

PADDINGTON AND CENTENNIAL PARK

FINAL

**PEDESTRIAN, CYCLING AND TRAFFIC
CALMING (PCTC) PLAN**

TECHNICAL REPORT

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1.0 INTRODUCTION AND BACKGROUND

The City of Sydney, in June 2008 endorsed the *Sustainable Sydney 2030 Vision*, which lists 5 *Big Moves* to transform the City of Sydney. Activity Hubs are a critical component of the vision. These hubs are the focus of walking, cycling and public transport access and include proposals for cycling, car share and other sustainable modes. The vision also includes the development and delivery of a liveable green network for walking and cycling, delivery of the City's Cycle Strategy and improved liveability and amenity in the City as a whole.

Gehl Associates undertook the City's *Public Spaces Public Life* study which identified key strategies to improve the urban and pedestrian amenity of the Sydney CBD. This study provides valuable strategic direction to improve the City's public domain throughout the local government area.

The Paddington and Centennial Park Draft Pedestrian, Cycling and Traffic Calming (PCTC) Plan will assist in the City's delivery of *Sustainable Sydney 2030 Strategic Vision* for Sydney. This Strategy focuses on walking, cycling and public transport, while providing for service and delivery vehicles, and necessary private vehicle movements.

The PCTC Plan for Paddington and Centennial Park aims to enhance the amenity of the local area, provide safe and convenient walking and cycle access, while maintaining appropriate vehicle access for residents and businesses.

The PCTC Plan will assist in meeting the 2030 targets for the city of

- 10% of trips made in the city by cycling;
- 50% of trips made by walking; and
- 80% of work trips by city residents in non private vehicles.

2.0 STUDY AREA AND STUDY OBJECTIVES AND INPUTS

2.1 Study Area

The Paddington Centennial Park and Moore Park Study Area is bound by Oxford Street in the north, Centennial Park in the east, Moore Park Golf Course in the south and South Dowling Street and Flinders Street in the west. **Figure 1** refers.

Major land uses in the area include Oxford Street and Flinders Street entertainment and commercial strips, Paddington commercial strip and shops in Oxford Street, College of Fine Arts, Sydney Cricket Ground and Sydney Football Stadium. The Entertainment Quarter, Fox Studios, Centennial Park, Moore Park, Victoria Barracks, Paddington Town Hall, and cinemas, primary schools and high schools.

Major events occur at Moore Park on a regular basis and large numbers of people travel to the area to attend these events. In addition people travel to the area to go to the Entertainment Quarter and Fox Studios, as well as undertake recreational and sporting activities in Centennial Park and Moore Park.

2.2 Study Objectives

The primary objectives of the study are to undertake analysis of the transport network to enhance the amenity of the local areas, provide safe and convenient walking and cycling access, while maintaining appropriate access for residents.

A key objective of the study is to provide innovative solutions to the issues raised, and provide a clear strategic direction for local improvements in addition to considering issues raised by the community.

The study is to also identify viable, effective and innovative solutions to:

- Enhance safety, connectivity, accessibility and permeability for cyclists and pedestrians on State, Regional and Local roads;
- Discourage use of local roads by “through” traffic and re-direct “through” traffic to State and Regional roads, where practical;
- Maintain amenity and liveability while maintaining appropriate traffic access for residents to local activity generators, through traffic management means; and
- Improve public transport accessibility, access and efficiency, including working with NSW Transport and Infrastructure, Sydney Buses and Railcorp to identify walking and cycling access improvements to bus stops, taxi stands and railway stations.

In addition the study is to:

- Examine walking routes to schools to identify safety issues and propose improvements to encourage walking to school;
- Identify laneways and roadways with footpaths that have a clear width less than 1.0 metres that are suitable for conversion to shared zones; and

- Examine the pedestrian, cycling, parking and traffic network to identify opportunities to improve local urban amenity, access and the public domain.

The study is to develop the content for a green travel plan for the area to connect residents, workers and visitors to key locations such as schools, library, community facilities and shopping centres.

2.3 Study Inputs

The following information was collected and examined as part of the study and the preparation of the PCTC plan.

- The City's existing plans including:
 - Sustainable Sydney 2030 Strategic Plan;
 - Gehl Public Spaces Public Life Study;
 - Cycle Strategy and Action Plan 2007 – 2017;
 - Open Space and Recreational Need Strategy;
 - Paddington, Centennial Park and Moore Park Urban Design Study; and
 - 2007 Inner East Local Action Plan.
- Previous traffic studies undertaken in the area, which included West Paddington, South Paddington and Centennial Park.
- Community Issues.
- Stakeholders views.
- Traffic, pedestrian, cyclist, and accident data collected in the area.

It should be noted that a separate parking study was undertaken independently of the Transport and Urban Planning PCTC Study. While comments concerning parking were collected as part of the community consultation, the City has a separate process to review on street parking controls in the study area as part of a wider parking review for the whole City area. This parking review is not part of the PCTC study or plan.

3.0 PUBLIC CONSULTATION

3.1 Overview

Public consultation undertaken as part of the study included:

- A public meeting and community workshop held on 18 March 2009 to identify issues of concern to residents and businesses in the study area.
- Issues raised in the written submissions, following the above meeting / workshop
- Consultation with identified stakeholders including Roads and Traffic Authority, Sydney Buses, Woollahra Council, Randwick Council, NSW Police Force, Victoria Barracks and Museum, Sydney South East Area Health Service, Centennial Park and Moore Park Trust, Entertainment Quarter, Fox Studios, Sydney Cricket Ground Trust, Paddington Business Partnership, Centennial Park Residents Association, Paddington Darlinghurst Community Working Group, Paddington Society, South Paddington Community Group, BikeSydney, BikeEast, Bicycle NSW, Go Get (car share), Charter Drive (car share), Flexicar (car share), Transport and Tourism Forum, College of Fine Arts (COFA), Paddington Public School, St Francis of Assisi Regional Primary School and Glenmore Road Public School. A letter was written to all the above stakeholders seeking their written comments on issues, as well as phone contact with a number of the above stakeholders to ensure that they had received advice of the study; and
- Second Community Workshop held on 12 August 2009 where the Draft Pedestrian Cycling and Traffic Calming Plan (PCTC) was presented and community feedback sought. Section 6.2 outlines the community feedback on the Draft PCTC Plan including written submissions.

3.2 Issues raised at Community Workshop of 18 March 2009 and in Written Submissions

Community input into the study and issues investigated as part of PCTC Plan were identified at a Community Meeting and Workshop held on 18 March 2009 at Paddington Town Hall attended by 80 people, as well as in written submissions provided by members of the community and other stakeholders.

There were 148 issues raised at the Community Meeting / Workshop, (some multiple times) plus a number of general comments. There were 42 written submissions including a number raising multiple issues with detailed comments provided or suggested treatments throughout the area. In addition there were 6 written submissions and emails that were made after the closing date for submissions and these were considered in the second round of public consultation.

Some of the issues raised were outside the scope of the study (i.e. are not a PCTC matter) and will be referred to the relevant City section, or other Authority for their action. Also a significant number of the PCTC issues raised were on State Roads or concerned traffic signals and speed limits which are the responsibility of the Roads and Traffic Authority (RTA).

Local roads where issues were identified included, Selwyn Street, Albion Street, Napier Street, Church Street, Iris Street, Leinster Street, Poate Lane, Poate Road, Furber Road, Regent Street, Renny Street, Stewart Street and Taylor Street. Issues raised included speeding in some local streets, pedestrian matters, parking suggestions and / or a suggested traffic management change or a specific device. Traffic, parking and pedestrian issues during major events were also identified on local roads as well as pedestrian management on State Road and parking on Moore Park during the events. Several of the written submissions provided detailed comments on cycle routes in the area and general support for the proposed separated cycleways.

State Roads where issues were identified included, South Dowling Street particularly between Oxford Street and Flinders Street, The Drivers Triangle Area, Flinders Street, Oxford Street and Anzac Parade. Issues identified included pedestrian crossing opportunities (or lack of these), pedestrian management during major events, speeding and speed limits on State Roads, the role of South Dowling Street (between Flinders Street and Oxford) and the introduction of the right turn from Flinders Street to Oxford Street, as well as suggested treatments on State Roads, or at intersections controlled by traffic signals.

There were also issues raised about Driver Avenue and other roads controlled by Centennial and Moore Park Trust.

A full list of all the issues raised in the first community workshop and in written submissions from residents, businesses and stakeholders is contained in **Appendix 1**.

4.0 ANALYSIS OF THE EXISTING AND FUTURE TRANSPORT NETWORK

4.1 Existing Road Network and Road Hierarchy

The existing road network in the study area includes RTA (State Roads) and City controlled roads. RTA roads (State Roads) include Oxford Street, Flinders Street, Anzac Parade, South Dowling Street, Cleveland Street and Dacey Avenue. These roads typically perform an arterial road function.

In addition, the Eastern Distributor which is also a State Road and is grade separated from the surface road network runs along the alignment of South Dowling Street generally south of Flinders Street. Portals to enter/exit the Eastern Distributor are located in;

- Flinders Street (north of Moore Park Road) – northbound entry portal for Anzac Parade and Moore Park Road traffic.
- Moore Park Road (east of Anzac Parade) – southbound exit portal for Moore Park Road traffic.
- Anzac Parade (south of Moore Park Road) – southbound exit portal for Anzac Parade traffic.
- South Dowling Street (north of Cleveland Street) – northbound entry portal for South Dowling Street traffic.

Moore Park Road is a Regional Road (i.e. jointly controlled by the City and RTA) and performs an arterial road function.

Lang Road is a City road that performs a major road function (equivalent to a higher order collector or sub arterial road) as it links between Cleveland Street and Oxford Street and also provides vehicle access to Fox Studios and Sydney Cricket Ground / Sydney Football Stadium, as well as some of the sporting fields in Moore Park Road and Centennial Park.

Collector roads in the study area include Greens Road, Oatley Road and Cook Road.

Figure 1 provides an overview of the road network.

4.2 Bus Routes

Sydney Buses operate numerous regular bus services in the study area. These include services using the following roads or sections of these roads.

- Oxford Street – Routes 333, 352, 378 and 380
- Moore Park Road (east of Cook Road), Cook Road, Lang Road (west of Cook Road) and Cleveland Street – Route 355 and Routes 372, 393 and 395 in Cleveland Street.

- Anzac Parade and or the Bus Roadway and Flinders Street – Routes 339, 372-374, 376, 377, 391-397, 399 and 890-895.

The bus routes in the area are shown in **Figure 2**.

Sydney Buses also operates the special bus services for major events at the Sydney Cricket Ground / Aussie Stadium / Fox Studios precinct area from Central Station. These bus routes use Albion Street, Foveaux Street / Fitzroy Street, section of Flinders Street, Anzac Parade and Moore Park Road.

4.3 Pedestrian Network

The pedestrian network or walking routes in the study area is shown on **Figure 3**. Three levels of pedestrian routes have been identified as follows:

- *High Priority Pedestrian Routes* –

These are the major walking routes within the area, linking the major land uses and also linking the study area to the adjacent areas. These routes are typically used more extensively by pedestrian and or pass by sensitive land uses such as schools;

- *Pedestrian Routes* –

These are also major walking routes within the area linking major land uses; and

- *Local Pedestrian Routes* –

These are lower order walking routes in the area and provide direct pedestrian routes within the local area.

The major pedestrian generators in the study area that currently attract walking trips include:

- Oxford Street retail and commercial strip and Flinders Street commercial strip
- College of Fine Arts
- Centennial Park
- Sydney Cricket Ground and Aussie Stadium
- Fox Studios and Entertainment Quarter
- Paddington Town Hall, Library and Cinema
- Sydney Boys and Sydney Girls High Schools
- Paddington Public School and St Francis of Assisi School
- Moore Park Sports Courts and Sporting Fields
- Victoria Barracks and Museum
- Bus Stops
- Local cafes and other businesses, churches and child care centres

The pedestrian routes provide linkages to the external areas including Surry Hills, Redfern, the City, Oxford Street, Central Station via Fitzroy Street, Zetland / Roseberry, Woollahra and Kensington / Randwick areas.

Network gaps on the pedestrian routes have been identified. These gaps include footpath sections that require additional work and or upgrading as well as crossing locations where additional safe crossing facilities should be provided to cross roads without the need for long deviations by pedestrians. This includes:

- Additional signalised crossings at the following locations:
 - Drivers Triangle area including South Dowling Street / Flinders Street and Anzac Parade / Flinders Street intersections
 - Eastern side of Oxford Street at Greens Road
 - Across Greens Road at Moore Park Road
 - Oxford Street / Moore Park Road / Lang Road / Queen Street intersection; and
- Provision of crossing facilities in South Dowling Street at / near Napier Street.

4.4 Existing and Proposed Cycleway Network

Figure 4 shows the City's existing and proposed cycleway network within the Paddington Centennial Park and Moore Park areas.

The bicycle routes include on road and off road routes as follows:

- *Separated Cycleways* – Flinders Street (requires RTA approval), Greens Road, Moore Park Road (also shared path), Oatley Road, Renny Street / Gordon Street, Cook Road and Robertson Road;
- *Shared Paths* – western side of Flinders Street, western side of South Dowling Street between Flinders Street and Todman Avenue as well as on the eastern side in Moore Park, Cleveland Street (both sides), Federation Way, Dacey Avenue (northern side), sections of Moore Park Road, southern side of Oxford Street between Oatley Road and Greens Road, Macarthur and Gregory Avenues;
- *Mixed Traffic and Shared Paths* – Newcombe Street, Elizabeth Street and Ulster Street; and
- *Bus Lanes* (on road) – Oxford Street.

4.5 Existing Traffic Management

4.5.1 Traffic Controls

Figure 5 shows the existing traffic management in the study area. On the principal road network (i.e. State, Regional and principal City Roads), most major intersections are controlled by traffic signals and a high level of traffic management has been implemented on these roads.

Bus Lanes are provided on:

- Oxford Street;
- Flinders Street;
- Cleveland Street, east of South Dowling Street for the westbound direction of travel; and
- In addition a bus roadway is provided on the eastern side of Anzac Parade between Flinders Street and south of the Anzac Parade/Allison Road/Dacey Avenue intersection.

Clearway restrictions together with sections of No Stopping are provided on Anzac Parade, Flinders Street, Cleveland Street and Dacey Avenue.

Special Event Clearways are introduced for major events in the Moore Park area and include Clearways on Cleveland Street, Flinders Street and sections of Lang Road and Moore Park Road.

LATM measures have been implemented on the local streets across the study area. These measures include roundabouts, road narrowing, raised platforms / speed humps, several road closures, shared zones, one way traffic movements and angle parking in streets to reduce vehicle speeds, as well as increase the parking supply.

Robertson Road, Martins Road and Dibbs Street at Centennial Park which are accessed via a short section of shared zone south of Lang Road is the one area, which does not have LATM type measures in these streets.

The speed limits in the study area are a mixture of 50, 60 and 70 km/hr speed limits on the State and Regional Roads and 40km/hr and 50km/hr on the local City streets.

4.5.2 Pedestrian Crossing Facilities

Pedestrian crossing facilities are generally provided at the traffic signal controlled intersections, although a number of major intersections do not have pedestrian crossing facilities across all legs of the intersection particularly on the State Road Network. Pedestrian traffic signals are also provided at a number of locations. **Figure 5** shows the location of the signalised crossings on the State and local road network.

On local roads, raised pedestrian crossings are provided in Gordon Street adjacent Paddington Public School and St Francis of Assisi School.

Pedestrian refuge islands have been incorporated into the roundabout intersections of Greens Road / Albion Street, Oatley Road / Stewart Street, Oatley Road / Renny Street, Cook Road / Darvall Street, Lang Road / Darvall Street and Lang Road / Mitchell Street to assist pedestrian crossing movements at these locations.

4.6 Traffic Conditions

4.6.1 Road Hierarchy Considerations

The Road and Traffic Authority's Road Design Guide provides information on road hierarchy considerations including desirable traffic volume thresholds for the various road classifications. For the Sydney Metropolitan Area, the Road Design Guide recommends the following volume thresholds.

- Arterial Road - no volume limit;
- Sub Arterial Road - 20,000 vpd in residential and other areas;
- Collector Road - 5,000 vpd in residential areas and 10,000 vpd in other areas;
- Local Roads - 2,000 vpd in residential areas and 4,000 vpd in other areas;

These traffic volume levels (thresholds) are not absolute limits, however provide guidance on the desirable traffic levels for the various road categories as defined in a road hierarchy. However, some care needs to be exercised when comparing existing traffic volumes in existing urban areas to these desirable thresholds, as traffic volumes on any road are determined by a range of factors including the pattern of the road network that the street relates to, the traffic management in the street, as well as on the road network and the type and intensity of the land uses served by the street and the road network.

4.6.2 Sources for Traffic Volumes

Traffic volumes on the road network have been compiled from counts undertaken as part of this study which included traffic volume classification and speed counts at 20 mid block locations on the City's roads, as well as peak hour intersection traffic volume counts including pedestrian and cyclist counts at another 21 locations in the study area.

