

RANDWICK CITY COUNCIL

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# Active Transport Plan

## Walking and Cycling

June 2024

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# Contents

<b>1. Walking and Cycling Plan</b>	<b>3</b>
1.1. About this plan	3
1.2. Definitions	3
1.3. Our guiding principles	5
<b>2. Walking and Cycling Plan Summary</b>	<b>8</b>
<b>3. Actions</b>	<b>9</b>
Outcome 1: Walking and cycling feel safe and comfortable for all ages and abilities	9
Outcome 2: Walking and cycling are fun and encouraged.	16
Outcome 3: Enable walkable neighbourhoods	20
Outcome 4: Sufficient space and time for people to walk	22
Outcome 5: Neighbourhoods are connected by safe cycling infrastructure	25
Outcome 6: Walking and cycling are the first choice for travel to school	27
<b>4. Priority precincts and routes</b>	<b>30</b>
4.1. Walking Improvement Areas (WIA)	31
4.2. Cycling Network Plan	33

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# 1. Walking and Cycling Plan

## 1.1. About this plan

This Walking and Cycling Plan accompanies the Randwick Active Transport Plan. It outlines the key challenges and opportunities to increase walking and riding in our LGA, and the actions we can take to address these challenges. The Plan will be used to guide our infrastructure investment and initiatives over the next 15 years.

## 1.2. Definitions

<b>Walking</b>	Includes people moving on the footpath: walking on their feet; using mobility devices, wheelchairs, canes, walkers and mobility scooters; pushing prams and other carrying devices including for deliveries; and using unpowered kick scooters, skateboards and rollerblades. It does not include people riding bicycles. We note that children under 16 and their guardians are allowed to ride on the footpath and the environment should accommodate them.
<b>People who walk</b>	Describes anyone in our community who walks for transport (to get from A to B) or recreation and people who may not consider themselves walkers (such as someone walking to catch a bus). We use walkers rather than 'pedestrians', unless the context dictates otherwise (such as 'pedestrian crossing').
<b>Cycling</b>	Includes people riding a bicycle, tricycle, e-bike or cargo bike; as well as using any form of legal micromobility (e-bikes and potentially e-scooters if they are made legal in NSW in the future).
<b>People who ride</b>	Describes anyone in our community who rides a bicycle or micromobility device for transport (to get from a to b) or recreation. We also use the term people on bikes, bike riders or bicycle riders.
<b>Walkable street</b>	Streets that are designed to make it easy for people to cross from one side of the street to the other. These can be designated shared zones (10km/h), pedestrian priority and shared spaces that are typically under 30km/h, as well as streets with very low traffic volumes – under 300 vehicles per day (that would qualify them to become shared zones).
<b>Walking trip</b>	A complete journey from an origin to a destination that is completed on foot or with a mobility device (such as a wheelchair, walking cane or frame, pushing a pram or other activity, but does not include using a bike).
<b>Cycling/Bike trip</b>	A complete journey from origin to destination on a bike, e-Bike and, for the purposes of this Plan, this also includes legal scooters and cargo bikes, but not motorbikes.
<b>Walk stage</b>	One part of a journey done on foot, such as from home to a bus stop, or from home to school.
<b>Trip chain</b>	A series of joined-up walk or bike stages to different destinations in a single journey. For example, starting at home to get to school for a drop off and then continuing on to work. It may be done by one or multiple modes.

A walking journey stage



A walking trip



Walking and enjoying the area



Figure 1.1 Different types of walking trip types

### 1.2.1. Project lifecycle

Figure 1.2 illustrates how a typical active transport project is planned and delivered across a series of stages, from planning; feasibility and design; approvals; construction and finally the opening when infrastructure is available to the community for use.

Projects will progress through this development process at different rates depending on community needs and Council's priorities over time. This Plan recognises that, while projects are not always developed and delivered in a linear manner, these four project stages present different challenges and opportunities. This Plan anticipates and provides guidance to streamline project delivery over time.

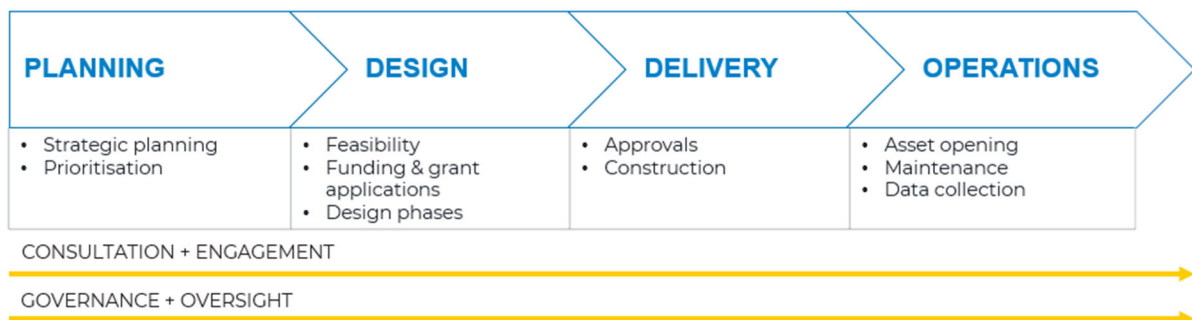


Figure 1.2 Typical project lifecycle for active transport projects



Streetscape improvements to Coogee Bay Rd have made it more pleasant to walk to shops and the beach

### 1.3. Our guiding principles

In the Active Transport Plan, we outlined the principles that guide our infrastructure decisions for walking and bike riding. These are summarised here in Figure 1.3 being safe, direct, connected, attractive, comfortable and adaptable.

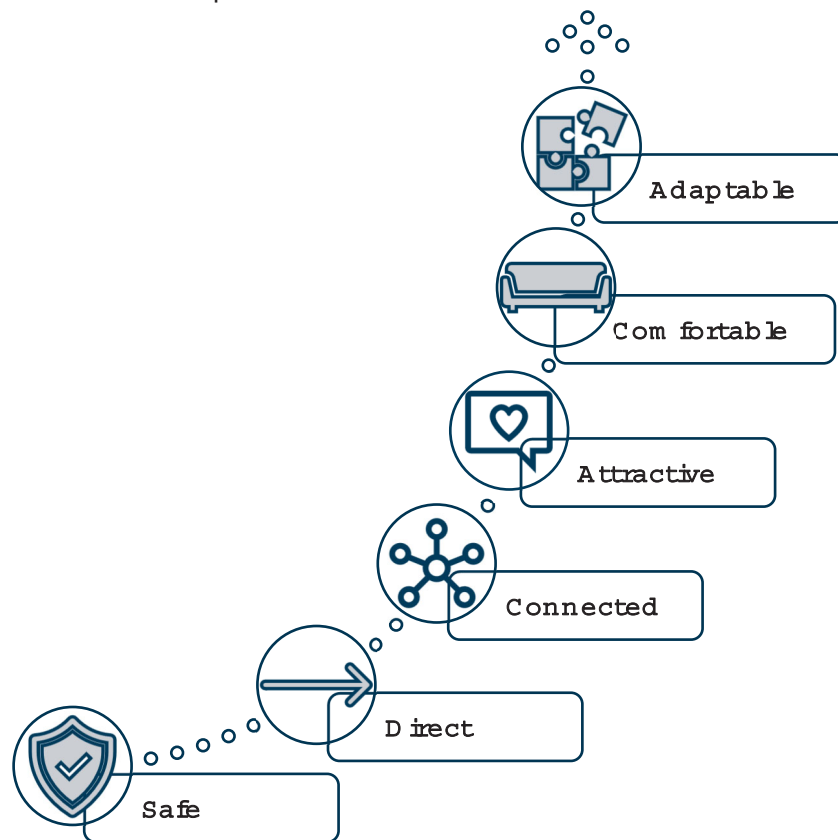


Figure 1.3 Active transport guiding principles









*Adding this kerb buildout with vegetation on Frenchmans Road has made it easier and safer to walk to shops*



### 1.3.1. Walking infrastructure principles

Based on our guiding principles above, Table 1-1 outlines the six principles that will be used when we plan, prioritise, fund and deliver any walking-related facilities and infrastructure.







