

## **Submission to City of Sydney Council** **Pedestrian, Cycling and Traffic Calming Plan – Paddington and Centennial Park (the Plan)**

### **1. Introduction & Context**

An integrated and long-term approach needs to be taken to the design and implementation of this Plan. Transformation over a ten year period is the aim: not short-term fixes that spoil visual and heritage values.

The main assumption is that the Plan is a component of implementing Sustainable Sydney 2030<sup>1</sup> and the adopted Cycling Strategy and Action Plan 2007 – 2017.

More specifically, this Plan is seen as part of the City's Strategy for Walking and Cycling, and not merely to undertake superficial LATM and PAMP measures. In other words, it is about re-building the City's Villages for walking and cycling and for achieving high amenity, including thorough civic works combined with a range of traffic calming measures appropriate for heritage precincts.

The overall aim is that all streets and public places are made safer and more comfortable for pedestrians and cyclists to use and enjoy in a way that does not detract from heritage and streetscapes values.

Such an outcome is presently far from the case. Motor traffic dominates street-space use, poses threats and adverse amenity effects. Equitable and direct ease of access for all users across and along streets is fundamental. Traffic and parking is at capacity and alternatives to driving should be fostered under the Plan.

A key consideration for the Paddington neighbourhoods – Paddington South and Paddington Urban (centred around South Dowling Street) – is heritage conservation. These areas are Conservation Areas – C26, C38 and C39 – under the current LEP and form part of the Paddington Conservation Area as listed on the Register of the National Estate as a settlement of national significance. Relevant are: the SSCC State Heritage Inventory, 20 Oct 2005; and the provisions of the CoS Heritage Development Control Plan 2006<sup>2</sup>. This requires traffic measures which are carefully interpreted to suit the urban and heritage environment. Literal interpretation of standard RTA guidelines demonstrate unsatisfactory outcomes.

During 2003-04, The Paddington Society, in consultation with its local community, developed an “Integrated Plan for the Public Domain & Transport in Paddington”, July 2004 (a copy of which has been forwarded in advance). This was in response to the traffic and amenity threats posed by the Cross City Tunnel Project and concerns about the very limited scope and approach under the then PAMP and LATM studies. While the plan is under review, this document's actionable proposals are still relevant where not already implemented.

BIKEast's Dec 2005 Bike Safety Audit for Moore Park exemplifies the real deficiencies of current bicycling facilities for the area covered. This Audit was resubmitted and should be considered in developing the Plan.

The above mentioned documents set the context, provide some justification and support this submission.

The submission further addresses four distinct areas: Paddington South (Appendix A), Paddington Urban - South Dowling Street (Appendix B); Centennial Park (Appendix C); and Moore Park (Appendix D).

### **2. Submission Conclusions and Recommendations**

The key overall **recommendations to satisfy pedestrian and cyclists' needs and achieve traffic calming** under the Plan, are to:

- narrow carriageways where excessive widths give rise to high vehicle speeds
- create shared zones in selected lanes and appropriate speed zoning for the Village precincts
- undertake footpath widening, with attendant landscaping and improved lighting and furniture
- introduce more crossings at intersections to establish pedestrian and cycling movement continuity
- provide bi-directional bicycle roads, cycleways and lanes for key routes<sup>3</sup>
- review the role of classified Main & Arterial Roads (with the RTA and in the context of light-rail, metro

<sup>1</sup> Sustainable Sydney 2030 – City Strategy: 4 A city for walking and cycling

<sup>2</sup> See – 1 Introduction – for context – and 13 Conserving significant elements in the public domain

<sup>3</sup> Bicycle routes as identified in: Cycling Strategy and Action Plan 2007 – 2017 (see page 44 for Network Plan)

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and/or other public transport initiatives) to significantly improve pedestrian and cycling access across and along these roads.

Notably, The Society and BIKEast both strongly oppose: roundabouts; incidental kerb bulbs/blisters or minor kerb extensions non-contiguous with the footpath; increasing parking through more angle parking; use of devices within the road surface that cause noise; and road features that detract from the heritage streetscape and continuity of smooth road surfaces. Existing such devices should be avoided and changed.

