

Works Report No. W4/15



Subject: Bicycle Route Planning
Folder No: F2010/00077
Author: Tony Lehmann, Manager Integrated Transport

Introduction

In 2008 the Council adopted a Bicycle Route Construction Priority list (Council Meeting, 16 December 2008 - CS32/08) for the Council area. That priority was decided prior to any announcements with regard to implementation of the CBD and South East Light Rail (CSELR) proposal.

This report advises the Council on proposed changes to the priority list, in recognition of the likely implementation of the Light Rail project and following funding offers received from NSW Roads and Maritime Services (RMS).

Issues

In 2008 following community consultation, the Council endorsed a bicycle route construction priority list for the implementation of various bicycle routes throughout the Council area. The initial priorities were the two north-south "spines"; with the subsequent priorities being numerous east-west routes linking to these spines.

To date, all of the civil works associated with the more eastern spine have been completed and a significant proportion of the civil works for the more western spine has also been completed. Signage for both routes is proposed in the 2015/2016 year. A map detailing the adopted priorities is attached. (See Attachment 1).

It is considered timely that, with the projected implementation of the CSELR project, the adopted priority list be re-assessed. This is because the light rail project will introduce new destinations, being each of the light rail stops and - in particular - the two light rail termini. Also, it is suggested that the Anzac Parade separated cycle path, from Kingsford to La Perouse, should be brought higher up in the priority list given the benefits of its implementation.

Following discussions with the local bicycle user group (BIKEast) they have submitted their suggestion as to a revised priority list (See Attachment 2). In response to the submission from BIKEast a revised priority list has been developed. Attached are two tables showing the current bicycle route construction priority list and the revised list (See Attachment 3).

It is proposed that this revised priority list be released for wider community consultation in accordance with Council's consultation policy. A subsequent report will be brought back to the Works Committee detailing the results of this consultation.

A major generator of bicycle rider traffic in the Randwick local government area is the University of New South Wales (UNSW). Bicycle use between UNSW and areas such as Surry Hills and Central is significant. This is recognised with traffic count data collected over a number of years.

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The Roads and Maritime Services, in recognition of the well-used routes to UNSW, offered the Council funding to:

- upgrade the existing eastern footpath of Anzac Parade, from Doncaster Avenue to the pedestrian traffic signals at University Mall (just north of Day Avenue), and
- to implement a separated bi-directional cycleway in Day Avenue, between Doncaster Avenue and Anzac Parade.

The existing footpath along the eastern side of Anzac Parade, from Doncaster Avenue to University Mall, is typically characterised by a 1.8m wide footpath and a 1.8m wide grassed (dirt) nature strip. The grass of the nature strip is in many places completely worn out due to the heavy pedestrian and cyclist use of this footpath; resulting in an uneven dirt track next to the concrete path.



The RMS funding will allow for full width paving of this 500 metre length of footpath. Once constructed the path will be designated as a shared use path, with appropriate signage and linemarking. It is considered that this project will significantly benefit all users of the path, be they pedestrians or bicycle riders. The location of the proposed full-width path is shown below.



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The proposed bi-directional cycleway in Day Avenue, from Doncaster Avenue to Anzac Parade, was categorised by RMS as a priority regional cycleway link, as it provided safer bicycle access to the UNSW from both the north and the south. Design of the cycleway was funded by RMS. Additional RMS funding has been made available to construct the cycleway link in the 2014/2015 financial year.

A copy of the plans for the proposed bi-directional cycleway is attached. (See Attachment 4). To accommodate the road transitions at the intersections with Day Lane and with Houston Road a number of parking spaces will be affected. Four opposite Day Lane and three opposite Houston Road. However, five new motorcycle parking bays will be provided as a component of this projects.

The community will be informed of these projects by way of a letter box drop.

Relationship to City Plan

The relationship with the City Plan is as follows:

- 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

Roads and Maritimes Services have offered full funding for the construction costs of both the Anzac Parade shared path and the Day Avenue separated bi-directional cycleway.

