

Implications for Paddington of TfNSW's Proposed Cycleway

1) Five Right-hand-turn closures

- Can't turn right off Oxford St from Taylor Square until Bondi Junction
- Can't turn right from Oxford St into Jersey Rd, or from South Dowling St into Oxford
- Rat runs
- Access to homes reduced
- Access to shops reduced
- Creates a commuter-corridor that links the CBD to Syd Einfeld Drive

2) One lane for cars in either direction

- Shared at times with emergency vehicles and buses

3) "Floating bus-stops"

- In the middle of the road
- Have to cross the bi-direction cycleway to get to the bus stop
- Unsafe for the aged and disabled
- Fewer bus stops, further apart

4) A separate, bi-directional cycleway with one lane in either direction

- 12,000 cyclists/day within 24 months (a gig-economy freeway)
- Speed limit and red lights may not be respected (no registration, no recourse)
- Unsafe for 2 primary schools adjacent to the cycleway
- Crosses from the north side to the south side at Taylor Square
(More takeaway-pickup venues are on the northside)

5) Oxford St will be a highway not a high street

- Car parking "subject to change" - buses would have to share the car lane
- Through-traffic fully utilizes all lanes

6) Businesses will suffer

- Reduced access to shops
- Reduced access to parking
- Road-work construction zone
- Alfresco dining parklets not possible on Oxford St forever

7) Residents will suffer

- Reduced access to homes
- Traffic in residential, narrow Victorian streets
- Reduced local products/services if shops close
- Pedestrian safety diminished

8) Oxford St's and Paddington's reputation will irreparably suffer

- What's happening to Sydney's Cultural Quarter (OXCQ)
- Public amenity and pedestrian safety sacrificed for cycle speed
- Cultural & community requirements superseded for one form of transport