Objectionable practices and physical measures are further identified in the Appendices with comments on heritage, urban design and visual, amenity and the safety.

### **3. Issues**

This submission's detail has not been discussed with the local community, yet. The Society and BIKEast therefore request further consultation, direct involvement in the design process, and ultimately, ample time to respond to the draft Plan.

The major negative issues that should be addressed under the Plan, are:

- significant through traffic at relatively high speeds – i.e., posing amenity problems and safety concerns
- poor pedestrian environment – i.e., insufficient footpath space and the need for more direct, convenient and time-generous pedestrian crossing at intersections
- poor urban and heritage design quality of existing traffic calming measures
- increasing conflicts between pedestrians and cyclists – due to the growth of cycling along busy footpaths caused by inadequate safe and comfortable alternatives for riding on roads
- lack of an integrated public transport system – consequential congestion, insufficient peak carrying capacity and frequency and overall inconvenience that works against reducing car dependency.

The Paddington Society has expressed support for new major light-rail transport initiatives along Oxford Street and for an alternative route for through-traffic along South Dowling Street to follow Flinders Street, instead. These major issues should again be broached.

Expectations are that while the Plan is looking for permanent long-term proposals and solutions, it is recognised that some short to medium term proposals may meanwhile need to be pursued under the Plan. This is where State level agreement and concurrent action is needed that may take considerable time to be gained.

### **4. Recommended Traffic Calming Principles**

#### Shared zones

Shared zones should be introduced to selected narrow trafficable laneways with predominantly residential frontages (excluding solely service lanes). This is where the lanes are too narrow to provide footpaths and maximum vehicle speeds of between 10 or 15km/h and pedestrian priority should prevail<sup>4</sup>.

This should be adopted as policy and actively pursued with the RTA, even where some lanes and intersections under consideration currently may have traffic flows in excess of the RTA's warrants (see Appendices for examples of applicable lanes). This policy should not affect car parking or vehicle access – it will merely aim to slow traffic and further reduce 'rat-running' and increase pedestrian and cycling freedom of movement.

#### **Recommendation 1**

Introduction shared zones for selected laneways at entries to and along sections of residential frontages.

#### Speed zonings

The City's general policy is to introduce 40 km/h speed limits for the City's Centre. Many Villages have this speed zoning already partly implemented. This policy should be actively pursued where not now in place for the safety and amenity reasons that the Council has already argued (see Appendix B).

<sup>4</sup> Australian Road Rule 24. Under this rule 10km/h is normally set, but there is discretion to set a higher limit.

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The existing 50 km/h speed limit for Moore Park Road and Oxford Streets is not acceptable on safety and amenity grounds. This speed may only be sustainable if additional pedestrian crossings and separated bicycling facilities are provided to reduce conflicts between all transport users (see case below and the Appendices). This may entail loss of some parking, which is made acceptable if this is the only way to solve current incompatible travel and behaviour and to overcome unacceptable pedestrian/cycling environments.

#### **Recommendation 2**

Introduce 40 km/h speed zoning for Urban Paddington (as is presently the case for South Paddington), including for Greens Road and South Dowling Street.

#### **Recommendation 3**

Retain 50 km/h speed control for Moore Park Road.

#### **Recommendation 4**

Introduce electronically controlled variable speed controls along Oxford Street between Taylor Square and Paddington Gate, with maximum speeds set at:

- 40km/h for school start and end and peak trading times- between 8.00am and 4.00pm - Monday to Friday; and between 10.00am to 4.00pm - Saturday, Sunday and Public Holidays
- 50km/h speed, the current control, outside the above hours.

#### Footpath widening and pedestrian crossings

Within residential precincts footpath widening and pedestrian crossings should be the main tools used to calm traffic. Due to cost, widening may be medium to long-term projects where priorities need to be set.

The ageing population and health issues associated with this population, will lead to a gradual increase in electric scooter usage. Widening of footpaths, classifying these for 'shared use' and providing better and more crossings at intersections, will allow this need to be more readily accommodated in the future.

Continuing the LATM practice of using solely road-surface intrusions and the attendant plethora of signage clutter is unacceptable in Paddington's heritage areas and should be avoided to the extent legally possible.

