



Figure 5.15 (g) footpath detail at the Town Hall steps.

engineering, and the quantity surveying were all contracted out to private firms. The budget for the whole upgrading was \$A75 million (approximately \$US50 million in 2000).

The project was developed in three phases. The first two involved the preparation of the street for rebuilding rather than the actual reconstruction. The first step consisted of the removal of the median strips where they existed, the relocating of existing traffic lights and the creation of temporary traffic lanes and other street markings. The second phase involved the installation of mobile barriers between the roadway and the sidewalk to protect pedestrians while the sidewalks were widened by up to 2.5 metres (8 feet) and were prepared for new kerbs and paving. The third and final phase involved the relocation of existing services,

the installation of new services and the preparation of the area for the reconstruction of the sidewalks, their surfacing in bluestone and the insertion of new granite curbed gutters to the street. The installation of a coordinated set of street furniture followed. London Plane trees, chosen because of their resistance to pollution, were planted along the street to give it a sense of unity.

During construction, there was much opposition to the changes being made. There were also some design problems. The kerb cuts, for instance, were too steep for wheelchairs and had to be altered. Disruptions to the flow of both vehicular and pedestrian traffic were frequent. Despite the complaints the project had the continuous support of the major of Sydney, Frank Sartor and the New South Wales State Government.