The volume and classification counts were undertaken in early May 2009. The peak hour intersection pedestrian, cyclists and traffic counts were undertaken during the 7.00am – 9.00am and 4.00pm – 6.00pm periods on a Tuesday or Wednesday also in May 2009.

In addition, traffic, cyclists and pedestrian counts were undertaken at 21 intersections during the PM period for a double header major sports event at Moore Park on Saturday 18 April 2009. The sports event attracted crowds of 30,834 and 22,317 for the afternoon and evening games respectively.

4.6.3 Daily Traffic Volumes

Table 4.1 shows the daily (7 day average) traffic volumes on the road network.

Other than Moore Park Road which is a Regional Road and Lang Road most roads in the study area carry traffic volumes consistent with local or collector road status.

City roads that carry more than 2,000vpd (7 day average) include:

- Oatley Road - 4,674 vpd
- Cook Road - 3,153 vpd
- Greens Road - 2,639 vpd
- Gordon Street - 2,334 vpd
- Regent Street - 2,013 vpd

Lang Road carries 18,524 vpd and Moore Park Road which is a Regional Road carries 31,402 vpd. Lang Road, although a City road, performs a higher order road function than a collector road. Its use is closer to a sub-arterial function, and the traffic volumes reflect this.

Roads that carried less than 2000 vpd (7 day average) include:

- Renny Street - 1,892 vpd
- Josephson Road - 826 vpd
- Furber Road - 749 vpd
- Albion Avenue - 736 vpd
- Robertson Road - 625 vpd
- Stewart Street - 511 vpd
- Church Street - 437 vpd
- Taylor Street - 344 vpd
- Poate Lane - 250 vpd
- Martin Road - 210 vpd
- Iris Street - 207 vpd
- Hannam Street - 205 vpd

Figure 6 summarises the daily volumes (7 day average) on the road network in the study area.

Heavy Vehicles

Figure 6 and Table 4.1 show the proportion of heavy vehicles using the road network as recorded on the automatic counts undertaken in May 2009.

Heavy vehicles are defined as Austroad Class 3 and above and include small to large trucks and buses. Heavy vehicles accounted for between 1-5% of total vehicles on most roads.

TABLE 4.1**DAILY (AVERAGE 7 DAY) TRAFFIC VOLUMES**

Location	Daily (7 Day Average)			% of Heavy Vehicles Total for both Directions
	North or East	South or West	Total (Two Way)	
Albion Avenue, between Little Dowling Street and Greens Road	736	-	736	3
Church Street, between South Dowling Street and Selwyn Street	-	437	437	2
Cook Road, between Darvall Street and Moore Park Road	1,587	1,566	3,153	4
Furber Road, between Poate Road and Cook Road	543	206	749	3
Gordon Street, between Regent Street and Moore Park Road	760	1574	2,334	2
Greens Road, between Moore Park Road and Oxford Street	1,343	1,297	2,640	3
Hannam Street, between South Dowling Street and Flinders Street	-	205	205	5
Iris Street, between Josephson Street and Albion Avenue	207	-	207	1
Josephson Street, between Greens Road and Flinders Street	-	825	825	2
Lang Road, between Darvall Street and Oxford Street	9,737	8,787	18,524	4
Leinster Street, between Gordon Street and Oatley Street	-	124	124	4
Martin Road, between Robertson Road (south) and Robertson Road (north)	123	87	210	3
Moore Park Road, between Flinders Street	16,693	14,709	31,402	4
Oatley Road, between Moore Park Road and Oxford Street	3,050	1,624	4,674	3
Poate Lane, between Poate Road and Cook Road	137	113	250	1
Regent Street, between Moore Park Road and Oxford Street	1,456	557	2,013	2
Renny Street, between Oatley Road and Regent Street	937	955	1,892	2
Robertson Road, between Martin Road and Lang Road	291	333	624	4
Stewart Street, between Oatley Road and Regent Street	264	247	511	3
Taylor Street, between Flinders Street and South Dowling Street	344	-	344	3

Source: Volume and Classification Counts undertaken in May 2009

4.6.4 Peak Hour Traffic Volumes

Table 4.2 summarises mid block traffic volumes during the average weekday AM (8.00am – 9.00am) and PM (5.00pm – 6.00pm) peak hours as recorded in the May 2009 automatic counts.

The AM and PM peak hour volumes on the majority of the City roads ranged between 10 – 346 vph during the AM peak hour and 9 – 435 vph during the PM peak hour.

Moore Park Road west of Oatley Road has the highest peak hour traffic volumes which are in the order of 2,012 – 2,329 vph.

Lang Road between Darvall Street and Oxford Street carries peak hour traffic volumes between 1,338 – 1,657 vph.

Figure 7A and 7B shows the AM (8.00am – 9.00am) and the PM (5.00pm – 6.00pm) peak hour intersection traffic volumes respectively, as recorded in the manual intersection traffic, cyclists and pedestrian counts.

These volume counts include total vehicles (i.e. light and heavy vehicles) heavy vehicles and cyclists.

TABLE 4.2
AVERAGE WEEKDAY AM AND PM TRAFFIC VOLUMES

LOCATION	8.00AM – 9.00AM PEAK HOUR			5.00PM – 6.00PM PEAK HOUR		
	North or East	South or West	Total	North or East	South or West	Total
Albion Avenue, between Little Dowling Street and Greens Road	50	-	50	51	-	51
Church Street, between South Dowling Street and Selwyn Street	-	46	46	-	36	36
Cook Road, between Darvall Street and Moore Park Road	130	177	307	140	136	276
Furber Road, between Poate Road and Cook Road	55	19	74	50	17	67
Gordon Street, between Regent Street and Moore Park Road	217	116	333	146	71	217
Greens Road, between Moore Park Road and Oxford Street	119	75	194	116	92	208
Hannam Street, between South Dowling Street and Flinders Street	-	14	14	-	17	17
Iris Street, between Josephson Street and Albion Avenue	10	-	10	12	-	12
Josephson Street, between Greens Road and Flinders Street	-	63	63	-	71	71
Lang Road, between Darvall Street and Oxford Street	650	1,007	1,657	690	648	1,338
Leinster Street, between Gordon Street and Oatley Street	-	16	16	-	9	9
Martin Road, between Robertson Road (south) and Robertson Road (north)	4	4	8	5	7	12
Moore Park Road, between Flinders Street and Oatley Road	1,017	995	2,012	1,348	981	2,329
Oatley Road, between Moore Park Road and Oxford Street	236	110	346	289	146	435
Poate Lane, between Poate Road and Cook Road	7	16	23	19	8	27
Regent Street, between Moore Park Road and Oxford Street	235	50	285	131	50	181
Renny Street, between Oatley Road and Regent Street	90	173	263	82	77	159
Robertson Road, between Martin Road and Lang Road	19	12	31	24	26	50
Stewart Street, between Oatley Road and Regent Street	23	39	62	23	14	37
Taylor Street, between Flinders Street and South Dowling Street	10	-	10	17	-	17

Source: Volume and Classification Counts undertaken in May 2009

4.6.5 Cyclists using the Road Network During Peak Hours

Figures 7A and 7B show cyclist volumes using the road network in the AM and PM peak hours. Cyclist volumes (two way) during the AM peak (8.00am – 9.00am) and PM peak (5.00pm – 6.00pm) using the road network vary.

Cyclist volumes are the highest along the major road corridors such as Oxford Street, Anzac Parade (including the shared bike path) and Moore Park Road. Parts of these routes carry between 60 – 110 cyclists per hour in weekday AM and PM peak hours. Cyclists using other local roads vary but generally number between 5 – 15 cyclists per hour.

4.6.6 Vehicle Speed on the Road Network

The speed limit on the local City roads in the study area is a mixture of 40km/hr and 50km/hr.

The West Paddington area and Moore Park Road, (Regional road) as well as Lang Road, west of Cook Road have a 50km/hr speed limit. The remainder of the local roads in Paddington, Moore Park and Centennial Park study area have a 40km/hr speed limit.

Table 4.3 shows the 50th and 85th percentile vehicle speeds for the road network.

Those roads that have an 85th percentile speed 5km/hr higher than the posted speed limit (40km/hr or 50km/hr) include:

- Moore Park Road with a speed limit of 57km/hr (speed limit is 50km/hr);
- Lang Road between Darvall Street and Oxford Street with a speed of 49km/hr (speed limit is 40km/hr);
- Robertson Road with a speed of 50km/hr (speed limit is 40km/hr);
- Martin Road with a speed of 54km/hr (speed limit is 40km/hr);
- Cook Road between Darvall Street and Moore Park Road with a speed of 48km/hr (speed limit is 40km/hr);
- Greens Road with a speed of 45km/hr (speed limit is 40km/hr);
- Renny Street with a speed of 48km/hr (speed limit is 40km/hr); and
- Stewart Street between Oatley Road and Regent Street with a speed of 45km/hr (speed limit is 40km/hr).

TABLE 4.3**VEHICLE SPEEDS ON LOCAL ROAD NETWORK**

Location	Weekly 50 th Percentile Vehicle Speed (km/hr)			Weekly 85 th Percentile Vehicle Speed (km/hr)		
	North or East	South or West	Total	North or East	South or West	Total
Albion Avenue, between Little Dowling Street and Greens Road	20	-	20	27	-	27
Church Street, between South Dowling Street and Selwyn Street	-	25	25	-	33	33
Cook Road, between Darvall Street and Moore Park Road	39	40	39	48	48	48
Furber Road, between Poate Road and Cook Road	33	31	32	39	38	38
Gordon Street, between Regent Street and Moore Park Road	34	32	33	40	39	39
Greens Road, between Moore Park Road and Oxford Street	42	27	34	48	43	45
Hannam Street, between South Dowling Street and Flinders Street	-	15	15	-	26	26
Iris Street, between Josephson Street and Albion Avenue	26	-	26	37	-	37
Josephson Street, between Greens Road and Flinders Street	-	31	31	-	38	38
Lang Road, between Darvall Street and Oxford Street	38	44	41	46	52	49
Leinster Street, between Gordon Street and Oatley Street	-	26	26	-	37	37
Martin Road, between Robertson Road (south) and Robertson Road (north)	42	40	41	55	53	54
Moore Park Road, between Flinders Street	48	47	47	58	57	57
Oatley Road, between Moore Park Road and Oxford Street	34	34	34	43	39	41
Poate Lane, between Poate Road and Cook Road	32	32	32	41	42	41
Regent Street, between Moore Park Road and Oxford Street	33	35	34	39	45	42
Renny Street, between Oatley Road and Regent Street	40	39	39	49	48	48
Robertson Road, between Martin Road and Lang Road	40	40	40	50	51	50
Stewart Street, between Oatley Road and Regent Street	33	35	34	45	46	45
Taylor Street, between Flinders Street and South Dowling Street	21	-	21	28	-	28

Source: Volume and Classification Counts undertaken in May 2009

4.7 Pedestrian Conditions

Figure 7C shows pedestrian and cyclist crossing volumes at various intersections and other locations during the weekday AM (8.00am – 9.00am) and PM (5.00pm – 6.00pm) peak hours.

The high volume pedestrian corridors during the weekday peak hours are along Oxford Street, particularly west of Greens Road and in Paddington shopping centre.

The Taylor Square intersection is also a high pedestrian volume corridor.

On the State Road network, where safe crossing facilities are provided, the crossing facilities are well used by pedestrians. On the local roads pedestrian crossing volumes are lower as are the peak hour traffic volumes on most local streets.

Not surprisingly pedestrian crossing volumes are the highest on the State Roads. There are a number of signalised intersections that have no formal crossing facilities on one or more legs, which results in either significant diversions for pedestrians who wish to cross the road, to use a safe crossing facility or alternatively the pedestrian taking a risk and crossing in gaps in the traffic flow. Intersections and locations where this occurs include:

- Across Moore Park Road at Flinders Street / Anzac Parade – 22-42 pedestrians and cyclists per hour cross Moore Park Road without any facilities;
- Across the western side of Flinders Street at South Dowling Street – 73-94 pedestrians and cyclists per hour cross at this location with 2-25 pedestrians crossing the southern side South Dowling Street as well;
- Across the eastern side of Oxford Street at Greens Road – 33-37 pedestrians and cyclists per hour cross at this location;
- Across the eastern side of Oxford Street at South Dowling Street – 13-14 pedestrians and 4 cyclists cross at this location;
- Across South Dowling Street at Napier Street / Hannan Street – 87-127 pedestrians and 1 cyclist cross at this location;
- Across Greens Road at Moore Park Road – 43-72 pedestrians and cyclists cross at this location. (NB: There is no formal crossing facility in Greens Road and the adjacent pedestrian traffic signal crossing Moore Park Road on the western side of Greens Road results in confusion for drivers and pedestrians, due to the signalised crossing's close location to Greens Road.)

Walking routes around the schools in the study area were investigated. No particular safety issues were identified. However, the PCTC Plan does contain recommendations that will improve potential pedestrian safety in streets adjacent to some schools.

4.8 Traffic and Pedestrian Conditions During Major Events in Moore Park Area

These events result in high volumes of traffic, pedestrians and buses arriving and departing the Moore Park area. Special arrangements are put in place including buses to/from Central Station, parking in Moore Park and temporary road closures and changes mainly affecting Driver Avenue. Police and RTA supervision, as well as staff from Centennial and Moore Park Trust and Sydney Buses are provided at these major events.

Traffic, pedestrian and cyclists counts were undertaken during the PM period on Saturday 18 April 2009 which coincided with the Double Header Major Sport Event at Moore Park. The afternoon game which had an attendance of 30,834 finished at 4.45pm. The evening game commenced at approximately 7.40pm and had an attendance of 22,317.

Figure 8A shows the busiest one hour for traffic volumes at the major intersection in the study area which generally occurred between 5.45pm and 6.45pm although would not represent the most congested period which occurred between 5.00pm to 6.15pm. Most of the exit roads from the immediate Moore Park area were congested until after 6.15pm.

Pedestrian crossing volumes were the highest immediately after the finish of the afternoon game. **Figure 8B** shows pedestrian crossing volumes for the 5.00pm – 6.00pm period.

There are large numbers of pedestrians crossing in the Drivers Triangle area including at those locations where there are no crossing facilities. These pedestrians are typically heading for Central Station or Taylor Square via Flinders Street.

Other locations where significant crossing movements occur and where there is no crossing facility include:

- Across Greens Road at Moore Park Road; and
- Across South Dowling street at Napier Street/Hannam Street.

Significant numbers of pedestrians also exited the area using Greens Road, Oatley Road, Regent Street, as well as Moore Park Road to the east and north via Oxford Street/Moore Park Road/Lang Road/Queen Street intersection.

4.9 Accident Rates

The City provided accident data for the 5 year period between January 2003 and December 2007 for the study area.

For the study area and incorporating all the State Roads there was a total of 712 accidents including 348 injury accidents and 2 fatal accidents, during the 5 year period.

The majority of all the accidents occurred on State Roads. Local roads and Regional roads (i.e. Moore Park Road) accounted for 175 accidents.

Figure 9A shows the intersections which had 5 or more accidents in the 5 year period. There were 13 intersections in total. Notable locations include:

- Taylor Square (i.e. Oxford Street / Flinders Street (traffic signals) – 35 accidents including 29 injury accidents;
- Anzac Parade / Flinders Street / Moore Park Road (traffic signals) – 34 accidents including 13 injury accidents and 1 fatal accident;
- Anzac Parade / Cleveland Street (traffic signals) – 46 accidents including 21 injury accidents;
- South Dowling Street / Flinders Street (traffic signals) – 29 accidents including 12 injury accidents;
- South Dowling Street / Dacey Avenue / Lachlan Street (traffic signals) – 29 accidents including 12 injury accidents; and
- Anzac Parade / Dacey Avenue (traffic signals) – 21 accidents including 10 injury accidents.

Figure 9B shows the locations of the pedestrian accidents that occurred in the study area in the 5 year period. There was a total of 66 pedestrian accidents, 64 of which were injury accidents with 2 fatal accidents.

All but 2 of the pedestrian accidents occurred on State Roads or in Moore Park Road.

Locations with 3 or more pedestrian accidents in the 5 year period include:

- Taylor Square (i.e. Oxford Street / Flinders Street) – 21 pedestrian accidents plus an additional 5 pedestrian accidents in Flinders Street, south of Oxford Street;
- Anzac Parade / Cleveland Street – 6 pedestrian accidents plus an additional 4 pedestrian accidents in Anzac Parade, south of Cleveland Street; and
- Anzac Parade / Flinders Street / Moore Park Road – 3 pedestrian accidents including 1 fatal accident.

There were 6 other signalised intersections with 2 pedestrian accidents over the 5 year period.

Figure 9C shows the locations of the cyclist accidents in the study area over the 5 year period. There was a total of 33 accidents, all of which were injury accidents.

Most of these occurred on either State or Regional roads or on the major City roads.

A number of cyclist accidents occurred at/near signalised intersections which also had 1 or more pedestrian accidents over the same 5 year period. There was no particular pattern to the cyclist's accidents.

4.10 Deficiencies on the Road Network

Local City Road Network and Moore Park Road

The analysis of the vehicle speeds indicates that a number of City local streets experience 85th percentile speeds higher than the posted 40km/h speed limit. These streets included Renny Street, Stewart Street, Cook Road, Robertson Road, Martin Road and Lang Road.