For current sub-arterials (such as South Dowling Street) and significant distributor roads that are not important identified bicycle routes (such as Gordon, Regent, Renny Streets) the road width should be reduced from the general 12.8m to 10m (2 x 2.1m parking lanes and 2 x 2.9m traffic lanes, or for Albion Street, one-way with one 4.2m traffic lane and existing angle parking retained – but all made front to traffic).

Gateways to those streets' should be reduced (to 6.2m two-way and 4.5m one-way widths) and have pedestrian crossings added at their junction and across side streets, if not already provided. Entries to other local side streets off the above roads, should be no more than 5.5m wide for two-way traffic<sup>5</sup> and 4.2m for one-way traffic (larger within bends only sufficient to accommodate the standard vehicle curve-sweep).

Depending on circumstances (pedestrian traffic levels, landscaping, adjacent land uses, topography etc.) the widening may be both sided (approx., 1.1m), or one side only (2.2m); the latter being cheaper. The widened parts allows for additional landscaping along the current tree and pole line and for designating these new kerb-side section of the footpaths - shared path - as no separated bicycle road is intended along those streets.

Additional formal marked pedestrian crossings need to be provided where traffic levels exceed 5000 vpd and where speed remains or is an identified safety concern for pedestrians.

Moore Park Road at Greens Road, Flinders Street at South Dowling and Albion Streets and Oxford Street at South Dowling Street, are places where significant changes to traffic light controlled crossings are required.

#### **Recommendation 5**

Redesign streets to incorporate the above suggested road widening and additional pedestrian crossings (see

<sup>5</sup> AMCORD – Australian Model Code for Residential Development 1995: Part 2 Physical elements – street design; 5.5m for two-way traffic with indented parking 3000 vpd local distributor road (Urban release areas - Landcom).

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Appendices for the Map and diagrams illustrating sets of proposals).

### Bicycle roads, cycleways and lanes

The Cycling Strategy<sup>6</sup> sets out the existing and proposed recreational, local access, shared paths, RTA and City regional bicycling networks and bus lanes that may or may not be used by cyclists. The Strategy must be fully considered in developing the Plan.

Traffic type, levels and speed makes separation of cyclists from general traffic essential along some streets. Current lack of separated facilities contributes to increasing illegal riding on footpaths, which is becoming uncontrollable. This means that for Classified Main Roads, special design attention and significant changes to current use of scarce road space will be required.

#### Bicycle roads-

Bi-directional bicycle roads are the appropriate standard of facility to separate cyclists from traffic and get riders off footpaths. This applies to the Cycling Strategy's regional routes, and key local access routes, particularly where the speed and either the level and growth in traffic otherwise makes this now necessary (Oatley Road). Such facilities will also directly aid achieving traffic calming.

The current shoulder lanes along Moore Park Road are seen as both unsafe and unattractive to timid riders undermining cycling potentials, yet the accommodation of one-way bicycle road each side is relatively easy to achieve here by adjusting lane widths within the 10m kerb-to-kerb road widths (each direction).

#### **Recommendation 6**

Implement the Cycling Strategy's proposed bi-directional bicycle roads for Greens and Cooks/Robertson Roads.

#### **Recommendation 7**

Provide bi-directional bicycle road level of facility along Oatley Road

#### **Recommendation 8**

Redesign Moore Park Road with the current shoulder lanes re-developed as one-way bicycle roads, each side

#### Cycleways/shared paths-

Cycleways need to be further developed as part of the 'Liveable Green Network' and many existing ones within Moore Park re-furbished – all built or widened to the standard recently adopted for Queens Park by Centennial Parklands.

#### **Recommendation 9**

Implement the Cycling Strategy's cycleways or shared paths and upgrade existing shared paths within Centennial Parklands and along Anzac Parade to complete the Moore Park part of the network (see Bike Safety Audit for Moore Park, already separately forwarded and Appendix D)

#### Local access routes-

Local routes within Paddington's two areas need not be further developed if the above proposed speed zoning, footpath widening and bi-directional bicycle road (Oatley Road) are fully adopted.

