PLAN C

The Integrated Paddington Plan

Prepared by the Three Saints Square Project
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EXECUTIVE SUMMARY

Transport for NSW (TfNSW) proposed an Oxford Street East Cycleway (OSEC) in February 2023. The proposal is referred to as Plan A in this document. The proposal is significantly unpopular with the Paddington community and voters.

The Paddington Society had proposed a proposal some years ago. The proposal was updated as an alternative solution in response to Plan A as "Oxford Street Paddington – The Village High Street as a Place for People. This proposal is referred to as Plan B in this document. TfNSW has not adopted Plan B.

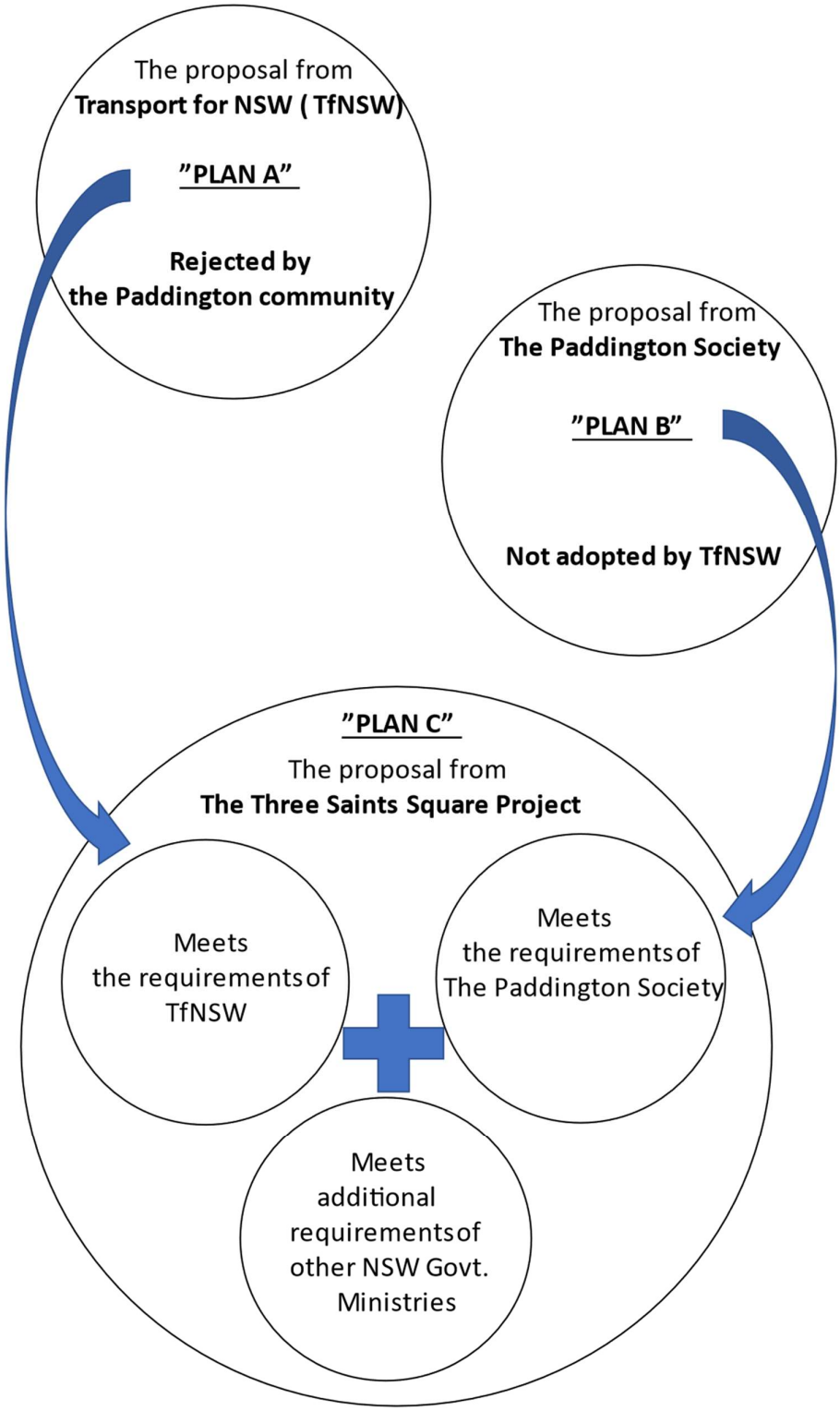
This document proposes a third approach referred to as Plan C. The proposal is designed to meet TfNSW objectives and be acceptable for the Paddington community and its supporters. The document argues that Plan C will over-deliver benefits to the NSW Government transport portfolio as well as the tourism, arts, night-time economy, heritage and small business portfolios.

Plan C has the support of The Paddington Society, local resident group leaders, and a petition of local residents and businesses currently with 70 signatures as at the time of writing.