Vehicle speeds in Moore Park Road were also higher than the posted 50km/h speed limit.

State Road Network

The City has a long standing proposal to reintroduce the right turn from Flinders Street to Oxford Street at Taylor Square in part to provide an alternative route to South Dowling Street for vehicles crossing or accessing Oxford Street. The proposal has local community support and the proposal should be investigated by Roads and Traffic Authority, who are the responsible road authority as both Flinders Street and Oxford Street are State Roads.

Other identified deficiencies on the State Road network relate to pedestrian issues.

Most of the major deficiencies in the pedestrian network are on State Roads. These include lack of safe crossing facilities in the Drivers Triangle area, in South Dowling Street at Napier Street, in Oxford Street on the eastern side of South Dowling Street and eastern side of Greens Road, and at the Oxford Street / Moore Park Road / Queens Street intersection. Greens Road (a local road) at Moore Park Road (regional road) also requires additional facilities to assist pedestrians and cyclists to cross more safely.

These locations are used heavily by pedestrians when events are held in the Moore Park Area. In addition pedestrian volumes during normal weekday AM and PM commuter peak period indicates sufficient use for additional safe pedestrian facilities.

Road Safety

The analysis of the accident data for the five (5) year period between January 2003 and December 2007 indicates that the majority of all vehicle, pedestrian and cyclist accidents occur on the State Road system.

Those locations on the State Road network that had identified pedestrian and or cyclist accident clusters included:

- Flinders Street / Oxford Street intersection which had 21 pedestrian accidents and 2 cyclist accidents. In addition there were 5 pedestrian accidents in Flinders Street south of Oxford Street;
- Anzac Parade / Flinders Street / Moore Park Road / Bus Roadway intersection which had 3 pedestrian accidents and 1 cyclist accident; and
- Anzac Parade / Cleveland Street intersection which had 6 pedestrian accidents and 2 cyclist accidents. In addition there were 4 pedestrian accidents in Anzac Parade south of Cleveland Street.

On the local and regional road network Moore Park Road has the highest number of pedestrian and cyclist accidents with 9 pedestrian accidents and 5 cyclist accidents, along its length.

5.0 CURRENT AND FUTURE PLANS UNDER CONSIDERATION

5.1 City of Sydney Paddington, Centennial Park and Moore Park Urban Design Study

An urban design study for the Paddington, Centennial Park and Moore Park areas was undertaken by consultants on behalf of the City in 2007.

The study involved detailed analysis of the urban and built form of the area including:

- Surveying the existing built form of the area (including building heights and floor space ratios (FSRs));
- Assessing the urban character of the area; and
- Recommending appropriate height, FSR, site coverage controls and development controls, neighbourhood and desired character strategies, and a strategic structure plan.

The consultants also reviewed the existing planning controls and drew from a broad range of work and studies that already existed from City of Sydney and South Sydney Council and the community.

It is understood that the recommendations and findings of the study have not been endorsed by Council, at this time.

5.2 Roads and Traffic Authority

The Roads and Traffic Authority previously undertook an investigation to provide a pedestrian overbridge (to be funded by advertising) in Anzac Parade in the area generally between Macarthur Avenue and Gregory Avenue. It is understood that the proposal to provide the pedestrian overbridge has not proceeded, as there are design and other issues that are still to be resolved with adjoining land owners/stakeholders.

6.0 DRAFT PCTC PLAN AND COMMUNITY COMMENTS

6.1 Draft PCTC Plan

The Draft PCTC Plan incorporates existing City proposals and proposed measures that form a strategy to:-

- Promote walking in the area by making it safer and more enjoyable;
- Improve way finding in the area for pedestrians;
- Promote cycling in the area through the provision of safe bicycle routes and facilities that encourage cycling;
- Address identified traffic, pedestrian and or cycling issues;
- Enhance / improve the streetscape on local roads (i.e. make it greener); and
- Maintain / promote public transport through measures to improve passenger facilities at bus stops and to maintain service reliability.

The Draft PCTC Plan also identifies the pedestrian and cycle network deficiencies on State Roads, as well as other issues that should be addressed by the RTA. The City will need to seek the co-operation of the RTA and work with the Authority to address these matters.

The major elements of the Draft PCTC Plan improvement works include:

- Separated cycleways in Moore Park Road, Greens Road, Oatley Road, Renny Street / Gordon Street, Cook Road / Robertson Road, and Flinders Street to support the City's existing and proposed cycleway network;
- Introduction of 40km/hr speed limit on local streets in West Paddington;
- Additional pedestrian and traffic calming measures at intersections in 15 local streets including Selwyn Street, Albion Avenue, Stewart Street, Renny Street, Walter Street, Alexander Street, Regent Street, Gordon Street, Cook Road, Poate Road, Furber Road, Mitchell Street, Martin Road, Dibbs Street and Robertson Road;
- Shared zones in 9 local streets / lanes including a future road closure, as well as the identification of an additional 19 streets / lanes that are potential shared zones for further investigation. Several of the potential shared zones, if implemented, will enhance safety adjacent to the local primary schools;
- Additional signalised pedestrian crossings in 2 locations to assist pedestrian and cyclists;
- Further investigation of additional measures in Lang Road between Cook Road and Moore Park Road to reduce vehicle speeds and improve pedestrian facilities near Darval Street; and

- Traffic calming and pedestrian measures in Moore Park Road at Oatley Road and at Regent Street.

A number of intervention treatments to improve the streetscape have been developed by the Urban Design Consultants, David Lock Associates, elements of which would be suitable for incorporation into some of the proposed improvement measures and could also be implemented in other locations in the area. These include:

- Inlaid setts to be used on roads at intersections to break up the linear nature of the road;
- Rain gardens and planting beds in the kerb extensions;
- Thematic Signage located in footpath areas informing walkers about treatments such as rain gardens, plantings and places of interest in the area;
- Inlaid markers in footpath areas at intersections that provide ‘real world’ alignment and simplified maps and directions (way finding signage) to assist walkers;
- Gateway treatments to be used at the entry to shared spaces (ie. shared zones), which would be additional to the regulatory signposting and convey a message to drivers, pedestrians and cyclists that they are entering somewhere different; and
- A bicycle locking frame which can be attached to posts owned by the City of Sydney.

The intervention treatments to improve the streetscape are shown on illustrations prepared by David Lock & Associates. These illustrations demonstrate the treatments detailed above and provide examples of the treatments at five (5) locations where measures are proposed.

6.2 Community Comments on Draft PCTC Plan

The Draft PCTC plan was presented at the 2nd Community Meeting on Wednesday 12 August 2009. There were 45 people in attendance. Following the presentation the participants workshopped the Draft PCTC Plan in smaller groups.

The City also presented the results of the parking surveys undertaken in the area and requested comments on several parking option changes for the area.

There was overwhelming majority support for all of the elements of the Draft Plan, including the proposed streetscape improvements. Several people raised issues with the City’s cycleway proposals including the proposed separated cycleways in Greens Road, Renny Street and Gordon Street, others were concerned about pedestrian safety on the shared path cycleways in the area and in particular the potential danger to older pedestrians from irresponsible cyclists on shared paths.

A concern expressed about the separated cycleways and some of the elements of the Draft PCTC Plan was potential loss of on street parking. A small number of people opposed some of the elements of the plan.

Additional measures were suggested for several streets including Iris Street and Josephson Street at Selwyn Street and higher priorities for several of the streets nominated as potential shared zones, including Elizabeth Street/Watson Street and Newcombe Street.

Following the public display of the Draft PCTC Plan by the City, a total of 23 written submissions were received. These submissions generally reflected the comments made at the community workshop, although several of these submissions were quite detailed and either qualified earlier comments or made new additional comments about elements of the Draft Plan or raising other matters. Details of the 23 written submissions together with Transport and Urban Planning comments are contained in **Appendix 2**.

The majority of the written submissions supported the Draft Plan or elements of it, with qualifications.

The same issues noted above about the City's cycleway proposals were raised in the written submissions and the City will need to consider these comments when the detail design is undertaken for the cycleways in the area.

Other issues raised in the written submissions included the following matters:

- The proposed streetscape treatments on roads where separated cycleways are proposed should have also shown the separated cycleways and therefore lack integration and could be misleading;
- The proposed streetscape treatments are not sympathetic to the heritage area and the existing bullnose treatments in the area;
- The streetscape concept for Albion Avenue / Selwyn Street should be altered to incorporate a loading zone for the Cafe;
- Suggestion of use of native plants in the garden beds in lieu of the recommended plants;
- Suggestion of an additional cycleway route in Napier Street to connect to the adjacent cycleways and suggestions of other locations for bicycle parking;
- Comments on the suitability of, or consideration of other types of treatments in lieu of potential gateway treatments at certain shared zone entry locations. Also the gateway treatment shown in the streetscape concept plans does not show the regulatory sign posting for the shared zone;
- Issues on State Roads and other traffic or transport matters that were outside the brief of the PCTC Study and Plan; and
- Comments on parking matters in the area

With regard to parking matters, while the City invited comments on parking, it will not be making recommendations through the PCTC Plan. The PCTC Plan will include recommendations of capital works, not parking management issues. These will be progressed separately and the community will be consulted in due course.

In response to those issues raised about the Draft PCTC Plan including the proposed streetscape concepts the following matters are relevant.

- The streetscape concepts were developed to encourage walking (and cycling) by providing something different to what is currently provided in the area. It is recognised that some of these features embody qualities and characteristics that are not typical of the area's valued heritage. Whilst the concepts do not accord completely with what currently exists, it was considered that the more important objective is to ensure the streetscape could be read by all users as promoting walking and cycling. This is a challenge that was not envisaged when much of the area's character was formed and requires design responses that are different to those chosen by the original designers of Paddington. The palette of materials chosen is based on site investigations and considered to be suitable for the area, but it is recognised that these materials may change in response to heritage considerations. This should be explored at the time of detailed design of the proposed measures;
- In relation to the choice of plants, these have been selected from the plants that are on a list of the City's preferred plants for the area. The plants are considered suitable as they are considered hardy enough for the location, not too high in that they would obstruct sight distances at the intersections and are attractive. Other plants may not meet the above criteria and therefore are considered inappropriate;
- The streetscape concepts shown in the Draft Plan on those roads where separated cycleways are proposed are generally on the opposite side of the road to the separated cycleway and are not affected by the cycleway. Where the proposed measures are on the same side, the kerb extensions are designed in the side street only and do not intrude into the street where the separated cycleway is proposed. In these cases the detail of the separated cycleway is not shown as the intention is to show how the kerb extension could be treated with the proposed palette of materials that are suggested;
- The gateway treatments for the shared zone treatments is shown without the regulatory sign posting as the intention is to highlight what the gateway treatment looks like and how it might improve the overall streetscape of the area. It is acknowledged that any shared zone with a gateway entry treatment would also have the regulatory sign posting. Similarly the appropriateness of including a gateway treatment at the entry to a particular shared zone is a matter that can be reviewed when the detail design is being undertaken for the various shared zones;
- The City's traffic engineers advise that based on previous contact with the owner of the Cafe on the corner of Albion Street / Selwyn Street that there is no need for a loading zone adjacent the Cafe. Therefore no change is considered necessary to the streetscape concept for this intersection;
- Selecting higher priorities for the implementation of shared zone treatments in streets such as Elizabeth Street/Watson Street and Newcombe Street which are adjacent Paddington Public School is a matter for the City to consider, following the completion of the follow up investigations.

In concluding the Draft Plan including the proposed streetscape treatments generally received overwhelming support at the 2nd Community Workshop and in the written submissions and forms the basis of the Final Plan.

7.0 RECOMMENDED PCTC PLAN

7.1 Changes Due to Community Consultation

Based on the second round of community consultation the following additions are recommended to the Draft Plan.

- Provide a kerb extension on the north east corner of Josephson Street and Selwyn Street to assist pedestrian crossing movements (PCTC Item 5c).
- Provide a Shared Zone treatment in Iris Street as Iris Street is a suitable narrow street for shared zone treatment (PCTC Item 5d).

7.2 Recommended PCTC Plan and Priorities

The recommended PCTC Plan is shown on Sheets 1-6 together with streetscape improvement treatments that could be incorporated into the proposed improvement works.

Table 7.1 details the elements of the PCTC Plan, the reason for the proposed measure / element, as well as priorities for implementation.

Priorities have been determined on a two level time frame for implementation as follows:

- Priority 1 – within 2 years;
- Priority 2 – within 2 – 5 years.

Priority 1 projects represent those elements / measures that are safety related and or could be implemented relatively quickly.

Priority 2 projects represent those projects that would require a longer timeframe to design and implement. Priority 2 projects also include projects that are safety related.

Priorities for the City's cycleway proposals are not identified as the City has a separate process and timeframe to implement the proposed cycleways.

TABLE 7.1**PRIORITIES FOR RECOMMENDED WORKS IN PCTC PLAN**

RECOMMENDED MEASURE / WORKS		PRIORITY
1. a) b) c) d) e)	<p>Implement City's Cycleway Strategy including:</p> <p>Separated cycleway and shared paths in Moore Park Road;</p> <p>Separated Cycleway in Greens Road;</p> <p>Separated cycleway in Oatley Road;</p> <p>Separated cycleway in Renny Street and Gordon Street; and</p> <p>Separated cycleway in Robertson Road and Cook Road</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> - <i>Part of the City's Cycleway Strategy to provide safe bicycle routes and encourage cycling.</i> 	-
2.*	<p>City to seek RTA co-operation to implement the proposed separated cycleway in Flinders Street including the additional pedestrian crossings required in the Drivers Triangle Area for the existing and proposed cycleways, as well as for pedestrians.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> - <i>Part of the City's Cycleway Strategy to provide safe bicycle routes and encourage cycling.</i> 	-
3.*	<p>Introduce 40km/h speed limit in City streets in the West Paddington area, excluding RTA roads.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> - <i>Parts of Paddington already have a 40km/h speed limit.</i> - <i>The introduction of the 40km/h speed limit to the West Paddington area will improve safety of all road areas especially pedestrians and cyclists.</i> - <i>Provide consistency of the speed limits in the area for local city streets.</i> 	2
4.	<p>Local streets in precinct bounded by Flinders Street, South Dowling Street and Oxford Street – Provide shared zone treatment in all local streets.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> - <i>All narrow local streets with pedestrians walking on roads.</i> - <i>Suitable for Shared Zones.</i> 	1
5. a)	<p>Selwyn Street at Albion Avenue – Provide a kerb extension on north east corner and adjust landscaping at the intersection to maintain sight distance of pedestrians crossing at the intersection.</p> <p>Investigate the lengthening of the kerb extension on the south eastern corner to provide additional space for bicycle parking, landscaping and outdoor dining.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> - <i>Improve pedestrian amenity and safety at the intersection.</i> - <i>Provide additional area for bicycle parking landscaping and outdoor dining ie. Streetscape Improvements</i> 	2
b)	<p>Selwyn Street at Church Street – Investigate the lengthening of the kerb extensions on the north western corner to provide additional landscaping.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> - <i>Streetscape Improvements.</i> 	2
c)	<p>Josephson Street at Selwyn Street – Provide a kerb extension on north east corner.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> - <i>Assists pedestrian crossing movements</i> 	2
d)	<p>Iris Street – Provide Shared Zone Treatment</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> - <i>Narrow residential street and suitable for a Shared Zone</i> 	2

Table 7.1 continued		
	RECOMMENDED MEASURE / WORKS	PRIORITY
6.* a)	Greens Road at Moore Park Road – Provide traffic signal control of Greens Road including a signalised crossing in Greens Road to provide safe facilities for cyclists and pedestrians (NB: part of separated cycleway); <u>Reason</u> - <i>Improve safety of pedestrians and cyclists crossing Greens Road at intersection.</i>	1 subject to cycleway
b)	Greens Road at Oxford Street – Provide signalised pedestrian crossing across Oxford Street on eastern side of intersection (NB: part of separated cycleway). <u>Reason</u> - <i>Improves safe crossing opportunities of Pedestrians and cyclists crossing Oxford Street at intersection.</i>	1 subject to cycleway
7.* a)	Moore Park Road at Oatley Road – Provide kerb extensions on north east and north west corners.	2
b)	Moore Park Road at Regent Street – Provide kerb extensions on north east and north west corners. <u>Reason</u> - <i>Improves pedestrian amenity and safety at both intersections</i> - <i>Assists in reducing vehicle speeds in Moore Park Road to 50km/h speed limit.</i> - <i>Provides area for streetscape improvements</i> NB: SCATES traffic modelling indicates both intersections would continue to operate at a Level of Service A Operation (good operation) with low vehicle delays.	
8.	Leinster Street between Regent Street and Oatley Road – Provide shared zone treatment. <u>Reason</u> - <i>Narrow residential street and suitable for Shared Zone.</i>	1
9. a)	Stewart Street at Alexander Street – Provide kerb extensions on both corners;	2
b)	Stewart Street at Walter Street – Provide kerb extensions on both corners;	2
c)	Regent Street at Stewart Street – Provide kerb extensions in Regent Street to facilitate pedestrian crossing movements of Regent Street on southern side of the intersection. Provide kerb extension in Regent Street on north western corner. Area could be used for bicycle parking, potential outdoor dining and / or landscaping. <u>Reason</u> - <i>Improves pedestrian amenity and safety</i> - <i>Reduces vehicle speeds in Stewart Street and in Regent Street</i> - <i>Provide area for streetscape improvements</i> - <i>Provides area in front of Cafe for bicycle parking, potential outdoor dining and streetscape improvements. (north western corner of Regent Street / Stewart Street).</i>	2
10. a)	Renny Street at Alexander Street – Provide kerb extensions on both corners;	2
b)	Renny Street at Walter Street – Provide kerb extensions on both corners. <u>Reason</u> - <i>Improves pedestrian amenity and safety.</i> - <i>Reduces vehicle speeds in Renny Street.</i> - <i>Provides area for streetscape improvements.</i>	