**Table 1-1 Walking infrastructure principles**

Walking infrastructure principles	Key considerations
<b>Safe and secure</b> 	<b>Feels safe and secure at all times of the day and night, including safety from road traffic and conflict with other users</b> <ul style="list-style-type: none"> <li>- Crossings are safe</li> <li>- Good lighting, active street use and clear sight lines make the pathway feel safe to use day and night</li> <li>- Protect from unsafe interactions with motor vehicles, bicycles and micromobility devices</li> </ul>
<b>Direct</b> 	<b>Provide the shortest and fastest way to walk from place to place with minimal effort</b> <ul style="list-style-type: none"> <li>- Crossings facilitate the shortest route along desired pathways</li> <li>- Minimal wait times for pedestrians at crossings, particularly where there are larger volumes of people</li> <li>- Minimal barriers such as fencing or roundabouts without crossings</li> </ul>
<b>Connected and legible</b> 	<b>Provide continuous and connected path of travel to places people want to go</b> <ul style="list-style-type: none"> <li>- Routes are seamlessly connected by footpaths, kerb ramps and crossings that are easily used by people with mobility impairment or pushing prams</li> <li>- Connections link all journeys from door to door</li> <li>- Easy to navigate for people of all ages and abilities</li> <li>- Readable and accurate wayfinding to key destinations that helps visitors who are unfamiliar with the area</li> </ul>
<b>Attractive</b> 	<b>Create a high-amenity public realm that is inviting and joyful to pass through and spend time in</b> <ul style="list-style-type: none"> <li>- Art and retail frontages to stop and look at</li> <li>- Active streets with people and activity around</li> <li>- Places to rest and refresh</li> </ul>
<b>Comfortable</b> 	<b>Sufficient space for unhindered movement to walk side-by-side</b> <ul style="list-style-type: none"> <li>- Adequate widths of paths</li> <li>- Buffered from noisy traffic and pollution where possible</li> <li>- Protected from harsh wind, sun and weather</li> <li>- Avoid steep gradients where possible</li> </ul>
<b>Inclusive</b> 	<b>Accessible and useable by all ages and abilities</b> <ul style="list-style-type: none"> <li>- Kerb ramps at every corner</li> <li>- Tactile paving to provide warning and aid navigation</li> <li>- Minimal to no trip hazards</li> <li>- Alternative accessible routes, with clear information, where only stairs are available due to the topography</li> </ul>

### 1.3.2. Bicycle infrastructure principles







Based on our guiding principles, Table 1-2 outlines the six principles that will be used when we plan, prioritise, fund and deliver any bicycle or micromobility-related facilities and infrastructure.

**Table 1-2**      **Cycling infrastructure principles**

Cycling infrastructure principles	Key considerations
<b>Safe and secure</b> 	<b>Ensure that people riding bikes are provided with safe facilities that are suitable for all ages and abilities</b> <ul style="list-style-type: none"> <li>- Minimise interaction with motor vehicle traffic and high levels of pedestrian activity</li> <li>- Design for all ages and abilities</li> <li>- Crossings are safe</li> </ul>
<b>Connected and legible</b> 	<b>Enable riders to reach their destinations easily via routes that are connected across the network</b> <ul style="list-style-type: none"> <li>- Routes are seamless with bike-accessible pathways, kerb ramps, crossings, and wayfinding that are easily used by all ages and abilities</li> <li>- Randwick's cycleways are connected to the broader regional network</li> </ul>
<b>Direct</b> 	<b>Provide the shortest and fastest way of travelling from place to place with minimal effort</b> <ul style="list-style-type: none"> <li>- Simple to navigate</li> <li>- Crossings facilitate the shortest route along desired pathways</li> <li>- Minimal wait times at crossings</li> <li>- Minimal barriers such as roundabouts</li> </ul>
<b>Attractive</b> 	<b>Deliver safe and attractive surroundings with well-designed public spaces that are a pleasure to be in</b> <ul style="list-style-type: none"> <li>- Active streets with people and activity around</li> <li>- Places to rest, refresh and secure bikes</li> </ul>
<b>Comfortable</b> 	<b>Ensure riders of all ages and abilities can ride at safe speeds they are comfortable with</b> <ul style="list-style-type: none"> <li>- Adequate widths of cycleways and shared paths</li> <li>- Minimal stopping</li> <li>- Avoid steep gradients where possible</li> <li>- Minimal interaction with motor vehicle noise and pollution</li> </ul>
<b>Adaptable</b> 	<b>Incorporate flexibility in design to accommodate changes in user needs and demand over time</b> <ul style="list-style-type: none"> <li>- Consider population and demand growth</li> <li>- Future innovations in micromobility</li> </ul>

## 2. Walking and Cycling Plan Summary

Table 2-1 Summary of outcomes, objectives, measures and strategic approaches

Outcome	Objective	Strategic approach	Measurement in Community Strategic Plan
<b>1 Walking and cycling feel safe and comfortable for all ages and abilities</b> 	<ul style="list-style-type: none"> <li>To make <b>walking and riding feel safe and comfortable for all ages and abilities</b>, we will make sure footpaths and bike paths are fit for purpose, allocate more space to footpaths and cycleways, make walking and riding safer, particularly after dark, and seek to roll out safer speeds, better crossings, and places for people to stop and rest.</li> </ul>	<b>1.1</b> Ensure footpaths and bike paths are fit for purpose and well-maintained <b>1.2</b> Deliver safety improvements at key locations <b>1.3</b> Make walking and cycling feel safe particularly after dark <b>1.4</b> Support the introduction of traffic speeds <b>1.5</b> Provide more crossings for people walking or riding <b>1.6</b> Ensure road space is allocated to support safe and comfortable walking and bike riding <b>1.7</b> Provide places to stop and rest	Increase the proportion of all trips undertaken by active transport modes from 26% in 2019-20 to 35% in 2031  Maintain the baseline of 70% of residents who are satisfied with the construction of cycleways (2021)  Reduce casualties on the road network by 50% from a 2018 baseline of 269 incidents by 2031
<b>2 Walking and cycling are fun + encouraged</b> 	<ul style="list-style-type: none"> <li>To ensure <b>walking and bike riding are fun and encouraged</b>, we will increase tree canopy, inform and encourage the community to walk and ride more, and encourage development to provide things to see and do along routes.</li> </ul>	<b>2.1</b> Provide additional courses, events, or programs that encourage more people to walk and cycle <b>2.2</b> Deliver recreational riding and walking paths and links <b>2.3</b> Provide things to see and do along key walking and bike routes <b>2.4</b> Increase tree canopy along walking and riding routes	Reduce the proportion of private vehicle trips from 58% in 2018-19 to 45% by 2031  Increase the baseline Personal Wellbeing index score of 74.9 for Randwick (2021)
<b>3 Enable walkable neighbourhoods</b> 	<ul style="list-style-type: none"> <li>To <b>enable walkable neighbourhoods</b> by improving walking environments around shops, schools, bus and light rail stops and major destinations like university, parks and hospitals.</li> </ul>	<b>3.1</b> Facilitate 2 to 3-minute catchments to shops and schools by walking and cycling <b>3.2</b> Facilitate 15–20-minute catchments to major destinations <b>3.3</b> Facilitate 5-minute access to local bus and 10-minutes to major public transport <b>3.4</b> Provide or enhance places to which people can walk or ride	Reduce the proportion of private vehicle trips from the 2018-19 baseline of 58% to 45% by 2031  Maintain the baseline of 89% of residents who prefer to shop in their local neighbourhood (2021)  Maintain the baseline of 86% of residents who are satisfied with the vitality of town centres (2021)
<b>4 Sufficient space and time for people to walk</b> 	<ul style="list-style-type: none"> <li>To ensure there is <b>sufficient space and time for people to walk</b>, we will provide more space on paths around local centres and schools, and work to reduce crossing times at traffic signals.</li> </ul>	<b>4.1</b> Ensure footpaths are wide enough for comfortable movement for people of all abilities as well as amenities that makes walking more pleasant <b>4.2</b> Declutter streets	Maintain the baseline of 81% of residents who are satisfied with the maintenance of footpaths (2021)
<b>5 Neighbourhoods are connected by safe cycling infrastructure</b> 	<ul style="list-style-type: none"> <li>To ensure <b>neighbourhoods are connected by safe cycling infrastructure</b> we will deliver key bike routes linking up strategic centres and neighbouring council's bike facilities, and trial innovative methods to expand the cycling network.</li> </ul>	<b>5.1</b> Deliver a connected cycling network between local neighbourhoods and strategic centres <b>5.2</b> Deliver a cohesive cycling network that connects to adjoining councils <b>5.3</b> Use trials and innovative methods to deliver the future cycling network	Provide an additional 30km of safe cycling routes by 2031
<b>6 Walking and cycling are the first choice for travel to school</b> 	<ul style="list-style-type: none"> <li>To promote <b>walking and riding as the first choice for travel to school</b> we will collaborate with schools and the state government to encourage behaviour change, design safer approaches to schools and test innovative approaches to encourage active travel to school.</li> </ul>	<b>6.1</b> Collaborate with schools and state government to implement travel behaviour change programs to increase walking and riding to school <b>6.2</b> Ensure infrastructure supports safe and comfortable access to schools by walking, riding and scooting <b>6.3</b> Test innovative approaches to improve walking and riding access to schools	Aim to increase the proportion of children who walk, scoot or ride to school to from a baseline of 15% to 25% by 2031



### 3. Actions

The Active Transport Plan established six outcomes and 23 strategic approaches to achieve the outcomes. These are summarised in Table 2-1. Each of the strategic approaches has a series of actions Council can take, ordered in priority of urgency by low, medium and high. Each action is illustrated with a local example highlighting what this action needs to address. The priority of each action has been identified considering the role of Council, cost and impact, which can be defined as:

- Low priority actions which require involvement by other stakeholders for implementation, or which may not have a significant impact.
- Medium priority actions which have a significant positive impact however may have higher costs or require involvement by other stakeholders for implementation.
- High priority actions which are implementable by Council, will have significant positive impact, and are relatively low cost (with the exception of the large-scale Walking Improvement Areas and Cycling Network, which would need to be supported by state funding).

