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## Walking and Cycling Improvements – South Coogee to Kingsford

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BIKEast Incorporated

[www.bikeast.org.au](http://www.bikeast.org.au)

General Manager  
Randwick City Council  
30 Frances Street,  
Randwick NSW 2031.

BIKEast is pleased to make a submission on the proposed cycleway component of the Walking and Cycling Improvements – South Coogee to Kingsford.

BIKEast believes providing a safe and connected walking and cycling infrastructure will encourage people to take up these active forms of travel with its overwhelming individual and public benefits.

As such, BIKEast fully supports implementation of the proposed improvements at the earliest opportunity and submit the following comments on design elements.

### Protected Cycleway

BIKEast thanks Randwick Council for this protected bi-directional cycleway along this major east/west route through the Randwick LGA. We believe it is a pivotal piece of infrastructure in getting more people participating in active travel, and will facilitate easier and safer travel to Kingsford shops and light rail (LR) terminus, Souths Juniors, UNSW, Rainbow Street Primary School, South Coogee Primary School, Coogee shops and beach, and surrounding educational, business, and residential locations. Most importantly, it will connect to the planned Anzac Parade (Kingsford to La Perouse) cycleway, the planned north/south Kingsford to Centennial Park protected bi-directional cycleway, as well as to Randwick Council's existing on road/shared path north/south route from UNSW to Maroubra via Byrd Avenue and Irvine Street, and to Randwick Council's existing cycleways in Randwick Environmental Park.

### Light Rail connection

The importance of the connection at the western end (the Kingsford LR terminus) of the proposed South Coogee to Kingsford protected bi-directional cycleway cannot be overstated. Once the cycleway is built, many people riding bikes will be riding to the Kingsford LR terminus, to park+ride, then continue their journey by tram. As such, there must be easy access/interchange between people on bikes as they transfer to LR. The crossing of Anzac Parade at Sturt St must be made as easy as possible for people riding bikes and pedestrians (including short wait times), and bike parking facilities should be easily accessible.

At the Anzac Pde/Sturt St intersection, all crossings should have bicycle lanterns for ease of access to the light rail terminus. Also, this intersection appears dangerous and creates an unsafe barrier between the median parking, the light rail stop and the South Sydney Juniors club. Consideration should be given to close the median with alternate access readily available at Botany St.



### Light Rail Stops & Bike Parking

Secure Bicycle Parking at the Light Rail Terminals is required for multi-modal journeys. We hope that Randwick will work with the Sydney Light Rail project to install as many bicycle parking facilities as possible and plan towards future proofing these facilities for growth in numbers.

The Canberra Light Rail and the Sydney Metro projects offer examples to estimate bike parking demand. The Gold Coast Light Rail project is an excellent example of implementing bike parking facilities.

We understand that a bike cage is being built at the Kingsford LR terminus. BIKEast supports this but feels that, with two protected bi-directional cycleways converging at Kingsford, demand for cycle parking will be high. BIKEast requests that as many bike racks as possible can be installed in and around the Kingsford LR terminus, as well as along nearby streets such as the north and south sides of Sturt Street (at Anzac Parade).

### Local / Regional Bike Network

BIKEast would like to emphasise the importance of continuing to build a network of protected and connected bike routes. Once the proposed cycleways are built, it will be important to quickly and safely join the major East / West routes to desirable locations (as outlined on the Construction Priority list), for example, Bondi Junction, Coogee, Maroubra, Green Square. Otherwise, people on bicycles risk being led onto busy, unsafe, on-road routes when continuing on their journeys.

### Children on bikes

Children are often using the footpath to ride bicycles around the Randwick LGA. We hope that Randwick Boys High School, Randwick Girls High School, Rainbow Street Primary School and South Coogee Primary School will embrace this proposal. We encourage Randwick Council, similar to City of Sydney, to facilitate and support educational programs to support school kids riding to school. It is important to teach kids cycling skills, especially as legally from the age of 16, they are no longer allowed to ride on the footpath.

BIKEast appreciates that these four schools are not directly on the path of the proposed South Coogee to Kingsford protected bi-directional cycleway; importantly, however, all four schools lie very close to the proposed route. As such, BIKEast asks that Randwick Council consider building improved linkages (signage, shared paths, safe crossings of Rainbow Street etc) from the protected bi-directional cycleway to these four schools. Furthermore, BIKEast asks that consideration be given for Randwick Council to install bike racks at these four schools.

