

# Cycleways and Bicycle Facilities Advisory Committee

## Minutes

7:30am Wednesday 16 November 2022 *(via MS Teams)*

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## Terms of reference

The following information is provided so that you may be aware of the structure and operation of the Cycleways and Bicycle Facilities Advisory Committee.

### Randwick Council resolved to establish a Cycleway and Bicycle Facilities Advisory Committee with the following terms of reference:

1. Report to the Council;
2. Enhance consultation between Council and the bike riding community;
3. Advance implementation of the planned and funded cycle ways in the Randwick local government area;
4. Review and provide advice on proposed Council bike related capital works projects;
5. Participate in the yearly draft budget process by recommending appropriate bike related projects;
6. Be consulted by Council on cycle way and bike facility issues involving significant planning proposals and Development applications before Council;
7. Regularly review and propose updating of the Randwick Council bike plan in line with the strategic direction of priority cycleways as detailed within "Sydney's Cycling Future"; and
8. Help advance a Regional Cycle Strategy with neighbouring Councils.

(Council resolution references 172/17 & 87/18)

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## 1. Acknowledgement of Country

The Chair asked for a volunteer to acknowledge the lands upon which this meeting is being held. Mr Reza Ahmed volunteered and stated the following:

*"I would like to acknowledge that we are meeting on the land of the Bidjigal and the Gadigal peoples; being the traditional owners who, for thousands of years, occupied and cared for vast areas along the Sydney Coast.*

*On behalf of the participants of this meeting I acknowledge and pay my respects to the Elders past, present and emerging, and also to those Aboriginal people participating today."*

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## 2. Attendance and apologies

### In attendance:

Councillor Michael Olive	RCC	Ms Jay Lee-Pieterse	RCC
Councillor Philipa Veitch	RCC	Mr Sri Sritharan	RCC
Councillor Kathy Neilson	RCC	Mr Tony Lehmann	RCC
Councillor Rafaela Pandolfini	RCC	Mr Reza Ahmed	RCC
Mr Elliott Jones	BIKEast	Mr David Appleby	RCC
Mr Jim Hope	BIKEast	Ms Angela Greenlees	TfNSW
Ms Yvonne Poon	BIKEast	Ms Kate Lewis	TfNSW
Ms Kristina Warton	BIKEast	Mr Kumar Shanmugarajah	TfNSW
Mr Paul Chilcott	Resident		

### Apologies:

Mr Lee Roberts  
Mr Dick Van den Dool

### 3. Declarations of pecuniary or non-pecuniary interests

Nil

### 4. Matters arising from Minutes of previous meetings

Nil

### 5. Items for consideration

#### 5.1. Get NSW Active Program Funding / TfNSW Walking and Cycling Program

The status of Council's application for Get NSW Active Program Funding are as detailed in the table below.

Project	Award Status	Tranche	Contribution
Active Transport Strategy	Successful	1	100%
South Coogee to Kingsford walking and cycling streetscape (Bundock Street / Sturt Street) – Detailed design finalisation	Successful	2	100%
Randwick to Coogee – Detailed design	Successful	2	100%
Anzac Parade – Mid A – Fitzgerald Avenue to Sturt Street / APPP – Detailed design	Successful	2	50%
Todman Avenue – Implementation	Awaiting notification	N/A	0%
Fitzgerald Avenue - Hillsdale to Maroubra Beach – Construction	Awaiting notification	N/A	0%

As noted above, Council is awaiting notification from Transport for NSW (TfNSW) regarding Council's previous funding submissions regarding both the "Todman Avenue – Implementation" project and the "Fitzgerald Avenue – Hillsdale to Maroubra Beach – Construction" project - as part of the 2022 / 2023 Get NSW Active Program. Council will be seeking a formal update from TfNSW for those two projects.

Also, TfNSW has indicated that the 2023 / 2024 Get NSW Active Program funding application process is due to commence this month. Depending on the outcomes of the currently submitted funding applications, Council officers will assess and evaluate appropriate active transport projects for which future funding will be applied.