Table 7.1 continued		
	RECOMMENDED MEASURE / WORKS	PRIORITY
11.	Gordon Street at Bent Street – Provide kerb extensions in Gordon Street on both corners. <u>Reason</u> - Assist in reducing vehicle speeds in Gordon Street. - Provides area for streetscape improvements.	2
12.	Poate Road at Moore Park Road – Provide kerb extensions in Poate Road at intersection (both corners). <u>Reason</u> Improves pedestrian amenity and safety. Provides area for streetscape improvements.	2
13. a)	Poate Lane between Poate Road and Cook Road and Furber Road – Provide shared zone treatment;	2
b)	Investigate road closure of section of Poate Lane that links to Furber Road as part of shared zone. <u>Reason</u> - Narrow Street and suitable for Shared Zone. - Section of Poate Lane could be closed retaining property access and providing area for streetscape improvements.	2
14.	Furber Road at Cook Road – Provide kerb extensions in Furber Road on both corners. <u>Reason</u> - Improves pedestrian amenity and safety. - Provides area for streetscape improvements.	2
15.	Mitchell Street at Cook Road – Provide kerb extensions on both corners. <u>Reason</u> - Improves pedestrian amenity and safety. - Reduces vehicle speeds in Cook Road. - Provides area for streetscape improvements.	2
16.	Cook Road at Centennial Lane (southern end) – Provide a kerb extension in Cook Road on north eastern corner. <u>Reason</u> - Reduces vehicle speeds in Cook Road. - Provides area for streetscape improvements.	2
17. a)	Robertson Road at Martin Road – Provide kerb extensions on both corners;	2
b)	Robertson Road at Oxley Lane (northern end) – Provide kerb extensions on both corners;	2
c)	Robertson Road at Dibbs Street – Provide kerb extensions on both corners;	2
d)	Robertson Road at Oxley Lane (southern end) – Provide kerb extension on north eastern corner. <u>Reason</u> - Improves pedestrian amenity and safety. - Reduces vehicle speeds in Robertson Road. - Provides area for streetscape improvements.	2
18.	Martin Road at Dibbs Street – Provide kerb extensions on both corners. <u>Reason</u> - Improves pedestrian amenity and safety. - Reduces vehicle speeds in Martin Road. - Provides area for streetscape improvements.	2

Table 7.1 continued		
	RECOMMENDED MEASURE / WORKS	PRIORITY
19.	William Street at Oxford Street – Provide kerb extensions in William Street on both corners (City of Sydney Area). <u>Reason</u> - <i>Improves pedestrian amenity and safety.</i>	1
20. a)	Lang Road between Darvall Street and Jervis Avenue – Investigate pedestrian crossing. <u>Reason</u> - <i>Pedestrian refuge islands are currently provided for pedestrian movements at Darvall Street. Investigation to establish if additional facilities are required.</i>	1
b)	Lang Road between Moore Park Road and Cook Road – Investigate additional traffic calming measures to reduce vehicle speeds. Potential measures to be considered include upgraded 40km/h speed limit signage and road marking, the provision of additional medians and / or kerb islands at mid block locations to reduce traffic lane widths and / or additional raised platforms (speed humps). <u>Reason</u> - <i>Vehicle speeds in Lang Road are higher than the 40km/h speed limit. Additional traffic calming measures will assist in reducing speeds to 40km/h speed limit.</i>	1
21.	Investigate all narrow lanes and roads for shared zone treatments. (See Sheet 5 for potential shared zones). <u>Reason</u> - <i>This is a current policy of the City to convert suitable narrow lanes to shared zones (providing that they meet relevant guidelines) to reduce vehicle speeds in the lanes and improve conditions for other road users.</i>	1
22.	Investigate all narrow lanes for two way bicycle access. <u>Reason</u> - <i>Applies to one way lanes.</i> - <i>Improve bicycle access and encourage bicycle use.</i>	1
23.	Audit walking routes in area for compliance with relevant City and Australian Standards. Develop a program to rectify deficiencies in accordance with the route's priority. <u>Reason</u> - <i>Promotes walking and makes it safer and more accessible.</i>	1
24. a)	Audit bus stops on bus routes in conjunction with the STA to ensure appropriate facilities are provided for passenger comfort (ie. information, seating, shelter, lighting, accessibility, personal security) in accordance with the functional role of bus stop.	1
b)	City to work with Sydney Buses to improve bus service levels and to cooperate with RTA and Sydney Buses on traffic management measures that maintain or improve service reliability.	1
c)	City to work with public transport operators, RTA, Police and other stakeholders to maximise the use of public transport to and from major events at Moore Park. <u>Reason</u> - <i>Encourages the use of public transport through better passenger facilities and reliable service levels.</i>	1

Table 7.1 continued		
RECOMMENDED MEASURE / WORKS		PRIORITY
25. a)	Provide bicycle parking (bicycle racks) at major land use attractions such as Oxford Street strip, College of Fine Arts, sporting areas etc.	1
b)	Provide bicycle rings on City owned posts for bicycle parking along bicycle routes and at other suitable locations.	1
c)	City to seek the cooperation of other authorities such as Centennial and Moore Park Trust, Sydney Cricket Ground Trust, Fox Studios and Entertainment Quarter to provide bicycle parking at their venues. <u>Reason</u> - <i>Promotes cycling by providing bicycle parking facilities in the area.</i>	1
26.*	City to seek RTA co-operation to address identified pedestrian, safety and other issues on State Roads including:	
a)	Additional signalised crossings in the Driver Triangle area.	1
b)	A signalised crossing in Oxford Street on the eastern side of South Dowling Street.	1
c)	Additional signalised crossings at the Oxford Street / Moore Park Road / Lang Road / Queen Street intersection.	2
d)	Pedestrian facilities in South Dowling Street at / near Napier Street	1
e)	The introduction of the right turn from Flinders Street into Oxford Street, as well as measures to improve pedestrian safety at the intersection. Other safety related matters identified in study.	1
f)	Matters raised by the community.	1
g)	<u>Reason</u> - <i>Provide safe pedestrian and cyclist crossing facilities at locations where existing facilities are deficient.</i> - <i>Address identified safety issues on State Roads.</i> - <i>Address community concerns.</i>	2

* Requires RTA approval

7.3 Matters for Further Investigation and Follow up

The following matters require follow up and or additional investigation by the City.

- i) Cycling Issues – including suggested additional bicycle routes in Napier Street, Selwyn Street and Regent Street and consideration of additional signposting and linemarking on shared paths, as well as education campaigns on the use of shared paths.
- ii) Various parking suggestions for changes on City local streets (to be reviewed as part of City's parking review). The suggested changes on State Roads will require consideration by the RTA, as well as the City.

7.4 Other City of Sydney Matters Raised in Community Consultation

These matters include names on street signs, waste management, directional signage for parking, enforcement of parking restrictions and maintenance matters and are listed in Appendix 1 and 2 of the report.

7.5 Matters Raised in Community Consultation that are the Responsibility of the Roads and Traffic Authority or other NSW State Government Agencies

Roads and Traffic Authority

There were a number of matters raised that are the responsibility of the Road and Traffic Authority. PCTC Item 26 lists the priority matters on State Roads that have the City's support. In addition to Item 26, this study identified the following road safety matters that should be forwarded to the RTA for investigation and follow up;

- i) Anzac Parade / Cleveland Street intersection including the section of Anzac Parade just south of the intersection - pedestrian accident problem.

Matters Raised by the Community

There were also other matters on State Roads raised by members of the Community. It is recommended that the City should review the following issues / suggestions to identify which ones align with Council's policies before forwarding these matters to the Roads and Traffic Authority.

- (i) Reduce traffic lanes from 7-6 lanes in Oxford Street between Darlinghurst Road and South Dowling Street – (NB. Oxford Street is a major bus corridor)
- (ii) Reduce Clearway hours / times on State Roads including Oxford Street
- (iii) Reduce the speed limit on Oxford Street and South Dowling Street between Flinders Street and Oxford Street to 40km/h

- (iv) Reduce the traffic volumes in South Dowling Street between Oxford Street and Flinders Street including traffic management changes in Victoria Street at Oxford Street and in South Dowling Street at Flinders Street.
- (v) Introduce 60 degree angle parking in Flinders Street (NB. Flinders Street is a major bus corridor)
- (vi) Provide additional / new pedestrian crossing facilities in Anzac Parade near Gregory Avenue
- (vii) Provide red arrow protection for pedestrians at Oxford Street / Darlinghurst Road
- (viii) Consider Left Turn On Red at Gordon Street / Moore Park Road intersection
- (ix) Provide dedicated left turn lane in Moore Park Road at Anzac Parade. (NB. left turn traffic volumes do not support dedicated left turn lane)
- (x) Provide more priority to pedestrians at traffic signals (general comment)

NSW Department of Transport and Infrastructure

- Consider Light Rail along Oxford Street
- Consider free Green Bus (to operate in Paddington area)

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APPENDIX 1 – TABLE A1

MATTERS RAISED IN WRITTEN SUBMISSIONS IN FIRST ROUND OF CONSULTATION

No.	Address	Issue	Transport & Urban Planning's Comments
W1	Resident – South Dowling St, Darlinghurst	<ul style="list-style-type: none"> - Notes South Dowling Street splits the community - Notes different traffic uses of South Dowling Street and Flinders Street - Considers South Dowling Street used by drivers avoiding Eastern Distributor toll - Lack of enforcement of traffic signals / failure to observe by vehicles and cyclists - Lack of enforcement of drunk / drugged driving - Shared pedestrian / cycleways are not effective - Road pollution - Audit of Pavement access ramps is required - Speed humps / pedestrian crossings create too much noise and should be avoided - A pedestrian crossing somewhere between Napier Street / Hannam Street is required - A single crossing at Oxford St, east of South Dowling Street is required - South Dowling Street junction at Flinders Street– Traffic jumps lights making this crossing dangerous - Make eastern lane of Victoria Street at Oxford Street a left turn only and widen pavement at South Dowling Street junction with Oxford Street, including a pedestrian island midway. - Notes 1 hour parking restrictive – better to have 2 to 3 hour parking - Concerned with Moore Park Parking during sporting events - Traffic travelling east from Oxford Street turning south into Flinders St run red. - Likes removal of AM/PM clearway on South Dowling Street 	<ul style="list-style-type: none"> - South Dowling Street is a State (RTA) Road. - Enforcement. - Recommendation of PCTC plan. - Recommendation of PCTC plan. - Recommendation of PCTC plan. - Enforcement. - Victoria Street outside of study area. Traffic signals under control of RTA. - Parking matters covered in separate study and parking review by City. - Issue for Centennial and Moore Park Turst. - Enforcement issue. - Clearway is RTA matter.

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No.	Address	Issue	Transport & Urban Planning's Comments
W1 continued		<ul style="list-style-type: none"> - Supports pavement widening at crossing points - Supports separated cycleways 	<ul style="list-style-type: none"> - Recommendation of PCTC plan. - Separated cycleways are part of City's bicycle strategy.
W2	Resident	<ul style="list-style-type: none"> - No more pedestrian crossing in Moore Park Road - No more traffic signals in South Paddington - No car sharing spaces to be provided in Oatley Road or Oxford Street - Parking outside Chauvel Theatre in Oxford Street changed to allow appropriate parking for residents - 40km/h zone in Oatley Road ignored - No policing of One Way in Renny Lane - Current roundabout system provides no calming effect - Need raised speed humps in Regent St, South Paddington - Traffic calming devices needed in Oxford St to prevent rat running - Restrictions on rubbish trucks throughout night 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City. - 85th percentile speed in Oatley Road is 40km/h. - 85th percentile speed in Regent Street is 41km/h. - Oxford Street is a State (RTA) Road. RTA policy is to not install traffic calming devices on State Roads. - Matter for City's waste management.
W3	Resident – Moore Park Rd, Paddington	<ul style="list-style-type: none"> - Suggests moving walkway / escalator / golf cart mode to move people around city - Suggests better roads specifically designed for cyclists - Implement speed reduction devices – speed humps - Oxford Street clearway 4pm-7pm too long 	<ul style="list-style-type: none"> - City has comprehensive bicycle strategy for area. - Clearway on Oxford Street is an RTA matter (State Road).
W4	Resident	<ul style="list-style-type: none"> - Suggests traffic lights on corner of Oxford Street and Victoria Street, Darlinghurst have red arrow to give pedestrians time to cross 	<ul style="list-style-type: none"> - Matter for RTA
W6	Business Owner – South Dowling St / Taylor St	<ul style="list-style-type: none"> - Short term parking needed between Oxford Street and Taylor Street / South Dowling Street intersection 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City.

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No.	Address	Issue	Transport & Urban Planning's Comments
W7	Three Saints Square Project Group	<ul style="list-style-type: none"> - South Dowling Street: <ul style="list-style-type: none"> - Allow a right hand turn from Flinders Street into Oxford Street - Provide 2 free hour parking - Allow 3 hour free parking for cinema goers - Improve safety of pedestrian crossing at intersection of South Dowling Street and Flinders Street - Oxford Street <ul style="list-style-type: none"> - Provide more parking (meter 2 hours free, 2-3 hour parking) - Change street signs to include Paddington or Darlinghurst - Boundary Street - allow resident parking stickers on City of Sydney side to be valid on Woollahra side the street & vice versa - Problems crossing Oxford Street and other intersections at 3 Saints Square. Scramble phase preferred option. - Throughout 3 Saints <ul style="list-style-type: none"> - Provide signage identifying parking stations on main road - Provide a visitor parking scheme for residents - Provide parking permits for purchase for tradesman working in the area - South Dowling and Napier Street (options for Pedestrians) <ul style="list-style-type: none"> - Provide pedestrian crossing - Widen footpaths near Napier Street - Pedestrian refuge island near Napier Street - Oxford Street (from Darlinghurst Road to South Dowling Street) <ul style="list-style-type: none"> - Reduce seven lanes to six lanes - Widen footpath on southern side - Add pedestrian crossing across Oxford Street on eastern side at South Dowling Street. 	<ul style="list-style-type: none"> - Long term City proposal. City to take up with RTA. - Parking matters covered in separate study and parking review by City. - Recommendation of PCTC plan. - Parking matters covered in separate study and parking review by City. - City Policy issue - RTA matter. Additional crossing across Oxford Street on eastern side of South Dowling Street recommended in PCTC plan. - Directional signposting on State Roads matter for RTA. Directional signs for parking not a PCTC matter. - Parking matters covered in separate study and parking review by City. - Pedestrian facilities in South Dowling Street at Napier Street is recommendation of PCTC plan. - Oxford Street is a State Road and major public transport corridor. Changes to traffic management including reducing traffic lanes and clearways are matters for the RTA.

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No.	Address	Issue	Transport & Urban Planning's Comments
W7 continued		<ul style="list-style-type: none"> - Reduce clearway hours - Cheaper parking meters - Light rail along Oxford Street - Simulated light rail with natural gas powered buses - Taylor Street <ul style="list-style-type: none"> - Half hour parking near South Dowling Street - Napier Street <ul style="list-style-type: none"> - Half hour parking near South Dowling Street - Flinders Street <ul style="list-style-type: none"> - Consider 60 degree parking - No crossing facilities at Flinders near South Dowling - Would like to see right turn out of Flinders Street - Perimeter of Three Saints <ul style="list-style-type: none"> - Have parking at perimeter of the area at Fox Studios - Have free shuttle bus from parking to Oxford Street - Have free bikes for use in the area - Moore Park Road <ul style="list-style-type: none"> - No crossing at intersection on corner near pub. People take their chances whilst under the influence - Parking <ul style="list-style-type: none"> - Parking meters not necessarily favoured - Perceived safety issues <ul style="list-style-type: none"> - Pedestrian complacency crossing Barcom Avenue at Oxford Street - Jay walking at above intersection - Crossing South Dowling Street at Flinders Street 	<ul style="list-style-type: none"> - New public transport initiatives are matters for NSW State Government - Parking matters covered in separate study and parking review by City - RTA matter, however angle parking in Flinders Street (State Road) would have serious impacts on bus operations and the capacity of the Flinders Street corridor. - Additional pedestrian crossings is a recommendation of the PCTC plan, as is the reintroduction of the right turn. - Not PCTC matter. - Additional crossing recommendation in PCTC plan. - Parking matters covered in separate study and parking review by City.