There are existing cycling facilities throughout the area of the Plan. However, some of these have significant deficiencies and do not yet provide an interconnected network. Major discontinuities occur at virtually every RTA traffic light controlled intersection. Moreover, most of the facilities do not accord with the RTA's bicycle guidelines<sup>7</sup>.

Basically, every street should be made a cycling street where the operating space and speed are the key determinants of safety<sup>8</sup>. This justifies the above Recommendations 1 to 9, above and also that a safety audit should be undertaken in accordance with the RTA's bicycle guidelines.

<sup>6</sup> The Cycling Strategy and Action Plan 2007 – 2017, applies; its Fig 19, page 44, indicates the proposed network.

<sup>7</sup> NSW bicycle guidelines RTA Nov 2003

<sup>8</sup> NSW Minister for Roads (2009). News Release - Historic Low Road Toll for NSW. 1 January 2009.

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### **Recommendation 10**

Undertake a Safety Audit for all existing bicycle facilities, including at approaches to and across intersections, and identify additional measures to bring these up to RTA bicycle guidelines' standards.

#### Main Roads

##### Oxford Street: Main Street – Paddington

Oxford Street is Paddington's traditional high street type village centre. It serves many of Paddington's basic convenience shopping needs, but perhaps more importantly from an economic view point, it is a very specialised, high value – fashionable – comparative shopping and cultural heritage market centre and tourist destination of State significance (third highest visitation of Sydney's many tourist sites).

The centre spreads over 1.5 kilometres: between South Dowling/Barcom Streets and Queen Street. Consequently, pedestrian activity is very high while cycling is also growing rapidly<sup>9</sup>. The centre's role for the local community and visitors is partly in conflict with 20<sup>th</sup> Century conversion of this street into a motor-traffic arterial. The longer-term aim is to re-convert this road to a light rail route (as it once was) – a 'Boulevard' (see further comments under RTA responsibilities).

### **Recommendation 11**

Recognise the various roles and functions of Oxford Street and together with Woollahra Council and relevant State authorities, and key stakeholders such as COFA and the local community, develop a clear strategy for its future development as a Main Street retail, tourism and service centre and transport corridor.

##### Paddington Gate – Centennial Park

Oxford Street, at the convergence of Queen Street and Moore Park Roads, is a major gateway into Centennial Park, through the Paddington Gates.

Pedestrian and cyclist access across this intersection is extremely poor. Many pedestrians and cyclists make high risk crossings along the extension of the eastern side of Queen Street, where there is no controlled crossing provided. That needs to be addressed<sup>10</sup>.

Major traffic flow issues abound through this intersection, including excessive traffic levels along Lang Road.

### **Recommendation 12**

Convene a process with Randwick City and Woollahra Councils and relevant State authorities, including Centennial Parklands, to fully review and revise all traffic and transport arrangements through this intersection, with a key objective to improve existing and future public transport, pedestrian and cycling access to and through this intersection and into the park.

##### Flinders Street

The Paddington Society has long called for a review of the functioning of this road, including calling for a right-turn at Taylor Square to provide relief from through traffic using South Dowling Street. Flinders Street is also extremely problematic for pedestrians and cyclists for all of its length between Moore Park Road/Fitzroy Street and Taylor Square.

##### Denial of safe and convenient access-

Firstly, the Darlinghurst triangle area (confined by Flinders, South Dowling and Oxford Streets) and Paddington beyond South Dowling Street from the east, is denied reasonable access to important local services and facilities and convenience shopping located along Bourke Street, south of Oxford Street.

Secondly, Flinders Street is the main desire travel line for cyclists between the CBD and Sydney's southern-eastern suburbs served by the Anzac Parade cycleway. Cycling along Flinders Street is relatively very high and rapidly growing. The Cycling Strategy indicates providing only for local access along the section of

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<sup>9</sup> Super Tuesday 17 Mar 09 bike count at Taylor Square along Oxford St into the City was 261, 2 hour AM peak.

<sup>10</sup> Randwick CC is to coordinate examining bicycling facilities between the Paddington and Woollahra Gates along Oxford Street with Woollahra, Waverley and the City of Sydney Councils, Centennial Parklands and the RTA.

