

Cycleways and Bicycle Facilities Advisory Committee

Agenda

7:30am Wednesday 21 February 2024 *(remote meeting)*

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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)

1. Acknowledgement of Country

The Chair will ask for a volunteer to acknowledge the lands upon which this meeting is being held:

"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."

2. Attendance and apologies

In attendance:

Apologies:

3. Declarations of pecuniary or non-pecuniary interests

4. Matters arising from Minutes of previous meetings

Wayfinding signage on Doncaster Avenue at Alison Road, Kensington pointing east towards the UNSW Upper Campus and Randwick Light Rail has been removed as requested by BIKEast.

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 Grant Funding Program 2022/23 and 2023/24 are as detailed in the table below.

Applications made 2023/24	Award Status	Funding stage requested	TfNSW Contribution
South Coogee to Kingsford - Stage 1 (Sturt Street)	Successful for construction of traffic signals at Avoca St / Bundock St/Sturt St /	Construction	100% \$2M
Maroubra Road Cycleway	Successful – Concept Design only	Design	80% \$400K
Todman Avenue and Lenthall Street Walking and Cycling Improvements	Successful	Design	100% \$667K
Anzac Parade Paths Project – Mid B - Fitzgerald Ave to Bunnerong Rd	Unsuccessful	Design	100%
Heffron Park to Maroubra Beach - Separated Cycleway	Unsuccessful	Design	100%
Randwick City Council Bicycle Parking Installation Program	Unsuccessful	Construction	100%
Sturt Street link - Road space reallocation and pedestrian access project	Unsuccessful	Design	100%
Fitzgerald Avenue - Hillsdale to Maroubra Beach	Unsuccessful	Construction	100%
Previous application made 2022/23	Award Status	Funding stage requested	TfNSW Contribution
Active Transport Strategy	Successful	Strategy	100% \$140K
South Coogee to Kingsford walking and cycling streetscape (Bundock Street / Sturt Street) – Detailed design finalisation	Successful	Design	100% \$474,580
Coogee to Randwick – Detailed design	Successful	Design	100% \$776K
Anzac Parade – Mid A – Fitzgerald Avenue to Sturt Street / APPP – Detailed design	Successful	Design	50% \$396K
Todman Avenue – Implementation	Unsuccessful	N/A	0%
Fitzgerald Avenue - Hillsdale to Maroubra Beach – Construction	Unsuccessful	N/A	0%

Council received confirmation from Transport for NSW (TfNSW) regarding Council's submissions for the 2023/24 Get NSW Active Program. Of the eight Randwick City Council projects submitted for grant funding for 2023/24, TfNSW will fund the three above noted projects.

Updates on projects funded as part of the Get NSW Active Program are in the following sections.

The 2024/25 Get NSW Active program applications were opened on 31 October 2023 and closed on 13 December 2023. Council officers reviewed appropriate future projects. Current projects, resourcing and Council's focus in the upcoming financial year. As such the following five projects were identified, which were submitted as four applications (combining the two school crossing upgrade projects into one).

Applications made for FY 2024/25	Funding stage requested	TfNSW Contribution
Kingsford to Centennial Park Cycleway – Section 3 (Barker Street to Sturt Street) – Design assessment	Design	100% (\$411K)
Maroubra Road Corridor Upgrade	Detailed Design only	100% (\$ 933K)
Paine Reserve - Shared Path (North South)	Construction	100% (\$263K)
School Crossing Improvements: <ul style="list-style-type: none"> Franklin Street, north of Matraville Boys High School, near St Andrews Catholic Primary School - Conversion of existing refuge island to a raised pedestrian crossing. Malabar Road West, Maroubra Bay Public School - Raising existing pedestrian crossing 	Construction	100% (\$231K)

Council awaits TfNSW’s decision on these applications.

Recommendation:

That the information be received.