#### Recommendation:

That the information be received.

#### 5.2. Kingsford to Centennial Park Cycleway

*(Doncaster Avenue, Day Avenue, Houston Road, General Bridges Crescent, Sturt Street permanent cycleway)*

Council officers continue to work closely with TfNSW through the construction phase of this project. A number of major milestones have been delivered and some problematic design challenges have been addressed. As previously reported, TfNSW, is the project delivery agency, and it awarded the construction contract to Burton Contractors.

TfNSW officers have agreed to provide the CABFAC with a briefing and update on the current progress of the project.

*Mr Kumar Shanmugarajah, Project Manager of Transport for NSW (TfNSW) provided a verbal update of the Kingsford to Centennial Park cycleway project.*

*The latest construction activities for this project include works on Doncaster Avenue at Todman Avenue for the relocation of power poles as well as electrical connections, kerbs and footpath works in this section.*

*The stormwater works continue and TfNSW is also reviewing construction practices that could reduce the impact on trees. Day Avenue work is to begin in coming weeks. Houston Road at Barker Street closure for stormwater works will be discussed with Council officers for construction traffic management.*

*The project will be shut down from 22nd December to 9th January.*

*BIKEast brought forward concerns regarding a new power pole in the footpath along Doncaster Avenue at Abbotsford Street that is a hazard for pedestrians and cyclists. For the Barker Street road closure, it was requested that if full road closure is implemented, it should be ensured that an extensive TMP is in place with clear and proper detours to ensure safety for all road and path users.*

*Councillor Veitch requested an update on Ascot Street / Doncaster Avenue. Mr Lehmann advised that Council officers are reviewing the roundabout design with cyclist and pedestrians crossing further towards the east.*

**Recommendation:**

That the information be received.

### **5.3. Anzac Parade (Walking and Cycling) Paths Project (APPP)**

Following the success of Council's "Get NSW Active Program" submission - for 50% funding of the detailed design documentation package of the Anzac Parade Walking and Cycling Paths Project - a primary consultant has been engaged. An initiation meeting has now been held with the consultant, to provide a project overview, current status and an understanding of the Council's expectations. The Consultant is currently undertaking Stage 1 of works (the Strategic Framework) for Anzac Parade in its entirety (from Kingsford Light Rail Terminus to Phillip Bay). Also, land surveyors are currently well underway with detailed survey works.

*Council officers provided an update to the Anzac Parade Paths Project.*

*BIKEast queried the future plans of the Anzac Parade corridor and potential future extension of the Light Rail. Mr Lehmann advised that TfNSW has not made any decision on timing and proposed alignment of the Light Rail extension and there are uncertainties on the further Light Rail initiative. The Anzac Parade Paths Project will continue to be developed to provide the Randwick community better walking and cycling connections within the spine of Randwick LGA. Mr Lehmann acknowledged that there are many possible uses for the centre median space along Anzac Parade which will be investigated by the engaged consultant.*

**Recommendation:**

That the information be received.

### **5.4. South Coogee to Kingsford walking and cycling streetscape (Bundock Street/Sturt Street)**

Following the success of Council's "Get NSW Active Program" submission for the 100% funding of the finalisation of the detail documentation package for the South Coogee to Kingsford Walking and Cycling Project (Bundock Street/Sturt Street), Council has re-engaged the primary consultant to complete the project. The detailed design is currently at the 80% stage.

Council have organised an upcoming initiation meeting with the engaged consultant to discuss project risk, program and emerging project requirements.

*Discussion on pedestrian refuge facility due to delay in construction of cycleway occurred. Mr Lehmann advised that there is development occurring in the Defence lands and Council will be working with the Defence to coordinate design approach and seek funding for improvements along the entire route, including the Avoca/Sturt/Bundock Streets intersection.*

*Further comments were made on the impact of existing trees and the loss of parking resulting from the proposed Bundock Street cycleway project. Mr Lehmann outlined the rigorous design and community consultation process undertaken as a part of the project. The initial proposal was revised following community feedback, to minimise the impact of tree and parking.*

**Recommendation:**

That the information be received.