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Flinders Street and Taylor Square. This totally ignores the current and evolving future reality<sup>11</sup>. This route must eventually be developed as a Regional connection<sup>12</sup>, although in the short-term a local access facility along the footpath needs to be developed until the longer-term role and function of this road is finally determined (see Crossing at Driver's Triangle, below)

### Changes to traffic conditions-

Traffic levels along Flinders Street has significantly fallen when compared with the pre-Eastern Distributor Tunnel times. This provides scope for some re-direction of traffic.

Parking needs along the western side of Flinders is also in a state of change as that section and side of the street is redeveloping to new residential medium-rise apartments/units with their own on-site car parking.

South Dowling Street, while slightly calmed since kerb-side parking has been introduced, still carries an unacceptable level of traffic, a significant component of which could be re-directed along Flinders Street, provided a right-turn facility to reach Darlinghurst Road is provided.

Flinders Street is already established as a significant cycling route that does not merely serve local bicycling access and demand. In ten or so years is more than likely to warrant a bicycle road system along it.

### Crossing at 'Driver's Triangle'

Currently the intersection of Anzac Parade and Moore Park Road provides formal bicycle and pedestrian crossing points on just two of six approaches. Only one of these two includes bicycle lamps (the bus way crossing). A third crossing point is located further east along Moore Park Road, which is useful for access to Greens Road from south to north (not helpful from north to south – see Appendix B), but not for continuation of travel along either Moore Park Road or Flinders Street in either directions.

Additional crossing facilities are highly desirable, including for pedestrians, especially given the strong influx in cycling along the route. The most desirable crossing point with the least impact on current general traffic is the eastern approach (Moore Park Road junction with Anzac/Flinders). This links the existing cycleways along Moore Park Road and Anzac Parade with the eastern footpath along Flinders Street. It is understood that Flinders Street is included in Councils investigations for the pilot studies on cycling on footpaths – shared path use.

In all of the above circumstances, the opportunity should be taken to re-assign road space, provide for additional crossings and eventually, a bicycle road system along Flinders Street between Moore Park Road/Fitzroy Street and also re-introduce a right-turn into Oxford Street at Taylor Square.

### **Recommendation 13**

Convene a process with relevant State authorities, to fully review and revise all traffic and transport arrangements along Flinders Street with a key objective being to improve existing and future public transport, pedestrian and cycling access along and across this road and to relieve South Dowling Street of some through traffic.

### **Recommendation 14**

Provide as soon as possible, additional traffic controlled crossings that coincide with the main pedestrian and cycling trip desire lines, including at Driver's Triangle.

### **Recommendation 15**

As a long-term solution, consider development of either bi-directional or one-way bicycle roads along Flinders Street.

### Anzac Parade – 'Liveable Green Network'

Anzac Parade, is a significant traffic and existing green corridor. It forms part of the 'Liveable Green Network'.

<sup>11</sup> Super Tuesday's Flinders Street west into Oxford Street (towards the CBD) the bike count was 223, 2hr am peak. Of this peak, it is estimated that in excess of 10% of riders rode illegally along the footpath to reach Taylor Square?!

<sup>12</sup> Flinders St could possibly replace the regional status of Greens Road route, but which route must still be developed as a bi-directional bicycle road because of COFA and the link to Rushcutters Bay via Glenmore Road (etc.)

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Two green corridors – Pyrmont to Centennial Park and Glebe to Centennial Park – are included in the Plan's area. These routes connect parts of the Plan's area and many adjoining residential neighbourhoods with parks and other 'Activity Hubs', meeting at the Anzac Parade, Lang Road and Cleveland Street intersection.

The 'hubs' are the Centennial Parklands, including Moore Park itself, the Supacentre (Dacy Ave), the Moore Park Golf Course, Sydney Girls and Boys Public High Schools, the Fox Entertainment and Shopping Centre, the Showgrounds and Horden Pavilion area, and the Sydney Cricket and Sports Grounds.

These 'hubs' justify giving consideration to the total re-development of the above intersection. Options being a through traffic under-pass or pedestrian and bicycling bridge.

