

Early Feedback Report

Oxford Street East cycleway.
Artist's impression, subject to change.



Oxford Street East
Cycleway

June 2023

transport.nsw.gov.au

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Executive summary



Cycling on Spring Street, Bondi Junction

May
2023

The Oxford Street East Cycleway Project proposes a separated two-way cycleway on the south side of Oxford Street between Paddington Gates and Taylor Square. This cycleway has been identified in the Eastern Harbour City, Strategic Cycleway Corridor Program as a high priority missing link between Bondi Junction and the CBD.

In February 2023, Transport for NSW (Transport) sought feedback on a strategic design for the cycleway via an online interactive map hosted on the Social Pinpoint platform.

While the proposal received support from many, it also prompted a very strong level of concern from local residents and retailers. Concern was expressed via media coverage, social media activity, a Change.org petition and a well-attended public meeting at Paddington RSL on 26 April 2023. This meeting was community-organised and involved

presentations from the Paddington Business Chamber and bike groups. Transport did not attend.

Transport sought feedback on an early strategic design, intending to use community views to influence and shape the subsequent concept design. A feedback deadline was set to enable the project team to gauge a 'point in time' community viewpoint at the start of the concept design process. Transport's intention was, and still is, to continue engaging with stakeholders and the community during this development process.

This report summarises the feedback received by Transport up to the closing date of 28 February 2023. Feedback has continued to be received after this date by phone and email, though comments on the interactive map are currently closed. All feedback is being read and considered by the team.

During the consultation period, Transport received 507 pieces of feedback including eight submissions from stakeholder organisations.

Around half the feedback items (49 per cent) provided comment and questions, 29 per cent opposed the proposal and 22 per cent supported it. The highest-recurring feedback themes were as follows:

1. Construction, traffic and parking impacts on businesses
2. Right hand turn restrictions and traffic congestion
3. General support for cycleways as a solution to Sydney's traffic and for activating places
4. Pedestrian and bike rider safety

Transport will keep consulting community and stakeholders through the design development process by:

- meeting with key stakeholders, community groups and schools
- surveying and meeting Oxford Street businesses to understand their issues
- attending regular drop-in sessions in the community to provide information and answer questions
- sending regular updates to residents and businesses in the local area
- updating the online engagement portal to provide updates on the project and opportunities for feedback
- exhibiting the concept design as part of the project's approval process around Quarter 3 this year.

Overview

About the project

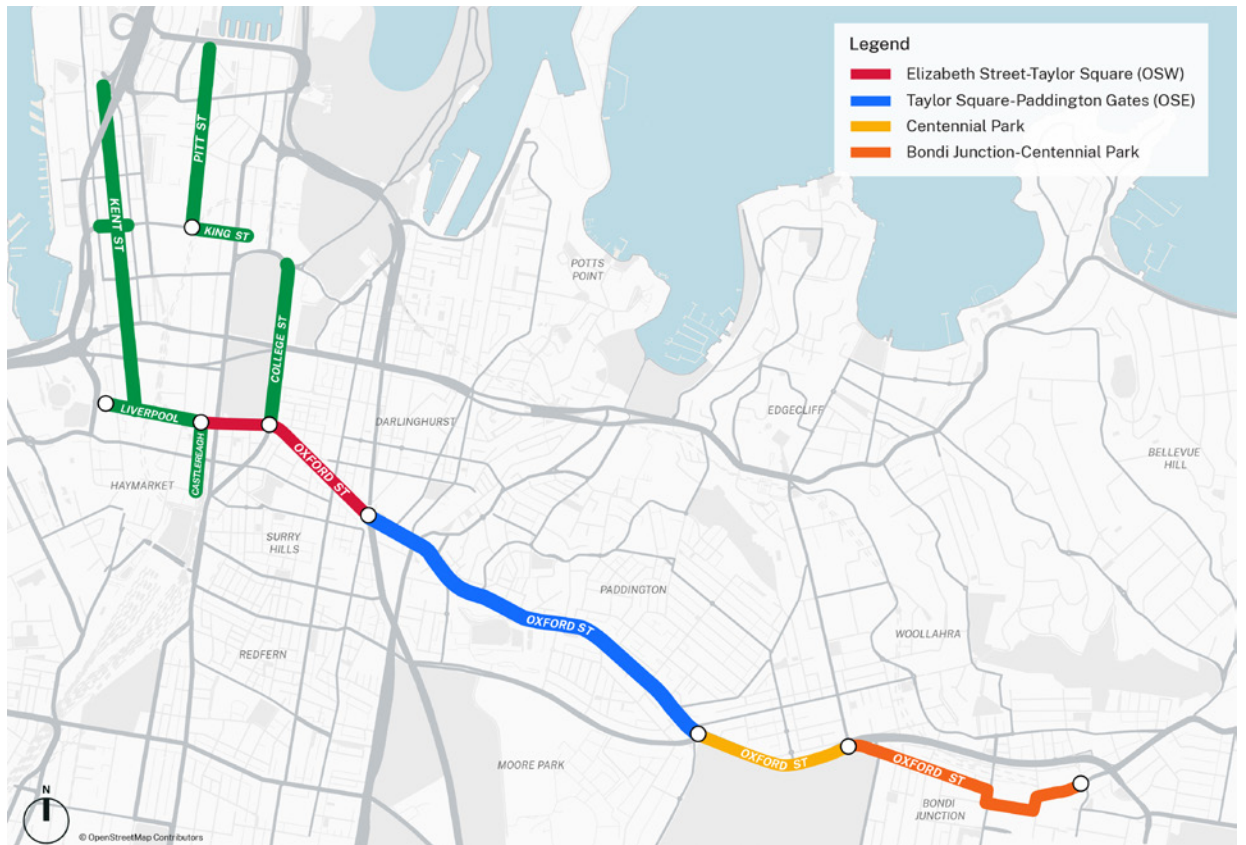
The Oxford Street East Cycleway Project proposes a separated two-way cycleway on the south side of Oxford Street between Paddington Gates and Taylor Square. This cycleway has been identified in the Eastern Harbour City, Strategic Cycleway Corridor Program¹ as a high priority missing link between Bondi Junction and the Sydney Central Business District (CBD).

The cycleway would be enabled by reducing four traffic lanes to two, while retaining the existing kerbside arrangement of two peak bus lanes and off-peak parking. The project aims to improve amenity, support corridor rejuvenation and enable people of all ages and abilities to ride a bike. Specifically, its objectives are to:

- improve safety and connectivity for people riding along Oxford Street
- improve pedestrian amenity and safety on Oxford Street
- improve public space to encourage people to dwell or socialise on Oxford Street
- maintain safe and reliable buses on Oxford Street
- maintain access to local destinations and businesses on Oxford Street
- maintain a safe environment for general vehicles on Oxford Street.



¹ Strategic Cycleway Corridors, Eastern Harbour City, April 2022



Background

The Eastern Suburbs Cycleway was first proposed in Sydney’s Cycling Future in 2013 as a continuous bike connection between Bondi Junction and the CBD² and is also identified as a Strategic Cycleway Corridor for the Eastern Harbour City. The corridor comprises four component projects:

- **The Bondi Junction Cycleway** between Bondi Junction and York Road at Centennial Park was delivered by Waverley Council and opened in March 2023.³
- **The Centennial Park Cycleway** along the northern boundary of Centennial Park was opened in 2014.
- **The Oxford Street East Cycleway** between Paddington Gates and Flinders Street, which is being developed by Transport for NSW.
- **The Oxford Street West Cycleway** between Flinders Street and Liverpool Street, which is being developed by the City of Sydney and is due to open in February 2024.⁴

Oxford Street was investigated as the preferred route for the section between Paddington Gates and Flinders Street following the publication of the NSW Road User Space Allocation Policy in January 2021⁵, and feasibility designs undertaken by the City of Sydney in early 2021. The Oxford Street route alignment was announced in March 2021 by the then Minister for Transport, Andrew Constance.⁶

Strategic design

During 2022, Transport for NSW developed a strategic design for the cycleway based on the City of Sydney’s early feasibility work. It proposed the following elements:

- A two-way separated cycleway running along the south side of Oxford Street between Paddington Gates and Taylor Square.
- Connection to the Centennial Park Cycleway with a shared path past the Centennial Park Gates and shared crossing from Paddington Gates to the south side of Oxford Street.
- Three new pedestrian crossings at intersections along Oxford Street, east of Barcom Avenue, east of Greens Road and the Paddington Gates (east of Lang Road and at Queen Street).
- Replacement of the centre-running median strip with a median strip separating the cycleway and traffic lanes.
- Consolidation of eight bus stops to five and creation of island bus stops with at-grade crossings from the footpath.
- Right hand turn restrictions at South Dowling Street, Greens Road, Oatley Road, Jersey Road and Lang Road.

This design is now being developed as part of the concept design process.

2 Sydney’s Cycling Future, 2015, p15

3 Bondi Junction Cycleway web page

4 Oxford Street West Cycleway web page

5 Road User Space Allocation Policy Transport for NSW, January 2021

6 Cycleway Plans to Boost Safety on Sydney’s Oxford Street, media release, 13 March 2021



Engagement process

Stakeholder briefings

In late 2022, the project team briefed key stakeholders on the strategic design in advance of issuing it for wider public feedback. The following stakeholders were briefed:

- Woollahra Municipal Council executives
- City of Sydney executives and councillors
- Oxford Street Working Party
- Alex Greenwich MP
- Victoria Barracks
- Bike User Groups (Bike East, Bicycle NSW)
- Sydney Gay and Lesbian Mardi Gras
- St Vincent's Hospital
- Sydney Business Chamber
- Centennial Parklands Trust
- University of NSW
- Randwick Council
- Paddington Markets and Uniting Church
- Notre Dame University.

Overall, these briefings revealed a high level of support for the concept of a separated cycleway and its potential to rejuvenate Oxford Street.

Community engagement

In January 2023, Transport sought initial public feedback on the key elements of the strategic design via an online interactive map. This input was sought early in the design process to gauge the level of interest in the cycleway and help shape the design.

The map was made live on 23 January 2023 and publicised via emails to stakeholder organisations, social media posts, and an article in the **Sydney Morning Herald** (see appendices). Communication of the interactive map was limited due to advertising restrictions placed on Government departments in the lead up to the 2023 State Election caretaker period. Nonetheless, the map prompted a significant level of interest among the local community, generating many calls and emails to the project team.

Concerns were also received about the relative lack of communication around the proposal, particularly to local businesses. A letterbox drop to businesses along and near to Oxford Street was therefore carried out on 21 February 2023 in advance of the feedback closing date of 28 February 2023.

Feedback summary

Over the course of the consultation period, Transport received 507 items of feedback including eight submissions from stakeholder organisations. Most feedback was made via the interactive map, which received a total of 423 comments from 154 unique stakeholders. In addition, more than 70 emails, calls and face to face comments were provided.

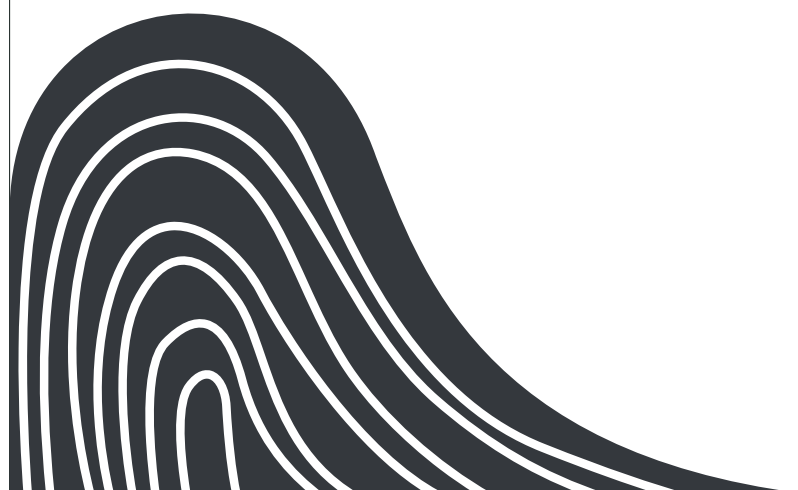
Feedback type

Type of input	Number
Emails	53
Calls, in person comments	23
Map comments	423
Submissions	8
Total feedback items	507

Feedback sentiment

Around half of all comments received raised a comment, suggestion or question and therefore did not convey sentiment in relation to the proposal. Of the comments that did, more raised concerns with the proposal than supported it.

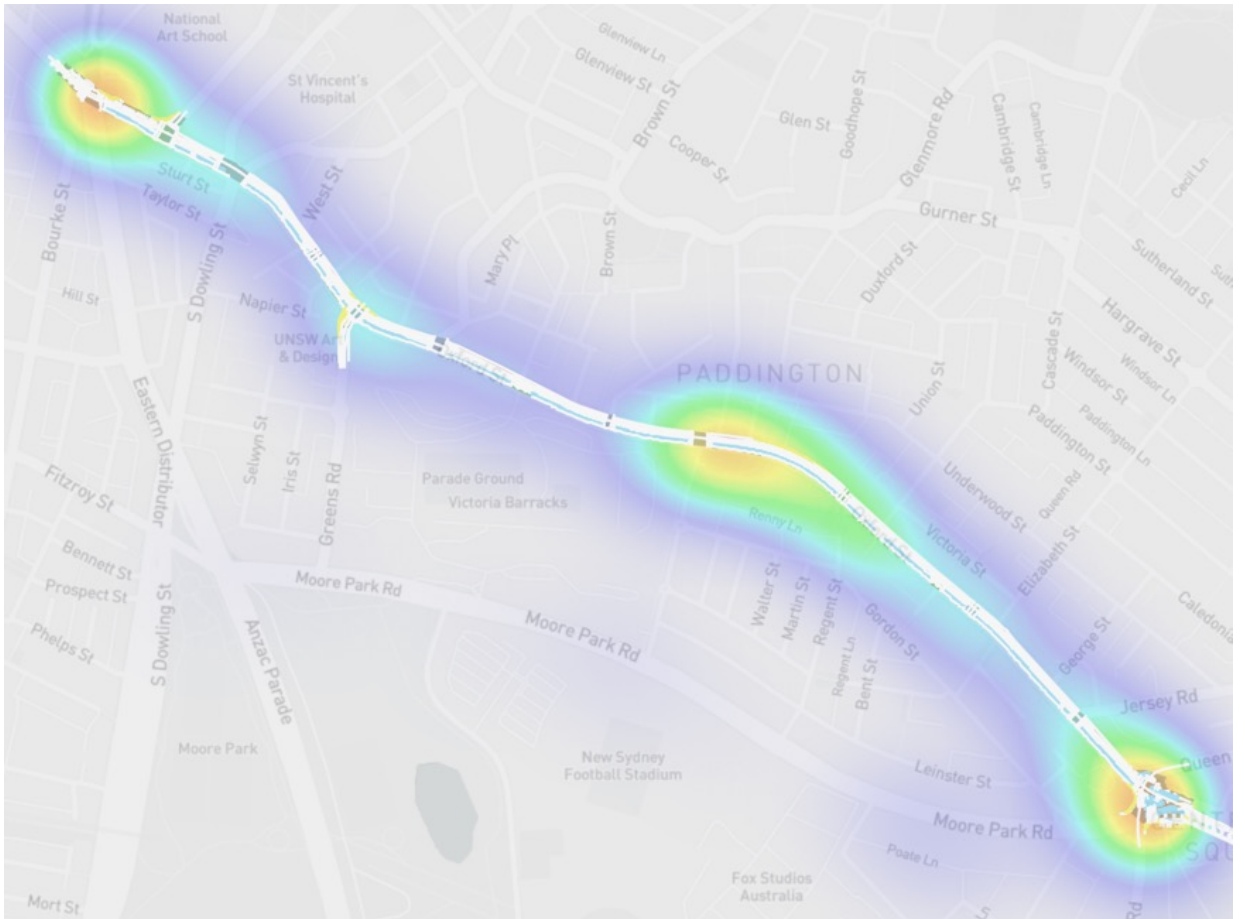
Sentiment	NO. of submissions	NO. of comments	% of all comments
Supportive	5	109	22%
Unsupportive	2	145	29%
Neutral (comment or question)	1	245	49%
	8	499	





Feedback location

As the 'heatmap' below shows, most comments were made in relation to the intersections at Paddington Gates and at Flinders Street. Significant comments were also made in relation to the Oatley Road intersection and, to a lesser extent, the Dowling Street East intersection.



Location of map comments received during the February 2023 consultation.



Feedback themes

Comments were coded to reveal 29 recurring topics. These were then grouped into five broad categories: strategic need, community impacts, road impacts, cycleway design and urban design. Comments were evenly spread across the first four of these categories, with a smaller number of comments relating to urban design.

The highest recurring topics from across the comments were:

1. General support for cycleways
2. Business impacts
3. Safety risks to riders and pedestrians
4. Right hand turn restrictions
5. Traffic congestion and rat running
6. Parking.

The full list of topics raised in order of their recurrence is as follows:

Category	Topic	Number	Percentage
Strategic need	General support for cycleways	78	10%
Community impacts	Business impacts	70	9%
Community impacts	Safety risks to riders and pedestrians	55	7%
Road changes	Right hand turn restrictions	54	7%
Road changes	Traffic congestion and rat running	49	7%
Community impacts	Parking	42	6%
Cycleway design	Pedestrian and bike rider crossings	36	5%
Cycleway design	Island bus stops	34	5%
Strategic need	Route alignment –support for Oxford Street	31	4%
Cycleway design	Separation of bikes and motor vehicles	29	4%
Urban design	Landscaping and WSUD	25	3%
Cycleway design	Intersection Design	23	3%
Strategic need	Route alignment –support for Moore Park Road	23	3%
Road changes	Slip lanes /left hand turns	23	3%
Strategic need	Project not needed / cycleways aren't used	22	3%
Cycleway design	Continuous footpath	19	3%
Urban design	Quality and amenity of footpaths	19	3%
Cycleway design	Shared paths	18	2%
Community impacts	Market impacts	13	2%
Cycleway design	Access to properties and side streets	13	2%
Urban design	Liveability	12	2%
Strategic rationale	Consultation	11	1%
Strategic need	Extensions to the bike network	10	1%
Road changes	Lane width and direction	9	1%
Road changes	Remove clearways	8	<1%
Road changes	Speed limit	7	<1%
Road changes	Bus services	6	<1%
Cycleway design	Bike parking	4	<1%
Road changes	Traffic lights and phasing	3	<1%

Feedback summary and responses



Feedback summary and responses

The following section summarises feedback under each of the categories and topics and provides an initial response. Where possible we have provided links to relevant policies, studies and research.

Strategic need

Project need

What we heard

We heard from people who support the cycleway as a much-needed investment to encourage riding. Those supporters believe the project will help to make Oxford Street safer, more accessible, and more attractive for local people and visitors alike.

However, we also heard from people who think the project is not needed and will only benefit bike riders transiting through Paddington while local traders and residents lose out. Many opponents believe this project would not be a good use of money as relatively few people ride bikes or use cycleways.

Our response

We understand that local people are concerned about the Oxford Street East cycleway and are keen to work with the community to make sure the cycleway helps support local needs. Our proposal is based on research, planning and local and international case studies. We believe the cycleway will slow and calm traffic, making Oxford Street safer and more attractive to visit. It will give people more choice to travel to Paddington by bike as well as by bus, but still allow car access when driving is the better option.

Bike riding is increasing, and further growth is expected in coming years. Oxford Street is a busy bike route but there have been several collisions between bikes and vehicles over the past few years, as well as the death of a pedestrian.⁷ Installing a separated cycleway will make this popular route safer as the number of cyclists grows.

Transport has several bike counters along the Oxford Street corridor, and at the Paddington Gates intersection. Some of these counters are tube counters, and some are cameras that detect bike rider movements. The data from these counters is available on the Transport Walking and Cycling Dashboard.⁸ The counter on Oxford Street just west of Queen Street suggests that over the past year, a weekday daily average of 744 people have ridden along the route of the proposed cycleway.

⁷ This sentence has been updated from the first published draft of the report, to clarify that this death was of a pedestrian.
⁸ Walking and Cycling Counts. Transport for NSW

The Transport Walking and Cycling Dashboard provides data for other installed cycleways in Sydney. This shows that ridership on bike paths (not including pop up cycleways) in the LGAs of Sydney, Waverley and Inner West, has increased by about 50 percent in the past 12 months. In addition, the City of Sydney's 2021 Cycling Survey shows that the proportion of people who own a bike and use it at least once a month has increased from seven percent in 2017 to 18 percent in 2021; and over half of those regular riders (53 percent) had started to ride in the last two years.⁹

In addition to this proven growth, there is evidence that more people would cycle if there was adequate infrastructure and support. Customer research conducted for Transport found that 45 percent of the NSW urban population were interested in cycling more but would value feeling safe, being separated from cars, and having more direct routes and better information, in order for them to ride more.¹⁰

Alternative routes

What we heard

We heard mixed views about whether Moore Park Road would be a better bike route than Oxford Street. Some felt the cycleway should remain on Moore Park Road, while others agreed it should be on Oxford Street. A few people suggested a route along Gordon and Renny Streets.

Our response

We are considering Oxford Street because it is a more direct route between the eastern suburbs and Sydney CBD and because more people ride along it compared to Moore Park Road.¹¹ This route also provides an opportunity to revitalise Oxford Street through traffic calming, and by improving connections to shops and services.

A bike counter east of Oatley Road indicates an average of 343 bike riders ride down Moore Park Road every day – less than half the average daily count for Oxford Street. In addition, Oxford Street is more popular for riding along at the weekends. Counts rise to an average of just over 900 bike riders a day along Oxford Street but fall by just over 20 percent along Moore Park Road. This indicates that Oxford Street has more opportunity to draw people to the area's destinations, parks, shops and services.

That said, cycling numbers have increased on the separated cycleway along Moore Park Road at almost double the rate seen on other cycleways. This suggests that applying separation to Oxford Street would achieve similar growth starting from a greater existing ridership.

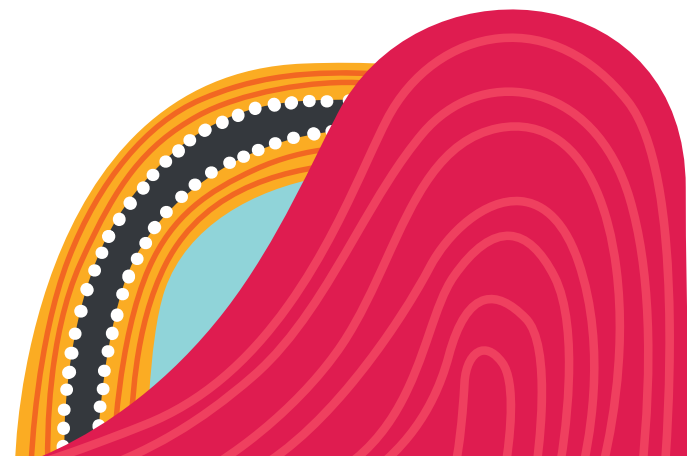
Consultation

What we heard

We received some criticism for our consultation process and the lack of information provided to local businesses and residents about the interactive map. Many local people were surprised to hear about the proposal and did not think they had received enough time to provide feedback.