5.2. Active Transport Strategy / Transport Mode Hierarchy

Council officers, with the consultant, continue to develop the Active Transport Strategy (ATS). The draft ATS and the Transport Mode Hierarchy was to be presented for endorsement to the November 2023 Council Meeting but was subsequently delayed until the February 2024 Council meeting. Stage 2 of the community consultation is expected to begin in March 2024 and will seek feedback on the ATS, including the draft Walking and Cycling Plans. Following community and stakeholder feedback the ATS will be refined and finalised. Council’s Bicycle Route Construction Priority list will be reviewed following the adoption of the ATS and the Walking and Cycling Plans. The list will then be released for community consultation.

Recommendation:

That the information be received.

5.3. Kingsford to Centennial Park Cycleway

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

TfNSW and their contractor, Burton, completed the construction of Sections 1 and 2 (1.1 km of 1.8km) of the Kingsford to Centennial Park Walking and Cycling improvements (K2CP) project on behalf of Council, from Alison Road in the north up to Barker Street in the south. Council has also completed the construction of the reinstated roundabout at the Ascot Street and Doncaster Avenue intersection with a continuous separated cycleway on the eastern side.

The elements of the cycleway that were opened to the public in December 2023 include:

- Doncaster Avenue, from Alison Road to Day Avenue,
- Day Avenue, from Doncaster Avenue to Houston Road,
- Houston Road, from Day Avenue to Barker Street.

The tree planting for Section 1, Doncaster Avenue from Alison Road to Anzac Parade, will be completed after this summer due to heat.

TfNSW and Council are also reviewing options to upgrade the Doncaster Avenue / Anzac Parade intersection to provide a continuous separated cycleway through Anzac Parade. Council is investigating options to best fit the separated cycleway whilst minimising the impacts on the existing on-street parking and services.

Section 3, which is pending construction funding, includes the following sections remaining for construction:

- Houston Road, from Barker Street to Gardeners Road
- General Bridges Crescent, from Gardeners Road to Bunnerong Road,
- Sturt St from Bunnerong Road to Anzac Parade.

For Section 3, TfNSW and Council continue to work together to review the design options and budget opportunities. Further updates will be provided when available. As mentioned in section 5.1, Council submitted an application to for a design assessment to consider how to deliver the rest of the project and provide an effective and cost-efficient protected cycleway for the rest of the project.

Council officers are investigating options for improving visibility of the signal boxes with TfNSW with options including providing 'skins' for the signal boxes as well as line marking to guide cyclists around the signal boxes and the power pole.

5.3.1. Community Communication

Since the opening of the cycleway, there have been various feedback shared with Council by the community.

The Mayor and Council officers have met with a number of Doncaster Avenue residents to listen to these concerns. To date, a consolidated response letter has been sent out to residents who met with the Mayor onsite.

Some actions that Council is working on are implementing additional linemarking for parking lanes, driveways and pavement reflective markers, as well as reviewing designs for the Kensington Public School layby.

There are also general comments and questions around cyclists still riding on the road. There has also been reported incidences involving frustrated drivers and cyclists. Council officers will be reviewing ways to better communicate with the community how to share the road. Any suggestions on how we can engage cyclists are welcomed.

5.3.2. K2CP Bicycle Counts

Prior to the opening of Section 1 (Alison Road to Todman Avenue) and following the opening of Section 2 (Todman Avenue to Barker Street), Council undertook video and pneumatic tube counts along Section 2 of the K2CP cycleway. Video and tube counts were taken at the following locations (on Thursday 14th December 2023 from 6am to 10am for video counts and for a one-week period beginning on Thursday 14th December 2023 to Wednesday 20th December 2023 for tube counts):

- Doncaster Avenue at Todman Avenue (video and tube count)
- Doncaster Avenue north of Anzac Parade (tube count)
- Doncaster Avenue south of Anzac Parade (tube count)
- Doncaster Avenue north of Day Avenue (video and tube count)
- Day Avenue east of Doncaster Avenue (tube count)
- Day Avenue at Houston Road (video count)
- Houston Road north of Barker Street (video and tube count)

The video counts provided information on cyclists and pedestrian movements and on-road / off-road (cycleway and footpath) behaviour. Some of the key observations are summarised below:

- The highest peak hour volume was observed to be at Doncaster Avenue and Day Avenue with 241 bike riders during 6:30am to 7:30am. Other intersections' peak hour volumes ranged from 140 to 210 bike riders. The peak hour generally occurred from 6:30am to 7:30am at the counted locations.
- Overall, more people rode on the road than the separated cycleway/footpath, throughout all locations (roughly 60% on-road / 40% off-road)
- The majority of the on-road bike rider volumes were high between 6am and 8am (average of 48 cyclists per hour). Outside of those hours, the on-road volumes were observed to be on average of ~2 riders per hour after 8am.
- Off-road bike rider volumes remained relatively consistent throughout the observation period (6am to 10am) with most bike riders observed between 7am to 9am peak period (an average of 22 cyclists per hour during peak period / 9 cyclists per hour during off-peak period).

Pneumatic Tube Count Data

Location	Weekday			Weekend			Daily	
	Peak Day	Peak Hour Volume	Average Volume	Peak Day	Peak Hour Volume	Average Volume	Peak Hour Volume	Average Volume
Doncaster Ave north of Todman Ave	Mon, 18 Dec	50 (5PM - 6PM)	423	Sun, 17 Dec	42 (8AM - 9AM)	304	42 (8AM - 9AM)	327
Doncaster Ave north of Anzac Pde	Fri, 15 Dec	48 (8AM - 9AM)	448	Sat, 16 Dec	43 (8AM - 9AM)	332	39 (8AM - 9AM)	354
Doncaster Ave at Roma Ave	Thur, 14 Dec	48 (7AM - 8AM)	361	Sun, 17 Dec	27 (7AM - 8AM)	252	31 (8AM - 9AM)	279
Doncaster Ave north of Day Ave	Thur, 14 Dec	47 (7AM - 8AM)	381	Sat, 16 Dec	40 (8AM - 9AM)	277	33 (8AM - 9AM)	298
Day Ave east of Doncaster Ave	Thur, 14 Dec	42 (7AM - 8AM)	321	Sat, 16 Dec	30 (8AM - 9AM)	191	30 (8AM - 9AM)	235
Houston Rd north of Barker St	Mon, 18 Dec	35 (8AM - 9AM)	225	Sat, 16 Dec	26 (8AM - 9AM)	141	23 (8AM - 9AM)	172
Average Total Volume Across all Locations	-	-	360	-	-	250	-	278

The tube counts were taken along the new separated cycleway. The following are some key points noted from the tube count data:

- Majority of cyclists travel north towards the city in the AM and South in the PM at all locations.
- The weekday peak hour volumes were generally higher than weekend peak hour volume in all locations, which may demonstrate that there are high volume of people commuting.
- Highest average bike rider volumes occurred at Doncaster Avenue, north of Anzac Parade, with the average weekday volume at 448 riders, average weekend volume at 332 riders and average daily volume at 354 riders.
- Highest peak hour volumes occurred on Doncaster Avenue, north of Todman Avenue.

The above data represents the opening of Section 2 only. Noting that Section 1 has since opened after the above data collection, the number of cyclists is expected to increase.

Recommendation:

That the information be received.

5.4. Anzac Parade (Walking and Cycling) Paths Project (APPP)

Council was successful in gaining 50% funding for developing the detailed design documentation package of the Anzac Parade Walking and Cycling Paths Project under the Get NSW Active Program. The Consultant has completed the Strategic Framework report (Stage 1) and is working on the concept design including traffic control signal (TCS) design and path alignments.

The base traffic assessment is currently under review by Council and TfNSW and will assist in understanding the opportunities for, and impacts of, the proposed paths and crossings along the corridor. Council officers continue to work together with the consultant and TfNSW to develop the concept design.

The project program has been updated to reflect some of these delays with project completion now anticipated to be the end of 2024.

Recommendation:

That the information be received.

5.5. South Coogee to Kingsford Walking and Cycling Project

Council is continuing to work with the primary consultant to complete the detailed design following the success of Council's Get NSW Active Program submission. The funding covered 100% of the finalisation of the detail

documentation package for the South Coogee to Kingsford Walking and Cycling Project (Bundock Street and Sturt Street).

