






**Appendix B – Table: Urban Paddington (Sth Dowling St) Submission to City of Sydney Council
Pedestrian, Cycling and Traffic Calming Plan – Paddington and Centennial Park (the Plan)**

14 Apr 2009

<i>Ref¹</i>	<i>Street/place²</i>	<i>Issues</i>	<i>Comments & Recommendations</i>	<i>Photos & Comments</i>
	Flinders Street	Refer to all issues under Oxford Street in Appendix A For Paddington Gate – read Anzac Parade Gate Note: Flinders & Oxford Streets and Greens and Moore Park Road define and due to very high traffic, also confine the Urban Paddington Village	(Ditto – as for Oxford Street) Pedestrian and cyclist access from Flinders Street, to reach Moore Park across Moore Park Road, is probably physically and visually the worst in Sydney's eastern suburbs! This is unacceptable. 1. Introduce 40km/h zoning for entire defined area & some shared zones	 Flinders @ Josephson -v- south
3.3.1 3.3.3 & 4.5.1 3.5 4.5.1 4.3.2 6.2.1 & 6.4.1	South Dowling Street³ • Entire length • Gateways ⁴ • Entire length • Entire length • Mid-section	Major RTA distributor road splitting the Urban Paddington Village Excessive speeds – though recently zoned 50km/h from 60km/h Village entry not recognised by drivers Inadequate footpath width, particularly at activity nodes and Flinders St (side slope) No local cycling access along into/across Village ⁵ Current 1 hr restrictions seen as too inflexible, high turnover required; visual dominance of parked cars & through traffic	Poses considerable amenity & pedestrian and cyclist safety problems. 1. Reduce speed to 40km/h 2. Redesign existing traffic light controls to provide four way crossings 3. Provide pedestrian crossings (as shown) 4. Widen footpaths (ave. 1.1m each side) 5. Reduce feed from south to 1 traffic lane 6. Shared path use of new footpath 7. Retain parking, but indented at intersections 8. Review parking – possibly introduce a few 2hr and consider metering	 Sth Dowling near Flinders -v- south  South Dowling @ Flinders north side

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

<i>Ref</i>	<i>Street/place</i>	<i>Issues</i>	<i>Comments & Recommendations</i>	<i>Photos & comments</i>
3.3.1 4.1.2 4.3.1 4.4.4 6.1.1 6.2.1 & 5	Greens Road • Entire length • Intersections • Entire length • Round-about • Several sections • Entire length	Sub-distributors along eastern Village boundary Traffic speeds over 50km/h Unsafe pedestrian crossing, particularly at major round-about Regional bicycle route - existing shoulder lanes not to standards ⁶ Pavement narrowing and pedestrian crossings much preferred Some angle parking not facing traffic Current restrictions not appropriate	Greens Road is the main access to UNSW/COFA Campus. Some rat-running occurs 1. Introduce 40km/h speed 2. Widen footpaths (limited spots) 3. Provide pedestrian crossings 4. Provide bi-directional bicycle road 5. Provide direct south-bound light controlled crossing @ Moore Park Road 6. Angle parking to face traffic 7. Review parking – consider metering	 Greens Rd -v- south: poor, indirect crossing; underutilised street-space
3.3.1 3.3.7 6.4.1 6.1.1	Josephson/Selwyn Sts⁷ & Seymour Pl. • Part of length • Intersections; and closed street plaza • Mid sections	Typifies local access one-way street with amenity problems Traffic speeds too high: speed humps not appealing – cause noise Sweeping curve encourages speed;Lack of physical and visual connection with closed street plaza Angle parking not facing traffic	Poses amenity & safety problems; wastes road space 1. Remove speed humps 2. Redesign whole intersection area 3. Introduce 'shared zoning'; integrate whole area with ultimate re-paving and landscaping of closed street plaza (could be a later staged) 4. Angle parking to face traffic	 Selwyn Street -v- south: Sweeping curve encouraging speed

³ See Diagram 2 to Map: Shows intersection treatment with Napier and Hannam Streets

⁴ Traffic light controls need total redesign at Oxford and Flinders Street with gateway designs to make drivers aware they are entering and passing though the Village

⁵ All streets must provide local cycling access. That is not possible to provide without footpath widening with shared use. Traffic levels prevent safe riding on the road

⁶ CoS Cycling Strategy proposes a bicycle road: this is fully supported

⁷ See Diagram 1 to Map for suggested treatments at intersection of Gordon, Regent and Renny Streets.