pedestrian laneway in the centre of a long block, at a lower level to Gloucester Walk from which the park is predominantly entered. It can also be entered from the rear courtyards of the Playfair Terraces but this link is not visible from the main walkway of Playfair Street. While its hidden nature inspires a feeling of discovery during the day, at night, the lack of passive surveillance and activity can reduce feelings of safety. Foundation Park is also predominantly inaccessible due to the severe topography of the rockface and access is via stairs over multiple levels.



Site Plan



Complex paths and level changes at Foundation Park



Intricate spaces and interpretative artwork at Foundation Park provide interest, especially in the day time



Lower levels of Foundation Park have limited activation and glare lighting at night

Figure 56: Safety insights for Foundation Park, Nearmap imagery © 2023.



Figure 57: Foundation Park (from the rear of Playfair Terrace), 1901, Bertie Collection, PMNSW Archives



Figure 58: Foundation Park during the daytime



Figure 59: Foundation Park during the daytime

Safety Insights for Foundation Park

Foundation Park was viewed as a secluded but safe space during the day. More activation of the space through the inclusion of signage on the history of the site and better wayfinding signage would increase the attractiveness of the space and encourage people to dwell. At night, the area was viewed as unsafe, primarily due to its lack of consistent lighting and secluded and hidden nature.

'This is a hidden treasure!'

Participant in co-design walkshop, 2022

The co-design process and technical assessments found that during the day Foundation Park:

- Is quiet with blind spots and narrow paths, but still feels safe due to generally open views into the space from adjacent buildings and Gloucester Walk
- Features significant level changes, and as a result is inherently inaccessible and difficult to navigate
- Is difficult to find with limited directional signage in the surrounding public domain – many participants were discovering the park for the first time
- Is poorly maintained and has limited signage for nearby amenities or facilities (e.g. elevator at Cleland Bond)
- Existing heritage interpretation is valued however more information on the history and stories of the space would be appreciated

At night, the site:

- Feels unsafe as it is harshly and unevenly lit with no stair, tree or signage lighting and the feeling of hidden spaces
- Is very quiet due to the distance from the main entertainment venues

Actions for Foundation Park

No.	Category	Description
Strategic Actions		
8.1	Heritage	<ul style="list-style-type: none"> Promote Foundation Park as a ‘living museum.’
Project Actions		
8.2	Wayfinding	<p>Improve wayfinding to and through the park by:</p> <ul style="list-style-type: none"> Ensuring any signage is legible both day and night Including it as a destination in wayfinding signage in the public domain Improving signage for lift access enabling greater visibility and legibility
8.3	Heritage	<ul style="list-style-type: none"> Provide additional heritage interpretation to tell the history and stories of the place.
8.4	Lighting	<p>Undertake a lighting audit and plan that considers:</p> <ul style="list-style-type: none"> Better illumination and enhancement of the heritage features, ‘hidden historic treasures’ and trees Consistent lighting around steps and paths to improve access and mobility Improvement of ambient lighting conditions and removal of harsh lighting Connection and integration of lighting approaches to proposed illumination of the rockface as part of proposed Argyle Terrace Courtyard Upgrades to create visual connections across spaces of The Rocks
8.5	Movement	<ul style="list-style-type: none"> Explore potential improvements to facilitate improved access while also protecting the ruins and archaeological potential

Table 8: Actions for Foundation Park

6.10 Site 9: Dawes Point Park (Tara) South



Figure 60: During the daytime

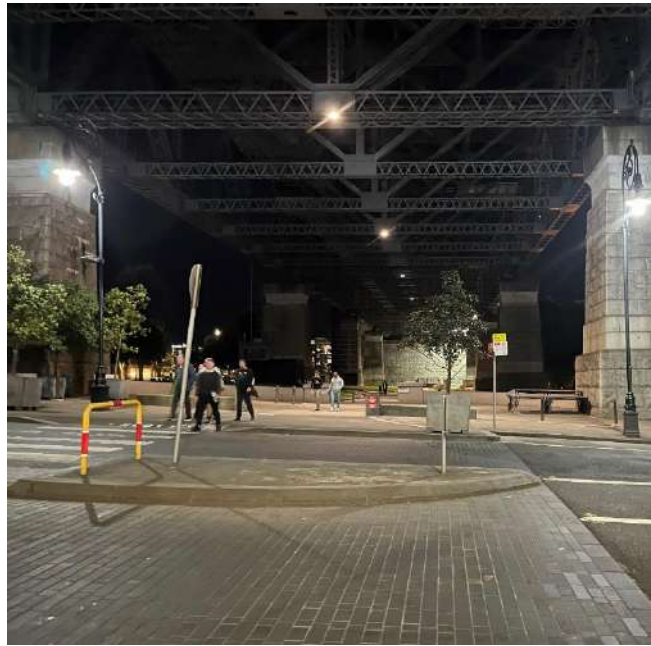


Figure 61: During the night-time

Place Description

This part of Dawes Point Park (Tara) is located under the Harbour Bridge adjoining the northern most end of George Street. It is a predominantly grassed space with impressive views to the Sydney Opera House and Sydney Harbour.

Tara is the local Aboriginal language word for the site also known as Dawes Point. As part of the Harbour Walk, Yananurala a major public art project in partnership with City of Sydney is planned for the park, that will highlight the site where young Aboriginal woman Patyegarang is said to have shared some local Aboriginal words and language with William Dawes. As part of Yananurala, in partnership with City of Sydney, PMNSW will develop an artwork in Tara, interpreting this important cultural moment.

The Park is of State Heritage significance for its archaeological remains and relics, including cannons, a guard house, officer’s quarters and underground storerooms at the former Dawes Point Battery. It is also an important part of the setting of the nationally significant Sydney Harbour Bridge, approaches and viaducts. Closeness to the bridge above and pylons within the park contribute to the unique character of the park. This does however bring a lot of noise to the space.