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No.	Address	Issue	Transport & Urban Planning's Comments
W8	Business Owner – 3 Saints Square, Darlinghurst	<ul style="list-style-type: none"> - South Dowling Street over utilised and Flinders Street under utilised - Allow right hand turn from Flinders Street into Oxford Street - Provide pedestrian crossing on South Dowling Street at Napier Street - Widen footpath on South Dowling Street at Oxford Street - Reduce number of lanes of traffic at 3 Saints Square from 7 to 6 lanes - Improve pedestrian amenity in 3 Saints Square - Add suburb name to street signs - Increase length of parking - Remove clearway on Oxford Street - RTA - Request buses to travel on inside lane of Oxford Street - Reduce speed to 40km/h on Oxford Street - RTA - Provide better access to Oxford Street - Parking passes made available for businesses / property owners - No more parking meters 	<ul style="list-style-type: none"> - See comments above. - See comments above. - See comments above. - Separate matter for City. Not PCTC matter. - Oxford Street is a State Road and suggested 40km/h speed limit and removal of clearway are matters for the RTA, although neither is likely to get RTA support. - Parking matters covered in separate study and parking review by City.
W9	Residents	Suggest Poate Lane could be closed and landscaped as a small community space	<ul style="list-style-type: none"> - Recommendation of PCTC plan.
W11	Resident – Selwyn St, Paddington	Concern with shared pedestrian and cycling paths – need improvement	<ul style="list-style-type: none"> - Concern noted.
W12	Resident – Regent St, Paddington	Education for drivers using roundabouts	<ul style="list-style-type: none"> - Noted
W13	Resident – Cook Rd	Consider issuing resident visitor parking stickers	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City.
W14	Resident – Poate Rd, Centennial Park	<ul style="list-style-type: none"> - Poate Rd used as a high speed rat run - Need to prevent oversize vehicles entering Poate Road 	<ul style="list-style-type: none"> - Noted. Measures recommended in Poate Road at Moore Park Road as part of PCTC plan.

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No.	Address	Issue	Transport & Urban Planning's Comments
W15	Resident – Poate Ln, Paddington	<ul style="list-style-type: none"> - Volume and speed of traffic in Poate Lane - Suggest introduce One Way movement with speed humps in Poate Lane - Consider closing Furber Road where it joins Poate Lane - Consider Shared Zone for Poate Lane and Furber Road 	<ul style="list-style-type: none"> - Shared zone and road closure in Poate Lane are recommendations of PCTC plan. - Kerb extension in Furber Road at Cook Road recommendation s of PCTC plan.
W16	Resident – South Dowling St, Surry Hills	<ul style="list-style-type: none"> - South Dowling Street, north of Cleveland St and south of Flinders Street – <ul style="list-style-type: none"> - Issues with noise and volume of heavy vehicles - Garden pots not practical - Too many Stop and No Stopping signs - Roundabouts too large - Kerb blisters not practical - Raised thresholds poorly designed and noisy - Too many different speed limits - Bicycle lanes need improvement - Provide smaller buses 	<ul style="list-style-type: none"> - Comments noted.
W17	Resident – Rose Terrace, Paddington	<ul style="list-style-type: none"> - Address parking issues for visitors to Paddington - Reinstate right hand turn at Taylor Square - Flinders Street intersection south – provide 2 left turning lanes and 1 through lane - South of Victoria Street / Oxford Street intersection – provide 1 left turning lane, 1 through lane and 1 right turning lane 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City. - RTA matter. - RTA matter, also Victoria Street outside study area.
W18	Resident – Little Comber St, Paddington	<ul style="list-style-type: none"> - Intersection of Oxford Street and Glenmore Road – provide a green arrow for right turn 	<ul style="list-style-type: none"> - Outside study area.
W19	Resident	<ul style="list-style-type: none"> - Need motorbike parking in Selwyn Street / Albion Street or Iris Street - 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City.

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No.	Address	Issue	Transport & Urban Planning's Comments
W20	Resident – Sims St, Darlinghurst	<ul style="list-style-type: none"> - Remove loading zones from Taylor Street & Chisholm Street - Introduce physical barriers to prevent illegal parking at Corner Hannam Street and Flemings Lane - Reduce traffic volumes southbound along South Dowling St – force traffic to turn right or left at Victoria St / Oxford St intersection 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City. - Parking matters covered in separate study and parking review by City. - South Dowling Street is a State (RTA) Road.
W21	Business Owner – Oxford St, Paddington	<ul style="list-style-type: none"> - Address access for visitors and parking in Oxford Street - Reassess clearway restrictions on Oxford Street - RTA - Retain 2 hour parking in back streets of Paddington 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City.
W22	Business Owner – South Dowling St, Darlinghurst	<ul style="list-style-type: none"> - Improve pedestrian amenity at intersection of Oxford Street / South Dowling Street and Barcom Avenue 	<ul style="list-style-type: none"> - State Roads – RTA matter. However additional crossing recommended across Oxford Street on eastern side.
W23	Resident	<ul style="list-style-type: none"> - Provide visitor street parking 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City.
W24	Resident – Selwyn St, Paddington	<ul style="list-style-type: none"> - Consider bike track access from Selwyn Street to new Bourke Street cycle track - Provide shared use paving for Selwyn Street - Close Church Street at South Dowling Street end or reverse the traffic flow on Church Street - Better law enforcement to prevent cars travelling southward down Selwyn Street from Albion Street 	<ul style="list-style-type: none"> - City to consider need for these bike routes. - Road closure and or reversing one way not supported. Church Street is potential shared zone street which is a recommendation of PCTC plan. - Enforcement matter.
W25	Resident – Leinster St, Paddington	<ul style="list-style-type: none"> - Consider access facilities for the disabled - No steps at crossing access points - Consider 'Left turn on Red' sign at Corner of Gordon Street and Moore Park Road - Pot hole at bus stop in Oxford Street near 'Bald Man's Chocolate Shop' 	<ul style="list-style-type: none"> - Comments noted. Audit of walk routes recommendation in PCTC plan. - LTOR is matter for RTA. - Maintenance issue.
W26	Resident – Martin Rd, Centennial Park	<ul style="list-style-type: none"> - Concern with noise and pedestrian control when concerts held at Moore Park and Centennial Park - Protect parkland in Moore Park - Stop expansion plans of SCG 	<ul style="list-style-type: none"> - Not PCTC study matters

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No.	Address	Issue	Transport & Urban Planning's Comments
W26 continued		<ul style="list-style-type: none"> - Provide left turning lane from Moore Park Road west into Anzac Parade - Address volume of traffic on Lang Road and Cook Road and provide additional pedestrian crossings on Lang Road, at Darvall Street and/or Mitchell Street - Through traffic should be directed to main roads - Better law enforcement in Martin Road and Robertson Road re parking - Reassess Driver Avenue as light traffic road 	<ul style="list-style-type: none"> - RTA matter. - Recommendations for additional traffic calming measures and crossings in Lang Road in PCTC plan. - Noted. - Parking enforcement issue for City. - Driver Avenue is not controlled by City.
W27	Resident	<ul style="list-style-type: none"> - South Dowling Street dissects the community - Provide right turn from Flinders Street into Oxford Street at Taylor Square - Provide pedestrian crossing on Oxford Street (east) at 3 Saints Square - Enforce speed limit and red light running 	<ul style="list-style-type: none"> - See comments above re South Dowling Street re introduction of right turn from Flinders Street and additional crossing in Oxford Street east of South Dowling Street. - Enforcement is a NSW Police and RTA matter.
W28	Resident – Selwyn St, Paddington	<ul style="list-style-type: none"> - Volume of traffic and heavy vehicles into Selwyn Street - Non-adherence of Selwyn Street pedestrian entrance restrictions - Parking issues – not enough enforcement - Anti-social behaviour by College of Fine Arts (COFA) students 	<ul style="list-style-type: none"> - Selwyn Street traffic volumes at 825vpd with 2% heavy vehicles is consistent with local road traffic volumes. - Parking enforcement is matter for City. - Restrictions on COFA is not a PCTC matter.
W29	Resident – South Dowling St, Paddington	<ul style="list-style-type: none"> - Need for visitor parking permits 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City.
W30	Resident – Iris St, Paddington	<ul style="list-style-type: none"> - Provide a cycleway to link Oxford Street, via Flinders Street to Anzac Parade cycleway - Consider reducing 2 right turning lanes to 1 right turning lane onto Flinders Street from Oxford Street - Provide longer 'Green time' for vehicles entering from Albion Street to Flinders Street - Provide visitor parking permits 	<ul style="list-style-type: none"> - City to consider need for additional bike route. - RTA matter. (Traffic Signals) - RTA matter. (Traffic Signals) - Parking matters covered in separate study and parking review by City.

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No.	Address	Issue	Transport & Urban Planning's Comments
W30 continued		<ul style="list-style-type: none"> - COFA needs to provide parking for students - Garbage collection too early - More recreational facilities in Moore Park - Increase number of rangers during special events at SCG Domain) - Provide better parking facilities at SCG (i.e. underground like - Review Moore Park parking during smaller events at SCG 	<ul style="list-style-type: none"> - Contrary to City policy. - City waste management issue. - Not PCTC matter. - City Enforcement issue, (not PCTC) - Not PCTC matter.
W31	Resident – Little Napier St, Paddington	<ul style="list-style-type: none"> - Cyclist behaviour 	
W32	Resident – Selwyn St	<ul style="list-style-type: none"> - Opposed to introduction of any more parking meters - 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City
W33	Resident – Lang Rd, Centennial Park	<ul style="list-style-type: none"> - Introduce 4 or 6 hour parking limit in Lang Road 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City.
W34	Resident – Iris St, Paddington	<ul style="list-style-type: none"> - Lack of resident parking in Iris St - Provide traffic calming device on Cnr Moore Park Road and Greens Rd 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City. - Additional pedestrian crossing facilities recommendation of PCTC plan.
W35	Resident	<ul style="list-style-type: none"> - Suggests provide a traffic island on South Dowling St (outside bottle shop) opposite Hannam St and Napier St 	<ul style="list-style-type: none"> - Pedestrian facilities recommendation in PCTC plan.
W36	Resident – Taylor St, Darlinghurst	<ul style="list-style-type: none"> - Improve pedestrian safety at intersection of South Dowling St and Oxford St (3 Saints Square) - 3 Saints Square needs all five roads to have marked pedestrian crossings 	<ul style="list-style-type: none"> - RTA matter. - RTA matter, however additional pedestrian crossing is recommendation in PCTC plan.
W37	Resident – Gordon St, Paddington	<ul style="list-style-type: none"> - Provide speed hump across Gordon St entrance to Leinster St - Provide dedicated left turn lane on Moore Park Rd at Anzac Pde - Cyclists behaviour in Centennial Park. Provide speed hump across Hamilton Drive at Grand Drive 	<ul style="list-style-type: none"> - Speed hump not required at this location. - RTA matter. (traffic signals). However traffic volumes for left turn do not support a dedicated lane. - Centennial Park and Moore Park Trust matter. Not PCTC matter.

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No.	Address	Issue	Transport & Urban Planning's Comments
W38	Palace Cinemas	<ul style="list-style-type: none"> - Review parking time limits on Oxford St – increase to 3 hour limit 	<ul style="list-style-type: none"> - Parking matters covered in separate study and parking review by City.
W39	Resident – Iris St, Paddington	<ul style="list-style-type: none"> - Consider putting flood lights on in Moore Park East during evening 	<ul style="list-style-type: none"> - Not matter for PCTC study
W40	BikEast	<ul style="list-style-type: none"> - Bike Safety Audit undertaken in 2005 – issues still need to be addressed - Safety audit previously submitted to City Council and covers Oxford Street, Oatley Road, Gordon/Regent/Renny/Stewart Streets, Moore Park Road, Flinders Street, South Dowling Street, Greens Road, Josephson/Selwyn Street and Seymour Place. 	<ul style="list-style-type: none"> - City's cycle strategy and PCTC plan contains recommendation that address most of these matters.
W41	The Paddington Society	<ul style="list-style-type: none"> - Introduce shared zones in narrow trafficable laneways - Introduce 40km/h zones for Urban Paddington - Review footpath widening and pedestrian crossings - Provide bi-directional bicycle roads for Greens Rd and Cooks Rd/Robertson Rd - Provide bi-directional bicycle road facility along Oatley Road - Redesign Moore Park Rd road shoulders to provide one way bicycle roads each side - Implement cycleways/shared paths and upgrade existing shared paths in Centennial Parklands and on Anzac Parade - Upgrade deficiencies on local access routes - Undertake safety audit of all existing bicycle facilities - Recognise the various roles and functions of Oxford Street - Convene a process with adjoining councils and relevant state authorities to review and revise traffic and transport arrangements at the Paddington Gate intersection (Moore Park Rd, Oxford St, Queen St, Lang Rd, Centennial Park Gates) - Reintroduce right turn at Flinders Street into Oxford Street 	<ul style="list-style-type: none"> - See comments above

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No.	Address	Issue	Transport & Urban Planning's Comments
W41 continued		<ul style="list-style-type: none"> - Improve cyclist's facilities in Flinders Street and convene a process to revise traffic/transport arrangements to improve public transport, pedestrian and cycling access along and across this road - Provide additional traffic signal control crossings at Drivers Triangle - Develop either bi-directional or one way bicycle roads along Flinders Street - Provision of additional angle parking is not generally supported in Paddington. Convert existing parking to rear to kerb when new or maintenance work is undertaken - Prior to finalising the design for any works in the PCTC plans, prepare a street design and materials palette in accordance with Council's landscaping and tree planting policy 	<ul style="list-style-type: none"> - City's current policy/practice is to change angle parking to rear to kerb when parking changes made. - Detail design matter.
W42	Paddington-Darlinghurst Working Group	<ul style="list-style-type: none"> - Access for residents and visitors - Footpath widening in South Dowling Street and Napier Street - Reduce traffic speeds in Paddington - Discourage parking in Paddington - Provide kerb extensions <ul style="list-style-type: none"> - Cnr Albion Ave and Selwyn Street - Cnr Josephson St and Selwyn Street - Cnr Josephson St and Iris Street - Cnr Iris St and Albion Street - Relocate speed hump in Selwyn Street near Josephson Street to Josephson St just before Selwyn Street - Enforcement issue with one way movements - No dedicated parking areas in front of residential entrances - Remove loading zones from residential streets (Taylor Street & Chisolm Street) - Introduce shared traffic zones in Sims Street, Hannam Street, 	<ul style="list-style-type: none"> - Access will be maintained for residents and visitors. - South Dowling Street is an RTA road. - Measures recommended in PCTC plan to reduce vehicle speeds in local streets. - Parking matters covered in separate study and parking review by City. - Recommendations in PCTC plan. - Relocation of speed humps is not required. - Enforcement issue. - See comments above re parking. - Shared zones recommended in PCTC plan.

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No.	Address	Issue	Transport & Urban Planning's Comments
W42 continued		Seymour Lane, Little Dowling Street, Flemings Lane & Williams Lane - Give more priority to pedestrians at traffic signals - Provide pedestrian crossings at South Dowling Street at Napier Street/Hannam Street and Albion Avenue and Selwyn Street - Provide traffic calming device on Cnr Moore Park Road and Greens Road.	- RTA matter. (traffic signals) - Pedestrian crossing facility recommended in South Dowling Street in PCTC plan. Albion Avenue/Selwyn Street does not meet warrant for crossing. - Recommendation to signalise Greens Road at Moore Park Road in PCTC plan.
W43	University of NSW	- Upgrade footpaths and kerb ramps on routes between campus and bus stops. Upgrade Napier St road closure and all footpaths around campus. - Provide zebra crossing corner of South Dowling/Napier/Hannan Streets. - Upgrade surface and markings of regional bike route along Greens Rd which links Oxford St to Anzac Parade and Moore Park. - Improve signage along this route referring to Uni campuses COFA and main campus at Kensington. - Need additional kerb ramps in Napier St and Selwyn St for cyclists. - Suggest Council rebuild Greens Rd bike route as a separated 2 directional path. - New cycle routes from the north and west should be identified. - Bourke Street cycle route should link to COFA. - Lower speed limit to 40km/hr.	- Audit of pedestrian routes recommendation in PCTC plan. - Pedestrian facilities recommended in PCTC plan. - Separated cycleway proposed in Greens Road. - Need for additional cycle routes to be investigated by City. - 40km/h speed limit in local roads recommended in PCTC plan.
W44	Resident – Centennial Park	- Moore Park Road - Maintenance, upkeep and cleaning of footpaths and cycle ways. - Bike lane line markings should be clearer with dotted line separating car lane. - Bike lane disappears bottom of Moore Park Road and at top	- Maintenance issues.