Our response

We have listened carefully to feedback about how we engaged, and we know the local community has more feedback to give us. We are going back out to the community and stakeholders, resuming consultation on Tuesday 27 June 2023.



9 Active Transport Survey 2021, City of Sydney

10 Cycling Customer Value Proposition Report Transport for NSW, 2019

11 Transport for NSW Cycling Count dashboard



Community impacts

Business impacts and parking

What we heard

We heard extensively from local business owners who told us they have been through a lot in recent years and are beginning to get back on track. They are concerned the cycleway will result in a loss of parking that will prompt their customers to shop elsewhere. Businesses are also worried about the impact the cycleway's construction might have, and asked how deliveries will happen once the cycleway is in place.

Our response

We understand that Oxford Street businesses have faced significant challenges in recent years and have worked hard to recover from several challenges. We would like to work closely with retailers to gain a deeper understanding of local business needs and ensure the cycleway supports the continued rejuvenation of this important retail strip.

Our proposal is based on local and international case studies that show cycleways have a neutral to positive impact on local businesses.

We understand that parking is a key concern for local businesses and are working hard to keep parking impacts to a minimum. We can confirm the current parking arrangement will not change once the cycleway is in place. People will still be able to park on both sides of the street during off-peak hours.

A study of a bike lane on Melbourne's Lygon Street showed that each square metre of bike parking generated five times more income for local businesses than a square metre of car parking.¹² While car trips usually result in larger single spends, people who walk or cycle tend to visit an area more frequently so spend more overall.

The design will include loading and unloading areas along Oxford Street. We are considering raised sections of the cycleway so that deliveries can be transferred to the footpath at grade.

Over recent years, the City of Sydney has installed several separated cycleways in commercial strips in Sydney CBD including King Street and College Street. These were generally installed in stages and at nighttime and received very few complaints. We would apply the City's lessons on how to minimise business disruption during the construction of the Oxford Street East Cycleway.

¹² Recognising the economic role of bikes: sharing parking in Lygon Street, Carlton, Lee and Mach, 2010

Pedestrian and rider safety

What we heard

We heard a lot about the safety of pedestrians and bike riders. Some told us the cycleway will put pedestrians and those with mobility challenges at risk. Others commented that placing the cycleway alongside parked cars will increase the chance of collisions between bike riders and car doors. Many people felt that the island bus stops might put passengers at risk when they cross over the cycleway to reach the bus platform.

We received many comments in favour of extending the separation of the cycleway to improve rider safety, and concern about the risk to pedestrians created by shared paths, and narrower sections of footpath.

Our response

Transport is designing the cycleway so that Oxford Street becomes safer and more attractive for everyone. This includes introducing three new pedestrian crossings and several continuous footpaths, and closing off the slip lane to Darlinghurst Road. We are basing the design on best practice guidelines and standards, so that it provides a high level of safety to both pedestrians and bike riders and does not create obstructions for people who live with a mobility constraint. The cycleway design will also go through a Safety in Design process to ensure it adheres to strict safety and accessibility guidelines.

Paddington Markets

What we heard

Market traders told us that on market days they need level access to the kerb outside Paddington Uniting Church and Paddington Public School, and somewhere to park their vehicles. Some traders suggested raising the cycleway in front of the market area, similar to the raised section of the Spring Street cycleway at Bondi Junction.

Our response

Following feedback from market traders, we are exploring how we can provide a better access in front of the markets to assist with loading and unloading.



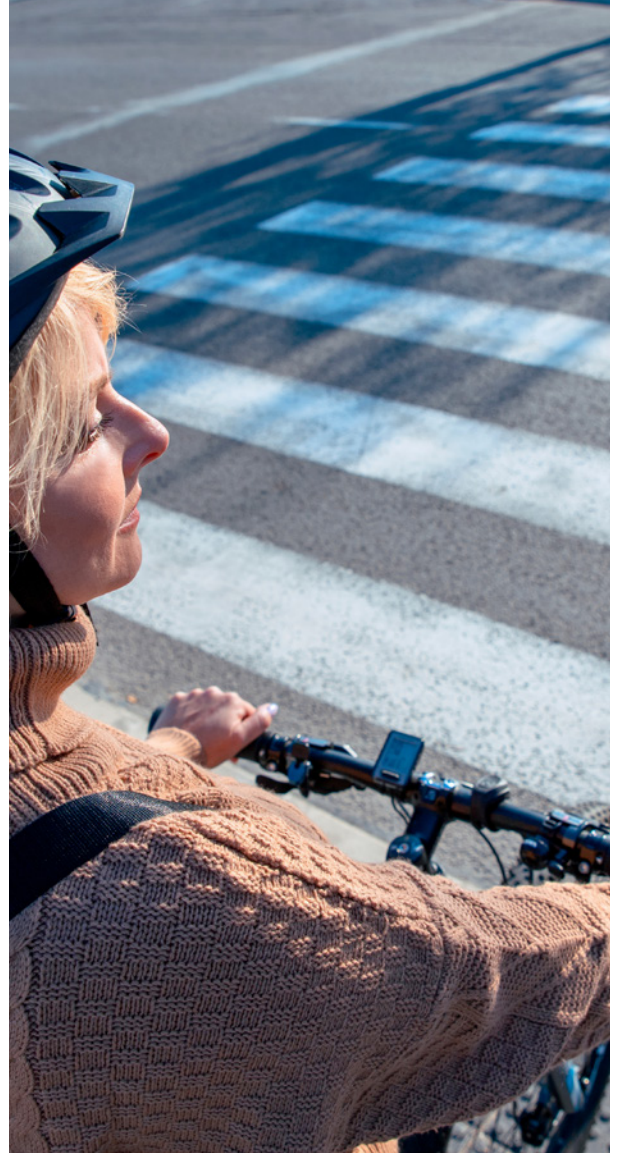
Road changes and impacts Right hand turn restrictions

What we heard

We heard a high level of concern about the proposed right hand turn restrictions at South Dowling Street, Greens Road, Oatley Road, Jersey Road and Lang Road. Residents and business feel these restrictions will significantly impact car access to local homes and business, and require people to make extensive detours.

Currently, Darlinghurst residents in Parking Area 15 can turn right along Greens Road to drive to their homes when driving from the City; and residents in South Paddington (Area 13) can turn right along Oatley Road to drive to theirs. Restricting this turn would limit eastbound car access to Moore Park Road, requiring a detour along Flinders Street. We also received objections from residents to the north of Oxford Street for whom these right hand turns currently provide car access to the stadium, Centennial Park and the Eastern Distributor.

Concern was also raised about the proposed South Dowling Street restriction; with many people fearing this would cause drivers to detour along Barcom Street and through residential streets to get to Paddington. We also received objections to the proposed restriction at Jersey Road, which many felt would restrict car access for residents and visitors driving to Paddington from the east. It would also push traffic onto Elizabeth Street.



Our response

The strategic design proposed to ban right-hand turns at five intersections due to the risk of vehicles turning into the path of oncoming bike riders, or where there is insufficient space to retain a right-hand turn bay as well as a cycleway and bus lane. Without a turning lane, vehicles waiting to turn right could cause a backlog of traffic, impacting bus services along Oxford Street. Despite these bans, everyone will be able to drive to their homes once the cycleway is in place.

We have heard the high level of concern about these restrictions and appreciate the detours that people will need to make as a result. As a result of feedback, we are exploring how we might address safety challenges and maintain bus service levels while minimising impacts to local car access. We will continue to listen to stakeholders and community members on this issue and provide an update in the coming months.



Traffic congestion

What we heard

Many people told us they believe Oxford Street is too significant an arterial road for traffic lanes to be converted for bikes, and fitting many cars into a smaller space would cause congestion or push drivers onto local streets in an attempt to find alternative routes.

Our response

We really appreciate these concerns and share the community's desire to reduce traffic congestion.

There is a lot of evidence which shows that reallocating road space to public transport, walking and cycling, reduces traffic. A United Kingdom study of 70 examples from eleven countries showed that the problems of road reallocation were rarely as bad as predicted.¹³ The Bloor Street West Bike Lane in Toronto was piloted along a heavily used travel corridor that carried approximately 24,000 vehicles per day. Yet an evaluation of the pilot showed an 18 percent reduction in car traffic volume. Toronto City Council has now made the bike lane permanent and is extending it further.

Slip lanes and left-hand turns

What we heard

We heard support for our proposal to remove the slip lane from Oxford Street to Darlinghurst Road due to improvements to pedestrian safety. We also received suggestions to remove the slip lanes on both the east and west sides of Queen Street to reduce risks to pedestrians and to create more public space.

The slip lane between Lang Road and Moore Park Road is currently closed because of the Moore Park Road pop-up cycleway. We heard mixed views about reinstating this turn. Most comments were in favour of keeping the restriction to improve pedestrian safety. But a few supported the slip lane's reinstatement to prevent traffic from being pushed along Oxford Street.

Our response

Left turn slip lanes make traffic run smoothly but are increasingly considered a safety risk for pedestrians, a constraint to walkability and inconsistent with NSW state policies. **The NSW Guide to Walkable Public Space (April 2022)** is one such policy that encourages the promotion of walkable streets and neighbourhoods to better connect homes with jobs, services and recreational facilities. In this context, we are investigating the function of existing slip lanes along Oxford Street as part of the concept design process.

¹³ Disappearing Traffic? The Story So Far, Cairns, Atkins and Goodwin, 2001

Traffic lights and phasing

What we heard

We received suggestions to prioritise bikes at signalised intersections to improve rider safety, and to quicken traffic signal cycles at the proposed Paddington Gates bike crossing to reduce the chance of riders jumping the lights on the second leg.

We also received the suggestion of a traffic signal at Jersey Road so that bikes could safely turn right into the side street; and a traffic light just east of William Street to allow city-bound traffic to turn right safely and retain the ability for people to cross the road.

Our response

We understand that the community would like to see traffic signals prioritise pedestrians and bikes, by giving them more time to cross the road, and by giving bikes priority at intersections. We are investigating traffic light phasing and will provide more details as they become available.

We note the suggestions for traffic lights to allow for the right hand turning of bikes and cars. We can consider this. However additional traffic lights would have an impact on bus running times, which we aim to retain at current service levels.

Signalised crossings are very important on busy streets. Our objective is to remove, slow and calm traffic along Oxford Street to improve pedestrian safety. We would do this by removing two lanes of traffic and giving pedestrians and bikes a higher priority. By changing the street environment in a way, the need for signalised crossings should not be as great, because the street would be safer.

Lane width and traffic direction

What we heard

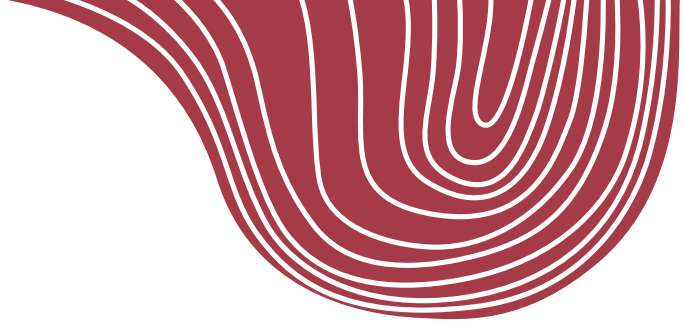
Several people also asked why we proposed to increase traffic lane widths instead of keeping them narrow to reduce traffic speed, or using that space for footpaths and urban realm. We also received various suggestions relating to lane width and traffic direction. These included:

- making South Dowling Street one way (some suggesting northbound and others southbound) to help address safety risks to riders and pedestrians
- removing the third lane for westbound traffic past Paddington Gates and into Moore Park Road and converting it into pedestrian/cycling space to prevent crowding in front of the gates
- making George Street a bi-directional street for riders to enhance the local bike network and create links to the Oxford Street cycleway.

Our response

We acknowledge the suggestion to reduce traffic lane widths as a means of slowing traffic. The removal of two lanes will help to reduce through traffic along Oxford Street and contribute to improved safety outcomes for everyone. However, we still need to ensure the safety of all road users. Removing a lane each way, while also removing the centre-running median strip, could increase risks if the lanes remain relatively narrow. For that reason, we are currently proposing to widen the two remaining traffic lanes slightly.

The suggestion to change the traffic direction along South Dowling Street was made in relation to the proposed right hand turn restriction at this intersection. We are exploring all right-hand turn restrictions in response to feedback and will provide further detail in the coming weeks. The suggestion to remove a lane of traffic outside Paddington Gates is noted. This intersection is complex, and we are investigating it further as part of the concept design process.



Clearways / bus lanes

What we heard

During the feedback period, we heard people refer to peak-period bus lanes as clearways. Many people believe these lanes have a negative impact on local businesses as they reduce parking capacity which local businesses rely on. We also heard the view that the bus lanes are not needed due to the relatively light traffic that passes along Oxford Street. A few people commented that buses often drive in the traffic lanes.

Our response

Clearways are lanes that are dedicated to private vehicles during the peak period. The section of Oxford Street for which the cycleway is being planned does not have clearways apart from just east of Paddington Gates on the westbound side. However, it does have dedicated bus lanes. The westbound bus lane (towards the city) operates during the morning peak period, and the eastbound lane (towards Bondi Junction) operates during the afternoon peak period. This means parking is available on one side of the street during peak times, and on both sides of the street at all other times. The bus lanes are currently narrower than the recommended standard. However, we are proposing to widen them to improve safety and bus operations.

Bus services

What we heard

We received a lot of comments about the cycleway's impact on bus services, and many people told us they thought the project is putting the needs of bike riders above bus users. There was a clear view that taking away two lanes of traffic would force buses to compete with cars for limited space and slow them down. In addition, many believed that moving bus stop locations would negatively impact older customers and those with mobility needs. We also heard concern about the proposed increase in distance between bus stops.

Our response

Oxford Street is the primary bus corridor between Bondi Junction and the Sydney CBD. An average of 15,800 bus passengers use the corridor every day, and about 6,200 use the section between Flinders Street and Paddington Gates. All current bus services would remain after the introduction of the cycleway and our aim is to maintain or improve current service levels.

Currently, buses traveling in the peak period need to share the bus lane with an increasing number of bike riders. This can slow buses down and put riders at risk. This proposal would make the street safer for everyone by giving each mode of transport its own space to travel along. Buses would run in dedicated bus lanes during the peak periods (westbound during the morning peak and eastbound during the afternoon peak) which is expected to improve traffic flow during these hours.

Consolidating bus stops would reduce the number of times buses need to stop and help to improve travel times. Only bus stops with low patronage (based on Opal card data) would be consolidated. Future bus stop spacing would be around 400 metres, which is recommended for local services to provide a balance between amenity and efficiency.



Cycleway design

Island bus stops

What we heard

We received a lot of comments about the design, location and safety of the proposed island bus stops.

Many asked whether bus passengers, particularly those with restricted mobility, might get hit or run over by bikes as they cross over the cycleway. Some asked whether the bus platforms would have sufficient space to safely hold the number of people waiting during the morning peak. We also received several suggestions that the platforms should include sunshade and cover, railings and rain gardens at each end.

We also received the following location-specific contributions:

- Support for the bus stop location at **South Dowling Street** as it will give drivers better sight lines to those walking and riding.
- Questions about whether the bus stop at **Greens Road** would impact the grass verge and trees outside Paddington Barracks.
- Concern about moving the bus stop from the east side of **Oatley Road** to the west side where the footpath is narrower.
- Suggestion to move bus stop to the western side of **Jersey Road**.

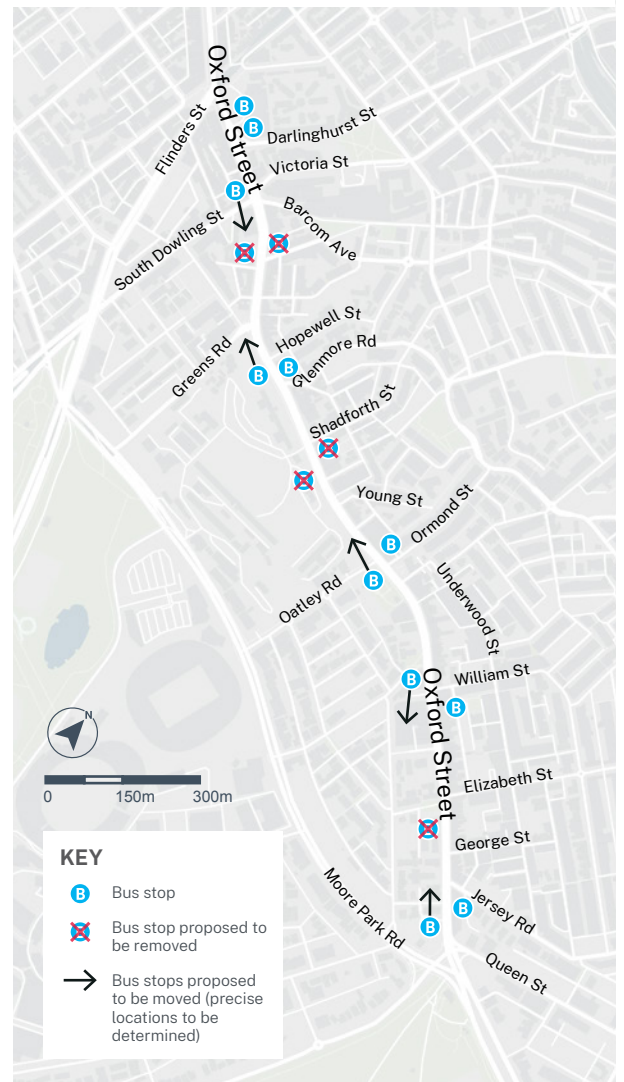
The project proposes to consolidate bus stops from eight to five as illustrated to the right.

On street bus stops would be replaced by island bus stops that would be separated from the footpath by the cycleway. Passengers would safely access the bus platform via raised, and clearly marked, pedestrian crossings.

The bus stop platforms would be long enough to accommodate articulated buses, which would help increase bus capacity along Oxford Street. All stops would include covered shelters to reduce sun exposure and would be designed to be compliant with the Disability Standards for Accessible Public Transport (DSPAT).¹⁴ We will consult with councils on the bus shelter design to ensure consistency with existing design standards and to provide good placemaking outcomes; and also with the Transport for NSW Accessible Transport Advisory Committee to ensure bus stops are accessible.

We note suggestions for bus stop locations, including the request to retain a bus stop east of Oatley Road. We will provide more details at a later stage in the project.

Proposed consolidation of bus stops on Oxford Street



14 Disability Standards for Accessible Public Transport

Pedestrian and bike crossings

What we heard

We received a lot of support for the three additional pedestrian crossings proposed as part of the strategic design. However, some questioned whether a crossing was necessary at South Dowling Street if it leads to a right-hand turn restriction. We also received suggestions for additional crossings to the west of Young Street and opposite Elisabeth Street to better connect the two sides of Oxford Street.

The crossings at the Paddington Gates intersection received many comments though some people were confused about the strategic design at this location. Several people suggested the bike crossing from the gates, over the new island, and to the southern side of Oxford Street, should also be available to pedestrians.

We also received a suggestion for a 'dog leg' crossing at Taylor Square between the east and west cycleways to ensure bike rider safety, and a request for clarification that riders would be able to use all proposed pedestrian crossings over Oxford Street in line with proposed changes to the Australian Road Rules.

Our response

Installing more pedestrian crossings will help to make the street safer and improve connections between the two sides of Oxford Street. We have noted the suggestions for more crossings and will look at these more closely as part of the concept design development.

We are also working to refine the design at the Paddington Gates crossing. This intersection is currently proposed to include:

- A bike-only crossing from outside Paddington Gates across Moore Park Road to a centre island and then across Lang Road to the cycleway on the south side of Oxford Street.
- A pedestrian crossing from outside Paddington Gates, across Moore Park Road to a centre island and then across Oxford Street to a centre island on Queen Street and then across Queen Street to the northern side of Oxford Street.

Bike separation and intersection design

What we heard

We received several suggestions to extend the median strip which separates the cycleway from the road so that rider protection could be increased. This would include across T-intersections where the side street is on the northern side. A few suggested bringing the median strip closer to all road intersections, so that drivers approach the bike lane from side streets at a 90-degree angle and therefore at slower speeds.

We also received a few suggestions that separation was not needed, and that a painted lane separation should be used instead. Some people are concerned that the separated cycleway could create hazards and risks to pedestrians.

Some asked whether we could raise the grade of all intersections (similar to City of Sydney improvements at Macleay Street) to integrate the cycleway and footpath through shared areas.

We also heard support for the proposed separated cycleway connection with the Centennial Park cycleway and a question about whether the current centre median strip would be retained.

Our response

We are designing the cycleway in line with the Cycleway Toolbox, which recommends that bike riders should be separated from motorised traffic for the safety of all road users. Research by the City of Melbourne found that 22 percent of people considering riding felt confident about riding on streets without a separated cycleway. However, 83 percent felt confident if the cycleway was separated from road traffic.¹⁵

The current centre-running median strip would be removed, to be replaced with a median separating the cycleway from the vehicle lanes. The median strip would run the entire length of the cycleway, except for intersections and existing driveways, to separate bike riders from traffic.

Providing local connection to the cycleway is an important part of the project. Protecting riders at these intersections will be investigated during the design development process.

¹⁵ Near-Market Research Summary Report, December 2017, City of Melbourne, pages 19-20

Continuous footpaths

What we heard

We heard strong support for the proposed continuous footpaths, and a desire to have them on all side streets and in front of Victoria Barracks. However, we also received comments that the continuous footpath at Underwood Street could increase the safety risk to pedestrians, and a suggestion to educate drivers on what continuous footpaths are and who has right of way.

Our response

We appreciate the support for the continuous footpaths and will look at opportunities to extend them further during the concept design process. Continuous treatments cross over side streets at the same grade as the footpath, creating a visual and physical signal to turning traffic to look out for, and give way to pedestrians. They slow motorists down when they approach the raised footpath and act as a gateway, signaling that motorists are entering a different environment where they are expected to adapt their behaviour. Keeping the footpath at a higher level than the roadway places pedestrians higher up making them more visible. As such, we believe the continuous footpaths proposed as part of the Oxford Street East Cycleway will significantly improve safety for pedestrians.



Shared paths

What we heard

Some suggested a separated cycleway at Paddington Gates, instead of a shared path, to improve pedestrian safety. This reflected concern about the current lack of footpath space at this location, and risks with cars coming in and out of Centennial Park.

We also received suggestions for shared paths at the following locations:

- On the north side of Oxford Street to link Taylor Square and Barcom Avenue. This would provide a connection between the cycleway and Potts Point.
- Along Underwood Street to the 'dog leg' and in front of Juniper Hall.
- At the Oatley Road and Greens Road intersections to allow riders to turn onto the cycleway and avoid traffic queuing at red lights.
- Through the pocket park on Elizabeth Street next to Paddington Public School to encourage children and parents to ride more often. A bicycle parking rack in the park would also be useful.

Our response

We note concern about the proposed shared path in front of Paddington Gates and the suggestion to retain separation between riders and pedestrians at this location. We agree that shared paths are not ideal in constrained areas and are hoping to improve the design at this location during the next phase of design development.