Plan C – The Proposal:

- A separate, dedicated cycleway on Moore Park Road
- Shared lane cycling on Oxford St as per Plan B, with an environment including
    - A reduced speed limit
    - Right hand turns retained
    - Current bus stops on footpaths retained
    - Footpath improvements matching already existing in Paddington and Darlinghurst

MODEL OF THE PLANS FOR OXFORD ST, PADDINGTON



PLAN C

Context

- The following community precincts on Oxford St in Paddington, have been taken into consideration in regards to their position on Plan A, Plan B and the consequent development of Plan C:
    - The Paddington High St (from Paddington Gates at Centennial Park to the Paddington Civic Square at Paddington Town Hall)
    - North Paddington, north of Paddington High St, including Five Ways
    - South Paddington, south of Paddington High St
    - Moore Park Road (north and south sides of the road)
    - The Intersection (at Glenmore Rd)
    - Three Saints ("from art-school to art-school", i.e. from the National Art School (NAS) to UNSW Art&Design (UNSW A&D))
- The following interest groups, that use Oxford St in Paddington, have been taken into consideration in regards to their position on Plan A and Plan B in the consequent development of Plan C:
    - Cyclists; Bus Commuters; Pedestrians; Residents; Businesses; Institutions; Visitors
- The environment and interactions are complex

Project Goal

- Plan C aims to identify a preferred solution for implementing a cycleway through Paddington

Methodology and Consultation Process

- Various Paddington community groups have had further discussion with: TfNSW, Woollahra Council and Cos Council, the state Member for Sydney
- Written submissions and outcomes have been reviewed
- Face to face consultation has been conducted with community groups, local businesses and residents
- Supporters of Paddington in the broader Eastern Suburbs that are users of Paddington have also been considered
- The objectives, features and reasons for reactions to Plan A and Plan B have been analysed and considered in the development of the objectives and features of Plan C and why it should be adopted and implemented

Findings

- Plan C is supported as the preferred solution for implementing a cycleway through Paddington as
    - it is a WIN/WIN for TfNSW and the Paddington community
    - it overdelivers by benefitting other NSW Ministries.
- Plan A was rejected as it has:
    - a dedicated cycleway on Oxford St;
    - bus stops in the middle of the road;

    - 5 key right-hand-turn closures; and
    - the cycleway crosses from the north to the south side of the street
- Plan B could not be adopted as it did not include a separate, dedicated cycleway which is required by TfNSW

Analysis

Plan C is the recommended/preferred/supported option over Plans A and B because:

- Cyclists are the biggest winners from "Plan C", with a better solution for cyclist in multiple ways
    - Cyclists will have a choice of 2 routes through Paddington
        - An express route which would be the fastest and safest route
        - A scenic route through the Paddington Village High St in a shared lane environment that is safer than currently, as buses would pull into the curb at bus stops
    - Cyclists will also have access to the stadiums
        - The number of stadium events is proposed to increase from 6 or 8 up to 20 per year, with currently no Traffic Management Plan to support the increase in demand for access to the stadiums that will occur
        - The cycleway on Moore Park Rd will attract an additional market of cyclists, including stadium users, cricket and football supporters, park users
        - 2 cycle routes would be providing for 3 destinations: the CBD; Paddington; and the stadiums (SCG and SFS) as well as Moore Park facilities
    - The number of cyclists would be split over 2 routes decreasing congestion
- Buses would also benefit as Plan C facilitates schedules being met as
    - Cars will not be parking in bus lanes during off-peak times
    - Pedestrians will not be running into the middle of the road to catch buses, reducing the risk of collision with cyclists or buses that could cause disruption to schedules
- Paddington pedestrians, residents, businesses, institutions and visitors will be better off as a consequence of Plan C as
    - Access to homes, businesses, car parking spaces and institutions will not be hindered due to the stopping of 5 right-hand-turns on Oxford St
    - The amenity will be significantly enhanced in two Paddington precincts
        - The Paddington High St
        - The Three Saints precinct, between the two best art schools in the country
- The following Ministries will significantly, practically, and cost-effectively benefit as Plan C will also deliver on Jobs and Tourism, The Arts, Music & the Night-time Economy, Heritage, and Small Business
- Plan C is very popular with voters as evidenced by the level of support, while Plan A is very unpopular as evidenced by the level of negative community feedback

The following graphically summarises the essential features and findings of Plan A, Plan B and Plan C.

"PLAN A" (from TfNSW)

Objectives

On Oxford St:

- improve safety & connectivity for cyclists
- improve pedestrian amenity & safety
- Improve public space to encourage people to dwell or socialize
- maintain safe & reliable buses
- maintain access to local destinations & businesses
- maintain a safe environment for general vehicles
- Provide the cycleway missing link between Bondi Junction & the CBD

Features

- A separated, dedicated cycleway through Paddington on Oxford St (12,000 cyclists/day)
- Bus stops in the middle of Oxford St, less of them and further apart
- 5 key right-hand-turns will be stopped on Oxford St
- From Taylor Square the cycleway will cross over from the north to the south side of Oxford St

Why "Plan A" should be Rejected

- No consultation or agreement with the community that Oxford St is the best route for the cycleway through Paddington
- Google and the Community believe Moore Park Rd is the best route for cyclists
- Claims of revitalizing and place -making on Oxford St are false and misleading
- Reputation as an internationally recognized icon and brand for Sydney, NSW & Aust forever lost
- Fierce objection from the Paddington High St precinct
- Fierce objection from the Three Saints precinct (from art -school to art -school) (NAS, UNSW A&D)
- Businesses are going to suffer
  - No alfresco dining on extended footpaths for Oxford St, while it is being implemented on and gentrifying many other streets
  - Deliveries across a cycleway with 12,000 cyclists/day will cause problems
  - Access to shops and parking not possible with the right hand closure from South Dowling St
- Pedestrian safety is at increased risk & is being considered secondary to cyclist safety
  - Risk in crossing the cycleway with 12,000 cyclists/day
  - Risk in getting on/off buses in the middle of the road
- Risk to all road users when the cycleway crosses from the north side of Oxford St to the south side
- Closure of 5 key right -hand-turns will cause "rat runs" to form and increase traffic in quiet streets
  - Access for residents to their homes, and customers to businesses, will be difficult in South Paddington and Three Saints
  - There has been no regard for local area traffic management plans
- It's divisive: dividing the community physically (north from south)
- Federal funding has been withdrawn & Woollahra Council support has been withdrawn