Conclusion

Given the likely changes in bicycle rider behaviour as a result of the CSELR project it is considered appropriate to undertake community consultation regarding a review of the Bicycle Route Construction Priority list. Also, given the heavy usage by existing

bicycle riders and given the funding offered by RMS, it is considered appropriate to implement both the Anzac Parade shared path and the Day Avenue separated bi-directional cycleway.

Recommendation

That:

1. the Council undertake community consultation with regard of a review of the bicycle route construction priority list;
2. the results of this consultation be reported back to the Council;
3. the RMS-funded Anzac Parade shared path, proposed between Doncaster Avenue and University Mall, be constructed; and
4. the RMS-funded Day Avenue separated bi-directional cycleway, proposed between Doncaster Avenue and Anzac Parade, be constructed.

Attachment/s:

1. Map - Bicycle Route Construction Priorities
2. Submission from BIKEast regarding revised construction priorities
3. Table - Previous and Proposed Bicycle Route Construction Priorities
4. Plan - Day Avenue Cycleway

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Representing the community's interests in
bicycle riding in Sydney's eastern suburbs
www.bikeeast.org.au



Randwick, Bicycle Routes Construction Priorities

17 November 2014

Ray Brownlee,
General Manager, Randwick City Council,
30 Frances Street, Randwick, NSW, 2031

Dear Mr Brownlee,

I am writing on behalf of BIKEast to submit our recommendations for a revision of the Randwick Bike Plan route construction priorities, in response to a request by Council at the most recent Bicycle Committee meeting.

The following recommendations are based on BIKEast's consideration of the need to integrate better access to the stops and terminals for the proposed CBD and Eastern Suburbs Light Rail (CESLR).

Please refer to the modified Bike Plan map on page 3.

Priority 1 Routes

The following routes, which previously were not to be constructed immediately, become Priority 1 Routes, to facilitate access to the light rail stations:

- **Anzac Pde route** (Sturt Street to Fitzgerald Avenue). This will feed into the Kingsford light rail terminus, and allow commuters an easy way to "bike n ride" – as in, via bicycle then an interchange with the tram – towards the city.
- **Todman Ave - Lenthal St routes** (Doncaster Avenue to Link Road and O'Dea Avenue), which connects to City of Sydney cycle routes (CoS route into Todman is almost complete), and allows safe-easy access to the Todman LR stop.
- **Doncaster Ave route** (Alison Road to Day Avenue), which will allow connections to the new Todman Ave cycleway, as well as access to the Todman LR stop. It also supports access to the University.
- **Day Ave route** (Doncaster Avenue to Anzac Parade), which will allow access to the University.
- **Dolphin St route** (Arden Street to Cuthill Street). This will feed into the Randwick (High Cross Park) light rail terminus, and allow commuters an easy way to "bike n ride" towards the city. It also supports access to the University.
- **Bundock / Sturt St route** (Malabar Road to Gardeners Road). This will feed into the Kingsford light rail terminus, and allow commuters an easy way to "bike and ride" towards the city.

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Randwick, Bicycle Routes Construction Priorities
17 November 2014



Priority 2 Routes

The following routes become Priority 2 Routes to further support access to the light rail stations:

- **Anzac Pde route** (Fitzgerald Avenue to Bunnerong Road). This will feed into the Kingsford light rail terminus, and allow commuters an easy way to "bike n ride" towards the city.
- **Irvine / Royal / Paine Streets route** (Anzac Parade to Bunnerong Road and Fitzgerald Avenue). This will feed into the Kingsford light rail terminus, and allow commuters an easy way to "bike n ride" towards the city.

Additional Future Routes

- **Clovelly Road** along its full length
- **Frenchmans Road / Avoca Street route** with connections to the Randwick shopping centre and to the Albion/ Fern St junction (Fern Street to Belmore Road).

Other recommendations

The key priorities (in particular, the new recommended Priority 1 routes) should be designed and built as high-standard, off-road facilities, separated from traffic. Only by providing quality, separated cycleways will RCC be able to attract enough riders to make a significant impact on car dependency among residents. Furthermore, it will offer more people the choice of accessing the Kensington, Kingsford and Randwick shopping centres on their bike; with the added benefit of taking pressure off the limited car-parking spaces available.