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No.	Address	Issue	Transport & Urban Planning's Comments
W44 continued		<ul style="list-style-type: none"> - near Centennaial Park gate. - Anzac Pde / Moore Park Rd intersection extremely dangerous for cyclists and pedestrians. 	<ul style="list-style-type: none"> - Additional pedestrian crossing facility recommended in PCTC plan.
W45	Resident	<ul style="list-style-type: none"> - Provide a chicanne at the Moore Park end of Regent Street to stop speeding taxis.. - Local traffic only restrictions signposted and enforced by police. - Open Bondi end of Gordon Street to through traffic in both directions. - Audit of garbage trucks servicing businesses, one service (council) to services all businesses. - Sign relating to number of children in Gordon Street rather than “watch out for bicycles” sign - No bicycles on footpath particularly in Oxford Street - More police presence in Regent Street after football matches. - No angle parking in South Paddington. - Not in favour of roundabouts or speed humps (noise considerations) 	<ul style="list-style-type: none"> - No recorded speeding problem in Regent Street. - Enforcement matter. - Not favoured as it is likely to increase rat running at busy times. - Not PCTC matter. - Not PCTC matter. - Comments noted.
W46	Summary of major issues from First Community Workshop/meeting	<ul style="list-style-type: none"> - Traffic and parking during major events causes significant problems. - Right turn allowed from Flinders into Oxford Street - Improve permit and visitor parking. - Provide separated cycleways. - Improve run down bus shelters. - Improve pedestrian access through local streets. - More tree planting and landscaping. - Improvements needed to South Dowling/Flinders Street Drivers triangle - Reduce speed limits throughout area. 	<ul style="list-style-type: none"> - Noted. - PCTC plan includes a number of recommendations that address these issues. - Parking matters covered in separate study and parking review by City.

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No.	Address	Issue	Transport & Urban Planning's Comments
W47	State Transit - Sydney Buses	<ul style="list-style-type: none"> - State Transit does not support the installation of traffic calming devices due to increased delay and congestion. - Further research into the safe movement of pedestrians to include:- <ul style="list-style-type: none"> (a) Desire lines for pedestrians accessing public transport (b) Major trip generators and their current level of access to bus transport (c) Improve footpaths around bus stops 	<ul style="list-style-type: none"> - Comment noted. - PCTC plan contains recommendations that address these matters.
W48	Department of Defence	<ul style="list-style-type: none"> - Large trucks/buses/delivery vehicles access the barracks via rear entrance on Moore Park Road due to Heritage nature of building, this will need to be taken into consideration. - Main entrance is on Oxford Street, providing 24 hour light vehicle and pedestrian access. 	<ul style="list-style-type: none"> - Noted.

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APPENDIX 1 – TABLE A2

ISSUES RAISED AT FIRST COMMUNITY WORKSHOP MEETING

Location	Dislikes / Comments
1. Albion Street / Flinders Street	Poorly placed bus shelter
2. Anzac Parade	<ul style="list-style-type: none"> • Buses far too big for lane traffic • Light rail connection to Moore Park precinct
3. Anzac Parade	Uncontrolled crowds walking across Anzac Parade after events, where no fence
4. Anzac Parade	Improve pedestrian access at Eastern Distributor portal and near Gregory Ave
5. Anzac Parade / Cleveland Street	Lack of bus shelter in Anzac Parade
6. Anzac Parade and Oxford Street	Buses – more night services, longer hours of operation
7. Anzac Parade Cycleway	State of cycleway (maintenance?)
8. Area between Flinders Street, Oxford Street and South Dowling Street	<ul style="list-style-type: none"> • Area could be made the same • Precinct 15 • Area is divided into two areas by South Dowling Street
9. Area between Greens Road / South Dowling Street / Oxford Street	<ul style="list-style-type: none"> • Make area a shared zone 10km/h • Painted islands
10. Centennial Park	Cyclists riding on grass
11. Centennial Park	Need internal buses in park
12. Centennial Park	<ul style="list-style-type: none"> • Dogs off leads • Owners need to clean up after dogs
13. Centennial Park (out of study area)	Pedestrian access into / at Centennial Park at Randwick gate
14. Chisholm Street	<ul style="list-style-type: none"> • People living out of cars • Parked for over 1 year in 1P spot
15. Church Street between South Dowling Street and Selwyn Street	One way – change to other direction
16. Cleveland Street	Improvements necessary to Cleveland Street cycleway between South Dowling Street and Anzac Parade
17. Cleveland Street between South Dowling Street and Anzac Parade	Poor pedestrian path in Moore Park, southern side of Cleveland Street
18. Cleveland Street between South Dowling Street and Anzac Parade	Shared pedestrian / cycleway lane not wide enough
19. Cleveland Street, south side between South Dowling St and Anzac Parade	Quality of shared path and width on Cleveland Street and conflict with entry to golf club
20. College of Fine Arts (near Albion Ave)	Emergency gate should only be used at specific times – College uses all the time
21. Cook Road	Traffic speed
22. Cook Road	Too much traffic. Examine one way movement
23. Cook Road / Moore Park Road	Lights to have ‘Turn Left on Red’
24. Cook Road, north of Grand Dr	Permit parking to be extended on Cook Road to both

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Location		Dislikes / Comments
		sides
25.	Dacey Avenue (north side), south of Anzac Parade	Unfinished footpath upgrade
26.	Darley Road (outside study area)	Pedestrian access from Darley Road into Centennial Park and Queens Park – better pedestrian crossings and access all the way along Darley Road
27.	Darvall Street / Cook Road	Existing roundabout – should not be in heritage conservation areas
28.	Development between Maddison Street and Charles Moore Ave on the western side of South Dowling Street (NB. Out of study area)	Concern at development and access through Moore Park to get to Moore Park
29.	Driver Ave	Lack of designated cycle, scooter and bicycle parking
30.	Driver Ave	Lack of continuous cycle path
31.	Driver Ave	Need more enforcement of parking
32.	Driver Ave / Grand Dr	Missing pedestrian link
33.	Driver Ave / Moore Park Road	Bikes don't trigger traffic lights
34.	Driver Ave at Macarthur Ave	Cycle hazard (chain) at Macarthur
35.	Eastern Distributor	Should have differential toll
36.	Flinders Street	Under-utilised – either redirect traffic to it or use for angle parking
37.	Flinders Street & South Dowling Street	No direct route for pedestrians when crossing roads
38.	Flinders Street/ Anzac Parade to Oxford Street	Cycling access problem
39.	Flinders Street / Oxford Street	No right turn (north to east)
40.	Flinders Street / Oxford Street	No right turn Flinders Street to Oxford Street – reintroduce
41.	Flinders St / Oxford Street	<ul style="list-style-type: none"> • Traffic needs right turn (i.e. north to east) • Extend pedestrian crossing (walk) green time due to width • Legally too big for scatter crossing • Oxford Street eastbound to Flinders Street runs red – conflict with pedestrians
42.	Flinders Street / South Dowling Street	No pram ramp
43.	Flinders Street at Albion Street	Pedestrian access across Flinders Street lights – no crossing on southern side
44.	Flinders Street at Hannam Street (near Hill Street)	Bus stop visibility issues for traffic. Want to maintain bus shelter adds – glass only
45.	Flinders Street at South Dowling Street	Pedestrian safety
46.	Flinders Street at Taylor Street	Issue of bus stop too close to crossing for turning buses
47.	Flinders Street near Hill Street	Pedestrian / cycle desire line across Flinders Street not catered for

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Location		Dislikes / Comments
48.	Gordon Lane / Gordon Street	Kerb ramps missing
49.	Gordon Street	<ul style="list-style-type: none"> • Commuter parking • Resident parking not enforced – Areas 13 & 15 outside of events Monday-Friday
50.	Gordon Street, near Stewart Street	Drop off / pick up at back of Paddington School not working. Need review and check with school
51.	Grand Dr / Anzac Parade	Lack of bicycle parking
52.	Grand Dr near Robertson Road	General refuse
53.	Grand Dr/ Cook Road	<ul style="list-style-type: none"> • Intersection safety • Horse crossing phase time (too short)
54.	Grand Drive	Lack of continuous cycle path
55.	Grand Drive	<ul style="list-style-type: none"> • Poor public transport access to Centennial Park and entertainment area • Need buses and taxis to use Grand Drive
56.	Greens Road	Cycleway does not link to anything
57.	Greens Road / Moore Park Road	Motorists miss traffic lights as looking ahead to lights at Flinders Street. Needs pedestrian improvement
58.	Greens Road / Moore Park Road	<ul style="list-style-type: none"> • Crossing facilities. Traffic lights suits traffic and not pedestrians • Difficult to cross safely • Urban Design Study – wasted green space Could be used as children's playground
59.	Heeley Street (Woollahra LGA)	Raised road near Juniper Hall mistaken for pedestrian crossing
60.	Iris Street between Albion Ave and Josephson Street	One way due to circulation – review circulation
61.	Lachlan Street, west of South Dowling Street	Doesn't have sufficient capacity for traffic volumes
62.	Lang Road	Far too much traffic
63.	Lang Road	<ul style="list-style-type: none"> • Traffic problems • Traffic volumes and high speeds • No safe crossing locations
64.	Lang Road	Volume of traffic needs calming
65.	Lang Road / Mitchell St	<ul style="list-style-type: none"> • Resident permit entitlement not enough • Commuter parking on Lang Road
66.	Lang Road / Moore Park Road / Oxford Street / Centennial Square	Bicycle conflict left and right turns onto Oxford Street
67.	Lang Road and Cook Road	<ul style="list-style-type: none"> • Rat running on both roads • More traffic calming required
68.	Lang Road and Cook Road	Increased traffic
69.	Lang Road and Moore Park Road	Kerb ramp missing. Forced into traffic, pedestrian to use old school ramps
70.	Lang Road	Closure of Lang Road even to residents during sporting events
71.	Lang Road near Mitchell Street	Needs a marked foot crossing to Centennial Park

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Location		Dislikes / Comments
72.	Leinster Street	Three properties – Evangelical Church – parking Wednesdays and Saturdays
73.	Leinster Street between Regent Street and Oatley Road	<ul style="list-style-type: none"> • 10km/h shared zones needed. • Residential area – don't want all traffic here
74.	Moore Park	Parking congestion during events
75.	Moore Park	Using parkland for car parking
76.	Moore Park	Issues of drinking and broken glass
77.	Moore Park	More pedestrian access required across Eastern Distributor into Moore Park
78.	Moore Park	Walking and dog droppings – spot fines and bins
79.	Moore Park	<ul style="list-style-type: none"> • Wants parking review to include visitor parking • Accessibility through park restricted by lease of spaces to Roosters. • Need to stop parking on parkland
80.	Moore Park	<ul style="list-style-type: none"> • Underground parking station more appropriate than parking on the grass in Moore Park • Better public transport to events (shuttle bus)
81.	Moore Park Road	60km/h speed limit (50km/h during events)
82.	Moore Park Road	Entry to Eastern Distributor from Moore Park Road needs better information signage
83.	Moore Park Road	Lack of continuous cycle path
84.	Moore Park Road	Crowds of people walking across Moore Park Road, uncontrolled after sporting events (especially at night, drinking)
85.	Moore Park Road	Speed limit too low – higher or variable speed limit needed
86.	Moore Park Road	Difficult for driving
87.	Moore Park Road	Pedestrian crossing – lights not seen by motorists – ambiguous signal display (westbound)
88.	Moore Park Road	More public parking stations required – verge of Moore Park Road on Southern side
89.	Napier Street at South Dowling Street	Pedestrian safety and vehicle conflicts inside intersection
90.	Oxford Street	<ul style="list-style-type: none"> • There is no flashing 40km/h lights for school zone on Oxford Street for school • Parking along Oxford Street between Greens Road and South Dowling Street would improve amenity for pedestrians • Buses travel too fast
91.	Oxford Street	Upgrade bus stop for larger buses
92.	Oxford Street	Road surface very bad
93.	Oxford Street	Bus lanes: - Faster to walk all the time / extend but lanes?
94.	Oxford Street	<ul style="list-style-type: none"> • Buses travelling too fast next to footpath – dangerous • Would prefer light rail as possible solution or buses

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Location		Dislikes / Comments
		in middle lanes or slower buses
95.	Oxford Street	Cyclists lane to share bus lane
96.	Oxford Street	Don't like clearways – remove or reduce hours
97.	Oxford Street (City Council side)	Needs major upgrade
98.	Oxford Street (near Oatley St)	Would like bike rack parking in Oxford Street
99.	Oxford Street / Lang Road	<ul style="list-style-type: none"> • Paddington Gate – difficult access for cyclists and pedestrians • Missing pedestrian routes
100.	Oxford Street / South Dowling Street	“3 Saints Square” – 7 lanes, heavy traffic (should be 6 lanes with widened footpath)
101.	Oxford Street / South Dowling Street	Eastern side of “3 Saints Square”- pedestrian crossing issues. Need a crossing – scramble crossing
102.	Oxford Street / South Dowling St	“3 Saints Square” Suburb Paddington or Darlinghurst need to be on street signs as well as street numbers (because Oxford Street re-numbering starts)
103.	Oxford Street / South Dowling St	Footpath too narrow – needs widening
104.	Oxford Street at Paddington	<ul style="list-style-type: none"> • Clearway creates speed issues • 50km not enforced
105.	Oxford Street at Taylor Square	Don't need 4 lanes of traffic on east side of Taylor Square when 2 lanes feeding in from west. Instead widen footpath or planting
106.	Oxford Street opposite Oatley Road Woollahra outside Post Office	<ul style="list-style-type: none"> • Narrow footpath and requires pedestrian fencing
107.	Oxford Street, east of Glenmore Road to Town Hall	<ul style="list-style-type: none"> • Issue of incline and lack of facilities in non clearway time • Bike lane
108.	Oxford Street, east of Oatley Road	More bus stop / shelter further from Oatley Road southside
109.	Paddington to Fox Studios	Pedestrian access from Paddington to Fox Studios – should be improved. Fox Studios is cut off – increase pedestrian connections
110.	Poate Lane	<ul style="list-style-type: none"> • Used as alternate route for Moore Park Road, over use, fast • 40km/h sign implies fast moving traffic • Consider shared zone, some closures of smaller lanes (gaRoadens)
111.	Poate Road	During special events should be no parking
112.	Regent Street, South Paddington	South Paddington congested during events
113.	Regent Street / Gordon Street	<ul style="list-style-type: none"> • Speeding through 40km/h zone • Signage not clear on streets (parents)
114.	Renny Street	Speed limits
115.	Renny Street & all of South Paddington	Rat running and traffic volumes after sporting events
116.	Renny Street / Regent Street	Speed of traffic

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Location		Dislikes / Comments
117.	Selwyn Street	Speed too fast. Can it be made into a shared zone. Loss of trees (fig replaced with ordinary looking trees)
118.	Selwyn Street / Albion Ave & West Paddington	1hr parking needs to be longer
119.	Selwyn Street / Albion Street	<ul style="list-style-type: none"> • Crossing is difficult • Painted islands • Motorists driving up one way streets the wrong way
120.	Selwyn Street / Josephson Street	Motorbike parking near corner without removal of car parks
121.	Seymour Place	<ul style="list-style-type: none"> • Landscape at base of trees needed •
122.	Seymour Place and Bartlett Lane	Full of garbage
123.	Short Street	<ul style="list-style-type: none"> • Cyclists • Right turn from Flinders St too short conflict with cyclists running the red
124.	South Dowling between Flinders Street & Oxford Street	Pedestrian crossing issues
125.	South Dowling St	Improve pedestrian access
126.	South Dowling St (between Oxford Street & Flinders Street)	<ul style="list-style-type: none"> • No pedestrian crossing • Do not like traffic islands in kerbside lane
127.	South Dowling Street (full length)	Poor maintenance of landscaping. Use garden beds under trees rather than concrete / gravel
128.	South Dowling Street / Flinders Street	Impossible to cross
129.	South Dowling Street / Oxford Street	<ul style="list-style-type: none"> • Gaps in footpath – high heeled shoes get stuck • Cigarette butts in gaps
130.	South Dowling Street / Oxford Street / Victoria Street	<ul style="list-style-type: none"> • Traffic from Victoria St offset intersection • 2 lanes left both can go through • Want one left, one through, one right or left or right only from St Vincent's but northbound traffic allowed through
131.	South Dowling Street at Oxford Street / Boundary Road	Traffic speeding across Oxford Street into Boundary Road (travelling north)
132.	South Dowling Street between Cleveland Street and Flinders Street	<ul style="list-style-type: none"> • Traffic • Noise • Kerbside islands • Trucks noisy, too big • Detached kerb island landscaping hides pedestrians – badly designed causes problems for parking and pedestrians
133.	South Dowling Street between Oxford Street and Flinders Street	<ul style="list-style-type: none"> • Pedestrian safety at Napier St (trees) possible traffic lights