#### Outcome 1: Walking and cycling feel safe and comfortable for all ages and abilities

Outcome 1	Strategic approaches
<b>Walking and cycling feel safe and comfortable for all ages and abilities</b> 	<b>1.1</b> Ensure footpaths and bike paths are fit for purpose and well-maintained <b>1.2</b> Deliver safety improvements at key locations <b>1.3</b> Make walking and cycling safe particularly after dark <b>1.4</b> Support the introduction of safer traffic speeds <b>1.5</b> Provide more crossings for people walking or riding <b>1.6</b> Ensure road space is allocated to support safe and comfortable walking and bike riding <b>1.7</b> Provide places to stop and rest

Ref	Actions	Illustration	Priority
<b>1.1: Ensure footpaths and cycle paths are fit-for-purpose and well-maintained</b>			
1.1a	Identify and address missing pram ramps, accessibility barriers and ensure flat and even surfaces for walking are provided throughout the LGA.	 <p><i>Wheelchair user on Albion Street, Randwick</i></p>	High
1.1b	Investigate an asset management plan for footpaths and cycleways to remove debris using appropriately-sized street sweepers, maintain line-marking and monitor safety hazards (e.g. uneven surfaces).	 <p><i>Keeping cycleways debris-free is important for safety</i></p>	Low
<b>1.2: Deliver safety improvements at key locations</b>			
1.2a	Continue to work with Transport for NSW to improve safety at hotspots for walking and cycling crashes.	 <p><i>Anzac Parade, Maroubra Junction is a hotspot for pedestrian casualties because it's hard to cross</i></p>	Medium




Ref	Actions	Illustration	Priority
1.2b	Work with Greater Sydney Parklands to reduce severity of crashes in and around Centennial Park, including at entry and exit points.	 <p><i>Access points to Centennial Park need to be easy, safe and direct to minimise safety issues</i></p>	Medium
1.2c	Continue to work with TfNSW Centre for Road Safety and other councils to raise awareness of road rules and behaviours that negatively affect walkers and bike riders, including an information campaign around schools.	 <p><i>Signage to give way to pedestrians, Dee Why</i></p>	Medium
1.2d	Continue to communicate with the community to raise awareness of behaviours that negatively impact walkers and riders, such as cars parked illegally that block footpaths and safe sightlines to children crossing, poor parking of shared bikes and the need for shrubs and trees to be pruned.	 <p><i>Vehicle blocking safe access to school, Clovelly</i></p>	Low
<b>1.3: Make walking and cycling feel safe particularly after dark</b>			
1.3a	Consider a women's and girls' safety audit to identify and address safety issues after dark, including 24/7 access to the hospital and university campuses in partnership with relevant stakeholders.	 <p><i>Some members of our community can feel more vulnerable in public space, especially at night</i></p>	Medium



Ref	Actions	Illustration	Priority
1.3b	Undertake spatial analysis to prioritise lighting, sight lines and maintenance within Walking Improvement Areas and along cycling routes.	 <p><i>Lighting, activation, sight lines and well-maintained areas make places feel safe and welcoming</i></p>	Medium
1.3c	Provide appropriate levels of lighting at crossings and within key Walking Improvement Areas.	 <p><i>Night lighting at a crossing, Erskineville</i></p>	Medium
1.3d	Along key routes and groups of shops, explore expanding the application of Active Frontage map requirements within the Randwick LEP to ensure regular activation and continuous passive surveillance is provided.	 <p><i>Activated shop fronts on Clovelly Rd</i></p>	Low
<b>1.4: Support the introduction of safer traffic speeds</b>			
1.4a	Undertake a 30km/h trial around a high pedestrian activity area, such as La Perouse Public School, and explore application along this Plan's Cycling Network Plan and Walking Improvement Areas.	 <p><i>30kmh at shops, Subiaco WA (left) and Liverpool NSW (right)</i></p>	Medium

Ref	Actions	Illustration	Priority
1.4b	<p>Calm traffic and encourage drivers and riders to go slower in areas with pedestrian activity.</p> <p>Start with tactical interventions such as kerb buildouts, filtered permeability, and converting streets into yield streets where drivers must give way to others passing (e.g. where cars are parked on a narrow street. Many streets in Randwick are already yield streets)</p> <p>Explore reduced speed limits in most residential areas (e.g. 30 km/h or 40 km/h speed limits)</p>	 <p>Temporary traffic calming at McKeown St Plaza</p>	Medium
1.4c	<p>Undertake a behaviour change campaign to encourage slower speeds below posted limits (for example 'Try 30', Slow Down Day, bin stickers)</p>	 <p>Credit to <a href="http://www.30please.org">www.30please.org</a></p>	Low
<b>1.5: Provide more crossings for people walking or riding</b>			
1.5a	<p>Develop a crossing program to deliver unsignalised crossings in accordance with TfNSW Pedestrian Crossing Guideline prioritising main streets.</p> <p>This includes providing continuous footpath treatments for smaller side streets off main streets.</p>	 <p>New raised crossing on Perouse Rd, The Spot</p>	High
1.5b	<p>Work with TfNSW to improve signal phasing for pedestrians and riders, including using 'maximum green' phasing.</p>	 <p>Parent with young children, Anzac Pde</p>	Medium




Ref	Actions	Illustration	Priority
1.5c	<p>Explore with TfNSW innovative signal controls in major centres, particularly Randwick Health Precinct and to light rail stops.</p> <p>This could be pedestrian-priority signal crossings (green for pedestrians until vehicle actuates a signal change through the stop-line loop) or pedestrian detection cameras.</p>	 <p><i>Pedestrians are unnecessarily delayed at the light rail stop on High St, and often walk across on the red traffic signal. The lights could be set green for pedestrians until a car needs to pass through. A similar system is at Taylor Square in Surry Hills.</i></p>	Low
1.5d	<p>Explore with TfNSW the feasibility of 'phase all-red' for vehicles, and scramble crossings for walking and cycling at complex junctions such as:</p> <ul style="list-style-type: none"> <li>- High St / Avoca St / Belmore Rd</li> <li>- Frenchman's Rd / Clovelly Rd / St Marks Rd</li> <li>- Intersections around Kingsford light rail</li> </ul>	 <p><i>Multiple crossing phases and slip lane at Kingsford</i></p>	Low
1.5e	<p>Remove slip lanes where possible to reduce unsafe interactions between drivers and people walking or cycling.</p>	 <p><i>Slip lane on Darley Rd/ Avoca St, removed due to safety concerns for pedestrians and riders</i></p>	Medium
1.5f	<p>Investigate where possible pedestrian crossings at roundabouts throughout the LGA to improve pedestrian safety and access, with highest priority near schools.</p> <p>Children and elderly find roundabouts particularly challenging to navigate.</p>	 <p><i>Pedestrian crossings have been added at the roundabout at The Spot in Randwick to help pedestrians cross easily</i></p>	Medium

Ref	Actions	Illustration	Priority
1.5g	<p>Investigate where possible reducing crossing distances on street corners to reduce driver speeds and increase pedestrian safety. This is prevalent on former tram routes and where streets are not perpendicular.</p> <p>Prioritise areas with lots of walking such as routes to schools, shops and beaches.</p>	 <p><i>This wide street corner on Frenchman's Rd has been narrowed with street planting, making it much safer for people walking.</i></p>	Low
<b>1.6: Ensure road space is allocated to support safe and comfortable walking and bike riding</b>			
1.6a	<p>Aligned to the Integrated Transport Strategy Strategic Approach 2.2, develop a procedure for road space allocation on Randwick streets to support the delivery of walking space and cycle routes, including pop-up routes.</p>	<p><i>TfNSW Road User Space Allocation Policy</i></p>	High
1.6a	<p>Develop a pilot scheme to convert quiet streets and laneways to shared spaces (either 10-20km/h zones, or shared paths), with continuous crossings on side streets, starting with areas within 200m of schools and 250m of neighbourhood and local centres.</p>	 <p><i>10kmh share zone, Notts Ave Bondi</i></p>	Medium
1.6b	<p>Reduce through traffic on shared sections of key cycle routes and in high walking areas through filtered permeability (point closures).</p>	 <p><i>Mount St traffic filter at Bream St allows pedestrians and bike riders</i></p>	Medium