### Bundock Street options

**BIKEast strongly supports Option B and Option D**, the two options that retain trees and the nature strip. However, BIKEast notes that under these options there would still be some loss of trees, and urges Randwick Council to find more locations along the route to add trees. This is both for an improved streetscape, and because people generally like riding bikes in the shade of trees, both existing trees and trees that will provide shade in the future.



In supporting Option B and Option D, BIKEast also notes that a significant number of the vehicles currently parked on the south side of Bundock Street are boats on trailers, storage trailers and advertising. BIKEast believes the removal of parking for such vehicles can only improve the general use and appearance of the street.

In supporting Option B and Option D, BIKEast also notes that this will allow for the construction of a wider footpath on the south side of Bundock Street than under Option A and Option C. Children are often using the footpath to ride bicycles around the Randwick LGA.

### Avoca Street intersection

**BIKEast strongly supports the intersection improvements at Avoca Street**, noting that this would benefit all local residents – whether they drive, walk or ride bikes – along this route. The new signalised intersection at Avoca Street will improve safety for people (including schoolchildren) and enable a more controlled flow of traffic to and from Sturt and Bundock streets. At present this is a very dangerous crossing, and BIKEast believes this is the best solution for moving people and vehicles across this section safely.

However, BIKEast notes that at this intersection a number of mature gums along the centre median of Avoca Street will be removed. BIKEast urges Randwick Council to consider extra tree and/or shrub plantings on both the eastern and western side of Avoca Street to compensate for this.

### Bundock Street and Malabar Road intersection

BIKEast notes that the protected bi-directional cycleway along Bundock Street ends at Malabar Road, but there are poor connections here for people riding bikes to access Malabar Road (an existing on-road bike route).

BIKEast asks that consideration be given to cycle and pedestrian refuge medians at this intersection, to allow safe access to/from Malabar Road and the protected bi-directional cycleway.

### Other site-specific matters

- No details are provided for the signal phasing at new and existing intersections. Bicycles typically incur a significant delay penalty at signalised intersections with just 4 seconds of green out of a 120+ second green-amber-red phasing program.

Every effort must be made to maximise pedestrian and bicycle green time, especially at the intersection of Anzac Parade and Sturt Street, where high numbers of people riding bikes and pedestrians will be accessing the Kingsford LR terminus (in the Anzac Parade median) and high numbers of people riding bikes will be making a complete crossing of Anzac Pde to travel to/from the planned Houston Road/Doncaster Avenue cycleway.

- At Byrd Avenue, wayfaring signs should be installed to inform people riding bikes of Randwick Council's existing on road/shared path north/south route from UNSW to Maroubra via Byrd Avenue and Irvine Street.
- There appear to be opportunities for increased tree planting along the northern side of Sturt St and Bundock Street. This helps with summer heat protection for pedestrians, air-conditioning costs for residents and streetscape improvements.



### Other General Matters

- Consider removing road centreline marking along all or sections of the route. This is a proven measure to help reduce traffic speeds and improve safety for all road users.
- Green paint is best used sparingly. This saves costs and allows it to be used to emphasise the most significant conflict points. The latest versions of the Austroads Guides provide suitable criteria, eg exclude domestic driveways; include busy commercial driveways.
- The Australian Standard for on-street parking is under review and will include increased requirements for disabled parking. This should also be taken into account.
- There appear to be further opportunities for installation of street trees. This helps with summer heat protection for pedestrians and bicycles, air-conditioning costs for residents and streetscape improvements.
- There are opportunities for additional “continued footpaths” at intersections on the opposite side of the cycleway. This would significantly improve safety for pedestrians and at the same time opportunities for younger students to walk to school.
- There are opportunities for cost reduction through use of combined bicycle/pedestrian lenses at traffic signals along sections of shared path. These are currently under RMS evaluation and expected available for general use imminently, eg Anzac Pde/Sturt St, Anzac Pde/High St and Alison Rd/Doncaster Ave.

### Conclusion

BIKEast support this design for improved walking and cycling facilities from South Coogee to Kingsford and look forward to additional route connections to happen soon, to better connect our local area, and encourage residents and visitors to partake in active travel.

Thank you for taking the time to read our feedback.

Yours sincerely,



**Jim Hope**  
Vice-President, BIKEast