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Location		Dislikes / Comments
		<ul style="list-style-type: none"> • Traffic calming (speed) • Pedestrian improvements required
134.	South Dowling St between Oxford Street and Flinders Street	Heavy vehicle using route
135.	South Dowling St between Oxford Street and Flinders Street	Need 2 hour parking
136.	South Dowling Street near Arthur Street	Pedestrian crossing South Dowling Street on eastern side and bridge over Motorway?
137.	South Dowling Street near Parkham Street	Lack of visibility on footbridge across South Dowling Street
138.	South Dowling Street southbound	<ul style="list-style-type: none"> • Width variations in road generating congestion • No tunnel entry
139.	South Dowling Street, south of Cleveland Street	Traffic increase, backed up to golf course
140.	South Dowling Street between Flinders Street and Oxford Street	<ul style="list-style-type: none"> • Heavy vehicle through movements • Street not constructed for heavy vehicles – has developed to main road • Possible issue of drainage • Road has previously collapsed • Also buses • Want traffic to go to Flinders St • Traffic using Boundary Road to avoid CCT
141.	South Dowling Street between Oxford Street and Flinders Street	Over-utilised
142.	South Paddington, Gordon Street and Greens Road	More car share
143.	Stewart St	<ul style="list-style-type: none"> • Improve access for walking and cycling • Markets, church, sport parking – paid parking option (meters and visitor parking vouchers) • Multiple tickets for infringement
144.	Stewart Street / Gordon Street	<ul style="list-style-type: none"> • Close to schools - fast traffic / school kids • Need for school drop off zones
145.	Stewart Street / Regent Street	<ul style="list-style-type: none"> • Pedestrian movement issues • Needs pedestrian facilities, eg. Kerb blisters, widening, crossing
146.	Stewart Street / Regent Street	<ul style="list-style-type: none"> • Installed grass median verge • Removed concrete footpath
147.	Sydney Stadium	<ul style="list-style-type: none"> • Pedestrian access should be grade separated • SFS and SCG too congested
148.	Taylor Street & Flinders Street crossing	Air conditioner drips onto pavement

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GENERAL COMMENTS
Aesthetics vs practicality
Congestion tax in support of public transport
Safety, night clubs, vandalism of trees, parking, speeding cars and trucks, sporting effects – impacts on the area from outside influences
Traffic signals lanterns for cyclists at right height
Buses full at peak times
Don't like garbage collection at 6am Need to clean up after pick ups
Residents being booked by Rangers during sporting events More resident parking required as well as business parking or property owner parking
Don't let cycle lanes / routes end suddenly
Parking <ul style="list-style-type: none"> - expand restrictions - visitor parking permits
Email notification of events
Road surfaces generally in poor condition for cyclists
Approach side of bus shelters need to be advertising free – vision clear
Like bicycle lanes dedicated – prefer separated bike lanes
Roundabouts are too big and landscaping blocks vision
Raised crossing not good for drivers – but good for pedestrians
Conflict between cyclists and pedestrians overall
Finds travelling at 40km rather dangerous – constantly looking at speedo
Raised thresholds – designed to not damage car suspension
Sporting Trusts should contribute to parking enforcement staff
<ul style="list-style-type: none"> • Drainage stormwater flooding • Blocked drains, outside Academy Twin Theatre
Lack of stencil logos for cycling
General maintenance of street marking: <ul style="list-style-type: none"> - Signage - RRPM's
Need kerb ramps audit – issue of accessibility
Wide footpath outside Victoria Barracks – possible use for bicycles shared with pedestrians
Pressure of population across area – traffic
Concerts held in open parkland, alienating it from users, not in purpose built facilities. Rubbish left
Consultants presentation didn't reflect centrality of parklands
Bicycle lane not to overtake car parking
1 hr parking around cinemas a constraint on their business and cultural contribution

TABLE A3**PADDINGTON, CENTENNIAL PARK AND MOORE PARK
PCTC PLAN****FIRST COMMUNITY WORKSHOP 18 MARCH 2009****OPINIONS ON TRAFFIC CONTROL DEVICES**

Device	Yes	No	Depends	Reasons	No Comment	Total Response
Give Way	25 (68%)	3 (8%)			9 (24%)	37
Stop	30 (81%)	2 (5%)			5 (14%)	37
Intersection Traffic Signals	25 (68%)	3 (8%)	2 (5%)	Only for major intersections. Appropriate in some areas and not others.	7 (19%)	37
Roundabout	32 (86%)	1 (3%)	1 (3%)		3 (8%)	37
Kerb Extensions at Intersections	18 (49%)	9 (24%)	2 (5%)		8 (22%)	37
No Right Turn	22 (59%)	5 (14%)			10 (27%)	37
No Left Turn	19 (51%)	6 (16%)			12 (33%)	37
Closure / Half Closure	25 (68%)	7 (19%)	1 (3%)		4 (11%)	37
One Way	24 (64%)	4 (11%)	1 (3%)		8 (22%)	37
Raised Threshold	23 (62%)	7 (19%)	1 (3%)		6 (16%)	37
Speed Limits (support 40km/h zone)	23 (62%)	6 (16%)	2 (5%)		6 (16%)	37
Shared Zones	29 (79%)	2 (5%)	2 (5%)		4 (11%)	37
Pedestrian Refuge	25 (68%)	5 (14%)			7 (19%)	37
Kerb Extensions as a Pedestrian Facility	18 (49%)	8 (22%)	1 (3%)		10 (27%)	37
Marked Foot Crossing	27 (73%)	4 (11%)	1 (3%)		5 (14%)	37
Raised Marked Foot Crossing	27 (73%)	6 (16%)			4 (11%)	37
Pedestrian Traffic Signals	21 (57%)	3 (8%)	1 (3%)		12 (32%)	37
Bicycle Facilities	25 (68%)	4 (11%)	5 (14%)		3 (8%)	37
Encourage walking / cycling - balance	8 (22%)	1 (3%)		Separated	28 (76%)	37
Typical streetscape improvements	8 (22%)	1 (3%)			28 (76%)	37

Attendance at Community Workshop – 80 people.

NB: Approximately 47% of the people who signed in completed the Traffic Control Devices Survey.

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APPENDIX 2

PUBLIC COMMENTS ON DRAFT PCTC PLAN WRITTEN SUBMISSIONS

	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W1 Selwyn St, Albion Ave	5a	<ul style="list-style-type: none"> - Concern about the proposal for Albion Avenue / Selwyn Street. - Address potentially unsafe deliveries and garbage collection to / from the nearby cafe. - Trucks double park around the cafe in order to make deliveries and that this would be a hazard to other vehicles and cyclists along Selwyn Street. - Create a “drop off zone” on the northern side of the Albion Avenue intersection where there is currently a painted island with chevrons. (Area 15) 		<ul style="list-style-type: none"> - City advises that owner of cafe does not want a loading zone. - Northern side of Albion Avenue is not suitable in any case. Any loading zone would need to be in Selwyn Street (east side) adjacent the cafe.
W2 By email	All	<ul style="list-style-type: none"> - General support for elements on PCTC Plan and efforts to introduce a sustainable vision for transport in Sydney and calm traffic in the study area. 	<ul style="list-style-type: none"> - Would like to see an improvement in the area's transport and possibly be provided with a free Green Bus. - Supports a Transport Vision for City Area. 	<ul style="list-style-type: none"> - Support noted. - Public transport is a matter for the State Government.
W3 BIKEast	Various	<ul style="list-style-type: none"> - Supports the proposals but has a number of concerns as follows: - Lack of integration between the PCTC plan's “Applied Interventions” ideas and the bicycle proposals. - Suggests a further public presentation to ensure that the concepts are understood by all. - Supports separated cycleway in Greens Road and Oatley Road, but suggests simplifying the roundabout intersections. - Supports Newcombe Street and Elizabeth Streets as 		<ul style="list-style-type: none"> - Streetscape concepts are integrated with future separated cycleways (see section 6.2 of report). - Whether the roundabouts are retained or removed would need to be considered during detail design of these cycleways. - City can adopt higher priority for shared zones in these streets after follow up investigations are complete.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W3 BIKEast continued		<p>priority shared zones.</p> <ul style="list-style-type: none"> - Consider improved bike parking at Paddington Markets and COFA. 	<ul style="list-style-type: none"> - Suggest all angle parking should be rear to kerb. - Wants better bicycle linkages to Woollahra Council's bike routes. - Suggests footpath widening in Regent Street between Moore Park Road and Gordon Street which could be used as a shared path. - Provide additional pedestrian and cyclist crossing of Anzac Parade near Gregory Avenue. 	<ul style="list-style-type: none"> - City to follow up with the land users. - Current city policy/practice is to introduce rear to kerb angle parking, whenever parking changes are made. - Matter for City to follow up. - Shared path in Regent Street is not part of City's cycleway strategy. Cyclists can be accommodated on street. - RTA matter. RTA have been investigating a proposal for a pedestrian overbridge in this section of Anzac Parade.
W4 Selwyn Street	1a & 2 5a	<ul style="list-style-type: none"> - Consider a bike route between COFA and Bourke Street cycleway. Suggests via Napier Street / Hannan Street / Albion Street to Bourke Street - Move proposed bicycle parking closer to College of Fine Arts in Greens Road. 	<ul style="list-style-type: none"> - Greens Road / Albion Avenue and Selwyn Street area would benefit from a car share spot arrangement. - Suggests shared use paving for the whole length of Selwyn Street. - Consider closing or reversing one way traffic movement in Church Street (at the end of South Dowling Street) to minimise cars taking this route for short cuts. 	<ul style="list-style-type: none"> - City to consider as part of their cycle strategy. - Bicycle parking provided for Cafe. College of Fine Arts will be encouraged to provide own bicycle parking. - Parking matter. - Shared path in Selwyn Street is not part of cycle strategy. - Church Street carries relatively low traffic volumes (437vpd) and is identified as potential shared zone street.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W5 Cook Road Centennial Park	1 & Various 1 21 13a & b 26e	<ul style="list-style-type: none"> - <u>Supported the following proposals:</u> - improved access for cyclists but only by means of separate cycleways. - Additional pedestrian crossings - Additional kerb extensions – where needed - Landscaping and thematic signage - Inlaid markers for way finding on pedestrian routes - <u>Opposed the following Proposals:</u> - Shared paths in section of Oxford Street and Moore Park Road - Shared zones, especially for all narrow lanes and roads and reduction of vehicle speed to 10km/h in streets/lanes that are proposed to be shared by pedestrians, cars and cyclists. - Road closures – the section of Poate Lane that links to Furber Road - Introduction of right-turn from Flinders Street in Oxford Street as it poses a danger to pedestrians. 		<ul style="list-style-type: none"> - Support noted. - City to review when implementing shared paths. - This is a current policy of City for narrow lanes. - Lane is used for property access only. - Current traffic signal phasing incorporates pedestrian only phase.
W6 Renny St Paddington	1 Various	<ul style="list-style-type: none"> - Strongly opposed to separated bicycle lanes in the local streets - Opposed to any modifications that would result in the loss of car spaces in the area 	<ul style="list-style-type: none"> - Does not want pay parking implemented in Area 13 - Possible adoption of 2 hour parking on Renny Street is not favoured 	<ul style="list-style-type: none"> - Objections to shared cycleways in local streets noted. - Comments on parking to be considered as part of City's parking review.
W7 South Dowling St Surry Hills	1 21 Various	<ul style="list-style-type: none"> - Does not favour shared pedestrian / bicycle paths - Would like to see shared pedestrian traffic zones wherever possible - Suggests that anything that narrows a crossing point and minimises exposure to traffic such as kerb blisters and islands should be encouraged 		<ul style="list-style-type: none"> - City to review when implementing shared paths. - Support noted.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W7 South Dowling St Surry Hills continued	26d 26b	<ul style="list-style-type: none"> - Prefers road narrowing to speed humps for slowing traffic - <u>Immediate concerns are:</u> - A pedestrian crossing (without bleeping) on South Dowling Street near Napier / Hannam Streets - A crossing on Oxford Street at the eastern edge of the junction with South Dowling Street/ Barcom Avenue 	<ul style="list-style-type: none"> - Not in favour of audible road crossing signals in streets with residential buildings - A pedestrian refuge island at the junction of South Dowling St / Oxford Street. 	<ul style="list-style-type: none"> - Support noted - Audio tactile pedestrian push buttons is RTA matter. - Matter for RTA.
W8 Cook Road Centennial Park	All	<ul style="list-style-type: none"> - Is very supportive of the general intent of the whole plan - Supports a pedestrian crossing on Lang Road between Darvall Road and Jervois Avenue - Is concerned that if further traffic calming measures are implemented on Lang Road that it would encourage drivers to do a “rat run” through Cook Road 	<ul style="list-style-type: none"> - Would be pleased to see garden beds established at the roundabout at the corner of Cook Road and Darvall Road 	<ul style="list-style-type: none"> - Support noted. - Additional traffic calming in Lang Road recommended to reduce vehicle speeds not redirect traffic to Cook Road. - Matter for City's Parks and Gardens.
W9 Centennial Parklands Consultative Committee	20a, b & c	<ul style="list-style-type: none"> - This was a late first round submission and is being considered in the second round of public consultation. - <u>Lang Road</u> - Speed issues and suggestions for more traffic management. - Need for additional pedestrian facilities in Lang Road at / near Jervois Avenue Gates and pedestrian only 		<ul style="list-style-type: none"> - Lang Road issues addressed in PCTC plan.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W9 Centennial Parklands Consultative Committee continued		<p>gate between Jervois Avenue and Mitchell Street.</p> <ul style="list-style-type: none"> - Oxford Street at Paddington gates. Upgrade pedestrian crossing facilities and consider pedestrian fencing. 	<p><u>Oxford Street</u></p> <ul style="list-style-type: none"> - Close unofficial entrance at Children's Playground. - Woollahra Gates - Upgrade pedestrian facilities at traffic signals - Consider new pedestrian warning signage for eastbound traffic from Bondi Junction - Consider speed control <p><u>Darley Road</u></p> <ul style="list-style-type: none"> - Pedestrian issues at Garnett Street and Randwick Gates <p><u>York Road</u></p> <ul style="list-style-type: none"> - Various pedestrian and traffic issues in York Road. 	Other matters are in adjoining Council areas or matters for Centennial and Moore Park Trust.
W10 Furber Road Centennial Park	20a	<ul style="list-style-type: none"> - Supports a pedestrian crossing on Lang Road – near the Jervois Avenue gates to Centennial Park 		<ul style="list-style-type: none"> - Support noted.
W11 Selwyn Street	All	<ul style="list-style-type: none"> - Whole plan is very unimpressive - Opposes the separated cycleway on Greens Road 		<ul style="list-style-type: none"> - Objections noted.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W12 Email	Streetscape Concepts	<ul style="list-style-type: none"> - Would like to see that the 'Victorian' townscape/streetscape harmony and current pavement simplicity is maintained within the Heritage Conservation Areas. In particular: - The road pavement treatment at some through streets eg Inlaid setts proposed at some intersections - The miss-match between the concept proposals and the existing 'bull-nosed' brick kerb extensions and garden beds - The illustrated concepts do not show the most significant proposed or required interventions ie the bicycle road and pavement treatment for the shared zone/gateway intersections 		<ul style="list-style-type: none"> - See comments in Section 6.1 of report.
W13 Chisholm Street	Various	<ul style="list-style-type: none"> - General support for Draft Plan but hopes the plans will not mean fewer parking spaces - Supports pedestrian crossing facilities at South Dowling Street near Napier Street and in Drivers Triangle area - Is glad to see that the area surrounded by South Dowling Street, Flinders Street and Oxford Street are included in the priority shared zones, as road and pavement surfaces are very poor 		<ul style="list-style-type: none"> - Support noted.
W14 Renny Street Paddington	1d Various	<ul style="list-style-type: none"> - Cycleway running through Renny and Gordon Streets would serve little purpose. - Safety concern that the cycleway will run between parked cars and the footpath - Suggests that any cycleway be on the outside of the parking lane. - Garden beds should not result in the loss of any precious parking spaces. 		<ul style="list-style-type: none"> - City to review comments when designing cycleways in Renny and Gordon Streets. - Kerb extensions for the most part will not result in the loss of any parking.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W15 Renny Street Paddington	Streetscape Concepts 1d	<ul style="list-style-type: none"> - Corner treatments with plantings, rain garden idea and the circle treatments, shared zone concepts are good ideas. - Is concerned about the lack of native plants chosen for the corner treatments - Is interested to see what a separated cycleway would look like in Renny Street. 		<ul style="list-style-type: none"> - Support noted. - Plants chosen were based on current plants used by City in area.
W16 South Dowling Street Paddington W16 South Dowling Paddington continued	4 26b & d 26e	<ul style="list-style-type: none"> - Strong supporter of 40km/ph speed limit. - Supports pedestrian crossings at Napier Street and at the eastern end over Oxford Street - Very strongly supports the right turn from Flinders Street and would hope that the cycleway on Flinders Street would not in any way affect the right turn from Flinders Street 	<ul style="list-style-type: none"> - Suggests 40km/h speed be introduced in the stretch of South Dowling Street from Flinders Street to Oxford Street - Suggests that squaring off the curbing at South Dowling Street (and Church Street) would allow 3 cars to park in a much better fashion and reduce damage to cars. - 1P parking should be lowered to 10pm - Parking metres should not be implemented in Area 15 	<ul style="list-style-type: none"> - Support noted. - South Dowling Street is an RTA (State) road. - Can be examined as part of investigation for shared zone treatment in Church Street. - Comments on parking to be considered as part of City's parking review.
W17 Robertson Road Centennial Park	17 17a 1e 21	<ul style="list-style-type: none"> - Suggests that traffic calming is mostly required at the northern end of Robertson Road (and Lang Road) - Welcomes flower beds especially at the northern end of Robertson Road - No need for a cycle lane in Robertson Road - Unnecessary to designate Oxley Lane a shared zone as it rarely used by traffic of any type. 		<ul style="list-style-type: none"> - Comments noted.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W18 Three Saints Square Project	Various 3, 6a, 6b, 26a, 26b, 26d, 26e	<p><u>Supports the following measures of the Draft Plan</u></p> <ul style="list-style-type: none"> - 40km/h speed limit West Paddington around Napier Street - Traffic control and signalised crossing Greens Road at Moore Park Road - Signalised pedestrian crossing across Oxford Street at Greens Road on the eastern side of intersection - Additional signalised crossings in Driver Triangle area – Improved pedestrian safety intersection of Sth Dowling and Oxford Streets - Signalised crossing in Oxford Street on eastern side of Sth Dowling Street at Three Saints Square - Pedestrian facilities in South Dowling Street at/near Napier Street - Right hand turn required from Flinders St into Oxford Street and improve pedestrian safety at the intersection <p><u>Level of concern :</u></p> <ul style="list-style-type: none"> - Suggest inlaid markers to be located at <ul style="list-style-type: none"> o Oxford/Flinders Streets (both sides of Flinders) o Oxford/South Dowling (both sides South Dowling Street) o Oxford/Greens Roads (both sides Greens Road) o Moore Park/Greens Roads (both sides of both roads) o Corners around Drivers Triangle o South Dowling/Napier Street (near bottle shop) o St at intersection with South Dowling - For separated cycleway Greens Road and Flinders Road and additional pedestrian crossings in Drivers Triangle. Concern that proposal will include loss of parking. Support given if no parking spaces lost. - Additional pedestrian crossings in Drivers Triangle supported 		<ul style="list-style-type: none"> - Support noted. - Comments on inlaid markers noted. PCTC plans shows indicative locations only. - Parking changes (if any) due to the separated cycleway cannot be quantified until the cycleway is designed. - No parking would be lost due to additional signalised crossings in Drivers Triangle area as statutory parking distances apply at traffic