The southern end of the park is above most of The Rocks, sloping downwards to the north-east to meet Hickson Road. The park’s southern edge along George Street is the only at-grade, wheelchair accessible entry to the park. By virtue of its size and topography, views into the park from The Rocks are limited. The south-eastern edge of the park is completely inaccessible from Hickson Road and forms harsh vertical wall to the street. Lack of accessibility from the east makes it feel more a part of Millers Point rather than The Rocks.

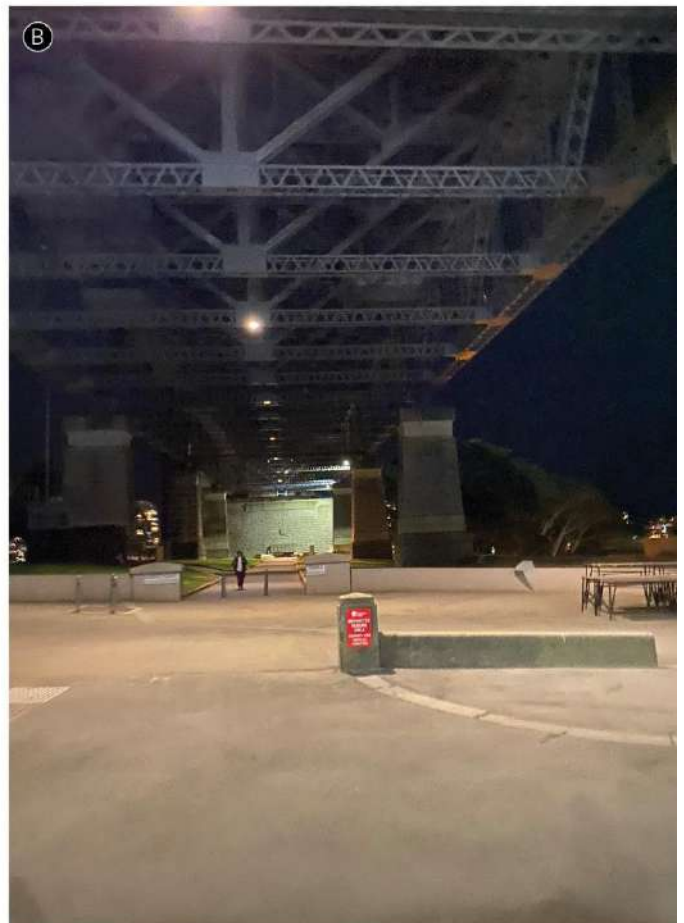
The park does not feature active uses and is generally quiet during the day and at night. At night, this limited use can contribute to feelings of poor safety. On weekends, The Rocks Markets transforms the northern end of George Street to a highly active and busy destination.



Site Plan



View to Daws Point Reserve from the south-west



Hardstand areas are well lit but make other spaces in the reserve feel dark by contrast



Daws Point Reserve has shaded and sunny spaces to take in the view of Sydney Opera House and Sydney Harbour

Figure 62: Safety insights for Daws Point Park (Tara) South, Nearmap imagery © 2023.

Safety Insights for Dawes Point Park (Tara) South

The site is not perceived as welcoming due to the loudness of train and vehicular sounds, lack of public seating and while generally well maintained, the quality of the landscape is negatively impacted by event use. To make this space feel more safe, better lighting, seating and planting, and more wayfinding signage should be introduced. This is particularly important as this space is currently used primarily as a thoroughfare.

‘There are lovely buildings nearby, but nowhere to admire them from and no reason to be waiting here to have them as your backdrop.’

Participant in co-design workshop, 2022

The co-design process and technical assessments found that during Dawes Point Park (Tara) South:

- Features amazing views across the harbour and over to the Sydney Opera House
- Feels like a thoroughfare with no clear purpose with no reason to dwell
- Has a lack of wayfinding signage with directions and timing to walk to adjacent areas.
- Is poorly maintained with turf and planting in poor condition, especially following event activations
- Has minimal public seating
- Is overwhelmed by the sound of loud trains and traffic from Sydney Harbour Bridge above
- Is visibly patrolled by rangers, contributing positively to feelings of safety

At night, the site:

- Has very even, cool, white lighting however glare from downlights make the space less inviting contribute to reduced feelings of safety
- Lacks clear sightlines making it a less inviting space for women and girls to move through or use at night
- Has constant knocking and rumble sounds from cars and trains travelling over the bridge, which negatively contribute to feelings of safety

Actions for Dawes Point Park (Tara) South

No.	Category	Description
Project Actions		
9.1	Plans	<p>Prepare a Cultural Landscape Report and Public Domain Master Plan for Dawes Point Park that addresses:</p> <ul style="list-style-type: none"> • Cultural Importance of the space and conservation and management principles to guide use, activation and management • The use and purpose of Dawes Point Park including potential opportunities to enhance its park role for locals and visitors • The relationship of the park with The Rocks and Rocks Markets • Greening, planting and tree canopy to improve amenity • Consideration of opportunities to introduce interpretive signage to highlight interesting features and elements in the space • Consideration of transportation sounds associated with the Harbour Bridge and potential acoustic mitigation strategies if additional activities are planned • Public amenity such as seating, bins, wayfinding and other elements that would improve the amenity for visitors to the space
9.2	Lighting	<p>Undertake a lighting audit and plan, that addresses:</p> <ul style="list-style-type: none"> • Uneven lighting layout and harsh lighting • Additional lighting along footpaths to support movement • Lighting for signage • Feature lighting to trees and pylons to improve night-time use and ambience
9.3	Wayfinding	<ul style="list-style-type: none"> • Introduce wayfinding signage that provides direction to, from and through Dawes Point that is lit at night and includes directions to other landmarks

Table 9: Actions for Dawes Point Park (Tara) South



Figure 63: Night-time walkshop at Dawes Point Park (Tara) South

6.11 Site 10: Dawes Point Park (Tara) East



Figure 64: During the daytime



Figure 65: During the night-time

Place Description

This area of Dawes Point Park (Tara) is to the eastern edge of the park adjoining Hickson Road.

