

Director City Services Report No. CS35/18



Subject: Kingsford to Centennial Park
Walking and Cycling
Streetscape Improvements -
Results of Public Consultation

Folder No: PROJ/10180/1527782/6

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Introduction

Randwick City Council has over many years supported the use of bicycles as a sustainable, healthy transport mode. Since the 1990's the Council has identified and worked toward the delivery of a number of local routes as cycle routes. In 2015 the community was consulted and eleven specific routes were endorsed by the Council as the high priority routes. The cycle route identified as the highest priority for Randwick City Council is the 'Doncaster Avenue / Houston Road' route.

Randwick Council received Roads and Maritime Services (RMS) funding in the 2017-18 Financial Year to plan two new cycleways in our city. One is to connect the new Kingsford Light Rail Terminus with Centennial Park (the Doncaster / Houston route), the other is to connect South Coogee to the Kingsford Light Rail Terminus. These initiatives, which align with the Council's adopted priorities for cycleway planning, will promote active transport in our city by providing safe and pleasant routes for people who choose to walk or cycle to key destinations.

The cycleway projects were reported to the Ordinary Council meeting on 28 November 2017, (Streetscape and Cycleway Improvement Project – Kingsford to Centennial Park, and South Coogee to Kingsford Light Rail Terminus) where Council resolved that:

- a) *Council Officers report back to Council with the final concept design and the results of the community consultation;*
- b) *further routes be considered to service the south of the Randwick city area; and*
- c) *the General Manager have discussions with the light rail construction company with the intent of integrating the bike path concepts we are generating with the unfolding design of the light rail.*

A concept design for the Kingsford to Centennial Park walking and cycling streetscape improvements was prepared first and exhibited to the public for feedback over a five week period between the 25 May and 2 July 2018. The consultation drawings are found in Appendix 1 – Community Consultation drawings. The concept design received in-principle approval by RMS prior to exhibition.

This report responds to Council resolution (a) above, and outlines the community consultation activities and outcomes for the proposal. It addresses the key themes and issues and makes recommendations on the concept design to improve the amenity of the streets along the route.

CS35/18

Background

Strategic framework

In 2015, Randwick City Council undertook significant community consultation to review our bicycle routes and to establish priorities for constructing routes within the city. The connection from Kingsford to Centennial Park was identified as the top priority route in Randwick (see Appendix 2 - Randwick City Council Priority Construction Routes). The route was also identified by the NSW State Government in its 'Sydney's Cycling Future' strategy, and is a significant step to achieving Council's 20 year City Plan objective of providing safe and convenient walking paths and cycleways.

Route Description

The route is approximately 2.6 kilometres long, and extends northerly from the Light Rail Terminus at Anzac Parade, Kingsford via Sturt Street, General Bridges Crescent, Houston Road, Day Avenue and Doncaster Avenue. At the Doncaster Avenue and Alison Road intersection, the route connects to the existing shared path on Alison Road for access to Centennial Park and the City of Sydney. The location of the cycleway within the road corridor was determined by factors such as the number of intersections, driveways, school and loading zones, as well as connections to existing cycleways and shared paths.

Figure 1 below shows the route from the Kingsford Light Rail Terminus to Centennial Park as a solid orange line. The dotted line shows the proposed route from the Kingsford Light Rail Terminus to South Coogee. This is a separate project currently being undertaken by Randwick City Council, also with RMS funding. The concept design for this route is currently being finalised, with community consultation planned for late 2018. Results of the community consultation for the Kingsford to South Coogee route will be reported separately to Council.

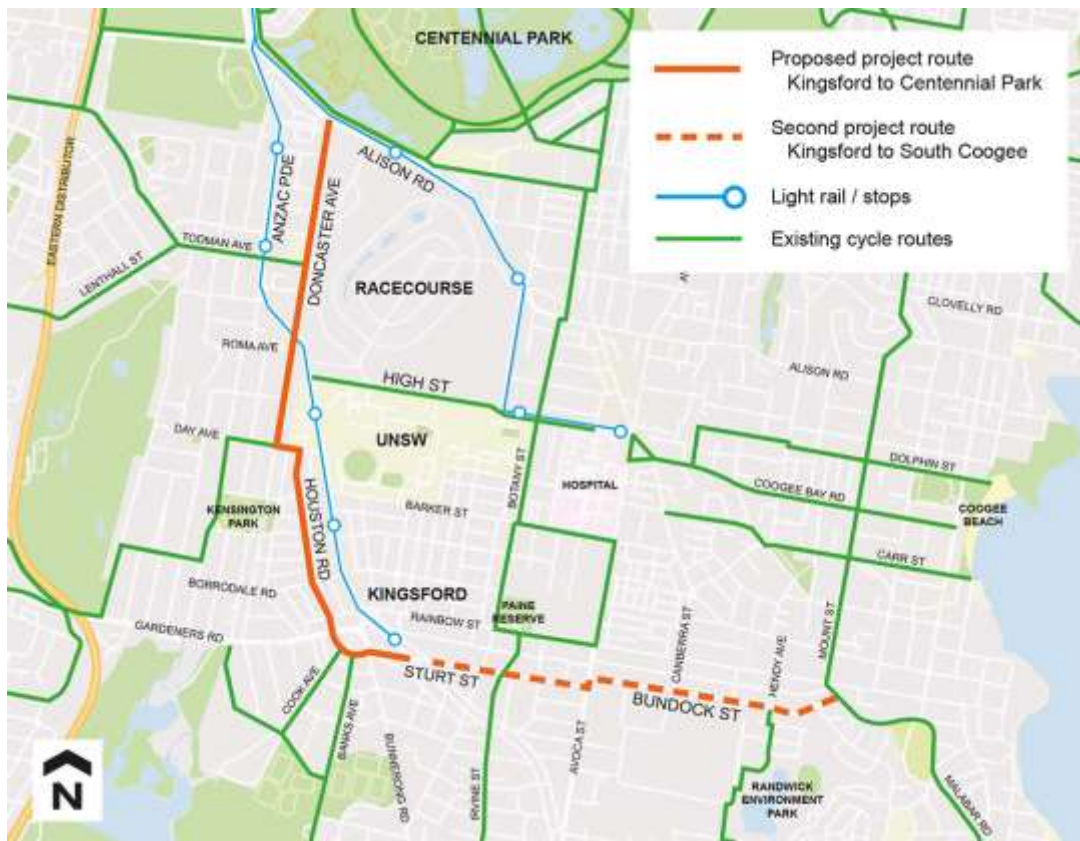


Figure 1: Proposed Kingsford to Centennial Park route

Design Elements

Wherever possible the cycleway is designed to provide full separation from other road users. Two types of bi-directional cycleway feature in the design, being the 'interrupted median' (separation of bike riders from the road by 0.4m wide spaced concrete blocks) and 'flush-to-footpath' (kerb extension to create a cycleway at the same level as the existing footpath). The design detail along the route was determined by a number of technical factors identified in the site analysis, including existing services, road gradients and susceptibility to flooding.

Figure 2 below shows a diagram of a typical bi-directional cycleway. The existing road corridor width and footpath conditions vary along the route.

