

BIKEast

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Dear Madam/Sir

Heffron Park Plan of Management

Thank you for the opportunity to comment on the Heffron Park Plan of Management and congratulations on a job well done. From a general cycling perspective the plan appears to provide good access both through and around the park. There are a few aspects on which we seek clarification or can offer comment:

- 🚲 The Plan does not provide details on the crossing facilities for the bike & foot path around the perimeter. All crossing facilities need to be designed in accordance with the NSW Bicycle Guidelines, the Austroads Guide to Traffic Engineering Part 13 (Pedestrians) and Part 14 (Bicycles) and other national and international guidelines and best practice.
- 🚲 Safe and convenient crossing points are required at all locations shown in Figure 1 with red circles (○), including:
 - for the shared path around the perimeter of the Park across all vehicular entry points to the park's internal carparks - these should preferably designed to afford priority to pedestrian and bicycle traffic rather than cars entering the park
 - across all general traffic routes surrounding the park, in particular busy roads such as Fitzgerald Avenue and Bunnerong Road
 - at all side streets across from the park and at all vehicular entries to the park.
- 🚲 The Plan does not provide details on the connectivity with the 2008 Randwick Bike Routes entering the park at Paine Street and Gainford Avenue (refer Figure 1). Particularly good crossing points are required at these locations.

Figure 1 - Extract from the 2008 Randwick Bike Plan



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- 🚲 The Plan does not show the proposed pedestrian and bike access improvements in the context of the key origins and destinations located within easy walking or cycling distance from the Park, eg Southpoint Shopping Centre and the various schools. Connectivity with key origins and destinations is of particular importance to encourage visitors to access the Park on foot or by bike. This can be achieved through fine-grained (ie frequent) and convenient bicycle and pedestrian crossing points. Wide median refuges are particularly useful.
- 🚲 The Plan does not provide details such as cross-sections of any paths, crossing facilities, path design or bike parking. All such facilities need to be designed in accordance with the NSW Bicycle Guidelines, the Austroads Guide to Traffic Engineering Part 13 (Pedestrians) and Part 14 (Bicycles) and other national and international guidelines and best practice. Particular attention is required to path width and the potential for separation between pedestrians and bicycles - shared paths or separated paths? Suitable signs and markings are required, including “educational” signage as appropriate.
- 🚲 During bicycle race days, the criterion track will be closed for general cycle and pedestrian access. The Plan indicates that there will be a “*pedestrian only*” path parallel to the crit track through the centre of the park, roughly from Paine Street to Gainsford Avenue. This route is included as a regional cycle route and needs to be permanently accessible for bicycle access, ie it should be a “*shared path*” rather than pedestrians only.
- 🚲 The Council's Director City Planning report indicates some concern about potential conflicts between bicycles and pedestrians. We agree this concern requires attention, not just on race days, but also generally along the perimeter path and along all internal paths. Particular attention is required adjacent to popular pedestrian precincts such as the proposed kiosk, dog-off-leash areas, BBQ areas, and other areas with strong pedestrian concentrations. Detailed path design elements, such as path markings or physical separation, can help eliminate the potential conflict between the users.
- 🚲 The Plan does not provide details on bicycle parking. Safe and secure bicycle parking facilities are required at all recreational facilities within the park, located at a convenient position close to the entry of each facility, clear off pedestrian access ways and carparking. Initially, the quantities can be modest, but need to be increased with demand. The parking rails currently provided at the Des Renford Pool are a good example of what is required.

We trust these comments and clarifications will assist Council to further improve the Heffron Park Plan of Management. Please feel free to contact BIKEast at anytime should you wish to discuss any of the matters raised.

Yours Sincerely

Dick van den Dool

Committee Member and Technical Advisor