Ref	Actions	Illustration	Priority
<b>1.7: Provide places to stop and rest</b>			
1.7a	<p>Provide street furniture to support people walking by providing for example:</p> <ul style="list-style-type: none"> <li>• places to rest (benches) and shelter from harsh weather and sun</li> <li>• water bubblers in all green public open spaces, such as parks and beaches. This is particularly required along Maroubra Beach</li> <li>• bike repair facilities along Tier 1 cycle routes</li> <li>• bike parking in all centres and key destinations, including covered parking where feasible.</li> </ul>	 <p><i>Water and seating on the Coastal Walk, Lurline Bay</i></p>	Medium
1.7b	<p>During Stage 2 DCP Review conduct review of <i>Part B7, Section 4: Bicycles</i> to strengthen requirements for separated, easily accessible bicycle parking to be provided either on-street or within new developments.</p>	 <p><i>On-street bike parking provided on street corner, The Strand, Dee Why</i></p>	Low




## Outcome 2: Walking and cycling are fun + encouraged.

Outcome 2	Strategic approach
<p><b>Walking and cycling are fun + encouraged</b></p> 	2.1 Provide additional courses, events or programs that encourage more people to walk and cycle
	2.2 Deliver recreational walking and bike riding paths and links
	2.3 Provide things to see and do along key walking and bike routes
	2.4 Increase tree canopy along walking and riding routes


Ref	Action	Illustration	Priority
<b>2.1: Provide additional courses, events or programs that encourage more people to walk and cycle</b>			
<b>2.1a</b>	<p>Run community engagement campaigns to inform people how they can walk and cycle more, for example:</p> <ul style="list-style-type: none"> <li>• Inform new residents when they register for council rates</li> <li>• Inform residents of new major walk/ cycle infrastructure on completion of works.</li> </ul>	 <p><i>Informing people helps them make choices</i></p>	Low
<b>2.1b</b>	<p>Support the community using the streets how they want to, by informing them of Randwick's Street Garden Policy and simplifying temporary road closures for street parties or play streets.</p>	 <p><i>Summer Streets program, Glebe</i></p>	Low
<b>2.1c</b>	<p>Convert on-street parking spaces to bike parking such as 'Cyclehoop' temporary cycle racks.</p>	 <p><i>On-street bike parking, Bondi Junction</i></p>	Medium
<b>2.2: Deliver recreational walking and bike riding paths and links</b>			
<b>2.2a</b>	<p>Address missing links and widen footpaths along the Coastal Walk route and key access points.</p> <p>For Malabar Rd and Cuzco St, assess the potential to convert the footpath to a shared path environment.</p> <p>Consider how to facilitate cycling to and around parklands and beaches.</p>	 <p><i>The popular Coastal Walk encourages thousands of residents and visitors to walk</i></p>	Medium

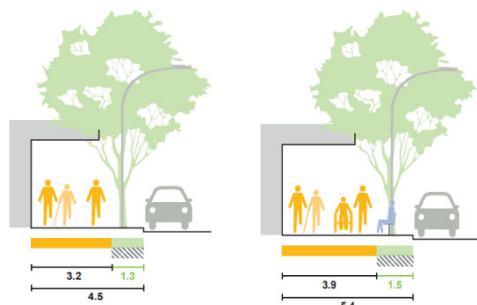
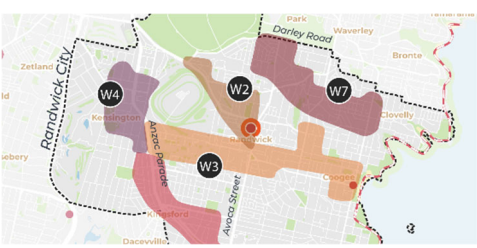

Ref	Action	Illustration	Priority
2.2b	Support social groups and events promoting recreational walking and cycling in Randwick.	 <p><i>Group riding in Randwick</i></p>	Low
2.3: Provide things to see and do along walking and riding routes			
2.3a	Support active frontages and activity on the footpath in local and major centres, such as outdoor dining and include within the Active Frontage Map This could also be achieved using site specific DCP controls through identifying areas for outdoor dining.	 <p><i>Pop-out kiosk at Coogee Beach activates the street and minimises clutter</i></p>	High
2.3b	Review land use controls to permit active frontage in major walking areas and along cycle routes where there are gaps in coverage. To be achieved through rezoning all local centres from residential to commercial and considered in future review of local centre controls.	 <p><i>House garage converted to café, La Perouse</i></p>	Low
2.3c	Support programs of footpath public art on high volume routes to make walking and cycling more engaging, co-ordinated with other strategies including 'play trails', indigenous stories and place names.	 <p><i>Pool library at Mahon Pool, Maroubra</i></p>	Low






Ref	Action	Illustration	Priority
2.3d	Support providing additional space to linger, such as outdoor dining and parklets.	 <p><i>Parklet for sitting and eating, Clovelly Road</i></p>	Medium
2.4: Increase tree canopy along walking and riding routes			
2.4a	Increase tree canopy cover in accordance with Council's policy, prioritising streets in centres, key walking areas and along cycling and other green grid routes. Street design including setbacks should ensure adequate provision of space and soil for trees in relation to paths.	 <p><i>Tree canopy and vegetation increases the attractiveness and shade, High Street Randwick</i></p>	Medium
2.4b	Create new landscaped areas with trees where suitable, particularly where kerb works are required.	 <p><i>Landscaped area installed as part of street narrowing, Frenchmans Road</i></p>	Low

## Outcome 3: Enable walkable neighbourhoods


Outcome 3	Strategic approach
<b>Enable walkable neighbourhoods</b> 	<b>3.1</b> Facilitate 2 to 3-minute catchments to shops and schools by walking and cycling
	<b>3.2</b> Facilitate 15–20-minute catchments to major destinations
	<b>3.3</b> Facilitate 5-minute access to local bus and 10-minutes to major public transport
	<b>3.4</b> Provide or enhance places to which people can walk or ride

Ref	Action	Illustration	Priority
<b>3.1: Facilitate 2 to 3-minute catchments to shops and schools by walking and cycling</b>			
3.1a	<p>Where possible implement minimum Type 3 footpath width (as per Walking Space Guide) within 250 metres' radius of every neighbourhood centre in Randwick LGA.</p> <p>See <b>Figure 4.1</b> for a map of streets to which this applies.</p>	 <p><i>Walking Space Guide Type 3 and 4 (left to right)</i></p>	Medium
<b>3.2: Facilitate 15 to 20-minute catchments to major destinations</b>			
3.2a	<p>Establish a 'Walking Improvement Precincts' program for priority precincts identified in <b>Figure 4.2</b></p>	 <p><i>Walking study areas, see Section 6</i></p>	High
3.2b	<p>In walking study areas, investigate new pedestrian priority treatments like continuous raised crossings over side streets.</p>	 <p><i>Raised crossings on Coogee Bay Rd</i></p>	High




Ref	Action	Illustration	Priority
<b>3.3: Facilitate 5-minute walking access to local buses and 10-minute access to major public transport</b>			
3.3a	Prioritise and deliver footpath upgrades within 200 metre walking catchments to local bus services, and 10 minutes to light rail, combined with kerb ramps and crossings. Seek to achieve a minimum Type 2 footpath width (as per Walking Space Guide). In some key areas (such as adjacent to schools and light rail stops) Type 3 should be provided.	 <p>Walking Space Guide Type 2</p>	Medium
3.3b	Ensure all bus stops are DDA compliant, starting with ensuring that there is a paved level surface for all stops for all-weather boarding and alighting, and shelters for all stops on more frequent routes.	 <p>Non-compliant bus stop, Fern St Clovelly</p>	Medium
3.3c	Prioritise crossings and pram ramps on footpaths adjacent to bus stops. Enable the most direct and convenient paths of travel on foot are provided to each bus stop (supporting Strategic Action 1.15 of the Integrated Transport Strategy)	 <p>Elderly person and child trying to reach bus stop, Albion St Waverley</p>	Medium

Ref	Action	Illustration	Priority
<b>3.4: Provide or enhance places to which people can walk or ride</b>			
3.4a	<p>Align the zoning of existing small centres such as Moverly Road and Cooper Street to an employment zoning encourage additional trading.</p> <p>Explore the long-term creation of additional small centres at different locations, for example:</p> <ul style="list-style-type: none"> <li>• Knowles/Menin/Flinders St</li> <li>• Wassell St and Caley St</li> <li>• Bunnerong Rd and Frost Ave</li> <li>• Australia Ave and McCauley St</li> <li>• other sites as appropriate.</li> </ul>	 <p><i>Scottish Corner', Moverly Road and Cooper Street, Maroubra are existing uses that could be recognised as a small centre</i></p>	Low