We note the suggestions of shared paths between Taylor Square and Barcom Avenue, in front of Underwood Street, and at the Elizabeth Street pocket park. We will discuss these opportunities with the City of Sydney and Woollahra Councils who are responsible for footpath treatments 'beyond the kerb'.

We propose to remove the shared path between Greens Road and Oatley Road once the cycleway is in place.





Access to properties and side streets

What we heard

We received suggestions for permeable access for riders from the cycleway to local side streets, including Watson Place, Church Place, Ulster Street and Gordon Street. We also received suggestions for signage to warn bike riders and motorists entering and leaving properties and garages along the street.

Our response

It is important that the cycleway can be accessed to and from side streets and other parts of the bike network. We will be including short on and off ramps at key locations to ensure this can happen.

Cycleways have been installed in several busy commercial streets across Sydney, where access to apartments and businesses are common. These use raised intersections, ground markings and other design treatments to allow cars to safely cross the path of bikes at these locations.

Bike parking

What we heard

We received support for bike parking to rejuvenate Oxford Street and suggestions for bike parking at the Elizabeth Street Park.

Our response

We will work with Councils on plans to provide bike parking. There's a lot of evidence (provided elsewhere in this report) that bike parking helps to generate retail income for local businesses.

Urban design

Landscaping and water-sensitive urban design

What we heard

We received several comments about flooding along the route, including near Darlinghurst Road and at Greens Road, and the opportunity to integrate water sensitive urban design to address this problem. Many people suggested garden beds and trees between the cycle path and street; rain gardens at the ends of the bus stops to reduce surface run-off; and greening and planting around the continuous footpaths.

Several people noted the opportunity to landscape the proposed islands at the Paddington Gates intersection to provide shade and reduce surface flooding; and to plant trees and landscaping on the proposed kerb buildouts.

Some suggested removing the dual bus lanes outside the Darlinghurst Courthouse to provide more public open space; and the potential for future public domain upgrades around Taylor Square as part of the cycleway design.

Our response

We agree that there is an opportunity to incorporate landscaping and planting with the cycleway infrastructure. We are looking into this as part of the concept design development particularly for the pedestrian islands, medians strips and island bus stops. A landscape plan would be provided as part of the final concept design.

Quality and amenity of footpaths

What we heard

We received suggestions for more footpath space around the Taylor Square intersection to help slow vehicles down and improve pedestrian safety.

We also received comments about the narrow section of footpath and steep kerb ramp in front of Paddington Post Office and suggestions to improve equitable access for pedestrians, people with prams and wheelchair users. Several comments were received about the poor navigability of Underwood Street for people on foot or with prams and a suggestion to make it a shared zone.

Our response

This project is a 'kerb to kerb' design. However good cycleway design works in conjunction with streetscape improvements. We are working closely with the City of Sydney and Woollahra Council to integrate the design and delivery of the cycleway with their urban realm and capital works programs.

Livability

What we heard

We received numerous comments about the potential for the project to improve livability on Oxford Street. Many felt that Oxford Street should accommodate people, not cars; and the more people ride, the quieter and more friendly the streetscape could become. Reducing (and slowing down) the number of cars and making Oxford Street an inviting place for pedestrians will encourage more people to shop, eat and stay in the area.

Several felt the design should try to convert more road space to pedestrian space to enable more outdoor dining and a better urban space. They suggested that, along with beautification measures, the cycleway could help to create a village type atmosphere drawing more pedestrians to the area to benefit businesses.

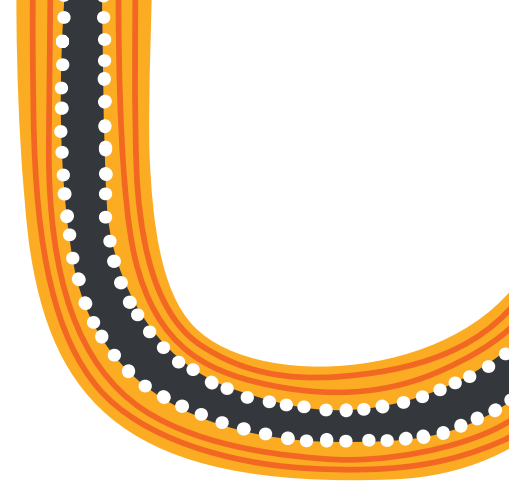
Our response

One of the objectives of the Oxford Street Cycleway is to help enable the rejuvenation of an iconic street. The project will also offer greater choice to those wanting to travel to the area's many shops, services and destinations.





Organisational submissions



Organisational submissions

This section summarises the submissions we received from stakeholder organisations, and our response to each. Many of the issues raised in submissions reflected feedback from the community. As a result, our responses to both forms of feedback are similar.

Overview

Eight written submissions were received from stakeholders in late February and early March 2023 in relation to the planned Oxford Street East cycleway. Five of the eight stakeholders (Better Streets, Bicycle NSW, BIKEast, the City of Sydney and Woollahra Municipal Council) offered varying levels of support for the project; one (Paddington-Darlinghurst Community Group) provided comments; and two (Paddington Chamber of Commerce, and the Paddington Society) expressed concerns.

Woollahra Municipal Council’s submissions drew on feedback from the Oxford Street Working Party, and specific contributions from two Working Party members.

Stakeholder	Support	Comment only	Object
Better Streets	●		
Paddington-Darlinghurst Community Group		●	
Bicycle NSW	●		
BIKEast	●		
City of Sydney	●		
Paddington Chamber of Commerce			●
The Paddington Society			●
Woollahra Municipal Council	●		

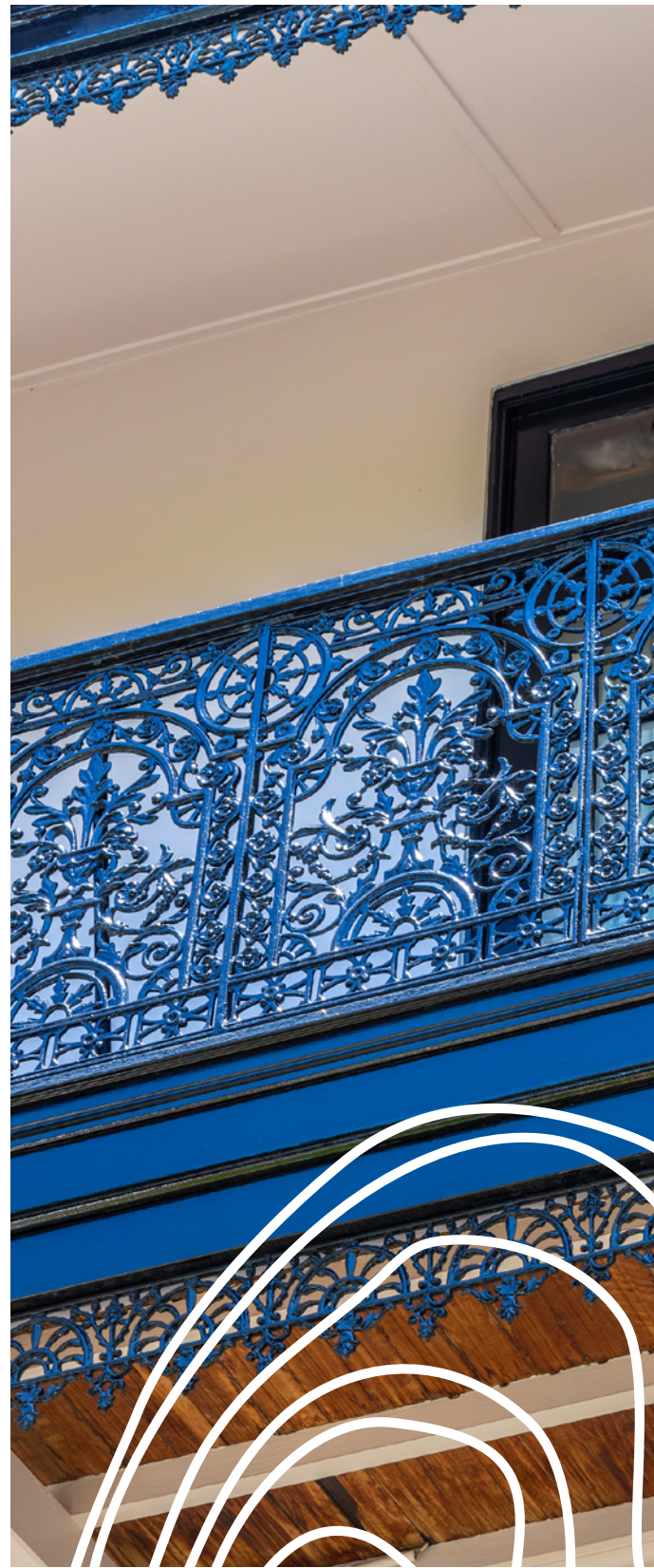
Common areas of support for the planned Oxford Street East cycleway include:

- increasing the safety of bike riders, pedestrians and vehicles alike by having dedicated and separated infrastructure for each
- increasing the use of cycling, walking and public transport over vehicle usage
- enhancing the connection between existing and other planned infrastructure.

Key challenges identified by stakeholders include the:

- plan to change/ ban right hand vehicle turns at selected intersections along Oxford Street
- loss of two lanes of traffic for vehicles along Oxford Street (one in in each direction)
- loss of on-street parking along Oxford Street
- challenges faced by local businesses who may be negatively impacted by the construction and operation of the planned cycleway
- safety of pedestrians while crossing the cycleway to access new island bus stops and travel along Oxford Street
- prioritisation of dedicated cycleways for bike riders over other forms of transport and connections (both for locals and people connecting through Paddington).

Generally, stakeholders indicated their interest in being informed of further updates along with their willingness to participate in further stakeholder engagement activities.



Submission summaries and responses

Better Streets

Summary of feedback

Feedback area	Key points
Level of support	<ul style="list-style-type: none"> Strong support for the implementation of the Oxford Street East cycleway. The construction of a separated cycleway is crucial for completing the route between Bondi Junction, Paddington and the Sydney CBD. The absence of a cycleway puts riders at an unnecessary risk as they are forced to share the road with cars, buses and other vehicles.
Prioritisation of pedestrians	<ul style="list-style-type: none"> Local access for pedestrians and bike riders should be prioritised over through traffic on Oxford Street. The design of the Oxford Street East cycleway and associated allocation of road space must prioritise walking, cycling, and bus travel.
Funding	<ul style="list-style-type: none"> The project has funding to accelerate delivery -so there is no reason to delay.
Discouraging through traffic	<ul style="list-style-type: none"> Many drivers currently use Oxford Street because it is direct, fast, and toll-free. To reduce the use of Oxford Street as a through-route it needs to be made less attractive for drivers by reducing speed limits, traffic lanes, and providing alternative options.
Crossings and foot-paths	<ul style="list-style-type: none"> Increase crossing opportunities and deliver localised footpath widening.
Parking	<ul style="list-style-type: none"> Retain on-street parking except during peak periods and peak directions. Keep parking space removal to a minimum.

Our response

Transport agrees that the Oxford Street East proposal is vital to improve safety for riders but also to encourage a higher uptake of bike riding for both leisure and commuting purposes.

The project was conceived of in the light of the NSW Road User Space Allocation Policy, which prioritises pedestrians in the road space hierarchy. Our project objectives are driving us to ensure the cycleway improves safety for both riders and pedestrians while also maintaining bus service times.

The removal of two lanes of traffic will help to reduce through traffic along Oxford Street, while also enabling people who need to drive to the area to still be able to do so. We will undertake a speed review to test limiting the speed limit once the bike lane is introduced.

The project currently proposes three additional road crossings plus several continuous footpaths and we will review the opportunity to provide more.

Once the cycleway is in place, people will still be able to park on both sides of the street during off-peak hours. Some parking spots may be affected, but we are working hard to keep these impacts to a minimum.



Bicycle NSW

Summary of feedback

Feedback area	Summary
Project support	<p>Bicycle NSW strongly supports the proposed Oxford Street East cycleway as a very significant addition to Sydney’s bike network. They are “delighted” by:</p> <ul style="list-style-type: none"> • the full separation of bike riders from both pedestrians and vehicles • the removal of two vehicle travel lanes to create space for a generous cycleway, widened footpaths and upgraded public realm. • continuous footpath treatments at the junctions of Oxford Street and unsignalised side streets • new turning restrictions from Oxford Street to prioritise bike rider movement.
Strategic need	<p>The proposed cycleway will:</p> <ul style="list-style-type: none"> • fill the missing cycling link between Centennial Park and the also soon to be constructed Oxford Street West cycleway • provide bike riders with a connection along a ridgeline rather than requiring them to ride up hill at times • reflect other state and local government policies and strategies focused on reducing vehicle traffic • promote active transport (walking and cycling) and public transport over private vehicle usage to help achieve climate, health and livability goals as Sydney’s population grows • help ensure Sydney remains a globally competitive city by having dedicated walking, cycling and driving areas • improve amenity and reduce noise and air pollution through the removal of two lanes of traffic.
Intersections	<ul style="list-style-type: none"> • Maximise the safety of every intersection with site-specific design solutions. • Include safe waiting areas for turning bike riders through the incorporation of bike rider turning bays, waiting platforms and by-pass facilities into busier intersections.
Road space allocation	<ul style="list-style-type: none"> • Prioritise pedestrians and bike riders at signalised intersections in line with the Road User Space Allocation Policy and other State and local strategic plans.
Speed limit	<ul style="list-style-type: none"> • Reduce speed limits to 30km/h along Oxford Street and adjacent side streets in line with the Australian and New Zealand Vision Zero goal considered international best practice to reduce traffic-related deaths and injuries.
Lane width	<ul style="list-style-type: none"> • Narrow lanes to no wider than 2.5 metres to encourage safer, more cautious driving and reducing crossing distances to create more space for public use and other upgrades.
Slip lanes	<ul style="list-style-type: none"> • Remove the slip lanes at the junction of Oxford Street and Queen Street.
Network connections	<ul style="list-style-type: none"> • Expand local links into the new cycleway by incorporating short sections of shared bike rider and pedestrian pathways.
Accessibility	<ul style="list-style-type: none"> • Ensure that the new infrastructure is inclusive for all types of mobility devices (cargo bikes, tricycles, wheelchairs etc.) and can help encourage a general growth in cycling. • Ensure equitable access to the kerb to allow safe wheelchair, taxi, rideshare, public transport access for drop-off and pick-up services.

BIKEast

Summary of feedback

Feedback area	Summary
Project support	<p>The proposed Oxford Street East cycleway has the “potential to reposition the street, community, shopping, leisure and entertainment appeal – that was achieved for Crown and Bourke Streets.” Five features that BIKEast fully or partially support include:</p> <ul style="list-style-type: none"> • full separation of bike riders from vehicle traffic and pedestrians • bus stop islands to separate pedestrians and bike riders and enable safer crossings for those walking and cycling • continuous footpath treatments across un-signalised side roads • removal of one eastbound and one westbound lane of traffic • most (not all) proposed turning restrictions from Oxford Street to prioritise bike rider movement.
Rider safety	<p>The design should follow guiding principles that:</p> <ul style="list-style-type: none"> • prioritise the movement of bike riders and pedestrians over vehicles • make it easier and more convenient for bike riders to (safely) use the cycleway • consider how to maximise and improve ‘place’ through shading, landscaping • takes measures to specifically reduces traffic speeds.
Intersections	<p>Concerns with:</p> <ul style="list-style-type: none"> • the importance of intersections and crossings to address safety issue and promote walking and “cycling movement and connectivity” • by-pass and crossing facilities around 3-way intersections. Supports signalised crossings and the inclusion of waiting bays to cater for waiting bike riders and pedestrians and help avoid traffic accidents.
Crossings	<ul style="list-style-type: none"> • Prioritise pedestrian and bike rider priority at intersections and crossings, have dedicated bike rider and pedestrian signals and wait time of no more than 30 seconds as per best practice guidelines.
Bus stops	<ul style="list-style-type: none"> • Opposed to the proposed relocation of the Oatley Road bus stop to alongside the Paddington Town Hall due to the wide existing footpath at this location. • Support the use of island bus stops and recommend extending the boarding platform through to intersection crossings to create a pedestrian and cycling refuge islands.
Shared paths	<ul style="list-style-type: none"> • Recommends the use of shared paths to enhance links between the Oxford Street Cycleway and side streets, lanes and low traffic local streets and, where appropriate.
Lane width	<ul style="list-style-type: none"> • Opposed to increasing car lanes to 3 metres. The project should retain the existing lane widths of 2.5 metres for cars and 3 metres for bus lanes to create more space for pedestrians, bike facilities and other users.
Speed	<ul style="list-style-type: none"> • Reduce the speed limit of vehicles along Oxford Street and adjoining streets to 30 km/h.
Slip lanes	<ul style="list-style-type: none"> • Removing slip and turning lanes to slow down vehicles and improve safety for pedestrians and bike riders at crossing points.
Angled kerbs	<ul style="list-style-type: none"> • Designing angled kerb ways to enable accessibility to and from the cycleway and enhanced connectivity.
Additional thoughts	<p>Additional design recommendations for Underwood Street (pedestrian safety, vehicle speed, cycling facility); and Paddington Gates (safety and congestion, vehicle access, narrow lanes and bike rider refuge bays).</p>

Response to bike groups

We are responding to Bicycle NSW's and BikeEast's submissions together as they raise similar suggestions and issues.

The cycleway is being designed against a range of contemporary best practice street and active transport design standards that will ensure it helps to make Oxford Street a better, safer place for everyone. This includes ensuring the cycleway is accessible for a wide range of riding abilities and micro mobility devices.

The project was conceived of in the light of the NSW Road User Space Allocation Policy, which prioritises pedestrians in the road space hierarchy. Our project objectives are driving us to ensure the cycleway improves safety for both riders and pedestrians while also maintaining bus service times.

The cycleway would be separated for motorised vehicles by a median strip that will extend to intersections to maintain safe separation to the maximum possible extent. There will be angled kerbs and 'off ramps' at key areas to ensure riders can exit to adjoining side streets.

We agree with the need to carefully design intersections to ensure rider and pedestrian safety and deliver connection to the wider bike network. We will be working through this as part of the next phase of the design development process.

We acknowledge the suggestion to reduce traffic lane widths as a means of slowing traffic. The removal of two lanes will help to reduce through traffic along Oxford Street and contribute to improved safety outcomes for everyone. However, we still need to ensure the safety of all road users. For that reason, we are currently proposing to widen the two remaining lanes. We will undertake a speed review to test limiting the speed limit once the bike lane is introduced.

We are investigating the slip lanes on the east and west side of Queen Street to see whether it would be possible to remove them.

We appreciate comments on the intersection design for the Paddington Gates. The strategic design was preliminary, and we will provide further clarity and explanation of developments with the release of the next iteration of the concept design. However, we can confirm this intersection is proposed to include:

- a bike-only crossing from outside Paddington Gates across Moore Park Road to a centre island and then across Lang Road to the cycleway on the south side of Oxford Street.
- a pedestrian crossing from outside Paddington Gates, across Moore Park Road to a centre island and then across Oxford Street to a centre island on Queen Street and then across Queen Street to the northern side of Oxford Street.

We note the suggestions for single lane phases for these crossings and will look more closely at this as the design develops.



Summary of feedback

Feedback area	Summary
Project support	<ul style="list-style-type: none"> The City of Sydney “strongly supports the Oxford Street East cycleway” believing that it will provide an important cycling connection and reduce the “unnecessary risk caused by the need to ride in a mixed traffic environment.”
Prioritise road space	<ul style="list-style-type: none"> The project needs to prioritise local access on Oxford Street for walking, cycling, bus and driving and make the street less attractive for through traffic. Transport, the City of Sydney and Woollahra Council should create a multi modal ‘concept of operations’ to ensure people who currently drive along Oxford Street ‘remode’, ‘reroute’ and ‘retime’ their travel.
Right hand turns	<ul style="list-style-type: none"> Council supports the right-hand turn restriction into Greens Road. Council has comments on the proposed right hand turn restrictions for South Dowling and Oatley Road. Council opposes the right-hand turn restriction into Jersey Road.
Bus stops	<ul style="list-style-type: none"> Proposed changes to bus stops should be approached carefully and in consideration of the needs of the community.
Parking	<ul style="list-style-type: none"> Parking should be retained in bus lanes except in peak period in peak direction to support existing businesses along Oxford Street and provide a buffer between moving vehicles and the footpath.
Footpaths	<ul style="list-style-type: none"> Suggests widening the footpath in a small number of sections while undertaking investigations to explore subsequent phases of place improvement rather than risk delaying the proposed project.
Paddington Markets	<ul style="list-style-type: none"> Suggests engaging with Paddington Markets around their need to load/unload goods on Oxford Street at certain times.

Our response

The project was conceived of in the light of the NSW Road User Space Allocation Policy, which prioritises pedestrians in the road space hierarchy. We note the City of Sydney’s suggestion to encourage drivers to ‘remode, reroute and retime’. Our biggest contribution to this outcome will be through the removal of two lanes of traffic that will help to reduce through-traffic along Oxford Street and contribute to improved place and safety outcomes for everyone. In addition, we are working hard to ensure that current bus service levels are maintained or improved upon, so that drivers are offered a reliable bus alternative in addition to the cycleway.

We note the City of Sydney’s recommendations to retain right hand turns to ensure continued access to local homes, businesses and attractions. We share the view that local access is important. However, we are also mindful that we need to ensure that bus service levels are maintained and would be reluctant to retain right hand turns if that led to longer bus travel times.

We also share that the City of Sydney’s view that the community impacts of bus stop consolidation must be carefully thought through. For Transport, bus passenger requirements, and the need to balance amenity with reliability, are always front of mind.

We agree that the cycleway will make a significant contribution to the place vitality of Oxford Street, and that it requires continued investment by Councils and others to deliver wider place and amenity investments. We would welcome the opportunity to work with the City of Sydney and Woollahra Council to align the cycleway delivery program with Council Capital Works programs, to ensure that those place benefits are delivered for the community.

As stated above, we are exploring a design for a raised section of bike path in front of Paddington Markets to assist traders with loading and unloading. We would like to work with the City of Sydney on proposals to give priority parking to stall holders along this section during market set up times.



