

Oxford Street East Cycleway Consultation Report

December 2023



Artist's impression (subject to change) facing east, showing the proposed cycleway on the south side of Oxford Street and crossing for people walking between Paddington Reservoir Gardens and William Street, Paddington

Acknowledgement of Country

Transport for NSW acknowledges the Gadigal people of the Eora Nation, the traditional custodians of the land on which this project is located.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation’s First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples’ cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.



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Executive summary

Overview

Between late-June and mid-August 2023, Transport for NSW (Transport) undertook a series of engagement activities to deepen its understanding of community thoughts and concerns about the proposed Oxford Street East Cycleway.

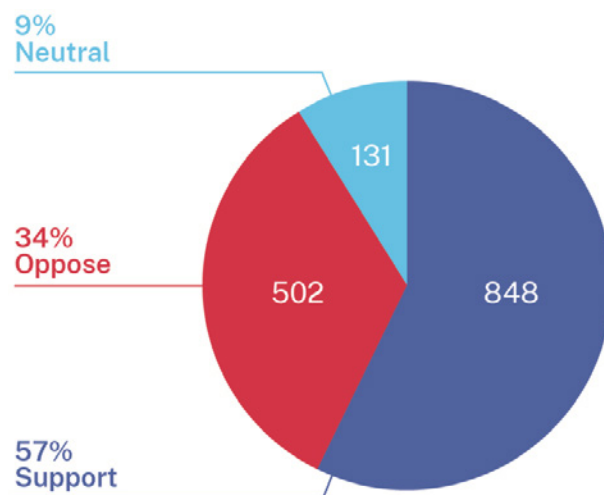
This followed earlier engagement undertaken in [February 2023](#), which sought feedback on a strategic design for the cycleway. While this revealed support from many, it also prompted a very strong level of concern from residents and local businesses. The subsequent engagement activities aimed to give community members and stakeholders further opportunities to meet the project team, find out more about the proposal, and provide feedback through various methods.

During the most recent process, feedback gathered through the broader engagement, including the online survey, was mixed. Activities resulted in approximately 2,300 responses and

interactions through face-to-face meetings, emailed correspondence, phone calls and an online survey.

Project sentiment was recorded for 2,130 of these interactions. The level of support varied by the response method. **The main feedback channel – the online survey – resulted in 57 per cent support.** More than 500 opposition letters co-ordinated by the Paddington Chamber of Commerce and others were also received, noting some included only a signature and contact information on a standardised letter. Some of those who sent letters also communicated their opposition through the online survey.

Online survey results: overall sentiment about the project





Transport's project team has welcomed, considered and responded to feedback throughout the project to date and will continue to do so for the life of the project. The team has spent hundreds of hours communicating and engaging with the public about the project. There will be an opportunity to provide further formal feedback when the public display of the Review of Environmental Factors (REF) takes place.

Response

Feedback has been thoroughly considered and discussed by Transport. At this stage of the project, current responses on key issues that have been raised are as follows:


Placemaking: During the consultation we heard from a range of stakeholders, particularly local businesses and bike user groups. Concerns were raised about impacts to businesses as a result of construction and operation of the cycleway, and the need for additional placemaking in Oxford Street. As a result and as described, we are progressing a *Public Domain and Activation Strategy*, which will identify a range of public domain and activation opportunities for the corridor seeking to align with the *Oxford Street and Paddington Plan 2019-2023* (Woollahra Council) and the *Oxford St LGBTIQA+ Social and Cultural Place Strategy* (City of Sydney). We will work with stakeholders to agree initiatives which would be aimed at revitalising Oxford Street, encouraging people to visit and spend more time in Paddington Village and contribute to the success of local businesses, rather than just passing through. Through that work, we hope to identify a forward program of placemaking and activation initiatives with local councils that can be delivered by both the NSW Government and councils, subject to approvals and funding.

Project need: The Oxford Street East Cycleway is consistent with Transport's wider goal for a safe, separated and comprehensive cycleway network. The cycleway will provide safe, viable travel choices for the community and enable road space to be better shared between people who drive, ride, walk or use public transport¹.

Route: Oxford Street remains the current preferred cycleway route between Paddington Gates and Taylor Square, over Moore Park Road. It currently has more riders than Moore Park Road, even without providing a separated cycleway. We also heard complaints that too many bike riders ride on the footpath. Providing a separated cycleway would offer a much safer alternative for bike riders and people walking and help reduce this behaviour. Oxford Street also offers greater potential to catalyse placemaking along a popular retail and civic strip, in addition to connecting destinations including, hospitals, churches, markets and other important community places.

Right hand turn bans: We have heard and acknowledge local concern about the removal of right hand turns and have re-examined our plans in light of this feedback. As a result, we are considering retaining the right hand turn at South Dowling Street onto Oxford Street, following design and safety assessments. However, internal safety and operational assessments have indicated that these restrictions are required for the cycleway to operate safely. We recognise they would present a significant change to how residents travel to and from their homes and will therefore continue to test the restrictions in further design stages. We would engage with the community to help manage and mitigate the impacts of these changes.

¹ Transport's *Road User Space Allocation Policy (2021)* and *Active Transport Strategy (2022)* both support the more equitable allocation of road space and prioritisation of walking and bike riding.



Traffic congestion: We received significant comments about the impact the project could have on traffic congestion. There are key parts to this:

- A) Modelling: Traffic modelling is helping us understand what those impacts might be and to understand future traffic forecasts. We know from precedent and research that reallocating road space to public or active transport often results in reduced traffic congestion as people alter their travel choices, either by changing mode, changing route and/or changing travel time.
- B) Modelling results will be published as part of a Review of Environmental Factors (REF), which is a document prepared as part of a project's approval.
- C) Behavioural change campaigns: The travel choices people make can also be supported by public campaigns encouraging people to choose bike riding or public transport options over driving or using alternate routes. We will continue to work with key stakeholders on these issues.

Business impact: We are very mindful of the needs of local businesses who have weathered the challenges of retail malls, Covid, online shopping, previous disruptive work and the cost-of-living squeeze and are understandably worried about the impacts of any further change. We take these concerns seriously and share the community's commitment to ensuring the economic success of Oxford Street. However, far from jeopardising local business, the cycleway and reduction in vehicles offer an opportunity to catalyse placemaking, encourage visitors, and support retail success.

As referred to above, we will prepare a *Public Domain and Activation Strategy* for Oxford Street where we will work with stakeholders to agree on initiatives encouraging people to visit and spend more time in Paddington Village and contribute to the success of local business, rather than pass through. This will build on place and connectivity initiatives for Oxford Street identified in the *Oxford Street and Paddington Plan 2019-2023* (Woollahra Council) and the *Oxford St LGBTIQ+ Social and Cultural Place Strategy* (City of Sydney). Although only preliminary delivery planning has been undertaken, we know construction would not be on a similar scale to other larger infrastructure projects which involve large scale relocation of underground utilities. Nonetheless, we are committed to keeping construction impacts to a minimum and would consult closely with local businesses. Parking was also raised as a key issue. Transport is working to keep the current parking as close as possible to the current arrangement.

Speed limit: Some project supporters and opponents share an aspiration for the speed limit along Oxford Street to be reduced. Transport is committed to providing a safe road environment for all road users and ensuring safe speeds are in place on the road network. We know that smarter road design along with lowering speeds in areas with high pedestrian activity and active transport use results in safer outcomes. We are committed to undertaking a speed zone review as part of the project, in accordance with the *NSW Speed Zoning Standard* and with consideration of Transport's *Movement and Place Framework* to ensure that a safe and self-explaining speed limit is in place to suit the environment.

Summary of the outcome of this consultation

We thank the people who took the time to talk to us, meet with us, write to us and hear about this important project over hundreds of hours of consultation. It is very clear the community is passionate about their local area. We have considered the issues raised, worked hard to address issues where we can, and are also acting on opportunities that have been raised with us about the future potential for Oxford Street East around activation and placemaking, including creating a *Public Domain and Activation Strategy* and working closely with stakeholders to identify a forward program of initiatives.

As outlined in the NSW Government's *Active Transport Strategy*, the government wants walking and bike riding to be the preferred way to make short trips and a viable, safe and efficient option for longer trips. The Oxford Street East Cycleway will help the government to deliver this vision.

Bike riding is one of the most sustainable forms of transport and contributes to great places, cleaner local environments, healthier lifestyles, and economic benefits for local neighbourhoods. By encouraging more people to ride for everyday journeys, we will provide increased travel choices, help reduce traffic congestion, support busy local economies, and improve the general health of our communities.

Oxford Street is already one of the busiest streets for bike riding in Greater Sydney, with up to 1,000 bike journeys per day. Ridership in central Sydney has grown strongly since cycleways were first installed in 2009. Despite high and growing bike riding demand, there is currently no safe, separated cycleway provided for people along the length of Oxford Street. With the Bondi Junction cycleway complete and the commencement of construction of the Oxford Street West cycleway, Oxford Street East is the missing link for existing and future bike riders.

Next steps

Transport remains committed to this cycleway, providing a safe bike riding connection for all ages and abilities, and supporting the rejuvenation of Oxford Street.

Our next steps include finishing the concept design and final business case, and carrying out further work to understand how outstanding placemaking and activation outcomes can best be delivered in collaboration with a range of partners.

The Review of Environmental Factors (REF) will be put on public display during the future detailed design process. This will create a further opportunity for feedback.

We will continue to engage with the community and stakeholders through the life of the project.



Introduction

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 Program 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 directional bus lanes and off-peak parking. The project aims to improve amenity, support corridor rejuvenation and enable people of all ages and abilities to safely ride a bike.

Transport is currently leading the project development process for the cycleway. This involves preparing a concept design, Final Business Case and a Review of Environmental Factors (REF). Funding, project approval and construction is subject to this development phase. In concert with this, and as a direct result of feedback, we will also prepare a *Public Domain and Activation Strategy* for Oxford Street to encourage people to spend time in Paddington Village rather than pass through. This will see us work closely with stakeholders to agree a shared vision, which would be aimed at revitalising Oxford Street and use this process to determine a forward program of placemaking and activation opportunities.

The Oxford Street East Cycleway will connect to the Centennial Park Cycleway, which has been completed, and the Oxford Street West Cycleway (this has two parts: Oxford Street, Darlinghurst and Liverpool Street, Sydney). Together they will create a continuous, separated cycleway corridor between Bondi Junction and the Sydney CBD, joining at Taylor Square. The Oxford Street West Cycleway is being delivered by City of Sydney and

is jointly funded by Transport's Get NSW Active program and City of Sydney, with a funding split of approximately \$10.8 million from Transport and \$3.2 million from the City of Sydney. The City of Sydney began construction work in November 2023 and expects to complete it in 2024.

About this report

In January 2023, Transport sought community feedback on an early strategic design for the cycleway. Feedback received during this early consultation phase, and initial responses from Transport, are documented in the [*Early Feedback Report*](#) (June 2023).

While the proposal received support from many, it also prompted a very strong level of concern from local residents and businesses. In response, the Minister for Transport directed Transport to re-open engagement in late June 2023 to listen further to community and stakeholder concerns.

Transport delivered a series of listening activities between 27 June and 14 August 2023 to communicate, engage with and meet face-to-face with the community including residents, business and other key stakeholders. This report outlines the listening activities undertaken, summarises what was heard from community members, and provides responses to the *main* feedback themes.

In addition to stakeholder and community feedback, Transport carried out engagement with Aboriginal Elders and Knowledge Holders during this process as part of a Connecting with Country process, to complement the cycleway concept design. This engagement process and the Aboriginal Design Principles will be published separately.

Engagement process

Engagement activities

Transport delivered a series of activities between 27 June and 14 August 2023, spending hundreds of hours communicating to, and engaging with, the public about the project.

These activities are outlined below.

Note the dates above mark the period during which the online survey was live on the project webpage at nswroads.work/osecycleway. Later feedback, including opposition letters coordinated through the Paddington Chamber of Commerce and others, is also included to present the fullest and most transparent view of feedback received.

Date	Activity	About	Further information
COMMUNICATIONS ACTIVITIES (to promote the feedback opportunity)			
27 June 2023	Community update	A two-page printed update dropped to over 16,000 local homes and businesses directed people to the website.	Appendix 1 – community update
26 July 2023 29 July 2023 2 August 2023	Social media	Posts on Facebook to advertise the pop-up sessions and to remind people to complete the survey. The posts' reach was 89,336.	Appendix 2 – social media posts
Ongoing	Media coverage	Extensive media coverage has been received about the project in both local and state-wide media e.g. <i>Oxford Street Cycleway: The Paddington Society propose shared traffic lanes, lower speed limit</i> , The Daily Telegraph / Wentworth Courier online, 28 August 2023.	
27 June 2023	Website	Updated with the community update, Early Feedback Report and FAQs and publicised on all material. Total of 5,649 visits between 28 June and 18 August.	
27 June 2023 24 July 2023	Emails	Issued to 240+ people on two stakeholder and mailing lists with opt-in opportunities to join our mailing list.	

Date	Activity	About	Further information
ENGAGEMENT ACTIVITIES (to learn about the project)			
29 July 2023 5 August 2023 9 August 2023	Pop-up information stands	Pop-ups held in locations recommended by the community and stakeholders resulting in approximately 150 conversations: <ul style="list-style-type: none"> • Five Ways, Paddington (10am–12pm) • Paddington Markets (10am–4pm) • Paddington Reservoir (3pm–6pm). 	See photos below
July–October 2023	Meetings	Online and face-to-face meetings with over 15 organisations and offers of briefings to over 25 more.	See below
FEEDBACK CHANNELS (to receive feedback)			
27-29 June 2023	Business door-knocking	Approached 332 businesses along and close to Oxford Street, resulting in 91 conversations with business representatives.	
27 June–14 August 2023	Online survey	Hosted on the project webpage and the NSW Government Have Your Say website.	Appendix 3 – online survey
	Submissions	Includes 512 submissions, based on a standardised objection letter (with personalised responses). There was also an objection letter from ‘Oxford Street Business and Sturt Street Residents’, signed by 43 people.	Appendix 4 – standardised objection letter (submitted with personalised responses)
	Emails	Received via the dedicated project email: osecycleway@transport.nsw.gov.au	
	Telephone calls	Received via the project info line: 1800 680 490.	
	Organisational submissions	Organisations also provided written submissions sent to the project email.	Appendix 5 – organisational submissions



Oxford Street business door-knocking



Five Ways, Paddington

Stakeholder meetings

The table below provides a more detailed list of the meetings held over the consultation period, and subsequently in the lead-up to the publication of this report.

Date	Organisation	Method
20 July 2023	Paddington Markets/ Paddington Uniting Church	In person
25 July 2023	Oxford Street Working Party (a Woollahra Council forum, including Woollahra and City of Sydney councillors and representatives of community groups)	Online
1 August 2023	Residents and businesses of South Paddington (an informal group)	In person
4 August 2023	BIKEast, Bicycle NSW, Amy Gillett Foundation, Better Streets	In person
9 August 2023	Paddington Public School	In person
17 August 2023	Alex Greenwich MP	In person
23 August 2023		Online
17 August 2023	Sydney Gay and Lesbian Mardi Gras	Online
22 August 2023	Accessible Transport Advisory Committee (a Transport forum, attended by representatives of 16 different organisations)	Online
6 September 2023	BIKEast	In person
13 September 2023	The Paddington Society	In person
18 September 2023	Paddington Darlinghurst Community Group	In person
23 September 2023 and 10 October 2023	City of Sydney officers	Online
5 October 2023	Amy Gillett Foundation, Better Streets, BIKEast, BIKESydney, Bicycle NSW, Business NSW and Business Sydney (the focus was broader than Oxford Street East Cycleway, but this was the main case study)	In person
27 October 2023	The Oxford Street Group (including representatives from the Oxford Street business community, residents, The Paddington Society and The Queen Street and West Woollahra Association)	In person
20 November 2023	NSW Ambulance, Paddington Station	Online

In addition, the following organisations were offered but did not accept briefings. These offers were made via email and over the phone, which enabled the team to impart some information about the project. Some of these organisations had been briefed during earlier consultation phases.

Organisations that have been briefed before

Sydney Business Chamber

University of NSW

Notre Dame University

Victoria Barracks

St Vincent's Hospital

Organisations that have not been briefed to date

Darlinghurst Business Partnership

Glenmore Road Public School

St Francis of Assisi's Regional Catholic Primary School

Woollahra Public School

Darlinghurst Public School

Crown Street Public School

Paddington Out of School Care

Rugby Australia

Entertainment Quarter

Venues NSW

National Art School

NSW Police

Fire and Rescue NSW

Playbill Venues (Hordern Pavilion)

Disney Studios (Fox)

Australian Film Television and Radio School, Brent Street

Alliance of Moore Park Sports

Sydney Swans

Sydney Roosters

Response

The engagement activities resulted in approximately 2,300 interactions and responses between 27 June and 14 August 2023. Sentiment about the project was recorded for 2,130 of these interactions. Level of support varied by the response method. The main feedback channel – the online survey – resulted in 57 per cent support, while more than 500 letters co-ordinated by the Paddington Chamber of Commerce and others, were all in opposition. These included a standardised objection letter format, which was used by many community members (Appendix 4), in addition to individualised responses. Overall, just over half (51 per cent) of responses opposed the project, 42 per cent supported the project and seven percent were neutral.

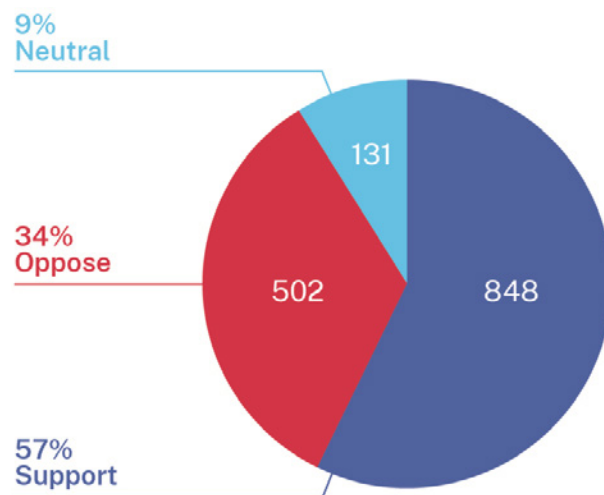
Activity	Number of interactions / responses	Support	Oppose	Neutral / no response / conditional
Meetings	20 orgs (approx.)	Formal feedback was directed to the online survey		
Pop-up information stands	150 (approx.)	Formal feedback was directed to the online survey		
Business door-knocking	91	31 (34%)	47 (52%)	13 (14%)
Online Survey	1481	848 (57%)		
Emails and calls	41	5 (12%)		
Organisational submissions	5	2 (40%)		
Coordinated submissions, including standardised letters (with personalised responses)	512			
Total interactions	2300 (approx.)			
Total feedback responses	2300	886 (42%)	1089 (51%)	155 (7%)

Feedback

Summary of feedback topics

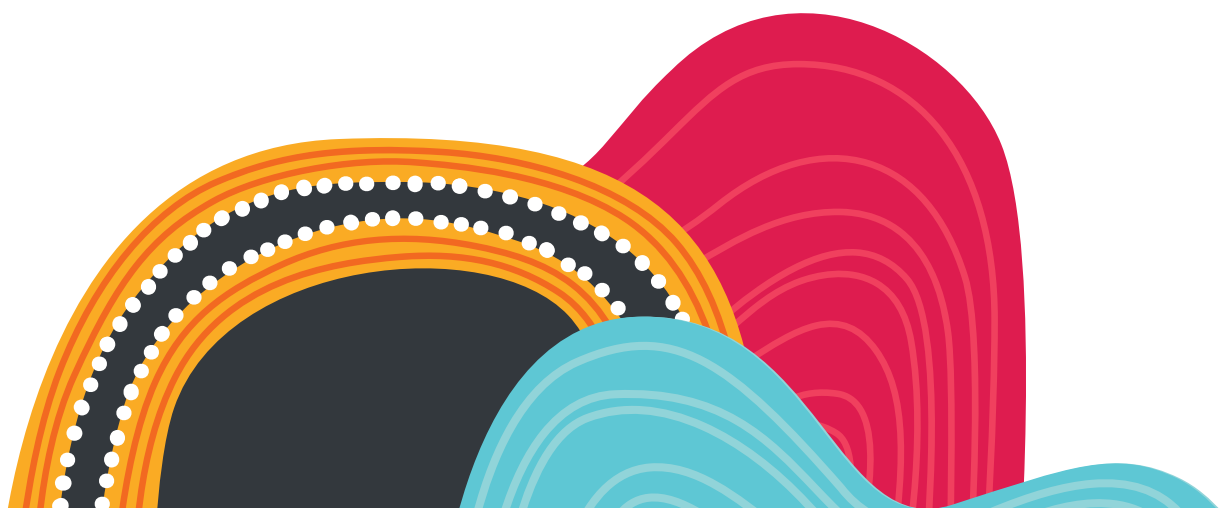
An analysis of the feedback received through the multiple feedback channels reveals consistent topics and themes. Some of these topics were expressed through comments both in support of the project and in opposition. This is summarised below.