## Outcome 4: Sufficient space and time for people to walk


Outcome 4	Strategic approach
<p><b>Sufficient space and time for people to walk</b></p> 	<p><b>4.1</b> Ensure footpaths are wide enough for comfortable movement for people of all abilities as well as amenities that makes walking more pleasant</p> <hr/> <p><b>4.2</b> Declutter streets</p>




Ref	Action	Illustration	Priority
<b>4.1: Ensure footpaths are wide enough for comfortable movement for people of all abilities as well as amenities that makes walking more pleasant</b>			
4.1a	Audit footpaths in Walking Improvement Areas to assess their accordance with the Walking Space Guide (and, for shared paths, the Cycleway Design Toolbox).	 <p><i>This narrow footpath has many laybacks and flat sections, making it “lumpy” for prams and wheelchairs. Mermaid Ave, Lurline Bay.</i></p> <p><i>It is also on the highly used Coastal Walk which has a very high volume of people walking</i></p>	Low
4.1b	Where footpaths are being replaced or extensively repaired, seek to widen the clear footpath width in accordance with the current standards and guidance including the NSW Walking Space Guide (and, for shared paths, the Cycleway Design Toolbox).	 <p><i>Walking is a social activity. Footpaths need to enable walking side-by-side and passing others. Varna St, Clovelly</i></p>	High
4.1c	<p>Where space between property boundaries and the kerb are inadequate to allow compliant footpath or shared path widths, consider opportunities to widen the space:</p> <ul style="list-style-type: none"> <li>• Specify building setbacks in key locations in the DCP, where there remains insufficient space</li> <li>• Move kerbs as footpaths are being reconstructed</li> <li>• Reallocate road space using the TfNSW Road User Space Allocation Policy.</li> </ul>	 <p><i>This path at the northern end of Maroubra Beach is very popular but has a squeeze point where pedestrians step out dangerously onto the roadway. It requires the kerb to be moved.</i></p>	Medium

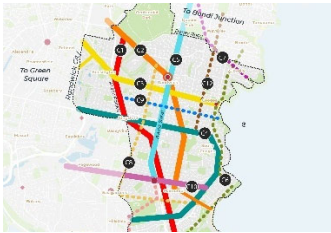


Ref	Action	Illustration	Priority
4.1d	<p>As footpaths are upgraded or built, ensure consistency along the streetscape either along the property boundaries or the along the kerb edge.</p> <p>Inconsistency creates a major issue for mobility impaired people.</p>	 <p><i>The footpath on Cuzco St in Lurline Bay has haphazard footpaths, on the Coastal Walk.</i></p>	Medium
<b>4.2: Declutter streets</b>			
4.2a	<p>Work with businesses and residents to remove obstructions along footpaths due to waste collection services.</p>	  <p><i>Bins obstruct walking. Perouse Rd + Clovelly Rd</i></p>	Low
4.2b	<p>Rationalise the number of signs:</p> <ul style="list-style-type: none"> <li>• Use existing poles and line markings where possible.</li> <li>• Reduce the overall number of fixed objects in every project by combining signs on poles, installing signs on walls or pillar boxes.</li> <li>• Co-ordinate the placement of new infrastructure, locating street furniture and objects in a designated zone that is outside the 'clear footpath width'.</li> </ul>	 <p><i>Paint on road reduces the need for signage, and playful messages make it impactful, Melbourne</i></p>	Low

Ref	Action	Illustration	Priority
4.2c	<p>Ensure any wayfinding includes decluttering principles for new signs and good user-experience, such as:</p> <ul style="list-style-type: none"> <li>• Use positive language.</li> <li>• Avoid reliance on signage to address gaps in safe and comfortable infrastructure (e.g. “cyclists dismount”, or sharrows on high speed or volume streets).</li> </ul>	 <p><i>Bins double as wayfinding, Coogee Bay Rd</i></p>	Low

## Outcome 5: Neighbourhoods are connected by safe cycling infrastructure


Outcome 5	Strategic approach
<p><b>Neighbourhoods are connected by safe cycling infrastructure</b></p> 	<p><b>5.1</b> Deliver a connected cycling network between local neighbourhoods and strategic centres</p> <p><b>5.2</b> Deliver a cohesive cycling network that connects to adjoining councils</p> <p><b>5.3</b> Use trials and innovative methods to deliver the future cycling network</p>


Ref	Action	Illustration	Priority
<b>5.1: Deliver a connected cycling network between local neighbourhoods and strategic centres</b>			
5.1a	Plan and prioritise the design and delivery of the Cycling Network Plan identified in 4.3	 <p><i>Cycling Network Plan</i></p>	High

Ref	Action	Illustration	Priority
5.1b	Partner with Transport for NSW to prioritise, fund and deliver Strategic Cycleway Corridors (Tier 1 routes).	 <p>TfNSW Strategic Cycleway Corridors</p>	Medium
5.1c	Investigate community suggestions and requests for improvements to missing links in the cycling network	 <p>Locals know where gaps in the network are</p>	Medium
<b>5.2: Deliver a cohesive cycling network that connects to adjoining councils</b>			
5.2a	Collaborate with Bayside Council, City of Sydney, and Waverley Council to ensure cycling infrastructure is connected across boundaries.	 <p>Queens Park shared path and cycleway</p>	Medium
<b>5.3: Use trials and innovative methods to deliver the future cycling network</b>			
5.3a	Where possible trial innovative approaches to achieve a connected cycling network sooner and cheaper through delivery of pop-up cycleways.	 <p>High Street pop-up cycleway</p>	Medium





Ref	Action	Illustration	Priority
5.3b	Test innovative approaches to reduce through vehicle traffic such as traffic filters which prioritise walking, cycling and local traffic access.	 <p><i>Filter that allows pedestrians and bikes, Bondi</i></p>	Medium

## Outcome 6: Walking and cycling are the first choice for travel to school





Outcome 6	Strategic approach
<p><b>Walking and cycling are the first choice for travel to school</b></p> 	<p><b>6.1</b> Collaborate with schools and state government to implement travel behaviour change programs to increase walking and riding to school</p> <p><b>6.2</b> Ensure infrastructure supports safe and comfortable access to schools by walking, riding and scooting</p> <p><b>6.3</b> Test innovative approaches to improve walking and riding access to schools</p>

Ref	Action	Illustration	Priority
<b>6.1: Collaborate with schools and state government to implement travel behaviour change programs to increase walking and riding to school</b>			
6.1a	Continue the program of pop-up pedal parks to improve skills and interest in cycling.	 <p><i>Pop up winter pedal park, Clovelly Beach</i></p>	Medium