"PLAN B" (Paddington Society)

Objectives

- Revitalizing place-making for Oxford St Paddington
  - People & excellence focused
  - Al fresco living with trees on widened footpaths
  - Successful, local, fabulous businesses
  - Local, national and international visitors
  - Walking, cycling, buses on schedule, cars & parking
  - Sustainable & slower

Features

- Footpath management
  - Footpath extension for al fresco dining outside established venues
  - Footpath extensions to accommodate 77 new street trees
  - Bus bays to allow buses to pull over to bus stops located on the curb
  - Car bays to allow car parking
- Traffic management
  - A shared traffic environment
  - Buses and cyclists predominantly share the outmost lanes with buses pulling into bus bays next to the curb at bus stops
  - Car travel predominantly on the two inner lanes in either direction
  - A median strip in the middle of the road
- No closure of any right -hand-turns on Oxford St & current bus stops remain
- The focus is on The Paddington High St precinct (Paddington Gates to Paddington Civic Square)
- The design is modular, so that it can be applied further down Oxford St to Taylor Square

Why "Plan B" could not been adopted by TfNSW

- It did not include a separate , dedicated cycleway which is required by TfNSW

"PLAN C" (The Integrated Plan)

Objectives

- To meet the objectives of TfNSW
- To meet the objectives of The Paddington Society
- To find a common -ground solution that satisfies all Paddington users (cyclists, bus commuters, pedestrians, residents, businesses, institutions, visitors)
- To find a common -ground solution that garners support from the different Paddington precincts
- To find a common ground solution that garners supports from broader Paddington's supporters & influencers

Features

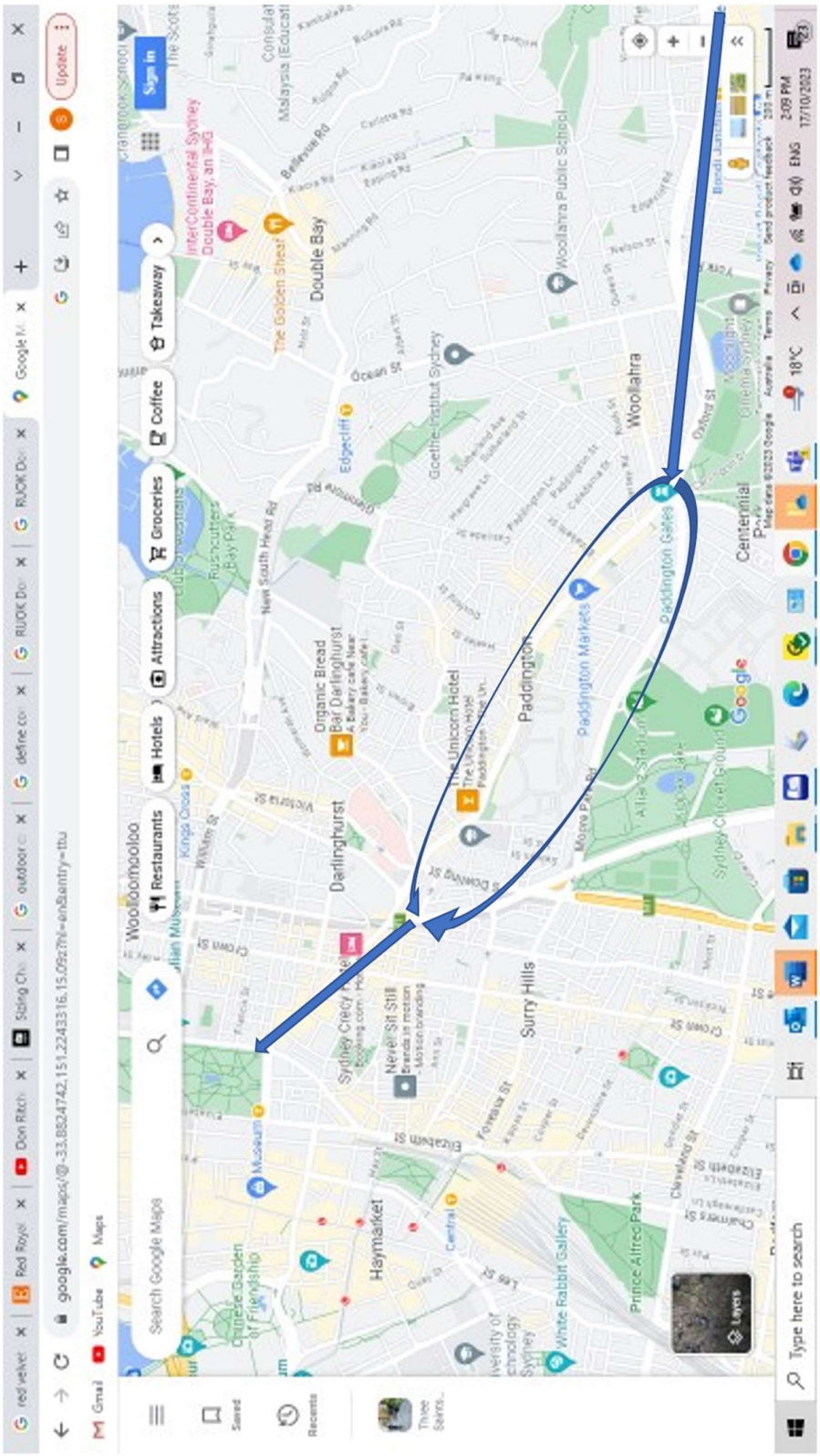
- 2 cycleways that run parallel through Paddington, diverging at Paddington Gates and converging at Taylor Square
  - A dedicated cycleway through Paddington on Moore Park Rd and Flinders St
    - the Express route to the city, the fastest access route through Paddington
    - the Safest route, as it is separated from other traffic
  - Shared lane cycling on Oxford St as per Plan B
    - the scenic route through Paddington, with buses pulling into bus bays
    - the route for destination -Paddington cyclists
- Footpath improvements on Oxford St, in the Paddington High St precinct
  - with extended footpaths for alfresco dining, trees, & car parking bays
- Footpath improvements on Oxford St, in the Three Saints precinct (art -school to art -school)
  - with extended footpaths for alfresco dining, trees, & car parking bays
- Current right -hand-turns and bus stops remain