Online survey results: Overall sentiment about the project



Topic	Summary of comments made by those in support of the project	Summary of comments made by those against the project
General statements / project need	General supportive comment. Project will encourage riding and expand the network. (Raised in business door-knock, survey, phone calls and emails and submissions)	General comment in opposition. Project is not needed -cycleways are not used much. (Raised in business door-knock, survey, phone calls and emails, standardised letter and submissions)
Route alternatives		Moore Park Road is a better route and should be chosen over Oxford Street (Raised in business door-knock, standardised letter and submissions)
Local business impact	Business will benefit from a better street environment that will encourage visitors. (Raised in business door-knock and survey)	Business will be disrupted and jeopardised by the cycleway's delivery and operation. (Raised in business door-knock, survey, phone calls and emails and standardised letter)
Deliveries and loading		Kerbside access is needed for business deliveries and rideshares. (Raised in business door-knock, survey and standardised letter)
Construction impacts		Construction impacts will be akin to light rail and will threaten business. (Raised in business door-knock and survey)
Parking	Too much space is taken up by parking. Reallocate it to active and public transport. (Raised in survey)	If parking is removed, shoppers will go elsewhere. (Raised in business door-knock, survey, phone calls and emails and standardised letter)
Traffic and congestion	Congestion will ease as people switch to bikes and buses. (Raised in business door-knock, survey and submissions)	Congestion will worsen through the loss of lane space. (Raised in business door-knock, survey, phone calls and emails, standardised letter and submissions)
Right hand turns		Right hand turn bans will reduce access for residents and emergency services. (Raised in business door-knock, survey, phone calls and emails, standardised letter and submissions)
Emergency access		Kerbside access and right-hand turns are needed for emergency services. (Raised in business door-knock, survey, and standardised letter)
Accessibility and safety	Safety will improve for riders and all road users by separating modes. (Raised in business door-knock, survey, phone calls and emails and submissions)	Safety will worsen for people walking and those with visual and physical impairments (Raised in business door-knock, survey, standardised letter and submissions)

Topic	Summary of comments made by those in support of the project	Summary of comments made by those against the project
Bus services		Bus services will get worse due to removed bus stops and reduced space on the road. (Raised in business door-knock, phone calls and emails and standardised letter)
Bus stops	Bus stops need to be designed to be safe, accessible and inclusive. (Raised in submissions)	Island bus stops are unsafe due to need to cross the cycleway to reach the platform. (Raised in phone calls and emails, standardised letter and submissions)
Speed limit	Reduce speed limit to 30 kmph. (Raised in survey and submissions)	Reduce speed limit to 30 kmph. (Raised in survey and submissions)
Placemaking	Integrate with other plans and reallocate more space to people. Include more placemaking and activation opportunities. (Raised in submissions, onsite meetings, business door-knock)	Alternative proposal for a shared bike and bus lane in both directions. Include more placemaking and activation opportunities. (Raised in submissions, business door-knocking, onsite meetings)
Engagement	Engagement must be ongoing through the project, particularly with businesses. (Raised in business door-knock and submissions)	Engagement has been poor, and the community hasn't been listened to. (Raised in business doorknock, survey, phone calls and emails and standardised letter)
Design issues	Calls for more design detail on cycleway design, signal phasing and intersections	Calls for more design detail on cycleway design, signal phasing and intersections. (Raised in submissions)



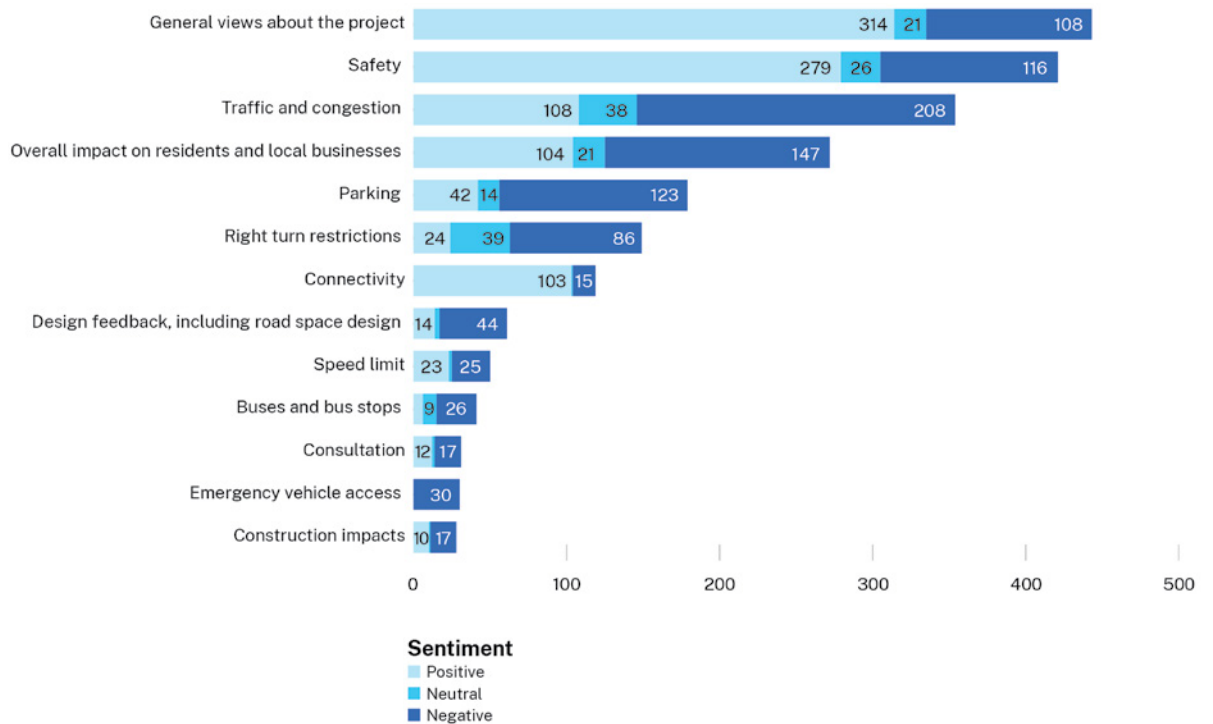
Topics by feedback stream

Survey

Figure 1 shows an analysis of the most common topics mentioned in survey responses, overlaid with sentiment towards the project. This shows the sentiment surrounding the most common topics to be either positive or mixed (for example general views about the project, safety and traffic and congestion).

Figure 1 Survey feedback topics by sentiment

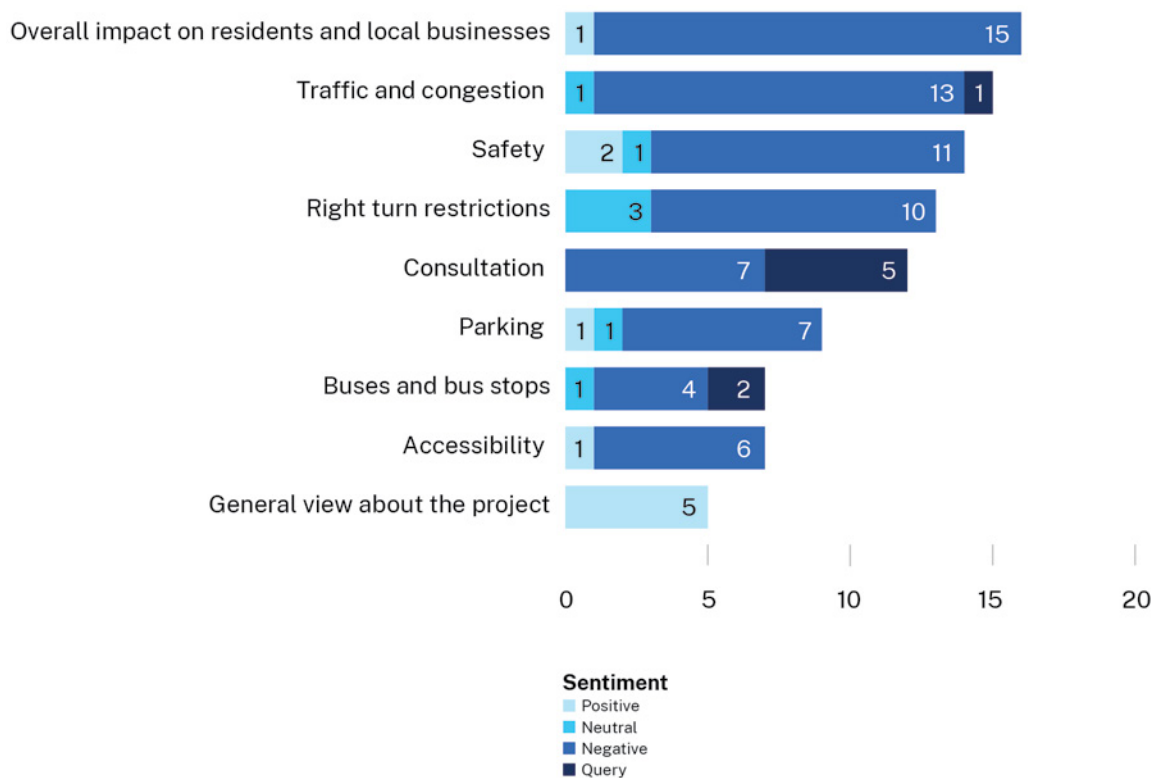
Do you have other feedback to share about the Oxford Street East Cycleway project?



Calls and emails

The themes emerging from these calls and emails were similar, with overall impact on residents and local businesses, traffic and congestion and safety the most frequently mentioned topic.

Figure 2 Call and email feedback topic by sentiment





Business engagement

About 10 per cent of survey respondents (144) own or run a local business. Their views on the possible effect of the cycleway were mixed (see Figure 3), with parking identified as the most important matter to business owners.

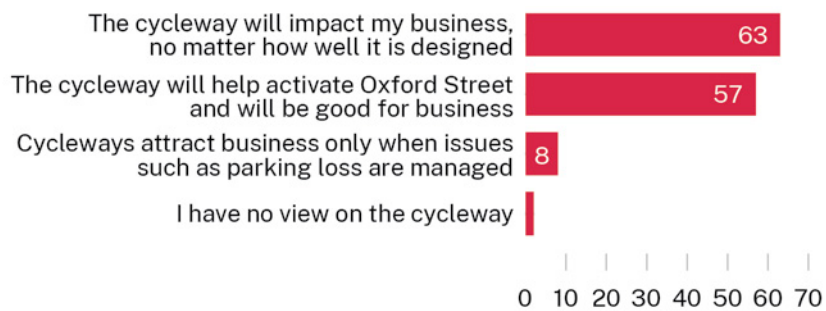
Figure 3 Business survey response topics

Which of the following matters are of most interest to your business?



Figure 4 Business survey response sentiment

As a business owner, which of the following statements best represents your views?



The business door-knocking revealed further comments both in support and against the project, as outlined below.

Key themes from supporters

General statements in support of the project

Project is needed

Project is good for business

Project will ease congestion

Keep engaging

Reduce the speed limit

Key themes from opponents

General statements against the project

The project is not needed

Project is bad for business

Project will worsen congestion

Engagement has been poor

Reduce the speed limit

Moore Park Road is a better route

Ensure kerbside access for deliveries

Concern about construction impacts

Concern about parking loss

Concern about right hand turn bans

Ensure access for emergency vehicles

Poor rider behaviour

Concerns about access and safety

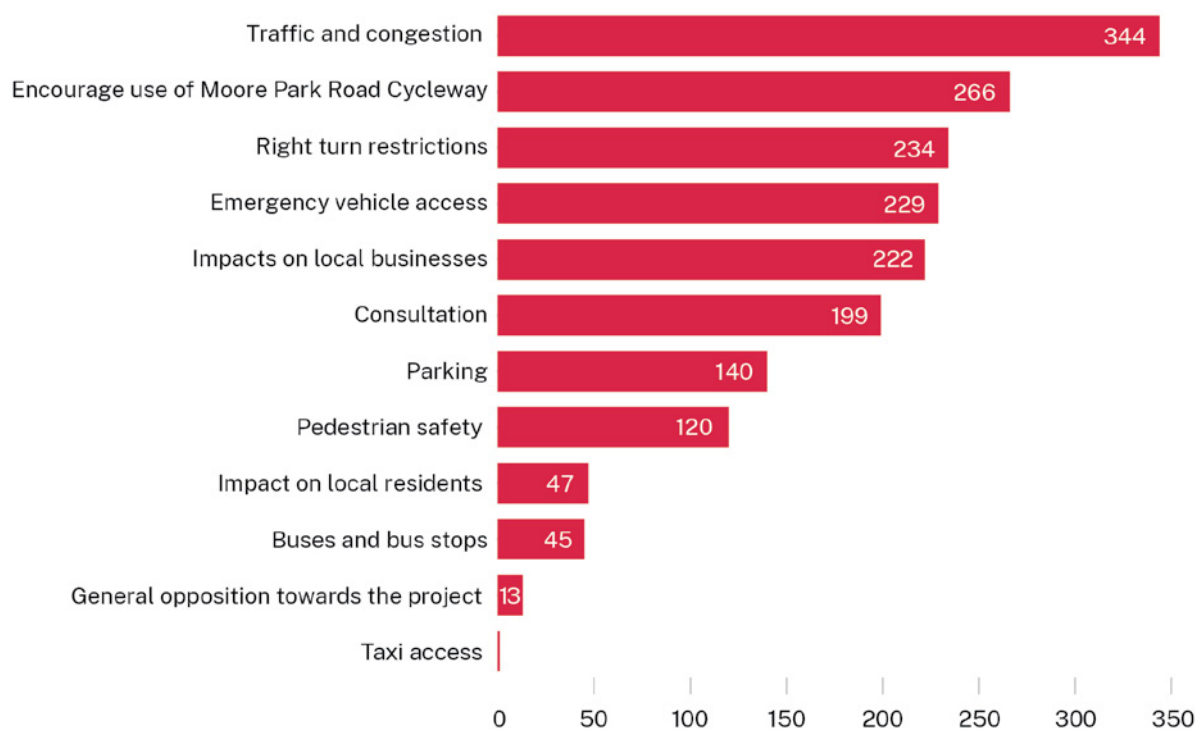
Concerns about bus stop location and services

Other issues including place improvements, urban design and activation

Community standardised objection letter (including personalised responses)

Transport received 512 submissions based on a form letter that circulated amongst the community during the listening initiative. All of these letters opposed the project. The topics raised in the letters, in order of frequency, are outlined below:

Figure 5 Community standardised objection letter (including personalised responses) themes



Submissions

Submissions were received from the following five organisations during the consultation period. Further submissions continue to be received and are being considered by the team.

- BikeEast
- Bicycle NSW
- Queen Street West Woollahra Association
- Paddington Darlinghurst Community Group
- Paddington Society – The Oxford Street Group (see Appendix 5 – this letter was coordinated through the Group).

The full submissions are contained in Appendix 5 and are summarised below.

Organisation	Topics	Summary
BikeEast Support	Engagement Speed limit Placemaking Design features	<p>BikeEast made a detailed submission providing very specific guidance and feedback on key aspects of the cycleway design.</p> <p>They support the project overall and emphasised positive aspects of the project including the removal of the median fence, and the introduction of the South Dowling Street pedestrian crossing.</p> <p>BikeEast urged Transport to incorporate feedback provided by Bike User Groups during previous consultation and to continue to engage with them.</p> <p>Key suggestions include:</p> <ul style="list-style-type: none">• Introducing a 30 kmph speed limit• Eliminating the Glenmore Road right hand turn lane• Providing more detail in the Paddington Gates intersection design• Using technology at signals and intersections• Better integrating the cycleway design with council plans and strategies• Eliminating the bus bay outside Darlinghurst Courts and reallocating the space to planting and for people walking• Keeping 2.5m widths for cars and no more than 3m width for buses.

Organisation	Topics	Summary
Bicycle NSW Support	Project support Urban renewal Design issues Bus stops Speed limit Accessibility and safety	<p>Bicycle NSW is strongly in support of the project and urged Transport to deliver a high-quality cycleway and renewed public domain. They recommend positioning the project as an urban renewal initiative to ensure community benefits are maximised.</p> <p>They also made design recommendations that include:</p> <ul style="list-style-type: none"> • Upholding the goal of full separation • Programming light phasing to prioritise people walking and riding bikes at signalised intersections • Including safe waiting areas for turning bike riders • Removing slip lanes at the junction of Queen Street • Expanding local bike links to the new cycleway • Developing site-specific solutions for intersections and ensuring the safety of bike riders and pedestrians • Placing bus stop islands near intersections to be extended refuges for people crossing Oxford Street • Reducing speed limits to 30 kmph along Oxford Street and surrounding side streets • Retaining narrow lanes to reinforce slower speeds • Ensuring the cycleway and walking infrastructure is totally inclusive • Creating equitable access to the kerb.

Organisation	Topics	Summary
Queen Street West Woollahra Association (QSWWA) Oppose	Traffic and congestion Right hand turns Design features Alternative routes	<p>QSWWA's submission focused on the traffic impacts of the project, in particular the implications of removing two lanes of traffic and banning right hand turns. They requested more information and data from Transport related to traffic volumes, modelling, and demand.</p> <p>Key points / requests from QSWWA include:</p> <ul style="list-style-type: none"> • Information on alternative routes that motorists will take because of the cycleway and how rat running will be prevented • Current traffic volumes along Oxford Street • Request to publish the modelling of traffic flows with the proposed changes • Concern about alternative routes promoted by right hand turn ban at Jersey Road and Lang Road and request to see what routes are proposed • Retain the proposed right hand turn bans at Jersey and Lang Roads • The Paddington Gate intersection design increases mingling between people walking and people riding a bike and will add to confusion and danger for all • Another set of lights for people riding a bike will lengthen the light sequence for motorists from Queen Street • Will the proposed pedestrian crossings from the Paddington Gate across Oxford Street be synchronised with the traffic lights and therefore not delay motorists? • Alternative routes and their trade-offs must be considered.
Paddington Darlinghurst Community Group Oppose	Speed limit Right hand turns Bus stops	<p>The Paddington Darlinghurst Community group's submission focused on the impacts of right hand turns, bus stops and the speed limit. Key points included:</p> <ul style="list-style-type: none"> • Demand for no right hand turn bans at South Dowling Street, Greens Road and Oatley Road. Restrictions will significantly impact access to local homes and businesses and require extensive detours. • Bus stop must be retained on the east side of Oatley Road. Island bus stops are unsafe for pedestrians. • Reduce speed limit to 30 kmph speed limit along Oxford Street.

Organisation	Topics	Summary
Paddington Society Oppose	Speed limit Parking Accessibility and safety Right hand turns Bus stops Placemaking Proposed project alternative	<p>The Paddington Society's submission focused on an alternative proposal that comprised:</p> <ul style="list-style-type: none"> • A 30 kmph speed limit • Two traffic lanes in each direction with one in each direction being shared with bike riders, buses and cars • The removal of the bus lane / clearway to allow footpath widening at key locations, pocketed carpark and bus bays at all bus stops • Revised lane widths for footpaths, bus bays, carparking pockets, shared lanes and travel lanes • Relocated traffic lights to the intersection with William and Elizabeth Streets and add a new set of lights at Newcombe Street. <p>Their concerns with the proposal related to how the cycleway might:</p> <ul style="list-style-type: none"> • Encourage bikes and cars to travel faster in their separated zones • Impede car parking which is important to business • Create a barrier that will discourage north / south connection and impede businesses on the south side • Impede access to homes and businesses due to right hand turn bans • Complicate bus movements and hinder access to bus stops • Minimise opportunity for footpath widening and introduction of street trees.

Woollahra Municipal Council wrote to the project team on 27 November to confirm the withdrawal of Council's previously resolved in-principle support for the strategic design of the Oxford Street East Cycleway. Council also confirmed it is now committed to advocating for the establishment of a permanent cycleway along Moore Park Road as an alternative to the Oxford Street East Cycleway.

Feedback topics and responses

Throughout the listening initiative we heard a range of viewpoints and comments. These are summarised and responded to below. Most feedback themes were similar to the those raised during the February 2023 engagement. For that reason, many of the responses outlined in the [Early Feedback Report](#) are still applicable. However, we have provided further detail for some of the issues. A lot of the detailed analysis to support these responses will be displayed as part of a Review of Environmental Factors (REF) for the project.

Project need

What we heard

Project need: We heard mixed views about the project need. Some people think the cycleway will encourage bike riding over car use and is an important element of an integrated bike network. Supporters encouraged us to expand local bike links to the new cycleway. However, many felt the cycleway is not needed as relatively few people ride, and those who do may continue to use the road or footpath. In general, opponents felt that the impacts are not worth the benefits.

Moore Park Road is a better route: We heard from opponents that Moore Park Road would be a better route because there is more road space to accommodate the cycleway, and no shop access to factor in. Some point out the rejuvenation benefits that a cycleway in this area could bring.

Our response

The Oxford Street East Cycleway is consistent with Transport's wider aspiration for a safe, separated and comprehensive bike network. These cycleways are needed to shift transport choices away from private car use and towards modes that help ease congestion and lower carbon emissions.

In 2023, Transport for NSW published the [Active Transport Strategy](#) which sets out to double the number of walking and bike trips across NSW within the next 20 years. The Strategic Cycleways Corridors outlined in the strategy is an important initiative to deliver that ambition. It

aims to fill the gaps in our cities' bike networks by building connections between centres, precincts and places.

A connection between the Eastern Suburbs and the CBD is one such priority connection, with the segment between Paddington Gates a clear 'missing link' between existing and planned sections. Both Moore Park Road and Oxford Street have been considered as routes for this link. However, Oxford Street was selected as the preferred route following the publication of the NSW Road User Space Allocation Policy in January 2021.



There are several reasons for this decision:

- Oxford Street is a more direct route between the eastern suburbs and Sydney CBD and already twice as many people use it to ride along, compared to Moore Park Road, even without a separated cycleway.
- The lack of separation puts bike riders at risk of collision, and that risk will increase as bike riding becomes more popular.
- A cycleway provides opportunities to revitalise Oxford Street by removing and calming traffic and providing a better place for people to visit and spend time.
- At the weekend, bike riding along Oxford Street increases but declines along Moore Park Road. This indicates the opportunity for leisure trips along Oxford Street by bike.
- The need to complete the missing link is becoming more urgent following the opening of the Bondi Junction Cycleway in 2022, and the recent commencement of construction of the Oxford Street West cycleway.

Local business impact

What we heard

Business impact: We heard mixed views about business benefits. Some believe the cycleway will be good for business by creating a better street environment that encourages visitors. Some business owners looked forward to their staff and customers being able to ride to their premises. They also thought the cycleway could encourage deliveries by bike and provide a safe environment for delivery riders. However, a majority of business owners on Oxford Street think the cycleway will be bad for business. Businesses have suffered a lot in recent times due to Covid and cost of living pressures. They fear their customers will choose to shop elsewhere due to loss of parking, affecting trade.

Concern about parking loss: We heard concern that parking will be removed, causing shoppers to trade elsewhere, and that businesses were also feeling the effects of recent parking loss on nearby streets. Business owners think the cycleway might cause visitors and shoppers to go to shopping malls where they can park easily.

Retain kerbside access: We heard a lot about the importance of kerbside access for business deliveries –but also for taxis and rideshare operators, and emergency services.

Concern about construction impacts: We heard concern that the impacts of the cycleway’s construction would be as bad as other large transport projects and previous underground service work in the same area that would drive people out of business. We heard questions about what compensation would be available to businesses.



Our response

We are mindful of the needs of local traders who have weathered the challenges of retail malls, Covid, online shopping and the cost-of-living squeeze, and are understandably worried about the impacts of any further change. We take these concerns seriously and share the community's aspiration for an economically vibrant Oxford Street. Far from jeopardising local business, we believe the cycleway offers an opportunity to catalyse placemaking, encourage visitors, and support retail success.