## 5.5. Randwick to Coogee Cycleway

The Council has also been successful under the “Get NSW Active Program” in gaining 100% funding for the production of a detail documentation package for the Randwick to Coogee Cycleway project. With regard to this project, the Council is in the process of initiating procurement of primary consultant and Council officers have completed an early site assessment.

*Mr Lehmann described the potential routes for the Randwick to Coogee cycleway. He also discussed the challenges with gradients, potential impact on parking and trees. The specialist consultant, once engaged, will investigate options for potential routes and assess its merits. Once a preferred alignment is established, Council will undertake wider community consultation and detail design.*

### Recommendation:

That the information be received.

## 5.6. Bike Bypass Links of the High Street LR Terminus

As detailed previously for the CABFAC, the Council has been consistent in its response to development applications / documentation for the Randwick Hospitals’ Campus by recommending the installation of a shared path on the southern side of High Street between Botany Street and Randwick Junction. Following Council’s submission and detailed recommendations on widening the footpath provision of a shared way on High Street, the Department’s assessment concluded that the existing footpath is adequate for pedestrians and land dedication and amendments to enable the provision of a wider path or shared way cannot reasonably be required in this case.

However, conditions are recommended to ensure further improvements to connections through the hospital campus are given consideration by the applicant (NSW Health) in conjunction with Council. An Integrated Transport Working Group is to be established between NSW Health and Council to ensure the adequate transport planning for the overall masterplan of the Prince of Wales Hospitals’ Campus, and in particular, integration of east-west and north-south bicycle and pedestrian routes.

Subsequently, Council officers have undertaken an initial Integrated Transport Working Group meeting with Health NSW to discuss bicycle and pedestrian options within the site. Council officers have highlighted the importance to establish the North/South and East/West as a key outcome for the proposed masterplan of Prince of Wales Hospital Campus with endorsement from Health NSW. Negotiations with Health NSW is ongoing through the established Integrated Transport Working Group. Council will seek a new meeting with Health NSW in the near future.

*Mr Lehmann provided a description of the intended route around the Randwick Hospitals’ Campus. He also advised that there are discussions ongoing with NSW Health for the connection through the hospitals.*

### Recommendation:

That the information be received.

## 5.7. Maroubra Road Corridor Study

Due to the significant design challenges in determining an appropriate Maroubra Road cycling facility, in the vicinity of Anzac Parade, additional cycling typology options are being examined. This examination will investigate all options for the delivery of a cycleway/s along Maroubra Road, to improve connectivity at Maroubra Junction. The principal consultant has been engaged and finalisation of each of the design options, as well as a preferred option concept plan are expected to be completed by mid-December. Additionally, an updated corridor study report would be produced. This would be followed by further community consultation in the first quarter of 2023. This consultation may be undertaken concurrent with the Maroubra Junction Masterplan consultation. Subsequently, the final report and design will be reported to the Council and the Local Traffic Committee, together with cost estimates for implementation of the preferred design option.

*Mr Lehmann outlined the current status of the Maroubra Road Corridor Study and the space constraints of the project, especially between Walsh Avenue and Garden Street. The challenge for the project is to provide a continuous cycleway along the corridor, while minimising impact on pedestrian movements, public transport, traffic and parking.*

*Land surveys are currently being completed to confirm exact widths, and that this information would give Council better guidance re the final design recommendations.*

**Recommendation:**

That the information be received.

## 5.8. Todman Avenue Cycleway Project

As noted in section 5.1, Council is still waiting notification from TfNSW regarding the status of the 2022 Get Active NSW Program funding for the construction of short-term cycleway design, shared at the May CABFAC meeting. Moving forward, it is planned that Council will again submit a 2023 Get NSW Active grant application for the permanent cycleway design.

In the interim, Council officers have developed a provisional (more cost effective) line marking plan that would follow the existing alignment of the on-road bicycle lanes but with improved line marking definition, to better guide drivers and bike riders. The concept design has been forwarded to BIKEast for review and feedback. Subsequently, the design will be tabled before a meeting of Randwick Traffic Committee with a likely recommendation that the plan be released for community consultation.