The study area slopes down towards the east, obscuring views westwards across the park. Like Dawes Point Park South, the site features uninterrupted views to the Sydney Opera House and Sydney Harbour and is also affected by sound from traffic and trains on the Sydney Harbour Bridge. Visibility to the area from the southern edge on Hickson Road is obscured by a significant level change.

The space is well visited in the daytime however at night it is quiet and there is minimal activity as it is located away from key late night destinations in The Rocks and Walsh Bay.

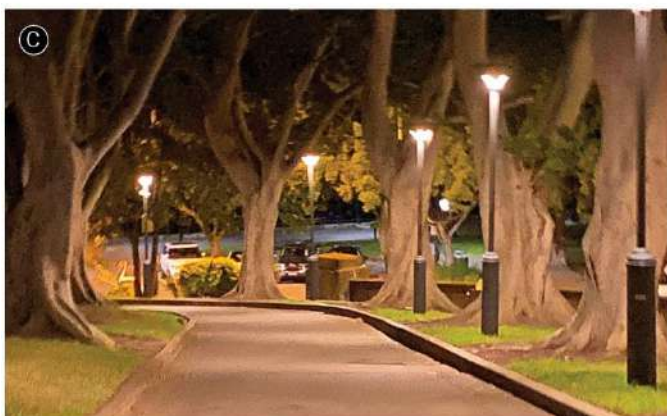
The study area is grassed, with public some benches and is well-shaded by mature fig trees.



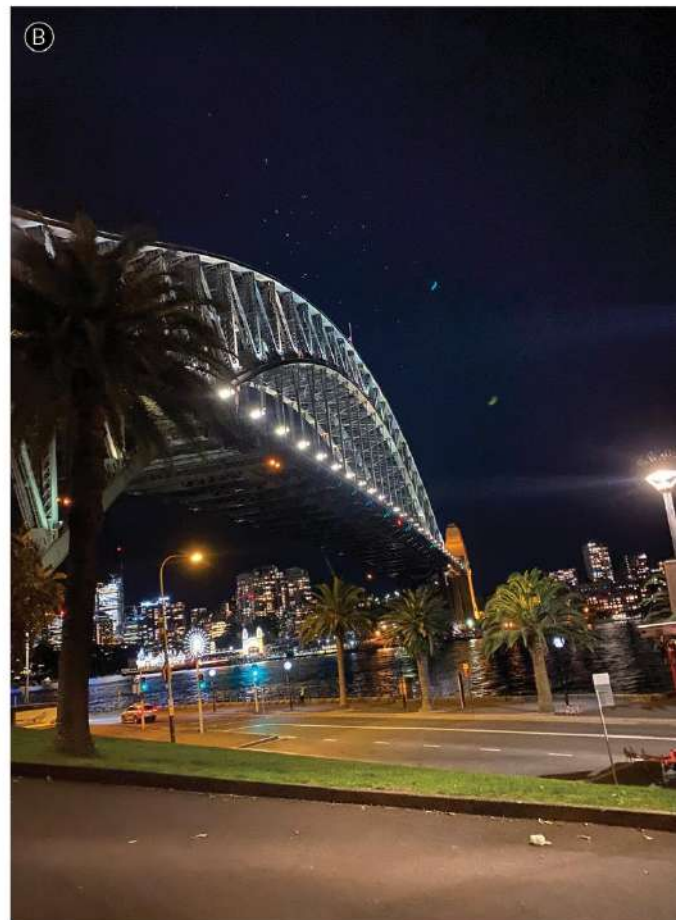
Site Plan



View south west, shows a significant level change from street level to the centre of the reserve



At night, paths are well lit



Views to the Sydney Harbour Bridge and Luna Park make this space special

Figure 66: Safety insights for Dawes Point Park (Tara) East, Nearmap imagery © 2023.

Safety Insights for Dawes Point Park (Tara) East

Dawes Point Park East at Hickson Road is an attractive park with limited accessibility, low visibility and inadequate lighting that negatively impacts feelings of personal safety, especially at night. Better lighting would reduce shadowed and dark areas. An increase in amenity in the space including public seating, public toilet amenities, informational and directional signage would also increase the usability of the space.

‘I don’t feel scared, but at the same time, it is also not a very inviting place.’

Participant in co-design walkshop, 2022

The co-design process and technical assessments found that during the day Dawes Point Park (Tara) East:

- Is well maintained and pleasant however loud noise from trains and traffic crossing the Harbour Bridge above make the space less inviting
- Has a lack of public seating
- Has no visible signage for public toilets on George Street, just south of Dawes Point Park, which serves park users
- Consists of steep topography and is not accessible for those who are less mobile or use a wheelchair

At night, the site:

- Is unevenly lit with existing lighting located behind trees, creating areas of shadow
- Lacks passive surveillance and a clear use
- Is notable for its views to Sydney Harbour in the day and at night
- Has audible transportation sounds from the Harbour Bridge