In direct response to feedback about the placemaking Transport will prepare a *Public Domain and Activation Strategy* for Oxford Street. This will support the vision for Oxford Street identified in the *Oxford Street and Paddington Plan 2019-2023* (Woollahra Council) and the *Oxford St LGBTIQ+ Social and Cultural Place Strategy* (City of Sydney). During the consultation we heard from a range of stakeholders, particularly local businesses and bike user groups. Concerns were raised about impacts to businesses as a result of construction and operation of the cycleway, and the need for additional placemaking in Oxford Street. We will work with stakeholders to agree on initiatives which would be aimed at revitalising Oxford Street, encouraging people to visit and spend more time in Paddington Village and contribute to the success of local businesses, rather than pass through. Through that work, we hope to identify a forward program of placemaking and activation initiatives with local councils that can be delivered by both the NSW Government and councils, subject to approvals and funding. Examples could include landscaping, public art and events. The *Public Domain and Activation Strategy* will communicate how the project and associated public domain improvements will contribute to a broader Oxford Street vision and enable the NSW Government, councils and other stakeholders to deliver coordinated public realm and activation initiatives.

The process will consolidate Councils' existing place plans and visions and identify opportunities along the corridor for public domain improvements to support the rejuvenation of Oxford Street. The Oxford Street East Cycleway project being only one component of a broader vision for the Oxford Street corridor.

The strategy will address how the future opportunities support the key components of vibrancy and activation, being increased footfall, dwell time, and the diversity of people present. The strategy will also address the precinct's strengths and weaknesses in relation to the principles of the *NSW Public Spaces Charter*.

There are many examples from across the world, and closer to home, that show cycleways have a neutral to positive impact on local businesses. The Heart Foundation's discussion paper, *Good for Business*, provides a useful overview of this evidence². But here are some examples:

- Researchers from Portland State University studied 14 corridors in six cities (Portland, Seattle, San Francisco, Memphis, Minneapolis and Indianapolis) and found cycleways and street improvements had either positive or non-significant impacts on sales and employment³.
- Research conducted by Bloomberg reflected similar findings on the economic impacts of bike lanes, in a summary of 12 case studies from North America, the United Kingdom and Ireland⁴.
- A study of streetscape improvements and cycleway installation on Vanderbilt Avenue in New York, concluded the street showed a "sustained, dramatic trend of increasing economic performance.... Compared with comparison sites and the borough as a whole [indicating] that the street improvements contributed to this fast-paced growth in retail activity"⁵

2 *Good for Business. The benefits of making streets more walking and cycling friendly*, Heart Foundation (2011).

3 *Economic Impacts of Bicycle and Pedestrian Street Improvements*, People For Bikes, Bennett Midland, Portland State University, The Summit Foundation (2020).

4 *The Complete Business Case for Converting Street Parking Into Bike Lanes*, Bloomberg (2015).

5 *The Economic Benefits of Sustainable Streets*, New York City Department of Transport, page 20 (2013).

- In 2016, Toronto City Council piloted a bike lane along Bloor Street West which was a heavily used travel corridor, carrying approximately 24,000 vehicles per day. An evaluation of the pilot showed that local businesses in the pilot area reported more customers and more customer spending compared to the surrounding area, and a nearby control area.⁶

Parking

The perceived removal of parking is still a concern among community members and businesses. We would like to reassure people that off-peak parking will be retained in bus lanes once the cycleway is in place. People will still be able to park on both sides of the street during off-peak hours. Bus stop consolidation will mean some parking loss around the new bus stops, but extra parking spaces in the locations where the bus stops are moved from. We will publish details of the net parking result in the Review of Environmental Factors (REF).

Construction impact

Although only preliminary delivery planning has been undertaken, we know construction would not be on a similar scale to other larger transport infrastructure projects. Other projects have required significant excavation of the road corridor and footpaths, including extensive relocation of utilities and underground services.

In contrast, the scope of this project is largely kerb-to-kerb and would involve predominantly surface works to reallocate road space to active transport. Excavation would be required to install the median strip and cycleway surface, and around traffic control signals, drainage, utilities, and light poles. While this will have impacts, they will be to a lesser degree than many other infrastructure programs.

We understand that any impacts, however minimal, could be disruptive and are committed to consulting closely with traders during the detailed design and pre-construction phases of the project.

Road impacts

What we heard

Congestion: We heard a lot about the impacts of the cycleway on congestion. Supporters felt that congestion will ease as people ride more or use public transport. This will help to improve the ambiance and amenity of the area and attract visitors. However, opponents felt that congestion will get worse on Oxford Street because a reduction in lane space will push cars on to local roads. We received questions about the current traffic volumes along Oxford Street, what traffic modelling had been done to support the project and how rat running might be prevented. Community members suggested that Transport should develop an integrated traffic strategy and publish the modelling of traffic flows with the proposed changes.

Concern about right hand turns: We heard a lot of concern about the impact of proposed right-hand turn bans on resident and emergency vehicle access. Community groups have urged Transport to retain all right hand turns, identify alternative routes and publish modelling results to demonstrate the impact of any changes.

Retain emergency access: We heard that kerbside access and right hand turns are critical for emergency services and Transport was urged to consult emergency services.

⁶ *Bloor Street West Bike Lane Pilot Project Evaluation*, Toronto City Council (2017).

Our response

Modelling and traffic impacts

Every day, between Paddington Gates and Flinders Street, about 34,000 vehicles travel down Oxford Street in both directions and just over 30,000 vehicles travel down Moore Park Road. Transport is undertaking modelling to understand the effect that removing two lanes of traffic along Oxford Street might have on these traffic volumes and also travel routes, mode choice and travel times.

Key strategic models that cover the Greater Metropolitan Area are used to forecast traffic volumes, public transport and active transport demand as well as understand mode choice. The traffic demand outputs are then used to create a detailed simulation of how all modes of transport could perform along Oxford Street and the nearby network with the cycleway in place. All Transport's models are calibrated and validated frequently using traffic counts and real-time data.

However, while modelling is a useful tool to help forecast what *could* happen when road conditions change, it cannot predict what *will* happen and is

subject to limitations. We know from precedent and research that reallocating road space to public or active transport results in reduced traffic congestion as people alter their travel choices. So, while traffic diversion may be an immediate result of the cycleway's introduction, supporting people to make other choices, through public communications, should mitigate this in the medium term after opening.

We have looked to projects around the world, and close to home, to see what the impact that reallocating road space to public transport could have on traffic congestion. These examples suggest that congestion reduces when people are given a choice of bike riding or public transport for shorter trips.

Validated modelling outputs would be made available as part of the public display of the concept design and the Review of Environmental Factors (REF). The REF would also include a comprehensive Traffic Management Report that would outline possible impacts to the local road network caused by the introduction of the cycleway.

In Paris, the pedestrianisation of the Seine's right bank, which formerly carried more than 40,000 vehicles per day, led to decreases of between five and 28 per cent on alternative routes.

In Seoul, the removal of 10 traffic lanes above the Cheonggyecheon stream led to a 45 per cent decrease in traffic volumes and 76 per cent more pedestrian activity.

In Barcelona, reallocating road space for bikes reduced car volumes by up to 14 per cent, with no material increase in traffic in adjacent streets.

In Toronto, the Bloor Street West Bike Lane was piloted along a heavily used travel corridor, that carried approximately 24,000 vehicles per day. An evaluation of the pilot showed an 18 per cent reduction of car traffic volume and Toronto City Council has now made the bike lane permanent and is extending it further.

In Sydney, the closure of George Street to private vehicles led to an 11 per cent reduction in cars accessing the CBD during the morning peak. Public transport patronage increased by nine per cent, and footfall on George Street itself increased by 45 per cent. These benefits were realised in 2018, before the Sydney CBD Light Rail service was introduced.

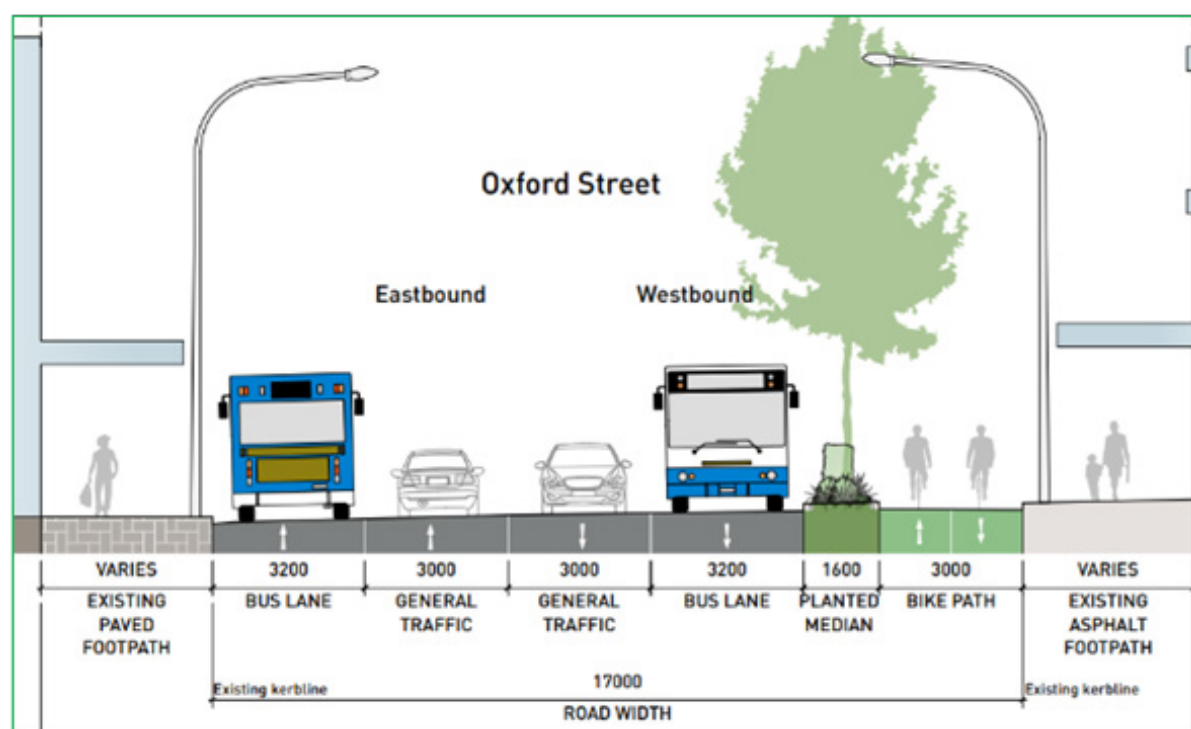
Right hand turn bans

The Oxford Street East Cycleway would be a two-way cycleway running along the south side of Oxford Street between Paddington Gates and Taylor Square. Space for the cycleway would be

created by removing two lanes of traffic leaving one traffic lane and one bus / off-peak parking lane in each direction.

A typical cross section of the proposed cycleway is illustrated below noting bike, traffic and bus lane widths would vary slightly along the corridor.

Figure 6 Typical cross section of Oxford Street with the cycleway



Early designs for the Oxford Street East Cycleway proposed to stop right hand turns at five intersections. They were proposed due to:

- **Lack of space:** Oxford Street varies in width at each of the intersections. This means there is insufficient width to cater for right hand turning lanes on Oxford Street as well as the bus and traffic lane – even if lane widths were reduced.

- **Bus travel times:** Due to the lack of space, cars turning right would need to wait in the through traffic lane, delaying general traffic and off-peak buses.
- **Safety:** Because the cycleway would run along the south side of Oxford Street, eastbound vehicles turning right would turn onto the path of oncoming bikes and bikes approaching from behind.

The current peak hour vehicle counts at each of these intersections are as follows:

Intersection	Restricted movement	Current peak hour vehicle counts
South Dowling Street	North bound turning east into Oxford Street	< 200
Greens Road	Eastbound turning south into Greens Road	< 70
Oatley Road	Eastbound turning south into Oatley Road	< 140
Lang Road	Eastbound turning south into Lang Road	< 130
Jersey Road	Westbound turning north into Jersey Road	< 90

In response to feedback, we took another look at the proposed right-hand turn bans to get the right balance of local access, bus travel times, and safety for all road users. Below is a summary of what we've considered and the implications of each option.

- **Allowing right hand turn access:** Allowing vehicles to turn right, means a risk of collision between vehicles, bikes or pedestrians would remain (apart from at Jersey Road where vehicles would not be turning into the path of bikes). Delays would be caused to off-peak buses queuing behind right-turning traffic.
- **Allowing right hand turn access but removing parking:** Queuing could be reduced by removing parking spaces in the approach to the intersection. This would allow buses and vehicles to overtake. But the risk of collision would remain, vehicles would need to weave between the traffic lane and kerbside lane, and parking would be lost.
- **Retaining the current proposal:** The proposed right hand turn bans would alter access to local streets. But they would help to reduce safety risks, and delays to bus running times.

As a result of our review, we are considering retaining the right hand turn from South Dowling Street to Oxford Street, following further assessment. Vehicles would be held back slightly at the traffic signal to allow people to cross the new pedestrian crossing, which is proposed at this location.

However, we believe the cycleway cannot be accommodated, or operate safely, without the other right hand turn restrictions remaining in place. We recognise these would present a significant change to how residents travel to and from their homes. We will engage with the community to manage and mitigate the impacts of these changes wherever possible.



Accessibility and safety

What we heard

Safety: This was another topic that received mixed responses. We heard from supporters who said that separating bikes from cars and buses will improve safety for all road users. We heard advice to uphold the goal of full separation. However, we also heard concerns that the cycleway will create a barrier to people crossing Oxford Street and worsen safety for people walking and people with visual and physical impairments. There was some concern about the location of pedestrian crossings along Oxford Street and whether some existing ones would be moved.

Rider behaviour: We heard concern about the speeds at which some users of bikes, including electric bikes, currently travel and a lot about the dangers of perceived unsafe bike riding practices to people walking.

Ensure accessible infrastructure: Both supporters and opponents of the project wanted to see safe, accessible and equitable infrastructure. But there were clearly different views about how that could be achieved.

Our response

Cycleways are relatively new features of our cities' streets. Where they have been introduced, evidence is showing they improve safety for all users. The City of Sydney's analysis of more than ten years' data, has found crashes involving bike riders has reduced while ridership has increased.⁷

In addition, a study that looked at 13 years of data from 12 large US cities, found that separated and protected bike lanes were associated with fewer fatalities and better road safety outcomes for all road users. This is because bikes calm traffic, slow cars and reduce fatalities.⁸

This project proposes to introduce several features that would have this calming effect, but also directly improve the environment for people walking. These include:

- The removal of two lanes of traffic
- Three new pedestrian crossings
- Continuous footpaths at side street intersections that prioritise people walking over vehicles.

However, we appreciate the concerns of community members with mobility issues, who feel the cycleway may still present a safety concern. We have been consulting with the Accessible Transport Advisory Committee (ATAC) and are incorporating their suggestions into the design.

We appreciate the concerns of some local people about the behaviour of some riders. By providing a safe separated cycleway, we aim to make bike riding accessible to a wider range of ages and abilities. Changing the profile of people who ride will help alter behaviour as bike riding becomes a more common feature of our cities.

⁷ <https://news.cityofsydney.nsw.gov.au/articles/bike-riding-in-sydney-shows-safety-in-numbers>

⁸ *Why cities with high bicycling rates are safer for all road users*, Wesley E. Marshall a, Nicholas N. Ferenchak, Journal of Transport and Health (2019).



Bus services and stops

What we heard

Island bus stops are unsafe. We heard concerns that the proposed island bus stops are unsafe due to the need for pedestrians to cross the cycleway to reach the bus platform, especially for those with vision impairment, older people and those with mobility issues.

Bus services will worsen: We heard concerns that bus services will get worse due to the proposed removal of bus stops that people

rely on, and because buses might be delayed due to reduced road space. We also heard concern about possible temporary changes to bus stop locations during construction.

Keep bus stop to the east of Oatley Road. We heard calls from South Paddington Residents to retain the bus stop on the east side of Oatley Road rather than move it to the south.

Our response

Bus stops

The project proposes to reduce eight bus stops along the south side of Oxford Street to five to provide space for the cycleway and to mitigate any delay in bus travel times due to the reduced number of lanes. These bus stops would be designed into a widened public domain, with an area for bus passengers to wait alongside the footpath. The cycleway would be located between the bus waiting area and footpath. Elevated pedestrian crossings would provide priority for people walking across the cycleway.

We have been working on the bus stop design in close consultation with the City of Sydney who are experienced in installing widened bus stops, also known as 'island bus stops', at several locations. These will follow a similar design as stops on the Oxford Street West cycleway to ensure a design consistency along the corridor. We have also engaged the Accessible Transport Advisory Committee (ATAC), which is a group of disability and accessibility advocates.

The City of Sydney has told us that there have been no reported collisions or near misses between people walking and people riding bikes where they have installed widened bus stops. However, accessibility advocates have raised concerns and emphasised the need to slow bike riders down when interacting with people walking. All conversations have been constructive and insightful and have led the team to consider urban design responses to improve safety and accessibility via appropriate use of a flush treatment (i.e., making sure the footpath and cycleway are at the same level), placement of furniture and ground surface treatments.

Bus services

Bus stop consolidation has distinct benefits for people who rely on bus travel. Fewer bus stops mean less stopping which would help to improve bus travel time and reliability. The larger bus platforms, big enough to hold two buses at each location, would also improve bus capacity along the corridor. However, moving bus stops would mean that some passengers would have further to walk. This would be a particular problem for those with mobility issues and we accept this as an important accessibility concern.

Oatley Road bus stop

We have explored the implications of retaining the Oatley Road bus stop east of the intersection. It is likely this would require the loss of about three or four parking spots to allow for a larger bus stop and bus pull-in. We would have to hold left turning

vehicles back at this point to allow bike riders to proceed at a green light. If buses were behind these left turning vehicles it could have an impact on bus performance. As such, the concept design for the cycleway continues to propose moving the bus stop to the west side of Oatley Road.

Speed limit

What we heard

Reduce the speed limit. We heard calls from both supporters and opponents of the project to reduce the speed limit on Oxford Street. A reduced speed limit will improve the safety of bike riders and make it a nicer place to visit and spend time.

Narrow lane widths. We received requests to reduce the width of road lanes to help encourage reduced traffic speeds. Some suggested a 2.5 metre width for cars and no more than 3 metre width for buses.

Separation encourages speed: A couple of comments suggested that separation would encourage bikes and cars to travel faster in their separated zones. However, we also received advice to uphold the goal of full separation..

Our response

Lowering the speed limit on streets with high pedestrian activity can lead to better place and safety outcomes, however this needs to be balanced against the movement needs of the corridor and undertaken in accordance with the [NSW Speed Zoning Standard](#). The road design and environment must be suitable for the sign posted speed.

Transport is committed to improving safety on all roads and we use a safe system approach to road design and the setting of speed limits. In July 2023, Transport updated speed zoning guidelines with the release of the new [NSW Speed Zoning Standard](#). The new standard is aligned with Transport's [Movement and Place Framework](#) and includes an increased focus on setting safe speed limits particularly for areas with a high place function.

A detailed speed zone review will be undertaken by Transport as part of the project to determine if a speed reduction from the current 50km/h is appropriate in line with the [NSW Speed Zoning Standard](#).

In relation to calls for a 30km/h speed zone, the [NSW Speed Zoning Standard](#) details what would be required to lower to this speed. This includes the requirement that there is only a single lane of travel in each direction including intersections. With peak bus lanes continuing along Oxford Street, it would not meet the requirements for a 30km/h speed zone.

We acknowledge that narrowing the widths of roadways can aid in lowering speeds and creating safer streets in certain environments with a high place function. However, Oxford Street will remain a public transport corridor and we are obliged to provide a safe operating environment for all users including our bus operators and public transport passengers. For most of the time, buses will be

travelling in a single lane in each direction without a median strip. Further reducing lane widths would not meet road design guidelines and could increase the risk of collisions if buses and vehicles

cannot safely stay in their lane. For this reason, we are proposing to retain the width of the four remaining travel lanes at generally 3.0m for vehicle lanes and 3.2m for bus lanes.

Placemaking

What we heard

Better integration. Stakeholders told us that Transport should better integrate the cycleway design with council plans and strategies.

More placemaking and activation. We heard from a range of stakeholders, particularly local businesses and bike user groups, with concerns raised about impacts to businesses as a result of construction and operation of the cycleway, and the need for additional placemaking in Oxford Street.

Reallocate space to people. We heard suggestions to reallocate space taken by the bus bay outside Darlinghurst Courts to planting and people walking. We also heard concerns that the cycleway minimises opportunity for footpath widening and introduction of street trees.

Alternative proposal: We received a proposal from the Paddington Society for a shared bike and bus lane along Oxford Street instead of a separated cycleway, supported by a 30 kilometre per hour speed limit.

Our response

We recognise that good cycleway design works in conjunction with streetscape improvements, and we are keen to work closely with both City of Sydney and Woollahra Council to integrate the cycleway design and associated placemaking opportunities with their programs.

We have read the Paddington Society's proposal with interest and are united in the desire for better place outcomes and a rejuvenated Oxford Street. However, we disagree with the Society's rejection of a separated cycleway.

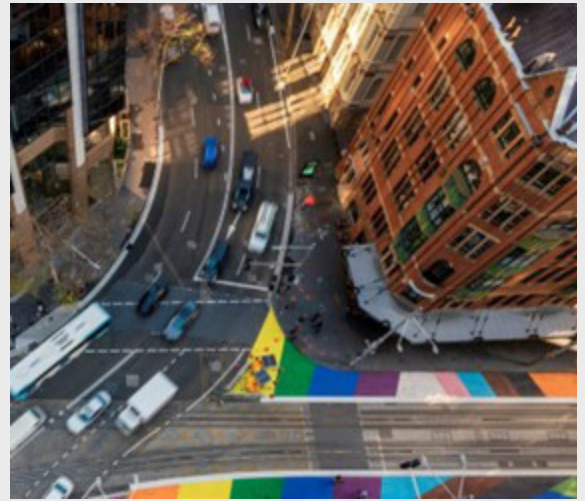
We plan to work with stakeholders and organisations to confirm placemaking and activation initiatives for Oxford Street and document it in a *Public Domain and Activation Framework*. This framework will support the vision for Oxford Street identified in the *Oxford Street and Paddington Plan 2019-2023* (Woollahra Council) and the *Oxford St LGBTIQ+ Social and Cultural Place Strategy* (City of Sydney). Through

that work, we hope to identify a forward program of placemaking and activation initiatives that can be delivered by a range of government and non-government organisations. This will provide context for everyone to understand how Transport can support the broader vision over the short, medium and long term, and the role the cycleway could play in that process.