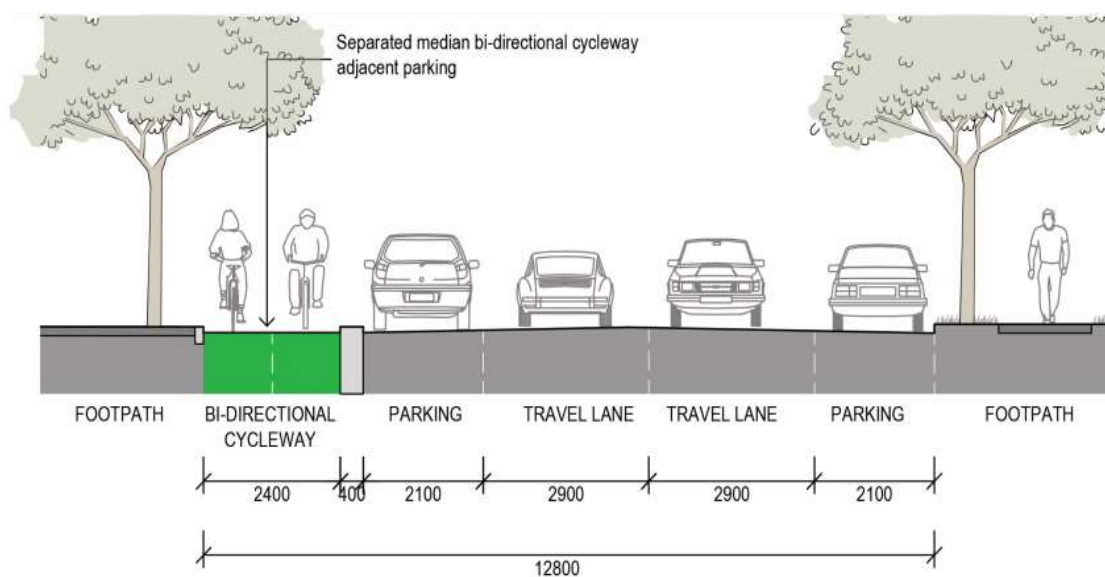


Figure 2: Typical street section showing a bi-directional separated cycleway

General Streetscape upgrade works

The implementation of the active transport route is an opportunity to increase the amenity for people who walk or cycle, and to improve safety for motorists. Aside from providing a bidirectional cycleway to separate bike riders from cars and pedestrians wherever possible, a number of other streetscape upgrade proposals are included in the concept designs including:

- An overall increase of approximately 50 new trees along the route;
- New garden beds and enhancement of existing verges and streetscape;
- Improved safety with new intersection improvements and traffic calming devices;
- New pedestrian crossings;
- Calmer traffic through implementation of clear markings and separation;
- Pavement and kerb ramp upgrades for improved pedestrian access; and
- New shared zone markings to improve awareness and safety where pedestrians, bike riders and vehicles cross paths.

Figure 3 shows the location of proposed new pedestrian crossings, new signalised intersections with improved pedestrian access, pedestrian refuges and bent-out intersections (which incorporate a pedestrian crossing). These elements will make it easier and safer for pedestrians crossing the road and for bike riders traveling from Kingsford to Kensington.



Figure 3: Proposed pedestrian improvements along the Kingsford to Centennial Park route

Consultation activities

Community consultation of the design plans for the proposed new cycleway and streetscape upgrade works was conducted over a 5-week period between May 25 and July 2 2018 (extended from the original consultation closing date of 22 June).

The consultation activities included:

- Your Say Randwick project page, including: detailed designs for each section of the route, Frequently Asked Questions, Question and Answer forum, as well as options to make a submission and register for future project updates;
- Advertising for the consultation in the Southern Courier, Daily Telegraph online, Council Weekly email bulletin and on Facebook;
- A letter mailed to all residents and owners along the route informing them of the consultation (see Appendix 3 – Letter to Residents and Owners);
- Concept designs exhibited at the Administration Building and Randwick City Council Libraries;
- Door knocking of all households along the Kingsford to Centennial Park route to offer an opportunity to discuss the project, and inform residents on the ways they could make a submission;
- Two pop up stalls with free coffee, one on the route and one near Centennial Park; and
- Information session at Kensington Public School.

A full report of consultation activities and results can be found in Appendix 4 – Community Consultation Report.

It should also be noted that the General Bridges Crescent portion of the route is located in Bayside Council's local government area. Bayside Council has provided support and approval for this project, and carried out their own community consultation regarding the proposal between 6 June and 1 July 2018. Submissions were received through "Have Your Say Bayside" and concept design exhibition at Bayside Council customer service centres.

Submissions received

As outlined in Appendix 4 – Community Consultation Report, the concept designs for the Walking and Cycling Streetscape Improvements Kingsford to Centennial Park received a significant amount of interest, including:

- 3310 visitors to Your Say Randwick website;
- 2077 pages downloaded;
- 9 questions asked and responded to;
- 396 Have Your Say submissions; and
- 38 email submissions

The majority of submissions received for the project were supportive (approximately 70%), with reasons most cited being safety improvements for pedestrians and bike riders along with the tree planting and streetscape improvements.

Approximately 30% of respondents were either neutral or opposed to the project, citing concerns including impacts on traffic and parking, loss of trees, and impacts on driveways.

A full list of the submissions received is included in Appendix 5 – Community Consultation Responses.

The general themes raised by respondents are explored in further detail below.

Issues

Main themes

Although there was a wide range of issues raised in the submissions, a number of prominent recurring themes have been identified for further discussion in this report.

These are:

1. Safety for bike riders
2. Cycle network, including links to Centennial Park and University of New South Wales (UNSW)
3. Trees and streetscape improvements, including traffic calming
4. Pedestrian safety
5. Intersections
6. Parking and disability parking
7. Kensington Public School
8. Driveway access

A full list of all issues raised in the submissions, along with the response provided by Council officers, is provided in Appendix 5 – Community Consultation Responses. Each of the key themes above is discussed in more detail below.

1. Safety for bike riders

A key outcome for this project is to improve safety for bike riders and pedestrians along this priority route. A cycleway that is separated from the footpath and the road significantly reduces the conflict and likelihood of accidents between people who walk, people on bikes and motor vehicles. It is widely acknowledged that providing safe cycling infrastructure is the key in making bike riding a viable transportation option for many in the community.

The route, in its current state, provides an on-road bike facility. This requires the bike rider to mix with traffic, often forcing the bike rider to ride close to parked cars where there is a risk of 'car dooring' (when a driver opens the car door onto a bike rider, causing a crash). Many submissions made by bike riders as part of this consultation considered the existing route to be particularly unsafe and often stressful, especially along Doncaster Avenue between Alison Road and Anzac Parade where traffic volume is high.

A significant number of respondents noted that the proposed design would improve safety for bike riders traveling along the route. This in turn was seen to encourage more people to cycle, especially those with the noted safety concerns regarding the current on-road cycle lane. Benefits to health and to the environment were also noted.

Discussion – Safety for bike riders

The proposed design significantly increases safety for people on bikes as;

- They would be located between the kerb and the parking lane, and with a 400mm separated buffer;
- The cycleway would be adjacent to the passenger door side, reducing the frequency of car doors opening onto the cycleway (as many cars are occupied by the driver only); and
- Due to the bi-directional nature of the cycleway, the bike riders closest to the parked cars would be travelling facing the parked cars. This provides greater visibility of possible upcoming conflicts.