Figure 67: Co-design daytime activity at Dawes Point Park (Tara) East

Actions for Dawes Point Park (Tara) East

No.	Category	Description
Strategic Actions		
10.1	Collaboration	<ul style="list-style-type: none"> Support the delivery of the Yananurala partnership with City of Sydney including the proposed major art project for Tara / Dawes Point.
Project Actions		
10.2	Plans	<p>Prepare a Cultural Landscape Report and Public Domain Master Plan for Dawes Point Park that addresses:</p> <ul style="list-style-type: none"> Cultural importance of the space and conservation and management principles that guide use, activation and management Improved lighting, including lighting to pathways, trees and benches, noting tree canopy blocks other light sources New public seating in areas with direct sunlight, noting existing seating is co-located with trees, shaded and protected from wind Consideration of transportation sounds associated with the Harbour Bridge and potential acoustic mitigation strategies if additional activities are planned Opportunities for additional public toilet amenities Opportunities for increased park use through activation in surrounding areas Public amenity such as seating, bins, wayfinding and other elements that would improve the amenity for visitors to the space
10.3	Wayfinding	<ul style="list-style-type: none"> Introduce wayfinding signage that provides direction to, from and through Dawes Point that is lit at night and includes directions to other landmarks

Table 10: Actions for Dawes Point Park (Tara) East



Figure 68: Dawes Point Park (Tara) East during the night-time

7

Actions

7.1 Overview of Actions

This Strategy contains a comprehensive range of actions that are informed by the evidence base gathered from the site assessments and safety insights. Delivering these actions will contribute to The Rocks becoming a safer and more welcoming precinct for women, girls and gender diverse people.

This Strategy contains two types of actions:

1. **Precinct Wide Actions** are actions that are applicable across the entire precinct.
2. **Site Specific Actions**⁷ are actions that are specific to a particular site. Site Specific Actions are separated into either:
 - Strategic Actions – actions of significant scale and complexity, often requiring collaboration with a range of stakeholders or government agencies to deliver, such as a masterplan for a site where there are a variety of safety issues to be addressed; or,
 - Project Actions – actions that are considered straightforward and relatively simple to implement, such as upgrades or improvements to specific elements such as lighting, wayfinding, activation, or maintenance.

The actions have been categorised under the following themes to make it easy for users of this Strategy to identify which actions are most meaningful for their work:

- Activation
- Collaboration
- Delivery
- Governance
- Heritage
- Lighting
- Maintenance
- Movement
- Plans
- Public Art
- Public Domain
- Wayfinding

The actions are intended to guide decision makers and stakeholders with an interest in and influence over the safety of women and girls in The Rocks when determining investment and funding prioritisation.

‘I have a much greater appreciation of the range of disciplines and key elements that need to work together to make great spaces and places.’

Participant in co-design walkshop, 2022

⁷ The Site Specific Actions contained in this chapter, *Chapter 8 Actions*, replicate those contained under *Chapter 7 Site Assessments, Insights and Actions*.

7.2 Precinct Wide Actions

The assessment of the 10 individual sites revealed several consistent findings that are applicable precinct wide.

The actions contained in the following table set out these broader, strategic recommendations which are to be implemented concurrently with the site specific actions to deliver improved safety for women and girls in The Rocks. They also include alignment with Placemaking NSW's strategic documents, policies and plans, conservation management plans and legislative obligations.

No.	Category	Description	Rationale
P1	Governance	Involve women, girls, gender diverse people, Culturally and Linguistically Diverse (CALD) and First Nations representatives – with particular attention to the voices and leadership of Aboriginal women and girls – in the development of all future strategies for The Rocks.	Ongoing engagement with diverse groups is required to ensure The Rocks is a place for everyone.
P2	Governance	Seek opportunities to procure good and services from Aboriginal and Torres Strait Islander Businesses, consistent with Banga budyari mudjin (Make Good Relations), the Placemaking NSW Reconciliation Action Plan (RAP).	The Women's Safety Strategy should be consistent with PMNSW policies and plans.
P3	Governance	Consult Placemaking NSW's First Nations Advisory for guidance during early planning and design phases of significant upgrade and cultural projects.	Placemaking NSW's First Nations Advisory is a group of independent experts appointed to provide advice on indigenous design, engagement and connecting to Country through the delivery of built environment projects.
P4	Governance	Establish a safety and mobility working group that: <ul style="list-style-type: none"> • Involves women, girls and gender diverse people • CALD and First Nations people • Leverages relationships with precinct stakeholders • Oversees implementation of actions • Reports outcomes achieved through actions. 	Ongoing engagement, management and review is required to ensure the Women's Safety Strategy is delivered.
P5	Governance	Review night-time policies to provide better safety outcomes for women and girls. This should include consideration of management strategies for noise, live music, intoxicated patrons, movement in and out of the precinct and areas of refuge.	Anti-social behaviour at night was highlighted as contributing to poor feelings of safety at Jack Munday Place and Argyle Street.
P6	Heritage	All interventions are to respond to and celebrate The Rocks' unique heritage character.	The Women's Safety Strategy must be consistent with PMNSW policies, the NSW <i>Heritage Act 1977</i> and conservation management plans.

No.	Category	Description	Rationale
			<p>The heritage fabric of The Rocks was highlighted as contributing to positive feelings of safety, especially through the day. Its retention, maintenance and celebration provide key opportunities to support safety in a place-specific way.</p>
<p>P7</p>	<p>Plans</p>	<p>Develop a precinct-wide interpretation strategy that:</p> <ul style="list-style-type: none"> • Establishes an approach to highlighting the interesting features and stories of unique spaces. • Prioritises the visibility of women and their stories, highlighting the historical and ongoing contributions of Aboriginal women and all women in the evolution of The Rocks. 	<p>The character of The Rocks varies significantly and the co-design process revealed that the lack of clear purpose in some spaces detracts from feelings of safety. Introducing meaningful interpretative elements will help to define each space’s purpose and enhance its sense of welcome.</p> <p>Interpretive interventions provide an opportunity to rebalance the historical bias in urban elements, such as public art and street names, that have traditionally centred on male achievements.</p>
<p>P8</p>	<p>Lighting</p>	<p>Update the existing The Rocks Lighting Strategy, addressing:</p> <ul style="list-style-type: none"> • Concerns highlighted in this Women’s Safety Strategy • Safety and mobility issues • Ambient lighting of main streets and parks • Ambient and task lighting of local streets and lanes as well as brightness, glare and colour temperature • Sensitive responses to the precinct’s valued heritage character including lighting for heritage buildings and streetscapes <p>Low impact construction and installation methods (e.g. fixings and fittings).</p>	<p>Poor and uneven lighting across The Rocks contributed to feelings of poor safety and contributed to spaces being uninviting at night. A coordinated response is required to create a consistently safe environment, tailored to the unique settings of The Rocks.</p>
<p>P9</p>	<p>Wayfinding</p>	<p>Update The Rocks precinct-wide Wayfinding Strategy to address:</p> <ul style="list-style-type: none"> • Concerns highlighted in this Women’s Safety Strategy • First time visitors and CALD communities • Navigation to bathrooms and other amenities across day and night <p>An integrated lighting approach, consistent with the updated The Rocks Lighting Strategy.</p>	<p>Inconsistent, limited and wayfinding signage with poor visibility have been highlighted as contributing to poor feelings of safety. Better wayfinding is key supporting navigation and enable greater predictability when moving through The Rocks, especially at night.</p>