Examples of local placemaking and activation projects that Transport has delivered with the City of Sydney and Woollahra:



Streets as Shared Spaces, George Street North Credit: City of Sydney



Streets as Shared Spaces, George Street North Credit: City of Sydney



Places to Love, George Street South trial pedestrianisation. Credit: City of Sydney
Credit: City of Sydney



Permanent changes to George Street South post the trial were also supported by Places to Love funding



Streets as Shared Spaces, Rose Bay Centre Connectivity Program
Credit: Steven Siewart



Streets as Shared Spaces, Rose Bay Centre Connectivity Program
Credit: Steven Siewart

The Oxford Street East Cycleway is a priority route and has been designed accordingly in line with principles in the *NSW Cycleway Design Toolbox*. The Toolbox states in section 2.2 that the bike riding facility selected for a road or street depends on the type of street (its “movement and place” typology) and the speed and volume of traffic. Oxford Street currently has a ‘main street’ typology and therefore requires a ‘bicycle path’ facility (see below.)

Priority routes

Street typology (Movement and Place)	Civic space	Local street	Main street	Main road
Motor vehicle speed	≤10 km/h	≤30 km/h	≤50 km/h	>50 km/h
Motor vehicles / day	n/a	≤2,000	>2,000	n/a
<u>Bicycle path</u> (One and two-way)				
<u>Quietway</u>				
<u>Shared path</u> (Low pedestrian activity and low cross-cycleway movement)				
<u>Shared path</u> (High pedestrian activity or high cross-cycleway movement)				
<u>Shared zone</u>				
Required for priority routes		Suitable, but not preferred for priority routes		

The Toolbox defines a bicycle path as “an off-road facility that is physically separated from motor vehicle traffic and pedestrians, and is exclusively for use by bicycles and potentially other micromobility devices”

The Paddington Society raises a number of other concerns, which we have responded to below and elsewhere in this report:

Concern raised by the Society	Transport response
The cycleway will create an additional barrier for people crossing Oxford Street	Pedestrian priority will be maintained at all marked crossings and additional pedestrian crossings are still being investigated.
The cycleway will encourage bicycle user speed within the segregated zone	Research and evidence from overseas and in Australia suggests separated cycle facilities increase the number and types of bike riders, which has a positive effect on user behaviour and the slowing of bike rider speeds.
The cycleway will allow motor vehicles to travel faster without the encumbrance of bike riders	Traffic lanes would reduce from two to one each way while eliminating the central median, which would help slow speeds. The project is also completing a speed zone review to determine whether a speed reduction is appropriate.
The cycleway will eliminate/reduce essential carparking along the south edge, required to support shoppers and businesses	On-street carparking will be maintained along the entire south edge of Oxford Street, largely unchanged from existing conditions.
The cycleway will discourage businesses on the southern side including market stall holders	The design team will work with market stall holders to accommodate their needs.
The cycleway will eliminate the scope for footpath widening on the sunny south side	The design team is working through the identification of future public domain works which could be implemented with local councils.
The cycleway will complicate bus movements and pedestrian waiting areas at bus stops	The floating bus stops are an increasingly common bus stop typology and provide increased space for bus rider waiting areas and declutter footpaths. Pedestrian priority crossing points will be provided across the cycleway to allow for safe and easy access to bus stops.
The cycleway will minimise the scope for introduction of street trees to reduce heat island effect	The design team is working through the identification of future public domain works which could accommodate street trees and be implemented in the future with local councils. The design team is also exploring opportunities for new tree plantings within the cycleway median.
The cycleway will limit resident vehicle access to South Paddington by prohibiting right hand turns for east bound vehicles	Right hand restrictions will need to remain for the reasons outlined in this report.



Engagement

What we heard

Engagement must improve. We heard that not enough consultation has been done with small businesses and the community and that in-person and other types of engagement must continue as the project progresses.

Our response

The engagement we conducted in February 2023 on the early strategic design attracted understandable criticism. We tried to improve our engagement in June by providing a range of channels to learn about the project and provide feedback. We have continued to hear genuine concern within the community about the possible impacts of this project, but we have also heard strong support. We are committed to continuing a conversation with the community about the shared vision for the Oxford Street project and the possible role of a cycleway in delivering that ambition.

Design issues and suggestions

What we heard

Intersections. We heard calls for site-specific solutions at intersections to ensure the safety of bike riders and pedestrians, and a suggestion that these include safe waiting areas for turning bike riders. There were calls from both supporters and opponents for more detail about the Paddington Gate intersection design.

Traffic signals: We heard mixed views on the role of signalised intersections. Some believe that light phasing needs to prioritise people walking and people riding while others raised concern about how new lights or changed light sequences might delay people driving.

Drainage: There was concern about potential impacts to existing drains and sewers on, and underneath, Oxford Street during construction.

Our response

Intersections

We agree that intersection design is important. A key principle of the design is the safe separation, wherever possible, of people riding a bike, people walking and people driving cars.

The Paddington Gates intersection design is complicated. It comprises:

- An extension of the cycleway that runs alongside the northern edge of Centennial Park to connect to an expanded shared path in front of Paddington Gates. (We considered closing Paddington Gates to traffic to reduce the potential conflict between people riding bikes, people walking and traffic, but this wasn't possible because facilities inside Centennial Park required vehicle access.)
- A bike crossing north-south from Paddington Gates to an enlarged central island that will have sufficient space for people riding to wait, and another bike crossing east-west between the central island and the cycleway on the southern side of Oxford Street.
- A north-south pedestrian crossing between Paddington Gates and Queen Street via the enlarged central island; and another east-west along Lang Road, from the central island to reach the south side of Oxford Street.

Traffic signal phasing

Traffic light phasing is an important part of the design and is being worked through so that it reflects the need of all road users in line with the road user allocation policy. A phasing plan will form part of the final concept design that will be put on public display.

At Paddington Gates, traffic light phasing for people riding and people walking would be synchronised with vehicle traffic. In this way:

- People riding bikes and people walking would cross between Paddington Gates and the centre island at the same time as cars travel between Queen Street and Moore Park Road / Lang Road.
- Vehicles turning left from Moore Park Road into Oxford Street would have to wait for bike riders and people walking the crossing between the centre island and the south side of Oxford Street.

Drainage

The delivery of a cycleway is principally achieved by reallocating existing road space. This means that existing drainage infrastructure would be used and gaps would be incorporated into the median separating the cycleway from the road to allow water to drain. Flood and drainage investigations are being completed to understand the impact of the cycleway on flooding and amend the drainage design accordingly.



Appendix 1 – Community update

Transport for NSW

Oxford Street East Cycleway Community update

June 2023



Artist's impression (subject to change) showing parking in the bus lanes, which is permitted during off-peak periods and at weekends.

Supporting the rejuvenation of Oxford Street

Transport for NSW is proposing a new cycleway, separated from vehicles, on Oxford Street between Taylor Square and the entrance to Centennial Park known as Paddington Gates.

The Oxford Street East Cycleway and footpath improvements will support the rejuvenation of an iconic street in Sydney. Australian and international experience shows cycleways boost local economies, encouraging people to stay in the area rather than pass through.

The project forms part of the Eastern Harbour City Strategic Cycleway Corridor between Bondi Junction and the Sydney CBD. It is identified as a high priority missing link that will enable the completion of the Eastern Suburbs Cycleway.

Developing the design

We are still early in the design process. The strategic design has been completed and we are preparing a more detailed "concept design". This is being refined in response to community and stakeholder feedback as well as technical studies.

In developing the design, we are considering the needs of people who use Oxford Street, including people taking the bus, riding bikes, driving vehicles and walking. We are planning to remove one lane of traffic in both directions to make way for the cycleway. This approach means we can retain the bus lane and enable parking to continue at off peak times. We plan to mitigate impacts on parking as much as possible.

We will have to reduce right hand turns at key intersections along Oxford Street to ensure vehicle queuing does not reach unacceptable levels.

Oxford Street East Cycleway Community update



Bike riding on Spring Street, Bondi Junction

Listening to the community

We started to engage on the project early in the design process. We spoke to councils, stakeholders and key institutions along Oxford Street.

In February 2023 we asked for community feedback on the early designs. We received a total of 507 comments via an interactive map, emails, phone calls and face-to-face interactions. We also received eight submissions from organisations.

A report summarising the feedback and providing these initial responses can be found at nswroads.work/osecycleway

Key issues

We heard a range of issues and ideas including about:

- concerns that loss of parking may affect local business trade
- the impact of the cycleway on traffic
- acknowledgement that cycleways are an important solution to Sydney's dependence on cars
- the impact on residents of the reduction in right hand turns along Oxford Street
- the impacts of construction on businesses.

More opportunities for consultation

We listened carefully to feedback about how we engaged on the design process, and we know the local community has more feedback to give us about the project.

Starting **Tuesday June 27, 2023** we are offering a range of opportunities to learn about the project and provide more feedback.

Door-knocking businesses along Oxford Street and contacting community members who have advised us they want to be contacted.

Providing pop-up information stands where you can meet the project team and ask questions. These will be located outside Paddington Reservoir, at Five Ways and at Paddington Markets. We are happy to hear suggestions for other locations. These will be held regularly and we will notify details shortly.

Livestreaming events with the project team so you can ask questions and make comments.

Circulating a business/community survey that will supplement what we have heard already, enabling you to provide more detail.

Providing Community updates to over 15,000 homes and businesses with updated material as it comes to hand, supported by email updates to those who subscribe, as well as social media posts.

Providing a question and information line supported by our project team that can be contacted on:



1800 684 490



osecycleway@transport.nsw.gov.au

Regular website updates including fact sheets on specific issues:



nswroads.work/osecycleway

Next steps in the project

The concept design will be released later this year, along with documents related to the project's environmental approval. We will be seeking further feedback on this design and there will also be opportunities to give feedback in the meantime.

Construction is not expected to begin until early 2025, subject to design development and approvals.

Get in touch

If you have any questions or would like more information please contact the project team:



1800 684 490



osecycleway@transport.nsw.gov.au



nswroads.work/osecycleway



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 684 490**.

2

Appendix 2 – Social media posts

Transport for NSW 29 June

Share your views on the proposed Oxford Street East Cycleway, which will link Sydney CBD to the eastern suburbs

Have your say

Survey open until 7 August

TRANSPORT.NSW.GOV.AU
Have your say
Oxford Street Cycleway

218 comments 11 shares

Transport for NSW 26 July

Reminder! We have two more pop-up info sessions for the Oxford Street East Cycleway. Come meet the project team & ask questions about the cycleway.

Join our info sessions

5 August 10am-1pm: Paddington Markets (Newcombe St)
9 August 3pm-5.30pm: Paddington Reservoir

TRANSPORT.NSW.GOV.AU
Oxford Street Cycleway
Come meet the team!

68 comments 2 shares

Transport for NSW 20 July

Want to know more about the Oxford Street East Cycleway? We are inviting the community to join us at pop-up information sessions to ask questions about the cycleway.

Join our info sessions

29 July 10am-12.30pm: Five Ways, Paddington
5 August 10am-1pm: Paddington Markets (Newcombe St)
9 August 3pm-5.30pm: Paddington Reservoir

TRANSPORT.NSW.GOV.AU
Oxford Street Cycleway
Come meet the team!

150 comments 5 shares

Appendix 3 – Online survey example

Oxford Street East Cycleway Survey

Introduction

Thank you for taking the time to complete this survey.

Transport for NSW has prepared it to inform planning of the proposed Oxford Street East Cycleway.

Providing your personal information is voluntary and enables us to keep you updated about the project.

If you have any questions about the project, please see the project web page at [nswroads.work/osecycleway](#) or contact us at osecycleway@transport.nsw.gov.au or 1800 684 490.

This survey closes Monday 14 August 2023.

Privacy

Transport for NSW is committed to protecting your personal information. Providing your personal information is voluntary and it will not be disclosed to third parties unless you consent, or as authorised by law. If you wish to amend or remove the personal information collected by us, please email osecycleway@transport.nsw.gov.au.

Your information will be managed in accordance with the *Privacy and Personal Information Protection Act 1998*. For further information, please see our Privacy Management Plan at www.transport.nsw.gov.au/about-us/transport-privacy

1. Name:

Maximum 255 characters

0/255

2. Email:

Maximum 255 characters

0/255

3. Contact number:

Maximum 255 characters

0/255

4. Business name and address, if relevant:

Maximum 255 characters

0/255

5. Would you like to subscribe to future Transport for NSW's email updates about the Oxford Street East Cycleway project?

Yes

No

33% answered

6. Which of the following statements best represents your views about the proposed cycleway on Oxford Street East?

I am supportive of the Oxford Street East Cycleway

I understand the need for cycleways but impacts on other road users need to be managed

I don't support the Oxford Street East Cycleway

I don't have an opinion about the Oxford Street East Cycleway

Other (please specify)

7. Would you consider using a new cycleway on Oxford Street East?

Yes

No

Unsure/no opinion

8. Do you own or run a local business?

Yes

No

9. Do you have other feedback to share about the Oxford Street East Cycleway project?

Previous

Save and continue

67% answered

Summary

Thank you for taking the time to complete this survey.

Your response is confidential. No individual names or business names will be mentioned in our analysis of data and reporting.

If you wish to review your responses, please do so using the 'back' button. Once you click on the 'submit' button you won't be able to change your responses.

If you have any further questions about this survey, please contact us at osecycleway@transport.nsw.gov.au or 1800 684 490.

Previous

Submit

Appendix 4 – Standardised objection letter (submitted with personalised responses)

The Hon. Jo Haylen, MP
Minister for Transport
52 Martin Place
SYDNEY NSW 2000

Dear Minister Haylen

I write to strongly object to the proposed building of a cycleway and bus lane changes on the south side of Oxford Street, Paddington. There are good alternative solutions such as the bike lane in Moore Park Road.

My reasons for objecting are as following:

I request that you consider these concerns.

Yours sincerely

Name
Mobile
Email
Cc: Alex Greenwich MP, Member for Sydney

Claver Moore, Lord Mayor, City of Sydney

FREQUENTLY RAISED OBJECTIONS

EMERGENCY SERVICES

Emergency Services will get blocked because 2 lanes each way is reduced to one each way outside peak hours.

NO BUSINESS OR TRAFFIC STUDY PREPARED

No business case or traffic analysis has been prepared to justify and quantify the impact of reducing Oxford Street from 6 to 4 lanes.

CONSULTATION

Consultation has already taken place, were you consulted?

RIGHT HAND TURN BANS / RAT RUNS

Right Hand turns to be banned on numerous roads, which means rat runs will increase as residents maneuver around these road blocks.

TRAFFIC JAMS

With only 1 lane each way on Oxford Street outside peak hours, Oxford Street will be **BLOCKED** by garbage trucks, deliveries and Ubers.

OPTIONS NOT BEING CONSIDERED

Moore Park Road bike-lanes, already there, have much less interface with residents and shoppers and require no changes to Oxford Street.

Appendix 5 – Organisation submissions

BIKEast submission



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

Submission 2 - Oxford Street East Cycleway Project

14 August 2023

projects@transport.nsw.gov.au
osecycleway@transport.nsw.gov.au

BIKEast Incorporated

www.bikeast.org.au

PO Box 1601

Bondi Junction NSW 1355

contact@bikeast.org.au

Dear Project Team,

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

1. BIKEast Knowledge, Expertise and Evidenced Based Input

This submission utilises the collective wisdom of BIKEast members who are familiar with these project locations and the need for improved infrastructure.

Input for this submission includes the expertise of several specialist technical consultants who are part of BIKEast's membership.

Further, this submission is evidence based and draws upon a wide variety of appropriate and relevant evidence based sources, studies and technical references from Australia and internationally.

Related Submissions

This submission builds on detailed prior submissions, including:

1. [BIKEast submission that included this project provided to Woollahra Municipal Council in December 2022](#), related to the broader Woollahra Council Active Transport Plan
2. The written submission made by BIKEast member Andrew Moss provided to Woollahra Council, which was included in the Woollahra Municipal Council Finance, Community & Services Committee Recommendation dated 6 March 2023 and [included in the TfNSW Early Feedback Report dated June 2023](#)
3. [BIKEast submission dated 28 February 2023](#)
4. [Bicycle NSW submission dated 28 February 2023](#)
5. [Bicycle NSW submission dated 3 August 2023](#)

BIKEast further support the following supportive submissions included in the [Oxford Street East Cycleway Early Feedback Report](#) dated June 2023, including:

1. The [City of Sydney Submission](#) dated 28 February 2023
2. The [Woollahra Municipal Council Submission](#) dated 23 March 2023
3. The [Better Streets for NSW Submission](#) dated 2 March 2023

Affiliated to:



Page 1 of 24



2. Re-Emphasising Our 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 the potential to reposition the street, community, shopping, leisure and entertainment appeal that was achieved for nearby Crown and Bourke Streets.

Please refer to the above submissions for details and supporting reasons for this support.

3. Areas of Concern - Detailed in Previous Submissions

By way of summary, BIKEast included in previous submissions a number of concerns where we wish to see further design work and development. This includes:

- 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
- Localised connectivity with the Oxford Street East Cycleway
- Lane widths for cars and buses
- Designing for a low speed street environment that emphasises 'place'
- Slip Lanes and Single Purpose Turning Lanes
- Kerb ramps for cyclists
- Additional location specific issues in relation to congested areas that lack sufficient safe and comfortable space to accommodate pedestrians and cyclists

Please reference again the rationale for these concerns and ideas and input to improve issues outlined in previous submissions stated above.

In addition, we support the following comments made by Andrew Moss in his address to the Oxford Street and Paddington Working Party on 15 February 2023 and follow up written submission:

- **Accuracy of submission information and ensuring claims are supportable.** It critical that accurate information is provided by stakeholders. 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. It is very common to hear claims about cycleways (and other urban infrastructure initiatives) that are not evidence based but are simply biased opinion and judgments. This includes stakeholder representations. 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.
- **Learnings and evidence from the completed Oxford Street (Waverley) separated cycleway** (see submission for details)
- **Jersey Road Right Turn Ban.** There are a total of eight current right turning opportunities for drivers to connect with North Paddington streets from Oxford Street. There are multiple additional entry points to Woollahra and North Paddington streets if travelling from the east.

What is proposed is the removal of one right turn at Jersey Road - just the one turn. It is inaccurate and scaremongering to suggest the implications of this will be that ALL previous Jersey Road traffic will create rat runs, congestion and traffic chaos for other Paddington and Woollahra streets. This is not credible. A right turn ban at Jersey Road will result in traffic diverting to the many other opportunities to turn or access Paddington and Woollahra streets and will not impact on any one area.

- **Connectivity with the Draft Woollahra Council Active Transport Plan** (see submission for details)
- **Continuous Footpaths** (see submission for details)
- **Paddington Back to the Future Made Possible by the Cycleway** (see submission for details)
- **Paddington is Inner City Sydney - Not Suburban Sydney.** 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 private car reliance is a problem to be contained rather than prioritised and encouraged. Regarding Paddington, Woollahra Council needs to be closely aligned to the City of Sydney strategy mindset far more than the rest of WMC areas. 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. Inconsistent policies doesn't make the city work.
- **Spendmap Data.** Spendmap is a data tool used by Woollahra Council to analyse physical retail spend. Could the sizeable chunk of business being derived from local residents be referenced please. Key inferences could readily be made with this data about spend behaviour in Paddington and opportunities for investment in 'place' and active movement.
- **Forums - balancing the sources of audience feedback for consultation.** BIKEast agrees with the principle of community consultation and the need for clear accurate information being distributed. Forums need to be impartial and fully representative and not driven / led primarily by shopkeepers who are equal constituents along with many others. Schools and school children should be consulted. Health professionals should be consulted. Mums and Dads who walk and cycle locally should be consulted. 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.

4. Additional Areas of Concern - Detailed in this Submission

Building on these prior submissions, BIKEast provide in this submission the following matters which are concerning to us:

1. Lane widths for cars and buses
2. Placemaking considerations and road space reallocation
3. Statistically significant quantitative research - shoppers arriving by car make a very small contribution to the Oxford Street economy - this should be reflected in road space allocation
4. Project integration with City and Woollahra LGA strategies and plans
5. Project integration with previous recent Transport plans, studies, consultation and commitments
6. The proposed addition of a right hand turn lane into Glenmore Road
7. Traffic lane design that leads into Oxford Street (east to west) prior to the Lang Road signalised intersection

8. The bus lane and bus bay area in front of Darlinghurst Courthouse
9. Plans for road space reallocation between Taylor Square and South Dowling Street
10. The dividing median fence near South Dowling Street
11. Support for the pedestrian crossing at South Dowling Street
12. Green Avenue and Urban Forest plans by the City and Woollahra LGAs
13. Technical meetings and engagement is requested
14. Northern side of Oxford Street - side street kerb entrance extensions / road space reallocation
15. Parking levy and other funding solutions
16. Deploying available technology at signalised intersections to improve safety and make travelling by bike more appealing
17. The Evidence Based Advice of Engineers Australia

4.1 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 slow traffic, reduce the severity of crashes and create a safer more appealing street environment for everyone
- 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)
- 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

There is a greater proven safety benefit in having wider footpaths and placemaking for people in URBAN environments than having wider bus and traffic lanes

1. The theory that wider lanes are 'safer' has been proven to be a myth in practice - it does not hold up to scientific scrutiny - in fact the opposite is true
2. Travel lane width has a significant influence on traffic speeds, safety and roadway space allocation
3. There is a safety benefit in having the traffic lanes at their current Oxford Street dimensions - ie. narrow as possible
4. Multiple studies support this
5. Narrow lanes slow traffic - closer to safer speed limits
6. Narrow lanes create a 'self explaining' road environment that make conditions safe
7. Studies show that narrow lanes have the same road carrying capacity
8. Travel times are not significantly impacted over short distances (seconds only)
9. Junctions create congestion and traffic delays - not narrow traffic lanes between the junctions
10. "Overall person" carrying capacity of the street improves through wider footpaths and from the carrying capacity of the cycleway
11. Narrower lane width are proven to be safer because of - heightened eye contact between all street users, sends a message to large vehicle drivers to be careful in an urban environment, that combined with other liveable streets elements in urban areas result in less aggressive driving and slower speeds and means the ability to stop over shorter distances improves, hence avoiding a collision
12. A US study of 6000 urban streets found that as street widths widen, accidents per km per year increases exponentially, and the safest residential street width were the narrowest
13. Narrower lanes are best suited to urban conditions, needs and uses

Sydney is a city where car lane and bus lane widths are typically skinny. This status quo is accepted by TfNSW traffic engineers and is not considered problematic. TfNSW do not consider there to be a necessary 'standard' lane width.