Outcome - Safety for bike riders

The proposed cycleway will increase the safety of bike riders, and provide a safer transport option for those in our community who wish to use it.

2. Cycle network, including links to Centennial Park and University of New South Wales (UNSW)

Support for an expansion of the cycleway network was a common theme amongst written responses through the Your Say Randwick website.

Comments relating to the project include improving connections to:

- UNSW
- Sturt St, east of Anzac Parade
- Alison Rd shared path, next to Centennial Park
- Centennial Park, via a bridge.

A number of respondents requested more separated cycleways be constructed in Randwick City. Safer cycling infrastructure was requested for:

- Todman Avenue
- Anzac Parade, between Doncaster Avenue and High Street
- High Street
- Anzac Parade, from Kingsford to Maroubra and La Perouse

Discussion – Cycle network

Randwick City Council will explore the following future projects to address the desire for a more legible and connected cycle network in our area:

- Strengthening the connection to UNSW by creating a shared path on the eastern side of Anzac Parade between Doncaster Avenue and High Street. This will be addressed once light rail construction is completed.
- Strengthening the connection from Doncaster Avenue to the Alison Road shared path at Centennial Park by continuing to work with Light Rail and RMS. The establishment of a shared path on the southern side of Alison Road between Doncaster Avenue and Darley Road would help improve this access, and create a smoother and more efficient connection to the shared path on Alison Road between Darley Road and Wansey Road.

Outcome – Cycle network

Reinforcement of cycling connections as suggested by respondents will be actively considered and all suggested additional routes are noted. Council is committed to providing safe bicycle infrastructure in accordance with the 2015 Randwick City Council Priority Construction Routes established by community consultation in 2015 (see Appendix 2 – RCC Priority Construction Routes).

3. Trees and streetscape improvements

A number of respondents stated that they supported the proposed trees and landscaping along the route, with the streetscape improvements contributing to the amenity of the area. Some also noted that the proposed improvements, such as planter beds, would assist in calming traffic along the route.

Some residents express concerns about the impact which the project will have upon some street trees.

Discussion – Trees and streetscape improvements

Although every endeavour has been made to accommodate the existing trees into the design where possible, some trees are planned for removal in the concept to accommodate traffic changes or to meet minimum safe sight lines. A total of 21 trees are proposed to be removed with 72 new trees to be planted along the route. This results in a net gain of 51 street trees which will significantly add to the amenity of the area.

In addition to the new trees, it is proposed to install new 'kerb build outs' (see Figure 4) at intersections and pedestrian crossings. These are specifically designed as planter beds to further improve the greening of the streetscape.

Outcome – Trees and streetscape improvements

The project increases the number of trees and landscaping along the route. Further opportunities for planting of trees and planter beds along the route will be considered during design development of the project.

4. Pedestrian Safety

Improving pedestrian safety was a key consideration in the consultation responses, and submissions that raised this issue were generally supportive of the proposed improvements, such as:

- The proposal discourages bike riders from riding on the footpath by providing a dedicated space for people who ride;
- Pedestrians, bike riders and cars are separated wherever possible; and

- Pedestrian crossings and signalised intersections along Doncaster Avenue and Houston Road will improve safety for residents and others who walk in the neighbourhood.

There was, however, some concern that the safety of passengers exiting parked cars next to the cycleway would be compromised. The design has considered this issue by providing a 0.4m separation from parking and cycle path areas. The bi-directional design allows vehicle passengers and approaching riders to have clearer views of each other, reducing the likelihood of collision.

Discussion – Pedestrian Safety

The community consultation raised valuable suggestions for further pedestrian improvements along the route. This included incorporating kerb ‘build outs’ at intersections opposite the cycleway.

Incorporating kerb build outs into the design serves to improve safety by:

- Reducing the distance pedestrians have to walk across the road;
- Improving sight lines for pedestrians crossing the road; and
- Providing additional traffic calming along the route.

As detailed earlier in this report, kerb build outs also provide increased opportunities for planting along the route. They can also provide opportunities for additional parking spaces by reducing the required set-back to the intersection allowable for parked cars.

A typical design of kerb buildouts is shown in Figure 4 below.

Outcome – Pedestrian Safety

The kerb build outs opposite the cycleway should be incorporated where feasible into the design.

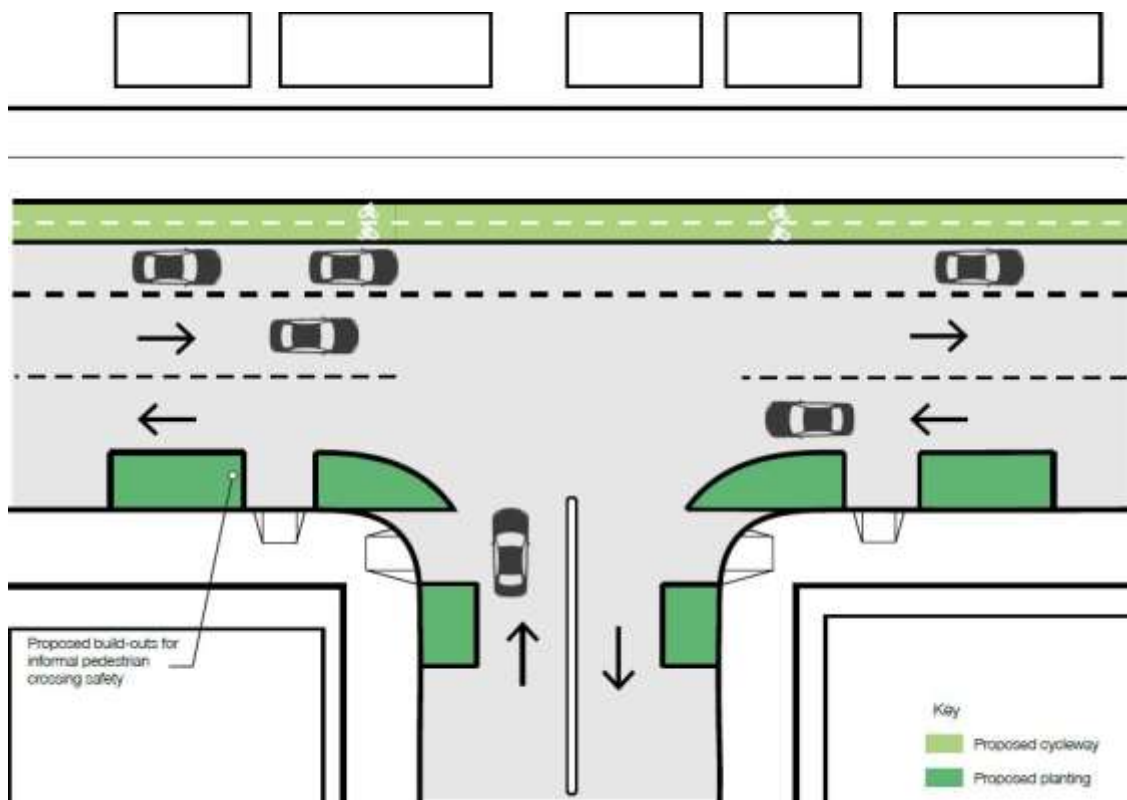


Figure 4: Kerb build outs improve safety for pedestrians and provide opportunities for planting.