As outlined in section 5.1, Council applied under the 2023/24 Get NSW Active Program for funding to construct Stage 1 of the South Coogee to Kingsford Walking and Cycling Streetscape project. Of the applied funding, the signalisation of the Avoca Street/Bundock Street/Sturt Street intersections was approved with \$2 million allocated for this project. As such, Council has instructed the consultant to prioritise the detailed design for the Avoca Street signalised intersection and to prepare a separate construction tender package.

To date, the consultant has developed the detailed design for the Avoca Street signalised intersection to 80% complete, and the detailed design for the Sturt Street and Bundock Street cycleway to 50% complete.

During the detailed design of the Avoca Street signalised intersection, it was found that proposed new traffic signals and footings would be sited directly above a Sydney Water main which runs along the centre of Avoca Street. Council has been advised that Sydney Water requires unimpeded access to their asset and will not accept having to engage with a third party in case emergency access is needed (i.e. TfNSW traffic signals). Design options were developed and reviewed to avoid this scenario. The encasement of the affected sections of the water mains in concrete has been identified as the best solution, however this triggers a Major Works Approval process which can take between 12-18 months. Council is still determining this process and the implications, including whether to install temporary pedestrian refuges at Sturt Street and Bundock Street at Avoca Street.

The construction ready plans for the Avoca Street signalised intersection are anticipated to be complete by May 2024 and subject to the required approvals process (Ausgrid, TfNSW, Sydney Water). The construction ready plans for the Sturt Street and Bundock Street cycleways area anticipated by August 2024 with construction subject to future successful funding applications.

Recommendation:

That the information be received.

5.6. Coogee to Randwick Cycleway

The Coogee to Randwick Cycleway project will provide a bike link from Coogee Beach to the Randwick light rail terminus and UNSW. The project will provide an active transport link between these key destinations and provide light rail passengers an alternative to driving to the Randwick light rail stop. The introduction of the light rail corridor on High Street and the new development at the Randwick Health and Innovation Precinct have required that the route originally identified be re-examined.

Council has appointed a primary consultant to complete the first stage of the project, the Strategic Framework and Options Assessment. The strategic framework will establish the vision and objectives for the project and provide a site analysis identifying the opportunities and constraints within the defined study area. Route options will then be developed and evaluated to determine the preferred route alignment in meeting the objectives of this route.

This project will include appropriate bypass links of the High Street Light Rail Terminus. Early consultation with UNSW and Health Infrastructure NSW will commence following completion of the analysis of the study area and the development of route options in order to present potential links with a robust justification.

Completion of this stage is expected to be early 2024, following which Council will appoint a consultant to develop the preferred route from concept design through to detailed design.

Recommendation:

That the information be received.

5.7. Maroubra Road Corridor Study

The Maroubra Road Corridor Study has been finalised along with a high-level concept design. The corridor study focused on improvements to pedestrian, bike rider and traffic facilities. Maroubra Road is very difficult to cross for all transport modes. The recommendation arising out the study included significant access improvements for pedestrians and road safety improvements for all users. The Study also identified the opportunity for the implementation of an east-west cycleway along the southern edge of Maroubra Road. For most of the route the road width is sufficient to accommodate such a facility.

However, at the Meeting of Council held on 23 August 2023, it was resolved that “the Maroubra Road Cycleway be deleted” from the project. Following Council’s decision, Council successfully sought TfNSW’s endorsement to progress with the new signalised intersections and pedestrian facilities at the nine key locations under the existing. The concept design would be specifically developed to allow for the easy installation of a future separated cycleway to be delivered with minimal disruption if the community and Council was to request cycleway route in the future.

Council is in the process of preparing the scope of works as part of the procurement process to appoint an external consultant to develop concept designs for these pedestrian and road safety improvements.

Recommendation:

That the information be received.

5.8. Todman Avenue Cycleway Project

Todman Avenue - Provisional Line Marking and Signage Upgrade

The proposed line marking upgrades of the interim project underwent a Road Safety Audit and based on the safety items identified, Council officers reviewed the feasibility of the shared paths on both ends of this project: from South Dowling Street to southeast of Supa Centa access; and on the south side of Todman Avenue at Lenthall Street.

