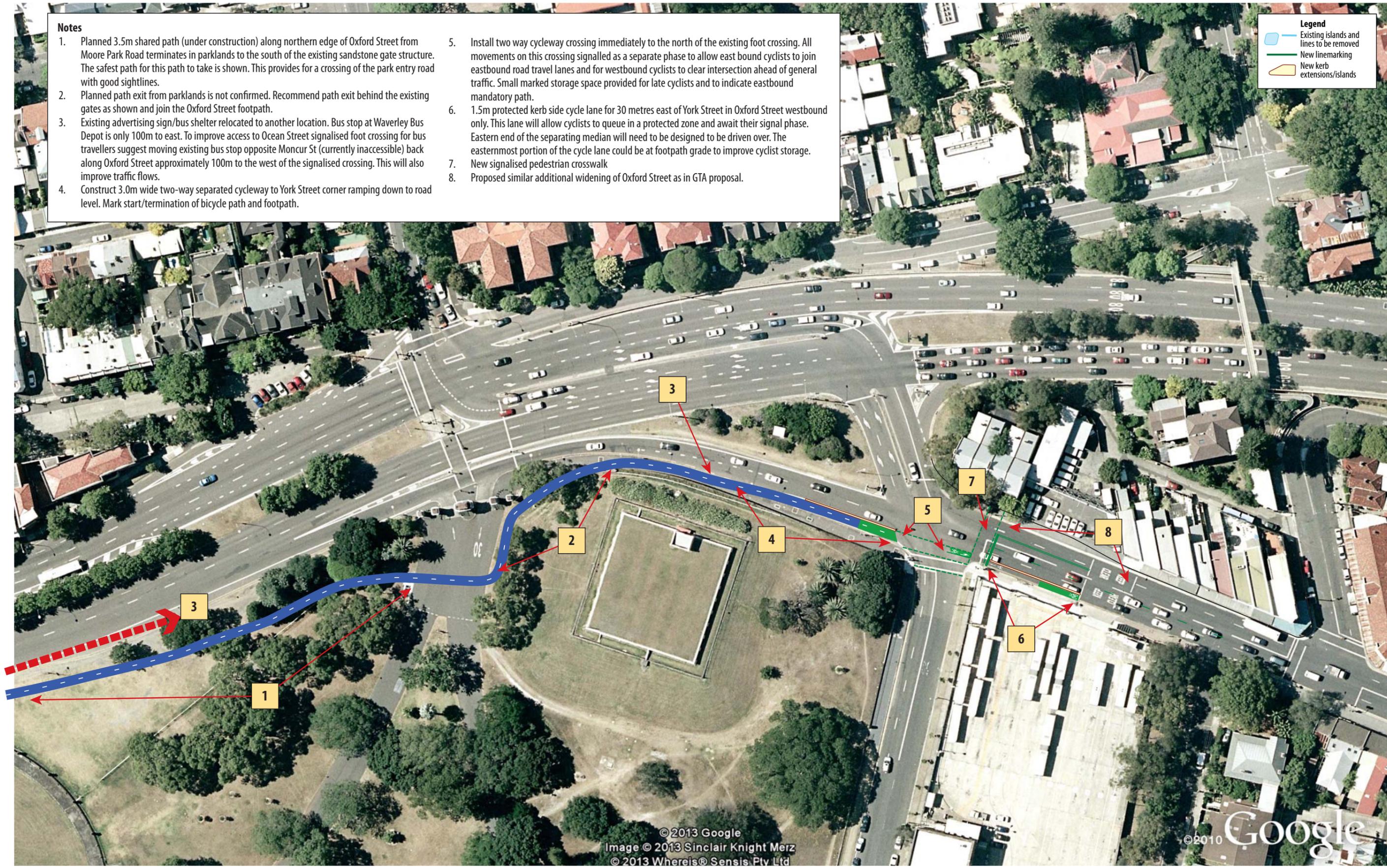


**Notes**

1. Planned 3.5m shared path (under construction) along northern edge of Oxford Street from Moore Park Road terminates in parklands to the south of the existing sandstone gate structure. The safest path for this path to take is shown. This provides for a crossing of the park entry road with good sightlines.
2. Planned path exit from parklands is not confirmed. Recommend path exit behind the existing gates as shown and join the Oxford Street footpath.
3. Existing advertising sign/bus shelter relocated to another location. Bus stop at Waverley Bus Depot is only 100m to east. To improve access to Ocean Street signalised foot crossing for bus travellers suggest moving existing bus stop opposite Moncur St (currently inaccessible) back along Oxford Street approximately 100m to the west of the signalised crossing. This will also improve traffic flows.
4. Construct 3.0m wide two-way separated cycleway to York Street corner ramping down to road level. Mark start/termination of bicycle path and footpath.
5. Install two way cycleway crossing immediately to the north of the existing foot crossing. All movements on this crossing signalled as a separate phase to allow east bound cyclists to join eastbound road travel lanes and for westbound cyclists to clear intersection ahead of general traffic. Small marked storage space provided for late cyclists and to indicate eastbound mandatory path.
6. 1.5m protected kerb side cycle lane for 30 metres east of York Street in Oxford Street westbound only. This lane will allow cyclists to queue in a protected zone and await their signal phase. Eastern end of the separating median will need to be designed to be driven over. The easternmost portion of the cycle lane could be at footpath grade to improve cyclist storage.
7. New signalised pedestrian crosswalk
8. Proposed similar additional widening of Oxford Street as in GTA proposal.

**Legend**

-  Existing islands and lines to be removed
-  New linemarking
-  New kerb extensions/islands



Issue	Amendment	Approved	Date
1	Issued for comment	WS	3/6/2013

Client:

All dimensions to be verified on site before making any shop drawings or commencing any work.

Not to scale



**sustainable transport consultants**  
 PO Box 1601 BONDI JUNCTION NSW 1355  
 Telephone 02 9386 4484 Facsimile 02 9012 0793

Project:  
**Bicycle and Pedestrian provision adjacent to the development site at 198-214 Oxford Street Bondi Junction**

Drawing title:  
**Proposed bicycle rider and pedestrian access improvements to intersections and streets**

Drawing number:  
**CPUD-01**

Revision:  
**1**

3 June 2013

Jane Threlfall  
Associate  
City Plan Urban Design  
Level 1, 364 Kent Street  
SYDNEY NSW 2000



**Sustainable Transport  
Consultants Pty Ltd**

ABN 19 101 162 716

PO Box 1601  
BONDI JUNCTION  
NSW 1355

Ph: 02 9386 4484  
Fax: 02 9012 0793

Re: Proposed bicycle and pedestrian provision at the  
Oxford & York Streets intersection, Bondi Junction

Dear Jane

This advice concerns proposed works associated with the redevelopment of the building site at 194-214 Oxford Street Bondi Junction opposite the STA Waverley Bus Depot.

#### Location of proposal

The redevelopment site is adjacent to the intersection of York Road and Oxford Street. This intersection forms the north-eastern corner boundary to Centennial Park. The intersection also carries the boundaries of three local government areas: the northern footpath of Oxford Street adjacent to Centennial Park is part of the City of Randwick LGA; north of Syd Einfeld Drive is part of Woollahra LGA and the area to the east of York Street (including the western footpath); and, south of Syd Einfeld Drive is in Waverley LGA.

The northern leg of the Oxford Street and York Road intersection provides vehicular access to Syd Einfeld Drive, particularly for traffic needing to enter Ocean Street, Woollahra.

#### Current provision for cyclists and pedestrians

The York Road and Oxford Street intersection currently offers a very poor level of service to cyclists and pedestrians. The four-way roadway has only one signalised crossing giving pedestrians a 200 metre detour if they wish to access the redevelopment site to the north of Oxford Street (Nelson Street signalised crossing is 100m to the east).