In conversation with BIKEast, senior TfNSW traffic engineer Leon Paap has said:

- 'There is no one 'hard and fast' standard regarding traffic lane width - but rather it is a traffic engineer's judgement call'
- 'A bus lane is allowable at 3.2m - but 3m can be considered'
- Other lanes can be 2.8m-2.9m - but again 2.7m could be considered based on the width of a car

Indeed BIKEast know of many instances in Sydney, throughout inner urban and CBD areas where lanes are as narrow as 2.5m to 2.7m wide in Sydney including bus lanes.

Finally, it is noted that the peak body [Engineers Australia in a recent report](#) are opposed to road widening in urban areas for the following reasons:

- Counter productive
- It will induce demand and create heavier traffic flows and congestion
- Recommended to focus instead on better walking, cycling and public transport

'Too much emphasis and funding has been directed to road widening projects to the detriment and serviceability of other modes of transport. While car drivers have a good choice of travel on a connected road network, potential walkers and cyclists are significantly constrained, due to a lack of safe routes and road crossings. Public transport users are impacted by inadequate network connectivity and proximity to services in outer areas and a lack of priority routes in congested inner areas.' [Engineers Australia](#)

'For mature networks, that are at or near saturation, give priority to travel options that are space efficient and sustainable in the longer term. Do not increase capacity for low space

efficiency car travel, to meet peak car demand, as this will induce more car use. Modify streets, where appropriate, to improve safety for vulnerable road users by reducing speed, particularly in or near mixed use centres and schools.' [Engineers Australia](#)

BIKEast request that lane widths are retained proximate to the current dimensions along the Oxford Street East corridor. This will provide additional project opportunities for road space reallocation for this constrained area. This appropriately prioritises place opportunities and walking and cycling modes. This is also Engineers Australia recommendation. As studied by Engineers Australia there are significant negative consequences and outcomes when roads and lanes are widened.



Photos: 'Skinny' traffic and bus lanes along Oxford Street



Photo: 'Skinny' traffic lanes and 2.6m bus lane along Flinders Street



Photos: 'Skinny' traffic and bus lanes throughout Sydney inner urban areas, along bus corridors and along high pedestrian activity areas

4.2 Placemaking considerations and road space reallocation

Oxford Street and Paddington are some 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 (preferably 2.5m for cars, and between 2.7m-2.9m 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
- 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.

4.3 Statistically significant quantitative research - shoppers arriving by car make a very small contribution to the Oxford Street economy - this should be reflected in road space allocation

BIKEast know of two research studies (see below) that provide the finding that car travel is a minor mode of transport being used to travel to Oxford Street as a destination.

It needs to be noted that car travel patrons make a minority economic contribution to the success of Oxford Street. This same insight was found across a total of [eleven different high street and village areas studied by the City of Sydney](#). This same finding has been discovered [across multiple international studies](#).

Oxford Street East and West Customer Intercept Research - 2013

This is research commissioned by the City of Sydney and published in November 2013.

Sample details of this research are:

- In-street interviews
- Daytime interviews
- Five Oxford Street sample precincts - 80% along Oxford Street East
- Wednesday and Saturday research samples
- Total sample - n=526

Summary findings:

- Wednesday interviews (n=196) - 16% travelled by private car
- Saturday interviews (n=333) - 24% travelled by private car

Oxford Street West Customer Intercept Research - 2017

Sample details of this research are:

- In-street interviews
- Oxford Street West interviews (some east of Taylor Square)
- Wednesday and Saturday research samples
- Total sample - n=529

Summary findings:

- All interviews (n=529) - 8% travelled by private car

City of Sydney High Street Precinct Customer Intercept Research - 2017

Sample details of this research are:

- In-street interviews
- Daytime and Nighttime interviews
- Wednesday and Saturday research samples
- Total sample - n=3,741

Summary findings - percentage who travelled by private car:

- Oxford Street (n=529) - 8%
- Northern CBD (n=538) - 11%
- Central CBD (n=519) - 11%
- Southern CBD (n=550) - 9%
- Potts Point (n=539) - 9%
- Newtown (n=533) - 15%



- Pyrmont (n=533) - 16%
- Glebe (n=528) - 15%
- Redfern (n=536) - 6%
- Crown Street (n=533) - 11%
- Green Square (n=522) - 20%

There is an oft-heard claim by retail owners regarding the importance of car travel to the success of high street retail. This claim has been heard again in relation to the discussion around the Oxford Street high street.

These claims need to be challenged as being made without substance. BIKEast have yet to see any study, research report or academic article that might support these claims.

The follow-up assertion is also made regarding the importance of allocating road space and public space towards cars given the economic importance of cars.

This assertion needs to be challenged as also being made without substance.

Based on the research evidence that BIKEast have provided, we request:

1. Investment in transport road infrastructure be significantly redirected away from favouring cars along Oxford Street
2. Follow NSW Government and Transport for NSW [road user space allocation policy](#) and priorities towards space for 'place' and active travel
3. Transport for NSW meaningfully invest in bicycle infrastructure to incentivise cycling as a significant potential transport mode which is currently in conflict with cars
4. Transport for NSW reallocate space away from car oriented infrastructure along Oxford Street reflective of the known minor economic contribution that car travel is making to the success of this high street

4.4 Integration with NSW Government, City of Sydney and Woollahra LGA strategies and plans

Woollahra LGA Consultants and Plans

The following Woollahra Council plans are directly relevant to Oxford Street planning:

1. [Draft Active Transport Plan](#)
2. [Integrated Transport Strategy](#)
3. [Draft Urban Forest Strategy](#)

There are further Woollahra LGA urban design strategies of relevance not listed in this submission.

Specifically [Woollahra LGA consultants have considered, drawn up plans and costed:](#)

1. Queen Street junction - including removal of slip lane
2. Queen Street / Oxford Street intersection - including kerb extensions, signalised crossings
3. Cycleway by passes around bus stops
4. Head start treatments for cyclists
5. Glenmore Road junction
6. Kerb extensions along Oxford Street
7. The Elizabeth Street junction
8. The Glenmore Road junction

These plans state:

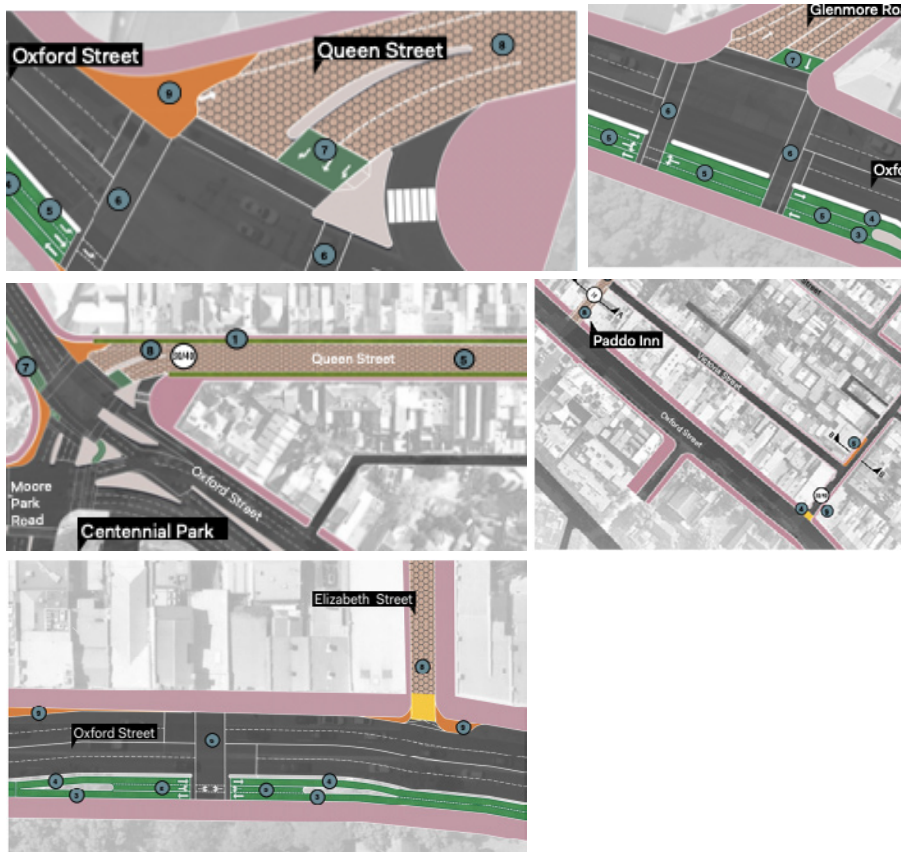
'Three key intersections along Oxford Street have been identified for the improvement scheme; Glenmore Road and Elizabeth Street in Paddington as well as Queen Street in Woollahra.'

It would seem there has been cooperation with TfNSW in developing these plans:

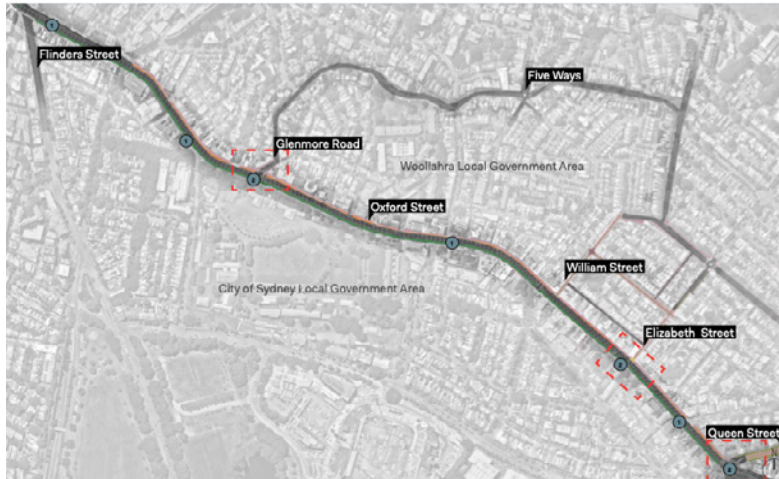
'It incorporates the bi-directional cycleway design proposed by the Transport for NSW, positioned to the south side of Oxford Street, and provides enhanced connectivity into the Woollahra Local Government Area.'

Woollahra consultants have already fully considered the full length of Oxford Street East in their plans.

All of this work and investigative studies would be of value to current TfNSW considerations.



[Concepts proposed by Woollahra LGA](#) along Oxford Street East



[Concepts proposed by Woollahra LGA](#)

City of Sydney strategies

The City has a great many plans which specifically feature Oxford Street. Amongst these they include:

1. [Draft Access Strategy and Action Plan](#)
2. [Sustainable Sydney 2030-2050](#)

BIKEast believes in these plans there are numerous ideas, design concepts and detailed investigations the City have made that required integration with the Oxford Street East cycleway project.

NSW Government strategies

The [Sydney Green Grid](#) is specifically relevant to Oxford Street.

The Green Grid is delivering:

1. An interconnecting network of open space that will keep the city cool, encourage healthy living, enhance biodiversity and ensure ecological resilience
2. Linkages between open spaces are fostered within the wider public realm through enhancing creek corridors, transport routes, suburban streets, footpaths and cycle ways

Green Grid plans featuring Oxford Street show:

1. A major green grid corridor extending from the CBD eastwards along Oxford Street
2. **Project 42** East West Coastal Green Link: Hyde Park to Bronte
3. A top three Central District 'priority project' - extending from Hyde Park through to Bondi Beach



Concept drawings: [Green Grid links along Oxford Street](#)

Through the engagement process with Transport for NSW, BIKEast have sought information on whether these complementary plans have been reviewed and considered.

It would appear that this important work by local councils and state government agencies has not been considered nor integrated in any depth by Transport for NSW in relation to the Oxford Street East cycleway planning.

4.5 Project integration with previous recent Transport plans, studies, consultation and commitments

BIKEast are aware of advanced plans to develop the intersection that include:

- Queen Street
- Oxford Street
- Paddington Gates
- Lang Road
- Moore Park Road

The Transport for NSW project team responsible for developing these plans would appear to have been led by Murray Cleaver. Peta Chapman from Transport for NSW was also involved as Communication and Stakeholder Engagement Officer.

BIKEast do know:

1. Plans were developed over 3-4 years
2. Detailed project work may have started in 2017
3. By 2020, the project was close to place on public exhibition the REF and final concept plan
4. There were at least two external consulting firms working with Transport for NSW assisting with design and investigations
5. BIKEast were involved in joint meetings with RMS, Centennial Parklands, consultants involved and the Randwick and City of Sydney Council
6. BIKEast were involved in meetings and made joint submissions on the project with the Paddington Society and the Paddington Business Partnership
7. Local MPs for Sydney and Vaucluse were aware of the project
8. The Minister of Transport, Andrew Constance, was aware of the project
9. Funding discussions were advanced

Of the design concept, Transport for NSW have shared with BIKEast design details that included:

1. Two Queen Street slip roads slated to be removed
2. Crossing plans from Paddington Gates
3. A cycleway in front of Paddington Gates
4. Kerb realignments

5. Traffic island realignments

BIKEast believe there are many elements of this work that are relevant to the current Oxford Street East cycleway project. It is very important this previous detailed work is appropriately considered and integrated going forward..

4.6 The proposed addition of a right hand turn lane into Glenmore Road

BIKEast note the proposed addition of a dedicated right turn lane at the Glenmore Road signalised intersection.

At present this intersection is a restricted right turn intersection, for off peak vehicle traffic.

BIKEast are opposed to this proposal for the following reasons:

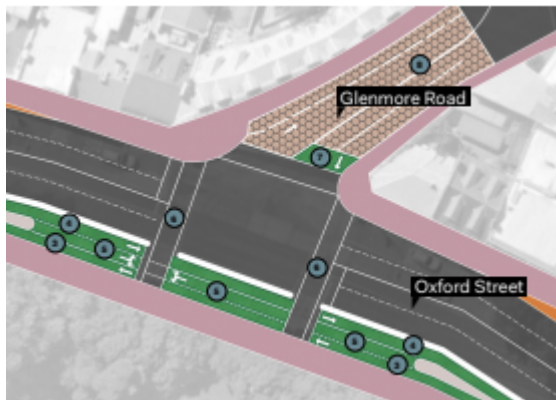
1. The restricted right turn condition works acceptably well at present
2. There is no 'problem' to 'fix'
3. There are multiple unrestricted right turn options in place along Oxford Street
4. This will create rat running through an especially constrained area of Paddington during peak hours
5. As a consequence this will intensify car traffic through very narrow Paddington streets when pedestrian and cyclist activity is highest including those who walk to school and has a safety impact on cyclists
6. Glenmore Road is an important sub-regional cycling route - this proposal will compromise the safety of this route for cyclists
7. This will create a longer than necessary pedestrian crossing time at an important gateway intersection to Paddington
8. It is preferable for the safety and convenience of pedestrians and cyclists to minimise the road carriage width and make the intersection easier and quicker to cross
9. This proposal increases the width of the road space for vehicles travelling westbound on Oxford Street, which will encourage speeding through the intersection
10. All benefits of removing the westbound traffic lane have been lost
11. The Woollahra LGA consultants do not show a right turn lane in the Woollahra Active Transport Plan



Photo: current peak hour restricted right hand turn, with no dedicated turning lane



Concept proposed by TfNSW: new dedicated turning lane



[Proposed road reallocation concept by Woollahra LGA](#): no dedicated turning lane for cars, enhanced facilities for cyclists

4.7 Traffic lane design into Oxford Street prior to the Lang Road signalised intersection

There is a lack of detail publicly provided about the intended road design entering Oxford Street past the Queen Street / Lang Road intersection from the east.

The current road conditions are:

1. A short cycle lane section
2. Two traffic lanes for cars
3. A 24 hour dedicated bus lane - before the lights



Photos: current road design prior at the eastern side of the Oxford Street / Queen Street / Lang Road intersection.

Transport for NSW have not provided information on proposals to modify these lanes in the interactive map concept provided.



Concept: TfNSW interactive map excerpt.



Concept: Woollahra LGA Active Transport Plan map excerpt.

In this respect BIKEast have a number of queries regarding intended road design for this area, including:

1. Carriageway dimensions?
2. Lane width dimensions?
3. How will the deviation towards Paddington Village work?
4. Will there be a single traffic lane for cars at the deviation point?
5. Will there continue to be a 24 hour bus lane?
6. Will there continue to be a short painted one directional cycle lane?
7. Will the cycle lane be separated or unseparated?
8. Where will the transition points start?

4.8 The bus lane and bus bay area in front of Darlinghurst Courthouse

The road allocation for buses in front of the Darlinghurst Courthouse is inconsistent with the remainder of Oxford Street.

BIKEast note that Oxford Street West has significantly more bus routes and yet does not feature this amount of space allocated to bus services.

BIKEast further note that the road space allocation of this area appears to be historical as it was once a layover for trams and a junction point when Greens Road was also used for 'special event trams' travelling to and from the SCG. Bus services are no longer used in this way.

The current conditions are:

1. The bus bay area at Darlinghurst Courthouse is over 50m long
2. It is a standard bus stop for patrons
3. It is not a layover area for buses

4. The road allocation for buses is double width
5. This road allocation is inconsistent with all other bus bay areas along Oxford Street

BIKEast request reallocation for this road space to provide space for place, trees and benefit pedestrians and cyclists, for the following reasons:

1. The double width area for buses and long bus stop is a redundant feature of tram travel
2. The road allocation made for bus services is inconsistent with all other bus stop areas along Oxford Street
3. The double width area for buses is not required
4. The road space is valuable and better utilised for other uses if reallocated:
 - a. A shared active transport corridor connecting to Potts Point, Notre Dame University, St Vincent's Hospital and West Paddington
 - b. Space for trees and landscaping as a gateway to the Oxford Street high street village
 - c. Open public space that compliments City of Sydney plans to repurpose the Darlinghurst Courthouse as a cultural precinct and future parkland

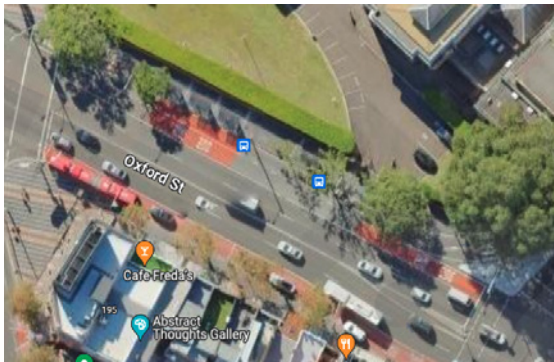
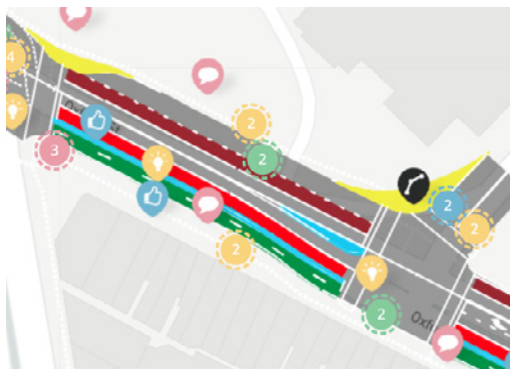


Photo: current bus bay area in front of Darlinghurst Courthouse.



TfNSW concept design: bus bay area in front of Darlinghurst Courthouse.

4.9 Plans for road space reallocation between Taylor Square and South Dowling Street

The section of Oxford Street from Taylor Square to the South Dowling Street intersection is over 200m in length. The current road profile is different along this stretch in the following ways:

1. There is no parking - peak or off-peak - on the northern kerbside of this section - which is effectively a permanent clearway
2. There is limited parking on the southern kerbside of this section
3. The carriageway is up to two lanes wider along this section
4. Dividing median fence between Darlinghurst Road and South Dowling Street
5. Limited north to south pedestrian crossing opportunities at the South Dowling Street intersection

BIKEast request:

1. Reallocation of the wider carriageway space to place, pedestrians and active transport options on both sides
2. A wider shared pathway that will link to destinations along the northern side of Oxford Street including Darlinghurst Road, Notre Dame University, Barcom Avenue and West Paddington, Oxford Street cafes and retailers
3. Enlarged public space and landscaping at Three Saints Square
4. Tree planting
5. Wider footpaths on both sides
6. The removal of the dividing fence
7. Reduced speed limit from Taylor Square

4.10 The dividing median fence near South Dowling Street

BIKEast supports removal of the dividing fence between South Dowling Street and Darlinghurst Road for the following reasons:

1. Calms traffic
2. Enhances place values and improves the aesthetics of the street



Photo: The median barrier between South Dowling Street and Darlinghurst Road

4.11 Support for the pedestrian crossing at South Dowling Street and right turn ban

BIKEast note the following proposals at the South Dowling Street interaction:

1. Relocation of the bus stop to the south-east corner of the Oxford/South Dowling Street intersection
2. A right turn ban from South Dowling street into Oxford Street
3. A pedestrian crossing linking Barcom Avenue to the eastern side of South Dowling Street

BIKEast strongly support these proposals.

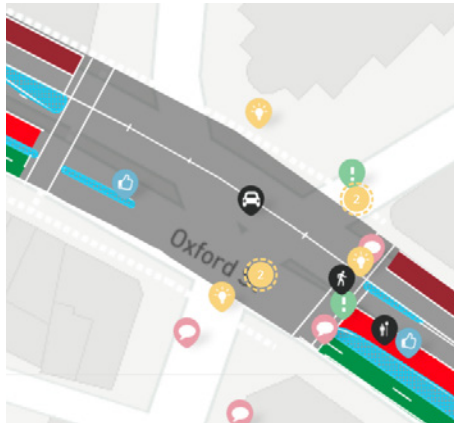
These are proposals that prioritise people, public transport and active transport connectivity. These are proposals entirely consistent with Transport and NSW Government road user policy.

The right turn ban is key. It will make the pedestrian crossing safer and more practical. The relocation of the bus stop to the new position on the corner of Oxford Street further make this pedestrian crossing essential.

The right turn ban removes potential conflict between cars and vulnerable road users. The density of traffic, complex diagonal traffic flows across the intersection and constrained footpath spaces will make this an uncomfortable current environment for pedestrians and riders.

The current priority given to cars at this intersection has significant negative consequences for the liveability, accessibility, safety and convenience for local travel by foot and by bike that impacts on residents, workers, students and visitors.

The new proposed pedestrian crossing and right turn ban is welcomed to redress the current inequity and imbalance.



TfNSW concept design: new pedestrian crossing, relocated bus stop and right turn ban

4.12 Oxford Street Green Avenue and Urban Forest plans

State and local government have developed policy for the greening of Oxford Street. BIKEast wish to see TfNSW integrate these policies into the design development of Oxford Street East cycleway and urban revitalisation plans.