Paddington Chamber of Commerce

Summary of feedback

Feedback area	Summary
Project support	The Paddington Chamber of Commerce (PCOC) does not support the cycleway as currently proposed. Based on extensive surveys and site visits of businesses – primarily those on the south side of Oxford Street where it will be located – none were in favour of the proposal as presented.
Data	The PCOC requires data to evaluate the proposal including: <ul style="list-style-type: none"> • numbers of bike riders and vehicle users along Oxford Street East and Moore Park Road • number of bus users (pickups and drop offs) at different bus stops • mapping of existing bike rider movements in and out of Centennial Park • the number of net parking spaces lost • comparisons of data with other installed cycleways in Sydney and their impacts • access of mobility impaired and disabled people to footpaths after parking and bus stops.
Trials	The PCOC proposes: <ul style="list-style-type: none"> • trialing a 40km/hour speed limit across the whole of Oxford Street to improve the safety of bike riders • trialing a formal shared bus and cycling red and green lane • considering tidal lane flow during peak hours.
Consultation	<ul style="list-style-type: none"> • To proceed, the PCOC would like to make its Executive Committee available to meet with Transport. The PCOC could also arrange a Town Hall meeting of members and residents at an appropriate stage of the planning process

Response

We acknowledge that the proposal has prompted a high level of concern among the local business community. We also acknowledge the desire for data to help the businesses understand and assess this proposal. Much of the information requested by PCOC has been outlined in this outcomes report, but to summarise:

- We do not yet have exact details of impacts to parking spaces and will communicate this widely as soon as we do.
- A total of 15,800 people 'tap on and tap off' buses along the whole Oxford Street corridor.
- According to Transport for NSW bike counters, over the past year, on average 744 people a day ride along the route of the proposed cycleway. On weekend days (excluding public holidays), the daily counts exceed 900 bikes.
- A Transport bike counter shows that an average of over 1000 bikes pass in and out of Centennial Park through the Paddington Gates.
- The Transport bike count dashboard provides data for other installed cycleways in Sydney. A search of bike paths (not including pop up cycleways) in the LGAs of Sydney, Waverley and Inner West, shows a 47 per cent increase in cycling over the past 12 months. These bike paths include the Bourke Street, Liverpool Street, King Street, Kent Street and Spring Street cycleways among others.

As outlined above, on-street bus stops would be replaced by island bus stops that would be separated from the footpath by the cycleway. Passengers would access the bus platform via a raised, and clearly marked, pedestrian crossing that aligns with the rear door of the bus. The bus stops would be designed to be compliant with the Disability Standards for Accessible Public Transport (DSPAT).

Bikes are currently permitted to ride in bus lanes but not in 'bus only' lanes. However, there are significant safety risks with mixing these two modes, given the significant size difference between bikes and buses, and the low level of visibility of riders to bus drivers. Road design standards recommend the separation of bikes to ensure the safety of all road users.

We note the Chamber's suggestion of a 40km/h speed restriction. We will undertake a speed review to test limiting the speed limit once the bike lane is introduced.

We would welcome ongoing engagement with the Chamber and would be happy to meet its Executive Committee.

The Paddington Society

Summary of feedback

Feedback area	Summary
Level of support	<ul style="list-style-type: none"> While The Paddington Society supports the promotion of cycling in general it expressed concern with the proposed cycleway.
Pedestrians	<ul style="list-style-type: none"> Pedestrian movement between the north and south sides of Oxford Street should be integrated and increased as much as possible. Pedestrians should be given the highest priority “and be considered ahead of bicycle movements”. Building a cycleway along the pedestrian footpath will danger pedestrians and further inhibit cross movements.
Cycling freeway	<ul style="list-style-type: none"> The proposed will create a cycling freeway along Oxford Street with some commuter bike riders travelling at speeds up to 60 km/h rather than the desirable speed of 30 km/h for both motorists and bike riders.
Right hand turns	<ul style="list-style-type: none"> Restricting vehicle movements from some side streets will “inhibit circulation and often requires vehicle drivers to drive further to reach their destination.”
Areas for improvement	<ul style="list-style-type: none"> Increasing footpath widths to encourage usage by restaurants and cafes for outdoor dining. The incorporation and installation of new pedestrian crossings at some traffic lights which are proposed in the Oxford Street East cycleway (without the remainder of the cycleway being installed). Giving greater consideration to Paddington as a village centre rather than concentrating on cycling.

Response

Transport acknowledges the significant role the Paddington Society has made over the years to preserve the unique character of Paddington. We believe that a cycleway would complement Paddington’s village feel and support the continued rejuvenation of Oxford Street.

The NSW Road User Space Allocation Policy prioritises pedestrians above bike riders. However, contemporary design codes consider pedestrians and bikes holistically. Reallocating space to bikes helps to slow and calm traffic, enabling a safer, more human-scale level environment for pedestrians and delivering wider social and environmental benefits for all.

The project proposes to install three pedestrian crossings plus several continuous footpaths. We have noted the suggestions for more crossings and will look at these more closely as part of the concept design development.

A speed of 30km/h is considered fast for urban riders, with less experienced riders averaging around 20km/h. Ebikes can reach 45km/h. The cycleway will help slow and calm Oxford Street encouraging people to spend time in the area, while also offering non-car alternatives to those who do want to travel through.

We note the concern that right hand turn restrictions could limit access to local places and, as stated elsewhere in this report, are exploring how we might address safety challenges and maintain bus service levels while minimising impacts to local car access.

Paddington-Darlinghurst Community Group

Summary of feedback

Feedback area	Summary
Consultation	<ul style="list-style-type: none"> Appreciate the opportunity to comment on the strategic design for the proposed project. Concern about the interactive Social Pinpoint map which made it difficult to view an overall summary of the proposed changes.
Pedestrian crossings	<p>The Community Group want the safety and amenity of pedestrians to be considered through:</p> <ul style="list-style-type: none"> the installation of dedicated pedestrian crossings on the east side of the Oxford Street and South Dowling Street and Greens Road and Oxford Street intersections automated signaling at all pedestrian crossings on Oxford Street (particularly considering that bike riders and cars already have automated signaling) the widening of pedestrian footpaths and the removal of “shared paths” allowing for pedestrians and bike riders once the proposed cycleway is completed.
Bus stops	<p>To encourage public transport alleviate the use of private vehicles:</p> <ul style="list-style-type: none"> there should be dedicated bus stops along Oxford Street all bus stops along Oxford Street should have shelters to protect people from the weather and make them more obvious to see and use pedestrians need to be able to safely cross the cycleway from footpaths to be able to get to bus stops.
Right hand turns	<p>Oposed to right hand turns at:</p> <ul style="list-style-type: none"> South Dowling Street as this change would increase flow into and along Greens Road Greens Roads as it is needed for residents of Area 15 Oatley Road as it will restrict access to the Eastern Distributor. <p>Three traffic changes have been proposed by the Community Group including:</p> <ul style="list-style-type: none"> enabling a right-hand turn from Flinders Street eastbound into Oxford Street managing left hand turns from Oxford Street turning south into Greens Road and South Dowling Street if bus stops on Oxford Street are relocated removing the temporary Moore Park Road cycleway if the proposed Oxford Street East cycleway is developed..



Response

The project proposes to install three pedestrian crossings plus several continuous footpaths. We have noted the suggestions for more crossings and will look at these more closely as part of the concept design development.

We note the request for signalised pedestrian crossings. Our objective is to remove, slow and calm traffic along Oxford Street to improve pedestrian safety. We would do this by removing two lanes of traffic and giving pedestrians and bikes a higher priority. By changing the street environment in a way, the need for signalised crossings should not be as great, because the whole street would be safer.

We note the suggestion to remove shared paths and the desire to improve footpaths. We will work closely with the City of Sydney and Woollahra Council to integrate the design and delivery of the cycleway with their urban realm and capital works programs.

The project proposes to consolidate bus stops from eight to five and replace on street bus stops with island bus stops, which would be separated from the footpath by the cycleway. Passengers would access the bus platform via a raised, and clearly marked, pedestrian crossing.

We will consult with councils on proposed bus shelter design to ensure consistency with existing design standards and to provide good placemaking outcomes and also with the Transport for NSW Accessible Transport Advisory Committee to ensure it is accessible.

We have heard a high level of concern about right hand turn restrictions and how they could affect access to homes. As a result, we are exploring how we might minimise impacts to local car access while addressing safety challenges and maintaining bus service levels.



Woollahra Municipal Council

Feedback area	Summary
Level of support	<p>Woollahra Council, “supports in principle the strategic design for the Oxford Street East Cycleway.” Key features supported by Council include the:</p> <ul style="list-style-type: none"> • proposed cycleway’s alignment with Council’s Draft Woollahra Active Transport Plan, which supports “the need to invest in safe, accessible and attractive pedestrian paths, crossings, cycleways, bicycle parking and supporting infrastructure.” • three proposed new signalised pedestrian crossings on Oxford Street and the installation of continuous footpaths at all un-signalised intersecting streets along the northern side of Oxford Street. • opportunity to continue working with Transport in a “mutually productive” co-operative manner as the planning process continues and providing direct input through the Council’s membership of the Technical Working Group established by Transport.
Right hand turns	<ul style="list-style-type: none"> • Requests that Transport reviews the right-hand turn restrictions from or into Oxford Street proposed at five major intersections and providing Council with further information and traffic modelling to ascertain the rationale of these right turn restrictions.
Speed limit	<ul style="list-style-type: none"> • Requests the introduction of a reduced speed limit for vehicles along Oxford Street to help improve safety for motorists, bike riders and pedestrians.
Parking	<ul style="list-style-type: none"> • Requests further information on the overall loss or gain of on-street parking along Oxford Street as part of the design process.
Clearways	<ul style="list-style-type: none"> • Requests investigating the reduction in ‘Clearway’ restriction times along both sides of Oxford Street to minimise impact on the available on-street parking.
Urban amenity	<ul style="list-style-type: none"> • Recommends ensuring the design of the streetscape amenity is consistent across both sides of Oxford Street “to enhance the beautification and provide a sense of ‘place’ to the street”. • Recommends Transport provides additional funding (either from State and/or Federal Government) to upgrade and improve the visual amenity of Oxford Street’s streetscape thereby “making it more attractive to businesses, residents and visitors.”
Community engagement	<ul style="list-style-type: none"> • Transport should consider the feedback sought and provided by members of the Oxford Street and Paddington Working Party. • Transport should ensure that ongoing stakeholder engagement is undertaken as part of the development of the concept design and future design stages with Council staff and the Oxford Street & Paddington Working Party. • Transport should hold an open public meeting involving Transport, Council, the City of Sydney, local businesses, the Paddington Chamber of Commerce, the Queen Street West Woollahra Association, residents, schools and cycling groups to address stakeholder concerns.

Response

Transport notes Woollahra Council's in-principle support for the project.

We have heard a high level of concern about proposed right hand turn restrictions and how they could affect access to homes. As a result, we are exploring how we might minimise impacts to local car access while addressing safety challenges and maintaining bus service levels.

The removal of two lanes of traffic will help to reduce through traffic along Oxford Street, while also enabling people who need to drive to the area to still be able to do so. We will undertake a speed review to test limiting the speed limit once the bike lane is introduced.

Clearways are lanes that are dedicated to private vehicles during the peak period. Oxford Street does not have clearways, it has dedicated bus lanes. The westbound bus lane (towards the city) operates during the morning peak period, and the eastbound lane (towards Bondi Junction) operates during the afternoon peak period. This means parking is available on one side of the street during peak times, and on both sides of the street at all other times.

We agree that the cycleway will make a significant contribution to the place vitality of Oxford Street, and that it requires continued investment by Councils and others to deliver wider place and amenity investments. We would welcome the opportunity to work with the City of Sydney and Woollahra Councils to align the cycleway delivery program with Council Capital Works programs, to ensure that those place benefits are delivered for the community.

We also look forward to working with Woollahra Council, the Oxford Street Working Party and other stakeholders during the design development process.



Next steps

The concept design process is ongoing and will conclude in late 2023. Over the coming weeks, this work will provide more detail on parking impacts, turn restrictions, bus stops and access. We will consult further on this by:

- meeting regularly with key stakeholders, and community groups and organisations
- surveying and doorknocking Oxford Street businesses to understand their issues
- attending Paddington Markets to provide information and answer questions
- sending regular updates to residents and businesses in the local area
- updating the online engagement portal to provide updates on the project and opportunities for feedback.

The concept design will be made available for public comment around Quarter 3 this year. At this time, we will also display a Review of Environmental Factors (REF), which is a document that assesses the impacts of the project as part of its approval.

The concept design and REF process, along with a business case that is currently being prepared, will help to determine delivery funding and timeframes.

Appendices

Media coverage

The Sydney Morning Herald

National NSW [Cycling](#)

This was published 4 months ago

City bike lane ‘missing link’ to open this year



[Christopher Harris](#)

January 23, 2023 – 12.00am

KEY POINTS

- The NSW government has promised a new section of cycleway in the city will be built by the end of the year.
- The stretch of cycleway on King Street in the CBD - dubbed the missing link - will stretch three blocks between Pitt and Clarence Streets.
- Concept designs have now been released for public consultation.

The NSW government has promised a new section of cycleway in the city will be built by the end of the year, while another bike lane announced almost two years ago is still in the planning phase.

Active Transport Minister Rob Stokes has released plans for a stretch of cycleway on King Street in the CBD – dubbed the missing link – which will stretch three blocks between Pitt and Clarence streets.

Concept designs have now been released for public consultation and construction is expected to be completed this year.

Another eastern suburbs bike lane planned to run along the southern side of Oxford Street from the Paddington Gates at Centennial Park down to Taylor Square is still in the planning stages, with planning work expected to be completed by the end of this year.

That cycleway, Oxford Street east, will join with another planned cycleway known as Oxford Street west, construction on which will start after the [World Pride](#) festival.

In March 2021, when the Morrison government agreed to fund half the Oxford Street east section of the cycleway, [Transport for NSW said planning was already underway](#).

According to the map of Oxford Street east released by the government on Monday, the bike lane will be on the southern side of Oxford Street, meaning cyclists will have to cross at Taylor Square to continue onto the Oxford Street west bike lane running on the northern side of the road into the city.

Stokes said the two projects were a key part of the city's cycling infrastructure because the King Street cycleway will connect riders from the Anzac Bridge and Sydney Harbour Bridge, while Oxford Street East will connect riders from Bondi and beyond.

"A growing number of riders are using dedicated bike lanes in the CBD, with counters showing more than 50,000 riders using Liverpool Street this month alone, 45 per cent higher than the last," he said.

Sydney Lord Mayor Clover Moore said both King Street and Oxford Street had more crashes than elsewhere in the city.



Lord Mayor Clover Moore says there are more bike crashes on Oxford Street. WOLTER PEETERS

"There are more riders on these routes than anywhere in the city, but there are also more crashes, so it's important we improve the infrastructure to ensure anyone who chooses to ride can do so safely," she said.



The government is taking feedback on the concept designs for the King Street cycleway until February 6 while it will be taking feedback on the proposed cycleway route along Oxford Street until February 28.

The Morning Edition newsletter is our guide to the day's most important and interesting stories, analysis and insights. [Sign up here.](#)





Christopher Harris is an education reporter for the Sydney Morning Herald. Connect via [email](#).

Social media activity

 **Transport for NSW**  23 January · 🌐 ⋮




🔔 Give us your thoughts on our early proposal for Oxford Street East Cycleway. Have your say by Tuesday February 28 🙌



[HTTPS://TFNSW.MYSOCIALPINPOINT.COM.AU/USERS/SIGN_I...](https://tfnsw.mysocialpinpoint.com.au/users/sign_in...) 

Oxford Street East Cycleway Learn more

Have your say 🙌

   84 228 comments 3 shares

Stakeholder submissions

Better Streets

Subject: Oxford Street East cycleway

Date: Thursday, 2 March 2023 at 5:02:51 pm Australian Eastern Daylight Time

From: Better Streets

To: Rachel Fox

You don't often get email from contact@betterstreets.info. [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Dear Rachel Fox,

I am writing to you on behalf of the Better Streets alliance. We strongly advocate for the implementation of the Oxford Street East cycleway. Our top priority is the safety and well-being of pedestrians and bike riders who use this busy route to travel between Bondi Junction, Paddington, Sydney city centre and beyond.

We believe that the construction of the separated cycleway is crucial for completing this route and providing a safe, protected path for riders. Currently, the absence of a cycleway puts riders at an unnecessary risk as they are forced to share the road with cars, buses and other vehicles.

We urge that local access for pedestrians and bike riders be prioritized over through traffic on Oxford Street. The design of the Oxford Street East cycleway and associated allocation of road space must prioritise walking, cycling, and bus travel.

We believe that currently Oxford Street East prioritises vehicle travel over the safety of pedestrians and bike riders (and bus customers accessing bus stops). It is unacceptable that those on foot and bike are exposed to risks as a result of the existing road configuration. Therefore, we call upon TfNSW to redress this imbalance immediately and ensure that the corridor is managed in a manner that prioritises the safety of vulnerable road users.

We understand it has 50:50 federal funding to accelerate delivery - so there is no reason to delay.

We know that many drivers (between 30-50%) currently use Oxford Street because it is direct, fast, and toll-free so it is a convenient through-route. To reduce the use of Oxford Street as a through-route for vehicles, we recommend making it less attractive for drivers through measures such as reducing speed limits and the number of traffic lanes, and providing alternative options.

To create a safe environment for pedestrians and bike riders, we recommend increasing crossing opportunities and delivering localised footpath widening as part of the Oxford Street cycleway project.

We also suggest that on-street parking be retained in the bus lanes except during peak periods and peak directions. While it may be necessary to remove a few parking spaces to make way for the cycleway, we urge that this be kept to a minimum.

In summary Better Streets advocates for the safety and well-being of pedestrians and bike riders, and we strongly believe that the Oxford Street East cycleway is necessary to complete the route and provide a safe, protected path for cyclists.

We urge that local access for pedestrians and bike riders be prioritised over through traffic on Oxford Street, and that the design of the cycleway and associated allocation of road space prioritise the safety of vulnerable road users.

Thank you for your consideration of our suggestions.

Sincerely,

Sara Stace

Stakeholder submissions

Better Streets

Volunteer Director
Better Streets for NSW



betterstreets.info

Better Streets acknowledges the traditional custodians
of the lands on which we live, meet and work, and
pay our respects to Elders past and present and emerging.

Stakeholder submissions

Better Streets

Wednesday, May 31, 2023 at 13:59:07 Australian Eastern Standard Time

Subject: Oxford Street East cycleway

Date: Thursday, 2 March 2023 at 5:02:51 pm Australian Eastern Daylight Time

From: Better Streets

To: Rachel Fox

You don't often get email from contact@betterstreets.info. [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

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Thank you for your consideration of our suggestions.

Sincerely,

Sara Stace

Stakeholder submissions

Paddington-Darlinghurst Community Group

Paddington-Darlinghurst Community Group (incorporating Area 15 parking area)

Convenor Will Mrongovius, [REDACTED]
[REDACTED] [REDACTED]

Tuesday 28 February 2023

To Transport NSW

projects@transport.nsw.gov.au

Re: Oxford St East Cycleway

Thank you for the opportunity to comment on the strategic design for this major project, it is appreciated.

The introduction to this project states

"Building on early work by the City of Sydney, Transport has finalised a high-level strategic design for the cycleway. We are keen to get the thoughts of residents, stakeholders, and businesses on this early proposal to help with the development of a concept design.

Benefits

- **The cycleway would help to rejuvenate Oxford Street.**
- **The cycleway would improve safety.**
- **The cycleway would encourage more people to choose bikes over cars. "**

Our Comments are;

In spite of our best efforts to discover **all** the proposed changes the Interactive map was not found to be very helpful or useful – where was the summary of the proposed changes?

Whilst noting the predicted benefits may improve the amenity of residents living in the surrounding area, the Proposal, as presented, seems to have some major shortcomings in that;

Stakeholder submissions

Paddington-Darlinghurst Community Group

1. The safety and amenity of pedestrians has been either overlooked or ignored.

2. Other traffic changes appear to have been ignored.

Pedestrians

Oxford Street is a major pedestrian thoroughfare, something the Council has tried to encourage. Indeed, the number of pedestrians exceeds the number of cyclists which use Oxford Street. However, it seems, the needs of pedestrians have been overlooked.

Our Community Group would like to ensure the following areas of concern, pertaining to pedestrians, are taken into consideration.

1. Pedestrian crossings- We support the installation of a pedestrian crossing on the East side of intersection South Dowling Street and Oxford Street, as well as on east side of intersection Greens Road and Oxford Street.

2. Automated Signalling- Given that both cyclists and cars have automated signalling, so should pedestrians. Consequently, it is proposed that all pedestrian crossings on Oxford Street should have automated signalling

3. Bus Stops- are very important for pedestrians, especially since the use of public transport alleviates the use of private vehicles.

Our reading of the Interactive map suggests:

- There is no bus stop between Taylor Square and South Dowling Street
- New Bus stop on Oxford Street, just east of South Dowling Street
- New Bus stop on Oxford St just east of Greens Road (appears to be relocated from Glenmore Road)

Is this correct?

It also appears pedestrians are required to cross the cycleway to get to the bus stops. How is it intended this is managed safely?

Will all the bus stops have bus shelters, as this would seem to be a necessary prerequisite to encourage people to use public transport?

Stakeholder submissions

Paddington-Darlinghurst Community Group

4. Footpath widening are supported. It would seem reasonable to assume the existing “shared paths” are removed once the cycleway is completed.

Other Proposed Traffic changes

Northbound from South Dowling Street onto Oxford Street - Proposed restriction for traffic turning from South Dowling Street east into Oxford Street. This will encourage an increased traffic flow in Greens Road. We are opposed to this change

Eastbound from Oxford Street onto Greens Road- Proposed restriction for traffic turning from Oxford Street south into Greens Road. We are opposed to this change as it is needed for residents of Area 15

Eastbound from Oxford Street onto Oatley Road- Proposed restriction for traffic turning from Oxford Street south into Oatley Road. We are opposed to this change as it will restrict access to the Eastern Distributor

Right hand turns from Oxford Street into South Paddington are essential and should be maintained. If not, eastward traffic into South Paddington will ALL have to travel via Moore Park Road. On the many match/event days held in the SFS/SCG/EQ /FOX area this will prove to be very problematical, resulting in considerable congestion.

Traffic Changes proposed by the Community;

The concept design should also address the following

1. Taylor Square- right hand turn from Flinders Street eastbound into Oxford Street - this should be implemented asap - gets traffic off residential South Dowling Street (between Flinders & Oxford Street) and gets traffic off Greens Road. Flinders Street is underutilised
2. Westbound from Oxford Street turning south into south Dowling Street, AND
Westbound from Oxford Street turning south into Greens Road is required.

Stakeholder submissions

Paddington-Darlinghurst Community Group

How will these two left turns be managed given the proximity to the reallocated Bus Stops?

3. Finally, if the Oxford Street East cycleway is implemented the Moore Park Road temporary cycleway must be removed. The current temporary cycleway in Moore Park Road between Driver Ave and Anzac Parade is nothing but a shared footpath and is very dangerous

We look forward to the concept design stage of this proposal.

Regards Will

on behalf of **Paddington-Darlinghurst Community Group**

Stakeholder submissions

Bicycle NSW



Ms Rachel Fox
Communications & Engagement Advisor
Integrated Precincts
Transport for NSW

projects@transport.nsw.gov.au
rachel.fox@transport.nsw.gov.au

28th February 2023

Dear Rachel,

Re: Oxford Street East Cycleway

Thank you for the opportunity to feedback on concept designs for a two-way separated cycleway on the south side of Oxford Street between Paddington Gates and Flinders Street.

Bicycle NSW has been the peak bicycle advocacy group in NSW for forty-seven years, and has more than 30 affiliated local Bicycle User Groups. Our mission is to 'create a better environment for all bicycle riders', be they 8 or 80. We support active transport in all its forms. Safe space for walking and cycling is an innate human right and a vital civilizing influence.

Bicycle NSW strongly supports the proposal to construct a high-quality separated facility on this section of Oxford Street. The Oxford Street East Cycleway is a very significant addition to Sydney's bike network.