Cyclists are presented with a very difficult and potentially hazardous crossing eastbound, as riders exiting Centennial Park from the Ocean Street gates have no assisted means of joining the Oxford Street traffic flow at this intersection.

This intersection carries substantial numbers of commuting cyclists during the morning and evening peaks and is a popular route for both cyclists and pedestrians wanting to access Centennial Park.

The nature and layout of the surrounding road system means that there are no alternative routes which do not involve substantial and discouraging detours.

The current situation at this intersection is, in the opinion of this writer, a major impediment to active travel in the northern part of Sydney's Eastern Suburbs.

#### Recommendations for cyclist and pedestrian access improvements through the intersection

Proposals to construct a minimum 3.0 metre shared path along the southern side of Oxford Street between Lang Road/Moore Park Road and the Ocean Street gate of Centennial Park are currently in the design phase and proceeding to construction. It is essential that any proposed improvements to the Oxford Street-York Road intersection include this new project which will further improve cyclist and pedestrian access in the area.

STC Drawing CPUD-01 sets out our recommendations for specific improvements to address access and safety issues mentioned above. These recommendations noted on the drawing are as follows:

1. The drawing shows the route of the 3.5m shared path (under construction) along northern edge of Oxford Street from Moore Park Road. This path will terminate in the parklands to the south of the existing sandstone gate structure to avoid the squeeze point to the immediate north of the gate. The recommended safest path for this path to continue into the eastern portion of Oxford Street is shown on the drawing. This route provides for a crossing of the wide park entry road sufficiently set back from the park gates to achieve good sightlines.
2. The planned path exit from parklands has not been confirmed to this writer. The recommend path exit is to the east of the existing gates, joining the existing Oxford Street footpath.
3. The existing advertising sign/bus stop and shelter needs to be relocated to another location due to safety concerns and minimum safe path width considerations. The bus stop at Waverley Bus Depot is only 100m to east and provides access to far greater bus services. To improve access for bus travellers to the Ocean Street signalised foot crossing, we suggest moving the existing bus stop opposite Moncur St back along Oxford Street approximately 100m to the west of the signalised crossing. This bus stop is inaccessible to pedestrians living to the north of Oxford Street as there is no close-by controlled crossing of the Oxford Street six-lane divided carriageway.
4. From 50 metres west of the York Street corner a 3.0m wide two-way separated cycleway should be constructed with appropriate ramping. Alternatively this could be built at footpath grade by moving the kerbing, and linemarking appropriate separation on the pavement.
5. Install a two way cycleway crossing immediately to the north of the existing foot crossing. All movements on this crossing would be signalled on a separate phase to other traffic movements to allow east bound cyclists to join eastbound road travel lanes and for westbound cyclists to clear the intersection ahead of general traffic. A small marked storage space should also be provided for late cyclists and to establish bi-directional cyclist flows on both sides of the crossing.
6. Install a 1.5m wide protected kerb side cycle lane for 30 metres east of York Street in Oxford Street westbound only. This lane will allow cyclists to queue in a protected zone and await their signal phase. Eastern end of the separating median will need to be designed to be driven over. The design of this cycle lane and the protecting median will need to take into account the bus depot exit driveway. Designing this lane at footpath grade may also improve cyclist storage at the corner.
7. Install a new signalised pedestrian crosswalk across Oxford Street to remove the long detour and to activate the northern side of Oxford Street.
8. In the GTA Traffic Report dealing with traffic flow improvements at this intersection some widening of Oxford Street was recommended. The above recommendations include this widening. With careful redesign the above pedestrian and cyclist improvements may also be fitted into the existing road cross section by moving the road centreline 1.5m to the north and readjusting the linemarking.

Please feel free to call me on the above phone number should you require clarification on any of the contents of this advice.

Yours sincerely



Warren Salomon  
Managing Director