Please note the following:

1. NSW Government [Sydney Green Grid](#) plans and green corridor links via Oxford Street
2. The City's [green corridor proposals for Oxford Street](#)
3. The City's [proposals to increase public open green space along Oxford Street](#)
4. Woollahra LGA [Urban Forest Strategy](#)

These plans specifically mention walking and cycling. These plans feature road reallocation. There is community feedback and consultation for these plans which will relate to Oxford Street.

The City is proposing:

1. A green avenue along Oxford Street as [a select 'transformative project'](#)
2. [Oxford Street to be one of four 'green avenue entries'](#) into the Sydney CBD
3. Oxford Street as a 'green gateway supporting culture'
4. To reclaim street space along Oxford Street 'for trees, people and economic activity' and 'calm road traffic and create more space for entertainment, dining and other activities, as well as space for more trees to reduce the impacts of heat'
5. To reallocate Oxford Street road space away from 'space allocated to private vehicles'
6. To improve crossing opportunities for people walking
7. To improve on high infrequent and wait times for pedestrians

BIKEast request TfNSW review and consider these proposals and consider the community feedback related to the public exhibition of these plans.

It is appropriate that these plans are incorporated into the Oxford Street East project. It should be noted that the aforementioned [City plans specifically mention the Oxford Street East cycleway project](#) in relation to the proposed 'greening' of Oxford Street.



Concept proposal: The [City's 'transformation project' Green Avenue idea for Oxford Street](#)



4.13 Technical meetings are requested between BIKEast and TfNSW design engineers and consultants

BIKEast have technical knowledge and local area expertise which is believed to be important to be shared. BIKEast are uniquely placed to provide advice and judgement on the fine grain detail of the Oxford Street East cycleway project. This knowledge will optimise outcomes and provide added value to the design development process.

It is important this expertise is provided in a timely manner. BIKEast are aware that detailed project and technical design is now well under way. This will be the optimum timeframe for BIKEast to provide detailed technical knowledge.

It is already apparent that BIKEast have prompted Transport for NSW officers about a variety of important design and technical considerations.

In this regard, BIKEast request meetings directly with appropriate TfNSW design and technical officers and consultant advisers to appropriately pass on this expertise.

4.14 Northern side of Oxford Street East - side street kerb entrance extensions / road space reallocation

BIKEast consider side streets along Oxford Street to offer key opportunities for road space reallocation. This will allow value added space to be provided alongside street areas for bicycle parking, place amenity and trees.

BIKEast consider side street no stopping areas along junctions as road space reallocation opportunities.

Bicycle parking is much needed along the northern side of Oxford Street where very little bicycle parking currently exists. The constrained footpath width, footpath clutter and the narrow comparative northern side footpath which is trying to accommodate street signs, rubbish bins, utility infrastructure, etc.

BIKEast consider road reallocation along side street junction areas is a practical solution to this constraint to achieve bicycle parking and planting at the following side street areas:

- Queen Street
- Jersey Road
- George Street
- Elizabeth Street
- William Street
- Perry Lane (which could be closed)
- Underwood Street
- County Ave
- Young Street
- Brodie Street
- Shadforth Street



- Glenmore Road
- Hopewell Street
- Comber Street
- West Street

4.15 Parking levy and other funding solutions

The City have [recently proposed parking levy adjustments](#) to fund active transport and place outcomes. The City are further considering street pricing schemes.

BIKEast consider these ideas and other parking fee reform ideas as feasible funding solutions to fund walking and cycling outcomes along Oxford Street East.

BIKEast make the following observations:

1. Parking is premium public space and should be priced accordingly
2. Parking along Oxford Street and adjacent areas is significantly underpriced and much of it is free
3. Parking is used by a minority proportion of Oxford Street shoppers and visitors
4. All car drivers use footpaths but very few car parking spaces are used by pedestrians
5. The allocation of road space favouring cars is inequitable as the general population are funding this space whether they use it or not

The City is providing feasible solutions to fund active and place infrastructure that is equitable, expands project funding scope and expedites project delivery. These are good reasons for these ideas to be considered for Oxford Street East.

4.16 Deploying available technology at signalised intersections to improve safety and make travelling by bike more appealing

There are various technology solutions available to the Oxford Street East cycleway project that will make intersections safer and more convenient to transit through riding a bike.

BIKEast wish to see this technology deployed as much as possible.

The following are a list of best practice signalised intersection initiatives:

1. Opportunities to improve signal design in order to make it work better for people walking and cycling. These include phasing strategies, advance green lights, and minimising delays across corridors. Advice is available from the [Australian Bicycle Council – Traffic Signal Features for Bicycles](#) (2017)
2. Use signalling to prioritise the movement of bicycle riders at intersections - specifically given priority to cyclists in favour of motorists turning into the pathway of riders. [Smart Sensors detect approaching cyclists at signalised intersections](#) and maximise 'cyclist green time' - ensuring continuous rider movement and prioritising cyclists and pedestrians in favour of motorists
3. Minimal wait times for pedestrians and cyclists at signalised crossings. [Best practice guidance](#) recommends pedestrian wait times in urban activity areas should be no longer than 30 seconds
4. Synchronising light phasing to ensure efficient 'average speed' flow of riders between intersections by utilising 'green wave' signal phasing, ensuring continuous rider movement and avoiding delays
5. [Road surface Led Lights](#) for across intersections to warn motorists - these lights illuminate the road surface along with LED signs to alert turning motorists about bicycles on the crossing cycle path
6. Using [Cyclometers](#) as a motivating tool and way of saying 'Thank You' to cyclists for their contribution to the environment, lower health costs and lower congestion. Cyclometers can be

equipped with multiple displays presenting information including number of bicycles per today and per year

7. Countdown timers for cycle signals
8. [Blind spot mirrors](#) for left hook turns

4.17 The Evidence Based Advice of Engineers Australia

[A rigorous advisory paper has been recently developed by Engineers Australia's Transport Australia Society \(TAS\)](#) to provide expert advice to governments, policy makers and other stakeholders with a role in policy, planning, operating and delivery of Australia's urban transport systems.

This paper recommends balancing travel investment across all of the modal networks, rather than concentrate additional traffic onto already congested roads.

Engineers Australia recommend redirecting investment around urban design 'from providing priority for motor vehicles' to the creation of quality urban spaces, streets and convenient movement patterns for pedestrians, cyclists and public transit.

Specific aspects of this advice include:

- Australia's biggest cities need to refocus on active and public transport
- With a well-connected road system already in place it's time to focus on different modes of transport in urban locales
- We need now to provide as many people as practically possible the option to walk or cycle
- Active transport projects in local areas are a fraction of the cost of big road projects
- Evidence suggests people won't cycle when they have to share the road with vehicles that travel at speeds of more than 30 to 40 km per hour
- Upping the number of cyclists in our cities "unambiguously" entails creating networks of off-road (separated) cycling

Concluding Remarks

BIKEast appreciates the efforts demonstrated by TfNSW to consider and respond to stakeholder feedback as outlined in the [Early Feedback Report](#).

However, what this submission does also aim to clearly show is there are a great many matters and considerations that have not been sufficiently addressed.

BIKEast hope this submission is insightful in this respect and that TfNSW will take the appropriate action as suggested.

BIKEast very much hopes that TfNSW will engage with us at a more detailed technical level going forward in order to optimise the value of this exciting project.

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

Bicycle NSW submission



Oxford Street East Project Team
Integrated Precincts
Transport for NSW

osecycleway@transport.nsw.gov.au

3rd August 2023

Re: Oxford Street East urban renewal plan and cycleway

Thank you for the opportunity to provide further feedback on plans for the urban renewal of Oxford Street East which include a two-way separated cycleway on the south side 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 cycleway along this section of Oxford Street as part of the project to renew the public domain.

The Oxford Street East cycleway will complete a vital missing link in Sydney's bike network, connecting the completed Bondi Junction-Centennial Park route with the Oxford St West project that City of Sydney is about to build. Together, these bike lanes will create a continuous separated cycle corridor between Bondi and Sydney CBD.

Removing two traffic lanes on Oxford Street to accommodate a full-width bicycle path with a safe buffer, new trees and generous footpaths will reduce noise and air pollution, and dramatically improve amenity. This will deliver a quieter, calmer, leafier street that benefits every resident, business and visitor in Paddington. Oxford Street could become a 'green gateway' to the city centre and support the culture economy. The revitalisation of Oxford Street is a 'Transformative Project Idea' for the Sustainable Sydney 2030-2050 vision of a healthy, inclusive and prosperous cityⁱ.

The proposals also align with Action 3 of the City of Sydney's updated Access Strategy and Action Plan which highlights how "there is too much street space allocated to private vehicles. Oxford Street is up to seven lanes wide.... Crossing opportunities for people walking are infrequent and wait times can be too high.... There is not enough space for people walking or riding bikes, and the street environment is not conducive to cultural activity."ⁱⁱ

This submission extends the feedback Bicycle NSW wrote on the concept designs in February 2023ⁱⁱⁱ.

We thank Transport for NSW, City of Sydney, the NSW Transport Minister Jo Haylen and Alex Greenwich MP for their commitment to this project. We are especially grateful to our affiliated Bicycle User Group (BUG) BIKEast for advice and expertise. Members of BIKEast have made great strides to maintain momentum for this much-needed plan, often in the face of intense opposition.

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Figure 1: Let's bring back the Golden Mile! Transport Minister Haylen and Bicycle NSW reimagining a healthier, people-friendly Oxford St (Credit: Jack Begbie)

The Plan

Transport for NSW will undertake the following improvements along Oxford Street East^{iv}:

- Reallocation of two vehicle lanes to create widened footpaths and a two-way cycleway on south side of Oxford Street from Paddington Gates to Taylor Square.
- Three new pedestrian crossings at intersections along Oxford Street (east of Barcom Avenue, east of Greens Road, and Paddington Gates)
- Continuous footpath treatments at the junctions of Oxford Street and unsignalized side streets to prioritise pedestrians.
- Consolidation of eight bus stops to five and creation of island bus stops with at-grade crossings
- Right-hand turn restrictions at South Dowling Street, Greens Road, Oatley Road, Jersey Road and Lang Road to prioritise buses and bike riders.

The strategic need

Bicycle NSW has long advocated for improved walking and cycling amenity along Oxford Street to create a continuous and safe active transport corridor from Bondi Junction to the CBD. The proposed upgrades will support:

Increased rider demand: More than 2000 bikes already use this key regional corridor every day, according to the City of Sydney bike count^v. 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.

Cyclist safety: Our concept stage [submission](#) showed the Centre for Road Safety crash data, highlighting the critical safety need for a cycleway separated from traffic. Only fearless cyclists ride down Oxford Street in open traffic because it is too dangerous. 70% of people say they would ride more with safe infrastructure separated from cars.

Pedestrian safety: Similarly, pedestrians need separation from bikes and the only way to achieve this along Oxford Street is for a continuous separated cycleway on reallocated road space.

Improved air quality and reduced traffic noise: In their letter of support, Doctors for the Environment Australia note the deadly effects of vehicular emissions and the opportunity to improve the urban environment^{vi}.

Improved traffic flow: The reallocation of road space from cars to other modes has been repeatedly proven to reduce traffic congestion. This is because people are offered better, more efficient, cheaper and healthier alternatives^{vii}. When, for example, George Street was pedestrianised, traffic volumes throughout the CBD reduced by 9%^{viii}.

Improved amenity: The current state of Oxford Street with 6-7 noisy traffic lanes renders it a traffic sewer to be avoided. There is no space for outdoor dining. Nor is there an inclination to linger. Also, very importantly, increased urban tree canopy will reduce temperatures at street-level due to hotter weather.

Completion of the network: The Oxford Street East cycleway will fill the missing link between the Bondi Junction and Centennial Park facilities, and the Oxford Street West cycleway (Figure 2).

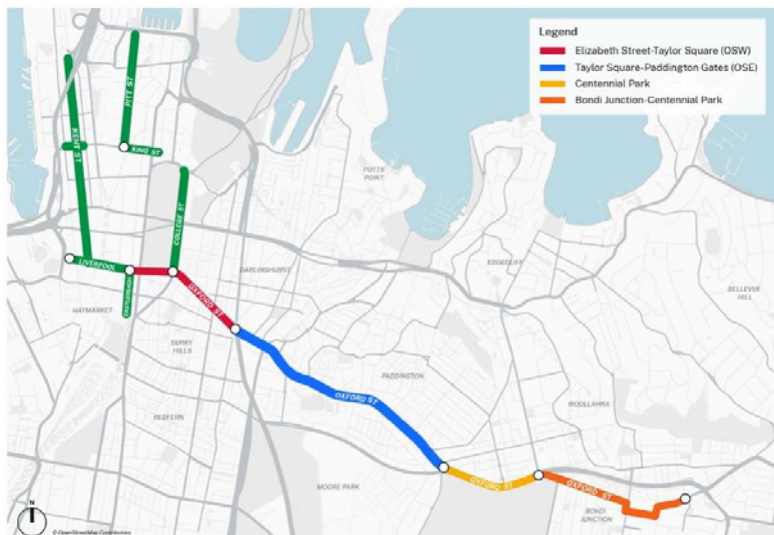


Figure 2:
The blue line: the Oxford Street East project from Taylor Square to Paddington Gates (TfNSW)

Everyday active trips: This route will service shops, offices, schools and St. Vincent's Hospital - daily destinations for thousands of residents. It will encourage mode shift to active travel at a time when Australian children rank 140th out of 146 nations when assessing the least active children in the world. In addition, 25% of children and 67% of adults are now considered overweight/obese^{ix}.

An inclusive community: A continuous east-west bicycle corridor will encourage potential riders of all ages and abilities, 70% of whom will only ride on safe infrastructure, separated from the road. The Oxford Street cycleway therefore includes bicycle riders of all ages and abilities. Not just athletic, predominantly male commuter cyclists.

A decarbonised transport network: Every state and local government transport strategy prioritises walking and cycling to reduce CO₂ emissions. Reducing road space for cars and increasing active transport infrastructure supports Net Zero goals by encouraging mode shift. Bicycle NSW and stakeholders expect that a renewed Oxford Street East will see a strong uptake in bike riding and a reduction in car travel along Oxford Street.

A healthy local economy: Since the widening of road space for car traffic and the introduction of clearways, Oxford Street fell into marked decline^x. It became a corridor for cars not people. However, as we have witnessed with the pedestrianisation of George Street, active transport infrastructure massively boosts local businesses through increased human-paced traffic. At a minimum, bicycle infrastructure is estimated to return at least \$5 for every dollar invested^{xi}.

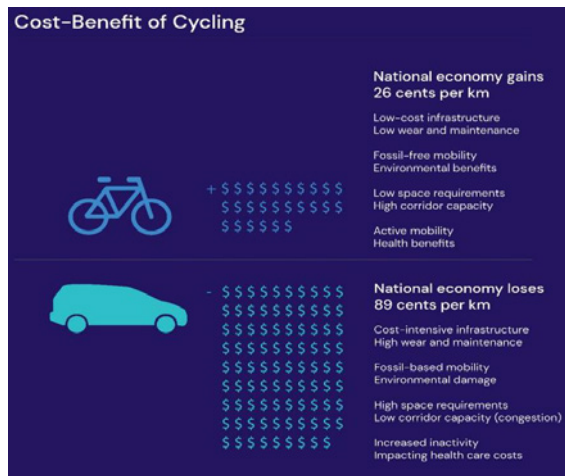


Figure 3: The cost-benefit of bicycle infrastructure versus the deadweight loss of motorways (Source: Transformative Urban Mobility Initiative^{xii})

Further consultation

Of course, change is always hard. Some residents and businesses are very anxious about the cycleway. There are concerns about parking, access and endless construction.

We thank Transport for NSW for the measured responses given to common apprehensions in its excellent June 2023 Early Feedback Report^{xiii}. The need for a second round of consultation with stakeholders was identified after the initial engagement period. Bicycle NSW is delighted that Transport has committed to working closely with each business to understand its needs.

It is important to frame the proposal as **an urban renewal project**. Adding a protected cycleway to Oxford Street is *not just about bikes*. It is an opportunity to reconfigure the street, diversify its transport mix, improve the urban environment and transform Paddington. We suggest that Transport for NSW inspires businesses with a comparable street upgrade in Auckland^{xiv}. Business association representative Jamey Holloway confirms that “Karangahape Road’s revamp was completed in 2021, and business has been booming since. Our Covid bounce-back has been quicker and better than most other parts of the city because the main impact of the cycleways is actually to make the street more enjoyable for pedestrians. It slows down the cars and provides a lot of extra space for outdoor dining. I would say the cyclists are the third or fourth beneficiaries of the cycleway on K’ Road.”^{xv}

We are concerned that only one image has been produced to illustrate the future road configuration for the current consultation. This artist’s impression is not very exciting (Figure 4). It does not show how the cycleway will fit into the busier, shop-lined stretches of Paddington, or how it will contribute to a green and liveable urban environment. We urge Transport for NSW to develop inspirational graphics as soon as possible. We share images from the City of Sydney’s vision for Oxford Street and Broadway for contrast (Figure 5).

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Figure 4: The artist's impression of the Oxford Street East cycleway, released in June 2023 (Source: TfNSW)



Figure 5: City of Sydney images showing a future vision for Oxford Street (left) and Broadway (right) (Source: City of Sydney)

Bicycle NSW and BIKEast have worked with the community to nurture positive sentiment about the plans. A [petition for a better Oxford Street](#) has attracted 1,500 signatures and hundreds of comments that demonstrate the depth and breadth of enthusiasm for the project. A sample of these comments is attached to the end of this letter.

We will continue to collaborate on engagement activities, and we welcome the project team's advice about how we can most effectively support Transport for NSW to deliver the Oxford Street East urban renewal plans.

Recommendations:

Bicycle NSW reiterates the following recommendations, as set out in our February 2023 submission^{xvi}, for the detailed design process:

- **Uphold the project goal of full separation** of bike riders from both pedestrians and vehicles. It is not best practice to move cyclists to a shared path at intersections. Maintaining level of service for vehicles must no longer justify compromising the amenity, comfort and safety of vulnerable road users.
- **Develop site-specific design solutions for each intersection that ensure the safety of bike riders and pedestrians:** 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; bicycle paths across all crossings so riders need not dismount.

- **Program light phasing to prioritise pedestrians and cyclists at signalised intersections.** As per previous submission, best practice guidelines recommend no more than a 30 second wait. Crossing times must be generous and push buttons accessible to all users.
- **Include safe waiting areas for turning cyclists.** As previously discussed, cyclist turning bays, waiting platforms and by-pass facilities should be incorporated into busier intersections.
- **Use bus stop ‘islands’** to separate bus passengers from cyclists and allow in-lane stopping which prioritises bus travel. Locate bus stops close to key intersections so the islands can extend to form refuges for pedestrian and cyclists crossing Oxford Street.
- **Reduce speed limits to 30km/h along Oxford Street and adjacent side streets.** This is in line with the Vision Zero goals. Please refer to our previous submission discussing 30 km/h implementation and behaviour change strategies. Note that lower speeds will help achieve *Action 13: Reducing the impact of buses* in the City of Sydney’s draft Access Strategy and Action Plan.
- **Retain narrow lanes to reinforce slow driving speeds,** reduce crossing distances and provide additional space for footpaths and public realm upgrades. We do not support widening lanes as this will increase the speed at which vehicles feel comfortable moving through Oxford Street.
- **Widen footpaths on the north side of the street.** The proposal currently allocates the space from two removed vehicle lanes to the cycleway, a wide median and increasing the width of the 4 remaining vehicle lanes. The pedestrian realm on the south side will benefit, separated from traffic by the cycleway and median. However, there is little change for the north side. As discussed, we recommend retaining narrow vehicle lanes to reduce driving speeds. Around 1.2 m can then be allocated to additional footpath space on the north side of the street. This would not necessarily involve rebuilding the kerbs. It could be a demarked zone in different materials that accommodates trees, as well as bins, bike racks, planters and benches, helping to declutter the footpath.
- **Remove slip lanes at junction of Queen Street.** As stated in the Committee for Sydney’s report, *Reclaiming Highstreets*^{xvii}, slip lanes prevent Sydney’s high streets from thriving. They are relics of car-first thinking that take valuable space from the public realm and enable cars to turn at speed, endangering pedestrians.
- **Expand local bike links to the new cycleway** to maximise access from local streets and important destinations. Please consult BIKEast who have detailed knowledge of desire lines and movement patterns in Paddington.
- **Ensure that new cycle and walking infrastructure is totally inclusive** and accommodates all types of bikes and mobility devices, including cargo bikes, tricycles, hand-cycles, recumbents and wheelchair scooters. Consider the width of turning radii, dropped kerbs, ramps and modal filters to ensure that non-standard bikes are not excluded. A comprehensive disability access audit of the detailed plans is required.
- **Create equitable access to the kerb** to allow wheelchairs and delivery trolleys to safely access all destinations. This will include accessible bus platforms, Pick up and Drop Off (PUDO) spaces for passengers and goods, raised sections of the bicycle path in front of key destinations to facilitate crossing of the cycleway, and time-of-day variations to manage kerb space use.

Conclusion

Bicycle NSW wholeheartedly supports the Oxford Street East urban renewal plan and cycleway. It will complete the crucial active transport corridor from Bondi Junction to the CBD, one of Australia’s busiest bike



routes. The project's focus on safety, reduced pollution, improved traffic flow and equity aligns with our mission to create a better environment for all bicycle riders. It also aligns with City of Sydney's vision for a sustainable, inclusive and prosperous city, as well as Transport for NSW's Future Transport Strategy that preferences walking, cycling and public transport. This cycleway will enhance the area's amenity, boost the local economy, and encourage active travel, benefiting residents, businesses, and visitors.

We look forward to opportunities to provide **early feedback on the detailed design**, with a particular focus on key intersections such as the connection across Flinders Street to the Oxford Street West cycleway and the crossing of Moore Park Road by Paddington Gates.

We eagerly anticipate the positive transformation this project will bring to the community.