The Todman LR stop will attract high levels of usage, particularly from residents in the Green Square/ Victoria Park area. As such, there is a strong case for providing a bike parking station with suitable capacity at this location. Ideally such a facility would be designed with access control system that is integrated with the Opal Card system. Similarly facilities should also be provided at both CESLR stops at Kingsford and Randwick, where there will be high demand from cyclists wishing to leave their bikes parked at the interchanges to transfer to light rail for trips towards the city.

Thank you very much for your time.

Yours faithfully,

Jim Hope
Vice President, BIKEast

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Randwick, Bicycle Routes Construction Priorities
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Affiliated to:

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PREVIOUS Bicycle Route Construction Priorities

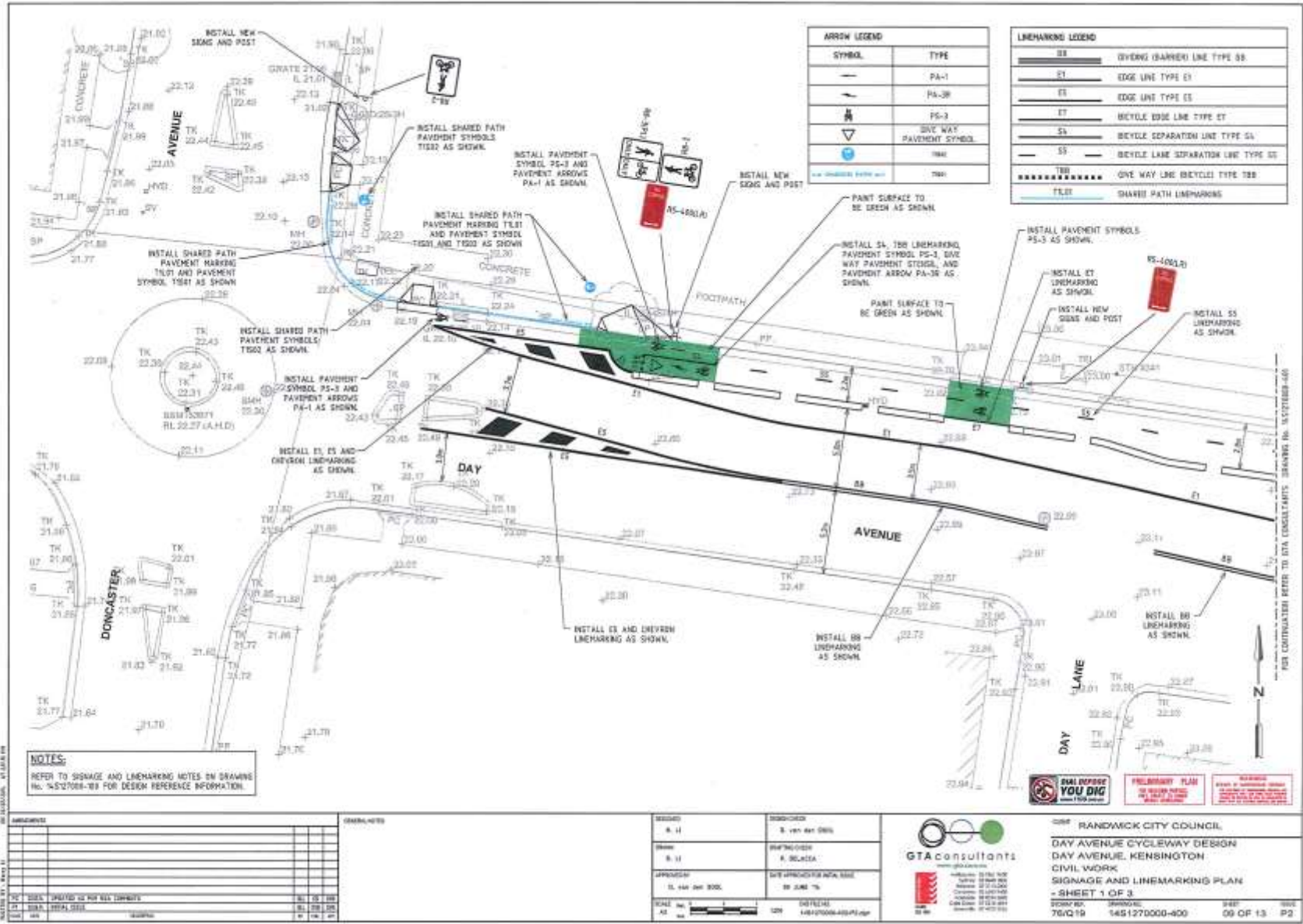
Priority & Status	Direction & ID code	Suburbs & Streets
1 Civil works completed – signage required	North South – eastern edge (NSe)	Waverley – Malabar –Yarra Bay Fern Street, Mount Street, Malabar Road, Kim Ave and Bourke Street.
2 Civil works partially completed	North South –western edge (NSw)	Centennial Park–Kensington–Yarra Bay inc. Dangar St, Botany St, Paine St & Menin Road.
3 Planning stage	East West (KCS)	Kingsford – Coogee South inc. Sturt St, Bundock St to Malabar Rd
4 Planning stage with UNSW	East West (UC)	Through UNSW– Coogee inc. St Pauls Street, Carr Street to Coogee
5 Planning stage	East West (CPGB)	Centennial Park to Gordons Bay inc. Darley Rd, MacPherson St, Boundary Rd, Clovelly Rd.
6 Planning stage	East West (HMB)	Hillsdale – Maroubra Beach O’Sullivan Ave, Haig St, Mons Ave.
7 Concept design & some detailed designs complete	North South – central (NSc)	Centennial Park - La Perouse Doncaster Ave / Huston Ave / Sturt St / Anzac Pde / Bunnerong Rd