We thank Transport for NSW and Minister Stokes' team in the Cities and Active Transport Division for progressing the project. The Bicycle User Groups appreciate the early engagement in November 2022 and we look forward to an opportunity to review more detailed plans very soon.

Bicycle NSW is delighted by the following features of the project:

- the full separation of bike riders from both pedestrians and vehicles
- the removal of two vehicle travel lanes to create space for a generous cycleway, widened footpaths and upgraded public realm.
- continuous footpath treatments at the junctions of Oxford Street and unsignalised side streets
- new turning restrictions from Oxford Street to prioritise cyclist movement

However certain aspects of the cycleway have not been adequately resolved, and important features of best-practice active transport infrastructure are not included in the concept design. We use this submission to outline a series of recommendations to inform the next stage of the design work.

We would like to thank members of BIKEast, an affiliated Bicycle User Group in the Eastern Suburbs, for their valuable efforts over many years to advocate for better conditions for active travel. We align with their [detailed feedback](#) on the preliminary design for the Oxford Street East Cycleway and amplify all their concerns and suggestions. As local bike riders who use the corridor every day, BIKEast members must be consulted very closely throughout the development of the detailed design for the cycleway.

(02) 9704 0800 | info@bicyclensw.org.au | www.bicyclensw.org.au
Gadigal Country, Tower 2, Level 20, 201 Sussex Street, Sydney NSW 2000
ABN 26 511 801 801

Stakeholder submissions

Bicycle NSW



The strategic need

Bicycle NSW has long advocated for a cycleway along Oxford Street to create a continuous and safe active transport corridor between Bondi Junction and Sydney's CBD. The Oxford Street East cycleway will fill the missing link between the Bondi Junction and Centennial Park facilities, both recently completed, and the Oxford Street West Cycleway, which will be under construction by City of Sydney very soon.

This route will pass shops, offices, schools and St. Vincent's Hospital, everyday destinations for thousands of residents. We appreciate that the Oxford St cycleway will replace the pop-up along Moore Park Road, but this offers increased opportunities to activate local shops and improve the urban amenity of Paddington. It will provide riders with a connection along a ridgeline instead of requiring them to ride up-hill to connect to city destinations.

Our [submission for the Oxford Street West](#) facility highlights how Oxford Street was identified as a priority route for the regional cycling network decades ago but has been left as a high-traffic on-road route, suitable only for 'strong and fearless' cyclists, for far too long. Transport for NSW publishes data on crashes and the severity of injuries. It is clear from the extracts from the Centre for Road Safety Crash Map (Figure 1), which locates crashes from 2017-2021, that Oxford Street has a high incidence of crashes resulting in serious injuries

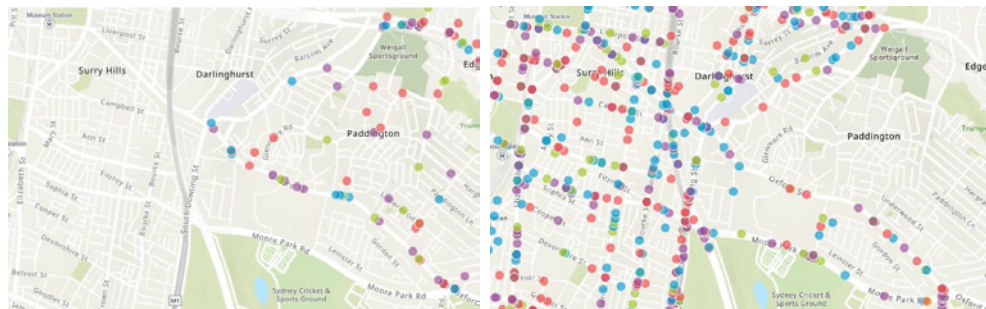


Figure 1: Data from City of Sydney and Woollahra showing serious crashes on Oxford St between Centennial Park and Hyde Park (Note that the boundary between the two LGAs lies on Oxford St so data must be combined) (Source: Transport for NSW)

The proposal for a dedicated separated cycleway on Oxford Street reflects a raft of recent state and local government policies and strategies that aim to rebalance our roads and reduce vehicle traffic in Sydney. These include the new Future Transport Strategyⁱ which deeply embeds movement-and-place thinking and promises to support car-free mobility and urban vitality. As the new Minister for Infrastructure, Cities and Active Transport, Rob Stokes MP, set out in a recent speechⁱⁱ, active travel projects that stitch the suburbs together and enable people to get around without a car are now a major focus for the NSW Government.

The best projects are underpinned by a fundamental action – the **reallocation of road space** away from private cars. Streets provide around 80% of public spaces in any cityⁱⁱⁱ but they are dominated by the movement and storage of cars. It is only by rethinking the use of our streets that space can be created for people, culture, greenery and sustainable mobility. This mission is supported by Transport for NSW's Road User Space Allocation Policy^{iv}, which establishes a hierarchy that considers pedestrians first and private cars last.

Reallocating road space to active modes begins to address the unsustainable and inequitable nature of the current transport system. The road between the kerbs can no longer be the unchallenged domain of private cars, with wide vehicle lanes and ample parking that encourage car travel and unsafe speeds. A modal shift

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Stakeholder submissions

Bicycle NSW



to walking, cycling and public transport is essential to achieve climate, health and liveability goals as Sydney's population grows.

It is essential to provide very high quality walking and cycling environments to maintain global competitiveness and reputation. We are encouraged that Transport for NSW is following City of Sydney's lead and delivering a separated bicycle path rather than the shared paths found in many LGAs. Shared paths are not suitable for areas with high pedestrian and cycling activity and will not lead to an acceptable level of amenity and safety for either walkers or riders, with conflict occurring between different users.

Removing two general travel lanes on Oxford Street to accommodate a full-width bicycle path with a safe buffer, new trees and generous footpaths will dramatically improve amenity and reduce noise and air pollution. As Lord Mayor Clover Moore sets out in **Sustainable Sydney 2030—2050 Continuing the Vision**, the reconfiguration of streets does not only achieve transport objectives. Projects that reduce space for cars are significant urban design proposals with a vision to deliver quieter, calmer, leafier streets that benefit every resident and visitor in Paddington.

Recommendations for the development of detailed designs:

Maximise the safety of every intersection

Each intersection requires careful site-specific design solutions. This should include features such as tight turning radii, kerb extensions, well-located angled ramps, refuges for pedestrians and cyclists, continuous footpaths at unsignalised junctions and ramped raised tables at signalised intersections. These interventions will slow cars and improve safety. Bicycle paths must continue across all crossings so people riding bikes are not required to dismount.

Bicycle NSW is particularly keen to interrogate the designs for the diagonal crossing at the intersection with Flinders Street and looks forward to close consultation to ensure the best possible outcomes for bike riders and pedestrians.

Prioritise pedestrians and cyclists at signalised intersections

Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle. In line with the Road User Space Allocation Policy and other State and local strategies, small delays to vehicle traffic should never prevent the delivery of safer, more efficient and more attractive active transport infrastructure.

[Best practice guidance](#) recommends pedestrian wait times in urban activity areas should be no longer than 30 seconds. Crossing times must allow pedestrians of all ages and abilities to cross safely and without stress.

Signals should have induction loop detectors for bicycles/wheelchairs/mobility scooters and fully accessible push buttons on both sides of the crossing. Automatic green for pedestrians/bicycles should be standard at most signalised intersections so there is no need to press a 'beg button'

Include safe waiting areas for turning cyclists

The concept design does not indicate that any space will be allocated for bike riders waiting to cross over from the cycleway to link with a local street on the opposite side of Oxford Street. Waiting cyclists will potentially impede the movement of through-cyclists and conflict with pedestrians at crossings.

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Stakeholder submissions

Bicycle NSW



Cyclist turning bays, waiting platforms and by-pass facilities should be incorporated into busier intersections.

Construct bus stop 'islands' to separate pedestrians and cyclists

Floating bus stops allow people to board buses away from the cycleways reducing conflict and improving safety. We agree with Bike East that bus stops should be close to key intersections so islands can extend to form refuges for pedestrians and cyclists waiting to cross Oxford Street.

Reduce speed limits to 30km/h along Oxford Street and adjacent side streets

The Vision Zero goal of lowering speed limits to 30 km/h on residential streets and around schools and town centres is considered international best practice and is gaining momentum in Australian and New Zealand. This approach includes pedestrian zones, physical separation between bicycle and car traffic, data-based traffic enforcement and behaviour-change education^{vi}. The British Medical Journal^{vii} found that the use of 20mph (32kph) over a twenty-year period from 1986–2006 significantly improved road safety for users of all transport modes and ages.

The rate of children under 15 years old being killed and seriously injured dropped by 50% in areas where the speed limit is reduced to 20mph (32kph). Most Australians already support lowering speed limits in neighbourhoods^{viii}. Acceptance usually increases after implementation, as has been the case in countries like the UK and Germany. Several 30km/h trials run in Melbourne and New Zealand before 2020 have been successful. Popularity increased further after people experienced the benefits^x. The UN resolution of August 2020^x urged all countries to adopt 30 km/h limits in areas where people are walking and playing.

It is noted in the [draft Woollahra Active Transport Plan](#) that councillors are reluctant to adopt any move to a lower speed zone without 'trailing' a single area for a period. However, staggered trials will delay the adoption of lower speed limits and Bicycle NSW agrees with BIKEast that phased introduction of 30 km/h zones is unnecessary. There is sufficient evidence from Australia and overseas that low speed environments improve safety and amenity.

Narrow lanes to further reinforce slow driving speeds

It is noted that the project team will 'look at more closely' at future lane widths as part of the detailed design phase. We do not support the widening of lanes as suggested – this will increase the speed at which vehicles feel comfortable moving through Oxford Street. Lanes must remain as narrow as possible to encourage safer, more cautious driving, reduce crossing distances and create much-needed space for public realm upgrades.

We recommend leaving vehicle lanes widths at 2.5m and not increasing bus lanes beyond 3m.

Remove slip lanes at junction of Queen Street

The Committee for Sydney has written [an excellent report](#) highlighting how slip lanes prevent Sydney's high streets from thriving. They bring fast-moving traffic too close to pedestrians and prevent footpath widening. Slip lanes allows vehicles to turn unimpeded at speed – exactly what is not wanted in a low-speed, high-amenity environment.

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Stakeholder submissions

Bicycle NSW



Expand local links into the new cycleway

Short sections of shared path are required to provide local access to key destinations on sides streets and the opposite side of Oxford Street. BIKEast has drawn on intimate knowledge of desire lines and movement patterns in the area to make several recommendations for expanding the network of shared paths.

Ensure that new cycle and walking infrastructure is inclusive

The cycleway need to accommodate all types of bikes and mobility devices, including cargo bikes, tricycles, hand-cycles, recumbents and wheelchair scooters. It is important to consider turning radius, dropped kerbs, ramps and the design of modal filters to ensure that non-standard bikes not excluded from the network.

Cargo bikes will increasingly be used for deliveries and have huge potential to play a key role in a sustainable transport system. Non-standard bikes such as hand-cycles, recumbents and wheelchair bikes offer disabled people independent mobility but are a rare sight on urban streets due to barriers caused by poor urban design. Any measures enabling cycling by disabled people will support a growth in cycling by novice cyclists, children and older people, and improve conditions for those using mobility scooters^{xi}.

Ensure equitable access to the kerb

It is important that the bus platforms are generous enough to allow passengers in wheelchairs to safely negotiate the crossing of the bicycle path. The use of the platforms for taxis to pick-up and drop-off (PUDO) passengers and for vehicles making deliveries must also be considered. If the bicycle path hinders access to the kerb, then dedicated zones in the side streets must be allocated for taxis, ride share, disabled parking. Time-of-day variations to the availability of the kerb for different uses would further improve efficiency.

Conclusion

Sydney is at a tipping point. There has never been a better time to build infrastructure for bike riding and active transport. We are very excited by the prospect of an uninterrupted cycleway from Bondi Junction to the centre of Sydney and beyond, and we look forward to riding the route in the very near future!

We look forward to receiving detailed drawings for the project in due course so we can comment further on path widths, landscaping and intersection design.

Yours faithfully,

A handwritten signature in black ink that reads "Sarah Bickford".

Sarah Bickford

Active Transport Planner
Bicycle NSW

A handwritten signature in black ink that reads "P. McLean".

Peter McLean

Chief Executive Officer
Bicycle NSW

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Stakeholder submissions

Bicycle NSW



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- ⁱ Transport for NSW. 2022. Future Transport Strategy. <https://future.transport.nsw.gov.au/documents/future-transport-strategy>
- ⁱⁱ Stokes, Rob. 2022, Feb 10. Footpaths and cycleways are an act of democracy – ask Steph. Fifth Estate. <https://thefifthestate.com.au/urbanism/planning/footpaths-and-cycleways-are-an-act-of-democracy-ask-steph/>
- ⁱⁱⁱ Arup. ND. Streets: the best use of public space? <https://www.arup.com/perspectives/streets-the-best-use-of-public-space>
- ^{iv} NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf
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Stakeholder submissions

BIKEast



Representing the community's interests in getting around on bikes in Sydney's eastern suburbs

Submission - Oxford Street East Cycleway Project

Dear Project Team - projects@transport.nsw.gov.au,

Thank you for the opportunity to comment on the [Oxford Street East Cycleway Project](#).

This submission utilises the collective wisdom of BIKEast members who are familiar with these locations and the need for improved infrastructure. Input to this submission includes the expertise of several specialist technical consultants who are part of BIKEast's membership.

This submission builds on comments within a [prior BIKEast submission that included this project provided to Woollahra Municipal Council in December 2022](#), related to the broader Woollahra Council Active Transport Plan.

Overall Support

BIKEast strongly supports the concept of a separated bi-directional cycleway from Taylor Square through to the Queen Street intersection.

The Oxford Street cycleway has potential to reposition the street, community, shopping, leisure and entertainment appeal – that was achieved for Crown and Bourke Streets.

Features we support include:

- Full separation of cyclists from vehicle traffic and pedestrians
- Bus stop islands to separate pedestrians and cyclists and enable safer crossings for those walking and riding
- Continuous footpath treatments across un-signalised side roads
- Removal of one eastbound and one westbound lane of traffic
- Most (not all) proposed turning restrictions from Oxford Street to prioritise cyclist movement

We know that when designers incorporate measures to increase cyclist safety and comfort, cycling becomes an attractive mode of transport and achieves mode shift. In this respect we would recommend that designers follow the following guiding principles:

- Advantage and prioritise pedestrian and cyclist movement as opposed to favouring and incentivising vehicle movement
- Provide mindful conveniences for travelling by bike eg. traffic buttons positioned within easy reach at crossings and intersections, signal priorities and phasing, angled ramps, safe waiting areas for turning cyclists
- Always seek opportunities to reallocate road space to benefit pedestrians, cyclists, provide landscaping, shade and features that enhance a 'place'
- Maximise permeable local links to the Oxford Street Cycleway
- Employ a range of design measures to reduce traffic speed

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BIKEast Submission: Oxford Street East Cycleway project - February 2023

Areas of Concern

BIKEast have the following broad concerns where we wish to see further design work and development:

- The Importance of Intersections and Crossings
- By-pass and crossing facilities around intersections and crossings
- Pedestrian and Cyclist priority at intersections and crossings
- New bus stop locations
- Facility design around bus stops
- Local links to the Oxford Street Cycleway
- Lane widths for cars and buses
- Designing for a low speed street environment
- Slip Lanes and Single Purpose Turning Lanes
- Kerb ramps for cyclists

The rationale for our concerns and ideas and input to improve issues are explored through the remainder of this submission.

The Importance of Intersections and Crossings

Intersections are a critical area for pedestrian and cyclist safety. [Intersections are where the majority of pedestrian and cyclist deaths and serious accidents occur](#). BIKEast request the project team incorporate crossing design features that prioritise pedestrians and cyclists.

- Better designed intersections and crossings address safety issues and promote walking and cycling movement and connectivity.
- This is an area of concern we wish the project team to pay specific attention to and where we believe more work needs to be done.

By-pass and crossing facilities around 3-way intersections / signalised crossings

It is important for cyclists to comfortably and safely exit the cycleway at intersections and crossings without conflicting with other cyclists and pedestrians. The current concept design around intersections present conflict issues because there is no allocation of space or consideration of waiting cyclists who are crossing over from the cycleway to link with a local street on the opposite side. Waiting cyclists will potentially impede the movement of through-cyclists using the cycleway at crossing areas and conflict with pedestrians using a controlled crossing.

BIKEast wish to see the design of a suitable solution for cyclists turning north from the cycleway at the following intersection and crossing points:

- Jersey Road T-Intersection
- Paddington School Crossing
- Oatley Road and Ormond Street Intersection
- Young Street T-Intersection
- Glenmore Road T-Intersection

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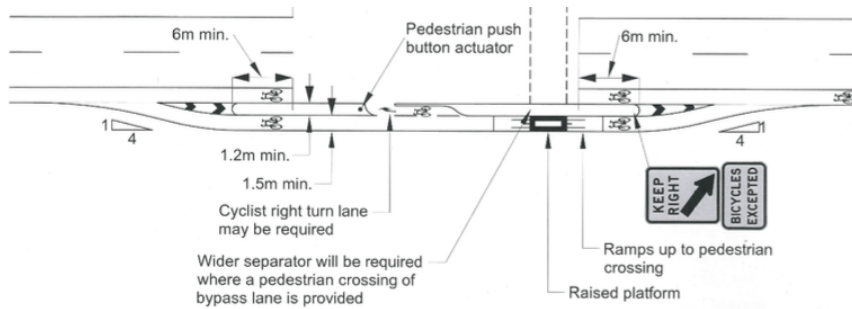


BIKEast Submission: Oxford Street East Cycleway project - February 2023

- Verona Street Crossing
- South Dowling Street Intersection
- Darlinghurst Road T-Intersection

BIKEast recommends the inclusion of cyclist turning bays, waiting platforms and by-pass facilities to make crossing the road safer for cyclists and help to avoid conflict with pedestrians.

The figure below from Austroads Guide to Road Design Part 4 - figure B-15 on Page 142 - illustrates a 'cyclist bypass lane at a signalised T-intersection' (shown here used on a one-way paired cycleway).



Refuges for turning cyclists could also be achieved through the adaption and extension of the bus island platform positioned adjacent to crossing areas. In other areas (without a bus stop) a wider separated median platform could be designed as a waiting platform. This would be a compact solution without the need to provide a bypass or waiting lane for turning cyclists.

Using the median barrier of the cycleway as an adapted refuge waiting area provides a number of safety and priority benefits for people walking and riding:

- Reduces the distance for pedestrians and cyclists to cross the road
- The platform area slows turning traffic as it tightens the corner turning radii for vehicles
- Pedestrians and cyclists are positioned firmly within the driver's view

Pedestrian / Cyclist priority at intersections and crossings

Controlled intersections that prioritise car movement are a barrier to walking and cyclist movement and make crossing areas risky. Long wait times to cross a street is unsafe, as it leads to people crossing against the signals. Vehicle priority signalling and long signal phases are in opposition to the values and design principles of 'place'.

We wish to see the following design features implemented at signalised crossings:

- Tight turning radii, kerb extensions, continuous footpaths and refuges for pedestrians and cyclists
- Absolute minimal crossing distances connecting footpaths and cycling facilities
- Give pedestrians and cyclists priority at intersections and provide dedicated signal phases for pedestrians and cyclists
- Signal timing should minimise pedestrian crossing delay - signal cycles should be short - this prioritises crossing opportunities for people riding or travelling on foot

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- [Best practice guidance](#) recommends pedestrian wait times in urban activity areas should be no longer than 30 seconds
- Review current signal phasing policies which heavily favour motor vehicle traffic and disadvantage bicycle traffic. Current signal timing for bicycles is based on pedestrian user characteristics that reduces the level of service for bicycle users. We suggest signal engineers study bicycle signalling policies and procedures currently in use in major European cycling countries.
- Traffic light buttons positioned within easy convenient reach for cyclists
- Ramped raised table signalised intersections are a design solution where there are specific space constraints or at busy junction areas for those walking and riding - in this respect the Oatley Road intersection is a strong candidate for a raised table design - this is a busy pedestrian 'crossroads' area (post office, library, town hall, bus stop) and a congested gateway area for the Sydney Football Stadium and events at the Paddington town hall and Paddington RSL

New bus stop locations

BIKEast are in favour of the following new bus stop locations:

- Adjacent to the Jersey Road T-intersection and crossing
- Adjacent to the Telstra building and Newcombe Street
- Near the Greens Road corner
- Near the South Dowling Street corner

BIKEast favour locations positioned closeby to intersection crossings because this provides design options to make safer conditions for pedestrians and potentially cyclists to cross over Oxford Street. We comment on these design options separately in this submission.

For this reason we do not support the relocation of the Oatley Road bus stop to the proposed location alongside the Paddington Town Hall. The current bus stop location is superior due to wide existing footpath at this location, the greater scope to design safer conditions for pedestrians and cyclists to cross over Oxford Street and options to improve connectivity between North and South Paddington at this intersection. We comment on these design options for the current Oatley Road bus stop separately in this submission.

Facility design around bus stops

BIKEast strongly support the design principle of Bus Stop Islands for this project. This solution appropriately provides separation of cyclists and pedestrians along the cycleway.

BIKEast see bus stop islands as an opportunity to extend the boarding platform through to the intersection crossings to create a pedestrian and cycling refuge island.

In this way the bus islands are providing a multi-use safe and comfortable solution that provides for bus passengers boarding buses as well as pedestrians and cyclists crossing the road.

BIKEast wish to see this idea developed for the following bus stop locations:

- Jersey Road T-Intersection bus stop
- Oatley Road and Ormond Street Intersection bus stop (ie. current bus stop location)
- Greens Road Intersection bus stop
- South Dowling Street Intersection bus stop

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Local links to the Oxford Street Cycleway

Links and connectivity with quiet and side streets, lanes and low traffic local streets that are adjacent to the cycleway are important connectivity opportunities. These can be made feasible with selective sections of shared paths. Shared paths will enhance the rideable network for all potential riders. In some cases this will require additional features to help avoid pedestrian and cyclist conflict and keep riders safe from moving traffic.

BIKEast wish to see the following shared path facilities designed to connect to the cycleway:

- All intersection corner footpaths - with ramping onto side roads - similar to existing facilities provided on the corner of Oxford Street and Greens Road
- All pocket parks and reserves that connect to the cycleway along the southern boundary of Oxford Street - including at Ulster Street/Church Place Reserve, the Strong Memorial Reserve (Elizabeth Street), Newcombe Street Reserve, the Regent Street Reserve
- Short sections of shared paths adjacent to signalised crossing facilities on both sides of Oxford Street to provide access to the Cycleway at the following locations:
 - Elizabeth Street/Strong Memorial Reserve
 - Oatley Rd/Ormond Street/Underwood Street
 - Young Street/Brodie Street
 - Verona Street/Comber Street

BIKEast sees further opportunities to take advantage of the width of the carriageway and footpath areas from Three Saints Square to Taylor Square along the northern boundary of Oxford Street. Shared path facilities along this section will make riding in and around the university and health institutions more direct and convenient:

- A shared path in front of the law courts
- A shared path in front of the University of Notre Dame
- A shared path around the St Vincents Hospital campus area - including Three Saints Square

Lane widths for cars and buses

BIKEast request that current 2.5m lane widths are retained along Oxford Street and that bus lanes are no wider than 3m. BIKEast is especially opposed to increasing the car traffic lane width to 3m - a significant increase of 0.5m. It is noted that the project team will 'look at more closely' the matter of lane widths as part of the concept design phase. We are aware the professional judgement provides scope to apply discretionary lane widths on Sydney roads. We believe such discretion needs to be applied to Oxford Street. Please consider our comments that follow in this regard.