Why "Plan C" should be Adopted & Implemented

- Cyclists are the biggest winners with a choice of 2 parallel cycleways: express & scenic
- Cyclists are also able to use the express route to the SFS & SCG stadium & Moore Park facilities
- 2 cycle routes will cater for 3 destinations: the city, the stadiums and Paddington
- Moore Park Rd route (including into Flinders St) is the best route for cyclists to the city
  - Google currently recommends the Moore Park Rd route (refer overpage)
- Cyclists are currently encouraged to use Oxford St to go to the city as
  - "City" signage directs cyclists & other traffic along Oxford St not Moore Park Rd
  - Entrances and exists to/from the cycleway are not obvious & do not feel safe
  - The speed limit is slower on Moore Park Rd (40kph) & faster on Oxford St (50kph)
- Moore Park Rd & Flinders St are better equipped for a cycleway
  - Wider & underutilized compared with Oxford St which is narrower & over -utilized
- Buses on Oxford St will be able to better adhere to bus schedules
  - Cars will not be parking in the bus lane during off -peak times
  - Less risk of accidents/disruptions with pedestrians as it avoids island bus stops in the middle of the road
- Revitalization of the Paddington High St using the popular Paddington Society proposal
- Revitalization of Three Saints (art -school to art -school), using the Paddington Society model
  - Three Saints is a lost opportunity – so much potential but so underdeveloped
  - It is book-ended by arguably the 2 best art -schools in the country, NAS & UNSW A&D, but you would never know it from the street
  - It also houses the untapped potential of the public building currently the High Court
  - 2007 Prof John Montgomery identified Three Saints as one of the precincts in the OXCQ
- Benefits are provided for other NSW State Govt Ministries due to the 2 precinct revitalizations
  - Jobs & Tourism, The Arts, Music & the Night time Economy, Heritage, Small Business
- "Plan C" is WIN/WIN for everyone: TfNSW, the Paddington community, the NSW Govt.

“PLAN C” includes 2 Parallel Cycle Routes for Paddington

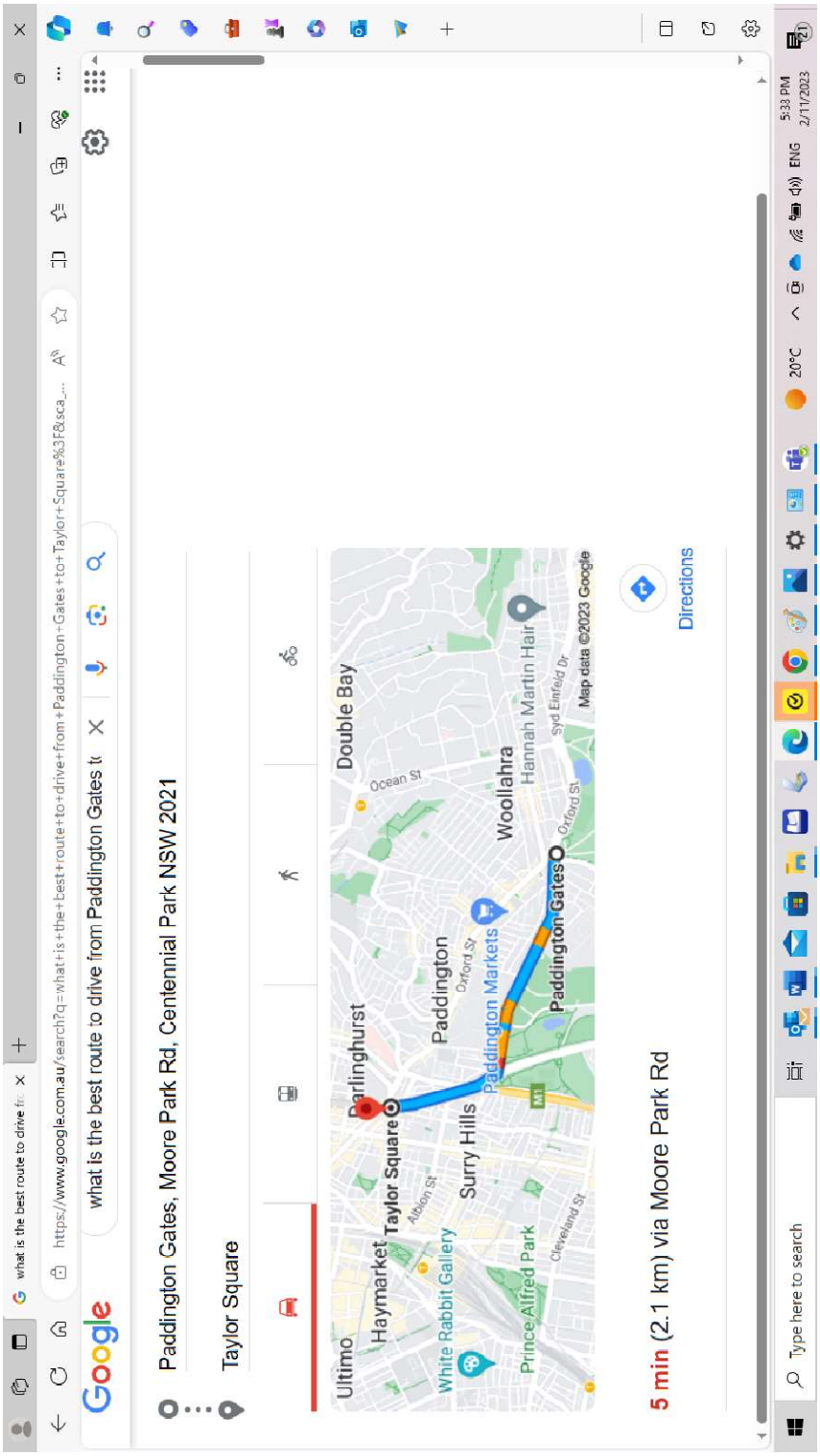
Diverging at Paddington Gates and Converging at Taylor Square