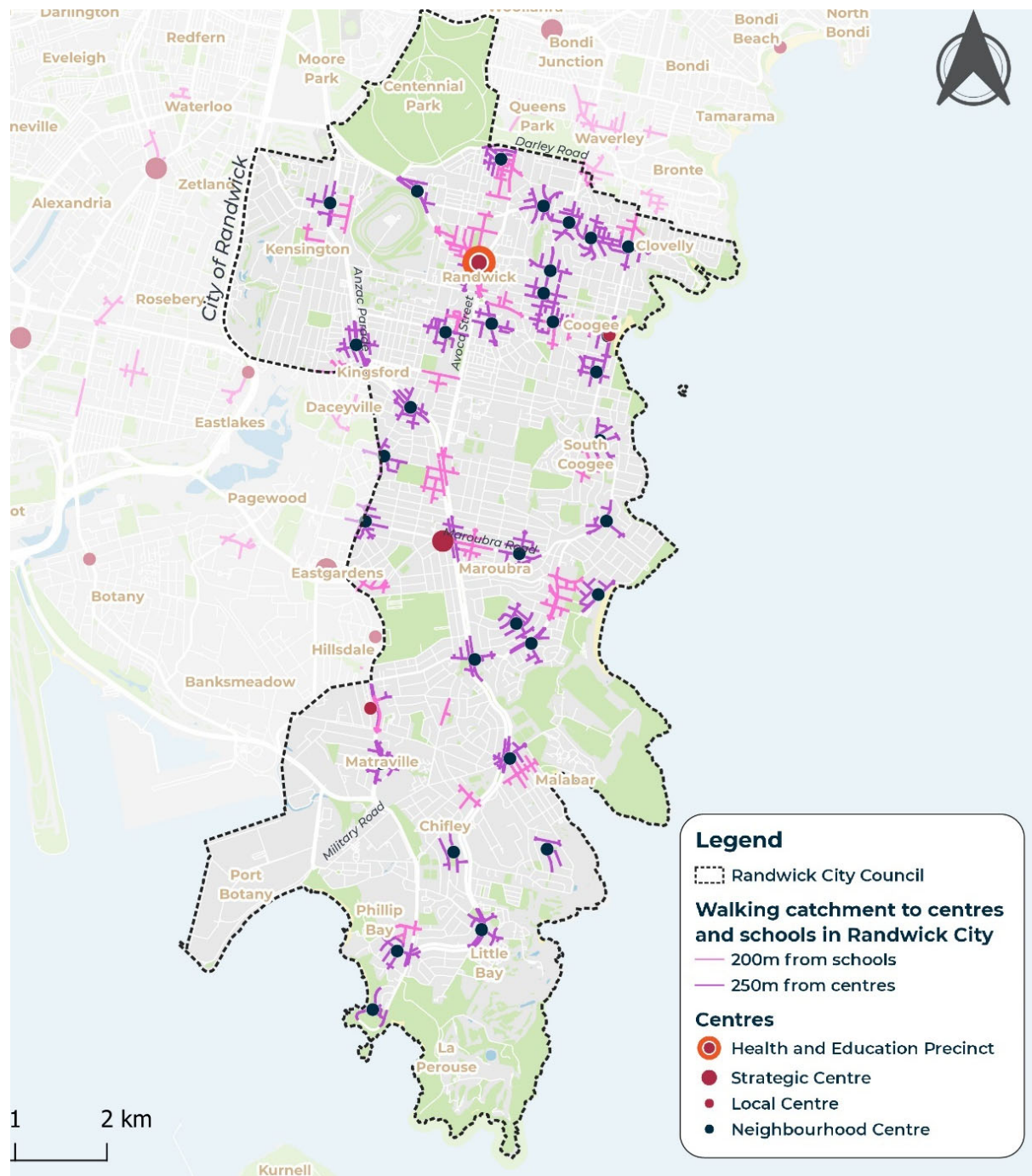
Ref	Action	Illustration	Priority
6.1b	Collaborate with schools to deliver behaviour change programs including, Ride to School programs and investigate innovative technologies to let parents know when children arrive safely.	 <p><i>Bike mechanic at Clovelly School as part of Ride2School Day</i></p>	Medium
6.1c	Advocate to Transport for NSW to review eligibility criteria / catchment for school bus pass – currently a gap between walking distance and catchment zone.	 <p><i>Currently student bus pass eligibility is a significant walking distance from home to school</i></p>	Low
<b>6.2: Ensure infrastructure supports safe and comfortable access to schools by walking, riding and scooting</b>			
6.2a	<p>Where possible deliver a network of Type 3* footpaths within a 2-minute (200 metre) walk of every school gate in Randwick LGA that is compliant with current standards and guidance.</p> <p>See <b>Figure 4.1</b> for a map of streets to which this applies.</p> <p>(*A 'Type 3 footpath' is illustrated in Action 3.1a above.)</p>	 <p><i>Wider footpaths and safer crossings installed at Clovelly Public</i></p>	High
6.2b	Support the provision of bike and scooter parking at every school.	 <p><i>Bikes and scooters at Clovelly Public School</i></p>	Medium



Ref	Action	Illustration	Priority
6.2c	Collaborate with School Infrastructure NSW to implement best practice around drop-off zones to facilitate children to travel independently to school.	 <p><i>Making drop-off zones slightly further from the school gate facilitates safer access</i></p>	Medium
6.2d	Implement new and improved crossings outside schools where possible per Strategic Approach 1.5.	 <p><i>Raised crossing outside Randwick Public School</i></p>	High
<b>6.3: Test innovative approaches to improve walking and riding access to schools</b>			
6.3a	Trial 'School Streets' during school zone hours with restricted traffic for children to access school safely.	 <p><i>Paris has successfully implemented over 200 school streets</i></p>	High
6.3b	Investigate free e-cargo bike trials for families in Randwick.	 <p><i>Parent's cargo bikes at Clovelly Public School</i></p>	Low

## 4. Priority precincts and routes

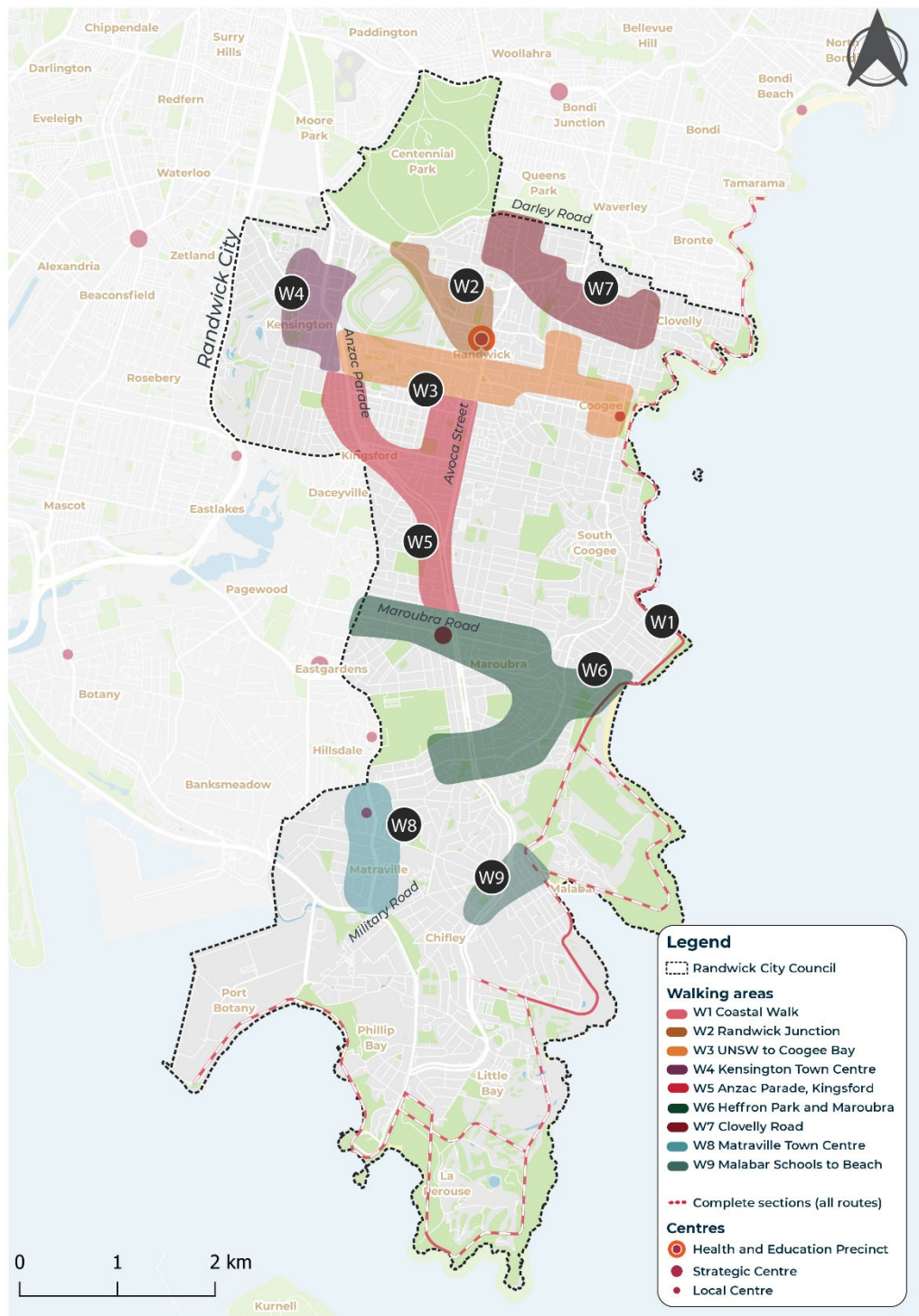
**Action 3.1a** recommends that where possible, Council ensure that all footpaths within a 3-minute (250 metre) walk of a strategic, local or neighbourhood centre be widened to at least a Type 3 footpath as described in the NSW Walking Space Guide. Likewise, **Action 6.2a** recommends that where possible, footpaths within a 2-minute (200 metre) walk of a school gate should be converted to a Type 3 footpath to accommodate the volume of children, prams, dogs, and scooters. **Figure 4.1** maps all streets in our LGA that would require these actions to be applied.



**Figure 4.1 2-min catchments to schools (pink) and 3-min catchments to centres (purple)**

## 4.1. Walking Improvement Areas (WIA)

**Figure 4.1** reveals clusters of shops and schools that are also located along light rail and key bus routes. **Action 3.2a** recommends that these clusters be considered under a program-based approach, in which a compact group of shops and schools becomes a Walking Improvement Precinct (**Figure 4.2**). This would extend beyond the main arterial road (such as Anzac Parade) and include surrounding side streets to ensure that people walking to shops, schools and public transport are accommodated with quality footpaths.



**Figure 4.2 Walking Improvement Areas**

The Walking Improvement Areas mapped in **Figure 4.2** are listed and described in Table 4-1.