Reducing lane width provides a number of key benefits to a pedestrian-oriented street such as Oxford Street:

- Narrow traffic lanes slows traffic, reduces the severity of crashes and creates a safer more appealing street environment
- Narrow lanes provide opportunities to provide more pedestrian space and space for cycling facilities
- Shortens crossing distances
- Narrow carriageways reduce the amount of storm water management (as there are reduced impervious surfaces)

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- They are less expensive to build and maintain

For these reasons increasingly AU and NZ transport agencies are recommending narrow lane width in cities. [Innovative transport designers](#) are recognising that the total width of the carriageway should be taken into account - including parking widths. Lane width should be considered within the overall assemblage of the street. Total carriageway width (parking, bus lanes, car lanes) can often be a more instructive concept than individual lane width.

Specifically we wish to see the following design limits applied to traffic lanes on Oxford Street:

- Retain the current 2.5m lane widths for cars
- Implement a 3m lane width for buses
- Redeploy road space to increase space for pedestrians, cycling facilities and other users and uses

Designing for a low speed environment that emphasises 'place'

Oxford Street and Paddington is one of Sydney's premier retail and dining destinations. It is a very high area for pedestrian activity and one of the busiest routes for cyclists in Sydney. Either side of Oxford Street are high pedestrian activity 40km/h speed zone streets.

There is a [draft proposal from Woollahra Council](#) to introduce a high pedestrian activity 30km/h speed zone along Paddington streets adjacent to Oxford Street. We believe the provision of a separated cycleway - with the associated improvement to place, pedestrian and public transport infrastructure provide the perfect opportunity to design Oxford Street as a low speed 30km/h speed zone area and extend this to closely adjoining streets.

The rationale for a lower speed limit is:

- A safer more comfortable 'people first' environment
- Further raises the attractiveness and appeal of Oxford Street as a shopping district
- Improves the safety environment for pedestrians and cyclists especially around intersections, crossings and public transport infrastructure
- Reduces traffic noise and air pollution
- Enhances the place values of Oxford Street and Paddington
- Provides opportunities for landscaping and greening the street
- Traffic lane width can be minimised - in turn creating opportunities for more space for other users

BIKEast wish to see incorporated the suggested design features outlined in the submission that are known to calm traffic and prioritise place values and conditions for walking and cycling - including:

- Narrow lane widths (2.5m for cars, 3m for buses)
- Tight intersection radii
- Removal of slip lanes and single purpose turning lanes
- Short signal phases ie. 30secs
- Ramped raised table crossings and raised table intersections
- Continuous footpaths
- Design minimal crossing distances at intersections
- Corner safety islands at intersections

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- Bus stop islands also designed as safe crossing refuges at intersections and crossings for pedestrians and cyclists
- Priority signalling for pedestrians and cyclists
- Zone Oxford Street and adjacent local streets as a 30km/h precinct

There is noted support from the business community of Paddington and Oxford Street to create a low speed street environment and to implement a 30km/h zone for all of Oxford Street and adjacent side streets.

Slip Lanes and Single Purpose Turning Lanes

Slip lanes and single purpose left turning lanes encourage traffic speed and make intersection corners a risky and unsafe collision point for pedestrians and cyclists.

Removing slip lanes and turning lanes is recommended design practice in high pedestrian areas to slow down vehicles and provide improved safety for pedestrians and cyclists at crossing points - where the majority of pedestrian and cyclist accidents occur.

The [Transport for NSW Cycleway Design Toolbox](#) recommends the removal of slip lanes and turning lanes. The same recommendation is made by [Committee for Sydney Reclaiming Sydney's High Streets](#) and the [Auckland Transport Design Guide](#).

In addition to removing slip lanes, we wish to see these additional design features that will provide more pedestrian space and make intersection corners safer:

- Ramped raised table level crossings, continuous footpaths and ramped raised table intersections
- Tightening the kerb radii
- Signalled turning for vehicles turning across oncoming traffic
- Corner safety islands that provide more visibility for pedestrians and cyclists at crossings
- Narrower lanes
- Direct and visible pedestrian and cyclist crossings that follow desire lines

Specifically we wish to see the following slip lanes and single purpose turning lanes removed:

- Slip lane from Oxford street left into Queen Street
- Slip lane from Queen Street turning left into Oxford Street
- Single purpose turning lane - Lang Road turning left into Oxford Street
- Single purpose turning lane - Moore Park Road into Lang Road
- Single purpose turning lane - Moore Park Road into Cook Road

Kerb ramps for cyclists

Angled kerb ramps should be designed to enable accessibility to and from the cycleway providing easy connectivity onto adjacent reserves, shared path areas and entry/exit connectivity with side roads. Kerb ramps prioritise cyclist movement, improve connectivity to local streets and enhance the appeal of the overall cycling network - all of which makes cycling a more attractive alternative mode of transport.

BIKEast recommends angled kerb ramps at the following locations:

- All intersection corner footpaths - with ramping onto side roads and cross streets that prioritise movement and avoid signal delays - similar to existing ramp facility provided on the

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corner of Oxford Street and Greens Road and at the intersection of William and Park Streets in East Sydney

- Ramps to all pocket parks and reserves that connect to the cycleway along the southern boundary of Oxford Street - including at Ulster Street/Church Place Reserve, the Strong Memorial Reserve (Elizabeth Street), Newcombe Street Reserve, the Regent Street Reserve

BIKEast request that angular kerb ramps are designed with the following considerations:

- Ramps that accommodate comfortably a variety of mobility types including cargo bikes and tri-shaws
- Ramps designed without a prominent gutter 'lip' - to allow smooth movement that is especially important for younger and less confident riders

Photo: illustrating angled ramping and shared path facilities prioritising cyclist movement at Green Road:



Single Purpose Turning Lane and Right Turn Restriction - from Oxford Street to Jersey Road

BIKEast strongly supports the need to remove the single purpose right turn lane from Oxford Street into Jersey Road. The carriageway space at this location requires reallocation to accommodate the cycleway and the new bus stop location.

BIKEast note several opportunities for drivers to access North Paddington streets. For example there are right turn unsignalised opportunities to turn from Oxford Street into Wallis Street, George Street and Elizabeth Street. Both the Wallis Street right turn and Elizabeth Street right turn are unrestricted.

It is noted that the term 'restricted' is used and not 'closure'. This would appear to indicate that drivers will only be restricted to turn into Jersey Road during morning peak hour times.

This proposed restriction presents a very minimal inconvenience to drivers in our view.

Additional location specific issues

BIKEast request the project team develop suitable design solutions for congested areas that lack sufficient safe and comfortable space to accommodate pedestrians and cyclists.

Underwood Street

Underwood Street is an important gateway street for Paddington. BIKEast notes and welcomes the proposed continuous footpath treatment along the Oxford Street crossing of Underwood Street.

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However, BIKEast have the following remaining concerns:

- Footpaths on either side of Underwood Street remain unacceptably narrow at 1.5m - with lighting poles that reduce the footpath width to only 1m
- The speed of turning traffic from Oxford Street is a safety risk for pedestrians
- There are is no cycling facility proposed to allow riders safe access to Underwood Street from the separated cycleway without mixing with vehicle traffic

In addition to the continuous footpath treatment, BIKEast wish to see the following measures developed to improve pedestrian and cyclist safety:

- A level shared zone treatment for Underwood Street that extends from the Oxford Street crossing
- Threshold, texture and colour treatments designed to increase awareness and adjust behaviour of all road users and indicate the shared use of the street
- Narrower street entrance to Underwood Street (<3.0m) and kerb extensions
- Bicycle insignias painted centrally on the roadway to indicate priority for people cycling
- Reallocate road space to create wider footpaths

Paddington Gates

The corner footpath area outside Paddington Gates is an uncomfortable, unsafe congested area for pedestrians and cyclists. This is a significant conflict point where pedestrians, cyclists and vehicle traffic converge. The bollards positioned on the footpath area pose significant challenges for converging pedestrians and cyclists to negotiate.

BIKEast note the following proposed design features:

- The kerb realignment on the corner of Parkes Road, Moore Park Road and Lang Road
- The shared path outside of the Paddington Gates entrance
- A new extended section of the Bondi Junction bike path extension rather than requiring riders to use the by-pass section through Centennial Park
- The traffic safety island outside of the Paddington Gates entrance

However, BIKEast would like the project team to consider design options that will further improve pedestrian and cyclist priority, safety and comfort in this area by incorporating the following measures:

- Close the vehicle entrance at Paddington Gates (as there are other options for vehicles to use) - this initiative prioritises pedestrian and cyclist safety
- Reallocate discontinued roadspace to pedestrians and cyclists
- Alternatively narrow the width of the roadway entrance for vehicles and tighten the radii for vehicles entering and exiting Centennial Park
- Square the corner and tighten the turning radii for vehicles turning left from Moore Park Road into Lang Road
- Narrow vehicle lanes on Lang Road to 2.5m
- Narrow vehicle lanes on Moore Park Road to 2.5m
- Minimise the distance for pedestrians and cyclists to cross Lang Road and Moore Park Road
- Provide dedicated refuge bays for cyclists crossing Moore Park Road from Paddington Gates

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- Signal timing should minimise crossing delays with short signal cycles
- Prioritise crossing opportunities for people riding or travelling on foot to cross
- This location heavily favours motor vehicle traffic and disadvantages pedestrian and bicycle traffic. Please review bicycle signalling policies and procedures currently in use in major European cycling countries.

Concluding Remarks

BIKEast strongly support the concept of a separated bi-directional cycleway from Taylor Square through to the Queen Street intersection. This is a critical and substantial investment worthy of optimising the returns in safety, community amenity and incentivising behaviour change and mode shift. When designers incorporate measures to increase cyclist safety and comfort, cycling becomes an attractive mode of transport and achieves mode shift.

In this respect it is our view that there are important opportunities not yet 'on the table' or require design development. We have outlined in this submission a number of areas we encourage the project team to develop further. We further strongly encourage designers follow these guiding principles for this project:

- Advantage and prioritise pedestrian and cyclist movement as opposed to favouring and incentivising vehicle movement
- Provide mindful conveniences for travelling by bike eg. traffic buttons positioned within easy reach at crossings and intersections, signal priorities and phasing, angled ramps, safe waiting areas for turning cyclists
- Always seek opportunities to reallocate road space to benefit pedestrians, cyclists, provide landscaping, shade and features that enhance a 'place'
- Maximise permeable local links to the Oxford Street Cycleway
- Employ a range of design measures to reduce traffic speed

We would welcome any opportunity to engage further with the project team about the content of this submission.

Yours sincerely,

Mark Worthington
BIKEast President

Andrew Moss
BIKEast Advocacy Coordinator Woollahra and Paddington

Resident representative of the Paddington and Oxford Street Working Party
- WMC and CoS

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28 February 2023

Our Ref: 2023/077539-01
File No: X022514.005

Rachel Fox
Via email: Rachel.Fox@transport.nsw.gov.au

Dear Rachel,

The City strongly supports the Oxford Street East Cycleway

The City strongly supports the Oxford Street East cycleway. It will provide an important cycling connection which will complete the route between Bondi Junction and the city centre.

Every day that this separated cycleway is not in place, people riding are put at unnecessary risk caused by the need to ride in a mixed traffic environment.

Oxford Street should prioritise local access rather than through traffic

The design of the Oxford Street East cycleway and associated allocation of road space should prioritise local access by walking, cycling, bus and driving rather than prioritising through traffic (as it currently does).

Many drivers travelling between with East and the City Centre (and beyond) choose Oxford Street as it is currently direct, fast and toll-free. TfNSW and the City has already collaborated on a range of work to confirm this and agreed that Oxford Street should be downgraded as a vehicle through-route. Notably:

- The RMS prepared an *Oxford Street Road Network Fact Sheet* in 2018 that confirmed Oxford Street as a high street providing local goods and services, access to the local street network, and a safe and reliable route for public transport, walking and cycling. This fact sheet was the basis for conversations between City of Sydney and TfNSW to reroute the cycleway from Moore Park Road to Oxford Street.
- The current configuration and operation of Oxford Street East prioritises vehicle travel (3-8 mins in the AM peak), compared to bus travel time of 10 mins. TfNSW should redress this imbalance in the management of the corridor.

City of Sydney analysis of travel data¹ shows that only between 50% and 70% of drivers on Oxford Street are actually using it to access local destinations (with between 30% and 50% using it as a through route), details below:

¹ TomTom select link analysis for all weekdays between 1 and 31 Jan 2021. AM and PM peaks defined as 7-9am and 4-6pm respectively.

Green, Global, Connected.

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- During the weekday AM peak period, almost half of westbound vehicle trips on Oxford Street are through trips, using the whole length of Oxford Street (between Moore Park Road and College Street)..
- During the weekday AM peak period, around a third of vehicle trips in the eastbound direction are through trips, using the whole length of Oxford Street (between Moore Park Road and College Street).
- During the PM peak period, around one third trips in both the eastbound and westbound direction are through trips, using the whole length of Oxford Street (between Moore Park Road and College Street).

TfNSW should design Oxford Street to maintain local access for drivers while making it less attractive for drivers using it as a through route between the East and the city centre (and beyond). This includes improving the high street by:

- Encouraging drivers making non-local car trips to use one of the multiple alternative routes by increasing travel time and making it less convenient to drive along Oxford Street.
- Retain (most) existing right turns to maintain local access for vehicles. Reduced speeds and number of traffic lanes will generally enable this with no impact on road safety.
- Increase crossing opportunities for people.

To support the future changes to Oxford Street (East and West), TfNSW should work with City of Sydney and Woollahra Council to develop and implement a multi-modal 'Concept of Operations' to reduce driving along Oxford Street by ensuring that people currently driving along Oxford Street:

- *re-mode* to one of the multiple public transport, cycling and walking options,
- *re-route* via one of the multiple alternative routes to serve car trips without an origin or destination on Oxford Street.
- *re-time* to a period that avoids traffic impacts on bus operations

There should be fewer right turn bans in order to maintain local vehicle access to Paddington

The consultation plans indicate that TfNSW is proposing a number of right turn bans along Oxford Street.

The Oxford Street East cycleway project should aim to maintain local vehicle access to Paddington even if it causes minor inconvenience to drivers using Oxford Street as a through route (rather than using the distributor network).

The City understands that it might be necessary to ban some existing right turn movements.

- In general, the City could support right turn bans for eastbound traffic turning south across the cycleway, as these are sometimes needed to maintain safety and signal priority for people riding along the cycleway (which is located on the southern side of

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Oxford Street). TfNSW needs to maintain viable local vehicle access routes for properties impacted by any turn bans.

- In general, the City would not support right turn bans for westbound traffic turning north across oncoming traffic. Vehicles can use the bus lane (and associated on-street parking bans) to 'drive around' right turning vehicles waiting at signals.

We have summarised the City's position on key turn ban proposed by TfNSW in the table below.

TfNSW proposed turn ban	City position	Rationale / explanation
Northbound from South Dowling Street onto Oxford Street: Proposed restriction for traffic turning from South Dowling Street east into Oxford Street.	To discuss. TfNSW to do additional work	City would like to support this ban as it enables an additional pedestrian crossing leg at this intersection. TfNSW needs to identify viable alternative vehicle access route to local area.
Eastbound from Oxford Street onto Greens Road: Proposed restriction for traffic turning from Oxford Street south into Greens Road.	Support	Could support if required for safety and configuration of cycleway. Viable alternative vehicle access to Greens Road via Moore Park Road
Eastbound from Oxford Street onto Oatley Road: Proposed restriction for traffic turning from Oxford Street south into Oatley Road.	For discussion	If right turn not banned, will need to balance impacts of right turning vehicles on signal timing for cyclists as well as safety risks associated with "right through" collisions. Currently no parking between County Ave and Oatley road (due to 'bus zone' and 'no stopping'. Vehicles travelling east on Oxford Street can use bus lane to go around vehicles waiting to turn right into Oatley Road. Viable alternative vehicle access to local area via Moore Park Road. This right turn might be needed to support turn bans proposed further east on Oxford Street (Lang Road)

Stakeholder submissions

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<p>Westbound from Oxford Street onto Jersey Road: Proposed restriction for traffic turning from Oxford Street east into Jersey Road.</p>	<p>Do <u>not</u> support</p>	<p>Essential local vehicle access to Paddington. No risk to cyclist safety or signal priority. Vehicles travelling west on Oxford Street can use bus lane to go around vehicles waiting to turn right into Jersey Road.</p> <p>Limited viable alternative vehicle access routes to local area.</p>
<p>Eastbound from Oxford Street onto Lang Road / Moore Park Road: Proposed restriction for traffic turning from Oxford Street south into Lang Road.</p>	<p>To discuss. TfNSW to do additional work</p>	<p>City supports additional pedestrian crossing and connectivity at this intersection</p> <p>TfNSW needs to identify viable alternative vehicle access route to local area bounded by Oxford Street, Moore Park Road and Greens Road.</p> <p>Need to consider local vehicle access in conjunction with proposed turn bans on Green Street, Oatley Road</p>

Changes to bus stops should be approached carefully and in consideration of the needs of the community

The consultation plans indicate where TfNSW is proposing to construct new westbound bus stop islands on the south side of Oxford Street to accommodate the cycleway.

TfNSW proposes (in general terms) a level of consolidation of bus stops:

To provide a consistent level of service for both directions, Transport is proposing to consolidate bus stops between Flinders Street and Centennial Park, reducing eight stops to five. The relocated bus stops would be between 250 and 400 metres apart which is the recommended walking distance between stops.

The City recognises that if done carefully and in consideration of the needs of the community, some consolidation of bus stops is required to enable the successful incorporation of a cycleway into the existing street corridor and can:

- Still deliver good levels of walking access to /from bus stops for the surrounding community
- improve bus travel time and reliability
- free up kerb space for parking (when bus lane not operating)

Summary of proposed island bus stops proposed on the south side of Oxford Street:

- Westbound bus stop - Oxford Street/South Dowling Street: A new island bus stop is proposed on the south side of Oxford Street near the junction with South Dowling Street.

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- Westbound bus stop - Oxford Street/Greens Road: A new island bus stop is proposed on the south side of Oxford Street near the junction with Greens Road
- Westbound bus stop - Oxford Street/Oatley Road: A new island bus stop is proposed on the south side of Oxford Street near the junction with Oatley Road.
- Westbound bus stop - Oxford Street/Newcombe Street: A new island bus stop is proposed on the south side of Oxford Street near the junction with Newcombe Street
- Westbound bus stop - Oxford Street/Jersey Road: A new island bus stop is proposed on the south side of Oxford Street near the junction with Jersey Road

Parking should be retained in the bus lanes except in peak period in peak direction

On-street parking is currently permitted on the Oxford Street bus lanes except in the peak period in peak direction. The Oxford Street East cycleway project should aim to deliver the same outcome because kerbside parking:

- Is important to the businesses along Oxford Street
- Provides a buffer between moving vehicles and the footpath, improving 'place' outcomes

While the City understands that it might be necessary to remove a small number of on-street parking spaces (at certain times of the day) to enable the cycleway, these should be kept to an absolute minimum.

Localised footpath widening should be delivered as part of the Oxford Street cycleway

The consultation plans indicate where TfNSW is proposing a small number of kerb extension. The City generally supports these proposed footpath widenings.

TfNSW should deliver these as soon as possible as part of the Oxford Street East cycleway project.

The most important improvement to 'place' along Oxford Street will be the reduction of through-traffic lanes from 2 to 1 in each direction plus the small number of kerb extensions proposed by TfNSW. Any investigation of additional opportunities for footpath widening and/or public domain improvements should be undertaken as a subsequent phase of investigation for place improvements along Oxford Street East rather than risk delaying this project.

Summary of proposed kerb extensions proposed on Oxford Street:

- Kerb extension on the northern side where the cycleway meets Taylor Square
- Kerb extension western side of Greens Road (south side of Oxford Street), including some narrowing of the existing kerb on the eastern side of Greens Road
- Kerb extension in front of Perry's lane (north side of Oxford Street, Woollahra Council)
- Kerb extension at corner of Oxford Street and Moore Park Road (south side of Oxford Street)
- Kerb extension at corner of Lang Road and Parkes Road (south side of Oxford Street)

Stakeholder submissions

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Paddington Markets

TfNSW should work with Paddington Markets to best accommodate their need to be able to use loading on Oxford Street at certain times.

The City looks forward to working collaboratively with TfNSW to progress the design for Oxford Street East so TfNSW can deliver the cycleway as soon as possible.

If you have any questions or require further information, please contact me on +612 9246 7703.

Yours sincerely,



Sebastian Smyth
Executive Manager City Access & Transport
The Council of the City of Sydney

Stakeholder submissions

Paddington Chamber of Commerce

Paddington Chamber of Commerce Inc.

ABN: 24 9316 053 57

3 March 2023

To: Transport for New South Wales (TfNSW)

Via: projects@transport.nsw.gov.au

Re: Proposed Oxford Street East Cycleway

Dear Transport for New South Wales

The Paddington Chamber of Commerce Inc is the representative body for businesses in the whole of the Paddington 2021 postcode, which includes Moore Park and Centennial Park.

We are also members of the Oxford Street and Paddington Working Party.

The Paddington Chamber of Commerce (PCOC) does not support the cycleway as is currently proposed.

The PCOC has conducted extensive surveys and site visits of businesses across Paddington with emphasis on those businesses on the southern side of Oxford Street, where the proposed cycleway is to be located.

The responses we received went from two words to nine pages and none were in favour of the proposal as presented.

Many responses were received from Paddington residents concerned at the impact on their local businesses. Businesses that they came to rely on during lockdowns and they proudly continue to support.

There has been no data presented for the proposal.

Data required to properly evaluate any cycleway proposal must include at least the following.

How many commuter, recreational and commercial cyclists currently use Oxford Street East and Moore Park Road?

How many people board and alight buses along Oxford Street East?

How many people use each bus stop along Oxford Street East?

2 Heeley Street
Paddington NSW 2021

Stakeholder submissions

Paddington Chamber of Commerce

Paddington Chamber of Commerce Inc.

ABN: 24 9316 053 57

How many motor vehicles use Oxford Street East?

How many vehicles stop and when, to service businesses on Oxford Street East?

How many net parking spaces will be lost?

Where in Sydney, has the installation of a hard bike lane measurably improved business trading along the route?

Where in Sydney, has an installed hard bike lane measurably increased cycling traffic?

Have cyclists movements in and out of Centennial Park been mapped?

How many accidents involving cyclists have occurred on Oxford Street East and Moore park road in the last 10 years.

How will mobility impaired and disabled people access the footpath after parking?

How will mobility impaired and disabled people access the proposed reduction of bus stops?