<u>Google Maps Currently Recommends the Moore Park Road Route</u>

when asked

"What is the best route to drive from Paddington Gates to Taylor Square?"



SUMMARY OF COMMUNITY DISCUSSIONS

1) Re Plan A

a) No consultation was sought from the community on the decision that was made by TfNSW in 2021 that the route for the cycleway through Paddington would be Oxford St, not Moore Park Rd
   - Apparently in 2021, TfNSW decided that the cycleway route would be Oxford St through Paddington
   - The significant, negative response by the Paddington community, as demonstrated by the volume of negative feedback from the community, questions the validity of that arbitrary decision and demonstrates the need for that decision to be reviewed.

b) Plan A is founded on a premise that is flawed, i.e. that Oxford St is the best route for the cycleway though Paddington
   - Google consistently responds with Moore Park Road and Flinders St when asked:
     "What is the best route to drive from Paddington Gates to Taylor Square?",
     "What is the best route to cycle from Paddington Gates to Taylor Square?",
     "What is the best way to drive from Queen St Woollahra to Taylor Square?".
     - Refer to Google Maps' recommended route for cyclists (page 11)
   - The Paddington community strongly disputes that Oxford St is the best route for cyclists to transverse Paddington to go to the city

c) The 5 right-hand-turn closures are particularly problematic
   - Closure of the right-hand turn from South Dowling St into Oxford St will prevent reasonable access to shops, showrooms and metered parking on the north side of Oxford St from Three Saints Square to West St, and divert traffic away from Paddington either to the west to the CBD, or to the north
   - Closure of right-hand-turns from Oxford St into Greens Rd, Oatley Rd and Lang Rd will mean that
     - Travelling east after Taylor Square, it will not be possible to turn right off Oxford St to go south until Bondi Junction, at the intersection of York Rd and Syd Einfeld Drive
     - Oxford St Paddington will effectively become a highway to facilitate cars leaving the CBD and going to the eastern suburbs
     - Travelling east after Taylor Square, it will only be possible to get off Oxford St by taking a left-hand-turn into streets such as Comber St, Glenmore Rd and Underwood St

d) Traffic will increase in many quiet back streets of Paddington
   - New "rat-runs" will form as drivers have to detour, as 5 right-hand-turns are going to be stopped, so they will be no longer possible
   - Drivers who are lost will add to the traffic in the area while they are lost, driving around trying to find their way
   - In South Paddington and Three Saints, due to the right-hand-turn closures, it will be difficult for residents to access their homes

- There has been a total disregard for local area traffic management plans.

e) Claims that Plan A will revitalise Oxford St and facilitate place-making are false and misleading
   - Oxford St Paddington will become even more of a "highway" instead of "high street"
   - Oxford St has been suffering from neglect and "death by 1000 cuts"
   - The community wants the revitalisation of Oxford St Paddington to be a place with people at its core, not traffic
   - The Paddington High St is showing some signs of improvement
   - Three Saints still has significant shopfront vacancies where it used to be thriving
   - Plan A will further worsen and erode Oxford St forever, such that it will never be revitalised as a place of excellence for people

f) The two Paddington precincts with the most vehement opposition to Plan A, from residents and businesses, are:

   - The Paddington High St
     (from the Paddington Gates near Queen St, to the Paddington Civic Square near Paddington Town Hall)
     - Concerns are that Plan A would result in the final and complete erosion of the reputation of this former place of excellence
     - This precinct has a history of strong support outside Paddington
       - particularly from the broader Eastern Suburbs
       - as well as celebrity support internationally and nationally
     - Attempts to further degrade this precinct have previously been thwarted
       - E.g. 50 years ago, Paddington was saved by the community from a proposal for major road development and street widening
       - E.g. approximately 10 years ago, Oxford St Paddington was saved by the community from a proposal for the erection of a fence down the middle of Oxford St East
   - Three Saints
     (from art-school to art-school, i.e. from the NAS to UNSW A&D)
     - Plan A will have significant negative impact on local residents and businesses
       - Access for residents to their homes will be difficult
       - Access for customers to businesses and to metered parking will be reduced
     - Plan A does not consider the untapped opportunity that this precinct offers in term of tourism and jobs, the arts, the night time economy and small business, as it is book-ended by arguably the two best art schools in the country (the NAS and UNSW A&D)
   - There is solidarity from both residents and businesses in their opposition to Plan A, evident from these two precincts through their significant opposition