No.	Category	Description	Rationale
P10	Wayfinding	Investigate opportunities to integrate with digital map providers (e.g. Google, Apple) and/or develop a digital interface (website or app) that includes universally accessible routes around the precinct, including drop off/pick up points, public amenities and ranger/police locations.	<p>The Rocks features a landscape of varied topography and a fine grain network of streets, laneways. These characteristics can undermine ease of navigation and contribute to feelings of poor safety.</p> <p>Increased access to maps and information about the precinct enables greater confidence and predictability when moving around.</p>
P11	Movement	Finalise The Rocks Access and Inclusion Strategy and prioritise projects for implementation.	<p>The Rocks features a landscape of varied topography and a fine grain network of streets, laneways. Some which are difficult to traverse for those with diverse mobility needs.</p> <p>The Rocks Access and Inclusion Strategy will support the delivery of physical and digital wayfinding, improving ease of navigation.</p>
P12	Activation	Implement The Rocks Arts and Culture Strategy with inclusion of night-time opportunities.	<p>Uneven lighting and limited activation especially of laneways and parks at night contributed to poor feelings of safety. The Rocks Arts and Culture Strategy highlights opportunities to deliver art and activation, creating more inviting spaces, especially at night.</p>

Table 11: Precinct wide actions to deliver improved safety for women and girls in The Rocks

7.3 Site Specific Actions

The following table summarises site specific actions for each of the 10 individual sites, as identified in the Chapter 7. These actions are applicable at either a strategic level or a project level and apply across a broad range of categories including lighting, wayfinding, heritage, art, activation, movement, planning, delivery, maintenance, collaboration and in general.

No.	Category	Description
Site 1 – George Street North – Strategic Actions		
1.1	Lighting	<p>Incorporate temperature standards, sustainability and façade lighting requirements in future updates to lighting strategies, policies and tenant fit-out guidelines including:</p> <ul style="list-style-type: none"> • Use of consistent warm coloured lighting temperature • Optimisation of sustainable lighting quantities and sources e.g. LED and automation
1.2	Collaboration	<ul style="list-style-type: none"> • Continue to collaborate with TfNSW on the Circular Quay Renewal project to improve the southern threshold to The Rocks and experience of the precinct. Ensure integration of the Circular Quay Renewal and the George Street North Streetscape upgrade projects to optimise place outcomes.
Site 1 – George Street North – Project Actions		
1.3	Delivery	<p>As part of the George Street North streetscape upgrades:</p> <ul style="list-style-type: none"> • Prioritise safe access for pedestrians so that movement is intuitive and inclusive • Improve pedestrian safety along George Street specifically safe and clearly defined pedestrian crossing points between Globe Street and First Fleet Park • Retain low vehicular speeds and integrate traffic calming measures to contribute to improved feelings of safety through reduced traffic sounds • Integrate traffic calming and hostile vehicle mitigation strategies to minimise the impact of vehicles on pedestrian safety while also minimising visual clutter and responding to the unique civic and heritage character of the street • Design outdoor dining areas to enhance safety, respect the civic and pedestrian environment, with clear circulation paths • Incorporate lighting upgrades as described above • Improve ambience through well-maintained and well-designed public spaces that includes seating, planting and lighting • Integrate a threshold design at George St and Cahill Overpass that creates a distinct sense of arrival and addresses pedestrian amenity and transportation sounds associated with vehicular traffic, light rail and heavy rail at George Street and overhead.
1.4	Lighting	<p>Upgrade lighting on George Street highlighting existing architecture particularly the heritage façades seeking opportunities to:</p> <ul style="list-style-type: none"> • Light the second level of façades to draw the view line up and provide greater ambience and enjoyment of the special character of the streetscape • Encourage shopfront lighting to remain on after hours (at a dimmed level) to improve definition of the pedestrian paths, having regard for tenant engagement and energy use (environmental sustainability) • Reduce contrast between under awning-lighting and dark façades.