*Council officers advised that the updated Todman Avenue short term cycleway design, that was previously shared at the May CABFAC meeting, was not successful in securing the 2022 Get NSW Active grant. Therefore, Council officers are moving forward with an interim (low cost) line marking plan for Todman Avenue to improve the existing cycling condition for the bike riders. Council officers noted the draft line marking plan for Todman Avenue have been shared and endorsed by BIKEast. Mr Lehmann noted that community consultation will commence in February / March next year, followed by implementation proposed for mid 2023.*

**Recommendation:**

That the information be received.

## 5.9. Active Transport Strategy / Bicycle Route Construction Priority

As an outcome of the Randwick City Council Integrated Transport Strategy (adopted 2021), Council has committed to deliver the Active Transport Strategy, by year 2023. As mentioned in Section 5.1, the Council was successful with its grant application for the development of our Active Transport Strategy.

The validation of the Council's bicycle route construction priority list, with associated community consultation, will be incorporated within the 'Active Transport Strategy'. The study will undertake a detailed data assessment including existing cycle networks, pedestrian behaviour studies, gaps, trends and demands to assist in the formulation of the Active Transport Strategy. The strategy will validate existing and / or proposed bicycle routes to develop a clear action plan over the next 15 years.

Discussions have been held with Waverley Council officers and with Transport for NSW officers to better collaborate on this project's direction and scope of works. Council officers have finalised a draft scope of works and will shortly be undertaking procurement to engage a primary consultant.

*Council officers advised that the Active Transport Strategy is in its final stages of procurement. Council officers also clarified the Active Transport Strategy is in response to "Strategic Approach 1.1" of the council adopted 'Integrated Transport Strategy'. It was also noted, the core objective of the strategy is to provide a 15-year plan to deliver better cycling and walking infrastructure/ programs for the community.*

**Recommendation:**

That the information be received.

## 5.10. Alison Road bike path – Landscape maintenance

During the August CABFAC meeting it was noted that the planting adjacent to the shared path along the south side of Alison Road had become overgrown. Vegetation had grown over the path at ground and eye level, narrowing the effective width of the path, thus increasing risk of collision.

This issue has been raised with our maintenance team and the row are plants closest to the shared path are to be removed. The works have commenced and will take several weeks to be completed by the end of November.

Unfortunately, the landscape designers for the Light Rail Project chose and insisted on the existing species of plants. Despite Council's negative feedback regarding the proposed landscaping decisions, there was no change in species choice. For future cycleways Council officers will consult with our Open Space Team to ensure the introduction of appropriate vegetation to minimise overhang on to bike paths and shared paths.

**Recommendation:**

That the information be received.

## 5.11. Paine Reserve shared paths

Council officers have finalised the detailed design for the proposed east / west shared path connection within Paine Reserve. Recently, it was proposed to expand the scope of the proposed east / west shared path in Paine Reserve to also include an additional north/south connection to Fennelly Street – so as to better serve the local schools and local community. However, during the feasibility and design process for a proposed north / south path, it was identified that two parcels of land near the Scout Hall are Crown Land currently not under Council care and control, with one parcel possibly being subject to a Native Title claim. Council officers are investigating this matter with State Government officials in order to determine the restrictions and / or opportunities affecting this proposed north / south path proposal.

Given the existing time constraints to the implementation of a north / south shared path connection, it has been decided to proceed with construction of the east / west path, while options for the proposed north / south path are further explored. The community consultation regarding the east / west shared path will commence mid-November, with the aim of having construction completed prior to the start of the 2023 school year.

*Council officers informed the committee that the Council will now progress with Stage 1 construction (east-west connection). Stage 2 of the project (north-south shared path) is now on hold pending further clarification on land ownership of land parcels north of the reserve.*

**Recommendation:**

That the information be received.