g) Businesses are going to suffer
   - Al fresco living on Oxford St will be unappealing, restricted and unviable or not possible
     - Businesses on Oxford St will be at a significant competitive dis-advantage, as
       bollards for alfresco dining that extend the footpaths outside pubs, restaurants and cafes, that are being installed throughout the CoS (City of Sydney) and Woollahra Councils, will not be installed on Oxford St outside Oxford St businesses
     - The cycleway will be installed on the sunny side of the street, displacing the opportunity for quality al fresco dining on the north-facing, sunny side of the street.
     - The cycleway will have to cross over from north side to the south side of the street at Taylor Square, further displacing potentially viable and quality al fresco dining
   - Deliveries across the cycleway will cause problems for businesses as well as residents
     - Deliveries will cause traffic jams to form on Oxford St and in the back streets, e.g. in Sturt St near Three Saints Square (between the two art schools)
     - Suppliers may refuse to deliver with the risk of occupational health and safety issues,
       - e.g. the risk of delivering kegs and other supplies across the cycleway may be deemed unacceptable
       - Risk of delivery collision with cyclists will increase with 12,000 cyclists/day planned in the first 24 months
   - The closure of the right hand turn from Oxford St to South Dowling St will mean that
     - Customer parking will be reduced in Three Saints effecting restaurants, cafes and shops in the local area.
       Parking spaces with parking meters on Oxford St that are currently accessible between South Dowling St and West St will no longer be accessible when approaching from the south
     - Showrooms and shops on Oxford St that currently have passing traffic, will have reduced passing traffic

h) Pedestrian safety is being considered secondary to cyclist safety
   - There are more pedestrians on Oxford St in Paddington to consider than there are cyclists

i) Pedestrians will be at increased risk crossing the cycleway
   - The risk of collision with cyclists will significantly increase with the number of cyclists planned to increase exponentially from 3,000 to 12,000 in the first 24 months
   - Speeding by cyclists will be facilitated

- The breaking of road rules will increase as the number of cyclists increases
  - e.g. riding through red lights
- Collisions with electric bikes, which are heavier vehicles and increasing in popularity and number, increase the potential for significant physical injury to pedestrians
- Pedestrian are often distracted in the area, crossing the street to the volume of institutions in the area, e.g. St Vincent's Hospital, two art schools, a medical university campus, three churches, two schools, and two markets

j) <u>Pedestrians will be at increased risk catching buses in the middle of the road</u>
   - There is an increased risk of pedestrians being hit when crossing the cycleway to get to/from the bus stops in the middle of the road

k) <u>All Oxford St users will be at risk where the cycleway on Oxford St crosses from the north side of the street (in Darlinghurst) to the south side of the street (in Paddington)</u>
   - The cycleway is vetted to cross so that the proposal of Plan A attracts fewer complaints from businesses
     - The south side of Oxford St on the Paddington High St contains two churches and a school
     - Therefore, there are less businesses to make complaints and object to the cycleway crossing to the south side of the street in Paddington
     - There is no other benefit to the cycleway crossing the side of the street on which it is located, it is a decision based on politics.
     - There has been no justification as to why is should change from the north side of the street to the south side of the street from a traffic management perspective.

l) <u>Plan A has proven to be divisive,</u>
   - The proposal is socially divisive
     - As a result of TfNSW's proposal, cyclists have been set against the rest of the community
     - Paddington communities supports cycling.
       However, Paddington communities do not support Plan A
   - The proposal is physically divisive, creating a barrier, with the cycleway and the buses in the middle of the road, physically dividing the north Paddington community from the south Paddington community.

m) <u>Oxford St's and Paddington's reputation as an internationally recognised icon and brand for Sydney, NSW and Australia will be lost, damaged beyond repair</u>
   - Oxford St has received free PR from international influencers in global forums e.g.
     - Michael Parkinson talked about Oxford St on the Michael Parkinson Show
     - Stephen Fry at this year's World Pride's Opening Ceremony talked about his love for Paddington
   - Free PR like this, promoting Sydney, NSW and Australia, is priceless

- Foreign cities, e.g. Berlin or Paris would never support or allow the degradation of such an icon

n) <u>The Federal Government has withdrawn their funding</u>
   - The Federal Government has withdrawn funding for the cycleway on Oxford St East.

o) <u>Woollahra Council have withdrawn their support for the cycleway on Oxford St East</u>
   - Woollahra Council overturned their previous decision to support TfNSW's proposal for the cycleway on Oxford St East, withdrawing their support by voting against the proposal.

2) **Re Plan B**

a) Plan B does not have a separate, dedicated cycleway.

- However, there had never been any consultation with the community or advice to the community, when the decision was made in 2021 by TfNSW, that the cycleway route through Paddington would be on Oxford St East and not Moore Park Rd.

b) Plan B has strong community support from residents and businesses in Paddington

- It is a product of 10 years consultation by The Paddington Society with the community's residents and businesses on Oxford St and in Paddington, hence it has significant resident and business support
- It was developed to address the ongoing degradation of Oxford St over the last 20 years
- Board Members of The Paddington Society are very highly regarded professionals with expert knowledge and experience in urban planning, traffic management, architecture, heritage, Oxford St and Paddington.

c) The Plan B model can be applied from Paddington Gates to Taylor Square

- The Paddington High St residents and businesses would like to see Plan B implemented in their precinct
- Three Saints residents and businesses would like to see the Plan B model implemented in their precinct
- Plan B is modular therefore it has the potential to also be applied to the precinct including The Intersection, from the Paddington High St (from Paddington Civic Square (at Paddington Town Hall) to Three Saints (Greens Rd) should that be supported by the businesses and residents in that area.