5. Intersections

Some respondents made detailed comments regarding particular intersections along the route. Detailed intersection analysis was used to determine the most appropriate intersection treatments. Traffic counts were analysed and the likely traffic impacts were modelled using a SIDRA analysis for each key intersection.

The existing roundabouts on the route are not compatible with bi-directional cycleways, as illustrated in Figure 5 following. In a roundabout arrangement, vehicles have no storage space and would regularly block the cycleway. There are poor sight lines and the arrangement leaves bike riders and pedestrians vulnerable. There is also an increased risk of head-on collisions for bike riders traveling in the 'opposing' direction along the bidirectional cycleway.

As a result of this incompatibility, roundabouts along the route will be converted to either a signalised or priority controlled intersection.

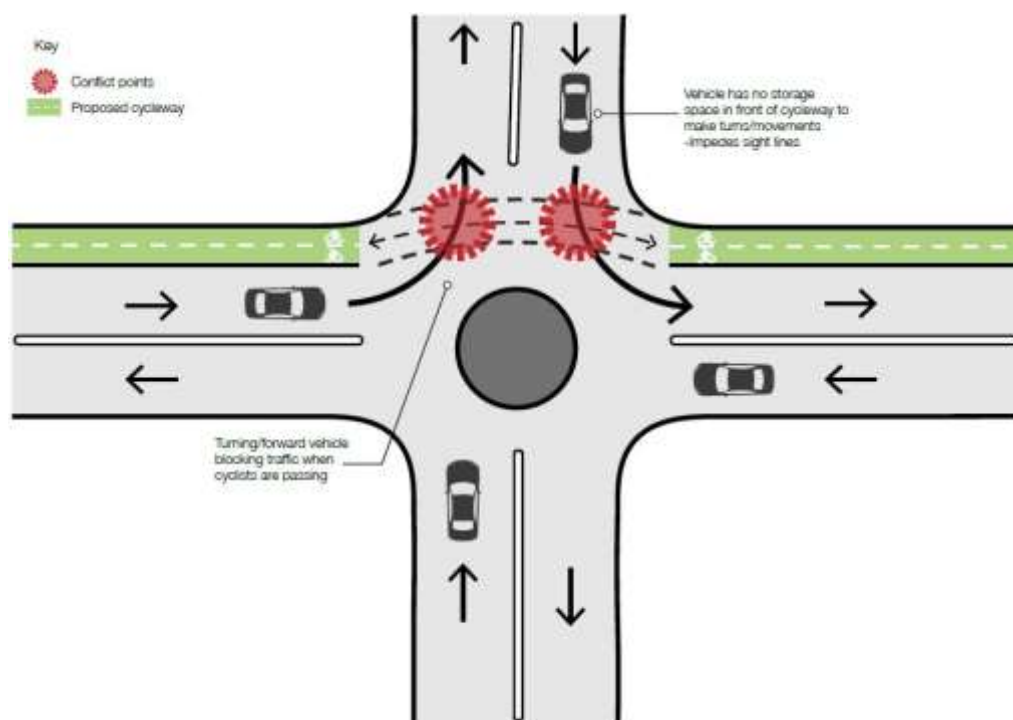


Figure 5: Conflict points at roundabouts for cycleways.

Discussion – Intersections

Based on the modelling, it was determined that the following intersections could be converted to priority controlled intersections (with the removal of existing roundabouts) with minimal impact on traffic flows:

- Doncaster Avenue and Day Avenue
- Houston Road and Barker Street
- Houston Road and Strachan Street
- Houston Road and Borrowdale Road

Determination as to the most appropriate treatment at the Doncaster Avenue and Ascot Street intersection is subject to further investigation and discussion with RMS.

A number of respondents were concerned with the bicycle wait times at signalised intersections. Light phasing is the responsibility of Roads and

Maritime Services. We are working closely with RMS on the light phasing to ensure all road users are efficiently accommodated.

Outcome – Intersections

Further analysis of all intersections will be undertaken during the detailed design of the project and suggestions from the public consultation will be incorporated where feasible. These will include:

- a) Doncaster Avenue and Alison Road intersection
This intersection is currently restricted by light rail design. We will continue to explore ways to improve the separation for bike riders at this intersection and will work with RMS to try to reduce wait times at traffic lights.
- b) Doncaster Avenue and Ascot intersection
The current design shows a signalised intersection at Doncaster Avenue and Ascot Street. We will conduct further investigation with RMS to determine whether the Doncaster Avenue and Ascot Street intersection should be signalised or adjusted to be priority controlled.
- c) Doncaster Avenue and Todman Avenue intersection
We will investigate ways to improve bicycle access to Todman Avenue while actively discouraging illegal riding on the footpath. We will investigate ways to improve access to Kensington Public School for people either walking or riding (see also Section 7 following).
- d) Doncaster Avenue and Day Avenue intersection
We will improve bike connectivity to the cycleway from west of Day Avenue and south of Doncaster Avenue.
- e) Houston Road and Day Avenue intersection
We will investigate ways to further improve the safety of bike riders and pedestrians at this intersection.

6. General Parking and Mobility Parking

Many respondents were concerned with the parking loss along the route.

Although every effort has been made to minimise any parking loss along the route, some spaces are proposed to be removed in order to accommodate new pedestrian crossings and the like. New parking spaces have been created wherever possible.

Street	Parking Spaces Removed	New Parking Spaces Gained	Outcome
Doncaster Avenue	21	3	18 spaces removed (mainly to provide for required sightlines at new pedestrian crossings)
Houston Road	9	9	Total supply remains unchanged
<i>General Bridges Crescent*</i>	1	2	1 additional space *(Bayside Council area)
Sturt Street	3	0	3 spaces removed (to provide for three new street trees)
Total	34	14	-20

Table 1 – Street by street Impact of proposal on parking supply

Overall, there will be a nett loss of 20 parking spaces along the full 2.6 kilometre length of the route; being a removal of 34 spaces, with 14 new spaces created.

There were also some concerns raised regarding specific mobility impaired persons' parking spaces affected by the route.

Discussion – General Parking and Mobility Impaired Persons' Parking

In recent times, due to the light rail project, Randwick Council has increased the parking supply in some Kensington and Kingsford side streets. This was undertaken to address concerns about parking loss along Anzac Parade. An increase in the total parking supply in these side streets was achieved and for some streets, the new full time parking supply even exceeded the previous 'Clearway' affected parking spaces which were removed due to the light rail project.

Implementing new locations for people to more safely walk across the road has resulted in an adjustment to some of the parking spaces along the cycleway route.

This is considered a balanced outcome for our community.

Outcome – Parking and Mobility Parking

We have commenced discussions with stakeholders and residents along the route where mobility parking may be subject to change. These discussions will continue in the next stage of the project to accommodate concerns.

7. Kensington Public School

Kensington Public School is located on the west side of Doncaster Avenue. While not on the same side of the road as the proposed cycleway, the school is seen as an important stakeholder along the route – especially given the intense parking activity at certain times of the day.