Yours faithfully,

Francis O'Neill

Head of Advocacy
Bicycle NSW

Peter McLean

Chief Executive Officer
Bicycle NSW

ⁱ<https://www.cityofsydney.nsw.gov.au/sustainable-sydney-2030-2050>

ⁱⁱ <https://www.cityofsydney.nsw.gov.au/vision-setting/your-feedback-updated-access-strategy-action-plan>

ⁱⁱⁱ <https://bicyclensw.org.au/wp-content/uploads/2023/02/230228-Oxford-Street-East-Cycleway-submission.pdf>

^{iv} <https://www.transport.nsw.gov.au/system/files/media/documents/2023/Oxford%20Street%20East%20Cycleway%20Early%20Feedback%20Report%20-%20June%202023.pdf>

^v <https://news.cityofsydney.nsw.gov.au/articles/a-new-cycleway-for-oxford-and-liverpool-streets>

^{vi} <https://bicyclensw.org.au/doctors-call-for-oxford-street-renewal/>

^{vii} <https://www.rnz.co.nz/programmes/the-detail/story/2018897370/why-city-centres-are-going-car-free>

^{viii} <https://news.cityofsydney.nsw.gov.au/articles/new-plan-advances-the-city-of-sydneys-transport-vision>

^{ix} <https://bicyclensw.org.au/the-time-to-invest-in-walking-and-cycling-is-now/>

^x <https://bicyclensw.org.au/the-rise-and-fall-of-oxford-street/>

^{xi} <https://bicyclensw.org.au/bicycle-infrastructure-is-great-for-business/>

^{xii} <https://www.linkedin.com/company/transformativ-urban-mobility-initiative/>

^{xiii} <https://www.transport.nsw.gov.au/system/files/media/documents/2023/Oxford%20Street%20East%20Cycleway%20Early%20Feedback%20Report%20-%20June%202023.pdf>

^{xiv} <http://landlab.co.nz/k-road>

^{xv} <https://www.metromag.co.nz/city-life/city-life-transport/cycleway-saboteurs>

^{xvi} <https://bicyclensw.org.au/wp-content/uploads/2023/02/230228-Oxford-Street-East-Cycleway-submission.pdf>

^{xvii} https://sydney.org.au/wp-content/uploads/2021/11/2020-02-Reclaiming-Sydneys-High-Streets_compressed-1.pdf

Sample comments from <https://www.change.org/p/build-the-oxford-street-east-cycleway>

 **James Edwards**
7 days ago

I avoid riding on Oxford Street because it is currently a hostile environment. This project would change that and make riding from the eastern suburbs far more safe and attractive

 **Shaun QUIGLEY**
16 hours ago

We clearly need to make it safer for people to cycle otherwise we will never reduce congestion. Safe cycleways will allow children and non-traditional cyclists to safely make short trips, reducing the number of vehicles.

 **Lucie Benz**
4 days ago

Oxford Street looks worn and dated and is currently unsafe for cyclists. I'm so excited to see it become more like a European city and to be able to safely commute on my bike to Bondi Junction.

 **Sandra Orme**
1 month ago

More bikes will lessen the parking of cars problem. Cycles & cyclists bring an energy & vibrancy to a place. Please make sure the bikeway is included.

 **Vivienne Skinner**
Jun 26, 2023

I believe a safe, separated cycleway will finally make it possible for everyday people like me to reach the city by bike. I wouldn't dream of it right now.

 **Dean Ormston**
Jun 21, 2023

We absolutely need to move with world's great cities...multi-faceted transport options ...which means direct, logical, safe bike lanes

 **Michael Mitchell**
Jun 21, 2023

We need to make our environment and communities more accessible and enjoyable to the general population, not simply dedicate increasing amounts of space to accommodate more cars.

 **Luke Poland**
Jun 20, 2023

I want to ride safely to visit my Grandfather when I'm in Sydney.

 **Janne Seletto**
Jun 20, 2023

More space for pedestrians & a safe cycle way for bikes will bring joy back to Oxford St. It will focus on humans rather than cars.

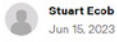
 **phillip balding**
Jun 5, 2023

One time I was riding along Oxford st and was nearly killed by a taxi.

 **Sam Reich**
Jun 3, 2023

This is precisely the kind of streetscape transformation we require to begin to improve air quality, reduce noise pollution, enhance safety and increase commercial activity and vibrancy.

(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



Stuart Ecob
Jun 15, 2023

I am just writing to let you know that the proposed Oxford st separated cycleway is a great project that needs to go ahead. I strongly support this separated cycleway.

I have ridden to the eastern suburbs via Oxford st many times over the years and it is quite frankly scary and dangerous at times.

Cycling infrastructure in NSW is terrible. We need good cross city infrastructure to allow us to safely cycle without risk of being hit by cars. I would definitely use this cycleway for trips to Bondi junction on bicycle rather than driving if it was in place.

regards
Stuart Ecob



Chloe Mason
Jun 5, 2023

It's a great opportunity to modernise the public roadway for people riding and walking - and strengthen the network to enable more people to ride more often, more safely. Reducing air pollution, noise. Great for health, safety, and sociability across all generations



Stella McGinn
Jun 2, 2023

I live in Paddington and loved during COVID show safe it was for the family to cycle around the suburb and on Oxford Street. I have stopped cycling on Oxford street because it feels unsafe



Jason Millett
Jun 2, 2023

We need to have a better Oxford St and allow this amazing strip to come back to life!



Clint Yabuka
Jun 2, 2023

this is the logical location for a bike connection from the recently completed Bondi Junction Cycleway. Retailers in Bondi Junction have benefitted from the project with shops on the route performing better than those away from the route.

Vacancy rates for shops on the Bondi Junction Cycleway are lower than the adjacent streets, street upgrades are good for business.

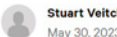
Oxford St has been struggling since the Bondi Junction Westfield and even more with the City Westfield, it is not the mecca that it was in the 1990's however a safe bike connection provides access to local shops that cannot be served by cars where there is already constrained parking.

I support this project and look forward to its opening.



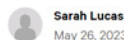
Graham Hall
Jun 2, 2023

I want to see Oxford street returned to the people who live, work and play there. Cars dominate our cities with their noise, pollution and danger, it's time people came first.



Stuart Veitch
May 30, 2023

If we are making Oxford Street a place primarily for people to be in and not for cars to go through, then I would like a safe way to get there by bike. Already I tend to stop at places along Bourke Street because it is so pleasant to ride along, would be great to open up Oxford Street to more business opportunities in the same way. The connection to College Street makes for an obvious way to ride from the CBD also.



Sarah Lucas
May 26, 2023

It high time we made more space on our shopping streets for walking, cycling and hanging our. The car has been king for far too long and its impacts on amenity, health and climate cannot continue!



Krystyna Warton
May 30, 2023

I'd love to be able to cycle down Oxford Street safely.

(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

The Queen Street & West Woollahra Association submission



The Queen Street & West Woollahra Association

ABN 98 002 872 433

PO Box 16, Woollahra 1350
admin@woollahravillage.com.au

30 June 2023

Ms Rachel Fox,
Project Manager, Oxford Street Cycleway
Transport for NSW

Concerns and recommendations regarding the proposed Oxford Street Cycleway

Dear Rachel,

This letter is to provide feedback from the Queen Street & West Woollahra Association (QSWWA) on the responses provided by Transport in the Early Feedback Report on the proposed Oxford Street Cycleway released on 24 June. We note that the Early Feedback Report only responds to feedback received up until the end of the initial consultation period on February 28. As stated in our email to you on May 4, we were very disappointed to only find out about the proposed cycleway after the consultation period had closed (we note the acknowledgement of the limited communications on Page 7 of the Early Feedback Report), so appreciate the reopening of consultation until August 7.

Our 4 May email expressed concern that the serious impact of road changes to accommodate the proposed cycleway in Oxford Street on residents and businesses in Woollahra had been totally ignored. Although our email was too late to be included in the Early Feedback Report, reading Transport's responses to related issues raised by stakeholders within the previous consultation process provides little comfort that our concerns are being met or even considered in any meaningful way. Specifically

1. **Traffic congestion and rat running** – traffic congestion is mentioned on Page 7 with an unconvincing response that a study 20 years ago showed that “the problems of road reallocation were rarely as bad as predicted”. It would appear that there has been no work or modelling done on what these changes will mean for traffic congestion or any plan to do so. Furthermore, the issue of rat running, one of the main concerns we have for Woollahra, isn't addressed at all in the response. This is a serious omission.
2. **Right hand turn restrictions** – The response on Page 17 acknowledges concerns about detours people will make as a result of these no right turns. This is a serious issue for Woollahra residents, particularly those using Queen Street. We expect that the revised plan for right hand turn restriction will avoid increased traffic in residential areas.
3. **Design of the Paddington Gate intersection** – the response on Page 23 seems to confirm that the design proposed for early feedback, with an extra bike-only crossing with its own traffic lights across Lang Road, still the current preference. The response says nothing about addressing our concerns about increased complexity leading to increased danger for cyclists and motorists, and even longer times at the lights leading to increased queuing down Queen Street.
4. **Lack of serious consideration of alternative routes** – the response on Page 14 acknowledges Moore Park Road as a possible alternative, and possibly Gordon and Renny Streets. If further work addressing the above problems is unable to find a satisfactory solution, then the cycleway will need to take an alternative route. It is concerning that it appears there is no serious consideration of alternative routes and the answer is an Oxford Street Cycleway whatever the consequences.



Est 1972

The Queen Street & West Woollahra Association

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The following sections provide further details on our concerns about the above items and our recommendations for what should be included in the concept design currently being developed.

Traffic congestion and rat running in Woollahra

The Early Feedback Report is quite explicit that to implement the cycleway in Oxford Street, the intention is to downgrade Oxford Street from being a major arterial road for through traffic to the City and beyond. This is to be done by reducing the capacity by 50% (two lanes each way to one lane each way), which will inevitably increase congestion and therefore travel times which in turn will deter motorists from using it, at least at peak times. The QSWWA does not necessarily object to reducing traffic volumes in Oxford Street, provided that changes are made so that the alternative routes that Transport want motorists to take instead are upgraded/improved so that they become the natural choice, not one begrudgingly taken because Transport makes Oxford Street difficult. The problem with the current plans and responses in the Early Feedback Report is that Transport seems to be ignoring the issues of what alternative route or routes it wants motorists to take and how rat running through Woollahra can be prevented.

Although the Report has various data on cyclist usage and bus passengers, it contains no data on traffic volumes along Oxford Street. However, there is some historical data available on The NSW Traffic Volume Viewer website. There hasn't ever been a counter on Oxford Street, Paddington but there has been one on Syd Einfeld Drive and also on Oxford Street just west of Ocean Street. The Syd Einfeld Drive counter shows 21,000 eastbound vehicles per day for 2023. There is no westbound data for 2023 but previous years would suggest this is around 23,000 vehicles per day, making around 44,000 in total. The counter in Oxford Street west of Ocean only operated until 2018 but last figures there were 30,000 westbound and 33,000 eastbound, so around 63,000 per day total going through the Paddington Gates traffic lights. Assuming half the traffic volume goes or comes from Oxford Street, Paddington, that would be over 15,000 vehicles each way in Oxford Street, Paddington, 30,000 in total. These are significant traffic volumes and diverting a large proportion of this to other routes needs to be carefully planned. By way of illustration, if 10% of this volume decided to try rat running through Woollahra, that's an extra 3,000 vehicles a day on our local residential streets, much of it a peak time. If half the current volume went down Moore Park Road (which seems the logical alternative), that would be an increase from 30,000 in total to 45,000. What that would mean for motorists taking that route needs to be understood.

Recommendations

1. Develop an integrated traffic strategy which:
 - a. Identifies the alternative route(s) that Transport wants motorists to take instead of Oxford Street, Paddington and what enhancements to these routes will be needed to make them better alternative routes and able to smoothly handle increased capacity.
 - b. Identify measures to be taken to prevent rat running, particularly in Woollahra and Paddington.
2. Publish the modelling of traffic flows with the proposed changes to demonstrate that the proposed strategy will be effective in providing viable alternatives and preventing increased rat running.

Right Hand Turn restrictions

As stated in our email of 4 May, the QSWWA is very concerned about the impact of two of the proposed No Right Turns on traffic volumes in Woollahra.



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- 1) The proposed No Right Turn into Jersey Road will mean that any vehicle coming from Bondi Junction and wanting to go to an address in West Woollahra or Paddington will have to take either:
 - a) the Ocean Street turn, which is already very busy, and they are then likely to turn into John Street or Queen Street to access Woollahra or Paddington.
 - b) Turn from Oxford Street into Wallis St to access Moncur Street as an entry point to Woollahra or Paddington. The turn across Oxford Street is not signalised and increasing cars cutting across traffic coming the other way only increases the chance of accidents.
- 2) The No Right Turn from Oxford Street into Lang Road will mean traffic coming east up Oxford Street wanting to go down Lang Road will be forced to travel through Woollahra residential streets to get to Queen Street to get access to Lang Road (eg. turning down Jersey Road to Moncur St, then into Queen Street and back to the top of Oxford Street and across into Lang Road), further increasing traffic in residential streets and adding to the queues in Queen Street.

Recommendations

1. Delete the proposed Right Hand Turn restrictions for Jersey Road from Oxford Street and Lang Road from Oxford Street from the concept plans.
2. Alternatively, if these are still retained:
 - a) Identify the alternative routes that Transport wants motorists to take to reach destinations in Woollahra and Paddington and what enhancements are needed to make them better alternative routes and able to smoothly handle increased capacity.
 - b) Publish the results of modelling these changes which will demonstrate that the proposed strategy will be effective in providing viable alternatives without increasing congestion and decreasing safety on our residential streets.

Design of the Paddington Gate intersection

This is a major intersection with around 63,000 vehicles a day. The current configuration of the intersection is already complicated enough, with a long light sequence leading to traffic backed along Queen Street to Victoria Avenue during peak hours. The proposal to add a dedicated cycle track across the middle of the intersection with its own set of lights will add to the confusion and danger for everyone, with pedestrians inevitably use the cycle track to get to the south side of Oxford Street from the Paddington Gate and motorists facing another source of collision danger from cyclists on the cycleway ignoring traffic lights. The idea of a cycleway is to separate cyclists from cars and pedestrians but this design seems to increase their mingling.

In addition, we can't see how this plan for the intersection with another set of lights for cyclists in the sequence can do anything but lengthen the light sequence for motorists from Queen Street. As noted above, the No Right Turn into Lang Road proposal will increase traffic and queuing in Queen Street to access Lang Road. With the current light sequence and timing, peak hour can see traffic already queued back to beyond Victoria Avenue. Further lengthening of the light sequence will mean even further queues of traffic in Queen Street during peak hour. If queues start extending back to the traffic lights at Moncur Street, the whole of Queen Street will grind to a halt.

We are assuming that the proposed pedestrian crossings from the Paddington Gate across Oxford Street will be synchronised with the traffic lights and therefore will not impact the timing of the lights. Any further waiting time and queuing must be avoided at all costs.

Recommendations

 www.woollahravillage.com.au

 Woollahra Village

 woollahravillage_qswwa



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1. Consider changes which will keep cars, cycles and pedestrians separate.
2. Ensure any changes to the Paddington Gate intersection do not lead to increases in the times of the traffic sequencing.
3. Publish modelling which shows that these changes will not result in further queuing in Queen Street in peak hour.

Lack of serious consideration of alternative routes – finding satisfactory solutions and trade-offs to the above issues with the cycleway going down Oxford Street may not be possible. Alternative routes and their trade-offs must also be considered during concept design to ensure the final approach will deliver the best possible outcomes for all stakeholders.

Recommendations

1. Include alternative routes (eg Moore Park Road) in a full evaluation of options for the concept design.

We look forward to your response on these important issues.

Yours sincerely

Giles Edmonds

President, The Queen Street and West Woollahra Association.



Paddington-Darlinghurst Community Group submission

Paddington-Darlinghurst Community Group (covering parking permit area 15)

Convenor Will Mrongovius

email wrongov@gmail.com

Monday 31 July 2023

To Transport NSW

projects@transport.nsw.gov.au

Re: Oxford St East Cycleway

We refer to our initial submission dated 28 February 2023

We have reviewed your Early Feedback Report (EFR) dated June 2023.

We are extremely disappointed with the responses from Transport for NSW

Our Members make the following three points;

1. **30 kph speed limit** should be introduced in Oxford street immediately.

This is a high density pedestrian area – a 30kph speed limit is consistent with the City of Sydney's Strategy

2. Right hand turn restrictions

Lets be very clear- we DO NOT want these right hand turn restrictions at South Dowling Street, Greens Road and Oatley Road.

- Cyclists already have a de facto bike lane along Oxford St. They have been using the Bus lane for years with the current right hand turns in place and the number of bike users has been increasing. It is clearly wrong to claim that the Cycleway cannot be built with these right hand turns.
- Where are the traffic counts to show what will happen when all the proposed right hand turn bans are implemented- or is it all guess work?
- How many more vehicles will travel down Greens Road from Moore Park Road?

These restrictions WILL very significantly impact car access to local homes and business, and require all vehicles to make extensive detours.

The ONLY entry to the Paddington part of Area 15 will be via Moore Park Road. This will be impossible during events (concerts/sporting events).

It is not good enough for you to say

Despite these bans, everyone will be able to drive to their homes once the cycleway was in place.

or

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 weeks.

We do not believe that you are listening.

The right hand turns into Greens Road and Oatley Road from Oxford Street MUST be retained.

When cars are turning right at these intersections, when not allowed to do so by a green arrow then of course they need to give way to oncoming bike riders as they do currently .

If right hand turn bays cannot be provided then yes traffic may be backlogged. No different to Buses in Glenmore Road blocking traffic when they stop to pick up/drop off passengers.

If Oxford St cannot accommodate right turn bays then perhaps it is not suitable for the proposed cycleway?

Restrictions on these RHT does NOT allow the project to meet the Objective of maintaining access to local destinations.

3. Reduction in Number of Bus stops

The reduction of bus stops from 8 to 5 is not supported and cannot possible help the less mobile residents.

Of course less bus stops improves travel times, but only for those on the buses- what nonsense

The proposed Island Bus stops will be unsafe, especially if passengers are running in the same direction as the Bus to the bus stop- Of course they will have to cross the cycleway and not use the “raised, and clearly marked pedestrian crossings”

Low patronage bus stops- you say that “Only bus stops with low patronage (based on Opal card data) would be consolidated” Of course the 3 stops slated for removal have lower patronage- these are the 3 stops where the highly popular 333 does NOT currently stop.

Bus stop east side of Oatley Road- must remain where it is- probably the most popular and well placed bus stop in all of Oxford St

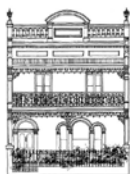
Summary

We DO NOT want these right hand turn restrictions at South Dowling Street, Greens Road and Oatley Road.

Regards

Will

The Paddington Society submission



THE PADDINGTON SOCIETY Inc.
For Community and Heritage
Est 1964

Transport for NSW

10 July 2023

Sent by email to:

projects@transport.nsw.gov.au

Re: Oxford St Ease Cycleway

Oxford Street Paddington – The Village High Street as a Place for People

Following our previous submission (28 February 2023), enclosed with this letter is the Paddington Society's vision for Oxford Street Paddington, entitled 'The Village High Street as a Place for People', published 01 July 2023.

This is a whole of village concept which takes into account the needs of all user groups to unify and invigorate Oxford Street as the centre of Paddington. At a time when society is reconsidering its approach to energy, sustainability and community, we believe that this proposal demands very strong consideration and that many stakeholders will find common ground with the Society's vision.

The proposal comprises a number of key principles:

- 30km/h speed limit
- Pedestrians first
- Wider footpaths
- More pedestrian crossings
- Street trees
- More on-street carparking
- No exclusive clear ways, bus lanes or cycleways

The proposal allows for rational traffic movement and shared lanes, and builds on current traffic management practice in the UK and Europe. It has been prepared to cover Oxford Street from Centennial Gates to Paddington Town Hall, however the principles embodied in this concept could equally be extended to Taylor Square and even to other localities.

Should you wish to discuss this proposal, please feel free to contact one of those below:
Will Mrongovius (President) or Esther Hayter (Vice President).

Yours faithfully

Will Mrongovius
President, The Paddington Society

wmrongov@gmail.com

0407 418 780

per Esther Hayter
Vice President, The Paddington Society

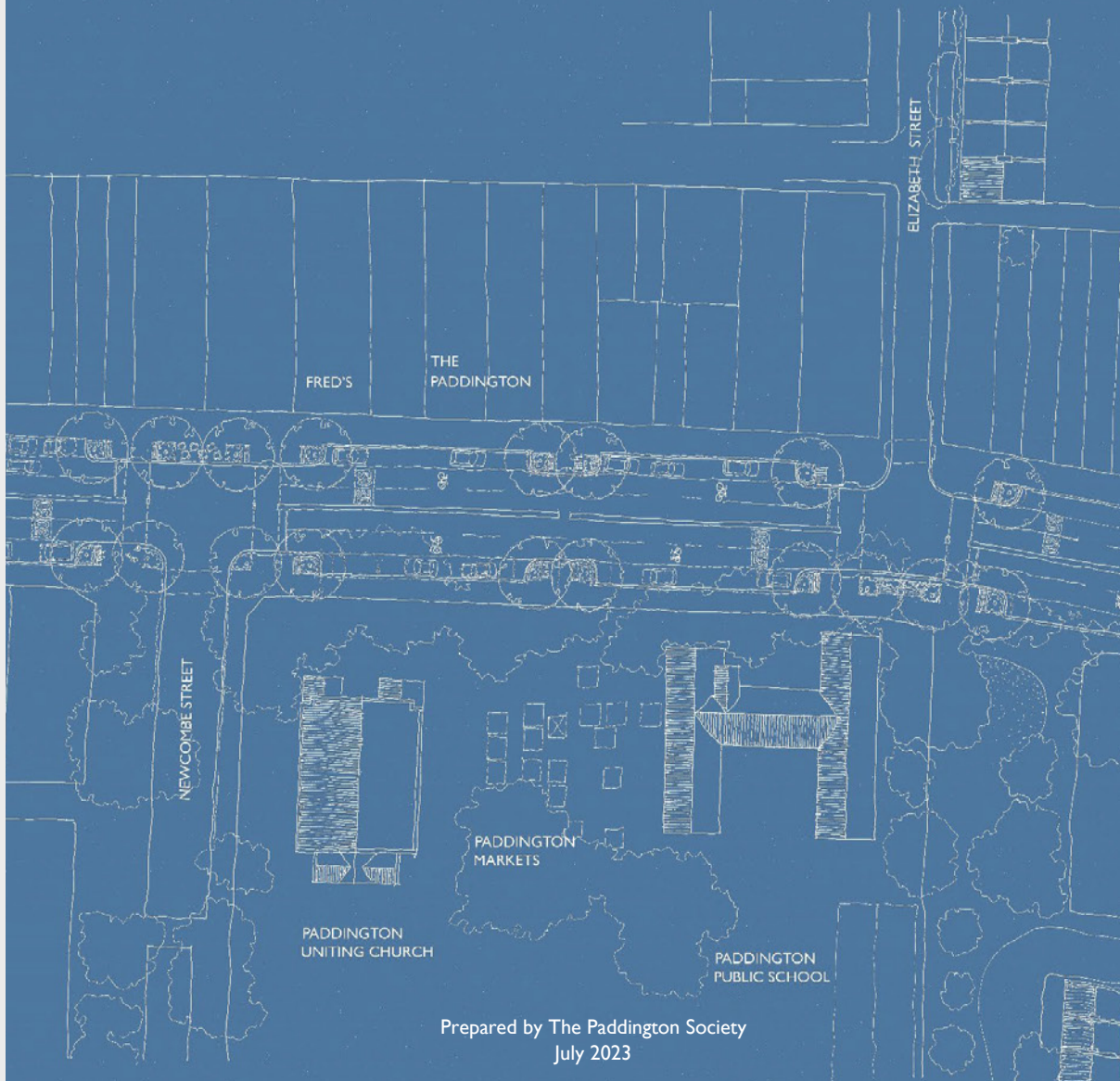
hayters@bigpond.net.au

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OXFORD STREET PADDINGTON

The Village High Street as a Place for People



OXFORD STREET PADDINGTON

The Village High Street as a Place for People

Prepared by The Paddington Society
July 2023

Background

The high street of Paddington is quite unique having emerged along the line of an original Aboriginal track, initially offering essential goods and services for early settlers and expanding into a retail high street during the eras of the horse drawn, steam and electric trams as Paddington developed over the latter part of the 19th century. Today it attracts and serves many locals who prefer to shop in this traditional environment as it provides for most essential needs including hardware, supermarkets, chemists, news agencies, cafes and the like, as well as being home to schools, churches, day care and markets. These facilities occur across both sides of the street, interdependent upon each other to stimulate life and activity.