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
<p>W18 Three Saints Square Project continued</p>	<p>Various 4, 21, 5a & 5b</p>	<p><u>Proposals requiring further clarification include</u></p> <ul style="list-style-type: none"> - Proposal 4 – shared zone treatment in all local streets (Darlinghurst section) - Proposal on Sheet 5 – priority shared zones for Flemmings Lane, Hannam Street, Chisolm Street, Sims Street, Taylor Street and Sturt Street - Proposal on Sheet 5 – potential shared zones for Seymour Lane, Church Street, Bartlett Lane, Verona Street, Iona Lane and Rosebud Lane - Potential gateway treatments on following corners <ul style="list-style-type: none"> o Flinders Street/Flemming Lane o Hannam/South Dowling Streets o Flinders/Taylor Streets o Seymour Place/South Dowling Street o Selwyn/Church Streets o Sturt/South Dowling Streets - Current proposal for gateway treatment Sturt/South Dowling very tight as access required for delivery vans. Suggest another form of treatment i.e. arch or something hanging. - Proposal 5a – Selwyn Street at Albion Avenue kerb ext and additional space for bicycle pkg, landscaping and outdoor dining. - Proposal 5b – Selwyn Street at Church Street kerb ext and additional landscaping 	<ul style="list-style-type: none"> - Have 60° angled parking on Flinders Street. - Add ½ hour parking spots on Napier Street near intersection with South Dowling St - Visitors parking scheme for residents - Parking permits made available for tradesmen 	<p>signals. Notwithstanding this pedestrian safety on the road network takes precedence over parking.</p> <ul style="list-style-type: none"> - Further details of the shared zones and suitability of locations for gateway entry treatments will be available when the detail design is undertaken for the various shared zones. - Further details for proposals 5a and 5b will be available when the detail design is undertaken. - Flinders Street is not suitable for angle parking as it is a major bus route as well as a State (RTA) road. - Comments on parking to be considered as part of City's parking review.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W18 Three Saints Square Project continued			<ul style="list-style-type: none"> - Parking permits available for businesses without parking. - Cheaper parking meters. - Review parking time limits in selected streets. More 2 hour parking - Street signs to include suburb name to avoid confusion in streets, i.e. Oxford Street - Identify public parking stations (e.g. St Vincents parking station) on the main roads - Address access to Oxford Street i.e. perimeter parking at Sydney Football Stadium and Cricket Ground with free shuttle bus to Oxford Street - Reduce 7 lanes on Oxford Street (between Darlinghurst Road to South Dowling Street) to 6 lanes and extend footpath on south side of street - Allow multi way crossing at Three Saints Square - Clearly marked pedestrian crossings on all streets at Three Saints Square - Reduce clearway hours - Address access to: <ul style="list-style-type: none"> o Oxford Street with light rail along Oxford Street o Oxford Street with simulated light rail along Oxford Street o Oxford Street with perimeter parking at Fox Studios o Oxford Street with free shuttle buses from perimeter parking to Oxford Street 	<ul style="list-style-type: none"> - Directional signage for parking on State Roads is not a PCTC matter. - Not PCTC matter. - Matter for RTA as Oxford Street is an (RTA) State Road and major bus corridor. - RTA safety warrant not met for scramble crossing at this intersection. - Clearways on State Roads are not PCTC matter (RTA matter). - New public transport initiatives are a matter for the NSW Government.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W18 Three Saints Square Project continued			<ul style="list-style-type: none"> ○ Oxford Street with free bikes for use in the area - Rename northern section of South Dowling Street from Flinders Street to Oxford Street - Proposal in "Parking Possible Options" make controls consistent with surrounding area when loading zones or bus lanes are not in use. - Three Saints Project does not support parking meters in Area 15 - Add ½ hour and ¼ hour parking spots on Taylor Street. 	<ul style="list-style-type: none"> - This is a policy matter for the City. - Not PCTC matter. - See comments on parking above.
W19 Centennial Park /Moore Park Trust	All	- Strongly supports the broad goals of the Draft Plan		- Support noted.
W20 Resident Martin Road Centennial Park	17 17 17 18	<ul style="list-style-type: none"> - Extend narrowing of Robertson Road as far as Oxley Lane on eastern side - Vehicles exiting Oxley Lane have difficulty sighting traffic proceeding south along Robertson Road, especially when cars are parked illegally - 40km/h speed limit on Robertson Road and a chicane halfway along - Narrowing of Robertson Road will enhance the garden suburb image of Robertson Road/Martin Road and produce more orderly traffic and parking in the area, hence improving pedestrian safety - Propose narrowing of Dibbs Street to enhance garden suburb image 		<ul style="list-style-type: none"> - Measures proposed in Robertson Road to reduce vehicle speeds and improve sight lines at Oxley Lane. - Existing speed limit is 40km/h. - Kerb extensions proposed in Dibbs Street at two locations.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W20 Resident Martin Road Centennial Park continued	1	<ul style="list-style-type: none"> - Clarify what separated cycleway means. Cycle zone markings as in Cook Road would not be effective which appears to be the case in Cook Road 		
	21	<ul style="list-style-type: none"> - Appropriate location of signage needs to be carefully considered - Pointless to designate Oxley & Centennial Lanes as shared zones – they do not attract cyclists, pedestrians or vehicles. 		<ul style="list-style-type: none"> - Comments on Oxley Lane and Centennial Lane noted. Conversion of suitable lanes to shared zones is a City policy.
	1e	<ul style="list-style-type: none"> - Separated cycleway in Robertson Road undesirable as street has heavy parking due to netball, school sports etc. also conflict with garden plots - Existing cycle markings appear superfluous because of heavy parking and garden plots and may also be a distraction to motorists - Narrowing Robertson Road would destroy the original conception of Edwardian boulevard - Inlaid marker should be considered at the corner of Anzac Parade and Alison Road diagonally opposite marker shown on the other corner (i.e. on all four corners) 	<ul style="list-style-type: none"> - Restrict exit times from Centennial Park when SCG/SFS functions are on. - Assess the necessity of the need for handicapped person reservation in Robertson Road to the southern end of Oxley Lane. - Case for a garden roundabout at the southern end of Robertson Road - Shared cycleway/pedestrian walk along the eastern side of Anzac Parade between the old Robertson Road exit and Alison Road is in poor state, needs urgent review or landscaping - Footpath needs upgrading western side 	<ul style="list-style-type: none"> - Separated cycleway in Robertson Road will not affect (reduce) parallel parking on western side. - Comment noted. Location of inlaid markers in PCTC plan are indicative only. - Not PCTC matter. - Parking matter for follow up by City. - Comment noted. - Maintenance issue.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W20 Resident Martin Road Centennial Park continued			<p>of Anzac Parade from Cleveland Street to Dacey Avenue.</p> <ul style="list-style-type: none"> - Extend existing cycleway/pedestrian path as far as Lang Road in Driver Avenue - Review deadened cycleways in Dacey Avenue from Anzac Parade and in Moore Park East - Place a memorial plaque in footpath opposite 20 Martin Road (Patrick Whites house) - Upgrade entrance to Rangers Cottage (1 Martin Road) - Better policing of the 1 hour parking restriction in Martin & Robertson Roads (residential side) - Better use of the Moore Park bus station facilities especially during concerts and school sports - Volume of noisy buses taking children going to Robertson Road playing fields via Martin Road - Load limits on Driver Avenue forces heavy vehicles to use Lang and Cook Roads - A landscaped verge on the western side and eastern side of Driver Avenue could accommodate pedestrian/cycleway facilities. - Install a left turn slip lane from Moore Park Road going west to Anzac Parade - Ban car parking on Moore Park when functions are on - Shift more functions to Olympic 	<ul style="list-style-type: none"> - Maintenance issue. - Cycleway comments noted. - Not PCTC matter. City to follow up. - Not PCTC matter. City to follow up. - Enforcement of parking. - Comment noted. - Comment noted. - Comment noted. Driver Avenue is not under the control of the City. - Comment noted. - Matter for RTA but not feasible with current configuration.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W20 Resident Martin Road Centennial Park continued			<p>facilities at Homebush to reduce congestion at Moore Park</p> <ul style="list-style-type: none"> - Review Robertson Road exit from Centennial Park as cross traffic causes confusion 	<ul style="list-style-type: none"> - Not PCTC matter. - Not PCTC matter. - Comment noted.
W21 Resident Greens Rd Paddington	1b	<ul style="list-style-type: none"> - Circulated letter to other residents - Opposes loss of parking spaces in Greens Road from proposed separated cycleway Notes that cycle lanes already marked on Greens Road - Questions if current cycle use on Greens Road justify the expense of installing cycle lanes over and above the existing situation. 	<p>Other suggestions include</p> <ul style="list-style-type: none"> - Prevent motor vehicles turning left from Moore Park Road onto Greens Road - Make Greens Road into a one way southbound road from Albion Avenue to Moore Park Road - Assess cars travelling wrong way on Albion Avenue, Iris, Selwyn and Josephson Streets - Assess late night travel on Greens Road of heavy trucks (including garbage trucks) from Moore Park Road to Oxford Street 	<ul style="list-style-type: none"> - Objection to Greens Road cycleway noted. - Suggested traffic changes to Greens Road not supported as it would restrict access to area. - Enforcement matter. - May traffic counts show heavy vehicles (trucks) represent 3% of total traffic. Trucks do not appear to be over represented in total volumes late at night and in the early hours of the morning.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W22 Resident and Business Owners Oxford Street	26e 26b 26d 1b 2 & 26a	<p>Supports</p> <ul style="list-style-type: none"> - Right turn lane from Flinders Street into Oxford Street and improve pedestrian safety at the intersection - Signalised crossing in Oxford Street on the eastern side of Sth Dowling St at Three Saints Square - Pedestrian facilities in Sth Dowling St at/near Napier St (not traffic signals) - Do not support separated cycleway in Greens Road if means loss of parking - Do not support separated cycleway in Flinders Street including additional pedestrian crossings in Drivers Triangle if means loss of parking - Have concerns about potential gateway treatment cnr South Dowling Street and Sturt Street, corner is currently very tight - Inlaid marker for Oxford & South Dowling Streets on both sides of South Dowling Street. Would like to see kerb extensions on South Dowling Street at the intersection with Oxford Street. Do not want the placement of inlaid markers to interfere with the location of planter box placement or kerb extensions - Have concerns that the proposed shared zones at the following locations may reduce parking, make deliveries difficult and cause traffic congestion - Shared zone treatment in all local streets in the precinct bound by Flinders Street, South Dowling & Oxford Streets including priority shared zones for Flemmings Lane, Hannam Street, Chisolm Street, Sims Street, Taylor Street and Sturt Street. - Potential shared zones for Seymour Lane, Church Street, Bartlett Lane, Verona Street, Iona Lane and Rosebud Lane 		<ul style="list-style-type: none"> - This submission raises same issues as raised in W18. - See comments for W18.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
<p>W22 Resident and Business Owners Oxford Street Continued</p>			<ul style="list-style-type: none"> - Review of time limits, adopt 2 hour parking rather than supports a 1P - Oppose parking meters - "Parking Possible Options" Make controls consistent with surrounding area when loading zones or bus lanes are not in use - Too much 1 hour parking not enough 2 hour parking in Oxford and South Dowling Streets - Make parking passes available to business and/or property owners. Could be conditional i.e. pay for them or available for businesses who have been at the same site for a certain number of years. May only be valid for certain hours/days etc. <p>Omissions from the Draft Plan include</p> <ul style="list-style-type: none"> - Rename South Dowling between Oxford & Flinders Streets - Temporary parking passes for tradesman - Widening of footpath on South Dowling at Oxford Streets - Decrease lanes of traffic on Oxford Street at Three Saints Square - Scramble crossing at Three Saints Square - Reduce clearways - Reduce speed on Oxford Street to 40km/h - Provide free shuttle bus along Oxford Street 	

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W22 Resident and Business Owners Oxford Street continued			<ul style="list-style-type: none"> - Free bike station at the perimeter parking station Hidden car parking stations e.g. under Moore Park 	
W23 Paddington – Darlinghurst Community Working Group	All	<ul style="list-style-type: none"> - Considers that the Draft Plan lacks vision and feels that Area 15 is under constant siege from all the commercial and public institutions around it, including the proposed redevelopment of College of Fine Arts, traffic issues associated with its construction and traffic and parking issues once the College is operational with more students and visitors attending the College and Gallery without any additional parking . 	<ul style="list-style-type: none"> - Considers the current enforcement of parking restrictions is not successful citing overstaying by the College students and suggests ticket parking (not parking metres) - Suggests gateway treatments as first steps to shared zone treatment at: <ul style="list-style-type: none"> - Josephson Street at Greens Road - Josephson Street and Selwyn Street 	<ul style="list-style-type: none"> - The objective of the PCTC Plan is to encourage walking and cycling and contains recommendations and proposed measures to achieve this end. There are specific measures proposed for Area 15 which will improve the pedestrian and cycling environment in the area. - Traffic impacts associated with the construction of the College is not a PCTC Plan issue. There is a separate approval process for the management of the construction including any traffic impacts. - The City's current policies are to support and promote travel by public transport, as pedestrians or cyclists and to discourage travel by private motor vehicle. The provision of additional parking for the College would promote travel by car and does not align with the City's policies. - Enforcement of parking is not a PCTC issue. The City can examine ticket parking as part of its review. - Traffic volumes are too high for shared zones in Josephson Street, Selwyn Street and Albion Avenue. However PCTC Plan does have specific measures in these streets by

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
<p style="text-align: center;">W23 Paddington – Darlinghurst Community Working Group Continued</p>		<ul style="list-style-type: none"> - Supports reintroduction of right turn from Flinders Street to Oxford Street and suggests any future redevelopment of Taylor Square should allow for an additional lane for right turn into Oxford Street. 	<ul style="list-style-type: none"> - Church Street at Selwyn Street - Selwyn Street at Albion Avenue - Improve compliance in one way streets. - Dangerous intersections at: <ul style="list-style-type: none"> ● Rosebud Lane at Iona Lane and at Oxford Street ● Albion Avenue / Greens Road ● Albion Avenue / Selwyn Street - Suggests that the bus stop outside the courts (in Oxford Street) are not a valid reason to not proceed with changes in Oxford Street. - Suggests changes to parking to maintain existing number of permit parking spaces by incorporating current unrestricted spaces, redesigning areas such as Napier Street and South Dowling Street to create new spaces and in areas where parking is currently not permitted. 	<p>way of kerb extensions and additional landscaping. Also shared zone treatments are recommended in Church Street and Iris Street.</p> <ul style="list-style-type: none"> - Compliance with one way streets is an enforcement issue and not a matter that can be addressed by measures in a PCTC Plan. - None of the intersections have adverse accident problems. Rosebud and Iona Lanes are identified as future shared zones, which will reduce speeds in these lanes. Greens Road will have a future separated cycleway and there will be some changes at the Greens Road / Albion Avenue intersection as part of the cycleway. PCTC Plan recommends measures at the Albion Avenue / Selwyn Street intersection. - Reintroduction of right turn is a recommendation of the PCTC Plan. - Oxford Street is a State Road. - City has a separate process to review parking matters.

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	Draft Improvement Measure	Comments on Plan	Other Matters / Comments	Transport & Urban Planning's Comments
W23 Paddington – Darlinghurst Community Working Group continued			Indicates that access to parking for visitors is an ongoing issue.	