Council officers have met with the Principal of Kensington Public School a number of times and with representatives of the Parents and Citizens' Association regarding the project. The following issues were raised by the school. An indication of the Council's response to their issues is shown in italics:

- a) Car parking – *provision of the required sightlines at proposed pedestrian crossings has resulted in a net loss of only 2 spaces on Doncaster Ave, within 100 metres of the school.*
- b) Pedestrian safety - *The design of the cycleway is arranged to accommodate people walking, cycling and driving.*
- c) Mobility parking – *The Council has incorporated existing mobility parking spaces into the design.*
- d) Footpath access during events – *Adequate footpath access will be maintained along the whole route; sufficient to meet the needs of nearby events.*
- e) Todman Ave and Doncaster Ave intersection – *The school has raised concerns about the current operation of this intersection with regard to pedestrian movements. We will continue to work with the Principal to ensure the needs of the school are considered within the final design.*

Discussion – Kensington Public School

The wider community consultation highlighted that many bike riders currently feel quite unsafe as they navigate cars (and sometimes, buses) pulling into and out of the Kensington Public School pick up and drop off zone on Doncaster Avenue.

Some respondents supported the project as it will make it safer for parents dropping and picking up their kids and for bike riders as they will be fully separated from each other. Respondents also noted that providing a separated cycleway will encourage more children to cycle to Kensington Public School.

There was also some concern regarding potential conflict between bike riders and pedestrians at this 'pinch point'.

Outcome – Kensington Public School

Although this project will improve the safety of the Kensington Public School drop off and pick up zone by separating the bike riders from cars and pedestrians, it is acknowledged that the Doncaster and Todman intersection has the potential for conflicting requirements and desire lines.

In the next stage of the project we will investigate ways to strengthen safe connections to Kensington Public School for parents and children (whether they be riding or walking to school), and into Todman Avenue for bike riders.

8. Driveways

There were some respondents who were concerned about how driveway access would be impacted by the project, including:

- Safety concerns when exiting driveways, with drivers having to look out for bike riders, pedestrians and vehicles in both directions; and
- The large number of driveways along the route creating many points of potential conflict.

Discussion – Driveways

Residents with driveways located on the cycleway will need to take care when entering and exiting, as per existing conditions. There will be additional care required due to the bi-directional nature of the cycleway. Bike riders using the route will also need to be alert when crossing driveways.

The design will include green surface paint and bicycle symbols at all driveways to alert drivers and bike riders of the potential conflict and the need for care.

Council will continue to consider new driveway construction requests as per current practices.

Outcome – Driveways

Design measures as noted such as green paint and bicycle symbols will be used at each driveway to alert all road users of the potential conflict point.

Relationship to City Plan

The relationship with the City Plan is as follows:

- | | |
|---------------|---|
| Outcome 3: | An informed engaged community. |
| Direction 3c: | The community has increased opportunities to participate in decision making progress. |
| Outcome 4: | Excellence in urban design and development. |
| Direction 4a: | Improved design and sustainability across all development. |
| Outcome 5: | Excellence in recreation and lifestyle opportunities. |
| Direction 5a: | Maximise opportunities for residents and visitors to enjoy both active and passive open space uses. |
| Outcome 6: | A liveable city. |
| Direction 6a: | Our public assets are planned, managed and funded to meet the community expectations and defined levels of service. |
| Outcome 9: | Integrated and accessible transport. |

Direction 9a: A network of safe and convenient walking paths and cycleways linking major land uses and recreational opportunities.

Financial impact statement

Randwick City Council was successful at obtaining funding for the development of a concept design for this project under the RMS Active Transport Program. Further design phases and construction of the cycleway and streetscape improvements are eligible for full NSW Government funding under this program. However, this funding has not yet been allocated.

The community consultation process was funded through the project budget.

Conclusion

The existing bike facilities that connect Kingsford to Centennial Park are perceived by many as unsafe. They are not utilised by the wider public due to the fear of bicycle/car collisions. This project will separate bike riders from the cars, providing a safe environment for all road users. The project also strengthens the amenity of walking connections within parts of Kingsford and Kensington with proposals for new pedestrian crossings and refuges, and via the many proposed trees, planter beds and intersection treatments.

The community consultation resulted in 3310 visits to the 'Your Say Randwick' website. 2077 pages were downloaded and we received 434 written submissions. Of the written submissions received, approximately 70% supported the project.

Loss of parking, driveway access, and some proposed intersection treatments were of concern to the community. However, the majority of participants were in favour of the proposed walking and cycling streetscape improvements. The additional trees and street calming improvements were welcomed by our community, as was the higher degree of safety and separation afforded to all road users by the project.

The proposed walking and cycling streetscape improvements between Kingsford and Centennial Park will provide a strong and safe link between these key destinations, and to links into the City of Sydney. This will greatly benefit those in our community who choose to walk or cycle, whether as commuters or for recreation. Providing this alternative active transport option for short trips to work, school, shops and parks also serves to reduce the loads on our roads and public transport.

Recommendation:

That:

1. Council adopt the concept plans for the Kingsford to Centennial Park cycleway and streetscape improvements as the foundation to finalise design development and proceed to construction of the project, when funded; and
2. Council seek funding from RMS for the implementation of the project.

Attachment/s:

1. [↗ Use this link to view the Community Consultation Drawings](#)
2. [↓](#) RCC Priority Construction Routes
3. [↓](#) Letter to Residents and Owners
4. [↓](#) Community Consultation Report
5. [↗ Use this link to view the Community Consultation Responses](#)

CS35/18



Randwick City Council Priority Construction Routes



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ABN: 77 362 844 121

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www.randwick.nsw.gov.au

Follow us here



25 May 2018

Name
Address
SUBURB NSW 1234

Dear *Name*

Re: *Property address*

Walking and cycling improvements: Kingsford to Centennial Park

We contacted you in November last year about Randwick City Council's planned streetscape improvement projects, including a new cycleway in your street.

The proposed improvements will provide safer walking and cycling connections to key destinations in our City, including to Centennial Park, the University of New South Wales, local shops and businesses, and the new light rail stops along Anzac Parade.

The route (shown overleaf) has been identified in line with Council's adopted cycleway construction priorities from 2015 and aligns with NSW Government key strategic cycling corridors.

With funding from the NSW Roads and Maritime Services (RMS), we have completed a concept design for the project.

The concept is now on public exhibition for community feedback from 25 May to 22 June 2018.

Council staff will be door knocking in your street during the day over a two-week period commencing Thursday 31 May 2018 to discuss the plans in person and chat about the project.

You can have your say, view the concept plans and our frequently asked questions online at www.yoursayrandwick.com.au. Printed copies of the plans will also be on display at Council's Administration Building (30 Frances Street, Randwick) and Randwick City libraries.

Please email council@randwick.nsw.gov.au or contact Sarah Thorne or Ken Shepherd on 1300 722 542 if you have any further questions.

Yours faithfully,

Tony Lehmann
Manager Integrated Transport
Randwick City Council

**WALKING AND CYCLING IMPROVEMENTS
KINGSFORD TO CENTENNIAL PARK**

**HAVE
YOUR
SAY**

CS35/18

KINGSFORD TO CENTENNIAL PARK – STREETScape IMPROVEMENT PROJECT

CS35 / 18



Doncaster Avenue and Carlton Street – looking south



Doncaster Avenue near Todman Avenue – looking south



General Bridges Crescent, Daceyville – looking south



Randwick City Council
a sense of community

CS35/18

Community Consultation Report: Walking and cycling improvements: Kingsford to Centennial Park

25 May to 2 July 2018

Prepared by: Amanda Mather
Community Consultation Officer

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1.0 Overview

A community consultation program was undertaken to consult with the community on Council's proposed streetscape improvements from Kingsford to Centennial Park, including a new cycleway.