No.	Category	Description
1.5	Wayfinding	<p>Develop and implement a clear wayfinding strategy including:</p> <ul style="list-style-type: none"> • Signposting streets and lanes • Consideration of navigation both during the day and night • Signage (or other) on George Street, highlighting it as a gateway to The Rocks • Develop and implement an interpretive strategy that creates opportunities for people to experience and learn about the area.
Site 2 – Globe Street and Nurses Walk – Project Actions		
2.1	Delivery	<p>Implement the Nurses Walk and Globe Street Public Domain Upgrades to create an enjoyable space to dwell including:</p> <ul style="list-style-type: none"> • Greening to Globe Street that improves amenity and is supported by improved public seating opportunities • Improved accessibility to upper levels creating more gentle ramps, reducing unevenness of ground surfaces, removing trip or access hazards and improving access to a green dwell space • Considering opportunities to introduce interpretive signage to highlight interesting features and elements in the space such as the Jack Munday mural. • Consistent lighting to Globe Street and Nurses Walk to highlight the connections of these spaces and the heritage facades and artworks, improve visual legibility and address colour temperature and contrast.
2.2	Wayfinding	<p>As part of the development of the final The Rocks Wayfinding Strategy, develop and implement clear wayfinding signage that supports safe movement between Harrington Street, George Street and Nurses Walk, including:</p> <ul style="list-style-type: none"> • Signage specifically for wheelchair users, parents/carers with prams, cyclists and tourists with suitcases • Improved visibility and legibility of bathroom signage.
2.3	Public Art	<ul style="list-style-type: none"> • Preserve and maintain the Jack Munday mural.
2.4	Activation	<p>Improve the quality of experience and encourage people to dwell by:</p> <ul style="list-style-type: none"> • Increasing opportunities for more passive surveillance from adjacent ground floor tenancies and shopfronts as part of strategic leasing approach to ensure activity across the day and night • Providing additional public seating in locations that have good lines of sight, passive surveillance and lighting at night.
2.5	Maintenance	<ul style="list-style-type: none"> • Continue to proactively manage and respond to incidents of graffiti and vandalism, as needed. • Improve maintenance of the artworks along Globe Street and Nurses Walk.
Site 3 – Cumberland Place and Steps – Strategic Actions		
3.1	Plans	<p>Develop a Cumberland Place and Steps Master Plan, including:</p> <ul style="list-style-type: none"> • Considering access improvements to the stairs in keeping with the heritage significance and character of the area/item, trip hazards and improvements in physical safety • Exploring opportunities for activation including potential enhancement to support gathering for school groups at Susannah Place

No.	Category	Description
		<ul style="list-style-type: none"> • Considering opportunities to introduce interpretive signage to highlight interesting features and elements in the space • Embed CPTED principles to reduce crime risks including increased passive surveillance of public spaces • Consideration of planned redevelopment of the “Clocktower” building at 35-75 Harrington Street.
Site 3 – Cumberland Place and Steps – Project Actions		
3.2	Lighting	<p>Design and implement a lighting repair and improvement program, that addresses:</p> <ul style="list-style-type: none"> • Colour temperature – seeking reduced colour variance • Faulty and broken light replacement • Considered lighting on historic buildings to highlight heritage character and improve perceptions of safety at night including: <ul style="list-style-type: none"> • Façade illumination at Susannah Place • Consistent terrace façade lighting • Improved integration between new and old developments in this location • Additional task (focussed) lighting on the stairs.
3.3	Wayfinding	<ul style="list-style-type: none"> • Improve signage visibility from adjoining streets to increase safety and mobility for all users including signage with directions to other accessible routes and lifts and public amenities.
3.4	Public Domain	<ul style="list-style-type: none"> • Design and implement a stair and path repair and improvement plan to address trip hazards and falls and improve the ability to use and navigate the steps.
Site 4 – Argyle Street – Strategic Actions		
4.1	Activation	<p>Improve the activation of the space by:</p> <ul style="list-style-type: none"> • Considering opportunities to showcase the Argyle Cut and the surrounding area (in collaboration with the City of Sydney) • Considering acoustic elements that positively contribute to feelings of safety and enhancing the activation of the space, such as sound installations • Advocating for active and vibrant street frontages and uses especially on Cambridge Street as part of the Clocktower project redevelopment • Enabling flexible short and medium term leases to activate and diversify the offering along Cambridge Street • Considering opportunities to introduce interpretive signage to highlight interesting features and elements in the space.
4.2	Movement	<ul style="list-style-type: none"> • Undertake a traffic review that addresses vehicular, cycling, pedestrian and point-to-point transport movement in this area, highlighting conflict areas and potential solutions. This may include additional or relocated pedestrian crossings or widened footpaths.
Site 4 – Argyle Street – Project Actions		
4.3	Lighting	<p>Design and implement a lighting repair and improvement program including:</p> <ul style="list-style-type: none"> • Improved lighting under the bridge that highlights the features of the Argyle Cut and adjoining heritage elements

No.	Category	Description
		<ul style="list-style-type: none"> • Additional lighting for connections to surrounding walkways and stairs • Accent, wayfinding and task lighting • Faulty and broken light replacement.
4.4	Wayfinding	<ul style="list-style-type: none"> • Improve signage visibility and legibility to increase safety and mobility for all users including signage with directions to other destinations. Special consideration should be given to the use of this wayfinding in a crowded setting.
Site 5 – Jack Munday Place – Strategic Actions		
5.1	Public Domain	<ul style="list-style-type: none"> • Undertake a precinct wide assessment of public seating and other street furniture such as bins, etc.
Site 5 – Jack Munday Place – Project Actions		
5.2	Delivery	<ul style="list-style-type: none"> • Finalise The Rocks Access and Inclusion Strategy and prioritise projects for implementation that improve conditions and safety along Jack Munday Place.
5.3	Delivery	<ul style="list-style-type: none"> • Ensure the George Street North Streetscape Upgrade project considers the role and function of Jack Munday Place as supporting the holistic vision for George Street North and The Rocks more broadly.
5.4	Activation	<p>Develop a Place Activation Plan that:</p> <ul style="list-style-type: none"> • Addresses the immense pressure on Jack Munday Place to serve operational, movement and civic roles • Includes an audit of current spaces, uses and constraints • Is informed by engagement with stakeholders to understand opportunities and expectations • Focuses on creating a welcoming atmosphere for diverse users across the day and night, on weekdays and weekends.
5.5	Lighting	<p>Develop a Lighting Strategy that addresses:</p> <ul style="list-style-type: none"> • Ambient and accent lighting • Lighting of heritage façades.
Site 6 – Cadman’s Cottage and Bligh and Barney Reserve – Strategic Actions		
6.1	Movement	<ul style="list-style-type: none"> • Collaborate with the Port Authority to improve the pedestrian experience and safety around the Overseas Passenger Terminal including improvement of pedestrian crossing points along Circular Quay West.
Site 6 – Cadman’s Cottage and Bligh and Barney Reserve – Project Actions		
6.2	Plans	<p>Develop a Master Plan for the Cadman’s Cottage forecourt and Bligh and Barney Reserve that involves community and stakeholder engagement, including the Aboriginal community, that addresses:</p> <ul style="list-style-type: none"> • Provision of public seating to encourage people to dwell and use the space • Access and movement to, around and from the place • Consideration of signage to aid navigation and highlight the interesting features of these spaces • The interface to adjoining streets, especially the level change and access to George Street