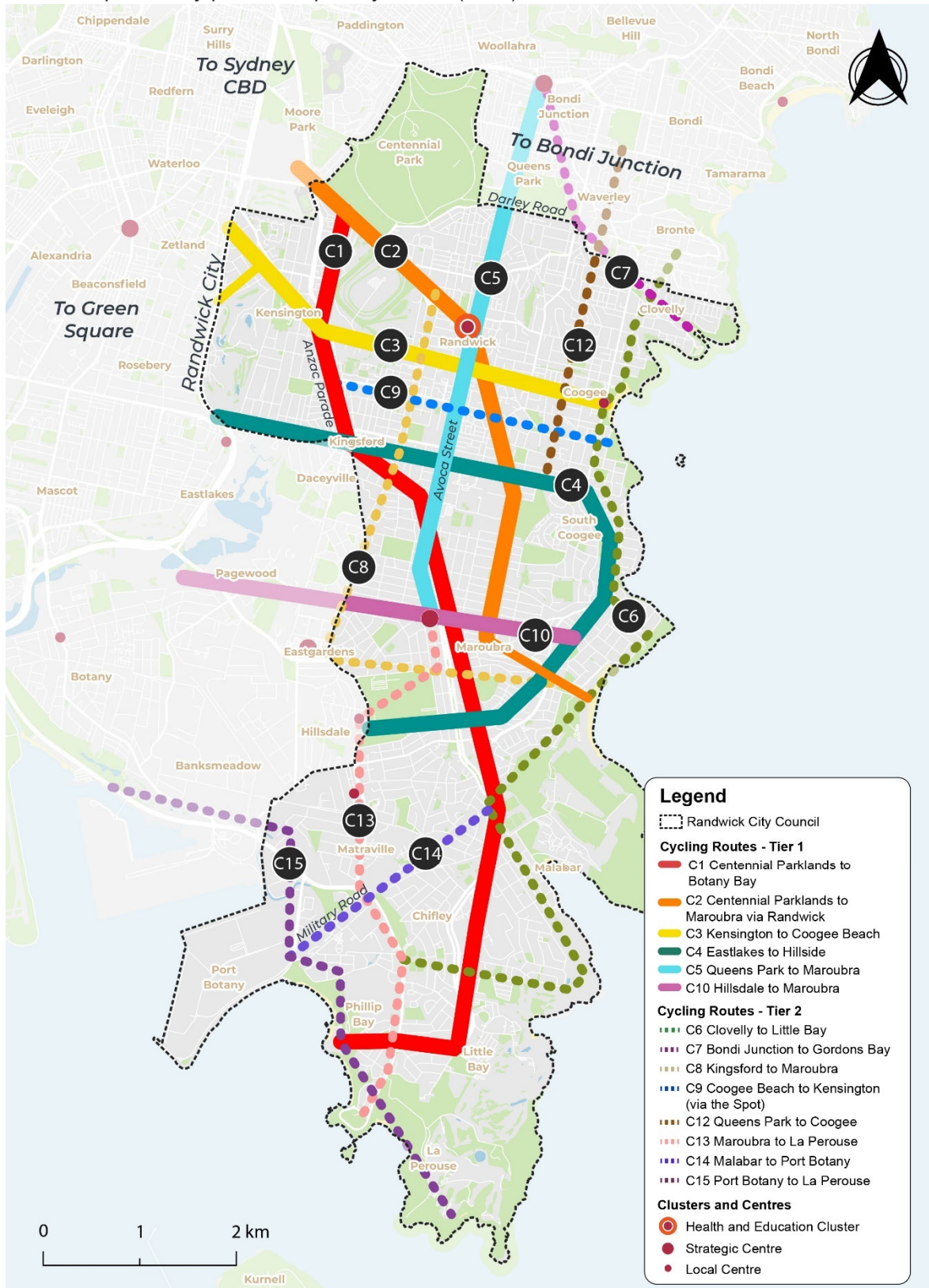
**Table 4-1 List of Walking Improvement Areas**

WIA #	Walking Improvement Area (WIA) Name	Description
W1	Coastal Walk	The Coastal Walkway is a long-term priority for Council and has been developed over a number of years, including the identification of missing links for delivery. For further information click on the following link: <a href="https://www.randwick.nsw.gov.au/facilities-and-recreation/explore-randwick-Council/coastal-walkway">https://www.randwick.nsw.gov.au/facilities-and-recreation/explore-randwick-Council/coastal-walkway</a>
W2	Randwick Junction	Randwick Junction as identified in the DCP. This study would take account of the entire strategic centre, and extending north to Cowper Street, and along Alison Road to TAFE/ University of New South Wales Randwick Campus and Centennial Park, Randwick Gates
W3	University of New South Wales to Coogee Beach	The High Street to Coogee Bay Road corridor including University of New South Wales and Prince of Wales Hospital campuses, The Spot, Randwick and schools
W4	Kensington Town Centre	Kensington Town Centre area (including Kensington and ES Marks light rail stops) and to Kensington Public School and the Ascot Street gates of Royal Randwick
W5	Anzac Parade, Kingsford	The Anzac Parade spine of Kingsford from University of New South Wales to Juniors Kingsford light rail stop, and connection from Hospital to Maroubra Junction.
W6	Heffron Park and Maroubra	Maroubra Beach approaches – through Maroubra Junction (including the Lycée Condorcet at Maroubra Junction PS to Maroubra Beach via Maroubra Road), and from Heffron Park via Duffy's Corner and Malabar Road, including Marine Parade.
W7	Clovelly Road	The Clovelly Road Masterplan area and adjacent streets – the masterplan itself being a key document from which to draw improvements, and connecting to adjacent childcare and preschools
W8	Matraville Town Centre	Bunnerong Road from Matraville Public School to Harold Street
W9	Malabar Schools to Beach	An area including Chifley High School, Matraville Sports High School, Malabar Public School and Malabar Beach, as well as early childhood centres and Juniors Malabar. Consider particularly access from west to east across Anzac Parade and better walking connections into the Malabar Street grid.



## 4.2. Cycling Network Plan

**Action 5.1a** is to plan and prioritise the design and delivery the Cycling Network Plan ( 4.3) which incorporates the NSW Government's Strategic Cycleway Corridors (**Action 5.1b**) and Council's previously published priority routes (2015).



**Figure 4.3 Cycling Network Plan**

The Cycling Network Plan shows Tier 1 and Tier 2 cycling routes. Tier 1 routes are approximately aligned with the Strategic Cycleway Corridors (defined by the NSW Government) that form the regional network. These connect strategic and other major centres with high quality cycling infrastructure for high volumes of riders.

Tier 2 routes are primary local routes which connect to the Tier 1 routes as well as local and neighbourhood centres. Tier 3 routes, which are not mapped, are local routes only.

Each route mapped in 4.3 is listed and described in Table 4-2 below.

**Table 4-2 List of routes on the Cycling Network Plan**

Route	Name	Description
C1	Centennial Parklands to Botany Bay	<b>Tier 1 Strategic Cycleway Corridor</b> from Moore Park/ Centennial Park to La Perouse. A composite of 2015 delivery sections 'Anzac A', 'B' and 'C'
C2	Centennial Parklands to Maroubra via Randwick	<b>Tier 1 Strategic Cycleway Corridor</b> , Randwick to Maroubra
C3	Kensington to Coogee Beach	<b>Tier 1 Strategic Cycleway Corridor</b> from Taylor Square to Randwick, continuing south to Maroubra Beach
C4	Eastlakes to Hillsdale	<b>Tier 1 Strategic Cycleway Corridor</b> from Eastlakes to Maroubra and onto Hillsdale via Sturt Street and Bundock Street
C5	Queens Park to Maroubra	<b>Tier 1 Strategic Cycleway Corridor</b> , Randwick to Bondi Junction
C6	Clovelly to Little Bay	Coastal route to provide north-south connections on an eastern alignment
C7	Waverley to Gordons Bay	Connection to Waverley as per the 2015 bicycle route priority list
C8	Kingsford to Maroubra	Extension of 2015 route to provide north-south connectivity on a western alignment
C9	Coogee Beach to Kensington (via the Spot)	Extension of 2015 route, to access Coogee Beach to and through the health precinct
C10	Hillsdale to Maroubra	Regional east-west route Eastgardens to Maroubra Beach
C11	Clovelly Road	Connects Clovelly Beach to Centennial Park, as per 2015
C12	Queens Park to South Coogee	North-south network link
C13	Maroubra to La Perouse	Continuation of existing paths on Bunnerong Road, aligned with Bayside endorsed positions
C14	Malabar to Port Botany	East-west connection
C15	Port Botany to La Perouse	Southern coastal route to connect to Bayside