3) Re Plan C

a) Cyclists are the biggest winners from "Plan C", with a better solution that is the best for cyclists
   - Cyclists would be given choice
   - To access the city from the east, cyclists would be able to choose one of two parallel routes through Paddington that diverge at Paddington Gates and converge at Taylor Square
   - The route on the left at Paddington Gates would be the express route to the city - a separated, dedicated cycleway along Moore Park Rd and into Finders St, providing:
     - The safest route for cyclists to the CBD with:
       - Dedicated cyclist lanes, physically separated from other traffic
       - Fewer pedestrians crossing the cycleway, decreasing the risk of collision
     - The fastest route for cyclists to the CBD
       - To attract city workers, couriers, delivery companies etc
     - Plan C has a significant added advantage as it also
       - Satisfies 3 destinations: The city, Paddington, and the stadiums and Moore Park facilities
       - Stadium events are likely to increase from 6 or 8 events per year to 20 per year which will significantly increase the demand to access the stadiums, with no Traffic Management Plan for
       - Plan C provides a safe and fast route to access the following, which Plan A does not provide
         - Sydney Football Stadium
         - Sydney Cricket Ground
         - Moore Park recreational facilities
       - Consequently, it encourages additional markets of cyclists to
         - Major sporting events
         - Major entertainment events
         - Tennis courts etc
   - The route to the right at Paddington Gates, would be the scenic route through the scenic Paddington High St
     - It would provide for destination-Paddington cyclists and scenic route cyclists
     - Oxford St cyclists would be safer than currently is the case
       - Sight-seeing cyclists on Oxford St would be safer, as city-bound cyclists would prefer the Moore Park Rd route which would be safer for them and faster
       - Buses will pull over from the shared bus lane, into bus bays, where the bus stops are located on the footpath, allowing cyclists to pass

        - School students under the age of 8 could still access Paddington Public School by cycling via Oxford St on the footpath as a shared zone with pedestrians, as they can now
    - Two cycle routes would
        - Split the load of cyclists over 2 routes
        - Tend to separate the faster, express cyclists from recreational cyclists on the scenic route, particularly on the weekend when the number of more recreational cyclists increases on Oxford St, which causes congestion for cyclists seeking a fast through-route to the city

b) <u>Moore Park Rd is the best route for a cycleway through Paddington</u>
(The route referred to as the "Moore Park Rd" includes Moore Park Rd and Flinders St)
    - Google recommends the Moore Park Rd route as the best and fastest route for drivers
        - Refer to Google Maps' recommended route for cyclists (page 11)
    - Moore Park Rd is the fastest route
        - The difference in distance is negligible
            - 2.04km via Moore Park Rd
            - 1.81km via Oxford St
        - The difference in distance is compensated on Moore Park Rd by
            - No buses or bus stops
            - Less pedestrians
            - Fewer intersections and traffic lights
        - Bypasses are often longer in length but are a faster route because of the advantages they offer such as fewer traffic lights and fewer pedestrians
    - Moore Park Rd will be safer for cyclists than Oxford St
        - There will not be pedestrians crossing the cycleway to catch buses in the middle of the road, as there would be on Oxford St
        - Oxford St will have significantly more pedestrians crossing the cycleway
    - More cyclists currently use Oxford St rather than Moore Park Rd as
        - The "City" signage directs cyclists and other traffic onto Oxford St at Paddington Gates, not Moore Park Rd
        - Cyclists are encouraged to use Oxford St instead of Moore Park Road e.g.
            - The speed limit on Moore Pard Rd is 40 km/h
            - Cyclists can go faster on Oxford St, with a 50km/h speed limit
        - The entrance to Moore Park Rd from the east at Paddington Gates is not obvious and does not feel safe
        - The exit from Moore Park Rd onto Flinders St is not obvious and does not feel safe
        - The route from the city, down Flinders St to Moore Park Rd
            - Is not obvious as the best route

- Cyclists currently continue straight along Oxford in the absence of any signage to the contrary directing, them to the designated cycleway on Moore Park Rd

- Moore Park Rd and Flinders St are better equipped to accommodate the dedicated cycleway, in terms of
  - The width required for a separate, dedicated cycleway
    - Moore Park Rd is wider than Oxford St
    - Flinders St is also wider than Oxford St
  - The increase to 12,000 cyclists per day planned in the first 24 months, as
    - Moore Park Rd and Flinders St are both under-utilised
    - Oxford St is over-utilised
  - Car parking on the south side of Moore Park Road could still be maintained, or maintained in part, in a lane next to the dedicated cycleway
    - A central lane which is currently landscaped could be removed, should local residents prefer car parking over landscaping, to accommodate an additional lane for parking
    - Car parking with minimal landscaping or a decorative feature could possibly be achieved, with a median strip with a green hedge as a fence, or artistic images displayed as a fence, rather than an entire lane dedicated to landscaping, as is in use on some Swiss autobahns.
- The community supports Moore Park Rd as the best route for a dedicated cycleway to transverse Paddington as through-traffic.
  - There are much fewer business to be disrupted on Moore Park Rd than on Oxford St
  - Moore Park Rd already operates as a traffic corridor

c) <u>Buses will benefit from Plan C</u>
- Adherence to bus timetables would be facilitated as
  - Cars will not be parking in the bus lane during off-peak times
  - The risk of accidents involving and/or effecting buses is reduced
    - Pedestrians will not be running into the middle of the road to catch buses, decreasing the risk of collision with cyclists or buses, either of which could cause disruption to bus timetable adherence

d) <u>Plan C addresses the community-led plan and community-supported campaign to revitalise Oxford St Paddington</u>