From a pedestrian and bicycling view-point, surface level access and crossing is preferred and will still need to be provided even if a bridge is built. However, an 'iconic' four-way shared-path bridge that meets over the centre of the intersection, may be the only practical solution given cost and water-table problems associated with any grade-separated road option.

#### **Recommendation 16**

Convene a process with relevant State authorities, including Centennial Parklands and the Sydney Sports and Cricket Ground Trust, to fully review and revise all traffic and transport arrangements at this intersection, including examination of options with a key objective to improve existing and future public transport, pedestrian and cycling access through (and possibly over or under) this intersection.

#### **RTA responsibilities**

In relation to Oxford Street, the Anzac Parade crossing at Cleveland Street and Lang Road and changes to Flinders and South Dowling Street, it is recognised that the RTA plays a key role.

BIKEast (and Bicycle NSW) holds the view that the RTA should take prime responsibility for the provision of safe bicycle travel along and across Main Roads. This includes particularly for altering the level of service for pedestrians and cyclists at traffic light controlled intersections and for the implementation of the Regional route through the CBD from the Harbour Bridge to Moore Park and beyond. Resolution must not be left until the light-rail boulevard or Metro-rail is finally considered. A short-term solution should be developed for cycling along Oxford and Flinders Streets as part of the Plan.

#### **Recommendation 17**

Initiate a political level approach between the Council and the Premier and Minister for Roads to ensure some prospects of overcoming the current impasses and aid pursuit of Recommendations 11 to 16, above.

#### **Angle Parking**

Provision of additional angle parking is not generally supported. This is objected to primarily on heritage and streetscape grounds and partly because it leads to movements that pose additional hazards to pedestrians and cyclists and increases, rather than reduce, car dominance of the streetscape.

Guidelines require that where along a bicycle route, angle parking should be with the front of the vehicle nearest to the traffic. The reason is that drivers can better see approaching vehicles, particularly bicycles that are easily otherwise hidden in a driver's blind-spots. As all roads are used by cyclists, this should apply universally. All current front to kerb parking should progressively be changed to front to traffic.

#### **Recommendation 18**

Do not provide additional angle parking within Paddington and make all existing angle parking front to traffic at appropriate opportune occasions, such as when any new or significant maintenance work is undertaken.

### **5. Street Design and Materials Palette**

In a heritage conservation area such as Paddington, it is critical that any proposals for pedestrian and cycling improvements are developed between and in close consultation with City Project and the Council's heritage officer(s) and the Traffic Management's traffic engineers and its consultants. This is to ensure that the heritage streetscape values and landscaping attributes of the area are not undermined by the application of standard traffic solutions when more location sensitive and appropriate options are available.

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Basically, an appropriate street-level design and materials palette needs to be developed for roadway and footpath treatments that complements the Council's landscaping and tree planting policy. This should be developed for the Plan and applied for new work, re-sheeting and repairs. Through the above internal consultative process this tool-kit must replace the standard 'Traffic Engineering' based tool-kit.

### **Street pavement-**

Roads should be consistently of bituminous asphalt to match the existing dominant pavement material. This is important for heritage reasons. This also applies to proposed separated bicycle roads.

For the few major roads that will continue to have high traffic volumes and speed (50km/h or higher), the Moore Park Road mix that reduces noise levels, should be applied when re-sheeting occurs.

Patterned concrete or brick paving for speed thresholds and pedestrian crossings should eventually be replaced when a street is re-sheeted, or when significant changes are made, such as where new formal pedestrian crossings or bicycle roads are built.

### **Footpaths-**

Footpath pavements should be either bituminous asphalt or the 'Paddington' concrete mix, to match the dominant existing pavement. New widened footpaths should match this approach.

For new plazas and along Oxford Street's Main Street frontages, the Council's standard 'granite' unit paving is appropriate. For new pavement treatments in closed streets or shared zones, the appropriate materials should be determined to suit the urban and heritage environment.

### **Kerbing-**

Existing sandstone kerbing should be retained and repaired or replaced. Where footpaths are widened across such existing kerbs, those kerbs should be retained as a visible band to show the original kerb line. Otherwise, kerbs and gutters may be standard vertical kerb extrusion-formed concrete, but with smooth splayed lay-backs at pram and kerb-crossings (without lips that hinder bicycle, scooter and pram movement over them).