The main objective of the consultation was to exhibit detailed designs of the proposed improvements and encourage community feedback on the designs.

2.0 Consultation activities

Your Say Randwick project page	www.yoursayrandwick.com.au/StreetscapeUpgradesKingsfordCentennial The site included downloadable PDFs of the detailed designs, FAQs, Q&A forum, register for updates and survey submission option.
Advertising	<i>Southern Courier</i> Mayor's column and notification 29 May 2018.
Media coverage	<i>The Southern Courier</i> 22 May 2018. <i>Daily Telegraph online</i> 26 May 2018.
Randwick News	(Weekly email bulletin to 22,000 subscribers) 30 May 2018; 692 clicks 27 June 2018; 358 clicks
Media release	25 May 2018. See <i>Attachment A</i>
Facebook	Post 25 May 2018; reached 3,648 people and generated 86 reactions, 44 comments and 12 shares. See <i>Attachment B</i>
Mail out	Letter to all households, properties and property owners along the Kingsford to Centennial Park route. Sent 25 May 2018.
Randwick Council website	Dedicated page on RCC website: http://www.randwick.nsw.gov.au/planning-and-building/council-works-and-upgrades/major-projects/pedestrian-cycling-streetscape-improvements Notification on the front page of Council's website and on 'Current Consultations' page.
Precinct committees	Email to all Resident Precinct Committees
Councillor briefing and memo	Councillor Briefing 8 May 2018. Memo to Councillors 25 May 2018.


<p>Exhibit at Administration Building and Libraries</p>	<p>Detailed design panels displayed at: Administration Building, Margaret Martin Library, Lionel Bowen Library and Malabar Community Library.</p>  <p>Image: Display at Lionel Bowen Library, Maroubra.</p>												
<p>Door knocking</p>	<p>Door knocking all households along the Kingsford to Centennial Park route. Council knocked on 810 doors along the proposed route. 149 doors were answered; 28 interactions were positive about the proposed improvements, 96 were neutral and 25 were negative. See <i>Attachment C</i> for report on door knocking campaign.</p>												
<p>Pop up stall</p>	<p>Staff on site with coffee cart:</p> <ol style="list-style-type: none"> 1. Wednesday 13 June 2018 – Corner Anzac Pde and Alison Road on the shared path 2. Friday 22 June 2018 – Corner Anzac Pde and Doncaster Ave <p>Feedback 13 June – 25 people:</p> <table border="1" data-bbox="550 1375 1348 1451"> <thead> <tr> <th>Positive</th> <th>Neutral</th> <th>Negative</th> </tr> </thead> <tbody> <tr> <td>13</td> <td>7</td> <td>4</td> </tr> </tbody> </table> <p>Feedback 22 June - 58 people:</p> <table border="1" data-bbox="550 1518 1348 1594"> <thead> <tr> <th>Positive</th> <th>Neutral</th> <th>Negative</th> </tr> </thead> <tbody> <tr> <td>38</td> <td>17</td> <td>3</td> </tr> </tbody> </table>	Positive	Neutral	Negative	13	7	4	Positive	Neutral	Negative	38	17	3
Positive	Neutral	Negative											
13	7	4											
Positive	Neutral	Negative											
38	17	3											



Image: Pop up coffee cart on Anzac Pde/Alison Rd shared path – 13 June



Image: Pop up coffee cart on Corner Anzac Pde and Doncaster Ave – 22 June

Information sessions

Meeting with Kensington Public School, Thursday 28 June 2.30pm in the school library. 3 council staff, 5 parents and the Principal were in attendance.

3.0 Examples of communications and media coverage

Southern Courier article – 22 May 2018:

RANDWICK CITY

New cycle network unveiled

Council's bid to boost city riding

Marie Hogg

DESIGNS for an interconnected cycleway network in Sydney's southeast have now been released, a year after Randwick Council first announced its pedal power priorities.

The 11-point plan has begun with the "highest priority route", connecting Centennial Parklands to Kingsford.

Randwick Mayor Lindsay Shurey said the council's cycle strategy was part of a raft of improvements along the route.

"(They) are designed to inspire people to explore alternatives to hopping in the car to get to school or to the shops," she said.

The 2.4km separated bi-directional cycleway starts


at Doncaster Ave, goes down Day Ave, Houston Rd, General Bridges Cres and Sturt St.

In addition, improvements will be made to paving and footpaths, lighting, with new garden beds, trees and streetscapes.

Powerlines to the north end of Doncaster Ave will also be moved underground.

"It's time to make it easier for people to walk or ride in Randwick," Cr Shurey said.

"We're adopting a people-first approach, and I think the results will create beautiful public spaces and encourage more foot traffic on our streets."

 A full concept drawing package of the entire cycle route can be viewed at randwick.nsw.gov.au

Southern Courier Mayor's Column – 29 May:



Randwick City Council
a sense of community

Randwick News

As part of our ongoing commitment to providing safe and healthy transport options for our community, I'm pleased to announce concept designs for walking and cycling improvements which will better connect the community with light rail and Centennial Park.

The Kingsford to Centennial Park route will start at the new Light Rail Terminus at Kingsford and will travel through Dacey Gardens, along Houston Road, Day Avenue and Doncaster Avenue and connect with existing shared paths at Centennial Park. The improvements planned are designed to inspire people to explore alternatives to hopping in the car to get to school or to the shops.

We're also making improvements to paving and footpaths, lighting and adding new garden beds, trees and streetscapes. It's a people-first approach, and I think the results will create beautiful public spaces and encourage more foot traffic on our streets.

You can have your say on the plans by visiting: www.yoursayrandwick.com.au before 22 June.

Councillor Lindsay Shurey
Mayor of Randwick



Southern Courier – 29 May 2018:

Have your say

Walking and cycling improvements: Kingsford to Centennial Park

Council is proposing streetscape improvements from Kingsford to Centennial Park, including a new cycleway.

The improvements will provide safer walking and cycling connections to key destinations in our City, including to Centennial Park, UNSW, local shops and the new light rail stops along Anzac Parade. Concept plans are now on exhibition for community feedback.

To view the plans and have your say, visit www.yoursayrandwick.com.au before 22 June 2018. Hard copies of the plans can also be viewed at Council's Administration Building and libraries.

eNews – 30 May:



Improved walking and cycling routes for Randwick City

We've unveiled plans to improve walking and cycling routes across Randwick City to make it easier for residents to walk or ride. The community consultation details a 2.6km route that will stretch from Centennial Park to Kingsford. Have your say and read more: [\[More\]](#)

eNews – 27 June:



Last chance to comment on separated cycleway plans

We're planning improvements to provide better walking and cycling connections to Centennial Park, local shops, schools and the new light rail stops along Anzac Parade. Have your say on plans before 2 July. [\[More\]](#)

A3 Poster:

WALKING AND CYCLING IMPROVEMENTS KINGSFORD TO CENTENNIAL PARK



Randwick City Council is committed to providing safe and healthy transport options to improve our streets and make them easier to walk and cycle along.