This review included consulting TfNSW on the impacts to traffic signals, footpath widths and ramps. Based on the review, the shared path component will be separated from the line marking and signage upgrade proposal to move this project forward due to the associated costs and impact on traffic signals. The shared paths, or other options, will be reviewed as part of the permanent cycleway project. With that update, on the 10th of October 2023, Council sent out a community notification letter regarding the planned line marking, signage, and shared path to the residents in proximity, with a 4-week period for response (6 November 2023). The community feedback mainly consisted of residents asking for clarification regarding the concept design provided, as well as providing feedback on the pedestrian crossing at Carminya Street and Todman Avenue intersection.

As the community consultation period has recently concluded, the feedback received will be considered and incorporated into the design and forwarded to BIKEast for final review. The line marking works will be brought forth to Local Traffic Committee and will be scheduled for early 2024.

Todman Avenue and Lenthall Street Walking and Cycling Improvements Project

Council has been successful in securing funding from 2023/24 Get NSW Active Program for permanent, physically separated, walking, and cycling infrastructure improvements project from concept design to detailed design. The procurement process has begun and appointment of the principal consultant and commencement of the project is anticipated in April 2024. As the RCC Bicycle Route Construction Priority 3, it will provide a key link from City of Sydney to Doncaster Avenue where the Kingsford to Centennial Park cycleway will be completed this year.

Recommendation:

That the information be received.

5.9. Paine Reserve shared path (north-south path)

Option 3 was chosen following considerations of the three options previously shared for the 3m wide shared path linking the existing east/west shared path in Paine Reserve to connect Rainbow Street to the south and Fennelly Street to the north.

Under this option the shared path follows the Scout Hall property line north and then follows the Fennelly Street alignment to the existing driveway access. It also includes 1.2m wide footpath and concrete staircase leading to Fennelly Street within the reserve lands to accommodate pedestrian desire lines.

With the shared path alignment determined, Council officers are developing the construction documentation and preparing for the application for the approval of the rights to construct and maintain a path within the land subject to Native Title requirements.



Recommendation:

That the information be received.

5.10. Alison Road (between Darley Road and Doncaster Avenue)

Council officers have forwarded the concept plans of a full shared path along the southern side of Alison Road, from Doncaster Avenue (future cycleway) to the Light Rail yard and Royal Randwick Racecourse (the Racecourse) accesses to the Australian Turf Club (ATC).

Following review of the costs associated with replacing the footpaths that were constructed as part of the Light Rail project, it is proposed to retain the existing 2.1m footpath and designate them as shared path with shared path line marking between the Racecourse access to Darley Road intersection.

Council are waiting for comments from the ATC, and officers are working on the detailed design of the shared path. The path around the back of the bus shelter will require that the Council enter into a lease arrangement with TfNSW as the land behind the bus shelter is not owned by Council. Once finalised, the detailed plans will be forwarded to Transport for NSW to commence the lease process.

Recommendation:

That the information be received.

5.11. Super Sunday Bicycle Counts

Randwick City Council has been engaging Bicycle Network to have pedestrian and bicycle counts completed every year on a Sunday, known as Super Sunday. The date varies each year but generally occur in the second week of November on days with generally good riding conditions.

There is general increase in the bicycle uses in the most locations, with the highest growth seen on Alison Road and Doncaster Avenue, Kensington. There has been a drop in Doncaster Avenue and Anzac Parade, Kingston, however, this is expected to increase with the cycleway opening.

On Sunday 12th November 2023, the annual Super Sunday Bicycle and Pedestrian Counts were conducted between 9am and 12pm. In 2023, 14 locations were surveyed, 8 of which were surveyed in the previous Super Sunday 2022, 2 were surveyed years prior to 2022 and 4 newly surveyed locations.

