

Draft PC&TC Plan for Paddington, Centennial Park and Moore Park Submission

Following BIKEast's meeting held 1 September 2009, here is our expression of strong support for the proposed bicycle network as shown on Figure 4 & Sheet 1. Indicative general support for the pedestrian and traffic calming proposals as described Sheets 2 to 6 of the draft PCTC Plan report (Ref 28156 PCTC1 August 2009), is also given.

BIKEast welcomes the range of proposals, including the introduction of 40km/h speed zones, creation of gateways and shared zoned streets, narrowing of intersections and provision of additional pedestrian crossings and in general terms, the Paddington – Centennial Park 'Village' specific landscaping and signage treatment ideas. All this is for eventually making "Every Street a Cycling Street".

BIKEast also recognised that a significant range of matters identified require further discussion, consideration and development with the RTA and neighbouring Councils. Hopefully, the necessary cooperation will be forthcoming for concurrent actioning with the whole PC&TC programme.

The following issues are raised and recommendations made.

Issues for consideration

1. Bicycle Road along Greens and Oatley Roads.

Current shoulder lanes and shared road arrangements along these roads is not satisfactory and it is agreed the bi-directional bicycle road is likely to be the best solution due to the relatively high traffic flows.

However, BIKEast is not aware of any successful design solution that combines such a bicycle road with round-about intersections.

At the public meetings, there was a lot of support and some expectation that the existing round-about treatments would be retained. However, BIKEast supports simplifying the intersections and removal of the round-abouts and using other methods to manage traffic.

At Albion Street this is so as to enable bike access into the Selwyn Street precinct via a contra-flow arrangement and along Oatley Road into Reddy Street by introducing Stop signs instead of the round-abouts. These treatments should be considered and presented as options for further public consideration.

2. Illustration of Applied Interventions.

None of the drawings illustrate indicative treatments for the bicycle, except for the '1.4 – Bicycle locking frames'. This totally misrepresents the design ideas at many of the intersections.

That is because bicycle access must be either by shared path use or separated from pedestrians at many intersections. In either situation, the intersection appearance and consequential smaller planter bed sizes available for landscaping is not shown where this may occur (e.g. 2.1 Moore Park Rd/Poate Street ...2.2 Stewart Street/Alexander Street – where the intersection of Reddy/Alexander should have been illustrated instead, and 2.3 Mitchell Street/Cook Road ...).

BIKEast is extremely concerned that as the general public involved at the meetings were not made aware of what these bicycle facilities are or look like, that there will be a major uninformed adverse public reaction against these facilities once revealed, unless the treatments have been illustrated, properly presented and understood in proper context.

(BIKEast reminds the Council of a not dissimilar situation arising with Bourke Street!)

3. Gateway treatments and related signage.

Special treatments and signage at entries shared zones is welcome and very important. Unfortunately, the suggested interventions (1.0 Indicative ... kerb extensions and 1.1 Gateway treatments at entry ...) do not illustrate the need to integrate a number of statutory signs, such as the 10, or 15km/h speed restriction etc., street signs, bike route directional signs and entry on-road pavement threshold measures. BIKEast calls for integration.

Presumably, some of these issues have been resolved between the Council and the RTA for similar gateways/entries along Bourke Street, with its bi-directional road and Shared zone entries. If so, this approach needs to be incorporated in an illustration or two so that the public is properly informed and may express a view.

4. Other detailed points.

The following further detailed matters of importance to cyclists are:

- Intersection at CP's Paddington Gate (Moore Park and Lang Roads, Oxford & Queen Streets. BIKEast is aware that Randwick City Council is considering provision of bicycle facilities along the northern edge of Centennial Park (along Oxford Street) between the above and the Woollahra Gate. This needs careful design and coordination and a close tie-up with proposal 26c – Sheet 4.
- Angle parking must all be rear-to-kerb – 'Every Street is a Cycling Street'. That is the only way drivers are likely to see cyclists clearly when departing. For example, there is no proposal to change this arrangement along Selwyn St south of Albion St
- Consider directional signage to guide cyclists to a lower traffic route. For example, directing meek cyclists to use Gordon/Reddy Streets, instead of Oxford Street's bus lanes
- Shared path arrangement between Newcombe & Elizabeth Streets to gain access across traffic light controlled crossing to link with Woollahra's route down Elizabeth Street into North Paddington.
- Supporting the call to making Newcombe and Elizabeth Street priority Shared zones – Sheet 5
- Supporting the call for footpath widening along Regent Street between Moore Park Road & Gordon Street, particularly to cater for events, but also slow traffic. This would allow shared path use of this, particularly for up-hill riding.
- Provide additional crossing for pedestrians and cyclists of Anzac Parade in line with Gregory Avenue. The distance between the Moore Park Road and Sydney Girls High School is much too great and significant illegal unsafe crossing is observed, particularly during events.
- Considering improved bike parking at the Paddington Markets and CoFA.
- Directly discuss with CoFA the proposed Bike Hire scheme for site selection and development adjacent to or within their Campus visible and with direct access from the main entry at the Greens Road and Napier Street intersection, to coordinate with proposal 6b – Sheet 2
- Ensure full integration of the bicycle facility designs and work with the ultimately developed kerbing, road and footpath pavement, street furniture, signage and landscaping theme and material pallet as agreed for the Paddington 'Village' and Centennial & Moore Parks areas.

Recommendations

Consequently, recommendations for finalising the proposals, are:

- Provide and circulate drawings that adequately illustrate the design concepts for intersection treatments that involve provision of bi-direction bicycle roads or shared path use.
- Consider and provide information in support of alternatives to the round-about intersections along Greens and Oatley Roads, clearly setting out advantages and disadvantages for all road users – pedestrians, cyclists and motorists, including parking.
- Address the details raised in 4, above and where significant change needs to occur in streets not already fully described and/or illustrated so far, including where it may affect parking provision, the proposals or actions should be documented and circulated.
- Finally, properly present and exhibit this new or amended material at a public meeting before finalising designs and putting for Council's final approval.

Submitted for further consideration and action.



Adrian Boss
Woollahra Coordinator – BIKEast

BIKEast representative: CoS Cycling Advisory Committee

3 September 2009

END