### **Shared zones, pedestrian priority places and plazas-**

Adopt the currently dominant adjacent pavement, except where patterned concrete, or concrete block pavers, exist, which should all eventually be replaced.

Where major new places are created, an urban design and heritage assessment should be undertaken to establish the appropriate pavement materials to use. For example, the new Bourke Street bicycle road and footpath redevelopment scheme provides a model for narrowed and threshold-pedestrian footpath level entries to lanes that harmonises footpath and minor side-road pavements along the main street frontage.

### **Street-side garden beds-**

In Paddington, the now long established brick bull-nosed garden-bed surrounds may be retained or further developed, as appropriate. However, much better maintenance arrangements are needed. Otherwise, appropriate contemporary design that fits the heritage streetscape context should be specially designed.

## **Recommendation 19**

Prepare a street design and materials palette for the above that complements the Council's landscaping and tree planting policy, prior to finalising the design and specifications for any works under the Plan.

## **6. Attachments**

In support of this broad submission precincts specific Appendices have been prepared. These are for the following areas:

- Appendix A – South Paddington; the area generally bounded by Oxford Street, Moore Park Road and Oately Road
- Appendix B – Urban Paddington; the area bounded by Oxford Street, Greens Road, Moore Park Road and Flinders Street
- Appendix C – Centennial Park; the area bounded by Moore Park Road, Centennial Park & Moore Park

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boundaries to the east and south, and the Showground/Fox Studios to the west

- Appendix D – Moore Park; the area bounded by Moore Park Road, the Sport/Sydney Cricket Grounds and Showgrounds, Dacy Ave and South Dowling Street.

These Appendices identify the location of key proposals and through their Maps and Diagrams (for A & B only), illustrate the streets and places for attention and the manner and kind of outcomes supported.

The Maps identify streets for footpath widening, bicycle roads, lanes where making them 'shared zones' should be considered, the location of new crossings relative to existing ones and intersections where traffic lane gateways should be consideration. These are illustrative and not necessarily comprehensive. This means that the Council and its consultants need to also consider all other community and stakeholder submissions and make judgements about other streets and sites that should be treated to calm traffic.

Also attached is a brief statement: Every Street a Cycling Street.

Previously forwarded, in advance of this submission, two key reference documents:

- The Paddington Society's *Integrated Plan for the Public Domain & Transport in Paddington*, July 2004, which actionable policies are referred to in the Tables to Appendices A & B
- BIKEast's *Moore Park Safety Audit*, Dec 2005

These documents also form part of this submission.

### **7. Conclusions**

This is a joint submission prepared by The Paddington Society and BIKEast and made under cover of separate covering letters.

Its main thrust is to provide a sound contextually based submission that recognises and fully supports the important strategic commitments already made by the Council under its Sustainable Sydney 2030 – City Strategy and the Cycling Strategy and Action Plan 2007 – 2017. The submission also seeks to ensure that the intent under these strategies is fully reflected in the forthcoming Plan and that locally important issues, fundamental principles affecting the design and implementation of future traffic calming and management are understood in terms that The Paddington Society and BIKEast see them.

This submission, while generally endorsed by the Executives of the above community groups, has not been reviewed by the affected communities. This reinforces the need for further consultation when the study is completed, before the final Plan is prepared.

### **Recommendation 20**

Under the above Plan, prepare a comprehensive draft implementation program, for the Council's defined period of the Plan, with recommended action priorities that may be subject to public review and discussions.

### **Recommendation 21 – Overall recommendation**

Fully consider the submission, its attachments and appendices in undertaking the study and in the preparation of the draft Plan, and ensure ample consultation and response time after the material has been prepared and presented, before finalising the Plan.

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This submission has been prepared in consultation with and significant inputs and advice of other Executive members.

Any mistakes are that of the author:

Adrian Boss,

Exec Member

The Paddington Society and BIKEast

Dated 14 April 2009

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See the referred to Attachment's Appendices, which are separate PDF files