## 5.12. Alison Road (between Darley Road and Doncaster Avenue)

In order to deliver a shared path along the southern side of Alison Road, between Darley Road and Doncaster Avenue some moderate design and construction works are necessary. Detailed plans and cost estimates are currently being developed for the widening of part of the path on the south side of Alison Road, between the tram shed access signals and Doncaster Avenue, Randwick. This will result in a minimum width 2.5m shared path.

Concurrent with the path widening, Council will also seek to provide a 'bypass path' around the back of the existing bus shelter (as discussed at the last CABFAC meeting). As per the previous advice to CABFAC, the shared path around the back of the bus shelter will require that the Council enter into a lease arrangement with TfNSW. This is because the land behind the Bus Shelter is not owned by the Council. Once finalised, the detailed plans will be forwarded to Transport for NSW, so as to commence the lease processes..

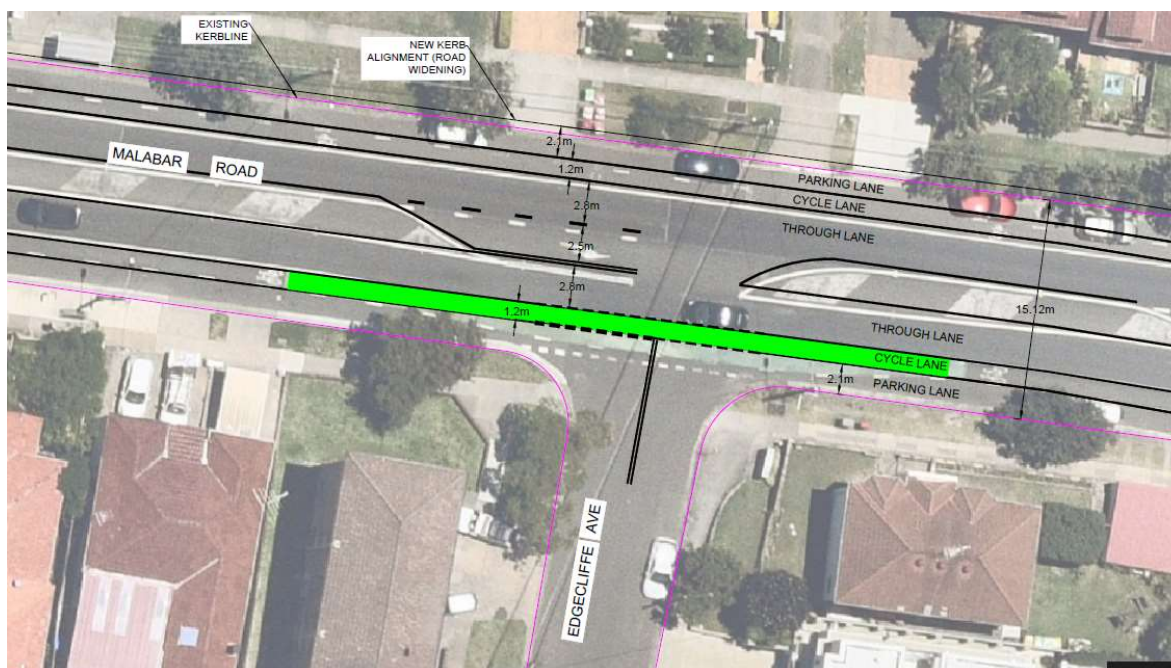
The primary stakeholder along this section of Alison Road is the Australian Turf Club (ATC). Once the plans of the proposed path widening and 'bus shelter bypass' are finalised the ATC will be consulted.

**Recommendation:**

That the information be received.

## 5.13. Malabar Road / Edgecliffe Avenue intersection – Cycle improvements

Councillor Olive has raised concerns over sightlines leading to vehicle / bike rider conflict within the Malabar Road and Edgecliffe Avenue intersection. An option has been investigated to realign the painted cycleway to allow more space for westbound Edgecliffe Ave motorist to prop at Malabar Road Intersection; thus, allowing better sightlines. A detail design of this proposal is shown below:



The proposed design will require a widening of Malabar Road by up to 450-500mm. This is to ensure that all existing widths (travel lanes, cycleway, parking bays) are maintained. This proposal would necessitate significant kerb realignment works and potential tree impacts. Due to the small property catchment (approximately 50 dwellings within a no through road), it is only low volumes of local traffic which emerge from Edgecliffe Avenue. Given these design constraints and the low volumes of local traffic emerging into this intersection, it is considered that no action be taken regarding this matter.