The high street is gradually recovering from the impact of Westfield Bondi Junction and the restrictions of Covid. Despite the access limitations imposed by the clearway the number of empty shops is decreasing and the centre is looking toward a revival.

It is necessary now to promote the high street as a PLACE, to make it safer and more accessible for pedestrians, to promote business activity and to provide a higher level of amenity for people on foot, once they leave their house or their vehicle, be it car, bus or bike. To quote Sir Terry Farrell, Britain's eminent urbanist "walking and the world of the pedestrian represent the raison d'être of cities."

Objective

It is timely that we adopt a changed attitude to our village centre. Until now the driving force behind the use of the centre has been the movement of vehicular traffic to and from locations outside the village itself - the movement of traffic from A to B. The proposal for a segregated cycleway only reinforces this through-way approach and will cement it in place for some time to come unless changes are put in place. It is now imperative that, in accordance with TfNSW's own policy document, priority is given to the village as a PLACE, with top priority being given to pedestrians.

The Paddington Society proposal seeks to balance the use of Oxford Street as an important village centre, reinforcing its resident pedestrian usage and fostering the growth of commercial activity while maintaining cyclist, public transport and traffic movement at acceptable and safe levels.

Transport for NSW Proposal

To our knowledge the current proposal being developed by TfNSW will fail to do this.

The TfNSW proposal, to insert a segregated two-way cycleway along the southern edge of Oxford Street will have a number of negative impacts. It is our contention that the proposed cycleway will impose a permanent physical barrier along the southern edge of Oxford Street, a barrier which will discourage pedestrian connectivity between north and south and further segregate activities on the north side from those on the south. The contra flow element of a multi-directional cycleway will also represent a safety hazard for pedestrians and introduce an uncertainty challenging conventional behaviour patterns. Unlike the clearway, which, unacceptable as it is, only restricts parking and thus access to business over a period of several hours per day, the proposed bikeway will impose a permanent physical barrier and loss of carparking, 24 hours a day, 7 days per week with significant potential to inhibit growth of the centre for the community. Added to this, the emergence of e-bikes, a sensible option for travel through Sydney's difficult terrain, increases the danger in the high street, to relocate pedestrians as e-bikes travel at a constant speed without regulation, along a two way path.

Negative impacts will include:

- Create an additional barrier to cross village pedestrian movement
- Introduce a median and multi directional bike traffic to be negotiated
- Encourage bicycle user speed within the segregated zone
- Allow motor vehicles to travel faster without the encumbrance of cyclists
- Eliminate/reduce essential carparking along the south edge, required to support shoppers and businesses
- Discourage businesses on the southern side including market stall holders
- Eliminate the scope for footpath widening on the sunny south side
- Complicate bus movements and pedestrian waiting areas at bus stops
- Impaired accessibility to bus stops
- Minimize the scope for introduction of street trees to reduce heat island effect
- Limit resident vehicle access to South Paddington by prohibiting right hand turns for east bound vehicles.

From our observations the major use of Oxford Street by cyclists is by commuter cyclists, those travelling from locations to the east of Paddington to destinations in the City or elsewhere, and vice versa. These cyclists travel at speed and are often inclined to disobey traffic rules. The increasing use of e-bikes only promotes this trend. Our understanding is that commuters are likely to continue this form of road usage and not use a segregated bike lane. This can be witnessed by observing other bike lanes currently in operation in the City.

So the question is: who will use this bike lane when constructed.

Is it the commuter, is it the recreational cyclist, or is it the resident cyclist? Paddington, both north and south, has a well developed and signposted internal bike path system using local roads and laneways. It is to be expected that local resident cyclists will use this network in order to arrive at Oxford Street for the purpose of shopping or visiting other activities.

What residential cyclists need are safe and secure parking facilities to leave their bikes and go about their business on foot. The remaining categories of recreational cyclists are most likely to be seen on weekends. We ask is there any research into the demand for this cyclist category in Paddington?

The Paddington Society Proposal

Our proposal seeks to balance the use of road space and to re-establish Paddington high street as a vibrant, people friendly community centre.

Central to this proposal is the introduction and enforcement of a permanent 30kph speed limit between Paddington Town Hall and Queen Street (and ultimately extending to Taylor Square and on to the City). Such a reduced speed limit will allow for compatibility between all forms of road use vehicles, eliminating the speed differential that is the cause behind many traffic accidents. This should be the overall objective for the city and metropolitan area if we are to properly address road accidents and deaths and reduce road tolls by 50% by 2030, as agreed by both State and Federal governments. The 2020 UN Stockholm Declaration on road safety called for a 30kph maximum speed limit on roads where motor vehicles mix with pedestrians and cyclists. It is well known that an adult hit by a car at 30kph has a 90% chance of survival, whereas at 50kph the chance of survival is reduced to 20%.

The Paddington Society proposal calls for two traffic lanes in each direction, the left hand inner lane in each direction being a shared lane between cyclists, buses and cars. The existing bus lane/clear way lane is to be eliminated to allow for footpath widening at key locations, pocketed carparking zones, and bus bays at all bus stops. The indented bus bays will ensure that cyclists and drivers can pass without merging into the outer lane. The shared lane will need to be strongly labeled as a shared lane.

The road allocation is proposed to be:

- Footpaths 3.0 metres
- Footpath extensions 2.5 metres
- Carparking pockets 2.5 metres
- Bus bays 3.0 metres
- Shared Lanes 3.5 metres
- Travel Lanes 3.0 metres
- Median Strip 1.0 metre (variable)

It is proposed that existing pedestrian traffic lights be relocated to the intersections with William and Elizabeth Streets, with a new set of traffic lights introduced at Newcombe Street to allow access to the supermarket and basement carpark. A further set of pedestrian traffic lights is proposed to be introduced further east of Elizabeth Street. At intersections traffic lights will allow for controlled pedestrian crossing of Oxford Street at each side of the lights. The Jersey Road and Oatley Road traffic control configurations will remain as existing.

Footpath widenings at key locations will allow for greater pedestrian amenity in the centre including the planting of street trees for shade, outdoor dining associated with cafes and

restaurants, casual seating to enhance social interaction and stay duration, as well as bicycle parking stations to serve the cycling community. Footpath widenings between intersections will allow for informal pedestrian crossings over a shorter crossing distance with pedestrian refuges in the median.

Landscaping for a more sustainable environment will be possible including low level planting and a consistent treatment of street trees in footpath widenings to provide visual enclosure and reduce the heat Island effect.

The end result of this proposal will be a more homogenous and people friendly centre which will foster retail and commercial success and improve Paddington as a village.

Principles

The following principles are proposed to achieve an integrated centre accommodating all users.

Pedestrians

Give pedestrians, and particularly resident pedestrians, priority in accordance with TfNSW policy and encourage the double-sided use of the village centre.

- Widen footpaths on both sides at key locations to provide outdoor dining, street trees, bicycle parking and other facilities
- Ensure sunny side of street is available for pedestrian activity to reinforce retail businesses
- Reduce road crossing kerb to kerb distance for pedestrians
- Relocate mid-block pedestrian traffic light crossings to link both sides of village
- Allow for casual pedestrian crossings with median refuges between traffic lights
- Buffer pedestrians from moving cars by parked cars and landscaping
- Avoid unexpected pedestrian confusion of two way bikeway

Cycling

Encourage community and commuter cycling with appropriate village centre facilities

- Allow for cycling on Oxford Street in low speed 30kph environment on left hand inner shared lanes
- Provide for shared low speed use of internal left hand lanes in both directions
- Encourage the use of existing neighborhood cycling networks for community cyclist access to Oxford Street
- Provide bicycle parking facilities on widened footpaths to link with neighborhood cycling network
- Require cyclists to obey traffic laws throughout the centre
- Allow for dedicated cycleways outside village centre

Public Transport

Encourage safe use of public transport.

- Eliminate ineffective and unsafe narrow bus lanes
- Provide bus pull over bays at passenger stops allowing for pedestrian access and vehicle/bicycle passing movements in shared lane
- Maintain and delineate left hand internal lane in each direction as shared 30kph lane between bicycles, buses and cars
- Ensure bus bays are located to best serve community and businesses

Vehicles

Reduce the detrimental environmental impact of higher speeds whilst allowing safe passage of all vehicles through the village centre.

- Eliminate ineffective clear ways on both sides of the street
- Provide for two lanes of movement each way with shared use of the left hand internal lane
- Introduce and enforce 30kph speed limit throughout the centre
- Relocate traffic lights to align with William Street and Elizabeth Street intersections to allow for controlled pedestrian, cycle, bus and car movements
- Maintain pocketed car parking and service vehicle parking in key locations
- Allow for emergency vehicle access
- Maintain right hand turns into adjacent residential precincts in South Paddington.

Business

Promote the growth of local businesses by providing a thriving pedestrian environment to both north and south sides of Oxford Street.

- Ensure easy access is available to both north and south between businesses, shops, schools, churches and day care facilities.
- Provide for seating, landscaping and other outdoor amenities to encourage social gatherings and extended stays
- Allow for outdoor dining associated with restaurants and cafes
- Provide a combination of sunny and shady environments to encourage pedestrian use of the centre as a place of well-being
- Eliminate clearways on both sides of the street, facilitating servicing and deliveries.

Sustainability

Introduce sustainability measures to ensure the future environment of the village.

- Introduce street tree planting at select locations
- Introduce mid-block informal pedestrian crossing points to link both sides of village and improve business potential
- Reduce heat island and carbon emission effect by introducing tree planting in widened footpaths
- Reduce car emissions by lower speed through village centre to reduce carbon and improve air quality
- Improve acoustic environment through lower speeds
- Provide for community amenity on widened footpaths
- Enforce reduced speed limit to decrease accidents

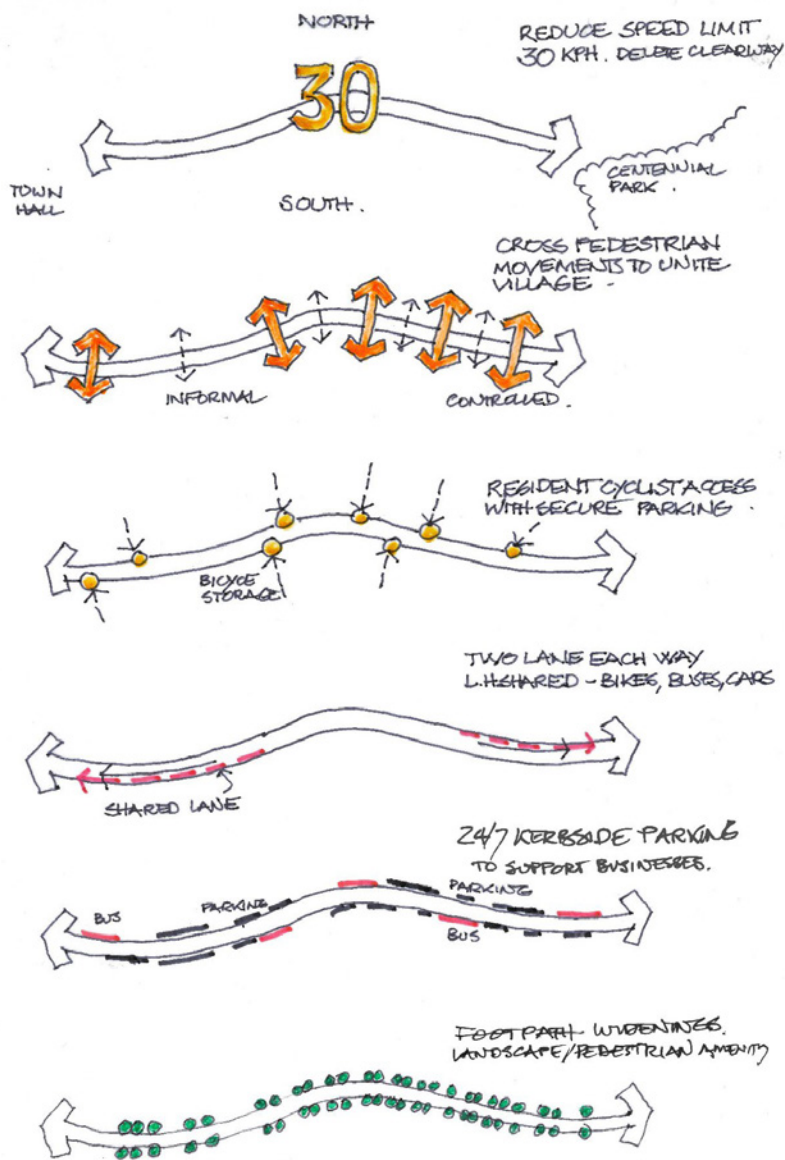
Implementation

This proposal will require the owners of the Village High Street, Woollahra Council, City of Sydney Council and Transport for NSW to work together with the local community, with the common objective of the future liveability and viability of the village. The proposal could be considered to be a 'model' when redesigning road infrastructure to encourage use by commuter cyclists, where the road being redesigned also serves as a village 'High Street'.

Footnote: The Paddington Society strongly supports the concept of active transport and refers the reader to our March 2013 proposal for Oxford Street, Paddington "Proposal to Redesign a Thoroughfare Consistent with Paddington as a Village", prepared in collaboration with BIKEast, a joint proposal which promotes the development of shared traffic lanes for bicycles, buses and cars.

Principles

OXFORD STREET PADDINGTON – the Village as a Place for People







DESIGN FEATURES

- Reinstate priority to conform with TfL's 'stand still' of pedestrians first.
- Eliminate change restrictions in both directions and deliver indicative busways
- Utilise kerbside lanes for footpath widening, carparking and bus bays
- Provide two lanes for vehicles, provide front and rear cycle lanes
- Introduce and enforce 30mph speed limit through footpath
- Reinstall left hand lane in each direction as a cycle lane and car lane
- Reinstall left hand lane in each direction as a cycle lane and car lane
- Provide cycle lanes for the junction of Villiers and Elizabeth Streets to allow for corner field movements of vehicles and pedestrians
- Install new traffic lights at Newcombe Street to serve supermarket carpark and provide pedestrian access
- Install new mid-block pedestrian lights
- Reinstall right-turn movements at Oakley Road and Jersey Road traffic lights
- Provide for pedestrian activity, landscaping and shorter crossing distances for pedestrians at key footpath widenings
- Allow for kerbside car parking bays at key locations to serve community 24/7
- Allow for casual pedestrian crossings at footpath widening points between traffic lights with median refuges
- Provide 6 bus bays, retaining existing bus stop zones.
- Promote the growth of local businesses through 24/7 parking and enhanced pedestrian conditions
- Provide bicycle parking facilities on widened footpaths
- Maximize use of sunny side of street for outdoor dining associated with restaurants and cafes
- Provide for seating, bike facilities, outdoor dining on widened footpaths.
- Introduce street tree planting in footpath widened zones to provide shade and reduce heat island effect
- Enforce reduced speed limit and reduce car emissions.



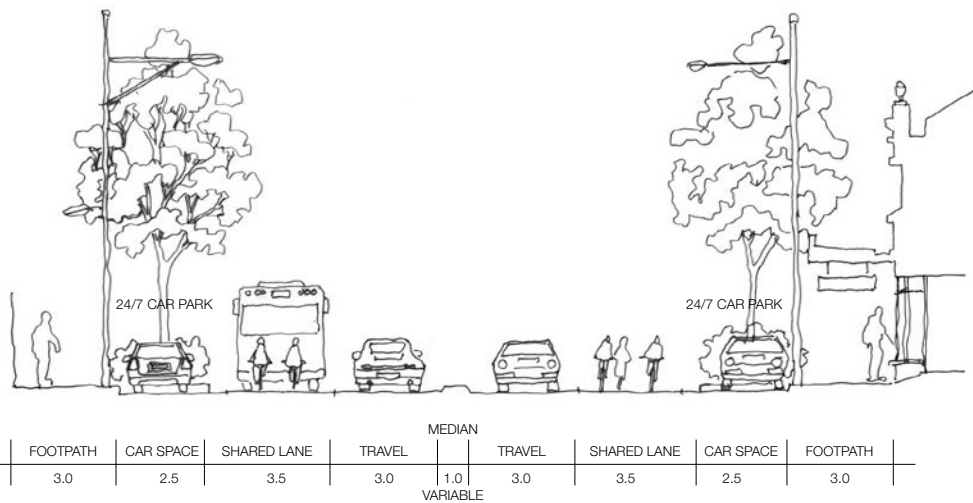
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KEY DATA

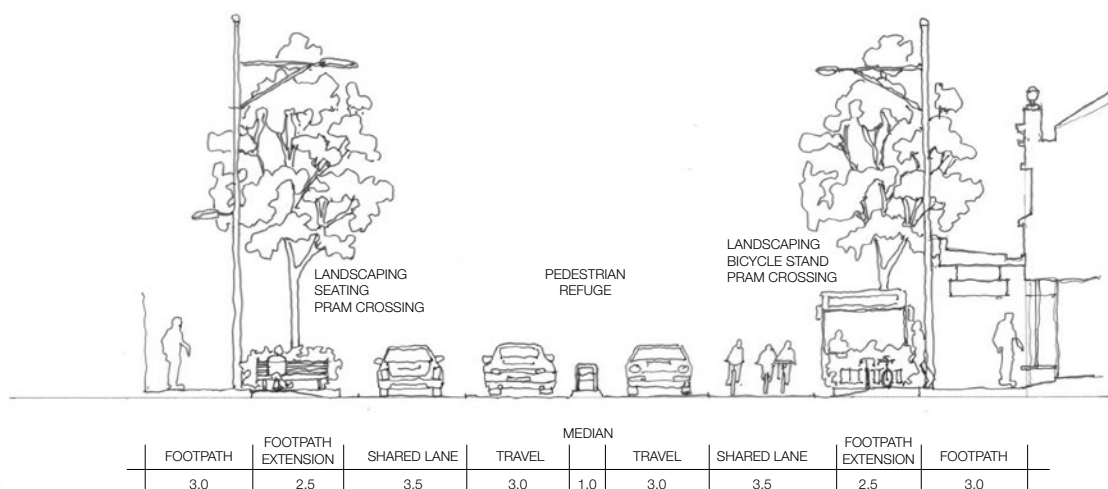
- 30 high speed lane
- 2 traffic lanes in each direction
- L11 lane shared by cyclists, buses and cars
- 1 metre median for majority of length
- Traffic light controlled intersections with side streets
- 6 pairs signal controlled pedestrian crossings
- 6 informal mid-block pedestrian crossings
- 6 indented bus stop bays
- 77 new street trees
- 1300 m² additional pedestrian pavement/landscaping
- 110 permanent, 24/7 kerbside car parking bays
- 10 bicycle parking stations on widened footpaths
- 50 park benches for casual seating on widened footpaths



SECTION SHOWING CARPARKING BAYS

OXFORD STREET PADDINGTON

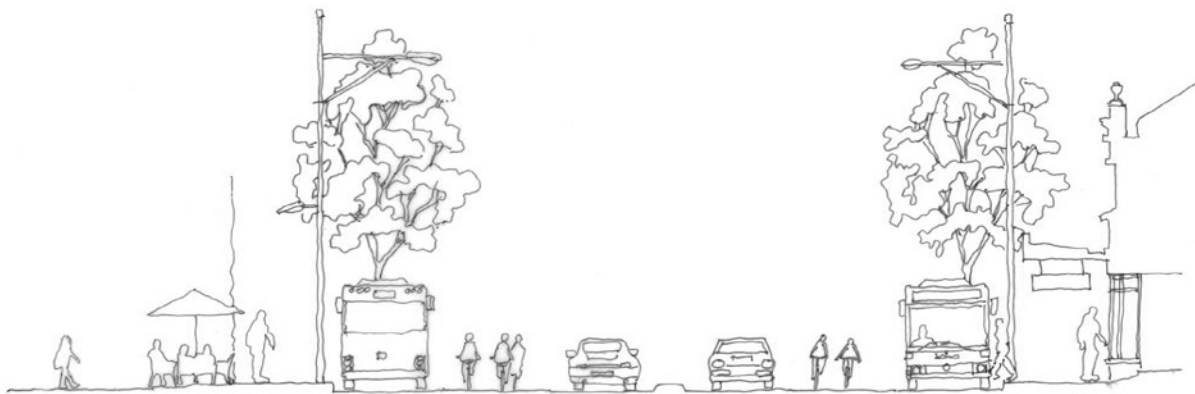
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SECTION SHOWING FOOTPATH EXTENSIONS

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				MEDIAN					
FOOTPATH	BUS BAY	SHARED LANE	TRAVEL		TRAVEL	SHARED LANE	BUS BAY	FOOTPATH	
3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	
				VARIABLE					

SECTION SHOWING BUS BAYS

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