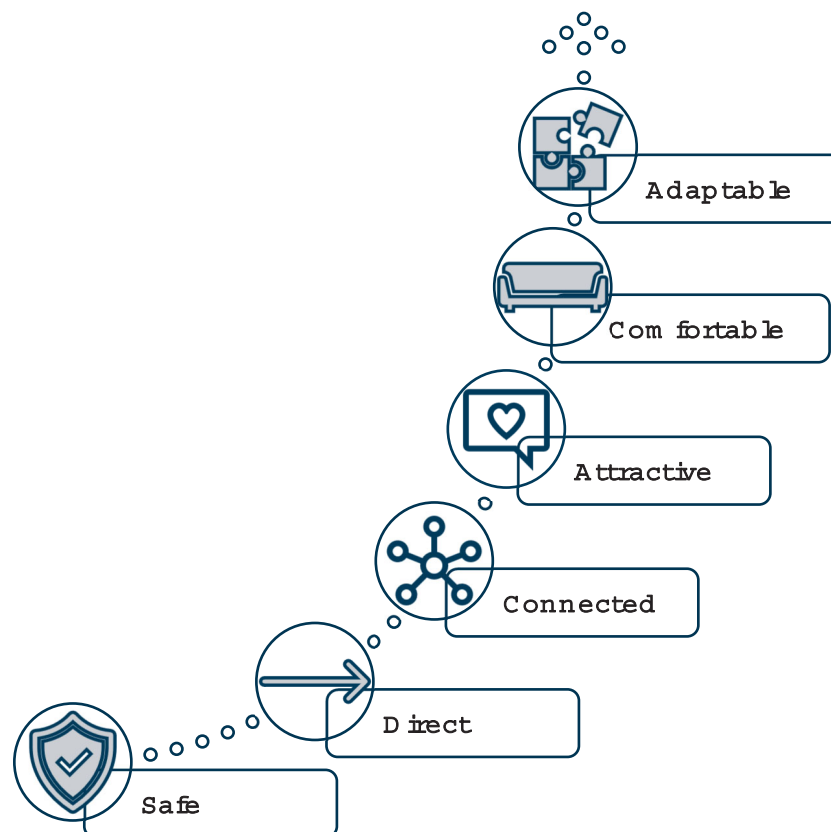
#### 4.2.1. Cycle network planning considerations

The City's cycling network has been developed taking into consideration a range of parameters which are discussed in this section in order of priority. This includes existing cycleways and shared paths, links under construction and previously planned routes identified in existing plans, studies and investigations. Building further on these, additional routes were identified based on what we heard from the community, topography, connections to neighbouring councils and desire lines both north-south and east-west.

At the heart of the planning considerations are findings from engagement with the community. This includes both engagement through development of this Plan and previous engagements such as other Randwick City strategies and plans. Going forward, our community will continue to play a key role in progressing planning for the cycling network through future engagements. This will ensure planning and decision making aligns with the evolving needs and priorities of our community.

#### Principles for Cycling Infrastructure

The Plan considers the Cycling Infrastructure Principles (Table 1-2) established in the Randwick Active Transport Plan and accompanying Walking and Cycling Plan. These principles, which are based on the NSW Cycleway Design Toolbox are summarised as:



## Strategic Cycleway Corridors

The Strategic Cycleway Corridors (shown below) are the NSW Government identified Tier 1 regional routes that connect our LGA to the broader regional area. These routes are highlighted in bold in both the map at 4.3 and list of routes in Table 4-2.

These routes meet the principles of Direct and Connected.

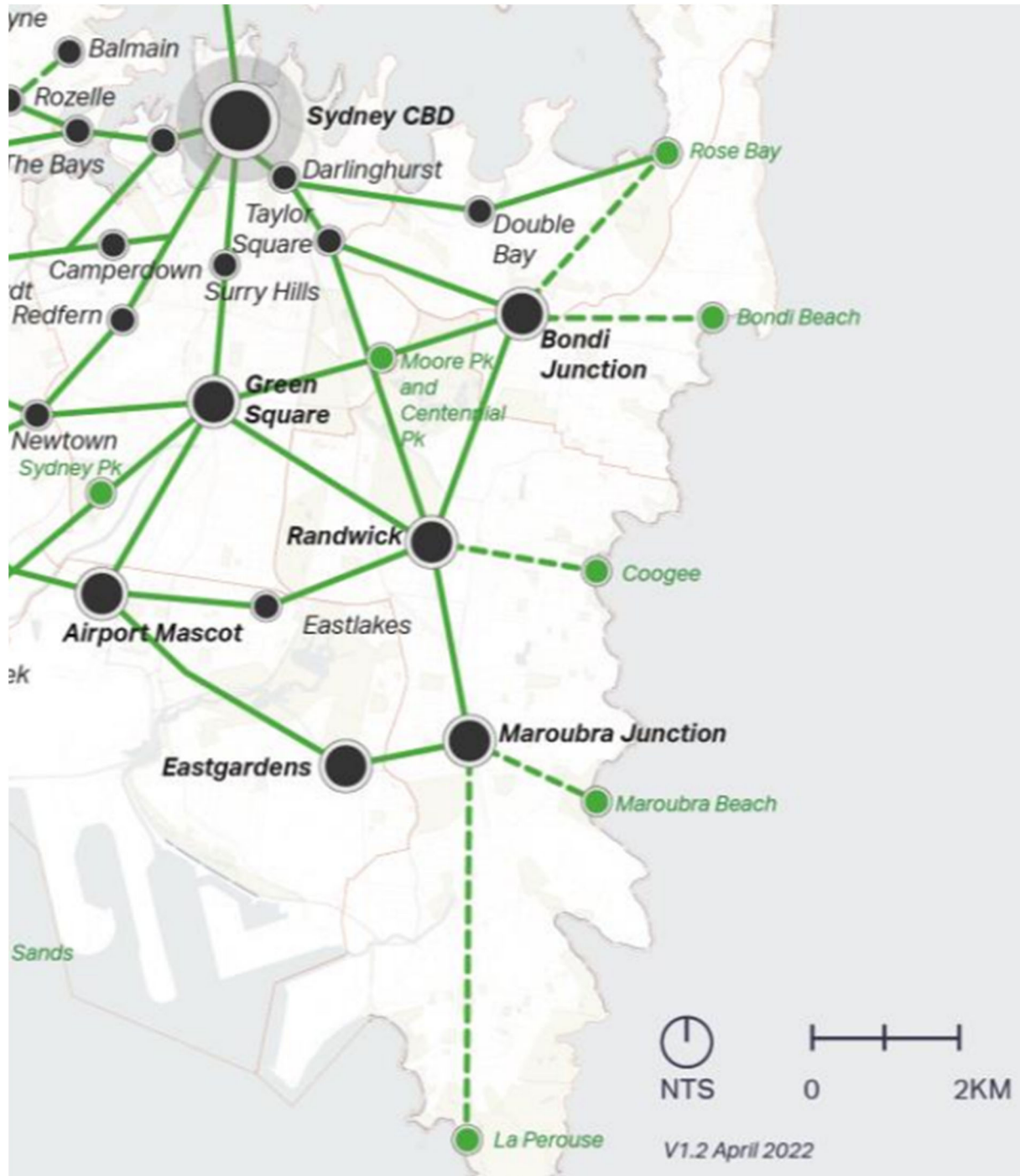


Figure 4.4 Strategic Cycleway Corridors for the Eastern Harbour City, published by TfNSW



## **Existing infrastructure**

Over the years several important cycleways and shared paths have been installed, including along Alison Road, Wansey Road, Darley Road and High Street, with more being delivered along Doncaster Avenue and Houston Road. These existing and substantially developed routes have been incorporated into the Cycling Network Plan.

## **Our previous plans, studies and investigations**

The 2015 bicycle route construction priority plan has not been substantially changed in this version. Where detailed investigations and previous community consultation has been completed, the alignment of a route is more specific (e.g. Sturt Street and Bundock Street).

In some cases, extensive feasibility and design has been completed. For other proposed routes, further feasibility and validation may be needed to define the preferred alignment. It is important to build upon projects progressed to date, recognise past investment to progress priority projects and recognise this updated network plan is supported and builds upon previous plans.

## **Connecting key destinations together**

Following the principles of Direct and Connected, key destinations across our LGA such as centres, schools and beaches, were mapped and the most likely north-south and east-west street connections were considered.

## **Topography**

Steepness is a significant constraint for people riding non-electric bikes, and routes have been identified which provide the most suitable gradients where possible. This follows the principle to provide Comfortable routes. We note that the increased use of e-bikes in future will make cycling more accessible to more people, and so we follow the principle of Adaptable infrastructure.

## **Connections to neighbouring councils**

We have consulted with our neighbouring councils at Bayside, City of Sydney and Waverley. Where adjacent councils have identified connections to our community, we have reflected this in the future network plan. This follows the Connected principle.

## **Tier 3 Routes**

Tier 3 routes are not specifically identified but will aim to extend the Tier 1 and Tier 2 routes as seamlessly as possible to where people need to go. Options include contraflow bike lanes on one-way streets, traffic calming, reduced traffic speeds, measures to reduce rat running on local streets, modal filters and so on.