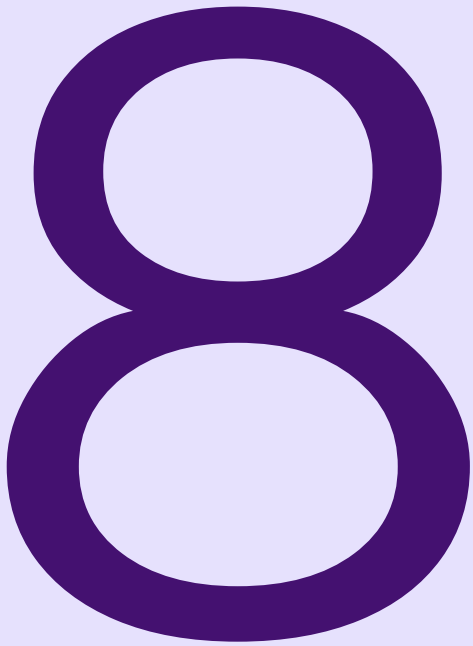
No.	Category	Description
		<ul style="list-style-type: none"> • Lighting (highlighting heritage features and addressing uneven lighting) • Proposed uses for Cadman’s Cottage and its forecourt.
Site 7 – Unwin’s Courtyard – Project Actions		
7.1	Delivery	<ul style="list-style-type: none"> • Implement the Unwin’s Courtyard Upgrade including improved lighting and additional planting to soften and green the courtyard to create a more welcoming public space.
7.2	Wayfinding	<p>Improve wayfinding to the courtyard by:</p> <ul style="list-style-type: none"> • Including it as a destination on surrounding wayfinding in the public domain • Consider wayfinding role of temporary or future permanent artworks including lighting to Kendall Lane • Upgrade lighting of adjacent spaces including the Observer Hotel that connects to the courtyard at the northern end.
Site 8 – Foundation Park – Strategic Actions		
8.1	Heritage	<ul style="list-style-type: none"> • Promote Foundation Park as a ‘living museum.’
Site 8 – Foundation Park – Project Actions		
8.2	Wayfinding	<p>Improve wayfinding to and through the park by:</p> <ul style="list-style-type: none"> • Ensuring any signage is legible both day and night • Including it as a destination in wayfinding signage in the public domain • Improving signage for lift access enabling greater visibility and legibility.
8.3	Heritage	<ul style="list-style-type: none"> • Provide additional heritage interpretation to tell the history and stories of the place.
8.4	Lighting	<p>Undertake a lighting audit and plan that considers:</p> <ul style="list-style-type: none"> • Better illumination and enhancement of the heritage features, ‘hidden historic treasures’ and trees • Consistent lighting around steps and paths to improve access and mobility • Improvement of ambient lighting conditions and removal of harsh lighting • Connection and integration of lighting approaches to proposed illumination of the rockface as part of proposed Argyle Terrace Courtyard Upgrades to create visual connections across spaces of The Rocks.
8.5	Movement	<ul style="list-style-type: none"> • Explore potential improvements to facilitate improved access while also protecting the ruins and archaeological potential.
Site 9 – Dawes Point Park (Tara) South – Project Actions		
9.1	Plans	<p>Prepare a Cultural Landscape Report and Public Domain Master Plan for Dawes Point Park that addresses:</p> <ul style="list-style-type: none"> • Cultural Importance of the space and conservation and management principles to guide use, activation and management • The use and purpose of Dawes Point Park including potential opportunities to enhance its park role for locals and visitors • The relationship of the park with The Rocks and Rocks Markets

No.	Category	Description
		<ul style="list-style-type: none"> • Greening, planting and tree canopy to improve amenity • Consideration of opportunities to introduce interpretive signage to highlight interesting features and elements in the space • Consideration of transportation sounds associated with the Harbour Bridge and potential acoustic mitigation strategies if additional activities are planned • Public amenity such as seating, bins, wayfinding and other elements that would improve the amenity for visitors to the space.
9.2	Lighting	<p>Undertake a lighting audit and plan, that addresses:</p> <ul style="list-style-type: none"> • Uneven lighting layout and harsh lighting • Additional lighting along footpaths to support movement • Lighting for signage • Feature lighting to trees and pylons to improve night-time use and ambience.
9.3	Wayfinding	<ul style="list-style-type: none"> • Introduce wayfinding signage that provides direction to, from and through Dawes Point that is lit at night and includes directions to other landmarks.
Site 10 – Dawes Point Park (Tara) East – Strategic Actions		
10.1	Collaboration	<ul style="list-style-type: none"> • Support the delivery of the Yananurala partnership with City of Sydney including the proposed major art project for Tara / Dawes Point.
Site 10 – Dawes Point Park (Tara) East – Project Actions		
10.2	Plans	<p>Prepare a Cultural Landscape Report and Public Domain Master Plan for Dawes Point Park that addresses:</p> <ul style="list-style-type: none"> • Cultural importance of the space and conservation and management principles that guide use, activation and management • Improved lighting, including lighting to pathways, trees and benches, noting tree canopy blocks other light sources • New public seating in areas with direct sunlight, noting existing seating is co-located with trees, shaded and protected from wind • Consideration of transportation sounds associated with the Harbour Bridge and potential acoustic mitigation strategies if additional activities are planned • Opportunities for additional public toilet amenities • Opportunities for increased park use through activation in surrounding areas • Public amenity such as seating, bins, wayfinding and other elements that would improve the amenity for visitors to the space.
10.3	Wayfinding	<ul style="list-style-type: none"> • Introduce wayfinding signage that provides direction to, from and through Dawes Point that is lit at night and includes directions to other landmarks.