The project includes:


- safer pedestrian crossings
- new trees and plants
- separated, bi-directional cycleway
- enhanced streetscape
- improved lighting
- traffic calming

You are invited to view the detailed plans and provide feedback on this project:

- Online: www.yoursayrandwick.com.au
- Randwick Administration Building – 30 Frances St, Randwick
- Margaret Martin Library – Level 1, Royal Randwick Shopping Centre
- Lionel Bowen Library – 669-673 Anzac Parade, Maroubra
- Malabar Library – 1203 Anzac Parade, Matraville

Consultation period: Friday 25 May 2018 to Friday 22 June 2018

For more information please contact Council's Sustainable Transport team on 1300 722 542 or email council@randwick.nsw.gov.au.







1300 722 542
council@randwick.nsw.gov.au

Door knocking card:

Front



1300 722 542
council@randwick.nsw.gov.au

Back



Sorry we missed you!

We dropped by today to chat about Randwick City Council's planned improvements to your street, including a proposed new cycleway.

Sadly, we missed you, but you can view the concept design and make comments online at www.yoursayrandwick.com.au

Printed copies are also on exhibition at Council's Administration Building (30 Frances St, Randwick) and Randwick City libraries.

If you would like to chat about the design, please contact Sarah Thorne or Ken Shepherd at Council on 1300 722 542.

Have a great day,

Randwick City Council Sustainable Transport Team



1300 722 542
council@randwick.nsw.gov.au

DL Flyer:
Front

HAVE YOUR SAY

**WALKING AND CYCLING IMPROVEMENTS
KINGSFORD TO CENTENNIAL PARK**

Randwick City Council is committed to providing safe and healthy transport options to improve our streets and make them easier to walk and cycle along.

Randwick City Council
a sense of community

1300 722 542
council@randwick.nsw.gov.au

Back

We are planning some improvement works to provide better walking and cycling connections to Centennial Park, local shops, schools and the new light rail stops along Anzac Parade.

The project includes:

- safer pedestrian crossings
- new trees and plants
- separated, bi-directional cycleway
- enhanced streetscape
- improved lighting
- traffic calming

Our 2015 community consultation, which established our commitment to prioritising walking and cycling upgrades, identified the Kingsford to Centennial Park route as a high priority.

The design development of the project is funded by Roads and Maritime Services (RMS) as part of the Active Transport Program. The route is a key strategic cycling corridor identified by the NSW Government.

Construction of the project is anticipated to take place in future years, subject to funding from the NSW Government.

You are invited to view the detailed plans and provide feedback on this project:

- Online: www.yoursayrandwick.com.au
- Randwick Administration Building – 30 Frances St, Randwick
- Margaret Martin Library – Level 1, Royal Randwick Shopping Centre
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Randwick City Council
a sense of community

1300 722 542
council@randwick.nsw.gov.au

4.0 Your Say summary and results

Days open	39 days open: 25 May to 2 July 2018																				
Number of visitors to Your Say Randwick	3310																				
Document downloads	<p>Number of downloads: 2077</p> <p>Breakdown of downloads:</p> <table border="1"> <tr> <td>Project overview</td> <td>1204</td> </tr> <tr> <td>Doncaster Ave: near Abbotford, Carlton & Goodwood Sts</td> <td>397</td> </tr> <tr> <td>Doncaster Ave: near Ascot St, Bowral St & Todman Ave</td> <td>403</td> </tr> <tr> <td>Doncaster Ave: near Darling St, Anzac Pde & Roma Ave</td> <td>316</td> </tr> <tr> <td>Sturt Street</td> <td>197</td> </tr> <tr> <td>Houston Rd: near Barker St, Barker Ln, Strachan St & Strachan Ln</td> <td>155</td> </tr> <tr> <td>Houston Rd: near See St, See Ln, Borrodale St, Gardeners Ln & Gardeners Rd</td> <td>147</td> </tr> <tr> <td>Doncaster Ave: near Koorinda Ave, Day Ave & Houston Rd</td> <td>146</td> </tr> <tr> <td>General Bridges Crescent</td> <td>135</td> </tr> <tr> <td>FAQs</td> <td>181</td> </tr> </table>	Project overview	1204	Doncaster Ave: near Abbotford, Carlton & Goodwood Sts	397	Doncaster Ave: near Ascot St, Bowral St & Todman Ave	403	Doncaster Ave: near Darling St, Anzac Pde & Roma Ave	316	Sturt Street	197	Houston Rd: near Barker St, Barker Ln, Strachan St & Strachan Ln	155	Houston Rd: near See St, See Ln, Borrodale St, Gardeners Ln & Gardeners Rd	147	Doncaster Ave: near Koorinda Ave, Day Ave & Houston Rd	146	General Bridges Crescent	135	FAQs	181
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General Bridges Crescent	135																				
FAQs	181																				
Q&A Forum	9 questions asked and responded to.																				
Number of survey submissions	396																				

5.0 Submissions

Council received 396 submissions via the Your Say Randwick website. An additional 38 submissions were sent via email to Council.

All submissions, including Council's response to each, can be viewed in the Council Report, 28 August 2018.

6.0 Attachments

Attachment A: Media Release 25 May 2018



Friday 25 May 2018

Sustainable modes of transport the focus of new improvements for Randwick City

Plans unveiled to the community for improved walking and cycling connections between Centennial Park, local shops, schools and new light rail stops are designed to make it easier for people to walk or ride around Randwick City, Mayor Lindsay Shurey announced today.

The community consultation, which opens today Friday May 25, details the 2.4km route that will stretch from Centennial Park to Kingsford.

The route, which was identified as a priority in a 2015 community consultation, will connect with existing cycleways and provide easy access through Kensington to the Kingsford light rail terminus.

"We're committed to prioritising walking and cycling as viable transport options," said Mayor Shurey. "These new plans will make it easier for people to choose more sustainable options for moving around Randwick City. The results will create lovelier public spaces and encourage more foot traffic on our streets."

The streetscape improvements will also include safer pedestrian crossings, additional landscaping, separated, bi-directional cycleways, improved lighting and traffic calming designs.

Detailed plans and images can be seen online and feedback offered at www.yoursayrandwick.com.au.

They can also be viewed in person at Council's Administration office and all three libraries.

- Randwick Administration Building -30 Frances St, Randwick
- Margaret Martin Library- Level I, Royal Randwick Shopping Centre
- Lionel Bowen Library- 669-673 Anzac Parade, Maroubra
- Malabar Library -1203 Anzac Parade, Matraville



For more information visit www.randwick.nsw.gov.au

Attachment B: Facebook Comments
Randwick City Council Facebook

Chris Daly The current challenge with Doncaster Ave is the the cycle denoted path is blocked once a week with garbage bins. I assume this will not change

Like · Reply · Message · 5w · Edited



Andrew Hope They can take parking away on one side surely

Like · Reply · Message · 5w



Chris Daly Could be wrong but wouldn't it upset some residents?

Like · Reply · Message · 5w



Randwick City Council **Andrew Hope** Good news - the cycle way will fit while maintaining parking lanes on both sides.

Like · Reply · Commented on by Joshua Hay [?] · 5w



Randwick City Council It should be better Chris as the cycle way will be between parked cars and the footpath.

Like · Reply · Commented on by Joshua Hay [?] · 5w



Chris Daly If that is the case it must mean that Doncaster Avenue lanes will be narrower than they are now?