Location	2022 Total Riders	2023 Total Riders	Difference	Growth
Todman Ave and Lenthall St, Kensington	115	146	31	27%
York Rd, Darley St, Avoca St and Musgrave Ave, Randwick	278	334	56	20%
Doncaster Ave and Anzac Pde, Kensington	244	139	-105	-43%
Alison Road and Doncaster Ave, Kensington	234	504	270	115%
Sturt St and Anzac Pde, Kingsford	42	49	7	17%
Maroubra Rd and Anzac Pde, Maroubra	215	211	-4	-2%
Avoca St, Bundock St and Sturt St, Randwick	75	70	-5	-7%
Coogee Bay Rd, Perouse Rd, Cuthill St and Belmore Rd, Randwick	140	170	30	21%
Anzac Pde, La Perouse (last counted in 2016)	-	182	-	-
Fitzgerald Ave and Anzac Pde, Maroubra (last counted in 2021)	-	269	-	-
Arden St, Arden St and Coogee Bay Rd, Coogee	-	57	-	-
Barker St and, Houston Rd, Kingsford	-	135	-	-
Dolphin St and Arden St, Coogee	-	70	-	-
St Pauls St and Perouse Rd, Randwick	-	76	-	-
Total	1343	1623	280	21%

There is a general increase in the bicycle uses in the most locations, with the highest growth seen on Alison Road and Doncaster Avenue, Kensington. There has been a drop in Doncaster Avenue and Anzac Parade, Kingston, however, this is expected to increase with the cycleway opening. As these observations occurred on Sunday, it is expected that these are recreational riders rather than riders commuting.

Super Tuesday counts will be completed in March and an update will be provided in the May CABFAC Meeting.

5.12. Darley Road / Govett Street Gates

Council officers are continuing the previous conversation with the Greater Sydney Parklands (GSP) to seek their confirmation on the permanent closure of the Parkes Drive gate at Darley Road and Govett Street, Randwick. This proposed gate closure aims to facilitate unrestricted access for pedestrians and cyclists while effectively restricting vehicular movement. By implementing this measure, substantial safety enhancements can be expected in addressing the road safety concerns.

5.13. Anzac Pde / Doncaster Ave and Anzac Pde / High St Shared Paths

BIKEast has noted that with the opening of Kingsford to Centennial Park cycleway on Doncaster Avenue, there is more mixed traffic on the existing shared path to connect Doncaster Avenue at Anzac Parade to High Street at Anzac Parade. BIKEast also requests consideration of shared paths along Anzac Parade, from High Street to UNSW Anzac Parade light rail station, and High Street, from Anzac Parade to the existing separated cycleway on High Street, at Randwick Racecourse access.

Shared path on Anzac Parade, from Doncaster Avenue to High Street at Anzac Parade

There is currently an existing shared path connection along the eastern side of Anzac Parade from Doncaster Avenue to High Street. It is acknowledged that there is a major pinch point at the northeast corner of the Anzac Parade and High Street intersection with sharp corner and utility boxes impeding sight lines. Council officers will investigate options to improve this corner.



High Street, from Anzac Parade to the existing separated cycleway on High Street, at Randwick Racecourse access

This section of High Street has been investigated and previously reviewed as part of the High Street pop-up cycleway. At the time, it was identified that the removal of lanes was not feasible due to the high traffic volume during the event days for the Royal Randwick Racecourse. Removal of the street trees to accommodate separated cycleway would not be supported.

Anzac Parade, from High Street to UNSW Anzac Parade light rail station

Establishing a shared path along Anzac Parade from High Street to UNSW Anzac Parade light rail station was previously reviewed as part of the Light Rail design. Unfortunately, further widening of the footpath to accommodate a proper shared path was not achievable. Any future proposals will require discussions with UNSW as parts of the footpath are within UNSW lands. It is also acknowledged that there is narrower footpath due to the existing trees, which were an issue raised previously. Council will have further discussions with UNSW. Council will also work with UNSW on providing a connection along Anzac Parade between Day Avenue and High Street.



5.14. Proposed committee dates 2024

The next meeting has been confirmed to be 15 May 2024 at 6:30pm.

The following dates are proposed for committee meetings in the next 12 months:

- Wednesday 15 May 2024 at 7:30am
- Wednesday 21 August 2024 at 6:30pm
- Wednesday 6 November 2024 at 7:30am.

Previously proposed Wednesday 14 November 2024 at 7:30am is proposed to be changed to 6 November 2024 at 7:30am following confirmation of Council Meeting dates.

Recommendation:

That the information be received.

6. Urgent matters or matters for future investigation