

**PADDINGTON AND CENTENNIAL PARK PCTC TABLE OF TREATMENTS**

<b>RECOMMENDED MEASURE / WORKS</b>		<b>PRIORITY</b>
1. a) b) c) d) e)	<p>Implement City's Cycleway Strategy including:</p> <ul style="list-style-type: none"> <li>a) Separated cycleway and shared paths in Moore Park Road;</li> <li>b) Separated Cycleway in Greens Road;</li> <li>c) Separated cycleway in Oatley Road;</li> <li>d) Separated cycleway in Renny Street and Gordon Street; and</li> <li>e) Separated cycleway in Robertson Road and Cook Road</li> </ul> <p><u>Reason</u></p> <ul style="list-style-type: none"> <li>- <i>Part of the City's Cycleway Strategy to provide safe bicycle routes and encourage cycling.</i></li> </ul>	-
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"> <li>- <i>Part of the City's Cycleway Strategy to provide safe bicycle routes and encourage cycling.</i></li> </ul>	-
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"> <li>- <i>Parts of Paddington already have a 40km/h speed limit.</i></li> <li>- <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></li> <li>- <i>Provide consistency of the speed limits in the area for local city streets.</i></li> </ul>	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"> <li>- <i>All narrow local streets with pedestrians walking on roads.</i></li> <li>- <i>Suitable for Shared Zones.</i></li> </ul>	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"> <li>- <i>Improve pedestrian amenity and safety at the intersection.</i></li> <li>- <i>Provide additional area for bicycle parking landscaping and outdoor dining ie. Streetscape Improvements</i></li> </ul>	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"> <li>- <i>Streetscape Improvements.</i></li> </ul>	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"> <li>- <i>Assists pedestrian crossing movements</i></li> </ul>	2
d)	<p>Iris Street – Provide Shared Zone Treatment</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> <li>- <i>Narrow residential street and suitable for a Shared Zone</i></li> </ul>	2

<b>Table of treatments continued</b>		
	<b>RECOMMENDED MEASURE / WORKS</b>	<b>PRIORITY</b>
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> <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.</i>	
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>	

<b>Table of treatments continued</b>		
<b>RECOMMENDED MEASURE / WORKS</b>		<b>PRIORITY</b>
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

<b>Table of treatments continued</b>		
<b>RECOMMENDED MEASURE / WORKS</b>		<b>PRIORITY</b>
19.	<p>William Street at Oxford Street – Provide kerb extensions in William Street on both corners (City of Sydney Area).</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> <li>- <i>Improves pedestrian amenity and safety.</i></li> </ul>	1
20. a)	<p>Lang Road between Darvall Street and Jervois Avenue – Investigate pedestrian crossing.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> <li>- <i>Pedestrian refuge islands are currently provided for pedestrian movements at Darvall Street. Investigation to establish if additional facilities are required.</i></li> </ul>	1
b)	<p>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).</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> <li>- <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></li> </ul>	1
21.	<p>Investigate all narrow lanes and roads for shared zone treatments. (See Sheet 5 for potential shared zones).</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> <li>- <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></li> </ul>	1
22.	<p>Investigate all narrow lanes for two way bicycle access.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> <li>- <i>Applies to one way lanes.</i></li> <li>- <i>Improve bicycle access and encourage bicycle use.</i></li> </ul>	1
23.	<p>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.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> <li>- <i>Promotes walking and makes it safer and more accessible.</i></li> </ul>	1
24. a)	<p>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.</p>	1
b)	<p>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.</p>	1
c)	<p>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.</p> <p><u>Reason</u></p> <ul style="list-style-type: none"> <li>- <i>Encourages the use of public transport through better passenger facilities and reliable service levels.</i></li> </ul>	1

<b>Table of treatments continued</b>		
<b>RECOMMENDED MEASURE / WORKS</b>		<b>PRIORITY</b>
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.	1
	<u>Reason</u> - <i>Promotes cycling by providing bicycle parking facilities in the area.</i>	
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