Like · Reply · Message · 5w



Randwick City Council **Chris Daly** the traffic lanes will be narrowed slightly

Like · Reply · Commented on by Joshua Hay [?] · 5w




Andrew Hope **Chris Daly** it's related to bikes Chris. Of course it'll upset people.

Like · Reply · Message · 5w



Randwick City Council **Chris** - roundabouts proposed for removal. Check the plans on the website. Garbage bins- same as now, put on kerb/footpath & council contractors move them to road for collection and return to kerb.

Like · Reply · Commented on by Joshua Hay [?] · 5w

 **Bronwyn Delaney** I know... 😊 I want to know if it's the north or south side of Sturt St - so exciting.

Like · Reply · Message · 5w

 **Randwick City Council** South side... check out the plans here:
<https://www.yoursayrandwick.com.au/.../doc.../78464/download>


Like · Reply · Commented on by Joshua Hay [?] · 5w

 **Bronwyn Delaney** The Ask a QUESTION feature does not work on the link.

Like · Reply · Message · 5w

 **Randwick City Council** Thanks for letting us know, I will look into it now

Like · Reply · Commented on by Joshua Hay [?] · 5w

 **Jean-Marc Annonier** I do like it. Although the existing bike lanes aren't too bad, I use them everyday. I just hope the residents on Houston and Doncaster won't get too cranky with the disruption and impact on street parking.

Like · Reply · Message · 5w

 **Al Mac** If you could please flatten Cowper Street that will be great. Will make my walk to the DOG that much easier

Like · Reply · Message · 5w


 **Randwick City Council** wish we could, but we'd probably start with Arden St! 😞

Like · Reply · Commented on by Joshua Hay [?] · 5w



 **Iggi Gershon** So pissed off at Randwick City COUNCIL! Not only have they turned Randwick into one big disgusting construction site but they want to increase rates by a staggering 19%!

Like · Reply · Message · 5w

 **Randwick City Council** Hi Iggi, I'm sorry you're upset with us. The construction you refer to is probably light rail. It's a state gov project not randwick. And the rate rise for residential ratepayers is 5.5%pa. The 19% figure is total cumulative change to councils rate base over three years. This video might be helpful <https://m.youtube.com/watch?feature=youtu.be&v=SXKLxgo-ni8>



YOUTUBE.COM
Your Rates Explained

Chris Daly Many thanks - one more comment - currently despite the 'cycle path' around Centennial Park along Alison Rd and north along Darley Rd built at some expense some years ago - it is essentially ignored by cyclists who continue to use the main roads. I do not understand why but assume this will continue! Darley Rd is basically single lane and not all safe for cyclists.

[Like](#) · [Reply](#) · [Message](#) · 5w · Edited

Mark Hastings Chris Daly If a dedicated cycleway is present, cyclists who ride on the road should be fined.

[Like](#) · [Reply](#) · [Message](#) · 5w · Edited

Frank Moran We need it all the way to la perouse, especially dangerous around the goal ...

[Like](#) · [Reply](#) · [Message](#) · 5w

Comments on BIKEast Facebook



Laetitia Desmons Great new routes, mostly flat terrain. Any cycle lane around belmore rd /randwick junction and Bundock street east side?

Like · Reply · 14w



BIKEast Hi Laetitia, no Belmore Rd infrastructure at this stage. Belmore Rd is super busy, so recommendations are to use Wansey Rd (to be reopened once Light Rail testing is completed - another year! 😞) or Botany St which is quieter. Bundock street is proving to be a little more complex due to the variations of the intersections around there, so may take a little more time to design.

Like · Reply · 14w



1



Laetitia Desmons Botany street is a really busy road, with many trucks, and the road surface is catastrophic. I counted the cyclists on belmore rd on super tuesday and many cyclist use that road because it's the most direct path when you want to go to/ from randwick south. You beat the traffic. I am confident cyclists will be part of the routine traffic on the roads within a year, they will adapt to the road availability and drivers will be more and more patient. Non confident cyclists are already using the footpath when the road is not safe for them. Adaptation is the key to evolution.

Like · Reply · 14w



Write a reply...



Dave Bean Any plan for cycle path down Avoca outside the barracks? Cars always speed up here and using walkway on east side of Avoca street to come north is safest route

Like · Reply · 14w



Phillip Sylvester Are you aware the bi-directional lanes are only 1.2 metres wide! How is this a safe standard? Two bikes passing in opposite directions will have less than a hand span between them! I get that you're excited about ANYTHING being done, but this proposal is so sub standard I can't support it.

Like · Reply · 1w



Phillip Sylvester So how do you get to Sturt st from Moverly Rd? Because this plan pops you out on Anzac Pde on the wrong side of the divided road!

Like · Reply · 5w · Edited



BIKEast Hi Phillip Sylvester, Randwick have advised they are looking at planning the Sturt / Bundock route, however, there are a few intersections to work out - <http://www.randwick.nsw.gov.au/.../Bike-route...> Sturt could probably be joined to Moverly via Avoca or Randwick Environment Park.

Like · Reply · 5w



BIKEast Phillip Sylvester, there are some restrictions at Anzac / Sturt due to the Light Rail use of the limited space, there may be some adjustments made to that intersection, but it would have to wait until Light Rail is completed.

Like · Reply · 5w · Edited



Phillip Sylvester But the snap s a recreational bike lane for family weekend outings. As London has proved the most efficient cycle routes are cycle super highways that link directly to the CBD and major population centres. Is Randwick Environment Park really suitable????

Like · Reply · 5w



BIKEast Phillip Sylvester Feel free to put the importance of joining Moverly as part your feedback! 😊 The council needs to know all the perspectives!

Like · Reply · 5w

Attachment C: Door knocking report
Door knocking outcomes

Street	Section	Date	Total doors knocked	Interactions	Positive	Neutral	Negative
Doncaster Ave	Allison Rd to Goodwood St	4/6/18	104	27	5	16	6
Doncaster Ave	Goodwood St to Ascot St	5/6/18	62	16	2	8	6
Doncaster Ave	Ascot St to Todman Ave	15/6/18	55	8	1	6	1
Doncaster Ave	Todman Ave to Darling St	7/6/18	56	14	7	5	2
Doncaster Ave	Darling St to Anzac Parade	19/6/18	40	11	1	9	1
Doncaster Ave	Anzac Parade to Korinda Ave	7/6/18	47	14		11	3
Doncaster Ave	Korinda Ave to Day Ave	7/6/18	27	15	4	8	3
Houston Road	Day Ave to Barker St	28/5/18	97	4		3	1
Houston Road	Barker St to Strachan St	13/6/18	46	13	3	10	
Houston Road	Strachan St to Borrodale St	18/6/18	153	9	3	6	
Houston Road	Borrodale St to Gardeners Ln	21/6/18	96	14	2	10	2
Sturt Street	Bunnerong Rd to Anzac Parade	18/6/18	27	4		4	
	Totals:		810	149	28	96	25

Main issues discussed:

Issue:	Number of times discussed:
Parking	22
Trees	3
Driveways	10
Bike rider safety	1
Pedestrian Safety	5
Bin Collection	0
Construction	6
Traffic Congestion	8
Light Rail	4

CS35 / 18