*The impacts of realigning the painted cycleway slightly to the north were discussed. It was noted that the resultant impact of the alignment would trigger kerb realignment works, requiring significant capital expenditure for the project. It was agreed the potential capital costs outweigh the benefits from the project.*

*Councillor Olive requested to further investigate an option with minimal changes to the painted cycleway alignment which will not trigger any kerb adjustments work. Mr Lehmann noted that the very sightline changes are likely to be quite insignificant and may not offer any improvement to the existing conditions.*

#### **Recommendation:**

That the information be received.

### **5.14. Bream Street and Mount Street, Coogee – Raised Pedestrian Crossing**

Concerns had been raised in the community regarding pedestrian safety when crossing Bream Street, east of Mount Street, Coogee. To address these concerns a raised pedestrian crossing was endorsed for implementation, at the February 2022 meeting of Randwick Traffic Committee. This vertical displacement device ('speed hump like') has the additional benefit of reducing motorist's speeds as they travel east / west along Bream Street – to the benefit of north / south moving pedestrians and bike riders. It should be noted that, initially, a combined pedestrian crossing / bike path raised crossing was examined, however, it was considered that bike riders would need to deflect too much and would have to negotiate getting across Mount Street (north) in conflict with Mount Street motorists. Also, southbound (downhill) Mount Street bike riders might 'inadvertently', charge straight across the intersection, forcing Bream Street motorists (including bus drivers) to have to brake heavily. Less alert motorists may not even notice freewheeling downhill bike riders (especially at night) – likely resulting in an unsafe outcome. Accordingly, this now constructed device invites Mount Street bike riders to look left and right and negotiate the intersection with care – yielding to any approaching Bream Street vehicles.





**Recommendation:**

That the information be received.

## 5.15. CABFAC Maintenance Requests

Council officers are well advanced in exploring a more efficient way for CABFAC members to submit and track cycling-related maintenance requests or queries. Council officers will provide an update of this proposal at the CABFAC meeting.

**Recommendation:**

That the information be received.

## 5.16. Proposed committee dates 2022/23

The following dates have been confirmed for committee meetings in the next 12 months:

- Wednesday 15 February 2023 at 6.30pm
- Wednesday 17 May 2023 at 7.30am.

Based on currently scheduled Council meetings and briefings, it has been confirmed that there should be no conflict with the proposed CABFAC meeting dates.

At an earlier meeting of the CABFAC it was agreed that the regular attendees of CABFAC be surveyed to establish their preferences as to when future meetings of this advisory committee should be held. The survey results indicate that majority preference is for evening meetings (6 responses for evenings and 1 response for mornings).

*The consensus at the meeting was to continue the meeting times alternating from morning and evenings.*

**Recommendation:**

That the meeting times for this Advisory Committee continue to alternate between morning and evenings.

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## 6. Urgent matters or matters for future investigation

### 6.1. Darley / Govett intersection

*Mr Chilcott queried the status of the Darley Road / Govett Street pedestrian refuge. Mr Lehmann explained that Council is still reviewing this intersection – in association with the adjacent Parkes Drive / Grand Drive intersection. Mr Lehmann had a meeting with Greater Sydney Parklands and will be catching up again in December 2022.*

**Recommendation:**

That the information be received.

## 6.2. Leaving members

*Ms Greenlees, Transport for NSW is moving on from Kingsford to Centennial Park Walking and Cycling Improvements project. Committee members thanked her for her communications with the committee regarding the project.*

*Mr Grazotis, Student at Randwick City Council, was thanked for his hard work throughout the past year.*

### **Recommendation:**

That the expressions of gratitude detailed above are endorsed.

Meeting concluded at 8:52pm.