- <u>In the Paddington High St precinct</u>
  - The Paddington High St needs assistance in revitalisation
    - E.g. the topiary pot plant only exists on the north side of the street,
      not the south side of the street

- E.g. Xmas decorations have been erected on the north side of the street, not the south side

- <u>In the Three Saints precinct (from art-school to art-school)</u>
  - Three Saints needs revitalisation
    - The Three Saints precinct was identified in Professor John Montgomery's 2007 report commissioned by the CoS, as one the precincts on Oxford St that was of significance to Sydney's "Oxford St Cultural Quarter (OXCQ)"
      I. The Three Saints precinct is book-ended by arguably the two best visual art schools in the country (the NAS and UNSW A&D)
      II. Refer to Appendix 4 – "Plan C" - 2007 Prof. John Mongomery identified Three Saints as an OXCQ precinct
    - 16 years later the Three Saints precinct remains neglected and run-down
    - The precinct remains a significant lost opportunity for the arts, tourism and jobs, music and the night time economy, small business and historical significance
  - The Paddington Society's place-making plan for the Paddington High St is modular
    - It can and should be applied to the Three Saints precinct
    - Refer to Appendix 5 – "Plan C" - The Three Saints Precinct requiring Paddington Society Place-Making
  - Place-making for Three Saints should include
    - Footpath extension for alfresco dining along Oxford St and around the corner e.g. into South Dowling St
    - Revitalisation of the previously bustling restaurant strip on the west side of Three Saints Square
      I. Enhancing the restaurants with extended outdoor dining, taking advantage of being on the sunny side of the street
      II. Enhancing the entertainment and night-time economy potential, as there are no residential premises on the opposite side of the street to be disturbed at night

- <u>Extended footpaths are required to be implemented by using bollards</u>
  e.g. like those outside The Village Inn in Glenmore Rd at The Intersection.
  - The benefit of using bollards is that is the implementation
    - is quick
    - can be changed over time
    - does not cause the massive disruption to, and possible ruin of businesses, as was experienced with previous footpath extensions in lower Oxford St and in Potts Point where the footpath was ripped up and where the extension had an

impact on a variety of services under the road, which took a long time to complete.

- A right-hand turn from Flinders St into Oxford St
  - A previous Pedestrian, Cyclists and Traffic Committee study was conducted by the CoS which recommended to TfNSW a right had turn from Flinders St into Oxford St be introduced
  - Flinders St is under-utilised while South Dowling St from Moore Park Rd to Oxford St is over-utilised
  - A right hand turn from Flinders St to Oxford St would
    - decrease the traffic on South Dowling St to Oxford St
    - better utilise Flinders St
    - create a second opportunity to cross Oxford St from south to north
    - create a second opportunity to turn right to enter Paddington, particularly to the shops in Three Saints
    - reduce traffic along Oxford St, that is forced into the city at Taylor Square, when drivers realise that they cannot turn right at Taylor Square from Flinders St into Oxford St
    - satisfy the local community who have been asking for it for 20 years

e) Plan C provides significant benefit for the ministries of The Arts, Music and the Night time Economy, Jobs and Tourism, Heritage and Small Business
   - The Paddington Society proposal for the Paddington High Street would re-establish Paddington and Oxford St as
     - a culturally significant and creative Australian high street
     - an iconic Sydney brand for entertainment and night time destinations
     - an international and national tourism destination
     - more than a road for traffic
       - It is where designers such as Collette Dinnigan started her own small business that she took to the world stage at Paris Fashion Week
       - It is where bands such as
         I. Johnny O'Keefe had his office on Oxford St in the 1950s
         II. Mental As Anything started by playing in Oxford St pubs
       - It is a lost opportunity
         I. Three Saints in particular has a significant number of empty shop fronts where small businesses could be employing people
         II. European cities such as Berlin, Paris and London would never allow or support the degradation of such an historically significant icon as Oxford St Paddington
   - A Paddington Society place-making plan for Three Saints will put the precinct on the map:

        - As the visual arts centre for art education in Sydney, NSW and Australia
            - with visual art evident in the street
        - As the place where Paddington begins on Oxford St
            - e.g. with the restoration of the "Paddington" sign entering Paddington at Three Saints Square
        - It will transform it from its current degraded state to a an area of excellence right in the middle what Prof. John Montgomery identified in 2007 as the "Oxford St Cultural Quarter" (OXCQ)
            - Highlighting the two best art schools in the country
            - Providing a welcoming al fresco environment on extended footpaths, created with the use of bollards on the roadside, under the canopy of new trees, on the sunny side of the street
    - The Paddington Society's model for place making on Oxford St Paddington will deliver for Woollahra Council and the CoS Council the revitalisation that local residents and businesses have been requesting for years, satisfying both Council's residents' and businesses' requirements.

f) <u>Plan C is a WIN/WIN solution</u>
    - Plan C would be a win/win solution that will deliver for
        - TfNSW in meeting their requirements
        - The Paddington Society in meeting their requirements
        - Paddington precincts in revitalising Oxford St Paddington
        - Broader Paddington supporters in the Eastern Suburbs, nationally and internationally who will increase visitation to Oxford St and Paddington
        - Woollahra Council who will have satisfied residents and businesses
        - The CoS Council who will have satisfied residents and businesses
        - The NSW Government who will have satisfied voters by delivering in regards to
            - TfNSW requirements
            - Jobs and Tourism
            - Music and the Night-time Economy
            - The Arts
            - Heritage and
            - Small Business.