Table 12: Site specific actions to deliver improved safety for women and girls in The Rocks



Figure 69: Co-design group walking through Dawes Point Park (Tara) East



Outcomes

The Rocks | Tallawoladah Women’s Safety Strategy was developed 2024. Since that time, a number of this Strategy’s actions have been delivered, and women and girls are already feeling increasingly safe when visiting The Rocks precinct.⁸

8.1 Project Delivery

The following projects have been undertaken to implement the actions identified in this Strategy:



Figure 70: Projects delivered through The Rocks | Tallawoladah Women’s Safety Strategy

Strategic Outcomes

- ① **The Rocks | Tallawoladah Lighting Strategy**
A new Lighting Strategy to guide the design, delivery, maintenance and renewal of lighting.
- ② **The Rocks | Tallawoladah Wayfinding Strategy**
A new Wayfinding Strategy to support navigation and legibility of public spaces, including a cohesive signage suite.

Detailed Design and Documentation

- ③ **Heritage Façade Lighting – ASN Co Building, George Street**
A new lighting scheme to highlight the building’s iconic heritage façade features.
- ④ **Bethel Steps Upgrade**
Access improvements including new handrails and lighting.

Place Outcomes

- ⑤ **Nurses Walk and Surrounds Lighting Upgrade**
New lighting across Nurses Walk, Globe Street, Suez Canal, Well Courtyard and Greenway Lane.
- ⑥ **Unwin’s Courtyard Upgrade**
Major refurbishment including new paving, access ramp, lighting, seating and planting.
- ⑦ **Heritage Façade Lighting – Cleland Bond, Playfair Street**
A new lighting scheme to highlight the building’s iconic heritage façade features.
- ⑧ **Foundation Park Lighting Upgrade**
Major lighting upgrade to celebrate heritage.
- ⑨ **Cumberland Place and Steps Access and Lighting Upgrade**
Heritage conservation of existing walls and steps, resurface stairs, new handrails and lighting.

⁸ Appendix E: The Rocks / Tallawoladah Safer Cities Program Implementation Workshop, Summary Findings Report (PMNSW, March 2025).

8.2 Feedback and Insights

Co-design and ongoing engagement with women and girls has been central to the development and implementation of this Strategy. Building on the successful *walkshops* conducted during the development of the Strategy, a follow-up implementation *walkshop* was held with the same group of women and girls to gather feedback on projects now being delivered.

The *walkshop* revisited sites around The Rocks precinct that have been upgraded as a result of this Strategy. This included three sites where works had been completed under the Safer Cities program: Nurses Walk, Globe Street and Unwin’s Courtyard. The walking groups also made a short stop to review façade lighting that has been implemented at the Cleland Bond building, sites earmarked for future work at George Street North and the Argyle Cut, as well as visiting Cumberland Place and Steps and Foundation Park where construction was underway.



Figure 71: Map of implementation walkshop route

This *walkshop* clearly demonstrated that the implemented works have improved perceptions of safety for women and girls throughout The Rocks precinct.

Analysis of feedback from the *walkshop* revealed that women and girls feel safer in areas with visible street activity, opposed to those perceived as too quiet or isolated. Participants identified key design elements that influenced their sense of safety, including lighting, clear wayfinding and signage, and the presence of amenities such as seating and public bathrooms.

The *walkshop* process deepened understanding of how the built environment influences feelings of safety and empowered women, girls and gender diverse people to make choices about how they use their city, armed with greater knowledge and understanding of the public spaces around them.

‘This is a fabulous transformation! The lighting draws you through the spaces inviting further exploration. The seating encourages you to linger, the planting gives an earthy, magical feel. It is spectacular now.’

Participant in implementation walkshop, 2025



Figure 72: Women and girls in the refurbished Unwin’s Courtyard

See Appendix E: *The Rocks / Tallawoladah Safer Cities Program Implementation Walkshop, Summary Findings Report* for further details.

9

Conclusion and Next Steps

'We feel privileged to give our opinion to improve the safety of women.'

Participant in co-design walkshop, 2022



Figure 73: Walkshop participants

The Rocks | Tallawoladah Women’s Safety Strategy provides a clear and actionable approach to improving the safety and enjoyment of *all* people, particularly, women, girls and gender diverse people.

Placemaking NSW is committed to the implementation of this Strategy so that The Rocks continues to evolve as a place that women and girls choose to visit during all times of the day and night, as a safe destination where they feel confident exploring and lingering. All initiatives will benefit the majority of the population – a safer place for women, is a safer place for men.

Achieving our vision for The Rocks takes a collective effort.

This Strategy functions as a guiding document for all future development, upgrades and activities that occur within the precinct. All public and private sector parties undertaking projects in The Rocks will be encouraged to deliver the actions identified in this Strategy to ensure they contribute to increasing women and girls’ safety and access to public spaces.

Since this Strategy was developed in 2024, Placemaking NSW has completed a number of identified projects and begun the implementation of many more. In many cases findings from this Strategy are being implemented through other active projects as part of day-to-day operational processes.

Building upon the success of this co-design process, women and girls will continue to be involved and kept up to date as projects are delivered to further foster their meaningful participation in urban development and governance.

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