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PROPOSED Bicycle Route Construction Priorities

Priority & Status	Direction & ID code	Suburbs & Streets
1 Concept design complete	North South – central (NSc) Stage 1	Centennial Park - La Perouse. Stage 1 - Anzac Parade, Kingsford to Fitzgerald Avenue (provides a link to the proposed Kingsford light rail terminus for people riding bicycles)
2 (new priority route)	East West (GSK)	Green Square – Kensington Epsom Rd/O’Dea Ave, Lenthall St/Todman Ave to Doncaster Ave (provides a link to the proposed Todman Avenue light rail stop for people riding bicycles)
3 Concept design & some detailed designs complete	North South – central (NSc) Stage 2	Centennial Park - La Perouse Stage 2 - Doncaster Ave route – from Alison Road to Day Avenue then to Houston Rd & Anzac Pde (provides a link to the proposed light rail stops at Todman Avenue and at UNSW and improved access to UNSW for people riding bicycles)
4 (new priority route)	East West (RCB)	Randwick - Coogee Beach Belmore Rd, Coogee Bay Rd, Dolphin St (provides a link to the proposed Randwick light rail terminus for people riding bicycles)
5	East West (KCS)	Kingsford – Randwick Sturt St, Bundock St to Malabar Road. (provides a link to the proposed Kingsford light rail terminus for people riding bicycles)
6 Concept design complete	North South – central (NSc) Stage 3	Centennial Park - La Perouse Stage 3 - Anzac Pde - Fitzgerald Avenue to Bunnerong Road (provides an extended link to the proposed Kingsford light rail terminus for people riding bicycles)
7	North South–westerly (NSw) Stage 2	Centennial Park–Kensington–Yarra Bay Stage 2 - inc. Irvine St, Royal St, Paine St
8	East West (UC)	Through UNSW– Coogee inc. St Pauls Street, Carr Street to Coogee
9	East West (CPGB)	Centennial Park to Gordons Bay inc. Darley Rd, MacPherson St, Boundary Rd, Clovelly Rd.
10	East West (HMB)	Hillsdale – Maroubra Beach O’Sullivan Ave, Haig St, Mons Ave.
11	East West (CPC)	Centennial Park to Clovelly Clovelly Road – full length

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