



**Appendix A – Table: South Paddington Submission to City of Sydney Council
Pedestrian, Cycling and Traffic Calming Plan – Paddington and Centennial Park (the Plan)**



<i>Ref¹</i>	<i>Street/place²</i>	<i>Issues</i>	<i>Comments & Recommendations</i>	<i>Photos & Comments</i>
3.1.4 4.1.4 4.2.2 4.3.1 4.5.1 5.1.1	Oxford Street <ul style="list-style-type: none"> • Taylor Square • Entire length • Paddington Gate @ Moore Pk Rd • (Ditto) • (Ditto) • (Ditto) 	'Main Street' Paddington – shopping and local service No right-hand turn from Flinders St Widen footpaths on selected routes Poor access to/from Centennial Park (and beyond) Bad cycling access from/to south-east Unsafe pedestrian crossing & frequency Lack of decision on light-rail boulevard or metro rail	Centre of State significance and important for local access and use All issues need consideration holistically (incl., with role of Flinders St) as part of planning for future major public transport projects, such as light-rail and/or metro-rail. Poor access and service for pedestrians and cyclists is untenable into the future: address now. 1. Improve pedestrian and cycling access, while awaiting the bigger decisions 2. Redesign Paddington Gate intersection (with all relevant parties - ASAP)	 Queen St, Paddington -v- south across Oxford Street to the CP Paddington Gate No direct crossing exists
3.3.1 3.3.3 & 5 3.5 & 4.4.4 4.5.1 4.3.1 6.1.1	Oatley Road <ul style="list-style-type: none"> • Entire length • Gateways³ • At roundabouts • Entire length • Mid-section 	Distributor road through-traffic growth & excessive speeds Excessive speeds Village entry not recognised by drivers Traffic calming devices not adequate and seen inconsistent with the heritage conservation context and bad for pedestrian crossing Bad cycling access into/across Village Angle parking is not appropriate	Poses amenity & pedestrian and cyclist safety problems and is an ugly street. See Map for proposals: 1. Remove roundabouts 2. Provide pedestrian crossings 3. Provide a bicycle road (and thereby reduce traffic lane widths) 4. Retain 40 km/h speed limit 5. Retain parking, but front to traffic	 Oatley @ Stewart St – not safe; see visual clutter, though landscaping attempt is good.

¹ Reference to the relevant policy in Paddington Society's *Integrated Plan for the Public Domain and Transport in Paddington*, July 2004

² Read together with the Map and Diagram to this Appendix

³ Traffic light controls introduced at Moore Park Road are welcome. However, the ingress should be narrowed to one-lane and 'clear visual 'Gateway' established

**Appendix A – Table: South Paddington Submission to City of Sydney Council
Pedestrian, Cycling and Traffic Calming Plan – Paddington and Centennial Park (the Plan)**

<i>Ref</i>	<i>Street/place</i>	<i>Issues</i>	<i>Comments & Recommendations</i>	<i>Photos & comments</i>
<p>3.3.2</p> <p>4.1.2</p> <p>4.1.4</p> <p>4.3.1</p> <p>6.2.1 & 5</p>	<p>Gordon, Regent, Renny & Stewart Sts⁴</p> <ul style="list-style-type: none"> • Entire length • Intersections • Entire length • (Ditto) • (Ditto) 	<p>Sub-distributors within South Paddington</p> <p>Traffic speeds much over 40km/h</p> <p>Unsafe pedestrian crossing</p> <p>Insufficient footpath width</p> <p>Bad for cycling, up-hill in Renny & Regent</p> <p>High parking demand (Saturday Markets)</p>	<p>Gordon Street backs Paddington & St Francis Public Schools. Poor access and service for pedestrians and cyclists is untenable into the future.</p> <p>See Map for proposals:</p> <ol style="list-style-type: none"> 1. Widen footpaths 2. Allow shared use of widened parts 3. Provide pedestrian crossings 4. Review resident parking scheme 	 <p>Gordon St – traffic lanes far too wide; threshold and signage ugly</p>
<p>3.3.2</p> <p>3.3.3</p> <p>4.5.1</p> <p>4.3.1</p>	<p>Moore Park Road⁵</p> <ul style="list-style-type: none"> • Entire length • Intersections • Entire length 	<p>Sub-arterial road dividing Villages and activity nodes from their communities</p> <p>Traffic speeds exceed 50km/h</p> <p>Light controls while adequate for traffic, is not frequent enough for Pedestrians</p> <p>Regional cycling route & crossing to Cooks Road.</p>	<p>Poses amenity & safety problems</p> <p>See Map for basic initiatives: being-</p> <ol style="list-style-type: none"> 1. Retain 50 km/h speed limit 2. Improve pedestrian crossing frequency 3. Provide a bicycle road (and thereby reduce traffic lane widths, slightly) 4. Design good connection between Gordon Street & Cooks Rd 	 <p>Gordon St @ Moore Park Rd – an example of extremely poor street-space use and bad for pedestrian & cyclists' crossing</p>

⁴ See Diagram to Map for suggested treatments at intersection of Gordon, Regent and Renny Streets.

⁵ This road has been much improved with its re-building and noise-lowering re-pavement. However, it is still difficult to cross and seen as unsafe by timid cyclists (below standard)