Alternatives

Has consideration been given to a trial of a simple 40kmh limit for the whole of Oxford Street to improve cycling safety.

Has consideration been given to making the Moore Park Road Cycleway permanent?

Has consideration been given to a formal shared bus and cycle lane in red and green?

Has consideration been given to a tidal lane flow for the peak hours?

Consultation

The PCOC would like to assist the consultation process by making, in the first instance, the Executive Committee available to meet with TfNSW.

We are also prepared to facilitate a Town Hall meeting of businesses and residents at an appropriate stage of this process.

Regards



ANDREW PACKHAM

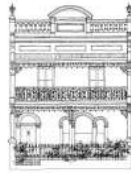
President

0400 344433

2 Heeley Street
Paddington NSW 2021

Stakeholder submissions

The Paddington Society



THE PADDINGTON SOCIETY Inc.
For Community and Heritage
Est 1964

Tuesday 28 February 2023

To Transport NSW

projects@transport.nsw.gov.au

Re ; Oxford St East Cycleway

We are writing to express our concern about the proposed cycleway along Oxford Street through Paddington.

Paddington is a neighborhood Centre, which, in our view should be as far as possible integrated between north and south sides with additional opportunities for pedestrian movement between both sides. It is our view that the pedestrian has the highest priority and should be considered ahead of bicycle movements.

While we support the promotion of cycling in general we are concerned that this proposal will create a cycling freeway along Oxford Street. It is clear that those cyclists who currently use Oxford street are commuter cyclists who travel at speed, possibly up to 60kph. The desirable speed for motor vehicles, and often the actual speed, is 30 kph. This should apply to Cyclists as well.

A cycleway alongside the pedestrian footpath will clearly present danger to the pedestrian and further inhibit pedestrian cross movements which are desirable in a village Centre.

If Paddington is to be improved as a neighborhood Centre it would be desirable to increase footpath widths, especially on this the sunny side of the street and to encourage restaurants and cafes and outdoor dining. A cycle freeway is clearly the antithesis of this and especially when consider the predominant users are commuter cyclists heading through the place to another destination.

In addition it is noted that the proposal incorporates restricted vehicle movements from some side streets which inhibits circulation and often requires vehicles to drive further to reach their destination. This is another example of the tail wagging the dog.

Juniper Hall • PO Box 99 Paddington 2021 • Telephone 9360 6159

Stakeholder submissions

The Paddington Society

We do also note that a positive part of the proposal is the incorporation of new pedestrian crossings at some traffic lights which we have sought on previous occasions. However such controlled crossings are not dependent upon the cycleway and should be installed in any case.

We draw your attention to our proposal prepared in collaboration with BikEast in 2013 which put forward a proposal for solving the biking problem along Oxford Street. This proposal was presented to the Lord Mayor at that time, together with various officers of Council.

The aim of this proposal was to deal with Oxford Street as a total entity and to incorporate shared lanes for movement of vehicle including cycles with reduced speeds and placing shared responsibility on all parties to observe and eyeball movements taking place.

A dedicated cycleway does the opposite to this integrated approach and reinforces the movement rights of all parties other than pedestrians. We believe greater consideration needs to be given to Paddington as a village Centre rather than concentrate on another divisive form of transport.

Yours faithfully



Will Mrongovius
President
The Paddington Society

Juniper Hall • PO Box 99 Paddington 2021 • Telephone 9360 6159

Stakeholder submissions

Woollahra Municipal Council

Woollahra
Municipal
Council



Council Ref: 23/54811
Your Ref:

23 March 2023

Transport for NSW
Infrastructure and Place
PO Box K659
Haymarket NSW 1240
c/- Email: projects@transport.nsw.gov.au

Dear Sir / Madam

Proposed Oxford Street East Cycleway – Submission by Woollahra Municipal Council

Woollahra Council welcomes the opportunity to provide feedback on the proposed strategic design of the Oxford Street East Cycleway which is part of Transport for NSW (TfNSW) strategic cycling vision that connects the Sydney CBD to suburbs in the east. Thank you to TfNSW for allowing us to provide a submission outside of the closing date or consultation.

Council staff met with representatives from TfNSW on 26 September 2022 regarding the proposed cycleway along Oxford Street and subsequent to this meeting the feedback was shared with the Oxford Street & Paddington Working Party (OSPWP) on 13 October 2022. The summary of the information provided by TfNSW at that meeting related to strategic context, the project objectives, and key features within the road space which included road reallocation and the road network impacts.

According to the information provided by TfNSW, options assessed by TfNSW to arrive at the southern side of Oxford Street for the preferred location of the cycleway, took into account best connectivity, best opportunity for place making, least impact to local destinations and businesses and the least number of proposed turn restrictions.

The submission provided is in accordance with a resolution of Council on 13 March 2023 following a report presented to the Finance, Community and Services Committee on 6 March 2023. A copy of the Committee report is attached as annexure 1 to this letter.

The final resolution adopted by Council was;

THAT Council:

- A. *Supports in principle the strategic design for the Oxford Street East Cycleway, noting that the project considers the movement of people and cyclists over vehicles, place-making and land-use planning, and is aligned with the key objectives that support the Draft Woollahra Active Transport Plan.*
- B. *Makes a submission to Transport for NSW (TfNSW) on the strategic design for the Oxford Street East Cycleway which includes relevant information outlined in this report, subject to the addition of:*
 - i. *reference to bicycle parking; and*
 - ii. *exploring reductions to the current clearway times.*

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536 New South Head Road
Double Bay NSW 2028

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e: records@woollahra.nsw.gov.au
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Stakeholder submissions

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- C. *Notes that the Council submission will include views expressed by members of the Oxford Street & Paddington Working Party.*
- D. *Requests that ongoing stakeholder engagement is undertaken with TfNSW, Council staff and the Oxford Street & Paddington Working Party as part of the development of the concept design and future design stages (including but not limited to - a request from Council to TfNSW to hold an open public meeting (that includes representatives of Council, the City of Sydney, along with local businesses, the Paddington Chamber of Commerce, the Queen Street West Woollahra Association, residents, schools and cycling groups) to ensure all stakeholders are able to have their concerns addressed.*
- E. *Advocates for additional government funding (both State and Federal) to upgrade and unite the Oxford Street streetscape and improve its visual amenity, making it more attractive for businesses, residents and visitors.*

Further to the Council resolution, the comments provided below are intended to be constructive and productive and demonstrate Council's desire to ensure a good outcome for the whole community.

Transport plays an important role in achieving Council's principal strategic vision. Council's Community Strategic Plan, *Woollahra 2032*, has an overarching vision that "Woollahra will be a thriving, inclusive, sustainable and resilient community that will benefit future generations".

Draft Woollahra Active Transport Plan

In November-December 2022, Council placed the Draft Woollahra Active Transport Plan on public exhibition. Feedback received on the draft plan is currently being reviewed, prior to a further report to Council.

The *Draft Woollahra Active Transport Plan* (Draft ATP) articulates Council's vision to make walking and cycling (which we call 'active transport' in the Draft ATP) the most convenient, comfortable and safe choice for short trips in Woollahra. To achieve this vision, there will be a need to invest in safe, accessible and attractive pedestrian paths, crossings, cycleways, bicycle parking and supporting infrastructure.

The Draft ATP supports walking and cycling as the mode of choice for journeys to our major trip attractors, including our centres; our schools; natural attractions including parks, the harbour and the ocean; and public transport interchanges.

The Oxford Street East Cycleway is identified in the Draft ATP as one of the key cycling priority projects. The Draft ATP proposes a schematic design for a cycleway along Oxford Street which is a bi-directional cycleway positioned to the southern side of Oxford Street, and provides enhanced connectivity into the Woollahra Local Government Area.

The Oxford Street East Cycleway considers the movement of people and cyclists over vehicles, place-making and land-use planning. The objectives which support this project are aligned with the key objectives that support the Draft ATP long-term vision which are;

1. Deliver attractive, vibrant and safe walking locations for pedestrians, especially in our centres and around our schools.
2. Develop, design and deliver a network of continuous, connected cycleways for the whole of Woollahra, focussed on our centres, including links to the City of Sydney and to Waverley.

Stakeholder submissions

Woollahra Municipal Council

3. Contribute to Transport for NSW's vision of zero deaths and serious injuries on the road network by making our roads safer for pedestrians and cyclists.
4. Improve the pedestrian accessibility, inclusivity and amenity of our greatest natural assets: parks and reserves, the harbour and the ocean front.
5. Maintain and improve the existing integrated walks that link with adjacent Councils including the Bondi to Manly Walk and others, and acknowledges the existing walking networks.

As there is strong symmetry between Council's Draft ATP and the Oxford Street East Cycleway, Council is supportive of the plan in principle. However, there are a number of details and design components that we feel need to be addressed going forward with the further development of the plan.

Having reviewed the interactive map, the key features which require further information include the right turn restrictions proposed at five major intersections. The right turn restrictions include right-turn bans from;

- South Dowling Street into Oxford Street (eastbound).
- Oxford Street (eastbound) into Greens Road.
- Oxford Street (eastbound) into Oatley Road.
- Oxford Street (westbound) into Jersey Road; and
- Oxford Street (eastbound) into Lang Road.

The right turn restriction from Oxford Street (westbound) into Jersey Road is not supported by Council as Jersey Road serves as a collector road to streets within Paddington and Woollahra. Furthermore, the right turn restriction from South Dowling Street into Oxford Street (eastbound) is also not supported by Council, as this will divert traffic volumes into Barcom Avenue and local streets within Paddington. Further information and traffic modelling at these intersections is to be provided to Council staff to ascertain the rationale of these right turn restrictions.

The proposed three (3) new signalised pedestrian crossings on Oxford Street and installation of continuous footpaths at all un-signalised intersecting streets along the northern side supports the key objectives from Council's Draft ATP, which will ultimately provide an attractive, vibrant and safe walking corridor for pedestrians. This strategic design feature is supported by Council.

Noting the proposal reduces the total number of traffic lanes and provides additional signalised pedestrian crossings to improve pedestrian safety and help to connect the north and south sides of the street, Council recommend the introduction of a reduced speed limit to this road. It should be noted that the local roads within Paddington are currently 40km/h and a reduced speed limit along Oxford Street would improve safety for motorists, cyclists and pedestrians.

We note that further information on the loss or gain of on-street parking along Oxford Street is to be provided as the design progresses. The loss of on-street parking will increase parking demands in other local roads across Paddington. Retaining on-street parking in Paddington is important, as recent permit parking study reviews indicated that parking occupancies across all streets were highly utilised. A reduction in 'Clearway' restriction times should be investigated along both sides of Oxford Street to minimise impact on the available on-street parking. It is strongly recommended that parking loss should be kept at a minimum while incorporating the design features along Oxford Street.

Stakeholder submissions

Woollahra Municipal Council

The design of the streetscape amenity should be consistent across both sides of Oxford Street to enhance the beautification and provide a sense of 'place' to the street. Further detail on paving, and landscaping should be sympathetic to the heritage aspects of the area. Council also would like TfNSW to provide additional funding (either from State and/or Federal Government) to upgrade and unite the Oxford Street streetscape and improve its visual amenity, making it more attractive for businesses, residents and visitors.

Council believes that the design should consider treatments and cycleway features which will provide safe crossing points to depart the proposed Oxford Street East Cycleway and connect back into the Woollahra Local Government Area, or to join other proposed cycleways within the local road network. The design should also include bicycle parking and other cycling facilities to allow cyclists to visit Paddington and not just commute through.

There is a great deal of community interest in this project, particularly the businesses and residents of Paddington, primarily relating to the potential impacts with access to the local road network and the loss of on-street parking.

Further to the resolved position of Council, which is reflected in this submission, Council has also sought feedback from members of the Oxford Street and Paddington Working Party. The views expressed by members are included as annexure 2 to this submission.

Given the limited detail on the design and noting that this is the commencement of the design process, Council requests that ongoing stakeholder engagement is undertaken as part of the development of the concept design and future design stages with Council staff and the Oxford Street & Paddington Working Party. Council would also like to see TfNSW hold an open public meeting that includes representatives of Council, the City of Sydney, along with local businesses, the Paddington Chamber of Commerce, the Queen Street West Woollahra Association, residents, schools and cycling groups, to ensure all stakeholders are able to have their concerns addressed.

Council is proud of the long history of mutually productive co-operation with Transport for NSW, and we look forward to continuing to work together to improve the cycling network that connects the Sydney CBD to suburbs in the east. We particularly welcome the opportunity to continue to provide direct input into the design process through our membership of the Technical Working Group (TWG) established by TfNSW.

Thank you for the opportunity to provide comments.

Yours sincerely



Emilio Andari
Manager Engineering Services

Annexure 1: Report to Finance, Community and Services Committee on 6 March 2023

Annexure 2: Comments from Oxford Street & Paddington Working Party members

Stakeholder submissions

Woollahra Municipal Council

Woollahra Municipal Council
Finance, Community & Services Committee

06 March 2023

Item No: R6 Recommendation to Council
Subject: **COUNCIL SUBMISSION ON THE PROPOSED OXFORD STREET EAST CYCLEWAY STRATEGIC DESIGN**
Author: Emilio Andari, Manager Engineering Services
Approver: Tom O'Hanlon, Director Infrastructure & Sustainability
File No: 23/29851
Purpose of the Report: To outline Council's response to the strategic design proposed for the Oxford Street East Cycleway
Alignment to Delivery Program: Strategy 9.1 Collaborating to achieve great placemaking outcomes in our local centres which are hubs for jobs, shopping, dining, entertainment, and community activities.

Recommendation:

THAT Council:

- A. Supports in principle the strategic design for the Oxford Street East Cycleway, noting that the project considers the movement of people and cyclists over vehicles, place-making and land-use planning, and is aligned with the key objectives that support the Draft Woollahra Active Transport Plan;
- B. Makes a submission to Transport for NSW on the strategic design for the Oxford Street East Cycleway which includes relevant information outlined in this report.
- C. Notes that the Council submission will include views expressed by members of the Oxford Street & Paddington Working Party; and
- D. Requests that ongoing stakeholder engagement is undertaken with Transport for NSW, Council staff and the Oxford Street & Paddington Working Party as part of the development of the concept design and future design stages.

Executive Summary:

The Oxford Street East Cycleway from Taylor Square to the Paddington Gates, Centennial Park (the cycleway), was announced by the Federal and NSW Government in March 2021.

Woollahra Councillors and the community have been updated on the proposed cycleway via responses provided by Council staff to various questions asked by Councillors on this matter during late 2021 & early 2022. Since the announcement of the cycleway in 2021, the information provided by Transport for NSW (TfNSW) to Council on progress on the proposed cycleway was limited.

However, Council staff met with representatives from TfNSW on 26 September 2022 regarding the proposed cycleway along Oxford Street and subsequent to this meeting the feedback was shared with the Oxford Street & Paddington Working Party (OSPWP) on 13 October 2022. The summary of the information provided by TfNSW at that meeting related to strategic context, the project objectives, and key features within the road space which included road reallocation and the road network impacts.

According to the information provided by TfNSW, options assessed by TfNSW to arrive at the southern side of Oxford Street for the preferred location of the cycleway, took into account best connectivity, best opportunity for place making, least impact to local destinations and businesses and the least number of proposed turn restrictions.

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Woollahra Municipal Council
Finance, Community & Services Committee

06 March 2023

TfNSW is now seeking community feedback on the strategic design of the Oxford Street East Cycleway which is part of Transport's strategic cycling vision that connects the Sydney CBD to suburbs in the east.

The closing date for community feedback was 28 February 2023 but, noting the timing of various consultation meetings between TfNSW, Council staff and the OSPWP and the Council's own meeting cycle, TfNSW have agreed to receive a submission from Council after the closing date. In order to minimise delay in making Council's submission, the recommendation from this FC&S Committee will be referred to the Council meeting of 13 March rather than the meeting on 27 March as would have been the normal pattern for an FC&S recommendation.

This project proposes a bi-directional cycleway on the southern side of Oxford Street, between Paddington Gates and Taylor Square and will change the allocation of road space, reducing four lanes of traffic to two lanes, and retaining two bus lanes and kerbside parking in the off-peak periods.

The proposed cycleway will connect the Centennial Park Cycleway and the Oxford Street West Cycleway, which is being delivered by the City of Sydney. Together, this project will form part of the Bondi to Sydney CBD cycle corridor.

At this time, funding has been made available for design of the cycleway only. There is not yet a commitment of funds for construction.

Discussion:

Transport plays an important role in achieving Council's principal strategic vision. Council's Community Strategic Plan, *Woollahra 2030*, has an overarching vision that "Woollahra will be a great place to live, work and visit where places and spaces are safe, clean and well-maintained".

Draft Woollahra Active Transport Plan

In November-December 2022, Council placed the Draft Woollahra Active Transport Plan on public exhibition and a further report will be prepared for the Environmental Planning Committee following the close of the public exhibition period and assessment of submissions received has been undertaken.

The *Draft Woollahra Active Transport Plan* (Draft ATP) articulates Council's vision to make walking and cycling (which we call 'active transport' in the Draft ATP) the most convenient, comfortable and safe choice for short trips in Woollahra. To achieve this vision, there will be a need to invest in safe, accessible and attractive pedestrian paths, crossings, cycleways, bicycle parking and supporting infrastructure.

The Draft ATP supports walking and cycling as the mode of choice for journeys to our major trip attractors, including our centres; our schools; natural attractions including parks, the harbour and the ocean; and public transport interchanges.

The Oxford Street East Cycleway is identified in the Draft ATP as one of the key cycling priority projects. The Draft ATP proposes a schematic design for a cycleway along Oxford Street which is a bi-directional cycleway positioned to the southern side of Oxford Street, and provides enhanced connectivity into the Woollahra Local Government Area.

The Oxford Street East Cycleway considers the movement of people and cyclists over vehicles, place-making and land-use planning. The objectives which support this project are aligned with the key objectives that support the Draft ATP long-term vision which are;

Stakeholder submissions

Woollahra Municipal Council

Woollahra Municipal Council
Finance, Community & Services Committee

06 March 2023

1. Deliver attractive, vibrant and safe walking locations for pedestrians, especially in our centres and around our schools.
2. Develop, design and deliver a network of continuous, connected cycleways for the whole of Woollahra, focussed on our centres, including links to the City of Sydney and to Waverley.
3. Contribute to Transport for NSW's vision of zero deaths and serious injuries on the road network by making our roads safer for pedestrians and cyclists.
4. Improve the pedestrian accessibility, inclusivity and amenity of our greatest natural assets: parks and reserves, the harbour and the ocean front.
5. Maintain and improve the existing integrated walks that link with adjacent Councils including the Bondi to Manly Walk and others, and acknowledges the existing walking networks.

Oxford Street East Cycleway – Strategic Design by TfNSW

This project proposes a bi-directional cycleway on the southern side of Oxford Street, between Paddington Gates and Taylor Square and will change the allocation of road space, reducing four lanes of traffic to two lanes, and retaining two bus lanes and kerbside parking in the off-peak periods.

Whilst this is a strategic design, it is not determined what the exact widths are proposed for each trafficable lane and the cycleway along this corridor. However, TfNSW have provided information that the lane width will vary for the cycleway. The cycleway will predominantly be 3 metres wide in most places (1.5 metres in each direction). Where there are floating bus stops, the cycleway would be 2.4 metres wide (1.2 metre in each direction). Traffic lanes would be 3 metres wide, which is wider than the current width of 2.5 metres, and bus lanes would be 3.2 metres wide, which is greater than the current width of 2.7 metres. TfNSW have stated that the lane width will be looked at more closely as part of the concept design phase.

The trade-off for the proposed cycleway along the southern side Oxford Street is the removal of one traffic lane in each direction.

Other strategic design features include the following;

- Installation of new signalised pedestrian crossings at the intersections of Barcom Avenue, Greens Road and Paddington Gates. These would improve pedestrian safety and help to connect the north and south sides of the street.
- Installation of continuous footpaths at most side streets where they intersect with Oxford Street. Continuous footpaths cross over side streets at the same level as the footpath. This gives a clear visual signal that pedestrians have right-of-way.
- A shared path is proposed in front of Paddington Gates. A shared path is designated for pedestrians and bike riders.
- The design extends from 'kerb to kerb' which means no extensive footpath treatments beyond continuous footpaths. However, in a few locations the kerb would need to be realigned.
- Installation of island bus stops on the cycleway side. The bus stops would be integrated with the cycleway median and separated from the footpath by the cycleway. To provide a consistent level of service for both directions, TfNSW is proposing to consolidate bus stops between Flinders Street and Centennial Park, reducing eight stops to five. The relocated bus stops would be between 250 and 400 metres apart which is the recommended walking distance between bus stops.

Stakeholder submissions

Woollahra Municipal Council

Woollahra Municipal Council
Finance, Community & Services Committee

06 March 2023

- Right turn restrictions are proposed for westbound traffic along Oxford Street turning north. This is because there is limited space for a turning lane, bus lane and the cycle path. Right turn restrictions are also proposed for eastbound traffic turning south to prevent collisions between car drivers turning right into the path of bike riders.
- Car parking along Oxford Street is currently prohibited during the peak periods (6am-10am for westbound and 4pm-7pm for eastbound) to give priority to buses; and permitted during the off-peak period and at weekends. Some changes to the location and number of car parking bays along Oxford Street may occur to ensure bus services can continue to run efficiently.

As part of the community & stakeholder engagement process, TfNSW has developed an interactive map which displays the strategic design features for the Oxford Street East Cycleway.

Having reviewed the interactive map, the key features which require further information include the right turn restrictions proposed at five major intersections. The right turn restrictions include right-turn bans from;

- South Dowling Street into Oxford Street (eastbound).
- Oxford Street (eastbound) into Greens Road.
- Oxford Street (eastbound) into Oatley Road.
- Oxford Street (westbound) into Jersey Road; and
- Oxford Street (eastbound) into Lang Road.

The right turn restriction from Oxford Street (westbound) into Jersey Road is not supported by Council staff as Jersey Road serves as a collector road to streets within Paddington and Woollahra. Furthermore, the right turn restriction from South Dowling Street into Oxford Street (eastbound) is also not supported by Council staff, as this will divert traffic volumes into Barcom Avenue and local streets within Paddington. Further information and traffic modelling at these intersections is to be provided to Council staff to ascertain the rationale of these right turn restrictions.

The proposed three (3) new signalised pedestrian crossings on Oxford Street and installation of continuous footpaths at all un-signalised intersecting streets along the northern side supports the key objectives from Council's Draft ATP, which will ultimately provide an attractive, vibrant and safe walking corridor for pedestrians. This strategic design feature is supported by Council staff.

Noting the proposal reduces the total number of traffic lanes and provides additional signalised pedestrian crossings to improve pedestrian safety and help to connect the north and south sides of the street, Council staff recommend the introduction of a reduced speed limit to this road. It should be noted that the local roads within Paddington are currently 40km/h and a reduced speed limit along Oxford Street would improve safety for motorists, cyclists and pedestrians.

Further information on the loss or gain of on-street parking along Oxford Street is to be provided as the design progresses. The loss of on-street parking will increase parking demands in other local roads across Paddington. Retaining on-street parking in Paddington is important, as recent permit parking study reviews indicated that parking occupancies across all streets were highly utilised. It should be recommended that parking loss should be kept at a minimum while incorporating the design features along Oxford Street.

The design of the streetscape amenity should be consistent across both sides of Oxford Street to enhance the beautification and provide a sense of 'place' to the street. Further detail on paving and landscaping should be sympathetic to the heritage aspects of the area.

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The design should consider treatments and cycleway features which will provide safe crossing points to depart the proposed Oxford Street East Cycleway and connect back into the Woollahra Local Government Area, or to join other proposed cycleways within the local road network.

Options:

Council may resolve in line with the recommendations included in this report or Council may choose to resolve in some other manner.

Community Engagement and / or Internal Consultation:

Since the announcement of the cycleway in 2021, the information provided by TfNSW to Council on progress on the proposed cycleway has been minimal.

However, Council staff met with representatives from TfNSW on 26 September 2022 regarding the proposed cycleway and subsequent to this meeting the feedback was shared with the Oxford Street & Paddington Working Party (OSPWP) in October 2022.

In relation to ongoing stakeholder engagement, TfNSW have recently provided updates to Woollahra Council, the City of Sydney and Randwick Councils, as well as local State members of Parliament. In addition to this, TfNSW are undertaking conversations with key business groups, with initial feedback from all stakeholders used to develop a more detailed community & stakeholder engagement plan.

On 23 January 2023, TfNSW released information to the public about the Oxford Street East cycleway, including an interactive map, and are seeking community feedback.

Council staff informed the OSPWP of the proposal and request for feedback with a view to develop a submission to TfNSW that includes the views of the OSPWP. A copy of the feedback received from OSPWP is presented in Attachment 1.

In addition, discussions on the proposed cycleway between OSPWP members was held at its meeting on 15 February 2023. The following key issues were raised by working party members during the meeting:

- Lack of information on the design and data including:
 - Right-hand turns (on interactive map) particularly Jersey Street (requested no right turn)
 - Total loss of parking and identifying areas with loss of parking
 - Bus stops and transitions, e.g. Oakley Road bus transition looks problematic
 - Cyclist patronage current and expected usage
 - Interface with Centennial Park gates, and
 - TfNSW should confirm intent is for parking loss to be minimal
- Online interactive map is difficult to navigate and not accessible for certain members of the community
- Further community engagement proposed including:
 - Second TfNSW engagement to reach a broader demographic
 - Council led engagement with TfNSW to present plan and receive feedback to include community and business groups and residents
- Design considerations discussed including:
 - North to south connectivity
 - Link between Oxford Street, Queen Street and Moore Park
 - Crossings should give priority at all times to pedestrians and cyclists, and
 - Addressing the needs of recreational cyclist versus commuter

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- Proposing the creation of an Oxford Street improvement plan with the purpose of improving public domain consistency and urban design beyond the improvements that have been made by each Council to address the following:
 - continuity in materials and fixtures (e.g. light poles to match on both sides to give a boulevard feel)
 - continuous footpath installed at more intersections, and
 - landscaping improvements to areas with limited kerb extension.
- Other observations and feedback including:
 - Ensure bike lane is implemented on the City of Sydney side of Oxford Street as planned
 - Look at successful examples of Macleay Street and Bourke Street where lanes are kept as narrow as possible
 - Oxford Street should not only be a through way to the city
 - Disruption to businesses and possible compensation for loss of trade, and
 - City of Sydney confirmed the pop-up Moore Park cycleway will be reviewed later this year.

On 22 February 2023, TfNSW representatives conducted a workshop which involved a walk-through along Oxford Street to discuss the key strategic design features on-site with members of the OSPWP, Councillors and Council staff. It should be noted that although this engagement process took place, the OSPWP and Councillors expressed that there is a lack of knowledge in the broader community on this proposal. In addition, the information provided online, which includes an interactive map, is challenging and inaccessible to navigate for some members of the community.

Council staff have been in discussions with TfNSW about the consultation deadline of 28 February 2023 for feedback on the proposed Oxford Street East Cycleway. TfNSW have agreed to accept and receive a written response from Council after this time, noting an on-site workshop with key stakeholders was recently undertaken and additional information was sourced through this process.

TfNSW have advised that they will consider all feedback received from the community and this will assist in the development of the concept design for this project.

Policy Implications:

NIL

Financial Implications:

All costs associated in the development of a concept design, and planning approvals for this project will be borne by Transport for NSW.

Resourcing Implications:

The preparation of this report and ongoing conversations with Transport for NSW is undertaken by various members of staff from the Infrastructure & Sustainability and Planning & Place departments.

Conclusion:

It is acknowledged that there is a great deal of community interest in this project, particularly the businesses and residents of Paddington, primarily due to the potential impacts with access to the local road network and the loss of on-street parking.

TfNSW have advised that the recent consultation is part of the strategic design process and was an opportunity to gauge the community and customers views to further develop a concept design.

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Given the limited detail on the design and noting that this is the commencement of the design process, it is recommended that Council request that ongoing stakeholder engagement is undertaken as part of the development of the concept design and future design stages.

It is further recommended that the issues and comments outlined in this report be included in Council's submission to TfNSW.

Attachments

1. Oxford Street & Paddington Working Party - Summary of comments received from Members

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	Perry Lane is such an insignificant Laneway that No works should take place here.
	No works have been described at William and Elizabeth Streets, this is highly utilised section of roadway and should be treated as such!
	Trees should also be planted at William and Elizabeth!
	To restrict traffic into Jersey is to stop cars from accessing the streets of Paddington residents or through traffic.
	The changes at Queen Street are unnecessary. Shared bike and pedestrian areas need to be limited as pedestrians don't often hear Bike riders bells or bike riders seldom ring bells.
	I really believe that beautification is the answer to the problem and making sure that we as residents of Paddington are able to access their homes. (Jersey, Oatley, Queen etc.) I don't support a freeway on the way to City.
	Some things I support and some things I don't. There are some things I don't include the no right Turn at Jersey, and the changes to the Queen Street Intersection, also the no left turn at Oatley. I believe there is no estimate of the loss of parking.
	I don't think I made enough of the loss of parking. I would ask question regarding the pressure this may place on Woollahra side!
	There is no way that 2,000 bike riders use the bus lane. More like 20 riders. Who in the city of sydney came up with that figure? I have it on a credible source that this figure of 2,000 is greatly exaggerated.
Cir Harriet Price	1. Lack of accessibility to the interactive map. Some less tech savvy community members have been unable to fully understand and provide informed feedback.
	2. Corner of Moore Park Rd/Lang Rd - the median island needs to be expanded - it is congested with pedestrians, dogs whilst waiting to cross.
	3. Excellent to see new pedestrian crossing at Oxford Street gates

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	4. No right hand turn into Jersey Road from Oxford Street will be problematic. This is main entry point to Paddington. Not clear how vehicles will exit from Jersey Rd into Oxford Street (both left and right hand turns). Needs clarification.
	5. Need to add a continuous footpath on Jersey Road.
	6. If no right hand into Jersey Rd, concerned that Elizabeth St will be the first right hand turn - much narrower as only a one way street
	7. Need to add a continuous footpath at William Street
	8. Only limited kerb extensions on WMC side. Explore opportunities for more kerb extensions (with appropriate landscaping and other beatification elements) along entire WMC side.
	9. Outside the post office (opposite Oatley Rd) is very congested and narrow. Expand kerb extension here to allow for bi-directional pedestrian movements.
	10. Need a continuous footpath on Young Street, Glenmore Road and Kidman Lane.
	11. Drainage around Kidman Lane is appalling. Need to upgrade.
	12. No right turn from South Dowling and Greens Road. Need to explore further. If alternative route is via Moore Park road - how is this accessed?
	13. Details on finishes, palette, landscaping, paving etc all require better particulars. Ensure in keeping with Paddington heritage conservation area. 14. Opportunities for further greening of Oxford Street and creation of a "boulevard".
	15. Particulars on precise loss of parking required.
	16. Explore opportunities for upgrading of street poles and associated infrastructure - (including smart poles for EV charging).

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Andrew Moss	<p>Summary of support for cycleway</p> <ul style="list-style-type: none"> • Positive - a critical and transformative piece of urban infrastructure • Has potential to reposition the street, community, shopping, leisure and entertainment appeal – that was achieved for Crown and Bourke Streets • Numerous benefits for safety and making place, walking and cycling more appealing
	<p>Right turn restrictions</p> <ul style="list-style-type: none"> • I agree there is the need to restrict right turning traffic to enable smoother functioning of the cycleway and to enable space of the cycleway • However the closure of the turn from Oxford Street into Oatley will be problematic Oatley is a local distributor to reach South Paddington streets and Moore Park Road • Other restricted turns will have alternative options for drivers
	<p>Pedestrian and Cyclist priority at intersections and crossings</p> <ul style="list-style-type: none"> • Deaths and serious injury for pedestrians and cyclists are most likely to occur at intersections / crossings • Controlled intersections that prioritise car movement are a barrier to walking and cyclist movement and make crossing areas risky • Long wait times to cross a street is unsafe, as it leads to people crossing against the signals • Vehicle priority signalling and long signal phases are in opposition to the values and design principles of 'place' • The design principle should be to always advantage and prioritise pedestrian and cyclist safe movement as opposed to favouring and incentivising vehicle movement
	<p>Support for new bus stop locations - but keep current Oatley Road bus stop</p> <ul style="list-style-type: none"> • The relocated bus stops are mostly positive • However the Oatley Road bus stop should remain
	<p>Adapted design of bus stop islands</p> <ul style="list-style-type: none"> • Bus stop islands are an opportunity to extend the boarding platform through to the intersection crossings to create a pedestrian and cycling refuge island
	<p>Maintain median separation at T-intersections</p> <ul style="list-style-type: none"> • The separated median barrier should be extended through the carriageway for cyclist and pedestrian safety • A wider median at T-Intersections should be developed as a refuge platform for pedestrians and a platform for turning cyclist to reach local roads • In this way crossing distances are made shorter for pedestrians and cyclists

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	<p>Local links to the Oxford Street Cycleway</p> <ul style="list-style-type: none"> • Links and connectivity with quiet and side streets, lanes and low traffic local streets that are adjacent to the cycleway are important connectivity opportunities • Short sections of shared paths will enhance the rideable network for all potential riders • In some crossing locations shared paths will be necessary to connect with local streets safely for cyclists • Angled kerb ramps to and from the cycleway will enhance local connectivity for cyclists - including pocket parks • Shared path ramping onto side roads (eg. Green Road) should be deployed on all intersection corner footpaths
	<p>Lane widths for cars and buses</p> <ul style="list-style-type: none"> • Narrow traffic lanes are beneficial for several reasons (slows traffic, safer, opportunities to provide more 'place' space, pedestrian space and space for cycling facilities, shortens crossing distances, reduces storm water management, less expensive to build and maintain) • There is no 'hard and fast' set width of a traffic lane in urban NSW - traffic engineers make a judgment call • The current 2.5m width should be the width of a car lane on Oxford Street - not the proposed expansion to 3m • Bus lanes should be the minimal current allowable - 3m
	<p>Designing for a low speed street environment</p> <ul style="list-style-type: none"> • Oxford Street and Paddington is one of Sydney's premier retail and dining destinations • The provision of a separated cycleway - with the associated improvement to place, pedestrian and public transport infrastructure provide the perfect opportunity to design Oxford Street as a low speed 30km/h speed zone area and extend this to closeby adjoining streets
	<p>Slip lanes and Single Purpose Turning Lanes</p> <ul style="list-style-type: none"> • Slip lanes and single purpose left turning lanes encourage traffic speed and make intersection corners a risky and unsafe collision point for pedestrians and cyclists • The following slip lanes and single purpose turning lanes should be removed: <ul style="list-style-type: none"> • Slip lane from Oxford street turning left into Queen Street • Slip lane from Queen Street turning left into Oxford Street • Single purpose turning lane - Lang Road turning left into Oxford Street • Single purpose turning lane - Moore Park Road into Lang Road • Single purpose turning lane - Moore Park Road into Cook Road
	<p>Underwood Street</p> <ul style="list-style-type: none"> • Underwood Street is an important gateway street for Paddington • However Underwood Street poorly provides for pedestrians and cyclists

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	<ul style="list-style-type: none"> It is important for this cycleway to design connectivity with Underwood Street for cyclists
	<p>Paddington Gates</p> <ul style="list-style-type: none"> The corner footpath area outside of Paddington Gates is an uncomfortable, unsafe congested area for pedestrians and cyclists This a significant conflict point where pedestrians, cyclists and vehicle traffic converge The bollards positioned on the footpath area pose significant challenges for converging pedestrian and cyclists to negotiate The kerb realignment is positive - but further work is required Paddington Gates should be considered partial or permanent closure to vehicle traffic
	<p>Accuracy of Information and ensuring claims are supportable</p> <ul style="list-style-type: none"> It is clear this project may be contentious It is therefore going to be critical that accurate information is provided Qualified evidence, data and credible research (such as proven cycle counts) should never be undermined by those who have no data or research to refute it It is important that inaccurate and self-serving assumptions without supporting evidence are set aside as a personal opinion unless they can be supported please It is very common to hear claims about cycleways (and other urban infrastructure initiatives) that are not evidence based - but are simply biased judgments Please use the City of Sydney heavily as a data and research resource regarding cycleway evidence and impact Further could such evidence please be made known to the community <p>Learnings and evidence from the completed Oxford Road (Waverley) separated cycleway</p> <ul style="list-style-type: none"> A further resource is the newly completed section of separated cycleway that has been constructed close to the bus depot on Oxford Street - which is part of Waverley LGA This section has numerous features that will be carried over to the Oxford Street East Cycleways project worthy of study These features include: <ul style="list-style-type: none"> The Bus Island Platform - function, safety, size Separated Medians Landscaped Medians Landscaping integrated along the cycleway providing additional protection Continuous footpath treatments over side streets The varying width of the cycleway around bus stops

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	<p>The way the cycleway cuts into the footpath around bus stops to accommodate the boarding platform - where the footpath is made narrower</p> <p>The raised platform pedestrian crossing across the cycleway - ensuring cyclists give way to pedestrians</p> <p>The protected T-intersection median that continues through the 'T' area - providing protection to through cyclists</p> <p>Kerb build-out on the northern side of Oxford Street - built at the corner 'No parking' area - that tightens the turning radii</p> <p>The gap in the median divider - that allows cyclists to connect with the cycleway</p> <ul style="list-style-type: none"> - important information that could be gleaned by WMC about this Waverley section: - Cycle counts (there is data being collected on this) - Segmentation of usage ie. observations about the type of cyclists using the cycleway at different times of the day (gender, age, type of bike, 'cleated' or 'uncleated', clothing) - This is information that is available to use by WMC to manage expectations about the Oxford Street East cycleway - The Waverley section is where people can 'see' very plainly how the cycleway could work along the Paddington section - Tangible data can also be provided about cyclists counts (before and after counts) - Tangible information can be provided about the profile of cyclists using the cycleway (for this information the Moore Park cycleway is another data point) - Yes, the Waverley section is not 'exactly' the same as the Oxford Street East Cycleway (eg. there is no time of day bus lane on this section) - but it has most other relevant features to the proposed Paddington section - I encourage WMC to thoroughly study the Waverley Oxford Street cycleway section and provide a suitable report made available to the community <p>Jersey Road and Right Turn Restrictions / Closures</p> <ul style="list-style-type: none"> - The nature of right hand turning restrictions / closures needs clarification - The Interactive Map states 'restrictions' but does not indicate closure - As with all restricted turns on Oxford Street - the restrictions are typically eastbound 6am-10am Monday to Friday (Glenmore Road also has an afternoon restriction) - However it is not 100% clear about what is being proposed - Equally it should be clearly communicated about what presently exists for turning right off Oxford Street - these opportunities include: <ul style="list-style-type: none"> Turning into Wallis Street (links to Moncur Street) - unrestricted, unsignalised Turning into Jersey Road - unrestricted, signalised Turning into George Street - partially restricted (M-F am), unsignalised Turning into Elizabeth Street - unrestricted, unsignalised Turning into Underwood Street - partially restricted (M-F am), unsignalised Turning into Young Street - un restricted, signalised Turning into Shadforth Street - unrestricted, unsignalised
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	<p>Turning into Glenmore Road - partially restricted (M-F am and pm), signalised</p> <ul style="list-style-type: none"> - Summary: a total of eight current right turning opportunities for drivers to connect with North Paddington streets from Oxford Street - What is being proposed is the removal of the right turn at Jersey Road - just the one turn - but according to the interactive map the remaining seven opportunities will remain - I don't believe removing the rough hand turn at Jersey Road is 'madness' - I also believe it is inaccurate and scaremongering to suggest the implications of this will be that ALL previous Jersey Road traffic will divert to Elizabeth Street - this is not credible to support as the traffic will divert to the many other opportunities to turn - The rationale for this move needs to be clearly made and supported as reasonable and practical - the rationale is: This section of Oxford Street is narrower than other sections Taking away the right turn to Jersey Road is necessary to make room for the cycleway Taking away the right turn to Jersey Road is necessary to make room for the bus stop island location and boarding platform <p>Connectivity with the Draft Woollahra Council Active Transport Plan</p> <ul style="list-style-type: none"> - Please note that the Oxford Street East Cycleway project is a priority project within <u>Woollahra's Active Transport Plan (ATP)</u> - The community consultation used as input to developing the ATP has already been extensive - this should be shared - Woollahra's ATP plans are materially relevant to the cycleway project - and should be highlighted as such - There are a number of WMC priority projects that are connection opportunities, namely: <ul style="list-style-type: none"> - Queen Street (Cycling Priority Project #5, Walking Priority Project #2) - Paddington local streets (Walking Priority Project #2) - Please see <u>Map 6 and Map 7 of the Draft ATP</u> - Details about these plans should be noted in the forthcoming WMC submission - I raised the issue at the 15/2/23 meeting regarding 'North-South' connectivity and accessibility with Paddington local streets to and from the cycleway - It is in the interests of Woollahra Council to positively make and communicate plans about how to achieve this connectivity - It is in the interests of Woollahra Council for the purposes of funding these initiatives to plan and design connectivity links to the cycleway - This is detail and information that helps to understand the service value to local residents and integration with Woollahra's own projects that will be benefited by this cycleway project - This information needs to be shared with the Paddington resident community
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	<p>Continuous Footpaths</p> <ul style="list-style-type: none"> - There are three continuous footpaths along the Woollahra LGA side of Oxford Street: William Street Perry Lane Kidman Lane (adjacent to Ampersand Books - a driveway really) - In the OS&PWP 15/2/23 meeting it was claimed that a continuous footpath was required across William Street - this already exists - There are no other continuous footpaths currently along the northern boundary of Oxford Street - within Woollahra LGA - The Interactive Map shows that all unsignalised crossings of side streets (northern side of Oxford Street) will become continuous footpaths <p>Paddington Back to the Future Made Possible by the Cycleway</p> <ul style="list-style-type: none"> - Please acknowledge and emphasise the long term historical context of Paddington - Historically Paddington was never planned as a car suburb - Cars came much later - an afterthought - Oxford Street started life as a Muru (aboriginal track) - Later Oxford Street became a major tram thoroughfare - where cars were forced to wait and queue behind the tram (as they do in Melbourne) - For most of its history Oxford Street Paddington was a slow street that never prioritised cars - or their speed - The reason Paddington streets look and behave the way they do is because they were stitched together well before the car was invented - Paddington has always been 'high pedestrian activity' - TfNSW were asked what was the most significant feature of this project - their answer: stripping away two car lanes - This is a project about 'giving up' space for the purposes of place and pedestrians, and for local connectivity by bike as much as providing through cycle links to the CBD - The broader benefits need to be made clear - Woollahra Council should support the variety of benefits made possible by this project - and never to marginalise the project as only benefiting a 'few' <p>Paddington is Inner City Sydney - Not Suburban Sydney</p> <ul style="list-style-type: none"> - Paddington is positioned close to the CBD - distances to the Hyde Park corner (College and Liverpool Street) are as follows: From Glenmore Road - 1.2km From Paddington Town Hall / Paddington Post Office - 1.6km From Paddington Public School / Paddington Markets - 2km
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<p>From Oxford Circus (Queen Street corner) - 2.35km</p> <ul style="list-style-type: none"> - Paddington is an inner urban suburb - with more in common with other inner city areas (eg. Surry Hills, Darlinghurst) - Paddington does not have tall buildings, nor multi-storey above or below ground car parks here - never has, never will - People walk and bike more in inner city areas - and there is plenty of data (Sydney and internationally) to support this - Active Transport as a mode of transport is significantly higher in Paddington than in any other area of Woollahra LGA - WMC data supports this - There is potential for walking and riding activity to increase in Paddington further if traffic priorities were made more balanced, more equitable and modified - For inner city areas in Sydney and around the world - city planning acknowledges the car is a problem to be contained - rather than prioritised and encouraged - for a host of reasons - For Paddington at least - WMC needs to be close to the City of Sydney strategy mindset - far more than the rest of WMC - City of Sydney has a long term strategic vision to support more dense living, more pedestrian and cyclist activity, more public transport - Paddington and Oxford street cannot in all reasonableness sit outside of this strategic vision - the links and connections will be broken - it doesn't make the city work <p>Spendmap Data</p> <ul style="list-style-type: none"> - Could the sizeable chunk of business being derived from local residents be referenced please - I think key inferences could readily be made with this data about spend behaviour in Paddington and opportunities for investment in 'place' and active movement: - Paddington is a high pedestrian activity area - For local activities (shopping, drinking, dining, the stadium) local Paddington residents do this predominantly by walking and increasingly people are using various forms of mobility - Paddington resident cars are used to leave the suburb - not as a primary transport mode within the area - The cycleway project responds to this character - and will enhance local movement for people on foot and those riding - This data is relevant and should be made known to the community as why this project infrastructure should be supported <p>Forums - balancing the sources of audience feedback for consultation</p> <ul style="list-style-type: none"> - I agree with the principle of community consultation - and the need for clear accurate information being distributed - The Interactive Map is already a meaningful forum open to everyone to contribute - If were to organise additional forums they need to be impartial and fully representative - and not driven / led by shopkeepers - they are equal constituents along with many others - Schools and school children should be consulted

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<p>- Health professionals should be consulted - Mums and Dads who walk and cycle locally should be consulted - And we need a means of listening to families where pedestrian and cyclist lives have been lost or seriously injured as a result of a vehicle collision - the crash data shows these are the majority of road tragedies in Woollahra LGA - and where car travel is already comparatively safe</p> <p>My personal take on the Interactive Map - I have found the map user friendly to follow and make comment on - I did not find the site as especially challenging and inaccessible to navigate and is 'only for tech savvy people' - I know of at least one non-tech savvy eighty-two year old who has used the Interactive Map without an issue - I have found that the feedback being made is very positive on balance - Based on the Interactive Map as a forum there would appear to be clear majority support for the cycleway - Given some of the comments made at the OS&P Working Party meeting a conclusion could be drawn that the interactive map is a problem and the feedback received therefore should be discredited - I don't believe this is true and accurate</p> <p>Thank you for considering this additional input going forward for the submission and as input into the nature of further research, communication and future community consultation.</p>



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